

Bradshaw's



CONTINENTAL
RAILWAY GUIDE

AND

GENERAL HANDBOOK
ILLUSTRATED

WITH LOCAL AND OTHER

MAPS

SPECIAL EDITION.

3/6

HARVARD UNIVERSITY
GRADUATE SCHOOL
OF BUSINESS
ADMINISTRATION
BAKER LIBRARY



GREAT EASTERN RAILWAY.

HOLLAND, GERMANY, THE RHINE, BELGIUM, AND SWITZERLAND, (Via HARWICH.)

PASSENGER SERVICE.—FEBRUARY.—(Unless prevented by unforeseen circumstances.)

LONDON TO ROTTERDAM,

From London.		From Harwich.		Due at Rotterdam about	
Thursday, Feb.	1st 11.42 a.m.	5. 0 p.m.	5. 0 p.m.	5. 0 a.m.	
Saturday,	3rd 11.42 "	6. 0 "	6. 0 "	6. 0 "	
Tuesday,	6th 4.25 p.m.	7. 0 "	7. 0 "	7. 0 "	
Thursday,	8th 4.25 "	9. 0 "	9. 0 "	9. 0 "	
Saturday,	10th 8.30 "	1. 0 a.m.	1. 0 a.m.	1. 0 p.m.	
Tuesday,	13th 8.30 "	3. 0 "	3. 0 "	3. 0 "	
Thursday,	15th 8.30 "	4. 0 "	4. 0 "	4. 0 "	
Saturday,	17th 11.42 a.m.	5. 0 p.m.	5. 0 p.m.	5. 0 a.m.	
Tuesday,	20th 4.25 p.m.	8. 0 "	8. 0 "	8. 0 "	
Thursday,	22nd 4.25 "	9. 0 "	9. 0 "	9. 0 a.m.	
Saturday,	24th 8.30 "	1. 0 a.m.	1. 0 a.m.	1. 0 p.m.	
Tuesday,	27th 8.30 "	3. 0 "	3. 0 "	3. 0 "	

ROTTERDAM TO LONDON.

From Rotterdam.		From Harwich.		Due in London.	
Thursday, Feb.	1st 12.0 noon	12.45 night	12.45 night	4.30 a.m.	
Saturday,	3rd 1.30 p.m.	8.30 a.m.	8.30 a.m.	12.15 noon	
Tuesday,	6th 2.30 "	7.55 "	7.55 "	10.30 a.m.	
Thursday,	8th 2.30 "	7.55 "	7.55 "	10.30 "	
Saturday,	10th 7. 0 a.m.	12.45 night	12.45 night	4.30 "	
Tuesday,	13th 9.30 "	12.45 "	12.45 "	4.30 "	
Thursday,	15th 11. 0 "	12.45 "	12.45 "	4.30 "	
Saturday,	17th 12.30 noon	12.45 "	12.45 "	4.30 "	
Tuesday,	20th 2.30 p.m.	7.55 a.m.	7.55 a.m.	10.30 "	
Thursday,	22nd 2.30 "	7.55 "	7.55 "	10.30 "	
Saturday,	24th 7. 0 a.m.	12.45 night	12.45 night	4.30 "	
Tuesday,	27th 9.30 "	12.45 "	12.45 "	4.30 "	

LONDON TO ANTWERP.

Every WEDNESDAY, and SATURDAY, at 4.25 p.m., leaving Harwich at 8.0 p.m., arriving at ANTWERP, about 10.0 a.m.

ANTWERP TO LONDON.

Every TUESDAY, and FRIDAY, at 1.0 p.m., leaving Harwich at 7.55 a.m., arriving in LONDON at 10.30 a.m.

FARES TO OR FROM ROTTERDAM AND ANTWERP.

	SINGLE TICKETS.			RETURN TICKETS.		
	1st Class and Saloon.	2nd Class and Saloon.	3rd Class and Fore Cabin.	1st Class and Saloon.	2nd Class and Saloon.	3rd Class and Fore Cabin.
London... ..	} 25s.	} 20s.	} 15s.	} 37s. 6d.	} 30s.	} 22s. 6d.
Peterborough						
Cambridge						
Norwich (Victoria)						
Yarmouth						
Lowestoft... ..	} 15s.	} ...	} 10s.	} 25s.	} ...	} 15s.
Harwich						

Single Tickets available for One Week, Return Tickets One Month, with permission to break the journey in each case at Harwich, for any length of time within those periods.

Return Tickets to Antwerp or Rotterdam are available on the Return from either place.

THROUGH TICKETS from LONDON to most of the Principal Cities and Towns in HOLLAND, GERMANY, BELGIUM, SWITZERLAND, and on THE RHINE, are issued at the BISHOPSGATE STATION; No. 144, CHAPPEL; and No. 23, REGENT CIRCUS, PICCADILLY; also from BIRMINGHAM, LIVERPOOL, and MANCHESTER.

The GREAT EASTERN RAILWAY COMPANY'S Steamers land and embark Passengers without the aid of Boats; and at ROTTERDAM the Passengers are landed and embarked at the Station of the DUTCH NETHERLAND RAILWAY, which is in direct communication with all parts of GERMANY and THE RHINE. BISHOPSGATE TERMINUS, February, 1866. J. G. POWERS, Continental Traffic Manager.

BRADSHAW'S GUIDES, BRITISH, CONTINENTAL, AND INDIAN.

BRADSHAW'S ENGLISH AND FOREIGN HANDBOOKS

ARE TO BE HAD AT EVERY

RAILWAY STATION, BOOKING OFFICE, AND BOOKSELLER'S
THROUGHOUT THE UNITED KINGDOM,

AND THE PRINCIPAL CITIES OF THE
CONTINENTS OF EUROPE AND AMERICA, INDIA AND AUSTRALIA.

[L.O.—3

Just Published, Second Edition Enlarged, Price 10s.,

BRADSHAW'S INVALID'S COMPANION TO THE CONTINENT,

COMPRISING

General and Medical Notices of the Chief Places of Resort,
With Remarks on Climate, the Advantages of Travelling, &c.,

AND METEOROLOGICAL TABLES.

BY EDWIN LEE, M.D.,

Member of several Medical Academies, Author of the "Baths of Germany and
France," "The Watering Places of England," &c., &c.

LONDON: W. J. ADAMS, 59, FLEET STREET, E.C.
MANCHESTER: BRADSHAW & BLACKLOCK, 106, CROSS STREET.

[L.O.—4

BRADSHAW'S ILLUSTRATED HANDBOOKS FOR THE CONTINENT.

JUST PUBLISHED—as follows:—

BRADSHAW'S NEW ILLUSTRATED HANDBOOK TO NORTH AND SOUTH ITALY, including ROME, SICILY, and SARDINIA, forming a complete Guide to the whole Country under its present Territorial Divisions; adapted to the Railway System, and Illustrated with large Map of ITALY, and Plans of Cities, &c. *Price 7s. 6d.*

BRADSHAW'S HANDBOOK TO SPAIN AND PORTUGAL.—A Complete Guide for Travellers in the Peninsula, by DR. CHARNOCK, F.S.A., F.R.G.S.; with splendid Travelling Map, Town Plans, and Pictorial Illustrations. *Price 7s. 6d.*

BRADSHAW'S ILLUSTRATED HANDBOOK TO FRANCE, adapted to all the Railway Routes, with a short Itinerary of CORSICA, including a Guide to PARIS, with Maps, Town Plans, &c. *Price 5s.*

BRADSHAW'S ILLUSTRATED GUIDE THROUGH PARIS and its ENVIRONS, exhibiting in a novel and comprehensive form, all that Can be Seen, and How to See it,—with a New and Beautiful Map of PARIS, shewing all the New Streets, and latest Improvements. Cloth, 2s. 6d. Boards, without the Engravings, 1s. 6d.

BRADSHAW'S POCKET HANDBOOK TO NORMANDY, and THE CHANNEL ISLANDS, with Notes, Historical, Traditional, and Descriptive. By HERBERT FRY. With excellent Travelling Maps. *Price 1s. 6d.*

BRADSHAW'S ILLUSTRATED HANDBOOK TO BELGIUM AND THE RHINE, and portions of RHENISH PRUSSIA, with a 'TEN DAYS' TOUR IN HOLLAND. *Price 5s.*

BRADSHAW'S NOTES FOR TRAVELLERS IN THE TYROL AND VORALBERG, with Illustrations from original Sketches, Maps, &c., Heights of Mountains, Passes, Glaciers, and Towns, &c.—Plants found in the Tyrol during July, August, September, and October. *Price 2s. 6d.*

BRADSHAW'S HANDBOOK TO SWITZERLAND AND THE TYROL, with Maps, Town Plans, and Pictorial Illustrations. *Price 5s.*

Just published, 32mo. Cloth, for the Pocket, price 1s.,

BRADSHAW'S COMPLETE ANGLO-FRENCH PHRASE BOOK for Travellers and Students; with a Vocabulary of the most useful Words; English and Foreign Tables of Coins, Weights, and Measures; the modes of addressing the dignitaries of England and France; Letters, Notes of Invitation, &c.

I N D I A .

BRADSHAW'S OVERLAND AND THROUGH ROUTES' GUIDE TO INDIA, EGYPT, TURKEY, PERSIA, CHINA, AUSTRALIA, and NEW ZEALAND, with Maps, Town Plans, and Pictorial Illustrations. *Price 5s.*

BRADSHAW'S THREE PRESIDENCIES OF INDIA, with large and beautiful Maps of each Presidency, Town Plans, and Pictorial Illustrations, &c., each Presidency forming a complete and distinct Book.

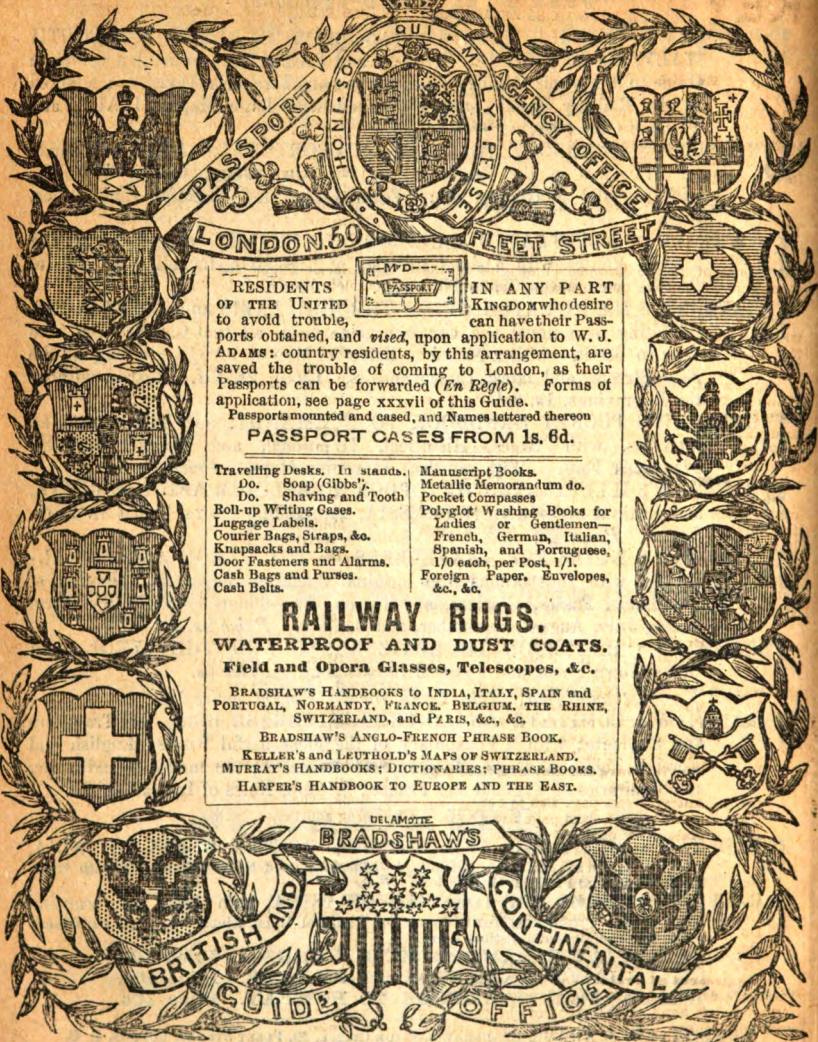
BRADSHAW'S HANDBOOK TO BENGAL. *Price 10s.*

BRADSHAW'S HANDBOOK TO MADRAS. *Price 10s.*

BRADSHAW'S HANDBOOK TO BOMBAY. *Price 10s.*

LONDON—W. J. ADAMS, BRADSHAW'S GUIDE OFFICE, 59, FLEET STREET, LONDON, E. C.
MANCHESTER—BRADSHAW & BLACKLOCK, 106, CROSS STREET. [L. & S.]

**PASSPORT AGENCY OFFICE,
LONDON, 59, FLEET STREET, E.C.**



PASSPORT AGENCY OFFICE
LONDON, 59, FLEET STREET

RESIDENTS
OF THE UNITED
to avoid trouble,



IN ANY PART
KINGDOM who desire
can have their Pass-
ports obtained, and *vised*, **upon application to W. J.**
ADAMS: country residents, by this arrangement, are
saved the trouble of coming to London, as their
Passports can be forwarded (*En Rêgle*). Forms of
application, see page xxxvii of this Guide.

Passports mounted and cased, and Names lettered thereon

PASSPORT CASES FROM 1s. 6d.

Travelling Desks, In stands.
 Do. Soap (Gibbs'),
 Do. Shaving and Tooth
 Roll-up Writing Cases.
 Luggage Labels.
 Courier Bags, Straps, &c.
 Knapsacks and Bags.
 Door Fasteners and Alarms.
 Cash Bags and Purses.
 Cash Belts.

Manuscript Books.
 Metallic Memorandum do.
 Pocket Compasses
 Polyglot Washing Books for
 Ladies or Gentlemen—
 French, German, Italian,
 Spanish, and Portuguese,
 1/0 each, per Post, 1/1.
 Foreign Paper, Envelopes,
 &c., &c.

RAILWAY RUGS.

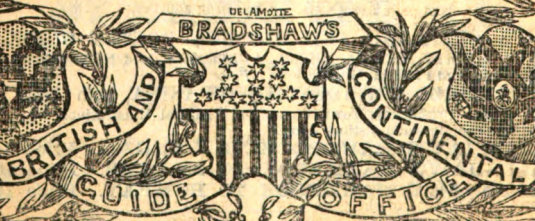
WATERPROOF AND DUST COATS.

Field and Opera Glasses, Telescopes, &c.

BRADSHAW'S HANDBOOKS to INDIA, ITALY, SPAIN and
PORTUGAL, NORMANDY, FRANCE, BELGIUM, THE RHINE,
SWITZERLAND, and PARIS, &c., &c.

BRADSHAW'S ANGLO-FRENCH PHRASE BOOK.

KELLER'S and LEUTHOLD'S MAPS of SWITZERLAND.
MURRAY'S HANDBOOKS; DICTIONARIES; PHRASE BOOKS.
HARPER'S HANDBOOK TO EUROPE AND THE EAST.



COURIERS OBTAINED ON APPLICATION.

KEY { To facilitate references to the following pages of Bradshaw's Guide and General Handbook for the whole Continent of Europe.

RR a p s.

Map of Europe.—This Map shows all the Railways now open upon the Continent of Europe. The **Thick Figures** printed upon the surface of the Map have reference to the page on which the trains of the particular line of Railway to which they are attached may be found. See explanation in the margin.

The information is given in the following consecutive order:—

List of Customs' Dues—Page ii.

Contents—Pages iv. to xi. inclusive, contain the names of all the Railway Companies on the Continent of Europe now opened, together with the General Contents of the book.

Index—From pages xv. to xxx. inclusive, give most of the Railway Stations throughout the Continent, and a complete list of all the places described in the Guide.

Pages xxxi. to xxxv. contain **General Instructions to Travellers**; and amongst these, the **Post Office Regulations** are continued on pages xxxvi. and xxxvii.

Passport Information—From pages xxxviii. to xlii. inclusive.

Foreign Money Tables, pages xliii. and xlii.

Skeleton Through Routes—Pages 1 to 10 inclusive, are occupied with these routes which are intended to assist the traveller in deciding upon his Route before leaving England.

Railway Time Tables—These are arranged in Sections, (see head of Contents, page iv), and extend from pages 11 to 165 inclusive.

Railways in France, from page 11 to 61 and p. 153.

Do. Belgium, from page 62 to 60.

Do. Holland, from page 60 to 83.

Do. Germany and the Rhine, from page 83 to 109.

Railways in Denmark, pages 109 and 110.

Do. Norway and Sweden, pages 110 to 113.

Do. Prussia, from page 114 to 124.

Do. Poland, pages 124 and 180.

Do. Saxony, from page 125 to 128.

Do. Württemberg and Bavaria, from page 128 to 136.

Do. Austria, from page 136 to 147.

Do. Switzerland, from page 148 to 157.

Do. Italy, from page 153 to 170.

Do. Spain, from page 171 to 177.

Do. Portugal, page 177 and 178.

Do. Russia, pages 179 to 182.

Do. Turkey, page 182.

Do. Danube and Black Sea, page, 182.

Do. Egypt, page 182.

Do. Algiers, page 183.

Do. England, pages 183 to 165.

Arrangement of Trains.—As nearly as possible these are arranged according to priority of time from the left hand to the right of the page. To economise space, sometimes a later train will be found put before an earlier one, and occasionally

extra trains will be found printed at the side or bottom of the pages.

Dark Lines.—A mark thus —, or thus ^S indicates the total stoppage of the train at that point; if any train is shown below in the same column, it is an independent one.

Bold Figures.—Thus (24) are placed at junctions and termini, and refer to pages of the Guide, by which the traveller is enabled to extend his journey from one Company's line to another.

Bi-Monthly Almanac and Tide Table.—This is given at page 166, and gives the time of high water at the principal Continental and British Ports.

Steamers.—Pages 157 to 216 inclusive, give a complete list (Alphabetically arranged), of all the Steamers to and from English and Foreign Ports.

Diligences.—A full list of these are given and arranged alphabetically from pages 219 to 247.

Descriptive Portion.—The pages from 248 to 400 are occupied with short notices of the principal Railway Stations and Towns on the Continent, arranged under the heads of the respective Countries in which they are located.

Pages 545 to the End contain Steamboat, Hotel, and other miscellaneous advertisements.

Special Edition.—MAPS AND PLANS.

Maps of France, Belgium, &c. Switzerland, and the Rhine.

Upon which the several Railway Communications are shown upon a larger scale than they are given on the Map of Europe.

The Plans of Towns are bound separately in a small book, and arranged as follows:—

Marseilles.	Frankfort-o-M.	Genoa.
Paris.	Dresden.	Sinan.
Ostend.	Hamburg.	Baples.
Ghent.	Munich.	Rome.
Brussels.	Berlin.	Venice.
Antwerp.	Trieste.	Venice.
The Hague.	Vienna.	Verona.
Cologne.	Geneva.	Palermo.
Mayence.	Florence.	Constantinople.

In addition to the information contained in the 1/6 Book, the Special Edition includes the following additional Routes, and notices of Towns.

Pages 409 to 427 inclusive, contain itineraries of the Alpine Passes and Italian Lakes.

Pages 428 to 476 inclusive, contain 35 Routes. Page 427, contains a notice of the Route from Rome to Tunis.

through Switzerland and France.

Pages 477 to 503, contain notices of the principal Towns in Russia, Hungary, Wallachia, Poland, Sweden, Finland, Norway, Denmark, and Turkey.

For account of Algiers, see pages 504 to 507. Overland Route to India, pages 508 to 517. Vocabulary in English, French, German, and Italian, pages 518, to 524.

BRITISH TARIFF, 1865.

		RATES OF DUTY.		RATES OF DUTY.
BEER AND ALE,—all kinds of	Perl.	£ s. d.		
CARDS, playing	The Doz.	1 0 0		
CHICORY, or other substitutes for Chicory or Coffee:—	Packs.	0 3 9		
Raw or kiln dried	Cwt.	1 6 6		
Roast-d or ground	LA.	0 0 4		
CHLOROPFORM		0 3 0		
COCOA, Raw	"	0 0 1		
Pasta or Chocolate	"	0 0 2		
Heaks and Shells	Cwt.	0 2 0		
COFFEE	LA.	0 0 3		
Kiln dried, roasted, or ground	"	0 0 4		
CONFECTI(ONERY, Succades, and dried)				
Cherries	"	0 0 1		
CORN AND GRAIN, of all kinds	Cwt.	0 0 3		
MEAL and FLOUR of all kinds, Biscuit,				
Bread, and Starch	"	0 0 4½		
COLLODION	Gall.	1 4 0		
CURRENTS, Figs, Fig-cake, Prunes,				
and Raisins	Cwt.	0 7 0		
DICE	The Pair.	1 1 0		
ESSENCE OF SPRUCE		10 p cent.		
ETHER, Sulphuric	Gall.	1 5 0		
MALT	The Quarter.	1 5 0		
		0 0 6		
PEPPER, of all Sorts	LA.	0 0 5		
FICKLES, preserved in Vinegar	Gall.	0 0 1		
PLATE, Gold	Op. Troy.	0 17 0		
Silver, Gilt or ungilt	"	0 1 6		
PLUMS, dried or preserved (except in Sugar)	Cwt.	0 7 0		
Preserved in Sugar	LA.	0 0 1		
POWDERS, Hair and other Kinds	Cwt.	0 0 4½		
SHIPS OF WOOD, with their Tackle, &c., Foreign or Colonial built, on the registration thereof as British Ships	Per Ton of Gross Register	0 1 0		
SPIRITS AND STRONG WATERS, unweetened:—				
Brandy and Geneva	Proof Gall.	0 10 3		
Rum, of and from any Foreign country, being the country of its production.	"	0 10 3		
Rum from any country, not being the country of its production.	"	0 10 6		
Tafia, of and from any colony of France, and Rum and Spirits of and from a British Possession	"	0 10 3		
Unenumerated	"	0 10 3		
OTHER SPIRITS, sweetened or mixed so that the degree of strength cannot be ascertained by Sykes's Hydrometer:—				
Rum Shrub, Liqueurs, and Cordials of and from a British Possession	Gall.	0 10 2		
Perfumed Spirits, for Perfumery only, and Water, Cologne, not in Basks	"	0 14 0		
Water, Cologne, in Basks, (not more than thirty Basks to the Gallon)	Per Pl sk.	0 0 6		
Unenumerated	Gall.	0 14 0		
SUGAR:—				
Candy, brown or white, and refined or equal in quality thereto	Cwt.	0 12 10		
SUGAR—continued.				
White clarified or equal in quality thereto, not being refined or equal in quality thereto	Cwt.	0 11 6		
Yellow Muscovado and brown clarified or equal in quality thereto, and not equal to white clarified	"	0 10 6		
Brown Muscovado or equal in quality thereto, and not equal to yellow Muscovado or brown clarified	"	0 9 4		
Any other Sugar not equal in quality to brown Muscovado	"	0 8 2		
CANE JUICE		0 8 2		
MOLASSES		0 3 6		
TEA	LA.	0 0 6		
TOBACCO, unmanufactured, viz:—				
Stemmed, stripped, or unstemmed, containing 10 lbs. or more of moisture in every 100 lbs. weight thereof	"	0 3 0 with 5 p cent. thereon		
less than 10 lbs. of moisture in every 100 lbs. weight thereof	"	0 2 6		
TOBACCO, manufactured, viz:—				
Cigars	"	0 5 0		
Cavendish or Negrohead Snuff, containing more than 13 lbs. of moisture in every 100 lbs. weight thereof	"	0 4 6		
not containing more than 13 lbs. of moisture in every 100 lbs. weight thereof	"	0 3 9		
Other manufactured Tobacco	"	0 4 0		
Cavendish or Negrohead Tobacco, manufactured in bond in the United Kingdom from unmanufactured Tobacco, on the entry thereof for home consumption	"	0 4 0		
VARNISH, viz:—				
Containing any quantity of alcohol or spirit	Gall.	0 18 6		
VINEGAR	"	0 0 3		
WINE, and Lees of Wine:—				
Under 96 degrees of Proof Spirit	"	0 1 0		
48 and in bottles and an additional Duty of 3 p. per Gallon for every degree of strength beyond the highest above specified.	"	0 2 6		
WOOD AND TIMBER, viz:—				
Hewn	Lead.	0 1 0		
Sawn or split, planed or dressed	"	0 2 0		
Staves, viz:—not exceeding 7½ inches in length, nor 7 inches in breadth, nor ¾ inches in thickness, (except staves for herring barrels)	"	0 1 0		
exceeding 7½ inches in length, 7 inches in breadth, or ¾ inches in thickness	"	0 2 0		
HOOPS and SHOVEL HILTS	"	0 2 0		
LATHWOOD and FIREWOOD	"	0 1 0		
WOOD AND TIMBER for Ship-building and Trunnels	"	0 1 0		
FURNITURE AND HARDWOODS (except Venise), and all other Woods (except Dyewoods)	Ton.	0 1 0		

NOTE.—No Export Duties are levied in the United Kingdom.

* The various sorts of Spirituous Ether are charged according to the amount of Proof Spirit they contain.

BOARD OF TRADE, November, 1865.

No. 225.]

FEBRUARY, 1866.

Special Edition.
(in Cloth.) 3s. 6d.
Post Free, 4s.

OFFICIALLY  EVERY MONTH.

Under the Patronage of HER MAJESTY THE QUEEN,
the Royal Family, both Houses of Parliament, all the Government Offices, Banks,
and other Public Offices, &c. &c.

BRADSHAW'S
(MONTHLY)
CONTINENTAL RAILWAY,
STEAM TRANSIT, AND GENERAL
GUIDE,

FOR TRAVELLERS THROUGH EUROPE;

CONTAINING

*The Official Time and Fare Tables of all the Continental Railways, Steam Boats,
Diligences, Mail Coaches, &c. ;*

CLEAR AND FULL INFORMATION IN RESPECT TO PASSPORTS, FOREIGN MONIES,

HOTELS, ROUTES, &c. &c.

AN EPITOMIZED DESCRIPTION OF EACH COUNTRY,
THE CITIES, TOWNS, CONTINENTAL BATHS, AND PLACES OF INTEREST.

ILLUSTRATED WITH A SPLENDID

Map of Northern & Central Europe, with the Railways Opened & in Progress.

With additional information; Tours or Routes to all parts of the Continent, including Algeria, the Overland Journey
to India, &c.; illustrated with the General Map of the Continent, and Special Maps of FRANCE, SWITZERLAND,
BELGIUM, THE RHINE, &c. and plans of the principal Cities, including

Marseilles, Paris, Ostend, Ghent, Brussels, Antwerp, The Hague, Cologne, Mayence, Frankfurt-on-M., Dresden,
Hamburg, Munich, Berlin, Trieste, Vienna, Genoa, Florence, Genoa, Milan, Naples,
Rome, Turin, Venice, Verona, Palermo, Constantinople.

LONDON:—W. J. ADAMS, 59, FLEET STREET, (E. C.);

MANCHESTER:—BRADSHAW AND BLACKLOCK, 106, CROSS STREET;

LIVERPOOL:—T. FAIRBROTHER, 13, CANNING PLACE;

BIRMINGHAM:—JAMES GUEST, 52, BULL STREET; SHEFFIELD:—ROBT. CHADDERTON, 21, BOW STREET;

EDINBURGH:—JOHN MENZIES, 2, HANOVER STREET; GLASGOW:—JAMES REID, 144, ARGYLE STREET;

DUBLIN:—A. CARSON, 51, GRAFTON STREET (Corner of Stephen's Green);

PARIS:—MESSRS. A. and W. GALIGNANI & Co., 224, RUE DE RIVOLI; and L. NICOU D BELLENGER,
212, R^{UE} DE RIVOLI. ALEXANDRIA:—MR. E. ST. J. FAIRMAN.

And Sold by all Booksellers, and at all Railway Stations throughout Great Britain, Ireland, and the Continent.

Monsieur Middleton. 94, Montagne de la Cour, Bruxelles, Agent
pour les Annonces Continentales.

Entered at Stationers' Hall.

CONTENTS.

SHOWING THE NAMES OF ALL THE RAILWAYS ON THE CONTINENT

With the NAMES of the PRINCIPAL PLACES on each LINE.

* For intermediate STATIONS consult the Index, p. xii to xxi.

GENERAL CONTENTS.

	Page		Page
Abbreviations used in this Guide, List of.....	xiii	Itinerary of Routes from Paris to the principal Cities in Europe.....	273-274
Almanac, Nautical.....	186	LEVANT, the.....	397-399
AUSTRIA, with Notices of principal Towns.....	348-357	List of Customs' Duties,	11
BELGIUM, Routes in, and Notices of principal Towns.....	281-301	Passport Information.....	xxxvii-xlii
Diligences, Post and Mail Coaches, with the hours of departure, distances, fares, and time of transit, &c.....	219-247	Post-Office, regulations between England and the Continent.....	xxxv-xxxvii
Foreign Money, Tables of the value of	xliii-xliv	PRUSSIA, with Notices of principal Towns.....	338-347
Foreign Railway Tables, (For Sections see below).....	11-183	Railway Lines opened during the month, List of.....	xxx1
FRANCE, with Notices of principal Towns.....	248-280	Railway Time Tables, (For Sections see below.).....	11-185
General Instructions for Continental Travellers.....	xxxi-xxxv	RHINE—Steamers, Scenery, Money, route up the river, &c.....	307-318
GERMANY, with Notices of principal Towns.....	318-334	Routes from London to the principal Cities on the Continent.....	1-10
Gold and Silver Coin Table.....	xliiii	SICILY, with Notices of principal Towns.....	393-394
GREECE, with Notices of principal Towns.....	399	Skeleton Through Routes, from London to the principal Cities on the Continent, with Itineraries of the direct routes from and to the most important Towns and Watering places 1-10	
HOLLAND, with Notices of principal Towns.....	302-307	SPAIN, with Notices of principal Towns.....	400-408
Islands, description of.....	394-397	Steamers Alphabetical List of, to and from all the principal ports of the Continent.....	187-218
ITALY, with Notices of principal Towns, &c.....	373-392	SWITZERLAND, Tour in.....	359
Itinerary of Routes from Bale to the principal Cities in Europe.....	361-362	SWITZERLAND AND SAVOY, with Notice of principal Towns.....	358-373
Itinerary of Routes from Berlin to the principal Cities in Europe.....	341	Through Service between London, Paris and Vienna.....	78-79
Itinerary of Routes from Brussels to the principal Cities in Europe.....	288	Through Service between Cologne, Frankfurt, Mayence, Strasburg, and Switzerland.....	61
Itinerary of Routes from Cologne to the principal Cities in Europe.....	310-311	TYROL, Tour in the.....	358
Itinerary of Routes from Frankfort-on-Main to the principal Cities in Europe.....	327	VOCABULARY in English, French, German, and Italian (Special Edition).....	518-524
Itinerary of Routes from Geneva to the principal Cities in Europe.....	366		

For convenience of reference the Railway Time Tables are divided into the following Sections:—

	Page		Page
SECTION I.—French Railways.....	11 to 61	SECTION 13.—Austrian Railways.....	136 to 147
" 2.—Belgian.....	62 to 80	" 14.—Swiss.....	148 to 157
" 3.—Dutch.....	80 to 83	" 15.—Italian.....	167 to 170
" 4.—Rhine.....	83 to 98	" 16.—Spanish.....	171 to 177
" 5.—German.....	99 to 109	" 17.—Portuguese.....	177 to 178
" 6.—Danish.....	109 to 110	" 18.—Russian.....	179 to 182
" 7.—Norwegian.....	110 to 111	" 19.—Ottoman Railway.....	183
" 8.—Swedish.....	111 to 113	" 20.—Danube & Black Sea.....	183
" 9.—Prussian.....	114 to 126	" 21.—Egyptian.....	183
" 10.—Polish.....	124 & 180	" 22.—Algerian.....	183
" 11.—Saxon.....	125 to 128	" 23.—English.....	183 to 195
" 12.—Wurtemberg and Bavarian Railways.....	129 to 136		

RAILWAY TIME TABLES.

SECTION I.—French Railways.	Page	Page	Page
Agde and Lodeve	37	Lyons, St. Etienne, St. Germain des Fosés, Vichy, Moulins, Saincaize, and Paris	33
Agen to Orleans	39	Lyons and Grenoble	49
Aix and Rognac	47	Lyons, St. Rambert, Avignon, Tarascon, Rognac, and Marseilles	46
Alais and Grand Combe	48	Macon and Amberieu	50
Alby and Carmaux	41	Maise to Paris	25
Amberieu and Macon	50	Marseilles, Toulon, Vence Cagnes, and Nice	49
Andrieux and St. Etienne	34	Marseilles & L'Estaque, Extra service	46
Angers to Le Mans	24	Marseilles, Lyons, and Paris	45
Anzin, Dinain, and Somain	16	Massiac, Brioude, and St. Germain des Fosés	31
Arcachon and Lamothe	39	Meaux and Paris	55
Avignon and Carpentras	46	Metz and Thionville	55
Auteuil and Paris	19	Mezidon and Le Mans	25
Auxerre and Laroche	43	Montauban and Lexos	29
Auxonne and Gray	43	Montceau-les-Mines and Chagny	42
Bagneres de Bigorre and Moreaux	39	Montereau and Flamboin	57
Bale and Cologne	60	Montlucon to Fournaux	xxvii
Bale and Strasbourg	59	Montr Jean to Toulouse	38
Sanlieue Paris, Girdle Line	11	Moreaux and Bagneres de Bigorre	39
Bar-sur-Seine and Troyes	58	Moulins, Besenot, Montlucon, and Bourges	26
Barr and Strasburg	61	Mouscron and Lille	14
Batignolles-Clichy and La Rapée-Bercy	11	Mousse, B. to Paris	37
Bayonne, Dax, Bagneres de Bigorre, Arcachon, and Bordeaux	39	Mulhouse and St. Marie-aux-Mines	xxvii
Beauvais and Creil	11	Mulhouse and Paris	57
Belfort, Dijon, and Paris	43	Mulhouse and Thann	59
Besancon and Lyons	43	Nancy and Dieuze	61
Bessegès, Alais, and Nîmes	48	Nancy and Epinal	61
Benzeville and Fecamp	21	Nancy and Gray	54
Béziers and Estrechoux	41	Nancy, Metz, Thionville, & Forbach	51
Bléme, St. Dizier, Donjeux, and Chaumont	54	Narbonne and Perpignan	40
Bordeaux, Lamothe, Arcachon, Moreaux, Bagneres de Bigorre, Bayonne, and Yvan	39	Nice, Vence Cagnes, Toulon, and Marseilles	40
Bordeaux, Contrats, Poitiers, Tours, Orleans, and Paris	38	Nîmes, Alais, and Bessegès	48
Bordeaux, Toulouse, and Cette	40	Nuit-sur-Bois and Châtillon	33
Boulogne, Amiens, and Paris	18	Northern of France	12 to 18
Bourges, Montlucon, Bezinot, and Moulins	26	Novelle and St. Valery	18
Brest to Paris	25	Orleans, Etampes, and Paris	27
Brunoy and Paris (Extra service)	33	Orleans to Aven	28
Bustigny, Cambrai, and Somain	16	Orey to Paris	31
Busséau, D'Ahun, and St. Sulpice	61	Ougney to Labarre	43
Calais, Hazebrouck, Dunkirk, Bethune, Lens, Arras, Amiens, Creil, and Paris	12	Paris, Amiens, Abbeville, Novelle, St. Valery, and Boulogne	18
Calais to Lille	12	Paris and St. Germain	19
Capendac and Montauban	44	Paris and Auteuil	19
Capendac to Moudon	39	Paris, Brunoy, Montereau, Laroche, Dijon, Chagny, Chalons-sur-Saône, Macon, and Lyons	44
Carpentras and Avignon	46	Paris and Brunoy (Extra service)	33
Carmaux and Alby	41	Paris, Amiens, Arras, Bethune, Hazebrouck, Dunkirk, and Calais	13
Cette, Toulouse, and Bordeaux	40	Paris, Chantilly, and Creil	13
Cette, Montpellier, Nîmes, Bessegès, Alais, and Tarascon	48	Paris, Corbell, and Maise	25
Chagny and Montceau-les-Mines	42	Paris to Douai, Valenciennes, Brussels, Lille, Mouscron, and Ghent	14
Chalindrey and Gray	56	Paris and Drex	26
Chalons to Reims	59	Paris, Lisieux, Honfleur, Pont l'Evêque, Trouville, Caen, St. Lo, and Cherbourg	22
Chambery and Grenoble	47	Paris, Mantes, Rouen, Dieppe, Fecamp, and Havre	21
Chantilly and Senlis	17	Paris, Creil, and Beauvais	15
Chateaulin and Paris	20	Paris, Soissons, Reims, Rethel, Charleville, Givet, Sedan, & Thionville	15
Châtillon S. S.	33	Paris, Gretz, Coulommiers, Longueville, Provins, Flamboin, Montereau, Troyes, Chalindrey, Gray, Ford d'Atelier, Plombières, Belfort, and Mulhouse	56
Chaumont, Donjeux, St. Dizier, and Bléme	54	Paris, Epernay, Reims, Chalons, Mourmelon, Bléme, Chaumont, Bar-le-Duc, Nancy, Epinal, and Strasburg	54-53
Cherbourg, St. Lo, Honfleur, Trouville, and Paris	22	Paris and Meaux	55
Cologne to Bale	60	Paris to Chateaulin	31
Coulbois and Falaise	37		
Coulommiers, Mortcer, and Grets	53		
Contrats and Perigueux	48		
Creil, Compiègne, Laon, Rheims, St. Quentin, Cambrai, Somain, Maubeuge, Charleval, Namur, Liege, Cologne, and Frankfurt	16		
Creil and Beauvais	11		
Creil, Chantilly, and Paris	12		
Creil, Pontoise, and Paris	11		
Dax, Orthes, and Pau	37		
Diekirch and Luxemburg	59		
Dijon, Rouen, and Paris	50		
Dippe, Auxonne, Gray, Dole, Mouchard, Lons-le-Saulnier, Pontarlier, Salins, Labarre, Ougney, Besançon, and Belfort	43		
Dieuze and Paris	61		
Dole and Pontarlier	43		
Douai and Brussels	14		
Druguignan to Les Arca	32		
Dreux to Paris	26		
Dunkirk and Hazebrouck	12		
Epernay and Rheims	54		
Epinal and Nancy	54		
Epinal and Remiremont	61		
Estrechoux and Béziers	41		
Falaise and Coulbois	23		
Fecamp and Beauville	20		
Firminy and St. Etienne	31		
Flamboin and Montereau	56		
Foix and Toulouse	56		
Forbach, Metz, Thionville, & Nancy	51		
Frankfort and Paris	17		
Geneva, Macon, and Lyons	50		
Ghent, Mouscron, Lille, Brussels, Valenciennes, Douai, and Paris	14		
Givet, Vireux, Charleville, Rheims, Soissons, and Paris	15		
Givros and Vienne	47		
Grand Combe and Alais	48		
Gray and Auxonne	43		
Gray and Chalindrey	57		
Grenoble and Lyons	49		
Grenoble and Valence	47		
Grenoble and Chambery	47		
Grenoble, Rives, and St. Rambert	47		
Gretz, Mortcer, and Coulommiers	56		
Hagenau and Neiderbronn	xxvii		
Havre, Fecamp, Rouen, Dieppe, Mantes, and Paris	26		
Hazebrouck and Dunkirk	13		
Honfleur, Pont l'Evêque, & Lisieux	21		
Labarre and Ougney	43		
Laon and Rheims	51		
Lamothe and Arcachon	39		
La Rapée-Bercy and Batignolles-Clichy	11		
La Rochelle and Rochefort	38		
La Rochelle, Rochefort, Poitiers, and Paris	38		
Laroche, Chemilly, Montereau, and Auxerre	43		
La Varenne-sur-Maur, Vincennes, and Paris	51		
L'Estaque and Marseilles	46		
Les Arca and Druguignan	32		
Le Mans, Alençon, Argentan, and Mezidon	24		
Le Mans to Angers	22		
Le Mans and Tours	27		
Lexos to Montauban	29		
Lille and Calais	12		
Lille and Mouscron	14		
Lisieux, Pont l'Evêque, & Honfleur	22		
Lison and St. Lo	22		
Livron and Privas	46		
Lodeve and Agde	37		
London to Vienna	50		
Longueville and Provins	56		
Luneville and St. Die	61		
Luxembourg and Diekirch	58		
Lyons, Amberieu, Bourg, Macon, Culon, Bellegarde, and Geneva	50		
Lyons and Besançon, Gray and Nancy	54		
Lyons, Bourgois, and Grenoble	49		
Lyons and Paris	45		

	Page		Page		Page
Paris, Orleans, Vierzon, Bourges, Saincaise, Le Guetin, Argenton, Limoges, and Perigueux	26	Strasbourg and Barr	61	Morlaine, Stenrieux, Couvin, Viroux, Givet, and Reims (Sambre and Meuse)	77
Paris, Pontoise, and Creil	11	Strasbourg, Molsheim, Wasseionne, and Mutzig	xviii	Cologne, Duren, Aix-la-Chapelle, Verviers, Spa, Popinster, Liege, Tirlemont, Malines, and Brussels	67
Paris, Chartres, Le Mans, Laval, Rennes, St. Brieu, & Brest	24	Tarascon, Nimes, Alais, Besseges, Montpellier, and Cette	48	Cologne, Liege, Namur, and Brussels	73
Paris, Sevres, and Versailles (Left bank)	19	Terniger, Laon, and Rheims	16	Great Luxembourg	73
Paris to St. Malo	26	Thann and Mulhouse	50	Cologne, Liege, Namur, Dinant, Givet, Charleroi, Equelines, St. Quentin, and Paris	79
Paris and Paris (Girdle Line)	11	Thionville and Metz	51	Couvin and Marembourg	77
Paris to Frankfurt	16	Thionville, Sedan, Charleville, Reims, and Paris	55	Devise and Ingelunster (West Flanders)	69
Paris and Sochaux	30	Toulouise to Montrejean	38	Ecaussines, Baume, and Equelines	76
Paris, St. Cloud, & Versailles (Right bank)	19	Toulouise and Foix	38	Fruellines, Baume, and Ecaussines	76
Paris, Etampes, and Orleans	27	Toulouise to Perigueux	37	Flemalle and Liege	78
Paris, Nevers, Saincaise, St. Germain-des-Fosses, Vichy, St. Etienne, Givors, and Lyons	32	Tours and Le Mans	27	Furnes, Dixmude, and Lichterfelde	69
Paris, Orleans, Tours, Poitiers, Angouleme, Contrax, and Bordeaux	34	Trouville and Pont l'Evêque	43	Ghent, Eecloo, and Bruges	76
Paris, Orleans, Tours, Angers, Nantes, and St. Nazaire	35	Troyes and Bar sur-Seine	53	Ghent, St. Ghislain, and Mons	77
Paris, Poitiers, La Rochelle, and Rochefort	38	Valence and Grenoble	50	Ghent, Lokeren, Termonde, Alost, Denderleeuw, Grammont, and Ath	74
Paris, Reims, Charleville, Sedan, and Thionville	55	Versailles, St. Cloud, & Paris (Right bank)	19	Ghent, Lokeren, St. Nicholas, and Antwerp	74
Paris, Dijon, Gray, Dole, Monchard, Lons-le-Saulnier, Bourg, Pontarlier, Salins, Labarre, Ougney, Ranchot, Besançon, Belfort, and Mulhouse	42	Versailles, Sevres, and Paris (Left bank)	19	Givet, Chatelaineau, and Lodelinsart	75
Paris, Lyons, and Marseilles	44	Vichy and St. Germain-des-Fosses	33	Givet, Lodelinsart, Charleroi, Fleurus, Brussels, Wavre, Louvain, and Herenthals	75
Paris and Orsay	31	Vienna and Givors	47	Givet, Mariembourg and Momignies	77
Paris, Vincennes, and La Varenne-sur-Meur	51	Vienna to London	60	Givet, Viroux, Couvin, Stenrieux, see, and Charleroi	77
Pau, Dax, and Mouscroles	37	Vierson and Saincaise	28	Givet, Dinant, and Namur	73
Perigueux and Contrax	28	Weissenburg and Strasbourg	59	Great Luxembourg	73
Perigueux, Brive, and Toulouise	37	Wesserting to Mulhouse	59	Ingelunster and Berme	69
Perigueux, Limoges, Argenton, Saincaise, Le Guetin, Bourges, Vierzon, Orleans, and Paris	29	SECTION II.—Belgian Railways			
Perpignan and Narbonne	41	Aix-la-Chapelle, Maastricht, Hasselt and Landen	68	Morlaine, Walcourt, Laneffe, Bersee, and Charleroi	77
Pontarlier and Dole	43	Ans to Munsterbilzen	68	Givet, Dinant, and Namur	73
Pont du Lignon and St. Etienne	21	Antwerp, Malines, and Brussels	71	Great Luxembourg	73
Pont l'Evêque and Trouville	23	Antwerp, Boonesdaal, Breda and Rotterdam	82	Ingelunster and Berme	69
Port d'Atelier and Plombieres	56	Antwerp, St. Nicholas, Lokeren, and Ghent (Direct Line through the Pays de Waes)	74	Landen, Hasselt, Maastricht, and Aix-la-Chapelle	68
Privas and Livron	47	Antwerp, Contich, Herenthals, and Turnhout	65	Laneffe and Bersee	71
Provins and Longueville	57	Antwerp, Herenthals, Louvain, Wavre, Ottignies, Fleurus, Charleroi, and Givet	75	Lichterfelde, Dixmude, and Furnes	71
Reims to Chalons	59	Ath, Denderleeuw, Alost, Termonde, Lokeren, and Ghent	74	Liere and Maastricht	68
Reims, Laon, and Tergnier	17-54	Bersee and Laneffe	77	Liege and Munster	74
Rennes and St. Malo	26	Blankenbure and Bruges	67	Liege and Flemalle	75
Rochefort and La Rochelle	38	Bruges and Blankenborge	67	Lodelinsart, Chatelaineau, and Givet	75
Rodes and Capdenac	29	Bruges, Eecloo, and Ghent	76	L'Olive and Baume	76
Rognac and Aix	46	Bruges, Lichterfelde, Ingelunster, Deynse, Courtrai, Ypres, and Poperinghe	69	London, Dover, Ostend, Bruges, Ghent, Alost Termonde, Malines, and Brussels	62
Rouen and Dieppe	21	Brussels, Mons, Maubeuge, and Paris	64	London, Calais, Monsconr, Tournay, Courtray, Ghent, and Brussels	63
Salins and Dole	43	Brussels, Namur, Arlon, Luxemburg, Treves, Metz, Nancy, Strasbourg, and Bale	74	London, Dover, Calais, Courtray, Tournay, Ath, Jurbise, Braine-le-Comte, Brussels, and Cologne	70
Saincaise and Vierzon	29	Brussels, Namur, Liege, Verviers, Aix-la-Chapelle, and Cologne (Great Luxembourg)	73	Luxembourg, Arlon, Jemelle, Namur, Ottignies, and Brussels (Great Luxembourg)	72
Savenay and Chaleaulin	31	Brussels, to Vienna direct, by Luxembourg, Mannheim, and Munich	73	Mariembourg, Arlon, Jemelle, Namur, Ottignies, and Brussels	72
Sochaux and Paris	30	Brussels, Braine-le-Comte, Charleroi, and Namur	65	Mariembourg, Chimay, and Momignies	77
Senlis and Chantilly	17	Brussels, Braine-le-Comte, Jurbise, Ath, Tournay, Courtrai, Lille, Calais, and London	70	Momignies, Chimay, Mariembourg, and Givet	77
Somain, Cambrai, and Busigny	17	Brussels, Braine-le-Comte, Mons, Quievrain, Valenciennes, Amiens, and Paris	64	Mons, St. Ghislain, Auzemarde, and Ghent	77
Somain, Demain, and Ansin	16	Brussels, Ghent, Courtray, Monsconr, Tournay, Lille, Calais and London	63	Mons, L'Olive, and Marais	76
St. Die and Luneville	61	Brussels, Malines, and Antwerp	71	Morlaine and Walcourt (Sambre and Meuse)	77
St. Germain and Paris	19	Brussels, Malines, Triermont, Liege, Popinster, Spa, Verviers, Aix-la-Chapelle, Duren, and Cologne via Belgian State and Rhendish Railways	71	Munster and Liege	74
St. Germain-des-Fosses, Brioude, and Massiac	30	Brussels, Termonde, Alost, Ghent, Bruges, Ostend, Dover, and London	64	Namur, Charleroi, Braine-le-Comte, and Brussels	68
St. Germain-des-Fosses and Vichy	32	Charleroi, Bersee, Laneffe, Walcourt,	64	Namur, Dinant, and Givet	78
St. Etienne and Andreux	32			Ostend, Bruges, Ghent, Alost, Termonde, Malines, and Brussels	62
St. Etienne and Pont de Lignon	31			Paris, Amiens, Valenciennes, Quievrain, Mons, Braine-le-Comte, and Brussels	64
St. Lo and Lisou	23			Paris, Maubeuge, Mons, and Brussels	64
St. Malo to Paris	26				
St. Nazaire, Nantes, Angers, Tours, Orleans, and Paris	36				
St. Rambert, Rives, and Grenoble	49				
St. Sulpice and Busseac	61				
St. Valery and Noyelle	18				
Strasbourg and Paris	53				
Strasbourg, Colmar, Lutterbach, Mulhouse, and Bale	58				
Strasbourg, Haguenau, and Weissenburg	58				

	Page		Page		Page
Paris, Creil, Erquennes, Charleroi, and Brussels (Great Luxembourg)	73	Bingerbrück, Kreuznach, Neuenkirchen, Saarbrücken, Treves, and Luxembourg	89	Saarbrücken, Neuenkirchen, and Bingerbrück	89
Paris, St. Quentin, Erquennes, Charleroi, Namur, Givet, Dinant, Liège, Verriers, Aix-la-Chapelle, Cologne, and Frankfurt	75	Carlsruhe and Maxau	93	Schiffersdatt and Speyer	96-97
Philippeville and Walcourt	77	Carrlsruhe, Durlich, Pforsheim, and Mühlacker	96	Schopffheim and Bale	93
Poppenhain, Ypres, Courtray, Ingelmunster, Deynse, Roulers, and Brugge	69	Cassel, Guntershausen, Neustadt, Marburg, Giessen, Friedberg, and Frankfurt	94	Stegen and Hagen	99
Rotterdam, Breda, Roosendaal, and Antwerp	82	Cologne, Neuss, Crefeld, Geldern, and Cleve	84	Stegen and Betsdorf	86
Sambre and Meuse	77	Constance, Schaffhausen, Waldshut, Wachingen, Rala, Frelburg, Offenbach, Kehl, Baden, Carlsruhe, Pforsheim, Bruchsal, Heidelberg, and Mannheim	95-148	Soest, Dortmund, Hagen, Elberfeld, Vohwinkel, and Düsseldorf	98
Spa and Popinzer	67	Cleve, Neuss, and Cologne	85	Speyer and Gernersheim	98
Thionville and Luxembourg	72	Dents, Siegburg, Betsdorf, Dillenburg, Weizlar, and Giessen	86	Strasbourg, Kehl, and Appenweir	93
Tournay, Mouscron, Courtray, Ghent, and Brussels	63	Dortmund and Duisburg	98	Tanna Railway	90
Turnhout, Herenthals, Contich, and Antwerp	68	Duisburg and Dortmund	98	Verriers, Herbesthal, Euskirchen, Düren, Cologne, Bonn, Rolandseck, Neuwied, Coblenz, and Bingerbrück	85
Verriers, Aix-la-Chapelle, Düren, and Cologne	66	Düsseldorf, Vohwinkel, Elberfeld, Hagen, Dortmund, and Soest	98	Warburg, Soest, Hamm, and Rheine	92
Vienna and Brussels	73	Düsseldorf and Gladbach	88	Welsensberg, Landau, & Neustadt	97-97
Vireux, Walcourt, Morialme, and Charleroi	77	Emmerich to Oberhausen	83	Weizlar, Limburg, Naanen, Ems, Rudesheim and Wiesbaden	90
Walcourt and Philippeville	77	Frankfurt, Castel, Biebrich, and Wiesbaden	90	Wiesbaden, Ruderheim, U. Lahnstein, Ems, Naanen, Limburg, Weizlar, and Giessen	90
Wavre, Otignies, Gemappe, Nivelles, and Manage	76	Frankfurt-on-Maine, Darmstadt, Mannheim, and Heidelberg	91	Wiesbaden, Biebrich, Castel, and Frankfurt	90
West Flanders	69	Frankfurt, Friedberg, Giessen, Marburg, Neustadt, Guntershausen, and Cassel	93	Witzen and Langenreuer	98
SECTION III.—Dutch Railways.					
Antwerp, Breda, and Rotterdam	80	Frankfurt and Homburg	94	Worms, Frankenthal, Neustadt, Kaiserslautern and Neunkirchen	96
Amsterdam, Haarlem, Leiden, The Hague, Delft, Schiedam, and Rotterdam	81	Frankfort, Bechenhausen, and Offenbach	93	Zweibrücken and Homburg	96-97
Amsterdam, Utrecht, Arnhem, Zevenaar, Eindhoven, and Emmerich (Dutch Rhenish)	82	Gernersheim and Speyer	93	SECTION 3.—German Railways.	
Amsterdam, Utrecht, Gouda, and Rotterdam (Dutch Rhenish)	83-84	Giersen, Weizlar, Rudesheim, and Wiesbaden	90	Berlin, Wittberg, Lubek, Buchen, and Hamburg	107
Bergen-op-Zoom to Roosendaal	80	Giessen, Weizlar, Dillenburg, Betsdorf, Siegburg, and Deuis	87	Brunswick and Hanover	103
Bingen, Mayence, Darmstadt, and Aschaffenburg	91	Gladbach and Düsseldorf	88	Brunswick and Harburg	104
Coblenz to Oberlahnstein	82	Heidelberg, Mannheim, Darmstadt, Frankfurt	91	Brunswick and Helmstedt	104
Düren to Euskirchen	84	Heldelberg and Mosbach	97	Brunswick and Krinzen	104
Dutch Rhenish Railway	83-84	Herbesthal to Fupen	84	Brunswick, Jerzebin, Helmstedt, Oecherleben, Halberstadt, Thale, Magdeburg, and Berlin	125
Emmerich, Zevenaar, Arnhem, Utrecht, Amsterdam, and Rotterdam (Dutch Rhenish)	82-84	Homburg and Zweibrücken	96-97	Buchen and Launenburg	107
Eupen to Herbesthal	85	Homburg and Frankfurt	98	Buchen and Lubek	106
Euskirchen to Düren	84	Langenreuer and Witten	98	Burg-Lesum and Vegesack	101
Harlingen and Leeuwarden	80	Luxemburg, Coes, Treves, Saarbrücken, Neuenkirchen, & Bingerbrück	89	Cassel, Gettingen, Nordheim, Alfeld, Nordstemmen, and Hanover	101
Leeuwarden and Harlingen	80	Main-Neckar Railway	91	Emden, Lær, Papsburg, Lathen, Lingen, Rheine, Osnabrück, Lohne, Minden and Hanover	103
Rotterdam, Utrecht, Amsterdam, Arnhem, Zevenaar, Eindhoven, and Emmerich (Dutch Rhenish)	82-84	Mannheim, Darmstadt, & Frankfurt	91	Geestmünde, Vegesack, Bremen, and Hanover	101
Rotterdam, Gouda, Utrecht, and Amsterdam (Dutch Rhenish)	83-84	Mannheim, Heidelberg, Bruchsal, Pforsheim, Carlsruhe, Baden, Kehl, Offenbach, Friedberg, Bale, Achingen, Waldshut, Schaffhausen, and Constance	94-148	Hagenow, Schwerin, Kleinen, Wismar, Bützow, Güstrow, & Rostock	99
Rotterdam, Schiedam, Delft, The Hague, Leiden, Haarlem, and Amsterdam	81	Maxau and Carlsruhe	93	Hamburg, Buchen, Lubek, Wittensberg, and Berlin	100
Rotterdam, Roosendaal Breda and Antwerp	80	Minden, Bielefeld, Hamm, Dortmund, Oberhausen, Düsseldorf, Dents and Cologne	86	Hanover, Bremen, Burg-Lesum, Vegesack, and Geestmünde (Bremnerheim)	101
Tilburg and Bergen-op-Zoom	80	Mosbach and Heidelberg	97	Fanover and Brunswick	102
Utrecht to Arnhem and Emmerich	82	Mühlacker, Pforsheim, Durlich, and Carlsruhe	97	Hanover, Lehrte, Hildesheim, Nordstemmen, Uelken, and Harburg	100
Utrecht to Zwolle	81	Mühlheim and Oberhausen	98	Hanover, Minden, Lohne, Osnabrück, Rheine, Lingen, Lathen, Papsburg, Leer, and Emden	100
Zwolle to Utrecht	81	Neunkirchen, Kaiserslautern, Neustadt, Ludwigshafen, and Worms	97	Hanover, Nordstemmen, Alfeld, Nordheim, Göttingen, and Cassel	101
SECTION IV.—Rhenish Railways.					
Aix-la-Chapelle, Gladbach, Düsseldorf, Crefeld, Homburg, and Ruhrort	83-84	Neustadt, Landau, & Welsensberg	96	Harburg, Uelken, Lehrte, Nordstemmen, Hildesheim, and Hanover	100
Appenweir, Kehl, and Strasbourg	93	Oberhausen and Mulheim	96	Harzburg and Brunswick	100
Aschaffenburg, Darmstadt, Mayence, and Bingen	91	Oberhausen and Ruhrort	97	Helmstedt and Brunswick	100
Bale and Schopffheim	93	Oberhausen to Emmerich	83	Hohnstorf and Lüneburg	100
Betsdorf and Stegen	86	Oberlahnstein and Coblenz	84	Iserlohn and Letmathe	100
Bingerbrück, Coblenz, Neuwied, Rolandseck, Bonn, Cologne, Düren, Euskirchen, Herbesthal, and Verriers	85	Offenbach, Sachsenhausen, and Frankfurt	93	Köthen and Berauburg	100
		Rheine, Hamm, Soest, and Warburg	93	Krötenzen and Brunswick	100
		Ruhrort and Oberhausen	87	Launenburg and Buchen	100
		Ruhrort, Homburg, Crefeld, Gladbach, Düsseldorf, & Aix-la-Chapelle	88-84	Lehrte, Hildesheim, & Nordstemmen	100
		Saarbrücken, Coes, Treves, and Luxembourg	89	Leipzig, Halle, Köthen, & Magdeburg	100
				Letmathe and Iserlohn	100
				Lüneburg and Buchen	100
				Lüneburg and Hohnstorf	100
				Magdeburg and Wittensberg	100
				Magdeburg, Köthen, Halle, & Leipzig	100

	Page		Page
Magdeburg, Oescherleben, Halberstadt, Quedlinburg, and Thale	105	Berlin and Böderau	114
Maximiliansau and Winden	97	Berlin, Potsdam, and Magdeburg	115
Nordstemmen, Hildeheim, & Lehrte	100	Berlin, Angermünde, Stettin, Stargard, Belgard, Colberg, & Cresoia	116
Oberhausen und Emmerich	83	Bitterfeld und Dessau	114
Oescherleben, Hermstedt, Jerxheim, und Brunswick	101	Bitterfeld und Leipzig	114
Rheine, Munster, Hamm, Soest, Lippstadt, Paderborn, and Warburg	99	Breslau, Liegnitz, Gorlitz, Kohlfurt, Glogau, Sagan, Baudorf, Frankfurt-on-Oder, and Berlin	121
Rostock, Butzow, Gustrow, Kleinen, Wimar, Schwerin, und Hagenow	108	Breslau, König-zelt, Liegnitz, Reichenbach, Frankenstein, Freiburg, und Waldenburg	124
Schönebeck und Stassfurt	108	Brieg, Grottkau, und Neisse	121
Siegen und Hagen	99	Bromberg, Thorn, Olcottyn, und Warsaw	118
Stassfurt und Schönebeck	108	Carlshafen und Humme	120
Steels und Vohwinkel	99	Coslin, Colberg, Belgard, Stargard, Stettin, Angermünde, und Berlin	116
Thale, Quedlinburg, Oescherleben, und Maedeburg	105	Colberg und Belgard	116
Vegesack und Burg-Lesum	101	Corbertha und Leipzig	117
Vohwinkel und Steels	99	Cosel, Ratibor, und Oderberg	125
Warburg, Paderborn, Lippstadt, Soest, Hamu, Munster, und Rheine	99	Cothen, Bitterfeld, Dessau, und Wittenberg	114
Winden und Maximiliansau	97	Danzig und Dirschau	119
Witzenberg und Maedeburg	108	Dessau und Bitter Id	114
SECTION 6.—Danish Railways.		Dirschau und Danzig	118
Aarhus, Randers, and Skive	110	Eisenach, Coburg, Sonneburg, und Liechtenfels	116
Altona, Kiel, Schleswig, & Tønning	109	Eydtkuhnen, Stalluponen, Königsberg, Danzig, Dirschau, Warsaw, Olcottyn, Thorn, Bromberg, Kreuz, & Frankfurt-on-Oder	119
Copenhagen, Roskilde, Ringsted, and Corsør	110	Frankfurt-on-Oder, Kreuz, Bromberg, Thorn, Warsaw, Dirschau, Danzig, Königsberg, Stalluponen, und Eydtkuhnen	118
Copenhagen und Klampenborg	110	Gera, Zeitz, und Weissenfels	117
Corsør, Ripsved, Roskilde, und Copenhagen	110	Gerstungen, Eisenach, Gotha, Erfurt, Weimar, Weissenfels, Gera, Corbertha, Leipzig, und Halle	117
Gluckstadt und Itzehoe	109	Glogau, Sagan, und Handorf	121
Kiel, Bendsburg, Gluckstadt, Itzehoe, und Altona	109	Glogau und Lissa	123
Klampenborg und Copenhagen	110	Gorlitz und Kohlfurt	121
Schleswig, Kiel, und Altona	109	Halle, Leipzig, Bitterfeld, Wittenberg, und Berlin	114
Schleswig, Tønning, Rothenburg, und Woyens, Elsinore, und Copenhagen	110	Halle, Leipzig, Corbertha, Gera, Weissenfels, Weimar, Erfurt, Gotha, Eisenach, und Gerstungen	117
Skive, Randers, und Aarhus	110	Handorf, Sagan, und Glogau	121
Woyens, Rothenburg, und Tønning	109	Humme und Carlshafen	120
SECTION 7.—Norwegian Railways.		Kattowitz, Nikolai, Ratibor, und Leobschutz	122
Christiania, Jfjestrøm, und Eldsvold	111	Kohlfurt und Gorlitz	121
Christiania, Lillestrøm, und Kongsvinger	111	Leipzig und Corbertha	117
Eldsvold, Lillestrøm, und Christiania	111	Leipzig und Bitterfeld	114
Grundseth und Hamar	111	Leobschutz, Ratibor, und Kattowitz	125
Hamar und Grundseth	111	Lichtenfels, Sonneburg, Coburg, und Eisenach	115
Kongsvinger, Lillestrøm, und Christiania	111	Lissa und Glogau	122
Støren und Throndhjem	110	Magdeburg, Potsdam, und Berlin	115
Throndhjem und Støren	110	Morgenroth and Tarnowitz	122
SECTION 8.—Swedish Railways.		Neisse, Grottkau, und Brieg	121
Arboga, Dylta, Nora, und Orebro	113	Oderberg, Ratibor, und Cosel	125
Boras und Herrljunga	112	Oswiecim, Mylowitz, Kattowitz, Königsbütte, Schwientochlowitz, Tarnowitz, Morgenroth, Kosel, Brieg, Breslau, Stargard, Lissa, Posen, Kreuz, und Glogau	123
Dylta und Nora	113	Pasewalk und Stettin	114
Falköping und Malmö	113	Röderau und Berlin	115
Falun und Gefle	111	Stargard, Kreuz, Posen, Lissa, Glogau, Breslau, Brieg, Kosel, Morgenroth, Tarnowitz, Schwientochlowitz, Königsbütte, Kattowitz, Mylowitz, und Oswiecim	123
Gefle und Falun	111	Stettin und Pasewalk	115
Göthenburg, Falköping, Halleberg, und Stockholm	112	Schwientochlowitz und Königsbütte	123
Halleberg und Orebro	112	Tarnowitz, und Morgenroth	121
Herrljunga und Boras	112		
Lidarp Land, und Malmo	111		
Mäljöe und Falköping	113		
Malmö und Falköping	113		
Nora und Dylta	113		
Orebro und Halleberg	113		
Orebro, Dylta, Nora, und Arboga	113		
Stockholm, Halleberg, Falköping, und Gotenborg	112		
Veisman und Barten	111		
SECTION IX.—Prussian Railways.			
Belgard und Colberg	116		
Berlin, Wittomburg, Bitterfeld, Leipzig, und Halle	114		
Berlin, Frankfurt-on-Oder, Handorf, Sagan, Glogau, Kohlfurt, Gorlitz, Liegnitz, und Breslau	121		
		Warsburg, Carlshafen, Humme, Cas-el, Gerstungen, & Eisenach	120
		Warsaw und Bromberg	119
		Wiesensfelz, Zeitz, und Gera	117
		Wittenberg, Dessau, Bitterfeld, und Cothen	114
		SECTION X.—Pohlan Railways.	
		Bromberg, Kutno, und Skierniewice	124
		Granitz und Zabkowice	124
		Kattowitz, Granitz, Zabkowice, Czesochau, Plotrkow, Bromberg, Kutno, Skierniewice, & Warsaw	124
		Skierniewice, Kutno, und Bromberg	124
		Warsaw, Skierniewice, Kutno, Bromberg, Plotrkow, Czesochau, Zabkowice, Granitz, & Kattowitz	124
		Zabkowice und Granitz	124
		SECTION XI.—Saxon Railways.	
		Chemnitz und Gosnitz	125
		Cosel und Oderberg	125
		Coswig und Meissen	127
		Dresden und Friburg	126
		Dresden, Meissen, Coswig, Priatewitz, Riesa, Röderau, Oschatz, Wurzen, und Leipzig	127
		Dresden, Bautzen, Lobau, Zittau, Reichenberg, Reichenbach, und Gorlitz	128
		Friburg und Dresden	126
		Gorlitz, Reichenbach, Reichenberg, Zittau, Lobau, Bautzen, & Dresden	128
		Gosnitz und Chemnitz	125
		Hof, Werdau, Zwickau, Chemnitz, und Riesa	126
		Heidenheim zu Aalen	128
		Hof, Schwartzberg, Schneeberg, Zwickau, Werdau, Chemnitz, Gosnitz, und Leipzig	125
		Leipzig, Gosnitz, Chemnitz, Werdau, Zwickau, Schneeberg, Schwartzberg, und Hof	125
		Leipzig, Wurzen, Oschatz, Röderau, Riesa, Priatewitz, Coswig, Meissen, und Dresden	127
		Lobau, Zittau, und Reichenberg	128
		Meissen und Coswig	127
		Oderberg to Cosel	125
		Reichenberg, Zittau, und Lobau	128
		Riesa, Chemnitz, Zwickau, Werdau, und Hof	126
		Schwartzberg, Schneeberg, und Zwickau	125
		Zwickau, Schwebberg, & Schwartzberg	125
		SECTION XII.—Wuerttemberg and Bavarian Railways.	
		Aalen to Heidenheim	128
		Ansbach und Gunzenhausen	130
		Augsburg und Ulm	130
		Augsburg, Kaufbeuren, Kempten, Immenstadt, und Lindau	135
		Bamberg und Hof	131-133
		Bamberg, Neuenmarkt, und Hof	132-133
		Bayreuth und Irenlohe	134
		Bayreuth und Neuenmarkt	130
		Metzigheim und Hall	129
		Bruchsal, Bietigheim, Stuttgart, Cannstatt, Plochingen, Goppingen, Geltingen, Ulm, Eberach, Ravensburg, und Friedrichshafen	130
		Friedrichshafen, Ulm, Gelsingen, Goppingen, Plochingen, Esslingen, Cannstatt, Stuttgart, Ludwigsburg, Bietigheim und Bruchsal	131
		Frankfurt, Hanau, Aschaffenburg, Würzburg Schweinfurt, Bamberg, Hof, Neuenmarkt, Furth, Nuremberg, Donaauorth, Augsburg, und Munich	132-133
		Furth und Schwandorf	141
		Gelselshoring und Passau	123

Page	Page	Page		
Grunzenhausen und Ansbach	136-141	Koflach and Gratz.....	146	Oderberg, Dzdowitz, Bieltitz, Oswie-
Hall, Hellbrunn, and Bietigheim	129	Kralup and Kladno	139	clim, Trzebinia, Szczakowa, Myslow-
Hochstadt and Stockheim	136	Kufstein and Innsbruck	136	itz, Cracow, Pizumyl, and Leun-
Hof, Neuenmarkt, and Bamberg 132-133		Kufstein and Rosenheim	136	berg.....
Hordlingen and Stuttgart.....	129	Lambach and Gmunden	137	Vienna and Oedenburg.....
Irenlohe and Bayreuth	134	Laxenburg, Moding, and Vienna.....	146	Vienna, Linz, Wels, Passau, Lam-
Kempten, Memmingen, and Ulm.....	135	Leberg, Przemysl, Cracow, Myslow-	146	bach, Gmunden, and Salzburg.....
Kufstein and Rosenheim	136	itz, Szczakowa, Trzebinia, Oswie-	146	Vienna, Moulburg and Luxenberg.....
Lindau, Immenstadt, Kempten, Kauf-		clim, Bieltitz, Dzeditz, Oderberg,	146	Wels and Passau.....
beuern, and Augsburg.....	135	Troppau, Schonbrunn, Prerau,	146	Wieliczka and Cracow.....
Munich, Geiselhoring, Regenburg,		Lundenburg, Gansersdorf, and	146	Wieliczka and Niepolomice.....
and Nuremberg.....	134	Vienna	140	SECTION XIV.—Swiss Railways.
Munich and Starnberg	131	Mohacs and Funfkirchen.....	143	Aarau, Brugg, Waldshut, Turgi,
Munich, Augsburg, Donaueschingen,		Myalowitz and Trzebinia.....	140	Baden and Zurich
Nordlingen, Nurnberg, Furth, Bam-		Neustadt and Odenburg.....	147	Aarau, Olten, and Bale
berg, Hof, Neuenmarkt, Schweinf-		Niepolomice and Wieliczka	141	Bale, Olten and Aarau.....
furt, Wurzburg, Aschaffenburg,		Neu Szony, Raab, Bruck and Vienna 134		Bern, Fribourg and Lausanne
Hanau, and Frankfurt.....	132-133	Neu Szony, and Stuhlweissenberg 134		Biel, Solothurn, and Herzogenbuchsee 153
Munich, Holzkirchen, Rosenheim,		Ofen, Stuhlweissenberg and Prager-		Biel, Berne, and Langnau.....
Traunstein, and Salzburg.....	136	hof	144	Bienne, Neuchatel, Yverdon, St. Mau-
Neuenmarkt and Hayruth	138	Oedenburg, Neustadt and Vienna	147	rice, Vevey, Lausanne, Morges,
Nuremberg, Regenburg, Geiselhor-		Olmutz and Bohm-Teubau.....	141	Coppet, and Geneva
ing, and Munich.....	134	Oravitz and Jassenova	42	Mouvere, St. Maurice, Martigny and
Ofen to Vienna	134	Passau and Wels.....	137	Sion.....
Passau and Geiselhoring.....	135	Pragerhof, Stuhlweissenberg and		Chur, Sargans, Murg, Weesen,
Plochingen, Tubingen, and Rotten-		Ofen.....	144	Rapperschwyli, Wallisellen, and
burg.....	129	Payerbach, Gloggnitz and Vienna	146	Zurich
Rosenheim and Kufstein.....	136	Paraditz and Reichenberg	138	Chur, Sargans, Rorschach, St. Gall,
Rottenburg, Tubingen, & Plochingen 129		Prague and Furth	147	and Winterthur.....
Salsburg, Traunstein, Rosenheim,		Prague and Rinholec	143	Constance, Schaffhausen and Wald-
Holzkirchen, and Munich.....	136	Pressburg, Bosing, Tynnau and		shut.....
Schwandorf and Furth.....	141	Szered.....	147	Culoz and St. Michel
Starnberg and Munich.....	131	Puspok-Ladany, and Groswarden 143		Geneva, Coppet, Morges, Lausanne,
Stockheim and Hochstadt.....	136	Rohrberg, Josefstadt, and Pa-		vey, St. Maurice, Yverdon, Neu-
Stuttgart, Carnstatt, Schorndorf,		raditz	138	chatel, and Bienne
Gmund, Aalen, and Nordlingen	129	Rinholec and Prague	149	Glarus and Weesen
Ulm and Augsburg	131	Rosenheim and Kufstein	136	Herzogenbuchsee, Solothurn, & Biel 152
Ulm, Memmingen, and Kempten	135	Sisek, Agram, and Steimbuck.....	147	Langnau, Berne, and Biel.....
Vienna and Neu Szony	134	Steimbuck, Agram, and Sisek	147	Lausanne Fribourg, and Berne.....
Vienna and Ofen	134	Salzburg, Gmunden, Passau, Wels,		Lausanne and St. Maurice.....
Villach, Klagenfurt, and Villach	134	Linz, and Vienna	137	Loche, Chaux-de-fonds, and Neuchatel 150
Warburg, Klagenfurt, and Villach.....	134	Schonbrunn and Troppau	140	Lucerne, Emmenbrücke, and Olten.....
SECTION 13.—Austrian Railways		Segen-Gottes and Brunn.....	139	Lucerne, Zug and Zurich
Aral and Szolnok	138	Schwadowitz and Josefstadt.....	139	Neuchatel, Chaux-de-fonds, and Loche 150
Aussig and Teplitz.....	138	Scherrau and Vienna	142	Neuchatel and Pontarlier
Baselach, Oravitz, Jassenova, Temes-		Stuhlweissenberg, Neu Szony, and		Olten, Emmenthal, and Lucerne.....
var, Szegedin, Kaschau, Debreczin,		Vienna	134	Olten, Herzogenbuchsee, Berne, and
Groswarden, Puspok-Ladany, Raab,		Szczakowa and Granica	141	Thun
Bruck, Czegled, Pesth, Neuhausel,		Szered, Tynnau, Bosing, and Press-		Pontarlier and Neuchatel
Pressburg, Gansersdorf, and Vienna	142-143	burg	147	Romanshorn, Weinfelden, Frauen-
Bieltitz and Dzeditz.....	140	Stolnok and Arad.....	142	feld, Schaffhausen, Winterthur,
Bodenbach, Aussig, Kralup, Prague,		Teplitz and Aussig.....	138	Wallisellen, and Zurich
Paraditz, Reichenberg, Schwad-		Trieste, Nabresina, Adelsberg, Lai-		Schaffhausen and Winterthur
owitz, Josefstadt, Bohm-Teubau,		bach Cilli, Ofen, Stuhlweissenberg,		Sion, Martigny, St. Maurice, and
Brunn, Segen-Gottes, Lundenburg,		Pragerhof, Marburg, Gratz, Murz-		Bouveret
Gansersdorf, and Vienna	132-139	zuschlag, Gloggnitz, Wiener		St. Maurice and Lausanne
Bodenbach, Krippen, Pirna, and		Neustadt, Moding and Vienna 144-145		St. Michel and Culoz
Drakon	139	Troppau and Schonbrunn.....	140	Thun, Berne, Herzogenbuchsee, and
Bohm-Teubau, and Olmutz.....	141	Trzebinia and Myslowitz	140	Olten
Brunn am Segen-Gottes.....	138	Vienna, Mooling, Baden, Wiener		Turgi and Waldshut
Burwell, Kerschbaum, and Linz.....	141	Neustadt, Gloggnitz, Murzschlag		Waldshut and Turgi
Cracow and Wieliczka	141	Gratz, Pragerhof, Stuhlweissenberg,		Weesen and Glarus
Czegled, Stolnok, Puspok-Ladany,		Ofen, Cilly, Latabach, Adelsberg,		Winterthur and Schaffhausen
Debreczin, Miskolc, Puzok-Ladany,		Nabresina, and Trieste.....	144-145	Winterthur, St. Gall, Rorschach,
Debreczin, Miskolc, Puspok-Ladany,		Vienna and Stockerau	142	Sargans, and Chur.....
Debreczin, Miskolc, Puzok-Ladany,		Vienna, Bruck, Raab and Neu Szony 134		Zurich to Zug and Lucerne
Debreczin, Miskolc, Puzok-Ladany,		Vienna, Gansersdorf, Lundenburg,		Zurich, Baden, Turgi, Waldshut, and
Debreczin, Miskolc, Puzok-Ladany,		Brunn, Segen-Gottes, Bohm-Teubau		Aarau.....
Debreczin, Miskolc, Puzok-Ladany,		Paraditz, Josefstadt, Schwad-		Zurich, Wallisellen, Winterthur,
Debreczin, Miskolc, Puzok-Ladany,		owitz, Reichenberg, Prague, Kral-		Schaffhausen, Frauenfeld, Weinf-
Debreczin, Miskolc, Puzok-Ladany,		up, Aussig, Bodenbach and		elden, and Romanshorn.....
Debreczin, Miskolc, Puzok-Ladany,		Dresden	138-139	Zurich, Wallisellen, Rapperschwyli
Debreczin, Miskolc, Puzok-Ladany,		Vienna, Gansersdorf, Pressburg,		Weesen, Murg, Sargans, and Chur 153
Debreczin, Miskolc, Puzok-Ladany,		Neuhassel, Pesth, Czegled, Stol-		SECTION XV.—Italian Railways.
Debreczin, Miskolc, Puzok-Ladany,		nok, Arad, Puspok-Ladany,		Acqui and Alessandria.....
Debreczin, Miskolc, Puzok-Ladany,		Groswarden, Debraczin, Kaschau,		Alessandria and Acqui.....
Debreczin, Miskolc, Puzok-Ladany,		Szegedin, Temesvar, Jassenova,		Alessandria, Torreroberti, Cava Car-
Debreczin, Miskolc, Puzok-Ladany,		Oravitz, and Baselach	142-143	bonara, Mortara, Vigevano, No-
Debreczin, Miskolc, Puzok-Ladany,		Vienna, Gloggnitz, and Payerbach	146	vara, and Arona
Debreczin, Miskolc, Puzok-Ladany,		Vienna, Gansersdorf, Lundenburg,		Alessandria, Novi Torona, Casteggio,
Debreczin, Miskolc, Puzok-Ladany,		Prerau, Schonbrunn, Troppau,		Siradella, and Piacenza.....

	Page
Alessandria, Valenza, and Vercelli	160
Alessandria and Nizza-Monferrato	162
Ancona, Rimini, and Bologna	169
Ancona, Foggia, and Bari	170
Arona, Novara, Vigevano, Mortara, Cava Carbonara, Torrebretti, and Alessandria	163
Asciano and Torrenieri	165
Bagheria and Palermo	165
Bari and Ancona	170
Biella and Santhia	162
Bergamo and Lecco	162
Bologna, Ferrara, & Ponte Lagoscuro	167
Bologna, Rimini, and Ancona	169
Bologna, Parma, Piacenza, & Milan	166
Bologna to Pistoja	163
Bologna and Ancona	169
Botsen, Trient, Roveredo, & Verona	161
Botsen and Verona	161
Bra and Cavallermaggiore	159
Cameriata, Monza, and Milan	168
Cancello and Sanseverino	165
Castel Bolognese and Ravenna	161
Castellamonte and Caluso	169
Castellamonte and Turin	169
Castellamonte and Torino	165
Cavallermaggiore and Bra	159
Cecina and Saline	168
Chivasso, Caluso, and Ivrea	166
Civita Vecchia and Rome	167
Corese and Rome	167
Gremona and Treviglio	162
Culoz, Aix-les-Bains, Chambéry, and St. Michel	157
Cuneo, Saluzzo, Savigliano, Bra, Cavallermaggiore, and Turin	159
Eboli, Vietri, Cava, Nocera, Castellammara, Torre, Annunziata, and Naples	168
Empoli, Siena, and Fiesole	166
Fiesole, Siena, and Empoli	166
Florence, Empoli, Siena, Fiesole, Pisa, and Leghorn	166
Florence, Pistoja, Pescia, Lucca, and Pisa	161
Florence to Montevarchi	164
Frascati, Albano, and Rome	168
Gallarate and Milan	167
Genoa and Voltri	159
Genoa, Busalla, Novi, Alessandria, Asti, Truffarelo, and Turin	158
Genoa and Ponte Vecchio	159
Gossano and Novara	159
Ivrea and Chivasso	166
Lecco and Bergamo	162
Leghorn, Pisa, Fiesole, Siena, Empoli, and Florence	166
Leghorn to Nunsiatella	166
Mantua and Verona	164
Milan, Magenta, Novara, Vercelli, Biella, Santhia, Livorno, Ivrea, Chivasso, and Turin	166
Milan and Gallarate	167
Milan, Venico, Treviso, Casarsa, Udine, Nabresina, Trieste, and Vienna	161
Milan, Monza, and Camerata	168
Milan and Pavia	166
Milan, Piacenza, Parma, and Bologna	166
Milan and Paris	163
Milan, Verona, Mantua, and Venice	164
Montevarchi and Florence	164
Montiglio and Turin	170
Mortara and Vigevano	163
Nabresina, Udine, Treviso, and Venice	161
Naples, Sanseverino, and Rome	165
Naples and Sanseverino	165
Naples, Torre, Annunziata, Castella-	

mara, Nocera, Cava, Vietri, and Eboli	168
Nizza-Monferrato, and Alessandria	162
Novara and Gossano	159
Novi and Tortona	162
Nunsiatella and Leghorn	168
Palermo, Bagheria, and Trabia	165
Pavia and Milan	163
Pavia and Milan	166
Pavia and Torrebretti	163
Piacenza, Stradella, Casteggio, Tortona, Novi, and Alessandria	162
Pinerolo and Turin	169
Pisa, Sarzana, and Spezia	164
Pisa, Lucca, Pescia, Pistoja, Prato, and Florence	167
Pistoja and Bologna	163
Pistoja and Bologna, Trabia, Bagheria	165
Ponte, Lagoscuro, and Bologna	167
Ponte, Decimo, and Genoa	159
Ravenna and Bolognese	161
Rivoli and Turin	169
Rome and Civita Vecchia	167
Rome and Corese	167
Rome, Sanseverino, and Naples	165
Rome, Albano, and Frascati	169
Saline and Cecine	168
Saluzzo and Savigliano	159
Sanseverino and Naples	165
Sanseverino and Cancello	165
Santhia and Biella	162
Savigliano and Saluzzo	159
Sixaria and Pisa	164
St. Michel, Chambéry, and Culoz	157
Susa and Turin	163
Torrebretti and Cava Carbonara	165
Torrenieri and Asciano	165
Tortona and Novi	162
Trani and Ancona	170
Treviglio and Gremona	162
Turin and Pinerolo	169
Turin and Castellamonte	169
Turin and Susa	168
Turin and Rivoli	169
Turin, Truffarelo, Asti, Alessandria, Novi, Busalla, and Genoa	158
Turin, Cavallermaggiore, Bra, Savigliano, Saluzzo, and Cuneo	159
Turin, Chivasso, Ivrea, Livorno, Santhia, Biella, Vercelli, Novara, Magenta, and Milan	166
Turin and Montiglio	170
Venico, Padua, Vicenza, Verona, Mantua, Bergamo, Treviglio, and Milan	164
Venico, Treviso, Udine, and Nabresina	161
Vercelli, Valenza, and Alessandria	160
Verona and Mantua	164
Verona, Roveredo, Trient, and Botsen	161
Victor Emmanuel Railway	157
Vienna, Trieste, Nabresina, Udine, Casarsa, Treviso, Venice, and Milan	161
Vigevano and Mortara	163
Voltri and Genoa	159
SECTION VI.—Spanish Railways	
Agramon and Chinchilla	176
Alar del Rey and Retinoso	172
Alar del Rey and Venta de Banos	172
Alcazar and Ciudad Real	175
Alcanta, Almaden, Ciudad Real, Alcazar, Toledo, Castillejo, Aranjuez, and Madrid	175
Almansa and Valencia	176
Alora and Malaga	176
Barcelona and Santander	174
Barcelona, Arceva, Empalme, and Gerona	173
Barcelona, Grauellers, and Gerona	174

	Page
Barcelona, Molins del Rey, and Martorell	174
Barcelona, Manresa, Lerida, and Saragosa	174
Bilbao and Castejon	172
Cadia, Jerez, and Sevilla	176
Cartagena Murcia, and Cieza	175
Castejon and Bilbao	172
Castellon and Valencia	174
Castillejo and Toledo	175
Ceas, Murcia, and Cartagena	175
Chinchilla and Agramon	176
Cordova and Sevilla	176
Ciudad Real and Alcazar	175
Gerona, Arceva, Mataro, & Barcelona	173
Gerona, Grauellers, and Barcelona	174
Hendaya, Olazagutia, Burgo, Valladolid, San Chiridian, and Madrid	171
Leon and Palencia	171
Madrid and Saragosa	173
Madrid, St. Chiridian, Valladolid, Burgos, Olazagutia, and Hendaya	171
Madrid, Castillejo, Toledo, Alcazar, Ciudad-Real, Almansa, & Alicante	175
Malaga and Alora	176
Martorell, Molins del Rey, and Barcelona	174
Montblanch and Taragona	175
Moron and Utrera	171
Pamplona, Tudela, and Saragosa	173
Reinos & Alar del Rey	172
Santander and Barcelona	172
Saragosa and Madrid	173
Saragosa, Lerida, Manresa, and Barcelona	174
Saragosa, Tudela, and Pamplona	173
Seville, Jerez, and Cadiz	176
Seville and Cordova	176
Taragona and Montblanch	175
Toledo and Castillejo	175
Utrera and Moron	171
Valencia and Castellon	174
Valencia, Jativa, Aloudia, & Almansa	176
Venta-de-Banos and Alar-del-Rey	172
SECTION XVII.—Portuguese Railways	
Badajos, Carregado, and Lisbon	177
Badajos and Merida	177
Barreiro, Vendas Novas, and Evora	177
Beja to Evora and Vendas Novas	176
Evora, Vendas Novas, and Barreiro	177
Lisbon, Carregado, and Badajos	177
Lisbon and Oporto	177
Vendas Novas to Evora and Beja	176
SECTION XVII.—Ottoman Railways	
Smyrna Point and Kos Bumar	181
SECTION XIX.—Danube and Black Sea Railway	
Kustendjie and Tebernavoda	181
SECTION XX.—Russian Railways	
Dunaburg and Riga	178
Eydtkuhnen and Vilna	179
Kolonna and Moscow	181
Moscow and Kolonna	182
Moscow and Sergie-Troitska	182
Moscow and St. Petersburg	180
Moscow and Nijn Novogorod	180
Nijn Novogorod and Moscow	180
Oranienbaum, Tsarskoo-Celo, Pavlovka, and St. Petersburg	181
Peterhoff and St. Petersburg	181
Riga, Berlin, and Warsaw	179
Sergie-Troitska and Moscow	181
St. Petersburg, Paviovka, Tsarskoo-Celo, and Oranienbaum	181
St. Petersburg and Peterhoff	181
St. Petersburg and Moscow	180
St. Petersburg, Dunaburg, Riga, Vilna, Eydtkuhnen, and Warsaw	178
Vilna and Eydtkuhnen	179

Volga and Don	Page 181	SECTION XXI—Egyptian Railways.	Page	SECTION XX—English Railways.	Page
Warsaw, Vilna, Eydkuhnen, Riga, Dunabourg, and St. Petersburg.....	178	Alexandria and Cairo	181	Great Eastern	183
Warsaw and Berlin to Riga	178	Cairo and Alexandria	181	Great Northern	182
Warsaw to Wierzbolow	178	Cairo and Suez.....	181	Great Western.....	183
Warsaw, Vilna, Riga, Dunaberg, and St. Petersburg.....	178	Suez and Cairo.....	181	London, Brighton, and South Coast.....	183
Wierzboloff and Warsaw	178			London and North Western	182
				London and South Western	182
				South Eastern.....	182

THE SPECIAL EDITION.

In addition to the foregoing contains as follows:—

ALPINE PASSES AND ITALIAN LAKES.

The Alpine Passes.		Page	The Italian Lakes.		Page
1	Simplon	409		Lago Maggiore	419
2	St Gothard.....	411	1	" D'Orta.....	421
3	Bernardino.....	412	2	" Di Varese.....	422
4	Spilugen	412	4	" Di Lugano	422
5	Stelvio	413	5	" Di Como	424
6	Brenner	415	6	" D'Isseo	426
7	Mont Cenis.....	417	7	" Di Garda	427
8	Mont Genevre	418			
9	Col di Tenda	418			

ROUTES.

ROUTE	Page	ROUTE	Page	ROUTE	Page
1—A Route of Three Weeks through Switzerland	429	11.—Lyons to Turin	443	22.—Paris to Strasbourg	463
2—Martigny to Milan, by the Passage of the Simplon	434	12.—A Three Weeks' Tour in Switzerland. By J. K. Jun.....	444	23.—Paris to Marseilles	465
3—A Fortnight's Tour, by H.C.	436	13.—Geneva to Chamouny.....	448	24.—Nîmes to Tarascon	469
4—Zurich to Coire, by the Lakes of Zurich and Walenstadt	439	14.—Coire to Samaden.....	451	25.—Paris to Nantes	469
5.—Coire to Splügen.....	439	15.—Coire to Ponte	452	26.—Tours to Poitiers.....	471
6.—Splügen to Bellinzona.....	440	16.—Engadine to Nauders.....	453	27.—Angoulême to Bordeaux.....	472
7.—Splügen to Como	440	17.—Samaden to Tirano	454	28.—Paris to Toulouse.....	472
8.—Berne to Thun and Vevey.....	440	18.—Route up the Rhine	454	29.—Vierzon to Nevers.....	473
9.—Martigny to Acosta	441	19.—London to Paris, via Dover.....	461	30.—Paris to Chartres & Laval.....	473
10.—Berne to Lansanne	442	20.—London to Paris, via Boulogne	461	31.—Nancy to Metz	474
		21.—London to Paris, via Havre.....	462	32.—Roanne to Lyons	475
				33.—Montreuil to Troyes.....	476
				34.—Paris to St. Quentin.....	476

NOTICES OF PRINCIPAL TOWNS, &c.

Russia, with Notices of Principal Towns	Page 477	Sweden, with Notices of Principal Towns	Page 484	Turkey, with Notices of Principal Towns.....	Page 495
Hungary and Transylvania, with Notices of Principal Towns	482	Finland, with Notices of Principal Towns.....	488	Algeria	504
Wallachia	483	Norway, with Notices of Principal Towns.....	498	Overland Route to India.....	508
Poland, with Notices of Principal Towns	489	Denmark, with Notices of Principal Towns.....	492	Vocabulary in English, French, German and Italian	518

It also contains Maps of the following places:—

EUROPE, FRANCE, SWITZERLAND, THE RHINE, LYONS, MARSEILLES, PARIS, OSTEND, GHENT, BRUSSELS, ANTWERP, THE HAGUE, COLOGNE, MAYENCE, FRANKFORT-ON-THE-MAINE, DRESDEN, HAMBURG, MUNICH, BERLIN, TRIESTE, VIENNA, GENEVA, FLORENCE, GENOA, MILAN, NAPLES, ROME, TURIN, VENICE, VERONA, PALERMO, CONSTANTINOPLE.

INDEX OF TOWNS, &c.,

SHOWING EVERY RAILWAY STATION UPON THE CONTINENT OF EUROPE

NOTE.—For convenience of reference, the Guide is divided into two parts, viz., Tabular and Descriptive. In the following Index the Traveller will find no difficulty in ascertaining which portion is referred to, by recollecting that the Tables end at page 183, and the Descriptive matter begins at page 248, consequently all below 183 refer to the Time Tables, all above 248 to the Descriptions.

Towns in connection with **Steam Sailings** (see page 195) (and **Diligences** (see page 219) are omitted in this Index, as they appear in their respective places in the Guide, in Alphabetical Order, see Contents.

Descriptions of places in *italics*, thus, *Alexandria* will be found in the Special Edition only.

To avoid multiplying figures in this Index, the route in connection with each town is only given once, the *Return Journey* will, in many cases, be found on the following page

A	Ailly-Sur-Somme (France) 18	Alsasua, 171	Andrieu (France) 22
Aadorf (Switzerland) 154	Ainay le Vieil, France, 26	Alseno, 166	Anemasse, 449
Aaen, Wurttemberg, 128, 129	Airasca (Italy) 159	Alsheim (Rhine) 96	Anetz (France) 96
Aarau (Switz.) 142, 150, 151,	Aire, France, 12, 39	Altbach (Wurttemberg) 130	Angermünde (Prussia) 115, 116
152, 154, 55, 360	Airel, France, 22	Alt Boyen, Prussia, 122	Angern (Austria) 138,
Aarne, Norway, 111	Aisy (France) 44	Alt Grottkau (Prussia) 121	Angers (Fr.), 22, 36, 251, 470
Aarburu (Switz.) 149, 150	Aitrang (Bavaria) 135	Alt Carbe (Prussia) 118	Angerville (France) 27, 469
Aarhuus (Denmark) 110, 112	Aix (France) 46, 250	Aldorf, 411	Angouleme (France) 34, 251, 472
Aatha (Switzerland) 153	Aix-la-Chapelle (Prussia) 15,	Aitoca, 173	Angri, 168
Abalo de Miranda, 177	16, 60, 66, 68, 73, 78, 84, 86, 88,	Altena (Prussia), 99	Annaberg (Austria) 125, 141
Abbeville (France) 18, 250, 452	98, 115, 339	Altenahr (Rhine) 313, 460	Annen (Rhine) 98
Abcoude (Holland) 81, 83	Aix-les Bains (Savoy) 157, 350	Altenburg (Germany) 125, 319	Annone (Italy) 158
Aberdeen (Scotland) 183	Ala (Italy) 161	Altenhuden (Prussia) 99	Anrath (Prussia) 85
Abon (France) 26, 37, 409	Alagon, 173	Altenmühr, 141	Ans (Belgium) 66, 74
409, 488	Alais (France) 48, 250	Altenschwand, Bavaria, 141	Ansbach (Bavaria) 136, 141
Abony (Hungary) 142	Alar del Rey (Spain) 172	Altstadt, Bavaria, 135	Anse, France, 44
Abrautes, 177	Alaro, 176	Altfelde (Prussia) 118	Antibes, France, 49
Abtdorf (Austria) 138	Albacete (Spain) 175	Altheim (Prussia) 133	Antonopol, 181
Ac-iajolo, 168	Albano (Italy) 165	Althen-les-P., France, 46	Antony (France) 28
Acerra (Italy) 165	Albruck (Switzerland) 94	Altkirch (France) 56	Antwerp (Belgium) 60, 65,
Acbern (Rhine) 94, 319	Albagna, 168	Altmoischen (Prussia) 140	68, 70, 71, 74, 75, 77, 80, 84, 291
Achiet, France, 12	Alberga, 178	Altona (Denmark) 109, 110, 492	Anvaing, Belgium, 75
Achim (Germany) 101	Albert (France) 12	Altosapelo (Italy) 166, 167	Anzin (France) 16
Act Reale (Sicily) 397	Albert-Isa (Hungary) 142	Alton Vedios (Portugal) 177	Aosta, 441, 442
AcquaBuona, 168	Albuixeeh, 174	Altstatten (Switz.) 154, 155	Apedero de la Canada. 178
Acqui (Italy) 162, 374	Albula, Pass of, 452	Altstetten (Switzerland) 155	Aplerbeck (Prussia) 98
Acren (Belgium) 74	Alby (France) 41, 250	Altwasser (Prussia) 124	Apolda (Germany) 117
Acc (Hungary) 134	Alcacovas, 176	Alverca (Portugal) 177	Appenweiler (Rhine) 93, 94
Adamshai (Austria) 138	Alcala, Spain, 173	Alvimare, France, 20	Appilly (France) 16, 477
Adanero, 171	Alcamo (Sicily) 397	Alvito, 176	Aprath (Germany) 99
Adegem, 76	Alcanadre, 172	Alzenau (Prussia) 121	Apricorns, 170
Adelsberg (Austria) 142, 348	Alezar (Spain) 175	Alzonon (France) 41	Aquino, 165
Aden, 515	Alcira (Spain) 176	Amay (Belgium) 78	Arad (Hungary) 122
Adenau, 460	Alcover, 175	Amagne, 15	Aranjuez (Spain) 175, 401
Adendorf, 100	Alcudia (Spain) 176	Ambazec (France) 28	Araya, 171
Adrianople, 503	Aldekirch, Rhine, 84	Ambazec (Bavaria) 134	Arbanas (France) 40
Aerssele (Belgium) 61	Altheim (France) 24, 250, 259	Amberieu (France) 50	Arboga (Sweden) 113, 485
Aersee, Belgium, 75	Alessandria (Italy) 158, 160,	Amboise (France) 34, 250, 470	Archieon (France) 39, 251
Affoltern, 155	162, 163, 170, 374	Ambrony (France) 50	Archenas (France) 43
Agay, France, 49	<i>Alexandria</i> (Egypt) 182, 411	Amersfoort, 81	Archev., 61
Agde, France, 37, 41	Alexandrow Poland, 118, 124	Amiens (France) 12, 14, 18,	Arceuil (France) 28
Agen (France) 40, 250	Alf, Belgium, 301	64, 250, 461, 462	Ardon, Switzerland 157
Agendorf (Austria) 147	Alfaro, 172, 173	Amplin (Belgium) 78	Ardres (France) 12, 462
Ahle, 169	Alfeld, Germany) 101	Amriswell (Switzerland) 155	Arena Po, Italy, 162
Agonac (France) 28	Alfivesta, 113	Amselberg, Bavaria, 134, 135	Arenogac, France, 39
Agram (Austria) 147, 348	Aligeme-i (Spain) 176	Amsteig, 411	Arenys (Spain) 173
Akramon, 176	Algeria 54	Amsterdam (Holland) 68,	Areta, 172
Aguilar, 172	Algermissen (Germany) 100	80, 81, 82, 83, 85, 88, 304	Arevalo, 143
Aguilarejo (Spain) 171	<i>Algiers</i> (Algeria) 506	Amstetten (Wurtem.) 130, 136	Arevalo (Spain) 171
Ahlen (Prussia) 86	Algodor (Spain) 175	Amurrio, 172	Arfeuilles (France) 22
Ahrleibach, 459	Alhambra (Portugal) 177	Amusco, Spain, 172	Arganov, France, 37
Ahrnschwang, Bavaria, 141	Alhama (Spain) 173	Anencia (France) 36, 471	Argamailla, 175, 178
Ahrweiler, Rhine, 313, 459	Allicant (Spain) 173, 175, 401	Anclam, 115, 116	Argentan (France) 22
Al, France, 52	Allicato (Sicily) 397	Ancona, Italy, 151, 169, 170, 374	Argenteau (Belgium), 68
Aibling (Bavaria) 136	Alingsås (Sweden) 112	Ancyle-Franc (France) 44, 465	Argenteuil (France) 11, 19
Aidin, 395	Alken (Belgium) 68	Andancette (France) 46	Argentan (France) 22
Aigle (Switzerland) 156	Allaman, (Switzerland) 156	Andeer, 440	Arhelgen (Rhine) 91
Aigrefeuille (France) 38	Allmacellas, 174	Andeghem, 74	Arhweiler (Rhine) 313,
Aiguebelle (Savoy) 157, 443	Almansa (Spain) 175, 176	Andelfingen (Switz.) 155	Ariss, 173
Aigueperse (France) 30	Almeria (Spain) 40:	Andelot, France, 43	Arjuzanx (France) 39
Aiguevives (France) 48	Almenezes (France) 44	Andenne (Belgium) 73, 78	Aries (France) 46, 251, 468
Aiguillon (France) 40, 443	Almudevar (Spain) 174, 176	Andernach (Rhine) 84, 313	Arion (Belgium) 55, 72, 301
Aillvillers, 54	Alost (Belgium) 62, 74, 284	Andermatt, 431	Armentieres (France) 12
Alli-Sur-Noye (France) 18	Alpera, 175	Andoain, 171	Arneeke, France, 12
	Alpignano (Italy) 158	Andrezieux (France) 22	

- Arrage**, France, 27
Arrheim (Holland) 81, 82, 304
Arristadt (Prussia) 117
Arnswalde (Prussia) 122
Arona (Italy) 163, 375, 436
Arquata (Italy) 158
Aragona (Sicily) 397
Arras (France) 12, 14, 63, 64, 251, 461
Arrensosse (France) 39
Arrigorriaga, 172
Ars-sur-Moselle (France) 51
Artemare (France) 50
Artenay, France, 27
Arth (Switzerland) 360
Artix, France, 37
Arvi: nt (France) 30
Arveyres (France) 34
Asbach, 97
Aschaffenburg, 91, 132, 142, 319
Aschbach, Austria, 136
Aschendorf (Germany) 102
Asclano, 165
Asigliano (Italy) 160
Asinalunga (Italy) 165
Assumeres (Fr.) II, 19, 251, 252
Asperg (Germany) 130
Assens, 492
Assesses (Belgium) 72
Assmannshausen (Rh.) 90, 316
Assuma, 177
Asten, Austria, 157
Asteneri, 84
Asteneri (Prussia) 66, 88
Asti (Italy) 158, 375
Ata, Austria, 142, 143
Ataquines, Spain, 171
Ath (Belgium) 70, 74, 274
Athens (Greece) 396
Athis-Mons (France) 27
Attres (Belgium) 70, 274
Atzgersdorf (Austria) 144, 146
Au Rühne, 86
Au (Switzerland) 154
Auaval, 139
Aubagne (France) 49
Aubigne (France) 27
Aubin, France, 42
Aublain, Belgium, 77
Auch (France) 251, 252
Audenarde (Belgium) 75, 77
Audruicq (France) 12
Audun-le-Roman, 55
Aue (Saxony) 125
Auer, 161
Auerbach (Rhine) 91
Auffay (France) 20
Auggen (Rhine) 94
Augsburg (Bavaria) 60, 72, 130, 132, 135, 319, 437
Augustwalde, 122
Aulendorf (Wurtemberg) 130
Aulnoy (France) 16
Auray, France, 20, 30, 31
Aussig (Austria) 138, 139
Auterive, France, 38
Auté, 54
Autenail (France) 19, 252
Autzen (France) 254
Auvernier (Switzer.) 152, 156
Auvelds (Belgium) 65
Auyers (France) 11
Auxerre (France) 43, 252
Axonone (France) 43
Ayakh, 177
Ave Capelle, Belgium, 69
Avero, 178
Avenay (France) 52
Avenches, 443
Avenue de l'Impératrice (France) 19
Aviero, 178
Avigliana (Italy) 158
Avignon (France) 46, 252, 468
Avignonnet (France) 41
Avimare, France, 20
Avio (Italy) 161
Avoise, France, 22
Avor, France, 28
Avranches Junction (Fr.) 252
Avricourt (France) 54, 61
Avy, 52
Aye for Marche (Belgium) 77
Amambuja (Portugal) 172
Azerailles, 61
Azondange, 61
- B.**
- Beal** (Prussia) 85
Babinska, 179
Babenhausen (Rhine) 91
Baby (Poland) 124
Baccarat, 61
Baccarath (Rhine) 84, 316, 437
Bäck, 111
Badajos, 177, 178
Bad-Homburg (Rhine) 92
Bad Oeynhansen (Fr.) 86, 340
Badalona (Spain) 173
Baden (Austria) 144, 146, 348
Baden (Switzerland) 155
Baden-Baden (Germany) 72, 94, 95, 320
Baden Speier 321
Bakheria, 165
Bagnacaval, 161
Bagneres de Bigorre Fr. 39, 252
Bagneres de Luchon (Fr.) 252
Bagnolis (France) 253
Bahnhof, Austria, 147
Báhoony (Hungary) 147
Baiersdorf (Bavaria) 133
Baigta, France, 37
Baillargues, France, 48
Bailleur (France) 12
Bainde, 296
Bains, 54
Baireuth, See *Beyreuth*
Balbigny (France) 32
Baldichieri (Italy) 158
Baldunstein, Rhine, 90
Balle (Switz.) 56, 58, 60, 72, 92, 93, 94, 117, 149, 150, 151, 152, 153, 154, 155, 156, 318, 360, 434, 444
Balgerhoeke, 175
Ballan Court, 25
Balzols (Italy) 160
Bambolo, 168
Bamberg (Bav.) 125, 126, 132, 133, 135, 322
Bandol, France, 49
Bannalec, 31
Banteln, Germans, 102
Barbantane (France) 46
Barbizon (France) 253
Barcelonna (Spain) 173, 174, 175, 401
Barcena (Spain) 172
Bardowieck, Germany, 100
Bareges (France) 253
Barentin (France) 20, 462
Barl, 170
Barista, France, 12
Bar-le-Duc (France) 52, 252, 464
Barletta, 170
Barmen (Rhine) 98
Barop (Rhine) 98
Barquinha, 177
Barri, 61
Barreiro (Portugal) 177
Barsac (France) 40
Bar-sur-Aube (France) 56
Bar-sur-Seine, France, 72
Bartenheim, 58
Bary-Maulde (Belgium) 70
Bas-Evette (France) 56
Baselien, Belgium, 75, 77
Basiasch (Hungary) 143
Bas-Oha (Belgium) 78
Bassano (Italy) 76, 375
Basse-Indre (France) 36
Batignolles (France) 19
Batignolles Cliechy, Fr., 11
Batenheim, France, 58
Battlappig, 168
Bauerwitz (Prussia) 125
Baume (Belgium) 76
Baume-les-Dames (Fr.) 43
Bautzen (Saxony) 128, 322
Baveno (Italy) 175, 435
Bayeux (France) 22, 253
Bayon, France, 53
Bayonne (France) 39, 171, 253
Bayreuth, 130, 132, 134
Bazailles, 55
Basancourt, 15
Baziege (France) 41
Beasain (Spain) 171
Beaucaire (France) 48, 468
Beaugency (France) 34, 469
Beaumont (France) 11, 73
Beaumont-le-Roger (Fr.) 22
Beaune (Fr.) 44, 251, 252, 466
Beaupuyet (Beneven. Fr.) 37
Beaur-paire (France) 49
Beautiran (France) 40
Beauvais (France) 12, 254
Bebra (Germany) 120
Beckingen, 89
Beckum (Prussia) 86
Bedarieux (France) 41
Bedarriès (France) 46
Bégles (France) 40
Behobis (France) 254
Bei Rheinelden (Switz.) 92
Beimerstetten (W'burg.) 130
Beirvelde (Belgium) 74
Beiseforth, 120
Beja, 176
Bejala, 181
Bel-Air, France, 11
Belfort (France) 43, 54, 56, 254
Belgard (Prussia) 116
Bellegarde (France) 48, 50
Belleville (France) 44
Belleville-Villette, France, 11
Bellevue 19, 22, 24, 26, 50, 474
Bellingen (Rhine) 94
Bellinzona (Switzer.) 154, 363
Bellpuig, 174
Belostok,
Belsicae, 175
Belzid, 20
Bempdingen, Wurt., 129
Bemposta, 177
Benevent (France) 37
Benfeld (France) 58
Benny (France) 28
Benicasim, 174
Benifayo (Spain) 176
Benninghausen (Ger.) 99
Bennwhir (Rhine) 58
Benrath (Germany) 86
Bensheim (Rhine) 91
Benthen, 122
Beraun, Austria, 147
Beresal, 435
Berettyo-Ujfalv (Hung.) 143
Berezaiskaia, 179
Berg, Norway, 111
Bergamasco, 162
Bergamo (Italy) 162, 164, 375
Berge-Borbeck (Rhine) 86
Bergedorf (Germany) 106
Bergen (Norway) 490
Bergen, Bavaria, 136
Bergheimfeld (Bavaria) 121
Berguen-up-Zoom, 80
Berghausen, 96
Berques (France) 12
Bergun, 452
Berrwitz (Prussia) 114
Berlin (Prus.) 66, 68, 73, 86, 88, 92, 102, 105, 106, 110, 114, 115, 116, 117, 118, 120, 121, 124, 126, 127, 136, 180, 340
Bernardin, Pass of, 412
Bernau, Bavaria, 136
Bernau (Prussia) 116
Bernay (France) 22
Bernburg (Prussia) 108
Berncastel (Germany) 130, 131
Berne (Switz.) 50, 148, 149, 191, 151, 152, 154, 363, 431, 440, 444
Bernina, Pass of, 452
Bernis (France) 48
Borre (France) 46
Berzac (France) 28
Bertrange Strassen (Fr.) 78
Bertry (France) 16
Barzy, 15
Berzee (Belgium) 77
Besançon (France) 43, 254
Besigheim (Germany) 129, 131
Beisle, France, 24
Bessan, France, 37
Bessay (France) 32
Besseges (France) 48
Bethune, France, 12
Bettembourg, Belgium, 72
Bettingen (France) 72
Betton, 26
Betsdorf (Prussia) 86, 87
Betsigau (Bavaria) 135
Betzingen, Wurtemberg, 129
Beugen (Switzerland) 94
Beurig-Saarburg, 89
Beuzeville (France) 20, 462
Bevensen (Germany) 100
Bevens (Belgium) 69, 74, 290
Beverat (Belgium) 68
Bex (Switzerland) 156, 163, 432
Bexbach (Rhine) 96
Beynac (France) 28
Beynost (France) 50
Beyreuth (Bav.) 130, 132, 322
Besdany, 181
Besinet, (France) 26
Beziers (France) 37, 41, 254
Bhalostwie, Prussia, 118
Biarritz (France) 254
Biberach (Wurtemberg) 130
Bicchenwitz, 139
Bickenbach (Rhine) 91
Bieberich (Rhine) 90, 317
Biel (Switz.) 150, 151, 152, 156
Bielefeld (Prussia) 86, 322
Bielitz (Austria) 140
Biella (Italy) 160, 169
Biendorf (Prussia) 108
Bienenbutel (Germany) 100
Bienne 152, 156, 363, 434
Bierzanow, Poland, 140, 141
Biesenhal (Prussia) 116
Biesenhofen (Bavaria) 135
Bietigheim (Wurt.) 60, 129, 130
Bigny (France) 26
Bilbao (Spain) 172
Bilsen, 74
Bilt, 81
Binche (Belgium) 76
Binefar, 174
Bingen (Rhine) 60, 66, 84, 89, 91, 96, 316, 458
Bingerbrück (Rhine) 84, 89
Birawa (Prussia) 125

- Birkenfeld (Rhine) 89
 Birkerod, 110
 Birmingham (England) 182, 183
 Bisceglie, 170
 Bischofshelm (Rh.) 61, 84, 91, 96
 Bischofswerda (Saxony) 128
 Bischofwiller (France) 58, 60
 Bisenz (Austria) 140
 Biteschwiller, 59
 Bitterfeld (Prussia) 114
 Bivio, 451
 Bjerringbro, 110
 Bjornunda, Sweden, 112
 Blainville-la-Grande (Fr.) 54
 Blaisy Bas (France) 44
 Blakjer (Norway) 111
 Blanc-Misseron (Fr.) 14, 64, 287
 Blancs, 173
 Blankenberg (Ger.) 108, 109
 Blankenberghe (Belgium) 69
 Blansko (Austria) 138
 Blansy (France) 42
 Blaton (Belgium) 75
 Blsburg, 134
 Bliesme (France) 52, 54
 Blitgheim, 129
 Blids, 506
 Blindermarkt (Austria) 136
 Blisows, Austria, 146
 Bloemendael (Belgium) 62
 Blicis (France) 34, 254, 470
 Blosendorf (Prussia) 114
 Blumberg, 105
 Bobenheim (Rhine) 96
 Bobingen (Bavaria) 135
 Bobonia (Austria) 140
 Bochum, Prussia, 98
 Bockenheim (Rhine) 92
 Bodake (Hungary) 134
 Bodenbach (Aus.) 139
 Bodenheim (Rhine) 96
 Bodenwohr (Bavaria) 141
 Bodethal (Prussia) 344
 Boglar (Austria) 144
 Bogoloburo, 179
 Bohain (France) 16
 Bohelmkirchen, 136
 Bohain Kirchen (Austria) 137
 Bohl, 96
 Bohm Brod (Austria) 139
 Böhmischdorf (Prussia) 121
 Böhm-Trübau (Aust.) 138, 141
 Boileux (France) 12
 Boissot-Pacy (France) 22
 Bois de Colombes (Fr.) 11, 19
 Bois-le-Roi (France) 44, 465
 Boitsfort (Belgium) 72, 73, 298
 Boitzenburg (Germany) 106
 Bojanowo (Prussia) 122
 Bolbec-Mointot (Fr.) 20, 462
 Boldino, 170
 Bollwiller (Rhine) 58
 Bologna, Italy, 163, 164, 167, 169
 Bologne (France) 54 [375, 376]
 Bologovakia, 179
 Boltigen, 441
 Bolzaneto (Italy) 158, 159
 Bombay, 515
 Bonames (Rhine) 92
 Bond, 65
 Bondy (France) 55
 Bonenburg (Germany) 99
 Bonn (Rhine) 60, 66, 84, 312, 455
 Bonnemain, 26
 Bonnières (France) 20
 Bonne Espérance (Bel.) 76
 Bonnevillie, 433, 448
 Bonny (France) 32
 Bonstettin, 155
 Boo (Spain) 172
 Boofah, 396
 Boornabat, 396
 Rootmeerbeck, 66
 Boppard (Rhine) 84, 315, 457
 Horan (France) 11
 Bora*, 112
 Bordeaux* (France) 34, 39,
 40, 255, 472
 Bordeshelm, 109
 Bordeta (Spain) 174
 Borge, 8
 Borgone (Italy) 158
 Borgo Vercelli (Italy) 160
 Borghetto (Italy) 162
 Borgo-Lavezaro (Italy) 163
 Borgo Ticino (Italy) 163
 Borgo S. Martino (Italy) 160
 Borgo-a-Buggiano, 167, 169
 Borsgand, 112
 Borken (Hesse) 92
 Bormio (Italy) 376
 Bornitz (Saxony) 127
 Borovnik, 179
 Borodorf (Saxony) 127
 Borssum (Germany) 104
 Borup (Denmark) 109, 110
 Bódorf (Austria) 121, 127
 Bosing, 147
 Botzen (Austria) 161, 348
 Bouchain (France) 16
 Boucoiran (France) 48
 Boudis, 182
 Bouffoulx (Belgium) 75
 Bougailles (France) 43
 Bouleac, 513
 Boulogne-sur-Mer, (Fr.)
 18, 255, 456
 Boutsicourt 15
 Bouray (France) 27
 Bourbon l'Archambault, 473
 Bourges (Fr.) 26, 28, 256, 473
 Bourget (Drancy) 15
 Bourg (France) 50
 Bourg-la-Reine, France 28
 Bour-le-Roi (France) 24
 Bourgoin (France) 42
 Bourguinakaia, 179
 Bous, 89
 Bousens (France) 39
 Boussu-en-Fagne (Bel.) 77
 Boussat (Belgium) 70
 Boussu (Belgium) 64
 Boutigny, 25
 Bouveret (Switz.) 157
 Bouwel (Belgium) 65
 Boversee, Switz., 152
 Bovenden (Germany) 101
 Bracquegnies (Belgium) 76
 Bra (Italy) 159
 Brand, 159
 Brande (Rhine) 86
 Bradford (England) 182, 183
 Bradgrube, 125
 Brahlisdorf (Germany) 106
 Bramenburg (Bavaria) 136
 Brain (France) 41
 Braine-le-Comte (Belgium)
 14, 64, 65, 70, 284
 Braine 15
 Brandis 15
 Brandenburger (Pr.) 115, 322
 Brandizzo, Italy 160
 Brandenburg, 136
 Branzenburg, 150
 Branzenburg (Austria) 138
 Branzoll, Italy, 161
 Brassac (France) 30
 Braubach (Rhine) 90, 315, 457
 Braubach (Rhine) 90, 305
 Braufels (Rhine) 90
 Braunsberg, 118
 Brechelshof (Prussia) 124
 Breda (Holland) 74, 80, 304
 Breda (Spain) 174
 Bregens (Austria) 349
 Brehna (Prussia) 114
 Breitenersbach (Bav.) 133
 Breiteneschütz (Aust.) 137
 Breitenstein (Austria) 141
 Bremen* (Germany) 86, 101,
 108, 115, 120, 322
 Bromerhafen, Germany, 101
 Bremes (Spain) 176
 Breiner, Pass of 415
 Brennet, 94
 Brez 12 (Italy) 162, 164, 376
 Brezau (Prussia) 108, 121,
 122, 124, 127, 322
 Brest (France) 266
 Breteuil (France) 18, 256
 Brétigny (France) 27
 Bretoncelles (France) 24
 Breiten (Baden) 130
 Bretzeville (France) 22
 Bretzfeld (Wurttemberg) 129
 Breukelen (Holland) 82, 83
 Breval (France) 22
 Breven, 451
 Brieg (Prussia) 121, 122, 222, 434
 Briare (France) 32
 Brienen (France) 44, 465
 Briens (Switzerland) 363
 Briesen (Prussia) 121
 Brighton (England) 182, 184
 Briones, 172
 Brioude (France) 30
 Bristol (England) 183, 134
 Brives, 37, 472
 Brivescia, 171
 Brixen (Austria) 349
 Brilegg, 136
 Brodenbaen (Belgium) 301
 Brogaredo, 166
 Brohl (Rhine) 84, 456
 Bromberg (Prus.) 118, 124, 178
 Bronte (Sicily) 392
 Broni (Italy) 162
 Broons, 24
 Brooslo, 170
 Brownes, 498
 Bruax 15
 Bruchmühlbach, 96
 Bruchsal (Rhi.) 60, 73, 94, 130
 Bruck (Austria) 134, 144, 145
 Bruckmühle (Bavaria) 136
 Bruckmann (Germany) 322
 Bruchmullen (Germany) 102
 Brnel (France) 32
 Bruges (Belg.) 62, 69, 76, 289
 Bruglette (Bel.) 70, 272
 Brugg (Switzerland) 128, 155
 Bruggen (Switzerland) 154
 Brühl (Prussia) 84, 454
 Brumath (France) 28
 Brunig, Pass of 445
 Brunnig (France) 42
 Brunau (Austria) 138, 144, 146,
 329
 Bruno, 162
 Brunoy (France) 32, 33, 44
 Brunschwiek (Germany) 86,
 92, 100, 102, 104, 105, 108, 115,
 120, 322
 Brusaco, 170
 Brusau (Austria) 138
 Brüssel (Belg.) 14, 60, 62, 63,
 64, 65, 66, 68, 69, 70, 71, 72, 73,
 74, 77, 80, 82, 85, 86, 88, 115, 285
 Bruz (France) 20, 24
 Brwinow (Poland) 122
 Bryn (Norway) 111, 112
 Rubenc, 139
 Rubikon (Switzerland) 153
 Bucharest, 483
 Buchan (Germany) 106, 107
 Buchloe (Bavaria) 135
 Buchs (Switzerland) 154
 Buchwalde (Prussia) 121
 Buckeburg (Germany) 102
 Buddenstedt, 104
 Budenham, 116
 Budenheim (Germany) 89
 Budweis (Austria) 141, 249
 Buell (France) 22
 Bugumilowice (Poland) 140
 Buggenhout (Belgium) 274
 Buglose (France) 39
 Buhl, 94
 Buhr (Prussia) 66, 84
 Buke (Germany) 99
 Bulle, 432
 Bully-Grenay (France) 12
 Bumpflitz, Switz., 124, 128, 130
 Bunde (Germany) 102
 Bunsiau (Prussia) 122
 Burchach (Prussia) 86, 89
 Burg (Prussia) 15
 Burreau (Wurttemberg) 130
 Burgbernheim, 141
 Burgdorf (Ger.) 100, 106, 114
 Burgdorf (Prussia) 129
 Burgkumstadt (Prussia) 114
 Burgkumstadt (Bav.) 122
 Burglen (Switzerland) 155
 Burg Lesum, Germany, 101
 Burgoe (Spain) 172, 378, 402
 Burrian, 174
 Burdorf, 114
 Rusalla (Italy) 158
 Buschterad, 139
 Busigny (Belgium) 76
 Busigny (France) 16
 Bussigny (Switzerland) 156
 Busolino (Italy) 158
 Buswilly, 128
 Busto Arzizio (Italy) 167
 Buttrio, Italy, 161
 Butabach (Rhine) 92
 Bütsberg (Switzerland) 129
 Bütsow (Germany) 108, 109

O.

- Oabeson, Spain, 171
 Cadajac (France) 40
 Cadix (Spain) 176, 402
 Caen (France) 22, 23, 256
 Cahors, 473
 Cainello, Italy, 163
 Cairo (Egypt) 181, 522
 Calfirt, 174
 Calahorra (Spain) 172
 Calais (France) 11, 62, 70,
 256, 465
 Calatavote (Sicily) 393
 Calatayud, 173
 Calcum (Rhine) 86
 Calcutta, 519
 Caldetas, 173
 Caldiero (Italy) 164
 Calella, 173
 Calensano, 166
 Calliano (Italy) 161
 Calmpthont (Belgium) 80
 Calcolio, 162
 Caluso (Italy) 160, 169
 Cambiano (Italy) 158
 Cambrai (France) 16, 257
 Camen (Prussia) 86
 Camerlata (Italy) 154, 164, 166
 Cannago (Italy) 166, 168
 Camp (Rhine) 90
 Campinaire, 65
 Campo Dolcino, 440
 Campo Marzio, 170
 Canauley (France) 39
 Cancellio (Italy) 165

- Candele (Italy) 160
 Candia, 160
 Candiolo (Italy) 159
 Canel, 173
 Cannes (France) 49, 257
 Cannstatt (Wurt.) 60, 129, 130, 131, 323
 Cantalupo, 162
 Canth (Prussia) 124
 Capena, Spain, 173
 Capenne, France, 17, 45
 Capelle (Holland) 62, 83
 Capendu (France) 41
 Capelle (Belgium) 62, 274
 Cappellen (Belg.) 60, 74, 80, 84
 Capri, Island of, 39
 Capua (Italy) 165, 276
 Caravan Bridge, 182
 Carbone (France) 36
 Carcajente (Spain) 176
 Carcassonne (Fr.) 41, 257
 Carden, Belgium, 301
 Carentan (France) 25
 Carignan, France, 15, 55
 Carisle, 183
 Carlsbad (Austria) 349
Carlsruhe, 485
 Carlsbad (Germany) 120
 Carlsruhe (Baden) 93, 94, 96
 Carlsruhe (Ger.) 60, 92, 94, 32
Carlsruhe, 485
 Carlsstadt (Bavaria) 132
 Carmagnola (Italy) 159, 161
 Carmaux (France) 41
 Carmona (Spain) 176
 Carolinenhorst (Prussia) 116
 Carouge, 443
 Carpentras (France) 46
 Carregado (Portugal) 177
 Cartagena (Spain) 175, 402
 Cartama, 176
 Carvin (France) 12, 14
 Casa Bianca, 177
 Casalborgone, 170
 Casalbutano, 162
 Casale (Italy) 160
 Casalecchio, 163
 Casaleto-Vaprio, 162
 Casalnuovo (Italy) 165
 Casarsa (Italy) 161
 Caserta (Italy) 166, 377
 Cascina (Italy) 166
 Case-bruciata, 169
 Caszkow (Prussia) 116
 Caserna, 170
 Casetas, 173
 Casino di Serra, 168
 Casano (Italy) 164
 Cassel (France) 12, 257
Cassel (Ger.) 185, 90, 91, 92, 101, 105, 115, 117, 120, 145, 233
 Cassine (Italy) 162
 Casteggio (Italy) 162
 Castel (Spain) 172
 Castel (Rhine) 90, 317
 Castellano, 166
 Castelnelfo, 166
 Castellamonte, 169
 Castellamonte (Italy) 169
 Castellaro, Italy, 161, 169
 Castel Bolognese, Italy, 161
 Castel Fiorentino (Italy) 166
 Castellammare (Italy) 168, 376
 Castello (Italy) 267, 169
 Castellon (Spain) 174
 Castel Maggiore, 167
 Castellan (France) 40
 Castellanary (France) 41
 Castellnuova (Italy) 162, 164
 Castel S. Pietro, 169
 Castellarrasin (France) 40
 Catania (Sicily) 392
- Catarroja (Spain) 176
 Cateneries (France) 16
 Catolica, 169
 Caub (Rhine) 90, 315, 457
 Caude, 175
 Caudos (France) 39
 Caudrot (France) 40
 Caundry (France) 16
 Caunry (Dinan) 24
 Causse (France) 39
 Canterets (France) 257
 Cava (Italy) 168
 Cava Carbonara, Italy, 163
 Cavignolo, 170
 Cavallemaggiore (Italy) 159
 Cavallo Bianco, 170
 Caxarias, 178
 Cazeres (France) 38, 39
 C. Bolognese, 169
 Ceccano, 165
 Cecina, 168
 Ceisa, 175
 Cellyny (Switzerland) 156
 Celle (Germany) 100
 Célon (France) 28
 Cenico, 172
 Centaio, 159
 Ceprano (Italy) 165, 377
 Ceraino (Italy) 161
 Cerottes (France) 27
 Cerfontaine (Belgium) 77
 Cergnola, 170
 Cernay (Rhine) 59
 Cernetz, 453
 Cérons (France) 40
 Cerro (Italy) 158
 Certaldo (Italy) 166
 Certosa, 166
 Cervera, 174
 Cesena, 169
 Cesiou (France) 49
 Cetina, 173
Cette (France) 41, 45, 257
Cette, 516
 Chaam, 155
 Chabonet (France) 28
 Chabons (France) 49
 Chagny (France) 42, 44, 466
 Chalais (France) 34
 Challes, 55
 Chalmaison (France) 56
 Chailloy (France) 56
 Chalmousses (France) 36
 Chalons-s-Marne (Fr.) 52, 58, 60, 257, 464
 Chalons-St. Come (Fr.) 44
 Chalons-sur-Saone (France) 44, 258, 266
 Cham, 141
 Chamberg (Switz.) 156
 Chambers (I.) 157, 363, 443
 Chambrillon (Fr.) 57
 Chamblite (France) 57
 Chamonnix (Savoy) 364, 433, 447, 449
 Chamousset (Italy) 157
 Champagny (France) 55
 Champigny (France) 51
 Champnoy (France) 36, 471
 Champvans (France) 43
 Chanca, 177
 Chaney (Switzerland) 50
 Chanden-T. (France) 49
 Changis (France) 52
 Chantemay (France) 36
 Chantilly (France) 13, 17, 258
 Chao de Macas, 178
 Charenton (France) 25, 33, 44
Charleroi (Bel.) 16, 65, 73, 75, 77, 78, to 299
 Charleville (Fr.) 15, 55, 75
 Charlottenlund, 110
- Charmes (France) 54
 Charmont (France) 34
 Charmoy (France) 56
 Charonne (France) 11
 Chartrons (France) 24, 258, 274
 Chasse (France) 46, 47
 Chasseneuil (France) 34
 Chastre (Belgium) 74, 73
 Chateaubourg (France) 24
 Chateaux d'Oex, 441
 Chateaulin 21
 Chateauroux (Fr.) 28, 258, 272
 Chateau-Thierry (Fr.) 52, 464
 Chateau-du-Loir (France) 27
 Chateau-Gaillard (Fr.) 27
 Chateau-Eveque (France) 28
 Chateaufort (France) 26, 45
 Chateaudun 24
 Chatal-Nomexy (Fr.) 54
 Chateley (France) 43
 Chatelelain (Bel.) 65, 75, 78
 Chateleuil (Fr.) 34, 258, 471
 Châtenay (France) 56
 Châtillon (Italy) 157
 Châtillon Port-a-Binson, 52
 Châtillon-sur-Loire, Fr., 32
 Châton (France) 19
 Châtellain (Belgium) 65
 Chaudefontaine (Bel.) 66, 295
 Chaumont (France) 52, 54, 27
 Chauny (France) 12, 16, 477
 Chauveny, 55
 Chauxdefonds (Switz) 190, 122
 Chavenon (France) 26, 153
 Chaville (France) 19, 474
 Chavornay (Switz.) 156
 Chelles (France) 52
 Chalmete, 140
 Chemilly (France) 43
 Chemin de Mios (Fr.) 39
 Chemnitz (Sax.) 125, 126, 244
 Chêne (Belgium) 66, 295
 Cheratte (Belgium) 68
 Cherbourg (Fr.) 22, 258
 Chery (France) 28
 Chesne, 433, 448
 Chester (England) 182, 183
 Chevillon (France) 54
 Chevilly (France) 27
 Chevremont (France) 56
 Chevres-Vevy (Switz.) 148
 Chiavenna, 154, 440
 Clévères (Belgium) 70
 Chimay, 75
 Chinchilla (Spain) 175
 Chiusi (Italy) 166
 Chivasso (Italy) 160, 170
 Choisy (France) 27, 469
 Chomerac (France) 46
 Chons (Switz.) 148
 Chouet (Switz.), 12
 Chorn (Prussia) 116
 Choty-kokala, 182
 Chotsen (Austria) 138
 Chousy (France) 34
 Christ (Austria) 147
 Christiania (Norway) 111, 491
 Christiansand (Norway) 492
 Christiansund (Norway) 491
 Chrisnan (Austria) 140
Chsup (Switzerland) 152, 153, 154, 264, 439, 451, 452
 Chybi (Austria) 140
 Ciampino (Italy) 165, 169
 Cienfuegos (Spain) 175
 Cierptuz, 118
 Cieskowa (Austria) 140
 Cilly (Austria) 145
 Cincy (Belgium) 72
 Cinq-Mars (France) 36, 470
 Cintegebel, France, 38
- Cire (France) 38
 Cires-les-Mello (France) 12
 Ciry, Bermoise, 15
 Cisano, 162
 Ciudad Real, 175, 178
 Civita Lavinia, 165
 Civ. Vecchia, Italy, 167, 169, 172
 Civray (France) 34
 Clamart (France) 474
 Clam (France) 34
 Claren (Switz.) 126, 132
 Clerey (France) 26, 58
 Clermont (France) 18, 461
 Clermont-Ferrand (Fr.) 30, 29
 Clermont-sur-Loire (Fr.) 26, 471
 Clermont L. Herant (Fr.) 37
 Clerval (France) 43
 Clieve (Prussia) 84, 349
 Clot (Spain) 174
 Cluse-Dorpen (Germany) 102
 Cluses, 433, 448
 Cobern, Belgium, 301
 Coblenz (Rhine) 16, 60, 66, 76, 84, 88, 90, 314, 456
 Coburg (Ger.) 116, 120, 324
 Cocaglio (Italy) 115, 164
 Cochen, Belgium, 301
 Cocheren (France) 52
 Codogno, 166
 Codola, 165
 Codornillo, 177
 Coudroip, 161
 Coëstin (Prussia) 116
 Coëthen, 114
 Coimbra, 178
 Coire, See *Chur*
 Colayrac (France) 40
 Colberg (Prussia) 116
 Col di Tenda, Pass of 418
 Colico, 440
 Collegno (Italy) 158
 Colle Salvetti, 168
 Colombier (Switz.) 156
 Colombier (Switz.) 50
 Collonges (France) 43
 Collonges (France) 44
 Collonges (Switzerland) 50
 Colmar-Berg (France) 58
 Colmar (Rhine) 58, 60
Cologne (Pr.) 16, 60, 66, 68, 73, 78, 82, 84, 86, 88, 90, 94, 102, 103, 108, 115, 120, 132, 308
 Colombes (France) 11, 19, 20
 Colombier (France) 56
 Colombières (France) 38
 Combours, 26
 Combs-la-Ville (France) 44
 Comines (Belgium) 69
 Comino, Island of 394
 Commeny (France) 26
 Commeny (France) 25, 464
 Como (Italy) 152, 377, 444
Compiègne (Fr.) 16, 259, 476
 Compiègne, 164
 Conches (France) 25
 Concise (Switz.) 156
 Gondat (France) 37
 Gondé (France) 24
 Gondove (Italy) 158
 Condiex, 467
 Conegliano (Italy) 161
 Conflans, France, 20, 54, 56
 Conlie (France) 24
 Connerre (France) 24
Constance (Switz.) 94, 154, 364, 456
 Constantine, 507
 Constantinople (Tur.) 298
 Contich (Belgium) 65, 70, 282
 Convers, 150
 Cons (Rhine) 89
 Cons-la-Grandville, 55

Copenhagen (Den.) 109, 110, 111
Copenick (Prussia) 121 [492]
Coppet (Switz.) 156, 433
Corbell (France) 25, 259, 469
Corbertha (Prussia) 117
Corbie (France) 12
Corcelles, 150
Cordemais (France) 36
Cordova (Spain) 176, 402
Corese, 167
Corfu, Island of 394
Corgoloin (France) 44
Corin (Prussia) 116
Cormayeur (Italy) 377
Cormons, 161
Cornello, 174
Corneto (Italy) 170
Cornia, 168
Cornigliano, 159
Coronil, 171
Corseica, 395
Corsoer (Denmark) 109, 110, 493
Cortermarcq (Belgium) 69
Cortbosch (Belgium) 68
Cortes, Sp. in, 173
Corticella, 167
Corunna (Spain) 403
Coisel, 125
Cosne, France, 32
Cosson (France) 44
Cossonay (Switzerland) 156
Coswig Saxony 127
Cothen (Prussia) 114
Collias, 175
Cottens (Switzerland) 148
Coudy-les-Eppes (Fr.) 54
Coudes (France) 30
Coueron (France) 36
Coubé Vérac (France) 34
Coulibois (France) 23, 24
Coulommiers (France) 56
Courbevois (France) 19
Courredelin, 434
Courcelles (France) 19, 51
Courtenot, 58
Coutances (France) 259
Court St. Etienne (Bel.) 76
Courtheson (France) 46
Courjan (France) 41
Courtrai (Bel.) 63, 69, 70, 272
Courville (France) 24
Contras (France) 34, 37
Convet, Switzerland, 152
Conville (France) 22
Couvin (Belgium) 77
Couzou (France) 32
Coventry (England) 182, 183
Cracow (Pol.) 121, 124, 140, 141
Cransac (France) 42 [483]
Crechy (France) 34
Creches (France) 44
Crefeld (Prussia) 88, 84, 296
Crell (France) 11, 12, 13, 15, 16, 18, 73, 78, 259, 461, 476
Cremona, 162
Cremp, 109
Crépy (France) 16
Crépy-en-Valois, France, 15
Creuzthal (Germany) 99
Créveny (France) 56
Crimmitschau (Saxony) 125
Criptana (Spain) 175
Cronstadi, 482
Crossen (Saxony) 117
Crottorf, 105
Cruchten, 58
Csaba (Hungary) 122
Csanay (Austria) 143
Cskay (Austria) 144
Cuba, 176
Cuccigao (Italy) 146
Cuesmes (Belgium) 64

Culmbach (Bavaria) 133
Cuneo (France) 50, 157
Cuneo (Italy) 159
Custrin (Prussia) 118
Czakathurm (Austria) 144
Czarna (Austria) 140
Czegled (Hungary) 142
Czemplin (Prussia) 122
Czappelwitz (Prussia) 122
Czernitz (Prussia) 125
Czersk, 118
Czerwinski (Prussia) 118
Czerwonka (Poland) 125
Czestochaw (Poland) 124
Czifier (Hungary) 147

D.

Dabrowa (Poland) 124
Dachsen (Switzerland) 155
Dachstein, 61
Dagmersellen (Swit.) 150
Dahl (Norway) 111
Daimli (Spain) 175
Dalmery (France) 52
Damm (Prussia) 116
Dammartin (France) 15, 52
Dampfle (France) 54
Danikon (Switzerland) 151
Dannemarie (France) 43, 56
Danzic (Prussia) 118, 342
Darching, Bavaria, 135, 156
Dare (Belgium) 78
Darmstadt (Ger.) 91, 122, 344
Dax (France) 37, 39
Deblca (Austria) 140
Debreczin (Hungary) 143, 349
Decazeville (France) 42
Degow (Prussia) 116
Deisenhofen (Bavaria) 136
Delft (Holland) 81, 304
Delitzsch (Prussia) 114
Demitz (Saxony) 128
Demker (Germany) 106
Densin (France) 16
Denderleeruw (Bel.) 62, 74
Dent de Nivolez; Le 443
Denzlingen (Rhine) 94
Der Saale (Germany) 108
Desenzau (It.) 164, 377, 427
Desio (Italy) 166
Dessau (Prussia) 114, 348
Detta (Hungary) 143
Dettingen (Hesse) 132
Dettum, 105
Detwiller (France) 52
Deutz (Rhine) 86, 312
Deux-Ponts, see *Zurichbrucken*
Devant-les-Ponts (France) 15
Develikeny, 182
Deville, 15
Deynze (Belgium) 63, 69
Dezenano, 164
Diebelich, Belgium, 301
Dieburg, 91
Diehlan (Austria) 140
Diekirch (France) 58
Diet, annaried, Bavaria, 125
Dieppe (France) 20, 259
Diepenbeck (Belgium) 68
Dietikon (Switzerland) 155
Dieulouard (France) 51
Dieupertale (France) 40
Dietendorf (Prussia) 117
Dienae, 61
Dies (Rhine) 90
Dillon (Fr.) 41, 44, 54, 279, 466
Dillenburg (Prussia) 86
Dillingen, 89
Dinan (France) 260

Dinant (Belgium) 15, 16, 78, 300
Dinglingen (Rhine) 94
Dinkelscherben (Bav.) 130
Dinose, 61
Dinslaken (Prussia) 83
Dinzes, Austria, 144
Diószeg (Hungary) 142
Dirschau (Prussia) 118
Dissals (France) 34
Dissy-sous-Courcelion (Fr.) 27
Ditfurth, 105
Divaca (Austria) 145
Divinská (Russia) 179, 181
Dixmude (Belgium) 69
Doaxmud, 54
Doberlin (Saxony) 126
Dobrichowic, Austria, 147
Dodenburg, 105
Doelitz (Prussia) 122
Doische, 75
Dol, 26
Dole (France) 43, 260
Dolhain (Belgium) 66, 84
Dolo, 164
Domblaus (France) 43
Domde, 443
Domgliara (Italy) 161
Domfront (France) 24
Dommeldange (France) 58
Domod'ossola, 335
Donausworth (Bav.) 133, 244
Donchery (France) 55
Donges (France) 36
Doune, 166
Donjeux (France) 54
Donzere (France) 46
Dorchester (England) 182, 184
Dorhoheim, 61
Dormagen, 84
Dormans, 52, 464
Dornach (Rhine) 58
Dornap (Germany) 99
Dorningheim (Hesse) 132
Dornreichenbach, Sax., 127
Dortelweil (Rhine) 92
Dortmund (Prussia) 86, 98
Dortrecht (Holland) 80, 304
Dos Hermanas, 176
Dossobuono (Italy) 164
Dottingen (Switzerland) 155
Douanne, 156
Doual (Fr.) 112, 14, 16, 63, 64, 260
Doubna, 181
Doukhty, 181
Dousy (France) 55
Dover (Eng.) 62, 70, 179, 183
Dransfeld (Germany) 101
Draizig, Prussia, 122
Draveille (France) 55
Dreffac (France) 30, 31
Drensteinfurt (Rhine) 99
Dresden (Sax.) 86, 103, 108, 117, 124, 125, 126, 127, 128, 139
Dreux, 26 [147, 322]
Driburg (Germany) 125
Driebitz, Prussia, 122
Driesen (Prussia) 118
Dronrijp, 80
Drontheim (Norway) 491
Drosing (Austria) 138, 139
Dschumovassi, 182
Dubendorf (Switzerland) 117
Ducher-w (Prussia) 115, 116
Dudweiler (Rhine) 89, 96
Duenas (Spain) 117
Duffel (Belgium) 70, 282
Duisburg (Rhine) 86, 98, 308
Duiven (Holland) 82 [181]
Dunaburg, (Rus.) 176, 177, 180, 182
Dunakesz, 122
Dunade, 143
Dunaid (France) 260

Dunkirk (France) 12, 63, 69, 70, 260
Duppigheim, 61
Duren (Belgium) 66, 84, 296
Düringhof (Prussia) 118
Durlach Junction, 94, 96
Durlesbach (Wurt.) 130
Durnkrut (Austria) 138
Dürrenberg (Saxony) 117
Durrenzimmern (Bav.) 133
Dusseldorf (Prussia) 66, 68, 78, 84, 86, 88, 95, 99, 120, 308
Duttenheim, 61
Dyala Bruk (Sweden) 113
Dyala (Sweden) 113
Dziaditz (Austria) 140
Dziergowitz (Poland) 125
Dzieschowitz (Prussia) 122

E.

Eaux Bonnes (France) 260
Eaux Chaudes (France) 260
Ebelsbach (Bavaria) 132
Ebensfeld (Bavaria) 133
Ebersbach (Wartemburg) 130
Ebersdorf (Saxony) 115, 116
Ebersheim (Rhine) 58
Eberstadt (Rhine) 91
Ebikon, 155
Eblinghem (France) 12
Eboli, 168
Ecaushines (Belgium) 65, 76
Echallens, 433
Eclépens (Switzerland) 156
Ecommy (France) 27
Ecoufont, 22
Edenkoben (Rhine) 96
Edinburgh (Scotland) 182, 183
Ede (Holland) 82
Edeheim (Rhine) 96
Eeckeren (Belgium) 80
Eecke (Belgium) 75
Eecloo, Belgium, 74, 76
Eessen (Belgium) 69
Effretikon (Switzerland) 155
Egebek (Denmark) 110
Eger (Austria) 349
Egersfeld (Prussia) 125
Eggolsheim (Bavaria) 133
Eglisau, 429
Eguisheim (Rhine) 58
Eltzton (France) 28
Ehrenhausen (Ger.) 100
Ehrenbreitstein (Blinne) 314
Ehrenhausen (Aus.) 144, 145
Ehrenthal (Rhine) 315, 457
Ehringhausen (Prussia) 80
Eichberg (Austria) 137, 144
Eideveld (Norway) 111
Einvaux (France) 53
Einöf (Rhine) 96
Eisingen (Wurttemberg) 130
Eisenach (Germany) 92, 99, 115, 116, 117, 120, 325
Eisenbrod (Austria) 159
Eisfeld (Prussia) 115, 116
Eitlingen (Wurttemberg) 130
Eitorf (Rhine) 86
Eibetinitz (Austria) 139
Elberfeld (Pr.) 98, 99, 120, 308
Elbeuf (France) 88, 463
Elbing, 118
Elburg, 81
El Burco, 177
El Cuervo, 176
Eldsvoild, 111
El Escorial, 171
Elgaros (Sweden) 112
Elgg (Switzerland) 154

- Elmhult (Sweden) 113
 Elmhøyer (Denmark) 109
 Eloyes, 61
 Elmsnore, 110
 Elten (Germany) 8a
 Eltersdorf, 133
 Eltville (Rhine) 90, 317, 459
 Elvas, 177
 Elven (France) 30
 Elverum (Norway) 111
 Elze (Germany) 101
 Embemriel (France) 5a
 Emden (Germany) 10a, 343
 Emerainville-Pontault, Fr. 56
 Emmenbrucke (Switzerland) 149, 150
 Emmendingen (Rhine) 94
 Emmenmatt, 148
 Emmersrich (Prus.) 81, 8a, 83, 84, 308
 Empalme, Spain, 171
 Empel (Holland) 83
 Empoli (Italy) 166
 Ems (Prussia) 90, 385
 Emsdetten (Germany) 99
 Emdemish, 398
 Enderbach (Wurt.) 189
 Endorf (Bavaria) 136
 Engadine, The, 453
 Englethen (Fr.) 11, 15, 260
 Engis (Belgium) 78
 Enns (Austria) 137
 Ensisval (Belgium) 66, 295
 Entingen, 96
 Entralgues (France) 46
 Entressen (France) 46
 Entrocamiento, 177
 Enzersdorf (Austria) 141
 Epaves (France) 38
 Epauvillers (France) 34
 Ependes (Switzerland) 156
 Epieris (Austria) 349
 Epernay (France) 5a, 261, 264
 Epernon (France) 24, 474
 Ephesus, 398
 Epierre (Italy) 157
 Epila, 173
 Epinal (France) 54, 61
 Epinay (France) 11, 15, 27
 Epinouzé (France) 49
 Eplatures, 150
 Epône (France) 20
 Erbach (Wurtemberg) 130, 459
 Erfurt (Ger.) 117, 120, 343
 Erkelenz (Prussia) 85, 88, 286
 Erkner (Prussia) 121
 Erkrath (Rhine) 98
 Erlangen (Bavaria) 133, 236
 Erlenbach, 441
 Ermethofen, 141
 Ermont (France) 11, 15
 Erpel (Rhine) 313
 Erquelinnes (Belgium) 16, 73, 76, 78
 Erzingen, 96
 Erstein (Rhine) 58
 Erzingen (Austria) 94, 148
 Esby (France) 55
 Escalquens (France) 41
 Esch (Belgium) 7a
 Eschede (Germany) 100
 Eschensau (Wurtemberg) 129
 Eschlikon (Switzerland) 154
 Eschlofen (Rhine) 90
 Eschweller (Prus.) 66, 84, 296
 Esmael (Belgium) 66
 Eslorf (Sweden) 113
 Esmoritz, 178
 Espinosa, 172
 Espondeilhac (France) 41
 Escorial Spain, 171
 Esquelbecq (France) 118
 Esschen (Belgium) 80
 Essen (Rhine) 86, 98
 Essendorf (Wur.) 130
 Essigny-le-Petit (France) 16
 Essingen (Wurtemberg) 129
 Esslingen (Wur.) 130, 324
 Esslingen (Germany) 130, 326
 Estarreja, 178
 Estepar, Spain, 171
 Esthonia, 488
 Estréchoux (France) 41
 Estressin (France) 46, 47
 Etampes (France) 27, 469
 Etaples (France) 452
 Etichove (Belgium) 75
 Etival-Clairf, 61
 Etoile (France) 46
 Ettréchy (France) 27
 Ettalbrach (France) 55
 Etten (Belgium) 80
 Ettlingen (Rhine) 94
 Eupen, 84
 Eurville (France) 54
 Eusd.-rf., 89
 Euskirch-n., 84
 Evach, 126
 Evergen, 79
 Evionnas (Switz.) 157
 Evora, 176, 177
 Evreux (France) 2a, 261
 Evron (France) 24
 Evry (France) 25
 Ewle, 181
 Eydtakuhnen, 118
 Eydtakuhnen (Prussia) 118
 Eyseden (Belgium) 68
 Eysenhausen (Belgium) 68
 Eyne (Belgium) 75
- F.**
- Fabus (France) 12
 Facture (France) 39
 Fachingen, Rhine, 90
 Faenza (Italy) 169
 Faquemont, (Holland,) 68
 Fahlum, 485
 Falaise (France) 23
 Falconara, 169
 Faigendorf (Austria) 139
 Falkenau (Prussia) 121
 Falkenberg (Prussia) 114
 Falokping (Sweden) 112, 113
 Falun (Sweden) 111, 112
 Fano, 169
 Fariennes (Belgium) 65
 Fariola (Italy) 360
 Fangruerles (France) 40
 Fankruck (Prussia) 124
 Faulquemont (France) 51
 Faustova, 182
 Faverney, 54
 Feben (Switzerland) 155
 Fecamp (France) 20
 Fegersheim (Rhine) 58
 Fegyvernek (Hungary) 142
 Felixes (Belgium) 64
 Feltsch, W. rtemberg, 129
 Feldkirch (Austria) 349
 Felegyhaza (Hungary) 143
 Felixdorf (Austria) 144, 146
 Felizzano (Italy) 158
 Fellheim, Bavaria, 135
 Fellingsbro (Sweden) 113
 Feluy-Arquennes (Bel.) 76
 Ferdinandsdorf (Pr.) 115, 116
 Ferentino, 165
 Feriola (Italy), 378
 Ferrara (Italy) 67, 378
 Ferrara, 163
 Fettsund, Norway, 111
 Feurbach (Wurtemberg) 130
 Feurs (France) 24, 475
 Fexhe (Belgium) 66, 294
 Feysin (France) 46
 Ficulle (Italy) 166, 170
 Fig. ac, France, 27
 Pignole, 164
 Fignelra, 177
 Fiehne (Prussia) 118
 Filleur, 452
 Finkenleerd (Prussia) 121
 Finkenwald (Prussia) 116
 Finnersdala, Sweden, 112
 Finsnoia, 166
 Firminy (France) 30
 Fischbach (Saxony) 128
 Fischbach (Bavaria) 136
 Fishbach, Rhine, 89
 Fismes, France, 15, 54
 Flamatt, Switzerland 148, 150
 Flambouin (France) 56
 Flawil (Switzerland) 154
 Flegere, La, 450
 Fiemalle (Belgium) 73, 78
 Fien, Sweden, 112
 Fienburg, 493
 Fienburg (Den.) 109, 110, 494
 Fieurus (Belgium) 75
 Fieurville (France) 44
 Fiorda (Sweden) 112
 Flogny (France) 44, 465
 Fioflore (Belgium) 65
 Fiorennes (It.) 163, 164, 166, 167, 168, 169, 170, 378
 Fiorennes (Belgium) 75, 77
 Floridsdorf (Austria) 138, 140, 142, 143
 Flörsheim (Rhine) 90
 Fluelen (Switz.) 365, 411, 430
 Flunns (Switzerland) 153
 Foëy (France) 28
 Foggia, Italy, 170
 Fogliavik, Sweden, 112
 Foggia, France, 28
 Folkestone (England) 183
 Follonica, Italy, 168, 170
 Fong, France, 53
 Fons (France) 48
Fontainebleau (Fr.) 32, 44, 261
 Fontaines (France) 44
 Fontenay (France) 28
 Fontenay-sous-Bois (Fr.) 51
 Fontenay-a-Moselle (Fr.) 52
 Fontoy, France, 55
Forbach (Germany) 51, 54, 72, 89, 96, 475
 Forchheim (Bavaria) 133
 Forest (Belgium) 64, 65, 70
 Forgeville (France) 28
 Forli, 169
 Forlimpopoli, 169
 Forro-Fnos, Austria, 143
 Forserum, 113
 Forssa, Swede, 112
 Forum Segusianorum, 475
 Fossacosia, 170
 Fossano (Italy) 159
 Fouchores, France, 58
 Foug, 52
 Foulain (France) 56
 Fourchambault (France) 32
 Fourt (France) 40
 Fraire (Belgium) 77
 Frameries (Belgium) 64
 Francavilla, 170
 Francin, 156
 Franconville (France) 11
 Frankenstein (Austria) 137
 Frankenstein (Rhine) 96
 Frankenstein (Prussia) 124
 Frankenthal (Rhine) 69, 96
Frankfort on the Main
 16, 60, 66, 78, 84, 86, 90, 91, 92, 93, 94, 96, 105, 115, 126, 135, 134, 135, 326
Frankfort on the Oder
 113, 121, 343
 Francois (France) 43
 Fransdorf (Austria) 145
Frascati (Italy) 167, 169, 384
 Frasin, France, 43
 Frasin, Belgium, 75
 Frauenfeld (Switz.) 155
 Frauastadt (Prussia) 122
 Frautmannsdorf (Aus.) 148
 Freden (Germany) 101
 Fredensborg, 110
Fredrikts-d., 491
 Freiberg, Saxony, 126
 Freiburg (Brieggau) 94, 116, 422
 Freiburg (Switz.) 152, 365
 Freiburg (Silesia) 124, 328
 Freienwalde (Prussia) 116
 Freiheltau (Austria) 120
 Freilassing, Bavaria, 136
 Freising (Bavaria) 134
 Frejas, France, 49
 Fresnay-la-Mère (Fr.) 24
 Freuse-St.-Mames, 54
 Fresnoy-le-Gr. (France) 16
 Fribourg, Switz., 141, 148
 Fridau, Austria, 144
 Friedberg (Germany) 92
 Friedberg (Prussia) 112
 Friedrichsfeld (Rh.) 91, 94
 Friedrichshaven (Wurtem-
 burg) 130, 229
 Friedrichshagen (Germany) 101
 Friedrichstadt Ch. (Den.) 101
 Friedrichthal (Rh.) 89, 91
 Friesack (Germany) 106
 Fristad,
 Fritzen (Austria) 136
 Frogner (Norway) 111
 Frohnleiten, 144
 Fromental (France) 28
 Fromista, Spain, 172
 Fromhausen (Hesse) 92
 Frontenay (France) 38
 Frontignan (France) 48
 Fromstone, 165
 Fröststedt (Rhine) 117
 Frouard (France) 51, 52
 Frowi (Sweden) 113
 Frusarolo (Italy) 158
 Frutigen, 446
 Fuen-Mayor, 172
 Fumay, 15
 Fünfkirchen, Austria, 143
 Furnes (Belgium) 69
 Fürstenberg (Prussia) 121
 Fürstenwalde (Prussia) 121
 Fürth (Bavaria) 133, 134, 32
 Fürt, Austria, 1, 147
Fürther Krietzung (Bav.) 11
- G.**
- Gadheim (Bavaria) 132**
 Gagny, 55
 Gallenkirchen, Wurt., 129
 Gallon (France) 20, 463
 Galantha (Hungary) 142
 Galatora, 173
 Galatz, 483
 Galenkirchen, 88
 Gallarate (Italy) 165, 167
 Gallargues (France) 48
 Galliera, 167
 Gamalero (Italy) 162

- Gamie Leersund, Nor., 111
 Gandersheim (Germany) 104
 Ganant, France, 39
 Gansersdorf, Aus. 138, 140, 143
 Ganskreutz, L., 26
 Garda Lago dl., 447
 Garinoain, 173
 Gastop, Rhine, 86
 Gachina, 181
 Gau-Algesheim, Germany, 89
 Gaulsheim, Germany, 89
 Gauting (Bavaria) 131
 Gavre (Belgium) 75
 Gazinet (France) 39
 Geestemunde, Germany, 101
 Gefle, 111
 Geislingen (Wurtemberg) 130
 Geiselhoring (Bavaria) 134, 135
 Geisenheim (Rh.) 317, 458
 Geispolsheim (France) 58
 Geisweld, Germany, 99
 Geldern, Rhine, 84
 Gelenkirchen, Prussia, 86
 Gelfe, Sweden, 112
 Gellendorf, Prussia, 122
 Gelnkirchen, Rhine, 86
 Gelsenkirchen, 86
 Gelucourt, 61
 Gembloux, Belgium, 72, 73, 209
 Gemünden (Bavaria) 132
 Genappe (Belgium) 76, 291
 Gendre, France, 43
 Geneva (Swit.) 50, 148, 149,
 150, 151, 152, 154, 156, 157, 265,
 433, 448
 Geneveys, 150
 Genlis (France) 43
 Genoa (Italy) 153, 154, 158,
 159, 160, 170, 379
 Gensungen (Hesse) 92
 Gentlin, 114
 Genthod (Swit.) 156
 Genthodsgmünd (Bav.) 143
 Gera (Saxony) 117
 Gernersheim, 66, 460
 Gernersheim, 80
 Gersheim (Rhine) 318
 Gerona, 173, 174
 Gerspinex (Belgium) 75
 Gerrodorf, Saxony, 128
 Gerresheim (Rhine) 98
 Gersthofen (Bavaria) 133
 Gerstungen (Ger.) 117, 120
 Gerwiller, 61
 Gerzat, France, 39
 Gesecke (Germany) 99
 Gestel, 31
 Gessertshausen (Bav.) 130
 Gevelsberg (Rhine) 98
 Gevrey (France) 44
 Gheint (Bel.) 14, 62, 63, 74, 75,
 76, 77, 283
 Glarole (Italy) 160
 Gibraltar (Spain) 403
 Gien, France, 32
 Giessen (Hesse) 86, 90, 92, 329
 Gijon (Spain) 176, 403
 Gingeloin (Belgium) 66
 Gingen (Wurtemberg) 130
 Giovinazzo, 170
 Girgenti (Sicily) 393
 Gironde (France) 40
 Giza (Belgium) 69
 Giulianova, 170
 Givet, France, 15, 16
 Givet, Belgium, 75, 77, 78
 Givors (France) 32, 47, 467, 476
 Gjentofte, 110
 Gladbach (Pr.) 66, 88, 206
 Gland (Switzerland) 156
 Glarus (Switzerland) 152, 153
 Glasgow (Scotland) 182, 183
 Glauchau (Saxony) 125, 126
 Glöwitz (Prussia) 122
 Glogau (Prus.) 121, 122, 123, 343
 Gloggnitz (Austria) 144, 146
 Glosa, 74
 Glostrup, Denmark, 109, 110
 Glöwen (Germany) 106
 Gluckstadt (Denmark) 109
 Gmund (Wurtemberg) 129
 Gnuunden (Austria) 137, 350
 Gnadau (Germany) 108
 Gnadenfrei (Prussia) 124
 Gneta, Sweden, 112
 Goch, Rhine, 84
 Godesberg (Rhine) 84, 312, 455
 Goding (Austria) 140
 Godinne, Belgium, 78
 Godo, 161
 Goettewitz, Austria, 134
 Gogolin (Prussia) 122
 Goldbeck (Germany) 106
 Goldshof, 129
 Golfe-Jouan, France, 49
 Gondo, 435
 Goppingen (Wur.) 130, 329
 Gorbatorok, 179
 Gorgier (Switz.) 156
 Gorizia, 161
 Goriago (Italy) 164, 380
 Gorlitz (Sax.) 121, 127, 128, 343
 Gorokovetz, 179
 Gorzkowice (Poland) 124
 Gossau (Switzerland) 154
 Gosselies-Courie (Bel.) 65
 Gossmansdorf, 141
 Gosnitz (Saxony) 125
 Gottha (Ger.) 117, 120, 329
 Gothenburg (Swed.) 112, 485
 Göttingen (Ger.) 101, 329
 Göttingen, 48
 Gostmalingen, Austria, 128
 Gouda (Holland) 82, 83, 304
 Gouy-lez-Péron (Bel.) 65
 Gouy, Island of, 395
 Gd. Contour, France, 43
 Gr. Anheim (Hesse) 132
 Gr. Roica, Austria, 127
 Gr. Rosen, Prussia, 124
 Gr. Rosen, 124
 Grabow (Germany) 106
 Grafenhainchen (Pr.) 114
 Gratinville-Goderville (Fr.) 20
 Grajál, 177
 Gramat Neusiedel (Aus.) 134
 Gramat, France, 37
 Grambon, 15
 Grammehe (Belgium) 69
 Grammont (Belgium) 74
 Granada (Spain) 403
 Grand Combe (France) 48
 Grand Lempis, France, 49
 Grande Maison, La 443
 Grande Croix, 444
 Grandson (Switz.) 156
 Grandvaux, Switz., 148
 G. anen, 174
 Granica, 124, 140
 Granitz (Poland) 124, 141
 Granj., 178
 Gran Nana (Hun.) 142, 350
 Granollers (Spain) 174
 Granville (France), 261
 Grao (Spain) 175
 Grato, 177
 Grätweid, 144
 Grätz (Austria) 144, 145, 146,
 334
 Graveson (France) 46
 Gray (France) 43, 54, 56
 Grebenstein (Germany) 120
 Greiffenberg (Austria) 138
 Greiffenberg, 116
 Greifswald, 116
 Grenchen (Switzerland) 154
 Grenoble (France) 49, 261
 Gremzsch (Switzerland) 94
 Gretz (France) 56
 Grevén (Germany) 99
 Grevénbrück, Germany, 99
 Griadskaia, 179
 Grieskirchen, Austria, 137
 Grignano (Austria) 145, 161
 Grignano, 26
 Grigny (France) 32
 Grijota, 177
 Grumenthal (Prussia) 116
 Grimsel, 431
 Grindelwald (Switz.) 367, 431,
 446
 Grisen, 173
 Grisoltes (France) 40, 473
 Grodzisk (Poland) 124
 Grodek, Austria, 140
 Grodno, 181
 Groenendael (Bel.) 72, 73, 208
 Grohn Vegesack, 101
 Gronenbach, Bavaria, 125
 Gronsveld, Holland, 68
 Grorud, Norway, 111
 Grossbeeren (Pr.) 114
 Grossenhain, Saxony, 127
 Grosseto, 168
 Gross-Gerau, Rhine, 91
 Grosskarben (Rhine) 92
 Gross-Kinkinda (Hun.) 143
 Grosskreutz (Prussia) 115
 Gross-Maros (Hungary) 144
 Grosswarden (Hungary) 143
 Grossachsen (Rhine) 91
 Grossachsenheim, 130
 Grosssättlingen (Bav.) 135
 Groszenbaum Rhine) 86
 Grosshesselohe (Bav.) 136
 Grotzhammer, 170
 Grottau (Austria) 128, 139
 Grottkau (Prussia) 121
 Groszachsenheim, Wurtem-
 burg, 130
 Grozon, France, 43
 Grumbow, Prussia, 115
 Grunau (Prussia) 118
 Grunau (Hungary) 147
 Grunbach, Wurtemberg, 120
 Grundeth (Norway) 111
 Grupont (Belgium) 72
 Gruyeres, 441
 Guadalaajara (Spain) 173
 Gusdenfrei, 124
 Guarnizo (Spain) 144, 172, 194
 Guben (Prussia) 121
 Guignicourt (France) 54
 Guingamp, 24
 Guin-Ballsweyl, Switz., 148
 Guldenboden (Prussia) 118
 Guls, Belgium, 301
 Gumbinnen, Prussia, 118
 Gumminen 442
 Gütmlingen (Switz.) 149
 Gumpoldskirchen (Aus.) 144,
 146
 Gunkirchen, Austria, 137
 Gunleben, 105
 Gunthershausen (Hesse) 92, 120
 Guntramsdorf (Aus.) 144
 Gunzsch, Bavaria, 125
 Günzburg (Bavaria) 120
 Gunzenhausen (Bav.) 141, 137,
 146
 Gurkow (Prussia) 118
 Guseu, Prussia, 115
 Gustrow (Germany) 109
 Gutenhof-Vellin, 134
 Gutersloh (Prussia) 86
 Guttenfeld, Prussia, 118
 Guxhagen (Prussia) 120
 Gyertyamos, 143
 Gyoma, Hungary, 122

H.

- Haag, Austria, 137
 Haag, Switzerland, 154
 Haagen, 93
 Haam, Rhine, 98
 Haarlem, Holland, 81, 305
 Haay, Belgium, 72
 Habas, France, 37
 Habo, 113
 Habshain, Rhine, 58
 Hadiaz, Austria, 143
 Hadmerleben, Ger., 105
 Hadsten, 110
 Haecht, Belgium, 66
 Haer, Sweden, 113
 Haeran, 71
 Haerlebeke, Belgium, 63, 273
 Haestveda, Sweden, 113
 Haga, Norway, 111
 Hagen, Prussia, 98, 99
 Hagenow, Ger., 106, 108, 109
 Hagondange, France, 51
 Hague, Hol., 68, 80, 81, 82, 305
 Haguenau, France, 58, 60
 Haiger, Prussia, 86
 Hainsberg, Saxony, 126
 Hainau, Prussia, 121
 Hal, Belgium, 64, 65, 70, 284
 Halbau, Prussia, 121
 Halberstadt, Prussia, 105, 343
 Halberweg, Holland, 81
 Halifax, 146, 183
 Hall, Austria, 136
 Hall, Wurtemberg, 129
 Halle, Germany, 99, 108, 114,
 117, 120, 343
 Hallaberg (Sweden) 112, 113
 Hallstadt, Austria, 350
 Haltingen, Germany, 94
 Ham, 476
 Hamar (Norway) 111
 Hammburg, Ger., 66, 73, 106,
 109, 129
 Hameau, Belgium, 77
 Hämeler Wald, Germany, 102
 Hamm, Prus., 86, 99, 120, 344
 Hammer, Prussia, 125
 Hanau, Hesse, 122, 320
 Handzeme, Belgium, 69
 Hangest, France, 18, 462
 Hansover, Ger., 66, 72, 86,
 92, 100, 101, 102, 105, 106, 115,
 120, 320
 Hansbeke, Belgium, 62
 Hansdorf, Prussia, 121
 Hansing, Bavaria, 135
 Hauterive, France, 32
 Harbathshofen, Bavaria, 135
 Harblek, Denmark, 110
 Harburg, Ger., 86, 100, 120
 Harburg, Bavaria, 133
 Harderwijk, 81
 Hardeur, France, 20, 462
 Haringen, 80
 Harmelen, Holland, 82, 83
 Haro (Spain) 172
 Hardorf, Bavaria, 130
 Harsau, Germany, 100
 Harwich, England, 183, 184
 Harzburg, Ger., 104, 30
 Hauxmahausen (Rhine) 306
 Haspe, Prussia, 98
 Haspelmoor, Bavaria, 133
 Hasselt, Belgium, 68, 203

- Hassloch, 96
 Haste, Germany, 102
 Haszfurt, Bavaria, 138
 Haszloch, Rhine, 96
 Hattem, 81
 Hattersheim, Rhine, 90
 Hatzfeld, Hungary, 143
 Hauptstuhl, Rhine, 96
 Haumont, 64
 Hausen, 43
 Hausing, 135
 Hautmont, Bel., 16, 64, 78
 Haut-Pre, Belgium, 66
 Hauts-Genèveys, 150
 Havange, 55
 Haverle, Belgium, 75
 Haversin, Belgium, 78
 Havinnes, Belgium, 70
 Håvare, France, 20, 261, 464
 Havré, Belgium, 76
 Hazebronn, Fr., 12, 14, 461
 Hedhusene, Denmark, 109, 110
 Heerbrugg, Switzerland, 154
 Hehenau, Austria, 138
 Heidelberg, Rhine, 91, 94, 99, 117, 330
 Heidelheim, Baden, 130
 Heidenheim, 128
 Heidenheim, Germany, 89
 Heidingsfeld, 141
 Heiligenbrücken, Bavaria, 134
 Heilbronnen, Ger., 129, 130, 320, 438
 Heiligenbell, Prussia, 118
 Heiligenstein, 96
 Helles, France, 12
 Heimbach, 89
 Heimdal, 110
 Heimerdingen, Bavaria, 135
 Hellerup, 110
 Hellin, 176
 Helmarhausen, Prussia, 120
 Helmstedt, 97
 Helmingen, Rhine, 104, 105
Helmingen, 486
Helmingen, 486
Helmingen, 486
 Helmingen, 494
 Helmingen, France, 52
 Helmbach, Rhine, 91
 Henda, 71
 Henda, Switzerland, 155
 Henebont, France, 20, 30, 31
 Hennen, Rhine, 86
 Hensines, Belgium, 75
 Hennuyres, 65, 70
 Heppenheim, Rhine, 91
 Herbesthal, (Belgium and Prussia), 66, 84, 296
 Herblay, France, 11
 Herbolzheim, Rhine, 94
 Herborn, Prussia, 86, 96
 Herdecke, Germany, 98
 Herdorf, Prussia, 86
 Herenthals, Belgium, 65, 75
 Herford, Prussia, 86, 344
 Hericourt, France, 43
 Hergatz, Bavaria, 135
 Herlesgrun, Saxony, 126
 Herleshausen, Prussia, 117
 Hermalle, Belgium, 78
Hermalle, 482
 Herme, France, 56
 Hermes, France, 12
 Hernani, 171
 Herne, Rhine, 86
Hernon, 486
 Herry, France, 51
 Herrera, 172
 Herrenbergheim, 141
 Herrnhut, Saxony, 128
 Herrlisheim, Rhine, 58
 Herrljings, Sweden, 112
 Herzbrunn (Bavaria), 134, 135
 Herzberg, Germany, 114
 Herzogenbusche, Switzerland, 149, 154
 Herzogenrath, Prussia, 85
 Hesselholm, Sweden, 113
 Hettlingen, Switz., 145
 Hetsendorf, Austria, 144, 146
 Heufeld, Bavaria, 136
 Heule, Belgium, 69
 Heyriex, France, 49
 Hidas-Nemeth, Austria, 143
 Hières, France, 66
 Hildburghausen, Pr., 115, 116
 Hilledesheim, Ger., 100, 344
 Hillezommerbeck, Hol., 81
 Hillebörd, 110
 Himberg, Austria, 134
 Hindelbach, Switz., 149
 Hinnerup, 110
 Hinter Rhein, 440
 Hirschaid, Bavaria, 133
 Hjellum, Norway, 111
 Hochdahl, Rhine, 98
 Hochheim, Rhine, 90
 Hochiden, France, 52
 Hochst, Rhine, 90
 Hochstadt, Hesse, 136
 Hochstadt, Bavaria, 133
 Hoer, 113
 Hoerde, Rhine, 98
 Hoerd, France, 58
 Hoerselt, 74
 Hof, Saxony, 125, 126, 127, 130, 132, 331
 Hoffen, France, 58
 Hofgismar, Germany, 120
 Hohenau, Austria, 138
 Hohenstadt, Austria, 143
 Hohenstein, Prussia, 118
 Hohenstein-Ernstthal, Sax., 126
 Hohnstorf, 100
 Holkau, Austria, 141
 Polm, Denmark, 110
 Holobaukau, Austria, 147
 Holte, 110
 Holtshelm, 61
 Holzdorf, Prussia, 114
 Holzkirchen, B. w. Pr., 136
 Holzkirch, Denmark, 110
 Holzkirkede, Prussia, 98
 Hornberg, Prussia, 84, 88
 Hornburg, France, 51, 475
 Hornburg, Rhine, 96
Hornburg, Bad, Rhine, 92, 331
 Hönnebach, Prussia, 120
 Honfleur, France, 22, 262
 Horheim, Rhine, 85, 314
 Horgen, 439
 Hornachuelos, 176
 Horowitz, Austria, 147
 Horrem, Prussia, 66, 84, 296
 Horsching, Austria, 137
 Horst, 109
 Hörstel, Germany, 102
 Horta, Spain, 174
 Hospital, Spain, 174
 Hostalrich, Spain, 174
 Houdan, 26
 Howind, 110
 Hrasnigr, 144
 Hraschau, Austria, 140
 Huddinge, Sweden, 112
 Hudiksvall, Sweden, 112
 Huerta, Spain, 175
 Hull, England, 182, 183
 Hullein, Austria, 140
 Hulshorst, 81
 Hunanes, 173
 Humme, Germany, 120
 Hundsbad, France, 58
 Husum, Denmark, 109, 110, 494
 Hutteldorf, Austria, 137
 Huy, Belgium, 16, 73, 78
 Hyeres, France, 49

 I, and J.
 Ibbenbüren, Germany, 102
 Ichoux, France, 39
 Idéghem, Belgium, 74
 Ignalino, 181
 Igos, France, 39
 Irlhove, Germany, 102
 Ile-Adam, France, 11
 Illertissen, Bavaria, 133
 Illfurth, France, 56
 Illingur, Wurttemberg, 130
 Imielin, Prussia, 122
 Immelborn, 115
 Immelborn, Prussia, 116
 Immenstadt, Bavaria, 135
 Imola (Italy), 169
 Incisa (Italy), 112, 164
 Ingelmunster, Belgium, 69
 Ingelheim, Germany, 89, 91
 Ingoistadt, Germany, 132
 Ingramsdorf, Prussia, 124, 125
 Ingrandes-sur-Loire, 26, 471
 Ingrandes-sur-Vien, Fr., 34
 Inkwyl, Switzerland, 152
 Inningen, Bavaria, 135
Innsbrück, Aus., 136, 350
 Insterburg, Prussia, 118
 Interlachen, Switz., 367, 421, 446
 Inverness, 183
 Irigny, France, 32
 Irenlohe, 134, 136
 Irun, Spain, 171, 404
 Ischia, 395
 Ischl, Austria, 350
 Isèghem, Belgium, 69
 Isella, 435
 Isenburg, Rhine, 91
 Iseo, Lago d', 426
 Iserlohn, Prussia, 98, 344
 Isigny, France, 22
 Islikon, Switzerland, 155
 Isola del Cantone, Italy, 158
 Isolets, 165
 Isoudun, France, 28
 Isoire, France, 30
 Itzehoe, Denmark, 109, 110
 Ivanovskaja, 181
 Ivrea, Italy, 160
 Iwuy, France, 16
 Izarra, 172
 Izeau, France, 49
 Jacobsthal, Prussia, 114
 Jadraque, Spain, 173
 Jalon-les-Vignes, France, 52
 Jam, Hungary, 143
 Jambes, Belgium, 78
 Jamionix, Belgium, 77
 Jaroslaw, Poland, 140
 Jassenova, Hungary, 143
 Jativa, Spain, 176
 Jatznick, Prussia, 115, 116
 Jaer, Prussia, 124
 Javeiro, 178
 Javisy, 25
 Javixowice, Austria, 140
 Jdweiche, 125
 Jellersee, Austria, 122
 Jelat Kahoe, 182
 Jemelle for Rochfurt, Bel., 74
 Jemeppe, Belgium, 78
 Jemmappes Belg., 64, 75, 77, 297
 Jenbach, 136
 Jensovic, Melnik, Austria, 135
 Jerez, Spain, 176, 404
 Jerle, Sweden, 113
 Jerna, Sweden, 112
 Jerxheim, Germany, 104, 105
 Jessaint, France, 56
 Jessnitz, 114
 Jeumont, (Frontier), 16, 72, 71
 Johannsburg, Rhine, 90, 321
 Joigny, France, 44, 465
 Joinville, France, 54, 262
 Joinville-le-Pont, France, 51
 Joppecourt, 55
 Jonsered, Sweden, 112
 Josefstadt, Austria, 138
 Jonchery, 15
 Jessnitz, Prussia, 114
 Jessnitz, Prussia, 112
 Jenbach, Austria, 136
 Jogovo, 81
 Jonkoping, 13
 Jonsered, 112
 Josefstadt, 38
 Josi, 181
 Jovy, France, 24, 474
 Judendorf, Austria, 144, 145
 Judeschen, Prussia, 118
 Juigne, France, 22
 Juller, Pass of the, 451
 Jupille, Belgium, 68
 Jurbise, Belgium, 64, 70, 271
 Jusonville, Belgium, 66
 Jussey, France, 56
 Juterbogk, Prussia, 114
 Juvisy, France, 25, 27, 469

 K.
 Kaba Hungary, 143
 Kabel, Germany, 99
 Kahl, Hesse, 134
 Kaiser, Belgium, 201
 Kaiserslautern, Rhine, 96, 475
 Kaleschniskovskale, 179
 Kalkouhen, 181
 Kalscheuren, Prussia, 84
Kalscheuren, 486
 Kalsdorf, Austria, 144, 145
 Kalthausen, Switzerland, 153
 Kaminsk, Poland, 124
 Kandel, 97
 Kanienbrod, Poland, 140
 Kanizsa, Hungary, 144
 Kapfenberg, Austria, 144
 Karbitz, Austria, 139
 Karczag, Hungary, 142
 Karlstein, Austria, 147
 Karstadt, Germany, 106
 Kaschau, Austria, 142, 482
 Kathrineholm, Sweden, 112
 Kattern, Prussia, 122
 Kattowitz, Prussia, 122, 123, 124, 125
 Kaufbeuren, Bavaria, 135
 Kaveler, Rhine, 88
 Kehl, Rhine, 52, 60, 93, 94, 117, 318
 Kellerberg, Germany, 102
 Kellmunn, Bavaria, 135
 Keltersbach, Rhine, 84, 96
 Kemmelbach, Austria, 137
 Kemnath, 134
 Kempen, Rhine, 84
 Kempen, Bavaria, 135
 Kempthal, Switzerland, 155
 Kenzingen, Rhine, 94
 Kerestur, Hungary, 147
 Kesselheim, Rhine, 312
 Keskkemet, Austria, 143
 Ketegyhaza, Hungary, 142

- Kaveler, 84
 Khimskala, Russia, 178, 179
 Kilnaska, Russia, 179
 Kienersfelden, Bavaria, 136
 Kiek, Denmark, 109, 108, 110
 Kieritzsch, Poland, 125, 149
 Kiesen, Switzerland, 149
 Killeberg, Wurttemberg, 129
 Killwangen, Switzerland, 155
 Kilamo, Sweden, 112
 Kindberg, Austria, 144, 145
 Kiralytelek, Austria, 143
 Kirchen, Rhine, 86, 87
 Kirchenlaibach, 134
 Kirchham, Hesse, 92
 Kirchheim, Wurttem., 129, 130
 Kirchenthurnfurt, 129
 Kirchhorstern, Germany, 102
 Kirchhenglern, Germany, 102
 Kirchstettin, Austria, 136
 Kirn, Rhine, 89
 Kis-Bér, Austria, 134
 Kissingen, Germany, 332
 Kistelek, Hungary, 143
 Kis-uj-szallas, Hungary, 142
 Kisau, Austria, 139
 Kiadurb, Austria, 139
 Klagensfurt, Austria, 134, 350
 Klamm, Austria, 144
 Kl. rapenburg, 110
 Klausenberg, 482
 Klay, Poland, 140
 Kleinern, Germany, 103, 109
 Kleineroich, Prussia, 85
 Kleinems, Rhine, 94
 Kleinmünchen, Austria, 137
 Kleinokal, Austria, 139
 Kliecken, Prussia, 114
 Klinskala, 179
 Kloften, Norway, 111
 Klomnice, Poland, 124
 Klopschen, Prussia, 121
 Klosterkro, Denmark, 110
 Klosterkrug, 109
 EL Ostheim, Bavaria, 132
 Kmelingen, 93
 Knicklingen, Baden, 91
 Knöringen, Rhine, 96
 Kobbelbude, Prussia, 118
 Koblenz (Switzerland) 153
 Köbölkut, Austria, 142
 Köping, 486
 Köthen, Prussia, 108, 344
 Köthing, 108
 Kötiacn, 146
 Kogenheim, Rhine, 58
 Kohlfurt, Prussia, 121
 Kohlscheidt, Prussia, 85
 Koijsgaard, 110
 Kokenhusen, 181
 Kobermoos, Bavaria, 136
 Kolding, Denmark, 494
 Kolln, Austria, 139
 Kollach, Austria, 146
 Kollmünz, Bavaria, 135
 Kolokcha, 179
 Kolonna, Russia, 182
 Kolpnaska, 181
 Koltzski, Poland, 124
 Komarera, Austria, 145
 Komorrau, Austria, 140
 Kommsvinger (Nor.) 111, 491
 Königgrätz, Austria, 138
 Königshof, Austria, 137, 139
 Königseberg, Prussia, 118, 344
 Königsebrunn, 128
 Königsdorf, Pruss., 66, 84, 286
 Königshütte, Prussia, 122
 Königstein, Saxony, 139
 Königswinter, Rhine, 312, 455
 Königzell, Prussia, 144
 Konoldfgen, 148
- Kopfstation, Germany, 99
 Cooklojah, 398
 Cork, Rhine, 93
 Kornenburg, Austria, 142
 Kornwestheim, W'burg, 130
 Korsar, 494
 Korsna, 111
 (Korsovka, 181
 Kos Bounar, 182
 Kos Bounar, Levant, 175
 Kosel, Prussia, 122
 Kosen, Saxony, 117
 Koslowd Ronda, 181
 Kostel, Austria, 138
 Kosteletz, Austria, 129
 Kosten, Prussia, 122
 Köstritz, Saxony, 117
 Koswig, Prussia, 117
 Kothmazing, Bavaria, 141
 Kotomierz, Prussia, 118
 Köttschau, Saxony, 117
 Kotschenbroda, Saxony, 127
 Kottlingbrunn, Austria, 144
 Kottori, Hungary, 144
 Koutitzkala, 179
 Kouskor, 179
 Kousminska, 179
 Kovro, 179
 Kraissna Goska, 179
 Krajevac, Austria, 140, 144
 Kralup, Austria, 139
 Kranichfeld, Austria, 144
 Kratzau, Austria, 128, 139
 Krensen, Germany, 101, 104
 Kroma, Austria, 146
 Kressnitz, Austria, 145
 Krestnikova, 179
 Krewitzburg, 181
 Kreuz, Prussia, 118, 123
 Kreuznach, Rhine, 89, 316
 Kr emittach, 144, 146
 Krigmatschan, Ger., 332
 Krippen, Austria, 139
 Kronheim, Bavaria, 133
 Kronstadt, 482
 Kronweiler, Rhine, 89
 Krotendorf-Ligait, Aus., 146
 Krozlingen, 94
 Krukovska, 179
 Krumnussbaum, Aus., 137
 Krzeszowice, Poland, 140
 Krzizanowitz, Prussia, 125
 Kubebuch, Saxony, 128
 Kuchebad, Austria, 146
 Kuchelbad, 147
 Kufstein, Bavaria, 120, 136
 Kukus, 139
 Kundel, Austria, 136
 Kungsgard, 111
 Kumla, Sweden, 113
 Kuper, Wurttemberg, 129
 Kupferdel, Germany, 99
 Kuppersteg, Rhine, 86
 Kurtenhof, 181
 Kurteces, Hungary, 142
 Kusnacht, 439
 Kustendie, Danube, 175
 Kutno, Poland, 124
 Kval, 110
 Kworkan, 25
 Kyass, 182
- L.
- Laakirchen, Austria, 137
 Laase, 144
 Laband, Prussia, 122
 Labarre, France, 43
 Labes, 116
 La Belliere, France, 37
 La Benna, France, 39
 La Bohalle, France, 36
 La Bonneville, France, 22
 La Boucart, France, 39
 Labouheyre, France, 39
 La Bourse, France, 36
 La Buisserie, Belgium, 78
 La Canada, 178
 La Celle-Bruere, France, 26
 La Chambre, Italy, 157
 La Chple. St. Meamin, Fr. 34
 La Chapelle-sur-Loire, Fr., 36
 La Charité (France) 32
 La Clotat, France, 49
 La Conversion, Switz., 148
 La Cote-St. Andre, Fr., 49
 La Coucourde, France, 46
 La Couronne, France, 34
 Lacourteusourt, France, 40
 La Creche, France, 38
 La Croisiere, France, 46
 La Garronilla, 178
 La Glneta, Spain, 175
 Ladenburg, Rhine, 91
 Laeg, France, 37
 Laedaberen, 491
 Laferre (France) 28
 La Fère, France, 16
 La Ferte-Alais, 25
 La Ferte-Bernard, France, 24
 La Ferte-St. Aubin, Fr., 28, 472
 La Ferte-sous-Jouarre, Fr., 52
 La Fort-sur-Amance, Fr., 56
 La Fouillouse, France, 32
 La Fresnala, 26
 La Gelie, 26
 La Gonnouiere, 26
 La Grave d'Ambarès, Fr., 34
 La Grive, France, 49
 La Guerche, France, 28
 La Guierche, France, 24
 La Hutte, 22
 Lagmanaholm, Sweden, 112
 Lagnasco, Italy, 159
 Lagny, France, 51
 Lago Maggiore, 419, 435
 Labr, Rhine, 94
 La Hulpe, Bel., 72, 73, 298
 La Hume, France, 39
 Laibach, Austria, 145, 351
 Laigne, France, 27
 La Jarrie, France, 38
 La Jonchere, France, 28
 La Joux, France, 43
 La Loupe, France, 24
 La Louviere, Belgium, 76
 Laluege, France, 39
 Lamagistère, France, 40
 Lamarche, France, 43
 Lambach, Austria, 137, 351
 Lamballe, 24
 Lambrecht, 96
 Lamhult, 113
 Lamothe-Landeron, Fr., 40
 La Menire, France, 36
 La Milease, France, 24
 Lamouilly, 55
 Lamothe-Junc., Fr., 39, 262
 Lamotte, France, 28
 Lamsken, Belgium, 68
 Lancaster, 183
 Lancenigo, Italy, 161
 Lancut, Poland, 140
 Landau, Rhine, 60, 96
 Landeghem, Belgium, 62
 Landellès, Belgium, 78
 Landen, Belgium, 66, 68, 293
 Landeron (Switz.) 156
 Landevant, France, 30, 31
 Landenreer, Rhine, 98
 Landquart, Switz., 153, 154
- Landrecies, France, 16
 Landsberg, Prussia, 114, 122
 Landscon, 486
 Landshut, Austria, 142
 Landshut, Bavaria, 134
 Landskrou, 140
 Landstuhl, Germany, 96, 475
 Landwurff, 181
 Lanefle, Belgium, 77
 Langaa, 110
 Langueas, France, 36, 470
 Langen, Rhine, 91
 Langenberg, Germany, 99
 Langenberg, Saxony, 127
 Langenbrück, Austria, 139
 Langenbrücken, Rhine, 94
 Langendrer, 98
 Langenfeld, Rhine, 86
 Langenshofen, Bav., 135
 Langenlousheim, Rhine, 89
 Langenschemmern, Wurt., 130
 Langenthal, Switzerland, 149
 Langenwang, 144
 Langenweddingen, 105
 Langerwehe, Belgium, 66, 84
 Langerwehe, Prussia, 296
 Langons, Rhine, 92
 Langlau, Bavaria, 133
 Langlau, 148
 Langon, France, 40
 Langres, France, 56, 262
 La Nouvelle, France, 41
 Lans-lo-Bourg, 414
 Lanschuts, 148
 Lanzendorf, Austria, 134
 Laon, France, 16, 54, 262
 La Pacaudiere, France, 32
 La Palma, 175
 La Palud, France, 46
 La Penne, France, 49
 La Pinte, Belgium, 63, 75, 77
 La Plaine, Switzerland, 40
 La Pointe, France, 36, 471
 La Poissoniere, France, 36
 La Prele, France, 26
 La Quéilliere, France, 32
 Lardy, France, 27
 La Rapée-Bercy, France, 11
 La Reid, Belgium, 66
 La Reole, France, 40
 La Renardiere, France, 32
 La Riba, 175
 La Ricamarie, France, 30
 La Rinconada, 176
 La Roche Chalais, Fr., 34, 465
 La Roche de Glun, France, 46
 Laroche, France, 43, 44, 467
 La Rochelle, France, 35, 263
 La Roda, Spain, 175
 La Rotta, Italy, 168
 Las Alcantar, 176
 La Sambre, Belgium, 77
 Las Cabezas, Spain, 176
 Las Caldas, Spain, 172
 Las Caotas, Spain, 173
 La Selva, 175
 Las Fraguas, 172
 Las Maías, Spain, 171
 Las Navas, 171
 Las Rosa, 171
 Laskowitz, Prussia, 118
 La Souveraine, France, 28
 La Sutce, 21
 La Suze, France, 22
 La Teste, France, 39
 Lath-n, 102
 La Tricherie, France, 34
 La Tour-de-Milary, Fr., 32
 La Tour-du-Pin, France, 49
 La Veuve, 39
 Laubenheim, Rhine, 96
 Laubenberg, Germany, 106, 1

- Laufach, Bavaria, 132
 Laufeltingen, Switz., 151
 Laufenburg, 94
 Laufen, Germany, 129, 130
 Launois, France, 15, 52
 Laupheim, Wurtemberg, 130
 Laurberg, 110
 Laurensburg, Rhine, 99
 Laurens, France, 41
 Lausanne, France, 28
 Lausanne, Switzerland, 90
 149, 149, 150, 151, 152, 154, 156
 367, 433, 443, 447
 Lausen, Switzerland, 151
 Lauter, 136
 La Varenne SurMaur, Fr., 51
 La Vautte, France, 26
 La Vauvrette, France, 50
 La Verpillière, France, 49
 Laval, France, 24, 263
 Laveno, 422
 Laverrière, France, 24
 La Villeclieu, France, 38
 Lavilledieu, France, 40
 Lavinc, 166
 Lavis, Tyrol, 161, 31
 Lavore, 427
 Lavriano, 170
 Laxenburg, 146
 Laxoa, Sweden, 112
 Lazy, Poland, 124
 Le Breuil, France, 22, 30
 Lebrjia, 176
 Lebring, Austria, 144, 145
 Lebus, Prussia, 118
 Le Canet, France, 46
 Le Cateau, France, 16
 Le Cendre, France, 30
 Lecco, 162
 Le Chambon, France, 30
 Le Chatelet, France, 15, 52
 Le Clapier, France, 30
 Le Coteau, France, 32
 Lecco, Lago di, 426
 Ledo, Belgium, 62
 Leeds, England, 128, 123
 Leer, Germany, 102, 110
 Leewarden, 80
 Le Forest, France, 14
 Le Guetin, France, 28, 473
 Legelshurst, Rhine, 93
 Le Genest, France, 24
 Leghorno Italy, 166, 268, 169
 Legnano, Italy, 167, 170, 381
 L'Hermitage, 12
 Lehrte Junc., Ger., 100, 102
 Leibnitz, Austria, 144, 145
 Leiden, Holland, 81
 Leiphthim, 130
 Leipnik, 140
 Leipsic, Germany, 66, 68, 78,
 73, 85, 6, 68, 103, 108, 109, 114
 117, 120, 125, 127, 136, 332
 Leisewitz, 122
 Leknik, 147
 Le Mans, France, 20, 22, 23,
 24, 25, 27, 263
 Le May, France, 49
 Lembeck, Belgium, 64, 65, 70
 Lemberg, Austria, 120
 Le Moily Littry, 22
 Venades, France, 30
 Lemathé, Rhine, 98, 99
 Lens, Belgium, 70
 Lens, France, 12
 Lens, 457
 Lenskirch, Rhine, 332
 Leobersdorf, Austria, 144, 146
 Leobersdorf, Prussia, 125
 Leon (Spain) 404
 Leopoldshaus, Rhine, 318
 Le Page de Rouss, Fr., 46
 Le Pecq, 19
 Le Perray, 24
 Le Pontet, France, 46
 Lepeny, 144
 Lerida (Spain) 174,
 Lerenville, 52
 Lerum, Sweden, 112
 Le Raincy, 55
 Le Saut-du-Loop, France, 30
 Les Arcs, 49
 Les Aubrais, Fr., 27, 28, 34
 Les Ayalades, France, 46
 Les Burres, France, 34
 Les Echelles, 4, 3
 Les Eglisottes, France, 34
 Les Forges, France, 36
 Les Ifs, France, 30
 Lesignan, France, 41
 Les Laumes, France, 44, 466
 Les Martres-Veyre, Fr., 30
 Les Mazes, France, 48
 Les Milles, France, 46
 Les Onglous, France, 41
 Les Ormes, Fr., 34, 56, 471
 Les Roches de Cond, Fr., 46
 Lescar, France, 37
 Leschede, Germany, 102
 Les Rosiers, France, 36, 470
 Les Bouardes Grandcroix
 France, 32
 Lessines, Belgium, 74
 L'Estaque, France, 46
 Les Trilliers, France, 26
 L'Étoile, 461
 Les Verrières, Switz., 152
 Le Theil, France, 24
 Le Trooz, Belgium, 66
 Lettowita, 138
 Leuk, Switzerland, 368
 Leukerbad, 446
 Leuse, Belgium, 70, 75, 77
 Leupeghem, Belgium, 75
 Lexos, France, 42
 Leyden, Holland, 305
 Leyment, France, 50
 Lesinnes, France, 44
 Liatorp (Sweden) 113
 Liiboch, Austria, 146
 Libourne, France, 34, 263, 472
 Libramont for Biocogne, Bel-
 gium, 72
 Libric, Austria, 139
 Lichtert, Belgium, 65, 115
 Lichtenfels, Germany, 116, 123
 Lichtenwald, 117
 Lichterfelde, Belgium, 69
 Liddes, 441
 Liebenau, Austria, 139
 Liebenau, Prussia, 120, 139
 Liebstadt, 139
 Liege, Belgium, 16, 66, 68,
 73, 74, 78, 294
 Liegnitz, Prussia, 121, 122, 124,
 243, 344
 Liège, Belgium, 65, 75
 Liège, 74
 Liesing, Austria, 144, 146
 Liesthal, Switzerland, 151
 Lieusaint, France, 22, 44
 Lievenhof, 181
 Ligne, Belgium, 70
 Lignac, France, 34
 Ligne, Fr., 12, 14, 63, 70, 74, 263
 Lillhammer, 491,
 Lillerbil, 110
 Lillers, France, 12
 Lillestrom, Norway, 111
 Lilleholmen, Sweden, 112
 L'Isle-sur-le-Doub, Fr., 43
 Limal, Belgium, 76
 Limburg, Rhine, 90, 98, 99
 Limerge, France, 34
 Limersheim, Rhine, 58
 Linito, Italy, 164
 Limoges, France, 28, 263, 472
 Lincoln, England, 178, 183
 Linda, Prussia, 114
 Lindau, Bavaria, 135, 154, 437
 Lindenau, Prussia, 118
 Lindern, Prussia, 85
 Lindhorst, Germany, 102
 Lingen, Germany, 102
 Lingenfeld, 96
 Lingolsheim, 61
 Lintgen, 58
 Linz, Austria, 60, 137, 141, 351
 Lins, Rhine, 60, 303, 455
 Lippstadt, Rhine, 99
 Lisbon, Portugal, 176, 177
 Lisieux, France, 22, 264
 Lison, France, 22
 Lissa, Prussia, 121, 122
 Lisseweghe, 69
 Littal, Austria, 144
 Littau, Austria, 141
 Livorno, Italy, 160
 Livorno, 160
 Liverdun, France, 52
 Liverpool, England, 182, 183
 Livron, France, 46
 Lixna, 181
 Ljung, 112
 Linaas, 174
 Lobau, Saxony, 128
 Lobbes, Belgium, 78
 Lobositz, Austria, 139
 Locate, 166
 Locknia, 125
 Locle, Switzerland, 150, 152, 155,
 153
 Lochhausen, Bavaria, 133
 Lochmuhl, 499
 Lodolinart, Belgium, 75
 Lodi, Italy, 166, 168
 Loenen-Vreeland, Hol., 82, 83
 Loewen, 122
 Logrono (Spain) 172
 Lohne, Germany, 86, 102
 Lohr, Bavaria, 132
 Loisy, France, 52
 Loitach, Austria, 145
 Lutin, 78
 Loivre, France, 54
 Lokeren, Belgium, 74, 290
 Lons-le-Saulnier, France, 43
 L'Olve, Belgium, 76
 Lollar, Hesse, 92
 Lonello, Italy, 163
 Lonato, Italy, 164
 Londerzeel, Belgium, 274
 Lons-le-Saulnier, Eng., 56, 60, 61, 63,
 70, 80, 81, 83, 85, 86, 88, 173, 183,
 184
 Longa, 181
 Longrich, 84
 Longville, France, 52
 Longlier for Neufchateau,
 Belgium, 72
 Longpont, 15
 Longpré, France, 18
 Longueau, France, 12, 18
 Longueville, France, 20
 Longueville, France, 56
 Longuyon, 15, 55
 Longwy, 55
 Longio, Italy, 162, 166
 Lonsee, Wurtemberg, 130
 Loochriste, 74
 Loosdorf, 110
 Lophem, Belgium, 69
 Lora del Rio, 176
 Lorch, Rhine, 90, 316
 Lorch (Wurtemberg) 129
 Lorch, 457
 Lorentsweller, 58
 Loreto, 170
 Lorient, 20, 31
 Lormont, France, 34
 Lorio, France, 46
 Lorigu, 175
 Lorsch, 93
 Los Corrales, Spair, 172
 Los en, 122
 Loth, Belgium, 64, 66, 70, 284
 Lothier, France, 28
 Louisenthal, 89
 Lourches, France, 16
 Louvain, Belg., 66, 75, 77, 89
 Louvren, France, 24
 Louvres, France, 13
 Lowenhagen, 118
 Lowicz, Poland, 124
 Luxembourg, France, 52
 Luant, France, 28
 Lubanaka, 179
 Lubbeck, Ger., 106, 109, 332
 Lucca, Italy, 167, 321
 Lucca, Baths of, 321
 Lucerne, 173
 Lucerne, Switzerland, 50
 149, 150, 151, 152, 154, 155, 156,
 357, 430, 445
 Lucignano, Italy, 166
 Lueknawalde, 114
 Ludwigsburg, Germany, 130
 Ludwigsfelde, Prus., 113, 114
 Ludwigshafen, 60, 66, 318, 475
 Ludwigslust, Ger., 106, 109
 Ludwigsort, Prussia, 118
 Lugano Switzerland, 368, 423
 Lujo, 161
 Luino, 422
 Lukawetz, 140
 Lund, Sweden, 113
 Lundemo, 110
 Lundenburg, Austria, 138, 140
 Lunenburg, Germany, 100
 Lunery, France, 26
 Lunel-Viel, France, 48
 Luneville, France, 52
 Luppah-Dahlen, Saxony, 127
 Lusignan, France, 38
 Lusigny, France, 56
 Lutin, 78
 Lutier a Bgge, Germany, 104
 Lutierbach, Rhine, 58
 Luttre, Belgium, 65
 Lutzelburg, France, 52
 Luxé, France, 34
 Luxemburg, Ger., 54, 55, 58, 78,
 89, 72, 301
 Luz, France, 264
 Lusarches Survilliers (Fr.) 13
 Luz, 124
 Lyubiy, 110
 Lyons, France, 32, 44, 46, 49,
 50, 51, 166, 157, 264, 443, 467
 Lyonaria, 182
 Lyss, 148
 Lyssach, 149

M.

- Maarsbergen, Holland, 82
 Maarsen, Holland, 82, 83
 Maats, France, 56
 Maccarese, 167
 Machelen, Belgium, 63
 Machenberg, 128
 Macheln, Saxony, 127
 Macon, Fr., 44, 90, 157, 264, 466,
 Maddalena, Italy, 159
 Maddaloni, Italy, 165
 Madeira, Island of, 396
 Madonna, di Tirano, 454
 Madrid (Spn) 171, 173, 175, 404
 Maffes, Belgium, 70, 474

- Iagadino, Italy, 381
 Iagaz, 171
 Iagdschburg, Pr., 92, 102, 103
 106, 108, 109, 115, 117, 120, 125
 127, 344
 Iagosta, Italy, 160, 163
 Iagiore, Lago, 449, 435
 Iagian, 448
 Iagian, 167
 Iagny, France, 43
 Iagnetta, 26
 Iah-Winkel, 106
 Iahwinkel, Germany, 106
 Iaholm, Sweden, 112
 Iah Neudorf, 140
 Iaienfeld, Switzerland, 153
 Iaikammer, Rhine, 96
 Iaik-Ki zweiler, 96
 Iaikur, Hesse, 132
 Iaikuns, Bavaria, 133
 Iaintenon, France, 24, 474
 Iaisach, Bavaria, 133
 Iaison-Alfort, Fr., 25, 33, 44, 45
 Iaison-Rouge, France, 45
 Iaisons, France, 20, 58, 463
 Iaisee, 25
 Iaisières, France, 51
 Ialaga, Spain, 176, 406
 Ialain, France, 44
 Ialanasc, 31
 Ialanay, France, 20
 Ialdegheim, 76
 Ialdern, Belgium, 62, 274
 Ialines, Bel., 62, 60, 70, 285
 Ialloy, 434
 Ialmo, Sweden, 112, 486
 Ialo-Vischerskal, 180
 Ialta, Island of, 396
 Ialtch, Prussia, 121
 Iamer, 72
 Ianage, Belgium, 65, 76
 Ianchester, England, 182, 183
 Ianduel, France, 48
 Iannheim, Rhl., 73, 91, 92, 94, 318, 460
 Ianrasa, Spain, 174
 Iansala, 177
 Iantes, France, 20, 264, 463
 Iantes Junction, France, 22
 Iantewrcht, 164
 Iantua, Italy, 162, 381
 Ianucl, Spain, 176
 Ianzanas, Spain, 175
 Ianzanos, 171
 Iapello, 62
 Iarainviller, France, 22
 Iarano, Italy, 164, 170
 Iarbarche, France, 51
 Iarbarhan, Belgium, 72
 Iarburg, Germany, 92
 Iarburg, Austria, 134, 145
 Iarburg, Bavaria, 134
 Iarche, Belgium, 72
 Iarhegg, 141
 Iarche-les-Dames, Belg., 72, 78
 Iarcheperre, France, 39
 Iarchesais, 62
 Iarchiennes, Belgium, 65, 78
 Iarchtreuk, Austria, 117
 Iarcella, Spain, 172, 173
 Iarcin, Austria, 144, 145
 Iarische, 24
 Iargate, England, 183, 184
 Iargueritter, France, 48
 Iarhut, 55
 Iarianville, France, 56
 Iaria-Rast, 134
 Iaria-Worth, 134
 Iariembourg, Belgium, 77
 Iariemont, Belgium, 76
 Iarienbergr, Prussia, 118, 315
 Iarienthal, France, 28, 286
- Marcesad, 486
 Marino, 165
 Markranstedt, Saxony, 117
 Marksberg, Rhine, 315, 457
 Markshul, 115
 Marktbreit, 141
 Markt Schorgast, Bav., 122
 Markt Tiffer, Austria, 144
 Marmagne, France, 40
 Marmagne, France, 28
 Marnas, 111
 Marnes, 27
 Marolles, 37
 Maromme, France, 20
 Marotko, 169
 Mars, France, 32
 Marsala, Sicily, 393
 Marselles, 44, 45, 49, 54, 284
 Marstetten, Switzerland, 155
 Marten, 98
 Martthalen, Switzerland, 155
 Martigny, Switzer., 157, 369
 432, 441, 447
 Martinvast, France, 22
 Martonvásár, Hungary, 145
 Martorell, Spain, 174
 Marx Rohrbach, 147
 Marsabotto, 163
 Masciska, 140
 Mas-de-Ponge, France, 48
 Masnou, Spain, 173
 Mas.-Stes.-Puelles, Fr., 41
 Massiac, France, 30
 Mastig, 38
 Mastricht, Holland, 68, 293
 Matsopouera, Spain, 172
 Matasposuelo, 171
 Mataro, Spain, 173, 406
 Matran, 147
 Mattarello, 61
 Matteredorf, Austria, 147
 Mattersdorf, 475
 Matzenheim, Rhine, 58
 Maubeuge, 16, 61, 78
 Maubourguet (France) 39
 Maurer, 97
 Maulbronn, Wurtemberg, 130
 Maulburg, 93
 Maures, 471
 Maurice, 181
 Mauves, France, 36
 Mause, France, 38
 Mave, 172
 Maximiliansau, 97
 Mayence, Rhine, 16, 60, 66, 78, 82, 88, 89, 90, 91, 94, 96, 132, 317, 456, 459
 Mayet, France, 27
 Maxau, 92
 Maxerles, France, 38
 Maxeross, 177
 Meinhards, 178
 Meaux, France, 55, 265, 464
 Mechlun, see Malines
 Meckenheuren, Wur., 130
 Mede, 161
 Medeah, 507
 Medinaceli, 173
 Medina-del-Campo, Spain, 171
 Medjidie, 182
 Medy'as, 140
 Meelhuus, 10
 Meerane, Saxony, 125
 Meerssen, Holland, 68
 Mehltheuer, Saxony, 125, 126
 Mehlmen, Rhine, 84
 Mehn, France, 28, 473
 Mehrhoor, 83
 Meidling, 144, 146
 Meiningen (Germany), 115, 116
 Melabach, 136
 Meissen, Saxony, 127
 Meitingen, Bavaria, 122
- Melle, Belgium, 62, 102, 274
 Mels, Switzerland, 153
 Melun, France, 120
 Melun, France, 32, 44, 265, 468
 Meiso, Italy, 164
 Menars, France, 34, 470
 Mengede, Rhine, 86
 Menilmontant, France, 21
 Menin, Belgium, 69
 Memmingen, 135
 Menncy, 22
 Mentoni (Italy) 281
 Meppen, Germany, 102
 Mer, France, 24, 469
 Meran, Austria, 151
 Mercenaseo, Italy, 160
 Merida, 178
 Mering, Bavaria, 133
 Merseburg, Germany, 117
 Mersoh, 58
 Mertert, 89
 Merxheim, Rhine, 58
 Mersig, Rhine, 89
 Mesgrigny, France, 56
 Messil-Manger, France, 22
 Messac, France, 20, 24
 Messina, Sicily, 393
 Mestras, France, 39
 Mestre, Italy, 161, 164, 166
 Meaum, 99
 Mettishalata, 182
 Mettarello, Italy, 165
 Mettenheim, Rhine, 96
 Mettkau, 124
 Mettlaach, 89
 Mettmestettin, 155
 Mettray, France, 27, 28, 37
 Mets, Fr., 51, 54, 55, 72, 265, 474
 Metsingen, 129
 Meudon, France, 19, 474
 Meulan, France, 20
 Menlebeke, Belgium, 69
 Meung, France, 34, 469
 Meursault, France, 44
 Meximieux, France, 50
 Meyrin, Switzerland, 50
 Meyring, Switzer., 369, 445
 Mésériat, France, 20
 Mesidon, France, 22, 23, 24
 Mesieres-Charleville, Fr., 15, 52, 75, 77
 Mezo-Berény, 122
 Mesó-Keresztes, Hun., 122
 Mesco-Tu', 42
 Mesy, France, 52
 Mials, 122
 Mignano, 165
 Miklos, Hungary, 184
 Miklaro, 173
 Millau, Italy, 153, 164, 167, 160
 161, 164, 164, 168, 170, 381
 Millhaud, France, 48
 Millaud, France, 48
 Millians, 507
 Millipomme, 74
 Millsepe, Prussia, 98
 Milton, 116
 Vimbast, France, 37
 Minda, 491
 Minden, Prussia, 86, 102, 115, 120, 345
 Mingorria, Spain, 171
 Miramas, France, 46
 Miranda, Spain, 172, 172
 Mirandaola, 169
 Miremont, France, 38
 Miribel, France, 50
 Mireval, France, 48
 Misburg, Germany, 100, 102
 Misko, cz., 43
 Misocco, 440
 Mity (Clave) 15
- Mitterndorf, Austria, 144
 Mitternding, Bavaria, 136
 Mittle-Oderwitz, Saxony, 128
 Mitzweida, Saxony, 126
 Mitzweida, 126
 Mixnitz, Austria, 144, 145
 Modane, 443
 Modena, Italy, 166, 168, 382
 Modihofen, Bavaria, 130, 134
 Modling, Austria, 144, 146
 Modrits, 138
 Moelbo, 112
 Moen, 492
 Moerdijk, Holland, 80
 Mogente, 176
 Mogglingen, 129
 Mogliano, Italy, 162
 Mogoforos, 178
 Moha, 134
 Mohacs, 437
 Moheda, 113
 Mohinakala, 181
 Mohon, France, 15, 52
 Moissac, France, 40, 266
 Moita, Portugal, 177
 Mokrin, Hungary, 143
 Molaret, 444
 Moide, 492
 Mol'etta, 170
 Molleres, France, 48
 Molk, Austria, 137
 Mollerusa, 174
 Mollet, Spain, 174
 Molln, Germany, 106, 107
 Molins, 451
 Molins del Rey, Spain, 174
 Molshelm, 61
 Mombach, Germany, 89
 Mommignies, Belgium, 75, 77
 Mommenheim, France, 52
 Monasterio, 71
 Moncada, Spain, 173, 174
 Moncalieri, Italy, 159, 161
 Moncalieri, Italy, 161
 Monchehof, 118
 Mondragon, France, 46
 Monfalcone, 161
 Mongat, Spain, 173
 Monilmontant, 11
 Monistrol, 74
 Monnelo, 174
 Monnerville, France, 27, 469
 Monor, 42
 Monovar, 75
 Mons, Bel., 14, 64, 75, 76, 77, 297
 Montabart, France, 22
 Montanaro, Italy, 160
 Montanvert, 450
 Montargis, France, 38 [471
 Montauriol, Fr., 24, 40, 42, 266
 Montbard, France, 44, 466
 Montbarry, France, 43
 Montbarrier, France, 40
 Montbason, 471
 Montbellard, France, 43
 Montbisc, France, 22
 Montblanch (Spain) 175
 Montbovon, 441
 Montbrison, Fr., 266
 Montceau-les-Mines, Fr., 41
 Mont Cenis, Pass of, 417, 444
 Montcerf, 50
 Mont-de-Marsan, France, 39
 Montebello, Italy, 164
 Montebourg, 22
 Montecatini, Italy, 167, 168
 Montaignet, France, 30
 Montails, France, 42
 Montelimar, France, 46, 468
 Montleupe, 166
 Mont na Po, 70
 Monte Pescali, 168

Fr., 44, 56, 65, 476
 do, 67
 France, 16
 ano, 170
 va, Passage of, 418
 Anusey, 26
 France, 33, 44, 49
 15
 Swis., 157
 Swiss, France, 56
 may, France, 56
 (July) 170
 France, 12, 34
 175
 France, 41
 Vernois, 54
 ams, France, 34
 on, France, 26
 od, France, 30
 dy, 15, 55
 Milan, Italy, 157, 443
 oreau, France, 34
 ort sur-Mem
 roche, France, 43
 tpeilier, France, 48, 266
 tre-Juss, France, 38
 treuil, s—1, 26
 treuil Verton, Fr., 18
 treux, Switzer., 368, 432
 treux-Vieux, France, 56
 rond, for Montbrison
 France, 32, 475 (299)
 Mont St. Guibert, Bel., 72, 73
 Montbaur, France, 24
 Montville, France, 20
 Monza, Italy, 164, 168, 382
 Munsingen, 89
 Monzon, 172, 174
 Moor, 24
 Moordrecht, Holland, 82, 83
 Meest, 486
 Morannes, 22
 Moravica, Hungary, 143
 Moreux, France, 39
 Morat, 442
 Morata, 173
 Morawan, 38
 Mores, 173
 Moret St. Mammes, France,
 32, 44, 465
 Morgenroth, 122
 Morges, Switzerland, 156, 433
 Morgue, 442
 Mori, Italy, 161, 165
 Morlamme, Belgium, 77
 Morlanvelz, 76
 Mornant, France, 56
 Moron, 171
 Morwchyl, Switzerland, 154
 Mortara, Italy, 163
 Mostorf, France, 50
 Moubach, 97
 Mochgawsen, 44
 Moscov, 179, 179, 182, 480
 Moszyn, 122
 Moschwitz, Belgium, 301
 Mosoa, 173
 Mossac, France, 34
 Mosle, 486
 Motteville, France, 20
 Möttingen, 133
 Mouchard, France, 43
 Moudon, 442
 Moulins-sur-Allier, 6, 32, 47
 Moulins-à-Yevre, France, 28
 Moulins Gallant, 25
 Moutl-Argergues, France, 22
 Mournelon, France, 59
 Mouscron, Belg., 14, 63, 70
 Mousey, 61
 Moustier, Belgium, 65
 Mouthiers, France, 34

Moutier, Switzer., 370, 454
 Moux, France, 41
 Mouy, France, 12
 Mossesane, Italy, 164
 Mssana, 40
 Muegin, Saxony, 199
 Muggensdorf, (Bel.) 296
 Muggensdorf, Rhine, 94
 Muglis, Austria, 141
 Muhlack, Wurt., 94, 96, 130
 Muhlehorn, Switz., 153
 Muhlhofen, 118
 Muhlhofen, Rhine, 303, 456
 Muhlthal, 130
 Muztow, 15
 Mutton, 15
 Mulburg, 93
 Mulhouse, France, 43, 54, 56
 58, 60, 266
 Mülheim, Prussia, 85, 86
 Mülheim, Rhine, 94, 98
 Mülheim, Switzerland, 155
 Mullsjoe (Sweden) 113
 Münchenberg, Bavaria, 152
 Münchenbuchsee, 148
 Münden, Germany, 101
 Mundestrup, 110
 Müngersdorf, Belgium, 286
 Munsich, Bavaria, 60, 73, 120
 125, 131, 133, 134, 135, 136, 141
 333, 437
 Munkbo, 111
 Munsingen, Switzerland, 146
 Munster, Prussia, 99, 345
 Munster, Rhine, 89
 Munster, Belgium, 68, 74
 Murcia, 175
 Murg, Switzerland, 153
 Murgenthal, Switzerland, 146
 Murisengo, Italy, 170
 Murviedro, 174
 Mursauschlag, Austria, 144
 Mussey, France, 52
 Musocco, Italy, 163, 167
 Musuidan, France, 37
 Mutignani, 170
 Mutters, Switzerland, 151
 Mutterstadt, 96
 Myslowitz, Poland, 122, 140
 Myszkow, Poland, 124

N.

Nabburg, 134
 Nabresna, Austria, 145, 161
 Nachod, Austria, 139
 Nachenheim, Rhine, 96
 Nafels, Switzerland, 153
 Nagy-Imrad, 134
 Nagy-Koros, 143
 Naisic, France, 42
 Nakei, Prussia, 118
 Namèche, Belgium, 78
 Namedy, 456
 Namur, Belgium, 15, 16, 65, 72
 73, 78, 299
 Nancelares, 171
 Nancouis-le-Petit, France, 52
 Nancy, Fr., 51, 58, 54, 60, 61, 72,
 266, 464, 474
 Nancy, 433, 448
 Nangis, France, 55
 Nanhofen, Bavaria, 133
 Nankon, Switzerland, 153
 Naninnes, 72
 Nanterre, France, 19
 Nanteuil, France, 52
 Nanteuil, France, 15
 Nanteux, France, 31, 36, 267
 Napagedi, 140

Naples, Italy, 165, 168, 382
 Narbonne, France, 41
 Nassau, Germany, 90, 334
 Nassio, 113
 Nassov, 116
 Natoye, Belgium, 72
 Nauen, 106
 Naubem, Rhine, 91
 Naubem, Germany, 92
 Naumburg, Germany, 117
 Navasac, France, 42
 Navacchio, Italy, 166
 Navasgrande, 177
 Navaleral, 177
 Navaroth, Belgium, 63
 Neau, France, 24
 Nebikon, Switzerland, 150
 Neobin, Belgium, 63, 70,
 Neckargemund, 97
 Neckarthaltingen, 129
 Neederheim, 74
 Neermoor, Germany, 102
 Negronde, France, 28
 Neidenstedt, 97
 Neiderscheid-n, Prus., 86, 87
 Neinstedt, 105
 Neisse, Prussia, 121
 Nemours, France, 32
 Nendza, 125
 Nerondes, France, 28
 Nera, France, 48
 Nersingen, Bavaria, 130
 Nessonvaux, Belgium, 66, 284
 Nesterschitz, Austria, 139
 Nestal, Switzerland, 153
 Neu-Cunnersdorf, Sax., 128
 Neudorf, 147
 Neuenburgi, (Neufchatel),
 Switz., 149, 150, 151, 152, 156
 Neufendorf, Rhine, 313, 436
 Neuenmarkt, 130, 132, 154
 Neuenstein, 129
 Neufchatel, Switz., 50, 150, 152,
 153, 154, 156, 370, 433, 447
 Neufchatel, France, 148
 Neuhausen (Rheinfall) 92
 Neuho, Prussia, 124
 Neuillé, France, 27
 Veulliy, France, 19
 Neulengbach, 137
 Neulise, 475
 Neumarkt, Prussia, 127, 161
 Neumuhl, 221
 Neunmunster, Denmark, 100
 Neunkirchen, Prussia, 86, 89
 Neunkirchen, Ass., 86, 69, 144,
 146
 Neunkirchen, Rhine, 96
 Neunbrunnitz, 127
 Neuss, Prus., 84, 88, 296
 Neustadt (S.-D.), Ger., 106, 334
 Neustadt, Hesse, 92, 101
 Neustadt, Prussia, 115, 116
 Neustadt, Rhine, 60, 96, 475
 Neustadt, Saxony, 116
 Neustadt, 146, 147
 Neu Szony, 132
 Neuvic, France, 37
 Neuville (Switz.), 56
 Neuville (Rhine) France, 44
 Neuville (Sarthé) France, 22
 Neuvy-sur-Loire, France, 32
 Neuwied, Rhine, 34, 312
 Neu Ulm, Bavaria, 130, 135
 Neuy-Pailloux, France, 28
 Neusselle, Prussia, 121
 Nevers, France, 32, 267, 473
 Neviges, 99
 Newcastle, England, 182, 183
 Nexon, France, 28
 Neyrus, 148

Nice, Italy, 49, 267, 183
 Nichadino, Italy, 159
 Nicolai, 125
 Nicole, France, 40
 Niederau, Saxony, 127
 Neider Breisig, Rhine, 84
 Niederbergen, Wurt., 130
 Niederbillbach, Sax., 115, 1
 Niederbrunn, Austria, 139
 Niederhausein, 84
 Niedernau, 129
 Niederschopfleim, Rhine,
 Niedersieditz, Saxony, 139
 Nieder-Walfer, Rhine, 90
 Niederwiltach, Rhine, 92
 Niederwyl, Switz., 149
 Nienburg, Germany, 101
 Nienhagen, 85
 Niepolmice, Austria, 101
 Nierenhot, Germany, 99
 Nierenstein, Rhine, 96
 Nieukerke, Belgium, 74, 81
 Nieuwkerk, Holland, 82, 1
 Nieuwerstadt, Hol., 82, 83
 Nijkerk, 81
 Nijni Novogorod, 179
 Nimes, France, 48, 267, 469
 Nimmkau, Prussia, 121
 Nimy, Belgium, 76
 Ninove, Belgium, 74
 Nirem, Belgium, 296
 Nissau, France, 41
 Nitsgall, 181
 Nivelles, Belgium, 76, 291
 Niversac, 28
 Nizza Monferrato, 162
 Nocera, Italy, 168, 169
 Noertange, 72
 Noux (France) 12
 Nogent-le-Rotrou, Fr., 22
 Nogent-l'Artaud, France, 52
 Nogent-sur-Marne, Fr., 51, 5
 Nogent-sur-Seine, Fr., 56, 47
 Nogent-sur-Vernissen, Fr., 3
 Noldans-le-Ferronx, 54
 Noitrot, 462
 Noiraigue, Switzerland, 15
 Noisy-le-Sec, France, 55, 56
 Noisy, France, 34
 Nola, 165
 None, 159
 Nonvion S. Meuse, 55
 N. Breisig, 84
 N. Oost-Ende, Holland, 81
 Nora, Sweden, 113
 Nordendorf, Bavaria, 133
 Nordhausen, Prussia, 345
 Nordheim, Germany, 101
 Nordheim, Wurt., 120, 129, 130
 Nordlingen, Bav., 129, 133, 13
 Nordstetten-Weilche, 109
 Nordstemmen, Ger., 100, 101
 Norf, Rhine, 84
 Norki, 179
 Norkitten, 118
 Nörten, Germany, 101
 Nortorf, 99
 Nottingham, England, 183
 Norway, 44
 Notzay, Switzerland, 150
 Nouan-le-François, Fr., 28
 Noulon, France, 15, 52
 Novara, Italy, 162, 163, 384
 Novant, France, 51
 Novéda, 175
 Novi, Italy, 158, 162, 284
 Novo Alexandrovsk, 181
 Novocelle, 181
 Nova, France, 22
 Noyant, France, 26
 Noyelle, France, 18
 Noyon, France, 16, 267, 4-6

- oxières, France, 48
 . Schonthal, Switz., 151
 . Schonthal, 151
 ueberun, Prussia, 122
 unstadt, Switzerland, 152
 uits, France, 44, 466
 uits-sous-Ravier, Fr., 44, 466
 ules, 174
 unspect, 81
 unsiatella Italy, 168
 unsherg, Bav., 133, 134, 135
 334
 urnberg, Austria, 147
 urchau, 146
 ybora, 493
 yfektoping, Denmark, 494
 yek, 144
 yfektoping, 493
 yfregyhasa, 143
 ylen, Belgium, 65
 ymegen, Holland, 305
 yvon, Switzerland, 156, 423
- O
- Jakarp, 113
 Jeraidort, Bavaria, 136
 Jercassel, Prussia, 85
 Jher-Cunnersdorf, Sax., 128
 Jherdachstettin, 141
 Jherdorf, Bavaria, 135
 Jher-Geriapits, Austria, 138
 Jherald, Bavaria, 132
 Jherhausen, Rhine, 82, 83,
 85, 86, 87, 88, 98, 115
 Jherkoclien, 128
 Jherkotsau, 132
 Jherlahnstein, Rhine, 90, 314
 Jher-Lessece, Austria, 145
 Jherlichtenau, 126
 Jherlikou, 153
 Jhermal, 61
 Jherndorf, 146
 Jhernigk, Prussia, 122
 Jher-Oderwitz, Sax., 128
 Jherreitnau, 135
 Jherstaufen, Bavaria, 135
 Jherstein, Rhine, 89
 Jhertheres, 132
 Jherthurkheim, Wurttem., 130
 Jherurssel, 92
 Jherwesel, Rhine, 84, 315
 Jherweiden, Austria, 142
 Jherwiuter, Rhine, 302
 Jherwad, Rhine, 92
 Jhercritnan, Bavaria, 135
 Jherriet, Switzerland, 154
 Jherilavka, 179
 Jherour, Belgium, 76
 Jherota, 173
 Jheroenfurt, 141
 Jheromish, 396
 Jherense, 493
 Jherburg, Austria, 125, 140
 Jherosa, Russia, 481
 Jherdenburg, Austria, 147, 35
 Jherna, Prussia, 114
 Jherningen, 129
 Jherde, 86
 Jherliou, Switzerland, 155
 Jhertofta, 113
 Jherlau, 115
 Jherstrich, Rhine, 90
 Jhertringen, 89
 Jherettingen, Bavaria, 133
 Jheren, Hungary, 134, 145
 Jherenbach, Rhine, 93
 Jherenburg, Rhine, 94, 334
 Jherfingen, Bavaria, 130
 Jherger, 181
- Oggersheim, Rhine, 96, 460
 Olry, France, 52
 Oissel, France, 20
 Okolovskaia, 179
 Olazaguita, Spain, 171
 Olching, Bavaria, 133
 Oldebroek, 81
 Oldersum, Germany, 102
 Oleggio, Italy, 163
 Olivano, Italy, 163
 Olhau, Prussia, 122
 Olite, 173
 Oliveira, Portugal, 176
 Oliveira de Barros, 178
 Olmutz, Austria, 141, 351
 Olshene, Belgium, 63
 Oltem, Switz., 1491, 50, 151, 155,
 156
 Olloy, Belgium, 77
 Onzain, France, 34
 Oos, Rhine, 60, 94, 95
 Oostcamp, Belgium, 62
 Oostkerke, Belgium, 69
 Onnens, Switz., 156
 Opatowitz, 138
 Oporto, 178
 Oppeln, Prussia, 91, 122
 Oppenheim, Rhine, 96, 317
 Oran, 507
 Orange, France, 46, 468
 Oravitsa, Hungary, 143
 Orbetella, 168
 Orchamps, France, 43
 Orfuna (Spain) 172
 Orebro, Sweden, 113, 486
 Orekhov-Zoueva, 179
 Orisby, Sweden, 113
 Orlesans, Fr., 27, 28, 34, 36, 38,
 267, 469, 472
 Orly, 181
 Ormozy, 15.
 Ornavasca, 435
 Oron, 148
 Orsiniomas, 143
 Orry-la-Ville (France) 13
 Orsay, France, 26
 Orsieres, 441
 Orsona, Spain, 172
 Orta, 170
 Orta Lago di, 421
 Orthez, France, 37
 Ortona, Italy, 170
 Ortesche, Prussia, 125
 Oschatz, Saxony, 127
 Oscherleben, Germany, 105
 Osiek, 110
 Osimiro, 170
 Osmabruck, Germany, 102
 Osborna, 172
 Ossedaletto, Italy, 164
 Ossentshenskaia, 179
 Ostaschkovskaia, 179
 Ostau, 140
 Ostend, Belgium, 60, 62, 68,
 74, 86, 88, 288
 Osterath, Prussia, 84
 Osterhofen, 135
 Osteria-bianca, Italy, 166
 Osterburg, Germany, 105
 Osterholz, Scharnbeck, Ger-
 many, 101
 Ostermündingen, 148, 149
 Ostspai, Rhine, 90
 Oster-Ohrated, Den., 109, 110
 Ostheim, Rhine, 58
 Osthofen, Rhine, 91, 96
 Ostroff, 181
 Oawicim, Austria, 122, 140
 Otloczyn, 118
 Ottinge, 72
 Ottingues, Belgium, 72, 73,
 75, 76, 298
 Otweiler, Rhine, 89
- Ouchy, Switzerland, 370
 Oudenbosch, Holland, 80
 Oudewater, Holland, 82, 83
 Oudon, France, 36, 471
 Ougrée, Belgium, 72
 Ouglovkaia, 179
 Ougney, France, 43
 Oullins, France, 32, 476
 Oundol, 179
 Ourscamps, France, 16
 Osby, 113
 Onschalkinskai, 179
 Oval, 178
 Oviglio, 162
 Ovsilag, Denmark, 110
 Oyrrières, France, 56
 Osouer-le-Vouglis, Fr., 56
 Osouar-la-Ferrière, Fr., 56
- P
- Paderborn, Rhine, 99, 120
 Padua, Italy, 164, 384
 Pagani, Italy, 170
 Pagny-sur-Meuse, Fr., 53
 Pagny-sur-Moselle, Fr., 51
 Pagoes, 177
 Paka, 139
 Palaiseau, France, 28
 Palanquinos, 177
 Palassolo, Italy, 164, 384
 Palencia, Spain, 172
 Palermo, Sicily, 165, 398
 Palezieux, 148
 Paludoro, 167
 Palma, Spain, 176
 Palma, Italy, 165
 Palma (Sicily) 398
 Palmella, 177
 Palm, 176
 Pao, 167
 Pao, Hungary, 122
 Pannia, France, 38
 Pamplona, Spain, 171
 Pamplona (Spain) 173, 406
 Pamproux, France, 38
 Panchot, France, 42
 Pancorbo, 171
 Papenburg, Germany, 102
 Papignies, 74
 Papenburg, 102
 Parabiago, Italy, 167
 Paracuellos, 173
 Pardubits, Austria, 138, 147
 Paredes, 177
 Pargny, France, 52
 Paris, Fr., 11, 12, 13, 14, 15,
 16, 17, 18, 19, 20, 21, 22, 24,
 25, 26, 27, 28, 30, 31, 32, 33, 34,
 36, 38, 40, 43, 44, 46, 49, 51, 52,
 54, 55, 56, 58, 60, 61, 62, 64, 66,
 71, 73, 75, 77, 78, 80, 82, 85, 86,
 88, 93, 96, 132, 157, 161, 171, 268
- Parma, Italy, 166, 168, 384
 Parndorf, Hungary, 124
 Parona, Italy, 161
 Partenstein, Bavaria, 132
 Partilled, 112
 Pas des Lanciers, France, 46
 Pasencia, 173
 Pasewalk, 115, 116
 Pasian Chivavonesco, 161
 Pasing, Bavaria, 131, 133, 134
 Passau, Germany, 135, 137, 335
 Passow, Prussia, 116
 Passy, France, 19
 Pastena, 168
 Patmos, 398
 Paa, France, 27, 275
 Paulimnau, Germany, 106
 Pavia, Italy, 163, 166
- Pavilly, France, 20
 Paviou, 179
 Payerbach, Austria, 144, 146
 Payerne, 443
 Pedrola, 173
 Peggau, Austria, 144, 145
 Pegli, 159, 172
 Peine, Germany, 102
 Peltre, France, 51
 Pelplin, Prussia, 118
 Penafior, 176
 Penne, France, 42
 Penzig, 121
 Pempster, Bel., 66, 73, 78, 292
 Perchtoldsdorf, 144
 Perenchies, France, 12
 Peretchina,
 Perli, 161
 Perigneux, France, 28, 37
 Pernege, Austria, 144, 145
 Perpignan, France, 41
 Pertengo, 150
 Pertengo, Italy, 160
 Perth, 181
 Pesard, 169
 Pescantina, Italy, 161
 Pescara, 170
 Peschiera, Italy, 164, 4
 Pesca, Italy, 167
 Peske, 182
 Pesth, Hungary, 142, 351
 Pessione, Italy, 158
 Pessac, France, 39
 Peterhoff, Russia, 176, 182
 Peteri, Hungary, 143
 Peterwitz, Prussia, 125
 Petouchki, 179
 Petrowitz, Austria, 140
 Pettan, 144
 Pexiora, France, 41
 Peyreharade, France, 275
 Pesens, France, 41
 Pfaffstättin, 144, 146
 Pfaffsdorf, 64
 Pferser, Switzerland, 370
 Pforsheim, Bavaria, 135
 Pforsheim, Germany, 60, 94, 315
 Philippville, Belgium, 77
 Philippville, Algiers, 97
 Phillipoli, 523
 Phlispied, 486
 Piacenza, Italy, 162, 166
 Piazano, Italy, 161
 Piave, Italy, 161
 Picquigny, France, 18, 462
 Pienée, Jugo, 31
 Pierrefondes Bains, Fr., 275
 Pierrelatte, France, 46
 Pierrot, France, 39
 Pierre Pertuis, Pass of, 424
 Pierrepont, France, 55
 Pieterlin, 152
 Piet. Gijzenbrug, Holland, 8
 Pieve a Nievole, Italy, 167
 Pieve Albignada, 163
 Pignatori, 165
 Pilla, 142
 Pilling, 135
 Pilsen, Austria, 147, 141, 351
 Pilwiczki, 181
 Pina, Spain, 174
 Pinerolo, Italy, 159
 Pinhal Novo, 177
 Pinneburg, 109
 Pina, France, 38
 Pinto, Spain, 173, 175
 Pionenc, France, 46
 Piotrkow, 124
 Pirna, Saxony, 139
 Pise, Italy, 164, 166, 167, 392
 Piacina, Italy, 159
 Pistoja, Italy, 163, 167

- Pittersdorf, 455
 Pisarra, 176
 Piacenza, 164, 170
 Planneg, Bavaria, 131
 Plasschendaal, Belgium, 62
 Plattling (Bavaria) 135
 Plauen, Saxony, 125, 156
 Plainfeld, Bavaria, 133
 Pleinting, 135
 Plessis, Belleville, 15
 Plettenberg, 99
 Plochingen, Wurttemberg, 129, 130
 P. Lokoshaza, 142
 Plombieres, France, 44, 56
 Ploussa, 181
 Pluderhausen, 129
 Plyewia, Poland, 124
 Poalsboda, 112
 Pobes, 172
 Poceirao, 177
 Pochlarn, 136
 Poço do Bispo, Portugal, 177
 Podaso, 170
 Podbrodze, 181
 Podelzig, Prussia, 118
 Podiebrad, 139
 Podleze, Poland, 140, 141
 Podsolnetchnaia, 179
 Pohl, 165
 Poggibonni, Italy, 166
 Poggio Imperial, 170
 Poggi Renatico, 167
 Pohl, Austria, 140
 Poissy, France, 20, 463
Poitiers, France, 34, 38, 40, 75, 471
 Poix, for St. Hubert, Bel., 72
 Poix, France, 15, 52
 Pojana, 164
 Poillat, France, 50
 Poitrau, 144
 Poltschach, 145
 Pomhal, 178
 Pomnitz, Saxony, 128
 Pompelli, Italy, 168, 385
 Ponsenc, France, 40
 Pondery, 181
 Pomig, 145
 Pomigl, Austria, 145
 Pontailier, France, 43
 Pontanevaux, France, 44
 Pontarlier, France, 45, 152
 Pontassieve, Italy, 164
 Pont-audemer (France) 275
 Pont-a-Celles, Belgium, 65
 Pont-a-Mousson, Fr., 51, 474
 Pont Beauvoisin, 443
 Pont Chateau, 31
 Pont-d'Ain, France, 50
 Pont-de-l'Arche, Fr., 40, 463
 Pont-de-Briques, France, 18
 Pont du Gauthier, 435
 Pont-de-Gennes, France, 24
 Pont-de-Veyle, France, 50
 Pontecagnano, 168
 Pontecrone, Italy, 162
 Ponte d'Ascea, Portugal, 177
 Pontedecimo, Italy, 158, 159
 Pontedera, Italy, 166
 Ponte de Sor, 177
 Ponte de St. Anna (Port.) 177
 Ponte di Brenta, Italy, 164
 Ponte Galera, 167
 Ponte Ghinori, 168
 Ponte Lagoscuro, 167
 Pontenueve, 166
 Ponte S. Marco, Italy, 164
 Ponte S. Pietro, 162
 Pontgouin, France, 24
 Pont, Herbert, 22
 Pont l'Evêque, France, 22
 Pont-Mort, France, 30
 Pontoise, Fr., 11, 12, 15, 73, 275
 Pont-Remy, France, 18, 462
 Pontresina, 454
 Pont St. Esprit, 468
 Pont-St. Maxence, Fr., 16, 476
 Pont-sur-Yonne, Fr., 44, 465
 Ponzana, Italy, 160
 Poppinge, 69
 Poppenreuth, Bavaria, 133
 Porcari, Italy, 167
 Pordenone, Italy, 161
 Porretta, 163
 Porta, Prussia, 86, 102
 Portalegre, 177
 Porta Recanat, 170
 Porte d'Austerlitz, 52
 Portets, France, 40
 Portici, Italy, 168
 Porto Civanov, 170
 Porto S. Giorgio, 170
 Port-a-Binson, France, 52
 Port-Boulet, France, 36
 Port-Brillet, France, 24
 Port d'Atelier, France, 54, 56
 Port-des-Piles, France, 34
 Port-Sainte-Marie, Fr., 40
 Port St. Mary's, Spain, 406
 Port-sur-Saône, France, 54, 56
 Portsmouth, England, 183
 Posada, Spain, 176
Posen, Prussia, 122, 343
 Poshinkaia, 182
 Posnitz, Austria, 144, 145
 Potassa, 168
 Potenza Picena, 170
 Pöter, 179
 Pötschappel, Saxony, 126
Potsdam, Prussia, 115, 345
 Pötschbrunn, 136
 Pötschach, Austria, 144, 146
 Pötscha, Saxony, 139
 Pougnes, France, 32
 Pouilly-sur-Loire, France, 32
 Pourn-Brivilly, 55
 Poussin, 467
 Pouxoux, 61
 Povoa, Portugal, 177
 Pozadze, 171
 Pozal, Spain, 172
 Pozuelo, 171
 Pozuelo, Italy, 166
 Pozuolo, Italy, 162
 P. Paks, Hungary, 143
 Pra, 159
 Praculica, 163
 Pragerhof, 144
Prague, 127, 139, 141, 147, 352
 Praia, 174
 Prato, Italy, 167
 Pratteln, Switzerland, 151
 Prast, 118
 Precty, France, 11
 Predmeritz, 128
 Predranitz, Italy, 162
 Preignac, France, 40
 Preinac, Austria, 139
 Premia, Spain, 173
 Premstätten, 146
 Prenzlau, Prussia, 115, 346
 Preobrajenska, 181
 Prerau, Austria, 140, 141
 Presentano, Italy, 165
Pressburg, Hungary, 142, 147, 148, 352
 Preston, England, 183
 Prestranek, Austria, 145
 Prien, 136
 Prinzersdorf, Austria, 137
 Pristewitz, Saxony, 127
 Pritzler, Germany, 106
 Privas, France, 46
 Promonter, 145
 Prosecco, 145
 Provins, France, 56
 Prownicki, 181
 Pruchna, Austria, 140
Prusa, 498
 Pruszkow, Poland, 124
 Przemysl (Austria) 140
 Przeworsk, 140
 Pskoff, Russia, 179, 181
 Puertollano, 178
 Puerto S. Maria, Spain, 175
 Puerto Real, Spain, 175
 Puiç, 174
 Punt, 452
 Puntigam, 144
 Puntigam, Austria, 145
 Purkersdorf, Austria, 137
 Puschdorf, 118
 Puschio, 454
 Puspok-Ladany, Hun., 142
 Pusza Poo, Hungary, 142
 Puteaux, France, 19
 Putten, 81

Q.
 Quaderna, Italy, 169
 Quariz, Prussia, 121
 Quecetra, Italy, 167
 Quedlingburg, 105
 Quero, Spain, 175
 Quevenevon, 31
 Questembert, 31
 Quetteville, 22
 Quevy, Belgium, 64
 Quevrain, Bel., 14, 64, 298
 Quimper, 20, 24, 31
 Quimperle, 31
 Quintanapala (Spain) 171
 Quintanilla, 172
 Quintanilleja, Spain, 171

R.
 Raab, Hungary, 134
 Raconigi, Italy, 159, 161
 Radberg, Saxony, 128
 Radnitz, 146
 Radolfzell, 94
 Radomsk, Poland, 124
 Radotin, 147
 Radymnio, 140
 Radziwillow, Poland, 124
 Ragatz, Switz., 153, 154, 370
 Raigern, Austria, 138
 Raimach, 174
 Raismes, France, 14
 Raitz, Austria, 138
 Rajszell, 174
 Rakasdin, Hungary, 143
 Rakel, 145
 Ramankuya, 182
 Rambouillet, France, 24, 472
 Ramsgate, England, 183, 184
 Ranchot, France, 43
 Randers (Denmark) 110, 112
 Rann, 147
 Ransart, Belgium, 75
 Raon l'Étape, 61
 Rapphele, France, 165
 Rapollano, Italy, 166
 Rapperschwil, Switz., 153, 439
 Rastatt, Rhine, 94
 Rapphele, France, 165
 Rapollano, Italy, 166
 Rapperschwil, Switz., 153, 439
 Rastatt, Rhine, 94
 Rätterschen, Switzerland, 152
 Rathen, Saxony, 139
 Ratibor, 145
Ratisbon, Germany, 134, 335
 Ratzdorf, Hungary, 147
 Ratzehurg, Germany, 106, 107
 Raubling, Bavaria, 136
 Raudnitz, Austria, 139
 Rauscha, Prussia, 121
 Ravenna, Italy, 161, 385
 Ravensburg, Wur., 130
 Rawicz, 122
 Reading, England, 183
 Rebaix, Belgium, 74
 Rebstein, Switzerland, 154
 Reccojo, 172
 Rechemourt, France, 52
 Recklin, 116
 Recogne, Belgium, 72
 Redl, 137
 Redon, 20, 31
 Regensburg, Germany, 134, 331
 Reggio, 166
 Regitsa, 181
 Rekeno, 177
 Rehme, Prussia, 86, 102
 Reichelsdorf, Bavaria, 133
 Reichenau, Austria, 139, 148
 Reichenau, Switzerland, 37
 Reichenbach, Wur., 130
 Reichenbach, Sax., 125, 126
 Reichenbach, Prussia, 124
 Reichenbach, Saxony, 128
 Reichenberg, Aus., 128, 139, 147
 Reiden, Switzerland, 150
 Reims, France, 15, 16, 54, 55, 59, 75, 77, 80, 275
 Reimberg, Germany, 106
 Reimosa, Spain, 172
 Reisen, 122
 Remagen, Rhine, 84, 312
 Rémicourt, Belgium, 66
 Remilly, France, 51
 Remiremont, 61
 Renais, Belgium, 63, 77
 Renchen, Rhine, 94
Reudersburg, Den., 109, 110, 493
 Renedo, Spain, 172
 Renens, Switzerland, 156
 Rennes, France, 20, 24, 26, 275
 Repczyce, 140
 Reschetnikovskaia, 179
 Resina, Italy, 385
 Rethel, France, 15, 52
 Rethen, Germany, 102
 Retzbach, Bavaria, 132
 Reully, 28
 Reuss, Spain, 173, 175
 Renteria, 171
 Reuth, Saxony, 125, 126
 Reutlingen, Wurtem., 129, 130
 Revin, 15
 Revigny, Aux Vaches, 52
 Rewnitz, 147
 Rezzato, Italy, 164
 Rezonico, 426
 Rheda, Prussia, 86
 Rheims, see Reims
 Rheinbreitach, Rhine, 312
 Rheine, Germany, 99, 102
 Rheinfek, Switzerland, 154
 Rheingöheim-Mund, 96
 Rheinweiler, Rhine, 94
 Rheine, Rhine, 315
 Rheydt, 89
 Rhine, Route up, 454
 Rhine, Belgium, 72, 73, 299
 Rhid, Italy, 160, 163, 167
 Riardo, 165
 Ribeauville, Rhine, 58
 Ribécourt, France, 16
 Richterschwyl, 439
 Rieha, 172
 Ridders, Switzerland 157
 Riedau-Ried, 136
 Riedtwyl, Switzerland, 149
 Riehen, 93

- Rieea, Germany, 126, 127
Riferschurjl, 430
Rifredi, 167
Riga, Russia, 176, 180, 181, 481
Righi, 430
Rignano, 164
Rigoli, Italy, 167, 169
Rigueme, 175
Rijswijk, Holland, 81
Rikina, 179
Rilly-la-Montagne, 52
Rimini, Italy, 169, 170, 385
Rincon de Soto, 174
Rindheim, 110
Ringelheim, Germany, 104
Ringmudshof, 81
Ringsed, Denmark, 110
Rinkeroed, Germany, 99
Rinthoese, 143
Rio Flume, 167
Ri-la, 163
Riom, France, 30, 275
Rion, France, 39
Ripaltrato, Italy, 167, 169
R'palto, 170
Risicle, (France) 39
Risa, France, 25
Risztissen, Wurtemberg, 93
Rittershausen, Prussia, 130
Riva, Austria, 352
Riva, Italy, 159
Rivarofada, 173
Rivarolo, Italy, 158, 159
Rive-de-Gier, Fr., 32, 276, 475
Rives, France, 49
Rivesaltes, France, 41
Riviere, France, 39
Rivoli, 169
Rixensart, Belgium, 72, 73, 299
Rixheim, Rhine, 58
Roanne, France, 32, 276, 475
Roberusholm, 111
Rociac, France, 48
Robledo, 171
Rocca d'Evandro, 165
Roccasecca, 65
Roche, France, 43
Roche, Switzerland, 156
Roche, Conde, France, 12
Rochefort, France, 38, 43
Rochefort, France, 276
Rochfort, Belgium, 300
Roche-Conde, France, 22
Rockenice, 22
Rodallo, It. Jy, 160
Rodeheim, 92
Roderan, 127
Röderan, Saxony, 114, 127
Rodes, France, 42
Roding, 141
Rodkjærshor 110
Roeskilde, 09
Roeskilde, Denmark, 110, 494
Roux, France, 14
Rogats, Germany, 106
Rognac, France, 46
Rogaredo, 166
Rogow, Poland, 124
Rohrbach, Rhine, 95, 475
Roisdorf, Prussia, 84
Roitham, 137
Rokiciny, Poland, 124
Rokitsan, 146
Rolampont, France, 56
Rolandseck, Rhine, 60, 84, 312
Rolle, Switzerland, 156, 433
Romaneeche, France, 44
Romanshorn, Switz., 149,
150, 151, 152, 155
Rome, Italy, 165, 167, 169, 170,
Romedonne, 75
Römerbad, Austria, 145
Romershof, Russia, 176, 181
Romilly, France, 22, 56
Romont, 147
Ronchi, 161
Ronco, Italy, 158
Roost, 89
Roosendaal, Holland, 80
Roquefavour, France, 46
Rorschach, Switzerland, 154
Rorsdorf, 455
Rosenbach, 141
Rosenheim, Bavaria, 60, 136
Rotheim, 61
Rosiere-Aux-Salines, Fr., 52
Rosier, France, 20
Rosny-sous-Bois, France, 56
Rosny, Belgium, 66
Rosporden, 31
Rossillon, France, 50
Rossitz, 138
Rossau, 114
Rosta, Italy, 158
Rostock, Austria, 139
Rostock, Ger., 108, 409, 235
Roth, Bavaria, 133
Rothenburg, Prussia, 120
Rothenkrug, 109
Rothkreuz, 55
Rottenburg, Wurtemberg, 129
Rotterdam, Holland, 68, 74,
77, 80, 81, 82, 83, 85, 88, 305
Röthenbach, Bavaria, 135
Rothenburg, Switz., 120, 150
Rottendorf, Bavaria, 132
Roubaix, France, 14, 63, 70, 276
Rouchona, 181
Rouen, France, 20, 276, 463
Rouessé-Vassé, France, 24
Rouffach, Rhine, 58
Rongemont, 441
Rouille, France, 38
Roulers, Belgium, 69
Route-de-Grenoble, Italy, 157
Roux, Belgium, 65
Roverbella, Italy, 164
Roveredo, Tyrol, 161, 353
Rubbia, 161
Rubigen, Switzerland, 149
Ruda Guzowski, 124
Ruda, Prussia, 122
Rudelsdorf, 140
Ruderstahofen, Bavaria, 135
Rudesheim, Rhine, 90, 316, 458
Rudgedorf, 40
Rudzinitz, Prussia, 122
Rue, France, 462
Ruets, 173
Ruell, France, 19
Ruffec, France, 32
Ruhrort, Rhine, 66, 68, 78, 88, 86,
87, 297
Runkel, 90
Rupperswell, Switz., 155
Ruschlikon, 439
Russelsheim, 91
Russi, 161
Ruth, Switzerland, 154
Ruti, Switzerland, 153
Rutberg, 149
Ruybroeck, Bel., 64, 65, 70, 284
Rybnik, 125
Rzesow, 140
- S.**
- Saagh, Hungary, 143
Saanen, 441
Saarbrücken, 89, 475
Saarlouis, 89
Sabadell, Spain, 174, 407
Saberdun, France, 38
Sable (France) 22
Sablinakia, 171
Sacaevm, Portugal, 177
Sachsenhausen, Rhine, 93
Saclie, Italy, 161
Sackingen, Switzerland, 94
Sad. Wisnia, 140
Sæsterøen, 111
Safajo, 113
Sagan, Prussia, 121
Sagor, Austria, 145
Sagrado, Italy, 161
Sahagun, 177
Saincaux, France, 28, 32
Saitz, Austria, 138
Salamanca (Spain) 407
Salarzo, Italy, 166
Salbris, France, 28
Salces, France, 41
Saltes, Switzerland, 154
Saline, 168
Salina, France, 43
Salindres, France, 48
Salisbury, England, 178, 184
Salise, France, 45
Sallitas, 173
Sallenche, 433, 449
Salloch, 144
Salorno, 161
Saluggia, Italy, 160
Saluzzo, Italy, 159
Saluzzo, Italy, 160
Salvatierra, 171
Salzbergen, Germany, 102
Salzburg, Aus., 60, 136, 137, 353
Salsderhelden, 101
Salsgitter, 104
Salskotten, Germany, 99
Salzkungen, Prussia, 115, 116
Salzig, Rhine, 315
Salzgitter, Germany, 104
Salles-la-Source, France, 42
Salles, France, 39
Salloch, Austria, 145
Sama (Spain) 176
Samoggia, 166
Samos, 398
Samter, Prussia, 122
S. Ambrogio, Italy, 158
S. Andrea, Spain, 174
S. Antonino, Italy, 158
S. Arcangelo, 169
S. Ben. d. Tronco, 170
S. Bonifacio, Italy, 164
S. Chidrian, Spain, 171, 174
S. Damiano, Italy, 158
S. Donnino, 166
S. Donnino, Italy, 166
S. Elpidio, Italy, 170
S. Felso, Spain, 174
S. Germano, Italy, 160, 165
S. Giovanni, 164
S. Giov. d'Asso, 165
S. Giovanni Mansano, 162
S. Giuliano, Italy, 162, 167
S. Giulietta, Italy, 162
S. Hario, 166
S. Maria, Italy, 389
S. Martino, Italy, 164, 168
S. Michele, 161
S. Nicolo, Italy, 162
S. Pier d'Arena, Italy, 154, 159
S. Piero, Italy, 169
S. Pierino, Italy, 166
S. Remo, Italy, 388
S. Romano, Italy, 166
S. Salvatore, Italy, 169
S. Sebastian, Spain, 171, 383
S. Severo, 170
S. Stefano, 166
S. Vicente, Spain, 171
S. Vito, 170
San Bonifacio, 164
Sancerre, France, 22
Sandbach, 128
Sande, 111
Sander, 111
Sandhem, 113
Sandigian, Italy, 160
Sandjo, 113
Sandst., 111
Sandviken, 111
San Fernando, 176
Sangiorgio, Italy, 165, 167
Sangone, Italy, 159
San Gimignano, 174
Sannazzaro, Italy, 163
Sannofa, France, 11
San Pietro in Casale, 167
San Pol, 173
Sans, 174
Sanseverino, Italy, 165
San' Anna, 170, 177
Santa Cruz, 172
Santa Eulalia, 177
Santamaría, Italy, 165, 289
Santa Marinella, 167
Santander, Spain, 171, 172, 407
Santarem, Portugal, 177
Santa Severa, 167
Santbergen, 74
Santenay, France, 42
Santia, Italy, 160
Santo Spirito, 170
San Vincente, 174
Sáp, Hungary, 122
Saragossa, Spain, 172, 174
Saracov, Russia, 422
Saran, Prussia, 124
Serdanola, Spain, 174
Sergans, Switz., 153, 154, 429
Sarinena, 174
Sarlieve, France, 30
Sarno, Italy, 165
Sarbrück, 73
Sarstedt, Germany, 101
Sartirana, Italy, 163
Sarrebouurg, France, 52, 464
Sarsana, 164
Sassendorf, Germany, 99
Sattig, Switzerland, 50
Saubuse, France, 39
Sauerbrunn, 147
Sauerlach, Bavaria, 136
Saumur, France, 36, 277, 470
Savignies, 26
Saulces-Monc, France, 15, 52
Sauveterre, France, 4.
Sava, 144
Saverne, France, 52
Savenay, France, 30, 31, 36
Savignano, 169
Savigny-sur-Ogère, Fr., 27, 471
Savigny-en-Septaine, Fr., 28,
287
Savigliano, Italy, 159
Savonnieres, France, 36
Sax, Spain, 175
Saxon, Switzerland 157
Scafati, Italy, 167
Scanfs, 453
Schaffhausen, Switz., 94,
148, 149, 150, 151, 152, 154, 155,
370, 429, 436
Scala Nova, 398
Seeaux, France, 24, 28
Schadendorf, Austria, 147
Scharbeek, 71
Schaidt, 96
Schalding, 135
Schallstadt, Rhine, 94
Schandau, Germany, 136
Schänis, 153
Schebitz, 122

- Schellebelle, Belgium, 68
 Schemmerberg, Wurt., 130
 Schendelbeke, 74
 Schenkowitz, 147
 Scheveningen, Holland, 306
 Schiedam, Holland, 81
 Schirfstein, 459
 Schifferstadt 60
 Schinznach, Switzerland, 153
 Schkeuditz, 108
 Schkeuditz, Prussia, 108
 Schlichters, 135
 Schladen, Germany, 104
 Schladerer, 86
 Schlangenbad, Germany, 335
 Schlawenau, 123
Schlesing, 494
 Schlestadt, Rhine, 58, 60
 Schifferstadt, Rhine, 58, 60, 475
 Schivelbein (Prussia) 116
 Schliengen, Rhine, 94
 Schlieren, Switzerland, 155
 Schlobitten, Prussia, 118
 Schmirikon, Switz., 153, 439
 Schmitzen, Switz., 148, 150
 Schmolz, Prussia, 154
 Schmolis, 124
 Schneckberg, 185
 Schneckensahl, Prussia, 118
 Schomburg, 457
 Schomburg, Austria, 140, 141
 Schönbühl, Switzerland, 149
 Schönebeck, Germany, 108
 Schönenwerth, Switz., 151
 Schonfeld, Austria, 138
 Schoningen, 104
 Schonlanke, Prussia, 118
 Schonungen, Bavaria, 138
 Schoppheim, 93
 Schoppenstedt, Ger., 105
 Schorndorf (Wurtem.) 129, 131
 Schultis, 118
 Schnols, 143
 Schnupfen, 458
 Schussenried, W'burg, 130
 Schwanheim, Rhine, 96
 Schwan, Germany, 109
 Schwabach, Bavaria, 133
 Schwabmünchen, Bav., 135
 Schwadowitz, Austria, 138
 Schwabach, Germany, 335
 Schwanestadt, Austria, 137
 Schwandorf, Bavaria 134, 141
 Schwarzenbach, Switz., 154
 Schwarzenbach, Bav., 134
 Schwarzenbeck, Ger., 106
 Schwarzenberg, Saxony, 125
 Schwarz, Austria, 136
 Schwechat Kiederling, Austria, 134
 Schwednitz, Prussia, 124
 Schweinfurt, Bavaria, 132, 336
 Schwelm, Prussia, 98, 346
 Schwerin, Ger. 106, 108, 109
 Rohrwitzbach, Switz., 153
 Schwientochowitz, 121
 Schwytz, Switzerland, 570
 Sclaigneux, Belgium, 78
 Sciaca (Nicky) 393
 Seckari, Turkey, 503
 Sechem, Prussia, 84, 88
 Seclin, France, 14
 Secugnago, 106
 Sedan, France, 15, 55,
 Bedilsson, 149
 Sees, France, 24
 Seefeld, Germany, 106
 Seelze Germany, 102
 Seepohl, Prussia, 118
 Seesen, Germany, 104, 154
 Sejala, France, 41
 Segen-Gottes, Austria, 138
 Segni, 165
 Segonnaux, France, 46
 Seheaux, Prus., 106, 115, 116
 Sehnle, Germany, 100
 Selberdorf, Austria, 140
 Seldkeim, 188, 398
 Seitzchen, Saxony, 128
 Selgna, 174
 Selgenstadt, Bavaria, 138
 Sellye, Hungary, 124
 Selzach, Switzerland, 154
 Femil, 139
 Semmering, Austria, 144
 Sempach, Switzerland, 150
 Senden, 135
 Senefels, Belgium, 76
 Senngallo, Italy, 169
 Senlis, France, 17, 476
 Sens, France, 44, 465
 Séon-St. André, France, 46
 Séon-St. Henry, France, 46
 Serain, Belgium, 78
 Serbrianka, 181
 Seregno, Italy, 166, 168
 Serezin, France, 46
 Sergiefskaja, Russia, 180
 Serbie Troitka, 182
 Sermakre, France, 53, 53
 Serravalle, Italy, 154, 167
 Serrheim, Wurttemberg, 130
 Serves, France, 46
 Servon, France, 24
 Servos, 432, 449
 Sessana, Austria, 145
 Sesto San Giovanni, Italy, 166
 Hesto, Italy, 167, 436 [166]
 Bestri, 159
 Settimo, Italy, 169
 Setubal, 177
 Sevelen, Switzerland, 154
 Severas, France, 30, 31
 Seveux, 54
 Seville, Spain, 176, 407
 Sevran Lorry, France, 15
 Sevres, France, 19, 474
 Seyssel, France, 50
 Sezsa, Italy, 162
 Sgurgela, 165
 Sheerding, 137
 Sheffield, England, 180, 183
 Sheldock, Pass of, 445
 Sichrow, Austria, 138
 Siegburg, Rhine, 86
 Siegen, Germany, 86, 87, 99
 Siegersdorf, Prussia, 121
 Siemenna, Italy, 166, 388
 Sierents, Rhine, 58
 Sierre, 434
 Siggenthal (Switzerland) 155
 Sigina, Italy, 166
 Signal, 248
 Sigüenza, Spain, 173
 Silenriue, Belgium, 77
 Silla, 176
 Sille-le-Guillaums, Fr., 24
 Sillery, 59
 Silva, Plana, 454
 Simmering, 124
 Sempelved, (Holland), 68
 Simplova, 434, 438
 Simpton, Pass of, 409
 Simonsdorf, Prussia, 118
 Simalunra, 166
 Singen, 94
 Sinn, 86
 Sinsheim, Rhine, 94
 Sinsig, Rhine, 24, 31, 455
 Sion, Switzerland, 157, 370, 434
 Sionach, Switzerland, 154
 Sis-Fok, 144
 Siolkon, 155
 Sissach, Switzerland, 151
 Sissak, 147
 Siverakus, 181
 Siviries, 147, 148
 Skalitz, Austria, 138
 Skarnos, 111
 Skierniewice, Poland, 124
 Skive, 110
 Skoedde, Sweden, 112
 Skovbro, Denmark, 110
 Slagelse, Denmark, 109, 110
 Slawig, Denmark, 109, 110
 Sleyding, 76
 Slotwind, 140
 Sluppa, 110
 Smedgebacken, 111
 Smiritz, Austria, 138
 Smyrna, Levant, 181, 182, 397
 Soberg, 120
 Sobernheim, Rhine, 89
 Socuellama, 176
 Soding, 146
 Soederteje, 112
 Soerby, 113
 Soesdia, 113
 Soest, Prussia, 81, 98, 99, 346
 Soignies, Belgium, 64, 70, 174
 Soissons, France, 15, 55
 Solarolo, 161
 Solenan, Austria, 144, 146
 Solero, Italy, 158
 Solothurn, Switz., 150, 151,
 152, 370, 371
 Solre-par-Sambre, Belg., 78
 Sollerop, Denmark, 110
 Sollingen, 104
 Somain, France, 14, 16
 Sommacampagna, Italy, 164
 Sommerau, Switzerland, 151
 Sommerfeld, Prussia, 121
 Sonceboz, 434
 Sonder, Norway, 111
 Sonneberg, Saxony, 115, 116
 Sophia, 503
 Forcy, France, 58
 Sorau, 121
 Sorensa, Italy, 162
 Sorges, France, 46
 Soru, 109
 Sorrenta (Italy) 389
 Sora, Denmark, 110
 Sosnowice, Poland, 124
 Sottevast, France, 22
 Souillac, 472
 Soultz-sous-Forêts, Fr., 58
 Souppes, France, 32
 Soure, 178
 Southampton, England, 183
 Souzella, 178
 Spa, Belgium, 16, 66, 73, 78, 299,
 Spandau Germany, 106
 Sparaunio, 165
 Sparker, 120
 Spareholm, 112
 Speyer, Ger., 60, 96, 336, 460
 Spexis (Italy) 164, 389
 Spielfeld, Austria, 144, 145
 Spire, See Speyer
 Spirovskaia, 179
 Spitta, Austria, 144
 Spittelndorf, Prussia, 121
 Spluzen, Switz., 154, 371, 412,
 439, 440
 Sprossano, Italy, 161
 Sprotawa, Prussia, 121
 Sta. Coloma, Spain, 174
 Staad, Switzerland, 371
 Staad, Switzerland, 154
 Stadthagen, Germany, 102
 Staffa, 430
 Staffelbach, Bavaria, 134
 Staffelstein, Bavaria, 131
 Stafford, England, 182, 183
 Stains Pierrefitte, France, 13
 Staaback, Bavaria, 132
 Staasfurt, Germany, 108
 St. Amarin, 59
 St. Ambroix, France, 48
 St. Amoud Mont, 26
 St. André-du-Gas, France, 49
 St. Aunes, France, 48
 St. Anne, 31
 St. Antoine, France, 32
 St. Astier, France, 37
 St. Aubin, 20
 St. Avold, France, 51
 St. Ay, France, 34
 St. Benoit, France, 34, 38
 St. Bernardine, 440
 St. Besselle, France, 40
 St. Blaise, Switz., 156
 St. Brea, France, 48
 St. Briane, 21
 St. Brianc, 24
 St. Césaire, France, 48
 St. Chamas, France, 46
 St. Chamond, France, 32, 475
 St. Christophe, France, 42
 St. Clement, 61
 St. Claude, France, 19, 276
 St. Cyr, France, 24, 26, 34
 St. Denis, Fr., 11, 13, 15, 276
 St. Denis, France, 34
 St. Denis Bovasso, Belgium,
 72, 75, 299
 St. Die, 61
 St. Disier, France, 54
 St. Egidien, Austria, 144, 146
 St. Erme Montaigne, Fr., 54
 St. Etienne de B. Geolra,
 France, 49
 St. Etienne, 30, 32, 42, 276, 475
 St. Etienne-Montine, Fr., 36
 St. Fiden, Switzerland, 154
 St. Firmin, France, 17
 St. Florent, France, 26
 St. Florentin, France, 44, 465
 St. Fons, France, 46
 St. Gall, Switz., 154, 155, 371
 St. Gallen, 152, 154
 St. Galmier, France, 32
 St. Georges, Austria, 145, 147,
 St. Georges, France, 44
 St. Gours, France, 39
 St. Genies, France, 48
 St. Geran-le-Puy, France, 31
 St. Germain, France, 19, 277,
 France, 30, 32
 St. Germain, France, 44
 St. Germain Lesprie, Fr., 32
 St. Germano (Italy) 389
 St. Gerwala, 9, 244, 164, 589
 St. Ghislain, Bel., 64, 77, 297
 St. Gilda, France, 30
 St. Goar, Rhine, 84, 315, 457
 St. Goarhausen, Rh., 90, 315
 St. Gobaine, France, 13
 St. Gothard, Pass of, 411
 St. Hilaire, France, 48
 St. Hilaire, France, 40
 St. Hippolyte, Rhine, 58
 St. Hubert, Belgium, 72, 301
 St. Ilgen, Rhine, 94
 St. Imbert, France, 32
 St. Jaent, 31
 St. Janos, Hungary, 134
 St. Jean de Maurienne,
 Italy, 157, 443
 St. Jean de Luz, Savoy, 277
 St. Joddard, France, 32
 St. Johann-Saarbrücken,
 Rhine, 59, 96
 St. Jory, France, 40
 St. Joseph, France, 46

- St. Julien-du-Saint, Fr., 44
 St. Julien, France, 48
 St. Lambert, Belgium, 77
 St. Lau, France, 11
 St. Lau, Belgium, 73
 St. Lizaing, France, 28
 St. Lo, France, 22, 277
 St. Loubes, France, 34
 St. Louis, Rhine, 54
 St. Loup Luxeuil, 54
 St. Luce, France, 36
 St. Macaire, France, 40
 St. Maixant, France, 38
 St. Malo, 26
 St. Maudé, Fr., 51
 St. Marcel, France, 49
 St. Mars-Orbec, France, 22
 St. Margrethen, Switz., 154
 St. Mars-la-Bruyere, Fr., 24
 St. Martin (Lander) Fr., 39
 St. Martin, France, 36
 St. Martin-d'Estre, Fr., 32
 St. Martin, France, 46
 St. Mathurin, France, 36, 470
 Ste. Maure, France, 34, 471
 St. Maur Port-Creteil, Fr., 51
 St. Maurice-Switz., 156, 157, 434
 St. Médard-d'Eyrans, Fr., 40
 St. Medard, France, 37
 St. Mesmin, France, 56
 St. Michel, Italy, 157, 443
 St. Michel, France, 27, 61
 St. Miklos, 142
 Sz. Miklós, Austria, 142
 St. Moritz, 452, 453
 St. Nabord, 61
 St. Nazaire, France, 36
 St. Nicolas, France, 40
 St. Nicholas, Belgium, 74, 209
 St. Omer, France, 12, 277, 461
 St. Ouen l'Aumone, Fr., 11
 St. Quentin, France, 16, 64, 73, 277
 St. Parres les V., 58
 St. Paterno, France, 27
 St. Patrice, France, 36, 470
 St. Peter, Austria, 137, 145
 St. Petersburgh, Russia, 178, 179, 180, 181, 182, 278
 St. Pierre d'Albigny, 156
 St. Pierre-d'Aurillac, Fr., 40
 St. Pierre-de Vauvray, 463
 St. Pierre for Louviers, 20
 St. Pierre-les-Calais, Fr., 12
 St. Polten, Austria, 137
 St. Pierre de Chignac, Fr., 37
 St. Pierre, France, 32
 St. Pierre-sur-Dives, Fr., 24
 St. Pierre-la-Cour, France, 24
 St. Pierre des Corps, Fr., 27, 34, 36
 St. Pierre, Switzerland, 441
 St. Polten, 136
 St. Prex, 156
 St. Priest, France, 49
 St. Quentin (Isere) Fr., 16, 49
 St. Rambert, Fr., 46, 49
 St. Remy, France, 30
 St. Robert, France, 49
 St. Romain, France, 466
 St. Romain, France, 20, 462
 St. Sebastien, France, 28
 St. Sulpice, France, 34
 St. Sebastian (Spain) 408
 St. Sylvain, 22
 St. Thibaud de Coux, 443
 St. Thibery, France, 37
 St. Trond, Belgium, 68, 293
 St. Tropez, France, 277
 St. Ursin, France, 26
 St. Valentin, 136
 St. Valery, France, 18
 St. Vallier, France, 46, 467
 St. Victor, France, 20
 St. Vincent, France, 39
 St. Vincenzo, 166
 St. Vit, France, 43
 St. Wendel, Rhine, 89,
 Stadhagen, 102
 Stallpomen, 128
 Standing, 102
 Stank'an, 146
 Stargard, Pr., 116, 122, 346
 Starburg, 130
 Staub, 146
 Staudernheim, Rhine, 89
 Stauning, Austria, 135
 Steu-nger, 492
 Steele, Rhine, 98, 99
 Steenbecque, France, 12
 Steenbrugge, 76
 Steenwerck, France, 12
 Stefanau, Austria, 141
 Stehag, 113
 Stein, Saxony, 125
 Steinach, 141
 Steinbach, Rhine, 94
 Steinbourg, France, 52
 Steinbruck, Austria, 145
 Steinbruch, Hungary, 142, 147
 Steiner, 93
 Stelle, 100
 Steivio, Pass of, 412
 Stendal, Germany, 106
 Stenstorp, Sweden, 112
 Stepanoro, 179
 Stephanosching, 135
 Sterpenich, Belgium, 72
 Sterkrade, Holland, 83
 Sterzing, Austria, 253
 Steuffin, Prussia, 108, 115, 116, 121, 123, 346
 Stierhof, Navaria, 133
 Stjernhof, Sweden, 112
 Stockard, 113
 Stockerau, Austria, 142
 Stockhausen, Rhine, 90
 Stockheim, 136
 Stockholm, Sweden, 112, 486
 Stockmannshof, 182
 Stolberg, Prussia, 66, 84, 296
 Stolzfelds, Rhine, 88, 314
 Stolzmtz, Prussia, 125
 Store, Austria, 145
 Stoven, 110
 Stovrik, 111
 Stovoro, 179
 Stradella, Italy, 162
 Stralsund, Prussia, 116, 346
 Strambino, Italy, 160
 Strassbourg, France, 22, 54, 58, 60, 61, 72, 93, 94, 277
 Strassburg, 146
 Strasskirchen, 135, 156
 Strass Moremeln, Hun., 134
 Strasswalchen, 137
 Stranberg, 135
 Straneale, France, 12
 Strevi, Italy, 162
 Striegau, Prussia, 124
 Strommen, Norway, 111, 486
 Strommen, 111
 Strzemessy, Poland, 124
 Stubing, 144
 Stübing, Austria, 144, 145
 Stahlweissenburg, Hun., 134, 145
 Stumsdorf, Prussia, 108
 Struzzer, France, 38
 Stuttgart, Wurtemberg, 62, 72, 129, 130, 131, 134, 336, 438
 Suberg, 148
 Subigen, Switzerland, 152
 Succursale, Italy, 160
 Suderburg, Germany, 100
 Sulz, 182, 453
 Sulz, Switzerland, 135
 Sulza, Prussia, 117
 Sulzbach, Bavaria, 134
 Sulzbach, Rhine, 89, 96
 Surenes, France, 29
 Sursee, Switz., 150 [441
 Susse, Italy, 157, 158, 163, 418
 Susen, Wurtemberg, 130
 Susenbrunn, 136
 Suedsbory, Denmark, 494
 Swentalian, 181
 Swida, 182
 Swinemerde (Prussia) 126
 Switzerland, Tour in 400
 Syngem, Belgium, 75
 Syracuse, Sicily, 393
 Szatmary, Hungary, 143
 Saikahasa, Hungary, 143
 Scantod, 144
 Sczakowia, Austria, 142, 141
 Szegedin, Hungary, 143
 Szered, Hungary, 147
 Szerencs, 143
 Saikso Zoolcs, 143
 Szob, Hungary, 142
 Soboslo, Hungary, 143
 Solnok, Hungary, 143
 Szörgh, Hungary, 142

T.

- Taastrup, Denmark, 109, 110
 Taconiglers, 26
 Tafalla, 173
 Tägertschl, 148
 Tain, France, 46
 Talamone, 168
 Talavera, 178
 Talitkaija, 182
 Talmay, France, 43
 Tamaris, France, 48
 Taminis, Belgium, 65, 78
 Tangerhutte, Germany, 106
 Tangiers, Africa, 408
 Tanlay, France, 44, 465
 Tantom, Prussia, 116
 Taormina, Sicily, 304
 Tapania, 118
 Taragona, 175
 Taragona, Spain, 175
 Tarascon, France, 46, 48, 468
 Tarasp, 453
 Tarbes, France, 39, 278
 Tarcaz, 143
 Tartaria, 174
 Tardorad, Hungary, 142
 Tarnok, 145
 Tarnow, Austria, 140
 Tarnowitz, Prussia, 122
 Tarp, Denmark, 110
 Tarraza, Spain, 174
 Tarrega, 174
 Taufkirchen, 136
 Taus, Austr., 147
 Tavannes, 434
 Tavernanno, 166
 Tavernello, Italy, 164
 Tchernoe, 179
 Tohondovska, 179
 Tchoulkoro, 179
 Tean (Italy) 165
 Teisenhof, 136
 Temeswar, Spain, 175
 Temeswar, Hungary, 143
 Templeuve, Belgium, 62, 70
 Tenda, 419
 Tenay, France, 50
 Tenhitt, 112
 Tepilita, Bohemia, 136, 353
 Terespol, Prussia, 118
 Tergnier, France, 16, 54
 Termoli (Italy), 170
 Termonde, Belg., 62, 74, 284
 Ternath, Austria, 62
 Ternitz, Austria, 144, 146
 Terrenoire, France, 32, 475
 Terrer, Spain, 173
 Teteny, 145
 Teta-bitz, 138
 Teuchern, Saxony, 117
 Thale, 105, 115
 Thalham, 136
 Thann, Rhine, 59, 278
 Tharandt, Saxony, 126, 336
 Theilay, France, 28
 Themar, Prussia, 115, 116
 Theresienfeld, Austria, 144, 146
 Theresienstadt, 139
 Theux, Belgium, 66
 Thielen, Belgium, 65
 Thiel, 69
 Thiengen, 94
 Thiennes, France, 12
 Thionville, France, 15, 51, 54, 55, 72, 278
 Thiviers, 28
 Thomar, 178
 Thomery, France, 32, 44
 Thoriahaus, 148
 Thorn, Prussia, 118
 Thonare, France, 36
 Thourout, France, 16
 Thourout, Belgium, 69
 Thronldjem, 110
 Thuin, Belgium, 16, 78
 Thullin, Belgium, 64
 Thum, Swit., 149, 150, 152, 371, 431, 440
 Thuis, 440
 Thy-le-Chateau, Belgium, 77
 Tiefenkaeten, 451
 Tierce, 22
 Tilburg, 80, 82
 Tيره, 393
 Tirlenort, Belgium, 66, 293
 Tissa-Luca, 123
 Tivoli, Italy, 399
 Tönning, Den., 99, 110, 495
 Todman, 32
 Toereboda, 112
 Tokay, Austria, 143, 353
 Toledo, Spain, 175, 408
 Tongres, 74
 Tonnerre, France, 44, 465
 Tonnelins, France, 40
 Toorbain, 393
 Torasso, Italy, 160
 Torbinskaia, 179
 Tordera, Spain 173
 Törboda, Sweden, 112
 Torino di Sangr, 170
 Torneros, 177
 Tornisch, 109
 Törnöck, Hungary, 142
 Török St. Miklos, Hun., 142
 Torre Annunziata, 168
 Torre de Gadanua, 177
 Torre del Greco, 168
 Torre-del-Greco, Italy, 167
 Torre Ion, Spain, 173
 Torrelavega, Spain, 172
 Torrelodona, 165
 Torrenieria, 165
 Torres Nova, 177
 Torrita, 166
 Tortona, Italy, 162
 Tot-Meyer, 124
 Tottoz, 143
 Toul, France, 52, 464
 Touques, 22

- Tournon, 467
Toulon, France, 49, 278
Toulouse, France, 38, 40, 278
 Tourcoing, Belgium, 14, 61, 70
 Tournay, B.-L., 63, 70, 74, 284
 Tournay, France, 44, 466
Tours, Fr., 27, 34, 36, 46, 278, 470, 71
 Tourville for Elbeuf, Fr., 20, 463
 Tourtemagne, 434
 Tourny, France, 27
 Traben, Belgium, 301
 Trabis, 165
 Trachenberg, Prussia, 122
 Trakehnen, 118
 Trampal, 177
 Trampke, 116
 Trani, 170
 Trapani, Sicily, 394
 Trappes, 24
 Trarbach, Belgium, 301
 Traunstein, Bavaria, 136
 Trautmannsdorf, 134
 Travers, Switzerland, 152
 Trebbin, 114
 Trebes, France, 41
 Trebgaat, 130
 Trecaite, Italy, 160
 Trelase, France, 36
 Tremaña, 128
 Trendelburg, Prussia, 120
 Treppenhof, 181
Treves [See Trier]
 Treviglio, Italy, 1621, 64, 166, 380
 Treviso, Italy, 161, 389
 Trevoix, France, 44, 466
 Treysa, Hesse, 92
 Triebitz, 140
 Trief, France, 20
 Trient, Tyrol, 161, 353
Trier, Prussia, 74, 73, 89, 301
 Triesdorf, 141
TrieSte, Austria, 145, 161, 353
 Trifail, 144
 Trinitapoli, 170
 Trilport, France, 52
 Trofarello, 158
 Trogstadt, Norway, 111
 Trofadorf, 86
Troldatten 486
 Trompet, Prussia, 26
 Tropnet, France, 85
 Troppau, Austria, 140
 Trotsano, Italy, 160
 Trouville, 22
 Troyes, France, 56, 58, 279
 Trubbach, Switzerland, 154
 Truffarello, Italy, 159, 161
 Trasciana, 140
 Tracimbia, 140
 Tsarskoe-Celo, Rus., 178, 181, 182, 480
 Tubingen, Wur., 129, 130
 Tubize, Bel., 64, 65, 70, 284
 Tudela, Spain, 173
 Tulle, 472
 Tumba, Sweden, 112
 Turgi, Switzerland, 155
Turin, Italy, 154, 157, 158, 159, 160, 161, 163, 169, 170, 389
 Turkismuhle, 89
 Tarnau, 139
 Turnitz, Austria, 136
 Turnhout, Belgium, 65
 Twer, Russia, 179
 Tworkau, 125
 Tymau, Hungary, 147
- U.**
- U. Nendorf, 142
 Uchauk, France, 48
 Uckange, France, 51
 Udine, Italy, 161, 390
 Uebersee, Bavaria, 136
 Uelzen, Germany, 100
 Uerdlingen, Prus., 85, 88, 296
 Uffenheim, 141
 Uhe, siko, 128
 Uhinigen, Wurtemberg, 130
 Ujeherto, 143
 Uls-Sony, 134
 Ullersätter, Sweden, 113
 Ullma, 50, 60, 130, 135, 336, 437
 Ulló, Hungary, 142
 Ummendorf, Wurt., 130
 Ung Hradich, 140
 Unkel, Rhine, 312
 Unna, Rhine, 98
 Unter-Berkowis, Austria, 139
 Unterböhmen, 129
 Unterbothingen, 129
 Unter-Drauburg, 124
 Untergrombach, Rhine, 94
 Unterkrippe, Rhine, 303
 Unterluos, Germany, 100
 Untersteinach, Bavaria, 133
 Untertenzen, Switz., 153
 Unterturkheim, Wurt., 130
 Unga, Hradich, Austria, 140
Upeala, 487
 Urcay, 26
 Urdorf, 155
 Uster, Switzerland, 153
 Utting, 143
 Utigen, Switzerland, 149
 Utsrecht, Hol., 80, 81, 82, 83, 306
 Utrera, Spain, 176
 Utsnach, Switz., 153, 439
 Utawyl, Switzerland, 154
- V.**
- Vaas, France, 27
 Valvre, 54
 Valby, Denmark, 109, 110
 Valdaiskaja, 179
 Valdestillas, Spain, 171
 Valle, Italy, 163
 Valence, France, 46, 279, 467
 Valence-d'Agen, France, 40
 Valencia, Spain, 174, 176, 381
 Valenciennes, France, 14, 16, 64, 279
 Valergues, France, 48
 Valena, Italy, 160, 163, 167
 Valdemoro, Spain, 175
 Valencia (Spain) 408
 Valladares, 178
 Valmontore, 165
 Vallollid, Spain, 171, 408
 Valmadonna, Italy, 163
 Valognes, France, 22
 Vallon, 26
 Valones, 20, 31
 Varades, France, 36, 471
 Varallo, Italy, 169, 390
 Varangeville St. Nicholas, France, 52
 Varena, 426
 Varennes-sur-Allier, Fr., 32
 Varennes-sur-Loire, Fr., 36
 Varennes, France, 52
 Varennes, France, 44
 Varesé, 422
 Vars, France, 34
 Vasilievo, 179
 Vasto, 170
 Vaucouleurs, 52
 Vauderens, 128
 Vaugria, France, 46
 Vaux Millieu, France, 49
- Vaumoise, 15
 Vayres, France, 34
 Vecelde, Germany, 102
 Vecsés, Hungary, 142
 Veenenburg, Holland, 81
 Veenendaal, Holland, 82
 Veitshausheim, 128
 Velagos, 171
 Velauz, France, 46
 Velden, 134
 Velletri, 105, 390
 Velm, Belgium, 68
 Velleki (Italy) 390
 Vellexon, 54
 Velpe, Germany, 102
 Vence Cagnes, France, 49
 Vendas Novas, 176, 177
 Vendenheim, France, 52, 58
 Vendevure, France, 56
 Vendenues, Jort, 24
 Vendranges-St. Prié, Fr., 32
Vemiece, 151, 161, 164, 166, 390
 Venissieux, France, 49
 Venna, 425
 Venta-de-Banos, Spain, 171, 172
 Ventschow, Germany, 108, 109
 Vercelli, Italy, 160, 168, 291
 Verberie, France, 16
 Verden, Germany, 101
 Verdello, Italy, 164
 Verebinskaja, 179
 Verreux, 54
 Vergato, 163
 Vergeze, France, 48
 Vergnasco, Italy, 160
 Vermoil, 178
 Vermaison, France, 32
 Vernayaz, 157
 Verneuil, France, 56
 Vernez, Switz., 156, 285
 Verney, 444
 Vernon, France, 20, 463
 Vernou, France, 34
 Veröce, Hungary, 142
 Verona, Italy, 161, 164, 166, 391
 Verrey, France, 44, 466
Versailles, France, 19, 26, 279, 474
 Versannes, 28
 Verseez, Hungary, 143
 Verxoi, Switzerland, 156
 Vertryck, Belgium, 66
 Verviers, Bel., 16, 66, 73, 78, 84, 292
 Vesinet, France, 19
 Vesoul, 54
 Vespolato, Italy, 163
 Vettweis, 84
Vevay, Switzerland, 152, 156, 371, 432, 447
 Vevey, 158
 Veviers, 26
 Veytaux Switz., 156
 Vezzenobres, France, 48
 Vexin, 55
 Via, Mala, 440
 Viana, 171
 Vianna, 176
 Viareggio, Italy, 168
 Vias, France, 37, 41
 Viasnikh, 170
 Viborg, 119
 Vicalvaro, Spain, 175
 Vicenza, Italy, 154, 392
 Vichy, France, 32, 280
 Vic-le-Comte, France, 30
 Victoria, 184
 Videm Gurkfeld, 124
 Vienenburg, Germany, 102
Vienna, Aus., 60, 71, 108, 122, 124, 127, 134, 137, 138, 142, 143, 143, 144, 145, 147, 148, 161, 354
- Vienne, France, 46, 47, 280, 467, 468, 469, 470, 471, 472, 473
 Viessch, Switzerland, 171, 434
 Vierns, Prussia, 82, 88
 Vierron, Fr., 27, 28, 279, 472, 473
 Vieselhech, Saxony, 117
 Vietz, 168
 Vietz, Prussia, 118
 Viex-Dien, Bel., 65, 71, 282
 Vigevano, Italy, 163
 Vignory, France, 54, 54
 Vilany, 143
 Vilassar, Spain, 173
 Vilasca, 175
 Vilbel, Rhine, 92
 Villach, Austria, 134, 357
 Villacanas, Spain, 175
 Villada, 177
 Villa Franca, (Spain) 177
 Villafra, France, 173
 Villafra, Portugal, 177
 Villafra, Italy, 158, 164
 Villalba, 177
 Villamager, 166
 Villanova, Italy, 157, 176
 Villa Nova de Gaya, 176
 Villanova, 174
 Villar, Spain, 175
 Villersal, 174
 Villars, France, 32
 Villarrobleto, Spain, 175
 Villarubia, Spain, 174, 176
 Villasar, 173
 Villasca, Spain, 176
 Villasequilla, 175
 Villasequilla, Spain, 175
 Villastellone, Italy, 159, 161
 Villambrales, 177
 Villambroso, 177
 Villaz St. Pierre, 148
 Vill-daigne, France, 41
 Villefranche, Fr., 26, 41, 42, 44
 Villemonble, France, 52
 Villena, Spain, 175
 Villeneuve-d'Ornon, Fr., 40
 Villeneuve (Hérault), Fr., 48
 Villeneuve, Switz., 156, 371, 432, 447
 Villeneuve St. Georges, Fr., 13, 44, 45
 Villeneuve-la-Guyard, Fr., 44
 Villeneuve-sur-Verberie, 47
 Villeneuve-sur-Yonne, Fr., 42
 Villeneuve, France, 37, 41, 42
 Villeneuve-S., 25
 Villeneuveville, France, 41
 Villeneuve-sur-Aillier, France, 32
 Villeneuve, France, 25
 Villepotour-Coubert, Fr., 56
 Villeperdue, France, 34
 Villers, France, 45, 26
 Villers-Cotterets, France, 15, 52
 Villers la Tour, Belgium, 17
 Villers-la-ville, Bel., 73, 75, 299
 Villiers, France, 56
 Villiers le Bel, France, 13
 Villiers Heathpée, 26
 Villodrigo, 171
 Vilquin, 171
 Vilna, 180, 181
 Vilshofen, Bavaria, 135
 Vilvorde, Bel., 62, 66, 70, 71, 285
 Vincennes, France, 56
 Vincennes, France, 51
 Vingthamps, France, 24
 Vireux, France, 25, 52, 75, 77
 Vireux, France, 49
 Viroflay, France, 19, 22
 Vischno-Volotskai, 179
 Vischno-Volotskaja, Rus., 179

- Visp, Switzerland, 378, 434
 Vitre, France, 24
 Vitry, France, 14
 Vise, Belgium, 68
 Viterbo, Italy, 393
 Vitry-le-François, Fr., 52, 464
 Vitry-la-Ville, France, 54
 Vitrey, France, 56
 Vitrolles, France, 46
 Vittoria, 171
 Vittone, Italy, 160
 Voin Beaumont, France, 24
 Vivonne, France, 34
 Vladimir, Russia, 179
 Vlissingh, Belgium, 69
 Vöcklabruck, Austria, 137
 Vöcklabruck, Austria, 137
 Vogelsang, Holland, 81
 Voghera, Italy, 164
 Voglana, Italy, 57
 Vogogna, Italy, 398, 435
 Voignia, Italy, 371
 Voitingen, 135
 Volkwinkel, Rhine, 98, 99
 Voiron, France, 49
 Voisberg, 146
 Voivres, France, 23
 Volkingen 89
 Volkhovskaya, Russia, 179
 Voltri, Italy, 159
 Vonna, France, 50
 Voorshoten, Holland, 81
 Voreppe, France, 49
 Vorkenfriede, 116
 Voskrasyanskaya, 182
 Vöselau, Austria, 144, 146
 Vougeot, France, 44
 Voujaucourt, France, 43
 Voutre, France, 24
 Vouvray, France, 34, 470
 Vouvry, Switzerland, 157
- W.**
- Wabern, Hesse, 98
 Wadenschwyl, 439
 Waeroghem, Belgium, 63
 Waerschoot, 76
 Wagram, Aus., 138, 140, 142
 Walm, 86
 Waiblingen, Wurttemberg, 129
 Waltzen, Hungary, 144, 337
 Wajnor, Hungary, 147
 Walbourg, France, 58
 Walcourt, Belgium, 77
 Waldbockelheim, 89
 Waldenburg, Prussia, 124
 Waldheim, Saxony, 156
 Waldorf, Prussia, 116, 455
 Waldenstadt, 153, 439
 Waldsee, Wurttemberg, 130
 Waldshut, Switz., 94, 155
 Walferlange, France, 58
 155
 Wallers, France, 14
 Walllaellen, Switzerland, 153,
 154, 155
 Wallenstadt, Switz., 153
 Waltenhofen, Bavaria, 135
 Waltersdorf, Prussia, 121
 Waltershausen, Rhine, 117
 Wandre, 68
 Warandin, Austria, 145, 357
 Warburg, Germany, 99, 130
 Waremb, Belgium, 66, 394
 Warmbien, Prussia, 118
 Warmond, Holland, 81
 Warnow, Germany, 108, 109
 Wartberg, Hungary, 144
 Warthausen, Wurt., 130
 Warsaw, Poland, 118, 124, 178,
 179, 484
- Wasserbillig, 89
 Wassertrudingen, Bav., 133
 Wasungen, Prussia, 115, 116
 Waterloot, Belgium, 290
 Wasseraalingen, Wurtem-
 burg, 129, 131
 Watten, France, 12
 Wanwy, Switzerland, 150
 Wavre, Belgium, 75, 76
 Wecker, 89
 Weerde, 71
 Weert-St. George, Belgium, 75
 Weesen, Switzerland, 153, 439
 Wees, 84
 Wege-Mühl, Austria, 139
 Weidenthal, Rhine, 96
 Weiglshausen, Bavaria, 132
 Weilsch, Germany, 336
 Weilsberg, 90
 Weimar, Ger., 117, 120, 336
 Weinern, Hungary, 142
 Weinfelden, Switzerland, 155
 Weingarten, Rhine, 94
 Weinheim, Rhine, 91
 Weintraube, Saxony, 127
 Weissenburg, Rhine, 58, 60, 96,
 441
 Weissenfels, Prussia, 117
 Weissenstein, 453
 Weisenthurm, Rhine, 313, 456
 Weiskirchen, Austria, 140, 143
 Weiskirchen, Hungary, 143
 Weistersdorf, Austria, 137
 Weiterstadt, Rhine, 91
 Welmich, Rhine, 315
 Weltrus, Austria, 139
 Welver, Germany, 99
 Wend. Warnow, Ger., 106
 Wenersburg, 487
 Werdau, Saxony, 125, 126
 Waering, 112
 Wakefield, 183
 Waldhau-en, 129
 Wall, 112
 Walldorf, 115
 Wallern, 126
 Wangerin, 116
 Wartofa, 113
 Watenstedt, 105
 Wegeleben, 105
 Weg-rabeben, 105
 Wehlan, 126
 Weihen, 134
 Weinsberg, 129
 Weiskirchen, 91
 Weis, 135
 Werder, Prussia, 115
 Werl, Rhine, 98-
 Wernaburg, 134
 Wernersdorf, Prussia, 125
 Wernfeld, Bavaria, 121
 Wernshausen, Prus., 115, 116
 Wermstein, 137
 Werthol, Germany, 99
 Wervicq, Belgium, 69
 Wesel, Prussia, 83, 847
 Wespelaar, Belgium, 66
 Wesserling, 59
 Westeras, 487
 Westerham, Bavaria, 126
 Westerringen, Bavaria, 135
 Westheim, Bavaria, 130
 Westervoort, Holland, 82
 Westerbeek, Belgium, 75
 Weteren, Prussia, 98
 Weteren, Belgium, 62, 74
 Wetzikon, Switzerland, 153
 Wetzlar, 115, 30
 Weymouth, Belgium, 69
 Weymouth, England, 163, 184
 Weyn bka, 143
 Weysen, Belgium, 62
- Wickrath, Prussia, 85
 Wieliczka, Austria, 141, 484
 Wiener Neustadt, Aus., 144,
 357
 Wiersbolloff (Russia) 178, 179
 Wiesbaden, Rh., 60, 90, 338
 Wieselburg, Hungary, 134
 Wiesenburg, 125
 Wiesendangen, Switz., 155
 Wiesen Siglos, Austria, 147
 Wieslana, 123
 Wilbad (Switz.), 96
 Wildbad, Germany, 337
 Wildlegg, Switzerland, 155
 Wildenschwand, Austria, 138
 Wildon, Austria, 144, 145
 Wildpolderiad, Bavaria, 135
 Wilferdingen, (Pforzheim,) Rhine, 94
 Wiltheinsdorf, 134
 Wilhelmshaus, Hesse, 123, 337
 Wilhelmshöhe, Hesse, 92, 120
 Wilkowichki, 181
 Willebadessen, Germany 99
 Willer, 59
 Willabach, 129
 Wilmersdorf, Prussia, 115, 116
 Wilsnack, Germany, 106
 Wiltzdingen, 96
 Wiltingen, 89
 Winden, Rhine, 60, 96, 97
 Windschlag, Rhine, 94
 Wingoaker, Sweden, 112
 Winkel, Rhine, 90
 Winkelin, Switzerland, 154
 Winsen, Germany, 100
 W nterbeck, 129
 Winterhausen, 141
 Winterscheidbach, 141
 Winterthur, Switz., 90, 157,
 153, 154, 155, 372
 Wissen, Prussia, 86
 Wissingen, Germany, 102
 Wismar, Germany, 108, 109, 337
 Witrey les Reims, 15
 Wittelsheim, Rhine, 58
 Witten, Prussia, 98
 Wittenberg, Prussia 114, 347
 Wittenberger, Ger., 106, 109
 Wloclawek, 124
 Woarogaards, Sweden, 112
 Woerden, Holland, 82, 83
 Wolnowitz, Prussia, 125
 Wolborka, Poland, 124
 Wlochy, Poland, 124
 Wolzenberg, Prussia, 122
 Wolfenbuttel, Ger., 102, 105,
 337
 Wolfhezen, Holland, 82
 Wolgast, 116
 Wolnik, Prussia, 118
 Wolmirstedt, Germany, 106
 Wondelgem, 76
 Worth, 128
 Worgl, Austria, 136
 Worms, Rhine, 60, 91, 96, 318
 Worringer, Prussia, 84, 88
 Worth, 97
 Wouw, 80
 Woyens, 109
 Wredstorp, Sweden, 112
 Wrist, 109
 Wronke, Prussia, 122
 Wuchern M'hrnburg, 184
 Wulfel, Germany, 101
 Wustorf, Germany, 101, 102
 Wustowitz, Prussia, 115
 Wurzen, Ger., 124, 136, 147,
 154
 Wyl, Switzerland, 154
 Wynigen, Switzerland, 149
 Wythe, Holland, 68
- X**
- Xeres de la Frontera, Spain,
 180
 Xertigny, 54
- Y.**
- Yalkovo, 182
 Yarmouth, England, 183, 184
 Yeovil, 184
 Yfminac, 24
 York, England, 178, 183
 Ypres, Belgium, 69, 279
 Yverdon, Switz., 156, 372, 433
 Yvetot, France, 20, 280, 462
 Yvoir, 78
 Yvré l'Évêque, France, 24
- Z**
- Zaandam, Holland, 106
 Zablazow, Poland, 140
 Zabkowice, Poland, 124
 Zahra, Prussia, 122
 Zaehun, Germany, 108, 109
 Zahna, Prussia, 114
 Zakolan, Austria, 139
 Zales, Austria, 139
 Zarnerk, Austria, 138
 Zancara, Spain, 175
 Zante, 396
 Zantoch, Prussia, 118
 Zapfendorf, Bavaria, 133
 Zaretchenskaya, Russia, 179
 Zarvad, 181
 Zarren, Belgium, 69
 Zauchal, Austria, 140
 Zavidorakata, Russia, 179
 Zawiercie, Poland, 124
 Zbirow, 147
 Zdi a, 147
 Zedelghem, Belgium, 69
 Zehlendorf, Prussia, 115
 Zell, Bavaria, 132
 Zeit Driebergen, Holland, 82
 Zeitz, Prussia, 117
 Zelle, Belgium, 74
 Zell, Prussia, 301
 Zerbst, 124
 Zermatt, Switzerland, 572
 Zernitz, Germany, 106, 453
 Zevenbergen, Belgium, 80
 Zevenaar, Holland, 82, 306
 Ziegelbrücke, Switz., 153
 Zimmerrode, Hesse, 92
 Zinaco, Italy, 163
 Zittau, Saxony, 126, 139
 Zizers, Switzerland, 153
 Zoblitz, Saxony, 128
 Zofigen, Switzerland, 190
 Zollikofen, Switz., 128, 149
 Zône, Belgium, 78
 Zsébely, Hungary, 143
 Zs icna, 123
 Zserr, 174
 Zuffenhausen, Germany, 121
 Zug, Switzerland, 123, 372
 Zulpich, 82
 Zurwica, 140
 Zwickch, Switz., 90, 94, 95, 124,
 129, 150, 151, 152, 153, 154,
 155, 156, 372, 429, 430, 444
 Zurdorf, Hungary, 124
 Zussow, 126
 Zuz, 483
 Zweibrücken, Rhine, 96
 Zwettl, 115
 Zwettl, Sax., 125, 126, 31
 Zwingenberg, Rhine, 91
 Zwickau, Austria, 138
 Zwolle, 81, 82
 Zwyndrecht, Belgium, 74

BRADSHAW'S CONTINENTAL RAILWAY GUIDE OFFICE

59, FLEET STREET, LONDON, (E.C.) FEBRUARY, 1866.

NEW OPENINGS.

- On the Bergisch Märkische Eisenbahn From UNNA to HAMM. See page 98.
 B. bra and Hanauer Eisenbahn—From BEBRA to HERSFELD. See page 119.
 Magdeburg, Cöthen, Halle and Leipzig Railway—From HALLE to EISLEBEN. See page 118.
 Extension on the Chemin de fer de l'Est—From BRUNO-MERLEBRO to SARRREGUMINES. See page 60.
 New line from GHENT to SELSABT. See page 71.
 Extension on the Empoli and Siena line, from FICULLE to ORVIETO. See page 166.
 Extension on the Rome and Corone Railway—From CORONE to FOLIGNO. See page vi*

TO TRAVELLERS.

THE best thanks of the Editor will be given to any Traveller who may do him the favour to point out any inaccuracies in this Work, or furnish any information which will be useful to Travellers—addressed “THE EDITOR OF BRADSHAW'S CONTINENTAL GUIDE, NEWTON, NEAR WARRINGTON;” or to “W. J. ADAMS, 59, FLEET STREET, LONDON, E.C.”

We have introduced at the end of the Special Edition, a few leaves of writing-paper, which we think will be useful to travellers for putting down stray remarks and notes; and if tourists would put them under cover, and direct to our office, we shall feel obliged.

THE SPECIAL EDITION of the CONTINENTAL GUIDE contains an additional amount of information, together with *thirty-one Maps*, price 3s. 6d. (per post, 4s.)

As it occasionally happens that changes are made by the Foreign Railway and Steam Packet Companies in the middle of the month, and after the usual monthly issues of the Guide, we beg to recommend Travellers to compare our Time Tables with the Local Time Bills to be seen in almost every Hotel on the Continent, as often as opportunity arises.

QUARANTINE REGULATIONS.—“The Quarantine is now entirely abolished throughout Italy, the Mediterranean ports, and also the ports of Spain.”

TRAVELLING ON THE CONTINENT.

Beneficial effects of Change of Climate.

“There must certainly be something more than mere fancy in the sudden improvement which many persons experience in their feelings and general state of health by leaving England for a tour on the Continent. I have now had opportunities of witnessing its beneficial effect on the constitution of Invalids whom I accompanied during such an excursion, and speak therefore from experience. I would say to the dyspeptic and the bilious, to those who labour under hypocondriacal diseases and a sorry state of the digestive organs—embark for the Continent (and pray Heaven that you may be sick in crossing the Channel), and take a journey along the banks of the Rhine by Steamer, which, with its soothing and diverting effects, I would not hesitate in my capacity of physician to recommend amongst the most powerful auxiliaries for the cure of bad stomachs and the blues.

A. B. GRANVILLE, M.D., F.R.S., &c., &c.

Families, Ladies, or Gentlemen, requiring a Courier and Travelling Servant, may hear of experienced persons, on application (per letter or otherwise) to Mr. W. J. ADAMS, Bradshaw's Guide Office, 59, Fleet Street, London (E. C.) who will forward the address of a Courier, or insure personal attendance on Travellers at their own residence in London, or engage them if preferred.

Commissionaires.—The services of these men are useful to travellers who are not accompanied by a Courier, or who are deficient in the languages. Their charges vary, according to the number of persons and baggage, from 8 frs. to 5 frs., which, with portorage, &c., is charged in the hotel bill, or paid at the Station: Where Couriers are employed, Commissionaires are unnecessary. This applies to all the ports of disembarkation, whether in England or on the Continent.

Soap.—Travellers should provide themselves with this useful article, (which can be had of W. J. Adams, 59, Fleet Street) before proceeding to the Continent; if they fail so to do, they will find it form a serious item in their hotel bills, soap being a rare article in Continental Hotels, and, if supplied to travellers, is always charged about 75 cents.

Dress and Kit.—The following ought to be sufficient:—A carpet-bag with coat-case at bottom, a plain morning coat of black cloth, with grey or tweed trousers, and light vest, six shirts, the same number of pairs of socks, two neck and six pocket handkerchiefs, one pair of boots off, another on; (elastic kid dress-boots pack best,) and a pair of slippers, is the most complete kit necessary. All the rest is more bother than worth.

The following outfit for *pedestrians* is recommended:—

Strong tweed coat and waistcoat. Flannel trousers. Double soled boots. One Flannel shirt on, one off. One pair of *Kid* shoes, *which pack quite flat without cutting*. Half-a-dozen white collars. One pair woollen socks on, one pair in knapsack. One pair tweed trousers. Two pairs cotton socks. One pair of slippers. One neck tie. Portable dressing case to hold comb, razor, and tooth brush. Light waterproof coat, which straps on outside of knapsack.

Shoes or Laced Boots.—These should be double-soled, with three rows of hob-nails, and without iron heels, which are dangerous, and liable to slip in walking over rocks. Good Shoes may always be obtained in Switzerland fit for mountain excursions.

Knapsacks, Railway Rugs, Waterproof Coats.—Tourists should be provided with a Macintosh Knapsack, which is lighter than any that can be bought abroad, also a Rug for Night Travelling, and a Waterproof Coat; these can be obtained from W. J. Adams, 59, Fleet Street.

Portmanteaus are better purchased in England than any where else.

Polyglot Washing Books of all languages, will be found useful, and can be obtained of W. J. Adams, 59, Fleet-St., London, price 1s. each, post free, 1s. 1d. Family Washing Books, price 1s. 6d. Washing can be done at any of the Hotels during the night whilst the traveller is in bed. In ordering these books, it is necessary to state the language required, and if for a lady or gentlemen.

Field, and Opera Glasses, Telescopes, &c., can be had of W. J. Adams, 59, Fleet-St.

Purses.—A stout leathern purse or canvas bag, to hold silver crown pieces and dollars, cards, or pieces of parchment for writing directions for luggage, in (it being necessary many times to address every package,) and one or two leather straps, to keep together small parcels, will be found very useful.

Writing-case.—Portable writing and dressing cases are better procured in England.

Umbrella.—A strong substantial one, that will also serve as a walking-stick, is the best.

Measuring Tape.—A wheel tape (about 6 yards) will be found useful.

Door Fasteners.—These are useful to travellers to ensure privacy in Continental hotels. W. J. Adams, 59, Fleet Street, has always a stock of excellent door and window fasteners on hand.

Passports.—A Foreign Office passport, the price of which is now reduced to 2s., and which can be obtained through our Agent, W. J. Adams, 59, Fleet Street. It is a general passport for every country, and continues valid for an indefinite period, the visas only requiring to be renewed according to the respective regulations. For full particulars see pages xxxvii to xlii. N.B.—Always carry your Passport in your pocket.

AMERICAN TRAVELLERS.—American Travellers intending to visit Austria, by way of Dresden and Prague, must have their Passports *visé* by an Austrian and American Ambassador or Consul at London, Berlin, or Frankfort, or in some other town where an American representative resides.

Landing on the Continent.—No sooner does the steam boat reach port, than the traveller finds himself pestered by discordant cries dinned into his ears by the porters and *employés* of the different Hotels. Showers of cards will be poured on him, and the prices charged bawled out lustily. To avoid all this as much as may be, let him determine on his Hotel *beforehand*, and name it at once, when the agent for it will immediately step forward, and take the new arrival under his protection, and escort him to the Hotel.

Custom-house Regulations.—Passengers, on landing, are not permitted to take more than one small bag with them on shore. The Custom-House Porters, who are responsible for its safety, convey it direct from the vessel to the Custom-House, where the owner, to save personal attendance, had better send the Commissaire afterwards with the keys. The Commissaire will also obtain the necessary official signature of the police to the traveller's passport. The landlord of the inn is responsible for his honesty.

Nowhere are courtesy and good humour better repaid than during the examination of your baggage. Never be in a hurry; collect your packages and open them one by one yourself, lock one before the next is "visited." The officers are only doing their duty, and can make that duty very disagreeable in return for any hauteur or want of courtesy. Always "declare" any article you believe liable to duty, and remember that every Custom House Officer abroad can search your person if he chooses.

CAUTION.—Silks, lace, and other foreign goods, packed with articles of apparel, or otherwise concealed, are, as well as the articles in which they may be placed, liable to seizure; and travellers are warned that the seizure is strictly enforced unless the examining officer is informed of the articles being in the package and the goods duly declared previously to its being opened.

HOTEL KEY.—Always lock your door on leaving your room, and if going for a walk, hang the key on the number of your room, on the key board. The Landlord is then (*and then only*,) responsible for the safety of your room, and visitors learn more easily that you are out.

To ensure being called in proper time, mark the hour against the number of your room on the slate or board always provided for this.

FEES TO WAITERS.—In most cases the "Service" is added to the bill; otherwise one franc, (or about that amount in other money,) per head (adults), per day, is liberal for all the servants.

Luggage.—This should be as limited in amount, as light, and as portable as possible. For a gentleman, a short and deep portmanteau, strengthened to resist the pressure of heavier packages, will be most convenient, and can be conveyed by any of the continental conveyances. The name and place of destination should be distinctly written on the cover. But, as in many instances, parties cannot travel without carrying with them a large quantity of baggage, we recommend them to send it on in transit per Luggage Train, as by this conveyance a considerable saving is effected. As a rule, however, never part with your luggage. Baggage registered to be sent on *en transit*, it must be remembered, cannot be got at by the owner till it has reached its destination, though conveyed by the same train with himself.

Passengers with through Tickets can register their Luggage by all through services between London and Paris, (*via* Dover and Calais, Folkestone and Boulogne, and Newhaven and Dieppe); also between London, Brussels, and Cologne, and many of the principal cities of the Continent, (*via* Dover and Calais), unless the Baggage by the Mail Trains is registered. It may be detained at the Landing Port for the following Train.

Porterage of Luggage.—Travellers will save themselves much trouble and many overcharges by always asking the proprietor of the hotel to which they go, to settle with the porter for luggage.

Fiacres, Vigilantes, and Cabs.—The Driver always expects a few sous for himself, (*pour boire*.) Pay this with your fare, and so appear to know the custom and avoid extortion.

Switzerland and Mountainous Districts.—Those travellers, whether equestrian or pedestrian, who intend ascending mountains, should be provided with a frock of oiled silk, as the best protection against the weather in places where the labour and heat attendant upon the ascent would render an additional outer garment a severe incumbrance. A belt round the waist and a mountain-pole, are also of considerable service. The best restorative is tea, provisions should also be conveyed in a knapsack or haversack, of which the Guide will take charge, and the contents of which he will expect to share. The traveller should never lose sight of his Guides as he may frequently be in considerable danger without being aware of it, especially in the neighbourhood of glaciers. Persons subject to giddiness, should be cautious of venturing into certain situations.

Travellers visiting the glacier passes will find great comfort derived from the use of Glycerine, as a substitute for grease of any kind, applied to the exposed parts of the face, previous to, or during an excursion on the ice. It should be applied before starting, and a small bottle (say a drachm) carried in the pocket, from which the lips may be anointed from time to time during the day, after drinking. This will prevent the painful excoriation from which some persons suffer so much. It is also efficacious as a cure, but prevention is better. A half-ounce bottle will last many days. Price & Co.'s Glycerine is the best, and may be had of W. J. Adams, 59, Fleet Street.

Fees at Churches, Galleries, &c.—One franc, or about that value, is sufficient for a party, except in cases where the galleries are not usually shown to travellers. At Venice and the Italian towns, 50 centimes is sufficient for a party of two.

Language.—Every traveller should, if possible, make himself acquainted with the language of the country, before he goes to travel in it; even a very slight knowledge of it will often be found useful. To know the language is to have a double purse. The French language will suffice for Belgium, the Rhine and its vicinity, Switzerland, Piedmont, and the chief towns of Northern Italy. It is not generally known in the German States, nor in the provincial towns of Italy, nor in the Tyrol. In most of the Continental Hotels now (1865), the manager or some of the waiters speak English. Parties not speaking the language, and employing an interpreter, should be particular in their arrangement with him as to the amount of remuneration.—For vocabulary of common words and phrases see, pages 518 to 524.

Letters.—Attention to the Notice at p. xxxv. respecting Letters is recommended. It is however always safest to direct letters (paid) to the care of a Banker or even an Hotel. It is hardly possible to appreciate the difficulties of Foreign Postal Authorities in deciphering English names. Travellers on the Continent are advised to see that their letters for India, &c., are sufficiently stamped; if insufficiently prepaid, they are liable to be detained.

German Railways.—The Second Class carriages on the German Railways are much superior to our own, and few persons travel first class. All luggage must be paid for, except what the passenger can place under his seat.

Prussian Railways.—The Express Trains only take 1st and 2nd class passengers. Children, two under ten years of age travel with one full ticket, one can take a 2nd class ticket and travel 1st class or a 3rd class and travel 2nd class. Children pay full price in 3rd class.

Austrian Railways.—Passengers having taken 2nd class tickets and wishing to change for the 1st class, can do so upon paying half the 2nd class price. To change from the 3rd class to the 1st class,

the entire 2nd class must be paid, and from the 3rd to the 2nd half that price. *Children* under 10 years pay half price. *Horses*, 50 krs. per mile. *Dogs* are conveyed for 3 krs per mile. *Waiting-rooms* are open an hour before the departure of each train, travellers must be provided with a ticket before being allowed to enter the Waiting-room. *Smoking* is not allowed in the Waiting-rooms or in the Carriages marked "Für Nichtraucher."

Expenses—Money.—It is difficult to calculate the exact expense of travelling on the Continent. That depends more or less on the habits and means of the traveller and his mode of journeying, and likewise on the rate of charges made in the various countries. It may, however, be remarked that, unless the expenditure be very lavish, 30s. per day for each individual ought to cover all expenses, but the amount will not cover long railway journeys. Pedestrian excursions in remote situations can hardly exceed 5s. per day, exclusive of Guides when necessary. The chief expense arises from locomotion, Hotel living being almost insignificant. The cost of locomotion will be greatly increased when the traveller proceeds quickly. The above amount will be very probably near the mark when the tourist journeys 70 or 80 miles a day, if only 40 or 50 miles, the expense, then, are not likely to be more than 15s. per day. Circular notes will be found the most economical and safest mode of carrying money on the Continent to meet expense. For particulars, see page xlii.

English Bank Notes are not convenient; they are unknown in some places. The Circular Notes are best, and Napoleons are the only good Coins which can be recommended. At the Railroad Stations you are frequently liable to be cheated by sovereigns being reckoned as Napoleons. English sovereigns ought to be taken at all the hotels at their full value, but the best course to adopt is to apply to some authorized money-changer when the traveller requires to change them, and not at Inns or Hotels.

Travellers should be provided with the legal coin of the country they travel in, and not take more than is necessary to defray their expenses whilst in it, as almost every state has a distinct coinage. This course prevents all danger of loss. In all their transactions with Hotel Proprietors, Coach Officials, &c., they should have a distinct arrangement, in presence of witnesses, before availing themselves of any accommodation or services. At hotels and inns through the journey, the Bill of Fare should be called for and seen, and the prices accurately ascertained. This course, if followed, will prevent much after unpleasantness, and preserve the traveller against imposition.

Miscellaneous.—A small pocket compass will be found useful especially to pedestrians.

The kilometre is nearly $\frac{1}{2}$ of an English mile, and the kilogramme is 2 lbs. 3oz. avoirdupois.

Thermometer.—Reaumur's thermometer is generally used on the Continent. To convert degrees of Reaumur into Fahrenheit, above freezing-point, multiply by $2\frac{1}{2}$ and add 32; below, multiply by $2\frac{1}{2}$ and subtract from 32; thus—

$17 R \times 2\frac{1}{2} = 28\frac{1}{2}$; add 32 = $70\frac{1}{2}$ F. of heat.

$8 R \times 2\frac{1}{2} = 18$; sub. 18 from 32 = 14 F. of cold,

and to convert degrees of Celsius or Centigrade into those of Fahrenheit, multiply by 1 and four-fifths, and add 32 if above freezing-point, and subtract if below freezing-point.

The table annexed will enable the traveller to see at a glance the difference between the degrees of Reaumur and Celsius with those of Fahrenheit.

Practical Information for Travellers in France.

Travellers landing at Calais, and intending to proceed immediately to Paris, may avoid an inspection of their baggage till they reach Paris, by making a declaration to that effect at the Custom-house, and paying a fee of 7 to 10 sous each package for a receipt which is granted for reclaiming the same, at his destination. Travellers proceeding THROUGH FRANCE to Belgium direct, will avoid examination by the French Custom-house authorities by making a similar declaration as to their destination.

The Traveller upon his arrival at Boulogne, Calais, or other French port, is not allowed to take any luggage on shore with him save a small parcel; but if he arrive at night, he is allowed his carpet bag.—His baggage is removed to the Custom-house for the purpose of being examined, after which he may clear it himself if he thinks fit, but it is usual to employ a commissioner, who is entitled to receive for his trouble only that which he had previously agreed for.—No traveller can be charged anything for his luggage beyond the following sums, which include the expenses of landing, warehousing, and conveying to any part of the town.

Packages under 10lb. weight.	0	Francs	7	sous.
do. from 10lb. to $\frac{1}{2}$ cwt.	0	"	14	"
do. from $\frac{1}{2}$ cwt. to 1 cwt.	1	"	0	"
do. from above 1 cwt. ..	1	"	10	"

REAUMUR.	CENTIGRADE.	FAHRENHEIT.
BOILING-POINTS.		
80	100	212
76	95	203
72	90	194
68	85	185
64	80	176
60	75	167
56	70	158
52	65	149
48	60	140
44	55	131
40	50	122
36	45	113
32	40	104
28	35	95
24	30	86
20	25	77
16	20	68
12	15	59
8	10	50
4	5	41
0	0	32
FREEZING-POINTS.		
-4	-5	23
-8	-10	14
-12	-15	5
-16	-20	-4
-20	-25	-13
-24	-30	-22
-28	-35	-31
-32	-40	-40
-36	-45	-49

Nothing is due for objects of little weight, such as walking-sticks, umbrellas, hat boxes, cases, or small baskets, when they form a portion of other luggage belonging to the same person or the same family. Every object and package taken from the warehouse without being carried home, pays 35 c. (7 sous.)

FIRE-ARMS.—Travellers can carry their own weapons, but must be careful to avoid concealment.

GUNPOWDER.—This article is *strictly* prohibited.

NOTICE.—All articles not being worn, such as wearing apparel, must be declared at the Custom-house. Travellers not conforming to this regulation, will incur not only the confiscation of the articles not declared, but also the payment of a fine.

IN TAKING FURNISHED APARTMENTS, the stranger should have a written agreement, with an inventory, signed by both parties, containing a precise account of the furniture, even to a plate. He must also have a stipulation therein that the landlord pays the furniture tax, which is levied in October and April, otherwise the party will have to pay, notwithstanding the furniture is the property of the landlord.

RESTING HOUSES.—All rent is paid in advance quarterly, but if a house is rented for a term, the tenant cannot remove his goods therefrom until he has paid the entire rent to the landlord, of the whole term.

A TENANT must answer for the effect of fire in his rooms, unless he can show that the fire was occasioned by accident.

SERVANTS in France are engaged by the month: masters possess the right of discharging their servants when they think proper, according to a regulation established by the *JURÉS-DE-PAIX*, and servants can leave their places when they like; but in this case they are only paid by the day.

SUMMER VISITORS are not subject to the payment of taxes; personal and furniture taxes are levied only on foreigners who are residents at the time the annual lists are revised in October and April.

CARRIAGES are hired at the rate of two francs per hour, and, if the journey is ever so short, the charge of two francs is expected unless an agreement to the contrary is made beforehand.

DOGS.—The owners have to pay a tax of 12 francs each per annum.

ENGLISH POSTAGE STAMPS count for nothing in the French Post Office.

TRAVELLERS should bear in mind, that if articles liable to duty are contained among their luggage, they must make declaration of such at the French or English Custom-house; which will avoid forfeiture or other subsequent unpleasantness. Letters for posting found among passengers' baggage at the French or English Custom-houses, subject the sender and bearer to penal consequences at the instance of the authorities of both countries.

Forwarding Luggage.—Passengers are recommended to apply to Mr. GEORGE CATCHPOOL, Custom House and Forwarding Agent, 63, Great Tower Street, London, Agent to H. R. H. the Duchess of Cambridge, to have Luggage, Furniture, and Effects carefully, expeditiously, and cheaply forwarded to its destination.

POSTE RESTANTE.

Important.—Letters for the Continent should be addressed very legibly, particularly the *Christian* and *Surname*, which latter should be UNDERLINED, omitting "Esquire" or other title. As the Officers of Foreign Post Offices experience great difficulty in reading English writing, and especially from the pronunciation of English names, persons applying for letters should present their cards or their names written plainly. Example.—

<p>A MONSIEUR,</p> <p style="text-align: center;"><i>JAMES THOMPSON,</i></p> <p style="text-align: center;"><i>SIR WILLIAM BROWN,</i></p> <p style="text-align: center;">POSTE RESTANTE,</p> <p style="text-align: center;">FRANCE. PARIS.</p>	<p>Postag. Stamp.</p>
---	---------------------------

POST-OFFICE REGULATIONS BETWEEN ENGLAND AND THE CONTINENT

Foreign and Ship Letter Mails made up in London.—Letters for the Foreign Mails are received at St. Martin's-le-Grand and Lombard-street, up to six o'clock; from six till SEVEN, on payment of ONE PENNY extra; and from SEVEN till HALF-PAST SEVEN, on payment of SIXPENCE extra, after which they will not be forwarded until the following day.

The charge for a Packet of Printed Papers other than British Newspapers, duly registered at the General Post Office for transmission abroad; not exceeding 4 ounces, 3d.; above 4 ounces, and not exceeding ½ lb., 6d.; above ½ lb., and not exceeding 1 lb. 1s.; above 1 lb., and not exceeding 1½ lb. 1s. 6d.; above 1½ lb.; and not exceeding 2 lbs. 2s. and so on, adding twopence or sixpence, as the case may be, for each additional half-pound.

POSTAL TABLE BETWEEN ENGLAND AND THE CONTINENT.

DESTINATION.	Rate of Postage.		When made up in London.	Mails, When due.	Via	* Prepayment compulsory. † No letter above 50 grammes (a little more than 1½ oz.) allowed to be sent through Prussia.	Rate of Postage.		When made up in London.	Mails, When due.	Via	* Prepayment compulsory. † No letter above 50 grammes (a little more than 1½ oz.) allowed to be sent through Prussia.	Rate of Postage.		When made up in London.	Mails, When due.
	Not ex.	Letters.					Not ex.	Letters.					Not ex.	Letters.			Not ex.	Letters.
Alexandria	0 6	0 6	1 2	7, 14, 21, 28.	Mn. 1, 8, 16, 24	France	0 6	0 6	1 2	Twice daily	France	0 6	0 6	1 2	Twice daily	France
Austria	0 8	1 4	4 0	Daily.	Mn. & Evn.	France	0 8	1 4	4 0	Daily.	France	0 8	1 4	4 0	Daily.	France
Baden and Bavaria	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Belgium	0 6	0 6	2 0	Daily.	Mn. & Evn.	France	0 6	0 6	2 0	Daily.	France	0 6	0 6	2 0	Daily.	France
Bremen.	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Brunswick	0 6	0 6	2 0	Daily.	Mn. & Evn.	France	0 6	0 6	2 0	Daily.	France	0 6	0 6	2 0	Daily.	France
Coburg (Saxe)	0 6	0 6	2 0	"	Mn. & Evn.	France	0 6	0 6	2 0	"	France	0 6	0 6	2 0	"	France
Constantinople	0 6	0 6	2 0	"	Mn. & Evn.	France	0 6	0 6	2 0	"	France	0 6	0 6	2 0	"	France
Denmark	0 9	0 9	2 0	Fridays.	Th. & Fr. M	France	0 9	0 9	2 0	Fridays.	France	0 9	0 9	2 0	Fridays.	France
Egypt	0 6	0 6	1 0	Daily.	Mn. & Evn.	France	0 6	0 6	1 0	Daily.	France	0 6	0 6	1 0	Daily.	France
France and Algeria.	0 6	0 6	2 0	"	Mn. & Evn.	France	0 6	0 6	2 0	"	France	0 6	0 6	2 0	"	France
Frankfort	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Gibraltar	0 6	0 6	2 0	Daily.	Mn. & Evn.	France	0 6	0 6	2 0	Daily.	France	0 6	0 6	2 0	Daily.	France
Greece, by French Packet	0 11	1 0	2 0	Daily.	Mn. & Evn.	France	0 11	1 0	2 0	Daily.	France	0 11	1 0	2 0	Daily.	France
" {Belgium & Trieste	0 11	1 0	2 0	Every Friday	Th. & Fr. M	France	0 11	1 0	2 0	Every Friday	France	0 11	1 0	2 0	Every Friday	France
" {Belgium & Basle	0 11	1 0	2 0	Mon. Even.	Mon. Even.	France	0 11	1 0	2 0	Mon. Even.	France	0 11	1 0	2 0	Mon. Even.	France
" {France and Trieste	0 11	1 0	2 0	Sun. Even.	Sun. Even.	France	0 11	1 0	2 0	Sun. Even.	France	0 11	1 0	2 0	Sun. Even.	France
Hamburg	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Hanover	0 6	0 6	2 0	Daily.	Mn. & Evn.	France	0 6	0 6	2 0	Daily.	France	0 6	0 6	2 0	Daily.	France
Hesse	0 6	0 6	2 0	"	Mn. & Evn.	France	0 6	0 6	2 0	"	France	0 6	0 6	2 0	"	France
Holland	0 3	0 3	0 1	Twice daily.	Mn. & Evn.	France	0 3	0 3	0 1	Twice daily.	France	0 3	0 3	0 1	Twice daily.	France
Ionian Islands	0 6	0 6	1 0	Even. Sun.	Tu. E. W. d. M.	France	0 6	0 6	1 0	Even. Sun.	France	0 6	0 6	1 0	Even. Sun.	France
Italy (ex. Papal States)	0 6	0 6	2 0	Even. Tues.	W. d. M. Sa. E.	France	0 6	0 6	2 0	Even. Tues.	France	0 6	0 6	2 0	Even. Tues.	France
" {Belgium	0 11	0 11	0 2	Daily.	Mn. & Evn.	France	0 11	0 11	0 2	Daily.	France	0 11	0 11	0 2	Daily.	France
" {By French Packet	0 6	0 6	1 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	1 0	Twice daily.	France	0 6	0 6	1 0	Twice daily.	France
Jerusalem	0 6	0 6	1 0	" 7, 17, 27	Mn. 8, 18, 28	France	0 6	0 6	1 0	" 7, 17, 27	France	0 6	0 6	1 0	" 7, 17, 27	France
Lausenburg	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Lippe-Deimold	0 6	0 6	2 0	Twice daily.	Mn. & Evn.	France	0 6	0 6	2 0	Twice daily.	France	0 6	0 6	2 0	Twice daily.	France
Lubeck	0 6	0 6	2 0	Daily.	Mn. & Evn.	France	0 6	0 6	2 0	Daily.	France	0 6	0 6	2 0	Daily.	France

Through Routes.

LONDON, PARIS and VIENNA.

Stations.						Stations.						
		1,2,3	1,2,3	1,2,3	1,2,3			1,2,3	1,2,3	1,2,3	1,2,3	
		a.m.	p.m.	a.m.	p.m.			p.m.	a.m.	a.m.	p.m.	
LONDON	dep.	7 25	8 30	...	...	VIENNA	dep.	4 30	8 45	...	...
PARIS	arr.	6 0	7 20	...	...	LINZ	dep.	9 20	1 45	...	...
STRAUBURG	dep.	8 35	8 35	7 10	9 35	11 35	SALZBURG	arr.	12 30	5 10	...	...
KEHL (Customs)	arr.	7 20	6 45	10 55	10 35	3 40	...	...	1 0	5 30	...	...
(Ger. Time) dep.	7 35	10 23	4 40	12 55	5 35	...	ROSENHEIM	dep.	3 15	10 10	...	...
BADEN-BADEN	arr.	7 20	10 40	5 7	1 20	6 2	MUNICH	arr.	5 15	8 10	...	...
CARLSRUHE	dep.	8 15	11 46	6 0	2 5	6 55	AUGSBURG	dep.	5 45	...	...	...
...	...	...	...	...	...	...	...	...	7 0	...	...	...
...	...	...	...	...	...	...	ULM	dep.	7 10	...	...	...
...	...	...	...	...	...	...	...	...	9 0	...	...	...
...	...	...	...	...	...	...	CANNSTATT	dep.	9 10	...	...	...
...	...	...	...	...	...	...	STUTTGART	arr.	11 25	...	...	...
...	...	...	...	...	...	...	...	...	11 45	7 20	9 50	2 15
...	...	...	...	...	...	...	LUDWIGSBURG	dep.	12 3	7 45	10 27	3 50
...	...	...	...	...	...	...	BIELEFELD (Heilbr.)	arr.	12 18	8 25	10 55	3 20
...	...	...	...	...	...	...	PFORZHEIM (Wildbad)	arr.	1 15	9 50	12 30	4 54
...	...	...	...	...	...	...	CARLSRUHE	arr.	2 4	11 0	1 36	6 2
...	...	...	...	...	...	...	BADEN-BADEN	dep.	2 20	11 30	2 20	6 25
...	...	...	...	...	...	...	KEHL	arr.	2 55	12 5	2 55	7 15
...	...	...	...	...	...	...	(French time) dep.	3 58	1 25	4 18	9 0	0
...	...	...	...	...	...	...	STRAUBURG	arr.	4 25	1 30	3 58	8 33
...	...	...	...	...	...	...	ROSENHEIM (Customs) dep.	5 25	1 30	4 25	9 19	0
...	...	...	...	...	...	...	PARIS	arr.	5 0	5 25	5 25	9 19
...	...	...	...	...	...	...	...	...	5 0	5 0	5 11	55
...	...	...	...	...	...	...	LONDON	dep.	7 20	7 20	7 20	7 45
...	...	...	...	...	...	...	...	...	5 45	5 45	5 45	6 30

Retreatment can be had at nearly all the above Stations. Re-cream is examined at Kehl and Salzburg.

THROUGH TICKETS—1st class, available for a month, are issued from London to Munich, Salzburg, and Vienna for fares, see page 573. The Time at Kehl, the German frontier, is 32 minutes in advance of Paris Time. 20 minutes is allowed at Epemay for Dejeuner, from 11 to 11.25 a.m.; and 25 minutes for Dinner, (Table d'ôte) from 5.41 to 6.6 p.m.

Through Service.—LONDON COLOGNE, MAYENCE, and SALE.

Stations.						Stations.						
		1,2,3	1 & 2	1,2,3	1,2,3			1 & 2	1,2,3	1,2,3	1,2,3	
		class	class	class	class			class	class	class	class	
		p.m.	a.m.	a.m.	p.m.			a.m.	a.m.	p.m.	p.m.	
London	dep.	...	7 25	...	...	Sale	dep.	6 40	5 0	10 15	2 0	5 45
Ostend	arr.	...	4 0	...	...	Mulhouse	arr.	7 36	6 22	1 10	3 20	7 8
Antwerp	dep.	...	4 45	...	...	Schlestadt	arr.	9 6	9 13	3 38	5 54	9 15
Brussels	arr.	4 50	9 45	...	...	Strasbourg	arr.	10 0	10 45	5 10	7 30	10 45
Cologne	arr.	8 5	5 0	...	...	Weissb. (G. Mannheim) dep.	10 10	11 45	6 35	7 10	10 45	
Hague	dep.	...	10 40	...	...	Landau	arr.	11 38	1 45	8 35	9 0	6 0
Rotterdam	arr.	...	2 20	...	...	Neustadt (Buffet) dep.	12 10	2 45	5 30	9 32	6 40	
Amsterdam	arr.	...	2 35	...	...	Spiere	arr.	1 20	4 30	7 10	10 50	8 18
Utrecht	arr.	...	3 25	...	...	Germersheim	arr.	2 5	5 58	8 28	11 33	9 25
Arnhem	arr.	...	4 40	...	...	Ludwigshafen	arr.	2 40	5 30	8 15	11 30	9 20
Emmerich	arr.	...	6 0	...	...	(Mannheim) dep.	2 15	6 0	8 25	11 42	6 0	
Dusseldorf	arr.	...	8 51	...	...	Frankental	arr.	3 30	6 20	8 43	12 0	6 19
Cologne	arr.	a.m.	9 45	...	...	Worms	arr.	2 44	6 38	9 0	12 14	6 38
Aix-la-Chapelle	dep.	7 0	3 30	9 35	...	Mayence (page 96)	arr.	2 45	8 0	10 11	11 8	0
Cologne	arr.	8 53	5 0	11 25	...	Wiesbaden	arr.	5 10	10 10	11 25	3 10	10 0
Bonn	dep.	9 0	6 0	11 45	...	Frankfort	arr.	4 53	9 25	11 20	2 17	9 20
Bonn (Buffet)	arr.	9 26	6 36	12 50	...	Mayence	dep.	5 55	6 40	11 30	2 40	8 48
Rolandseck	arr.	...	1 14	...	...	Bingen (page 88)	arr.	6 15	7 20	12 30	3 20	9 25
Coblence (Buffet)	arr.	10 55	7 55	2 35	...	Coblentz	arr.	7 50	8 55	2 20	4 40	10 55
Bingen, Kreyuz'Ch.	arr.	12 35	9 30	4 25	...	Rolandseck	arr.	...	10 10	3 48	5 48	...
Mayence (Buffet)	arr.	1 10	10 10	5 25	...	Bonn	arr.	9 20	10 35	4 15	5 15	12 25
Frankfurt	dep.	10 15	7 45	4 35	1 40	Cologne	arr.	10 0	11 20	5 15	7 0	1 0
Wiesbaden	dep.	12 10	8 25	5 50	2 10	Aix-la-Chapelle	arr.	12 0	1 15	7 25	7 35	1 30
Mayence (pp. 88, 89) dp.	1 25	10 18	6 20	2 40	...	Cologne	dep.	7 0	10 50	...	7 15	1 30
Worms	arr.	2 16	11 14	7 50	4 3	Dusseldorf	arr.	7 51	...	...	7 57	1 40
Frankental	arr.	2 31	11 29	8 11	4 23	Emmerich	arr.	8 39	...	...	10 40	...
Ludwigshafen Buffet.	2 45	11 43	8 30	4 42	...	Arnhem	arr.	11 55	3 25	...	...	...
(Mannheim) dep.	2 50	11 48	5 25	5 5	...	Utrecht	arr.	1 15	5 20	...	...	...
Germersheim	dep.	...	11 10	...	...	Amsterdam	arr.	2 0	6 25	...	...	...
Spiere	dep.	2 50	11 45	5 10	4 40	Rotterdam	arr.	2 25	7 5	...	...	...
Neustadt (Buffet)	arr.	3 28	12 28	6 35	6 15	La Haye	arr.	4 0	8 27	...	...	...
Landau	arr.	3 54	12 54	7 16	6 57	Cologne	dep.	10 30	11 40	...	...	1 30
Weissb. (G. Time) a.	4 35	1 34	8 10	7 35	...	Brussels	arr.	5 0	5 27	...	...	9 15
(Buffet) (F. Time) d.	4 15	1 15	8 30	7 45	...	Antwerp	arr.	5 30	5 40	...	...	9 55
Strasbourg	arr.	5 45	3 10	10 25	9 39	Ostend	arr.	8 23	7 45	...	...	...
(Buffet) dep.	6 20	4 40	12 43	5 10	7 45	London	dep.	8 30	...	...	...	...
Schlestadt	arr.	7 19	6 11	2 20	6 49	8 48	...	...	...	...	...	...
Mulhouse	arr.	8 57	8 57	4 59	9 3 11 27	...	...	...	...	...	...	...
Sale (Buffet)	arr.	9 40	9 40	6 0	9 55	12 30	...	...	...	...	...	...

Paris time is kept at all the French Stations; on German lines, Ludwigshafen and Cologne time, and on Swiss lines, Swiss time.

Cologne time is 23 minutes, Ludwigshafen 30 minutes, and Krefeld time 90 minutes in advance of French time.

DIRECT SERVICE between NORTHERN ITALY and FLORENCE.

Susa dep. 3 0 a.m.	10 20 a.m.	Florence dep. 9 30 a.m.	10 0 p.m.	Correspondence at Susa with the French and Swiss Railways, via MONT CENIS.
Turin arr. 4 20	12 20 p.m.	Pistoja dep. 10 30	11 5	
" dep. 6 10	6 20	Porretta arr. 12 20 p.m.	12 50 a.m.	
" dep. 7 27	7 30	Vergato dep. 12 53	1 28	
Alessandria arr. 8 38	8 30	Bologna dep. 2 0	2 30	
GENOA dep. 5 5 a.m.	6 5 p.m.	FERRARA arr. 4 20 p.m.	8 10 a.m.	Florence dep. 9 30 a.m.
ACQUI dep. 6 25	4 20	Bologna dep. 2 35 p.m.	7 20 a.m.	Pistoja dep. 10 30
ALBA dep. 5 0	4 27	Modena arr. 3 18	3 34	Venice dep. 5 45
CASALE dep. 6 10	6 15	Reggio dep. 3 50	4 5	Milan dep. 5 30 p.m.
MORTARA dep. 6 15	6 11	Parma dep. 4 26	4 40	Turin dep. 11 0
Alessandria dep. 8 10 a.m.	8 30 p.m.	Piacenza dep. 5 40	5 52	Susa arr. 12 25 a.m.
Tortona dep. 8 39	9 0	PIACENZA dep. 5 55 p.m.	6 5 a.m.	St Michel dep. 1 11 p.m.
Voghera dep. 9 2	9 23	PAVIA arr. 8 20	9 21	Chambery dep. 3 30
Stradella dep. 9 35	9 57	Milan dep. 7 30	7 38	" dep. 3 40
Piacenza arr. 10 15	10 38	NOVARA arr.	10 23 a.m.	Aix-les-Bains dep. 4 11
VENICE dep.	9 25 a.m.	ARONA dep.	12 10 p.m.	Culoz arr. 4 45
BRESCIA dep. 5 0 a.m.	5 10 p.m.	VERCELLI dep.	11 0 a.m.	Culoz dep. 6 20 p.m.
LECCO dep. 5 10	5 20	VARESE dep.	2 35 p.m.	Geneva dep. 9 9
BERGAMO dep. 6 28	6 50	CAMERLATA dep.	1 33	Culoz dep. 5 13 p.m.
CREMONA dep. 5 0	5 0	CERMONA dep.	3 45	Lyon (Brotteaux) arr. (Perrache) dep. 8 28
CAMERLATA dep. 6 35	6 15	BERGAMO dep.	8 53 a.m.	Macon arr. 8 44
VARESE dep. 5 55	6 10	LECCO dep.	4 25 p.m.	Macon dep. 9 42 10 41
VERCELLI dep. 4 25	5 17	BRESCIA dep.	10 30 a.m.	Dijon arr. 12 17 3 9
ARONA dep. 4 25	4 20	VENICE dep.	5 49 p.m.	Paris dep. 6 55 11 40
NOVARA dep. 5 42	6 12	Piacenza dep. 5 50 p.m.	5 0 a.m.	
Milan dep. 8 35 a.m.	9 0 p.m.	Stradella arr. 6 30	6 40	
PAVIA dep. 7 30	6 21	Voghera dep. 7 7	7 11	
PIACENZA arr. 10 10	10 23	Tortona dep. 7 34	7 38	
Piacenza dep. 10 22 a.m.	10 45 p.m.	Alessandria dep. 8 0	8 5	
Parma arr. 11 32	11 56	MORTARA arr.	11 10 a.m.	
Reggio dep. 12 8 p.m.	12 31	CASALE dep. 9 40 p.m.	9 59	
Modena dep. 12 42	1 2 a.m.	ALBA dep.	5 42 p.m.	
Bologna dep. 1 25	1 45	ACQUI dep. 9 50 p.m.	9 45 a.m.	
FERRARA dep. 11 54 a.m.	6 45 p.m.	GENOVA dep. 10 35	11 30	
Bologna dep. 1 50 p.m.	2 20 a.m.	Alessandria dep. 8 20 p.m.	8 20 a.m.	
Vergato arr. 2 52	3 24	Asti arr. 9 0	8 59	
Porretta dep. 3 32	4 3	Turin dep. 10 15	10 45	
Pistoja dep. 5 50	6 20	" dep. 11 0	1 20 p.m.	
Florence dep. 6 55	7 18	Susa arr. 12 35 a.m.	3 20	

PISTOJA, ROME, and NAPLES.

Pistoja arr. 6 20 a.m.	5 50 p.m.	Naples dep.	9 55 a.m.	Paris dep. 3 30 6 0
Pistoja dep. 6 28 a.m.	6 0 p.m.	Rome dep.	5 0	Dijon dep. 1 34 2 44
Prato arr. 6 50	6 22	Civitatevecchia dep.	7 50	Macon arr. 4 52 5 20
Florence dep. 7 18	6 55	Nunziata dep.	3 0 p.m.	" dep. 5 36 a.m.
" dep. 7 30	...	Leghorn arr.	8 0	Lyon (Perrache) dep. (Brotteaux) dep. 5 30 a.m.
Empoli arr. 8 35	...	Leghorn dep. 6 0 a.m.	8 20 p.m.	" dep. 5 54
Stena dep. 10 45	...	Spezia dep.	5 50	Culoz arr. 9 2 a.m.
Orvieto dep. 3 0 p.m.	...	Pisa dep. 7 5 a.m.	9 0	Geneva dep. 6 20 a.m.
Leghorn dep. 10 40 a.m.	...	Lucca dep. 7 58	9 35	Culoz dep. 8 47
Pistoja dep. 8 20 a.m.	8 5 p.m.	Pistoja dep. 9 29	10 55	Culoz dep. 9 26 a.m.
Lucca arr. 8 57	7 37	(Via Lucca) dep. .....	...	Aix-les-Bains dep. 10 2
Pisa dep. 9 50	8 25	Leghorn dep. 6 0 a.m.	4 40 p.m.	Chambery arr. 10 23
Spezia dep. 1 10 p.m.	...	Orvieto dep.	12 55	" dep. 10 28
Leghorn dep. 10 40 a.m.	9 10 p.m.	Stena dep. 6 15 a.m.	4 50	St. Michel arr. 1 10 p.m.
(Via Lucca) dep. .....	...	Empoli dep. 8 20	6 55	Susa dep. 3 0 a.m.
Leghorn dep. 3 20 p.m.	9 10 a.m.	Florence arr. 9 5	7 50	Turin arr. 4 20
Nunziata arr. 9 20	2 10 p.m.	" dep. 9 30	10 0	Milan dep. 10 50
Civitatevecchia dep. 8 0 a.m.	9 0	Prato dep. 10 0	10 30	Venice dep. 10 28 p.m.
Rome dep. 9 42	11 55	Pistoja arr. 10 30	10 50	Pistoja dep. 5 50
Naples dep. 5 33 p.m.	...	(Via Florence) dep. .....	...	Florence dep. 6 55
		Pistoja dep. 10 30 a.m.	11 5 p.m.	

MILAN and VIENNA, via PESCHIERA.

Milan dep. 7 50 a.m.	12 30 p.m.	Vienna dep. 14 45 a.m.	Exp 9 30 p.m.	* Mondays and Thursdays only * Tuesdays and Saturdays only * Daily
Peschiera arr. 11 55	4 8	Trieste dep. 12 35 p.m.	...	
" dep. 12 45 p.m.	5 22	Venice dep. 5 45 a.m.	9 25 a.m.	
Verona arr. 1 42	6 19	Rotter dep.	5 35	
Mantua dep. 4 15	...	Mantua dep. 6 30 a.m.	12 0 noon.	
Bolzen dep. 8 20	...	Verona dep. 9 54	1 33 p.m.	
Venice dep. 5 49	10 28 p.m.	Peschiera arr. 10 49	2 28	
Trieste dep.	7 4 a.m.	" dep. 12 0 noon.	3 18	
Vienna dep. 11 52 Exp.	5 27 p.m.	Milan arr. 4 0 p.m.	8 30	

RAVENNA and ANCONA, via BOLOGNA.

Bologna ... arr. {	From Piacenza ...	1 45 a.m.	1 25 p.m.	Ancona ...	dep.	9 10 p.m.	8 25 a.m.
	" Ferrara ...	8 20 p.m.	1 30 ...	Rimini ...	"	11 31 ...	10 49 ...
	" Pistoja ...	2 30 a.m.	2 0 ...	Ravenna ...	"	3 20 ...	5 30 ...
Bologna ...	... dep.	3 4 ...	2 29 ...	Bologna ...	... arr.	1 40 a.m.	12 59 p.m.
Ravenna ...	... arr.	10 10 ...	7 45 ...			2 20 ...	1 50 ...
Rimini ...	... "	6 6 ...	5 31 ...	Bologna ...dep.	{	Ferrara ...	6 40 ...
Ancona ...	... "	9 10 ...	7 50 ...		"	Piacenza ...	2 50 ...

LEGHORN and SUSA.

Leghorn dep.	6 5 a.m.	9 0 a.m.	8 20 p.m.	Susa ... dep.	3 0 a.m.
Pisa ...	7 5 ...	9 30 ...	9 0 ...	Genoa ...	6 5 p.m. 3 20 p.m. 5 5 ...
Lucca ...	7 58 ...	9 35 ...	9 35 ...	Turin ...	6 20 ... 3 5 ... 6 10 ...
Pistoja ... arr.	9 29 ...	1 35 p.m.	10 55 ...	Alessandria ...	8 30 ... 6 40 ... 8 10 ...
Empoli ... dep.	8 10 a.m.	10 43 a.m.	6 55 p.m.	Ancona ... dep.	9 10 p.m. ... 8 28 a.m. ...
Florence ...	5 0 a.m. 9 30 ...	12 30 p.m. 10 0 ...	10 0 ...	Rimini ...	11 31 ... 10 49 ...
Prato ...	5 50 ... 10 0 ...	1 10 ... 10 30 ...	10 30 ...	Ravenna ...	3 20 ... 5 30 ...
Pistoja ... arr.	6 20 ... 10 20 ...	1 35 ... 10 50 ...	10 50 ...	Ferrara ... dep.	6 45 p.m. 6 15 a.m. 11 56 a.m. ...
Pistoja ... dep.	6 45 a.m. 10 30 a.m.	2 50 p.m. 11 5 p.m.	11 5 p.m.	Brescia ...	5 10 ... 5 0 ...
Bologna ... arr.	11 10 ... 2 0 p.m.	2 5 ... 2 30 a.m.	2 30 a.m.	Milan ...	9 0 ... 8 35 ...
Parma ...	3 25 p.m. 4 26 ...	9 50 ... 4 40 ...	4 40 ...	Piacenza ...	10 45 ... 3 25 a.m. 10 22 ...
Piacenza ...	5 10 ... 5 40 ...	11 47 ... 5 52 ...	5 52 ...	Parma ...	11 56 ... 5 15 ... 11 32 ...
Milan ...	9 15 ... 7 30 ...	... 7 38 ...	7 38 ...	Bologna ...	2 20 a.m. 8 35 ... 1 50 p.m. 5 10 p.m.
Brescia ...	... 4 20 p.m.	9 18 p.m. 8 10 ...	8 10 ...	Pistoja ... arr.	6 20 ... 1 10 p.m. 5 50 ...
Ferrara ...	... 7 45 p.m.	10 10 a.m. ...	10 10 a.m.	Pistoja ... dep.	6 28 a.m. 1 35 p.m. 6 0 p.m. 11 5 p.m.
Ravenna ... arr.	4 11 p.m. 5 31 ...	6 6 ...	6 6 ...	Prato ... arr.	6 48 ... 2 3 ... 6 20 ...
Rimini ...	7 9 ... 7 50 ...	9 10 ...	9 10 ...	Florence ...	7 18 ... 2 50 ... 6 55 ...
Ancona ... arr.	10 50 p.m. 8 0 p.m.	7 30 a.m. 8 5 a.m.	8 5 a.m.	Empoli ...	8 30 ... 4 50 ...
Alessandria arr.	8 0 a.m. 10 15 ...	11 30 ... 10 15 ...	10 15 ...	Pistoja ... dep.	7 20 a.m. 1 50 p.m. 6 5 p.m.
Turin ...	8 40 ... 10 35 ...	11 30 ... 11 30 ...	11 30 ...	Lucca ... arr.	7 57 ... 3 22 ... 7 37 ...
Genoa ...	... 12 35 a.m.	... 10 15 ...	10 15 ...	Pisa ...	9 50 ... 4 15 ... 8 25 ...
Susa ...	... 12 35 a.m.	... 11 30 ...	11 30 ...	Leghorn ...	10 40 ... 4 55 ... 9 10 ...

FLORENCE and NAPLES.

Florence ...	d p.	6 0 a.m.	12 0 noon	Naples ...	dep.	9 55 a.m.
Empoli ...	"	6 50 ...	12 58 p.m.	Caserta ...	"	10 47 ...
Pistoja ...	"	5 30 a.m.	9 5 ...	Velletri ...	"	4 59 p.m.
Lucca ...	"	8 18 a.m.	2 35 p.m.	Rome ...	arr.	6 3 ...
Spezia ...	"	8 35 ...	3 0 ...	... dep.	6 30 ... 5 0 a.m.	
Pisa ...	arr.	9 10 ...	3 20 ...	Civitavecchia ...	arr.	8 35 ... 7 5 ...
Leghorn ...	arr.	10 30 ...	4 50 ...	... dep.	9 30 ... 7 50 ...	
Cecina ...	dep.	9 10 ...	3 20 ...	Nunziatella ...	arr.	5 0 a.m. 2 15 p.m.
Grosseto ...	"	10 30 ...	4 50 ...	... dep.	6 0 ... 3 0 ...	
Orbetello ...	"	12 55 p.m.	7 37 ...	Orbetello ...	arr.	6 20 ... 3 15 ...
Nunziatella ...	"	1 55 ...	9 0 ...	Grosseto ...	"	7 40 ... 4 15 ...
Civitavecchia ...	arr.	2 10 ...	9 20 ...	Cecina ...	"	10 27 ... 6 40 ...
... dep.	3 0 ...	10 30 ...	4 50 ...	Leghorn ...	dep.	12 0 noon 8 0 ...
... arr.	9 0 ...	6 0 a.m.	6 0 a.m.	Pisa ...	dep.	12 30 p.m. 8 20 ...
Rome ...	arr.	9 55 ...	7 35 ...	Spezia ...	arr.	12 58 ... 8 45 ...
Velletri ...	dep.	11 55 ...	9 42 ...	Lucca ...	"	8 40 ... 9 30 p.m.
Caserta ...	arr.	... 10 0 ...	10 0 ...	Pistoja ...	"	4 3 ... 10 55 ...
Naples ...	arr.	... 10 7 ...	10 7 ...	Empoli ...	"	5 40 ... 2 35 ...
... dep.	... 4 53 p.m.	5 33 ...	5 33 ...	Florence ...	"	3 30 ... 11 55 p.m.

REICHENBACH and EGER.

Fares.			Stations.						Fares.			Stations.					
1st class	2nd class	3rd class	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1st class	2nd class	3rd class	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
thng	thng	thng	a.m.	a.m.	p.m.	p.m.	p.m.	thng	thng	thng	a.m.	a.m.	p.m.	p.m.	p.m.		
...	...	...	7 45	3 20	6 40	...	...	...	...	...	6 45	2 45	6 15	...	...
...	...	...	7 20	...	6 5	...	...	...	...	...	7 5	2 55	6 30	...	...
...	...	...	7 50	...	6 35	...	...	...	...	...	7 55	3 30	7 25	...	...
0 7	0 6	0 4	8	5	3 50	7 5	...	0 20	0 13	0 10	8 25	3 50	7 50	...	...
0 15	0 11	0 8	8	8 20	4 15	7 31	...	1 0	0 20	0 15	9 0	4 15	8 30	...	...
0 17	0 13	0 9	8	8 30	4 30	7 50	...	1 4	0 29	0 17	9 15	4 25	8 45	...	...
0 21	0 15	0 11	8	8 45	4 50	8 10	...	1 14	0 29	0 32	5 0	10 0	5 0	9 20	...		
0 27	0 19	0 14	8	9 0	5 15	8 35	...	2 4	1 12	1 2	6 10	11 10	5 45	...	...
1 15	1 1 0 23	0 23	8	5 5	9 50	6 30 9 45	...	2 8	1 15	1 4	6 30	11 30	6 0	...	...
1 27	1 9 0 29	0 29	8	5 35	10 15	7 5	...	2 12	1 18	1 6	6 50	11 50	6 10	...	...
1 29	1 11 1 0	1 0	8	5 50	10 25	7 20	...	2 14	1 20	1 7	7 5	12 5	6 20	...	...
2 9	1 18 1 1	1 1	8	6 25	10 55	8 0	...	2 22	1 25	1 11	7 35	12 35	6 40	...	...
2 17	1 23 1 9	1 9	8	7 25	11 40	8 55	...	...	...	...	7 55	...	6 50	...	...
2 23	1 27 1 12	1 12	8	7 50	11 55	9 20	...	...	...	...	8 25	...	7 23	...	...
2 29	1 31 1 15	1 15	8	8 10	12 10	9 40	...	2 29	2 1	1 15	8 5	1 15	7 5	...	...

LINE FROM CADIZ TO SEVILLE, CORDOVA, AND MADRID.												
Fares.				Stations.	Trains.							
Eng. Miles.	1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1,2,3	1 cl.	1,2,3	1,2,3	1,2,3	
Dis.	r. c.	r. c.	r. c.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	
91	6	0	4 47	2 70	Cadiz .....dep.	7 20	9 15	11 5	3 10	5 45	...	8 0
16	6	0	4 47	2 70	San Fernando	7 48	9 45	11 38	3 41	6 16	...	8 33
213	8	0	6 47	4 0	Puerto Real	8 9	...	12 0	4 4	6 39	...	8 59
301	10	0	8 0	5 0	Puerto Sta. Mar	8 23	...	12 23	4 43	7 2	...	9 22
434	18	0	14 0	9 0	Jerez	9 6	...	12 50	5 10	7 30	...	10 10
503	26	94	20 70	12 94	El Cuervo	9 41	...	...	...	...	...	10 53
611	31	23	23 94	14 94	Lobrija	10 5	...	...	...	...	...	11 29
683	38	0	29 0	18 0	Las Cabezas	10 36	...	...	...	...	...	12 9
764	42	47	33 47	19 94	Las Alcantar	10 56	...	...	...	...	...	12 30
864	47	70	36 23	22 47	Utrera	11 26	...	...	...	...	...	8 30
94	54	0	41 0	25 23	Dos Hermanza	11 55	...	...	...	...	...	1 10
					Seville 170 ..arr.	12 20	...	...	...	...	...	9 45
												2 3

Fares.				Stations.	Trains.			
Eng. Miles.	1st class	2nd class	3rd class		1,2,3			1,2,3
Dis.	r. v. c.	r. v. c.	r. v. c.		d. m.			p. m.
7	5 50	4 0	3 50	Seville .....dep.	4 10	...	...	3 0
13	9 75	7 50	4 50	La Rinconada	4 39	...	...	3 39
21	15 50	11 75	7 0	Brenes	4 50	...	...	3 50
24	18 25	13 75	8 25	Vocina	5 23	...	...	4 20
34	24 75	18 50	11 25	Carmona	5 40	...	...	4 30
45	33 0	24 75	15 0	Lora del Rio	6 21	...	...	5 0
53	38 0	24 75	15 0	Penaflor	6 56	...	...	5 30
63	49 75	32 75	18 0	Palmas	7 8	...	...	5 39
611	43 75	32 75	18 0	Hornachuelos	7 30	...	...	6 59
67	48 0	36 0	21 75	Pozadas	7 52	...	...	6 17
73	52 0	39 0	23 50	Almodovar	8 18	...	...	6 34
801	57 75	43 25	26 0	Villarrubia	8 30	...	...	6 50
				Cordova .....arr.	8 52	...	...	7 11

Fares.				Stations.	Trains.			
Eng. Miles.	1st class	2nd class	3rd class					
Dis.	r. s. c.	r. s. c.	r. s. c.					a. m.
7	11 50	9 0	5 50	Cordova ...dep.	...	...	...	7 30
12	13 25	10 25	6 50	Villafraanca .....	...	...	...	8 23
22	15 50	12 0	7 50	Carpio .....	...	...	...	8 39
28	19 50	15 0	9 25	Pedro Abad .....	...	...	...	8 52
31	21 0	16 50	10 50	Montoro .....	...	...	...	9 17
35	24 0	18 50	11 50	Villa del Rio .....	...	...	...	9 44
43	29 50	23 0	14 0	Marmolejo .....	...	...	...	10 14
47	32 25	25 0	15 25	Arjonilla .....	...	...	...	10 29
50	34 50	26 75	16 50	Andujar .....	...	...	...	10 54
58	40 25	31 25	19 25	Villanueva .....	...	...	...	11 25
654	46 75	35 25	22 25	Espeluy .....	...	...	...	11 51
70	49 75	38 75	23 75	Bonjibar .....	...	...	...	12 30
73	56 0	43 50	26 75	Javalquinto .....	...	...	...	12 48
78	60 0	46 50	28 50	Buza .....	...	...	...	1 29
82	64 75	50 23	30 75	Liveros .....	...	...	...	1 51
				Vitiches .....arr.	...	...	...	2 15

Fares.				By Diligence to (p. 400)	Trains.			
Eng. Miles.	1st class	2nd class	3rd class					
Dis.	r. s. c.	r. s. c.	r. s. c.					a. m.
...	5 0	4 0	2 50	V. de Cardenas	p. m.	...	...	11 16
...	12 0	9 25	5 75	Almudiel	9 15	...	...	11 44
164	18 50	14 50	9 0	Santa Cruz	9 30	...	...	12 25
25	50 50	23 75	14 50	Valdepenas	10 50	...	...	1 6
43	41 0	31 75	19 50	Manzanares	11 50	...	...	2 18
58	52 50	40 75	25 0	Arganassilla	12 25	...	...	3 12
74	...	...	...	Alcazar (175) ar.	12 50	...	...	4 5
...	113 25	86 75	51 75	Alcazar .....dep.	6 40	...	...	4 35
				Madrid	6 40	...	...	6 40
					a. m.	Change at Alcazar.	...	p. m.

Andalucian Railways.

MADRID TO CORDOVA, SEVILLA, and CADIZ.

Eng. Mls.	Fares.				Stations.	Trains.				
	1st class	2nd class	3rd class	class		1,2,3 class			1	1,3,3 class
Dis.	r.	c.	r.	c.	r.	a.	m.			p. m.
From	Alcazar	r.			Madrid (175) d.	7	0	...	...	8 55
16	11 50	9 0	5 50		Alcazar (175) ...	12	30	...	...	1 59
31	22 0	17 25	10 50		Argamasilla	1	28	...	...	2 48
40	34 50	26 75	16 50		Manzanares	2	27	...	...	3 39
40	34 50	26 75	16 50		Valdepenas	3	34	...	...	3 38
57 1/2	40 50	31 50	19 25		Santa Cruz	4	10	...	...	5 9
68	18 0	37 25	23 0		Almuradiel	4	43	...	...	5 47
74	52 50	40 75	25 0		V. de Cardenas	5	10	...	...	...

Eng. Mls.	Fares.				Stations.	Trains.				
	1st class	2nd class	3rd class	class		1,2,3 class				1	1,3,3 class
Dis.	r.	c.	r.	c.	r.	a.	m.			p. m.
From	Vilches	s.			Vilches ...dep.	...	...	...	...	12 20
16	5 0	3 75	2 50		Linares .....	...	...	...	...	12 56
19	9 0	7 0	4 25		Baeza .....	...	...	...	...	1 19
22	15 50	12 0	7 50		Javalquinto .....	...	...	...	...	1 51
26	18 50	14 50	9 0		Menjibar .....	...	...	...	...	2 36
34	20 75	16 25	10 0		Espeluy .....	...	...	...	...	2 50
42	24 75	19 25	11 75		Villanueva .....	...	...	...	...	3 16
45	30 50	23 75	14 50		Andujar .....	...	...	...	...	3 57
49	33 0	25 75	15 75		Arjouilla .....	...	...	...	...	4 12
57	35 25	27 50	16 75		Marmolejo .....	...	...	...	...	4 27
62	41 0	31 75	19 50		Villa del Rio .....	...	...	...	...	5 0
66	45 50	35 25	21 75		Montoro .....	...	...	...	...	5 29
70	49 75	38 75	23 75		Pedro Abad .....	...	...	...	...	5 51
79 1/2	51 50	40 0	24 50		Carpio .....	...	...	...	...	6 7
85	53 75	41 75	25 50		Villafranca .....	...	...	...	...	6 20
92	64 75	50 25	30 75		Cordova ...arr.	...	...	...	...	7 12

Eng. Mls.	Fares.				Stations.	Trains.				
	1st class	2nd class	3rd class	class		1,2,3 class				1,2,3 class
Dis.	r.	v.	c.	r.	v.	c.	r.	a.	m.	p. m.
From	Cordova	a.			Cordova ...dep.	8	0	...	...	7 35
8	5 75	4 50	2 75		Villarubia	8	24	...	...	7 57
13 1/2	10 25	7 75	4 75		Almodovar	8	44	...	...	8 14
19 1/2	14 25	10 75	6 50		Posadas	9	4	...	...	8 31
25 1/2	18 50	14 0	8 50		Hornachuelos	9	24	...	...	8 49
32 1/2	23 50	17 50	10 50		Palma	9	49	...	...	9 9
35 1/2	25 25	19 0	11 50		Fonsador	10	1	...	...	9 18
45 1/2	33 0	24 75	15 0		Lora del Rio	10	46	...	...	9 31
55 1/2	40 23 30	23 18 25			Carmona	11	16	...	...	10 17
59 1/2	42 50	31 75	19 0		Tocina	11	29	...	...	10 28
67 1/2	48 50	36 50	22 0		Brenas	11	57	...	...	10 52
73 1/2	52 80	39 50	23 75		La Rinconada	12	16	...	...	11 9
80 1/2	57 75	43 25	26 0		Seville 116 arr.	12	27	...	...	11 40

Eng. Mls.	Fares.				Stations.	Trains.							
	1 cl.	2 cl.	3 cl.	class		1,2,3 class	1 cl.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
Dis.	r.	c.	r.	c.	r.	a.	m.	p. m.	p. m.	p. m.	p. m.	a. m.	
From	Seville				Seville ...dep	...	7	0	...	6	0	12	10
8	5 70	4 23	2 70		Dos Hermanas ...	...	7	26	...	6	45	12	40
18	12 47	9 47	5 70		Utrera .....	...	8	3	...	7	15	1	20
26	17 23	12 94	7 70		Las Alcantar .....	...	8	25	...	...	...	1	55
33	22 0	16 49	9 94		Las Cabezas .....	...	8	47	...	...	...	2	25
44	28 94	21 70	12 94		Lebrija .....	...	9	18	...	...	...	3	4
51	33 70	25 23	15 23		El Cuervo .....	...	9	40	...	...	...	3	32
63	41 70	31 23	18 70		Jerez	7	30	10 25	3 5	...	8 0	4 35	...
74	49 0	35 94	21 70		Puerto Sta. Maria	7	50	10 53	3 35	...	8 30	5 10	...
78	53 23	38 94	23 23		Puerto Real	8	13	11 12	4 8	...	8 53	5 32	10 0
85	57 23	41 94	25 23		San Fernando	8	35	11 34	4 31	...	9 16	5 58	10 24
94	59 70	44 70	27 70		Cadiz ...arr.	9	10	12 0	5 0	...	9 45	6 30	10 35

ROME, FOLIGNO, AND ANCONA.

Mila.	Fares.				Stations.	Trains.						Stations.	Trains.							
	1st class	2nd class	3rd class	L. a.		1, 2, 3		1, 2, 3		1, 2, 3			1st class	2nd class	3rd class	L. a.	1, 2, 3		1, 2, 3	
						a. m.	p. m.	a. m.	p. m.	a. m.	p. m.						a. m.	p. m.		
...	3 50	2 80	1 75	...	Rome.....dep.	5 30	6 15	...	...	...	...	...	...	...	Ancona.....dep.	...	...	...
...	5 0	4 0	3 45	...	Monte Rotondo.....	6 17	7 2	...	...	...	...	...	...	...	Case Bru-late.....	...	...	...
...	...	...	...	...	Corese.....arr.	6 40	7 25	...	...	...	...	...	...	...	Chiavalle.....	...	...	...
...	5 15	4 10	2 50	...	Passo di Corese.....	7 33	8 6	...	...	...	...	...	...	...	Iesi.....	...	...	...
...	6 50	5 5	3 20	...	Montorso.....	8 31	8 58	...	...	...	...	...	...	...	Nocera.....	...	...	...
...	7 35	6 35	3 60	...	Stimigliano.....	10 0	10 0	...	...	...	...	...	...	...	Serr. S. Quirico.....	...	...	...
...	8 85	6 80	4 35	...	Borghetto.....	10 52	10 52	...	...	...	...	...	...	...	Albicina.....	...	...	...
...	10 50	8 10	5 10	...	Orte.....	12 5	12 5	...	...	...	...	...	...	...	Farriano.....	...	...	...
...	12 25	9 35	6 0	...	Narni.....	12 42	12 42	...	...	...	...	...	...	...	Fossato.....	...	...	...
...	13 70	10 35	6 70	...	Terral.....arr.	12 53	1 30	...	...	...	...	...	...	...	Guido Tadino.....	...	...	...
...	16 0	12 50	8 30	...	Spoleto.....dep.	1 23	1 35	...	...	...	...	...	...	...	Nocera.....	...	...	...
...	18 75	13 90	9 25	...	Trevi.....	4 46	10 38	1 0	0 70	0 50	...	...	...	...	Serr. S. Quirico.....	...	...	...
...	19 75	14 60	9 75	...	Foligno.....arr.	5 10	10 53	2 5	1 45	1 30	...	...	...	...	Spoleto.....	...	...	...
...	...	...	...	...	Foligno.....dep.	...	...	6 5	4 26	3 5	...	...	...	...	Terral.....arr.	...	...	...
...	...	...	...	...	Nocera.....	...	...	7 50	5 25	3 75	...	...	...	...	Narni.....dep.	...	...	...
...	...	...	...	...	Guido Tadino.....	...	...	9 45	6 45	4 80	...	...	...	...	Orte.....	...	...	...
...	...	...	...	...	Fossato.....	...	...	11 5	7 00	5 55	...	...	...	...	Borghetto.....	...	...	...
...	...	...	...	...	Fabriano.....	...	...	12 60	9 5	6 30	...	...	...	...	Stimigliano.....	...	...	...
...	...	...	...	...	Albicina.....	...	...	13 50	9 45	6 75	...	...	...	...	Montorso.....	...	...	...
...	...	...	...	...	Serr. S. Quirico.....	...	...	14 10	10 60	7 40	...	...	...	...	Passo di Corese.....	...	...	...
...	...	...	...	...	Nocera.....	...	...	14 30	10 70	7 45	...	...	...	...	Corese.....arr.	...	...	...
...	...	...	...	...	Chiavalle.....	...	...	16 40	11 90	8 15	...	...	...	...	Monte Rotondo.....	...	...	...
...	...	...	...	...	Case Bruclate.....	...	...	19 75	14 60	9 75	...	...	...	...	Rome.....arr.	8 50	7 0	...

PARIS, BRETIGNY, and VENDOME.

1st class	2nd class	3rd class	Stations.	Trains.						Stations.	Trains.							
				1, 2, 3		1, 2, 3		1, 2, 3			1st class	2nd class	3rd class	L. a.	1, 2, 3		1, 2, 3	
				a. m.	p. m.	a. m.	p. m.	a. m.	p. m.						a. m.	p. m.		
3 60	2 70	1 95	Paris.....dep.	6 50	12 45	5 0	9 5	Vendome.....dep.	7 45	12 45	4 0	6 0	8 0	8 0	8 0			
1 15	3 10	2 30	Bretigny.....	7 45	1 08	5 50	10 15	Pezou.....	8 3	1 3	4 17	8 18	8 18	8 18	8 18			
6 60	3 45	2 55	Arpajon.....	7 55	2 9	6 7	10 25	Preteval.....	8 14	1 15	4 28	8 29	8 29	8 29				
3 25	3 25	2 90	Brouillet.....	8 3	3 17	6 15	10 31	Moree-St. Hilaire.....	8 23	1 24	4 37	8 38	8 38	8 38				
3 35	4 70	3 45	Saint-Cheron.....	8 15	2 30	5 27	10 40	Cloyes.....	8 33	1 39	4 53	8 53	8 53	8 53				
8 85	5 10	2 75	Dourdan.....	8 30	2 50	5 47	11 0	Chateaudun.....	8 0	9 6	3 0	5 23	9 25	9 25				
7 85	5 90	4 30	Saint-Memes.....	8 45	3 0	6 17	11 5	Bonn. val.....	8 21	9 27	...	5 43	9 50	9 50				
9 60	6 45	4 75	Ables.....	9 3	3 17	7 16	11 20	Gaut-St-Denis.....	8 37	9 43	...	5 59	...	...		
9 40	7 80	5 75	Avonnes.....	9 17	3 23	7 31	11 45	Voves.....	8 55	10 35	...	6 18	10 37	10 37				
1 20	8 40	6 15	Boisvillies.....	9 45	4 0	7 50	...	Boisvillies.....	9 7	10 15	...	6 30	...	...		
2 30	9 25	6 30	Voves.....	10 9	4 14	8 13	12 30	Auneau.....	9 37	10 45	...	7 0	11 0	11 0				
3 45	10 10	7 40	Gaut-St-Denis.....	10 20	4 31	8 28	...	Ables.....	9 49	10 57	...	7 15	11 57	11 57				
5 0	11 25	8 25	Bonneval.....	10 36	4 47	8 46	12 52	Saint-Memes.....	7 5	11 14	...	7 31	...	...		
5 35	12 25	9 0	Chateaudun.....	7 51	3 5	5 15	9 16	Dourdan.....	7 19	11 28	...	7 45	11 37	11 37				
5 35	12 25	9 0	Cloyes.....	7 26	11 23	5 35	9 36	Saint-Cheron.....	7 34	11 43	...	8 0	...	...		
7 35	13 0	9 55	Moree-St. Hilaire.....	7 41	11 38	5 51	9 50	Brouillet.....	7 45	11 53	...	8 10	...	...		
7 90	13 45	9 85	Preteval.....	7 50	11 47	6 0	10 6	Arpajon.....	7 56	12 3	...	8 19	...	...		
8 13	13 95	10 25	Pezou.....	8 4	11 58	6 11	10 11	Bretigny.....dep.	8 10	12 18	...	8 33	12 43	12 43				
9 80	14 85	10 90	Vendome.....arr.	8 24	12 18	6 31	10 31	Paris.....arr.	9 25	1 27	...	9 42	1 40	1 40				

MALAGA and CORDOVA—Ferro Carril de Cordova a Malaga.

N.º de Días	Fares.			Stations.	Trains.				Stations.	Trains.			
	1 cl.	2 cl.	3 c.		1,2,3	1,2,3				1,2,3	1,2,3		
				Malaga .....dep.	a. m.	p. m.			Cordova .....dep.	a. m.	p. m.		
				Campanillas.....	6 0	2 15	...	...	Torres Cabrera	1 30	...	...	...
				Cartama	6 32	2 34	...	...	Montilla.....	2 21	...	...	...
				Pizarra	6 39	2 49	...	...	Aguilar.....	3 21	...	...	...
				Alora	7 10	3 13	...	...	Puente Genil	3 40	...	...	...
				Gobantes	7 25	3 30	...	...	Casariche	4 20	...	...	...
				Bobadilla	Stop	5 49	...	...	La Roda.....	4 51	...	...	...
				Fuente de Piedra	Stop	6 32	...	...	Fuente de Piedra	5 40	...	...	...
				La Roda.....	...	6 54	...	...	Bobadilla	5 14	...	...	...
				Casariche .....	...	7 24	...	...	Gómbates	6 21	...	...	...
				Puente Genil .....	...	7 44	...	...	Alora	6 45	...	...	...
				Aguilar .....	...	8 12	...	...	Pizarra	9 8	5 40	...	...
				Montilla.....	...	8 57	...	...	Cartama	9 26	6 8	...	...
				Torres Cabrera .....	...	9 20	...	...	Campanillas.....	9 48	6 30	...	...
				Cordova.....arr.	...	10 20	...	...	Malaga.....arr.	10 1	6 45	...	...
					...	11 0	...	...		10 24	7 10	...	...

Upon Newspapers addressed to the Ionian Islands, *specially directed to be sent via France*, and upon Newspapers for Malta, *specially directed to be sent "by French Packet via Marseilles,"* the same rates of postage must also be paid in advance; but printed papers other than newspapers, addressed to the Ionian Islands and Malta, will not be sent at a reduced rate of postage by way of France. They may, however, be forwarded via Southampton under the Colonial Book Post Regulations.

The following is a list of the places in Turkey, Syria, and Egypt, at which France maintains Post Offices; viz., Alexandria, Jaffa, Beyrout, Tripoli in Syria, Latakia, Alexandretta, Meraina, Rhodes, Smyrna, Mytelene, Dardanelles, Gallipoli, and Constantinople.

All newspapers to be forwarded at the lower of the two rates mentioned above, must be posted within fifteen days from the date of publication; but newspapers of an older date may be forwarded at the rate set down for ordinary printed papers. If any printed paper, not a newspaper, be enclosed in the same packet with one or more newspapers, the whole will be chargeable at the higher of the two rates of postage.

Under the term "Printed Papers" are included periodical works other than registered newspapers, stitched or bound books, pamphlets, sheets of music, catalogues, prospectuses, announcements, and notices of every kind, whether printed, engraved, or lithographed.

The following regulations must be strictly observed:

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.
2. There must be no enclosure, except newspapers or other printed papers.
3. There must be no other writing or marks upon the newspapers or printed papers than the name and address of the person to whom they are sent, nor anything upon the cover but such name and address, the printed title of the papers, and the printed name and address of the publisher or vendor who sends them.

If any of the above regulations be disregarded, or if the whole postage be not paid in advance, the packets will either be detained, or forwarded charged as unpaid letters.

Newspapers addressed to the Mediterranean or the East Indies, and intended to be sent in the closed mails by way of Marseilles will continue liable to the existing regulations, including the present rates of postage.

INFORMATION RESPECTING PASSPORTS.

Travellers or Visitors to any part of Europe who desire to avoid delay, trouble, or unnecessary expense, can obtain their Passports through the agency of our London Publisher, W. J. ADAMS, 59 FLEET-STREET, E.C., who will see that every thing necessary is done in procuring the proper *visa* for a Journey to or through any Country on the Continent; in which case it will be necessary to forward him the Letter of Application, or apprise him by letter or otherwise, that such Letter of recommendation, or Certificate of Identity has been duly forwarded to the Foreign Office—he will then take immediate steps to procure the Passport and the necessary *visas*, &c. *By this arrangement parties resident in the country are saved the trouble of coming to London, as it can be forwarded to them by post (en regle.)* Passports as regards British subjects are abolished in FRANCE, SWEDEN, and NORWAY. See pp. xli & xlii.

Fee for obtaining Passport 1s. 6d.; ditto for each *visa*, 1s. 0d. Passport cases from 1s. 6d. to 6s. 0d. Name lettered in gold 1s.—Office Hours—8.0 a.m. to 1.0 p.m.; Saturdays, 9 a.m. to 3 p.m.

(If a Banker's recommendation, it must be under the Seal of the Banker or Banking Establishment by whom it is issued,—if a Certificate of Identity from a Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary,—such Certificate must bear the Signature of the Person on whose behalf the Certificate is granted.)

Foreign Office Passports are granted upon the application or recommendation of any *Banker or Banking Establishment, in any part of the United Kingdom*, which application must be enclosed under Cover and SEAL of the Establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs in form as follows.—

MY LORD,

(Place and Date.)

We request that your Lordship will authorize the grant of a Passport for travelling on the Continent, Spain, (or elsewhere), to A. B., a British subject, (or C. D., a Naturalized British Subject, residing at _____, accompanied by (as the case may be).

We have the honour to be,

My Lord,

Your most obedient Servants,

Her Majesty's Secretary of State for Foreign Affairs.

NOTE.—When the various members of a family travel together, they may be included in one passport but the degree of relationship should be stated: for example—Mr. _____, (the Christian as well as surname must be given in full,) travelling on the Continent, accompanied by his wife, and _____ sons, and _____ daughters, with _____ woman servant (if any), all British subjects. If attended by a man servant, his name in full must be stated, and he must be a British subject; if a foreigner, he must obtain a passport from his own government. Friends travelling in company, although not related, may also be included in one passport; but in this case, each of their names and addresses should be given in the application.

And in order that every possible facility may in future be afforded to all persons who require a Passport, and in cases where an application for the same through a Banker may be inconvenient, or inaccessible, we beg to direct particular attention to the following Notice issued from the Foreign Office, April 21, 1838.

Notice is hereby given that in order to facilitate still further the obtaining of Passports by British subjects desiring to proceed to the Continent, Passports will henceforth be issued to any British subject who shall produce or send to the Passport Department of the Foreign-office, or to any one of the under-mentioned agents at the outports, a certificate of his or her identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom. Every such certificate must bear the signature of the person on whose behalf it is granted; and when it is forwarded to the Foreign-office by post it must—If it be required that the Passport should be sent by return of post to the person who granted the certificate, in order that he may deliver it to the applicant for the Passport,—be accompanied by a post-office order for the amount of the fee; or if forwarded by post to an agent at an outport, the postage must be prepaid. But an agent at an outport will only deliver Passports to persons applying for them there in pursuance of such certificate, and will not send them by post to any persons whatever. The application for the Passport if addressed to "Her Majesty's Secretary of State, Foreign-office, London," should have the word "Passport" conspicuously written upon the cover. The names of the agents who have been appointed to issue Foreign-office passports at the undermentioned ports, are:—

Birmingham, G. R. Collis; Dover, Samuel Metcalfe Latham; Devonport, Thomas H. Hawker; Folkestone, Francis M. Faulkner; Hull, John England; Liverpool, Nathan Litherland; Lowestoft, B. M. Bradbeer; Manchester, —; Newcastle-on-Tyne, Edward Glyn; Newhaven, H. G. Turner; Southampton, W. G. Le Feuvre; Weymouth, Richard Hare; Dublin, L. H. Deering.

It will save time by addressing Certificates of Identity &c., to the CHIEF CLERK, Foreign Office, London, (*instead of Her Majesty's Secretary of State*), with the word **PASSPORT** conspicuously written upon the cover, and **DULY SEALED BY THE WRITER OF SUCH CERTIFICATE.**

CERTIFICATES OF IDENTITY should be worded in the following form, and must be signed and sealed by the person giving it, and also by the person in whose favour it is granted—

(Date of place, and day of the month.)

The Undersigned,—Mayor of

Magistrate for
Justice of the Peace or
Minister
Physician
Surgeon
Solicitor
Notary

Residing at

hereby certifies that *A. B. (Christian and surname to be written at length)*, whose signature is written at foot, is a British subject, (or a naturalized British subject,) and requires a Passport to enable him to travel on the Continent accompanied (*as the case may be, by his wife and children, with their tutor, named C. D. (Christian and surname to be written at length), a British subject and a naturalized British subject*) and *governess, and maidservant [or servants], and manservant [or servants], named E. F., a British subject [or subjects], and a courier, named G. H., a naturalized British subject.*

Signed—

(with the usual signature.)

(Seal.)

Signature of the above named—

If the applicant for a Passport be a Naturalized British Subject, his certificate of Naturalisation, with his signature subscribed to the Oath printed on the third page of it, must be forwarded to the Foreign office with the certificate of Identity granted on his behalf; and his certificate of naturalization will be returned with the Passport to the person who may have granted the certificate of Identity, in order that he may cause such naturalized British subject, not being a servant included in his employer's passport, to sign the passport in his presence. But the agents at the outports are not authorized to grant passports to naturalized British subjects.

The sum charged by the Foreign-office on the issue of a Passport, whatever number of persons may be named in it, is **Two SHILLINGS**, (which includes 6d. Stamp duty.)

The Form of Application to be used by Banking Establishments will be as heretofore, and is given in a preceding page.

The General Regulations for Passports as now amended are as follows:—

"1. Applications for Foreign-office passports must be made in writing, and enclosed in a cover addressed to 'Her Majesty's Secretary of State, Foreign-office, London,' or to an agent at one of the specified outports, with the word 'Passport' conspicuously written on the cover.

"2. The charge on the issue of a passport, whatever number of persons may be named in it, is 2s., which sum includes 6d. stamp-duty.

"3. Foreign-office passports are granted only to British-born subjects, or to such foreigners as have become naturalized either by Act of Parliament or by a certificate of naturalization granted by the Secretary of State for the Home Department. When the party is a 'naturalized British subject,' he will be so designated in his passport; and if his certificate of naturalization be dated subsequently to the 24th of August, 1850, his passport will be marked as good for one year only; but this regulation will not preclude any person whom it affects from obtaining, at any future period, on his producing his old passport, a fresh passport for a further limited period of one year, without being required to pay a fresh charge.

"4. PASSPORTS ARE ISSUED AT THE FOREIGN-OFFICE, BETWEEN THE HOURS OF 11 AND 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED AT THE FOREIGN-OFFICE.

"5. Passports are granted to all persons either known to the Secretary of State, or recommended to him by some person who is known to him; or upon the application of any *banking firm* established in London or in any other part of the United Kingdom, or upon the production of a Certificate of Identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom.

"6. Passports cannot be sent by the Foreign-office, or by an agent at an outport, to a person already abroad; such person should apply for one to the nearest British Mission or Consulate.

"7. Foreign-office passports must be countersigned at the Mission in London, or at some Consulate in the United Kingdom of the Government of the country which the bearer of the passport intends to visit.*

"8. A Foreign-office passport granted to a British-born subject or to a 'naturalized British subject' whose certificate of naturalization is dated previously to August 24, 1850, is not limited in point of time, but is available for any time, or for any number of journeys to the Continent, *if countersigned afresh* by the Ministers or Consuls of the countries which the bearer intends to visit; but a passport granted to a 'naturalized British subject,' whose certificate is dated subsequently to the 24th of August, 1850, is only available for the period for which the passport was originally granted.

Memoranda to be attended to by Bankers and others sending Letters of Application to the Foreign Office for Passports.

"1.—The application for a Foreign-Office Passport should, for the sake of official convenience, be made on a half-sheet of paper, and be folded in three parts; and it should be either delivered at the Foreign Office, or 'posted' in a stamped cover sufficiently early to insure its being delivered before six o'clock in the afternoon.

"2.—The cover inclosing the application **MUST BE SEALED WITH THE SEAL OF THE FIRM**, and addressed to Her Majesty's Secretary of State, with the word 'Passport' conspicuously written upon it.

"3.—Separate applications are necessary when separate Passports are required; but any number of applications may be inclosed in the same cover.

"4.—The name of any particular country or place to which the traveller is proceeding, with the view of residing *permanently* or *for any length of time therein*, should be specifically mentioned in the application; but when a Passport for *travelling on the Continent* generally is required, then that object should be so stated.

"5.—The application must state the name or names to be inserted in the Passport: in the case, however, of a gentleman travelling with his wife and family, it is only necessary to give the *name or title* of the wife when it differs from the *name or title* of the husband, the number of sons and daughters, respectively, and the number of the women-servants; but the name of each man-servant (who must be a British subject) must be given in full, in order that it may be inserted in the Passport.

* It is requisite that the bearer of every passport granted by the Foreign Office should sign this passport before he sends it to be viséd at any Foreign Mission or Consulate in England; without such signature either the *visa* may be refused, or the validity of the passport questioned abroad; but there is no necessity for the *visa* of either the Prussian, Belgian, Wurtemberg, Bavarian, Austrian, or Italian, authorities in the United Kingdom to a Foreign Office passport.

"6.—Servants and others deputed to call at the Passport Office for Passports previously applied for should attend at the Office as soon after Eleven o'clock as possible; and all such attendants must present to the Passport Clerk a memorandum, stating the name of the person for whom the Passport is required, and the name of the parties who applied for it: but when the person requiring a Passport is a *naturalized* British subject, such person must himself attend at the Office with his Certificate of Naturalization, and must there sign his Passport in the presence of the Clerk.

"7.—Bankers are requested to refrain from sending with their applications any letters which they may have received from their correspondents soliciting their intervention to procure Passports; and they are further requested to assist in making it generally known, that it is particularly desired that every person should abstain from forwarding with his Bankers' application any explanatory letter or paper from himself: the application itself must specify every particular required to be inserted in the Passport.

"8.—Parties recommending persons for Foreign-Office Passports will be considered as having thereby undertaken to vouch for their general character, entitling them to the protection of the British Government; and, accordingly, if well-founded suspicion shall ever arise that any party has, through laxity of practice or principal, been the means of obtaining a Passport for an objectionable individual, no application from such party will subsequently be attended to at the Foreign Office.

"Foreign Office."

[We earnestly recommend that these instructions be carefully attended to, as the best means of preventing delay or disappointment in obtaining the Passports.]

LIST OF THE PRINCIPAL FOREIGN PASSPORT OFFICES IN LONDON WHERE FOREIGN OFFICE PASSPORTS ARE TO BE VISÉD.

Portuguese Consulate.—15, St. Mary Axe, (E.C.)

Russian Consulate.—32, Great Winchester street, (E.C.)

Turkish Embassy.—1, Bryanston-square, (W.)

AMERICA.—The Hon. C. F. Adams, No. 5, UPPER PORTLAND PLACE, (W.) Secretaries to Legation, Chas. L. Wilson, Esq., and B. Moran, Esq. United States Dispatch Agent, John Miller, Esq., 26, Henrietta Street, Covent Garden. Business hours at the Legation, between *ten* and *four* o'clock. Passports and Visas are granted to American citizens travelling on the Continent of Europe; but the presence of the parties is absolutely necessary, in order that they may subscribe to the oaths which the regulation of the department prescribe. As regards British subjects the regulation requiring Passports for entering the United States, has been abolished.—In AUSTRIA—at Vienna, Trieste, and Venice; BADEN—at Mannheim; BAVARIA—at Augsburg and Nurnberg—BELGIUM—at Antwerp; DENMARK—at Copenhagen and Elsinore; FRANCE—at Paris, Havre, Bordeaux, Marseilles, Nice, Sedan, Lyons, Nantes, La Rochelle, Bayonne, Napoléon Vendée; GREECE—at Athens; HANSEATIC CITIES—at Hamburg, Bremen, and Frankfurt; HANOVER—at Hanover; HESSE CASSEL—at Cassel; and HESSE DARMSTADT—at Darmstadt; THE NETHERLANDS—at Amsterdam and Rotterdam; PORTUGAL—at Lisbon; PRUSSIA (Westphalia)—at Aix-la-Chapelle, Berlin, Cologne, and Königsberg; PONTIFICAL STATES—at Rome, and Civita Vecchia (Consul); RUSSIA—at St. Petersburg, Riga, Archangel, Odessa, and Helsingfors; SAXONY—Leipzig; SPAIN—at Bilbao, Cadiz, Denia, Malaga, Barcelona, Vigo, and Port Mahon; SWEDEN AND NORWAY—at Stockholm, Gothenburg, and Bergen; SWITZERLAND—at Berne, Basle and Zurich; TURKEY—at Constantinople, Smyrna, and Candia; ITALY—at Genoa, Turin, Milan, Ancona, Ravenna, Leghorn, Florence, Naples, Palermo, and Messina; WURTEMBERG—at Stuttgart.—The above will be found useful in many respects to British as well as American travellers; as in many towns will be found an agent accredited from the United States, where a British Consul is non-resident—in which case English and Americans will meet with equal courtesy and attention.

AUSTRIA.—British subjects travelling in the Austrian dominions should be provided with a Foreign Office Passport, Office of Legation, Chandos House, Chandos Street, Cavendish Square. Hours, from 12 to 2 o'clock daily. American Travellers who intend visiting Austria, should take care to have their Passports *visé* by an Austrian and American Ambassador or Consul, at Berlin or Frankfurt, or in some other town where an American representative dwells.

BADEN.—At the Consul's Office, 16, Great St. Helens, City, (E.C.) Fee for *visa*, 2s. 6d. No *visa* required to British Passports.

BAVARIA.—Ambassadors Residence, No. 3, Hill-street, Berkeley-square. Consul General, Mr. Adolphus Brandt, No. 2, St. Helen's Place, Bishopsgate Street, E.C., Office Hours from 12 to 4. The *visé* of the Bavarian Authorities is no longer required to a FOREIGN OFFICE PASSPORT.

BELGIUM.—Office of the Consul, No. 60, Paternoster Row, City E. C. Office, of the Vice-Consul Mr. J. G. Wich, 11, Bury Court, St. Mary Axe, Leadenhall-street, E. C. Office Hours from 12 to 4. No passports asked for at the Belgian frontiers.

BRAZIL.—Vice-Consul's 2, Great St. Helens, Bishopsgate, E.C.

DENMARK.—Ambassador's residence, 2, Great Cumberland Street, W. Consul's Office, No. 26, Mark Lane City, E.C. Passports abolished in Denmark. Business hours at the Embassy, from 10 to 2, at the Consulate, between 10 and 4.

EGYPT.—Visitors to Egypt must be provided with a Foreign Office passport. See **TURKEY**.

FRANCE.—Consulate-General, 38, Finsbury Circus, E.C. Office hours 11 to 4.

AMBASSADOR'S RESIDENCE—ALBERT GATE—HOUSE, KNIGHTSBRIDGE, W.

Notice.—British Subjects are admitted into France (without Passports) *on declaring their Nationality*. Those who desire admission to the Public Monuments, &c., will have to present to the Special Agent on the Frontier a visiting Card, who will put thereon the administrative stamp, or otherwise their Card can be stamped upon application to the Prefect of Police at Paris; but should the traveller have an old Foreign Office Passport it will save him all trouble in that respect, as the production of it will gain him admission to all places of interest without further authority.

GREECE.—At the Consul's, 17, Cullum-street, Lime-street; between 12 and 3.—Fee 2s. 6d.

HAMBURGH and HANSEATIC REPUBLICS (LUBECK BREMEN HAMBURG).—Consulate General, &c., No. 12, Austin Friars. Office hours, from 11 till 3.—Passports granted to none but Hanseats. Fee, 5s. No visa required to British Passports.

HANOVER.—Secretary to Embassy, 23, Chester-terrace, Eaton-square, between 10 and 3. Also at the Ambassador's (Count Kilmansegg's), 44, Grosvenor-place. The visa to a Foreign Office Passport is not now required. Consul's Office, 6, Lime-street, City, E.C.

HOLLAND.—Ambassador's residence, 20, Lowndes Square, Knightsbridge. Consul's office, 20½, Gt. St. Helens, Bishopsgate St. Passports are abolished in Holland for British subjects. An examination of Luggage takes place at Emmerich, on board the Steamer, ascending and descending the Rhine.

ITALY.—In the New Kingdom of ITALY few regulations remain relative to PASSPORTS, they are rarely enforced, and at few of its frontiers is a Passport even asked for; it was one of the first Governments to dispense with the requirement of any *visa* to BRITISH FOREIGN OFFICE PASSPORTS; but, as regards the PAPAL STATES, it is required that the Passport should be *visé* by the Papal Consul or Nuncio resident in the capital last visited previous to entering the Papal Dominions, viz., presuming the Traveller has not taken the Route via France; but if PARIS is visited on the way, it will save both time and trouble to get the Passport *visé* by the Nuncio resident in that capital; at each town in the PAPAL STATES the Passport is examined and countersigned, for which a fee of 2 pauls has to be paid. For Seaport Towns, the *visa* of the British Consul is necessary.

Consulate, 31, Old Jewry. Ministers residence, 49, Grosvenor-street, W.

PAPAL STATES.—LANCIA PASSARE.—Persons journeying in their own private conveyances to Rome should provide the above to be forwarded to the frontier, and also to be left at the Porta del Popolo, as they will thus avoid the formalities of the Custom House. This they can do by writing to their bankers or correspondents. Travellers by public or post-carriages cannot be permitted this privilege.

MEXICO.—Consul General, Charles Peter Schaeffer, Esq., No. 9, B. New Broad Street, City.—Vice-Consul, James L. Heart, Esq., 7, Broad Street, Buildings.
"Passports are issued only at the Consulate General."

NICARAGUA.—Consul, Charles White, Esq., 15, Barge-yard Chambers, City, E. C.

OLDENBURG.—Chargé d'Affaires' residence, 3, Stratford Place. Consulate hours, 12 to 3. Passports granted to none but Oldenburgers.

PERU.—Ambassador's residence, Palace Hotel, Buckingham-gate, W.—Consul's office, 12, Old Broad-street, City, E.C.

PORTUGAL.—Embassy, 12, Gloucester Place, between 11 and 4; delivered the following day, Also at the Consul's Office, 15, St. Mary Axe—Fee for Passport 4s. 6d.; for Visa, 4s. 6d.

PRUSSIA, the Rhine, Duchy of Nassau, Brunswick, and Grand Duchy of Hesse.—Ambassador's residence, No. 9, Carlton House Terrace, St. James Park, S.W.—Consul General, B. R. Hebler, 106, Fenchurch-street, E.C. The *visa* of Prussia is not required to a Foreign Office Passport, but a Passport is still required through all parts of Germany. American citizens can have their Passport *visé* gratis by the Prussian minister in London. When the *Visa* of the Consul in London is attached to a British Passport, his fee is 4s.

RUSSIAN CONSULATE GENERAL, No. 32, Great Winchester Street, Old Broad Street City.—Passports granted or endorsed (*Visa*) between the hours of 11 and 3; Saturdays 11 and 1. Fees for a passport, 6s. 4d.; for a *Visa* 1s. 7d. Ambassador's residence, *Chesham House, Belgrave Square*. For further information, see page 477 in *Special Edition*.)

SAXONY.—The Saxon *Visa* is not required to a Foreign-Office Passport. Minister's residence Hobart Place, Eaton Square. Consulate hours, 12 to 3.

SICILY.—See Naples and Sicily.

SPAIN.—Consul's office, 5, Jeffrey's Square. Hours from 11 to 3, and on Saturdays from 11 to 1. Ambassador's residence, 7, Mansfield Street, W. No Passport required.

SWEDEN and NORWAY.—Embassy, 10, Stretton Street, Piccadilly, W. Hours from 9 till 1. Consul's office, 2, Alderman's Walk, Bishopsgate Churchyard, Old Broad Street, City. Passports are entirely abolished in Sweden and Norway.

SWITZERLAND.—Consul's Office, 21, Old Broad Street, City. Office hours, from 10 to 4. Saturdays, from 10 till 2. Although it is recommended that the Traveller to Switzerland should be provided with a Foreign-Office Passport, no *visa* is now necessary. The Passport is *not* asked for on entering Geneva, Berne, Lucerne, and the capitals of the various Cantons. Travellers from Switzerland to the dominions of the King of Italy, the States of Bavaria, or to Savoy (now a portion of France), *will not* require the *visa* of either of these countries to a British Foreign-Office Passport; but the Austrian Frontiers cannot be passed unless the Passport has been duly vised by the Austrian Minister, which should be done in London.

TURKEY.—Turkish Embassy, 1, Bryanstone-square. British travellers in the Turkish dominions must have a Foreign Office Passport—the *visa* is *granted gratis* from 12 till 3. Consul's office, 2, Broad Street Buildings, City, E. C.

URUGUAY (Monte Video).—Consul's Office, 11, Parliament Street, Westminster; E. B. Neill, Esq., Consul.

WURTEMBERG.—Consul's office, Wurtemberg House, Poynders' Road, Clapham Park, S. Fee, 4s.

Notice in respect to Passports when Abroad.—As every police official abroad is authorised to inspect it, the Passport must, under all circumstances, be carried about the person. To protect it from the effects of constant friction, it is desirable to have it bound in a pocket-book, which should contain some blank leaves to receive the *visas*, as the official signatures are termed, and with the traveller's name, so that he may easily distinguish it from others.

When desirous of leaving a seaport abroad, in some cases the traveller must obtain a permit from the authorities; should the Passport be in proper form, however, this is instantly given on application.

FOREIGN MONEY (Austrian Notes).—The Austrian paper currency of 1858, is one florin of 100 kreutzers or soldi, value 2s. English, and it is current and the best and most convenient money through all the Austrian dominions except Venetia. It may be bought in England at the rate of 1s. 9d. per florin, being a discount of one eighth, and in exchange for circular notes for nearly the same amount at Venetia and the other capital towns. One hardly ever sees the silver coinage except in Venetia. The old German small washed copper money of Baden &c., passes throughout Austria at a premium. The Austrian Bank Notes are mostly for 1, 5, and 10 florins or gulden, and there are small ones for 10 kreutzers or soldi.

List of Abbreviations used in this Guide.

Money.—fr., franc; c. centime; th. thaler; rth. rix thaler; sgr., silber groschen; sgr., gute-groschen; ngr., new groschen; pf., pfenning; guild., guilder; fl., florin (gulden); guld., gulden (florin); kr., kreuzer; rbl. ruble; kop., kopeck; marc., mark current; shil. Hamburg shilling; kr. kentser; L., lire; c. m., convention münze.

Conveyances.—Rl. Railway; Dil., diligence; Str., steamer.

Distance and Time.—Rtes., Routes; Dis., Distance; hr., hours; m., miles; G. M., German miles; E. M. English miles; Kils., Kilometres.

Frairs.—Ex., Expr. Dir. Direct. P't, Post S.D., Semi-Direct. Mix. Mixed; Omn. Omnibus

FOREIGN MONEY.

Circular Notes of small denomination.—The £5 Circular Notes so much desired by the travelling Public, are now issued (as well as those for larger amounts, (£10, £20), for the convenience of the traveller not wishing to draw a larger sum at each place, payable at all the principal cities and towns on the Continent of Europe, and the United States and Canada, as well as Scotland and Ireland, Madeira, &c., and can be obtained on application at the **European Bank, Limited** 83, King William Street, E. C.

Circular notes are issued by most of the principal London bankers, and form a very safe and convenient kind of letters of credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient, precluding almost the possibility of fraud. A letter indicating the names of the various correspondents abroad, accompanies them, which must be produced on presenting a note for payment, and we should advise tourists as a precaution to keep the letter always separate from the notes.

The most advantageous money for travellers proceeding to Germany are Thaler or Florin Notes according as their destination is for the North or South. *Napoleons* circulate all through Europe, without difficulty, and are the best coin travellers can take, they can invariably be obtained in London at 16s. or sometimes less. Five franc pieces, Prussian dollars, and florins are the most serviceable silver coins. It is scarcely necessary to hint at the advantage of being always provided with small change in the legal current coin of the country through which the traveller passes, as every exchange entails a consequent loss.

GOLD AND SILVER COIN TABLE,

Showing the value obtainable for the following Gold Coins in different Continental countries.—The value indicated, are those obtainable on the 1st January, 1866, which vary according to the fluctuations in the rates of exchange.

Corrected at **THE EUROPEAN BANK, (LIMITED)**, by
ALFRED VENABLES,

CHIEF OF FOREIGN DEPARTMENT,

83, King William Street, E. C.

Description of Coin.	Value in FRANCE, English Money.		BELGIUM, SWITZ'LD.		PRUSSIA.	AUSTRIA in Notes.	GER- MANY.	HOL- LAND.	HAM- BURGH. Courant.					
	£	s. d.	Fr.	Cts.	Thl.Sgr.Pl.	Fl. Cts.	Fl. Kr.	Guild.Ct	Mc. Shs					
Gold Coin.														
English Sovereign	1	0	0	25	5	6	23	0	10	60	11	90	16	12
Dutch Ten Florin	0	16	5	20	60	5	16	0	8	65	9	50	9	80
Napoleon	0	15	10	20	0	5	12	6	8	45	9	28	9	45
Friedrichs d'or	0	16	8	21	10	5	20	0	8	87	9	56	9	95
Louis d'or	0	16	5	21	40	5	15	0	8	64	9	46	9	65
Ducat (Austrian)	0	9	4	11	75	3	5	0	5	1	5	36	5	56
Ducat (Dutch)	0	9	3	11	70	3	4	6	5	0	5	35	5	52
Eagle	1	0	6	25	65	6	27	6	10	82½	12	15	12	25
Half Imperial (Russia).....	0	16	4	20	45	5	15	0	8	67½	9	47	9	75
Ten Florin Piece (German)...	0	16	8	21	0	5	21	3	8	90	10	0	10	0
German Gold Crown	1	7	8	34	50	9	9	0	13	60	16	10	16	25
Isabella (5 dollar Spanish)	1	0	6	25	65	6	27	6	10	82½	12	15	12	20
Silver Coin.														
English Shilling	0	1	0	1	25	0	10	0	0	52	0	36	0	60
Five Franc Piece	0	3	11	5	0	1	10	6	2	11	2	22½	2	32
One Franc Piece.....	0	0	9	1	0	0	8	0	0	41	0	29	0	46
Thaler (Prussian)	0	2	11½	3	75	1	0	0	1	56	1	45	1	72½
Florin (German).....	0	1	8											
Florin (Dutch)	0	1	8	2	10	0	17	6	0	87½	1	0	1	0
Florin (Austrian, silver) value 1s. 11d. or 10.15	0	1	11½	2	50	0	19	5	1	4½	1	10	1	16
Dollar (Austrian Silver) or value 1½ s., value 2s. 11d.	0	2	11½	3	70	1	0	0	1	57	1	45	1	74
American Dollar (silver) value 4s.	0	4	0	5	0	1	11	0	2	17	2	20	2	37½

Switzerland, France, and Belgium,—same Currency.

A CONCISE TABLE OF FOREIGN MONIES, REDUCED FROM ENGLISH MONEY INTO THE CURRENCY OF OTHER COUNTRIES.

ENGLAND.			FRANCE, BELGIUM, SWITZERLAND		PRUSSIA.			AUSTRIA, in Notes.		HOLLAND.		GERMANY.		RUSSIA, in Paper Silver R'ble.		HAMBURG in Courant.	
£	s.	d.	Frs.	Cts.	Th.	Sgr.	Pf.	Fl.	Cts.	Fl.	Cts.	Fl.	Kr.	Rbl.	Kop.	Marc.	Sch.
0	0	0½	0	2½	0	0	2½	0	1½	0	1½	0	0 02	0	0 04	0	0 04
0	0	0½	0	5	0	0	5	0	2½	0	2½	0	1½	0	1½	0	0 0½
0	0	0½	0	7½	0	0	0	0	3½	0	3½	0	2½	0	2½	0	0 0½
0	0	1	0	10½	0	0	0	0	5	0	5	0	3	0	3	0	0 1
0	0	2	0	21	0	1	9	0	9	0	10	0	6	0	5	0	0 2
0	0	3	0	31½	0	2	7	0	13½	0	15	0	9	0	7½	0	0 3½
0	0	4	0	42	0	3	5	0	17½	0	20	0	12	0	10	0	0 4
0	0	5	0	52½	0	4	2	0	22½	0	25	0	15	0	12½	0	0 5½
0	0	6	0	62½	0	5	0½	0	26½	0	30	0	18	0	15	0	0 6½
0	0	7	0	73	0	6	0	0	31	0	35	0	21	0	17½	0	0 7½
0	0	8	0	83½	0	6	9½	0	35½	0	40	0	24	0	21	0	0 8
0	0	9	0	94	0	7	0	0	40	0	45	0	27	0	23	0	0 9½
0	0	10	1	4½	0	8	4	0	44½	0	50	0	30	0	26	0	0 10½
0	0	11	1	15	0	9	3	0	49	0	55	0	33	0	29	0	0 11½
0	1	0	1	25	0	10	1½	0	53	0	59½	0	35½	0	32	0	0 13½
0	2	0	2	50	0	20	3	1	6	1	19	1	11½	0	64	1	10½
0	3	0	3	75	1	0	4½	1	59	1	78½	1	47½	0	96	2	7½
0	4	0	5	1	1	10	7	2	12	2	38	2	23	1	28	3	5
0	5	0	6	26	1	20	9	2	65	2	97½	2	54½	1	59	4	2½
0	6	0	7	51½	2	0	9	3	18	3	57	3	34½	1	91	5	0
0	7	0	8	77	2	11	0	3	71	4	16½	4	10	2	24	5	13½
0	8	0	10	2	2	21	1½	4	24	4	76	4	45½	2	55	6	11
0	9	0	11	27½	3	1	4	4	77	5	35½	5	21½	2	86	7	8½
0	10	0	12	52½	3	11	6	5	30	5	95	5	57	3	20	8	6
0	11	0	13	77½	3	21	7	5	83	6	54½	6	32½	3	50	9	3
0	12	0	15	24	4	1	8	6	36	7	14	7	8½	3	80	10	0
0	13	0	16	27½	4	11	10	6	89	7	73½	7	44½	4	12	10	13½
0	14	0	17	52½	4	22	0	7	42	8	33	8	20	4	4	11	11
0	15	0	18	78	5	2	8	7	95	8	92½	8	55½	4	75	12	9
0	16	0	20	4	5	12	5	8	48	9	52	9	31½	5	5	13	6
0	17	0	21	29	5	22	7	9	1	10	10	10	7½	5	40	14	3
0	18	0	22	54	6	2	9	9	54	10	70	10	43	5	75	15	0
0	19	0	23	79	6	12	10	10	7	11	30	11	18½	6	10	15	13
1	0	0	25	5	6	23	0	10	60	11	90	11	54	6	40	16	12
2	0	0	50	10	13	16	0	21	20	23	80	23	48	12	80	23	8
3	0	0	75	15	20	9	0	31	80	35	70	35	42	19	20	50	4
4	0	0	100	20	27	2	0	42	40	47	60	47	36	25	60	67	0
5	0	0	125	25	33	25	0	53	0	59	50	59	30	32	0	83	12
6	0	0	150	30	40	18	0	63	60	71	40	71	24	38	40	100	8
7	0	0	175	35	47	11	0	74	20	83	30	83	18	44	80	117	4
8	0	0	200	40	54	4	0	84	80	95	20	95	12	51	20	134	0
9	0	0	225	45	60	27	0	95	40	107	10	107	6	57	60	150	12
10	0	0	250	50	67	20	0	106	0	119	0	119	0	64	0	167	8

Austrian Notes.—The Austrian Paper Currency, per florin, contains 100 Kreuzers, or cents, the value of which is continually subject to great fluctuation, but at present is worth 10s. 6d per £1, or about 1s. 10½d. per florin.

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

France, Belgium, Switzerland, or Italy	1 franc = 100 centimes.	Holland	1 florin = 100 cents or 20 stivers.
Prussia, Saxony, Hanover, and North Germany ...	1 thaler = 30 Silver Groschen.	Hamburg	1 Mark Courant = 16 Schilling.
Baden, Bavaria, and south Germany	1 florin = 60 kreutzers.	Russia	1 Rouble = 100 Kopecks.
Austria	1 " = 100 cents.	Spain	1 Dollar = 20 R als.
		Portugal	1 Milrea = 1000 Reis.
		Greece	1 Draehma = 100 Lepta.
		America	1 Dollar = 100 Cents.

Russia.—It must not be forgotten that the Currency in Russia represented by Ruble Notes, has of late years seriously depreciated, the Paper Rouble being worth 30½ pence only, whereas, the Silver Rouble is worth 37 to 37½ pence.

For ITALIAN MONEY, see 273. SPANISH MONEY, page 400. RUSSIAN MONEY, page 477. SWEDISH MONEY, 475. NORSE MONEY, 389. DANISH MONEY, 392. TURKISH MONEY, 409.

Skeleton Through Routes from London to the Continent.

The compilation and arrangement of this table is the exclusive copyright of Messrs. Bradshaw & Blacklock, and any infringement thereof will be proceeded against under the act of the 5th and 6th Victoria, chapter 43.

Part I.] THE MOST DIRECT ROUTES [Part I.] From LONDON to the principal Cities in Europe, the Fares, the means of Conveyance, and time of Journey.

Note.—At the pages referred to in the following Routes will be found the full particulars of time of departure and arrival of Conveyances from and to the places named.

For BATHS and WATERING PLACES see page 7.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
1	Antwerp .....(Belgium)	a Steamers direct from St. Katherine's wharf, see Alph. List ... b Via Ostend, Str. direct from St. Katherine's wharf to Ostend, see Alph. List Rl. thence to Malines, p. 63, where change carriages for Antwerp, p. 70.....	1 0 0	0 15 0	0 15
	"	c Via Calais, Rl. to Dover; from London Bridge Sta., p. 526; or from Victoria, Sta., p. 532; Str. to Calais, see Alph. List; Rl. via Lille, Mouscron, Brussels to Antwerp, p. 62.....	2 14 4	2 0 3	0 15
	"	d Via Ostend, Rl. to Dover; from London Bridge or Victoria Stations; Str. to Ostend, see Alph. List; Rl. to Malines, p. 62, change carriages for Antwerp, p. 70.....	2 14 5	2 0 4	0 15
	"	e Via Harwich (Great Eastern Railway), see advt.....	1 5 0	0 15 0	0 15 3
2	Augsburg .....(Bavaria)	Via Frankfurt, Select from No. 30 Rtes. to; see Itinerary of Rtes. p. 37, No. 3a, and b thence to Augsburg.....	5 7 3	3 17 11	2 12
3	Alexandria .....(Egypt)	Select from No. 40, Routes to India.....	20 9 1	4 12 5	9 0 0
	"	a Via Ancona and Brindisi. By the Società Anonima Italiana de Navigazione Adriatico Orientale, see page 547.....	...	...	...
4	Athens .....(Greece)	No. 40, Route to India, Rte. b, via Trieste, thence per Austrian Lloyd's Co.'s steamer, via Corfu, see Alph. List.....	22 1 6	17 0 10	12 0 0
5	Amsterdam...(Holland)	a Via Rotterdam, Strs. direct to Rotterdam, see Alph. List; thence per Rl., p. 81, via The Hague; or via Utrecht, p. 82.....	1 17 4	1 3 0	0 21
	"	b Via Ostend, Rl. to Dover; Str. to Ostend, see Alph. List; Rl. to Antwerp, pp. 62 and 70; Rl. to Moerdyk, p. 80; Str. to Dordrecht, Rl. to Rotterdam, p. 80; thence as in Route a... c Via Harwich (Great Eastern Railway) and Dutch, Rhenish, or Holland Railways, see advt.....	3 9 3	2 12 4	0 26
	"		1 16 3	1 4 0	0 17
6	Barcelona .....(Spain)	a Via Paris, Select from No. 61, Rtes. to; thence via Marseilles, p. 44, Steamer to Barcelona, p. 537.....	7 16 10	5 6 8	2 12
	"	b Via Paris, Select from No. 61, Rtes. to; Rl. to Tarascon Sta., p. 46; branch to Cette, p. 48; Rl. to Perpignan, p. 40; Dil. to Gerona; Rl. to Barcelona, p. 173.....	8 0 0	6 0 0	3 0 0
	"	c Via Paris, Select from No. 61, Rtes. to; per Rl. to Bordeaux, p. 34; Toulouse, Carcassonne, Narbonne and Perpignan, p. 40; Dil. to Gerona; thence Rl. to Barcelona or Bordeaux to Iran, p. 39; to Olazaguita, p. 171; Pamplona, p. 173; to Saragossa, p. 174; to Barcelona, p. 174.....	8 0 0	6 0 0	3 0 0
7	Bale .....(Switzerland)	a Via Paris and Strasburg, Select from No. 61, Rtes. to Paris; see Itinerary p. 273, for Rte. thence to Bale.....	5 17 7	4 6 4	1 3
	"	b Via Cologne, Select from No. 17, Rtes. to Cologne; see Itinerary p. 310, for Rtes. thence to Bale.....	5 0 0	3 10 0	1 20
	"	c Via Paris, Troyes, and Mulhouse, Select from No. 61 Routes to Paris, thence per Rail to Chaumont, Mulhouse, and Bale, p. 54. d Route to Brussels No. 11, c, or d; thence by Gt. Luxemburg Rl. to Namur, Metz, Strasburg, and Bale, p. 72, a most picturesque, expeditious, and cheap Route.....	3 16 4	2 17 0	0 40
8	Berlin .....(Prussia)	a Via Rotterdam, Select from No. 17, Rtes. to Cologne; see Itinerary p. 310, for Rte. thence to Berlin.....	6 10 0	4 4 0	1 12
	"	b Via Rotterdam, Select from No. 67, Rtes. to; Rl. thence to Oberhausen, p. 62, thence per Rl. to Berlin, p. 87.....	4 16 4	3 4 8	1 5
	"	c Via Aix-la-Chapelle, see No. 62; thence to Ruhrort, see page 68; Oberhausen, Berlin, see page 87.....	6 5 0	4 0 0	1 18
	"	d Str. to Hamburg, see Alph. List; Rl. thence to Berlin, p. 106.	8 10 0	2 6 0	2 12
	"	e Via Harwich (Gr. East Ry.) & Rotterdam & Oberhausen, see adv	5 4 6	3 10 1	1 14
9	Bayonne .....(France)	a Via Paris, Select from No. 61, Rtes. to; thence per Rl. to Bordeaux, p. 34; Rl. to Bayonne, p. 39.....	6 11 6	4 5 9	1 4
10	Bordeaux .....(France)	Select from No. 61, Rtes. to Paris, thence per Rl., Bordeaux, p. 34.....	5 12 6	4 2 9	0 25
11	Brussels .....(Belgium)	a Via Calais, Rl. to Dover; from London Bridge Sta., p. 527; or from Victoria Station, p. 532; Str. to Calais, see Alph. List Rl. to Lille, (change carriages), Mouscron (Examination of Baggage), Brussels see p. 532.....	2 8 9	1 15 8	0 14
	"	b Via Ostend, Rl. to Dover; Str. to Ostend, see Alph. List; Rl. to Ghent, Alost, and Brussels, see p. 533.....	3 8 4	1 11 4	0 14 3
	"	c Via Ostend, Str. direct from London to Ostend, see Alph. List; Rl. to Ghent, Alost and Brussels, p. 62.....	1 6 8	1 0 10	0 14

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—Continued.

No.	* FROM LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
	Brussels—(Continued.)	d Via Antwerp, Str. direct from London to Antwerp, p. 198; Rl. to Malines and Brussels, p. 71	1 3 0	0 17 3	0 12 0
		e Via Harwich and Antwerp, see advt. ....	...	...	0 17 3
12	Boulogne-sur-Mer ..	b By South Eastern Rl. to Folkestone; Str. to Boulogne	1 5 0	0 19 0	0 4 0
		h Steamer direct from London Bridge Wharf, p. 198	0 11 0	0 8 0	0 8 0
13	Brunswick (Germany)	a Via Cologne, Select from No. 17, Rtes. to Cologne; see Itinerary, p. 310, for Rtes. thence to Brunswick	5 5 5	3 12 0	0 36 0
	" "	b Via Rotterdam, Select from No. 67, Rtes. to Rl. Rotterdam to Oberhausen, p. 83; thence Rl. to Brunswick, pp. 87, 102	3 16 0	2 11 11	0 30 0
	" "	c Via Hamburg, S. direct from London, p. 199; thence per Rl. pp. 106, 107	2 18 0	1 17 3	0 47 0
	" "	d Via Harwich, Rotterdam, and Oberhausen, see advt.	2 19 0	2 13 1	1 9 0
14	Calais.....(France)	a Via Dover, Rl. to Dover, from London Bridge Sta. p. 337; or from Victoria Sta., p. 533; Str. to Calais, p. 190	1 5 0	0 19 0	0 5 30
	" "	b Steamer direct from London Bridge Wharf, see p. 198	0 14 0	10 0	0 8 0
15	Chalons-sur-Saone...	a Via Paris, Select from No. 61, Rtes. to Rl. to Dijon and Chalons, p. 44	4 14 0	3 10 3	0 2 0
16	Chamouny ..(Sardinia)	a Via Paris, Select from No. 61, Rtes. to Paris; Rl. to Macon, p. 44, Geneva, p. 50; Dil. thence to Chamouny	7 0 2	5 9 11	0 47 0
	" "	b Via Bale, Select from No. 7, Rtes. to Bale, see Itinerary, p. 361, for Rte. thence to Geneva; Dil. thence to Chamouny	8 1 3	6 5 11	2 0 0
17	Cologne.....(Prussia)	a Via Calais, Rl. to Dover, from London Bridge Sta. p. 527; or from Victoria Sta., p. 533; Str. to Calais, p. 190; Rl. to Lille, p. 12; Rl. to Mouscron, p. 14, (change carriages); Rl. to Brussels, p. 63, Rl. to Malines, Liege, Verviers, (change carriages)	3 9 9	2 11 3	0 19 30
	" "	b Via Calais, Rl. to Dover, from London Bridge Sta. p. 527; or from Victoria Sta., p. 533; Str. to Calais, p. 190. Rl. to Lille, p. 12; Rl. to Mouscron, p. 14 (change carriages); Rl. to Ghent, p. 63 (change carriages); Rl. to Malines, p. 63 (change carriages); Rl. thence to Liege, Verviers (change carriages)	3 9 9	2 11 3	0 30 0
	" "	c Via Ostend, Rl. to Dover, from London Bridge Sta., p. 527; or from Victoria Sta., p. 533; Str. to Ostend, p. 191. Rl. to Ghent, Malines, p. 62, (change carriages), Liege, Verviers, (change carriages)	3 6 8	2 7 5	0 19 30
	" "	d Via Ostend direct, Str. direct from London to Ostend, see p. 199; Rl. to Malines, p. 62, (change carriages)	2 5 3	1 14 0	0 24 0
	" "	e Via Antwerp, Str. direct from London to Antwerp, see p. 199; Rl. to Malines, Liege, Verviers (change carriages)	2 7 3	1 14 8	0 24 0
	" "	f Via Rotterdam, Select from No. 67, Rtes. to; Rl. to Utrecht, Emmerich, (Examination of Baggage and Passport), p. 62; Oberhausen to Cologne, p. 86	2 12 0	1 15 6	0 30 0
	" "	g Route to Brussels, No. 11, c. or d; thence by the Great Luxemburg Railway, via Namur and Liege, see page 73, the favourite route	2 9 0	2 1 6	0 30 0
	" "	h Via Harwich and Rotterdam, see advt.	2 13 5	1 16 0	0 21 0
18	Como.....(Italy)	a Via Bale, Select from No. 7, Rl. to Bale; see Itinerary, p. 361, for Rte. thence to Como	7 17 7	6 1 4	0 57 0
	" "	b Via Paris, select from No. 61, Rtes. to Paris; see Itinerary, p. 273, for Route thence to Como	11 0 0	7 15 0	0 12 0
19	Constantinople.....(Turkey)	a Via Cologne, Select from No. 17, Rtes. to; Rl. to Leipzig, p. 86, thence per Rl. to Dresden, p. 127; Rl. thence to Prague, p. 138; to Vienna, p. 139; to Gratz, p. 144; to Trieste, p. 145; Str. (Austrian Lloyd's Co.) to Constantinople	34 10 6	16 5 3	13 0 0
	" "	b Via Paris, Select from No. 61, Rtes. to Paris, rail to Marseilles, p. 44; Str. (Messageries Imperiales, p. 301) to Constantinople	20 19 8	14 17 8	11 0 0
	" "	c Via Frankfurt, Select from No. 30, Rtes. to Frankfurt, Rl. to Munich, pp. 132 and 133; thence to Salzburg, p. 136; Linz and Vienna, p. 137, to Pesth and Belgrade	15 14 10	10 13 0	10 0 0
	" "	d London to Vienna, thence by Rl. or Str. of Danube Navigation Co. to Basiasch, thence by Str. to 'sernavoda, Rl. to Kustendjite, & Str. of Austrian Lloyds, to Constantinople	23 0 0	17 0 0	6 0 0
20	Copenhagen(Danm'rk)	a Via Cologne, Select from No. 17, Rtes. to Cologne; Rl. to Hamburg, p. 87; Rl. thence from Altona Sta. to Kiel, p. 109; Str. from Kiel, p. 197	7 15 11	5 13 8	4 0 0
	" "	b Via Cologne, Select from No. 17, Rtes. to Cologne; Rl. to Berlin, p. 87, & Stettin, p. 116; Str. to Copenhagen	7 12 0	5 1 0	4 0 0
	" "	c Via Rotterdam, Select from No., 67, Rtes. to; Rl. from Rotterdam to Oberhausen, p. 62; Rl. thence to Kiel or Stettin, see preceding Rtes. a and b	7 0 0	5 0 0	4 0 0

Itinerary of Through Routes from London—Continued.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
	Copenhagen—(Cont'd)	<i>a Via Hamburg, Str. direct from London to Hamburg, see p. 199; thence per Rl. from Altona Str. to Kiel, p. 109; Str. from Kiel, p. 197</i>	3 15 4	2 5 8	4 0 0
21	Christiania ... (Norwy)	<i>a Via Cologne, select from No. 17, Rtes. to Cologne; thence per Rl. to Hamburg, p. 96; thence from Altona Sta. to Kiel, p. 109; Str. to Christiania</i>	8 5 11	5 16 8	4 0 0
	"	<i>b Via Rotterdam, select from No. 67, Rtes. to; Rl. to Oberhausen, p. 82; Rl. to Hanover, pp. 87, 103; Rl. to Harburg, p. 100; Str. to Hamburg; Rl. Altona, to Kiel, p. 109; Str. to Christiania</i>	5 7 6	3 16 9	4 0 0
	"	<i>c Str. from London to Hamburg direct, see p. 199; Rl. Altona to Kiel, p. 109; Str. to Christiania</i>	4 14 4	3 5 8	4 0 0
23	Constance (Switzerland)	<i>a Via Bale, select from No. 7, Rtes. to Bale; Rail thence to Schaffhausen and Constance, p. 94</i>	6 17 7	5 2 4	3 12 0
	"	<i>b Via Frankfurt, select from No. 30, Rtes. to Frankfurt; thence per Rl. to Stuttgart, Ulm, Frederickshafen</i>	7 0 6	5 2 2	2 1 10
24	Dantzig ... (Prussia)	<i>Via Cologne, select from No. 17, Routes to; thence per Rail to Berlin, pp. 87, 105, 115, Rl. from Berlin to Dantzig, p. 118</i>	8 9 0	6 0 6	2 4 0
25	Danube The	<i>Via Frankfurt, select from No. 30, Routes to; then see Itinerary under Frankfurt, p. 227 for route to Munich, to Salzburg and Linz, and Vienna, p. 137</i>	7	3 5 13 6	0 40 0
26	Dieppe ... (France)	<i>Via Brighton and Newhaven, rail to Brighton and Newhaven, p. 187; steamer to Dieppe, page 223</i>	0 18 0	0 14 0	0 10 0
27	Dresden ... (Saxony)	<i>a Via Cologne, select from No. 17 routes to; then refer to Itinerary under Cologne, p. 310, for routes to Dresden</i>	7 0 3	5 16 2	0 42 0
	"	<i>b See No. 67 Rte. to Rotterdam, thence Rl. to Oberhausen & Dresden</i>	5 12 5	3 15 11	0 40 0
	"	<i>c Via Aix-la-Chapelle, See No. 82; thence to Ruhrort, see page 88, Oberhausen, Berlin, pages 87, 103, 105, 115</i>	7 0 0	6 10 0	0 42 0
	"	<i>d Via Harwich, Rotterdam, and Oberhausen, see advt.</i>	5 13 2	3 15 10	0 ...
28	Dusseldorf ... (Prussia)	<i>a Via Rotterdam, Str. direct to, p. 199; thence per Rl. p. 82 and 86</i>	2 7	1 11 11	0 26 0
	"	<i>b Via Rotterdam, Str. direct, see p. 199; thence per Stra.</i>	1 10 0	0 19 2	0 30 0
	"	<i>c Via Aix-la-Chapelle, see No. 82; thence via Ruhrort, see p. 88</i>	2 16 0	2 15 7	0 22 0
	"	<i>d Via Harwich and Rotterdam, see advt.</i>	2 9 9	1 13 7	0 22 0
29	Florence ... (Tuscany)	<i>a Via Paris, select from No. 61, routes to; rail to Marseilles, pp. 44, 46; steamer to Leghorn, p. 201; rail to Florence, p. 166</i>	11 5 0	8 6 11	3 0 0
	"	<i>b Via Paris, select from No. 61, routes to; thence by rail to Macon, p. 44; Amberieu, p. 50; Culoz, p. 50; rail to Aix, St. Jean de Maurienne and St. Michel, p. 157; D.H. over Mount Cenis to Susa, p. 157; rail to Turin, p. 158; to Genoa, p. 158; Str. to Leghorn; Rl. to Florence, p. 166</i>	11 7 0	8 0 0	3 12 0
	"	<i>c Via The Rhine and Bale, select from No. 7, routes to; rail to Lucerne; Str. to Fribourg, p. 216; Dil. through St. Gothard, Bellinzona to Milan, p. 222; Diligence to Vigevano, rail to Genoa, pp. 162, 158; Str. to Leghorn, p. 192; Rl. to Florence, p. 166</i>	9 5 0	7 5 0	3 5 0
30	Frankfort-on-the-Maine.	<i>a Via Paris, select from No. 61, routes to; then refer to Itinerary under Paris, p. 273, for routes to Frankfort</i>	8 15 5	4 2 10	0 26 0
	"	<i>b Via Cologne, select from No. 17, routes to; then refer to Itinerary under Cologne, p. 310, for routes to Frankfort</i>	4 7	4 2 2	0 20 0
	"	<i>c Route to Brussels, No. 11, c or d; thence by New Rte. per St. Luxembourg Railway to Namur, Luxembourg, Treves, Saarbruck, Mannheim, a new and most picturesque route.</i>	3 11 8	2 9 1	0 34 0
	"	<i>d Via Harwich and Rotterdam, see advt.</i>			
31	Geneva ... (Switzerland)	<i>a Via Paris, select from No. 61, Routes to; thence per Rl. Express to Macon, p. 44; Amberieu, Culoz, p. 50; Geneva, p. 50</i>	5 4 3	4 17 0	0 10 0
	"	<i>b Via Paris, select from No. 61, Rtes. to; thence per Rl. to Dijon, p. 44; to Dole and Salins, p. 43; thence to Lausanne; Rl. to Geneva, p. 158, or Str.</i>	6 12 0	5 0 0	0 36 0
	"	<i>c Via Cologne and Bale, select from No. 7, Rtes. to; then refer to Itinerary under Bale, p. 261, for routes to Geneva</i>	6 6 6	4 15 5	2 6 0
32	Genoa ... (Italy)	<i>a Via Paris, select from No. 61 for Rtes. to; Rail to Marseilles, pp. 44 & 46; steamer thence to Genoa, p. 201</i>	8 12 0	6 12 0	2 12 0
	"	<i>b Via Bale, select from No. 7 for Routes to; then refer to Itinerary under Bale, p. 261, for routes to Arona and Genoa</i>	7 14 3	5 15 1	3 0 0
	"	<i>c Via Paris, select from No. 61 Routes to Paris, thence per Rail to Macon and Culoz, pages 44 and 50; Rail thence to St. Jean de Maurienne and St. Michel, page 157; Dil. thence to Susa; Rl. thence to Turin and Genoa, pages 157, 158</i>	0 0 0	0 0 0	3 4 0
33	Grafath	<i>Via Cologne, select from No. 17, Rtes. to; Rail to Dusseldorf, p. 87; Rl. to Elberfeld, p. 98; thence per dil. or carriage to Grafath</i>	4 3 6	3 15 6	0 24 0
34	The Hague ... (Holland)	<i>a Via Rotterdam, select from No. 67, Routes to; rail thence to the Hague, p. 81, or via Utrecht, p. 82</i>	1 12 0	0 1 1 8	0 20 0
	"	<i>Via Harwich and Rotterdam, see advt.</i>	1 9 2	0 18 2	0 17 0

Itinerary of Through Routes from London—Continued.

No.	From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
	The Hague (continued.)	b Via Antwerp, select from No. 1, Routes to; rail thence to Rotterdam and the Hague, pp. 90 & 81, or via Utrecht, p. 82.	1 14 10	1 6 3	0 30 0
35	Hamburg (on the Elbe)	a Via Cologne, select from No. 17, Routes to; then refer to Itinerary under Cologne p. 310, for Routes to Hamburg	5 14 6	5 0 2	0 32 0
	"	b By Steamer direct from London, see page 199	9 0 0	1 5 0	0 40 0
	"	c Via Rotterdam, select from No. 67, Routes to; rail thence to Oberhausen, p. 88; Rl. thence to Hamburg, pp. 87, 106.	3 18 5	2 10 0	0 34 0
	"	d Via Harwich and Rotterdam, see advt.	4 5 5	2 18 5	00 ---
36	Hanover	a Via Cologne, select from No. 17, Routes to, then refer to Itinerary under Cologne p. 310	5 1 11	4 10 6	0 27 0
	"	b Via Rotterdam, select from No. 67, Routes to, then refer to Itinerary under Cologne p. 310.	3 6 6	2 2 9	0 26 0
	"	c Via Hamburg, St. from London to Hamburg, p. 199; St. to Harburg Rl. thence to Hanover, p. 100.	2 12 3	1 13 1	0 48 0
	"	d Via Harwich and Rotterdam, see advt.	3 12 10	2 9 0	1 8 0
37	Havre.....(France)	a Via Southampton, rail to; Str. thence to Havre, p. 207	1 3 6	0 17 0	0 20 0
	"	b By Steamer direct from London, p. 199	0 14 0	0 10 0	0 15 0
38	Hartz The	a Via Cologne, select from No. 17, Routes to; thence per rail to Kremsier Junction, pp. 86, 102, 104	4 17 6	3 9 0	0 23 0
	"	b Str. to Hamburg p. 199; per Rl. from Harburg to Hanover, p. 100; Rl. to Bruuswick, p. 102; to Harzburg, p. 104	3 7 0	1 8 0	0 53 0
39	Hong-Kong.....(China)	a Via Suez, select from No. 40, Routes to; Steamer thence to Point de Galle, Penang, Singapore, Hong Kong	172 9 9	120 12 11	66 0 0
40	India (Suez)...(Overland)	a Via Paris, select from No. 61, Routes to; rail thence to Marseilles, pp. 44 & 46; Steamer, Messageries Imperiales Co., to Alexandria; Rail to Calro and Suez, p. 181	36 6 6	27 3 0	10 7 0
	"	b Via Trieste, select from No. 17, Routes to Cologne; then refer to Itinerary under Cologne, p. 310, for Routes to Vienna; Rail to Trieste, pp. 144, 145; Str., Austrian Lloyd Co., to Alexandria; Rail to Suez, p. 181.	40 11 7	29 15 3	9 6 0
	"	c Rail to Southampton; Steamer to Alexandria, p. 207; Rail to Suez, p. 181.	42 17 6	29 12 6	11 3 0
	" (Bombay)	d Suez to Bombay } See Bradshaw's Guide to India.	65 0 0	35 0 0	11 0 0
	" (Madras)	e Suez to Madras }	98 0 0	44 9 9	12 12 0
	" (Calcutta)	f Suez to Calcutta }	93 0 0	49 0 0	21 12 0
	"	g Via Ancona, Brindisi, and Alexandria, by the Societa Anonima Italiana de Navigazione Adriatica Orientale. See page 547			
41	Interlachen	a Via Bale, select from No. 7, Routes to; Rail to Berne, pp. 149, Rl. to Thun, p. 149; Steamer to Interlachen, p. 214.	6 15 0	5 0 0	0 44 0
42	Jerusalem	a Via Paris, select from No. 61, Routes to; Rail to Marseilles, pp. 44 & 46; Steamer, Messageries Imperial Co., to Smyrna, thence per Syrian line to Jaffa.	28 16 6	20 11 0	12 0 0
	"	b Via Trieste, select from No. 17, Routes to Cologne; then refer to Itinerary under Cologne, p. 310, for Routes to Trieste, thence per Str., Austrian Lloyds Co., to Smyrna, (accelerated line,) to Jaffa	32 16 8		
43	Kiel.....(Holstein)	a Via Hamburg, select from No. 35, Rtes. to; Rail to Kiel, p. 109	5 10 7	3 18 9	0 35 0
44	Leipsic.....(Germany)	a Via Cologne, select from No. 17, Routes to; then refer to Itinerary under Cologne, p. 310, for Routes to Leipsic	6 8 5	5 8 5	0 35 0
	"	b Via Rotterdam, select from No. 67, Routes to; Rail thence to Oberhausen, p. 88; Rl. thence to Hamn, p. 87, to Cassel p. 99; to Weimar, p. 120; to Leipsic, 117	5 0 10	3 8 3	0 34 0
	"	a Via Harwich and Rotterdam, see advt.	5 1 6	3 8 1	1 14 0
45	Leghorn .....(Tuscany)	a Via France, select from No. 61, Rtes. to Paris; Rl to Marseilles, pp. 44 & 46; Str. to Leghorn, p. 201	9 8 4	5 12 6	3 0 0
	"	b Via France, select from No. 61, Rtes. to Paris; Rail to Macon, p. 44; thence to Culoz, p. 50, Rl. to St. Jean de Maurienne and St. Michel, p. 157; Dil. over Mount Cenis to Susa; Rail to Turin and Genoa, pp. 158, 159; Str. to Leghorn, p. 190	8 6 0	6 5 0	3 9 0
	"	c Via Switzerland, select from No. 7 to Bale; then refer to Itinerary under Bale, p. 361 for routes thence to Milan, viz. Rail to Lucerne; Str. to Fluelen; Dil. over St. Gotthard to Bellinzona and Milan; Rail to Genoa; Str. to Leghorn, p. 190	8 5 0	6 3 0	3 2 0
46	Lisbon .....(Portugal)	a Via France, select from No. 61, Rtes. to Paris; Rail thence to Orleans, Tours, and Nantes, p. 27; Str. to Lisbon	14 8 3	10 18 3	3 12 0
	"	b Via Southampton, Rail to; thence per Str., Royal Mail Steam Packet Co. p. 207	16 0 0	12 0 0	6 4 0
47	Lausanne (Switzerland)	a Via Cologne and Bale, select from No. 7, Routes to; then refer to Itinerary under Bale, p. 361, for routes to Lausanne	7 3 1	5 9 4	2 16 0
	"	b Via Paris, select from No. 61, Routes to; then refer to Itinerary under Paris, p. 273, for routes to Lausanne	6 15 8	5 4 8	2 4 0
	"	c Select from Routes to Brussels, No. 11; thence by new Route, per Great Luxemburg Railway direct to Bale, p. 72	5 6 6	3 18 3	0 24 0
48	Lyons .....(France)	a Via Paris select from No. 61, Rtes. to Rl. thence to Lyons, p. 44.	5 6 6	3 18 3	0 24 0

Skeleton Through Routes from London to the Continent

Itinerary of Through Routes from London—Continued.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
45	Madeira, Island of	Via Liverpool, Rail to; thence per Str., African Steam Packet Co., p. 207	£ s. d.	£ s. d.	D. H. M.
50	Madrid,.....(Spain)	a Via Paris, select from No. 61, Routes to Paris; thence to Marseilles, p. 44; Marseilles to Alicante for Madrid, by Steamer. b Via Paris, select from No. 61 Routes to Paris; rail to Bordeaux, p. 34; rail to Irun, p. 39; thence by rail to Madrid, p. 171	26 17 0	21 12 0	8 12 0
	"	"	10 14 3	7 19 3	4 12 0
51	Malaga.....(Spain)	Via Paris, select from No. 61, Routes to Paris; thence to Marseilles, p. 44; Steamer to Malaga, p. 200	13 0 0	9 0 0	0 48 0
52	Malta, Island of	Via Paris & Marseilles, see No. 61 & 53; Str. to Malta, p. 201	12 5 0	8 13 6	7 0 0
53	Marseilles.....(France)	Via Paris, select from No. 61, Routes to; Rail to Marseilles, p. 44 & 46	16 16 1	10 3 0	5 0 0
54	Mayence.....(Rhine)	a Via Cologne, select from No. 17, Routes to; then refer to Itinerary under that place, p. 310, for routes to Mayence	6 13 7	5 3 0	0 40 0
	"	b Select from Routes to Brussels, No. 11; thence per Great Luxembourg Railway to Namur and Treves, p. 72	4 3 0	3 2 1	0 27 0
55	Milan.....(Lombardy)	a Via France, select from No. 61, Routes to Paris; Rail to Marseilles, pp. 44 & 46; Str. to Genoa, p. 90; Rail to Novara, pp. 160 and 163; Rail to Milan	7 2 9	5 12 4	3 0 0
	"	b Via Switzerland, select from No. 7, Routes to Basle; then refer to Itinerary under that place, p. 361, for routes to Milan	8 6 7	6 8 7	3 3 0
	"	c Via Trieste, select from No. 17, Routes to Cologne; then refer to Itinerary under that place, p. 310, for routes to Vienna and Trieste; Steamer to Venice, p. 111; Rail to Milan	14 0 0	11 0 0	3 12 0
56	Moscow.....(Russia)	Via Berlin, see No. 8, thence per Rail to Warsaw pp. 121, 122, & 124; Dil. to Smolensko and Moscow	16 0 0	14 0 0	5 0 0
57	Munich.....(Bavaria)	Via Calais & Paris, p. 526	7 2 1	6 6 0	2 12 0
58	Naples.....(Italy)	a Via France, select from No. 61, Routes to Paris; Rail to Marseilles, pp. 44 & 46; Steamer to Naples, p. 201	13 5 6	10 6 0	4 0 0
	"	b Via Switzerland, select from No. 7, Routes to Basle; then refer to Itinerary under that place, p. 361, for routes to Milan; Rail to Arona; Rl. to Genoa, pp. 163 & 158; Str. to Naples, p. 190	11 10 0	9 7 0	5 12 0
	"	c Via Trieste, select from No. 17, Routes to Cologne; then refer to Itinerary under that place, p. 310, for routes to Trieste; Steamer to Venice; thence via Florence or Rome to Naples	16 0 0	13 0 0	6 0 0
59	Odesa.....(Russia)	a Via Constantinople, select from No. 19, Rts. to; thence per Str. down the Danube	30 0 0	20 0 0	16 0 0
	"	b Via The Danube, select from No. 25, Routes to Linz; Steamer London to Vienna, thence by Rl. or Str. of Danube Navigation Co. to Basiasch, thence by Str. to Czernavoda, Rl. to Kustendjia, and Str. of Austrian Lloyd's to Odesa	22 0 0	17 0 0	5 0 0
	"	"	1 17 9	5 3 0	0 9 0
60	Ostend..... Belgium)	a Rail to Dover; Str. to Ostend, p. 191	0 18 0	0 14 0	0 10 0
	"	b Steamer direct from St. Katherine's Wharf, p. 193			
61	Paris.....(France)	a By Rail to Dover, from London Bridge Station, see p. 526; or from Victoria Station, page 532; Str. to Calais, p. 190 Rl. to Paris, pp. 12 & 13	2 15 9	2 2 1	0 12 0
	"	b Via Boulogne, per South Eastern and Northern of France Railways, Rail to Folkestone; Steamer to Boulogne, p. 191; Rail to Abbeville, Amiens, Paris, p. 18	2 8 2	1 16 2	0 10 30

NOTE.—Unless the traveller books through to Paris, he cannot leave Boulogne by the tidal Trains, but he must wait for the next ordinary Train.

"	"	c Via Calais per Str. direct from London Bridge, Str. direct to Calais, p. 201; Rail to Lille, Amiens, Paris, pp. 12 & 13	1 8 0	1 4 0	0 14 0
"	"	d Via Boulogne, Steam direct to Boulogne, p. 198; Rl. to Abbeville, Amiens, Paris, p. 18	1 8 0	1 4 0	0 14 0
"	"	e Via Dieppe, per South Coast Railway Co., Rail to Brighton, Newhaven; Steamer to Dieppe, p. 203; Rail to Rouen and Paris, p. 20	1 8 0	1 0 0	0 16 0
"	"	f Via Havre, per South Western Rl. Co., Rl. to Southampton, Str. to Havre, p. 207; Rl. to Rouen & Paris, p. 20	1 8 0	1 0 0	0 16 0
"	"	g Steamer direct from London to Havre, p. 199; Paris, p. 20	1 8 0	1 0 0	0 24 0
"	"	h Via Brussels, No. 11 c to Brussels; p. 64	2 15 6	2 2 6	0 20 0
"	"	i Via Cologne and The Rhine, to Baden-Baden, see No. 98, Routes to; thence per rail to Strasbourg and Paris	8 10 1	6 0 11	2 16 0

NOTE.—The FARES via Paris or Cologne to places beyond those cities, are calculated at the rates of the direct through Fares by Express Trains; but we give the Fares by all the other Routes as well, so that any person can select the one which offers the greatest attraction, and travel by Express or Ordinary Train, as he thinks proper.

The Through Tickets may afford some convenience to a traveller going direct to his destination; but to persons making a rambling or discursive tour of the Continent, "fancy led," they are an inconvenience, as they preclude the holder from deviating from the prescribed Route; for a Tourist once in possession of such a ticket is no longer free—the ticket, and not his will, must be his guide, as it obliges the traveller to follow the route it indicates.

62	Palermo.....(Sicily)	See No. 58, Routes to Naples	13 10 0	10 10 0	4 6 0
----	----------------------	------------------------------------	---------	---------	-------

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—Continued.

*From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time. D. H. M.
		1 class.	2 class.	
		£ s. d.	£ s. d.	
3 Parma .....(Italy)	See No. 55, Routes to Milan	11 0 0	8 0 0	3 12 0
1 Pesth .....(Hungary)	Via Vienna, select from No. 77, Routes to; thence per rail, p 142, to Pesth, or per Steamer down the Danube	10 17 2	8 14 0	3 12 0
5 Prague.....(Austria)	Via Cologne, select from No. 17, Routes to; Rail thence via Dresden or Berlin, see page 310	7 17 4	6 9 3	3 16 0
6 Rome.....(Italy)	a Via France, select from No. 61, Rtes. to Paris; Rl. to Marseilles, pp. 44 & 46; Str. to Civita Vecchia, p. 200; Rl. to Rome	12 3 0	8 19 0	4 0 0
"	b Via France, select from No. 61, Routes to Paris; Rail to Marseilles p.p. 44 & 46; Rail and Dil. to Nice, Genoa, Pisa; Rail to Florence and Chiusi; Diligence to Rome	12 15 0	9 6 11	6 0 0
"	c Via France, select from No. 61, Routes to Paris; Rail to Macon, Amberieu, Culoa, p. 44; St. Jean de Maurienne, p. 157; Dil. over Mount Cenis to Susa; Rail to Turin, Genoa; Steamer to Civita Vecchia; Railway to Rome	10 10 0	8 0 0	5 0 0
"	d Via Switzerland, select from No. 55, Routes to Milan; Rail to Genoa; Steamer to Civita Vecchia; Rl. to Rome.....	12 15 0	9 6 5	5 0 0
"	e Via Trieste, select from No. 77, Routes to Vienna; 75 to Trieste; Steamer to Ancona; Dil to Rome	14 1 7	9 15 9	6 0 0
37 Rotterdam ... (Holland)	a Steamer direct from London, p. 199	1 10 0	0 17 6	0 16 0
"	b Routes, No. 1, to Antwerp; thence per Rail to Rotterdam p. 80	2 14 6	2 1 0	0 20 0
"	d Via Harwich and Rotterdam, see advt	1 5 0	0 15 0	0 15 30
53 Rhine, The.....	a Via Cologne, select from No. 17, Routes to; ascend Rhine per Steamer, p. 213; or by Rail to Bonn, Remagen, Coblenz, p. 84; Steamer to Bingen, Mayence, &c. ....	...	...	0 30 0
"	b Via Paris, select from No. 61, Routes to; then refer to Itinerary under that place, p. 273, for Rts. to Frankfurt & the Rhine .....	...	...	0 28 0
"	c Via Routes to Rotterdam, No. 67; ascend the Rhine per Str., or per rail to Cologne .....	...	...	0 36 0
"	d Select from Routes to Brussels, No. 11; thence by Gt. Luxembourg Railway to Luxembourg and Treves, page 72; Steamer down the Moselle to Coblenz, p. 210 .....	...	...	...
69 Ruhrort.....(Rhine)	Via Aix-la-Chapelle, see No. 82, thence per rail, see page 88.....	...	...	...
70 Stettin..... (Prussia)	a Via Cologne, select from No. 17, Rtes. to; see Itinerary, thence p. 310, for routes to Berlin; Rail thence to Stettin, p. 116	6 12 0	5 5 0	0 40 0
"	b Via Rotterdam, No. 67; thence by Oberhausen to Stettin.....	7 10 0	6 0 0	2 10 0
71 Stockholm ... (Sweden)	Via Stettin, see No. 70; thence per Str. to Stockholm.....	...	...	...
73 St. Petersburg (Russia)	a Via Cologne, select from No. 17, Routes to; see Itinerary p. 310, for Rts. to Berlin, and thence to Frankfort-on-the-Oder p. 121, thence Rail to Kowag p. 118, thence Rail to St. Petersburg p. 178.....	15 0 0	12 0 0	4 0 0
"	b Via Rotterdam, select from No. 67, Routes to; Rail to Oberhausen, p. 68; Rail to Berlin, &c., pp. 97, 102, 105, 115	14 1 11	8 16 10	6 0 0
73 Stuttgart (Wurtemb'g)	Via Frankfort. Select from No. 30, Rtes. to; thence via Heidelberg p. 91 Bruchsal, p. 94; Stuttgart p. 130.....	6 12 0	4 11 0	3 0 0
74 Tours..... (France)	Via Paris, select from No. 61, Rtes. to; thence rail to Orleans and Tours, pp. 27 & 34.....	4 2 6	2 19 3	0 19 0
75 Trieste .....(Austria)	Via Vienna, select from No. 77, Rtes. to; Rl. to Trieste, p. 144	12 11 7	8 15 3	3 18 0
76 Turin (Italy)	Via Paris, Baggage should be examined at Culoa	6 11 1	5 3 6	...

NOTE.—Travellers or families are enabled to cross Mount Cenis from either side, by hiring a carriage at Susa or St. Michel, for about 60 francs, and posting the whole distance, in fine weather in about 12 hours, or by taking a vetturino for 200 fra., sleeping one night at Lanslebourg at the foot of the mountain on the Savoy side.

77 Vienna .....(Austria)	a Via Cologne, select from No. 17, Routes to; thence as per Itinerary of Routes from Cologne for Vienna, p.310	9 2 3	6 9 2	0 74 0
"	b Via Calais & Paris	9 6 8	8 5 6	0 80 0
"	c Via Hamburg, Steamer direct from London, No. 36; Rail to Berlin, p. 106, and Vienna, pp. 121 and 138	6 9 5	4 8 6	0 90 0
For further particulars of Route, see pages 78 and 79				
78 Venice .....(Lombardy)	a Via France, select from No. 61, Routes to Paris; thence as per Itinerary from Paris, p. 273, to Milan; Rl. to Venice, p. 164.....	11 9 5	6 2 6	3 12 0
"	b Via Switzerland, select from No. 7, to Bale; thence as per Itinerary from Bale to Milan, p. 361; Rl. to Venice, p. 164.....	9 7 7	7 9 0	4 0 0
"	c Via Trieste, see No. 75; Rail or Steamer to Venice	13 8 7	9 7 11	4 12 0
79 Warsaw..... (Poland)	Via Berlin, see No. 9, Routes to; Rail to Breslau, p. 121; to Kattowitz, p. 122; to Warsaw, p. 124	9 16 0	6 11 0	3 0 0
80 Waterloo.....(Belgium)	a Routes No. 11, to Brussels; Mail Coach thence to Waterloo, page 290	2 7 10	1 16 8	0 16 0
81 Zurich.....(Switzerland)	Via Bale, select from No. 7, Routes to; Dil. to Zurich	6 7 9	4 14 5	2 2 0

Part II.] GENERAL TABLE OF SKELETON THROUGH ROUTES [Part II
From LONDON to the principal Baths and Watering Places
on the Continent.

Indicating the most direct Routes to each place, the Fares, the means of Conveyance, the time on the Journey, and describing the properties and qualities of the Mineral Waters.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
82	Aix-la-Chap. (Prussia)	Hot sulphureous springs, and sources of saline and chalybeate waters; the first for curing diseases of the skin, rheumatism, gout, &c.; the second for curing disorders of the digestive organs.			
		Rtes. select from No. 17, Rtes. to Cologne, will give the time	3 0 0	2 5 3	0 17 30
83	Aix, (in Provence) France	Warm, mineral waters of no repute.			
	"	Rte. select from No. 61, Rtes. to Paris; Rl. to Marseilles, pp. 44, 46; Bagnac Sta. Rail to Aix, p. 46.	6 17 0	5 4 0	0 40 0
84	Aix-les-Bains... (Savoie)	Mineral springs, warm and sulphureous, reputed good for correcting derangement of the digestive organs.			
	"	Rte. select from No. 61, Rtes. to Paris; Rl. thence to Macon, p. 44; Rail to Amberieu and Culoz, p. 50, thence per Rail to Aix, p. 157.	5 16	5 3	0 36 0
85	Alexandersbad (Prussia.)	Saline waters, impregnated with carbonic acid gas; tonic and strengthening; taken after the water of Carlsbad.			
	"	Rte. select from No. 30, Rtes. to Frankfurt; Rl. thence to Bamberg, p. 132; to Neuenmarkt, p. 133; Rl. to Bayreuth, p. 130	6 16 0	4 17 0	2 5 0
86	Baden-Baden (Duchy of)	Hot springs of saline-chalybeate waters, efficacious in curing disorders of the digestive organs. Most fashionable and delightful of German watering places.			
	"	a Rtes. select from No. 17, Rtes. to Cologne; then as per Itinerary under that place, p. 310, of the Rtes. to Baden-Baden.	4 19 0	3 9 11	0 26 0
	"	b Rtes. select from No. 61, Rtes. to Paris, then as per Itinerary under that place, p. 273, of Rte. to Baden, via Strasbourg...	5 10 0	4 0 0	1 16 0
87	Baden (Bresgau)	Warm sulphureous waters for baths, in rheumatism, gout, &c.			
	"	Rtes. select from No. 7, Rtes. to Bale; Rl. to Baden, page 94	6 4 3	5 12 3	2 0 0
88	Baden (Austria)	Warm sulphureous springs, impregnated with carbonic acid gas. Baths efficacious for cutaneous diseases, gout, or rheumatism.			
	"	Rtes. select from No. 77, Rtes. to Vienna; Rl. thence to Baden station, p. 144	9 3 5	6 10 0	3 12 0
89	Bad Oeynhausen (Prussia)	Hot springs of Saline waters containing carbonic acid, carbonate of lime, &c.; efficacious in curing stiff joints, crippled limbs from gout or rheumatism; also disorders of the digestive organs, and possessing other valuable medicinal properties			
	"	Rtes. select from No. 17 Rtes. to Cologne, thence per Rail.....	5 2 0	3 11 0	0 30 0
90	Bagnères de Bigorres (Pyrenees)	Warm springs, saline, sulphureous and chalybeate, aperient and tonic. The waters of the Salut are most efficacious in rheumatism, gout, &c.			
	"	Rte. select from No. 61, Rtes. to Paris; Rl. to Bordeaux, and thence to Morcenx Stat.; Rl. to Tarbes and Bagnères de Bigorres and Bayonne, pp. 34 & 39; Dil. to Pau, Tarbes and Bagnèrre de Bigorres, Bayonne, pp. 34 and 39; Rl. from Dax to Pau, page 37	7 1 6	5 5 9	2 0 0
91	Bagnères de Luchon (Pyrenees)	The waters are sulphureous, saline, and ferruginous; good for rheumatic complaints, paralysis, and cutaneous disorders, but are injurious in nervous diseases, and to persons of sanguine temperament.			
	"	Rte. select from No. 90, same as to Bigorres only adding Dil. to Pau and Bagnères de Luchon (instead of Bigorres).	7 3 0	5 9 0	2 0 0
91	Bagnoles-Orne (France)	Tepid sulphureous springs, very efficacious in scrofula, ulcers, wounds, paralysis, rheumatism, affections of the skin and throat, and indigestion. Also strong chalybeate waters, restorative of weak and debilitated constitutions, particularly to delicate females.			
	"	Rte., Rl and str., London to Havre; Str. to Harfleur; Rl. to Argentan, through Lizieux and Mesidon; Dil. from Argentan to Baenoles in 3½ hours.	1 18 6	1 12 9	2 0 0
92	Blarritz (Near Bayonne)	Delightful sea-bathing.			
	"	Rtes. see No. 9, Rtes. to Bayonne; Rl. to Blarritz, page 39.	7 0 0	4 15 0	0 34 0
93	Bruckenaui (Near Kissingen.)	Purest chalybeate waters: tonic and strengthening effect on weak stomachs; waters full of carbonic acid, sparkle like champagne; delicious for baths.			
	"	Select from No. 30, Rtes. to Frankfurt; Rl. thence to Gemunden Sta. p. 132; Dil. thence to Kissingen and Bruckenaui.	6 15 0	4 5 0	2 0 0

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—Continued.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	
94	Cannstadt (Württemberg)	Mineral springs, containing carbonic acid, sulphur, salts and iron; efficacious for curing disorders of the digestive organs. Rte. select from No. 30, Rtes. to Frankfurt; or Rl. thence via Bruchsal and Stuttgart to Cannstadt Sta. p. 94 & 130	6 8 5	4 10 6	
95	Carlsbad .....(Bohemia)	The most aristocratic watering place in Europe. Hot springs containing sulphate of soda, and carbonate of soda, &c.; efficacious in curing chronic complaints of the liver and kidneys, and many other diseases.			
"	"	Rte. select from No. 17, Rtes. to Cologne; thence per rail to Hamm, p. 87; Cassel, 99; Eisenach, 120; Coburg, 116; Hof, 132; Dtl. thence to Carlsbad.	7 1 8	5 5 10	2 0 0
"	"	There is a new and quicker route to Carlsbad via Leisnig; although the distance is greater, it is much more convenient.			
96	Cauterets (Pyrenees)	Sulphur springs, useful in chronic complaints, the early stage of consumption, rheumatism, asthma, indigestion, diseases of the skin and nerves.			
"	"	Rte. see No. 113, Rte. to Pau; Dtl. thence by Lourdes to Cauterets	7 10 0	5 15 0	2 6 0
97	Eaux-Bonnes (Pyrenees)	Hot sulphur springs, beneficial in chronic affections, intermittent fevers, skin diseases, early consumption.			
"	"	Rte. Select from No. 113, Routes to Pau; thence per Dtl. to Eaux Bonnes, 26 miles	7 2 0	6 0 0	2 6 0
98	Eaux-Chaudes (Pyrenees)	Sulphur and other hot springs, good for cure of rheumatism, paralysis, and derangement of the viscera.			
"	"	Routes Select from No. 113, Rtes. to Pau; thence per Dtl. to Eaux Bonnes and Eaux Chaudes	7 6 0	6 4 0	2 6 0
99	Ems .....(Near Coblenz)	Warm springs of water, containing carbonic acid, carbonate of lime, &c., beneficial in affections of the chest, and peculiarly efficacious in female complaints.			
"	"	Rte. select from No. 17, Rtes. to Cologne; see Itinerary thence, p. 310, for Rte. to Lahnstein; Rail to Ems	3 10 1	2 11 6	0 30 0
100	Gals .....(Switzerland)	Mineral springs, much frequented in summer for its Molkenkur, or whey cure, the milk being drunk warm from the cow, and found beneficial in cases of weak digestion and diseased lungs.			
"	"	Rte. Select from No. 7, Rtes to Bale; Rail to Zurich, p. 151; Rl. to St. Gall p. 155, 154; Dtl. to Gals	6 2 0	4 12 0	2 0 0
101	Heinrichsbad (Mr. St. Gall, Switzerland)	Waters strongly impregnated with iron and carbonic gas, beneficial in diseases of the chest. There is also a whey cure.			
"	"	Rte. select from No. 7, Routes to Bale; Rl. to Zurich; Rail to St. Gall p. 155, 154; diligence thence to Heinrichsbad	6 4 0	4 14 0	2 0 0
102	Homburg (Near Frankfurt)	Mineral springs—saline and ferruginous, and possessing valuable medicinal properties—highly beneficial in restoring the tone of the digestive organs.			
"	"	Rte. select from No. 30, Routes to Frankfurt; thence per dil. every hour (in one hr.) to Homburg; or by rail, p. 92....	4 13 9	4 8 6	0 37 0
103	Ischl .....(Near Salzburg)	Saline vapour baths—sulphurous springs—beneficial in diseases of the chest. Delightful & fashionable watering place. See No. 57, Rte to Munich. thence per Rl. to Traunstein, p. 136	10 11 3	8 10 0	3 4 0
"	"				
104	Kissingen .....(Bavaria)	The <i>Hakoery</i> and Pandur Brunnen (springs), saline and chalybeate—tonic and aperient. The Marxbrunnen (spring) is acidulous and alkaline, cooling and diuretic. Both highly beneficial in during disorders of the digestive organs.			
"	"	Rte. select from No. 30, routes to Frankfurt; Rl. to Gemunden Sta., p. 132; thence to Kissingen	6 7 9	4 11 6	0 0 0
105	Kreuth (Bavaria)	Celebrated for its sulphureous and mineral waters, vapour and douche baths, goats' whey and medicinal herbs. Delightfully situated for health-restoring walks.			
"	"	Rte. select from No. 30, routes to Frankfurt; thence per rail to Munich, pp. 132 & 133; Dtl. to Kreuth	8 0 0	5 10 0	2 12 0
106	Leuk (Switzerland)	Saline springs. The waters are drunk and bathed in, being excellent for weak nerves, palsy, diseases of the skin, and many chronic complaints. Patients of both sexes bathe together. Curious spectacle.			
"	"	Rte. select from No. 7, routes to Bale; Rl. to Berne, Thun, Interlachen and Leuk, pp. 151 & 149.	7 0 0	5 3 0	2 12 0
107	Lucca (Italy, Duchy of Parma)	Hot sulphureous springs, supplying large Bathing Establishments; baths highly beneficial in cutaneous disease.			
"	"	Rte. select from No. 45, routes to Leghorn; Rl. to Pisa, p. 166; Rl. to Lucca, p. 167	10 0 0	7 0 0	2 0 0
108	Madeira .....(Island of)	Mild, warm climate, recommended to invalids suffering from diseases of the chest, but too relaxing for persons in health accustomed to a colder bracing climate.			

Itinerary of Through Routes from London—Continued.

No.	From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class.	2 class.	
			£ s. d.	£ s. d.	D. H. M.
108	Madeira (continued).....	Via Liverpool, rail to; thence by steamer, African Steam Packet Co.	26 17 6	21 10 6	8 12 0
109	Marienbad ... (Bohemia)	Two saline purgative springs, another less salt, containing more carbonic acid, excellent in bilious complaints. Gas baths of great efficacy in local disease of the joints, &c. ...			
110	" "	Route, select from No. 83, routes to Carlsbad as far as Eger, (between Hof and Carlsbad,) and from Eger per diligence.	7 2 0	5 7 0	2 4 0
111	Montpellier ... (France)	An ungenial, dusty, watering place in the south of France; too much exposed to the dry cold winds of the Mistral to be suitable to patients suffering from diseases of the chest.			
	" "	Route, select from No. 61, routes to Paris; rail thence, pages 44 & 46, to Tarascon Sta.; rail thence to Montpellier, page 48	6 17 6	5 0 9	0 40 0
112	Nice (France)	At the foot of the Alps, finely situated on the shore of the Mediterranean; mild, beautiful climate, exquisite scenery, fine sea bathing.			
	" "	a Route, select from No. 61, routes to Paris; thence per rail to Marseilles, pp. 44 & 46; steamer to Nice, page 201	...	...	2 0 0
	" "	b Route, select from No. 61, routes to Paris; thence per rail to Marseilles, pp. 44 & 46; Rl. to Toulon and Nice, see page 49.	8 9 6	6 6 3	2 17 0
113	Pau..... (Near Bayonne)	Soft and beautiful climate for winter residence. Within view of the Pyrenees, best head-quarters for visitors intending to explore them.			
	" "	Route, select from No. 9, routes to Bayonne Dax sta.; thence per diligence to Pau	6 15 0	5 10 0	1 14 0
114	Pfaffers ... (Switzerland)	Hot saline and sulphureous springs, taken internally beneficial in stomaclic debility; when bathed in efficacious in curing rheumatism, chronic diseases, &c. An extraordinary place.			
	" "	Route, select from No. 7, to Basle; Rail to Zurich and Ragatz; thence per diligence to Pfaffers.	6 15 10	6 2 1	0 40 0
115	Pierrefonds (Near Compiègne)	Small picturesque village. Sulphureous mineral water, beneficial in disease of the lungs.			
	" "	Route, select from No. 61, routes to Paris Creil Sta.; rail to Compiègne, p. 16; dil. to Pierrefonds.	3 13 0	2 15 0	0 17 0
116	Pyrmont... (Westphalia)	Springs possessing valuable medicinal properties; chalybeate impregnated with carbonic acid gas; saline and acidulous, tonic & aperient, curative of disorders of the digestive organs			
	" "	Route, select from No. 17, routes to Cologne; thence per rail to Herford, page 87; diligence to Pyrmont	4 1 9	3 10 0	0 30 0
117	Schintznach (3 miles from Brugg)	The most frequented baths in Switzerland. The water contains sulphuretted hydrogen, &c., and is beneficial in chronic scrofula, various female disorders, diseases of the joints, &c.			
	" "	Route, select from No. 7, routes to Basle; and Brugg to Schintznach	6 5 7	4 13 6	2 0 0
118	Schlungenbad (Brunnen of Neesau)	Situated within a few miles of some of the most beautiful scenery of the Rhine. The Baths possess celebrated cosmetic properties in high repute. "Dans ces bains on devient amoureux de soi-même."			
	" "	Route, select from No. 17, routes to Cologne; see Itinerary p. 310, for Rta. to Wiesbaden; Dil. to Schlungenbad	4 10 0	3 0 0	0 30 0
119	Schwalbach (The Rhine)	Celebrated in the "Bubbles from the Brunnen." The waters contain iron and carbonic acid, and are bracing and strengthening in a high degree.			
	" "	Route, select from No. 17, routes to Cologne; thence as per Itinerary under that place, p. 310, for routes to Wiesbaden; thence per diligence to Schwalbach	4 6 9	3 3 0	0 30 0
120	Spa (Belgium)	Chalybeate waters; beneficial in disorders of the digestive organs. In nervous and uterine affections, and in liver complaints they are invaluable. Kursaal or Redoute.			
	" "	Route, select from No. 11, Routes to Brussels; then refer to Itinerary under that place, p. 298, for Routes to Spa	2 12 3	1 19 8	0 30 0
121	Stackelberg (Switzerland)	Superbly situated. Alkaline sulphureous springs; strong and efficacious—more used for drinking than bathing			
	" "	Route, select from No. 7, to Basle; Rl. to Zurich, page 151; Rail to Glarus, and diligence to Stackelberg	6 0 5	5 0 2	0 0 0
122	St. Gervais (Savoie)	"A little fairy spot in a beautiful valley." Hot mineral waters; "combining the heat of bath with the qualities of Harrogate," containing iron and sulphur.			
	" "	Route, select from No. 31, Routes to Geneva; thence per dil. to St. Gervais	7 2 2	6 1 6	2 12 0
123	St. Sauveur (Pyrenees)	A picturesque watering place, in a Swiss like spot, near woods and falls, and 2500 feet above the sea. These waters are milder than those of Baresges, and the situation infinitely more agreeable. They are much used by ladies for spasmodic, nervous, and other complaints.			

Itinerary of Through Routes from London—Continued.

No.	* From LONDON to	† The Homeward bound Traveller must reverse the Routes.	Approximate Fares.		Approximate Time.
			1 class	2 class	
			£ s d.	£ s d.	D. H. M.
123	St. Sauveur (continued)	Route, select from No. 113, routes to Pau; thence by dil.	8 0 0	6 10 0	2 12 0
124	Tepilitz (Bohemia)	Hot springs of alkali-saline waters; almost exclusively used for baths; taken exceedingly hot; curative of stiff joints, crippled limbs, from gout or rheumatism			
	"	Route No. 27, to Dresden; Rail to Tepilitz, pages 138, and 139.....	7 7 0	6 0 0	2 0 0
125	Vichy (France)	The most frequented watering-place in France; mineral springs, acidulous and alkaline; efficacious in chronic complaints of the liver and digestive organs, diseases of the kidneys, and urinary organs, gout, &c.			
	"	Route, select from No. 61, Routes to Paris; Rail via Orleans to Vichy, page 32.....	4 15 6	3 11 9	2 4 0
126	Warmbrun (Prussia)	Warm sulphureous and alkaline springs; beneficial in gout and rheumatism. Public Baths, common to bathers of both sexes. Central for making excursions among the Riesenberg—giant mountain of Bohemia.			
	"	Route, see No. 8, Route to Berlin; thence per Rail to Breslau, p. 121; Rail to Freiburg, p. 124; Dil. to Warmbrun.....	7 10 0	6 10 0	5 6 0
127	Weissbad (Switzerland)	Mineral springs. Cure of goat's whey			
	"	Route, select from No. 7, Routes to Bale; Rail thence to Zurich, p. 151, Rl. to St. Gall, p. 155 and 154; Dil. to Appenzell and Weissbad.....	6 16 0	5 0 0	2 10 0
128	Wiesbaden	Hot springs of chalybeate waters, impregnated with iron; beneficial in cutaneous diseases, stiffness of joints, &c.			
	"	a Route, select from No. 17, to Cologne; thence per Steamer to Bieberich; Rail to Wiesbaden, p. 90.....	4 4 0	3 0 0	0 30 0
	"	b Select from No. 61, Rtes. to Paris; see Itinerary thence p. 373 for Routes to Frankfurt; Rail to Wiesbaden, p. 90.....	6 0 0	4 7 1	0 40 0
129	Wildbad (Near Stuttgart)	Hot springs; beneficial for rheumatism or gout, diseases of the joints, &c., and also for diseases of the skin			
	"	Route, select from No. 61, Routes to Frankfurt; thence as per Itinerary, p. 327, to Strasburg; thence Rail to Wilferdingen, p. 95; Diligence to Wildbad.....	4 6 0	3 8 0	1 12 0

- 130 **Tour through Saxon Switzerland.**—Route, see No. 17, Routes to Cologne; thence to Dresden, Route No. 28.
- " (a) Dresden, Rail to Prague, Dötscha Sta. for the Bastel—splendid view; carriage road to Schandau, fine landscapes; Hochstein promontory; Kuhstall, view of the valley.
- " (b) Or by steamer down the Elbe from Schandau, landing at Libenstein, Königstein, the Bastel, &c.
- 131 **Tour through the Pyrenees.**—Route, see No. 113, Route to Pau. 1st Excursion from Pau to Lourdes, Cauterets, Val de Jarret, and Lac de Gaube, 42 Eng. miles; to Lux and St. Sauveur, 43½ Eng. miles, beautiful scenery; to Bagnères, 46½ English miles.
- " Pau to Bagnères de Bigorres, 37 Eng. miles; thence to Luchon by Tarbes, 48 Eng. miles. Excursions to the Val de Lys, Port de Vaneque, and Val d'Arnan.
- " Pau to Oleron and the Val d'Aspe. Pau to Eaux Bonnes and Eaux Chaudes, 36 Eng. miles. Excursion to the Pic du Midi d'Ossau, Plateau of Bioux Artiques.
- 132 **Tour through the Tyrol.**—Tour, Innsbruck to Schönberg, Steinach, Stersing, Meran, Bozen, Trent, Roveredo, Riva, Val de Sol, Bormio, Prad, Reid, Stuben, Bludenz, Bregena.
- " (a) Routes, select from No. 30, Routes to Frankfurt; thence per Rail to Munich; Dil. to Innsbruck.
- " (b) Rtes., select from No. 7, Routes to Bale; thence to Lindau or Bregenz; Dil. to Innsbruck.
- 133 **Odessa, Crimea, &c.**—The following is an excellent trip: London to Vienna (see Routes 77, p. 6); Vienna to Pesth by Rail; Pesth, down the Danube by the Austrian Danube Co., to Odessa (excellent boats and provisions); Odessa to the Crimea and back, 10 days (good boats); Odessa to Constantinople; then, per the Mediterranean, back to Trieste, or per French Steamer to Marseilles.
- N.B.—The road between Trieste and Vienna should be seen, for Styria is as beautiful as any part of Europe. The Passage of the Seumering is magnificent in scenery, and wonderful as a work of art.
- Trieste to Venice, per Steamer daily; Venice to Genoa, visiting the principal towns in Northern Italy; Genoa to Marseilles; Marseilles to Paris and London.

New Routes to the Rhine, Switzerland, The Tyrol, Italy, The Watering-places on the Rhine, The Baths of Southern Germany, &c.—Via Ostend on Aniwerp to Brussels, thence by Great Luxemburg Railway to Namur, Arlon, Luxemburg, whence travellers can proceed by Treves down the Moselle to Coblenz, or by train to Thionville, the junction station of the Strasburg Railway, and thence via Metz to Frankfurt, or to Strasburg and Bale. This is a most interesting Route for Travellers who have hitherto taken the Route via Paris or Cologne.

For Itinerary of Routes from Bale to the principal Cities in Europe, see Page 361.

For do.	do.	Berlin	do.	do.	see " 341.
For do.	do.	Brussels	do.	do.	see " 288.
For do.	do.	Cologne	do.	do.	see " 310.
For do.	do.	Frankfort-on-the-M.	do.	do.	see " 327.
For do.	do.	Geneva	do.	do.	see " 366.
For do.	do.	Paris	do.	do.	see " 373.

Lignes de Baulieu de Paris.

[29-10

Girdle Line from the Northern Railway Station, PARIS, to the Western Railway Station, PARIS, by ENGHEIN, ERMONT and ARGENTEUIL and VICE VERSA.

Eng. Miles. Dis.	Fares.			STATIONS.	From PARIS (Nord), to PARIS (Ouest)	STATIONS.	From PARIS (Ouest), to PARIS (Nord.)
	1 Cl.	2 Cl.	3 Cl.				
	fr. c.	fr. c.	fr. c.				
4	0 80	0 60	0 40	Paris (Nord) dep.		Paris (Ouest) d.	
6	1 10	0 85	0 60	Saint-Denis		Asnières	
7	1 35	1 0	0 75	Epinay	Every hour from 6.55 a.m. to	B.-de-Colom	
9	1 70	1 25	0 90	Enghein	9.55 p.m.	Colombes	Every hour from 7.5 a.m. to
10	1 80	1 35	1 0	Ermont		Argenteuil	10.5 p.m.
11	1 80	1 35	1 0	Sannois	From Ermont to Paris	Sannois	
12	1 80	1 35	1 0	Argenteuil	(Ouest) at 6.40 a.m., and on	Ermont	To Ermont only, at 11.5
13	1 80	1 35	1 0	Colombes	Sundays and Fêtes at 11.50	Enghein	p.m., and on Sundays and
14	1 80	1 35	1 0	B.-de-Colom. ...	p.m.	Epinay	Fêtes at 12.45 night,
15	1 80	1 35	1 0	Asnières		Saint-Denis	
18	1 80	1 35	1 0	Paris (Ouest) arr.		Paris (Nord) ar.	

LA RAPEE-BERCY AND BATIGNOLLES-CLICHY.—Chemin de Fer de Ceinture de Paris.

Eng. Miles. Dis.	Fares.		Stations.	Every hour from 7.55 a.m., to 9.55 p.m.; in 40 minutes.	Stations.	Every hour from 7.25 a.m., to 9.25 p.m.; in 40 minutes.
	Week Days.	Sun. & Fetes.				
	fr. c.	fr. c.				
1	0 15	0 25	La Rapee-Bercy dep.		Batignolles-Clichy	
2	0 15	0 25	Bel-Air		La Chapelle	
3	0 15	0 25	Charonne		Belleville-Villette	
5	0 30	0 40	Montmartre		Menilmontant	
8	0 30	0 40	Batignolles-Clichy		Charonne	
					La Rapee-Bercy ar.	

PARIS (Nord.) and CREIL, by PONTOISE.

Eng. Miles. Dis.	Fares.			Stations.	Trains.												
	1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
4	0 80	0 60	0 40	Paris	6 10	7 25	9 25	11 25	1 25	3 25	4 25	5 18	5 28	7 25	9 25	10 25	12 20
6	1 10	0 85	0 60	Saint-Denis ..	6 20	...	...	...	...	...	...	...	...	...	...	...	...
7	1 35	1 0	0 75	Epinay .....	...	...	...	...	...	...	...	...	...	...	...	...	...
9	1 70	1 25	0 90	Enghein .....	...	...	...	...	...	...	...	...	...	...	...	...	...
10	1 80	1 35	1 0	Ermont .....	...	7 46	9 46	11 46	1 46	3 46	4 46	...	5 49	7 46	9 46	10 46	...
11	1 90	1 45	1 5	St. O. L'Aumone	...	7 48	9 48	11 48	1 48	3 48	4 48	...	5 51	7 48	9 48	10 48	Stop
13	2 25	1 70	1 25	Herblay .....	...	7 54	9 54	11 54	1 54	3 54	4 54	...	5 57	7 54	9 54	10 54	...
18	3 25	2 45	1 80	Pontoise .....	...	8 10	1 10	12 10	2 10	4 10	5 10	...	6 4	8 10	10 10	11 10	...
18	3 25	2 45	1 80	St. O. L'Aumone	6 53	...	...	...	...	...	...	...	...	...	...	...	...
21	3 25	2 70	2 5	Anvers	7 3	Stop	10 24	12 24	2 24	4 24	5 24	6 1	...	8 24	10 24	11 24	...
24	4 35	3 30	2 40	Isle-Adam	7 14	...	10 43	12 43	2 43	4 43	5 43	6 20	...	8 42	10 43	11 43	...
29	5 5	5 38	2 75	Beaumont	7 27	...	10 53	12 56	...	4 56	5 53	6 32	...	8 54	10 53	11 56	...
32	5 60	4 20	3 10	Boran	7 38	...	1 7	...	5 7	...	6 43	...	9 5	...	...	...	...
36	5 70	4 30	3 15	Precy	7 46	...	Stop	1 15	...	5 15	Stop	6 51	...	9 13	Stop	...	...
37	5 70	4 30	3 15	Saint-Leu	7 53	...	...	1 22	...	5 22	...	6 57	...	9 20	...	...	...
42	5 70	4 30	3 15	Creil (16) ...arr.	8 5	...	...	1 34	...	5 34	...	7 10	...	9 30	...	12 35	...

Eng. Miles. Dis.	Fares.			Stations.	Trains.												
	1 cl.	2 cl.	3 cl.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3			
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
...	Creil .....	...	...	7 25	...	9 37	...	...	12 37	...	4 37	...	8 37	...
...	Saint-Leu .....	...	...	7 35	...	9 50	...	...	12 50	...	4 50	...	8 50	...
...	Precy .....	...	...	7 44	...	9 57	...	...	12 57	...	5 57	...	8 57	...
...	Boran .....	...	...	7 54	...	10 6	...	...	1 6	...	5 6	...	9 6	...
...	Beaumont .....	...	7 20	8 12	...	10 20	...	...	1 20	3 20	5 20	7 20	9 20	...
...	Isle-Adam .....	...	7 31	8 24	...	10 31	...	...	1 31	3 31	5 31	7 31	9 31	...
...	Anvers .....	...	7 41	8 34	...	10 41	...	...	1 41	3 41	5 41	7 41	9 41	...
...	St. O. L'Aumone	...	7 50	8 43	...	10 50	...	...	1 50	3 50	5 50	7 50	9 50	...
...	Pontoise .....	...	6 2	7 58	...	9 58	11 15	10 58	1 58	1 58	3 58	5 58	7 58	9 58
...	Herblay .....	...	6 17	7 55	...	10 15	11 22	11 15	12 15	1 15	3 15	5 15	7 15	9 15
...	Beaumont .....	...	6 34	8 22	...	10 22	11 27	11 22	12 22	2 22	4 22	6 22	8 22	10 22
...	Enghein .....	...	6 29	8 27	...	10 27	11 29	11 27	12 27	2 27	4 27	6 27	8 27	10 27
...	Ermont .....	...	6 32	8 29	...	10 29	...	11 29	12 29	2 29	4 29	6 29	8 29	10 29
...	Anvers .....	...	6 40	...	...	...	...	...	...	...	...	...	...	...
...	Enghein .....	...	6 48	...	...	...	...	...	...	...	...	...	...	...
...	Epinay .....	...	6 57	...	...	...	...	...	...	...	...	...	...	...
...	Saint-Denis .....	...	7 10	8 50	9 35	10 50	11 50	11 50	12 50	2 50	4 50	6 50	8 50	10 50
...	Paris (Nord) arr.	...	7 10	8 50	9 35	10 50	11 50	11 50	12 50	2 50	4 50	6 50	8 50	10 50

CALAIS TO HAZEBROUCK, DUNKIRK, BETHUNE, LENS, ARRAS, AMIENS, and PARIS.

Eng. Mls.	Fares.			STATIONS.	Trains.											
	1st Class	2nd Class	3rd Class		1 cl.		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3	
	fr.	fr.	fr.		Ex.	Cl.	Ex.	Cl.	Ex.	Cl.	Ex.	Cl.	Ex.	Cl.	Ex.	Cl.
Dis.	fr.	fr.	fr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
1	0	0	0	Calais (Buffet)...dep.	1 30	9 0	6 15	12 10	...	...	...	...	...	...	...
13	2 45	1 85	0 85	Saint-Pierre-les-Calais	...	9 25	6 39	...	...	...	...	...	...	...	...
21	3 70	2 75	1 35	Arras	...	9 37	6 52	...	...	...	...	...	...	...	...
26	4 70	3 55	2 60	Wadicq	...	9 54	7 9	...	...	...	...	...	...	...	...
32	5 95	4 45	3 25	Watten	2 9	10 11	7 26	12 49	...	...	...	...	...	...	...
39	7 5	5 30	3 90	Saint-Omer	...	10 30	7 45	...	...	...	...	...	...	...	...
				Elbinghem.	...	10 45	8 0	1 13	...	...	...	...	...	...	...
				Hazebrouck 12 ar.	...	11 55	4 5	...	...	...	...	...	...	...	...
Fro	m	D	unki	Dunkirk...dep.	...	9 0	6 55	...	...	...	...	...	...	...	...
5	1	0	0	Bergues	...	9 25	7 12	...	...	...	...	...	...	...	...
11	2	0	1	Esquelbecq	...	9 49	7 26	...	...	...	...	...	...	...	...
15	2	70	2	Arnecke	...	10 6	7 38	...	...	...	...	...	...	...	...
19	3	60	2	Carrel	...	10 25	7 50	...	...	...	...	...	...	...	...
25	4	60	3	Hazebrouck arr.	...	10 50	8 5	1 cl.	...	...	...	...	...	...	...
Fro	m	D	unki	Hazebrouck...dep.	2 39	5 0	8 20	1 19	...	...	...	...	...	...	...
43	0	8	0	Steenbecq	...	5 14	8 33	...	...	...	...	...	...	...	...
46	1	25	0	Thiennes	...	5 23	8 42	...	...	...	...	...	...	...	...
49	1	80	1	Aire	...	5 33	8 52	...	...	...	...	...	...	...	...
53	2	45	1	Lillers	...	5 45	9 3	...	...	...	...	...	...	...	...
57	3	25	2	Choques	...	6 58	9 15	...	...	...	...	...	...	...	...
61	3	90	2	Bethune	3 14	6 15	9 29	1 54	...	...	...	...	...	...	...
64	4	50	3	Nœux	...	6 24	9 40	...	...	...	...	...	...	...	...
68	5	15	3	Bully-Grenay	...	6 38	9 52	...	...	...	...	...	...	...	...
72	5	95	4	Lens (page 14)	...	6 53	10 7	...	1 cl.	...	...	...	...	...	...
78	6	95	5	Fabas	...	7 10	10 22	...	Exp.	...	...	...	...	...	...
84	8	50	6	Arras (Buffet)...arr.	3 55	7 30	10 40	2 35	p.m.	3 48	p.m.	night	10 50	10 50	10 50	
89	9	20	6	Boileux...dep.	4 2	7 52	11 0	2 43	4 5	4 10	6 18	12 5	11 5	11 5	11 5	
95	10	20	7	Achiet	...	8 0	11 14	...	...	...	...	...	...	...	...
107	12	20	9	Albert	...	8 49	11 57	...	...	...	...	...	...	...	...
117	14	0	10	Corbie	...	9 10	12 45	...	...	...	...	...	...	...	...
122	15	70	11	Longueau...arr.	5 5	9 25	12 45	3 45	5 10	6 0	6 0	...	...	...	...
129	17	25	13	Amiens (Buffet)...arr.	6 25	9 35	13 5	4 5	5 30	6 0	6 19	12 5	11 5	11 5	11 5	
172	23	95	18	Creil (Buffet) (13)...arr.	6 25	11 50	15 35	3 35	4 55	5 30	6 19	12 5	11 5	11 5	11 5	
203	29	70	22	Paris (per Chantilly)...arr.	6 28	12 5	16 0	5 15	6 55	8 35	10 0	3 50	3 16	3 16	3 16	

Fares.			Stations.		
1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
1 25	1 25	1 25	Beauvais	...	...
6 50	4 45	3 15	Rooy-les-Mello	...	...
7 80	5 45	4 15	Hermes	...	...
8 45	6 15	4 45	Halles	...	...
9 15	6 45	5 15	Creil	...	...

Eng. Mls.	Fares.			STATIONS.	Trains.											
	1st Class	2nd Class	3rd Class		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3			
	fr.	fr.	fr.		Ex.	Cl.	Ex.	Cl.	Ex.	Cl.	Ex.	Cl.	Ex.	Cl.		
Dis.	fr. <td>fr. <td>fr. <td></td> <td>a.m.</td> <td>a.m.</td> <td>a.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> </td></td>	fr. <td>fr. <td></td> <td>a.m.</td> <td>a.m.</td> <td>a.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> </td>	fr. <td></td> <td>a.m.</td> <td>a.m.</td> <td>a.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td> <td>p.m.</td>		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
1	1 10	0 85	0 60	Lille (Bif.)...dep.	6 45	10 30	1 15	3 6	6 45	11 30	...	...	...	...
11	1 70	1 25	0 90	Peronchies	7 4	10 49	1 34	3 21	7 4	...	...	...	...	...
16	2 80	2 10	1 55	Armentiers	7 17	11 2	1 47	3 27	7 17	11 41	...	...	...	...
19	3 25	2 45	1 80	Steenwacok	7 30	11 15	2 0	3 54	7 30	...	...	...	...	...
24	4 15	3 10	2 30	Bailleul	7 39	11 25	2 9	4 3	7 39	11 56	...	...	...	...
28	4 80	3 60	2 95	Strazeole	7 52	11 37	2 22	4 20	7 52	...	...	...	...	...
28	4 80	3 60	2 95	Hazebrouck...arr.	8 5	11 50	2 35	4 35	8 5	12 16	...	...	...	...
28	4 80	3 60	2 95	Hazebrouck dep.	8 10	12 5	2 50	...	8 20	4 35	...	...	...	...
53	9	40	7 5	Dunkirk	9 30	1 15	4 0	...	9 30	6 15	...	...	...	...
28	4 80	3 60	2 95	Hazebrouck...dep.	8 15	12 4	2 45	...	8 15	12 25	...	...	...	...
49	7	15	5	Saint-Omer	8 52	12 24	3 28	...	8 52	12 49	...	...	...	...
63	11	85	8 90	Calais	10 5	1 10	4 35	...	10 5	1 35	...	...	...	...

Fares.			Stations.		
1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
6 5	4 30	3 0	Creil	...	...
6 70	4 50	3 20	Chen-les-Mello	...	...
7 37	5 15	3 70	Mouy	...	...
8 44	5 55	4 35	Halles	...	...
9 51	6 30	5 0	Hermes	...	...
10 58	7 15	5 45	Rooy-les-Mello	...	...
12 05	8 30	6 45	Beauvais	...	...

Northern of France Railway.—PARIS, S. F. QUENTIN, SOMAIN, ERQUELINES, COLOGNE, COBLENCE, MAYENCE, & FRANKFORT.—Chemin de Fer du Nord.

Main railway schedule table with columns for Stations, Trains, and various time slots. Includes stations like Boulogne, Amiens, Paris, Creil, Pont-Sainte-Maxence, Compiègne, etc.

ANZIN AND SOMAIN.

Sub-table for ANZIN AND SOMAIN with columns for Stations and Trains, including Anzin, Somain, Denain, and Somain.

N. B.—The Express Trains take neither Horses nor Carriages. Remarks.—LUGGAGE.—30 kilogrammes, (60lbs.) are allowed free of charge.

French Railways.

Northern of France Railway.—FRANKFORT, MAYENCE, COLOGNE, ERQUELINES, SOMAIN, ST. QUENTIN, and PARIS.—C Chemin de Fer du Nord.

(29-10)

Fares.				Stations.												Trains.											
Engl. Miles.	1st class fr.	2nd class fr.	3rd class fr.																								
				BRUSSELS (page 66)																							
				MINDEN (page 66)																							
				COBLENTZ (page 64)																							
				Frankfort.....dep.																							
				Mayence.....arr.																							
				Cologne.....arr.																							
				Cologne.....dep.																							
				Aix-la-Chapelle (page 64).....dep.																							
				Verviers (Belg. Time) [p. 67].....arr.																							
				Spa (page 67).....arr.																							
				Liege (page 67).....arr.																							
				Huy.....arr.																							
				Namur (Buffet).....arr.																							
				Charleroi (Buffet).....arr.																							
				Thuin.....arr.																							
				Erquelines (Buffet) [Fr. Time] arr.																							
				Jeumont.....arr.																							
				Maubeuge (French Time).....dep.																							
				Maubeuge (page 64).....arr.																							
				Hautmont.....arr.																							
				Aulnoye.....arr.																							
				Landreies.....arr.																							
				Le Cateau.....arr.																							
				Busigny.....arr.																							
				Somain (pages 14, 16) dep.																							
				Louches.....arr.																							
				Bouchain.....arr.																							
				Iwuy.....arr.																							
				Cambrai.....arr.																							
				Cattenières.....arr.																							
				Caundry.....arr.																							
				Betry.....arr.																							
				Busigny.....arr.																							
				Bohain.....arr.																							
				Fresnoy-le-Gr.....arr.																							
				Essigny-le-Petit.....arr.																							
				St. Quentin.....arr.																							
				Montecourt.....arr.																							
				Tergnier (Buffet).....arr.																							
				Reims (pages 15, 52 & 54).....dep.																							
				Laon.....arr.																							
				Crépy-Couvron.....arr.																							
				La Fère.....arr.																							
				Tergnier.....arr.																							
				Tergnier.....dep.																							
				Chauby (page 16).....arr.																							
				Appilly.....arr.																							
				Noyon.....arr.																							
				Ourscamps.....arr.																							
				Ribécourt.....arr.																							
				Thonroite.....arr.																							
				Compiègne.....arr.																							
				Verberie.....arr.																							
				Pont-Sainte-Maxence.....arr.																							
				Creil (Buffet).....arr.																							
				" (per Chantilly).....dep.																							
				" (per Pontoise).....dep.																							
				Paris (per Chantilly).....arr.																							
				" (per Pontoise).....arr.																							

PARIS AND SENLIS.

Fares.				Stations.												Trains.											
Engl. Miles.	1st class fr.	2nd class fr.	3rd class fr.																								
				Paris.....dep.																							
				Chantilly.....arr.																							
				Saint-Firmin.....arr.																							
				Senlis.....arr.																							
				Paris.....arr.																							

Remarks.—LUGGAGE.—30 Kilogrammes (60lbs.) are allowed free of charge. * 1st class. + 1 & 2 Class. +1, 2, 3 Class.
Distances of the various Paris Railway Stations from the Northern Railway.—STRASBOURG RAILWAY, Boulevard de Strasbourg, 4 mile. LYONS RAILWAY, Rue St. Lazare, 11 miles. WESTERN RAILWAY (Rouen, Havre, and Dieppe), 124, Rue St. Lazare, 11 miles. ORLÈANS RAILWAY, Boulevard de l'Hôpital, 24 miles. RENNES, ALENÇON, AND LE MANS RAILWAY, Boulevard du Mont Parnasse, 34 miles. SCEAUX RAILWAY, Boulevard d'Enfer, 24 miles.

BOULOGNE and AMIENS to PARIS.

[20-10

Dist. Kilom.	Fares.			Stations.	Trains.											
	1st class	2nd class	3rd class		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3	
	fr. c.	fr. c.	fr. c.		class	class	class	class	class	class	class	class	class	class	class	class
3	0 65	0 50	0 35	Boulogne (Buffet).....dep.	1	2	3	1	2	3	1	2	3	1	2	3
9 1/2	1 70	1 25	0 90	Pont-le-B Iques	...	...	...	...	...	...	...	...	...	...	...	...
14 1/2	4 35	3 30	2 40	Neufchâtel	...	...	...	...	...	...	...	...	...	...	...	...
10 1/2	7 30	5 45	4 40	Étaples	...	...	...	...	...	...	...	...	...	...	...	...
44	7 95	5 95	4 35	Montreuil-Veron	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Rue	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Noyelles.....arr.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Saint-Valery.....dep.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Noyelles.....arr.	...	...	...	...	...	...	...	...	...	...	...	...
40	8 95	6 70	4 95	Noyelles.....dep.	...	...	...	...	...	...	...	...	...	...	...	...
54	9 75	7 30	5 35	Abbeville	...	...	...	...	...	...	...	...	...	...	...	...
59	10 65	8 0	5 85	Pont-Bemy	...	...	...	...	...	...	...	...	...	...	...	...
63 1/2	11 40	8 55	6 30	Longpré	...	...	...	...	...	...	...	...	...	...	...	...
70 1/2	12 75	9 60	7 0	Hangest	...	...	...	...	...	...	...	...	...	...	...	...
74 1/2	13 80	10 35	7 60	Picquigny	...	...	...	...	...	...	...	...	...	...	...	...
79 1/2	14 35	10 75	7 90	Ailly-sur-Somme	...	...	...	...	...	...	...	...	...	...	...	...
83 1/2	16 0	12 0	8 80	Amiens (Buffet).....arr.	...	...	...	...	...	...	...	...	...	...	...	...
90 1/2	17 80	13 35	9 80	Amiens (Buffet).....dep.	...	...	...	...	...	...	...	...	...	...	...	...
17 1/2	21 15	15 90	11 65	Longueau	...	...	...	...	...	...	...	...	...	...	...	...
26 1/2	22 85	17 15	12 25	Boves	...	...	...	...	...	...	...	...	...	...	...	...
57 1/2	28 45	21 15	15 65	Ailly-sur-Noye	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Breuteuil	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Saint-Just	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Clermont	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Liancourt	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Creil (Buffet)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Creil (Chantilly)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Creil (Pontoise)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Paris (Chantilly)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Paris (Pontoise)	...	...	...	...	...	...	...	...	...	...	...	...

Extra Train from Amiens to Paris at 12.40 a.m.

PARIS to AMIENS and BOULOGNE.

Dist. Kilom.	Fares.			Stations.	Trains.											
	1st class	2nd class	3rd class		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3		1, 2, 3	
	fr. c.	fr. c.	fr. c.		class	class	class	class	class	class	class	class	class	class	class	class
31 1/2	5 70	4 30	3 15	Paris (Pontoise).....dep.	1	2	3	1	2	3	1	2	3	1	2	3
...	...	...	...	Paris (Chantilly).....dep.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Creil (Chantilly).....arr.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Creil (Buffet).....dep.	...	...	...	...	...	...	...	...	...	...	...	...
41	7 40	5 85	4 5	Liancourt	...	...	...	...	...	...	...	...	...	...	...	...
41	7 40	5 85	4 5	Clermont	...	...	...	...	...	...	...	...	...	...	...	...
59	10 65	8 0	5 85	Saint Just	...	...	...	...	...	...	...	...	...	...	...	...
69 1/2	12 55	9 40	6 90	Breuteuil	...	...	...	...	...	...	...	...	...	...	...	...
78 1/2	14 20	10 65	7 80	Ailly-sur-Noye	...	...	...	...	...	...	...	...	...	...	...	...
81 1/2	14 65	11 0	8 5	Boves	...	...	...	...	...	...	...	...	...	...	...	...
86 1/2	15 70	11 75	8 60	Longueau	...	...	...	...	...	...	...	...	...	...	...	...
90	16 25	12 20	8 95	Amiens (Buffet).....arr.	...	...	...	...	...	...	...	...	...	...	...	...
94 1/2	17 0	12 75	9 35	Amiens (Buffet).....dep.	...	...	...	...	...	...	...	...	...	...	...	...
99 1/2	17 80	13 35	9 80	Stop	...	...	...	...	...	...	...	...	...	...	...	...
103 1/2	18 70	14 5	10 30	Stop	...	...	...	...	...	...	...	...	...	...	...	...
108 1/2	19 60	14 70	10 80	Stop	...	...	...	...	...	...	...	...	...	...	...	...
112 1/2	21 15	15 90	11 65	Stop	...	...	...	...	...	...	...	...	...	...	...	...
121	21 85	16 40	12 0	Stop	...	...	...	...	...	...	...	...	...	...	...	...
134	22 30	16 70	12 25	Stop	...	...	...	...	...	...	...	...	...	...	...	...
149 1/2	26 90	20 15	14 80	Stop	...	...	...	...	...	...	...	...	...	...	...	...
154 1/2	27 90	21 90	15 35	Stop	...	...	...	...	...	...	...	...	...	...	...	...
157 1/2	28 45	22 35	15 65	Stop	...	...	...	...	...	...	...	...	...	...	...	...

Extra Train from Paris to Amiens at 7.45 p.m.

Lignes de Banlieue.—Paris (Nord) to Paris (Ouest) see page 11.

PARIS TO SAINT GERMAIN.—Chemins de fer de l'Ouest.

Eng. Miles.	Fares.				Stations.	Trains.	
	WEEK DAYS.		SUNDAYS & FETES.				
	1 cl.	2 cl.	1 cl.	2 cl.			
3	0 50	0 35	0 65	0 50	Paris(St.Lazare)dep.	PARIS TO SAINT GERMAIN, 35 minutes past every hour, from 7.35 a.m. until 6.35 p.m., and at 8.35, 10.35, and 12.35 night; and on Week-days only, at 5.15 p.m., in 47 minutes. On Sundays and Fetes at 7.35 and 9.40 p.m. The Train at 12.35 night, from Paris to St. Germain, does not stop at intermediate stations, except to set down Passengers.	
7	0 90	0 60	1 25	1 0	Asnières		
8	0 90	0 60	1 25	1 0	Nanterre		
8 1/2	0 90	0 60	1 25	1 0	Rueil		
9 1/2	1 10	0 75	1 25	1 0	Chatou		
10 1/2	1 25	1 0	1 40	1 10	Vésinet		
11 1/2	1 50	1 25	1 50	1 25	Le Pecq		
13	1 50	1 25	1 50	1 25	St. Germain ...arr.		
E.M.	fr. c.	fr. c.	fr. c.	fr. c.	St. Germain ...dep.		ST. GERMAIN TO PARIS every hour, from 6.55 a.m., until 6.55, p.m., and at 8.55, and 10.55 p.m., and on Week days only at 8.30 a.m. On Sundays and Fetes at 7.55 and 10 p.m.
---	---	---	---	---	Le Pecq		
---	---	---	---	---	Vésinet		
---	---	---	---	---	Chatou		
---	---	---	---	---	Rueil		
---	---	---	---	---	Nanterre		
---	---	---	---	---	Asnières		
---	---	---	---	---	Paris(St.Lazare)arr.		

PARIS TO AUTEUIL.

E.M.	fr. c.	fr. c.	fr. c.	fr. c.	Paris (St Lazare)...dep.	Every half hour from 7.5 a.m. to 7.5 p.m.: at 8.5, 9.5, 10.5, 11.5, and 12.40 midnight; and on Sundays and Fetes at 7.35, 8.35, 9.35, and 10.35 p.m.
11	0 30	0 20	0 40	0 30	Batignolles	
13	0 30	0 20	0 40	0 30	Courcelles	
23	0 40	0 30	0 60	0 45	Neuilly (Porte Maillot)	
3	0 40	0 30	0 60	0 45	Avenue de l'Impératrice	
4 1/2	0 40	0 30	0 60	0 45	Passy	
5 1/2	0 40	0 30	0 60	0 45	Auteuil	
E.M.	fr. c.	fr. c.	fr. c.	fr. c.	Auteuil.....dep.	Every half hour from 6.50 a.m. to 7.50 p.m.; at 8.50, 9.50, and 10.50 p.m.; and on Sundays and Fetes at 8.20, 9.20, 10.20, and 11.20 p.m.
---	---	---	---	---	Passy	
---	---	---	---	---	Avenue de l'Impératrice	
---	---	---	---	---	Neuilly (Porte-Maillot)	
---	---	---	---	---	Courcelles	
---	---	---	---	---	Batignolles	
---	---	---	---	---	Paris (St. Lazare)...arr.	

PARIS TO VERSAILLES.—(Right Bank.)

E.M.	fr. c.	fr. c.	fr. c.	fr. c.	Paris St.Lazare dep.	PARIS TO VERSAILLES, every hour, from 7.30 a.m. until 6.30 p.m., 8.30, 10.30, and 12.30 night; and Week-days only at 5.10 p.m.; on Sundays and Fetes at 7.30 and 9.30 p.m., in 47 minutes. The Train at 12.30 night does not stop at intermediate stations, except to set down Passengers, and arrives at the Left Bank Station at Versailles.
---	---	---	---	---	Asnières	
---	0 60	0 40	0 80	0 60	Courbevoie	
---	0 60	0 40	0 80	0 60	Puteaux	
---	0 60	0 40	0 80	0 60	Suresnes	
---	0 75	0 50	1 0	0 75	Saint Cloud	
---	0 90	0 60	1 25	1 0	Sèvres. V. d'Avray	
---	1 25	1 0	1 25	1 0	Viroflay	
---	1 50	1 25	1 50	1 25	Versailles	
E.M.	---	---	---	---	Versailles .....		VERSAILLES TO PARIS every hour from 7 a.m. until 7 p.m. and at 9 and 11 p.m., and on Week-days only at 8.30 a.m.; on Sundays and Fetes at 8 and 10 p.m. Remarks.—LUGGAGE—30 kilogrammes are allowed free of charge.
---	---	---	---	---	Viroflay	
---	---	---	---	---	Sèvres. V. d'Avray	
---	---	---	---	---	Saint Cloud	
---	---	---	---	---	Suresnes	
---	---	---	---	---	Puteaux	
---	---	---	---	---	Courbevoie	
---	---	---	---	---	Asnières	
---	---	---	---	---	Paris St.Lazare arr.	

PARIS TO VERSAILLES.—(Left Bank.)

E.M.	fr. c.	fr. c.	fr. c.	fr. c.	Paris M. P. dep.	Versailles dep. At 7.0 and 8.0 a.m., and hourly from 9.35 a.m. to 10.35 p.m., in 35 minutes.
5	0 75	0 50	0 80	0 60	Meudon	
5 1/2	0 75	0 50	0 80	0 60	Bellevue	
6 1/2	0 75	0 50	1 0	0 75	Sevres	
8	1 0	0 75	1 25	1 0	Chaville	
8 1/2	1 25	1 0	1 25	1 0	Viroflay	
11 1/2	1 50	1 25	1 50	1 25	Versailles arr.	

HAVRE, FECAMP, BEUZEVILLE, DIEPPE, ROUEN, MANTES, AND PARIS.—Chemin de Fer de l'Ouest.

Table with columns for FARES (1st, 2nd, 3rd class), STATIONS, TRAINS (1, 2, 3 class), and Ex. Includes stations like Havre, Fecamp, Beuzeville, Dieppe, Rouen, and Mantes.

PARIS, LORIENT, QUIMPER, and CHATEAULIN.

Table with columns for FARES, STATIONS, TRAINS, and Ex. Includes stations like Paris, Lorient, Quimper, and Chateaulin.

Extra Trains.—From Mantes to Paris, 9.20 p.m.; and on Sundays and Fete days, at 7.30 p.m.; from Paris to Mantes, at 7 a.m., and on Thursdays at 4 and 5.10 p.m.

French Railways.

PARIS, MANTES, ROUEN, DIEPPE, BEUZEVILLE, FECAMP, and HAVRE.—

Chemin de Fer de l'Ouest.

[24-P]

English Miles.	FARES.			Terminus, 124, Rue St. Lazare, & 9, Rue d'Amsterdam.		TRAINS.																	
	1st class	2nd class	3rd class	STATIONS.		1	2	3	4	5	6	7	8	9	10	11	12	13	14				
	fr. c.	fr. c.	fr. c.	class	class	1,2,3	cl.	class	1,2,3	cl.	1,2,3	1,2,3	class	class	1,2,3	cl.	1,2,3	class	class	1,2,3	cl.		
				Paris.....dep.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Colombes.....dep.		9 20	8 0	7 0	8 25	11 25	12 0	1 23	3 25	4 0	6 0	7 20	8 0	7 20	8 0	10 50	10 50	10 50	10 50
				Maisons.....dep.		9 49	...	7 29	8 52	...	12 28	1 47	...	4 27	...	7 47	...	7 47	...	...	...	...	...
				Conflans.....dep.		9 57	...	7 37	...	12 37	1 55	...	4 35	...	7 55	...	7 55	...	...	...	...	...	...
				Poissy.....dep.		10 21	...	7 51	9 5	11 58	12 50	2 6	4 6	4 46	...	8 7	8 38	...	...	...	...	...	...
				Triel.....dep.		10 21	...	8 4	...	1 4	2 18	...	4 59	...	8 20	...	8 20	...	...	...	...	...	...
				Meulan.....dep.		10 33	...	8 16	9 23	...	1 16	2 28	4 28	5 9	6 48	...	8 30	...	...	...	...	...	...
				Evreux.....dep.		10 46	...	8 30	...	1 31	2 41	...	5 23	...	8 43	...	8 43	...	...	...	...	...	...
				Mantes.....arr.		10 58	...	8 43	...	...	...	...	5 34	...	...	...	...	...	...	...	...	...	...
				Mantes (Branch).....arr.		11 0	9 2	8 45	9 43	12 32	1 45	2 52	4 52	5 36	...	8 55	9 15	...	...	...	...	...	...
				Stop		a.m.	a.m.	a.m.	...	...	p.m.	...	...	p.m.	...	p.m.	...	...	...	...	...	...	...
				Mantes (Branch).....dep.		5 40	9 3	9 8	...	...	2 2	...	...	5 46	...	9 5	...	...	...	...	...	...	...
				Rosny.....dep.		6 10	...	9 19	...	...	2 12	...	...	5 56	...	9 17	...	...	...	...	...	...	...
				Bonnieres.....dep.		6 28	9 32	9 49	...	...	2 22	...	...	6 6	...	9 29	...	...	...	...	...	...	...
				Vernon.....dep.		6 38	...	10 8	...	...	3 1	...	...	6 23	7 32	9 52	...	...	...	...	...	...	...
				Gaillon (les Andelys).....dep.		7 9	...	10 8	...	...	3 4	...	...	6 41	...	10 13	...	...	...	...	...	...	...
				Saint-Pierre (Louviers).....dep.		7 39	10	10 31	...	...	3 22	...	...	7 1	8 1	10 38	...	...	...	...	...	...	...
				Pont-le-Arche.....dep.		8 8	...	10 51	...	...	3 40	...	...	7 9	...	10 50	...	...	...	...	...	...	...
				Oisseil.....dep.		8 28	10 25	11 5	...	...	3 54	...	...	7 33	8 25	11 14	...	...	...	...	...	...	...
				Rouen (left bank).....arr.		9 0	...	11 30	...	...	4 20	...	...	7 55	8 40	11 35	...	...	...	...	...	...	...
				Rouen (right bank).....arr.		10 40	11 30	...	...	...	4 20	...	...	7 55	8 40	11 35	...	...	...	...	...	...	...
				Stop		a.m.	a.m.	...	...	...	p.m.	...	...	p.m.	...	...	...	...	...	...	...	...	...
				Rouen (rt. bk.) dep.		7 15	...	11 45	...	...	4 55	...	...	9 7	...	...	...	...	...	...	...	...	...
				Maromme.....dep.		7 25	...	...	...	...	5 9	...	...	9 15	...	...	...	...	...	...	...	...	...
				Malainville.....dep.		7 35	...	...	...	...	5 15	...	...	9 22	...	...	...	...	...	...	...	...	...
				Monville.....dep.		7 47	...	...	...	...	5 27	...	...	...	...	...	...	...	...	...	...	...	...
				Clères.....dep.		7 59	...	12 15	...	...	5 39	...	...	...	...	...	...	...	...	...	...	...	...
				Saint-Victor.....dep.		8 18	...	12 32	...	...	5 58	...	...	9 49	...	...	...	...	...	...	...	...	...
				Auffay.....dep.		8 32	...	12 42	...	...	6 12	...	...	10 1	...	...	...	...	...	...	...	...	...
				Longueville.....dep.		8 50	...	12 56	...	...	6 30	...	...	10 13	...	...	...	...	...	...	...	...	...
				St. Aubin.....dep.		9 8	...	1 10	...	...	6 48	...	...	10 26	...	...	...	...	...	...	...	...	...
				Dieppe.....arr.		9 25	...	1 25	...	...	7 5	...	...	10 40	...	...	...	...	...	...	...	...	...
				Stop		a.m.	1 & 2	noon	...	...	p.m.	...	...	p.m.	...	...	...	...	...	...	...	...	...
				Rouen (right bank) dep.		6 0	10 55	12 0	...	...	4 40	...	...	8 55	...	...	...	...	...	...	...	...	...
				Maromme.....dep.		6 10	...	12 10	...	...	4 49	...	...	...	...	...	...	...	...	...	...	...	...
				Malainville.....dep.		6 19	...	12 19	...	...	4 57	...	...	9 9	...	...	...	...	...	...	...	...	...
				Parentin.....dep.		6 39	...	12 40	...	...	5 16	...	...	9 22	...	...	...	...	...	...	...	...	...
				Pavilly.....dep.		6 43	...	12 44	...	...	5 20	...	...	...	...	...	...	...	...	...	...	...	...
				Motteville.....dep.		7 7	11 28	1 8	...	...	5 41	...	...	9 40	...	...	...	...	...	...	...	...	...
				Yvetot.....dep.		7 24	11 41	1 25	...	...	5 57	...	...	9 53	...	...	...	...	...	...	...	...	...
				Alvimar (Fauville).....dep.		7 53	...	1 43	...	...	6 14	...	...	...	...	...	...	...	...	...	...	...	...
				Bolbec-Notnot.....dep.		7 49	...	2 0	...	...	6 28	...	...	10 15	...	...	...	...	...	...	...	...	...
				Beuzeville Junc.....dep.		8 13	12 10	2 14	...	...	6 41	...	...	10 26	...	...	...	...	...	...	...	...	...
				Stop		a.m.	p.m.	...	...	...	p.m.	...	...	...	...	...	...	...	...	...	...	...	...
				Beuzeville Junc.		8 18	12 20	...	...	...	6 53	...	...	...	...	...	...	...	...	...	...	...	...
				Grainville-Goderville.....dep.		8 36	12 33	...	...	...	7 11	...	...	...	...	...	...	...	...	...	...	...	...
				Les-Is.....dep.		8 53	12 44	...	...	...	7 28	...	...	...	...	...	...	...	...	...	...	...	...
				Fecamp.....arr.		9 15	1 5	...	...	...	7 50	...	...	...	...	...	...	...	...	...	...	...	...
				Saint-Romain.....dep.		8 29	...	2 30	...	...	6 56	...	...	...	...	...	...	...	...	...	...	...	...
				Harfleur.....dep.		8 50	...	2 50	...	...	7 15	...	...	10 48	...	...	...	...	...	...	...	...	...
				Havre.....arr.		9 5	12 45	3 5	...	...	7 30	...	...	11 0	...	...	...	...	...	...	...	...	...

* Stops to set down passengers only.

Extra Trains.—From Paris to Mantes at 1.20 and 3.25 p.m.

Additional Trains.—From Paris to Poissy at 5.25 p.m., and on Thursdays, at 6.15, 7.15, and 9.0 a.m.

Remarks.—LUGGAGE—30 kilogrammes (60 lbs.) are allowed free of charge.

Distances of the various Paris Railway Stations from the Rouen, Havre and Dieppe Line

NORTHERN RAILWAY, 24, Place Roubaix, 1½ mile. STRASBOURG RAILWAY, Boulevard de Strasbourg, 1½ mile.

LYONS AND MARSEILLES, Boulevard Mazas, 3 miles. ORLEANS RAILWAY, Boulevard de l'Hôpital, 3½ miles.

BRENNES, ARGENTAN and LE MANS RAILWAY, Boulevard de Mont Parnasse, 3½ miles.

French Railways.

PARIS, MANTES, ROUEN, DIEPPE, BEUZEVILLE, FECAMP, and HAVRE.—

Chemin de Fer de l'Ouest.

[24-10

FARES.				Terminus, 124, Rue St. Lazare, & 9, Rue d'Amsterdam.		TRAINS.													
1st class	2nd class	3rd class	fr. c.	fr. c.	STATIONS.	1, 2, 3 class	1, 2, 3 class	3, 4 class	1, 2, 3 class	1, 2, 3 class	6, 7 class	8 class	9, 10 class	11, 12 class	13, 14 class	15, 16 class	17, 18 class	19, 20 class	
1st	2nd	3rd	fr.	c.		1, 2, 3	1, 2, 3	3, 4	1, 2, 3	1, 2, 3	6, 7	8	9, 10	11, 12	13, 14	15, 16	17, 18	19, 20	
					Paris.....dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1 0	0 75	0 35	0	0	Colombes	9 20	8 0	8 25	11 25	noon	0 12)	3 25	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
1 49	1 45	1 5	0	0	Maurens	9 49	7 0	8 59	12 26	1 47	...	...	4 27	...	7 47	...	...	...
1 37	1 45	1 35	0	0	Comfles	9 57	7 37	...	12 37	1 55	...	...	4 35	...	7 55	...	...	...
1 16	3 0	2 25	1	65	Poissy	10 9	7 51	9 5	11 58	12 50	2 6	4 6	4 46	...	8 7	8 38	...	...
1 11	3 90	2 95	2	15	Triel	10 21	8 4	...	1 4	2 18	...	...	4 59	...	8 20	...	...	...
1 10	4 60	3 45	2	55	Meulan	10 33	8 16	9 23	...	...	4 26	...	5 9	6 48	8 30	...	...	...
1 10	5 50	4 10	3	0	Épône	10 46	8 30	...	1 21	2 41	...	...	5 23	...	8 43	...	...	...
1 10	6 50	4 95	3	55	Mantes	10 58	8 43	...	...	...	...	...	5 34	...	...	...	...	...
1 10	6 50	4 85	3	55	Mantes (Branch) ...arr.	11 0	9 2	8 45	9 43	12 32	1 45	2 52	4 52	5 36	...	8 55	9 15
					Stop	a.m.	a.m.	a.m.											
					Mantes (Branch) ...dep.	6 40	9 3	9 6											
7 5	5 30	3 90	0	0	Rosny	6 50	9 19	...	2 2	...	...	...	6 46	...	9 5	...	...	...
7 7 5	5 90	4 25	0	0	Bonnefons	7 25	9 29	...	2 12	...	...	...	5 56	...	9 17	...	...	...
8 9 5	6 70	4 95	0	0	Vernoy	6 38	9 39	9 49	2 22	...	...	...	6 6	...	9 29	...	...	...
10 55	7 90	5 80	0	0	Gaillon (see Andelys)	7 8	10 8	...	3 0	...	...	...	6 23	7 32	9 52	...	...	...
13 0	9 0	6 60	0	0	Saint-Pierre (Louviers) ...	7 39	10 1	10 31	3 22	...	...	...	6 41	...	10 13	...	...	...
13 25	10 0	7 35	0	0	Pont-de-l'Arche	8 8	10	10 51	3 40	...	...	...	7 1	8 1	10 38	...	...	...
14 10	10 60	7 75	0	0	Ossel	8 28	10 25	11 5	3 54	...	...	...	7 33	8 25	10 59	...	...	...
15 28	11 40	8 40	0	0	Rouen (left bank) ...arr.	9 0	11 30	...	4 20	...	...	...	7 55	8 40	11 31	...	...	...
16 25	11 40	8 40	0	0	Rouen (right bank) arr.	10 40	11 30	...	4 20	...	...	...	1 & 2	Stop	...	...	...	...
					Stop	a.m.	a.m.												
					Rouen (rt. bk.) dep.	7 15	11 45	...	4 55	...	...	...	9 7	...	...	...	...	...
16 35	12 25	9 0	0	0	Maromme	7 35	...	...	5 5	...	...	...	9 15	...	...	...	...	...
16 70	12 50	9 20	0	0	Malaunay	7 35	...	...	5 15	...	...	...	9 22	...	...	...	...	...
17 25	13 00	9 55	0	0	Monville	7 47	12 5	...	5 27	...	...	...	...	...	...	...	...	...
18 25	13 50	9 90	0	0	Clères	7 59	12 15	...	5 39	...	...	...	...	...	...	...	...	...
19 15	14 35	10 55	0	0	Saint-Victor	8 18	13 32	...	5 58	...	...	...	9 49	...	...	...	...	...
19 60	14 70	10 80	0	0	Auffay	8 32	12 42	...	6 12	...	...	...	10 1	...	...	...	...	...
20 30	15 45	11 35	0	0	Longueville	8 50	12 56	...	6 30	...	...	...	10 13	...	...	...	...	...
21 75	16 20	11 95	0	0	St. Aubin	9 8	1 10	...	6 48	...	...	...	10 26	...	...	...	...	...
22 50	16 90	12 40	0	0	Dieppe	9 25	1 25	...	7 5	...	...	...	10 40	...	...	...	...	...
					Stop	a.m.	1 & 2	noon											
					Rouen (right bank) dep.	6 0	10 55	12 0											
16 35	12 25	9 0	0	0	Maromme	6 10	10 55	12 0	4 40	...	...	...	8 55	...	...	...	...	...
16 70	12 52	9 20	0	0	Malaunay	6 19	12 19	...	4 49	...	...	...	...	...	...	...	...	...
17 60	13 20	9 65	0	0	Barentin	6 39	12 40	...	4 57	...	...	...	...	...	...	...	...	...
17 80	1 35	9 80	0	0	Pavilly	6 43	12 44	...	5 16	...	...	...	...	...	...	...	...	...
19 5	1 420	10 45	0	0	Motteville	7 7	11 28	1 8	5 20	...	...	...	...	...	...	...	...	...
19 95	1 4 95	10 95	0	0	Yvetot	7 24	11 41	1 25	5 41	...	...	...	9 40	...	...	...	...	...
21 15	15 90	11 65	0	0	Alvimare (Fauville)	7 43	1 143	...	5 57	...	...	...	9 53	...	...	...	...	...
21 90	16 40	12 0	0	0	Bolbec-Notnot	7 59	2 0	...	6 14	...	...	...	10 15	...	...	...	...	...
22 75	17 5	12 50	0	0	Beuzeville Junc.	8 13	12 10	2 14	6 28	...	...	...	10 26	...	...	...	...	...
					Stop	8. m.	p.m.												
					Beuzeville Junc.	8 13	12 20	...	6 53
23 40	17 55	12 85	0	0	Grainville-Goderville	8 36	12 33	...	7 11	...	...	...	...	...	...	...	...	...
24 10	18 5	13 25	0	0	Les-Ifs	8 53	12 44	...	7 28	...	...	...	...	...	...	...	...	...
24 85	18 65	13 70	0	0	Fecamp ...arr.	9 15	1 5	...	7 50	...	...	...	...	...	...	...	...	...
23 65	17 70	13 0	0	0	Saint-Romain	8 29	2 30	...	6 56	...	...	...	...	...	...	...	...	...
24 85	18 65	13 70	0	0	Harcourt	8 50	2 50	...	7 15	...	...	...	10 48	...	...	...	...	...
25 55	19 15	14 5	0	0	Havre	9 5	12 45	3 5	7 30	...	...	...	11 0	...	...	...	...	...

* Stops to set down passengers only.

Extra Trains.—From Paris to Mantes at 1.20 and 3.25 p.m.

Additional Trains.—From Paris to Poissy at 5.25 p.m., and on Thursdays, at 6.15, 7.15, and 9.0 a.m.

Remarks.—LUGGAGE—30 kilogrammes (60 lbs.) are allowed free of charge.

Distances of the various Paris Railway Stations from the Rouen, Havre and Dieppe Line.

NORMAN RAILWAY, 24, Place Roubaix, 1½ miles. STRASBOURG RAILWAY, Boulevard de Strasbourg, 1½ miles.

LORRAINE AND MAREUILLES, Boulevard Massas, 3 miles. ORLEANS RAILWAY, Boulevard de l'Hôpital, 3½ miles.

RENNES, ARGENTAN and LE MANS RAILWAY, Boulevard de Mont Parnasse, 3½ miles.

French Railways.

PARIS to MANTES, EVREUX, LISIEUX, PONT L'ÉVEQUE, HONFLEUR, CAEN, BAYEUX, and CHERBOURG, Chemin de Fer de l'Ouest.

Eng. Miles.	Dis.	Fares.						Trains.												
		1st class			2nd class			1,2,3		1,2,3		1,2,3		1,2,3		1,2,3		1,2,3		
		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.		
16.70	12.50	9.20	Paris	dep.	8.25	11.25	12	0	1.30	3.25	6.0	1.30	3.25	6.0	1.30	3.25	6.0	1.30	3.25	6.0
17.35	13.00	9.55	Mantes (Junc.)	dep.	8.45	11.35	14.5	3.58	4.05	9.15	8.45	11.35	14.5	3.58	4.05	9.15	8.45	11.35	14.5	3.58
17.90	13.45	9.85	Brionne	arr.	8.55	11.45	15.0	4.08	9.30	9.15	8.55	11.45	15.0	4.08	9.30	9.15	8.55	11.45	15.0	4.08
18.50	13.90	10.15	Pont-Author	dep.	9.10	12.00	16.0	4.20	9.45	9.30	9.10	12.00	16.0	4.20	9.45	9.30	9.10	12.00	16.0	4.20
18.25	13.70	10.5	Glos-Montfort	arr.	9.15	11.55	16.5	4.25	9.50	9.45	9.15	11.55	16.5	4.25	9.50	9.45	9.15	11.55	16.5	4.25
17.60	13.90	9.65	St-Lôger-Boisseau	dep.	9.25	12.10	17.0	4.30	9.55	9.50	9.25	12.10	17.0	4.30	9.55	9.50	9.25	12.10	17.0	4.30
16.60	12.45	9.10	Bourghier-Th.-Hb.	arr.	9.30	11.55	17.5	4.35	10.00	9.50	9.30	11.55	17.5	4.35	10.00	9.50	9.30	11.55	17.5	4.35
15.80	11.85	8.70	La Londe	dep.	9.40	11.45	18.0	4.40	10.05	9.55	9.40	11.45	18.0	4.40	10.05	9.55	9.40	11.45	18.0	4.40
14.90	11.15	8.20	Elbeuf (23)	arr.	9.45	11.30	18.5	4.45	10.10	9.55	9.45	11.30	18.5	4.45	10.10	9.55	9.45	11.30	18.5	4.45
14.10	10.60	7.75	Tourville	dep.	9.50	11.15	19.0	4.50	10.15	9.55	9.50	11.15	19.0	4.50	10.15	9.55	9.50	11.15	19.0	4.50
14.10	10.60	7.75	Oisseul (page 23) arr.	arr.	9.55	11.15	19.5	4.55	10.20	9.55	9.55	11.15	19.5	4.55	10.20	9.55	9.55	11.15	19.5	4.55
15.25	11.40	8.40	Rouen (left bank) arr.	dep.	9.55	11.55	20.0	4.55	10.20	9.55	9.55	11.55	20.0	4.55	10.20	9.55	9.55	11.55	20.0	4.55
			Rouen (right bank) arr.	arr.	11.30			3.15			11.30			3.15			11.30			3.15

ROUEN and SERQUIGNY.—Chemin de fer de l'Ouest.

Eng. Miles.	Dis.	Fares.						Trains.												
		1st class			2nd class			1,2,3		1,2,3		1,2,3		1,2,3		1,2,3				
		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.			
16.70	12.50	9.20	Serquigny (23) arr.	arr.	5.20	8.57	2.5	8.40	12.28											
17.35	13.00	9.55	La Rivière-Thibouville	arr.	5.37	9.5	2.18	8.49	12.28											
17.90	13.45	9.85	Brionne	arr.	5.37	9.17	2.38	9.1	12.46											
18.50	13.90	10.15	Pont-Author	arr.	6.24	9.29	2.53	9.13												
18.25	13.70	10.5	Glos-Montfort	arr.	6.45	9.38	3.8	9.23	1.11											
17.60	13.90	9.65	St-Lôger-Boisseau	arr.	7.17	9.51	3.27	9.35												
16.60	12.45	9.10	Bourghier-Th.-Hb.	arr.	7.53	10.7	3.52	9.52												
15.80	11.85	8.70	La Londe	arr.	8.23	10.19	4.10	10.4												
14.90	11.15	8.20	Elbeuf (23)	arr.	9.0	10.38	4.34	10.21	2.18											
14.10	10.60	7.75	Tourville	arr.	9.12	10.48	4.50	10.33												
14.10	10.60	7.75	Oisseul (page 23) arr.	arr.	9.17	10.52	4.56	10.37	2.38											
			Rouen (left bank) arr.	dep.	9.20	10.55	5.5	10.40	2.57											
			Rouen (right bank) arr.	arr.	9.35	11.5	5.25	11.0	3.0											
					11.30			3.15												

LE MANS AND ANGERS.

Eng. Miles.	Dis.	Fares.						Trains.												
		1st class			2nd class			1,2,3		1,2,3		1,2,3		1,2,3		1,2,3				
		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	a. m.			
159.	25.75	18.20	14.15	Le Mans	dep.	2.10	6.5	1.25	3.7	5.0										
153.	27.80	20.85	15.37	La Suse	arr.	6.40	12.48			5.30										
150.	29.90	21.75	15.95	Avois	arr.	7.17	1.18			6.27										
146.	30.70	22.0	16.90	Morannes	arr.	7.46	1.40			6.27										
170.	33.25	24.90	17.75	Tiercé	arr.	8.48	2.5			6.54										
183.	35.25	26.12	18.30	St-Sylvain Briolay	arr.	9.2	3.15			7.25										
33.	30.80	25.26	18.60	Écouffant	arr.	9.14	3.26			7.50										
34.	34.80	25.85	18.95	Angers	arr.	9.15	3.30	3.10	5.30	8.5										

CHERBOURG to BAYEUX, CAEN, HONFLEUR, PONT L'ÉVEQUE, LISIEUX, EVREUX, MANTES and PARIS.
Chemin de Fer de l'Ouest.

Stations.	Fares.												Trains.											
	1st class	2nd class	3rd class	fr.	c.	fr.	c.	fr.	c.	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class			
Paris ...dep.	3	0 80	0 60	0 45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Mantes ...dep.	11	1 31	1 06	0 75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oissel ...a. r.	22	3 50	3 25	1 70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Rouen rft. bank d (left bank) dp	35	5 40	5 15	3 80	2 75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oissel ...arr.	40	7 40	7 15	4 80	3 50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
.. (p. 22) dep.	54	1 0	0 75	0 55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tourville	58	1 80	1 51	1 00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Elbeuf ...dep.	114	2 15	1 60	1 15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
.. (p. 22) dep.	46	8 50	8 40	4 70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tourville	63	9 85	7 40	5 40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Elbeuf ...dep.	73	13 35	10 0	7 35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
.. (p. 22) dep.	82	14 80	11 10	8 15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tourville	90	16 35	12 25	9 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Elbeuf ...dep.	95	17 35	13 0	9 55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
.. (p. 22) dep.	100	18 15	13 60	10 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tourville	100	18 15	13 60	10 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

PARIS to ROUEN and ELBEUF.—Chemin de fer de l'Ouest.

Stations.	Trains.												
	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class
Paris ...dep.
Mantes ...dep.
Oissel ...a. r.
Rouen rft. bank d (left bank) dp
Oissel ...arr.
.. (p. 22) dep.
Tourville
Elbeuf ...dep.

ELBEUF and ROUEN to PARIS.

Stations.	Trains.												
	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class	1.2.3. class
Elbeuf ...dep.	6 5	7 0	8 0	9 0	9 50	10 36	12 0	2 0	3 25	4 34	5 37	7 5	7 55
Tourville	6 17	7 12	8 12	9 12	10 2	10 46	12 12	2 12	3 37	4 50	5 47	7 17	8 7
Oissel ...arr.	6 22	7 17	8 17	9 17	10 7	10 52	12 17	2 17	3 42	4 56	5 52	7 22	8 12
.. (p. 22) dep.	7 20	8 28	9 20	10 25	10 55	11 5	12 20	2 20	3 54	5 0	5 55	7 33	8 25
Rouen lft. bank ar	7 35	9 0	9 35	10 40	11 15	12 35	2 35	4 20	5 25	6 10	6 55	8 40	9 40
.. right bank ar	...	...	...	...	...	...	...	...	...	...	...	...	...
Oissel ...dep.	6 33	...	...	9 44	...	...	...	...	...	...	...	...	12 55
Mantes ...arr.	8 20	...	...	11 30	...	...	...	...	...	...	...	...	...
Paris ...arr.	10 20	...	...	1 0	...	...	...	...	...	...	...	...	3 55

PARIS TO CHARTRES, LE MANS, RENNES, GUNGAMP, MORLAIX, and BREST.

Eng. Miles.	Fares.			Trains.											
	1st class	2nd class	3rd class	Terminus in Paris, Boulevard Mont Parnasse, 44. Stations.											
	fr. c.	fr. c.	fr. c.	1,2,3 class	1 cl. Ex.	1,2,3 class	1 cl. Ex.	1,2,3 class	1,2,3 class	1 & 2 class	1 & 2 class	1,2,3 class	1,2,3 class		
101	Paris (Mount Parnasse) ...dep.	...	7 30	8 0	10 40	12 0	5 0	8 0	9 30	10 30		
156	3 15	2 35	1 70	Versailles (page 19)	*	*	*	*	*	*	*	*		
169	3 70	2 75	2 5	Trappes ...	...	8 50	...	12 55	5 47	...	...	11 33
241	4 50	3 35	2 45	Laverrière ...	...	8 59	...	1 2	5 58	...	...	11 43
292	5 40	4 5	3 35	Le Perray ...	...	9 14	...	1 56	6 10	...	...	12 3
327	6 55	5 10	4 25	Rambouillet ...	...	8 28	9 28	11 38	1 56	2 50	9 9	10 30		
371	7 60	5 70	4 30	Epervan ...	...	...	...	1 53	6 40	...	...	12 40
432	8 75	6 55	5 40	Maintenon ...	...	...	...	2 8	6 40	9 36	10 53	12 56
474	9 75	7 40	6 40	Jouy ...	a. m.	8 51	10 15	12 1	2 7	6 0	...	...	
653	9 85	7 40	6 55	Chartres (Buffet) ...	5 30	9 23	10 50	12 31	2 45	7 40	10 8	11 21			
707	11 25	8 30	6 55	Courville ...	5 6	...	11 19	...	3 14	8 0	...	1 40			
761	12 75	9 60	7 0	Pontgouin ...	6 22	...	11 32	...	3 26	8 21	...	...	
770	13 90	10 40	7 65	La Loupe ...	6 49	10 8	11 55	1 16	3 47	8 42	10 56	12 6			
873	15 10	11 35	8 30	Bretoucelles ...	7 19	...	12 13	...	4 4	8 59	...	...	
884	15 80	11 85	8 70	Condé ...	7 24	...	12 25	...	4 16	9 10	...	...	
918	16 70	12 50	9 20	Nogent-le-Rotrou ...	7 44	10 36	12 40	1 45	4 31	9 23	11 27	12 35			
981	17 80	13 35	9 80	Le Theil ...	8 4	...	12 58	...	4 48	9 39	...	...	
1049	19 10	14 30	10 45	La Ferté-Bernard ...	8 25	11 0	1 17	2 10	5 5	9 56	11 54	1 0			
1114	21 60	16 20	11 90	Pont-de-Gennes ...	9 12	...	1 59	...	5 46	10 36	...	...	
1222	22 20	16 65	12 20	St. Mars-la-Bruyère ...	9 20	...	2 7	...	5 54	10 44	...	...	
1285	22 75	17 5	12 50	Yvré-l'Évêque ...	9 32	...	2 17	...	6 4	10 54	...	...	
1309	23 65	17 70	13 0	Le Mans (Buffet) ...dep.	9 45	11 45	2 30	2 55	6 15	11 5	12 44	1 45			
1431	26 6	19 50	14 30	Domfront ...	Stop	12 7 9	4 30	8 15	11 2	...	...	5 25	
1459	26 30	19 75	14 50	Conlie ...	Stop	...	4 15	9 3	...	...	...	6 22
153	27 65	20 75	15 20	Sillé-le-Guillaume ...	12 51	...	4 40	9 32	...	1 48	...	6 54			
1562	28 35	21 25	15 60	Rouessé-Vassé ...	...	...	4 51	9 44	...	...	...	7 4
1611	29 10	21 85	16 0	Voutre ...	...	...	5 2	9 57	...	...	...	7 15
1663	30 25	22 70	16 65	Evron ...	1 18	5 21	10 18	...	...	2 17	...	7 31	
171	31 00	23 20	17 30	Néau ...	...	...	5 33	10 30	...	...	...	7 42
1742	31 60	23 70	17 35	Moutsur ...	...	...	5 42	10 40	...	...	...	7 51
183	33 54	26 00	18 15	Louverné ...	...	...	6 3	11 4	...	...	...	8 12
1886	33 70	25 30	18 55	Laval (Buffet) ...	1 58	6 26	6 20	11 15	...	3 1	...	8 31			
1921	34 70	26 5	19 10	Le Genest ...	...	...	6 36	...	...	...	...	8 47
1963	35 60	26 70	19 60	Port-Brillet ...	...	...	6 48	...	Stop	...	...	8 59
201	36 5 27	3 19 85	...	St. Pierre-la-Cour ...	...	...	6 58	...	...	...	...	9 9
2084	37 65	28 20	20 70	Vitré ...	2 43	7 23	7 23	...	...	3 51	...	9 33	
218	39 55	29 65	21 25	Chateaubourg ...	...	...	7 47	...	...	4 14	...	9 57
2244	40 65	30 50	22 35	Noyal ...	...	...	8 4	...	...	...	...	10 14
2321	41 90	31 40	23 05	Rennes (page 26) ...	3 55	8 20	...	...	...	5 0	...	10 50
2394	43 25	32 40	23 80	L'Hermitage ...	4 14	...	...	...	...	5 19	11 1	11 59
245	44 35	33 25	24 0	Montfort-sur-Meu ...	4 30	...	...	...	...	5 34	11 21	12 4
2511	45 45	34 10	25 0	Montauban de Bretagne ...	4 46	...	...	...	...	5 50	11 40	12 14
2591	47 5 35	30 25 85	...	Caulnes-Dinan ...	5 12	...	...	...	...	6 15	12 5	12 5
2651	47 5 35	30 25 85	...	Broons ...	5 25	...	...	...	...	6 28	12 18	12 18
272	49 15	36 90	27 5	Plénée-Jugon ...	5 47	...	...	...	...	6 45	12 40	12 40
282	50 95	38 20	28 5	Lamballe ...	6 13	...	...	...	...	7 11	1 5	1 5
288	52 10	39 5	28 65	Yffiniac ...	6 30	...	...	...	...	7 28	1 21	1 21
295	53 20	39 90	29 25	Saint Brieuc ...	7 7	...	...	...	...	8 5	2 14	2 14
305	55 10	41 35	30 30	Chateaulaudren ...	7 34	...	...	...	...	8 32	2 11	2 11
312	56 55	42 40	31 10	Guingamp ...	7 58	...	...	...	...	8 56	2 45	2 45
323	58 25	43 70	32 5	Belle-Isle-Bégard ...	8 24	...	...	...	...	9 22	3 3	3 3
335	60 50	45 35	33 25	Plounérin ...	9 3	...	...	...	...	10 3	4 24	4 24
350	63 5 47	30 34 70	...	Morlaix ...	9 51	...	...	...	...	10 50	7 30	7 30
359	64 75	48 55	35 60	Saint-Thégonec ...	10 18	...	...	...	...	11 18	8 20	8 20
3754	67 65	50 75	37 20	Landerneau ...	11 4	...	...	...	...	12 4	9 27	9 27
387	69 80	52 35	38 40	Brest ...arr.	11 40	...	...	...	...	12 45	10 15	10 15

LE MANS to MEZIDON.

Eng. Miles.	Fares.			Trains.											
	1 cl.	2 cl.	3 cl.	Stations.											
	fr. c.	fr. c.	fr. c.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
...	1 10	0 85	0 60	Le Mans ...dep.	2 0	6 15	...	3 40	8 30	...	...	...	...
...	2 25	1 70	1 25	Neuville ...	...	6 34	...	3 57	8 50	...	...	...	...
...	3 33	2 50	1 85	Montbizot ...	...	6 52	...	4 15	9 9	...	...	...	...
...	4 60	3 45	2 55	Vivoin Beaumont ...	2 46	7 14	...	4 36	9 31	...	...	...	...
...	6 25	4 70	3 45	La Hutte ...	3 3	7 36	...	4 55	9 59	...	...	...	...
...	7 50	5 65	4 15	Alençon ...	3 34	8 11	...	5 30	10 30	...	...	...	...
...	9 95	7 50	5 50	Vingthanaps ...	3 51	8 29	...	5 48	...	...	...	...	...
...	11 10	8 30	6 10	Almeneches ...	4 12	9 12	...	6 29	...	Stop	...	...	...
...	13 15	10 10	7 40	Argentan ...	4 30	9 37	1 0	6 52	...	...	...	...	...
...	13 90	10 40	7 65	Fresney-la-Mère ...	5 23	10 13	1 41	7 27	...	...	...	...	...
...	14 55	10 90	8 0	Coulbeuf (page 23) ...	5 35	10 27	1 55	7 41	...	...	...	...	...
...	16 10	11 0	8 0	Vendeuvres-Jort ...	5 55	10 39	2 8	7 54	...	...	...	...	...
...	15 45	10 40	8 80	Mezidon (page 22) ...arr.	6 6	11 2	2 35	8 20	...	...	...	...	...

Tickets are not issued for Bellevue and Versailles from Paris. For extra service between Paris and Versailles, see page 49. Passengers should be at the Stations at least 10 minutes before the hour of departure. Remarks.—LUGGAGE—30 Kilogrammes of Luggage allowed Free. Luggage must be delivered 20 minutes before the departures of the trains. The clocks of all the Stations are regulated according to Paris meridian. N.B.—The Express trains take neither Horses nor Carriages. † 1, 2, 3 Class † Takes 2nd and 3rd Class Passengers to the Stations between Rennes and Brest from Paris.

Distances of the various Paris Railway Stations from the Chemin de Fer de l'Ouest.—DUMANS RAILWAY, Boulevard de Vincennes, 14 miles. LYONS AND MARSEILLES LINE, Boulevard Mazas, 2 miles. STRASBOURG RAILWAY, Boulevard de Strasbourg, 34 miles. ROUEN, HAYNE AND DIEPPE LINE, 124, Rue St. Lazare, 34 miles. NORTHERN RAILWAY, 24, Place Roubaix, 34 miles.

Voies.				Trains.											
1 ^{er}	2 ^d	3 ^e	4 ^e	1.	2.	3.	4.	1.	2.	3.	4.	1.	2.	3.	4.
cl.	cl.	cl.	cl.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.
145	110	080													
145	110	080													
450	335	245													
570	430	315													
750	565	415													
800	645	475													
950	720	530													
1120	840	615													
1300	925	640													
1245	1010	700													
1100	1110	815													
From Rennes															
235	175	130													
425	320	235													
500	435	330													
640	480	350													
716	540	395													
850	620	455													
850	665	485													
1020	775	565													
1165	825	605													
1275	950	700													
1355	1015	745													
1420	1085	790													
1555	1170	850													
16	12	9													
1915	1425	1055													
1980	1455	1085													
2025	1510	1150													
2095	1515	1155													
2110	16	13													
25:019	19	13													
25:019	19	13													
26:021	19	13													
26:021	19	13													
29:10	21	15													
30:032	57	16													
33:15	24	17													
33:15	24	17													
34:25	24	18													
34:25	24	18													
35:36	30	19													
36:50	27	20													
37:30	27	20													
38:30	28	21													
38:50	29	21													
40:00	30	22													
41:00	31	23													

Voies.				Trains.											
1 ^{er}	2 ^d	3 ^e	4 ^e	1.	2.	3.	4.	1.	2.	3.	4.	1.	2.	3.	4.
cl.	cl.	cl.	cl.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.
156	120	085													
32	170	125													
378	26	150													
425	370	270													
818	480	340													
869	445	478													
975	730	635													
1165	805	635													
1375	905	700													
1590	1040	785													
1810	1125	825													
18	112	80													

PARIS and SAINT MALO.—Chemin de fer d'Orléans.

Eng. Miles.	Fares.			Stations.	Trains.				Stations.	Trains.			
	1st class	2nd class	3rd class		1 cl. Ex.	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr.	c.	fr.	fr.	a. m.	p. m.	p. m.	p. m.	a. m.	noon	p. m.	p. m.	
131	23 67	17 70	13 0	Paris (Mont.) arr.	7 30	5 0	8 0	10 30	Saint Malo. dep.	6 15	12 0	5 0	
				Le Mans.....arr.	11 45	11 52	14 5	5 25	La Goussinière.....	6 35	12 16	5 15	
				.....dep.	12 9	1 2	4 2	5 50	La Fresnaie.....	6 50	12 26	5 25
232	41 90	31 40	23 5	Rennes.....arr.	3 25	4 40	0 30	.....	Do.....	7 15	12 44	5 46
				.....dep.	4 5	5 30m	12 20	noon	Honnemain.....	7 37	1 0	6 2
210	43 35	32 50	23 85	Betton.....	4 27	5 52	12 51	.....	Coumbourg.....	9 0	1 19	6 19
242	44 15	33 21	24 25	St. Germain s-I.....	4 40	6 6	1 14	.....	Mo. treuil-s-I.....	9 25	1 39	6 39
230	45 0	33 75	24 75	Montreuil-s-I.....	4 53	6 20	1 40	.....	St. Germain-s-I.....	8 45	1 53	6 53
254	46 69	34 95	25 65	Coumbourg.....	5 17	6 45	2 12	.....	Betton.....	9 7	2 7	7 7
262	47 40	35 55	26 5	Honnemain.....	5 32	7 0	2 34	.....	Rennes.....arr.	9 35	2 30	p. m. 7 30
269	48 49	36 3	26 60	Dol.....	5 48	7 17	2 54	.....	.....dep.	↑	2 55	3 5 8 0
273	49 40	37 57	27 15	La Fresnaie.....	6 2	7 32	3 20	.....	Le Mans.....arr.	Stop	6 35	8 40 11 50
277	49 55	37 45	27 45	La Goussinière.....	6 12	7 42	3 34	.....	.....dep.	↑	7 10	8 55 12 5
821	50 95	38 20	28 5	Saint Malo.....arr.	6 30	8 0	3 55	.....	Paris (Mont.) arr.	↑	11 40	8 25 4 45

PARIS and DREUX.—Chemin de fer l'Ouest.

Eng. Miles.	Fares.			Stations.	Trains.				Stations.	Trains.			
	1st class	2nd class	3rd class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr.	c.	fr.	a. m.	p. m.	p. m.	p. m.	a. m.	p. m.	p. m.	p. m.		
54	2 45	1 85	1 35	Paris (Mont) dep.	7 0	11 30	4 25	8 35	Dreux.....dep.	6 15	10 10	3 0 8 15	
10				Beaulieu.....	*	*	*	*	Marchais is.....	6 34	11 3	3 23 8 34	
132	3 26	2 45	1 80	Verailles.....	*	*	*	*	Houdan.....	6 53	11 13	3 38 8 53	
204	3 70	2 75	2 5	St. Cyr.....	7 42	12 15	5 7	9 17	Tacolgnieres.....	7 5	11 36	3 50 9 5	
242	4 50	3 35	2 45	Villepreux-L.....	7 55	12 25	5 20	9 30	Garcancieres-L.....	7 17	11 47	4 2 9 17	
28	5 5	4 30	2 75	Grignon.....	8 3	12 33	5 28	9 38	Mont-ort-Lam.....	7 25	11 50	4 10 9 25	
34	5 50	4 10	3 0	Villiers-Neauphle	8 19	12 49	5 44	9 54	Vill ers-Neaup.....	7 35	12 3	4 23 9 3	
39	6 25	4 70	3 45	Montfort-L'auxoy	8 29	12 59	5 54	10 4	Grignon.....	7 51	12 16	4 36 9 51	
451	9 20	6 90	5 5	Garcancieres-L.....	8 39	1 9 6	4 10 14	.....	Vill-preux-L-C.....	8 0	12 25	4 45 10 0
				Tacolgnieres.....	8 53	1 23 6	18 10 23	.....	St. Cyr.....	8 16	12 41	5 1 10 16
				Houdan.....	9 7	1 37	6 32 10 42	.....	Versailles.....	↑	↑	↑
				Verailles.....	9 21	1 51	6 46 10 56	.....	Bellevue.....	↑	↑	↑
				Marcholeais.....	9 40	2 10	7 5 11 15	.....	Paris (Mont.) arr.	9 0	1 30	5 45 11 0

PARIS to BOURGES, MONTLUCON, BEZINET, and MOULINS.

Eng. Miles.	Fares.			Stations.	Trains.				Stations.	Trains.			
	1st class	2nd class	3rd class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr.	c.	fr.	a. m.	p. m.	p. m.	p. m.	a. m.	p. m.	p. m.	p. m.		
144	36 0	19 50	14 30	PARIS.....dep.	7 5	9 10	10 0	Moulins.....dep.	6 0	.....	.....
142	25 75	19 30	14 15	Bourges.....dep.	9 33	3 45	4 40	Souvigny.....	6 24	.....	3 25 7 10	
147	36 25	20 9	14 65	Saint Urcin.....	9 58	4 6	5 3	Noyant.....	6 42	.....	3 40 7 30	
152	37 46	20 60	15 10	Saint Florent.....	10 16	4 23	5 18	Tronget.....	7 1	.....	4 7 7 52	
156	38 55	21 40	15 70	Lunery.....	10 30	4 37	5 29	Chavonon.....	7 21	.....	4 29 8 14	
163	39 45	22 10	16 20	Chateaufort-s-C.....	10 43	4 59	5 45	Villefranche.....	7 35	.....	4 44 8 29	
167	40 15	22 60	16 55	Biery.....	11 4	5 14	5 58	Bezinet.....dep.	7 25	8 55	3 0 10 0 4 30 8 30		
172	41 0 23	22 17	17 3	La Celle-Bruere.....	11 16	5 26	6 8	La Fresle arr.	7 38	8 48	3 10 13 4 38 8 33		
176	42 5 24	0 17	17 60	Saint Amant Mont.....	11 37	5 50	6 25	La Fresle.....dep.	7 57	.....	.....
181	43 70	24 55	18 0	Ainay-le-Vieil.....	11 56	6 8	6 40	Commeny.....	8 20	10 50	.....	
189	43 95	25 45	18 63	Urcay.....	12 8	6 20	6 50	Montlucon.....	8 45	6 50	11 27 11 45 6 0 9 25		
193	44 35	26 20	19 20	Vallon.....	12 31	6 43	7 6	Les Trilliers.....	7 7	7 7	12 1 6 17		
196	45 60	26 70	19 60	Magnat.....	12 48	6 59	7 21	Magne se.....	Stop	7 30	Stop 12 15 6 28		
202	46 50	27 40	20 10	Les Trilliers.....	1 0	7 11	7 31	Urcay.....	7 57	.....	12 47 7 3	
211	48 10	28 55	20 95	Montlucon.....	1 26	7 31	8 0	Ainay-le-Vieil.....	8 7	.....	12 59 7 13	
216	48 30	28 55	20 95	Commeny.....	2 6	.....	6 24 9 36	St. Amant Mont.....	8 33	.....	1 21 7 30
				La Fresle.....arr.	3 33	1,2,3	6 50 9 3	La Celle-Bruere.....	8 46	.....	1 35 7 49	
				La Fresle dep.	p. m.	p. m.	p. m.	Higy.....	8 57	.....	1 47 8 0	
				Bezinet.....arr.	3 35	8 51	10 40	Chateaufort-s-C.....	9 13	.....	2 2 8 15	
					3 35	8 51	10 40	Lunery.....	9 31	.....	2 19 8 23	
					3 35	8 51	10 40	Saint Florent.....	9 44	.....	2 33 8 47	
221	38 10	28 55	20 95	Tronget.....	3 39	.....	7 51 10 1	Saint Urcin.....	10 1	.....	3 51 9 5
223	38 10	28 55	20 95	Noyant.....	3 49	.....	8 6 10 20	Bourges.....arr.	1 cl. 10 24	.....	3 15 9 28
234	38 10	28 55	20 95	Sauvigny.....	4 5	.....	8 23 10 35	Paris.....arr.	p. m. p. m.	.....	3 46 3 45
239	38 10	28 55	20 95	Moulins.....arr.	4 33	.....	8 51 11 3		4 40 8 38	.....		

Conveyance of Carriages.—4-wheeled, 20 fr.; 2-wheeled, 15 fr.

(11-1)

PARIS and CHEVREUILIN.

Fares.			Stations.			Trains.		
1st class	2nd class	3rd class	Paris	Chevreuilin	Paris	1.2.3	1.2.3	1.2.3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.
65	47 90	35 75	Paris	Chevreuilin	Paris	6 0	6 25	6 50
125	80	55	Chevreuilin	Paris	Chevreuilin	10 25	10 55	11 25
215	130	95	Paris	Chevreuilin	Paris	11 31	11 48	12 14
4 4	3 15	2 15	Chevreuilin	Paris	Chevreuilin	8 2	8 14	8 26
8 15	5 35	3 55	Paris	Chevreuilin	Paris	8 54	9 12	9 30
6 40	4 35	3 15	Chevreuilin	Paris	Chevreuilin	5 55	6 15	6 35
7 85	5 30	4 20	Paris	Chevreuilin	Paris	6 15	6 35	6 55

Fares.			Stations.			Trains.		
1st class	2nd class	3rd class	Paris	Chevreuilin	Paris	1.2.3	1.2.3	1.2.3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.
65	47 90	35 75	Paris	Chevreuilin	Paris	6 0	6 25	6 50
125	80	55	Chevreuilin	Paris	Chevreuilin	10 25	10 55	11 25
215	130	95	Paris	Chevreuilin	Paris	11 31	11 48	12 14
4 4	3 15	2 15	Chevreuilin	Paris	Chevreuilin	8 2	8 14	8 26
8 15	5 35	3 55	Paris	Chevreuilin	Paris	8 54	9 12	9 30
6 40	4 35	3 15	Chevreuilin	Paris	Chevreuilin	5 55	6 15	6 35
7 85	5 30	4 20	Paris	Chevreuilin	Paris	6 15	6 35	6 55

AGEN and AUCH. - Chemin de fer du Midi.

Fares.			Stations.			Trains.		
1st class	2nd class	3rd class	Agen	Auch	Agen	1.2.3	1.2.3	1.2.3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.
65	47 90	35 75	Agen	Auch	Agen	7 45	8 30	9 15
125	80	55	Auch	Agen	Auch	11 45	12 30	13 15
215	130	95	Agen	Auch	Agen	14 55	15 40	16 25
4 4	3 15	2 15	Auch	Agen	Auch	17 35	18 20	19 05
8 15	5 35	3 55	Agen	Auch	Agen	19 55	20 40	21 25
6 40	4 35	3 15	Auch	Agen	Auch	22 35	23 20	24 05
7 85	5 30	4 20	Agen	Auch	Agen	25 35	26 20	27 05

Remarks.—LOGGAGE:—30 kilogrammes allowed free to each Passenger.

French Railways.

SANT-GERMAIN-DES-FOSSES TO BRIOUDE AND MASSAC.

Fares.		Trains.			Fares.			Trains.			Stations.		
1st class	2nd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class
270	179	10	6	3	10	6	3	10	6	3	Paris	Brionde	Massac
39	27	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
56	39	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
63	42	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
127	84	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
34	23	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
115	78	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
118	81	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
181	121	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
226	151	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
233	158	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
407	270	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
451	300	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
464	313	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
491	330	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
511	350	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
551	380	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
621	430	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
671	480	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
721	530	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
771	580	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
801	610	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
871	680	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
911	720	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac
101	820	10	6	3	10	6	3	10	6	3	St. Germain	Brionde	Massac

PARIS AND SOEAUX.

Fares.		Trains.			Fares.			Trains.			Stations.		
1st class	2nd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class
270	179	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
39	27	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
56	39	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
63	42	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
127	84	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
34	23	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
115	78	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
118	81	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
181	121	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
226	151	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
233	158	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
407	270	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
451	300	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
464	313	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
491	330	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
511	350	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
551	380	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
621	430	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
671	480	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
721	530	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
771	580	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
801	610	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
871	680	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
911	720	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux
101	820	10	6	3	10	6	3	10	6	3	Paris	Soeaux	Soeaux

Extra Trains from Paris to Soeaux at 6 a.m., and 7, 8, and 10 p.m., and vice versa at 6.33 a.m., and 7.33, 8.33, 9.33, and 10.33 p.m.

[11-11]

French Railways.

PARIS, NEVERS, VICHY, ROANNE, ST. ETIENNE, ANDREZIEUX AND LYONS.—Chemin de fer de Paris a Lyon par le Bourbonnais.

Main railway schedule table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3 classes, a.m., p.m.). Stations include Paris, Brunoy, Meusaint, Melun, Fontainebleau, Thomery, Moret, Montigny, Nemours, Souppes, Forrières, Montargis, Nogent-a-Vernis, Glen, Briare, Châtillon-sur-Loire, Bonny, Neuvy-sur-Loire, Cosne, Sancerre, Pouilly-sur-Loire, La Charité, Fougues, Fourchambault, Nevers, Saincaize, Mars, Saint-Pierre, Saint-Imbert, Villeneuve-sur-Allier, Moulins-sur-Allier, Bessy, Hauterive, Varennes-sur-Allier, Crochy, St. Germain-des-Fosses, St. Germain-des-F., Vichy, St. Germain-des-Fosses dep., St. Geran-le-Puy, La Palisse, Arfeuilles, St. Martin-d'Estre, La Pacaudiere, St. Germain Lespin., Roanne, Le Coteau, St. Cyr, Vendranges-St. Prie, St. Jodard, Balbigny, Fours, Montbrond (Montbrison), Saint Galmier, La Renardiere, La Fouillouse, Villars, St. Etienne, Terrenoire, St. Chamond, Les Rouarres Grandcroix, Rive-de-Gier, Conzon, Givros, Grigny, La Tour de Millary, Vernaison, Oullins, Lyons (Perrache).

DRAGUIGNAN to S.E.S. ARCS. ST. ETIENNE to ANDREZIEUX. Tables for Fares, Stations, and Trains for these specific routes.

FRENCH RAILWAYS.

No. of train		Stations.		Fares.		Trains.		Stations.		Fares.		Trains.	
						1st class	2nd class					3rd class	4th class
1st class	2nd class	3rd class	4th class	1st class	2nd class	3rd class	4th class	1st class	2nd class	3rd class	4th class	1st class	2nd class
463	26 20	19 06	14 40	1 55	6 25	4 56	3 50	Paris [page 34]	dep.	Tours [page 3-4]	arr.	1 55	6 25
1	26 20	19 06	14 40	1 55	6 25	4 56	3 50	Tours	dep.	Tours	arr.	1 55	6 25
144	57 45	50 00	15 10	7 16	5 39	3 50	3 40	St. Pierre (Bifurcation)	dep.	St. Pierre (Bifurcation)	arr.	7 16	5 39
150	28 20	21 15	15 50	7 40	5 30	3 50	3 12	Chagnacq	dep.	Chagnacq	arr.	7 40	5 30
161	28 20	21 15	15 50	7 40	5 30	3 50	3 12	Chagnacq	dep.	Chagnacq	arr.	7 40	5 30
167	29 20	22 35	16 40	8 9	6 14	3 50	3 33	Saint-Patrice	dep.	Saint-Patrice	arr.	8 9	6 14
171	30 20	23 35	16 80	8 24	6 34	3 50	3 33	La Chapelle-sur-Loire	dep.	La Chapelle-sur-Loire	arr.	8 24	6 34
175	31 15	23 35	17 10	8 38	6 52	3 50	3 44	Port-Boulet	dep.	Port-Boulet	arr.	8 38	6 52
180	32 54	0 17	16 0	9 4	7 11	4 13	4 13	Varennes-sur-Loire	dep.	Varennes-sur-Loire	arr.	9 4	7 11
186	33 54	0 18	15 15	9 17	7 34	4 31	4 31	Saumur	dep.	Saumur	arr.	9 17	7 34
191	33 55	0 18 05	15 05	9 30	7 36	4 31	4 31	Saint-Martin	dep.	Saint-Martin	arr.	9 30	7 36
194	34 35	0 18 15	14 45	9 45	7 47	4 41	4 41	Les Renettes	dep.	Les Renettes	arr.	9 45	7 47
199	35 40	0 18 55	14 45	10 5	8 6	4 48	4 48	La Motte	dep.	La Motte	arr.	10 5	8 6
201	35 40	0 19 15	14 45	10 16	8 16	4 48	4 48	Saint-Mathurin	dep.	Saint-Mathurin	arr.	10 16	8 16
204	36 20	0 19 45	14 45	10 5	8 6	4 48	4 48	La Bohalle	dep.	La Bohalle	arr.	10 5	8 6
209	37 20	0 20 30	14 45	10 46	8 16	4 48	4 48	Trélazay	dep.	Trélazay	arr.	10 46	8 16
217	38 35	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
220	39 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
223	39 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
224	39 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
231	40 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
234	41 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
239	42 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
243	43 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
244	44 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
251	45 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
255	46 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
259	48 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
261	48 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
263	47 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
267	48 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
268	48 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
272	48 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
275	49 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
281	50 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
284	50 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
290	50 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
292	51 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
293	51 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16
301	53 30	0 20 30	14 45	10 46	8 16	4 48	4 48	Angers	dep.	Angers	arr.	10 46	8 16

Extra Trains.—From Tours to Angers, at 12 10 p.m. From Angers to St. Nazaire, at 4 30 p.m. From St. Nazaire to Nantes, at 10 55 a.m.
 From Nantes to Angers, at 5 20 a.m. From Angers to Saumur, on Saturdays, at 5 20 p.m.

PERIGUEUX, BRIVE, CAPDENAC, TESSONNIERES, and TOULOUSE.

Stations.		Fares.		Trains.	
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	class, class, class, class, class, class	1 cl.	2 cl.	3 cl.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
class, class, class, class, class, class	class, class, class, class, class, class	f. c.	fr. c.	fr. c.	class, class, class, class, class, class
From Paris.					
1816	Perigueux (page 28).....dep.	5 30	7 18	12 45	... 6 0
1794	Nivernac	6 45	8 15	13 30	... 7 3
1793	Saint-Pierre-de-Chignac	7 18	8 48	14 15	... 8 6
1800	Milhuac	7 39	9 09	14 45	... 9 9
1804	Thonnac	8 24	9 54	15 30	... 10 12
1805	La Bachellerie	9 09	10 39	16 15	... 10 45
1809	Condat	9 54	11 24	17 00	... 11 18
1812	Terrasson	10 39	12 09	17 45	... 11 51
1828	La Rivière de Manzac	11 24	12 54	18 30	... 12 24
1846	Larche	12 09	13 39	19 15	... 13 06
1854	Turenne	12 54	14 24	20 00	... 13 39
1864	Quatre-Routes	13 39	15 09	20 45	... 14 12
1866	St-Denis par Martel	14 24	15 54	21 30	... 14 45
3763	Montvalent	15 09	16 39	22 15	... 15 18
3761	Rocamadour	15 54	17 24	23 00	... 15 51
3883	Assier	16 39	18 09	23 45	... 16 24
3884	Grunat	17 24	18 54	24 30	... 16 57
3984	Pougnaud	18 09	19 39	25 15	... 17 30
403	Pierrec	18 54	20 24	26 00	... 18 03
4104	Capdenac (page 42).....dep.	19 39	21 09	26 45	... 18 36
4142	Nausac	20 24	21 54	27 30	... 19 09
4194	Assier	21 09	22 39	28 15	... 19 42
493	Selle-Coubat	21 54	23 24	29 00	... 20 15
493	Villevauve	22 39	24 09	29 45	... 20 48
498	Villefranche	23 24	24 54	30 30	... 21 21
498	Montella	24 09	25 39	31 15	... 21 54
498	Leprieux	24 54	26 24	32 00	... 22 27
498	Lexouac	25 39	27 09	32 45	... 23 00
498	Lezouac	26 24	27 54	33 30	... 23 33
498	Terrasson	27 09	28 39	34 15	... 24 06
498	Tessonnières	27 54	29 24	35 00	... 24 39
498	Albi	28 39	30 09	35 45	... 25 12
498	Rabastens	29 24	30 54	36 30	... 25 45
498	Rabatons	30 09	31 39	37 15	... 26 18
508	Toulouze	30 94	32 24	38 00	... 26 51

Stations.		Fares.		Trains.	
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	class, class, class, class, class, class	1 cl.	2 cl.	3 cl.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
class, class, class, class, class, class	class, class, class, class, class, class	f. c.	fr. c.	fr. c.	class, class, class, class, class, class
From Paris.					
1816	Perigueux (page 28).....dep.	5 30	7 18	12 45	... 6 0
1794	Nivernac	6 45	8 15	13 30	... 7 3
1793	Saint-Pierre-de-Chignac	7 18	8 48	14 15	... 8 6
1800	Milhuac	7 39	9 09	14 45	... 9 9
1804	Thonnac	8 24	9 54	15 30	... 10 12
1805	La Bachellerie	9 09	10 39	16 15	... 10 45
1809	Condat	9 54	11 24	17 00	... 11 18
1812	Terrasson	10 39	12 09	17 45	... 11 51
1828	La Rivière de Manzac	11 24	12 54	18 30	... 12 24
1846	Larche	12 09	13 39	19 15	... 12 57
1854	Turenne	12 54	14 24	20 00	... 13 30
1864	Quatre-Routes	13 39	15 09	20 45	... 14 03
1866	St-Denis par Martel	14 24	15 54	21 30	... 14 36
3763	Montvalent	15 09	16 39	22 15	... 15 09
3761	Rocamadour	15 54	17 24	23 00	... 15 42
3883	Assier	16 39	18 09	23 45	... 16 15
3884	Grunat	17 24	18 54	24 30	... 16 48
3984	Pougnaud	18 09	19 39	25 15	... 17 21
403	Pierrec	18 54	20 24	26 00	... 17 54
4104	Capdenac (page 42).....dep.	19 39	21 09	26 45	... 18 27
4142	Nausac	20 24	21 54	27 30	... 19 00
4194	Assier	21 09	22 39	28 15	... 19 33
493	Selle-Coubat	21 54	23 24	29 00	... 20 06
493	Villevauve	22 39	24 09	29 45	... 20 39
498	Villefranche	23 24	24 54	30 30	... 21 12
498	Montella	24 09	25 39	31 15	... 21 45
498	Leprieux	24 54	26 24	32 00	... 22 18
498	Lexouac	25 39	27 09	32 45	... 22 51
498	Lezouac	26 24	27 54	33 30	... 23 24
498	Terrasson	27 09	28 39	34 15	... 23 57
498	Tessonnières	27 54	29 24	35 00	... 24 30
498	Albi	28 39	30 09	35 45	... 25 03
498	Rabastens	29 24	30 54	36 30	... 25 36
498	Rabatons	30 09	31 39	37 15	... 26 09
508	Toulouze	30 94	32 24	38 00	... 26 42

AGDE AND LODEVE.

BAYONNE, DAX, AND PAU.

FRENCH RAILWAYS.

PARIS, AND POITIERS, to NIORT, LA ROCHELLE, and ROCHEFORT.—Chemin de fer d'Orléans. [11-11]

Fares.				Trains.						
Miles.	1st class	2nd class	3rd class	Stations.	1st class	1st class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
PARIS (pages 21, 31) ... dep.										
1	37 27	27 90	20 49	Poitiers	5 20	3 45	...	8 0	10 10	...
13	37 75	28 30	20 75	Saint Benoit	5 25	...	...	8 10	11 0	...
17	38 36	29 50	21 69	Columbiers	5 51	...	...	8 38	11 29	...
20	40 10	30 52	22 5	Lusignea	6 6	...	...	8 54	11 46	...
24	40 90	30 65	22 59	Rouille	6 17	...	...	9 6	11 57	...
28	41 65	31 26	22 99	Parrotay	6 29	...	...	9 25	12 11	...
32	42 15	31 45	23 35	La Villegie	6 44	4 45	...	9 40	12 23	...
34	42 45	32 9	23 55	Saint Matkent	7 0	4 58	...	9 56	12 49	...
36	44 35	33 25	24 41	La Croche	7 17	...	...	10 14	14 1	...
38	45 90	34 45	25 25	Niort	7 45	5 39	6 30	10 46	14 13	...
40	47 50	35 30	25 58	Frontenay	7 59	...	7 8	...	...	...
42	49 45	36 30	26 50	Epanoe	8 7	...	7 18	...	...	...
44	49 75	37 30	27 55	Mauze	8 20	5 59	7 39	...	...	...
46	50 40	37 80	27 70	Surgere	8 42	6 15	8 2	...	...	...
48	51 40	38 55	28 25	Chambon	8 53	...	8 15	...	...	...
50	51 40	38 55	28 25	Aligreuille Junction	9 10	6 37	8 35	...	...	...
52	53 10	39 80	29 20	La Rochelle (page 33)	10 6	7 30	9 21	...	4 23	...
53	53 10	39 80	29 20	Rocheport (page 35)	9 56	7 15	9 16	...	4 13	...

LA ROCHELLE, and ROCHE-ORT, to NIORT, POITIERS, and PARIS.—Chemin de fer d'Orléans.

Fares.				Trains.						
Miles.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	a.m.	p.m.
La Rochelle (page 33) ... dep.										
1	3 90	2 80	2 15	Rocheort	3 55	6 15	9 45	5 55	...	...
11	2 0	1 50	1 10	Aligreuille Junction	3 59	6 55	10 25	6 35	...	...
20	3 70	2 75	2 5	Chambon	4 7	7 9	10 40	...	...	...
28	4 5	3 80	2 75	Surgere	4 24	7 30	10 52	6 54	...	...
33	6 5	4 55	3 35	Mauze	4 46	7 28	11 11	7 9	...	...
36	6 50	4 58	3 55	Epanoe	5 8	7 51	11 26	...	...	...
41	7 50	5 69	4 15	Frontenay	5 12	7 59	11 35	...	...	...
46	9 5	6 80	5 0	Niort	5 38	8 19	11 59	7 41	...	...
50	10 20	7 65	5 80	La Croche	6 4	8 40	12 24	...	...	...
52	11 6	8 15	6 0	Saint Matkent	6 29	8 58	12 44	8 13	...	...
55	11 75	8 80	6 45	La Villegie	6 45	9 10	12 58	8 23	...	...
60	12 65	9 50	6 95	Rouille	7 1	9 24	14	...	...	...
70	12 65	9 50	6 95	Pamproux	7 16	9 37	14 5	...	...	...
73	13 35	10 0	7 35	Niort	7 48	10 0	15 2	...	...	...
78	14 10	10 69	7 75	Lusignea	7 32	9 47	13 9	8 51	...	...
80	15 89	11 65	8 70	Columbiers	8 12	10 19	2 13	...	...	...
87	16 25	12 20	8 95	Saint Benoit	8 25	10 39	2 25	9 24	...	...
89	16 25	12 20	8 95	Poitiers (page 35) .....	...	...	...	...	...	...
PARIS (page 21) ... arr.										

LA ROCHELLE and ROCHEFORT.—Chemin de fer d'Orléans.

Fares.				Trains.						
Miles.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
La Rochelle (page 33) dep.										
7	1 35	1 0	0 75	La Jarric	6 12	8 10	9 45	2 55	5 55	8 40
11	2 0	1 50	1 10	Aligreuille	6 28	8 28	10 3	3 15	6 15	9 0
13	2 60	1 95	1 40	Ché	6 45	8 44	10 20	3 38	6 32	9 23
21	3 90	2 25	1 75	Rocheport (page 35)	6 58	8 54	10 30	3 49	6 43	9 34
Rocheport (page 35) ... arr.										

Fares.				Trains.						
Miles.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Rocheport (page 35) ... dep.										
8	1 45	1 10	0 80	Cire	6 17	8 15	9 50	3 5	5 50	8 50
11	2 0	1 50	1 10	Aligreuille	6 34	8 34	9 49	3 26	6 11	9 11
15	2 70	2 0	1 50	La Jarric	6 50	8 49	10 14	3 46	6 28	9 31
24	3 90	2 55	1 75	La Rochelle (page 33)	7 0	9 1	10 45	4 21	7 3	10 6

Fares.				Trains.						
Miles.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Toulouse (40) dep.										
1 25	1 0	0 75	0 50	Forêt	9 58	5 53	...	...	...	...
2 0	1 50	1 10	0 80	Pin	10 12	5 57	...	...	...	...
2 60	1 95	1 40	1 00	Vernac	10 23	6 17	...	...	...	...
3 30	2 65	1 95	1 40	Mirmond	10 32	6 17	...	...	...	...
3 90	2 85	2 10	1 50	Asterive	10 46	6 30	...	...	...	...
4 50	3 35	2 45	2 00	Chateaub	10 57	6 43	...	...	...	...
5 20	4 10	3 0	2 40	Savedun	11 14	6 59	...	...	...	...
6 40	4 80	3 50	3 00	Vernat-d'Arige	11 27	7 12	...	...	...	...
7 30	5 45	4 0	3 40	Pamiers	11 46	7 45	...	...	...	...
8 30	6 20	4 55	4 00	Varilhes	11 56	7 43	...	...	...	...
9 20	6 95	5 10	4 30	Folk	12 20	8 5	...	...	...	...

BORDEAUX, LAMOTHE, ARCACHON, MORNEX, BAYONNE, BAYONNE-AIRAIN.—

M. D. N. O.		Fares.		Trains.		STATIONS.		Fares.		Trains.		STATIONS.		M. D. N. O.	
Di.	Cl.	fr.	c.	fr.	c.	Ex.	Tr.	Ex.	Tr.	Di.	Cl.	fr.	c.	fr.	c.
34	0.60	0.40	0.30	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
71	1.00	0.75	0.50	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
114	1.40	1.15	0.90	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
147	1.80	1.60	1.15	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
162	2.10	1.90	1.35	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
23	3.70	3.60	1.85	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
34	4.0	2.90	2.0	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
36	4.10	2.90	2.15	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
40	4.20	3.0	2.25	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
31	4.30	3.20	2.25	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
32	4.40	3.30	2.25	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
34	4.50	3.50	2.50	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
32	6.90	4.35	3.90	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
20	7.0	5.30	3.90	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
20	7.5	5.30	3.90	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
47	8.50	6.40	4.70	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
50	9.55	7.50	5.50	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
68	12.20	9.15	6.70	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
67	12.20	9.15	6.70	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
72	13.20	9.20	7.25	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
78	14.0	10.50	7.70	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
83	15.0	11.25	8.25	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
92	16.0	12.45	9.10	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
111	20.15	15.10	11.10	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
120	21.85	16.40	12.0	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
134	24.65	19.50	13.55	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
141	26.65	19.25	14.15	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
151	27.50	19.40	14.15	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
...	...	...	...	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23

Extra Trains.—From Bagnères de Bigorre to Tarbes, at 8.20 a.m. and 6.55 p.m. Bordeaux to Lamothé, at 8.10 a.m. and 6 p.m.; from Lamothé to Arcachon, at 7.13 and 6.50 p.m.; and vice versa at 4.45 and 10.30 p.m. Bayonne to Iruin, at 6 p.m. Hendaye to Bayonne, at 1.40 p.m.

A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.	W.	X.	Y.	Z.
129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154
Toulon	Montpellier	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane	Castellane
129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154
129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154

Fares.		Stations.			Trains.			Fares.			Stations.			Trains.		
1 cl.	2 cl.	3 cl.	fr. c.	1	2	3	1	2	3	1	2	3	1	2	3	
1.65	1.25	0.90		Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	
2.75	2.10	1.45		Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	Beaumont	

BESANCON and LYON.

Eng. Mls.	Fares.			Stations.	Trains.						Stations.	Trains.					
	1st class	2nd class	3rd class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	a. m.	a. m.	p. m.		a. m.	a. m.	p. m.	a. m.	a. m.	p. m.
0 30	0 60	0 45	Besancon...dep.	7 55	2 18	...	7 0	Lyon (Perrache)	5 39	...	9 30	13 50	4 50	7 0			
1 45	1 10	0 80	Francois	8 7	2 22	...	7 15	" (Broteaux)	5 54	...	9 54	1 14	5 14	7 24			
1 40	1 35	1 0	Montferrand	8 19	2 32	...	7 30	" (St Clair)	6 2	...	10 2	1 22	5 29	7 34			
2 15	1 85	1 35	Torpes	8 29	2 39	...	7 41	Miribel	6 15	...	10 15	1 35	5 35	7 45			
3 5	2 50	1 85	Byans	8 44	2 54	...	8 1	Maximieux	6 30	...	10 33	1 43	5 43	7 53			
3 30	2 35	1 85	Lisle	8 57	3 7	...	8 18	Moux	6 49	...	10 52	1 52	5 52	8 3			
4 60	3 45	2 55	Arc-Senans	9 7	3 17	...	8 32	Leymouth	7 11	a. m.	11 19	2 29	6 29	8 49			
5 60	4 20	3 10	Mouchard...arr.	5 15	2 24	3 30	9 0	Amberieu...arr.	7 31	a. m.	11 30	3 0	6 58	Stop			
6 25	4 70	3 45	Arbois	5 33	2 45	3 52	9 18	(50)...dep.	7 31	10 60	11 30	3 0	6 58	Stop			
6 55	5 20	3 80	Grozon	5 46	2 58	4 7	9 31	Ambrozy	7 44	11 3	11 43	3 13	7 11	...			
7 60	5 70	4 20	Poligny	6 0	10 11	4 20	9 44	Pont d'Ain	7 53	11 12	11 52	3 22	7 20	...			
8 5	6 5	4 45	Saint-Lothain	6 19	10 23	4 32	9 56	La Vavrette-T.	8 9	11 24	12 2	3 34	...	...	
8 60	6 45	4 75	Passenans	6 24	10 32	4 41	10 5	Bourg	8 24	11 43	12 23	3 43	7 44	...			
9 30	6 55	5 10	Dombians	6 34	10 42	4 51	10 10	St Etienne-du-B.	8 31	...	12 31	4 5	...	...	
10 10	7 55	5 55	Mon ain	6 49	1 57	5 6	10 30	Moulm-des-P.	8 44	...	12 54	4 26	Stop	...			
10 75	8 5	5 90	Lons-le-S...arr.	7 0	11 8	5 17	10 40	" dep.	9 4	...	1 4	4 34	...	...	
11 30	8 5	6 20	Gevingey	7 25	11 25	5 35	...	C ligny	9 18	...	1 14	4 52	...	...	
11 5	8 90	6 50	Sainte-Agnes	7 37	11 37	5 48	...	Saint Amour	9 33	...	1 33	5 7	...	...	
12 55	9 40	6 90	Beaufort	7 47	11 47	5 55	...	Cuiseaux	9 50	...	1 50	5 21	...	...	
13 0	9 75	7 15	Coussance	7 57	11 57	6 5	...	Coussance	9 54	...	1 58	5 39	...	...	
14 0	10 50	7 70	Cuiseaux	8 9	12 9	6 18	...	Beaufort	10 10	...	2 10	5 44	...	...	
14 55	10 90	8 0	Saint-Amour	8 17	12 17	6 24	...	Saint Agnes	10 20	...	2 20	5 55	...	...	
15 35	11 50	8 55	Colligny	8 28	12 28	6 43	...	Gevingey	10 30	...	2 30	6 6	...	...	
15 90	11 95	8 55	Moulin-des-P.	8 39	12 39	6 53	...	Lons-le-S...arr.	10 41	a. m.	2 41	6 17	...	...	
17 55	13 0	9 55	St-Etienne-du-B	9 5	1 5	7 5	...	" dep.	11 9	5 49	2 54	6 40	...	...	
18 35	13 80	10 10	Bourg	9 15	1 15	7 11	...	Montin	11 26	6 2	3 9	6 57	...	...	
19 50	14 60	10 70	La Vavrette-T.	9 37	1 37	7 34	p. m. a. m.	Dombians	11 37	6 13	3 20	7 8	...	...	
20 5	15 5	11 5	Pont-D'Ain	9 47	1 47	7 39	5 51 6 28	Passenans	11 47	6 23	3 30	7 18	...	...	
20 55	15 60	11 45	Ambrozy	10 3	2 3	7 56	6 7	St. Lothain	11 57	6 33	3 40	7 28	...	...	
21 40	16 75	11 75	Amberieu...arr.	10 10	2 10	8 11	6 23 6 53	Poligny	12 11	6 47	3 54	7 42	...	...	
22 30	17 70	12 25	(50)...dep.	10 20	2 20	8 20	6 32 7 2	Grozon	12 22	6 58	4 6	7 53	...	...	
23 75	18 70	13 25	Leymouth	10 41	2 41	8 32	6 44 7 14	A. bis	12 36	7 11	4 19	8 7	...	...	
24 20	18 15	13 30	Mouchard...arr.	10 54	3 0	8 45	7 4 7 34	Mouchard...arr.	12 59	7 25	4 33	8 20	...	...	
24 75	18 5	13 60	" dep.	11 3	3	9	7 13 7 43	" dep.	12 55	7 39	4 50	8 30	...	...	
25 65	19 10	14 25	Maximieux	11 17	3 23	9 3	7 27 7 57	Arc-Senans	1 6	7 51	5	...	...	...
25 85	19 40	14 55	Moux	11 38	3 44	9 21	7 48 8 18	Lisle	1 16	8 1	5 18	...	...	...
26 65	20 0	14 65	Byans	11 47	3 53	...	7 57 8 27	Byans	1 22	6 14	5 48	...	...	...
27 1	20 5	14 85	Torpes	11 56	4 2	...	8 6 8 36	Torpes	1 43	8 30	5 58	...	...	...
27 3	21 0	15 0	Montferrand	12 12	4 17	9 44	8 22 8 52	Montferrand	1 59	8 37	6 6	...	...	...
27 5	21 5	15 15	(Broteaux)	12 23	4 28	9 55	8 33 9 3	Francois	2 3	8 49	6 19	...	...	...
27 7	22 0	15 30	" (Perrache)	12 40	4 45	10 12	8 50 9 20	Besancon...arr.	2 13	9 0	6 30	...	...	...

CHAGNY and MONTCEAU-LES-MINES.

Eng. Mls.	Fares.				Stations.	Trains.						Stations.	Trains.					
	1st class	2nd class	3rd class	4th class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
	fr. c.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	a. m.	a. m.	p. m.		a. m.	a. m.	p. m.	a. m.	a. m.	p. m.
24	0 65	0 50	0 36	Chagny (44) d.	4 20	7 35	11 9	7 25	Montceau dep.	4 15	8 30	5 20	8 42	...	...	...
24	0 80	0 65	0 45	Santenay	...	7 49	11 9	7 34	Blaisy	4 33	8 39	5 29	8 52	...	...	...
8	1 55	1 20	0 85	Chelly	...	7 59	11 16	7 41	Montchanin	4 52	8 59	5 49	9 13	...	...	...
10 1	1 80	1 20	0 85	Saint Léger	4 79	8 25	11 29	7 55	Saint Béran	5 54	9 23	6 13	9 34	...	...	...
18	3 35	2 59	1 85	Saint Béran	...	8 37	11 37	8 3	Chelly	6 15	9 33	6 23	9 48	...	...	...
24 3	4 0	3 25	2 45	Montchanin	5 21	9 40	12 6	8 33	Chelly	6 32	9 45	6 35	10 7	...	...	...
27 1	5 5	3 89	2 75	Bianzy	5 38	10 16	12 23	8 51	Santenay	6 42	9 53	6 42	10 7	...	...	...
27 3	5 5	3 89	2 75	Montceau arr.	5 46	10 30	12 30	9 0	Chagny (44) ar.	6 55	10 0	6 50	10 15	...	...	...

AUXERRE and LAROCHE.

Stations.	Trains.						Stations.	Trains.						
	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
	a. m.	a. m.	p. m.	a. m.	p. m.	a. m.		a. m.	p. m.	a. m.	a. m.	p. m.		
Auxerre	5 30	10 15	2 4	4 32	6 50	10 24	Laroche	2 3	7 20	11 50	3 20	5 40	8 35	
Monetau	5 51	10 26	2 16	4 43	7 13	10 35	Honn rd	...	7 29	11 59	3 37	5 49	8 44	
Chemilly	5 58	10 36	2 25	4 53	7 35	10 45	Chemilly	...	7 36	12 0	3 52	5 56	8 51	
Honnard	5 58	10 43	2 38	5 0	7 52	10 52	Monetau	...	7 46	12 16	4 13	6 6	9 1	
Laroche	6 6	10 51	2 40	5 8	8 5	11 0	Auxerre	arr.	3 3	7 56	12 26	4 29	6 16	9 11

Capécienac to Montauban and Rodez, see pages 31 and 29.

Terminus]

PARIS, LYONS AND MARSEILLES. Chemin de fer de Paris a Lyon et a la Mediterranee.

[Boulevard Mazas.

Table with columns for FARES (1st, 2nd, 3rd class) and TRAINS (1-12 classes). Rows list stations from Paris to Marseilles with departure and arrival times.

Does not take Passengers for Geneva.

French Railways.

MARSEILLES, AIX, ROGNAC, AVIGNON, VALENCE, ST. RAMBERT LYONS, and PARIS.—Chemin de fer de Lyon a la Méditerranée.

Main railway schedule table showing stations, fares, and train times for routes including Marseille, Aix, Rognac, Avignon, and Lyons.

GIVONS AND VIENNE.

GRENOBLE and CHAMBERY.

Secondary railway schedule tables for Givons and Vienne, Grenoble and Chambéry, and a final summary table with 'Fares' and 'Stations' columns.

Remarks.—LUGAGE: 30 kilogrammes (65 lbs.) are allowed free of charge.

MARSEILLES to TOULON, VENCE-CAGNES and NICE.

Table with multiple columns for Stations, Trains, and time schedules. Includes stations like Marseille, Toulon, Nice, Cannes, and various intermediate stops.

Extra Trains from Marseille to Aubagne at 5.30 p.m., and vice versa at 4.0 and 6.45 p.m.

LYONS AND GRENOBLE.

Table showing train schedules between Lyons and Grenoble, with columns for Stations, Trains, and time slots.

St. RAMBERT, RIVES, and GRENOBLE.

Table detailing train schedules for the line between St. Rambert, Rives, and Grenoble, including station names and train classes.

French Railways.

From Paris.	To Metz.	To Nancy.	To Thionville.	To Luxembourg.	To Arlon.	To Forbach.
Paris	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.
Metz	7.20 p.m.	7.20 p.m.	7.20 p.m.	7.20 p.m.	7.20 p.m.	7.20 p.m.
Nancy	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.
Thionville	9.40 p.m.	9.40 p.m.	9.40 p.m.	9.40 p.m.	9.40 p.m.	9.40 p.m.
Luxembourg	10.50 p.m.	10.50 p.m.	10.50 p.m.	10.50 p.m.	10.50 p.m.	10.50 p.m.
Arlon	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.
Forbach	13.10 p.m.	13.10 p.m.	13.10 p.m.	13.10 p.m.	13.10 p.m.	13.10 p.m.

From Paris.	To Vincennes.	To La Varenne-Saint-Manue.
Paris	1.30 p.m.	1.30 p.m.
Vincennes	7.20 p.m.	7.20 p.m.
La Varenne-Saint-Manue	8.30 p.m.	8.30 p.m.
Paris	9.40 p.m.	9.40 p.m.
Vincennes	10.50 p.m.	10.50 p.m.
La Varenne-Saint-Manue	12.00 p.m.	12.00 p.m.
Paris	13.10 p.m.	13.10 p.m.

Notes.—All the trains are 1 & 2 class, except the 7 p.m. train from, and 4.30 a.m. to Paris. Additional Trains: Paris to Joinville-le-Pont at 7.30, 8.30, 9.30, and 10.30 a.m. From Joinville le Pont to Paris, at 8, 9, 10, 11 a.m.; and 7, 8, 9, 10 p.m.; and from Vincennes to Paris at 11.10 p.m.

WAGNER AND MEZIERES-CHARLEVILLE to SEDAN, THIOUVILLE, LUXEMBOURG, and METZ.

				Trains.				
Stations.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	
Stations.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	
Metz	6.00	7.10	6.00	7.10	6.00	7.10	6.00	
Nancy	6.30	7.40	6.30	7.40	6.30	7.40	6.30	
Thionville	7.00	8.10	7.00	8.10	7.00	8.10	7.00	
Luxembourg	7.30	8.40	7.30	8.40	7.30	8.40	7.30	
Sedan	8.00	9.10	8.00	9.10	8.00	9.10	8.00	
Charleville	8.30	9.40	8.30	9.40	8.30	9.40	8.30	
Metz	9.00	10.10	9.00	10.10	9.00	10.10	9.00	
Charleville	9.30	10.40	9.30	10.40	9.30	10.40	9.30	
Luxembourg	10.00	11.10	10.00	11.10	10.00	11.10	10.00	
Nancy	10.30	11.40	10.30	11.40	10.30	11.40	10.30	
Metz	11.00	12.10	11.00	12.10	11.00	12.10	11.00	
Nancy	11.30	12.40	11.30	12.40	11.30	12.40	11.30	
Thionville	12.00	1.10	12.00	1.10	12.00	1.10	12.00	
Luxembourg	12.30	1.40	12.30	1.40	12.30	1.40	12.30	
Sedan	1.00	2.10	1.00	2.10	1.00	2.10	1.00	
Thionville	1.30	2.40	1.30	2.40	1.30	2.40	1.30	
Luxembourg	2.00	3.10	2.00	3.10	2.00	3.10	2.00	
Nancy	2.30	3.40	2.30	3.40	2.30	3.40	2.30	
Metz	3.00	4.10	3.00	4.10	3.00	4.10	3.00	
Nancy	3.30	4.40	3.30	4.40	3.30	4.40	3.30	
Thionville	4.00	5.10	4.00	5.10	4.00	5.10	4.00	
Luxembourg	4.30	5.40	4.30	5.40	4.30	5.40	4.30	
Sedan	5.00	6.10	5.00	6.10	5.00	6.10	5.00	
Thionville	5.30	6.40	5.30	6.40	5.30	6.40	5.30	
Luxembourg	6.00	7.10	6.00	7.10	6.00	7.10	6.00	
Nancy	6.30	7.40	6.30	7.40	6.30	7.40	6.30	
Metz	7.00	8.10	7.00	8.10	7.00	8.10	7.00	
Nancy	7.30	8.40	7.30	8.40	7.30	8.40	7.30	
Thionville	8.00	9.10	8.00	9.10	8.00	9.10	8.00	
Luxembourg	8.30	9.40	8.30	9.40	8.30	9.40	8.30	
Sedan	9.00	10.10	9.00	10.10	9.00	10.10	9.00	
Thionville	9.30	10.40	9.30	10.40	9.30	10.40	9.30	
Luxembourg	10.00	11.10	10.00	11.10	10.00	11.10	10.00	
Nancy	10.30	11.40	10.30	11.40	10.30	11.40	10.30	
Metz	11.00	12.10	11.00	12.10	11.00	12.10	11.00	

				Trains.				
Stations.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	1.2.3.1.2.3.1.2.3.1.2.3.	
Stations.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	
Metz	6.00	7.10	6.00	7.10	6.00	7.10	6.00	
Nancy	6.30	7.40	6.30	7.40	6.30	7.40	6.30	
Thionville	7.00	8.10	7.00	8.10	7.00	8.10	7.00	
Luxembourg	7.30	8.40	7.30	8.40	7.30	8.40	7.30	
Sedan	8.00	9.10	8.00	9.10	8.00	9.10	8.00	
Charleville	8.30	9.40	8.30	9.40	8.30	9.40	8.30	
Metz	9.00	10.10	9.00	10.10	9.00	10.10	9.00	
Charleville	9.30	10.40	9.30	10.40	9.30	10.40	9.30	
Luxembourg	10.00	11.10	10.00	11.10	10.00	11.10	10.00	
Nancy	10.30	11.40	10.30	11.40	10.30	11.40	10.30	
Metz	11.00	12.10	11.00	12.10	11.00	12.10	11.00	
Nancy	11.30	12.40	11.30	12.40	11.30	12.40	11.30	
Thionville	12.00	1.10	12.00	1.10	12.00	1.10	12.00	
Luxembourg	12.30	1.40	12.30	1.40	12.30	1.40	12.30	
Sedan	1.00	2.10	1.00	2.10	1.00	2.10	1.00	
Thionville	1.30	2.40	1.30	2.40	1.30	2.40	1.30	
Luxembourg	2.00	3.10	2.00	3.10	2.00	3.10	2.00	
Nancy	2.30	3.40	2.30	3.40	2.30	3.40	2.30	
Metz	3.00	4.10	3.00	4.10	3.00	4.10	3.00	
Nancy	3.30	4.40	3.30	4.40	3.30	4.40	3.30	
Thionville	4.00	5.10	4.00	5.10	4.00	5.10	4.00	
Luxembourg	4.30	5.40	4.30	5.40	4.30	5.40	4.30	
Sedan	5.00	6.10	5.00	6.10	5.00	6.10	5.00	
Thionville	5.30	6.40	5.30	6.40	5.30	6.40	5.30	
Luxembourg	6.00	7.10	6.00	7.10	6.00	7.10	6.00	
Nancy	6.30	7.40	6.30	7.40	6.30	7.40	6.30	
Metz	7.00	8.10	7.00	8.10	7.00	8.10	7.00	
Nancy	7.30	8.40	7.30	8.40	7.30	8.40	7.30	
Thionville	8.00	9.10	8.00	9.10	8.00	9.10	8.00	
Luxembourg	8.30	9.40	8.30	9.40	8.30	9.40	8.30	
Sedan	9.00	10.10	9.00	10.10	9.00	10.10	9.00	
Thionville	9.30	10.40	9.30	10.40	9.30	10.40	9.30	
Luxembourg	10.00	11.10	10.00	11.10	10.00	11.10	10.00	
Nancy	10.30	11.40	10.30	11.40	10.30	11.40	10.30	
Metz	11.00	12.10	11.00	12.10	11.00	12.10	11.00	

Belgian Railways.

LONDON, CALAIS, TOURNAY, GHENT, AND BRUSSELS.

From	Fares.			Stations.	Trains.											
	1st class	2nd class	3rd class		1	2	3	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3	1,2,3	
	fr. c.	fr. c.	fr. c.		Ex.	C.A.S.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
				LONDON (Charing Cross dep. (Blackfriars)).....	8 30					7 25						
				CALAIS (page 12)	+1 30			6 15	9 02	10 ..			2 35	6 5		
				DUNKIRK (page 12)				6 55	9 01	11 55			4 3	6 55		
				LILLE	3 35			9 35	12 15	2 45			7 0	9 39		
				ARRAS (page 12)	*7 45	8 15	11 5			*8 20			10 0			
				DOUAI (page 12)	11 10	10 0	5 25	7 41		12 25			3 20			
				LILLE (page 12)	11 46	1 54	6 25	8 30	11 52	1 12	3 15	4 20		8 43		
				ROUBAIX (page 12)	3 55	6 10	8 45	9 55	11 15	2 5	3 0	4 40	6 0	7 55		
				TOURCOING (page 12)	4 15	6 30	9 11	10 14	11 33	2 23	3 17	4 58	6 18	8 13		
				MOUSCRON (page 12)	4 23	6 34	9 11	10 24	11 41	2 32	3 23	5 0	6 29	8 24		
					4 40	6 53	9 29	10 40	12 0	2 48	3 40	5 25	6 45	8 40		
				Tournay	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
				Templeuve	6 40	9 17	11 5	11 45	4 8	5 15			8 26			
				Néchin	6 45	9 20	11 10	11 50	4 10	5 20			8 30			
				Mouscron [Buffet]	5 0	7 10	9 47	11 35	12 15	4 8	5 35	6 5	7 10	9 0		
				Courtray (page 69) [Buffet]..	5 12	7 30	10 6		12 35	4 5	6 20	7 30	9 30			
				Haerlebeke		7 35	10 15		12 45	Stop		6 30	7 35	Stop		
				Wareghem		7 50	10 25		1 0			6 45	7 50	Stop		
				Olseue		8 0			1 5			6 55				
				Machelen		8 5						7 0				
				Deynze		8 15	10 45		1 20		4 39	7 5	8 10			
				Deurle		8 20			1 30			7 15	1 & 2			
				La Pinte		8 25			1 35			7 20				
				Ghent [Buffet] †	6 12	8 55	11 25		2 5		5 0	8 0	8 40			
				Brussels (by Alost)	7 12	10 20	12 43		3 20		6 0	9 6				
				Brussels (by Malines)	7 30	11 45			4 52		8 58					

BRUSSELS, GHENT, TOURNAY, LONDON AND CALAIS.

From	Fares.			Stations.	Trains.											
	1st class	2nd class	3rd class		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	fr. c.	fr. c.	fr. c.		EX.	Post	EX.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
				NORTH STATION.												
				Brussels (by Malines)			6 35			10 46			4 35			
				Brussels (by Alost)		7 15	8 5			12 0			6 0	8 5		
				Ghent [Buffet]	6 25	8 20	9 23			1 22		4 10	7 23	9 10		
				La Pinte	6 48					+1 35			7 35			
				Deurle	6 40		9 35			+1 40						
				Deynze	6 45	8 33	9 45			1 45		4 35	7 45	9 25		
				Machelen	6 55							4 40	7 55			
				Wareghem	7 0					2 0		4 45	8 0			
				Olseue	7 5		10 0			2 5		5 50	8 20			
				Courtray (page 70) [Buffet]..	7 28		10 15			3 20		5 10	8 0			
				Mouscron [Buffet]	7 40	9 7	10 30	12 0		3 36		5 22	8 35	9 57		
				Néchin	8 20	9 50	10 50	12 15		3 0	4 0	5 55	8 55	10 12		
				Templeuve	8 40	10 0	11 5			3 10	4 10	6 5	10 0	11 5		
				Tournay (page 70)	8 40	10 5	11 10			3 15	4 15	6 10	9 15	10 20		
					8 55	10 20	11 25			3 30	4 50	6 26	9 30	10 35		
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
				MOUSCRON (page 12)	8 15	9 30	11 50	12 25		3 10	4 48	5 50	7 6	10 20		
				TOURCOING (page 12)	8 27	9 41	12 7	12 36		3 22	5 0	6 2	9 20	10 32		
				ROUBAIX (page 12)	8 36	9 50	12 13	12 46		3 31	5 10	6 11	9 30	10 41		
				LILLE (page 12)	8 55	10 20	12 0	12 0		4 18	5 32	7 16	10 5	11 0		
				DOUAI (page 12)	9 55	11 20	1 5	1 5		5 30		8 10	11 5	10 6		
				ARRAS (page 12)	10 45		2 30	2 30		6 8	Stop		11 58	10 55		
				PARIS	4 10		6 0	6 0		11 0		5 10	10 45	8 55		
				LILLE		10 30	1 15	1 15				6 45	11 30			
				DUNKIRK (page 15)		1 15	4 0	4 0				9 30	6 15			
				CALAIS (page 15)		1 10	4 35	4 38				10 5	1 35			
				LONDON (Charing Cross)		5 50							6 30			
				Blackfriars		5 45							6 30			

* 1st Class from Paris to Lille. † 1st and 2nd Class from Calais to Lille. ‡ Post Train. § Fridays. ¶ Cabinet de Toilette.

* Saturdays. † Fridays. ‡ Mondays, and Fridays.

From Mouscron to Lille at 7.30 a.m.
 Observations.—Trains Nos. 1, 2, 4, and 6 correspond at Tournay for the lines from Tournay to Jurbeke, and also the Dendre-Waesline; see pages 24 and 31. Courtray to Bruges, see page 69. Passengers for France change carriages at Mouscron.

BRUSSELS, MALINES, LIEGE, PEPINSTER, SPA, VERVIERS, AIX-LA-CHAPELLE AND COLOGNE. BELGIAN STATE RAILWAY.

Main railway schedule table with columns for Fares (Express/Ordinary), Stations (Paris, Brussels, etc.), and Daily Trains (Classes, Times).

(A) Cologne to Coblenz, see page 84. * Stops to take up passengers only. † Central Station. ‡ On Sundays and fetes only. † Cabinet de Toilette.

Observations.—Travellers change carriages at Verviers for Aix-la-Chapelle and Cologne. The following stations, viz., Brussels (north), Malines, Antwerp, Ghent, Bruxelles, Ostend, Mouscron, Louvain, Liege, Chaudfontaines, Verviers, Aix-la-Chapelle, and Cologne, issue tickets for Passengers and book Luggage to Spa and vice versa. Through Fares from Brussels to Spa, Express, 14f. 30c., and 10f. 85c.; Ordinary, 11f. 80c., 8f. 85c., and 5f. 95c. The Fares by the Night Trains are increased.

N.B.—At the Ribanon and Ruhrort Railway Stations direct tickets are issued for the principal cities of Germany.

AIX-LA-CHAPELLE TO MASTRICHT, HASSELT, AND LANDEN.—Aachen Maastrichter Eisenbahn. [30-10]

Table with columns: Fares (1 Cl., 2 Cl., 3 Cl.), Stations, Trains (1,2,3, 1,2,3 & 2,1,2,3, 1,2,3). Rows include COLOGNE, AIX-LA-CHAPELLE, LIEPZIG, BERLIN, RUIBROET, DUSSELDORF, AIX-LA-CHAPELLE, AIX-la-Chapelle (Marsch), Simpelveld, Lanaken, Eygenbilsen, Munsterbilsen, Beverst, Diepenbeek, Hasselt (Station), ANTWERP, Landen Buffet, LANDEN, BRUSSELS, ANTWERP, OSTEND, THE HAGUE, ROTTERDAM, AMSTERDAM.

LANDEN TO AIX-LA-CHAPELLE.

Table with columns: Fares (1 Cl., 2 Cl., 3 Cl.), Stations, Trains (1,2,3, 1,2,3, 1,2,3). Rows include THE HAGUE, AMSTERDAM, ROTTERDAM, OSTEND, ANTWERP, BRUSSELS, LANDEN, Landen (Brussels Time), Vehm, St. Trond, Cortenbosch, Alken, ANTWERP, per Aerschot, Hasselt (Station), Diepenbeek, Beverst, Munsterbilsen, Eygenbilsen, Lanaken, Maastricht (Wyck), Meerssen, Faquemont, Wylre, Simpelveld, AIX-la-Chapelle(Temp), AIX-LA-CHAPELLE (Marschliert), AIX-LA-CHAPELLE (Temp), DUSSELDORF, RUIBROET, BERLIN, LEIPZIG, AIX-LA-CHAPELLE, COLOGNE.

Table with columns: Stations, Fares (1 cl., 2 cl., 3 cl.), Eng. Mils. Rows include Maastricht (69) dep., Gronsveld, Eysden, Visé, Argenteau, Cheratte, Wandre, Jupille, Liege (Longdoz) ar.

Table with columns: Stations, Fares (1 cl., 2 cl., 3 cl.), Eng. Mils. Rows include Liege (LONGDOZ) dep., Jupille, Wandre, Cheratte, Argenteau, Visé, Eysden, Gronsveld, Maastricht (69) arr.

BRUSSELS, BRAINE-LE-COMTE, JURBISE, TOURNAI, COURTRAI, CALAIS and LONDON.

Eng. Miles.	Fares.				Stations.	Trains.															
	1st class	2nd class	3rd class	4th class		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class			
	fr. c.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.			
0.40	0.80	0.30	0.20	Brussels (Station du Midi) dep.	7 0	6 5	...	8 15	9 5	9 45	10 30	1 20	4 35	5 25	7 15	8 15	...				
0.40	0.80	0.30	0.20	Forest	7 5	6 10	...	...	...	9 50	...	...	4 40	...	...	...	...
0.40	0.80	0.40	0.30	Huybroeck	7 10	6 15	...	8 30	...	9 55	...	...	4 45	5 30	...	...	...	
0.40	0.80	0.60	0.40	Loth	7 15	6 20	...	...	...	10 0	...	...	4 50	...	...	...	...
0.40	1 20	1 0	0 60	Hal	7 25	6 30	...	8 30	...	10 5	...	1 35	4 55	5 35	...	...	...	
0.40	1 50	1 0	0 70	Lembog	7 30	6 35	...	...	...	10 15	...	...	5 0	...	...	...	...
0.40	1 20	0 90	...	Tubize	7 35	6 40	...	8 40	...	10 20	...	1 45	5 5	5 40	...	...	...	
0.40	2 0	1 50	1 0	Hennuyres	7 45	6 50	...	...	...	10 30	...	...	5 20	...	...	...	...
0.40	2 50	2 0	1 25	Braine-le-Comte	8	7 5	...	9 3	9 37	10 45	11 11	2 6	5 35	6 15	7 55	8 58	9 56				
0.40	3 0	2 30	1 50	Solignies	Stop	7 15	...	9 10	Stop	...	...	2 10	Stop	6 20	8 5	9 36	...		
0.40	3 0	3 0	2 0	Jurbise	Stop	7 37	...	9 34	Stop	...	...	2 35	Stop	6 48	8 27	9 32	...		
0.40	4 0	3 30	2 20	Lens	Stop	7 45	...	9 40	Stop	...	...	2 40	...	6 55	...	...	...	
0.40	4 80	3 50	2 55	Bruglette	...	7 55	...	9 50	...	...	...	2 50	...	7 5	Stop	...	...		
0.40	5 0	3 70	2 45	Chièvres and Atres	...	8 0	...	9 55	...	...	...	2 55	...	7 10	...	...	...	
0.40	5 20	3 90	2 55	Waffes	...	8 5	...	10 0	...	...	...	3 0	...	7 15	...	...	...	
0.40	5 30	4 0	2 65	All (page 74)	...	8 14	7 10	10 9	...	...	...	3 10	...	7 25	...	...	9 57
0.40	5 80	4 30	2 85	Ligne	...	8 20	7 15	10 15	...	a. m.	...	3 15	...	7 30	...	...	10 5		
0.40	6 20	4 70	3 10	Leuze	...	8 36	7 35	10 30	...	11 25	...	3 31	...	7 46	...	...	10 30		
0.40	6 70	5 0	3 35	Bary-Maulde	...	8 40	7 40	...	1, 2, 3	11 20	...	3 35	...	8 0	...	...	...	
0.40	7 50	5 50	3 70	Havannes	...	8 50	7 45	...	a. m.	...	a. m.	...	p. m.	8 6	...	...	10 50		
0.40	8 0	6 0	3 90	Tournai	6 40	9 17	8 6	11 3	2 30	11 55	11 45	4 8	5 15	8 26	...	...	...	
0.40	8 80	6 10	4 15	Templeuve	6 45	9 10	8 10	11 10	2 35	...	11 50	4 10	5 20	8 30	...	...	...	
0.40	8 80	6 60	4 30	Néchin	6 50	9 25	a. m.	11 15	2 40	...	11 55	4 15	5 25	8 35	...	...	...	
0.40	9 20	7 20	4 70	Mouscron J. (Fr. Fron.)	7 10	9 47	9 30	11 45	3 10	...	12 15	4 48	5 50	9 5	7 10	...	...		
0.40	10 60	8 0	5 20	Courtrai	7 30	10 7	...	12 35	...	...	12 35	...	6 20	9 20	...	...	...	
0.40	10 25	7 70	5 5	Tourcoing (page 14)	7 30	10 7	9 41	12 7	3 22	...	12 36	5 0	6 2	9 20	7 29	...	...		
0.40	10 50	7 85	5 20	Roubaix (page 14)	7 30	10 15	9 61	12 13	3 31	...	12 46	5 10	6 11	9 30	7 38	...	...		
0.40	11 60	8 70	5 30	L LLE (page 14) arr.	7 55	10 23	9 10	12 30	3 50	...	1 5	5 32	6 30	9 51	8 0	...	...		
0.40	...	...	...	DUNKIRK (p. 12) arr.	...	...	115	4 0	...	...	...	4 0	9 30	...	6 15	...	...		
0.40	...	...	...	CALAIS (p. 12) ...	...	...	110	4 35	...	...	...	4 35	10 5	...	1 35	...	...		
0.40	...	...	...	DOVER ...dep.	...	...	3 45	...	...	...	...	...	...	4 30	...	...	...	
0.40	...	...	...	LONDON (Vic. Sta.) ar.	...	...	5 40	...	...	...	...	...	...	6 23	...	...	...	
0.40	...	...	...	LONDON (Blackfriars)	...	...	5 50	...	...	...	...	...	...	6 30	...	...	...	
0.40	...	...	...	LONDON (Lon. Brge)	...	...	5 45	...	...	...	...	...	...	6 30	...	...	...	

Observations.—Besides the three regular services of Steam-boats between Calais and Dover, there is also a Steam-boat service between Calais and London by the General Steam Navigation Co., see page 145. Expiry Times from Brussels to Braine-le-Comte at 12, 6, 1, 6, 3, 30, 6, 15, 7, 30, and 11, 30 a.m., and vice versa at 11, 40 a.m. and 2, 4 p.m.

BRUSSELS TO MALINES AND ANTWERP.

Trains.

EXPRESS.	ORDINARY.			STATIONS.			FARES.		
	I Cl.	2 Cl.	3 Cl.	1st	2d	3d	1st	2d	3d
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15

Trains.

EXPRESS.	ORDINARY.			STATIONS.			FARES.		
	I Cl.	2 Cl.	3 Cl.	1st	2d	3d	1st	2d	3d
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15

Extra Trains.—From Brussels to Malines, at 1.55, 5.30, and 8 p.m., and vice versa, at 7.7, 9.40 a.m., 3.42, and 6.50 p.m.
 Brussels to Malines, at 11.55 p.m., on Sundays and Festes, and vice versa, at 10.35 p.m.

BRUSSELS (NORTH) TO BRUXELLES (LUXEMBOURG) QUARTER LEOPOLD.

STATIONS.			TRAINS.		
Brussels (N.)	Brussels (Q. Leop.)	Brussels (L.)	Brussels (N.)	Brussels (Q. Leop.)	Brussels (L.)
8.30	8.30	10.55	1.15	1.15	1.35
7.35	8.45	11.15	1.0	1.0	1.25
7.40	8.45	11.15	1.0	1.0	1.25
7.45	8.51	9.15	1.15	1.15	1.35
7.48	8.57	11.15	1.15	1.15	1.35

Extra Trains.—From Brussels to Malines, at 1.55, 5.30, and 8 p.m., and vice versa, at 7.7, 9.40 a.m., 3.42, and 6.50 p.m.
 Brussels to Malines, at 11.55 p.m., on Sundays and Festes, and vice versa, at 10.35 p.m.

BRUSSELS TO MALINES AND ANTWERP.

EXPRESS.	ORDINARY.			STATIONS.			FARES.		
	I Cl.	2 Cl.	3 Cl.	1st	2d	3d	1st	2d	3d
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15
1	0.80	0.40	0.20	8.15	9.10	10.55	10.45	11.10	11.15

GREAT LUXEMBOURG RAILWAY.—(English Company.)

From London to the Baths of Germany, the Rhine, and Switzerland, &c Brussels, the Meuse, and the Moselle.

Travellers intending to take this Route by Calais or Ostend, must book from London to Brussels only, in the first instance.

BRUSSELS, NAMUR, LUXEMBOURG, TRÈVES, METZ, NANCY, STASSBURG, and BALE.

ENGL. Miles.	Fares.			Trains.						Stations.	Trains.				
	1st class	2nd class	3rd class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class		3rd class	3rd class	1, 2, 3 class	3rd class	
Dist	fr. a.	fr. c.	fr. a.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	
33	0 70	0 50	—	Brussels	dep.	6 0	6 30	9 5	12 35	9 10	—	BALE (page 59) ...	dep.	2 0	—
62	0 80	0 60	—	Boltsfort .....	....	6 10	—	9 15	—	2 20	—	STRASSBURG (p. 54) ..	....	9 5	—
94	1 20	0 90	—	Groenedael .....	....	6 15	—	9 20	—	2 25	—	NANCY (page 51) ..	....	3 20	6 40
111	1 60	1 20	—	La Hulpe .....	....	6 25	—	9 30	—	2 30	—	FORBACH (p. 51) ..	....	8 50	6 30
15	2 00	1 50	—	Rixensart .....	....	6 35	—	9 40	—	2 45	—	METZ (page 51) ..	....	4 40	9 0
18	2 40	1 80	—	Ottignies .....	....	6 45	7 0	9 55	1 5	3 5	—	TRÈVES .....	....	7 15	11 25
20	2 80	2 10	—	Mont St. Guilbert .....	....	—	7 10	10 0	—	3 10	—	LUXEMBOURG	arr.	8 30	11 37
22	3 20	2 40	—	Cha-tre .....	....	—	7 15	10 10	—	3 20	—				
24	3 60	3 00	—	Gembloux .....	....	—	7 25	10 20	1 30	3 30	—				
25	4 00	3 00	—	St. Dennis-Boveuse .....	....	—	7 35	10 30	—	3 40	—				
30	4 40	3 00	—	Rhines .....	....	—	7 45	10 40	—	3 50	—				
34	4 80	3 60	—	Namur .....	....	—	8 15	10 50	2 10	5 50	—				
39	5 20	3 90	—	Nantes .....	....	—	8 25	—	—	5 20	—				
45	6 00	4 50	—	Avesnes .....	....	—	8 40	Stop	2 25	5 40	—				
42	6 40	4 80	—	Natoye .....	....	—	8 50	—	—	5 50	—				
52	6 80	5 10	—	Ciney .....	....	—	9 0	—	—	6 5	—				
54	7 60	5 70	—	Haverdun .....	....	—	9 15	—	—	6 25	—				
61	8 40	6 30	—	Aye (Marche)	a.m.	9 30	—	—	—	6 40	—				
69	9 20	6 90	—	Jemelle (Rochefort) ..	6 0	9 50	—	—	—	7 0	—				
75	10 0	7 50	—	Poix	6 20	10 5	—	—	—	3 55	—				
81	10 80	8 10	—	Fritz (St. Hubert)	6 45	10 25	—	—	—	4 10	Stop				
90	11 60	8 70	—	Libramont (Reogone) ..	7 20	10 50	—	—	—	4 40	—				
95	12 40	9 30	—	Longlier (Neufchateau) ..	7 40	11 0	—	—	—	4 50	—				
105	13 60	10 30	—	Marbais	8 15	11 20	—	—	—	5 15	—				
109	14 40	10 65	—	Habay	8 30	11 35	8 0	5 35	—	—	—				
114	15 60	11 70	—	Arion	9 0	12 5	8 0	6 5	—	—	—				
124	16 40	12 30	—	Stempnich (Bel. Customs) ..	12 20	6 20	6 20	—	—	—	—				
125	16 90	12 75	—	Bettlingen (Frontier)	Stop	12 25	6 40	6 40	—	—	—				
127	17 0	13 75	—	Capellen	—	13 30	6 40	6 45	—	—	—				
130	17 40	13 5	—	Mamer	—	13 40	6 50	6 51	—	—	—				
132	17 90	13 45	—	Bertrange	—	12 50	7 0	7 0	—	—	—				
140	18 40	13 80	—	Luxembourg (p. 59) ar	—	1 0	7 15	7 10	—	—	—				
				LUXEMBOURG	dep.	1 0	8 30	7 45	—	—	—				
176	24 90	19 80	—	TRÈVES	arr.	3 5	9 30	9 15	—	—	—				
210	35 10	18 80	—	METZ (page 51) ..	—	6 45	11 50	10 35	—	—	—				
				FORBACH (p. 51) ..	—	9 50	10 a.m.	—	—	—	—				
				NANCY (page 51) ..	—	8 50	1 45	1 45	—	—	—				
294	30 25	27 45	—	STRASSBURG (p. 53) ..	—	—	6 45	6 55	—	—	—				
319	46 70	35 70	—	BALE (page 59) ..	—	—	9 55	12 30	p.m.	—	—				
393	63 35	47 50	—												

Through Tickets including 66 lbs. of Luggage, can be had at the Office, 94 Rue, Montagne de la Cour.

Arion to Longwy, at 5.50 a.m., 12.15 and 6.30 p.m.; and vice versa, at 9 a.m., 2.5 and 8.15 p.m., in 1 hour. On Sundays and F. days, special Trains will run from La Hulpe to Brussels, at 4.30 p.m.; from Groenedael to Brussels, at 9.20 a.m., 2.40, and 4.0 p.m.; from Boltsfort to Brussels, at 8.10 p.m. From Brussels to Groenedael, at 8.45 a.m.; 1.50, and 3.40 p.m.; from Brussels to La Hulpe, at 7.40 p.m.; from Brussels to Boltsfort, at 7.50 p.m.

THIONVILLE, LUXEMBOURG, BETT' MBOURG, ESCH, and OTTANGE.— [15 11 Guillaume Luxembourg.

ENGL. Miles.	Fares.			Trains.						Stations.	Trains.				
	1st class	2nd class	3rd class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class		1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	
Dist	fr. a.	fr. c.	fr. a.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	
—	—	—	—	THIONVILLE	dep.	5 52	12 54	—	—	—	—	Ottange	dep.	9 0	4 4
—	—	—	—	LUXEMBOURG	dep.	7 15	1 40	—	—	9 20	4 20	Esch	dep.	—	5 40
—	—	—	—	Bettembourg	dep.	8 0	2 40	4 30	9 45	4 55	—	Noertzange	arr.	9 19	4 23
—	—	—	—	Noertzange	—	8 14	2 54	4 45	9 56	5 9	—	Bettembourg	dep.	9 31	4 35
—	—	—	—	Esch	arr.	—	—	5 6	10 15	5 37	—	LUXEMBOURG	dp.	11 26	6 54
—	—	—	—	Ottange	arr.	8 35	3 15	—	—	—	—	THIONVILLE	arr.	10 40	5 59

Offices of the Great Luxembourg Railway Company:—London, Gresham House, Old Broad Street, E.C. 44, Rue d'Italie, Quartier Leopold BRUSSELS; or at the Offices of the General Steam Navigation Company, 27, Regent Circus, Piccadilly, and 71, Lombard Street LONDON; or 94bis, Montagne de la Cour, Place Royale, BRUSSELS, where Through Tickets are issued by Mr Snel for all the above places, and from Treves by the Steamers to Coblenz. N.B.—An English Interpreter.

GHENT, LOKEREN, TERMONDE, BRUSSELS, and ATH.—Oendre-Waas Railway.

Table with columns: Fares (1st, 2nd, 3rd class), Stations (Ghent, Lokeren, Termonde, Alost, Denckelouw, Ninove, Sautbergen, Idgchem, Schendelbeke, Grammont, Alost, Idgchem, Sautbergen, Ninove, Denderloew, Alost, Idgchem, Termonde, Zete, Lokeren, Wetteren, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3), Stations (Ath, Hebuix, Papiignies, Lessines, Aeren, Grammont, Schendelbeke, Idgchem, Sautbergen, Ninove, Denderloew, Alost, Idgchem, Termonde, Zete, Lokeren, Wetteren, Ghent), and Trains (1, 2, 3, 1, 2, 3, 1, 2, 3).

ANTWERP TO GHENT. (through the Pays de Waas.)

Table with columns: Fares (1st, 2nd, 3rd class), Stations (Antwerp, Tete de Flandre, Zwyndrecht, Beveren, Neukerken, St. Nicholas, Milie-Pommes, Lokeren, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3), Stations (LIEGE, Alost, BRUSSELS, Heirvelde, Loochrist, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3), Stations (Ghent, Loochrist, Heirvelde, LILLE, JOURNAL, LILLE, LIEGE), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3).

Table with columns: Fares (1st, 2nd, 3rd class), Stations (Antwerp, Loochrist, Heirvelde, Lokeren, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3), Stations (LIEGE, Alost, BRUSSELS, Heirvelde, Loochrist, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3), Stations (LIEGE, Alost, BRUSSELS, Heirvelde, Loochrist, Ghent), Trains (1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3).

MANAGE and WAVRE.

Table with columns: Eng. Miles, Fares (1st, 2nd, 3rd class), Stations, and Trains (1,2,3,1,2,3,1,2,3). Includes stations like Manage, Benaffe, Feluy-Argennes, Nivelles, Genappe, Houslay, Court-St.-Etienne, Ottignies, Limal, and Wavre.

Table with columns: Eng. Miles, Fares (1st, 2nd, 3rd class), Stations, and Trains (1,2,3,1,2,3,1,2,3). Includes stations like Brussells, Wavre, Limal, Ottignies, Court-St.-Etienne, Bouslay, Genappe, Nivelles, Feluy-Argennes, Benaffe, and Manage.

MONS and MANAGE.

Table with columns: Eng. Miles, Fares (1st, 2nd, 3rd class), Stations, and Trains (1,2,3,1,2,3,1,2,3,1,2,3). Includes stations like Mons, Nimv, Obourg, Havré Ville, Bra queguies, L'Ollive, Mariemont, Haume, and La Louvière.

Table with columns: Eng. Miles, Fares (1st, 2nd, 3rd class), Stations, and Trains (1,2,3,1,2,3,1,2,3,1,2,3). Includes stations like Manage, La Louvière, Haume, Mariemont, L'Ollive, Bra-queguies, Havré Ville, Obourg, Nimy, and Mons.

ERQUELINES to BAUME.

Table with columns: Stations, Trains (1,2,3,1,2,3,1,2,3), and Stations. Includes stations like Erquelines, Peissant, Binche, Baume, Wauve, Binche, P.issant, and Erquelines.

BRAINE to ECAUSSINES.

Table with columns: Stations, Trains (1,2,3,1,2,3), and Stations. Includes stations like Charleroi, Baume, Ecaussines, Braine, Braine, Braine, Ecaussines, and Charleroi.

Observations.—Passengers should be at the Station at least ten minutes before the time indicated in this Table.

GHEENT, EECLOO, and BRUGES.—Speorweg van Brugge naar Gent langs Ececloo.

Large table with columns: Eng. Miles, Dis., Stations, and Trains (1,2,3,1,2,3,1,2,3,1,2,3). Includes stations like Ghent, Wondelgem, Evergem, Eyclogem, Werschoot, Balgerhoeks, Adegem, Malderen, Steenbrugge, and Bruges.

MOMIGNIES, MARIENBOURG, AND GIVET

Fares.		Trains.				Stations.		Trains.							
1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1	2	3	4	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1 50	1 0	0 75	1 50	1 0	0 75	1 50	1 0	0 75	0 50	1 50	1 0	0 75	0 50	1 50	1 0
2 00	1 40	1 10	2 00	1 40	1 10	2 00	1 40	1 10	0 85	2 00	1 40	1 10	0 85	2 00	1 40
3 00	2 00	1 50	3 00	2 00	1 50	3 00	2 00	1 50	1 20	3 00	2 00	1 50	1 00	3 00	2 00
4 20	2 80	2 20	4 20	2 80	2 20	4 20	2 80	2 20	1 00	4 20	2 80	2 20	0 85	4 20	2 80
5 00	3 20	2 50	5 00	3 20	2 50	5 00	3 20	2 50	0 85	5 00	3 20	2 50	0 75	5 00	3 20
6 60	3 80	3 25	6 60	3 80	3 25	6 60	3 80	3 25	0 75	6 60	3 80	3 25	0 65	6 60	3 80
Stations. Momignies (77) dep. Chimay Aublain Mariembourg Romerée Romedenne Doische Givet															
Fares. 1 Cl. 2 Cl. 3 Cl. fr. c. fr. c. fr. c.															
Trains. 1 2 3 4 a.m. p.m. a.m. p.m. a.m. p.m. a.m. p.m.															
Stations. Rotterdam dep. Avvers Louvain Brussels Charleroi Mons St-Ghislain (64) Leuze Renaix Audenarde La Pinte Mons Jennesmes St-Ghislain (64) Leuze Renaix Audenarde La Pinte															

Fares.		Trains.				Stations.		Trains.							
1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1	2	3	4	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1 50	1 0	0 75	1 50	1 0	0 75	1 50	1 0	0 75	0 50	1 50	1 0	0 75	0 50	1 50	1 0
2 00	1 40	1 10	2 00	1 40	1 10	2 00	1 40	1 10	0 85	2 00	1 40	1 10	0 85	2 00	1 40
3 00	2 00	1 50	3 00	2 00	1 50	3 00	2 00	1 50	1 20	3 00	2 00	1 50	1 00	3 00	2 00
4 20	2 80	2 20	4 20	2 80	2 20	4 20	2 80	2 20	1 00	4 20	2 80	2 20	0 85	4 20	2 80
5 00	3 20	2 50	5 00	3 20	2 50	5 00	3 20	2 50	0 85	5 00	3 20	2 50	0 75	5 00	3 20
6 60	3 80	3 25	6 60	3 80	3 25	6 60	3 80	3 25	0 75	6 60	3 80	3 25	0 65	6 60	3 80
Stations. Mons St-Ghislain (64) Leuze Renaix Audenarde La Pinte															
Fares. 1 Cl. 2 Cl. 3 Cl. fr. c. fr. c. fr. c.															
Trains. 1 2 3 4 a.m. p.m. a.m. p.m. a.m. p.m. a.m. p.m.															
Stations. Ghent dep. La Pinte Audenarde Renaix Leuze Mons St-Ghislain (64) Leuze Renaix Audenarde La Pinte															

MONS TO ST. GHISLAIN AND GIVET.

ANTWERP to BREDA, and ROTTERDAM.—Chemins de fer Grand Central Belge.

Fares.		Trains.		Stations.	Fares.		Trains.	
1st cl.	3rd cl.	1,2,3	Ex. 1,2,3		1st cl.	3rd cl.	1,2,3	Ex. 1,2,3
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	190	115	1,2,3	8:10
Dis.	fr. c.	fr. c.	fr. c.	Breda	230	135	1,2,3	9:15
Dis.	fr. c.	fr. c.	fr. c.	Rotterdam	310	185	1,2,3	10:15
Dis.	fr. c.	fr. c.	fr. c.	London (via Calais) ..	550	300	1,2,3	12:15
Dis.	fr. c.	fr. c.	fr. c.	Paris (via Brussels) ..	610	345	1,2,3	12:55
Dis.	fr. c.	fr. c.	fr. c.	Brussels (Nord.) (p. 10)	635	365	1,2,3	13:45
Dis.	fr. c.	fr. c.	fr. c.	Antwerp (page 10) ..	940	515	1,2,3	14:30
Dis.	fr. c.	fr. c.	fr. c.	Paris (via Equinnes) dep	750	425	1,2,3	15:35
Dis.	fr. c.	fr. c.	fr. c.	Reims (via Givet) dep.	1315	735	1,2,3	16:10
Dis.	fr. c.	fr. c.	fr. c.	Charleroi (page 15) ..	940	515	1,2,3	17:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10
Dis.	fr. c.	fr. c.	fr. c.	Antwerp	1025	575	1,2,3	18:10

Fares.		Trains.		Stations.	Fares.		Trains.	
1st cl.	3rd cl.	1,2,3	Ex. 1,2,3		1st cl.	3rd cl.	1,2,3	Ex. 1,2,3
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30
Dis.	fr. c.	fr. c.	fr. c.	Boxtel	550	315	1,2,3	8:30

Fares.		Trains.		Stations.	Fares.		Trains.	
1st cl.	3rd cl.	1,2,3	Ex. 1,2,3		1st cl.	3rd cl.	1,2,3	Ex. 1,2,3
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15
Dis.	fr. c.	fr. c.	fr. c.	Leeuwarden	130	80	1,2,3	8:15

ANTWERP and ROTTERDAM.—Hollandsche IJzeren Spoorweg.

Table with columns for 'Eng. Mils. Dis.' (1, 1.5, 2, 2.5, 3, 3.5, 4, 4.5, 5), 'Fares.' (1 Cl, 2 Cl, 3 Cl), 'Stations.' (Amsterdam, Halfweg, Haarlem, Vogelenzang, Veeningen, Piet. Gijzenbrug, Warmond, Leiden, Voorschoten, Hague, Rijswijk, Delft, Schiedam, Rotterdam), and 'Trains.' (1-9).

The clocks are regulated according to that at

Principal Stations on the Belgian and Dutch Lines, and from Rotterdam to London and Paris. Return Tickets from Amsterdam to Rotterdam at 1/2 Class, and from Rotterdam to London and Paris. The Guelder (Dutch) is equal to 100 Cents, or 1s. 8d.

ROTTERDAM and AMSTERDAM.

Table with columns for 'Eng. Mils. Dis.' (1, 1.5, 2, 2.5, 3, 3.5, 4, 4.5, 5), 'Fares.' (1 Cl, 2 Cl, 3 Cl), 'Stations.' (EMMERICH, ROTTERDAM, LONDON, Rotterdam, Schiedam, Delft, Rijswijk, Hague, Voorschoten, Leiden, Warmond, Piet. Gijzenburg, Veeningen, Vogelenzang, Haarlem, Halfweg, Amsterdam), and 'Trains.' (1-10).

* Express. † Sundays and Festival days at the Royal Palace at Amsterdam.

Through Tickets are issued between the Principal Stations on the Belgian and Dutch Lines, and from Rotterdam to London and Paris. Return Tickets from Amsterdam to Rotterdam at 1/2 Class, and from Rotterdam to London and Paris. The Guelder (Dutch) is equal to 100 Cents, or 1s. 8d.

UTRECHT to KAMPEN.—Nederlandsche Centraal Spoorweg.

Table with columns for 'Fares.' (1 Cl, 2 Cl, 3 Cl) and 'Stations.' (MINDEN, COLOGNE, OBERHAUSEN, ARNHEIM, ROTTERDAM, AMSTERDAM, Utrecht, Bilt, Soest, Amersfoort, Nijkerk, Putten, Harderwijk, Hulshorst, Nunspeet, Elburg-Epe, Oldebroek, Hattum, Zwolle, Mastenbroek, Kampen), and 'Trains.' (1, 2, 3).

[23-9

Dutch Netherish Railway.—ROTTERDAM to AMSTERDAM.

Table with columns for Fares (1st, 2nd, 3rd class), Stations (LONDON, Bishoptgate St., p. 3., Rotterdam, Capelle, Nieuwerkerk, Moordrecht, Gouda, Oudewater, Woerden, Harmelen, Utrecht, Maarsse, Breukelen, Nieuwersluis, Loenen Vreeland, Abcoude, Amsterdam), and Trains (1, 2, 3 class times).

From AMSTERDAM to ROTTERDAM.

Table with columns for Fares (1st, 2nd, 3rd class), Stations (Amsterdam, Abcoude, Loenen-Vreeland, Nieuwersluis, Breukelen, Maarsse, Utrecht, Harmelen, Woerden, Oudewater, Gouda, Moordrecht, Nieuwerkerk, Capelle, Rotterdam), and Trains (1, 2, 3 class times).

The Dutch Guilder is equal to 100 cents, or 1s. 8d.

Section 4.—RHINE RAILWAYS. EMMERICH and OBERHAUSEN.—Köln, Mindener Eisenbahn.

[29-10

Table with columns for Fares (1st, 2nd, 3rd class), Stations (Emmerich, Empel, Mehrhoop, Wesel, Dinslaken, Sterkrade, Oberhausen), and Trains (1, 2, 3 class times).

ALMELO to SALZBERGEN.—staatsspoorwegen.

Table with columns for Fares (1st, 2nd, 3rd class), Stations (Almelo, Borne, Hengels, Oldenzaal, Gildenzaal, Bentheim, Schüttof, Fenzels, Borne, Almelo), and Trains (1, 2, 3 class times).

SERVICES TO COLOGNE.—CLEVE to COLOGNE, and COLOGNE to BINGERBRUCK.— Rheinische Eisenbahn.

Fares.				Trains.												
1 cl.	2 cl.	3 cl.	Cl.	Stations.												
1 cl.	2 cl.	3 cl.	Cl.	1 cl.	2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	1 cl.	1,2,3	1 cl.	2,3		
1 cl.	2 cl.	3 cl.	Cl.	1 cl.	2,3	1,2,3	1,2,3	1,2,3	1,2,3	1 cl.	1 cl.	1,2,3	1 cl.	2,3		
				Stations.												
				Verviers Rhen. Time												
				Dohain												
				Herbesthal Belg. Time												
				Eupen.....dep.												
				Herbesthal.....arr.												
				Herbesthal.....dep.												
				Astenest												
				Aix-la-Chapelle												
				Stolberg												
				Eschweiler												
				Langewehe												
				Duren.....dep.												
				Buir												
				Horrem												
				Königsdorf												
				Cologne (page 66) arr.												
				Zevenaar Rhen. T.												
				Elften Custom H'se.												
				Cleve (page 65) dep.												
				Pfaflor												
				Goch												
				Wesel												
				Kevelaer												
				Geldern												
				Nienkerk												
				Aldekerk												
				Kempen												
				Crefeld												
				Osterath												
				Neuss (page 69).....												
				Norf												
				Dormagen												
				Worringen												
				Longerich												
				Cologne.....arr.												
				Cologne.....dep.												
				Kalcheuren												
				Brühl												
				Sechem												
				Roldorf												
				Bonn												
				Godsberg												
				Mehlem (Königswint'r).....												
				Rolandseck												
				Remagen												
				Sinzig (H. Nahrung).....												
				N. Breisig												
				Brohl												
				Andernach												
				Neuwied												
				Coblence.....arr.												
				Coblence.....dep.												
				Horchheim												
				Neid-Ischnstein												
				Oberlahnstein												
				Coblence.....dep.												
				Capellen (Stolzenfels).....												
				Hoppard												
				St. Genar												
				Oberwesel												
				Hacharach												
				Bingerbrück.....arr.												
				BINGERBRUCK dep.												
				BARBRUCKEN.....arr.												
				BINGEN												
				H. IDELBERG.....dep.												
				BRUCHSAL												

Fares.				Trains.												
1 cl.	2 cl.	3 cl.	Cl.	Stations.												
1 cl.	2 cl.	3 cl.	Cl.	1 cl.	2,3	1,2,3	1,2,3	1,2,3	1 cl.	1 cl.	1,2,3	1 cl.	2,3			
1 cl.	2 cl.	3 cl.	Cl.	1 cl.	2,3	1,2,3	1,2,3	1,2,3	1 cl.	1 cl.	1,2,3	1 cl.	2,3			
				Stations.												
				Cologne (page 65).....												
				Cleve (page 65).....												
				Cransburg												
				Nymegen												
				Nymegen.....arr.												

Rhine Railways.

COLOGNE, DEUTZ, DUSSELDORF, OBERHAUSEN, HAMM, and MINDEN.

Table with columns for Dis., Exp., Ordinary, Stations, and Trains. Stations include London, Paris, Ostend, Brussels, Aix-la-Chapelle, Cologne, Deutz, Mülheim, Kappertsteg, Langenfeld, Benrath, Düsseldorf (p. 85), Caicum, Grozenbaum, Duisburg, Oberhausen (p. 83-86), Berg-Bordeck, Essen, Geinkirchen, Herne, Gastrop, Mengede, Dortmund (page 98), Camen, Hamm (page 99), Ahlen, Beckum, Oelde, Rheda, Gutersloh, Brackwede, Hielefeld, Herford, Lohne, Rehme (Bad. Oyenhausen), Porta, Minden, Hannover (p. 103), Bremen (p. 101), Harburg (p. 100), Brunswick (p. 102), Berlin (p. 106).

GIESSEN and DEUTZ.—Klein Giessener Eisenbahn.

Table with columns for Dis., Exp., Stations, and Trains. Stations include Dresden, Leipzig, Cassel, Frankfurt, Giessen (Wetlar), Ehringhausen, Sinn, Herborn, Dillenburg, Haiger, Burbach, Neunkirchen, Herdorf, Betsdorf (page 87), Wissen, Au, Schladern, Eitorf, Hennef, Siegburg, Troisdorf, Wald, Deutz.

AIX-LA-CHAPELLE, DUSSELDORF, GLADBACH, AND RUHRORT. Aachen-Dusseldorf-Ruhrorter Eisenbahn.

[1-11

Eng. Dis. Miles	Fares.					Stations.	Trains.									
	1 Cl.	2 Cl.	3 Cl.	4 Cl.	Sgr.		1	2	3	4	5	6	7	8	9	
	Sgr.	Sgr.	Sgr.	Sgr.			a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.
...	...	...	...	...	...	LONDON	...	7 25	...	...	p.m.	...	8 30	...	a.m.	a.m.
...	...	...	...	...	...	OSTEND	...	4 40	...	...	...	7 10	...	...	...	9 25
...	...	...	...	...	...	PARIS	...	5 0	8 0	...	...	...	7 30	...	...	...
...	...	...	...	...	...	BRUSSELS	...	10 20	...	...	...	9 20	...	11 0	1 35	...
...	...	...	...	...	...	Aix-la-Chapelle	...	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	...	...	...	Neuss	...	6 30	9 30	...	...	2 45	3 20	6 30	8 35	...
16	20	15	10	6	...	Geilenkirchen	...	6 37	9 38	...	...	2 52	3 40	6 38	8 57	...
19	26	19	13	8	...	Lindern	...	7 15	10 18	...	...	3 26	*3 58	7 21	10 3	...
27	36	27	18	11	...	Erkelenz	...	7 27	10 29	...	...	3 36	---	7 32	10 27	...
35	46	35	23	14	...	Rheydt	...	7 51	10 52	...	...	3 56	---	7 54	10 58	...
37	49	37	25	15	...	Gladbach	...	8 13	11 14	...	...	4 16	---	8 16	11 31	...
...	...	...	...	...	...	Gladbach	...	8 19	11 20	...	...	4 22	---	8 22	11 41	...
...	...	...	...	...	...	Neuss	...	6 0	8 25	11 25	...	4 2	---	8 30	---	...
...	...	...	...	...	...	COLOGNE	...	6 38	8 49	11 49	...	4 52	---	8 54	---	...
...	...	...	...	...	...	COBLENCE	...	8 52	10 20	12 50	...	7 5	---	9 55	---	...
...	...	...	...	...	...	Neuss	...	10 45	2 30	5 20	...	10 0	---	---	---	...
52 1/2	20	15	10	6	...	Dusseldorf	...	6 44	8 51	11 54	...	4 54	---	8 59	---	...
...	...	...	...	...	...	Dusseldorf	...	7 0	9 2	12 5	...	5 5	---	9 10	---	...
...	...	...	...	...	...	ELBERFELD	...	9 12	10 25	1 33	...	7 6	---	11 0	---	...
...	...	...	...	...	...	LEIPZIG	...	...	...	4 15	...	...	---	...	p.m.	...
...	...	...	...	...	...	Gladbach	...	5 15	8 30	11 26	1 0	4 28	---	8 40	9 40	...
41	7	5	4	2	...	Viersen	...	5 37	8 43	11 41	1 13	4 41	---	8 55	9 53	...
52	19	14	10	6	...	Crefeld	...	6 25	9 7	12 12	1 36	5 5	---	9 26	10 15	...
55	24	18	12	7	...	Uerdingen	...	6 44	9 17	12 25	...	5 15	---	9 35	---	...
62	34	26	17	10	...	Homburg	...	7 25	9 40	12 46	...	5 40	---	10 0	---	...
63	36	27	18	11	...	Ruhrort	...	7 45	9 55	1 0	...	5 55	---	10 15	---	...
...	...	...	...	...	...	Gladbach	...	a.m.	a.m.	p.m.	...	p.m.	...	p.m.	p.m.	p.m.
...	...	...	...	...	...	Viersen	...	8 20	10 13	1 27	...	6 23	---	10 40	---	...
...	...	...	...	...	...	Berlin	...	9 45	8 0	10 15	...	7 45	---	2 40	---	...
...	...	...	...	...	...	Amsterdam	...	2 15	4 20	8 10	...	...	---	---	---	...
...	...	...	...	...	...	Rotterdam	...	2 25	5 10	8 40	...	...	---	---	---	...
...	...	...	...	...	...	ROTTERDAM	...	...	...	...	...	...	---	---	---	...
...	...	...	...	...	...	ROTTERDAM	...	...	...	...	...	...	---	---	---	...
...	...	...	...	...	...	ROTTERDAM	...	...	...	...	...	...	---	---	---	...
...	...	...	...	...	...	ROTTERDAM	...	...	...	...	...	...	---	---	---	...

* Arrives at Koblenthal at 3.58 p.m. Passengers to or from Belgium should get their luggage marked for Marscherthor (general station for both lines).

* The Prussian Thaler is equal to 3s. or 30 silbergroschen; 1 silbergroschen equal to 12 pfennings, or 1 1/2

LUXEMBOURG, TREVES, SAARBRÜCKEN, NÜRNBERG, AND BINGEBERG.—Königliche, Saarbrücker, Saarbrücker, Saarbrücker, Saarbrücker, Trever, Luxemburger, and Rhein-Nahe Eisenbahn. [3-11]

Fares.		Stations.		Trains.		Stations.		Trains.	
1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
class	class	class	class	class	class	class	class	class	class
7	150	0 90	0 65	7 45	1 30	7 40	Bingerbrück	9 45	1 30
124	2 10	1 05	1 15	8 30	1 47	8 11	Langenlonsheim	7 25	1 17
174	2 80	1 10	1 35	8 30	1 59	8 14	Kreuznach	7 47	1 59
214	3 00	2 05	1 95	8 49	2 10	8 28	Münster am Stein	8 10	10 22
22	3 70	2 60	2 5	8 56	2 35	8 37	Waldheckelheim	8 20	10 35
264	4 90	3 65	3 60	9 9	2 54	8 51	Sondernheim	8 38	10 45
	5 75	4 25	3 95	9 9	3 52	9 7	Sombornheim	8 38	10 53
	4 43	3 25	2 95	9 30	3 5	9 19	Mörslingen	8 38	1 11
							Kirm.	9 7	1 10
							Fischbach	9 23	1 30
							Oberstein	9 40	1 51
							Kronweiler	9 40	2 43
							Heimbach	9 40	3 43
							Birkenfeld	9 40	4 43
							Turkheim	9 40	5 43
							St. Wendel	9 40	6 43
							Ottweiler	9 40	7 43
							Neuenkirchen	9 40	8 43
							Friedrichthal	9 40	9 43
							Subbach	9 40	10 43
							Dunwoiler	9 40	11 43
							Saarbrücken	9 40	12 43
							Forbach	9 40	1 43
							Saarbrücken	9 40	2 43
							Lousenthal	9 40	3 43
							Völklingen	9 40	4 43
							Rous.	9 40	5 43
							Endorf	9 40	6 43
							Saarlouis	9 40	7 43
							Hillingen	9 40	8 43
							Beckingen	9 40	9 43
							Metzig	9 40	10 43
							Metzbach	9 40	11 43
							Beurig-Saarburg	9 40	12 43
							Wettingen	9 40	1 43
							Conz	9 40	2 43
							Conz	9 40	3 43
							Treves	9 40	4 43
							Treves	9 40	5 43
							Conz	9 40	6 43
							Wasserbillig	9 40	7 43
							Mertert	9 40	8 43
							Wecker	9 40	9 43
							Roodt	9 40	10 43
							Oettingen	9 40	11 43
							Luxemburg	9 40	12 43

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Wiesbaden ar.	8:40	11:10	...	8:40	11:10	...	8:40	11:10	...
dep.	8:38	10:58	...	8:38	10:58	...	8:38	10:58	...
Biebrich dep.	6:40	8:50	...	6:40	8:50	...	6:40	8:50	...
Castel ar.	6:40	8:50	...	6:40	8:50	...	6:40	8:50	...
MAYENCE ar.	6:50	9:11	...	6:50	9:11	...	6:50	9:11	...
dep.	6:45	9:06	...	6:45	9:06	...	6:45	9:06	...
Castel dep.	6:55	9:16	...	6:55	9:16	...	6:55	9:16	...
Biebrich ar.	7:00	9:21	...	7:00	9:21	...	7:00	9:21	...
Hochst (p. 90) ar.	7:30	9:41	...	7:30	9:41	...	7:30	9:41	...
Frankfurt ar.	7:45	9:56	...	7:45	9:56	...	7:45	9:56	...

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Frankfurt dep.	6:30	10:30	11:40	6:30	10:30	11:40	6:30	10:30	11:40
Hochst (p. 90) ar.	6:37	10:37	11:47	6:37	10:37	11:47	6:37	10:37	11:47
Biebrich ar.	6:44	10:44	11:54	6:44	10:44	11:54	6:44	10:44	11:54
Hochst (p. 90) ar.	6:51	10:51	12:01	6:51	10:51	12:01	6:51	10:51	12:01
Castel ar.	6:58	10:58	12:08	6:58	10:58	12:08	6:58	10:58	12:08
MAYENCE ar.	7:05	11:05	12:15	7:05	11:05	12:15	7:05	11:05	12:15
dep.	7:00	11:00	12:10	7:00	11:00	12:10	7:00	11:00	12:10
Castel dep.	7:07	11:07	12:17	7:07	11:07	12:17	7:07	11:07	12:17
Biebrich ar.	7:14	11:14	12:24	7:14	11:14	12:24	7:14	11:14	12:24
Hochst (p. 90) ar.	7:21	11:21	12:31	7:21	11:21	12:31	7:21	11:21	12:31
Wiesbaden ar.	7:28	11:28	12:38	7:28	11:28	12:38	7:28	11:28	12:38

FRANKFURT, WIESBADEN, SCHWALBACH, RUDERSHEIM, O. LAHNSTEIN, EMS, WETZLAR, GIESSEN.—(11-10)

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Gießen dep.	6:15	8:45	12:45	6:15	8:45	12:45	6:15	8:45	12:45
Wetzlar (Buf.) ar.	7:30	9:45	1:10	7:30	9:45	1:10	7:30	9:45	1:10
Braunfels ar.	7:50	10:30	1:45	7:50	10:30	1:45	7:50	10:30	1:45
Wettersheim ar.	8:15	10:30	1:45	8:15	10:30	1:45	8:15	10:30	1:45
Runkel (Buf.) ar.	8:52	11:15	2:30	8:52	11:15	2:30	8:52	11:15	2:30
Limbürg (Buf.) ar.	7:00	9:19	11:25	7:00	9:19	11:25	7:00	9:19	11:25
Diez ar.	7:48	9:18	11:33	7:48	9:18	11:33	7:48	9:18	11:33
Raldensstein ar.	7:21	9:29	11:45	7:21	9:29	11:45	7:21	9:29	11:45
Nassau ar.	7:50	9:56	12:13	7:50	9:56	12:13	7:50	9:56	12:13
Embs ar.	8:15	10:15	12:30	8:15	10:15	12:30	8:15	10:15	12:30
O.-Lahnstein ar.	8:25	10:25	12:35	8:25	10:25	12:35	8:25	10:25	12:35
COLOGNE ar.	8:53	10:54	12:41	8:53	10:54	12:41	8:53	10:54	12:41

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
COLOGNE dep.	6:00	9:00	...	6:00	9:00	...	6:00	9:00	...
COLOGNE ar.	8:05	11:05	...	8:05	11:05	...	8:05	11:05	...
Oberlahnstein ar.	8:35	11:40	...	8:35	11:40	...	8:35	11:40	...
Braunbach ar.	9:12	12:10	...	9:12	12:10	...	9:12	12:10	...
St. Goarshausen ar.	9:18	12:20	...	9:18	12:20	...	9:18	12:20	...
Caub ar.	9:23	12:25	...	9:23	12:25	...	9:23	12:25	...
Lorch ar.	9:44	12:47	...	9:44	12:47	...	9:44	12:47	...
Assmannshausen ar.	9:56	1:01	...	9:56	1:01	...	9:56	1:01	...
Kurtrhein ar.	7:25	10:15	...	7:25	10:15	...	7:25	10:15	...
Oestrich Winkel ar.	7:43	10:37	...	7:43	10:37	...	7:43	10:37	...
Eitville ar.	8:40	11:25	...	8:40	11:25	...	8:40	11:25	...
Nieder-Walluf ar.	8:13	11:02	...	8:13	11:02	...	8:13	11:02	...
Biebrich ar.	8:30	11:10	...	8:30	11:10	...	8:30	11:10	...
Wiesbaden ar.	8:40	11:10	...	8:40	11:10	...	8:40	11:10	...

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Wiesbaden ar.	8:40	11:10	...	8:40	11:10	...	8:40	11:10	...
dep.	8:38	10:58	...	8:38	10:58	...	8:38	10:58	...
Biebrich dep.	6:40	8:50	...	6:40	8:50	...	6:40	8:50	...
Castel ar.	6:40	8:50	...	6:40	8:50	...	6:40	8:50	...
MAYENCE ar.	6:50	9:11	...	6:50	9:11	...	6:50	9:11	...
dep.	6:45	9:06	...	6:45	9:06	...	6:45	9:06	...
Castel dep.	6:55	9:16	...	6:55	9:16	...	6:55	9:16	...
Biebrich ar.	7:00	9:21	...	7:00	9:21	...	7:00	9:21	...
Hochst (p. 90) ar.	7:30	9:41	...	7:30	9:41	...	7:30	9:41	...
Frankfurt ar.	7:45	9:56	...	7:45	9:56	...	7:45	9:56	...

Stations.	1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3			1, 2, 3, 1, 2, 3		
	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
COLOGNE dep.	6:00	9:00	...	6:00	9:00	...	6:00	9:00	...
COLOGNE ar.	8:05	11:05	...	8:05	11:05	...	8:05	11:05	...
Oberlahnstein ar.	8:35	11:40	...	8:35	11:40	...	8:35	11:40	...
Braunbach ar.	9:12	12:10	...	9:12	12:10	...	9:12	12:10	...
St. Goarshausen ar.	9:18	12:20	...	9:18	12:20	...	9:18	12:20	...
Caub ar.	9:23	12:25	...	9:23	12:25	...	9:23	12:25	...
Lorch ar.	9:44	12:47	...	9:44	12:47	...	9:44	12:47	...
Assmannshausen ar.	9:56	1:01	...	9:56	1:01	...	9:56	1:01	...
Kurtrhein ar.	7:25	10:15	...	7:25	10:15	...	7:25	10:15	...
Oestrich Winkel ar.	7:43	10:37	...	7:43	10:37	...	7:43	10:37	...
Eitville ar.	8:40	11:25	...	8:40	11:25	...	8:40	11:25	...
Nieder-Walluf ar.	8:13	11:02	...	8:13	11:02	...	8:13	11:02	...
Biebrich ar.	8:30	11:10	...	8:30	11:10	...	8:30	11:10	...
Wiesbaden ar.	8:40	11:10	...	8:40	11:10	...	8:40	11:10	...

FRANKFORT, MANNHEIM, and HEIDELBERG.—Main-Neckar Railway.

Table with columns: Stations, Trains, Fare, 1st, 2nd, 3rd class. Rows include Cassel (p. 99), Frankfurt dep., Lugen, Altheim, Warrnb., Ebernstadt, Zwingenberg, Auerbach, Bensheim, Heppenheim, Ladenburg, Friedriehsfl., Mannheim, and Heidelberg arr.

BINGEN, MAYENCE, WORMS, FRANKFORT, DARMSTADT, and ASCHAFFENBURG.—Hessische Ludwigs Eisenbahn.

Table with columns: Stations, Trains, 1st, 2nd, 3rd class. Rows include Bingen, Ingelheim, Mayence, Oppenheim, Oerfheim, Worms, Wornms, Ruseheim, Friedriehheim, Mosshelm, Mayence, Worms, Wornms, Oerfheim, Oppenheim, Mayence, Ingelheim, and Bingen (p. 95) arr.

FRANKFORT AND CASSEL.—Main-Weser-Bahn. [21-8]

Eng. Miles.	Fares.			Stations.	DALE (page 95).	Trains.											
	1st class	2nd class	3rd class			1,2,3 class	2 & 3 class	1,2,3 class	1,2,3 class	2 & 3 class	1,2,3 class	1 & 2 class	2,1,2,3 class				
Dis.	kr.	kr.	kr.			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2	21	14	9	Frankfort-on-Main...d		14	30	6 45	8 15	10 35	1 20	2 45	5 25	7 45	8 17	8 25	8 32
5	28	18	11	Böckenheim (p. 91).		43	39	9	8 24	10 43	1 33	2 55	5 44	8 6	8 17	8 25	8 32
9	40	27	16	Bonames (Bad-Homburg).		51	47	9	8 39	10 54	1 53	3 12	5 55	8 6	8 17	8 25	8 32
...	...	...	...	Vilbel		53	49	9	8 50	11 3	2 16	3 26	6 11	8 17	8 25	8 32	8 32
...	...	...	...	Dortelweil		53	49	9	9 11	10 12	3 22	3 37	6 11	8 17	8 25	8 32	8 32
...	74	49	31	Grosskarben		53	49	9	9 11	10 12	3 22	3 37	6 11	8 17	8 25	8 32	8 32
21	95	64	39	Niederwollstadt		53	49	9	9 23	11 26	3 41	4 5	6 4	8 17	8 25	8 32	8 32
23	106	71	44	Friedberg		53	49	9	9 45	11 42	4 45	4 33	6 19	8 17	8 25	8 32	8 32
29	134	89	55	Friedberg		53	49	9	9 55	11 51	5 3	4 45	7 22	8 17	8 25	8 32	8 32
34	158	106	66	Nauborn		53	49	9	10 14	12 9	6 47	5 11	6 44	8 17	8 25	8 32	8 32
41	185	123	77	Butzbach		53	49	9	10 14	12 9	6 47	5 11	6 44	8 17	8 25	8 32	8 32
...	...	...	...	Langgöns		53	49	9	10 32	12 24	7 14	5 32	7 13	8 17	8 25	8 32	8 32
...	...	...	...	Gießen (page 92)		41	30	8 36	11 0	12 47	7 30	5 59	7 13	8 17	8 25	8 32	8 32
...	...	...	...	Lollar		43	30	9 30	11 20	1 4	7 58	6 19	7 13	8 17	8 25	8 32	8 32
60	270	180	112	Fronhausen		44	30	9 54	11 37	1 17	8 22	6 35	7 13	8 17	8 25	8 32	8 32
69	313	208	130	Marburg		5	8	12 30	9 20	12 0	1 50	8 50	7 0	8 17	8 25	8 32	8 32
80	364	243	151	Kirchhain		53	3	12 9	9 11	9 1	2 16	2 16	8 16	8 17	8 25	8 32	8 32
87	394	263	164	Newstadt		6	5	2 8	10 41	Stop	2 49	Stop	8 43	8 17	8 25	8 32	8 32
...	...	...	...	Treysa		6	5	3 30	10 28	Stop	3 13	Stop	9 0	8 17	8 25	8 32	8 32
...	...	...	...	Zimmerrode		6	5	4 3	10 43	Stop	3 32	Stop	9 0	8 17	8 25	8 32	8 32
104	470	314	196	Borken		6	5	5 24	11 1	Stop	3 45	Stop	9 32	8 17	8 25	8 32	8 32
116	528	352	219	Wabern		7	11	4 56	11 5	5	4 17	5	10 5	8 17	8 25	8 32	8 32
124	567	378	236	Gensungen		7	24	5 18	11 5	5	4 17	5	10 5	8 17	8 25	8 32	8 32
				Guntershausen		7	52	6 11	39	5	4 44	5	10 5	8 17	8 25	8 32	8 32
				Wilhelmshöhe		8	9	6 32	11 54	5	5 3	5	10 5	8 17	8 25	8 32	8 32
				Cassel	arr.	8	15	6 40	12 0	5	5 10	5	15 25	8 17	8 25	8 32	8 32

Fares per Express Trains.—Frankfort to Eisenach, 17f. 7k. and 13c. 4k.; to Gotha, 19f. 6k. and 11c. 5k.; to Erfurt, 20f. 57k. and 13c. 4k.; to Weimar, 22f. 10k. and 13c. 50k.; to Leipzig, 22f. 56k. and 16c. 14k.; to Magdeburg, 23f. 48k. and 20f. 24k.; to Berlin, 23f. 42k. and 23f. 56k. Goods Train with Passengers.

Extra Trains from Marburg to Cassel (Goods and Passengers), at 5.30 a.m. and 5 p.m., and vice versa, at 1.45 p.m., and from Marburg to Gießen, at 3.30 p.m.

Eng. Miles.	Fares.			Stations.	BERLIN (page 107).	MAGDEBURG (page 105).	BRUNSWICK (page 103).	HANOVER (page 101).	EISENACH (page 117).	Trains.											
	1st class	2nd class	3rd class							2 & 3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class				
Dis.	sgr.	sgr.	sgr.							a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.				
...	6	4	2	Cassel	dep.	5	0	5 10	1 0	8	20	12 5	5 0	7 0	8 15	8 15	8 15				
9	11	7	4	Wilhelmshöhe	...	5	6	6 19	...	8	27	12 52	5 7	7 2	8 15	8 15	8 15				
21	27	18	11	Guntershausen	...	5	29	6 21	...	8	51	1 31	5 31	7 2	8 15	8 15	8 15				
...	...	...	...	Gensungen	...	5	54	7 25	...	8	9 25	2 13	5 58	8 42	8 15	8 15	8 15	
38	49	33	20	Wabern	...	5	54	7 25	...	8	9 42	2 34	6 19	8 26	8 15	8 15	8 15				
44	58	38	24	Borken	...	5	54	7 25	...	8	9 55	2 51	6 23	8 42	8 15	8 15	8 15				
56	72	48	30	Zimmerrode	...	5	63	9 2	...	8	10 17	3 20	6 45	9 0	8 15	8 15	8 15				
66	85	56	35	Treysa	...	5	63	9 2	...	8	10 34	3 42	7 2	9 23	8 15	8 15	8 15				
84	109	72	45	Newstadt	...	5	66	9 35	...	8	10 10	4 13	7 27	9 51	8 15	8 15	8 15				
91	Fr. B.	utzb.	ach.	Kirchhain	...	5	0	7 29	1 0	6	10 11	29	4 4	7 51	10 10	8 15	8 15				
96	kr. kr.	kr. kr.	kr. kr.	Marburg	...	5	30	...	1 32	6	20	11 49	5 7	10 36	8 15	8 15	8 15				
104	...	...	...	Fronhausen	...	5	49	...	1 54	6	32	12 2	5 21	10 47	8 15	8 15	8 15	
...	...	...	...	Lollar	...	5	48	...	2 52	6	51	12 25	5 45	8 31	11 0	8 15	8 15	
91	Fr. B.	utzb.	ach.	Gießen (page 86)	...	5	8	8	2 52	6	7 9	12 43	6 8	8 52	8 15	8 15	8 15				
96	kr. kr.	kr. kr.	kr. kr.	Langgöns	...	5	8	8 37	3 57	6	12	1 49	6 27	9 10	Stop	8 15	8 15				
102	28	18	11	Butzbach	...	5	8	8 51	4 20	6	11	2 16	6 46	9 24	8 15	8 15	8 15				
104	39	25	16	Nauborn	...	5	8	9 10	4 50	6	12	2 16	7 1	9 36	8 15	8 15	8 15				
...	...	...	...	Friedberg	...	5	8	9 10	5 11	6	13	2 16	7 15	9 47	8 15	8 15	8 15	
...	...	...	...	Niederwollstadt	...	5	8	9 10	5 29	6	14	2 16	7 26	...	8 15	8 15	8 15	
...	...	...	...	Grosskarben	...	5	8	9 10	5 42	6	15	2 16	7 34	...	8 15	8 15	8 15	
116	94	62	39	Dortelweil	...	5	8	9 10	6 3	7	4	2 16	7 46	10 5	8 15	8 15	8 15				
119	106	71	44	Vilbel	...	5	8	9 10	6 22	7	13	2 16	7 58	...	8 15	8 15	8 15				
123	126	84	52	Bonames (Bad-Homburg)	...	5	8	9 10	6 42	7	25	2 16	8 4	13 10	2 3	8 15	8 15				
124	134	89	55	Böckenheim	...	5	8	9 40	6 50	7	32	2 16	8 20	10 30	8 15	8 15	8 15				
				Frankfort-on-Main	arr.	5	8	9 40	6 50	7	32	2 16	8 20	10 30	8 15	8 15	8 15				

FRANKFORT AND HOMBURG. [27-10]

Eng. Miles.	Fares.			Stations.	Trains.								
	1 cl.	2 cl.	3 cl.			1 & 2 class	1 & 2 class	1 & 2 class	1 & 2 class				
Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
...	0 12	0 9	0 6	Frankfort	dep.	7 50	9 50	11 50	2 15	4 15	6 10	8 10	10 45
...	0 36	0 21	0 12	Rodelheim	...	8 10	10 10	11 59	2 25	...	6 20	8 20	10 45
...	0 48	0 27	0 15	Weiskirchen	...	8 16	10 15	...	2 40	...	6 35	8 35	...
...	1 0	0 36	0 21	Oberursel	...	8 28	10 23	12 15	2 48	4 40	6 43	8 43	11 14
				Homburg	arr.	8 36	10 31	12 21	2 58	4 46	6 51	8 51	11 20

Eng. Miles.	Fares.			Stations.	Trains.								
	1 cl.	2 cl.	3 cl.			1 & 2 class	1 & 2 class	1 & 2 class	1 & 2 class				
Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
...	0 12	0 9	0 6	Homburg	dep.	6 51	8 54	11 0	1 10	3 10	5 15	7 20	10 10
...	0 24	0 15	0 9	Oberursel	...	7 5	9 4	11 7	1 20	3 13	5 25	7 30	10 9
...	0 48	0 30	0 18	Weiskirchen	...	7 13	9 10	...	1 26	...	5 31	7 36	...
...	1 0	0 36	0 21	Rodelheim	...	7 25	9 21	11 22	1 37	...	5 42	7 47	10 24
				Frankfort	arr.	7 35	9 30	11 30	1 46	3 41	5 51	7 56	10 32

FRANKFORT AND DUKIEHM.—Kob. Bayer. Pfälzische, Eisenbahn. Stations.

Duckheimdep. 6 20 9 50 12 25 4 40 7 15
 Weiskirchen 6 29 9 59 12 36 4 51 7 26
 Dufersheim 6 49 10 9 12 47 5 2 7 37
 Malsbacht 7 1 10 21 1 0 5 15 7 50
 Neustadt 7 10 10 30 1 10 5 15 8 0

OFFENBACH, SACHSENHAUSEN AND FRANKFORT.

Fares.					Stations.	Trains.												
1 st class				4th class		1	2	3	4	5	6	7	8	9	10	11	12	13
a.m.	p.m.	a.m.	p.m.	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 12	0 9	0 6	...	...	Frankfort .....dep.	6 40	8 5	...	10 35	...	12 40	...	2 45	...	5 10	...	8 45	10 5
0 18	0 12	0 9	...	...	Sachsenhausen.....	6 50	8 15	9 10	10 45	11 35	12 50	2 55	3 45	5 20	6 30	7 40	8 55	10 15
0 24	0 18	0 12	...	...	Oberrad.....	6 55	8 20	9 15	10 50	11 40	12 55	3 0	3 50	5 25	6 35	7 45	9 0	10 20
...	...	...	...	...	Offenbach.....arr.	7 0	8 25	9 20	10 55	11 45	11 0	3 5	3 55	5 30	6 40	7 50	9 5	10 25

Fares.					Stations.	Trains.												
1 st class				3 rd class		1	2	3	4	5	6	7	8	9	10	11	12	3
a.m.	p.m.	a.m.	p.m.	a.m.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0 7	0 6	0 3	0 2	...	Offenbach.....dep.	5 40	7 15	8 40	9 40	11 10	12 0	2 5	3 2	4 15	5 45	7 0	8 5	9 30
0 15	0 12	0 6	0 4	...	Oberrad.....	5 45	7 20	8 45	9 45	11 15	12 5	2 10	3 25	4 20	5 5	7 5	8 10	9 35
0 24	0 18	0 12	...	...	Sachsenhausen.....	5 50	7 25	8 50	9 50	11 20	12 15	2 15	3 30	4 25	5 5	7 10	8 15	9 40
...	...	...	...	...	Frankfort.....arr.	6 0	7 35	...	10 10	...	12 25	2 25	...	4 35	...	...	8 25	9 50

STRASBURG, KEHL AND APPENWEIER.—Groszherzoglich Badische Eisenbahn.

Fares.				Stations.	Trains.												
1 cl.	2 cl.	3 cl.	4 cl.		1	2	3	4	5	6	7	8	9	10	11	12	13
a.m.	p.m.	a.m.	p.m.		a.m.	p.m.	p.m.	p.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
...	PARIS (page 58) .....dep.	...	8 35	8 35	...	9 25	...	...	11 35	...	...	8 35	...	...
...	STRASBURG.....	...	...	7 30	...	10 3	...	...	3 40	...	...	6 45	...	...
...	Strasbourg (Bnf.) French Tm	4 40	...	7 25	10 5	11 15	12 55	2 10	3 50	5 35	...	10 23	...	...
...	" " " " " "	5 12	...	7 57	10 37	11 47	1 27	2 42	4 22	6 7	...	10 55	...	...
...	" " " " " "	4 57	...	7 42	10 19	11 32	1 10	2 27	4 7	6 12	...	10 40	...	...
...	" " " " " "	5 29	...	8 14	10 51	12 4	1 42	2 59	4 39	6 25	...	11 12	...	...
...	Kehl.....arr.	5 39	8 5	8 24	11 0	12 14	1 52	3 9	4 49	6 34	...	11 22	...	...
...	Kehl.....dep.	6 0	8 45	11 2	12 3	2 4	3 30	5 5	6 55	8 0	11 40	...	...	...
...	Kork.....	6 9	8 54	11 29	12 40	2 15	3 38	5 14	7 4	8 9	11 48	...	...	...
...	Legelshurst.....	6 16	...	11 35	...	2 21	...	5 21	7 11	8 16	...	...	...	...
...	Appenweier.....arr.	6 25	9 5	11 43	12 55	2 30	3 50	5 37	7 20	8 25	12 0	...	...	...

NOTE.—The times given at Paris and Strasbourg are according to the Paris meridian, and those between Kehl and Appenweier, according to that of Carlsruhe, which is 32 minutes in advance of Paris time

BALE and SCHOPFHEIM.—Wiesenthalbahn.

Fares.				Stations.	Trains.						Stations.	Trains.					
1 cl.	2 cl.	3 cl.	4 cl.		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3				
a.m.	p.m.	a.m.	p.m.		a.m.	a.m.	p.m.	p.m.	a.m.	a.m.		p.m.	p.m.				
0 55	0 40	0 39	...	Bale [page 94.] .....dep.	7 45	10 15	2 30	7 30	Schopfheim.....dep.	6 35	8 45	12 40	6 10				
0 85	0 55	0 45	...	Reichen.....	7 55	10 30	2 44	7 45	Maulburg.....	6 42	8 52	12 51	6 17				
1 50	0 70	0 50	...	Stetten.....	8 0	10 37	2 50	7 52	Stetten.....	6 49	8 59	1 2	6 24				
...	...	...	...	Lorrach.....arr.	8 4	10 42	2 55	7 57	Haagen.....	6 58	9 8	1 15	6 33	
...	...	...	...	" " " " " "	8 5	10 55	2 56	7 58	Lorrach.....arr.	7 4	9 13	1 21	6 38	
...	...	...	...	Haagen.....dep.	8 11	11 7	3 3	8 6	" " " " " "	7 6	9 14	1 25	6 39	
...	...	...	...	Stetten.....	8 20	11 25	3 16	8 20	Stetten.....	7 11	9 19	1 40	6 44	
...	...	...	...	Maulburg.....	8 27	11 40	3 26	8 31	Reichen.....	7 16	9 24	1 46	6 49	
...	...	...	...	Schopfheim.....arr.	8 33	11 50	3 35	8 40	Bale.....arr.	7 25	9 33	1 55	6 58	

CARLSRUHE AND MAXAU.

Stations.	Trains.						Stations.	Trains.						
	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3		
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Carlsruhe (Bhof.) (Mahlburger)g.	9 0	11 20	2 25	6 10	Maxau.....dep.	9 40	12 45	5 10	8 30					
Mulburg.....	9 7	11 27	2 32	6 17	Knieflagen.....	9 49	12 5	5 19	8 39					
Kaestlingen.....	9 13	11 33	2 38	6 23	Mulburg.....	9 55	12 58	5 25	8 45					
Maxau.....arr.	9 19	11 39	2 44	6 29	Carlsruhe (Mu.)... 10 1	1 3	5 31	8 51						
	9 25	11 45	2 50	6 33	" " " " " "	10 10	1 10	5 40	9 0					

MANNHEIM AND CONSTANCE.—Großherzoglich Badische Staats-Eisenbahn.

Miles	Fares.			TRAINS.											
	1st class	2nd class	3rd class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
				4 TUNNELS, 808, 430, 1023, and 1224 Baden feet respectively. STATIONS.											
				COLOGNE .....dep.											
				MAYENCE .....dep.											
				Mannheim .....dep.											
				Friedrichsfeld .....dep.											
				Heidelberg .....arr.											
				FRANKFORT (page 91) d.											
				COLOGNE .....dep.											
				MAYENCE .....dep.											
				HEIDELBERG (page 91) a.											
				Heidelberg .....dup.											
				Langenbrücken .....dup.											
				Breitscheid Junction .....arr.											
				.....dep.											
				Durlach Junction .....dep.											
				Pforzheim .....arr.											
				Mühlacker .....dep.											
				Pforzheim (Wildbad) p.											
				Carlsruhe .....arr.											
				.....dep.											
				Ettlingen .....arr.											
				Muggensturm .....arr.											
				Rastatt .....arr.											
				Baden (93) .....arr.											
				.....dep.											
				Oos Junction .....arr.											
				Bühl .....arr.											
				Aoborn .....arr.											
				Renchen .....arr.											
				Kehl (Strasbourg) .....arr.											
				Strasbourg Bahnhof .....arr.											
				.....dep.											
				Kehl (page 93) .....dep.											
				Appenweier Junction .....arr.											
				Offenburg .....arr.											
				.....dep.											
				Dinglingen (Lahr) 93 .....arr.											
				Konzingen .....arr.											
				Aoborn .....arr.											
				Emmendingen .....arr.											
				Denzingen .....arr.											
				Freiburg .....arr.											
				.....dep.											
				Konzingen .....arr.											
				Müllheim (Badenweiler) .....arr.											
				Schliengen .....arr.											
				Rheinweiler .....arr.											
				Bale .....arr.											
				.....NT.											
				.....dep.											
				Grenzach .....arr.											
				Bei Rheinfelden .....arr.											
				Brennet .....arr.											
				Sackingen .....arr.											
				Laufenburg (Rheinfall) .....arr.											
				Albbruck .....arr.											
				Waldshut .....arr.											
				WALDSHUT .....dep.											
				ZÜRICH (page 155) .....arr.											
				Waldshut .....dep.											
				Thiengen .....arr.											
				Erzingen .....arr.											
				Neuhausen (Rheinfall) .....arr.											
				Schaffhausen .....arr.											
				SCHAFFHAUSEN .....dep.											
				WINTERTHUR .....dep.											
				Schaffhausen .....dep.											
				Singen .....arr.											
				Radolfzell .....arr.											
				Constance .....arr.											
				Por (FRIEDRICHSHAFEN) .....arr.											
				Sten-LINDAU .....arr.											
				mer. ROIRSCHACH .....arr.											

At the overrunning of the Train, passengers can change into the overrunning Train. 12,000 feet equal to a Baden mile. The Florin (German) is equal to 60 Kreuzers or 1s. 8d.; 3 Kreuzers equal to 1d. All travellers' luggage, with the exception of small objects up to 80 lbs. which can be laid under the carriage seats, is charged according to tariff.

WORMS, FRANKENTHAL, NEUSTADT, KAISERSLAUTERN, AND NEUNKIRCHEN.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). Includes stations like Worms, Frankenthal, Neustadt, Kaiserslautern, Neunkirchen, Homburg, and Zweibrücken.

NEUSTADT AND WEISSENBURG.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). Includes stations like Neustadt, Weissenburg, Maik-Kirweiler, Edenkoben, Landau, Rohrbach, Winden, and Weissenburg.

CARLSRUHE, DURLACH, PFORZHEIM, AND MULLACKER.

Table with columns for Stations, Trains, and Fares. Includes stations like Karlsruhe, Durlach, Berghausen, Wilferdingen, Pforzheim, Wilbad (Ellw), Eutingen, and Mullacker.

[31-10

Table with columns for Stations and Trains. Includes stations like Speyer, Heiligenstein, Ludwigshafen, and Germersheim.

GERMERSHEIM and SPEYER.

Trains.

Table with columns for Stations and Trains. Includes stations like Germersheim, Lingenfeld, Heiligenstein, Berghausen, and Speyer.

Through Tickets issued between Cologne, Bale Paris, Brussels, Mannheim, Frankfurt, Leipzig, Dresden, Berlin, Carlsruhe, Stuttgart, Ulm, Munich, Vienna, and Ludwigshafen, Forbach &c.

N.3.—Paris Time is kept at the German stations; at the German, it is Ludwigshafen time. The difference amounts at Weissenburg Station, to 37 minutes, for which the French station time is behind.

NEUNKIRCHEN, KAISERSLAUTERN, NEUSTADT, LUDWIGSHAFEN, AND WORMS.—Königlich, Bayer, Pfälzische Eisenbahnen. 31-10

Fares.				STATIONS.												TRAINS.											
Fare.	1st class	2nd class	3rd class																								
Dis.	f.kr.	f.kr.	f.kr.																								
0 18	0 13	0 8	0 8	Neunkirchen.....dep.																							
0 39	0 25	0 17	0 17	Bexbach.....arr.																							
				Homburg.....arr.																							
				Homburg.....dep.																							
1 0	0 40	0 26	0 26	Einöd.....dep.																							
1 9	0 43	0 29	0 29	Zweibrücken.....arr.																							
				Zweibrücken.....dep.																							
0 12	0 9	0 6	0 6	Einöd.....dep.																							
0 30	0 18	0 12	0 12	Homburg.....arr.																							
				Homburg.....dep.																							
1 6	0 43	0 26	0 26	Bruc' muhebach.....dep.																							
1 18	0 49	0 32	0 32	Hauptstuhl.....dep.																							
1 33	0 58	0 38	0 38	Landstuhl.....dep.																							
2 15	1 22	0 53	0 53	Kaiserslautern.....arr.																							
2 39	1 37	1 2	1 2	Pochspeyer.....dep.																							
2 57	1 49	1 11	1 11	Frankenstein.....dep.																							
3 9	1 55	1 14	1 14	Weidenthal.....dep.																							
3 27	2 7	1 23	1 23	Lambrecht.....dep.																							
3 45	2 16	1 29	1 29	Neustadt [p. 96, 97].....arr.																							
				Neustadt.....dep.																							
4 9	2 31	1 38	1 38	Hassloch.....dep.																							
4 18	2 37	1 44	1 44	Böhl.....dep.																							
4 30	2 46	1 47	1 47	Schifferstadt Junction.....arr.																							
				Schifferstadt Junction.....dep.																							
4 54	2 58	1 56	1 56	Speyer.....arr.																							
				Speyer.....dep.																							
0 27	0 15	0 9	0 9	Schifferstadt Junction.....dep.																							
				Mutterstadt.....dep.																							
4 42	2 52	1 53	1 53	Rheingönnh-Mund.....dep.																							
5 3	3 4	1 59	1 59	Ludwigshafen Omnibus to arr. Mannheim, dep.																							
5 18	3 13	2 5	2 5	Oggersheim.....dep.																							
5 33	3 22	2 11	2 11	Frankenthal.....dep.																							
5 48	3 31	2 17	2 17	Bobenheim.....dep.																							
6 3	3 40	2 23	2 23	Worms.....arr.																							

WEISSENBURG AND NEUSTADT.

Fares.				STATIONS.												TRAINS.											
Fare.	1st class	2nd class	3rd class																								
Dis.	f.kr.	f.kr.	f.kr.																								
0 27	0 18	0 12	0 12	Weissenburg [p. 58].....dep.																							
0 45	0 27	0 18	0 18	Schaidt.....dep.																							
0 57	0 36	0 24	0 24	Winden (p. 96).....dep.																							
1 18	0 48	0 33	0 33	Rohrbach.....dep.																							
1 30	0 54	0 36	0 36	Landau.....dep.																							
1 39	1 0	0 39	0 39	Knöringen.....dep.																							
1 45	1 3	0 42	0 42	Edesheim.....dep.																							
1 51	1 9	0 45	0 45	Eidenkoben.....dep.																							
2 6	1 15	0 51	0 51	Malkammer-Kirrweiler.....dep.																							
				Neustadt.....arr.																							

HEIDELBERG AND MOSBACH.

STATIONS.				TRAINS.					STATIONS.				TRAINS.				
Fare.	1st class	2nd class	3rd class														
Dis.	f.kr.	f.kr.	f.kr.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.		
				Heidelberg	{	Bhof	.....	Mosbach	.....	dep.	5 0	10 20	1 50	5 40	.....	
					{	Carls'r.	.....	Asbach	.....	dep.	5 24	10 52	2 25	6 11	.....	
				Neckargemünd	.....		7 23	10 40	2 5	8 9	.....	Helmsdt	.....	5 42	11 11	3 49	6 29
				Mauer	.....		7 41	11 10	3 15	8 24	.....	Neidenstein	.....	5 58	11 28	3 11	6 45
				Neidenstein	.....		7 57	11 34	3 34	8 44	.....	Mauer	.....	6 17	11 47	3 33	7 4
				Hehlstadt	.....		8 18	12 9	3 59	9 4	.....	Neckargemünd	.....	6 33	12 4	3 56	7 21
				Asbach	.....		8 35	12 38	4 18	9 22	.....	Heidelberg	{	6 49	12 22	4 14	7 39
				Mosbach	.....	arr.	8 57	1 9	4 42	9 42	.....		{	6 57	12 30	4 25	7 48
							9 20	1 36	5 10	5	.....					

DUSSELDORF TO ELBERFELD, HAGEN, SIEGEN, BOCHUM, DORTMUND, AND SOEST.—Bergisch-Märkische Eisenbahn. [25-1

Table with columns: Mile., Fares (1 Cl., 2 Cl., 3 Cl., 4 Cl.), Stations, and Trains (1, 2, 3, 1284, 1284, Ex., 1, 2, 3, 1284, 1284). Stations include Aix-la-Chapelle, Gladbach, Düsseldorf, Gerresheim, Erkath, Hochdahl, Haan, Volhwinkel, Elberfeld, Barmen, Hiltershausen, Schwelm, Mitape, Gevelsberg, Hagen, Hagen 98, Herdecke, Wetter, Witten (p. 98), Barop, Dortmund 98-98, Hoerde, Aplerbeck, Holzwickede, Unna, Unna dep., Bönen, Hamm, Unna, Werl, Soest.

EXTRA TRAINS.—Aix la Chapelle to B litte's hausen at 6.30 p.m.; and vice versa at 5.55 a.m.

Trains.

Table with columns: Stations, 1284, 1284, 1284, 1284, 1284, 1284, 1284, 1284. Stations include Dortmund (p. 98) dp., Marten, Witten, Langendreer (p. 98), Bochum, Essen, Witten, Mülheim, Oberhausen, Dulsberg.

Dortmund to Hamm at 3.40 p.m.; and vice versa at 7.30 p.m.

Table with columns: Mile., Fares (1 Cl., 2 Cl., 3 Cl., 4 Cl.), Stations, and Trains (Ex., 1, 2, 3, 1, 2, 3, 1, 2, 3). Stations include Soest, Werl, Unna, Hamm, Bönen, Unna, Unna dep., Holzwickede, Aplerbeck, Hoerde, Dortmund 98-98, Barop, Witten (p. 98), Wetter, Herdecke, Hagen 98, Haspe, Gevelsberg, Milspe, Schwelm, Hiltershausen, Barmen, Elberfeld 94, Volhwinkel, Haan, Hochdahl, Erkath, Gerresheim, Düsseldorf 67, 97, Gladbach, Aix-la-Chapelle.

Trains.

Table with columns: Stations, 1284, 1284, 1284, 1284, 1284, 1284, 1284, 1284. Stations include Dulsberg, Oberhausen, Mülheim (p. 98), Essen, Witten, Langendreer (p. 98), Marten, Dortmund (p. 98) arr.

ISERLOHN and LETMATHE.

Table with columns: Stations, a.m., m., a.p., p.m., p.m. Iserlohn dep. 6.50, 8.45, 9.28, 2.0, 6.32, 6.52. Letmathe dep. 7.18, 9.12, 10.0, 3.10, 7.46, 9.20. Iserlohn arr. 7.36, 9.33, 10.18, 3.28, 7.54, 9.38.

WARSBURG, SOEST and RHINE.—Westphalische Eisenbahn.

Fares.				Stations.								Trains.													
1 cl.	2 cl.	3 cl.	4 cl.	FALLE (p. 117)				EISENACH (p. 120)				1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3						
Sgr.	Sgr.	Sgr.	Sgr.	Warsburg	Bonnberg	Willebadessen	Bake (p. 99)	Paderborn	Salzkotten	Gesecke	Lippstadt	Bemninghausen	Sosendorf	Essenlohn	Soest (page 98)	Velver	Hannas (page 98)	Drensteinfurt	Hinkerode	Monster	Graven	Emsetten	Mesum	Rhine	
10	7	5	3

Altenbeken to Holzmin-
den, at 7.10 & 9.56 a.m. 12.30 & 7.0
p.m., and vice versa at 5.45 and
10.0 a.m., 2.0 and 4.45 p.m.

Altenbeken to Soest at
1.5 p.m. and vice versa at 1.0 p.m.

Fares.		Stations.			
1 cl.	2 cl.	1 cl.	2 cl.	3 cl.	4 cl.
134	101	...	...	...	...

RHINE, SOEST and WARSBURG.

Fares.				Stations.								Trains.												
1 cl.	2 cl.	3 cl.	4 cl.	RHEINE				MESUM				1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3							
Sgr.	Sgr.	Sgr.	Sgr.	Rhine	Mesum	Emsetten	Gesecke	Monster	Hinkerode	Drensteinfurt	Hannas (page 98)	Velver	Soest (page 98)	Sosendorf	Bemninghausen	Lippstadt	Gesecke	Salzkotten	Paderborn	Bake	Willebadessen	Bonnberg	Warsburg (p. 120)	
11	8	5	3

Fares.		Stations.			
1 cl.	2 cl.	1 cl.	2 cl.	3 cl.	4 cl.
134	101	...	...	...	...

STEELE and VOHWINKEL.

Fares.			Stations.				Trains.				
1 cl.	2 cl.	3 cl.	STEELE		VOHWINKEL		1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Sgr.	Sgr.	Sgr.	Steele	Kupferdreh	Nierenhof	Langenberg	Neveges	Kopfstation	Aprath	Bornap	Vohwinkel (H) arr.
4	3	2	...	...	...	...	...	...	...	...	...

Fares.		Stations.			
1 cl.	2 cl.	1 cl.	2 cl.	3 cl.	4 cl.
134	101	...	...	...	...

VOHWINKEL and STEELE.

Fares.			Stations.				Trains.				
1 cl.	2 cl.	3 cl.	VOHWINKEL		STEELE		1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	
Sgr.	Sgr.	Sgr.	Vohwinkel (H) dep.	Dornap	Aprath	Kopfstation	Neveges	Langenberg	Nierenhof	Kupferdreh	Steele
4	3	2	...	...	...	...	...	...	...	...	...

(1) For Trains from VOHWINKEL to ELSBERG and
DUSSELDORF, see page 98.
REMARKS.—50 lbs. of Luggage allowed free of charge.

Fares.		Stations.			
1 cl.	2 cl.	1 cl.	2 cl.	3 cl.	4 cl.
134	101	...	...	...	...

1 The Prussian Thaler is equal to 30 silbergroschen or 3 shillings; 1 silbergroschen equal to 12 pfennings or 12d.
LUGGAGE.—50 lbs. free; every 10 lbs. extra, 2 Pfennings; 4-wheel Carriage, 20 sgr. 2-wheel Carriage, 15 sgr. per mile

HANOVER, GOTTINGEN, AND CASSEL.—Königlich-Hannoversche-Eisenbahn. [50-10

Eng. Miles.	Fares.			Trains.			STATIONS.			Fares.			Trains.		
	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.
Dis.	Gr.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.
44	—	—	—	6 20	12 28	4 35	16	20	15	9	—	—	16	20	15
7	10	7½	5	6 30	4 40	4 40	36	47	35	22½	—	—	36	47	35
11½	15	11	7½	6 40	4 50	4 50	40	50	38	25	—	—	40	50	38
20½	27½	20	14	7 10	5 20	5 20	43	53	47½	32	—	—	43	53	47½
24½	34	24	16	7 20	5 30	5 30	48	63	47½	32	—	—	48	63	47½
31	40	30	20	7 40	5 45	5 45	55	72½	55	36	—	—	55	72½	55
37	46	36	24	7 50	5 50	5 50	60	80	60	40	—	—	60	80	60
43	56	42	27	8 15	6 20	6 20	66	71	47½	32	—	—	66	71	47½
48	62	47	31	8 25	6 30	6 30	72	95	71	47½	—	—	72	95	71
55	72½	54	36	8 45	6 50	6 50	78	108	81	54	—	—	81	108	81
61	79	60	40	9 0	7 5	7 5	82	115	85	57	—	—	82	115	85
68	87½	66	44	9 5	8 15	8 15	87	115	85	57	—	—	87	115	85
87	115	86	57½	4 45	9 25	3 55	92	—	—	—	—	—	92	—	—
104	135	101	67½	5 40	10 20	4 0	99	—	—	—	—	—	99	—	—
				6 20	10 40	8 25	104	135	101	67½	—	—	104	135	101
				7 20	11 5	4 40	110	145	110	70	—	—	110	145	110

* Goods Trains with Passengers.

(1) Salzerhelden is the Station for Ehlbeck, from which it is distant half an hour's ride per Omnibus, or about four miles.

HANOVER TO BREMEN, VEGESACK, AND GEESTEMÜNDE.—(Bremehafen.)

Eng. Miles.	Fares.			Trains.			STATIONS.			Fares.			Trains.		
	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.
Dis.	Gr.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.	Dis.	Gr.	Gr.
13½	17½	13	9	6 25	2 30	5 50	50	—	—	—	—	—	50	—	—
19	21	16	10	7 03	0 6	20	50	—	—	—	—	—	50	—	—
34½	40	29	20	7 15	3 15	35	50	—	—	—	—	—	50	—	—
54½	62½	47½	32	7 55	3 50	15	50	—	—	—	—	—	50	—	—
65	74	54	40	8 40	4 30	8	50	—	—	—	—	—	50	—	—
76½	90	67½	45	9 10	4 55	30	10	—	—	—	—	—	50	—	—
				9 45	5 30	10	—	—	—	—	—	—	50	—	—
				6 20	10 56	5	—	—	—	—	—	—	50	—	—
				6 40	10 20	6	20	—	—	—	—	—	50	—	—
				6 35	10 20	6	20	—	—	—	—	—	50	—	—
				6 45	10 25	6	25	—	—	—	—	—	50	—	—
				7 10	10 40	6	40	—	—	—	—	—	50	—	—
				8 45	11 45	7	45	—	—	—	—	—	50	—	—

† The German Thaler is equal to 30 groschen, or 3s.; 1 groschen equal to 10 pfennings, or 1 l.-5th penny. † Goods trains with Passengers.

ALTONA, ITZEHOE, KIEL, RENDSBURG, SCHLESWIG, TENNING, FLENSBURG, ROTHENKRUG (Apenrade), and WOYENS (Hadersleben)

Fares.				Stations.			Trains.			Stations.			Trains.							
1st	2nd	3rd	class	sch.	sch.	sch.	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3			
class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class	class			
...		
...	
...

* Goods Trains taking Passengers.

Extra Trains.—Klosterkrug to Schleswig, at 11.35 a.m., and 6.15 p.m.; and vice versa, at 3.20 p.m. Luggage.—50 lbs. of Luggage free; every 13 lbs. extra, 5 sch. 40 schillings equal 1 Thaler, Prussian Courant.

Danish Railways—COPENHAGEN TO CORSCER.—Den Sjællandske Jernbane.

Dist.	Fares.			Stations.			Trains.			Fares.			Stations.			Trains.			
	1 Cl.	2 Cl.	3 Cl.	1	2	3	1	2	3	1 Cl.	2 Cl.	3 Cl.	1	2	3	1	2	3	
	rd.	rd.	rd.	a.m.	noon	p.m.	rd.	rd.	rd.	rd.	rd.	rd.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	
21	0 16	0 12	0 8	[NO TUNNELS.]			1	2	3	1	2	3	1	2	3	1	2	3	
7	0 42	0 34	0 24	Copenhagen ... dep.			7	8	8	0 64	0 50	0 36	Corser			7	15	12	30
14	0 64	0 50	0 36	Glostrup	7 32	12 28	7 21	1 04	0 94	0 68	1 80	1 42	1 4	Sjalgelse	7 47	1 10	7 47	...	
112	0 92	0 72	0 52	Taastrup	7 42	12 35	7 32	1 24	1 00	0 72	1 60	1 12	1 8	Soro	8 11	1 46	8 11	...	
114	1 16	0 98	0 64	Hedehusene †	8 27	1 40	8 0	2 32	2 56	1 84	2 32	2 78	2 4	Ringsted	8 45	2 30	8 45	...	
39	1 88	1 48	1 16	Roeskilde	9 0	2 50	9 0	3 36	3 28	2 58	3 36	3 40	1 72	Rorup	9 6	3 0	9 6	...	
46	2 40	1 86	1 36	Borup	9 24	3 30	9 24	3 56	3 56	3 18	3 56	3 58	1 84	Hedehusene †	9 48	4 12	9 48	...	
24	3 0	2 34	1 68	Ringsted	9 51	4 10	9 51	4 36	4 36	3 24	4 36	4 36	2 16	Roeskilde	10 1	4 32	10 1	...	
54	3 56	2 78	2 4	Soro	10 15	5 15	10 15	5 00	5 00	4 16	5 00	5 00	3 28	Glostrup	10 12	5 45	10 12	...	
56	4 24	3 32	2 40	Corser	...	...	...	6 00	6 00	5 00	6 00	6 00	4 16	Valby	10 25	6 10	10 25	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	Copenhagen ... arr.	10 30	5 45	10 30	...

† Goods & Passengers Train.

Swedish Government Railways.—GOTENBURG to FALKOEPING.

Table for Swedish Government Railways between Gothenburg and Falkoeping. Includes columns for Fares (Express, Ordinary), Stations, and Trains (Express, Ordinary, Sundays).

FALKOEPING to GOTENBURG.

Table for Swedish Government Railways between Falkoeping and Gothenburg. Includes columns for Fares (Express, Ordinary), Stations, and Trains (Express, Ordinary, Sundays).

* Daily.

† Festivals.

OREBRO to HALLSBERG.

Table for Swedish Government Railways between Orebro and Hallsberg. Includes columns for Fares, Stations, Trains, and Eng. Miles.

OREBRO TO DYLA AND ARBAGA.—Koping-Hult Jernvag.

Table for Koping-Hult Jernvag between Orebro, Dyla, and Arbaga. Includes columns for Fares, Stations, Trains, and Eng. Miles.

BORAS and HERRJUNGA.

Table for Swedish Government Railways between Boras and Herrjunga. Includes columns for Fares, Stations, Trains, and Eng. Miles.

BERLIN to WITTENBERG, BITTERFELD, LEIPZIG, and HALT.G.—Berlin-Anhaltische Eisenbahn. [16-10

Table with columns: Stations, Trains, Ex. 1, 2, 3, 2 & 3, Ex. 1, 2, 3. Rows include Berlin, Grossboeren, Ludwigsfelde, Trebbin, Luckenwalde, Jüterbogk, Bitterfeld, Zahna, Wittenberg, Bergwitz, Gräfenhainchen, Bitterfeld, Delitzsch, Leipzig (pp. 108, 125, 127) ar., Brehna, Landsberg, Halle (pages 103, 106) ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 2, 3, Ex. 1, 2, 3. Rows include Halle (pages 103, 106) dep., Landsberg, Brehna, Leipzig (pp. 108, 125, 127) ar., Bitterfeld, Gräfenhainchen, Bergwitz, Wittenberg, Zahna, Blönsdorf, Jüterbogk, Luckenwalde, Trebbin, Ludwigsfelde, Grossboeren, Berlin ar.

WITTENBERG, ZERBST, DESSAU, BITTERFELD, & CÖTHEN.

Table with columns: Stations, Trains, 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Wittenberg, Koswig, Klicken, Rosslau, Dessau, Dessau, Jessnitz, Bitterfeld, Cöthen ar.

Table with columns: Stations, Trains, 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Cöthen, Bitterfeld, Jessnitz, Dessau, Dessau, Zerbst, Rosslau, Rosslau, Klicken, Kowitz, Wittenberg, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3. Rows include Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Remarks.—LUGGAGE—50 lbs. free; over 7 1/2 lbs. extra, 5 sgr. Four-wheel carriages, 25¢ Prus. doll. two-wheel carriages, 19 Prus. doll. The Prussian talar is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 14¢

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

Table with columns: Stations, Trains, Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3. Rows include Berlin, Koeberlau (page 127) dep., Jacobsthal, Furkendorf, Falkenberg, Herzberg, Holzdorf, Linda, Othenberg, Utterbogk, Berlin ar.

HALLE, LEIPZIG, AND GERSTUNGEN.—Thüringischen Eisenbahn.

Fares from Halle.						Trains.												
EXPRESS.			ORDINARY.			Stations.												
1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1	2	3	*4	†5	6	7	†8	[6-6]				
Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.												p.m.	p.m.
15	9	14	8	7	7	BERLIN [page 114] .....dep.											1 0	7 45
...	Halle.....											...	...
...	Merseburg.....											...	...
...	Leipzig.....											...	...
...	Markranstedt.....											...	...
...	Kotschau.....											...	...
...	Durrenberg.....											...	...
...	Corbetha.....											...	...
...	Corbetha (1).....											...	...
...	Weissenfels.....											...	...
...	Teuchern.....											...	...
...	Zeititz.....											...	...
...	Crosen.....											...	...
...	Kostritz.....											...	...
...	Gera.....											...	...
...	Weissenfels.....											...	...
...	Naumburg.....											...	...
...	Kosen.....											...	...
...	Sulza.....											...	...
...	Apolda.....											...	...
...	Weimar.....											...	...
...	Vieselbach.....											...	...
...	Erfurt.....											...	...
...	Dietendorf.....											...	...
...	Gotha.....											...	...
...	Prottestadt.....											...	...
...	Eisenach [page 120].....											...	...
...	Hershausen.....											...	...
...	Eisenach.....											...	...
...	Gestungen.....											...	...
...	CASSEL [page 92].....											...	...
...	HEIDELBERG [page 91].....											...	...
...	KEHL, STRASBOURG [p. 94].....											...	...

Fares fr. Gerstungen.						Trains.												
EXPRESS.			ORDINARY.			Stations.												
1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1	2	*3	4	†5	6	7	†8	[6-6]				
Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.												p.m.	p.m.
...	KEHL, STRASBOURG [p. 95] dep.											...	10 15
...	HEIDELBERG [page 91].....											...	1 2
...	CASSEL [page 92].....											...	9 25
...	Gerstungen.....											...	11 49
...	Hershausen.....											...	5 30
...	Eisenach [page 120].....											...	7 10
...	Prottestadt.....											...	7 59
...	Gotha.....											...	8 38
...	Dietendorf.....											...	9 13
...	Erfurt.....											...	9 53
...	Vieselbach.....											...	10 19
...	Weimar.....											...	10 51
...	Apolda.....											...	2 6
...	Sulza.....											...	2 24
...	Kosen.....											...	2 48
...	Naumburg.....											...	2 56
...	Weissenfels.....											...	3 13
...	Gera.....											...	5 15
...	Kostritz.....											...	6 25
...	Crosen.....											...	6 38
...	Zeititz.....											...	6 49
...	Teuchern.....											...	7 18
...	Weissenfels.....											...	7 53
...	Corbetha (1).....											...	8 16
...	Corbetha.....											...	8 33
...	Durrenberg.....											...	9 43
...	Kotschau.....											...	9 54
...	Markranstedt.....											...	10 3
...	Leipzig.....											...	10 15
...	Merseburg (118, 119).....											...	10 59
...	Halle.....											...	11 6
...	MAGDEBURG.....											...	13 30
...	BERLIN [page 121].....											...	15 30

Remarks.—50 lbs. luggage free; 10 lbs. extra, 5s. sgr. 4-wheeled car, 2s. Prus. doll.; 2-wheeled car, 1s. Prus. doll. (1) Corbetha is the junction for Leipzig. * Goods Train with Passengers. † 1 and 2 Fast. ‡ The Prussian Thaler is equal to 30 Silbergroschen, or 3s. 4-wheeled car, 2s. Prus. doll.; 2-wheeled car, 1s. Prus. doll. (1) Corbetha is the junction for Leipzig. Fares.—2nd class, 3 sgr.; 3rd class, 2 sgr.

PROTTESTADT AND WALTERSHAUSEN.—4 English Miles.—From PROTTESTADT to WALTERSHAUSEN, 15 minutes after the arrival of every Train at Prottestadt. WALTERSHAUSEN to PROTTESTADT, 30 min. before the dep. of the Train from Prottestadt.

Prussian Railways.

FRANKFURT-ON-THE-ODER. KUZER, BROMBERG, OTLOCZYN, WARSAU, DIRSCHAU, DANZIG, KONIGSBERG, & EYDTKUHNNEN.—Königliche Ostbahn.

Eng. Miles.	Fares.										Trains.									
	EXPRESS.					ORDINARY.					Stations.									
	1 Cl.	2 Cl.	3 Cl.	4 Cl.	5 Cl.	1 Cl.	2 Cl.	3 Cl.	4 Cl.	5 Cl.	2,3,4	1,2,3	2,3,4	1,2,3	2,3,4	Ex.	2,3,4	1,2,3	2,3,4	
Dis.	sgt.	sgt.	sgt.	sgt.	sgt.	sgt.	sgt.	sgt.	sgt.	sgt.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
BERLIN (page 121) dep.																				
Frankfurt-on-the-Oder... dep.																				
Lebus																				
Podelszig																				
Ctstrin																				
Durlingshof																				
Landsberg																				
Zantoch																				
Gurkow																				
Friedeberg																				
Alt-Carbe																				
Driesen																				
Kreuz (page 123)																				
Fiehne																				
Schönlanke																				
Schneidemühl																				
Bialostwie																				
Osiek																				
N-ikel																				
Bromberg..... arr.																				
Bromberg																				
Czarsk																				
Schultz																				
Cierpitz																				
Thorn																				
Ottoczyn (Frontier)																				
Alexandrowo																				
Warsaw (page 124)..... arr.																				
Bromberg																				
Kotomierz																				
Lasek L..... dep.																				
Tereskowit..... dep.																				
Wralubien																				
Czerwinski																				
Pelplin																				
Dirschau																				
Dirschau																				
Hohenstein																				
Praust																				
Danzig..... arr.																				
Dirschau																				
Simonsdorf																				
Marienburg																				
Altfelde																				
Grunau																				
Elbing																				
Galdenboden																				
Schlobitten																				
Mühlhausen																				
Braunsberg																				
Heiligbeil																				
Woltnik																				
Ludwigsort																				
Kobbeldude																				
Seepothen																				
Königsberg																				
Guttenfeld																				
Löwenhagen																				
Lindenau																				
Papiau																				
Wehlan																				
Puschdorf																				
Norkitten																				
Insterburg																				
Judschen																				
Gumbinnen																				
Trakehnen																				
Stallponen																				
Eydtkühnen [Frontier] 117 arr.																				

Stations.		Fares.		Trains.	
1 Cl.	2 Cl.	1 Cl.	2 Cl.	1,2,3	2,3,4
HALLE and E-SLEBEN.					
Stations.					
Fares.					
Trains.					
OST-PRUSSISCHE SUDBAHN.					
Stations.					
Fares.					
Trains.					
Königsberg					
Pillau					
Powawen					
Fischhausen					
Poyawen					
Flinthaus					
Königsberg					

WARBURG, CARLSHAFEN, HUMME, CASSEL & EISENACH.—Kurfürst Friedrich Wilhelm's-Nordbahn. [2-4.

English Miles.	Fares.			Trains.			Trains.			Stations.			English Miles.		
	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
..	sgt.	sgt.	sgt.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	Dis.	Stations.	a.m.	p.m.	p.m.	1, 2, 3 Class
..	..	..	..	5 28	..	1 81	..	1 15	1 40	1 4	Warburg	5 5	..	..	5 28
..	..	..	..	5 0	..	..	..	..	..	..	Liebanan	5 0	..	..	5 0
..	..	..	..	5 14	..	..	..	..	..	..	Carlschaffen .. dep.	5 14	..	..	5 14
10 1/2	13 1/2	5	5 1/2	5 36	..	..	..	..	..	..	Helmarshausen	5 36	..	..	5 36
..	..	..	..	5 46	..	..	..	..	..	..	Trendelburg	5 46	..	..	5 46
13	16 1/2	11	7	5 56	..	..	..	..	..	..	Humme	5 56	..	..	5 56
16	21	14	9	6 12	..	..	..	..	..	..	Humme	6 12	..	..	6 12
..	..	..	..	6 34	..	..	..	..	..	..	Helmarshausen	6 34	..	..	6 34
..	..	..	..	7 0	..	..	..	..	..	..	Griebenstein	7 0	..	..	7 0
32	50 1/2	36 1/2	26	7 18	..	..	..	..	..	..	Mönchehof	7 18	..	..	7 18
..	From Cassel.	From Cassel.	From Cassel.	7 30	11 0	2 5	6 20	9 25	9 10	66	Cassel (page 80) .. arr.	7 30	11 0	2 5	6 20
9 1/2	12	8	5	7 36	11 16	3 0	6 30	9 30	9 30	..	Wilhelmshöhe	7 36	11 16	3 0	6 30
18 1/2	24	16	10	8 0	11 40	3 16	7 10	10 10	10 10	..	Griebenstein (1)	8 0	11 40	3 16	7 10
..	..	..	..	8 29	12 3	3 46	7 55	10 31	10 31	..	Melungen	8 29	12 3	3 46	7 55
..	..	..	..	8 42	..	..	..	..	..	..	Rebsforth	8 42	..	..	8 42
20 1/2	33	23	14	8 59	12 26	4 1	8 41	10 47	10 47	..	Rebsforth	8 59	12 26	4 1	8 41
33 1/2	43 1/2	29	18	9 21	12 48	4 20	9 15	11 4	11 4	..	Rothenburg	9 21	12 48	4 20	9 15
37	48	32	20	9 44	12 52	4 30	9 45	11 13	11 13	..	Rebra	9 44	12 52	4 30	9 45
..	..	..	..	10 15	..	..	..	..	..	..	Honebach	10 15	..	..	10 15
51	77	55	38 1/2	10 35	1 30	5 10	10 45	11 46	11 46	32 1/2	Gerstungen (92) arr.	10 35	1 30	5 10	10 45
..	..	..	..	11 39	2 2	5 46	..	12 10	12 10	..	Eisenach	11 39	2 2	5 46	..
..	..	..	..	1 34	3 23	7 13	..	1 88	1 88	..	Erfurt (117)	1 34	3 23	7 13	..
..	..	..	..	3 57	3 52	7 58	..	2 6	2 6	..	Weimar (117)	3 57	3 52	7 58	..
..	..	..	..	..	6 21	10 35	..	4 15	4 15	..	Leipzig	..	6 21	10 35	..
..	..	..	..	..	5 50	10 17	..	3 50	3 50	..	Halle (117)	..	5 50	10 17	..
..	..	..	..	..	9 45	..	..	7 20	7 20	..	Berlin	..	9 45	..	7 20
..	..	..	..	..	6 50	8 48	..	1 26	1 26	..	Coburg	..	6 50	8 48	..
..	..	..	..	..	1 15	2 35	..	8 25	8 25	..	Nürnberg	..	1 15	2 35	..
..	..	..	..	..	9 20	8 25	..	8 25	8 25	..	Munich	..	9 20	8 25	..
..	..	..	..	..	2 50	10 45	..	10 45	10 45	..	Kufstein	..	2 50	10 45	..

† Goods and Passengers. ‡ 1 and 2 Express.
 Extra Train from WARBURG to CASSEL at 8.50 a.m.
 Remarks.—LOGGAGE: 50 lbs. of Luggage are allowed free of charge.
 † The Prussian shaler is equal to 30 alibergroschen, or 3s; 1 alibergroschen equal 12 pennings, or 1/4d.
 * 1st 2nd and 3rd Class.
 † Goods Train with 2nd and 3rd Class Passengers.
 (1) For Trains from GUNTRESHAUSEN to FRANKFURT-ON-TH-MAINE, see page 98.
 Remarks.—LOGGAGE: 50lbs. allowed free of charge.

Sta.	Cl. 3 Cl.	Ordinary	Cl. 3 Cl.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	Sta.	Cl. 3 Cl.	Ordinary	Cl. 3 Cl.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	Sta.	Cl. 3 Cl.	Ordinary	Cl. 3 Cl.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15	
						Stations.												
						Stations.												
						Stations.												
						Stations.												

EXTRA TRAINS.—Frankfort to Berlin, at 4.0 a.m. and 4.38 a.m., and vice versa at 10.4 a.m. Guben to Berlin, at 6.0 p.m.

Extra Trains		Stations		Fares	
Cl.	Ord.	Stations	Cl.	Ord.	Stations
1	1	Frankfort	1	1	Frankfort
2	2	Waltersdorf	2	2	Waltersdorf
3	3	Neuse	3	3	Neuse
4	4	Brieg	4	4	Brieg
5	5	Waltersdorf	5	5	Waltersdorf
6	6	Frankfort	6	6	Frankfort
7	7	Frankfort	7	7	Frankfort

EXTRA TRAINS.—Berlin to Guben, at 4.0 a.m. and 4.38 a.m., and vice versa at 10.4 a.m. Guben to Berlin, at 6.0 p.m.

Extra Trains		Stations		Fares	
Cl.	Ord.	Stations	Cl.	Ord.	Stations
1	1	Brieg	1	1	Brieg
2	2	Neuse	2	2	Neuse
3	3	Waltersdorf	3	3	Waltersdorf
4	4	Frankfort	4	4	Frankfort
5	5	Guben	5	5	Guben
6	6	Frankfort	6	6	Frankfort
7	7	Brieg	7	7	Brieg

OSWIECIM, MYSLOWITZ, KONIGSHUTTE, TARNOWITZ, BRESLAU, GLOGAU POSEN, and STARGARD.—Oberschlesischen Eisenbahn.

Main table with multiple columns: Fares (EXPRESS, ORDINARY) and Trains (1-6 classes). Stations listed include Oswiecim, Myslowitz, Tarnowitz, Breslau, Glogau, Posen, Stargard, and others. Includes a detailed schedule for GORLITZ and LAUBAN.

BRISLAU, FREIBURG and WALDENBURG, LIEGNITZ, KÖNIGSZELT, REICHENBACH and FRANKENSTEIN.—Breslau-Schweidnitz-Freiburger Eisenbahn.

Table with multiple columns for 'Fares' (1 cl., 2 cl., 3 cl.) and 'Trains' (1, 2, 3). Stations include Breslau (p. 121), Liegnitz, Freiburg, Waldenburg, and Königszelt Jun. dep. Includes a 'Luggage' section at the bottom.

WARSAW, SKIERNIEWICE, BROMBERG, ZABKOWICE, GRANICA, SOSNOWICE, and KATOWITZ.—Warsaw, Vienna, and Warsaw Bromberger Eisenbahn.

Large table with columns for 'Fares' (Ordinary, 1 Cl., 2 Cl., 3 Cl., 4 Cl.) and 'Trains' (1234, 1234, 1234). Stations include Warsaw (p. 178), Skierniewice, Bromberg, Berlin, Zabkowice, and Sosnowice.

Saxon Railways.

DRESDEN TO LOBAU, ZITTAU, REICHENBERG and GORLITZ.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3 class). Includes routes to Radeberg, Fischbach, Bischofswerda, Bautzen, Lobau, Reichenbach, and Gorlitz.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3 class). Includes routes to Gorlitz (p. 121), Reichenbach, Zobitz, Reichenberg (139), Lobau, and Pomranitz.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3 class). Includes routes to Aalen and Heidenheim.

Table with columns for Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3 class). Includes routes to Heidenheim, Königbrunn, Oberkochen, and Aalen.

Vertical table listing Stations (Kanizsa, Neustadt, Oedenburg, etc.) and Trains (1, 2, 3 class) with associated fares.

STUTTART and NORDLINGEN.

Table for Stuttgart and Nordlingen section, including stations like Stuttgart (p. 130), Cannstatt, Fellbach, Waiblingen, and Nordlingen Stat. Time. arr.

Trains. Table for Stuttgart and Nordlingen section, listing train numbers and times for various services.

Table for Plochingen and Rottenburg section, including stations like Nordlingen Stat. Time. d., Goldshofe, Wasseralfingen, and Plochingen (p. 131).

Trains. Table for Plochingen and Rottenburg section, listing train numbers and times for various services.

PLOCHINGEN and ROTTENBURG.

Table for Plochingen and Rottenburg section, including stations like Plochingen (p. 130), Unterboihingen, Oeffhingen, and Rottenburg.

Trains. Table for Plochingen and Rottenburg section, listing train numbers and times for various services.

PLOCHINGEN and ROTTENBURG.

Table for Plochingen and Rottenburg section, including stations like Eyach, Niedernau, Rottenburg, and Plochingen (p. 131).

Trains. Table for Plochingen and Rottenburg section, listing train numbers and times for various services.

Bavarian Railways.

No.	Fares.		Stations.		Trains.	
	1 cl.	2 cl.	1 cl.	2 cl.	1.	2.
31	0 15	0 10	Frankfurt-O-M dep.	7 0	1 0	1 0
32	0 15	0 10	Mainkur.....dep.	7 9	1 0	1 0
33	0 15	0 10	Dörnichel(Hochstad)	7 9	1 0	1 0
34	0 36	0 27	Willhelmsbad	7 9	1 0	1 0
35	0 45	0 36	Manau.....arr.	7 24	1 23	1 23
36	0 57	0 50	Gr. Altheim.....dep.	7 28	1 23	1 23
37	1 12	0 48	Kab.....arr.	7 43	1 23	1 23
38	1 24	0 57	Deitingen.....arr.	7 43	1 23	1 23
39	1 39	1 6	Kl. Altheim.....arr.	7 43	1 23	1 23
40	1 54	1 18	Aschaffenburg arr.	8 4	1 23	1 23
41	2 6	1 24	Aschaffenburg dep.	8 30	1 23	1 23
42	2 6	1 24	Laufach [T. 3172] arr.	8 30	1 23	1 23
43	3 9	2 6	Heigenbrücken.....arr.	8 30	1 23	1 23
44	3 9	2 6	Patzenstein.....arr.	8 30	1 23	1 23
45	3 9	2 6	Loth.....arr.	8 30	1 23	1 23
46	4 18	2 51	Wernfeld.....arr.	8 30	1 23	1 23
47	4 36	3 9	Ketzbach.....arr.	8 30	1 23	1 23
48	4 57	3 18	Vetschbachheim.....arr.	8 30	1 23	1 23
49	5 21	3 33	Urruburg.....arr.	8 30	1 23	1 23
50	5 39	3 48	Rotendorf.....arr.	8 30	1 23	1 23
51	6 0	4 0	Beilngries.....arr.	8 30	1 23	1 23
52	6 36	4 24	Bergheim.....arr.	8 30	1 23	1 23
53	6 51	4 33	Bergheimfeld.....arr.	8 30	1 23	1 23
54	7 15	4 48	Schweinfurt.....arr.	8 30	1 23	1 23
55	7 21	4 54	Sobonngun.....arr.	8 30	1 23	1 23
56	7 39	5 12	Gädheim.....arr.	8 30	1 23	1 23
57	8 0	5 27	Hasfurt.....arr.	8 30	1 23	1 23
58	8 21	5 33	Zell.....arr.	8 30	1 23	1 23
59	8 39	5 48	Erbobach.....arr.	8 30	1 23	1 23
60	8 57	6 6	Stadelbach.....arr.	8 30	1 23	1 23
61	9 15	6 24	Obernfeld.....arr.	8 30	1 23	1 23
62	9 33	6 42	Bamberg.....arr.	8 30	1 23	1 23
63	10 0	7 0	Hof (p. 188) dep.	8 30	1 23	1 23
64	10 18	7 18	Oberkotzen.....arr.	8 30	1 23	1 23
65	10 36	7 36	Schwarsenbach.....arr.	8 30	1 23	1 23
66	10 54	7 54	Münchberg.....arr.	8 30	1 23	1 23
67	11 12	8 12	Stamach.....arr.	8 30	1 23	1 23
68	11 30	8 30	Markt Soborgast.....arr.	8 30	1 23	1 23
69	11 48	8 48	Neuenmarktarr.....arr.	8 30	1 23	1 23
70	12 0	9 0	BAHNBÜTZE).....dep.	8 30	1 23	1 23

SCHWANDORF, WEIDEN, AND BAYREUTH.—(Bavarian.)

Fares		1, 2, 3		Stations.		1, 2, 3		Stations.	
1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.
5 00	3 00	11 16	7 16	Villich	dep.	11 16	7 16	Villich	arr.
6 00	4 00	12 16	8 16	Waldm	arr.	12 16	8 16	Waldm	dep.
7 00	5 00	13 16	9 16	Maria-W.	arr.	13 16	9 16	Maria-W.	dep.
8 00	6 00	14 16	10 16	Kingelhart	arr.	14 16	10 16	Kingelhart	dep.
9 00	7 00	15 16	11 16	Bleiburg	arr.	15 16	11 16	Bleiburg	dep.
10 00	8 00	16 16	12 16	Uttens-D.	arr.	16 16	12 16	Uttens-D.	dep.
11 00	9 00	17 16	13 16	Wendom-N	arr.	17 16	13 16	Wendom-N	dep.
12 00	10 00	18 16	14 16	Maria-Kat	arr.	18 16	14 16	Maria-Kat	dep.
13 00	11 00	19 16	15 16	Marburg	arr.	19 16	15 16	Marburg	dep.
14 00	12 00	20 16	16 16	Villich	arr.	20 16	16 16	Villich	dep.

TRAVERSING TO REGENSBERG AND MUNICH.

Fares.		1, 2, 3		Stations.		1, 2, 3		Stations.	
1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.
1 00	60	1 30	80	Nurnberg	arr.	1 30	80	Nurnberg	dep.
2 00	1 00	2 30	1 10	Herrbach	arr.	2 30	1 10	Herrbach	dep.
3 00	2 00	3 30	2 10	Herzbruck	arr.	3 30	2 10	Herzbruck	dep.
4 00	3 00	4 30	3 10	Schwarzf.	arr.	4 30	3 10	Schwarzf.	dep.
5 00	4 00	5 30	4 10	Amberg	arr.	5 30	4 10	Amberg	dep.
6 00	5 00	6 30	5 10	Reichart	arr.	6 30	5 10	Reichart	dep.
7 00	6 00	7 30	6 10	Regensb.	arr.	7 30	6 10	Regensb.	dep.
8 00	7 00	8 30	7 10	Amberg	arr.	8 30	7 10	Amberg	dep.
9 00	8 00	9 30	8 10	Schwarzf.	arr.	9 30	8 10	Schwarzf.	dep.
10 00	9 00	10 30	9 10	Munich	arr.	10 30	9 10	Munich	dep.

Fares.			1, 2, 3			Stations.			1, 2, 3			Stations.			
1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	1 Cl.	2 Cl.	3 Cl.	
1 00	60	30	1 30	80	15	Villich	dep.	11 16	7 16	11	7	Villich	arr.	11 16	7 16
2 00	1 00	50	2 30	1 10	45	Waldm	arr.	12 16	8 16	5 45	45	Waldm	dep.	12 16	8 16
3 00	2 00	40	3 30	2 10	35	Maria-W.	arr.	13 16	9 16	5 10	35	Maria-W.	dep.	13 16	9 16
4 00	3 00	30	4 30	3 10	25	Kingelhart	arr.	14 16	10 16	5 00	25	Kingelhart	dep.	14 16	10 16
5 00	4 00	20	5 30	4 10	15	Bleiburg	arr.	15 16	11 16	4 45	15	Bleiburg	dep.	15 16	11 16
6 00	5 00	10	6 30	5 10	5	Uttens-D.	arr.	16 16	12 16	4 30	5	Uttens-D.	dep.	16 16	12 16
7 00	6 00	0	7 30	6 10	0	Wendom-N	arr.	17 16	13 16	4 15	0	Wendom-N	dep.	17 16	13 16
8 00	7 00	0	8 30	7 10	0	Maria-Kat	arr.	18 16	14 16	4 00	0	Maria-Kat	dep.	18 16	14 16
9 00	8 00	0	9 30	8 10	0	Marburg	arr.	19 16	15 16	3 45	0	Marburg	dep.	19 16	15 16
10 00	9 00	0	10 30	9 10	0	Villich	arr.	20 16	16 16	3 30	0	Villich	dep.	20 16	16 16

VIENNA, UJ-SZONY, STUHLWEISSENBERG, and OFEN.

Fares.		Stations.			Trn.
1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Trn.
1 00	60	Vienna	arr.		7 45
2 00	1 00	Uj-Szony (p. 240)	arr.		1 20
3 00	2 00		dep.		2 10
4 00	3 00	Nagy-Irmand	arr.		3 45
5 00	4 00	Kis-Ber	arr.		5 30
6 00	5 00	Podlak	arr.		7 15
7 00	6 00	Moor	arr.		9 00
8 00	7 00	Kis-Ber	arr.		10 45
9 00	8 00	Nagy-Irmand	arr.		12 30
10 00	9 00	Uj-Szony	arr.		1 15
11 00	10 00	Vienna	arr.		3 00

VIENNA, BRUCK, RAAB, and NEW SZONY.—Austrian.

Fares.		Stations.			Trains.
1 Cl.	2 Cl.	1 Cl.	2 Cl.	3 Cl.	Trains.
1 00	60	Vienna (Budaf)	dep.		1, 2, 3, 12, 3
2 00	1 00	St. Janos	arr.		1, 2, 3, 12, 3
3 00	2 00	St. Janos	dep.		1, 2, 3, 12, 3
4 00	3 00	New Szony (Budaf) dep.			1, 2, 3, 12, 3
5 00	4 00	St. Janos	arr.		1, 2, 3, 12, 3
6 00	5 00	St. Janos	dep.		1, 2, 3, 12, 3
7 00	6 00	St. Janos	arr.		1, 2, 3, 12, 3
8 00	7 00	St. Janos	dep.		1, 2, 3, 12, 3
9 00	8 00	St. Janos	arr.		1, 2, 3, 12, 3
10 00	9 00	St. Janos	dep.		1, 2, 3, 12, 3

Augsburg, Kaufbeuern, Kempten, & Lindau.—Royal Bavarian State Railway.

Fares.			Stations.						Trains.						Stations.						Trains.											
1st	2nd	3rd	MUNICH 132			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class			class class class						
kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.
...	Augsburg	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Frankfurt 133	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Lindau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Kempten 135	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Extra Train from Augsburg to Lindau at 6.25 p.m. and vice versa at 6.5 p.m.

GEISELHORBING AND PASSAU.

Fares.			Stations.						Trains.						Stations.						Trains.											
1st	2nd	3rd	Geiselhorbing (p. 134)			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class			class class class						
kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.
...	Geiselhorbing	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Passau (p. 137)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ULM TO MEMMINGEN AND KEMPTEN.

Fares.			Stations.						Trains.						Fares.			Stations.						Trains.							
1st	2nd	3rd	Ulm <th colspan="3">class class class</th> <th>1 & 2</th> <th>3 & 4</th> <th>5 & 6</th> <th>7 & 8</th> <th colspan="3">class class class</th> <th>1st</th> <th>2nd</th> <th>3rd</th> <th colspan="3">Kempten 135 <th colspan="3">class class class</th> <th>1 & 2</th> <th>3 & 4</th> <th>5 & 6</th> <th>7 & 8</th> <th colspan="3">class class class</th> </th>			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class			1st	2nd	3rd	Kempten 135 <th colspan="3">class class class</th> <th>1 & 2</th> <th>3 & 4</th> <th>5 & 6</th> <th>7 & 8</th> <th colspan="3">class class class</th>			class class class			1 & 2	3 & 4	5 & 6	7 & 8	class class class		
kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.	kl.
...	Ulm
...	Memmingen
...	Kempten 135

Sta. No.	Fares.		Cl. 3 Cl.		Cl. 3 Cl.		Stations.	Dep.	Arr.
	1st.	2nd.	1st.	2nd.	1st.	2nd.			
1	0 43	0 29	1 30	0 96	1 30	0 96	Salzburg	1 30	7 19
4	0 68	0 43	1 73	1 30	1 73	1 30	Straswalchen	2 16	8 12
20	2 26	1 79	2 46	1 54	2 46	1 54	Frankenmarkt	2 46	7 18 1/2
30	3 29	1 94	3 29	2 31	3 29	2 31	Voellamarkt	3 29	7 38 1/2
38	3 81	1 40	3 81	2 37	3 81	2 37	Voellamarkt	3 29	8 2
35	3 24	3 33	3 67	2 76	3 67	2 76	Vocklabruck	3 16	9 53
37	3 46	3 39	4 21	3 24	4 21	3 24	Schwanenstadt	3 30	8 23 1/2
44	4 10	3 8	4 54	3 40	4 54	3 40	Breitenbrunn	3 30	10 10
49	4 54	3 40	—	—	—	—	Grundens	7 45	—
53	5 47	3 73	—	—	—	—	Katzenbach	8 30	—
58	6 50	4 5	—	—	—	—	Kollnau	8 55	—
60	6 53	4 21	—	—	—	—	Lambach	9 56	—
67	6 26	4 70	—	—	—	—	Annabich	—	8 45
67	6 26	4 70	—	—	—	—	Gumakirchen	3 30	10 40
73	6 70	5 2	—	—	—	—	Lambach	—	9 15
77	7 1	5 35	—	—	—	—	Passau (p. 135)	2 10	10 15
77	7 1	5 35	—	—	—	—	Wormslein	2 10	10 15
80	8 42	6 32	—	—	—	—	Scheerding	2 33	11 0
84	8 54	6 44	—	—	—	—	Taufkirchen	3 8	12 37
102	9 50	7 13	—	—	—	—	Rudau-Hied	3 8	12 37
107	9 54	7 45	—	—	—	—	Nurmatt	3 39	1 40
109	10 15	7 61	—	—	—	—	Grubskirchen	4 5	2 30
114	10 58	7 84	—	—	—	—	Wells	4 13	0 50
116	10 48	8 10	—	—	—	—	Wells	4 13	0 50
123	11 45	8 59	—	—	—	—	Wells	4 13	0 50
124	11 68	9 21	—	—	—	—	Wells	4 13	0 50
128	12 31	9 31	—	—	—	—	Wells	4 13	0 50
1	0 60	0 45	0 30	0 20	0 30	0 20	Wells	11 11	5 43
7	0 80	0 60	0 40	0 30	0 60	0 40	Wormslein	11 25	5 57
9	0 80	0 60	0 40	0 30	0 60	0 40	Wormslein	11 25	5 57
15	1 40	1 10	0 70	0 50	1 40	1 10	Nurmatt	12 10	7 0
25	2 30	1 85	1 30	1 00	2 30	1 30	Wormslein	12 24	8 11
32	2 80	2 10	1 40	1 10	2 80	2 10	Taufkirchen	12 34	8 21
32	2 80	2 10	1 40	1 10	2 80	2 10	Taufkirchen	12 34	8 21
32	2 80	2 10	1 40	1 10	2 80	2 10	Taufkirchen	12 34	8 21
32	2 80	2 10	1 40	1 10	2 80	2 10	Taufkirchen	12 34	8 21
41	4 40	3 30	2 30	2 00	4 40	3 30	Passau (p. 135)	1 15	5 30
137	12 74	9 36	6 27	5 48	11 30	8 5	Gumakirchen	11 17	11 30
139	12 96	9 73	6 48	5 65	11 30	8 25	Lambach	11 17	11 30
1	0 54	0 41	0 37	0 28	0 54	0 41	Lambach	4 0	6 35
11	0 90	0 68	0 45	0 35	0 90	0 68	Roitham	4 51	7 28
18	1 44	1 14	0 78	0 62	1 44	1 14	Laakirchen	5 37	8 2
1	13 39	10 4	6 70	5 25	13 39	10 4	Grundens	6 30	8 35
146	13 61	10 31	6 80	5 35	13 61	10 31	Breitenbrunn	6 39	6 17
153	14 26	10 99	7 13	6 45	14 26	10 30	Schwanenstadt	6 47	6 25
160	14 40	11 14	7 45	6 50	14 40	11 6	Voellamarkt	6 46	6 49
163	15 12	11 34	7 56	7 07	15 12	11 6	Voellamarkt	6 46	6 49
163	15 12	11 34	7 56	7 07	15 12	11 6	Voellamarkt	6 46	6 49
165	15 24	11 50	8 7	7 67	15 24	11 25	Frankenmarkt	6 46	6 49
174	16 30	12 15	8 10	7 48	16 30	12 15	Straswalchen	6 46	6 49
183	17 53	13 45	8 96	8 10	17 53	13 45	Salzburg	9 30	7 0

VIENNA, BRUNN, SEGEN-GOTTES, BOHM-TRUBAU, PARDUBITZ, JOSEFSTADT, SCHWADOWITZ, REICHENBERG, PRAGUE, KRALUP, KLADNO, AUSSIG, TEPLITZ, AND BODENBACH.-K. K. priv. Osterr. Staats Eisenbahn.

AUSSIG and TEPLITZ.

Table with columns for English No., 1st class, 2nd class, 3rd class fares, stations, and train times. It includes sections for 'Fares', 'Trains', and 'STATIONS' for both directions.

KRALUP and KLADNO.

[9258

Fares.				Trains.					Trains.											
1st Cl.		2nd Cl.		3rd Cl.		Stations.					Stations.									
a.kr.	b.kr.	c.kr.	d.kr.	e.kr.	f.kr.	g.kr.	1	2	3	4	5	a.m.	p.m.	1	2	3	4	5		
...	Kralup	Zakolan	Buschtehrad	Kladno	arr.	10 22	11 10	...	...	...	...	...	...
...	Kralup	dep.	9 8	9 50	...	...	...	Kladno	dep.	4 30	4 35	...	...	...
...	Zakolan	arr.	9 28	10 10	...	...	...	Buschtehrad	arr.	4 55	4 52	...	...	...
...	Buschtehrad	dep.	10 9	10 51	...	...	...	Zakolan	dep.	5 38	5 38	...	...	...
...	Kladno	arr.	10 22	11 10	...	...	...	Kralup	arr.	5 58	5 50	...	...	...

Note.—Trains from Vienna to Dresden stop at Bodenbach for 2 hours, for examination of Luggage and Passports.

1st Cl.		2nd Cl.		3rd Cl.		Stations.					Stations.									
a.kr.	b.kr.	c.kr.	d.kr.	e.kr.	f.kr.	g.kr.	1	2	3	4	5	a.m.	p.m.	1	2	3	4	5		
...	Kralup	Zakolan	Buschtehrad	Kladno	arr.	8 6	8 10	...	...	...	...	...	...
...	Kralup	dep.	9 3	9 37	...	...	...	Kladno	dep.	8 10	8 15	...	...	...
...	Zakolan	arr.	9 15	9 50	...	...	...	Buschtehrad	arr.	8 42	8 45	...	...	...
...	Buschtehrad	dep.	9 36	9 50	...	...	...	Zakolan	dep.	5 18	5 18	...	...	...
...	Kladno	arr.	10 13	10 51	...	...	...	Kralup	arr.	5 53	5 50	...	...	...

The fares are subject to variations in the rate of exchange.

1st Cl.		2nd Cl.		3rd Cl.		Stations.					Stations.									
a.kr.	b.kr.	c.kr.	d.kr.	e.kr.	f.kr.	g.kr.	1	2	3	4	5	a.m.	p.m.	1	2	3	4	5		
...	Kralup	Zakolan	Buschtehrad	Kladno	arr.	8 11	8 15	...	...	...	...	...	...
...	Kralup	dep.	9 4	9 37	...	...	...	Kladno	dep.	8 11	8 15	...	...	...
...	Zakolan	arr.	9 14	9 50	...	...	...	Buschtehrad	arr.	8 42	8 45	...	...	...
...	Buschtehrad	dep.	9 44	9 50	...	...	...	Zakolan	dep.	5 18	5 18	...	...	...
...	Kladno	arr.	10 14	10 51	...	...	...	Kralup	arr.	5 53	5 50	...	...	...

* Tuesdays and Saturdays only. † The Austrian New Florin is equal to 100 Kreuzers or sold for about 94.

VIENNA, PRESSBURG, PESTH, CZEGLÉD, ARAD, GROSSWARDEIN, KASCHAU, SZEGEDIN, TEMESVAR, ORAVITZA, and BIASIACH.—Kaiser Ferd.-Nordbahn, his k. priv. Staats-Eisenbahn-Gesellschaft.

VIENNA AND STOCKERAU.—Excl. priv. Emperor Ferdinand's North Railway

Table with 4 main columns: Fares (1st, 2nd, 3rd class), Stations, Trains (1-5), and Trains (1-5). Includes sub-headers for 'Fares' and 'Trains'.

Remarks.—Children under 2 years, free; from 2 to 10 years, half fare.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Tuesday and Saturday.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

Table with 4 main columns: Stations, Trains (1-5), Trains (1-5), and Trains (1-5). Includes sub-headers for 'Stations' and 'Trains'.

VIENNA TO HÖBBLING, NEUSTADT, GRAZ, BRÄGGERBOF, OFEN, LAIBACH, SABRESNA, and TRIESTE.

Eng. Mile.	Stations.			Fares.		Trains.			
	1 Cl.	2 Cl.	3 Cl.	fl.kr.	fl.kr.	a. m.	p. m.	a. m.	p. m.
21	0.36	0.27	0.18	Vienna	dep.	6.45	9.30	10.25	Ex. 1, 2, 3, 1, 2, 3, 1, 2, 3
41	0.36	0.27	0.18	Meidling.....	.....	9.40	9.40	10.33	8.30 6.45 6.45 a. m.
44	0.36	0.27	0.18	Hetzendorf.....	.....	9.45	9.45	.....	7.7 7.44 7.44 ...
44	0.36	0.27	0.18	Alzersdorf.....	.....	9.52	9.51	.....	7.7 7.44 7.44 ...
63	0.54	0.41	0.27	Liesing.....	.....	5.57	9.55	.....	7.46 8.38 8.38 ...
63	0.54	0.41	0.27	Perscholdsdorf.....	.....	10.50	10.8	.....	8.35 9.50 9.50 ...
9	0.72	0.54	0.36	Brunn.....	.....	10.12	10.2	.....	8.35 9.50 9.48 ...
9	0.72	0.54	0.36	Mödling (page 146).....	.....	10.24	10.18	.....	10.4 10.2 ...
111	1.00	0.68	0.45	Gumpoldsdorf.....	.....	7.19	10.37	10.31	8.54 10.19 10.17 ...
152	1.25	0.95	0.63	Gumpoldskirchen (T. 516 E. feet).....	.....	10.49	10.42	.....	10.49 10.47 ...
152	1.25	0.95	0.63	Pfaffstätten.....	.....	11.9	11.0	.....	9.34 11.17 11.15 ...
184	1.44	1.12	0.72	Baden.....	.....	7.50	11.35	11.20	10.41 12.51 12.49 ...
201	1.62	1.22	0.81	Kottlingbrunn.....	.....	12.2	11.45	.....	1.5 1.3 6.19
201	1.62	1.22	0.81	Sobernau.....	.....	12.12	11.55	.....	2.43 2.40 8.20
221	1.80	1.35	0.90	Leobenau.....	.....	8.25	12.31	12.15	3.27 2.59 8.43
221	1.80	1.35	0.90	Felixdorf.....	.....	8.57	12.52	12.33	3.56 3.28 9.19
251	1.98	1.49	0.99	Therrenfeld.....	.....	9.50	1.27	1.17	4.32 3.54 9.47
281	2.24	1.75	1.17	Wiener Neusiedl (p. 148).....	.....	10.5	2.23	2.10	4.43 4.15 10.14
281	2.24	1.75	1.17	St. Egyden.....	.....	9.23	2.23	2.10	4.57 4.29 10.33
321	2.70	2.15	1.35	Kriegsbach.....	.....	10.5	2.24	2.24	5.31 5.3 11.18
341	3.24	2.43	1.62	Neunkirchen.....	.....	3.29	2.59	6.00	6.38
341	3.24	2.43	1.62	Neritz.....	.....	3.50	2.59	6.35	6.39
433	4.42	2.57	1.71	Pötschach.....	.....	4.18	3.37	6.77	7.20
46	4.11	2.70	1.80	St. Margarethen.....	.....	4.41	3.59	7.25	7.50
53	4.58	3.11	2.04	St. Johann.....	.....	4.47	4.5	7.47	7.50
60	4.8	3.28	2.24	Katum.....	.....	4.47	4.5	7.47	7.50
60	4.8	3.28	2.24	St. Leonhard.....	.....	4.47	4.5	7.47	7.50
68	5.4	3.75	2.70	St. Leonhard (T. 518 Eng. ft.).....	.....	4.47	4.5	7.47	7.50
76	5.94	4.46	2.91	Spöhring (Tunnel of 4,518 Eng. ft.).....	.....	4.47	4.5	7.47	7.50
80	6.20	4.73	3.13	Wärzansching (Buffet).....	.....	4.47	4.5	7.47	7.50
82	6.65	5.0	3.33	Wärzansching (Buffet).....	.....	4.47	4.5	7.47	7.50
87	6.84	5.13	3.42	Kriegsbach.....	.....	4.47	4.5	7.47	7.50
89	7.2	5.27	3.51	Mitterndorf.....	.....	4.47	4.5	7.47	7.50
94	7.38	5.54	3.69	Kumburg.....	.....	4.47	4.5	7.47	7.50
99	7.74	5.81	3.87	Marein.....	.....	4.47	4.5	7.47	7.50
104	8.10	6.8	4.5	Kapfenberg.....	.....	4.47	4.5	7.47	7.50
105	8.28	6.21	4.14	Bruck.....	.....	4.47	4.5	7.47	7.50
113	8.82	6.62	4.41	Pernegg.....	.....	4.47	4.5	7.47	7.50
115	9.0	6.75	4.50	Mirny.....	.....	4.47	4.5	7.47	7.50
122	9.54	7.16	4.77	Prohlebken.....	.....	4.47	4.5	7.47	7.50
127	9.90	7.43	4.95	Peggau.....	.....	4.47	4.5	7.47	7.50
129	10.6	7.96	5.4	Stöben.....	.....	4.47	4.5	7.47	7.50
132	10.26	7.70	5.13	Gradwein.....	.....	4.47	4.5	7.47	7.50
134	10.44	7.83	5.22	Judendorf.....	.....	4.47	4.5	7.47	7.50
139	10.80	8.10	5.40	Graz (Buffet) (page 147).....	.....	4.47	4.5	7.47	7.50
141	10.98	8.24	5.49	Punitzmann.....	.....	4.47	4.5	7.47	7.50
145	11.34	8.51	5.67	Kaisdorf.....	.....	4.47	4.5	7.47	7.50
152	11.88	9.1	5.94	Wildorf.....	.....	4.47	4.5	7.47	7.50
154	12.12	9.5	6.3	Lebring.....	.....	4.47	4.5	7.47	7.50
159	12.42	9.92	6.21	Leibnitz.....	.....	4.47	4.5	7.47	7.50
164	12.78	9.59	6.39	Ehrenhausen.....	.....	4.47	4.5	7.47	7.50
164	12.78	9.59	6.39	Ehrenhausen.....	.....	4.47	4.5	7.47	7.50
166	13.50	9.72	6.48	Spitalfeld (Tunnel of 600 Eng. feet).....	.....	4.47	4.5	7.47	7.50
172	13.50	10.13	6.8	Pössnitz (T. of 2,100 English ft.).....	.....	4.47	4.5	7.47	7.50
178	13.85	10.40	6.93	Warburg (Buffet).....	.....	4.47	4.5	7.47	7.50

dep. 6.38

* Runs on Tuesdays, Thursdays, and Saturdays only.

Stop

P. omnivor..... dep. 6.38

Teleny..... 7.20

Tarnok..... 7.40

Marionvásár..... 7.50

Nyek..... 8.23

Dun..... 8.50

Stuhlweissenburg (p. 148)..... 9.8

Csikvár..... 9.8

Lepény..... 10.17

Slav-Fok..... 10.17

Szántó..... 10.40

Bögár..... 11.19

Keszely..... 12.11

Komárom..... 12.46 p.m.

Kanizsa (p. xxvii)..... 1.50 9.35 5.6

Kot-r..... 2.42 11.34

Krajec..... 3.87 12.50

Czakathum..... 3.87 1.30

Pozskau..... 3.56 9.15

Fridau..... 4.20 2.57

Mosoguzen..... 4.43 4.0

Pettau.....

Table with 11 columns (A-K) and multiple rows of data. Column A contains numbers, B-G contain numbers, H contains station names, I contains numbers, J contains descriptions like 'Franz-Joseph' or 'Franz-Joseph', K contains numbers. The table is divided into two main sections.

16-10

LAUSANNE, FRIHOUBURG, and BERNE...-Suisse Occidentale.

Table with 12 columns: Stations, Single Fares, Return Fares, Trains, Stations, Single Fares, Return Fares, Trains, Stations, Single Fares, Return Fares, Trains. Contains detailed railway schedule data for the Lausanne, Fribourg, and Bern region.

[16-10

NUENSTADT TO BIEL, BERN, AND LANGNAU...-Bernische Staats-Bahn.

Table with 12 columns: Stations, Trains, Stations, Trains, Stations, Trains, Stations, Trains, Stations, Trains, Stations, Trains. Contains detailed railway schedule data for the Nuenstadt to Biel, Bern, and Langnau region.

Central Swiss Railway.—OLTEN to LUCERNE.—Schweizerische Centralbahn.

Table with columns: Miles, Single Fares (1st, 2nd, 3rd class), Return Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3, 4, 5). Stations include Olten, Aarburg, Zofingen, Reiden, Dagnersellen, Nebach, Waswy, Sunsee, Netzwyl, Rommberg, Emmenbrücke, and Lucerne.

LUCERNE to OLTEN.

Table with columns: Miles, Single Fares (1st, 2nd, 3rd class), Return Fares (1st, 2nd, 3rd class), Stations, and Trains (1, 2, 3, 4, 5). Stations include Lucerne, Emmenbrücke, Rothenberg, Sempach, Netzwyl, Sunsee, Waswy, Nebach, Dagnersellen, Reiden, Zofingen, Aarburg, Olten, Bale, Aarau, Zurich, Schaffhausen, Romanshorn, Bern, Solothurn, Biel, Neuchâtel, Neuchâtel, and Geneva.

Remarks.—The Booking Office close 5 minutes before the departure of the Trains.

NEUCHÂTEL, CHAUX-DE-FONDS, and LOCLE.

Vertical table with columns: Stations, Fares (1st, 2nd, 3rd class), and Trains (1, 2, 3, 4, 5). Stations include Neuchâtel, Chaux-de-Fonds, Locle, and Yverdon.

HERZOGENTHURM and BIEL-Schweizerische Centralbahn.

Table with columns: Dist. Miles, Sing. Fares, Ret. Fares, Stations, Trains. Includes routes for CHUR, GLARUS, ST. GALLEN, ROMANSHORN, SCHAFFHAUSEN, ZURICH, AARAU, LUCERNE, Herzogenbuchsee, and Biel (BIENNE).

Table with columns: Dist. Miles, Sing. Fares, Ret. Fares, Stations, Trains. Includes routes for GENEVA, VEVEY, LAUSANNE, LOCLE, CHAUX-DE-FONDS, NEUCHÂTEL, Biel (BIENNE), Pterlen, Grenchen, Solothurn, Subingen, Inkwyll, Herzogenbuchsee, LUCERNE, BASEL, AARAU, ZURICH, SCHAFFHAUSEN, ROMANSHORN, ST. GALLEN, GLARUS, and CHUR.

The Booking Offices close five minutes before the departure of the Trains. Bern time is 16 minutes in advance of Paris time.

NEUCHÂTEL and PONTARLIER.—Swiss Occidentale.

[16-16]

Table with columns: Fare, Stations, Trains. Includes routes for Neuchâtel, Pontarlier, La Verrière, Couvet, Boveresse, Travers, Notalgrus, and Neufchâtel.

Dailed Swiss Railways.—CHUR, SARGANS, GLARUS, RAPPERSCHWYL, and ZÜRICH.—Vereinigte Schweizerbahnen.

Table with 4 main columns: Stations (left), Ret. Tickets (middle-left), Stations (middle-right), and Trains (right). Includes stations like ANCONA, VENEZIA, GENOVA, MILAN, ZÜRICH, and various fares.

Trains.

Stations. 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3

Single Fare. 1 cl. 2 cl. 3 cl.

Ret. Tickets. 1 cl. 2 cl. 3 cl.

Table with 4 main columns: Stations (left), Ret. Tickets (middle-left), Stations (middle-right), and Trains (right). Includes stations like ZÜRICH, USTER, RAPPERSCHWYL, WEESEN, and various fares.

Table with 4 main columns: Stations (left), Ret. Tickets (middle-left), Stations (middle-right), and Trains (right). Includes stations like ZÜRICH, USTER, RAPPERSCHWYL, WEESEN, and various fares.

Trains.

Stations. 1, 2, 3, 1, 2, 3, 1, 2, 3, 1, 2, 3

Single Fare. 1 cl. 2 cl. 3 cl.

Ret. Tickets. 1 cl. 2 cl. 3 cl.

Stations.

Vertical text on the right side of the page: Berno time, which is 15 Minutes in advance of Geneva Time, and the Venon. Laces are regulated by Paris Time, which is 20 Minutes behind Geneva Time.

Berno time, which is 15 Minutes in advance of Geneva Time, and the Venon. Laces are regulated by Paris Time, which is 20 Minutes behind Geneva Time.

ZÜRICH, ZUG, AND LUCERNE.

16-10

Fares.				Stations.			
1st Cl.	2d Cl.	3d Cl.	4d Cl.	1	2	3	4
fr. c.	fr. c.	fr. c.	fr. c.	Zürich	Urdorf	Boust tlin	Affoltern
...	Mettemstetten	Zug	Cham	Sisikon
...	Ehikon	Lucerne		

Trains.				Stations.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	Lucerne <th>Sisikon <th>Milikon <th>Fällikon </th></th></th>	Sisikon <th>Milikon <th>Fällikon </th></th>	Milikon <th>Fällikon </th>	Fällikon
...	Rothenbrunn	Cham	Zug	Urdorf
...	Boust tlin	Affoltern	Mettemstetten	Zürich

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

Stations.				Trains.			
1	2	3	4	1	2	3	4
a.m.	a.m.	p.m.	p.m.	1	2	3	4
...	1 <td>2 <td>3 <td>4</td> </td></td>	2 <td>3 <td>4</td> </td>	3 <td>4</td>	4

EXTRA TRAINS, 2 & 3 Class.—From Zurich to Aarau at 11.22 a.m. and 8 p.m., and vice versa at 5.22 p.m.
 From Zurich to Aarau at 5.22 p.m.
ZÜRICH, WALLELLEN, WINTERTHUR, SCHAFFHAUSEN, AND ROMANSHORN.
 Single Fare
 1st and 3rd class
 2nd class
 1st class
 2nd class
 3rd class
 4th class
 5th class
 6th class
 7th class
 8th class
 9th class
 10th class
 11th class
 12th class
 13th class
 14th class
 15th class
 16th class
 17th class
 18th class
 19th class
 20th class
 21st class
 22nd class
 23rd class
 24th class
 25th class
 26th class
 27th class
 28th class
 29th class
 30th class
 31st class
 32nd class
 33rd class
 34th class
 35th class
 36th class
 37th class
 38th class
 39th class
 40th class
 41st class
 42nd class
 43rd class
 44th class
 45th class
 46th class
 47th class
 48th class
 49th class
 50th class
 51st class
 52nd class
 53rd class
 54th class
 55th class
 56th class
 57th class
 58th class
 59th class
 60th class
 61st class
 62nd class
 63rd class
 64th class
 65th class
 66th class
 67th class
 68th class
 69th class
 70th class
 71st class
 72nd class
 73rd class
 74th class
 75th class
 76th class
 77th class
 78th class
 79th class
 80th class
 81st class
 82nd class
 83rd class
 84th class
 85th class
 86th class
 87th class
 88th class
 89th class
 90th class
 91st class
 92nd class
 93rd class
 94th class
 95th class
 96th class
 97th class
 98th class
 99th class
 100th class

Chemin de Fer Victor Emmanuel - CUI-02 to AN-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Paris.				Geneva.			
1st	2nd	3rd	Class	1st	2nd	3rd	Class
cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.
18	15	10	0	15	10	0	
17	14	9	3	14	9	3	
16	13	8	6	13	8	6	
15	12	7	9	12	7	9	
14	11	6	12	11	6	12	
13	10	5	15	10	5	15	
12	9	4	18	9	4	18	
11	8	3	21	8	3	21	
10	7	2	24	7	2	24	
9	6	1	27	6	1	27	
8	5	0	30	5	0	30	
7	4	0	33	4	0	33	
6	3	0	36	3	0	36	
5	2	0	39	2	0	39	
4	1	0	42	1	0	42	
3	0	0	45	0	0	45	
2	0	0	48	0	0	48	
1	0	0	51	0	0	51	

Note - All Trains between Culoz and St. Michel take 3rd class Pa. agrs. 1st & 3rd class Travers. Tickets available 15 days. Paris time is kept at all the Stations. Correspondence - Aix-les-Bains for Albona, Kumly, and Armezy. At Chambery for Grenoble, Valron, and the Chemin de fer du Dauphin. At Chamrosses for Albertville and Monthiers. At St. Michel for Moirans, Lannebourg, ouas, Turin, and Italy. At Turin for Genoa, and at Genoa for Steamer for Leignin, Naples, Messina, Palermo, and Sardinia. At Milan for Bergamo, Brescia, Verona, Trieste, Piacenza, Parma, Modena, Bologna, Pavia, Florence, Ancona, and Foggia.

BOUVRETT, ST. MAURICE, MARTIGNY, and STION - Chemin de fer de la Ligne d'Italie, par la Vallée du Rhose et le Simplon.

Paris.				Geneva.				Stations.			
1st	2nd	3rd	Class	1st	2nd	3rd	Class	1st	2nd	3rd	Class
cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.	cl.
18	15	10	0	15	10	0		15	10	0	
17	14	9	3	14	9	3		14	9	3	
16	13	8	6	13	8	6		13	8	6	
15	12	7	9	12	7	9		12	7	9	
14	11	6	12	11	6	12		11	6	12	
13	10	5	15	10	5	15		10	5	15	
12	9	4	18	9	4	18		9	4	18	
11	8	3	21	8	3	21		8	3	21	
10	7	2	24	7	2	24		7	2	24	
9	6	1	27	6	1	27		6	1	27	
8	5	0	30	5	0	30		5	0	30	
7	4	0	33	4	0	33		4	0	33	
6	3	0	36	3	0	36		3	0	36	
5	2	0	39	2	0	39		2	0	39	
4	1	0	42	1	0	42		1	0	42	
3	0	0	45	0	0	45		0	0	45	
2	0	0	48	0	0	48		0	0	48	
1	0	0	51	0	0	51		0	0	51	

Steamers from Bouvet to Geneva, at 7.30 a.m., and 1.25 p.m.; and from Thonon to Geneva, at 7.55 a.m., and 1.40 p.m.

TURIN to ALESSANDRIA and GENOA.

Table with columns: Fares (1st, 2nd, 3rd class), Stations (Turin, Moncalieri, Truffarello 159, Cambiano, Pessione, Villanova, Villafranca, Baldechieri, San Damiano, Asti, Annone, Felizzano, Solero, Alessandria arr., Frugarolo, Novi (p. 162), Serravalle, Arquata, Isola del Cantone, Ronco, Busalla, Pontedecimo, Rivarolo, S. Pier d'Arera, Genoa (159) arr.), and Trains (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20).

GENOA to ALESSANDRIA and TURIN.

Table with columns: Fares (1st, 2nd, 3rd class), Stations (Genoa, S. Pier d'Arera 159, Rivarolo, Bolzaneto, Pontedecimo, Busalla, Ronco, Isola del Cantone, Arquata, Serravalle, Novi (p. 162), Frugarolo, Alessandria dep.), and Trains (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20).

* Tickets issued the previous evening: † 1st and 2nd Class.

Remarks.—On Wednesdays, Asti market-day, at that Station a 3rd class carriage will be added to the 9.50 Train for S. Damiano, Villafranca, and Villanova; and on Thursdays also to take at Villanova travellers in destination for Cambiano, Truffarello, Moncalieri, and Turin.

Money.—The Lire is equal to the Franc.

Multiple tables for Turin to Alessandria and Genoa, and SUSA and TURIN. Includes columns for Fares (1st, 2nd, 3rd class), Stations, and Trains. Contains detailed scheduling and pricing information for various routes.

Remarks.—1st and 3rd Class Return Tickets are issued on Saturdays and Sundays, in Turin, Collegno, Alpiignano, Avigliana and Susa, for Intermediate Stations, available for return on Mondays following, at a reduction of 55 per cent. on the ordinary fares.

The Electric Telegraph is in operation from Turin over Mount Cenis to Chambéry, &c. † On Festivals.

Stations.	Trains.				Eng. Mts.	Dis.	Stations.	Trains.			
	1,2,3	1,2,3	1,2,3	1,2,3				1,2,3	1,2,3	1,2,3	1,2,3
Novara dep.	11 20	7 10	...	...	1	Orta (Omnibus) ... dep.	6 0	3 30	...	...
Saluggia ar.	13 3	7 23	...	...	3	Gozzano dep.	7 0	4 30	...	...
Gozzano ar.	12 40	6 30	...	...	17 4	Calizzano ar.	4 5	5 50	...	...
Orta (Omnibus) ... ar.	1 20	9 30	...	...	22 4	Novara ar.	8 20	6 30	...	...

Stations.	Fares.				Dis.	Mts.	Stations.	Fares.			
	1,2,3	1,2,3	1,2,3	1,2,3				1,2,3	1,2,3	1,2,3	1,2,3
Novara dep.	1 10	1 20	1 30	1 40	10	35	Novara dep.	1 10	1 20	1 30	1 40
Saluggia ar.	1 10	1 20	1 30	1 40	10	35	Saluggia ar.	1 10	1 20	1 30	1 40
Gozzano ar.	1 10	1 20	1 30	1 40	10	35	Gozzano ar.	1 10	1 20	1 30	1 40
Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40	10	35	Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40

Stations.	Fares.				Dis.	Mts.	Stations.	Fares.			
	1,2,3	1,2,3	1,2,3	1,2,3				1,2,3	1,2,3	1,2,3	1,2,3
Novara dep.	1 10	1 20	1 30	1 40	10	35	Novara dep.	1 10	1 20	1 30	1 40
Saluggia ar.	1 10	1 20	1 30	1 40	10	35	Saluggia ar.	1 10	1 20	1 30	1 40
Gozzano ar.	1 10	1 20	1 30	1 40	10	35	Gozzano ar.	1 10	1 20	1 30	1 40
Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40	10	35	Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40

Stations.	Fares.				Dis.	Mts.	Stations.	Fares.			
	1,2,3	1,2,3	1,2,3	1,2,3				1,2,3	1,2,3	1,2,3	1,2,3
Novara dep.	1 10	1 20	1 30	1 40	10	35	Novara dep.	1 10	1 20	1 30	1 40
Saluggia ar.	1 10	1 20	1 30	1 40	10	35	Saluggia ar.	1 10	1 20	1 30	1 40
Gozzano ar.	1 10	1 20	1 30	1 40	10	35	Gozzano ar.	1 10	1 20	1 30	1 40
Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40	10	35	Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40

Stations.	Fares.				Dis.	Mts.	Stations.	Fares.			
	1,2,3	1,2,3	1,2,3	1,2,3				1,2,3	1,2,3	1,2,3	1,2,3
Novara dep.	1 10	1 20	1 30	1 40	10	35	Novara dep.	1 10	1 20	1 30	1 40
Saluggia ar.	1 10	1 20	1 30	1 40	10	35	Saluggia ar.	1 10	1 20	1 30	1 40
Gozzano ar.	1 10	1 20	1 30	1 40	10	35	Gozzano ar.	1 10	1 20	1 30	1 40
Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40	10	35	Orta (Omnibus) ... ar.	1 10	1 20	1 30	1 40

Italian Railways.

MILAN & VENICE TO TRIESTE & VIENNA.

Table with 5 columns: Stations, 1, 2, 3, 4, 5. Rows include Milan, Mestre, Venice, Mestre, Fogliano, Pagnanoli, Treviso, Lavenigo, Spresiano, Piave, Conegliano, Pinnano, Sacile, Pordenone, Casarsa, Codroipo, Pasion Schiavonesco, Udine, Buttrio, S. Giovanni Manzano, Cornons, Robbia, Govizia, Sagrado, Ronchi, Montalcone, Nabresina (pp. 145-146), Grignano, Trieste, Nabresina, and Vienna.

VIENNA & TRIESTE TO VENICE & MILAN.

Table with 5 columns: Stations, 1, 2, 3, 4, 5. Rows include Vienna, Nabresina (pp. 145-146), Trieste, Grignano, Nabresina, Montalcone, Ronchi, Sagrado, Robbia, Govizia, Cornons, S. Giovanni Manzano, Buttrio, Udine, Pasion Schiavonesco, Codroipo, Casarsa, Pordenone, Sacile, Pinnano, Conegliano, Piave, Spresiano, Lavenigo, Treviso, Pagnanoli, Fogliano, Mestre, Venice, Mestre, and Milan.

BOLOGNA and RAVENNA.

Table with 5 columns: Eng. Miles, 1st class, 2nd class, 3rd class, Stations, Trains. Rows include Castel-Bolog., Salarolo, Lugo, Bagnacaval., Russi, and Ravenna.

Table with 5 columns: Eng. Miles, 1st class, 2nd class, 3rd class, Stations, Trains. Rows include Ravenna, Godi, Russi, Bagnacaval., Lugo, and Castel-Bolog.

TRAINS, TRIENT, AND BOTZEN.

Table with 5 columns: 1, 2, 3, 1, 2, 3 class class. Rows include Botzen, Branzoll, Auer, Neumarkt, S. Salorno, S. Michele, Lavis, Trient, Mattarello, Battarolo, Stoveredo, Mori, Ala, Cortina, and Pagnanoli.

Table with 5 columns: Stations, 1, 2, 3, 1, 2, 3 class class. Rows include Cortina, Pagnanoli, Predoi, Pera, Arco, Trento, Cembra, S. Michele, Veroneta, and Verona P. V.

VERONA TO ROVERETO, TRIENT, AND BOTZEN.

Table with 5 columns: Eng. Miles, 1st class, 2nd class, 3rd class, Stations, Fares. Rows include Verona P. V., Verona F. N., Parona, Pescantina, Domeghara, Mantova, Cembra, Peri, Ala, Rovereto, Mattarello, Cortina, Lavis, Trento, Pagnanoli, and Predoi.

Table with 5 columns: Eng. Miles, 1st class, 2nd class, 3rd class, Stations, Fares. Rows include Rovereto, Cortina, Lavis, Trento, Pagnanoli, Predoi, and Botzen.

Table with 5 columns: Eng. Miles, 1st class, 2nd class, 3rd class, Stations, Fares. Rows include Botzen, Rovereto, Cortina, Lavis, Trento, Pagnanoli, Predoi, and Verona P. V.

ALESSANDRIA, NOVI, TORTONA, AND PIACENZA.

Table with columns: Eng. Mile, Dis., Fares (Cl. 1, 2, 3, Cl.), Stations, Trains (1, 2, 3, 1, 2, 3, 1, 2, 3), and a. m., p. m., p. m. Includes stations like Alessandria (Buft) d., Novi, Tortona, and Piacenza.

Table for Cavallere to Cavallermaggiore. Columns: Stations, Trains, and times. Includes stations like Cavallere, Cavallermaggiore, Madonna-Piave, S. Vittoria, Alba, Novye, Caviglione, Caine II, Nizza, S. Vittoria, Cavigliano, Cavallermaggiore, and Cavallere.

Table for Alessandria to Cavallermaggiore. Columns: Eng. Mile, Dis., Fares (Cl. 1, 2, 3, Cl.), Stations, Trains (1, 2, 3, 1, 2, 3, 1, 2, 3), and a. m., p. m., p. m. Includes stations like Alessandria (p. 163) dep., Arena Po, Stradella, S. Giulietta, Casteggio, Voghera, Tortona, and Alessandria (Buft) ar.

Table for Cavallere to Cavallermaggiore (continued). Columns: Stations, Trains, and times. Includes stations like Alessandria dep., Cavigliano, Cavallermaggiore, Madonna-Piave, S. Vittoria, Cavigliano, Cavallermaggiore, and Cavallere.

ALESSANDRIA AND ACQUI.

Table with columns: Eng. Mile, Dis., Fares (Cl. 1, 2, 3, Cl.), Stations, Trains (1, 2, 3, 1, 2, 3), and a. m., p. m., p. m. Includes stations like Alessandria (Buft) dep., Cana up., Borgoraito, Gamalero, Cassine, Str vi., and Acqui.

Table with columns: Stations, Trains, and times. Includes stations like Acqui, Cassine, Sezze, Gamal-ro, Borgoraito, Cavallero, and Alessandria (Buft) ar.

TREVIGLIO-AND CREMONA.

Table with columns: Eng. Mile, Dis., Fares (Cl. 1, 2, 3, Cl.), Stations, Trains (1, 2, 3, 1, 2, 3), and a. m., p. m., p. m. Includes stations like Treviglio dep., Casaleto-Vaprio, Cremona, Sovera, Ca. alvitano, and Cremona.

Table with columns: Stations, Trains, and times. Includes stations like Cremona, Casabuttano, Castelleone, Crema, Casaleto-Vaprio, and Treviglio ar.

BERGAMO AND. LECCO.

Table with columns: Eng. Mile, Dis., Fares (Cl. 1, 2, 3, Cl.), Stations, Trains (1, 2, 3, 1, 2, 3), and a. m., p. m., p. m. Includes stations like Bergamo dep., Po to S. P. tro, Mapello, Cisano, Calozio, and Lecco.

Table with columns: Stations, Trains, and times. Includes stations like Lecco, Calazio, Cisano, Mapello, Ponte S. Pietro, and Bergamo ar.

ALESSANDRIA, TORREBERETTI, PAVIA, MORTARA, VIGEVANO, and ARONA.

Table with columns: Eares. (1 cl, 2 cl, 3 cl), Stations., Trains. (2 & 3, 1, 2, 3, 1, 2, 3, 1, 2, 3). Lists routes and fares for Alessandria, Torreberetti, Pavia, Mortara, Vigevano, Arona, Novara, Borgolavezzaro, Borgoticino, and Oleggio.

Table for Bologna and Pistoja routes. Columns: Stations., Eares. (1 cl, 2 cl, 3 cl), Trains. (1 & 2, 1, 2, 3). Includes stations like Bologna, Pistoja, Fidenza, Parma, and Prato.

Table for Arona (Buffet), Vigevano, and Mortara routes. Columns: Stations., Trains. (1, 2, 3, 1, 2, 3, 1, 2, 3, 1 & 2). Includes stations like Arona, Vigevano, Mortara, Torreberetti, and Pavia.

Table for Bologna and Pistoja routes (continued). Columns: Stations., Eares. (1 cl, 2 cl, 3 cl), Trains. (1 & 2, 1, 2, 3). Includes stations like Bologna, Pistoja, Fidenza, Parma, and Prato.

MILAN to GALLARATE and VARESE.

Table for Milan to Gallarate and Varese routes. Columns: Stations., Trains. (1, 2, 3, 1, 2, 3). Lists stations like Milan, Gallarate, Varese, and intermediate stops like Albizzate and Busto Arsizio.

Gallarate to Sesto Calende

Table for Gallarate to Sesto Calende routes. Columns: Stations., Trains. (1, 2, 3, 1, 2, 3). Lists stations like Gallarate, Sesto Calende, and intermediate stops like Verghate and Somma.

FLORENCE AND MANTEVARCHI.

Table with columns: Dis. (M, Kil.), Fares (1 cl, 2 cl, 3 cl), Stations (Florence (At. Cent.), Compiobbi, Pontassieve, Incisa, Figline, S. Giovanni, Mantevarchi), Trains (1, 2, 3), and Trains (1, 2, 3).

Table with columns: Dis. (M, Kil.), Fares (1 cl, 2 cl, 3 cl), Stations (Milan P. Vittoria d., Limite, Melzo, Cesano, Veruggio (p. 163), Bergamo, Grumello, Faenza, Coccaglio, Brescia, Mantova, Verona S. Marco, Peschiera, Castanovo (T.), Sommacampagna, Verona P. Nuova), Trains (1, 2, 3), and Trains (1, 2, 3).

Table with columns: Dis. (M, Kil.), Fares (1 cl, 2 cl, 3 cl), Stations (Verona P. Vajep, P. Nuovo, Dossobuono, Villafranca, Mozzanese, Mantova, Verona P. Nuovo, Desenzano, Ponto S. Marco, Roazzo, Brescia, Castelnuovo, Coccaglio, Grumello, Bergamo, Verdicchio, Treviglio 163, Mantova, Limite, S. Giovanni, Mantova P. Vittoria d.), Trains (1, 2, 3), and Trains (1, 2, 3).

Table with columns: Dis. (M, Kil.), Fares (1 cl, 2 cl, 3 cl), Stations (Pisa, Sarnana, Spezia), Trains (1, 2, 3), and Trains (1, 2, 3).

LEGNANO TO EMPOLI, FLORENCE, SIENNA and ORVIETO.

Table with columns: Stations, Trains (1,2,3,4,5), Fares (1st, 2nd, 3rd class), and Stations. Includes stations like Legnano, Pavia, Alessandria, Genova, Empoli, Florence, Siena, and Orvieto.

MILAN, PAVIA, ALESSANDRIA and GENOVA.

Table with columns: Stations, Trains (1,2,3,4,5), Fares (1st, 2nd, 3rd class), and Stations. Includes stations like Milan, Pavia, Alessandria, and Genova.

MILAN, PAVIA, PIRMA, MODENA, and BOLOGNA.

Table with columns: Stations, Trains (1,2,3,4,5), Fares (1st, 2nd, 3rd class), and Stations. Includes stations like Milan, Pavia, Parma, Modena, Bologna, and Legherna.

MILAN, PAVIA, ALESSANDRIA and GENOVA.

Table with columns: Stations, Trains (1,2,3,4,5), Fares (1st, 2nd, 3rd class), and Stations. Includes stations like Genova, Pavia, Cortova, Villamaggiore, Locate, Brogaredo, and Milan.

FLORENCE to PISTOIA, Maria Antonia Railway, PISTOIA to LUCCA and PISA.—Strada Ferrate Livornese.

Table with columns: Para. (CL, 2 CL, 3 CL), Stations, and Trains (1, 2, 3, 1 & 2). Includes stations like Firenze (Central Sta.), Rifredi, Castello, Sesto, Calenzano, Prato, etc.

Table with columns: Para. (CL, 2 CL, 3 CL), Stations, and Trains (1 & 2, 1, 2, 3, 1, 2, 3, 1 & 2). Includes stations like Pisa (Porta Nuova) dep, S. Giuliano, Ripoffi, Ripaffra, Lucca, etc.

NAPLES and SANSEVERINO.

Table with columns: Stations, Trains (1, 2, 3, 1 & 2), Stations, Trains (1, 2, 3, 1 & 2). Includes stations like Napoli, Casanovo, Anagni, Casselle, etc.

PALERMO BAGHERIA AND TRABIA.

Table with columns: Stations, Trains (1, 2, 3, 1 & 2), Stations, Trains (1, 2, 3, 1 & 2). Includes stations like Palermo, Bagheria, Trabia, etc.

ASCIANO and TORRENTELLI.

Table with columns: Stations, Trains (1, 2, 3, 1 & 2), Stations, Trains (1, 2, 3, 1 & 2). Includes stations like Asciano, Torrenleri, A. Gioi d'Asso, etc.

ROME and CORESE.

Table with columns: Trains (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2), and Stations (1, 2, 3, 1 & 2). Includes stations like Roma, Montepulciano, Corese, etc.

BOLOGNA FERRARA and PONTE-LAGOSCURO.

Table with columns: Para. (CL, 2 CL, 3 CL), Stations, and Trains (1, 2, 3, 1 & 2, 1 & 2 class, 1 & 2). Includes stations like Ponte-Lagoscuro dep, Ferrara, Poggio Renatico, etc.

BOLOGNA

Table with columns: Trains (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2). Includes stations like Bologna, Corticella, Castel Maggiore, etc.

BAGHERIA

Table with columns: Stations (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2). Includes stations like Bagheria, Palermo, etc.

ASCIANO

Table with columns: Stations (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2), Stations (1, 2, 3, 1 & 2). Includes stations like Asciano, Torrenleri, A. Gioi d'Asso, etc.

NAPLES TO CASTELLAMARE, VIETRI, AND EBOLI.

Fares.		Trains.			STATIONS.			Fares.			Trains.			
1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	
L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	
48	32	20	12	7	4	2	Naples	38	25	15	8	4	Eboli	
12	8	5	3	2	1	1	Torre del Greco	10	7	4	2	1	Castellamare	
14	9	5	3	2	1	1	Torre Annunziata	15	10	6	3	2	Castellamare	
16	10	6	3	2	1	1	Pompei	19	13	8	4	2	Castellamare	
19	12	7	4	2	1	1	Nocera	21	14	9	5	3	Castellamare	
22	14	9	5	3	2	1	Viatri	27	18	11	6	3	Castellamare	
24	15	9	5	3	2	1	Cava	30	20	12	7	4	Castellamare	
26	16	10	6	3	2	1	Agri	34	23	14	8	4	Castellamare	
28	17	10	6	3	2	1	San Giovanni	37	25	15	8	4	Castellamare	
30	18	11	6	3	2	1	Cammerata	42	28	17	10	6	3	Castellamare
32	19	12	7	4	2	1	Milano	49	33	20	12	7	4	Castellamare
34	20	13	8	4	2	1	Castellamare	...	...	...	...	...	...

MILAN, MONZA, and CAMERLATA. (Como.)

Fares.		Trains.			STATIONS.			Fares.			Trains.		
1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.
L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.
4	3	2	1	1	1	1	Milano (P. Nuova) dep.	4	3	2	1	1	1
11	7	4	2	1	1	1	San Giovanni	11	8	5	3	2	1
14	9	5	3	2	1	1	Monza	14	10	6	3	2	1
17	11	7	4	2	1	1	Desio	17	12	7	4	2	1
19	13	8	4	2	1	1	Seregno	19	14	9	5	3	2
21	14	9	5	3	2	1	Camnago	21	16	10	6	3	2
23	15	9	5	3	2	1	Castellamare	23	17	11	7	4	2
25	16	10	6	3	2	1	Milano	25	19	12	7	4	2
27	17	11	6	3	2	1	Castellamare	27	21	14	8	4	2
29	18	12	7	4	2	1	Castellamare	29	23	15	8	4	2

LEGHORN, CECINA, GROSETO, and NUNZIATE LLA.

Fares.		Trains.			STATIONS.			Fares.			Trains.		
1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.
L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.
1	1	1	1	1	1	1	Leghorn	1	1	1	1	1	1
1	1	1	1	1	1	1	Cecina	1	1	1	1	1	1
1	1	1	1	1	1	1	Grosseto	1	1	1	1	1	1
1	1	1	1	1	1	1	Nunziata Lla	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1

CECINA and SALINE.

Fares.		Trains.			STATIONS.			Fares.			Trains.		
1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.
L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.
1	1	1	1	1	1	1	Cecina	1	1	1	1	1	1
1	1	1	1	1	1	1	Saline	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1

SALINE and CECINA.

Fares.		Trains.			STATIONS.			Fares.			Trains.		
1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.	1st.	2nd.	3rd.	class.	1, 2, 3, 4, 5, 6.	class.	1, 2, 3, 4, 5, 6.
L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.	L. c.
1	1	1	1	1	1	1	Saline	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1
1	1	1	1	1	1	1	Castellamare	1	1	1	1	1	1

BOLOGNA, RIMINI, AND ANCONA.

Table for Bologna, Rimini, and Ancona routes. Includes fare classes (1st, 2nd, 3rd) and train schedules for stations like Bologna, Rimini, Ancona, and C. Bolognese 161.

Table for Naples and Castellammare routes. Includes fare classes and train schedules for stations like Naples, Castellammare, Torre Annunziata, and Torre del Greco.

ANCONA, RIMINI, and BOLOGNA.

Table for Ancona, Rimini, and Bologna routes. Includes fare classes and train schedules for stations like Ancona, Bologna, Rimini, and various intermediate stops.

Table for Turin and Rivoli routes. Includes fare classes and train schedules for stations like Turin, Rivoli, and intermediate stops.

TURIN and RIVOLI.

Table for Turin and Rivoli routes. Includes fare classes and train schedules for stations like Turin and Rivoli.

Table for Turin and Castellammate routes. Includes fare classes and train schedules for stations like Turin, Castellammate, and intermediate stops.

ROME, AND FRASCATI.

Table for Rome and Frascati routes. Includes fare classes and train schedules for stations like Rome, Frascati, and Clampino.

Table for Rome and Frascati routes. Includes fare classes and train schedules for stations like Rome, Frascati, and Clampino.

ANCONA, PESCARA, TERMOOLI, FOGGIA, TRANI, BARI, BRINDISI and Lecce.

Table with columns for Stations, Trains, and Fares. Stations include Ancona, Pescara, Termoli, Foggia, Trani, Bari, Brindisi, and Lecce. Trains are listed with departure times (p.m., a.m.) and arrival times. Fares are shown in columns 1, 2, 3 for different classes.

TURIN, MURISENGO, and MONTIGLIO.

Table with columns for Stations, Trains, and Fares. Stations include Turin, Murisengo, Montiglio, Casalborgone, Cavagnolo, and Montebianca. Trains are listed with departure times and arrival times. Fares are shown in columns 1st, 2nd, 3rd class.

BARI and GIOIA.

Table with columns for Stations, Trains, and Fares. Stations include Bari and Gioia. Trains are listed with departure times and arrival times. Fares are shown in columns 1st, 2nd, 3rd class.

5 20 21 Correspondence by Diligence between Civita Vecchia and Nunziatella, and vice versa, 38 miles in about 6 hours

MADRID, EL ESCORIAL. AVILA. MEDINA DEL CAMPO. VALLADOLID. VENTA DE BAYOS. MIRANDA, VITORIA, SAN SEBASTIAN, AND HENDAYA.

Main railway schedule table with columns for 'Fares' (1st, 2nd, 3rd class), 'STATIONS', 'Trains', and 'Trains' (including class and time). Includes station names like Madrid, El Escorial, Avila, etc.

The Express at 8 p.m. from Madrid dines at Avila.

The time at Avila is by the meridian of Madrid 14-25 minut. The time at Hendaya is by the meridian of Paris, which is the time kept at Hendaya.

UTRECHT and MORON.

Sub-table for Utrecht and Moron with columns for 'Fares', 'Stations', and 'Trains'.

MADRID to SARAGOSA.

[9376.]

Dis.	Fares.				Stations.	Trains.					Stations.	Trains.				
	1 Cl.		2 Cl.			3 Cl.		1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
	r.s.	rs.	cs.	r.s.		cs.	a.m.	p.m.	p.m.	a.m.		p.m.	a.m.	p.m.	p.m.	
111	9 25	7 0	4 25	Madrid dep.					7 15	5 0	8 25	Saragosa dep.				
112	17	10 25	6 25	Torrejón					8 6	5 58	9 6	Castas				
31	23 0	15 10	10 50	Alcala					8 25	6 25	9 21	Grisen				
35	31 75	23 15	14 25	Guadalajara					9 7	7 10	10 4	Plaseucia				
49	37	25 15	14 25	Humanes					9 44	10 36		Rueda				
65	42 0	31 50	19 0	Jaitraque					10 37	11 16		Epila				
96	66 50	50 0	30 0	Sigüenza					11 35	12 22		Sali las				
103	89 0	61 50	37 0	Medinaoeli					12 30	1 17		Calatorao				
127	86 75	64 25	38 75	Ariza					1 39	2 23		Ricia				
132	93 75	65 75	39 50	Cedina					1 53	2 37		Morata				
133	95 25	69 79	42 0	Alhama					2 4	2 48		Mores				
147	98 0	73 50	44 25	Ateca					2 25	3 7		Paracuellos				
160	103 25	77 50	46 50	Terrer					2 38	3 18		Calatayud				
161	105 75	79 25	47 75	Canatayud					3 9	3 36		Terrer				
167	109 25	82 0	49 25	Paracuellos					3 30	3 54		Ateca				
171	112 50	84 50	50 75	Mores					3 42	4 5		A-bama				
172	114 50	86 0	51 50	Morata					3 57	4 19		Cedina				
173	115 50	87 50	52 50	Ricia					4 15	4 36		Ariza				
184	118 50	89 0	53 50	Galatorao					4 25	4 45		Medinaoeli				
185	120 0	90 0	54 0	Sañil las					4 36	4 55		Sigüenza				
190	123 0	92 25	55 50	Epila					4 45	5 6		Jaitraque				
191	126 0	94 50	56 75	Rue la					4 54	5 14		Humanes				
192	128 50	96 50	58 0	Pasencia					5 6	5 25		Guadalajara				
193	137 75	103 25	62 0	Grisen					5 21	5 40		Alcala				
				Alagon					5 52	6 4		Torrejón				
				Saragosa 173-174 arr.					6 15	6 30		Madrid (171) arr.				

SARAGOSA, TUDELA, and IRURZUN.

Dis.	Fares.				Stations.	Trains.					Stations.	Trains.				
	1 cl.		2 cl.			3 cl.		1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3	
	r.s.	rs.	cs.	r.s.		cs.	a.m.	p.m.	p.m.	a.m.		p.m.	a.m.	p.m.	p.m.	
9	5 60	4 20	2 52	Saragosa dep.					4 40	3 24	11 0	Alsasua dep.				
11	9 20	6 90	4 14	Las Casetas					6 13	3 56	11 20	Passiouna				
30	12 90	9 60	5 76	Alagon					6 32	4 19	11 40	Garinoain				
32	14 40	9 60	6 48	Pedriña					6 50	4 39	11 34	Tafalla				
34	21 0	15 90	9 54	Lucenti					7 4	4 54	12 8	Oñte				
40	26 0	19 50	11 70	Cortes					7 35	5 40	12 39	Caparroza				
46	30 0	22 50	13 50	Rivaforada					8 16	6 6	12 52	Marcella				
57	36 80	27 60	16 56	Tudela (page 172)					9 2	6 36	1 17	Villafranca				
62	40 0	30 0	18 0	Alfaro					9 19	7 10	1 54	Milafranco				
64	41 60	31 20	18 72	Milagro					9 28	2 11		Alfaro				
69	44 40	33 30	19 98	Villafranca					9 41	2 30		Tudela (page 172)				
74	47 60	35 70	21 42	Caparra					9 54	2 35		Rivaforada				
81	52 40	39 30	23 58	Marcella					10 4	2 46		Cortes				
84	54 40	40 80	24 48	Caparroza					10 29	3 0		Lucenti				
90	58 0	43 50	26 10	Oñte					10 46	p.m. 3 2)		Pelrola				
93	61 0	46 50	27 10	Tafalla					11 14	1 36	3 37	Alagon				
11	71 50	53 70	32 22	Garinoain					11 50	3 40	4 47	Las Casetas				
				Pauplona					1 20	6 26		Saragosa 173-174 arr.				

BARCELONA, ARENYS, AND GERONA.—Ferro-Carril del Est de Barcelona.

Dis.	Fares.				Stations.	Trains.					Stations.	Trains.					
	1 cl.		2 cl.			3 cl.		1,2,3	1,2,3	1,2,3		1,2,3	1,2,3	1,2,3	1,2,3		
	r.s.	rs.	cs.	r.s.		cs.	a.m.	p.m.	p.m.	a.m.		p.m.	a.m.	p.m.	p.m.		
34	3 5	2 35	1 76	Barcelona d.					6 30	8 45	12 30	4 0	Gerona dep.				
37	4 23	3 41	2 47	Badalona					6 47	9 3	12 48	4 18	Empalme				
37	5 64	4 58	3 41	Mongat					6 53	9 10	12 54	4 24	Tordera				
37	5 64	4 58	3 41	Masnou					7 0	9 18	1 1	4 31	Blanes				
101	5 58	5 41	4 35	Ocata					7 5	9 24	1 6	4 37	Caella				
101	6 0	6 0	4 0	Premia					7 13	9 36	1 14	4 45	San Pol				
131	6 0	6 0	4 0	Villasar					7 21	9 45	1 21	4 53	Canet				
131	10 0	10 0	6 0	Matara					7 36	10 0	1 34	5 7	Arenys				
171	13 0	10 35	8 0	Caldetas					7 49	10 14	1 48	5 21	Caldetas				
211	14 0	11 0	8 47	Arenys					8 0	10 19	1 58	5 31	Matara				
221	15 0	11 82	9 23	Canet					8 7	2 5 5 38		Villasar					
221	16 52	13 0	10 23	San Pol					8 15	2 15 5 46		Premia					
221	17 94	14 23	11 23	Caella					8 25	2 26 5 55		Ocata					
341	21 76	17 41	13 47	Blanes					8 52	2 55 6 23		Masnou					
371	24 0	19 0	14 47	Tordera					9 7	3 10 6 38		Mongat					
41	25 82	20 82	15 41	Empalme					9 27	3 30 6 56		Badalona					
65	40 0	32 0	22 0	Gerona arr.					10 24	4 28 7 53		Barcelona a.					

[p. 174.] [p. 174.]

BARCELONA and SARRIA.—Fares, 17, 12, and 8 cuartos.

SAMA and GIJON.

Samar to Gijon, at 5 1/2 a.m., & 4.0 p.m. — Gijon to Sama, at 7.0 a.m., & 3.0 p.m.
VALENCIA and GRAO. — Length, 3 1/2 miles.

Valencia to Grao, at 7.30, 8.30, 9.30, 10.30, and 11.30 a.m.; 12.30, 2.30, 3.30, 4.30, and 5.30 p.m.
Grao to Valencia at 7.0, 8.0, 9.0, 10.0, and 11.0 a.m.; 12.0 noon, 2.0, 3.0, 4.0, 5.0, and 6.0 p.m.; fare 3, 2, and 1 rym.

Stations.		1, 2, 3, 4, 5		6, 7, 8, 9		10, 11, 12, 13		14, 15	
Dis.	M. r.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.
Alicante to Cartagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Carthagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Madrid at 2.30 p.m., and 2.30 p.m.									
Alicante to Valencia at 2.30 p.m., and 2.30 p.m.									
Alicante to Cartagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Carthagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Madrid at 2.30 p.m., and 2.30 p.m.									
Alicante to Valencia at 2.30 p.m., and 2.30 p.m.									
Alicante to Cartagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Carthagena at 5.5 a.m., and 5.5 p.m.									
Alicante to Madrid at 2.30 p.m., and 2.30 p.m.									
Alicante to Valencia at 2.30 p.m., and 2.30 p.m.									

Stations.		1, 2, 3, 4, 5		6, 7, 8, 9		10, 11, 12, 13		14, 15	
Dis.	M. r.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.
Cartagena to Madrid at 2.30 p.m., and vice versa, at 8.35 p.m.									
Valencia to Santa Cruz at 2.20 p.m., and vice versa, at 7.45 p.m.									
Cartagena to Madrid at 2.30 p.m., and vice versa, at 8.35 p.m.									
Valencia to Santa Cruz at 2.20 p.m., and vice versa, at 7.45 p.m.									
Cartagena to Madrid at 2.30 p.m., and vice versa, at 8.35 p.m.									
Valencia to Santa Cruz at 2.20 p.m., and vice versa, at 7.45 p.m.									

Stations.		1, 2, 3, 4, 5		6, 7, 8, 9		10, 11, 12, 13		14, 15	
Dis.	M. r.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									
Madrid to Santa Cruz at 10.50 a.m., and vice versa, at 1.35 p.m.									

Stations.		1, 2, 3, 4, 5		6, 7, 8, 9		10, 11, 12, 13		14, 15	
Dis.	M. r.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.	a. m.	p. m.
Taragona and Montblanch.									
Taragona and Montblanch.									
Taragona and Montblanch.									
Taragona and Montblanch.									
Taragona and Montblanch.									
Taragona and Montblanch.									

ALICANTE TO CARTAGENA.

Stations. 1, 2, 3, 4, 5. 6, 7, 8, 9. 10, 11, 12, 13. 14, 15.

TARAGONA AND MONTBLANCH.

Stations. 1, 2, 3, 4, 5. 6, 7, 8, 9. 10, 11, 12, 13. 14, 15.

VALENCIA AND ALMANSA.

Table showing train schedules for Valencia and Almansa, including fares (1 cl., 2 cl., 3 cl.), stations (e.g., Catarroja, Benifayo, Algemesi), and train times (a.m., p.m.).

MEDINA DEL CAMPO and ZAMORA.—Ferro-Carril de Medina del Campo a Zamora.

Table showing train schedules for Medina del Campo and Zamora, including fares (1 Cl., 2 Cl., 3 Cl.), stations (e.g., Medina del Campod., Vill. verde, Nava del Rey), and train times.

THROUGH SERVICES.—MADRID to VENTA DE CARDENAS, CORDOVA, SEVILLE, and CADIZ

Table showing through services from Madrid to Venta de Cardenas, Cordova, Seville, and Cadiz, including stations, train times, and fare classes.

See also Pages *iv and *v.

MÁLAGA and ALORA.

Table showing train schedules for Málaga and Alora, including stations, train times, and fare classes.

BADAJOS AND MAGACELA.

Table showing train schedules for Badajoz and Magacela, including stations, train times, and fare classes.

Bobadilla to Antequera, at 6.30 a.m., & 6.50 p.m.; & vice versa, at 5.11 a.m., & 5.30 a.m.

Lisbon and Leon.—Compania del Ferro-Carril de Palencia a Ponferrada o del Noroeste de Espana.

[21.11]

Table with columns for Stations, Trains (1, 2, 3), Fares (1 cl., 2 cl., 3 cl.), and Stations. Includes routes like Palencia to Leon and various intermediate stops.

LINA DEL CAMPO and ZARONA.—From Medina del Campo to Tor., at 4.30 a.m. and 5.35 p.m., and vice versa at 6.30 a.m. and 5.30 p.m.

Section 17.—Portuguese.—BARREIRO and EVORA.—Camino de Ferro Oeste de Portugal.

Table with columns for Fares (1, 2, 3, 4), Stations, Trains, Fares (1 cl., 2 cl., 3 cl., 4 cl.), and Stations. Includes routes like Barreiro to Evora and various intermediate stops.

LISBON and BADAJOS.—Central Peninsular Railway.

Large table with columns for Stations, Trains (1, 2, 3), Fares (1 cl., 2 cl., 3 cl., 4 cl.), Stations, Trains, and Fares (1, 2, 3). Includes routes like Lisbon to Badajoz and various intermediate stops.

1/2 20 Reals equal to 1d.; 200 Reals, 1s. 1d.; 1000 Reals or Millres or Dollar, 4s. 6d.

LISBON AND OPORTO.—Linha de Lisbon a Oporto.

[19-12]

English Miles.	Fares.			Stations.	Trains.				Fares.			Stations.	Trains.			
	1st class	2nd class	3rd class		1, 2, 3 class	1st class	2nd class	3rd class	1, 2, 3 class	1st class	2nd class		3rd class	1, 2, 3 class	1st class	2nd class	3rd class
Dis.	Reis	Reis	Reis		am	pm	am	am	Reis	Reis	Reis		am	pm	am	
652	1930	1500	1070	Lisbon	dep.	11:21	11:39	12:49				Oporto	dep.	7:55	6:15	10:10
743	2180	1700	1210	Embalme (Buffet)								Vila Nova de Gaya		8:7	6:26	
800	2300	1820	1300	Thomar		11:53	12:7	1:13	110	90	60	Valladares		8:27	6:32	
865	2420	1960	1400	Chao de Macas		12:16	12:28	1:37	220	170	80	Granja		8:39	6:43	
925	2700	2100	1500	Caxarias		1:37	1:57	2:10	380	300	210	Esmoriz		8:52	7:13	
100	2924	2270	1620	Albergaria		1:18	1:18	2:40	580	450	320	Ovar		9:29	7:34	
105	3067	2381	1700	Vermoil		1:35	1:37	2:10	810	630	460	Fstarreja		10:0	8:21	5
1142	3350	2610	1890	Pombal		1:51	1:50	2:40	1080	840	600	Aveiro		10:36	8:34	
1202	3640	2840	2020	Souze		2:20	2:14	3:11	1440	1120	800	Oliveira de Barros		10:53	8:47	
131	3820	2970	2120	Fornos de		2:51	2:40	3:45	1540	1240	890	Mozzoforos		11:12	9:22	
1342	3930	3051	2180	Javeiro		3:0	2:57	3:55	1730	1350	960	M.althad		11:25	9:22	
1392	4070	3170	2260	Coimbra (Buffe)		3:56	3:15	3:45	1950	1520	1080	Souze Ls		12:14	9:39	1:34
1461	4270	3320	2370	S. uzella		4:31	3:48	3:55	2070	1610	1150	Coimbra (Buffet)		12:27	9:50	1:43
1513	4410	3430	2450	M.althad		4:48	3:48		2380	1850	1320	F.amosella		12:46	10:1	
1559	4567	3550	2530	Mozzoforos		5:3	3:46		2650	2040	1470	S.rra		1:17	10:32	2:20
169	4920	3830	2730	Oliveira de Barros		5:39	4:52	4:55	2940	2390	1670	Pombal		1:50	10:58	2:44
1783	5190	4040	2880	Fstarreja		6:5	5:15	5:13	3100	2410	1780	Vermoil		2:11	11:15	
187	5420	4220	3010	Ovar		6:32	5:37		3820	2580	1810	Albergaria		2:40	11:45	
1938	5622	4380	3120	Esm rra		6:54	5:55		3590	2720	1940	Caxarias		3:51	9:37	
1987	5783	45:0	3210	Gra ja		7:13	6:10		3690	2850	2030	Chao de Macas		3:25	12:9	
2033	5910	4600	3290	Vallad res		7:35	6:30		3:20	2470	21:0	Thomar		3:42	14:3	4:7
2061	6000	4670	3330	Vil a Nova de Gaya		7:46	6:40	6:8	4090	3180	22:0	Empalme (B ffet)		3:47	12:4	4:30
...	...	...	...	Oporto	arr.	...	...	...	6000	4670	3330	Lisbon (p. 177)	arr.	8:38	5:5	6:58

LISBON, BARREIRO, SETUBAL, EVORA, and BEJA. C. F. WHITE, Manager and Engineer.

Stations.	Trains.						Stations.	Trains.					
	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class		1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		a.m.	p.m.	a.m.	p.m.		
Lisbon	dep.	6:0	2:39	4:43	...		Beja	dep.	5:45	1:25	...		
Barreiro	dep.	7:15	3:59	6:05	...		Cuba	dep.	6:20	1:50	...		
Lavradio	dep.	7:20	3:50	6:5	...		Alvito	dep.	6:50	2:15	...		
Alhos Vedros	dep.	7:27	3:57	6:12	...		Vila Nova	dep.	7:10	2:35	...		
Moita	dep.	7:35	4:5	6:20	...		Vianna	dep.	7:25	2:48	...		
Pinhal Novo	arr.	7:50	4:20	6:35	...		Alcaçov.s	dep.	7:40	3:5	...		
Pinhal Novo	dep.	8:5	4:30	6:45	...		Evora	dep.	7:35	3:0	...		
Palmella	arr.	8:25	11:25	7:0	...		Casa Branca	arr.	8:20	3:40	...		
Setubal	arr.	8:40	11:40	7:15	...		Monte Mór	dep.	8:30	3:50	...		
Pocerião	arr.	8:35	5:0	...	...		Vendas Novas	arr.	9:35	4:55	...
Pegoos	arr.	8:55	5:30	...	...		"	dep.	9:40	5:0	...
Vendas Novas	dep.	9:30	6:5	...	...		Pegoos	arr.	9:55	5:30	...
Monte Mór	dep.	10:5	6:40	...	...		"	dep.	10:10	5:35	...
Casa Branca	arr.	10:35	7:10	...	...		Pocerião	arr.	10:35	6:5	...
Evora	arr.	10:45	7:20	...	...		setubal	arr.	7:15	10:20	6:0
Alcaçov.s	arr.	11:25	8:0	...	...		Palmella	arr.	7:30	10:35	6:15
Vianna	arr.	11:8	7:45	...	...		Pinhal Novo	arr.	7:45	11:55	6:25
Villa Nova	arr.	11:21	8:0	...	...		"	dep.	8:51	5:6	6:35
Alvito	arr.	11:35	8:15	...	...		Moita	arr.	8:20	11:20	6:50
Cab.	arr.	11:55	8:35	...	...		Alhos Vedros	arr.	8:28	11:28	7:58
Beja	arr.	12:20	9:5	...	...		Lavradio	arr.	8:35	11:35	7:8
		12:45	9:30	...	...		Barreiro	arr.	8:40	11:40	7:10
				...	...		Lisbon	arr.	9:50	12:50	8:10

CIUDAD-REAL and VEREDAS.—Ferro-Carril de Ciudad-Real a Badajoz.

English Miles.	Fares.			Stations.	Trains.				Stations.	Trains.					
	1st class	2nd class	3rd class		1, 2, 3 class	1st class	2nd class	3rd class		1, 2, 3 class	1st class	2nd class	3rd class		
Dis.	Reis	Reis	Reis		am	pm	am	am	Reis	Reis	Reis		am	pm	am
10	7:4	5:25	3:52	Ciudad Real	dep.	9:30	...	...				Veredas	dep.	4:12	...
15	10:56	7:92	5:28	La Canada	arr.	10:10	...	...				PuertoLlano	arr.	5:10	...
20 1/2	14:52	10:89	7:28	Apendero de la Canada	arr.	10:40	...	...	2:61	1:98	1:32	Argamasilla	arr.	5:25	...
24 1/2	17:15	12:57	8:58	Argamasilla	arr.	11:13	...	...	7:4	5:28	3:51	Apendero de la Canada	arr.	5:35	...
...	25:52	19:4	12:76	PuertoLlano	arr.	11:38	...	...	10:56	7:92	5:28	La Canada	arr.	6:28	...
...				Veredas	arr.	12:36	...	...	17:14	12:87	8:58	Ciudad-Real	arr.	7:18	...

WARSAW AND BERLIN TO RIGA.

1908

No. Min.	Fares.			Trains.			Fares.			Trains.		
	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3
502	R. c.	R. c.	R. c.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	129	R. c.	R. c.	R. c.	DUNABURG (W. Line) ar.	DUNABURG (W. Line) ar.
364	16 50	12 37	6 87	10 45	10 45	10 45	364	16 50	12 37	6 87	10 45	10 45
364	16 47	12 35	6 86	10 45	10 45	10 45	502	22 76	17 7	7	9 40	9 40
346	11 13	8 35	4 64	10 45	10 45	10 45						
137	6 21	4 66	2 59	10 45	10 45	10 45						
129	6 12	4 59	2 55	10 45	10 45	10 45						

No. Min.	Fares.			Trains.			Fares.			Trains.		
	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3
502	R. c.	R. c.	R. c.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	129	R. c.	R. c.	R. c.	DUNABURG (W. Line) ar.	DUNABURG (W. Line) ar.
364	16 50	12 37	6 87	10 45	10 45	10 45	364	16 50	12 37	6 87	10 45	10 45
364	16 47	12 35	6 86	10 45	10 45	10 45	502	22 76	17 7	7	9 40	9 40
346	11 13	8 35	4 64	10 45	10 45	10 45						
137	6 21	4 66	2 59	10 45	10 45	10 45						
129	6 12	4 59	2 55	10 45	10 45	10 45						

No. Min.	Fares.			Trains.			Fares.			Trains.		
	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3
502	R. c.	R. c.	R. c.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	129	R. c.	R. c.	R. c.	DUNABURG (W. Line) ar.	DUNABURG (W. Line) ar.
364	16 50	12 37	6 87	10 45	10 45	10 45	364	16 50	12 37	6 87	10 45	10 45
364	16 47	12 35	6 86	10 45	10 45	10 45	502	22 76	17 7	7	9 40	9 40
346	11 13	8 35	4 64	10 45	10 45	10 45						
137	6 21	4 66	2 59	10 45	10 45	10 45						
129	6 12	4 59	2 55	10 45	10 45	10 45						

No. Min.	Fares.			Trains.			Fares.			Trains.		
	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3	1 st Cl.	2 nd Cl.	3 rd Cl.	1, 2, 3	1, 2, 3	1, 2, 3
502	R. c.	R. c.	R. c.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	Warsaw (p. 18-9) dep.	129	R. c.	R. c.	R. c.	DUNABURG (W. Line) ar.	DUNABURG (W. Line) ar.
364	16 50	12 37	6 87	10 45	10 45	10 45	364	16 50	12 37	6 87	10 45	10 45
364	16 47	12 35	6 86	10 45	10 45	10 45	502	22 76	17 7	7	9 40	9 40
346	11 13	8 35	4 64	10 45	10 45	10 45						
137	6 21	4 66	2 59	10 45	10 45	10 45						
129	6 12	4 59	2 55	10 45	10 45	10 45						

WARSAW to WIERZBOLOW and the Prussian Frontier.

(1906)

Fares.				Trains.				Fares.				Trains.			
Eng. Mils.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	Eng. Mils.	1st class	2nd class	3rd class	Stations.	1, 2, 3 class	Eng. Mils.	1st class	2nd class	3rd class
303	R. c.	R. c.	R. c.	Warsaw	a. m.	507	2 43	1 82	1 1	Wierzboloff	p. m.	193	8 76	6 57	3 65
252	15 96	11 97	6 65	BEŁOSTOK	9 30	532	4 86	3 64	2 2	KOWNO	7 0	245 1/2	11 10	8 32	4 62
245 1/2	11 70	8 32	4 62	GRODNO	5 51	537	1 82	1 1	1	Landwaroff	9 25	352 1/2	15 98	11 99	6 67
191	8 16	6 57	3 65	Landwaroff	10 35	537	1 82	1 1	1	Landwaroff	11 11	193	8 76	6 57	3 65
107 1/2	4 86	3 64	2 2	Landwaroff	6 13	537	1 82	1 1	1	Landwaroff	6 30	245 1/2	11 10	8 32	4 62
532	3 13	1 82	1 1	KOWNO	8 17	193	8 76	6 57	3 65	GRODNO	10 31	352 1/2	15 98	11 99	6 67
To	Wia	rzebo	low	Wierzboloff	10 25	352 1/2	15 98	11 99	6 67	Warsaw	6 1				

1st class, 8 roubles 75 c; 2nd class, 5 roubles 12 c; 3rd class, 3 roubles 85 c; 4th class, 2 roubles 50 c; 5th class, 1 rouble 50 c. Tickets are issued for Vienna and Budapest, by the trains leaving Warszawa at 10.30 p.m. and across the frontier have no 3rd Class Carriages.

* Passengers by these trains are conveyed with the Prussian Railways.

† St. Petersburg Time is 30 minutes in advance of Berlin Time.

‡ Remarks.—Fares from St. Petersburg to Eliza, and vice versa, 1st class, 21 roubles 12 c; 2nd class, 15 roubles 83 c; 3rd class, 8 roubles 75 c; 4th class, 5 roubles 14 c; 5th class, 3 roubles 50 c. Tickets are issued for Vienna and Budapest, by the trains leaving Warszawa at 10.30 p.m. and across the frontier have no 3rd Class Carriages.

* Passengers by these trains are conveyed with the Prussian Railways.

† St. Petersburg Time is 30 minutes in advance of Berlin Time.

MOSCOW AND SERGE TROITSKA.

Dist. Miles.	Fares.				Trains.				Stations.	Trains.						
	1 cl.	2 cl.	3 cl.	Dis.	1	2	3	Dis.		1 cl.	2 cl.	3 cl.	Dis.	1	2	3
	r. k.	r. k.	r. k.		a. m.	p. m.	a. m.			p. m.	r. k.	r. k.		r. k.	a. m.	p. m.
0.50	0.35	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	
0.45	0.60	0.35	—	—	—	—	—	—	—	—	—	—	—	—		
1.25	0.95	0.50	—	—	—	—	—	—	—	—	—	—	—	—		
1.65	1.25	0.70	—	—	—	—	—	—	—	—	—	—	—	—		
2.0	1.50	0.80	—	—	—	—	—	—	—	—	—	—	—	—		

MOSCOW, KOLOMNA, AND RIJAZAN.

Dist. Miles.	Fares.				Trains.				Stations.	Trains.						
	1 cl.	2 cl.	3 cl.	Dis.	1	2	3	Dis.		1 cl.	2 cl.	3 cl.	Dis.	1	2	3
	r. k.	r. k.	r. k.		a. m.	p. m.	a. m.			p. m.	r. k.	r. k.		r. k.	a. m.	p. m.
0.57	0.42	0.23	0.20	—	—	—	—	—	—	—	—	—	—	—	—	
0.95	0.69	0.38	0.31	—	—	—	—	—	—	—	—	—	—	—	—	
1.26	0.91	0.52	0.41	—	—	—	—	—	—	—	—	—	—	—	—	
1.49	1.41	0.78	0.61	—	—	—	—	—	—	—	—	—	—	—	—	
1.89	1.51	0.57	0.47	—	—	—	—	—	—	—	—	—	—	—	—	
2.86	2.13	1.18	0.87	—	—	—	—	—	—	—	—	—	—	—	—	
3.27	2.15	1.36	1.0	—	—	—	—	—	—	—	—	—	—	—	—	

VOLGA AND DON RAILWAY.—Four times daily each way.

ST. PETERSBURG AND PETERHOFF.—Length, 28 Versts, (18½ English miles.)

From St. Petersburg to Peterhoff, at 8.30 a.m.; 12 noon, 3.36, and 7.15 p.m. From Peterhoff, at 10.10 a.m.; 2.5.16 and 9.0 p.m. Time occupied on the journey, 40 minutes. Fares.—85, 65, and 5. Kopeks.

ST. PETERSBURG, AND TSARSKOE-CELO.

From St. Petersburg to Tsarskoe-Celo, at 8 a.m., 12 noon, 3.30, and 9 p.m.
From Tsarskoe-Celo and St. Petersburg, at 9.20 a.m., 1.40, 5.40, and 9.20 p.m.

Note.—During the Musical Season at Pavlovka additional trains will run from St. Petersburg to Pavlovka, and from Pavlovka to St. Petersburg.

FARES.—St. Petersburg to Tsarskoe-Celo, 65, 50, and 40 silver Kopecks; to Pavlovska, 85, 65, and 50 silver Kopecks.

Section 19.—Egyptian Railways.] ALEXANDRIA, CAIRO, AND SUERZ. [1931]

Alexandria to Cairo.—DISTANCE 130 Miles. Cairo to Suez.—DISTANCE 90 Miles.

Departures, every day.—Alexandria to Cairo. Passenger Trains, 3rd Class at 6.0 a.m., in 8 hours; 1st and 2nd Class (Express), at 8.0 a.m., in 5 hours; 1st, 2nd and 3rd Class, at 4.0 p.m., in 6 hours 25 minutes; Goods Trains at 4.45 a.m., 1.30 p.m., and 6.0 p.m., in 10 hours. Cairo to Suez, Passenger Trains, 1st, 2nd, and 3rd Class, at 7.30 a.m., in 4½ hours; Goods Trains at 6.0, 6.15 and 6.39 a.m., in 5½ hours. Suez to Cairo, Passenger Train, 1st, 2nd, and 3rd Class, at 2.0 p.m.; Goods Trains, at 2.15, 2.30, and 3.0 p.m. Cairo to Alexandria, Passenger Trains, 3rd Class at 6.0 a.m., in 8 hours; 1st and 2nd Class (Express), at 8.0 a.m., in 5 hours; 1st, 2nd, and 3rd Class at 4.0 p.m.; in 6 hours 25 minutes; Goods Trains at 6.5 a.m., 8.10 a.m., and 5.0 p.m., in 10 hours. Special Trains usually leave Suez and Alexandria from 4 to 5 hours after the arrival of the Steamers with the Indian Mails and Passengers.

LUGGAGE.—1st Class 80 Rotoli; 2d Class, 50 Rotoli; and 3rd Class, 25 Rotoli/Pre.

Excess of Weight, charged for, at the rate of 40 Egyptian Piastres, (or 8 shillings and 4 pence) for every additional 100 Ro oil. N.B. The Rotoli is nearly equal to the English Pound.

FARES.—Alexandria to Cairo, and Vice Versa.—1st Class Eg. Prs., 120, or £1 4s. 8d.; 2nd Class Eg. Prs., 60, or 12s. 4d.; 3rd Class Eg. Prs., 30, or 6s. 3d. Cairo to Suez, and Vice Versa.—1st Class Eg. Prs., 120, or £1 4s. 8d.; 2nd Class Eg. Prs., 60, or 12s. 4d.; 3rd Class Eg. Prs., 30, or 6s. 3d.

A Line of Steamers has been organized on the Nile, by the Anzich or Egyptian Navigation Company, to sail from Assuan, (1st Cataract) calling at the different places of interest on the Route, and remaining a sufficient time at each, to allow the Passengers to visit the Antiquities. The Journey usually occupies 25 days including Stoppages.

Section 20.—OTTOMAN RAILWAY.

Eng. Miles.	Fares.				Trains.				Stations.	Trains.						
	1 cl.	2 cl.	3 cl.	Dis.	1	2	3	Dis.		1 cl.	2 cl.	3 cl.	Dis.	1	2	3
	p. p.	p. p.	p. p.		a. m.	p. m.	a. m.			p. m.	r. k.	r. k.		r. k.	a. m.	p. m.
12	3	0	1	20	1	0	0	—	—	—	—	—	—	—	—	
6	6	0	4	0	2	0	0	—	—	—	—	—	—	—	—	
6	12	0	8	20	5	0	0	—	—	—	—	—	—	—	—	
14	31	0	12	0	9	0	0	—	—	—	—	—	—	—	—	
17	26	0	17	0	12	0	0	—	—	—	—	—	—	—	—	
22	34	0	22	0	14	0	0	—	—	—	—	—	—	—	—	
27	40	0	25	0	16	0	0	—	—	—	—	—	—	—	—	
30	43	0	28	0	18	0	0	—	—	—	—	—	—	—	—	
34	54	0	35	0	23	0	0	—	—	—	—	—	—	—	—	
41	60	0	40	0	26	0	0	—	—	—	—	—	—	—	—	

Section 21.—THE DANUBE AND BLACK SEA RAILWAY.

Eng. Miles.	Fares.				Trains.				Stations.	Trains.						
	1st class	2nd class	3rd class	Dis.	1	2	3	Dis.		1	2	3	Dis.	1	2	3
	p. p.	p. p.	p. p.		a. m.	p. m.	a. m.			p. m.	r. k.	r. k.		r. k.	a. m.	p. m.
36	35	25	10	—	—	—	—	—	—	—	—	—	—	—	—	
40	55	45	23	—	—	—	—	—	—	—	—	—	—	—	—	

Trains run in conjunction with the Constantinople and Odessa Boats at Kustendjie, and D. G. S. N.-Or at Techernavoda.

**ALGERIAN RAILWAYS.—Chemins de Fer de Paris a Lyon et a la Mediterranee.
SECTION DE L'ALGERIE.**

No. de l'Exp.	RET. TICKETS				Stations.	Trains.				Stations.	Trains.				
	CL 3		CL 1			1	2	3							
	a. m.	p. m.	a. m.	p. m.		a. m.	p. m.	a. m.	p. m.		a. m.	p. m.	a. m.	p. m.	
1	0 90	0 70	0 60		Alger	7 0	12 20	5 30	9 0	Bliedjeh	7 0	12 0	5 30	9 0	
1	1 40	1 5	0 5		Hussein-Dey	7 9	12 9	5 39	9 15	Bent-Merod	7 1	12 42	5 41	9 15	
155	1 15	1 70	1 20		Mel-on-Carrée	7 14	12 51	5 48	9 31	Boufarik	7 25	12 59	5 55	9 31	
206	0 90	0 245	2 15		Qué de Constant	7 28	1 4	5 54	9 17	Birtouta	7 45	1 24	6 15	10 0	
4	0 85	4 20	3 10		Birtouta	7 47	1 27	6 17	10 23	G. de Consant	8 6	1 44	6 11		
4	0 85	4 20	3 10		Boufarik	8 7	1 52	6 3	11 3	Mel-on-Carrée	8 1	2 1	6 46	11 3	
4	0 70	5 75	4 25		Bent-Merod	8 23	2 16	6 53	11 34	Hussein-Dey	8 2	2 14	6 55	11 3	
4	0 90	0 655	4 80		Bliedjeh	9 36	2 36	7 6	12 0	Alger	8 55	2 37	7 5 11 3		

RAILWAYS IN ENGLAND.

LONDON AND NORTH WESTERN RAILWAY.—STATION—EUSTON SQUARE.

From Aberdeen to London, 9.15 a.m.; 12.23 noon; 4.15 p.m. On SUNDAYS, 12.23 noon.
 From Birmingham to Coventry and London, at 1.20, 7.30, 8.15, 9.30, and 11.20 a.m.; 12.20, 2.7, 3.30, 4.5, 6.0 and 8.15 p.m. On SUNDAYS at 1.20, and 8.30 a.m.; 5.50 and 1.10 p.m.
 From Carlisle to London, 12.47, 8.0, & 7.30 a.m.; 1.5 and 7.50 p.m. On SUN., 12.47 a.m. & 4.15 p.m.
 From Chester to London, at 2.15, 4.35, and 8.15, 9.25 a.m., 12.5, noon; 1.55, 2.0, 4.25, 5.25, and 11.6 p.m. On SUNDAYS at 2.15, 4.35, and 9.40 a.m., and 11.6 p.m.
 From Dundee to London, 7.15 a.m. and 12.45 noon; 3.3 and 6.15 p.m.
 From Edinboro' to London, 10 a.m.; 4.15, 6.5, and 9.30 p.m. On SUNDAYS, 6.5 and 9.30 p.m.
 From Glasgow to London, 9.45 a.m.; 4, 5.53, and 9.10 p.m. On SUNDAYS, 5.53 and 9.10 p.m.
 From Inverness to London, 9 a.m. and 1.5 p.m. On SUNDAYS, 9 a.m.
 From Lancaster to London, 2.54, 7.15, 10.24, and 11.0 a.m.; 3.9, 10.5, p.m. On SUNDAYS, 2.53 a.m. and 7.13 p.m.
 From Leeds to London, at 6.50, 7.10, 9.15 and 10.35 a.m.; 12.45, 2.30, 3.20, and 8.0 p.m. On SUNDAYS at 7 a.m., and 6 1/2 p.m.
 From Liverpool to London, at 4.5, 7.0, 9.0, 10.30 & 11.30 a.m.; 1.15, 3.45, 5.0, & 11.15 p.m. On SUNDAYS at 4.5 and 9 1/2 a.m.; 3.45 and 11.15 p.m.
 London to Carlisle, 6.15, 9.0, 10.0, and 11.20 a.m.; 9.15 p.m. On SUNDAYS, 10 a.m. and 9.15 p.m.
 From London to Chester, at 6 1/2, 6 3/4, 7.25, 7.45, and 11.0, 11.20 a.m.; 2.45, 5.0, 8.25, and 9.0 p.m. On SUNDAYS at 8.0 and 10 a.m.; 5.0, 8.25, and 9.0 p.m.
 From London to Coventry and Birmingham, at 6.15, 6 1/2, 7.45, 9, 10, and 11 a.m.; 12.20, 1.0, 2.45, 5.0, 6, and 9.0 p.m. On SUNDAYS at 8, and 10 a.m., 5.0 and 9.0 p.m.
 From London to Edinboro' } 10 and 11.30 a.m.; 8.40 and 9.15 p.m. On SUNDAYS at 8.35 and
 " Glasgow } 9.15 p.m.
 From London to Lancaster, at 6.15, 6.30, 9, and 11.20 a.m.; 2.45 & 9.15 p.m. On SUNDAYS at 6 and 9.15 p.m.
 From London to Leeds, at 6 1/2, 7.45, 9, 10, and 11.0 a.m., and 9 1/2 p.m. On SUNDAYS, 8 and 10 a.m.
 From London to Liverpool, at 6 1/2, 6 3/4, 7.45, 9.0, 10.0 and 11.20 a.m.; 1.0, 2.45, 5.0, and 9.0 p.m. On SUNDAYS at 8 and 10 a.m.; 5.0 and 9.0 p.m.
 From London to Manchester, at 6 1/2, 6 3/4, 7.45, 9, 10.0, and 11.0 a.m.; 1.0, 2.45, 5.0 and 9.0 p.m. On SUNDAYS at 8 and 10 a.m.; 5.0 and 9.0 p.m.
 From London to Aberdeen, Dundee, Inverness, Perth, at 10 a.m.; *8.40 and *9.15 p.m., *Saturday night excepted. On SUNDAYS, at 8.35 and 9.15 p.m.
 From London to Preston, at 6.15, 6.30, 9, 10.0, and 11.20 a.m.; 2.45, 5.0, and 9.15 p.m. On SUNDAYS at 10 a.m., and 9.15 p.m.
 From London to Stafford, at 6 1/2, 6 3/4, 7.45, 9, 11.0, and 11.20 a.m.; 1.0, 2.45, 5.0, 6.0, 9.0 and 9.15 p.m. On SUNDAYS at 8 and 10 a.m.; and 9.0 p.m.
 From Manchester to London, at 6.50, 7.45, 9.30, 10.45, & 11.15 a.m.; 12 noon, 1.45, 3.45, 4.45, 5.15, and 10.55 p.m. On SUNDAYS 9.20 a.m.; 4.15 and 10.55 p.m.
 From Perth to London, 8.15 a.m.; 2, 4.4, and 7.30 p.m. On SUNDAYS, 4.4 p.m.
 From Preston to London, at 2.42, 6.35, 8.20, 9.30, and 11.30 a.m.; 12.15, 4.4, and 10.50 p.m. On SUNDAYS at 2.42 and 8.30 a.m.; and 10.45 p.m.
 From Stafford to London, at 1.48, 6.15, 6.25, 8.20, 11.15, and 11.35, a.m.; 1.45, 2.0, 2.25, 4.30, 4.45, and 7.15 p.m. On SUNDAYS at 1.48 and 6.15 a.m.; and 10.30 p.m.

GREAT WESTERN RAILWAY.—STATION—PADDINGTON.

Stations.	Week Days.										On Sundays.			
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.
LONDON to Bristol...	6 0	7 5	9 15	10 0	11 45	2 0	2 30	4 50	8 10	...	10 0	2 30	8 10	...
" Birmingham	6 0	8 0	9 40	12 0	2 0	3 40	6 15	...	...	...	9 0	2 30	...	...
" Chest r	6 0	8 0	9 40	12 0	3 40	6 15	...	...	...	...	9 0	...	...	...
" Exeter	6 0	9 15	10 0	11 45	2 0	4 50	8 10	...	...	...	10 0	8 10	...	...
" Heref rd	6 0	9 15	2 40	10 0	11 45	1 15	2 0	4 50	...	...	10 0	...	...	...
" Liverpool	6 0	8 0	9 40	12 0	3 40	6 15	...	...	...	...	9 0	...	...	...
" Milford Haven	6 0	9 15	8 10	...	...	...	...	...	...	...	10 0	8 10	...	...
" Shrewsbury	6 0	8 0	9 40	12 0	3 40	6 15	...	...	...	...	9 0	2 30	...	...
" Swansea	6 0	7 5	9 15	11 45	4 30	8 10	...	...	...	...	10 0	8 10	...	...
" Plymouth	6 0	9 15	10 0	11 45	4 50	8 10	...	...	...	...	10 0	8 10	...	...
" Oxford	6 0	8 0	9 40	10 0	12 0	1 15	2 0	2 30	...	...	9 0	2 30	7 0	8 10
" Worcester	3 40	4 50	5 10	6 15	7 0	8 0	...	...	...	...	...	...	...	...
"	6 0	9 40	1 15	3 40	6 15	...	...	...	...	...	2 30	...	...	...
Worcester to LONDON	7 15	10 10	11 10	2 15	...	6 20	...	...	...	...	10 10	6 10	...	...
" Plymouth	8 30	6 45	10 45	9 20	...	3 20	7 20	...	...	...	6 45	12 40	7 20	...
" Oxford	7 25	9 5	9 15	12 10	12 20	2 2	2 20	4 10	5 0	...	6 20	8 0	12 4	4 10
"	8 30	6 15	8 57	9 5	...	...	...	...	...	...	5 40	8 40	...	...
" Swansea	7 30	10 10	11 27	2 15	7 22	...	...	...	...	...	9 25	1 55	7 22	...
" Shrewsbury	8 0	10 5	10 45	1 40	5 56	...	...	...	...	...	8 15	11 45	...	...
" Milford Haven	8 55	11 20	5 0	...	...	...	...	...	...	...	10 10	5 0	...	...
" Liverpool	6 40	8 15	11 5	3 15	...	...	...	...	...	...	8 20	...	...	...
" Hereford	6 50	8 25	9 45	12 35	1 10	2 57	4 0	5 30	8 15	...	9 0	11 35	...	...
" Exeter	7 35	10 30	9 45	12 53	12 20	5 35	9 55	...	...	...	10 0	3 30	9 55	...
" Chester	8 0	9 20	12 15	4 30	...	...	...	...	...	...	9 40	...	...	...
" Birmingham	6 20	7 25	10 0	12 12	1 5	3 5	7 25	...	...	...	10 15	1 50	5 55	...
" Bristol	8 10	10 20	11 30	12 15	1 15	2 55	4 20	7 45	12 50	...	1 45	6 30	12 50	...

GREAT NORTHERN RAILWAY.—STATION—KING'S CROSS.

From London to Lincoln, 6.30, 7.40, and 9.0 a.m.; 1.15, 2.15 and 5.0 p.m. On SUNDAYS, 7.30 a.m.

From Lincoln to London, 6.45, and 11.15 a.m.; 3.30 and 6.0 p.m. On SUNDAYS, 1.50 p.m.

From London to Nottingham, 7.40, 9.0, & 10.0 a.m. & 12 noon; 1.15, 2.45, 5.0, & 9.15 p.m. On SUN., 7.30 a.m. & 5 p.m.

From Nottingham to London, 6.5, 7.10, 10.15, and 11.40 a.m.; 2.30, 3.50, 5.0, 6.30, and 10.15 p.m. On SUNDAYS, 2.0 and 6.35 p.m.

London to Sheffield and Manchester, 6.30, 7.40, 9.0, 10, & 11.10, a.m., & 12 noon; 1.15, 2.45, 5.0, 3.15 p.m. On SUNDAYS, 5.0 p.m.

Manchester to Sheffield and London, (6.0 from Sheffield only), 6.5, 9.5, 9.50, and 11.45 a.m.; 1.50, 3.0, 5.0, and 9.35 p.m. On SUNDAY, 7 a.m., and 5 p.m.

From London to Liverpool, 7.40, 9.0, and 10.0 a.m.; 12 noon, 1.15, 2.45 and 5.0 p.m.

Liverpool (Brunswick Station) to London, 6.30 and 10.0 a.m.; 1.30, 2.25, and 7.00 p.m. On SUNDAYS, 3.30 p.m.

London to Wakefield, Leeds, Bradford and Halifax, 7.40, 9.0 and 10.0 a.m., and 12 noon; 2.45 and 5.0 p.m., and 9.15 to Wakefield and Leeds only. On SUNDAYS, 7.30 a.m.; and 9.15 p.m. (to Wakefield and Leeds only).

Halifax to Bradford, Leeds and London, 7.10, 9.20, and 11.45 a.m. (2.30 from Bradford only), 4.20 and 8.35 p.m. On SUNDAYS (from Bradford only), 9.25 a.m. and 9.0 p.m.

Leeds to Wakefield and London, 4.10, 8.5, 10.0, and 10.10, a.m.; 12.35, 2.5, 5.5, and 9.30 p.m. On SUNDAYS, 4.10, 10.10 a.m.; 9.30 p.m.

London to York, 7.40, 9.0, & 10.0, a.m. and 12 noon; 2.45, 5.0, & 9.15 p.m. On SUNDAYS, 7.30 a.m.; and 9.15 p.m.

York to London, 4.30, 8.0, and 10 a.m.; 12.25, 4.23, and 9.45 p.m. On SUNDAYS, 4.30, and 10.30 a.m.; and 9.45 p.m.

London to Hull, 7.40, 9. 0, & 10.0 a.m. & 12 noon; 5.0 & 9.15 p.m. On SUN., 7.30, a.m.; 9.15 p.m.

Hull to London, 5.50, 9.30, and 10.40 a.m.; 3.15 and 8.50 p.m. On SUNDAYS, 6.45 a.m.; 8.21 p.m.

London to Newcastle, 7.40, 9.0 & 10 a.m.; 12 noon; 5.0, & 9.15 p.m. On SUN., 7.30 a.m.; 9.15 p.m.

Newcastle to London 2.0, 5.15, & 8.30 a.m.; 1.45 and 7.8 p.m. On SUN 2.0, & 6 a.m.; 7.8 p.m.

London to Edinburgh and Glasgow, 9.0 and 10.0 a.m. and 9.15 p.m. On SUNDAYS, 9.15 p.m.

Glasgow to Edinburgh and London, 8.50 and 11.45 a.m. 8.30 p.m. On SUNDAYS, at 8.30 p.m.

London to Aberdeen and Inverness, 9.0 and 10.0 a.m.; 9.15 p.m. On Week days only.

Aberdeen to London, 6.0 a.m. and 4.15 p.m. On Week days only.

Inverness (via Dunkeld) to London, 12.40 a.m. On Week days only.

SOUTH EASTERN, OR LONDON AND DOVER.—STATION—LONDON BRIDGE.

From **London Bridge Station to Folkestone and Dover,** at 6.15, 9.20, 10.30 and 11.30 a.m.; 12.30, 2.30, 4.30, 6.30, and 8.35 p.m. On SUNDAYS at 6.15 and 9.30 a.m.; 6.30 and 8.55 p.m.; and from **Charing Cross Station** 10 minutes earlier. See page 526.

From **Dover to London,** at 2, 4.30, 6.0, 8.5, 8.35, 9.0 and 11.35 a.m.; 1.30, 2, 3½, 4.45, 7.25, and 10 p.m. On SUNDAYS at 2, 4½, and 7 a.m.; 4½, 5½ and 7.25 p.m.

From **London to Ramsgate, and Margate,** at 6.15, 7.30, 9.20, and 10.30 a.m.; 12.30, 1.30, 2.30, 4.30, and 6.30 p.m. On SUNDAYS at 6.15, 7.30 and 9.20, a.m., and 6.30 p.m.

From **Margate, and Ramsgate to London,** leaving **Margate** at 7.15 and 11.10 a.m.; 1.15, 4.1, and 6.45 p.m. On SUNDAYS, leaving **Margate** at 6.25 a.m. and 4.30 p.m.

GREAT EASTERN.—STATION—BISHOPSGATE

From **Harwich to London** at 7.55 and 10.55 a.m.; 1.10 and 5.10 p.m. On SUNDAYS at 8.30 a.m.; and 4.25 p.m.

From **Yarmouth to London** at 5.20, 9.25, and 10.45 a.m.; 1.50, 3.10, and 8.40 p.m. On SUNDAYS at 5.50 a.m., 12.35 p.m.; and 8.40 p.m.

From **London to Harwich** at 7.15, 9.15, 10.0, and 11.42 a.m.; 3.10, 4.25, and 8.30 p.m. On SUNDAYS at 7.10 a.m.; and 4.30 p.m.

From **London to Yarmouth** at 6.27, 7.15, 8.0, 9.15, 10.0, 10.57 and 11.42 a.m.; 3.10, 4.25, 5.0, and 8.40 p.m. On SUNDAYS at 1.30, 4.30 and 8.40 p.m.

LONDON AND SOUTH WESTERN.—STATION—WATERLOO BRIDGE.

From **London to Southampton, Portsmouth, Dorchester and Weymouth,** at 6½, 8, 10½, and 11 a.m., 1.10, 3.10, 4.10, 5.10, & 8½ p.m. On SUNDAYS, 9½ and 10½ a.m.; 5 & 8½ p.m. **Portsmouth to London,** 7.55, 9.10, 10.50, 11.0, & 11.40 a.m.; 12.20, 2.15, 3.0, 4.15, 6½, 7.10 & 12.35 p.m. On SUNDAYS at 8.40 a.m.; 5.10, & 12.35 night From **Southampton to London** at 1.30, 7.45, 9.45 & 11½ a.m.; 12½, 3, 5.10, & 7.15 p.m. On SUNDAYS at 1.30, 9.30 a.m., and 6 p.m.

From **London to Exeter,** at 7.5, 10.50 (Ex.), 11.40 a.m., and 3.50 p.m. **Exeter to London,** at 7.30 and 10.0 a.m.; 1.25 and 4.30 p.m. From **London to Yeovil, and Salisbury,** at 7.5, 10.50 (Ex.), 11.40 a.m., 3.50 and at 5.10 p.m. to Salisbury only.

LONDON, BRIGHTON, AND SOUTH COAST.—STATION—LONDON BRIDGE, AND VICTORIA.

From **London Bridge to Brighton** at 6, 8, 10, and 11 a.m., 12 noon; 2, 2.50, 4, 4.10, 5, 6, 7, and 10.20 p.m. On SUNDAYS, at 7 and 9.0 a.m., and 1.20, 6, and 8.15 p.m.

From **Victoria (West End Terminus) to Brighton** at 5.55, 7.55, 9.55, 10.55, and 11.55 a.m.; 1.55, 2.55, 3.50, 4.5, 5.25, 5.55, 6.55 and 10.15 p.m. On SUNDAYS at 6.55 and 8.55 a.m., 1.15, 5.55, and 8.10 p.m.

From **Brighton to London** at 6.25, 8, 8.45, 8.50, 9.50, 11, and 11½ a.m.; 1½, 3½, 5, 6, 8, and 10 p.m. On SUNDAYS at 8½ a.m.; 3, 6, 7.30, and 9½ p.m.

From **Brighton to Victoria** at 6.25, 8.0, 8.45, 9.40, and 11, 11.30 a.m.; 1.30, 2.30, 3.30, 5, 6, 8, and 10 p.m. On SUNDAYS, at 8.30 a.m, 3, 6, 7.30, and 9.30 p.m.

For further information, See "BRADSHAW'S RAILWAY GUIDE for Great Britain and Ireland"

Bi-Monthly Almanac and Tide Table.

2nd Mo. (February) 1866.

3rd Mo. (March) 1866.

Day.	Sun Rises.		Sun Sets.		Moon's Age.		Moon Rises.		Moon Sets.		High Water, London Bridge.	
	H.M.	H.M.	D.	H.	H.M.	H.M.	H.M.	H.M.	MORN.	AFT.		
1 Thurs.	7 41	4 47	15	6	7a12	7m57	3	2	3 22			
2 Fri.	7 40	4 49	16	6	8 18	8 23	3 41	3 59				
3 Sat.	7 38	4 51	17	6	9 22	8 48	4 16	4 32				
4 Sun.	7 3	4 53	18	6	10 26	9 13	4 51	5 8				
5 Mon.	7 35	4 54	19	6	11 29	9 35	5 25	5 43				
6 Tues.	7 33	4 56	20	6	m'r'n	10 1	5 59	6 17				
7 Wed.	7 31	4 58		6	0 30	10 28	6 35	6 56				
8 Thurs.	7 30	5 02	2	6	1 31	11 0	7 16	7 39				
9 Friday	7 28	5 2 23	6	6	2 30	11 37	8 8	8 42				
10 Satur.	7 26	5 4 24	6	6	3 27	0a29	9 20	10 0				
11 Sun.	7 23	5 6 25	6	5	4 18	1 11	10 39	11 19				
12 Mon.	7 22	5 7 26	6	5	5 1	2 11	11 57	—				
13 Tues.	7 20	5 9 27	6	5	6 46	3 16	0 29	0 54				
14 Wed.	7 19	5 11 28	6	5	8 22	4 27	1 16	1 38				
15 Thurs.	7 17	5 13		5	6 55	5 39	1 55	2 20				
16 Friday	7 15	5 15	1	5	7 26	6 58	2 40	3 0				
17 Satur.	7 13	5 17	2	5	7 55	8 15	3 13	3 40				
18 Sun.	7 11	5 18	3	5	8 25	9 32	3 38	4 18				
19 Mon.	7 9	5 20	4	5	8 57	10 49	4 39	5 59				
20 Tues.	7 7	5 22	5	5	9 25	m'r'n	5 19	5 41				
21 Wed.	7 5	5 24	6	5	10 5	0 4	6 4	6 28				
22 Thurs.	7 3	5 26		5	10 48	1 15	6 51	7 17				
23 Friday	7 1	5 27	8	5	11 27	2 22	7 47	8 22				
24 Satur.	6 59	5 29	9	5	0a34	3 20	9 3	9 46				
25 Sun.	6 56	5 31	10	5	1 37	4 10	10 30	11 13				
26 Mon.	6 54	5 33	11	5	2 41	4 52	11 43	—				
27 Tues.	6 52	5 35	12	5	3 49	5 27	0 27	0 57				
28 Wed.	6 50	5 36	13	5	4 56	5 58	1 22	1 46				

Day	Sun Rises.		Sun Sets.		Moon's Age.		Moon Rises.		Moon Sets.		High Water, London Bridge.	
	H.M.	H.M.	D.	H.	H.M.	H.M.	H.M.	H.M.	MORN.	AFT.		
1 Thurs.	6 4	5 38		6	5a 2	6m 45	2	6 26	6 45	7 19	2 45	3 26
2 Friday	6 46	5 40	15	7	7 7	7 51	3 51	4 4				
3 Satur.	6 44	5 42	16	7	8 17	9 15	7 39	3 52	4 7			
4 Sun.	6 41	5 43	17	7	9 15	10 17	8 3	4 24	4 40			
5 Mon.	6 39	5 45	18	7	10 17	11 18	8 30	4 56	5 9			
6 Tues.	6 37	5 47	19	7	11 18	12 20	9 0	5 24	5 41			
7 Wed.	6 35	5 49	20	7	Morn	0 17	9 35	5 58	6 15			
8 Thurs.	6 33	5 50	20	7	1 14	10 14	6 37	6 58				
9 Friday	6 30	5 52		7	2 7	11 1	7 23	7 51				
10 Satur.	6 28	5 54	23	7	3 27	12 55	8 27	9 8				
11 Sun.	6 26	5 56	24	7	4 25	1 57	9 50	10 31				
12 Mon.	6 24	5 57	25	7	5 25	3 0	10 57	11 12	11 48			
13 Tues.	6 21	5 59	26	7	6 21	4 17	2 4	—	0 20			
14 Wed.	6 19	6 1 27	26	7	7 14	5 24	3 16	—	0 47	1 10		
15 Thurs.	6 17	6 2 28	27	7	8 11	6 32	4 41	1 32	1 55			
16 Friday	6 15	6 4		7	9 1	7 41	5 49	1 23	1 54			
17 Satur.	6 12	6 6 0	6	7	10 1	8 52	7 7	2 15	2 34			
18 Sun.	6 10	6 7 1	6	7	11 1	10 0	8 27	2 54	3 14			
19 Mon.	6 8	6 9 2	6	7	12 1	11 11	9 47	3 36	3 57			
20 Tues.	6 5	6 11 3	6	7	1 2	12 22	11 2	4 18	4 39			
21 Wed.	6 3	6 12 4	6	7	2 3	1 13	Morn	5 1	5 24			
22 Thurs.	6 1	6 14 5	6	7	3 4	2 24	0 12	6 47	6 9			
23 Friday	5 59	6 16		7	4 5	3 35	1 16	6 33	7 1			
24 Satur.	5 56	6 18 7		7	6 0	4 46	2 8	7 30	8 5			
25 Sun.	5 54	6 19 8		7	7 1	5 57	3 21	8 48	9 31			
26 Mon.	5 52	6 21 9		7	8 2	7 0	4 32	10 14	10 57			
27 Tues.	5 49	6 23 10		7	9 3	8 13	5 43	11 36	—			
28 Wed.	5 47	6 24 11		7	10 4	9 24	6 52	0 9	0 37			
29 Thurs.	5 45	6 26 12		7	11 5	10 35	8 0	1 2	1 25			
30 Friday	5 43	6 28 13		7	12 6	11 46	9 13	1 45	2 2			
31 Satur.	5 40	6 29 14		7	1 7	12 57	10 26	2 18	2 36			

The following List, showing the difference of Time between London and the principal Continental and British Ports, is derived from Local Tide Tables, and the best books on Navigation.

	H. M.		H. M.		H. M.
ABERDEEN	sub. 0 55	COVER HARBOUR	sub. 2 56	MORLAIX	add 2 46
ANTWERP	add 3 18	DUBLIN	— 2 54	NEWHAVEN	sub. 2 15
BERWICK	— 0 12	DUNKIRK	— 1 59	NEW-PORT (Isle of Wigh)	— 3 15
BOULOGNE	sub. 2 40	FOLKESTONE	— 3 21	NEW SHOREHAM HARBOUR	— 2 30
BREST HARBOUR	add 1 40	GRAYELINES	— 3 26	OSTEND	— 1 47
BRIELLE	— 0 54	GUERNSEY PIER	add 4 24	PORT GLASGOW	— 2 49
BRIGHTON	sub. 2 45	HAYVE-DE-GRACE	sub. 4 14	PORTSMOUTH HARBOUR	— 2 27
BRISTOL	add 5 10	HELIGOLAND	— 2 34	RAMSGATE HARBOUR	— 2 26
CALAIS	sub. 2 18	HILLEVORT SLUYS	add 0 9	SCILLY ISLANDS	add 2 26
CAPE CLEAR	add 1 54	HOLYHEAD HARBOUR	sub. 3 42	SOUTHAMPTON	sub. 3 37
CARDIGAN BAY	— 4 39	HULL	add 4 22	SOUTHERN & SHERBORNE	— 1 37
CORK HARBOUR (Cove)	— 2 54	HYTHE	sub. 3 21	ST. MALO	add 3 48
COWES	sub. 3 21	JERSEY (St Aubyn)	add 4 14	TEKEL ROAD	— 5 18
CUXHAVEN	— 1 28	LEITH	— 0 10	TORBAY	— 2 26
DIEPPE	— 3 1	LIVERPOOL	sub. 2 44	WEST SCHNEDT (entrance)	sub. 1 31
DOUGLAS HARBOUR (Isle of Man)	— 2 56	MARGATE	— 1 55	WYMOUTH HARBOUR	— 2 26
		MILFORD HAVEN (entrance)	add 3 30	WYMPER OOD	sub. 3 20

Explanation.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London, as given in the Calendar for the day required.

ALPHABETICAL LIST OF STEAMERS TO & FROM FOREIGN PORTS.

FEBRUARY, 1866.

The Advertisements referred to in the List of Steamers will be found immediately after the descriptive portion of the Guide.

- Aalborg to Thisted**, (in 5 hours.)—The "Waldemar," on Sundays, Tuesdays, and Fridays at 7 a.m.
- Aalborg to Copenhagen**.—The "Dania," on Tuesdays and Saturdays, at 1 p.m.; the "Fylla," Thursdays, at 1 p.m.
- Aalborg to Frederikshavn**.—The "Dania," on Fridays, at 10 a.m.
- Aalborg to Skive**.—Wednesdays, at 7 a.m., returning Tuesdays 7 a.m.; "Fylla," Sundays 9 a.m.
- Aalborg to Struer**.—Mondays, at 7 a.m., returning Tuesdays, 7 a.m.
- Aarhus to Flensburg**, (calling at intermediate Stations).—The "Alblon," Sundays and Thursdays, at 9 p.m.
- Aarhus to Copenhagen**, (in 11 hours.)—The "Waldemar," Saturdays at 8 p.m.
- Aarhus to Corsør**, (in 6 hours.)—Daily at 9.50 a.m.
- Acra (St. John d'Acra) to Beyrouth**, and touching the intermediate ports, to **Constantinople and further**.—By the Steamer of the Russian Steam Navigation and Trading Company, every alternate Monday Evening.
- Acra to Jaffa and Alexandria**.—By the steamers of the Russian Steam Navigation and Trading Company, every alternate Sunday morning.
- Aix les Bains to Lyons**.—Every Monday, Wednesday, and Friday.
- Ajaccio and Bastia** (alternately), to **Nice**—Every Saturday, at 6 p.m.
- Alicudia (ISLAND OF MAJORCA) to Barcelona**.—Every Sunday at about 4 p.m., arriving at **BARCELONA** at about 8 a.m. on Monday.
- Alexandretta to Marseilles**, via *Beyrouth and Jaffa*—Messageries Imperiales Co.'s Steamers, on the 3rd, 13th, and 23rd, at 8 p.m. See advertisement.
- Alexandretta to Constantinople**, via *Smyrna*.—Messageries Imperiales Co.'s Steamers on the 3rd, 13th, and 23rd, at 8 p.m.
- Alexandretta, touching at the intermediate ports, to Jaffa and Alexandria**.
By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Wednesday evening.
By the Messageries Imperiales Co.'s Steamers, on the 10th, 20th, and 30th of each month.
- Alexandretta touching at the intermediate ports, to Smyrna, Constantinople and further, to all the ports of the Black Sea**.—By the Steamers of the Russian Steam Navigation Company, every alternate Friday evening.
- Alexandria (Egypt) to Ancona** (110 hours).—Calling at **Brindisi** to land passengers and merchandise.—Stepping at **Brindisi** six hours. The vessels of the Societa Italiana di Navigazione Adriatico-Orientale, carrying the mails, leave Alexandria on the 5th, 12th, 20th, and 29th of each month, but wait the arrival of the *Calcutta, China, &c.* mails. Fares, including provisions, 1st class, £12; 2nd class, £9. See pages 546 and 547.
- Alexandria to Brindisi**.—On the 5th, 12th, 20th, and 29th by the Steamers of the Societa Anonima Italiana di Navigazione Adriatico-Orientale. See pages 546 and 547.
- Alexandria to Trieste**.—By the vessels of the Societa Italiana di Navigazione Adriatico-Orientale.—On the 5th, 12th, 20th, and 29th. See page 547.
- Alexandria to Corfu and Trieste**.—By the Austrian Lloyd's Steamer
- Alexandria to Jaffa, Beyrouth, and Smyrna**—Every second Thursday, in the morning. By the Austrian Lloyd's Steamer.
- Alexandria to Jaffa, touching at the intermediate ports, to Smyrna, Constantinople, and further, to all the ports of the Black Sea**.—By the Steamer of the Russian Steam Navigation Company, every alternate Saturday evening.
- Alexandria to Malta** (3½ days) and **Marseilles** (6 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, February, 4th and 13th.

- Alexandria to Malta** (4 days), **Gibraltar** (8 days), **Southampton**, (13 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on February 5th and 14th.
- Alexandria to Messina and Marseilles**.—By the Messageries Imperiales Company's Steamers, on the 8th, 15th, and 28th.
- Alexandria to Syria**, via *Jaifa (Jerusalem) Beyrouth, Tripoli, Latakia, Alexandretta, Mersina, Rhodes, and Smyrna*.—Messageries Imperiales Co.'s Steamer on the 28th, 8th, and 18th, at 8 a.m. See advertisement
- Alexandria to Smyrna**.—Messageries Imperiales Co.'s Steamer, on the 28th, 8th, and 18th, at 8 a.m.
- Alexandria to Smyrna, Constantinople, Odessa, Syra, and Piræus**.—Every second Tuesday, at 4 p.m. By the Austrian Lloyd's Steamer.
- Algiers to Marseilles**.—Messageries Imperiales Co.'s Steamers, Tuesday and Saturday, at noon. See advertisement.
- Algiers to Malta, touching at Bougie, Philippeville, Bona, and Tunis**.—By Steamers of the Compagnie de Navigation Mixte.
- Alicante to Barcelona and Marseilles**.—By Lopez & Co.'s Steamers. See advertisement
- Alicante to Malaga and Cadiz**.—By Lopez & Co.'s Steamers. See advertisement.
- Amsterdam to Hamburg**.—On Sundays and Thursdays early in the morning. Passage about 35 hours. Fares—1st Class, 12 fl., or 15 fl. including provisions; 2nd Class, 9 fl.; Deck, 5 fl.
- Amsterdam to Hull**.—The "Alert," every Saturday.
- Amsterdam to London**.—Every Tuesday or Saturday, in about 16 hours. Nobel & Holtzapffel, agents, Amsterdam.
- Amsterdam to Niendiep**.—Daily at 5.0 p.m., and daily, except Thursdays, at 12 noon.
- Amsterdam to Zaandam**.—The favourite paddle Steamboats "Mercurius," and "Prins van Oranje," hourly to and from.
- Amsterdam to Zwolle**.—Daily at 11 a.m., and per "Kampen" daily, at 7 a.m.
- Ancona to Alexandria** (110 hours).—Calling at **Brindisi** (28 hours), to land passengers and merchandise. The vessels of the Societa Italiana di Navigazione Adriatico Orientale, carrying the mails, leave Ancona on the 6th, 13th, 21st, and 29th of each month, at 10 p.m. These departures are in connection with the Peninsular and Oriental Company's service to Calcutta, China, &c. Fares, including provisions, 1st class, £12; 2nd class, £9. See page 547.
- Ancona to Brindisi**.—By the vessels of the Societa Italiana di Navigazione Adriatico-Orientale. On the 6th, 13th, 21st, and 29th, at 3 a.m. See pages 546 and 547.
- Ancona to Corfu, the Ionian Islands, Syra, Piræus, Smyrna Constantinople, Kustendje, and Galatz**—Every Thursday, in the afternoon. By the Austrian Lloyd's Steamer.
- Ancona to Genoa, CALLING AT INTERMEDIATE STATIONS**.—By Peirano and Danovero's Steamers, every Friday, at 11 a.m. See page 540.
- Ancona to Trieste**—Every Friday, in the afternoon. By the Austrian Lloyd's Steamer. Also by the steamers of the Societa Italiana di Navigazione Adriatico Orientale. See page 457.
- Antwerp to Hamburg**.—On the 10th, 20th, and 30th, of every month, in 35 hours; fare 40fr. and 20fr.
- Antwerp to Harwich**.—See Great Eastern Railway Co.'s advertisement, page 11.
- Antwerp to Hull**—Gee & Co.'s Steamer, *Alster*, every Saturday after 10 p.m. Fares, 20s.; Return Tickets, 32s. 6d. See page 534
- Brownlow, Lumsden, & Co.'s Steamers, every Wednesday forenoon. Fares, 20s. and 10s. Return Tickets, available for one month, 30s. See advertisement, page 536.
- Antwerp to Leith**.—Every ten days. Vanden Bergh fils, Agents.
- Antwerp to London**.—The "Baron Osy," every Wednesday, at 1 p.m. See page 545.
- By the Great Eastern Railway Co.'s Steamers. See Advertisement, opposite the cover.
- Antwerp and the Rhine to London**—By the General Steam Navigation Company's Steamers every Friday and Sunday, at 12 noon. Fares—Chief Cabin, 25s.; Fore Cabin, 15s.; Children under 10 years, half-price. Fares from London to Bale, via *Antwerp*, £2 17s. 8d.; £2 5s. 2d.; and £2 15s. 2d.
- N.B.—The above departures will take place provided the Navigation of the river Scheldt is uninterrupted by Ice.
- Antwerp to Odessa**.—By the Russian Steam Navigation Co.'s Steamers.—Particulars from the Company's Agent.
- Antwerp to West Hartlepool**.—Every Wednesday and Saturday. Fares—Single, £1; Return, £1 10s.
- Athens (Piræus) to Constantinople**, via *Dardanelles*—Messageries Imperiales Co.'s Steamers, every Thursday at 5 p.m.
- Athens (Piræus) to Constantinople and Syria**, via *Syra and Smyrna*.—Messageries Imperiales Co.'s Steamer, every Thursday, at 5 p.m.

- Athens (Piræus) to Syra**—Every Tuesday and Saturday, in the afternoon, by the Austrian Lloyd's Steamer.
- Athens (Piræus) to Marseilles, via Messina**.—Messageries Imperiales Co.'s Steamers, every Friday, at 10 p.m. See page 545.
- Athens to the Dardanelles, via Smyrna**.—Every Thursday, at 5 p.m.
- Barcelona to Aleudia, (ISLAND OF MAJORCA), and for Port Mahon, (ISLAND OF MINORCA)**.—At 4 p.m., every Wednesday, arriving at ALEUDIA at 7 a.m. on Thursday, where it stops one hour, and then proceeds to PORT MAHON, arriving there about 4 p.m.
- Barcelona to Alicante, Malaga and Cadiz**.—By Lopez & Co.'s Steamers, every Wednesday at 3 p.m. See page 537.
- Barcelona to Marseilles**.—By Lopez & Co.'s Steamers, every Monday at 4 p.m. See page 537.
- Barcelona to Palma, (ISLAND OF MAJORCA, DIRECT)**.—Every Friday at 4 p.m., arriving in PALMA on Saturday at 8 a.m.
- Basilach to Galatz**.—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers, in connection with the Railway.
- Bastia and Ajaccio (alternately) to Nice**.—Every Saturday at 6 p.m.
- Batavia to Singapore, Ponte de Galle, Aden, and Suez**.—On the 29th of each month, by the Messageries Imperiales Steamers.
- Batoum touching at the Ports of Caucasus and Crimea**.—By the Steamers of the Russian Steam Navigation and Trading Company. Every Friday evening.
- Bayonne to St. Sebastian, Bilbao, and Santander**.—Twice weekly.
- Batoum to Trebizonde, and touching at the intermediate Ports to Constantinople**.—By the Russian Steam Navigation Co.'s Steamers. Every Saturday.
- Bergen to Egersund, Christiansand, Langesund, and Christiania**.—The "Vulkan," and the "Nor," every Friday at 7 a.m., and the "Nordjemen" every alternate Tuesday during the season.
- Bergen to Hardanger**.—Branchorst and Dekke's Steamer, "Voringen," leaves Bergen for the falls every Thursday morning, and arrives back again every Saturday about 1 p.m. Fare, 11 sh.
- Beyrout to Alexandria**.—Messageries Imperiales Co.'s Steamers. On the 23rd, 3rd, and 13th, at 4 p.m. See page 545.
- Beyrout to Jaffa**.—In 13 hours. Jaffa is 86 miles or 12 hours from Jerusalem. On the 23rd, 3rd, and 13th at 4 p.m., by the Messageries Imperiales Co.'s Steamers.
- Beyrout to Jaffa and Alexandria**.—Every second Thursday morning, By the Austrian Lloyd's Steamer.
- By the Steamers of the Russian Steam Navigation and Trading Company.—Every alternate Saturday evening.
- Beyrout to Marseilles**.—The Messageries Imperiales Co.'s Steamers. On the 1st, 11th, and 21st, of each month, at 7 a.m.
- Beyrout to Smyrna and Constantinople**.—Every second Sunday evening, By the Austrian Lloyd's Steamer.
- Beyrout touching at the intermediate Ports to Smyrna, Constantinople, and all the Ports of the Black Sea**.—By the Steamers of the Russian Steam Navigation and Trading Company. Every alternate Wednesday evening.
- Bilbao to Santander and Bayonne**.—The Bidassoa, several times a month.
- Bilbao to St. Sebastian and Bayonne**.—The Simeon, several times a month.
- Bombay to Aden (7 days), and Suez (13 days)**.—By the Peninsular and Oriental Steam Navigation Company's Steamers, on February 14th.
- Bombay to Galle (Ceylon), (5 days), Penang, (11 days), Singapore, (13 days) and Hong Kong, (22 days)**.—By the Peninsular and Oriental Steam Navigation Company's Steamers, on February 15th.
- Bona to Marseilles, via Stora**.—Messageries Imperiales Co.'s Steamers, every Monday, at 6 p.m.
- Bordeaux to Bristol**.—By the Bristol General Steam Navigation Co.'s Steamer, "Calypso." No information. Agent at Bordeaux, Albrecht and Fills
- Bordeaux to Havre**.—Every 8 days.
- Bordeaux to Lisbon, (24 days), St. Vincent, (Cape de Verd,) (11½ days), (Branch line thence to Goree (Senegal) on the 8th of every month), Pernambuco, (19½ days), Bahia, (21½ days), Rio de Janeiro, (25½ days), Monte Video, (34 days), Buenos Ayres, (26 days)**.—The Messageries Imperiales Co.'s Steamers on the 25th of each month. Fares to Lisbon, £11, and £6 8s.; to St. Vincent and Goree, £45, and £25; to Pernambuco, £50, and £30; to Bahia, £52, and £37; to Rio de Janeiro, £60, and £35. Children under 3 years free.—Those from 3 to 8, quarter fare, and 4 such entitled to one berth; and those from 8 to 12, half fare, and 3 such entitled to one berth. Return Tickets available for one year, 25 per cent less.
- Bordeaux to London**.—About every ten days. Albrecht and Sons, Agents, Bordeaux.
- Boston, (U.S.) to Liverpool (calling at Halifax, N.S.)**.—The British and North American Royal Mail Steam Packet Co.'s Steamers, every alternate Wednesday.

- Boulogne to Folkestone**—The South Eastern Railway Company's Steam Ships—during the present month according to tide. Average passage, 2 hours. For hours of sailing and particulars of the Daily Direct Tidal Service between London and Paris, see page 526.
- Bombay to London**—By the General Steam Navigation Co.'s Steamers, February 1st and 2nd, 1 a.m.; 3rd, 4th, and 6th, 2 a.m.; 7th, 3 a.m.; 8th, 9th, 10th, and 11th, 4 a.m.; 12th, 10.30 p.m.; 13th, 11 p.m.; 15th, 16th, 17th, 18th, and 20th, 1 a.m.; 21st and 22nd, 3 a.m.; 23rd, 24th, and 25th, 6 a.m.; 26th, 10.30 p.m.; 27th, 11 p.m.; 28th, 12.30 a.m. Fares—11s. and 6s. Return Tickets 16s. and 12s.
- Bregenz to Constance**—Daily, at 5.45, 10.11.0 a.m.; 2.45, and 3.45 p.m. Fare—2 fl. 12kr.
- Bregenz to Friedrichshafen**—Daily, at 5.45 & 8.15 a.m.; 3.45 & 6.15 p.m. Fare—1 fl. 15kr.
- Bregenz to Lindau**—Daily, at 5.45, 8.15, 10.11.0 a.m.; 2.15, 3.45, and 6.45 p.m. Fare 21kr.
- Bregenz to Romanshorn**—Daily, at 5.45, 11 a.m.; 2.45, and 3.45 p.m. Fare—1 fl. 21kr.
- Bregenz to Rorschach**—Daily, at 5.45, 8.15, and 11.0 a.m., 2.45 and 3.45 p.m. Fare 27 kr.
- Bremen to Bremerhafen**—Daily, at 6.0 and 11 a.m., and 2 p.m. (in 6 hours).
- Bremen to Hull**—By Steamers under the Bremen Flag. Every Monday morning. See page 531.
- Bremen to London**—By Steamers under the Bremen Flag. Every Thursday morning. See page 531.
- Bremen to New York**—By Steamers under the Bremen Flag. See page 531.
- Bremerhafen to Bremen**—Daily, at 5½ and 10½ a.m.; and 1½ p.m., in 6 hours.
- Brest to Havre**—On the 7th, 17th, and 27th of each month.
- Brindisi to Ancona**. See pages 546 and 547.
- Brindisi to Alexandria**—By the steamers of the Società Anonima Italiana di Navigazione Adriatico-Orientale, on the 7th, 14th, 22nd, and 30th of each month at 3 p.m. See pages 546 & 547.
- Brindisi to Trieste**. See page 547.
- Brighton (Newhaven) to Dieppe**—By Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Railway Trains, See page 525.
- Brighton (Newhaven) to Jersey**—By the Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast Railway Trains.
- Bristol to Bordeaux**—By the Bristol General Steam Navigation Co.'s Steamer "Calypso." No information.
- Bristol to Cadix**—By Turner, Edwards, and Co.'s Steamer "Pioneer," every month.
- Bristol to Charente**—By Turner, Edwards, & Co.'s Steamer "Corsair," every month.
- Bristol to Oporto**—By Turner, Edwards, and Co.'s Steamer, every month.
- Cadix to Bristol**—By Turner, Edwards, & Co.'s Steamer "Pioneer," every month.
- Cadix to Canary Islands, Porto Rico, St. Domingo and Havannah**—On the 15th, and 30th, of every month. By Lopez & Co.'s Steamers. See page 536.
- Cadix to Gibraltar and Malaga**—On the 5th, 14th, and 21st of every month, at 4 p.m. By the Fluvial and Maritime Steam-Packet Co.
- Cadix to Malaga, Alicante, Barcelona, and Marseilles**—By Lopez & Co.'s Steamers, every Wednesday at 3 p.m. See page 537.
- Cadix to Lisbon, Vigo, and St. Nazaire**—Every 20 days, at 4 p.m. By the Fluvial and Maritime Steam-Packet Co.
- Caen to Havre**—Daily. Through Tickets to London are issued.
- Cagliari to Genoa**—R. Rubattino & Co.'s Steamers, every Tuesday at 6.0 p.m., touching at TERRANOVA every third Wednesday, and at FORTOLA every alternate Wednesday.
- Cagliari to Leghorn**—R. Rubattino & Co.'s Steamers, on Thursdays, at 6 p.m.
- Calais to Dover**—The South Eastern and Continental Steam Packet Company's ships, daily see pages 526 and 529.
- By the English and French Royal and Imperial Mail Steamers—Every day at 8.0 a.m. and 1.15 p.m., (Sundays included)—(Average passage, 1½ hour). Fares—chief cabin, 6s. 6d.; 4th cabin 6s. 6d.; four-wheeled carriages, £2 2s.; two-wheeled, £1 1s.; horses, 2 15s.; dogs, 2s. 6d. See pages 488 and 489.
- Calais to Dover**—The London, Chatham, and Dover Co.'s Steamers "Sapphire" and "Maid of Kent." Daily, Sundays included. See pages 532 and 533.
- Calais to London**—By the General Steam Navigation Company's Steamers, February 4th, 1 a.m.; 10th, 9.30 p.m.; 13th, 11 p.m.; 18th, 1 a.m.; 21st, 3 a.m.; 24th, 9.30 p.m.; 27th, 11 p.m. Fares—Chief cabin, 11s.; Fore cabin, 8s. Return Tickets, 16s. 6d. and 12s. Children under ten years, half-price.
- Calcutta to Madras (3 days), Ceylon (Galle) (7 days), Aden (10 days), and Suva (23 days)**—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 1st and 24th.
- Calcutta to Madras, Pondichery, Point de Galle, Aden, and Suva**—By the Messageries Impériales Steamers, the 3rd of every month, at 8 a.m.

- Cape Lazo to Lugano.** 7.0 a.m., and 4 p.m. Fares, 2 fr. and 1 fr.
- Catania to Naples.**—Every Monday at 11 a.m. by Peirano Danovaro & Co.'s Steamers.
- Cette to Algiers.**—By Steamers of the Compagnie de Navigation Mixte every Tuesday.
- Cette to Philippeville, Bona, Tunis, and Malta.**—Every alternate Saturday.
- Cette to Oran and Mostaganern, calling at Barcelona, Valence and Alicante** every alternate Tuesday.
- Ceylon (Galle) to King George's Sound, Melbourne, and Sydney.**—By the Peninsular and Oriental Steam Navigation Co.'s Steamer, February 21st.
- Chalons to Macon and Lyons.**—Daily at 6 a.m. Fares—3 francs and 2 francs.
- Charente to Bristol.**—By Turner Edwards & Co.'s Steamer, "Corsair," every month.
- Cherbourg to Poole (6 hrs)**—The "Albion" every Wednesday and Friday. See page 556.
- Chios, touching the intermediate ports to Beyrouth, Jaffa, and Alexandria.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Saturday, at 9 p.m.
- Chios to Smyrna, Constantinople, and further.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Tuesday morning.
- Christiania to Copenhagen.**—Post Steamer, Saturdays, 6 a.m.; calling at Gothenburg and intermediate Stations.
- Christiania to Copenhagen.**—The "Excellence Toll," Tuesdays, 7 a.m.; calling at Gothenburg and intermediate Stations.
- Christiania to Hull.**—T. B. Morley & Co.'s Steamer "Ganger Rolf." No information.
- Christiania to Kiel, calling at Frederikshavn and Nyborg.**—Every Tuesday, at 12 noon.
- Christiansand to Drontheim and all the Northern ports.**—By the large and powerful Steamers, "Hakon," "Jarl," and "Nidelven," which will leave Christiansand after the "Ganger Rolf's" arrival there.
- Christiansand to Gothenburg.**—Every Saturday. See page 548.
- Christiansand to Hull.**—T. B. Morley & Co.'s Steamer "Ganger Rolf." No information.
- Christiansand and Christiania to Hull.**—T. Wilson Son & Co.'s Steamers. See page 549.
- Civita Vecchia to Marseilles, via Leghorn and Genoa.**—Messageries Imperiales Co.'s Steamers, every Wednesday, at 6 p.m. By the Peirano Danovaro & Co.'s Steamers, calling at Genoa and Leghorn every Tuesday and Thursday at 6 p.m. See page 540.
- Civita Vecchia to Marseilles.**—By The Two Sicilies Mail Steam Navigation Co.'s Steamers. Every Wednesday at 11 a.m.
- Civita Vecchia to Naples.**—Messageries Imperiales Co.'s Steamers, every Saturday, at 3 p.m.
- Civita Vecchia to Naples.**—By The Two Sicilies Mail Steam Navigation Co.'s Steamers, every Monday at 9 a.m.
- Coblentz to Treves** (on the Moselle), in one day and a half, passing the night at Berncastel—Daily except Monday, at 8 a.m., in connection with the Railway to Paris, the Rhine Steamers, and the Ports to Luxemburg and Saarbrucken. See page 301.
- Constance to Bregenz.**—Daily at 4.25; 8.0., and 10.50 a.m. Fare.—2fr. 12kr.
- Constance to Friedrichshafen.**—Daily, at 8.0 and 11.10 a.m., and 3.45 and 4.0 p.m. Fare—1fr. 6kr
- Constance to Lindau.**—Daily, at 4.25; 8.0; 10.50 a.m., and 4.0 p.m. Fare.—1fr. 57kr.
- Constance to Romanshorn.**—Daily, at 4.25; 8.5, and 11.10 a.m.; and 4 p.m. Fare 54kr.
- Constance to Rorschach, 4.25; 8.5; 11.10 a.m., and 4.0 p.m. Fare 1.30 fl.**
- Constantinople (Novorocisk) touching at intermediate Ports to Batoum.**—By the Steamers of the Russian Steam Navigation and Trading Company. Every Sunday at 9 a.m.
- Constantinople to Kertch, and touching at the ports of Crimea, to Odessa.**—By the Steamers of the Russian Steam Navigation and Trading Company. Every Sunday Evening.
- Constantinople (via Kustendje and Cernavoda) to Bessabusch.**—By Imperial and Austrian Danube Steam Navigation Co.'s Steamers, and by the Austrian Lloyds Co.'s Steamers.
- Constantinople to Broussa, via Moudania and Kimitch.**—4 days a week.—Fares, 1st class, 30 piastres, 2nd class, 40 piastres.
- Constantinople to Gallipoli, Metelin, and Smyrna.**—By the Messageries Imperiales Co.'s Steamers, on the 3rd, 10th, and 27th, of every month. See page 545.
- Constantinople to Galatz, Orsova and Perth.**—By Imperial and Austrian Danube Steam Navigation Company's Steamers.
- Constantinople to Gallipoli, Dardanelles, and Sa'onia.**—By the Messageries Imperiales Company's Steamers, on the 3rd, 13th, and 23rd. See page 546.

- Constantinople to Galatz**—Every Saturday, at 1 p.m. By the Austrian Lloyd's Steamer.
- Constantinople to Kustendje**, in communication with the Lines of the Danube and Railway Companies, every Thursday, at 3 p.m. By the Austrian Lloyd's Steamer.
- Constantinople to Kustendje and Odessa**—Every Monday, at 3 p.m. By the Austrian Lloyd's Steamer.
- Constantinople to London**—Every three weeks, by "Ada," "Ida," "Brenda," "Una," and other steamers. Henry Lamb, Agent.
- Constantinople to Marseilles, via Athens and Messina**.—Messageries Imperiales Co's Steamers, every Wednesday at 4 p.m.
- Constantinople to Odessa**.—(average passage 40 hours.) By the Russian Steam Navigation and Trading Company's Steamers Every Tuesday at 2 p.m.
- Constantinople touching at the intermediate ports to Trebizonde and Poti**.—By the Steamers of the Russian Steam Navigation and Trading Company. Every Saturday at 4 p.m.; Fares 25 Roubles, 15 Roubles, 5 Roubles. Returning on Fridays at 10 a.m.
- Constantinople (via Cernovoda) to Pesh**.—By the Imperial and Austrian Danube Steam Navigation Company, and by the Austrian Lloyd's Co's Steamers.
- Constantinople to Salonica**—Every second Saturday evening. By the Austrian Lloyd's Steamer.
- Constantinople to Smyrna and Alexandria** ДИКСОН—Every second Wednesday, at 4 p.m. By the Austrian Lloyd's Steamer.
- Constantinople to Smyrna, touching at the intermediate ports to Beyruth, Jaffa and Alexandria**.—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Wednesday Evening.
- Constantinople to Smyrna, Beyruth, Jaffa, and Alexandria**—Every second Wednesday, at 4 p.m. By the Austrian Lloyd's Steamer.
- Constantinople to Syria and Alexandria, via Smyrna, Rhodes, Messina, Alexandretta, Latakia, Tripoli, Beyruth**.—Messageries Imperiales Co's Steamers, on the 3rd, 13th, and 23rd, at 4 p.m.
- Constantinople to Syra, Pireos, Corfu, Ancona, and Trieste**—Every Saturday, at 10 a.m. By the Austrian Lloyd's Steamer.
- Constantinople to Trebizonde, via Ineboli, Sinope, Samsoun, and Kerassund**.—Messageries Imperiales Co's Steamers, every Monday at 2 p.m.
- Constantinople to Trebizonde**—Every second Thursday. By the Austrian Lloyd's Steamer.
- Constantinople to Varna**.—Messageries Imperiales Co's Steamers, every Monday at noon.
- Copenhagen to Aalborg**—The "Diana," Mondays and Thursdays, 5 p.m. Fares, 7th. 6th
- Copenhagen to Aalborg**.—The "Fylla," Saturday, at 2 p.m.
- Copenhagen to Aarhus**.—The "Waldemar," Mondays and Thursdays, at 6 p.m.
- Copenhagen to Bandholm**.—The "Zampa," Monday, 7 a.m.
- Copenhagen to Christiania**.—Post Steamer, Wednesday, 12 noon; calling at Gothenburg and intermediate Stations.
- Copenhagen to Christiania**.—The "Excellence Toll," Saturday, 11.30 a.m.; calling at Gothenburg and intermediate Stations.
- Copenhagen to Gothenburg**.—"Orion," "Ellida," "Najaden," on Mondays, Tuesdays, and Fridays, at 11.30 a.m.
- Copenhagen to Helsingor and Helsingborg**, 9 a.m. and 3.30 p.m.
- Copenhagen to Kiel**.—On Mondays and Thursdays, at 1 p.m.; and daily, per rail, via Korsør, at 7 p.m.
- Copenhagen to Landskrona and Helsingborg** at 4.30 p.m.
- Copenhagen to Leith**.—The Leith, Hull, and Hamburg Packet Co. No information. Calling at Christiansand and Asshuus alternately. Fare, 1st class, 50s; 2nd class, 25s. Agent, C. K. Hansen.
- Copenhagen to Lubeck**.—"Najaden," "L. Bager," "Ellida," Tuesdays and Wednesdays, at 2 p.m.; Saturdays, at 3 p.m.
- Copenhagen to Malmoe**.—Daily, at 8.0 a.m.; 1.30 and 5.0 p.m.; also at 11.15 a.m., & 6.30 p.m.
- Copenhagen to Nykjøbing**.—The "Zampa," Fridays, 7 a.m.; the "Zephyr," Tuesdays, 7 a.m.; calling at intermediate Stations.
- Copenhagen to Rejkavik**.—The "Arcturus," once a month, calling at Grangemouth and Thorshavn.
- Copenhagen to Stettin**.—The "Stolp" and "Orion," on Thursdays and Saturdays, at 3 p.m.
- Copenhagen to Ystad and Ronne (BORNSHOLM)**.—On Thursdays, at 7 p.m.
- Corfu to Alexandria**.—By the Austrian Lloyd's Steamer.
- Corfu to Ancona and Trieste**—Every Wednesday, at 3 p.m. By the Austrian Lloyd's Steamer, every month, by the Steamers from Alexandria.
- Corfu to Syra, Athens (Pireos), Smyrna, Beyruth, and Jaffa**—Every Monday, at 4 p.m. By the Austrian Lloyd's Steamer
- Corfu to Syra and Constantinople (ДИКСОН ЛИНИ)**—Every Monday at 4 p.m. By the Austrian Lloyd's Steamer.

- Corfu to Trieste DIRECT**—Every Tuesday, at 4 p.m.; and about the 1st, 8th, 15th, and 22nd of each month
- Corsør to Flensburg.**—Every Monday, Wednesday, and Friday morning, at 10.30 a.m.
- Corsør to Horsens.**—Every Sunday at 10.30 a.m.
- Corsør to Kiel.**—Daily Steam communication by Post Steamer.
- Gronstadt to Stettin.**—The Preussischer Adler, or Wladimir, every Saturday evening. The passage is made in from 65 to 70 hours. Fares, 62 rthr. 40 rthr. and 23½ rthr. One cabin, for 4 persons, 1st class, 273 Rthr.; for 3 persons, 1st class, 205 rthr.; for 3 persons, 2nd class, 132½ rthr. These amounts include provisions but not wines. Children under 12 years, half fare.
- Czernavoda to Basiasch and Pesth.**—By Imperial and Austrian Danube Steam Navigation Co.'s Steamers.
- Dardanelles to Constantinople and farther.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Friday, at 2 p.m.
- Dardanelles to Smyrna, and touching at the intermediate Ports of Syria, to Alexandria.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Thursday morning.
- Dieppe to Newhaven (Brighton).**—By the Brighton Steam Packet Co.'s Steamers, in connection with the London, Brighton and South Coast, and Paris, Rouen and Havre Railway trains. See page 525.
- Donauworth to Regensburg (Ratisbon).**—Every second day, at 8.30 a.m. See page 551.
- Dover to Calais.**—(1½ hour.) By the South Eastern and Continental Steam Packet Co.'s Ships, See pages 526 to 529.
By the English, French, and Belgian Royal and Imperial Mail Steamers, daily, at 9.10 a.m. and 10.40 p.m., Sundays included. Fares, 8s. 6d. and 6s. 6d.; Children, 4s. 3d. and 3s. 3d. Average passage 1½ hour. See pages 532 and 533.
- Dover to Calais.**—The London, Chatham, and Dover Co.'s Steamers "Sapphire" and "Maid of Kent," daily.
- Dover to Ostend.**—(4 hours.) The Royal Mail and Belgian Government Steamers, every night, at 10.40. Sundays excepted. See pages 533 and 534
- Dover to Ostend**—Day Mail Service every morning Sunday excepted at 9.30 a.m. See page 533.
- Dunkirk to Hull.**—Brownlow, Lumsden & Co.'s Steamers, every Wednesday and Saturday. Fares, 15s. and 10s. Return Tickets, fare and half. See page 536.
Lofthouse Glover & Co.'s Steamers. Every Wednesday and Saturday. Average passage 24 hours. See page 550.
- Dunkirk to Leith.**—(average passage 32½ hours.)—D. R. Macgregor's Steamers, Marie Stuart. —Every Saturday. A Geron fils, Agents, Dunkirk.
- Dunkirk to London.**—By the Screw Steam Shipping Co.'s Steamers, "Normandie," "Sir Robert Peel," or "Lord John Russell," February 4th, 2 a.m.; 8th, 5 a.m.; 10th 8 a.m.; 14th, 11 p.m.; 18th, 1 a.m.; 22nd, 4 a.m.; 24th, 8 p.m.; 28th, 11 p.m. Fares—10s. and 7s.; children under 10 years, half price. Steward's fee, 1s.; 60 lbs. of luggage allowed to each chief cabin passenger *res.* W. H. Carey and Son, 34, Mark Lane, Agents.
- Dunkirk to Rotterdam.**—Prins Van Orange. Every Saturday, according to tide. Fares: First Class, 30 frs.; Second Class, 20 frs. The passage is made in 12 or 14 hours.
- Ebensee to Gmunden.**—At 11 a.m. and 5.50 p.m.—Fare, 1 fl.
- Eidsvold to Lillehammer,** calling at MINDE, GILLUND, HAMAR, NÆSS, SWØRVIKEN, GJØRVIS HØGENBOGEN, RINGSÅKER, and BIRØ—By the "Skibladner," and the "Feerdismanden," on week days at 11.30 a.m., calling at all the above Stations. Fares, 1st Class, 154 sk.; 2nd Class, 89 sk.
- Eibing to Pillau and Königsberg.**—By the Fulton, on Tuesdays, Thursdays, and Saturdays, at 7 a.m. Fares, Eibing to Königsberg, 1st Cabin, 1 R.; 2nd Cabin, 20 sgr.; to Pillau, 1 R. and 20 sgr.; Königsberg to Pillau, 20 and 15 sgr.
- Eupatoria to Odessa.**—(Passage 14 hours.) By the Steamers of the Russian Steam Navigation and Trading Company, every Thursday evening.
- Eupatoria to the ports of the Crimea and Caucasus to Batoum.**—By the Steamers of the Russian Steam Navigation and Trading Company, every Friday morning.
- Flensburg to Aarhus.**—The "Albion," Tuesdays and Saturdays, at 5 a.m.
- Flensburg to Corsør**—Wednesdays, and Saturdays, at 8 a.m., calling at Svendberg, and Sande: berg.
- Folkestone to Boulogne.**—The South Eastern Railway Company's Ships. Twice daily according to tide. Average passage, 2 hours. For daily Direct Tidal Service between London and Paris, and hours of sailing, see pages 526 to 529.
- Fredrikshavn to Aalborg.**—The "Daula," Saturdays, at 6 a.m.
- Fredrikshavn to Christiania.**—Calling at intermediate Stations. Every Saturday, at 8 p.m.
- Fredrikshavn to Nyborg and Kiel.**—Every Wednesday at 6 a.m.
- Friedrichshafen to Bregenz.**—Daily, at 5.10 and 9.30 a.m., and 1.15 p.m.; fare 1 fl. 15kr.

- Friedrichshafen to Constance.**—Daily, at 5.5, 9.35 a.m., 1.30 and 5.40 p.m.; fare 11. 6kr.
- Friedrichshafen to Lindau.**—Daily, at 5.10 and 9.30 a.m., 1.15 and 5.40 p.m.; fare 7 kr.
- Friedrichshafen to Romanshorn.**—Daily, at 5.5 and 9.0 a.m.; 1.15 and 6.40 p.m.; fare 33 kr.
- Friedrichshafen to Rorschach.**—Daily, at 5.10 and 8.55 a.m.; 1.15 and 6.40 p.m.; fare 5 kr.
- Galatz to Constantinople.**—Every Thursday morning. By the Austrian Lloyd's Steamer.
- Galatz to Giurgevo, (Bucharest), Orsova, Semlin, Pesth, and Vienna.**—By Imperial and Austrian Danube Steam Navigation Co.'s Steamer.
- Galatz to Basiasch.**—By Imperial and Austrian Danube Steam Navigation Co.'s Steamers.
- Galatz to Odessa.**—By the Russian Steam Navigation Co.'s Steamer, every Thursday at noon.
- Genoa to Bastia (Corsica),** touching at LæHORN.—R. Rubattino and Co.'s Steamers, every Friday, at 7 p.m.
- Genoa to Cagliari,** touching at LEGHORN.—R. Rubattino and Co.'s Steamers, Mondays and Thursdays, at 7 p.m.
- Genoa to Leghorn.**—By the Royal Italian Mail Steam Packet Co.'s Steamers, daily.
- Genoa to Leghorn and Naples.**—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Tuesday at 11 p.m.
- Genoa to Leghorn and Messina.**—By Valery & Co.'s Boats, every Tuesday at 11 p.m.
- Genoa to Leghorn and Palermo.**—By Valery & Co.'s Boats, every Friday at 11 p.m.
- Genoa to Leghorn.**—R. Rubattino and Co.'s Steamers, daily (except Sundays) at 7 p.m.
- Genoa to Madalena (Isle of),** touching at LEGHORN.—R. Rubattino and Co.'s Steamers, every Friday, at 7 p.m.
- Genoa to Malta.**—(calling at LEGHORN, PALERMO, MESSINA, and STRACUSE.)—Every Tuesday at 11 p.m., by J. V. Florio and Co.'s Steamers.
- Genoa to Marseilles DIRECT.**—Every Wednesday, at 6 p.m., by Peirano, Danovaro, & Co.'s Steamers.
- Genoa to Naples,** calling at LæHORN.—By the New Maritime Postal Service, daily at 11 p.m. See page 540.
- Genoa to Naples and Ancona.**—By the New Maritime Postal Service, every Saturday, at 11 p.m. See page 540.
- Genoa to Naples.**—R. Rubattino & Co.'s Steamers, every second Monday from June 5th, at 7 p.m.
- Genoa to Nice.**—Every Tuesday and Friday, at 9 a.m., by Peirano, Danovaro, & Co.'s Steamers.
- Genoa to Nice.**—By the Royal Italian Mail Steam Packet Co.'s Steamers, every Saturday and Wednesday.
- Genoa to Palermo, DIRECT.**—By Valery & Co.'s Boats, every Monday at 11 p.m.
- Genoa to Palermo,** touching at CAGLIARI.—R. Rubattino and Co.'s Steamers, every second Monday, from June 12th, at 7 p.m.
- Genoa to Portoferris,** touching at LæHORN.—R. Rubattino and Co.'s Steamers, Tuesdays and Fridays, at 7 p.m.
- Genoa to Spexia.**—Daily except Sundays at 8 p.m. (returning 8 p.m.)
- Genoa to Tunis,** touching LæHORN and CAGLIARI.—R. Rubattino and Co.'s Steamers, every Thursday, at 7 p.m.
- Geestemunde to Hull** (average passage about 30 hours).—Cammell, Woolf, and Haigh's Steamers, "Marhland" and "Ems," every Wednesday and Saturday.
- Ghent to Goolse.**—The La Plata or Cheviet. Every Wednesday and Saturday.
- Gibraltar to Malaga.**—On the 6th, 16th, and 26th of each month, by the Fluvial and Maritime Steam Packet Company.
- Gibraltar to Cadiz, Lisbon, Vigo, and St. Nazaire.**—On the 9th, 19th, and 29th of every month, at 4 p.m. By the Fluvial and Maritime Steam Packet Company.
- Gothenburg to Christiana.**—Every Thursday morning. See page 549.
- Gothenburg to Copenhagen.**—The "Kronprindsesse Louise," on Sundays, 1 a.m.; "Excellence Toll," on Wednesdays, 5 a.m.; "Najaden," on Mondays, 2 p.m.; "Eilda," on Fridays, 2 p.m.; "Orion," on Wednesdays, 4.30 p.m.
- Gothenburg to Hull.**—(2 days).—Thos. Wilson, Son, & Co.'s Steamers, "Argo" or "Oder," Agent in Gothenburg, J. W. Wilson. See page 549.
- Grimsby to Hamburg.**—By the Anglo French Steam Ship Co.'s Steamers. Every Wednesday and Saturday night. Average passage 40 hours. See page 557.
- Guernsey to Jersey.**—The "Aquila," "Brighton," or "Cygnus," every Monday, Wednesday and Friday at noon.
- Guernsey and Jersey to Southampton.**—The London and South Western Royal Mail Steam Packets. See page 538.
- Guernsey to Weymouth.**—6 hours.—The Weymouth and Channel Islands Steam Packet Co.'s Steamers, every Tuesday, Thursday, and Saturday, at 9 a.m. Fares, 18s. and 12s. Fees 2s. 1st class; 1s. 2nd class.
- Hamburg to Grimsby.**—Every Tuesday and Friday. See page 537.
- Hamburg to Harburg.**—6, 7½, 9½, and 10½ a.m.; 12½, 1½, 3½, 5, 6½, 7, and 9 p.m., in about 1½ hrs.

- Hamburg to Hull**—Brownlow, Lunsden, & Co.'s Steamers, every Tuesday evening. Fares—Best Cabin, £1 10s.; Return Tickets, £2 Second Cabin, 16s.; Return Tickets, £1 s. 6d. See page 536.
- Gee & Co's Paddle-wheel Steamers**, "Heitor MacGrager," and "Emerald Isle," every Saturday evening. Fares—First Cabin, 30s.; Second Cabin, 15s. Return Tickets, available for one month—First Cabin, £2; Second Cabin, 22s. 6d. Average passage, 40 hours See page 534.
- Lefthouse, Glover, & Co's Steamers**, "Harlequin" February 2nd and 16th, and "Excelsior," February 9th and 23rd, unless the Navigation be interrupted by ice. Average passage, 36 to 40 hours. Fares £1 and 16s Return Tickets, £2, and £1 2s. 6d.; Return Tickets, available by Tuesday or Thursday's Steamers. See page 550.
- Hamburg to Leith**—The Leith, Hull, and Hamburg Steam Packet Co.'s Steamers, every Tuesday, Thursday, and Saturday. Cabin, £1 10s.; Steerage, 16s Return Tickets, £1 6s. and £1 2s. 6d.
- Hamburg to London**.—By the General Steam Navigation Company's Steamers, February 2nd, 2 a.m.; 7th, 5 a.m.; 10th, 7 a.m.; 13th, 12 night; 17th 2 a.m.; 21st 5 a.m.; 24th, 7 a.m.; 27th, 12 night. Fares—Chief Cabin, £2; Fore Cabin, £1 6s; Children under ten years half-price.
- N.B.**—The above departures will take place provided the navigation of the River Ems is uninterrupted by ice.
- Hamburg to Neuhaus**, calling at **Stades, Boeck, and Bunsessortel**.—Every Monday, Wednesday, and Friday, at 7 a.m.
- Hamburg to New York**.—The United States Mail Steamers, calling at Southampton. See page 544.
- Hamburg to Southampton**.—By United States Mail Steamers, every alternate Sat. day.
- Hamburg to West Hartlepool**.—The Queen Line of Steamers, every Tuesday and Friday evening, (weather permitting) Fares—Single, £1; Return Tickets, £1 10s.
- Hammerfest to Vadsø**.—The "Gyller," once a week
- Hamburg to Hamburg**.—6½, 8, 9, and 10½ a.m.; 12, 2, 3, 5, 7, and 9 p.m., in about 1½ hours.
- Hamburg to Hull**.—The Hull and Harburg Line of Steamers, "Excelsior" and "Harlequin." Average passage 48 hours. Cummell, Woolf, and Haigh, Agents, Hull. See page 542.
- Hamburg to London**.—By the General Steam Navigation Co.'s Steamers. Every Friday.
- Hardanger to Bergen**.—By the "Voringen," every Friday. Fare, 11sh.
- Harlingen to London**.—By the Waterford Steam Shipping Co.'s Steamer, "Kora," every Wednesday morning; and the "Lion," every Saturday.
- Harlingen to Hull**.—The "Minister Thorbecke," leaves every Saturday. See page 556.
- Harlingen to Leith**.—Every second Wednesday.
- Harwich to Antwerp** every Wednesday and Saturday. See advertisement, page 2
- Harwich and Rotterdam** (in 10 hours).—By Great Eastern Railway Co.'s Steamers. See advertisement, opposite the cover.
- Havannah to Cadiz**.—By Lopez and Co.'s Steamers, on the 15th and 30th of every month. See page 536
- Havre to Cher.**—Once or twice daily, in 4 hours. Fares, 6f. and 5f.
- Havre to Cherbourg**.—Every Sunday in 12 hours. Fares, 14f. and 10f.
- Havre to Nonfleur**.—(in 35 minutes.)—Twice daily. Fares—1st class, 1 fr. 2nd class, 75 c.
- Havre to Hull**.—The "Hawk," every Saturday, see page 555.
- Havre to Lisbon, Cadiz, Gibraltar and Malaga**.—Every 20 days—By the Steamers of the Vapeur Fluviaux et Maritimes Cie. Gle. des Paquebots, Administration Générale, Rue Taitbout, 62, Paris.
- Havre to Lisbon and Oporto**.—The Steamer "Lisboa" of the Compagnie Portugaise de Navigation a Vapeur Luzzitania on the 12th of each month. Fehi & Co., Agents, Havre.
- Havre to London**.—By the General Steam Navigation Company's Steamers, February 5th, 12 noon; 10th, 5 p.m.; 15th, 9 a.m.; 20th, 12 noon; 25th, 7 a.m.—Fares—Chief Cabin, 11s.; Fore Cabin, 8s Return Tickets, 16s. 6d. and 12s. Children under 10 years, half-price. Through tickets, Paris to or from London, 28s. and 20s.
- Havre to New York and the Brazils**.—Monthly.
- Havre to Rouen**.—Every alternate day.
- Havre to Rotterdam**.—The Bordeaux and Seine, on the 4th, 14th, 19th, 24th, and 29th. Fares, (provisions not included,) 1st class, 25fr.; 2nd class, 15fr.
- Havre to Southampton**.—The London and South Western Railway Company's Steamers:—February 2nd and 5th, 11.30 p.m.; 7th, 12 night; 9th, 6.30 p.m.; 12th, 8.30 p.m.; 14th, 16th, 19th, and 21st, 11.30 p.m.; 23rd, 6 p.m.; 26th, 8.30 p.m.; 28th, 11.30 p.m. See page 538.
- Havre to Spain**.—Once a month. Fares to San Sebastian 120f., Santander 150f., Corunna 253f. Cadiz 360f., Malaga 400f.
- Havre to Trouville**.—(in 35 minutes.)—Steamers run daily, and occasionally twice a day.
- Heidelberg-Mannheim to Heilbronn**.—Daily, at 7.10 a.m., in 1½ hours. Fares, 1st cl., 3 f.; 2nd cl., 2 f.
- Heilbronn to Heidelberg-Mannheim**.—Daily, at 7 a.m., in 6½ hours.—Fares, 3d and 2d.

- Helsingborg to Copenhagen.**—Daily, at 6 a.m. and 2 30 p.m.
Helsingborg to Helsingor.—6 a.m.; 1.0. 2.30 and 7 p.m.
Helsingor to Copenhagen.—Daily, at 6 a.m. and 2.30 p.m.
Helsingor to Helsingborg.—At 5 15 and 11.30 a.m.; 2 and 6 p.m.
Hitterdal to Ulefoe, Gvarv, Akerhougen, Fahrvoiden, and Fjærestrand.—Mondays, Fridays, and Saturdays, at 2 p.m.; Wednesday, at 7 a.m. Fares to Fjærestrand, 90 and 34 skillings.
Honfleur to Havre.—(In 35 minutes.)—Once or twice daily. Fares, 1st class, 1f. 25c.; 2nd class, 75c.
Honfleur to Littlehampton. See page 530.
Honfleur to Southampton. See page 539.
Hong Kong to Shanghai, (5 days).—By the Peninsular and Oriental Steam Navigation Company's Steamer, February 25th.
 By the Messageries Impériales Steamers on the 28th of each month.
Hong Kong to Singapore, (6 days), Penang, (10 days), Galle (Ceylon), (16 days), and Bombay, (21 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, about the 1st and 15th of each month. During S. the W. monsoon an allowance is made in the dates of the Steamers leaving Hong Kong, Shanghai, and Manilla.
Horsens DIRECT to Copenhagen.—Mondays at 5 a.m.
Horsens DIRECT to Copenhagen.—Every Friday at noon.
Hull to Antwerp.—Gee & Co.'s Steamer, Alster, every Wednesday evening, after 4 p.m. Fare, 20s.; Return Tickets (available for a Month), 30s. See page 534.
 Brownlow, Lumsden, & Co.'s Steamers, every Saturday evening. Fares, 20s. and 10s. Return Tickets, £1 10s. See page 536.
Hull to Amsterdam.—The "Alert," every Wednesday. See page 556.
Hull to Bremen and Geestemünde.—Steamers, every Saturday, (under Bremen flag). Average passage about 30 hours. Fares, £2, £1, and 10s. N. Veltmann and Co., Agents. See p. 531.
Hull to Christiansand and Christiania.—(2 days.)—T. Wilson, Sons, and Co.'s Steamer, "Scandinavian." No information.
Hull to Christiansand and Christiania.—Average passage, two days.—T. B. Morley and Co.'s Steamer "Ganger Rolf." (No information.)
Hull to Copenhagen and Königsberg.—Average passage, 65 hours. Sahlgreen and Carrall's Steamers, Odin, Phoenix, Arturus, or Smyrna, weekly. Best Cabin. Fare £2 10s.
Hull to Copenhagen and Königsberg.—Bailey and Leatham's Steamer, "St. Petersburg," December 1st; to be followed by other first-class Steamers. See page 535.
Hull to Cronstadt and St. Petersburg.—T. Wilson, Sons, & Co.'s Steamers, weekly, during the season. See page 549.
Hull to Danzig.—Sahlgreen and Carrall's Steamers, every 14 days.
Hull to Dunkirk.—Brownlow, Lumsden, & Co.'s Steamers, every Wednesday and Saturday evening. Fares, 15s. and 10s. Return Tickets, fare and half. See page 536.
Hull to Dunkirk.—Lofthouse, Glover, & Co.'s Steamers, the "Martlet," every Wednesday; the "Prince," every Saturday. See page 550.
Hull to Geestemünde.—N. Veltmann and Co.'s Steamers every Saturday evening.
Hull to Gheut.—By Brownlow Lumsden & Co.'s direct Steamer, or via Antwerp, every Wednesday and Saturday. See page 536.
Hull to Gothenburg.—(2 days.)—T. Wilson, Sons, & Co.'s Steamer, "Argo" or "Oder," every Saturday at 6 a.m. Fares, 63s. and 42s. Return Tickets, available during the season, £5 5s. and £3 3s. See page 549.
Hull to Hamburg.—Brownlow, Lumsden, and Co.'s Steamers, every Tuesday evening. Fares, 20s. and 10s. Return Tickets, 30s. and 15s. 6d. See page 536.
 Lofthouse, Glover, & Co.'s Steamers, "Excelsior," February 3rd and 17th, and "Harlequin," February 10th and 24th, unless the navigation be interrupted by ice. Fares:—Best Cabin, £1 10s.; Fore Cabin, 15s. Return Tickets, extending over one month.—Best Cabin, £1; Fore Cabin, £1 2s. 6d. Return Tickets available by all the steamers.—Average passage, 40 hours. See page 550.
 Gee & Co.'s Paddle-wheel Steamers, "Helen McGregor" or "Emerald Isle," or other Steamer, every Saturday evening. Fares, 1st Cabin, 30s.; 2nd Cabin, 15s.; Return Tickets, available for one month—1st Cabin, £2; 2nd Cabin, 22s. 6d.—Average passage, 40 hours. See page 534.
 T. W. Peters, Lawson & Co.'s Fast Steamers, "Roland," or "Britannia." Every Thursday. Best Cabin, 30s. Return Ticket, (available for one month) 40s.
Hull to Harburg (DIRECT.)—Hull and Harburg Line of Steamers, "The Harlequin," or "Excelsior," every Saturday, weather permitting. Cammell, Woolf, & Haigh, Agents, Hull; Aug. Eickmeyer, Agent, Harburg. See page 543.
Hull to Havre.—"The Hawk," every Tuesday. See page 535.
Hull to Königsberg.—Sahlgreen & Carrall's Steamers, weekly. Best Cabin, fare £3 10s.
Hull to Königsberg and Copenhagen.—Bailey & Leatham's, Steamers. Every week during the season. Average passage 4 days.

- Hull to Lubeck.**—Sahlgreen & Carrall's Steamers, every 14 days.
- Hull to Riga.**—(Average passage about 5 days.) The "Humber" about every ten days. Helmsing & Son Agents.
- Hull to Rotterdam.**—The Steamers "Albert," "Seagull," "Swallow," "Seahorse," No information. Fares, 0s. Return available for a month, 30s. See page 535.
- Hull to St. Petersburg Town.**—(Direct.)—Brownlow, Lumsden, & Co.'s Steamers, weekly during the Baltic Season. See page 538.
By Bailey and Leatham's Steamers weekly. See advertisement, page 559.
T. Wilson, Son, and Co.'s Steamers "Dido," "Cllo," "Juno," "Sappho," or "Albion," weekly during the season see page 535.
- Hull to Stettin.** (4 days.)—"Humber," "Pacific," or "Onse," regularly throughout the season.—See page 535.
- Hull to Stettin and St Petersburg.**—By T. Wilson, Sons, & Co.'s Steamers, weekly during the season. See page 549.
- Hull to Zwolle, and Harlingen.**—The Minister Thorbecke, every Tuesday. See page 556.
- Jaffa (Jerusalem) to Alexandria** on the 24th, 4th, and 14th, at 10 a.m.; and **Marseilles** on the 29th, 9th, and 19th, at 6 p.m.—Messageries Imperiales Co.'s Steamers. Passage to Alexandria, about 30 hours.
- Jaffa to Alexandria.**—Every second Friday evening. By the Austrian Lloyd's Steamer.
- Jaffa to Beyrath and Smyrna.**—Every second Friday evening. By the Austrian Lloyd's Steamer.
- Jaffa (Jerusalem) to Constantinople,** via Smyrna.—Messageries Imperiales Co.'s Steamer on the 29th, 9th, and 19th, at 6 p.m.
- Jersey and Granville.**—The Steamer "Cometa," twice weekly.
- Jersey to Guernsey.**—The "Aquila," "Brighton," or "Cygnus," every Tuesday, Thursday, and Saturday, at 6.45 a.m.
- Jersey to Littlehampton** (DIRECT), in connection with the London, Brighton, and South Coast Railway, Fares 12s. and 8s. Return Tickets, 21s. and 13s. See page 530
- Jersey** (calling at Guernsey about 1½ hours afterwards) **to Southampton.**—The Royal Mail Packets in connection with the London and South Western Railway. See page 538.
- Jersey direct to Southampton.**—By the London and South Western Railway Co.'s Steamers, February 2nd, 10.30 a.m.; 6th, 11.30 a.m.; 9th, 2.30 p.m.; 13th, 2 p.m.; 16th, 10 a.m.; 20th, 11.30 a.m.; 23rd, 2.30 p.m.; 27th, 7 a.m. See page 538.
- Jersey to St. Malo,** (in connection with the London and South Western Railway Company).—February, 3rd, 6 a.m.; 7th, 9 a.m.; 10th, 11 a.m.; 14th, 2 p.m.; 17th, 6 a.m.; 21st, 8 a.m.; 24th, 11 a.m.; 28th, 2 p.m.; Fares, Single Ticket, 1st class, 7s.; 2nd class, 5s. Return Tickets, available for a month, 1st class, 10s.; 2nd class, 7s. 6d.
- Jersey to St. Malo,** by the Steamers "Vigilant and Ida." in connection with the London, Brighton, and South Coast Railway. Fares, 7s. and 5s.; Return Tickets, 10s. and 7s. 6d. See p. 530.
- Jersey to Weymouth** (8 hours.) By the Weymouth and Channel Islands Steam Packet Co.'s Steamers, every Monday and Thursday, at 6.45 a.m. Fares, 18s. and 12s.; teas, 2s. 1st class; 1s. 2nd class.
- Kerch, touching at the intermediate ports of Crimea to Odessa.**—By the Russian Steam Navigation Co.'s Steamers, every Tuesday at 7 a.m.
- Kerch, touching the Caucasian ports to Batoum.**—By the Russian Steam Navigation Co.'s Steamers, every Saturday evening.
- Kherson, touching at intermediate ports to Poti.**—By the Russian Steam Navigation Co.'s Steamers, every alternate Tuesday morning.
- Kherson, touching at the intermediate ports to Constantinople.**—By the Russian Steam Navigation Co.'s Steamers, every alternate Sunday.
- Kiel to Aarhus,** daily, via Korsør, at 10 p.m.
- Kiel to Korsør.**—The "Vesta," Tuesdays, Thursdays, and Saturdays, at 9 p.m. The "Diana," every Monday, at 10 a.m.
- Kiel to Nakskov.**—The "Zephyr," Friday, 7 a.m.
- Kiel to Nyeborg,** daily, via Korsør, at 10 p.m.
- Kiel to Nyeborg, Fredicksaven and Christiania.**—Every Friday, at 10 p.m.
- Keeping to Stockholm.**—On Wednesdays, and Saturdays, at 10 a.m.
- Keeping to Copenhagen.**—The "Zampa," Thursdays, at 3 a.m., calling at intermediate Stations.
- Keeping to Korsør.**—The "Flora," Sundays, at 6 a.m., calling at intermediate Stations.
- Konigs-See.**—Bavaria—Boats of any size may be had upon the Lake, at from 16 kr. to 1 fl. per day.

- Korsør to Haderslev.**—The "Haderslev," on Tuesdays and Saturdays, at 10½ a.m. calling at intermediate Stations.
- Korsør to Kiel.**—The "Vesta," every Monday, Wednesday, and Friday at 10.30 p.m., and the "Diana," every Sunday at 10.30 p.m.
- Korsør to Svendborg, Sonderborg, and Flensborg.**—The "Diana," Tuesdays and Fridays at 10 2½ a.m.
- Kustendje to Constantnople.**—By Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers.
- Kustendje to Constantnople.**—Every Monday, at 10 a.m., and every Thursday, at 10 a.m. By the Austrian Lloyd's Steamer.
- Kustendje to Odessa.**—Every Wednesday at 10 a.m., by the Austrian Lloyds' Steamer.
- Landsrona to Copenhagen** at 7.30 a.m., daily.
- Landsrona to Helsingborg** at 6 p.m.
- Lardalsoren to Bergen.**—Every Friday, at 2 a.m.
- Latakia to Alexandria,** on the 9th, 1st, and 11th, at 1 p.m., and **Marseilles,** on the 2nd, 12th, and 22nd at 12 noon, *via Beyrouth.*—Messageries Imperiales Co.'s Steamers.
- Latakia to Constantnople,** *via Smyrna.*—Messageries Imperiales Co.'s Steamers. On the 2nd, 12th, and 22nd, at 12 noon.
- Latakia, touching at the intermediate ports, to Jaffa and Alexandria.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Thursday, at 8 a.m.
- Latakia, touching at the intermediate ports, to Smyrna, Constantnople, and further.**—By the Steamers of the Russian Steam Navigation and Trading Company, every alternate Thursday Evening
- Leghorn to Civita Vecchia, Naples, and Messina thence to the Levant and Egypt.**—Messageries Imperiales Co.'s Steamers, every Saturday at 3 p.m.
- Leghorn to Civita Vecchia, Naples, & Messina.**—By Two Sicilies Mail Steam Navigation Co.'s Steamers, every Thursday evening.
- Leghorn to Genoa.**—By the Royal Italian Mail Steam Packet Co.'s Steamers. Daily, at 10.0 p.m.
- Leghorn to Genoa.**—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Sunday at 11 a.m.
- Leghorn to the Island of Elba.**—R. Rubattini & Co.'s, Steamer, every Sunday and Wednesday at 10 a.m.
- Leghorn to Marseilles, via Genoa.**—Messageries Imperiales Co.'s Steamers, every Thursday, at 4 p.m.
- Leghorn to Naples.**—By the Royal Italian Mail Steam Packet Co.'s Steamers, every Wednesday and Friday.
- Leghorn to Naples.**—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Wednesday at 11 a.m.
- Leith to Antwerp.**—Every Ten Days, G. Gibson & Co., Agents.
- Leith to Copenhagen.**—The Leith, Hull, and Hamburg Steam Packet, once a week, calling at Christiansand and Aarhus every alternate voyage.
- Leith to Hamburg.**—James Currie & Co.'s Steamers, every Tuesday, Thursday, and Saturday. Fares £1 10s. and 10s. Return Tickets, £2 6s. and £1 2s. 6d.
- Leith to Rotterdam and the Rhine.**—The "Osborne," "Marie Stuart," and "Holwood," Every Tuesday and Friday. Fare, 30s.; Return 45s. Agent, Donald R. McGregor 55, Bernard Street, Leith
- Leith to St. Petersburg.**—The "Cronstedt," or "St. Petersburg," every 10 days. Agent is St. Petersburg William Miller & Co.
- Leith to Stettin.**—James Currie & Co.'s Steamers, about once a week, during the season.
- Liege to Namur.**—(in 6½ hours.) Daily, at 5.30 a.m. Fares—2 fr. and 1 fr.
- Liege to Maestricht.**—(in 3 hours, by the Mens.) At 7.30 a.m. Fare—1 fr. By the Canal Lateral (in 2 hours). At 6.10 a.m. and 5.15 p.m. Fares, 2fr. and 1 fr.
- Lillehammer to Eidsvold.**—CALLING AT BIEL, RINGSÅKER, HESSENHØGEN, GJØVIK, SMØRVIKEN, NÆSS, HAMAR, GELUND, AND MINDE.—By the Skiblander and Feedermander, every Week-day morning.
- Lindau to Brezeng.**—Daily, at 5.15; 7.45; 10.15, and 11.0 a.m.; 1.35; 1.45, and 6.15 p.m. Fare, 21kr.
- Lindau to Constance.**—Daily, at 5.30 and 6.30 a.m.; 12.15 and 4.20 p.m. Fare, 1fr. 57kr.
- Lindau to Friedrichshafen.**—Daily, at 6.30 and 8.55 a.m., 4.20 and 6.10 p.m. Fare, 57kr.
- Lindau to Romanshorn.**—Daily, at 8 a.m.; 12.15, 6.10 p.m. Fare, 1fr. 6kr.
- Lindau to Rorschach.**—Daily, at 5.30; 6.30 and 8.55 a.m.; 1.0 and 6.10 p.m. Fare, 43kr.
- Lisbon to Cadix, Gibraltar, and Malaga.**—On the 2nd, 12th, and 22nd of every month at 8 a.m., by the Fluvial and Maritime Steam Packet Company.
- Lisbon to Madeira.**—English Steamers. On the 5th of each month. Fares, 1st Class, £6; 2nd Class, £4; 3rd Class, £3, including provisions. By Portuguese ship to Madeira, on the 15th of each month, Fares, 1st Class, £6; 2nd Class, £5; 3rd Class, £3

- Lisbon to Oporto, and vice versa.**—About once a week (uncertain). Fares, 1st class, 4,500 reals (18s. 7d.); 2nd class, 3,600 reals (11s. 6d.); and 3rd class, 1,200 reals (6s.) Hancock and Co., Agents, London.
- Lisbon to St. Vincent, Permar buco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres**—By the Mes ageries Imperiales Steamers, on the 27th of each month.
- Lisbon to Vigo, Southampton, and London**—Twice a month, by steamers "Scindian," "Tartar," and "Despatch." Warburg and Dotti, Agents.
- Littlehampton to Jersey and St. Malo.**—(In connection with the London, Brighton, and South Coast Railway.) The "Vigilant" and "Ida." See page 580.
- Littlehampton to Honfleur.** See page 580.
- Liverpool to Constantinople and Smyrna.**—By John Bibby, Sons, and Co's, Steamers.
- Liverpool to Corunna, (3½ to 4 days), Vigo, (5 days), Carril, (5 days), Cadiz, (6 to 7 days), Malaga, (9 days), Valencia, (11 days), and Barcelona, (12 to 13 days), calling at Carthagena and Alicante, as occasion may require.**—The Tajo, and Ebro, an occasion may require. Fares—to Vigo or Corunna, 9 guineas and £7; Cadiz, 10 guineas and £8; Malaga, 12 guineas and £10; Valencia or Barcelona, 13 guineas and £11.
- Liverpool to Genoa, Leghorn, and Naples.**—By John Bibby, Sons, and Co's. Steamers,
- Liverpool to Gibraltar, (6 days), Sicily, (9 days), Corfu, Ancona, and Trieste.**—The Euphrates Corinthian, Armenian, Albanian, Rhone, or Scamander, about every 14 days.
- Liverpool to Gibraltar, Genoa, Leghorn and Naples.**—Burns and MacIver's First Class Steamers, several times a month. See page 543.
- Liverpool to Gibraltar, Malta, Syra, Constantinople, and Smyrna.**—Burns and MacIver's First Class Steamers, several times a month. See page 543.
- Liverpool to Gibraltar, Malta, Piræus, Salonica, Constantinople, and Trebizonde.**—Burns' and MacIver's First Class Steamers, several times a month. See page 543.
- Liverpool to Gibraltar, Palermo, Messina, Corfu, Ancona, Trieste & Venice**—Burns and MacIver's First Class Steamers, several times a month. See page 543
- Liverpool to Halifax N.S. and Boston, U.S.**—The British and North American Royal Mail Steam Packet Company's Steamers. Every fortnight. Fares, £22 and £16. D. & C. MacIver, Agents.
- Liverpool to Havre.**—Burns and MacIver's Steamers,—British Queen and Balbec, every Monday. Fares, 25s., and 12s. 6d.
- Liverpool to Lisbon**—By John Bibby, Sons, and Co's. Steamers.
- Liverpool to Madeira.**—The African Steam Ship Company's Steamers, on the 24th of every month, unless the 23rd falls on a Sunday, in which case the steamer is despatched on the 26th. Fletcher & Parr, Agents.
- Liverpool to Malta, Alexandria, Beyrout, and Alexandretta.**—Several times a month. See page 543.
- Liverpool to Malta, Piræus, Salonica, Constantinople, and Trebizonde.**—Several times a month. See page 543.
- Liverpool to Malta, Syra, Constantinople, and Smyrna.**—Several times a month. See page 543
- Liverpool to Nantes, Charente, and Bordeaux.**—The West of France Steam Navigation Company's Steamers, Loire, and Auguste Louise, to sail once a month.
- Liverpool to New York, (11 to 13 days).**—The Liverpool, New York, and Philadelphia Steam Shipping Co's Steamers. Every Wednesday and every alternate Saturday. Fares: 21, 17, 15, 13, and 5 guineas. See page 541
- Liverpool to New York, U.S.**—The British and North American Royal Mail Steam Packet Company's Mail Steamers. Every fortnight. Fares, £26 and £18. Also extra Screw Steamers every alternate Tuesday. D. and C. MacIver, agents.
- The National Steam Navigation Co.'s Steamers—every Tuesday.
- Liverpool to Oporto.**—By John Bibby, Sons, and Co's. Steamers, January 3rd and 31st
- Liverpool to Rotterdam.**—The "Bittern," or "Pelican," or "Osprey,"—Every week. Wilson, Son, & Walter, and Fletcher & Parr, Agents.
- Liverpool to Santander, Bilbao, and San Sebastian.**—The Rita and Nina, from Coburg Dock, every fortnight.
- Liverpool to Sicily, Ionian Islands, and the Adriatic.**—The Euphrates, Tiber, or Corinthian, for Palermo, Messina, Corfu, Ancona, and Trieste, every ten days.
- Liverpool to Sicily and the Adriatic.**—By John Bibby, Sons, and Co's. Steamers,
- Liverpool to Teneriffe.**—The African Steam Ship Company's Steamers on the 25th.
- Liverpool to the West Coast of Africa.**—The African Steam Ship Co's Steamers, from Huskinson Dock, conveying Passengers to Bathurst, Sierra-Leone, Cape Coast Castle, Accra, Lagos, Bonny, Old Calabar, Cameroons, and Fernando Po, on the 25th. Laird, Fletcher, & Parr, Agents.

London to Amsterdam.—The "Diana," from off the Tower, every week. A. G. Robinson, Agent, Office, 20, Mark Lane, passage about 36 hours.

London to Antwerp.—(Sea passage 5 hours.)—The "Baron Osy," every Sunday at 1½ noon.—Fares, 27s. and 20s. See page 545.

The General Steam Navigation Company's steamers from St. Katharine's Steam Wharf, every Tuesday and Thursday at 12 noon. Fares: Chief Cabin, £1 5s.; Fore Cabin, 15s. Children under 10 years of age, half-price. Fares to Bale, £3 17s. 8d.; £3 5s. 2d.; and £2 15s. 2d.

N.B.—The above departures will take place provided the navigation of the River Scheldt is uninterrupted by Ice.

By the Great Eastern Railway Company's Steamers. See advertisement opposite the cover.

London to Bilbao and Santander.—From the British and Foreign Steam Wharf, Lower East Smithfield—twice a month.

London to Bordeaux.—The Delta Citizen, or other Steamer, from off the Tower; about every ten days. A. G. Robinson, Agent, Office 20, Mark Lane.

London to Boulogne.—(8 hours.)—The General Steam Navigation Co.'s Steamers, from London Bridge Wharf, February 1st and 2nd, 2 a.m.; 3rd and 4th, 3 a.m.; 6th, 4 a.m.; 7th, 5 a.m.; 8th, 6 a.m.; 9th, 7 a.m.; 10th, 8 a.m.; 11th, 9 a.m.; 13th, 11 a.m.; 14th and 15th, 12 noon; 16th, 1 a.m.; 17th, 2 a.m.; 18th, 3 a.m.; 20th, 4 a.m.; 21st, 5 a.m.; 22nd, 6 a.m.; 23rd, 7 a.m.; 24th, 8 a.m.; 25th, 9 a.m.; 27th, 11 a.m.; 28th, 12 noon.

Through fares from London to Paris, available for 10 days, 25s., 21s., 18s., and 15s.

London to Bremen.—Every Thursday at 10 a.m. See page 531.

London to Bremen.—Steamers every Thursday evening, (under the Bremen flag). Fares: £2 & £1. Philippa, Graves, and Philippa, Agents, 11, Rood Lane, London. See page 530.

London to Bilbao and Santander.—From the British and Foreign Steam Wharf, Lower East Smithfield—Twice a month.

London to Calais.—(8 hours)—By the General Steam Navigation Company's Steamers, from London Bridge Wharf, February, 7th, 5 a.m.; 10th, 8 a.m.; 14th, 12 noon; 17th, 2 a.m.; 21st, 5 a.m.; 24th, 8 a.m.; 28th, 12 noon.—Fares—Chief cabin, 11s.; Second cabin, 8s.—Children under ten years, half-price.—London to Paris, available for ten days, 31s. 3d., 23s. 3d. and 17s. 8d.

London to Christiansand and Christiania.—The "Bertha" or "Zingari," from off Gun and Shot Wharf, on alternate Thursday evenings. See page 538.

London to Constantinople.—From East Lane Stairs, the Una, Brenda, La Plata, or Ada, twice a month. A. G. Robinson, and Smith, Sundius, & Co., Agents, 20, Mark Lane, and 17, Gracechurch street.

London to Vienna.—Thence by Rail, or Steamer of Danube Navigation Co., to Basiasch; thence by Steamer to Czernavoda, Rail to Kustenja, and Steamer of Austrian Lloyds to Constantinople or Odessa. Approximate Fare—1st class £22; 2nd class £17.

London to Copenhagen and St. Petersburg.—The "Delta," "Aurora," "Beta," "Era," or other eligible vessels, from off East Lane Stairs. Weekly during the season. A. G. Robinson, 20, Mark Lane, and Smith, Sundius, and Co. 17, Gracechurch street, Agents.

London to Copenhagen and Stockholm.—Steamers from Alderman's Pier every ten days.

London to Dunkirk (sea passage 6 hours), **Lille**, and **Paris.**—By the Screw Steam Shipping Co.'s Steamers, "Normandie," "Sir Robert Peel," or "Lord John Russell," from Fenning's Wharf, London Bridge, February 4th, 2 a.m.; 8th, 5 a.m.; 11th, 8 a.m.; 14th, 11 p.m.; 18th, 1 a.m.; 22nd, 4 a.m.; 25th, 8 a.m.; 28th, 11 a.m. Fares to Dunkirk, 10s. and 7s. Children under 10, half-fare. Steward's fee, 1s. To Lille 13s., 11s., and 9s. To Paris, 31s., 23s., and 17s. 6d.; 60lbs. of Luggage allowed each Chief Cabin passenger free.—W. H. Carey & Son, Brokers, 34, Mark Lane.

London to Genoa, Leghorn, Naples, Messina, and Palermo.—The London, Italian, and Adriatic Steam Navigation Company's Steamers, the "Italia," "Clotilda," "Justitia," "Alexandria," and "Venetia," from Wapping Basin, London Dock, on the 1st and 15th of each month.

London to Gibraltar, Cadiz, Seville, Malaga, Almeria, Cartagena, Alicante, Valencia, Tarragona, Barcelona, and Marseilles.—(Average passage London to Gibraltar 6 to 7 days.)—Steamers weekly; apply to Messrs. John Hall & Co., Agents, 1, New London street, London.

London to Gothenburg.—The "Gustaf Wasa" and "Newsky," every Sunday, at 9 a.m. See page 531.

London to Guernsey, Jersey, and St. Malo.—See Littlehampton to Jersey and St. Malo, &c. See page 530.

London to Hamburg.—(27 hours)—By the General Steam Navigation Co.'s Steamers from St. Katharine's Wharf, February 3rd, 11 a.m.; 7th, 8 a.m.; 10th, 9 a.m.; 14th, 10 a.m.; 17th, 11 a.m.; 21st, 8 a.m.; 24th, 9 a.m.; 28th, 10 a.m.—Fares—Chief cabin, £2; Fore cabin, 25s.—Children under 10 years, half-price. N.B.—The above departures will take place provided the navigation of the River Elbe is uninterrupted by Ice.

- London to Hamburg.**—By the Hamburg Co.'s Steamers, "Castor," or "Planet." Every Friday morning.
- London to Harburg.**—By the General Steam Navigation Co.'s Steamers, every Sunday.
- London to Harlingen.**—The "Magnet," every Sunday morning, (weather permitting.). W. H. Carey & Son, Agents, 24, Mark Lane
The Lion, from off the Tower, every Wednesday. Average passage 24 hrs. A. G. Robinson, Agent, 20, Mark Lane.
- London to Havre.**—By the General Steam Navigation Company's Steamers from St. Katherine's Steam Wharf.—February 4th, 12 noon; 10th, 6 a.m.; 15th, 10 a.m.; 20th, 12 noon; 25th, 7 a.m.—Fares, 11s. and 8s. Return Tickets 16s. 6d. and 12s. Through fares to Paris, 28s. and 30s.
- London to Königsberg.**—By "Jutland," "Princess Alexandra," and other steamers, fortnightly. Smith, Sundius, & Co., Agents.
- London to Lisbon.**—By "Tartar," "Scindian," and "Despatch," every fortnight. Smith, Sundius, & Co., Agents.
- London to Malta, Constantinople, and Odessa.**—By the Russian Steam Navigation and Trading Co.'s Screw Steamer "Odessa," monthly. For Fares, &c., apply to George Russell, 1 and 2, Fenchurch Street, E.C.
- London to Malta, Smyrna, Constantinople, and Odessa.**—The Una, Brenda, Ida, or Ada, twice a month, from off East Lane Stairs. A. G. Robinson, 20, Mark Lane, and Smith, Sundius, and Co., 17, Gracechurch street, Agents.
- London to New York** (calling at Havre);—The "Bellona," "Celia," "Atalanta" and "Iowa" fortnightly. Fares—First Cabin, £15; Second Cabin, £10; Steerage, £7 7s.—Agents, A. G. Robinson, 20, Mark Lane, and Smith, Sundius, & Co. 17, Gracechurch Street.
- London to Odessa.**—By the Russian Steam Navigation Company's Steamers, particulars may be obtained from the Company's Agent.
- London to Vienna.**—Thence by Rail, or Steamer of Danube Navigation Co. to Basiasch; thence by Steamer to Czernaroda, Rail to Kusterje, and Steamer of Austrian Lloyds to Odessa. Approximate Fare—1st class £22; 2nd class £17.
- London to Oporto.**—The "Beta" or other Steamer from off East Lane Stairs, twice a month. A. G. Robinson, 20, Mark Lane, and Julius H. Thompson and Co., 27 Leadenhall Street, Agents.
- London to Ostend.**—(10 hours)—By the General Steam Navigation Company's Steamers, from St. Katherine's Steam Wharf.—February 3rd, 3 a.m.; 7th, 6 a.m.; 10th, 8 a.m.; 14th, 12 noon; 17th, 2 a.m.; 21st, 5 a.m.; 24th, 8 a.m.; 28th, 12 noon. Fares—Chief cabin, 18s.; Fore cabin, 14s. Children under 10 years half price.
- London to Rotterdam.**—Average passage 18 hours.—The General Steam Navigation Co.'s steamers, from St. Katharine's Steam Wharf, every Wednesday and Saturday, at 11 a.m. Fares—20s. and 15s. Od.: out and home, 30s. and 22s. 6d. Children under 10 years of age, half fare. N.B.—The above departures will take place provided the navigation of the River Maas is uninterrupted by ice.
"The Nora," from off the Tower, every Sunday morning.
By the Netherlands Steam Packet Co.'s Steamers, "Batavier," and "Eyenoord." The "Batavier," from Blackwall; The "Eyenoord," from off the Tower. No information.
- London to Rotterdam, via Harwich.**—See HARWICH and ROTTERDAM.
- London to Smyrna** from off East Lane Stairs, twice a month. A. G. Robinson, 20, Mark Lane, and Smith, Sundius & Co., 17, Gracechurch Street, Agents.
- London to St. Petersburg.**—The Delta, Aurora, Era, or other eligible vessel.—Every week during the season. A. G. Robinson, 20 Mark Lane, and Smith, Sundius, & Co., 17, Gracechurch street, Agents.
- Lubeck to Copenhagen**, (12 hours) and **Gothenburg**—By the paddle steamers "Ellida," "Najadin," and "Holland."
- Lubeck to Copenhagen**, (12 hours) and **Malmö**.—Corresponding with Gothenburg and Christiania. By the paddle steamer "L. J. Bager."
- Lubeck to Stockholm** (42 hours) **Ystad** and **Calmar**.—By the Paddle Steamers "Svea" and "Bore."
- Lubeck to Gothenburg and Christiania.**—By the Paddle Steamers.
- Ludwigshafen to Bregenz, Constance, Friedrichshafen, Langenargen, Lindau, Romanshorn, Rorschach, Schaffhausen, and Überlingen.**—Daily, at 6 a.m. To Constance and Überlingen, on Wednesday, 3 p.m., and on Sundays and Fridays at 2 p.m.
- Lugano to Capo Lago**, at 6 a.m., and 3 p.m. Fares 2fr. and 1fr.
- Lugano to Porlezza**, at 12 15 p.m. Fares 2fr. and 1fr.
- Lyon to Aix-les-Bains.**—Every Tuesday, Thursday, and Saturday at 5 a.m.

- Lyons to Macon and Chalons.**—Daily at 7 a.m.
- Macon to Lyons.**—Daily, at 9.30 a.m., in about 5 hours.
- Malaga to Alicante, Barcelona, and Marseilles.**—By Lopez and Co's Steamers. Every Sunday and Thursday at noon. See page 537.
- Malaga to Cadiz.**—By Lopez & Co's Steamers. Every Monday and Wednesday at 4 p.m. See page 537.
- Malaga to Gibraltar, Cadiz, Lisbon, Vigo, and St. Nazaire.**—On the 8th, 18th, and 28th of every month, at 8 a.m.
- Malmö to Copenhagen.**—Daily, at 10 a.m., 12 noon, and 4 20 p.m. Also at 6.30 a.m. and 1.30 p.m.
- Malta to Alexandria.**—By the Peninsular and Oriental Co.'s steamers about the 5th, 14th, 21st, and 30th of each month. Fares—1st class, £10; 2nd class, £7.
- Malta to Genoa,** (calling at SYRACUSE, CATANIA, MESSINA, PALERMO, and LEGHORN).—Every Monday at 5 p.m., by T. V. Florio and Co.'s steamers.
- Malta to London.**—Every three weeks, by steamers "Brenda," "Ida," "Ada," and other steamers. Addison Duncan, Agent.
- Malta to Marseilles.**—(3 days)—By the Peninsular and Oriental Steam Navigation Company's Steamers, about once a week.
- Malta to Syracuse, Catania, Messina, Palermo, and Naples.**—The Italian Line of Steamers.—Every Monday at 5 p.m.
- Malta to Tripoli.**—By a French Steamer. Three times per month, in 22 hours. First class, (including food) £2 8s. 0d.
- Malta to Tunis.**—By a French Steamer. Three times per month, in about 22 hours. First class (including food) £2 8s. 0d.
- Marseilles to Agde.**—Marc Fraissinet Pere et Fils Steamers, every Saturday at 8 p.m.
- Marseilles to Ajaccio, Bonifacio, or Propriano, and Porto-Torre, (Sardinia.)**—By Valery & Co.'s Steamers, every Friday at 9 a.m.
- Marseilles to Alexandria.**—By the Messageries Imperiales Co.'s Steamers, on the 8th, 18th, and 28th. See page 545.
- Marseilles to Algiers (50 hours).**—Messageries Imperiales Co.'s Steamers, Tuesday and Saturday, at 2 p.m. See page 545.
- Le Compagnie de Navigation Mixte, (Arnaud, Touache, Frères, & Co., Agents) dispatch a vessel from both ports every Thursday at noon. Fares, 79, 59, and 27 francs. Average passage, 48 hours.
- Marseilles to Barcelona, Alicante (for Madrid), Malaga and Cadiz.**—By Lopez & Co.'s Steamers, every Tuesday at 11 a.m. See page 537.
- Marseilles to Bastia and Leghorn.**—By Valery & Co.'s Steamers, every Sunday at 9 a.m.
- Marseilles to Cannes.**—Marc Fraissinet Pere et Fils Steamers, every Friday at 8 p.m.
- Marseilles to Calvi.**—By Valery & Co.'s Steamers, every Tuesday at 9 a.m.
- Marseilles to Cette.**—(In 8 hours) Marc Fraissinet Pere et Fils Steamers, daily at 8 p.m. Fares, 18frs., and 13frs.
- Marseilles to Civita Vecchia, and Naples.**—By the Two Sicilies Mail Steam Navigation Company's Steamers, every Saturday at 7 p.m. Arriving in Naples on Monday at 5 p.m. By Peirano, Danovaro, and Co.'s Steamers, calling at Genoa and Leghorn every Tuesday and Saturday, at 10 a.m.—See page 540.
- Marseilles to Constantinople via (Piræus), Syra, Smyrna, Metlin, Dardanelles, and Gallipoli.**—Messageries Imperiales Co.'s Steamers, every Saturday, at 5 p.m. See page 545.
- Marseilles to Constantinople** touching at Messina, Volo, Salonica, and Rodosto, on the 10th, 20th, and 30th of each month. Marc Fraissinet Pere et Fils Steamers.
- Marseilles to Constantinople** touching at Messina, Piræus, S. ra, Smyrna, for Irboli, Sino, e, Samsoun, Kerrasin, Trebizond, Varna, Sulina, Tulscha, Ibralia, Odessa, Sea of Azof, and Poti. Marc Fraissinet Pere et Fils, 6 Place Royal, Marseilles.
- Marseilles to Genoa.**—Every Tuesday, at 5 p.m., by Peirano, Danovaro, & Co.'s Steamers. See page 540.
- Marseilles to Genoa, Leghorn, Civita, Vecchia, and Naples.**—By Valery & Co.'s Steamers, every Sunday and Wednesday at 9 a.m.
- Marseilles to Genoa, Leghorn, Civita, Vecchia and Naples.**—Marc Fraissinet Pere et Fils Steamers, every Sunday and Wednesday at 8 a.m.
- Marseilles to Leghorn, Malta, and Alexandria.**—By the Steamers of the Compagnia di Navigazione a Vapori Francesi, every 15 days. Barzin and Co., Agents.
- Marseilles to Leghorn, Civita-Vecchia, Naples, and Messina.**—Messageries Imperiales Co.'s Steamers every Thursday at 10 a.m. See page 545.
- Marseilles to Malta (2½ days) & Alexandria (6 days).**—By the Peninsular and Oriental Steam Navigation Company's Steamers, 8th, 12th, 21st, and 28th February.
- Marseilles (via LEGHORN) to Malta.**—By the Steamers of the Compagnia di Navigazione a Vapori Francesi, every 20 days. First Class, £6.

- Marseilles to Syria, touching at Mersina, Alexandretta, Beyrouth, and Alexandria.**—Regular service by the Compagnie Marseillaise de Navigation à Vapeur. Marc Fraissinet Père et Fils, 6, Place Royal, Marseille.
- Marseilles to Egypt, touching at Leghorn, Malta, and Alexandria.**—Marc Fraissinet Père et Fils. Steamers on the 15th and 30th of each month.
- Marseilles to Messina, Alexandria, Aden, Point de Galle, Pondichery, Singapore, Batavia, Madras, Calcutta, Saigon, Hong Kong, and Shanghai.** By the Messageries Impériales Co.'s Steamers, leaving Marseilles at 2 p.m. on the 19th of every month, and corresponding with another Steamer at Suez. See page 545.
- Marseilles to Messina.**—Messageries Impériales Co.'s Steamers, every Thursday at 10 a.m.
- Marseilles to Naples, touching at Leghorn and Civita-Vecchia.**—The Messageries Impériales Co.'s Steamers every Thursday at 10 p.m.
- Marseilles to Nice (14 hours) and Genoa.**—By Marc Fraissinet Père et Fils' Steamers Every Monday and Friday, at 9 p.m. Fares, 32 frs.
- Marseilles to Odessa.**—By the Russian Steam Navigation Co.'s Steamers—particulars may be obtained from the Company's Agent.
- Marseilles to Oran, touching at Valencia.**—Messageries Impériales Co.'s Steamers every Wednesday, at 5 p.m. See page 545.
- Marseilles to Oran direct.**—Le Compagnie de Navigation Mixte (Arnaud, Tousche, Frères & Co., Agents) every Wednesday.—Fares, 119frs. 93c. and 52frs.
- Marseilles to Oran, touching at Cette, Valence (Spain), and Mostaganem.**—Every alternate Monday.
- Marseilles to Philippeville**(Arnaud, Tousche, Frères, & Co., Agents) every alternate Tuesday. Fares, 97frs. 77c. and 32 frs.
- Marseilles to Smyrna (via Piræus).**—Messageries Impériales Co.'s Steamers, on the 8th, 18th, and 28th, at 1 p.m.
- Marseilles to Stora, Bona, and Tunis.**—Messageries Impériales Co.'s Steamers. Every Friday, at 2 p.m. See page 545.
- Le Compagnie de Navigation Mixte. A Steamer every Friday.
- Marseilles to Syria and Smyrna.**—DIRECT—Messageries Impériales Co.'s Steamers, on the 8th, 18th, and 28th. See page 545.
- Marseilles to Trebizond, via Constantinople, Sinope, Samseun, and Kerasund.**—The Messageries Impériales Co.'s Steamers, every Saturday at 5 p.m. See page 545.
- Marseilles to Valencia and Oran.**—Messageries Impériales Co.'s Steamers, every Wednesday at 5 p.m. See page 545.
- Mauritius to Suez, (13 days), about the 7th of every month, touching at Seychelle, and Aden.**—By the Peninsular and Oriental Steam Navigation Co.'s Steamers.
- Mersina to Alexandria, via Beyrouth.**—Messageries Impériales Co.'s Steamers, on 19th, 29th, and 9th.
- Mersina to Constantinople and Marseilles, via Smyrna.**—Messageries Impériales Co.'s Steamers, on the 4th, 14th, and 24th.
- Mersina, touching at the intermediate Ports, to Beyrouth, Jaffa, and Alexandria.**—By the Russian Steam Navigation Company's Steamers, every alternate Tuesday evening.
- Mersina to Smyrna, Constantinople, and farther.**—By the Russian Steam Navigation Company's Steamers, every alternate Saturday, at 3 p.m.
- Messina to Ancona, and vice versa.**—By Peirano, Danovaro, & Co.'s Steamers. See page 540.
- Messina to Constantinople, via Athens.**—Messageries Impériales Co.'s Steamers, every Tuesday at 9 a.m.
- Messina to Corfu.**—See page 540.
- Average passage 63 hours: and by the *Levant Line* on the 13th, 23rd, and 3rd.
- Messina to Naples, Civita Vecchia, Leghorn, and Marseilles.**—Messageries Impériales Co.'s Steamers, every Monday at p.m.
- Nantes to Dussant (in 2 hours).**—Daily at 6 and 11 30 a.m.; and 2.30 p.m. Fares 1fr. 75c. and 1fr. 25c.
- Nantes to St. Nazaire.**—Twice a day, at 8 a.m. and 3 p.m. Fares, 1st cabin, 3frs.; 2nd do., 2frs.
- Naples to Calabria.**—By the Two Sicilies Mail Steam Navigation Co.'s Steamers. See page 542.
- Naples to Civita Vecchia and Marseilles.**—DIRECT—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday at 3 p.m. See page 425.

- Naples to Civita Vecchia, Leghorn, and Genoa.**—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday, at 4 p.m.
- Naples to Genoa,** calling at LEGRORN.—By Peirano, Danovaro, & Co.'s Steamers. See page 549
- Naples to Leghorn and Genoa.**—DIRECT—By Peirano, Danovaro, & Co.'s Steamers, daily, at 7 a.m.
- Naples to Leghorn and Genoa** —By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday at 11 a.m.
- Naples to Marseilles, via Civita Vecchia, Leghorn, and Genoa.**—Messageries Imperiales Co.'s Steamers, every Tuesday at 5 p.m.
- Naples to Marseilles,** touching at **Civita Vecchia,**.—By the Two Sicilies Steam Navigation Co.'s Steamers, every Tuesday, at 7 p.m.
- Naples to Marseilles, touching at Civita Vecchia.**—Messageries Imperiales Steamships, every Saturday at 4.0 p.m.
- Naples to Messina and Malta.**—Every Saturday at 11 a.m. Fares, 85fr. 50c., 56fr. 5c., and 2fr. 50c.
- Naples to Catania.**—By the Maritime Postal Service of Genoa, every Friday at 5 p.m.
- Naples to Messina.**—Messageries Imperiales Co.'s Steamers, every Monday at noon. See page 523.
- Naples to Palermo**—Every Monday Wednesday and Saturday at 5 p.m.; by T. V. Florio and Co.'s Steamers.
- Naples to Palermo.**—DIRECT—By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Wednesday evening at 6 p.m.
- Naples to Reggio, Messina, and Catania.**—J. & V. Florio & Co.'s Steamers, every Wednesday at 6 p.m.
- Newcastle to Antwerp.**—The Tyne Steam Shipping Co.'s Steamers, every Tuesday. Fares 15s. and 7s. 6d.; there and back, 22s. 6d. and 11s. 3d. Deck for sailors 5s.
- Newcastle to Dunkirk.**—The Tyne steam Shipping Co.'s Steamers, every Saturday. Fares 15s. and 7s. 6d.; there and back, 22s. 6d. and 11s. 3d. Deck for sailors 5s.
- Newcastle to Hamburg.**—The Tyne and Steam Shipping Co.'s Steamers, every Tuesday and Saturday. Fares, 15s. and 7s. 6d.; there and back, 22s. 6d. and 11s. 3d. Deck passage, for Sailors only, 5s.
- Newcastle to Rotterdam** (36 hours).—The Tyne and Steam Shipping Co.'s Steamers, every Tuesday and Saturday. Fares, 15s. and 7s. 6d.; there and back, 22s. 6d. and 11s. 3d. Deck passage, for Sailors only, 5s.
- Newhaven (Brighton) to Dieppe.**—The Brighton Steam Packet Company's Steamers, in connection with the London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Trains. Average passage, 5½ hours. See p. 525.
- New York to Liverpool.**—The British and North American Royal Mail Steam Packet Co.'s Steamers, every alternate Wednesday.
By the Liverpool, New York, and Philadelphia Steam Ship Co.'s Steamers, The City of London, City of Baltimore, City of Washington, City of Manchester, City of Cork, City of Limerick, Edinburgh, Kangaroo, Glasgow, or Bosphorus. Every Saturday. See page 541.
The National Steam Navigation Co.'s Steamers—every Saturday.
- New York to London**—Fortnightly, by steamers "Atalanta," "Iowa," "Cella," and "Bellona."
Howland and Aspinwall, Agents.
- New York to Southampton and Hamburg.**—By the United Mail Steamers. See page 544.
- Nice to Bastia or Ajaccio alternately.**—By Valery frères et fils Steamers every Wednesday evening at 9 p.m.
- Nice to Genoa.**—Every Monday and Friday, at 9 a.m., by Peirano, Danovaro, and Co.'s Steamers. Fares, 30 fr., 20 fr., and 10 fr.
And twice a week, by Fraissinet & Co.'s Steamers.
- Nice to Marseilles.**—Every Monday and Friday by Peirano Danovaro and Co.'s Steamers.
- Nicolajeff to Odessa.**—By the Russian Steam Navigation Co.'s Steamers every Wednesday and Sunday, at 8 a.m.
- Nicopol to Kherson** (calling at intermediate places).—By the Russian Steam Navigation Co.'s Steamers every Tuesday, Thursday, and Sunday, at 6 a.m.
- Norrköping to Stockholm.**—On Tuesdays, Wednesdays, Fridays, and Sundays.
- Nyborg to Christiania.**—Post Steamer, Saturdays, at 6 a.m.
- Nyborg to Kiel.**—Post Steamer, Wednesdays, at 8 p.m.
- Nyborg to Korsør.**—Post Steamer, at 4 a.m. and 4½ p.m.
- Nykjøbing to Kiel.**—The "Zephyr," on Wednesdays, at 6 a.m.

- Nykjobing to Copenhagen.**—The "Zephyr," Mondays, at 6 a.m.; the "Zampa," Saturdays, 8 a.m., calling at Intermediate Stations.
- Odessa to Antwerp.**—By the Russian Steam Navigation Co.'s Steamers—Particulars may be obtained from the Co.'s agents.
- Odessa to Constantinople.**—By the Russian Steam Navigation Co.'s Steamers every Saturday, at 4 p.m. Fares 28 Roubles, 15 Roubles and 5 Roubles.
- Odessa to Constantinople via Kustendje.**—Every Monday at 5 p.m., by the Austrian Lloyds' Steamer.
- Odessa to Constantinople, Smyrna, Malta, and London.**—Every three weeks by steamers "Ada," "Ida," "Brenda," "Una," and other steamers.—V. Costantino, Agent.
- Odessa to Galatz.**—By the Russian Steam Navigation Co.'s Steamers every Wednesday, at 5 p.m. Fares 20 Roubles, 15 Roubles, and 8 Roubles. In correspondence with the Austrian Lloyd's Steamer for Vienna.
- Odessa to Kherson.**—By the Russian Steam Navigation Co.'s Steamers every Sunday, Tuesday, and Thursday, at 8 a.m.
- Odessa to Kustendje** (in communication with the lines of Danube and Railway Companies (shortest line for Pesth and Vienna), every Monday at 5 p.m., by the Austrian Lloyds' Steamer.
- Odessa to London, calling at Messina or Malta.**—By the Russian Steam Navigation Co.'s Steamers—Particulars may be obtained from the Co.'s agents at each place.
- Odessa to Marseilles.**—By the Russian Steam Navigation Co.'s Steamers—Particulars may be obtained from the Co.'s agents at each place.
- Odessa to Mount Athos.**—By the Russian Steam Navigation Co.'s Steamers—Particulars from the Co.'s agents.
- Odessa to Nicolaeff.** By the Russian Steam Navigation Co.'s Steamers every Monday and Friday, at 8 a.m.
- Odessa to Sevastopol, Kertch, Bardiask, and Taganrog.**—By Russian Steam Navigation Co.'s Steamers every Thursday, at 3 p.m., returning on Thursday at 3 p.m., and sometimes there is an extra Boat. Fares, 1st class 14 Roubles, 2nd class 10 Roubles, 3rd class 4 Roubles.
- Odessa to Smyrna, Rhodes, Alexandretta, Latakia, Beyrout, Jaffa, and Alexandria** (calling at intermediate places).—By the Russian Steam Navigation Co.'s Steamers every alternate Saturday, at 4 p.m.
- Oldenburg to Bremen.**—By the North German Lloyd's Steamers daily.
- Oporto and Bristol.**—By Turner, Edwards, & Co.'s Steamers—Every month.
- Oporto to Lisbon.**—No information. Hancock & Co., Agents, Lisbon.
- Oran to Bona.**—The Mixed Navigation Co., (Armateurs, Arnoud, Touache, Frères, & Co.) touching at intermediate ports every twenty days.
- Oran to Marseilles, touching at VALENCIA.**—Messageries Imperiales Co.'s Steamers, every Wednesday at 10 a.m.
- Orebro to Stockholm.**—Tuesdays, Fridays, and Sundays, at 5 a.m. Fare, $\frac{1}{2}$ rd.
- Orebro to Leppes and Stockholm.**—Every Sunday, at 5 a.m.
- Orsova to Basiash.**—By Imperial and Austrian Danube Steam Navigation Company's Steamers.
- Orsova to Vienna.**—By the Imperial and Royal Danube Steam Navigation Co.'s Steamers.
- Ostend to Dover.**—Every evening (except Saturday) by the English and Belgian Government Mail packets. At 7.45, after arrival of Brussels and Cologne Mail Train. See pages 533 and 534.
- Ostend to Dover.**—Day Mail Service.—Every morning except Sunday, at 8.30 a.m. After arrival of Brussels and Cologne night train. See page 532 and 534.
- Ostend to London.**—The General Steam Navigation Company's Steamers, February 2nd, 3.30 p.m.; 6th, 5.30 p.m.; 9th, 8 p.m.; 13th, 10.30 p.m.; 16th 3 p.m.; 20th 5.30 p.m.; 23rd, 8 p.m.; 27th, 10.30 p.m.—Fares, Chief cabin, 18s.; Fore cabin, 14s.; Children under 10 years, half-price.
- Palermo to Naples, Civita Vecchia, and Marseilles, DIRECT.** By the Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday evening.
- Palermo to Messina and Alexandria, via SMYRNA, RHODES, TRIPOLI, BEYROUT, and JAFFA.**—Messageries Imperiales Co.'s Steamers, every alternate Monday, at 7 p.m.
- Palermo to Marseilles.**—Messageries Imperiales Co.'s Steamers, on the 13th, 23rd, & 3rd, at noon.
- Palermo to Naples.**—Every Tuesday, Thursday, and Saturday, at 5 p.m. By T. & V. Florio & Co.'s Steamers.
- Palermo to Tunis, calling at Trapani and Pantelleria.**—Every alternate Sunday, at 8 a.m. By T. & V. Florio & Co.'s Steamers.
- Palermo and round the Island of Sicily.**—T. & V. Florio & Co.'s Steamers once a week.
- Palma to Barcelona.**—Every Tuesday at 4 p.m., arriving at BARCELONA on Wednesday at about 6 a.m.
- Palma to Valencia.**—Every Thursday at 3 p.m., arriving at VALENCIA at about 7 a.m. on Friday.
- Palma to the Island of Ivica, and thence to Valencia.**—Every Sunday at 8 a.m., arriving at VALENCIA about 8 a.m. on Monday.
- Palma (Island of Majorca) to Port Mahon (Island of Minorca).**—Every Monday. Average passage, 11 hours.

- Panama to Callao and Valparaiso.**—The Pacific Steam Navigation Co.'s Steamers on the 9th and 24th, at 2 p.m., touching at all intermediate Ports, and arriving at Callao on the 18th, and 2nd or 3rd, at 7 a.m., leaving Callao on the 20th and 5th, at 4 p.m., and arriving at Valparaiso on the 29th and 14th, at 11 a.m.
- Peschiera to Riva.**—On Mondays, Wednesdays, and Fridays, at noon.
- Perm to Astrakhan** (in 8 days).—On Mondays at 10 a.m.; to **Kasan** and **Nijni Novgorod**, every Sunday, Monday, Thursday, and Friday, at 10 a.m. See **NIJNI NOVGOROD**.
- Pesth to Galatz.**—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamer.
- Pesth to Semlia** (Belgrad) **Orsova** the **Lower Danube**, **Galatz**, and **Constantinople**.
- Pesth to Vienna.**—By the Imperial and Royal Danube Steam Navigation Co.'s Steamers.
- Pirocos to Beyruth, Jaffa, and Alexandria** (via **SYRA** and **SMYRNA**)—Every second Tuesday evening. By the Austrian Lloyd's Steamer.
- Pirocos to Corfu, Trieste, and Ancona** (via **SYRA**)—Every Saturday evening. By the Austrian Lloyd's Steamer.
- Pirocos to Smyrna and Constantinople** (via **SYRA**)—Every Tuesday evening. By the Austrian Lloyd's Steamer.
- Pirocos to Syra**—Every Tuesday and Saturday evening. By the Austrian Lloyd's Steamer.
- Pointe de Galle to Pondichery, Madras, and Calcutta.**—On the 17th of each month for **Singapore** **Saigon**, **Hong Kong**, and **Shanghai**.—On the 12th of each month, by **Messageries Imperiales** Co.'s Steamers, for **Aden** and **Suez**.
- Pondichery to Madras and Calcutta.**—On the 15th of each month, for **Pointe de Galle**, on the 7th of each month, by the **Messageries Imperiales** Steamers.
- Poole to Cherbourg.**—The swift and powerful Steam Ship "Albion" leaves **Poole Quay** every Monday and Thursday at 11.45 p.m. See page 556.
- Portoferra to Lugano.**—Daily at 1.30 p.m. Fares 2fr. and 1fr.
- Port Mahon** (Island of **Minorca**) to **Palma** (Island of **Majorca**).—Every Wednesday. Average passage 11 hours.
- Rhodes to Alexandria**, via **Beyruth** and **Jaffa**.—**Messageries Imperiales** Co.'s Steamers every alternate Monday at 5 p.m.
- Rhodes to Beyruth, Jaffa, and Alexandria**—Every second Sunday, from 19th July, by the Austrian Lloyd's Steamer.
- Rhodes to Constantinople, and to Marseilles**, via **Smyrna**.—**Messageries Imperiales** Co.'s Steamers, on the 17th, 27th, and 7th.
- Rhodes to Smyrna and Constantinople**—Every second Wednesday, from the 17th July, by the Austrian Lloyd's Steamer.
- Riga to Hull.**—A Steamer about every three weeks during the season; (Average passage about 5 days.) **Helmsing** and **Grimm**, Agents, **Riga**.
- Riga to Lubeck.**—**Rodde Schroeder** and Co.'s Steamers. Every Saturday at 1 p.m.
- Riva to Peschiera.**—On Mondays, Wednesdays, and Fridays, at 6 a.m.
- Romanshorn to Bregenz.**—Daily, at 5.45, 7.55, and 11.45 a.m.; and 12.55 p.m.; fare 1fl. 21kr.
- Romanshorn to Constance.**—Daily, at 7.55 and 11.50 a.m., and 1.5 p.m.; fare 54kr.
- Romanshorn to Friedrichshafen.**—Daily, at 7.55 and 11.45 a.m., 5.30 and 9.55 p.m.; f. 30kr.
- Romanshorn to Lindau.**—Daily, at 7.55 and 11.45 a.m., 12.55 and 5.25 p.m.; fare 1fl. 6kr.
- Romanshorn to Rorschach.**—Daily, at 5.45, 7.55, and 9.25 a.m., 12.55 and 5.45 p.m.
- Rorschach to Bregenz.**—Daily, at 7.15, 8.10, and 8.40 a.m., and 4.20 p.m.; fare 57kr.
- Rorschach to Constance.**—Daily, at 6.45, 8.10, 9.15, and 11.40 a.m., 12 noon, and 5 p.m.; f. 1fl. 30kr.
- Rorschach to Friedrichshafen.**—Daily, at 8.10 a.m.; 11.40, 4.20, and 5.40 p.m.; fare 54kr.
- Rorschach to Lindau.**—Daily, at 8.10 and 11.40 a.m., 2.40, 4.20, and 7.15 p.m.; fare 45kr.
- Rorschach to Romanshorn.**—Daily, at 5, 6.45, and 9.15 a.m., 12 noon, and 5 p.m.; fare 30kr.
- Rotterdam to Copenhagen & St. Petersburg.**—By the Steamer **Gironde** and **Hollander**, 1st and 15th of each month. Fares—(provisions included,) to **Copenhagen**, 1st class, 45 fl.; 2nd class, 25fl.; **St. Petersburg**, 1st class, 95 fl.; 2nd class, 65 fl.
- Rotterdam to Dunkirk.**—**Prins van Orange**. Every Wednesday, according to tide. Fares—1st class, 30 frs.; 2nd class, 20 frs. The passage is made in 12 or 14 hours.
- Rotterdam to Havre.**—The **Bordeaux** and **Seine**, 4th, 14th, 19th, 24th, and 29th of each month. Passage in 20 to 24 hours.—Fares—1st class, 25 frs.; 2nd class, 15 frs., provisions not included.
- Rotterdam to Hull.**—**W. H. Hutchinson's** steamer, "Sea Gull."—No information.
- W. & C. L. Ringrose's** Steamer, "Sea Horse" and "Seagull."—No information.
- Fares—£1; Deck, 7s. 6d.; out and home, 30s.; steward's fee, 2s. 6d.

T. W. Peters, Lawson, & Co.'s Steamers (average passage 24 hours), "Swallow" and "Albert," No information. Fares—Best cabin, £1; Second cabin, 10s. Return, best cabin, £1 10s.

Rotterdam and the Rhine to Leith.—George Gibson and Co.'s Steamers every Wednesday and Saturday. See page 549.

Rotterdam to Harwich and London.—By the Great Eastern Railway Company's Steamers. See advertisement opposite cover.

Rotterdam to London.—Average passage, 18 hours.—By the General Steam Navigation Company's Steamers. February 3 d, 1 p.m.; 6th, 2 p.m.; 10th, 7 a.m.; 13th, 9 a.m.; 17th, 1 p.m.; 20th, 2 p.m.; 24th, 7 a.m.; 27th, 9 a.m. Fares:—Chief cabin, £1 7s.; Second cabin, 17s. 6d.; Children under ten half-price. Return Tickets 40s 6d. and 26s. 6d.

N B—The above departures will take place provided the navigation of the River Maas is uninterrupted by ice.

By the Netherlands Steam Packet Company's Steamers, the "Batavier" and "Fyenoord." No information.

By the Screw Steam Shipping Co.'s Steamer, the Earl of Auckland, every Wednesday morning. The Zephyr, every Saturday, P. Van Ommerson, Agent.

Rotterdam to Newcastle.—The Tyne and Continental Steam Navigation Co.'s Steamers Every Saturday morning, according to tide. Fares, £1 10s. and 15s. There and Back, £2 5s. and £1 2s. 6d. Deck passage for Sailors only, 10s.

Rotterdam to St. Petersburg (Cronstadt).—On the 1st of every month. Fares—to St. Petersburg, first class, 75 fl.; 2nd class, 50 fl.

Rotterdam to West Hartlepool.—By the Queen line of Steamers—Every Wednesday and Saturday.

Saigon to Hong Kong.—By Messageries Imperiales Steamers, on the 24th of each month; and on the 7th of each month, for Singapore, Pont de Galle, Aden, and Suez.

Salonica to Constantinople.—Every Thursday evening. By the Austrian Lloyd's Steamer.

Seraing to Liege.—Every half hour from 7 a.m. to 6 30 p.m. Fare, 40 c. and 30 c.

Sandefjord to Christiania.—Every Sunday, Tuesday, and Friday, at 7 a.m.

Santander to Bilbao.—Steamers every 2 or 3 days.

Santander to Bordeaux.—Steamers 3 times a month.

Santander to Bilbao, St. Sebastian, & Bayonne.—On the 1st, 5th, 10th, 15th, and 25th of each month.

Santander to Bayonne, Direct.—The Bidasoa, several times a month.

Sarpsborg and Frederickstad to Christiania.—Every Monday, Wednesday, and Friday at 7 a.m.

Seehaupt to Starnberg.—Daily at 9.0 a.m., and 3.0 p.m.

Semlin to Sisek on the Save.—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers. See page 552.

Semlin to Szegedin on the Theiss.—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers, every Sunday at noon. See page 552.

Shanghai to Hong-Kong (5 days).—The Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 6th and 23rd. During the S.W. Monsoon an allowance is made in the dates of the Steamers.

By the Messageries Imperiales Steamers on the 21st of every month at 8 a.m.

Sisek, by the "Theiss" and "Save," to Semlin, Neusatz, and Szegedin to Semlin. Every Monday and Thursday forenoon. Fares, 14 fl., 9 fl. 20 kr. and 4 fl. 40 kr. To Neusatz, 16 fl. 30 kr., 11 fl., and 5 fl. 80 kr. To Szegedin, 21 fl. 20 kr., 14 fl. 10 kr., and 7 fl. 5 kr.

Skien to Christiania.—Every Wednesday and Saturday, at 7 a.m.

Skien to Langesund.—Every Sunday, at 9 a.m.; Tuesday, 6.30 a.m., and 6 p.m.; Thursday at 2 p.m.; and Saturday, at 6.30 a.m.

Smyrna to Alexandria—"The Syrian Line," via Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrouth, and Jaffa.—Messageries Imperiales Co.'s Steamers. On the 16th, 26th, and 6th.

Smyrna to Alexandria Direct.—Every second Saturday evening, from 2nd July. By the Austrian Lloyd's Steamer.

Smyrna to Beyrouth, Jaffa, and Alexandria.—Every second Saturday evening, from the 9th July. By the Austrian Lloyd's Steamer.

Smyrna to Constantinople & Black Sea.—Messageries Imperiales Co.'s Steamers On the 8th, 18th, and 28th.

Smyrna to Constantinople, Kastendjie, and Galatz.—Every Saturday evening. By the Austrian Lloyd's Steamer.

Smyrna to London.—Every three weeks, by steamers "Ada," "Brenda," "Ida," "Una," and other steamers. James Gout, Agent.

Smyrna to Marseilles and Italy, via Syria and Malta.—Messageries Imperiales Co.'s Steamers, on the 8th, 18th, and 28th.

Smyrna to Syra, Piræus, Corfu, Ancona, and Trieste—Every Saturday, at 4 p.m.
By the Austrian Lloyd's Steamer.

Southampton to Carthage (25 days), **Santa Martha** (26 days), **Colon (Aspinwall)** (19½ days).—The Royal Mail Steam Packet Company's ships to Carthage and Santa Martha, on the 2nd of each month, and to Colon, on the 2nd and 17th of every month at 11.30 a.m., unless these dates fall on Sunday, then on the day following. Fares—Each aft berth, £44; lower deck fore berths, £38 10s. One child under 3 years, free; Children under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, to Carthage, Santa Martha, and Colon, 25 per cent less. See page 543.

Southampton to Gibraltar (8 days), **Malta** (9 days), and **Alexandria** (13 days). By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 4th, 12th, 20th, and 27th, of every month. (7 hours from Alexandria to Cairo, and 5 hours from Cairo to Suez.)

Southampton to Guernsey and Jersey.—The Royal Mail Packets "Brittany," "Normandy," or "Southampton," on Mondays, Wednesdays, and Fridays at 11.45 p.m. See page 538.

Southampton to Havana.—The Royal Mail Steam Packet Company's Ships, on the 2nd of every month, at 11.30 a.m.; if this date fall on Sunday, then on the day following. Fares—Each aft berth, £44; lower deck fore berths, £38 10s. One child under 3 years, free; Children under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less. Average passage, 19½ days. See page 543.

Southampton to Honfleur. See page 539.

Southampton to Havre.—The London and South Western Railway Company's Steam Ships.—Every Monday, Wednesday, and Friday, at 11.45 p.m. See page 538.

Southampton to Grey Town (24 days).—The Royal Mail Steam Packet Company's Ships, on the 17th of each month, at 11.30 a.m.; if this date fall on Sunday, then on the following day. Fares—Aft berths, £44; lower deck fore cabins, £38 10s. 1 Child under 3 years, free; 3 and under 9, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less. See page 543.

Southampton to Jacmel (Hayti) and Jamaica.—The Royal Mail Steam Packet Company's ships—On the 2nd and 17th of every month, at 11.30 a.m., unless these dates fall on Sunday, and then on the day following. Fares—Aft berths, £38 10s.; lower deck berths, forward, £33. One child under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less. Average passage—to Jacmel 17½ days, to Jamaica 18½ days.

Southampton to Lisbon (3½ days), **Pernambuco** (20 days), **Bahia** (22½ days), **Rio** (26½ days), **Buenos Ayres** (35½ days).—The Royal Mail Steam Packet Company's Ships on the 9th, of each month, calling at Lisbon. Fares to Lisbon £10, and £12; to St Vincent (Cape de Verda,) all main deck cabins except outside after cabins, which are £5 extra for each person, and lower deck after cabins £45 and £30; lower deck fore cabin, £25; Pernambuco, after cabin, £50 and £35; fore cabin, £30; to Bahia, after cabin, £52 and £37; fore cabin, £32; to Rio Janeiro, after cabin, £60 and £45; fore cabin, £35; to Monte Video or Buenos Ayres, after cabin, £70 and £55; fore cabin, £45. One child under 3 years, free; children under 8, quarter fare; and four such children entitled to one berth; above 8, & under 12, half fare, and two such children entitled to one berth. Return Tickets (except to Lisbon) available for twelve months, 25 per cent less. Second Class Passages to Brazil and River Plate, the Company finding bedding, for £25 each. See page 543.

Southampton to New York (11 days).—The "New York," "Bremen," "Hansa," or "America," under the Bremen flag. Fares, £21; £15 4s. 6d. See page 531.
By the Hamburg Company's Steamers. See page 544.

Southampton (via Panama) to San Francisco and British Columbia.—The Royal Mail Steam Packet Company's Steamers leave Southampton on the 2nd and 17th of each month, at 11.30 p.m. (if this date fall on Sunday, then on the following day) for Colon (Aspinwall), reaching there about the 22nd and 7th. Trains run daily across the Isthmus of Panama, and the Steamers of the Pacific Mail Steam Ship Company leave Panama for the North Pacific, reaching San Francisco in about 13 days, and Steamers proceed thence to Victoria, Vancouver's Island. See page 543.

- Southampton to St. Malo.**—By the London and South Western Railway Co.'s Steamers "St. Malo," "Atalanta," or "Griffin." Every Tuesday and Thursday at 8.30 p.m. See page 539.
- Southampton to Tampico (25 days) and Vera Cruz (24 days).** The Royal Mail Steam Packet Company's Steamers—On the 2nd of every month, at 11.30 a.m., unless that date falls on Sunday, then on the following day. Fares:—Aft berths, £49 10s.; lower deck fore cabin berths, £44. One Child under three years, free; Children under eight, quarter fare, and four such children entitled to one berth; eight, and under twelve, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent. less. Artisans, &c., at £25 each, with bunk and bedding.
- Southampton to the West Coast of South America,** including CALLAO and VALPARAISO.—The Royal Mail Steam Packet Company's ships, on the 2nd and 17th of every month, at 11.30 a.m., unless these dates should fall on Sunday, and then on the following day, in conjunction with the Pacific Steam Navigation Company's ships. Through Tickets may be obtained, but not including the transit across the Isthmus of Panama. Also return Tickets to or from the ports on the West Coast, with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage money, available for twelve months. See page 548.
- Southampton to the West Indies**—The Royal Mail Steam Packet Company's ships on the 2nd and 17th of every month, at 11.30 a.m.—if the 2nd or 17th fall on a Sunday, then on the following day. To Antigua, Barbadoes, Carriacou, Demerara, Dominica, Grenada, Guadaloupe, Martinique, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Tobago, and Trinidad; and to Porto Rico, on the 2nd of the month only. Aft berths, £38 10s.; lower deck fore berths, £33. One Child under three years, free; Children under eight, quarter fare, and four such children entitled to one berth; eight, and under twelve, half fare, and two such children entitled to one berth. Return Tickets available for six months, 25 per cent. less. Second class passengers victualled and found with bedding, will be conveyed to the West Indies, Colon (Aspinwall), or Mexico, for £25 each. From West Indies, arrive at Southampton on the 14th and 29th of each month. See page 548.
- Starnberg to Seeshaupt.**—At 7 and 11.15 a.m.
- Stettin to Copenhagen.**—The "Orion," and "Stolp," on Thursdays and Saturdays, at 2 p.m.
- Stettin to Cronstadt**—(St. Petersburg.)—The Preussischer Adler or Wladimir, every Saturday.
- Stettin to Leith.**—James Currie & Co's Steamers, "Dwina," "Stettin," "Orient," "Gertrude," "Vistula," or "Gnome." No information.
- Stettin to St. Petersburg**—The Preussischer-Adler or "Wladimir," every Saturday, in 65 to 70 hours. Fares 62 rth. and 40 rth.
The "Trave" or "Neva," every Thursday.
- Stettin to Stockholm (calling at Swinemunde and Calmar).**—The Schoonen or Nordstern, on the 3rd, 8th, 13th, 18th, 23rd, and 28th of every month. Fares to Stockholm, 18 thr., 12 thr., & 6 thr.; to Calmar, 10 thr., 7 thr. & 3½ thr.; to Swinemunde, 1½ thr. & 1 thr.
- St. Malo to Jersey and Littlehampton.**—By the "Vigilant," and "Ida," in connection with the London, Brighton, and South Coast Railway. See page 530
- St. Malo to Southampton, via Jersey.**—By the London and South Western Railway Co.'s Steamer. February 2nd, 5.30 a.m.; 6th, 7 a.m.; 9th, 9 a.m.; 13th, 3 a.m.; 16th, 4.30 a.m.; 20th, 6.30 a.m.; 23rd, 9 a.m.; 27th, 2 a.m. Fares:—Single Ticket, 1st Class, 7s.; 2nd Class, 5s. Return Tickets (available for one month), 1st Class, 10s.; 2nd Class, 7s. 6d. See page 539.
- St. Petersburg to Grimsby and Hull.**—Bailey & Leatham's Steamers. Weekly during the season.
- St. Petersburg to Hull.**—Brownlow, Lumsden, & Co's Steamers, every eight or ten days during the Baltic season. See page 536.
T. Wilson, Son, and Co.'s Steamers, "Albion," "Juno," "Pacific," or "Onse," once a-week during the Baltic Season. Agents, Clementz and Co.
Gee & Co.'s Steamers "Emperor," "Sultana," "Pacha," and "Viceroy." See page 534.
- St. Petersburg to Leith,** the "Cronstadt," or "St. Petersburg," every 10 days.
- St. Petersburg to London**—By the "Delta," "Aurora," "Ranger," "Era," and other eligible steamers weekly, during the season. Thielcke and Busk, Agents.

- St Petersburg to West Hartlepool.**—The West Hartlepool Steam Navigation Co.'s Steamers every 10 days, (weather permitting). Average passage, 6 days.
- Stockholm to Amsterdam, via COPENHAGEN.**—See Amsterdam to Stockholm.
- Stockholm to Gothenburg.**—By Gotha Canal, in 60 hours, per fast boat.
- Stockholm to Lubeck** (calling at CALMAR and YSTADT.) On the 5th, 10th, 15th, 20th, 25th, and 30th of each month, from May to October.
- Stockholm to Nisby and Kalmar.**—The Motala, every Wednesday, at 12 noon.
- Stockholm to Norrkoeping.**—The Blixen and John Swarz, at 6 a.m., on Tuesdays, Wednesdays, Fridays, and Sundays.
- Stockholm to Nykoeping.**—The Harmoder and Gripen, every Tuesday and Friday, at 8 a.m. and Wednesday and Saturday, at 7 a.m.
- Stockholm to Stettin** (calling at Calmar, and Swinemunde).—The Post-steamers, on the 3rd, 8th, 13th, 18th, 23rd, and 28th of every month. Fares to Calmar, 8, 5, and 2½ Rkr.; to Swinemunde, 16½, 11, and 5½ Dthr.; to Stettin, 18, 12, and 6 Rhr.
- Stockholm to Upsala.**—Every day, except Sunday, at 8 a.m.
- Stockholm to Warholm.**—Every Tuesday, Wednesday, Friday, and Saturday, at 6 p.m.
- Stockholm to Westera.**—The Aros, Gustaf Vasa, and Westmanland, every day, (except on Monday) at 8 a.m.
- Stolzenau to Hameln.**—By the North German Lloyd's Steamers, every Monday and Friday at 9 a.m. Fares—Stolzenau to Hameln, 28 ggr. and 20 ggr.
- Stora to Marseilles.**—Messageries Imperiales Co.'s Steamers, Wednesday at noon.
- Stralsund to Malmø.**—Shortest sea route. By "La Pommerania" and "L Oscar." Daily at 5 a.m. arriving at Malmø at 12 noon.
- Stralsund to Ystad.**—Every Sunday and Thursday, at noon, after arrival of the *Schnellpost* (mail coach) from Passow (Berlin). Fares, 6 thr., 3 thr., 1½ thr. For families a reduction is made on the ordinary rate.
- St. Sebastian to Bilbao, Santander, and Bayonne.**—The *Bidasoa*, several times a month.
- St. Sebastian to Bayonne Direct.**—The *Simoon*, several times a month.
- Suez to Aden** (6 days), **Galle** (Ceylon), (17 days) **Madras** (21 days), and **Calcutta** (26 days), February 5th and 20th.
- Suez to Aden** (6 days), and **Bombay** (14 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on February 13th and March 1st.
- Suez to Aden** (6 days), and **Mauritius** (18 days). By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 5th February.
- Svendborg to Flensborg.**—The "Diana," Mondays, Wednesdays, and Fridays, at 1 p.m.
- Svendborg to Korsør.**—"Haderslev," "Diana," and "Flora," Sundays, Tuesdays, Thursdays, Fridays, and Saturdays, at 1 p.m.
- Syra to Athens (Piræus).**—Every Wednesday morning, and every Sunday evening. By the Austrian Lloyd's Steamer.
- Syra to Smyrna.**—Every Wednesday evening. By the Austrian Lloyd's Steamer.
- Syra to Beyruth, Jafa, and Alexandria.** Every second Wednesday, from the 6th July, in the morning. By the Austrian Lloyd's Steamer.
- Syra to Constantinople, Kustendje, and Galatz.**—Every Wednesday morning. By the Austrian Lloyd's Steamer.
- Syra to Corfu, Ancona, and Trieste.**—Every Sunday evening. By the Austrian Lloyd's Steamer.
- Syra to Marseilles.**—Messageries Imperiales Co.'s Steamers, on the 9th, 19th, and 29th.
- Syra to Smyrna and Constantinople.**—Messageries Imperiales Co.'s Steamers, on the 9th, 19th, and 29th.
- Szegedin to Semlin on the Theiss.**—Every Wednesday forenoon, at 6 a.m., in 1 day. Fare, 1st place, 8fl.
- Szegedin to Szolnok on the Theiss.**—Every Tuesday and Friday, at 6 a.m., in 1 day. Fare 4fl. 8kr.
- Szolnok to Szegedin on the Theiss.**—Every Wednesday and Saturday, at half a day.
- Szolnok to Tokay on the Theiss.**—On the 1st, 16th, 21st, and 26th of every month, in 1½ day. Fare, 7 fl.
- Taganrog to Berdiansk, Kertch, and Odessa.**—By the Russian Steam Navigation Co.'s Steamers, every Tuesday at 7 a.m.
- Thun to Neuhaus for Interlachen.**—At 8.30 a.m., 12 noon, and 3.45 p.m. Travellers are conveyed by Diligence from one lake to the other.
- Tokay to Szolnok on the Theiss.**—On the 4th, 9th, 14th, 19th, 24th, and 29th of every month at 6 a.m. in one day.

- Tonsberg to Christiansa.**—Every Sunday, Tuesday, and Friday, at 7 a.m.
- Treves to Coblenz.**—(2½ German miles).—The New Moselle Steam Navigation Company's Steamers. Every morning (except Sunday) at 6.0 a.m. Through Tickets issued in Brussels, 94 bis Montagne de la Cour. Fares—Saloon, 15fr.; Fore cabin, 10fr. See also page 301.
- Trieste to Albania.**—By the Austrian Lloyds Steam Navigation Co.'s Steamers—Every Saturday at noon; *via* Zara, Sebenico, Spalato, Milut, Lissa, Curzola Gravosa, (Ragusa), Megline, Persato, Cattaro, Budua, Antivari, Durazzo, Valona, to Corfu, and thence as stated under TRIESTE to the IONIAN ISLANDS.
- Trieste to Alexandria** *via* Balindisi (in conjunction with the Peninsular and Oriental Co.'s Steamers, and the Overland Mail to India, China, Australia, and Mauritius), on 6th, 12th, 20th, and 28th of every month, at 10 a.m. See page 547.
- Trieste to Ancona.**—By the Società Anonima de Navigazione Adriatico Orientale. See page 547.
- Trieste to Brindisi.**—By the Società Anonima de Navigazione Adriatico Orientale. See page 547.
- Trieste to Croatia.**—By the Austrian Lloyds Co.'s Steamers, every Tuesday, at 6 a.m., *via* Fiume, Segna, Besca Nuova Arbe, Val Cassione, to Zara.
- Trieste to Dalmatia.**—By the Austrian Lloyds Co.'s Steamers, every Tuesday at noon, *via* Lussin-piccolo, Zara, Sebenico, Spalato, (Ragusa to Cattaro).
- Trieste to the Danube.**—By the Austrian Lloyd's Mail Steamers, every Saturday at 2.0 p.m., from Constantinople, *via* Burgas, Varna, Sulina, Tulcia, Galatz, to Ibraila; and *via* Kustendje, Sulina, Tulcia, Galatz to Ibraila, by the Accelerated Line to Constantinople.
- Trieste to the Island of Candia.**—By the Austrian Lloyds Co.'s Mail Steamers, every Saturday at 2 p.m., by the Accelerated Line, *via* SYRA.
- Trieste to Istria.**—By the Austrian Lloyds Co.'s Mail Steamers, every Tuesday and Saturday, at 9 a.m., *via* PIRAMO, UMAGO, CITTANOVA, PARENZO, ROVIGNO, FASANA, POLA, CHERSO, MALINSKA, (Isle of Veglia), to Fiume; and every Saturday, at 6 a.m., only as far as Pola.
- Trieste to Istria, Dalmatia, and Albania.**—By the Austrian Lloyds Co.'s Mail Steamers, every Thursday, at 5 a.m., *via* Pirano, Parenzo, Rovigno, Pola, Lussinpiccolo, Zara, Spalato, Lëania, Gravosa (Ragusa), Antivari, and Durazzo. This line has been established chiefly for the conveyance of goods—the respective steamers have only accommodation for 2nd and 3rd class passengers.
- Trieste to Smyrna.**—By the Austrian Lloyds' Mail Steamers. Every Wednesday, at 4 p.m. *via* ANCONA, CORFU, ARGOSTOLI (Island of Cephalonia), ZANTE, S. NICOLI (Cerigo), SYRA, and SCIO.
- Trieste to Venice** (8 hours)—By the Austrian Lloyd's Mail Steamers, every Tuesday, Thursday, and Saturday, at midnight.
- Tripoli (Syria) to Alexandria.**—Messageries Imperiales Co.'s Steamers, every alternate Friday, at 9 p.m.
- Tripoli to Malta.**—By French Steamer. Three times per month, in about 22 hours. First class, (including food), £2 8s. 0d.
- Tripoli (Syria) to Marseilles, via Smyrna.**—Messageries Imperiales Co.'s Steamers, every alternate Friday at 9 p.m.
- Trouville to Havre** (in 35 minutes)—Daily, and occasionally twice-a-day
- Tunis to Malta.**—By French Steamer. Three times per month, in about 22 hours. Fares—First class, (including food), £2 8s. 0d.
- Tunis to Marseilles, via Bona and Sora.**—Messageries Imperiales Co.'s Steamers, every Sunday at noon.
- Tunis to Palermo,** (Calling at PANTELLERIA AND TRAPANI).—Every alternate Wednesday at 5 p.m. By T. and V. Florio & Co.'s Steamers.
The arrival from Tunis at Palermo is so timed as to meet the boats leaving for LEGHORN, GENOA, NAPLES, MESSINA, CATANIA, SYRACUSE, AND MALTA.
- Uthefos to Fjorestrand.**—The Statsraad Stang, every Wednesday and Saturday, at 6½ p.m.
- Vadso to Hammerfest.**—The "Gyller," once a-week.
- Valencia to the Island of Ivica.**—Every Tuesday at 2 p.m., staying there 2 hours, and then proceeding to PALMA, arriving there about 4 p.m. on Wednesday.
- Valencia to Palma, ISLAND OF MAJORCA, DIRECT.**—Every Sunday at 2 p.m., arriving at PALMA on Monday, about 7 a.m.
- Valparaiso to Callao and Panama.**—The Pacific Steam Navigation Co.'s Steamers on the 3rd and 18th, at 11 a.m., calling at intermediate ports, and arriving at Callao on the 12th and 27th at 6 a.m., leaving Callao on the 14th and 29th at 4 p.m., and arriving at Panama on the 22nd, and 6th or 7th, at 6 a.m.

- Varna to Constantinople.**—Messageries Imperiales Co.'s Steamers, every Tuesday at 2 p.m.
- Venice to Trieste.**—By Austrian Lloyds Steamers, every Tuesday, Thursday and Saturday, at midnight.
- Venlo to Maestricht.**—Daily, at 4 a.m. Fares 7 fr. 40 c., and 5 fr. 30 c.
- Vienna to Pesth.**—By the Imperial and Royal Danube Steam Navigation Company's Boats.
- Vigo to Lisbon, Cadiz, Gibraltar and Malaga.**—On the 5th, 18th, and 28th of every month, by the Fluvial and Maritime Steam Packet Company.
- Vigo to Southampton and London.**—Fortnightly, by the steamers "Scindias," and "Despatch." Menendez and Barceua, Agents.
- Vise to Liege** (in 1½ hours).—At 5.10 a.m.; and 3 p.m. Fares 75c. and 50c.
- Veile to Korsor.**—The "Flora," on Tuesdays, at 8 a.m.
- Vienna to Linz.**—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers.
- Vienna to Orsova, the Lower Danube, and by the Czernavoda and Kustendje Railway, to Constantinople.**—By Express Steamers of the Imperial and Royal Austrian Danube Steam Navigation Company.
- Vienoa to Pesth.**—By the Imperial and Royal Austrian Danube Steam Navigation Co.'s Steamers,
- West Hartlepool to Antwerp.**—Every Wednesday and Saturday; returning every Wednesday and Saturday. Fare, single, £1; return £1 10s
- West Hartlepool to Cronstadt.**—First class steamers every 14 days during the season.
- West Hartlepool to Gothenburg** every fortnight during the season.
- West Hartlepool to Hamburg.**—The Queen Line of Steamers, every Wednesday and Saturday, returning every Tuesday and Friday. Fare, Single, £1; Return, £1 10s.
- West Hartlepool to Rotterdam.**—The Queen Line of Steamers, every Wednesday and Saturday; returning every Wednesday and Saturday, in 26 hours.
- Weymouth to Guernsey** (6 hours) and **Jersey** (9 hours). The "Aquila," "Brighton," or "Cygnus." Every Wednesday and Saturday, at 6 a.m. Fares, 18s. and 12s. Through Fare from London (Paddington) 31s. and 21s. Stewards Fees, 2s. and 1s. Return Tickets, available for a month, 45s. and 35s.
- Wismar to Copenhagen.**—The Obotrit, on Thursdays and Sundays, at 4 p.m.
- Ystad to Copenhagen.**—Wednesdays and Saturdays, at 9 a.m., in 8½ hrs.; fare, 2rth. and 3rth
- Ystad to Lubeck.**—On Monday mornings, in 18 hours.
- Ystad to Stockholm** (per Calmar).—Wednesdays.
- Ystad to Stralsund.**—Every Tuesday and Saturday morning, after arrival of the Coach from Stockholm. Fares—4¼thr., 3thr. For Families a reduction is made in the ordinary fares.

For Sailings from and to English Ports, see "Bradshaw's General Railway Guide," price 6d.

STEAMERS ON THE RHINE - Kölnische und Dusseldorfer Gesellschaft

Destination	Departure	Time	Rate
Mannheim	dep.		
Worms	dep.		
Mayence	arr.		
"	dep.		
Castel	"		
Biebrich	"		
Eitville	"		
Bingen	"		
St. Goar	"		
Boppard	"		
Lahnstein	"		
Coblence	arr.		
"	dep.		
Newwed	"		
Andernach	"		
Linz	"		
Remagen	"		
Rolandseck	"		
Königswinter	"		
Bonn	"		
Cologne	arr.		
"	dep.		
Dusseldorf	arr.		
"	dep.		
Duisburg	"		
Homburg	"		
Wesel	"		
Emmerich	arr.		
Arnhem	"		
Rotterdam	"		

Destination	Departure	Time	Rate
Mannheim	dep.	5.30 a.m.	
Mayence	"	7.30 "	9.30 a.m. 11. 0 a.m.
Bingen	"	9.15 "	11.30 " 1. 0 p.m.
Coblence	"	6. 0 "	9.15 " 12.30 " 3.0 p.m
Bonn	"	9.15 "	12.30 p.m. 3.45 " 6.0 "
Cologne	"	2.30 p.m.	
Dusseldorf	"	8.45 a.m.	

Emmerich to Arnheim only, on Sun., Tues., and Thursdays; to Rotterdam, Mon., Wed., Fri., and Saturdays.

From	Forc.	Ret.	Ticket
Single Tickets			Thl. Sgr.
Mannheim to	0 6 0 4	0 9	0 0
Mayence to Biebrich	0 18 0 12	0 24	0 1 0
Mayence to Bieb Thl	0 3 0 2	0 6	0 0
Coblence to	0 6 0 4	0 9	0 0
Dusseldorf to	0 9 0 6	0 12	0 0
Arnhem to	0 23 0 15	1 0	0 1
Rotterdam to	0 27 0 18	1 5	0 2
Worms to	1 2 0 21	1 10	0 2
Mayence to	1 6 0 24	1 15	1 0
Coblence to	0 5 0 3	0 6	0 0
Bonn to	0 9 0 6	0 10	0 0
Biebrich to	0 18 0 12	0 24	0 1
Eitville to	0 18 0 12	0 24	0 1
Königswinter to	0 23 0 15	1 0	0 1
Rolandseck to	0 23 0 15	1 0	0 1
Remagen to	0 27 0 18	1 5	0 2
Lahnstein to	1 6 0 34	1 15	1 0
Cologne to	0 14 0 9	0 18	0 12
Dusseldorf to	0 9 0 6	0 12	0 8
Arnhem to	0 9 0 6	0 12	0 8
Rotterdam to	0 18 0 12	0 24	0 15
Worms to	1 2 0 21	1 10	0 27
Mayence to	1 11 0 27	1 21	1 4
Coblence to	2 17 1 21	3 6	2 4

Destination	Departure	Time	Rate
Rotterdam	dep.		
Nynwegen	"		
Arnhem	"		
Emmerich	"		
Wesel	"		
Homburg	"		
Duisberg	"		
Dusseldorf	"		
Cologne	"		
Deutz	"		
Bonn	"		
Königswinter	"		
Rolandseck	"		
Remagen	"		
Linz	"		
Andernach	"		
Newwed	arr.		
"	dep.		
Coblence	arr.		
"	dep.		
Lahnstein	"		
Boppard	"		
St. Goar	"		
Bingen	"		
Eitville	"		
Biebrich	"		
Mayence	arr.		
"	dep.		
Worms	"		
Mannheim	arr.		

Destination	Departure	Time	Rate
Rotterdam	dep.	Sun., Tues., Thurs. and Sat. 6.0 a.m.	
Dusseldorf	"	daily 10. 0 a.m.	
Cologne	"	7. 0 " 10. 0 a.m. 1. 0 & 9.45 p.m.	
Bonn	"	9.45 " 12.45 p.m. 3.45 & 12.15 "	
Coblence	"	6. 0 " 10. 0 a.m. 4. 0 p.m.	
Bingen	"	8.30 " 11. 0 " 3. 0 "	
Mayence	"	" " 2.30 p.m.	

Rotterdam to Emmerich, Sun., Tues. & Sat.; from Arnheim to Dusseldorf, Mon., Wed., & Fridays. From Emmerich daily.

From	Forc.	Ret.	Ticket
Single Tickets			Thl. Sgr.
Rotterdam to	1 0 0 20	1 15	1 0
Arnhem to	1 0 0 20	1 15	1 0
Worms to	1 8 0 25	1 27	1 8
Biebrich to	1 19 1 3	2 15	1 19
Eitville to	1 27 1 8	2 25	1 27
Königswinter to	1 27 1 8	2 25	1 27
Rolandseck to	2 4 1 13	3 6	2 4
Remagen to	2 15 1 20	3 24	2 15
Cologne to	0 8 0 5	0 12	0 8
Bonn to	0 12 0 8	0 18	0 12
Biebrich to	0 12 0 8	0 18	0 12
Eitville to	0 15 0 10	0 24	0 15
Königswinter to	0 19 0 13	1 0	0 19
Rolandseck to	0 23 0 15	1 5	0 23
Remagen to	0 27 0 18	1 10	0 27
Coblence to	1 0 0 20	1 15	1 0
Dusseldorf to	0 4 0 3	0 6	0 4
Arnhem to	0 8 0 5	0 12	0 8
Rotterdam to	0 12 0 8	0 18	0 12
Worms to	0 23 0 15	1 5	0 23
Mayence to	0 27 0 18	1 10	0 27
Biebrich to	1 0 0 20	1 15	1 0
Eitville to	1 0 0 20	1 15	1 0
Coblence to	0 12 0 8	0 18	0 12
Dusseldorf to	0 15 0 10	0 24	0 15

ZUGERSEE.

Stations.		Stations.	
ZURICH per Rail dep.		SCHWYZ per Post d.	
HORGEN „ Post „		ARTH.....arr.	
WADENSWEIL „		LUCERNE p St'm'r d.	
LUCERNE pr. Rail „		KUSNACHT p. Post d.	
Zug .....dep.	Ceased running for the	IMMENSEE.....arr.	Ceased running for the
Lothenbach .....arr.	Season.	Arth .....dep.	Season.
Immensee „		Immensee „	
Arth „		Lothenbach „	
IMMENSEE pr. Po-t d.		Zug .....arr.	
KUSNACHT p. St'm'er		LUCERNE pr. Rail ar.	
LUCERNE .....arr.		WADENSWEIL Post...	
ARTH per Post dep.		HORGEN..... „ „	
SCHWYZ.....arr.		ZURICH pr. Rail arr.	

THUNER und BRIENZER SEE.

Stations.	Steamers					Stations	Steamers			
	1	2	3	4			1	2	3	4
Thun.....dep.	a.m.	p.m.	p.m.			ZURICH.....dep.	a.m.	a.m.	p.m.	
SCHERZLINGEN	8 22	12 7	3 32	...		LUCERNE..... „	...	...	...	...
Neuhaus.....arr	10 0	1 40	5 10	...		BRIENZ.....arr.	...	...	...	...
Neuhaus..... „	...	...	...	...		MEIRINGEN .....dep.	...	6 0	...	...
INTERLAKEN.....arr.	10 40	2 15	5 50	...		BRIENZ .....arr.	...	8 0	...	...
Interlaken ...dep.	...	3 0	...	...		Brienz.....dep.	...	9 0	...	...
Brienz .....arr.	...	4 0	...	...		Interlaken ...arr.	...	...	...	...
BRIENZ .....dep.	...	...	...	...		INTERLAKEN ...dep.	5 20	9 15	3 30	...
MEIRINGEN .....arr.	...	6 30	...	...		NEUHAUS .....arr.	...	...	...	...
BRIENZ.....dep.	...	...	...	...		Neuhaus .....dep.	6 0	10 30	3 40	...
LUCERNE .....arr.	...	...	...	...		SCHERZLINGEN	7 30	11 50	4 40	...
ZURICH..... „	...	...	...	...		Thun .....arr.	7 45	12 0	4 45	...

STEAMERS ON THE LAKES OF NEUCHÂTEL AND MORAT.

Stations:				Stations.				Stations.			
(LEFT BANK.)		a.m.		(RIGHT BANK)		a.m.	p.m.				
Neuchâtel.....dep	7 0	...	...	Estavayer .....dep.	7 0	...	...	Neuchâtel.....dep	7 30	...	p.m. p.m.
Cudrefin..... „	9 35	...	...	Chèvroux..... „	7 25	...	...	„	9 30	...	...
La Sauge..... „	9 39	...	...	Portaubac .. „	7 55	...	...	Morat .....arr.	8 15	...	...
Sugiez..... „	10 3	...	...	Cudrefin .. „	8 10	...	...	„	10 30	...	...
Morat .....arr.	10 30	...	...	Neuchâtel .....arr.	8 40	...	...	„	11 50	...	...
„	p.m.			„	dep.	...	14 0	„	1 30	...	...
Morat .....dep	1 45	...	...	Cudrefin .. „	...	4 30	...	„	3 45	...	2 30
Sugiez..... „	2 3	...	...	Portaubac .. „	...	4 50	...	Neuchâtel.....dep.	7 0	...	2 30
La Sauge..... „	2 36	...	...	Chèvroux..... „	...	5 10	...	„	9 30	...	3 50
Cudrefin..... „	2 58	...	...	Estavayer .....arr.	...	5 40	...				
Neuchâtel .....arr	3 15	...	...						

* Wednesdays only.

† Tuesday, Friday, and Saturday.

Corresponding at Estavayer with the Post to and from FAYENS; at Neuchâtel, with the Franco-Swiss Trains, at Morat with the diligences to and from Bernes and Fribourg.

ZURICHSEE.

Stations.	Steamers.												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Zurich dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kusnacht	5 45	8 0	8 5	10 30	10 35	1 45	1 50	4 45	4 50	7 30	7 35	...	...
Horgen	6 10	8 25	...	10 55	...	2 10	...	5 10	...	7 55	...	...	...
Stafa	6 40	8 55	8 55	11 25	11 25	2 40	2 40	5 40	5 40	8 25	8 25	...	...
Richtersweil	7 30	9 45	...	12 19	...	3 34	...	6 31	...	9 10	...	...	...
Rapperswyl	8 15	10 20	10 0	12 30	12 6	3 45	3 21	6 45	6 21	9 25	9 6	...	...
Lachen .....	...	10 25	...	12 45	...	4 15	...	7 20	...	9 50	...	...	...
Lachen .....	...	...	6 30	...	...	1 20	...	4 30	...	...	...	...	...
Rapperswyl .....	...	...	6 50	...	...	1 40	...	4 50	...	...	...	...	...
Richterswyl	5 0	7 0	...	10 30	...	1 45	...	5 0	...	...	6 30	...	...
Stafa	5 42	5 20	7 42	7 15	11 12	10 45	2 27	2 5	5 42	5 15	7 13	...	...
Horgen	6 23	6 23	8 23	8 23	11 53	11 53	3 8	3 8	6 23	6 23	8 4	...	...
Kusnacht .....	...	6 51	...	8 51	...	12 21	...	3 36	...	6 50	8 35	...	...
Zurich	7 15	7 15	9 15	9 15	12 45	12 45	4 0	4 0	7 15	7 15	9 0	...	...

FARES—From Zurich to Horgen, 95 c. and 60 c.; to Richterswyl, 1 fr. 30 and 85 c.; to Rapperswyl, 1 fl. 80 c. and 1 fr. 20c.

Sachsisch-Bohmische Dampfschiffahrt.

Stations.	Steamers.						
	1	2	3	4	5	6	7
Dresden dep.	a.m.	a.m.	p.m.	p.m.	...	...	...
Pillnitz	8 0	10 0	1 0	3 0	...	...	...
Pirna	9 15	11 15	2 15	4 15	...	...	...
Königstein	10 15	12 15	3 15	5 15	...	...	...
Schandau	11 30	...	4 30	...	...	...	...
Tetschen (Bodenbach)	12 15	...	5 15	...	...	...	...
Aussig .....	...	...	...	...	...	...	...
Leitmeritz .....	...	...	...	...	...	...	...
Raudnitz .....	...	...	...	...	...	...	...
Raudnitz dep.	a.m.	a.m.	p.m.	p.m.	...	...	...
Leitmeritz .....	...	...	...	...	...	...	...
Aussig .....	...	...	...	...	...	...	...
Tetschen (Bodenbach) .....	...	...	...	...	...	...	...
Schandau .....	...	6 0	...	2 15	...	...	...
Königstein	a.m.	6 30	...	2 45	...	...	...
Pirna	6 0	7 30	12 30	4 0	...	...	...
Pillnitz	6 30	8 0	1 0	4 30	...	...	...
Dresden	7 45	9 15	2 15	5 45	...	...	...
Dresden dep.	a.m.	a.m.	p.m.	...	...	...	...
Meissen	7 30	11 30	3 0	...	...	...	...
Riesa	9 0	1 0	4 30	...	...	...	...
Torgau	11 0	3 0	...	...	...	...	...
Torgau dep.	a.m.	a.m.	noon	...	...	...	...
Riesa .....	...	8 0	12 0	...	...	...	...
Meissen	6 30	10 45	3 0	...	...	...	...
Dresden	9 0	1 15	5 30	...	...	...	...

STEAMERS ON THE RHINE.—Niederlandische Dampschiff-Rhederei.

Stations.	Steamer. Daily.		Stations.	Steamer. Daily.		Mannheim and Ludwigshafen to	Fares.	
	h.	m.		h.	m.		Stoon	Fore-castle
Rotterdam ...dep.	1	0 a.m.	Mannheim ...dep	12	0 noon	Mayence	0	18
Nymwegen ... p.m.	...	...	Mayence-Castel...arr.	...	...	Coblence	1	24
Emmerich	8	0 a.m.	"	5	30 a.m.	Co'ogne	3	0
Dusseldorf	5	0 p.m.	Bingen .....	...	...	Dusseldorf	3	14
Cologne ...arr.	...	...	Oberlahnstein .....	...	...	Rotterdam	6	0
"	8	0 p.m.	Coblence	11	30	May'nce Cast'l'to	1	6
Neuwied .....	...	...	Neuwied .....	...	...	Coblence	2	3
Bonn .....	...	...	Bonn .....	...	...	Bonn	2	12
Coblence .....	...	...	Cologne	arr.	...	Cologne	2	12
Oberlahnstein	5	0 a.m.	"	dep.	5	Dusseldorf	2	26
Bingen .....	...	...	Dusseldorf	8	0	Rotterdam	5	12
Mayence-Castel ..arr.	...	...	Emmerich .....	...	...	Coblence to	0	27
"	1	20 p.m.	Nymwegen	6	30	Bonn	1	6
Mannheim	arr.	...	Rotterdam ..arr.	...	...	Cologne	1	6
						Dusseldorf	1	20
						Emmerich	2	21
						Nymegen	3	0
						Rotterdam	4	6

The Pavillon one-half more than the Saloon.
100 lbs. Luggage Free.

LUCERNE AND FLUELEN.—Vierwaldstatter-See.

Stations.	Steamers.					Stations.	Steamers.			
	1	2	3	4	5		1	2	3	4
Lucerne (1) d.	a.m.	a.m.	p.m.	...	...	Fluelen ...dep.	a.m.	a.m.	p.m.	...
" (2) ..	5 0	10 0	2 30	...	...	Brunnen	6 30	9 45	3 21	...
Weggis .....	...	10 30	...	...	...	Seelisberg(Treib)	7 0	10 15	3 50	...
Buochs .....	...	...	...	...	...	Gersau .....	...	...	...	...
Beggenried	5 45	10 45	3 15	...	...	Beggenried	7 30	10 45	4 20	...
Bersau .....	...	11 15	...	...	...	Buochs .....	...	...	...	...
Seelisberg(Treib)	...	11 20	2 45	...	...	Weggis .....	...	...	...	...
Brunnen	6 30	11 30	...	...	...	Lucerne ...arr.	9 0	12 0	5 55	...
Fluelen ...arr.	7 30	12 30	4 0	...	...	" N. E. STA. d.	...	...	...	...
Post (St.Goth) d.	...	...	5 0	...	...	" CENT'L ST. "	...	...	...	...
for Andermatt	...	...	...	...	...

(1) Bahnhofbrücke. (2) Quai Grossstadt.

Extra Steamers from Lucerne to Fluelen at 7.45 a.m.; and vice versa at 7.45 a.m. and 1.15 p.m.

LUCERNE, STANSSTAD, and ALPNACHT.

Vierwaldstatter-See.

Stations.	Steamers.			Stations.	Steamers.		
	1	2	3		1	2	3
Lucerne (right bank) dp	a.m.	p.m.	...	BRIENZ (Post) dep	a.m.	p.m.	...
Hergiswyl	7 30	3 0	...	MEIRINGEN "	...	...	...
Stansstad	8 0	3 30	...	Alpnacht	8 30	4 25	...
Rotzloch .....	...	...	...	Retzloch .....	...	...	...
Alpnacht	8 25	3 55	...	Stansstad	8 55	4 30	...
Post to BRIENZ ..dep.	...	...	...	Hergiswyl .....	...	...	...
MEIRINGEN	arr.	...	...	Lucerne	9 30	5 0	...

LUCERNE, MEGGEN, & KUSSNACHT.—Vierwaldstatter-See.
 Stations.
 Cceased running for the Season.
KUSSNACHT

STEAMERS ON LAKE LEMAN in Correspondance with the Chemin de Fer de la Ligne d'Italie.

Eng. Mts.	Fares.		Stations.		Time.		Eng. Mts.	Fares.		Stations.		Time.	
	Dis.	fr. c. fr. c.			a. m. p. m.				Dis.	fr. c. fr. c.			a. m. p. m.
...	0 90	0 60	Geneva	dep.	2 0	...	...	1 0	0 50	Bouveret	dep.	7 20	...
...	0 90	0 60	Belotte	...	...	...	...	0 70	0 40	Montreux, Clarens	...	...	...
...	0 90	0 60	Bellerive	...	2 20	...	...	1 0	0 50	St. Gingolph	...	...	...
...	0 90	0 60	Anieres	...	...	...	...	2 0	1 0	Vevey .....	...	7 45	...
...	0 90	0 60	Hermance	...	2 45	...	...	2 0	1 0	Ouchy .....	...	...	...
...	0 90	0 60	Touques	...	2 55	...	...	2 0	1 0	Evian .....	...	8 55	...
...	1 40	0 90	Nernier	...	3 15	...	...	2 50	1 50	Thonon .....	...	9 35	...
...	1 40	0 90	Yvoire	...	3 20	...	...	2 50	...	Yvoire	...	10 15	...
...	2 60	1 50	Thonon .....	...	4 0	...	...	4 0	2 0	Nernier	...	10 20	...
...	3 0	1 80	Evian .....	...	4 40	...	...	4 40	2 20	Touques	...	10 40	...
...	4 0	2 0	Ouchy .....	...	...	...	...	4 40	2 20	Hermance	...	10 50	...
...	5 0	2 50	Vevey .....	...	5 50	...	...	4 40	2 20	Anieres	...	...	...
...	5 50	2 50	St. Gingolph	...	...	...	...	4 40	2 20	Bellerive	...	11 15	...
...	5 0	2 50	Clarens, Montreux	...	...	...	...	4 40	2 20	B lotte	...	...	...
...	5 0	2 50	Bouveret	arr.	6 15	...	...	5 0	2 50	Geneva	arr.	11 35	...

COTE SUISSE, LEMAN, HELVETIE, AND AIGLE.

Eng. Mts.	Fares.		Stations.		Time.		Eng. Mts.	Fares.		Stations.		Time.	
	Dis.	fr. c. fr. c.			a. m. p. m.				Dis.	fr. c. fr. c.			a. m. p. m.
...	0 90	0 40	Geneva	dep.	10 0	2 0	...	0 80	0 40	Villeneuve	dep.	10 0	2 0
...	1 20	0 50	Versois	...	10 30	2 30	...	1 0	0 50	Clarens-Montreux	...	10 15	2 0
...	1 50	0 60	Coppet	...	10 45	2 45	...	1 50	0 80	Vevey .....	...	10 35	2 15
...	2 0	0 80	Céligny	...	11 0	3 0	...	2 0	0 80	Cully	...	11 0	3 0
...	3 0	1 20	Nyon	...	11 15	3 15	...	2 50	1 20	Lully	...	11 15	3 15
...	4 0	1 60	Rolle	...	11 45	3 45	...	3 50	1 40	Ouchy-Lausanne .....	...	11 30	3 30
...	5 0	2 0	Morges	...	12 30	4 30	...	4 50	2 0	Morges	...	12 0	4 0
...	5 50	2 20	Ouchy-Lau-anna .....	...	1 0	5 0	...	5 50	2 80	Roile	...	12 45	4 45
...	6 0	2 40	Lutry	...	1 15	5 15	...	6 0	2 45	Cully	...	1 15	5 15
...	6 50	2 60	Cully	...	1 30	5 30	...	6 50	2 60	Nyon	...	1 30	5 30
...	7 0	3 0	Vevey .....	...	2 0	6 0	...	7 0	3 0	Coppet	...	2 45	5 45
...	7 50	3 0	Clarens-Montreux	...	2 15	6 15	...	7 50	3 0	Versois	...	2 0	6 0
...			Villeneuve	arr.	2 30	6 30	...			Geneva	arr.	2 30	6 30

COTE DE SAVOIS, MONT-BLANC, AND GUILLAUME TELL.

Eng. Mts.	Fares.		Stations.		Time.		Eng. Mts.	Fares.		Stations.		Time.	
	Dis.	fr. c. fr. c.			a. m. p. m.				Dis.	fr. c. fr. c.			a. m. p. m.
...	0 70	0 40	Geneva	dep.	8 30	1 0	...	0 70	0 40	Montreux	dep.	...	12 50
...	0 70	0 40	Belotte	...	8 46	1 20	...	0 80	0 50	Clarens	...	...	1 0
...	0 90	0 60	Bellerive	...	8 54	1 30	...	2 20	1 0	Vevey .....	...	...	1 15
...	0 90	0 60	Auières	...	9 8	1 45	...	3 0	1 0	Ouchy .....	...	...	2 15
...	0 90	0 60	Hermance	...	9 18	1 55	...	4 0	2 0	Evian .....	...	6 0	2 55
...	1 20	0 70	Touques	...	9 32	2 15	...	5 0	1 50	Thonon	...	6 45	3 40
...	1 40	0 90	Nernier	...	9 58	2 38	...	6 0	2 0	Yvoire	...	7 30	4 17
...	1 50	1 0	Yvoire	...	10 5	2 45	...	7 0	2 0	Nernier	...	7 38	4 25
...	2 60	1 50	Thonon	...	10 46	3 30	...	8 0	3 0	Touques	...	7 58	4 45
...	3 50	1 80	Evian .....	...	11 25	4 15	...	8 50	3 30	Hermance	...	8 2	5 8
...	4 0	2 0	Ouchy .....	...	12 5	5 5	...	9 0	3 50	Anieres	...	8 30	5 17
...	5 0	2 50	Vevey	...	...	...	...	9 50	4 20	Bellerive	...	8 45	5 35
...	5 0	2 50	Clarens	...	...	...	...	10 0	4 50	Belotte	...	8 53	5 45
...	5 0	2 50	Montreux	...	...	...	...	10 50	5 0	Geneva	arr.	9 15	6 5
...	...	...	Evian	arr.	...	6 0	...	...	...	...	...	...	...

The Steamers "Chillon" and "Rhône" from Geneva to Villeneuve, at 6 a. m. and 2 p. m., and vice versa, at 6.15 a. m. and 12.50 p. m., calling at intermediate ports on the Sw.-as and Savoy coasts, fa es 1 fr.

ITALIAN STEAMERS ON THE LAGO DI GARZA.

Stations.	Mondays.		Stations.	Fridays.		Fares.	1st class.	2nd class.
	a. m.			a. m.					L. c. L. c.
Salo	7 30		Salò	7 30		From Salò to Maderno	0 75	0 50
Maderno	8 0		Maderno	7 55		" " Gargnano	1 40	0 85
Gargnano	8 40		Desenzano arr.	...		" " Tremosine	12 25	1 30
Tremosine	9 30		" dep.	2 25		" " Limone	12 75	1 60
Limone	10 9		Salò	1 40		From Desenzano to Salò	1 65	1 0
" dep.	10 45		" dep.	4 10		" " Maderno	1 65	1 0
Tremosine	11 15		Maderno .....	...		" " Gargnano	2 25	1 30
Gargnano	12 5		Gargnano	8 35		" " Tremosine	3 5	1 75
Maderno	12 40		" Tremosine	9 25		" " Limone	3 60	2 0
Salò	1 5		Limone	9 50		From Maderno to Gargnano	0 90	0 60
" dep.	1 35		" dep.	10 40		" " Tremosine	1 80	1 5
Desenzano arr	2 55		Tremosine	11 20		" " Limone	2 25	1 30
" dep.	...		Gargnano	12 10		From Gargnano to Tremosine	1 10	0 70
Salò .....	...		Maderno	12 55		" " Limone	1 55	0 85
" arr.	...		Salò	1 25		From Tremosine to Limone	0 75	0 5

Austrian Steamers to and from Peschiera and Riva. See page 208.

STEAMERS ON LAKE COMO.

Fares.		Stations.	Steamers.			Fares.		Stations.	Steamers.		
1 cl.	2 cl.		1 & 2	1 & 2	1 & 2	1 cl.	2 cl.		1 & 2	1 & 2	1 & 2
L. c.	L. c.		a.m.	p.m.	p.m.	L. c.	L. c.	a.m.	a.m.	p.m.	
...	...	Milan .....dep	5 35	10 35	2 30	...	...	Colico ...dep.	3 0	5 30	3 30
...	...	Camerlata ...arr	7 0	12 0	3 50	...	...	Domaso	3 10	5 40	3 40
...	...	Como .....dep	7 25	12 25	4 15	...	...	Gravedona	3 15	5 45	3 45
1 15	0 55	Como.....dep	8 0	1 30	4 45	0 25	0 10	Dongo	3 25	5 55	3 55
1 40	0 60	Torno	8 20	1 50	5 0	0 30	0 15	Cremia	3 35	6 10	4 10
1 40	0 80	Laglio	8 30	2 0	5 10	0 50	0 25	Dervio	3 40	6 15	4 15
2 0	1 00	Nesso	8 45	2 15	5 25	0 60	0 25	Rezzonico	3 45	6 20	4 20
2 20	1 30	Argegno	9 0	2 30	5 35	0 60	0 25	Bellano	4 0	6 30	4 30
2 20	1 30	Lezzeno	9 15	2 45	5 50	0 60	0 25	Varenna	4 10	6 45	4 45
2 20	1 30	Lenno	9 20	2 50	6 0	0 60	0 35	Menaggio	4 15	7 0	5 0
2 55	1 40	Tremezzo	9 30	3 0	6 10	0 90	0 45	Lecco.....arr.	...	9 0	...
2 55	1 40	Bellagio	10 0	3 30	6 15	0 90	0 45	" 162 dep.	...	...	...
...	...	Lecco.....arr.	12 45	...	...	1 15	0 60	Bellagio	4 20	7 15	5 15
...	...	" 162 dep.	...	...	...	...	...	Tremezzo	4 30	7 30	5 30
2 85	1 50	Menaggio.....	10 15	4 0	6 20	...	...	Lenno	4 40	7 55	5 55
3 10	1 65	Varenna	10 30	4 15	6 30	1 45	0 70	Lezzeno	4 45	8 10	6 10
3 19	1 65	Bellano	10 50	4 30	6 45	1 45	0 70	Argegno	5 0	8 25	6 25
3 40	1 75	Rezzonico.....	11 5	4 40	6 55	1 80	0 80	Nesso	5 15	8 45	6 45
3 40	1 75	Dervio	11 15	4 45	7 0	1 80	0 80	Lactio	5 30	9 0	7 0
3 50	1 85	Cremia	11 30	4 50	7 5	2 0	0 95	Torno	5 40	9 10	7 10
3 50	1 85	Dongo	11 40	5 5	7 20	2 60	1 30	Como 168 arr.	6 0	9 30	7 30
3 70	1 95	Gravedona	11 50	5 15	7 30	2 85	1 50	Como.....dep	6 20	9 50	7 50
3 75	2 0	Domaso	11 55	5 20	7 35	3 0	1 55	Camerlata ...	7 0	10 30	8 30
4 0	2 10	Colico ...arr.	12 0	5 30	7 45	4 0	2 10	Milan	8 25	11 55	9 55

Voitures from Camerlata to the Lago di Como and vice versa.
From Camerlata to Como at 7.5 a.m.; 12.5 and 8.50 p.m.
from Como to Camerlata at 6.20 and 9.50 a.m., and 7.50 p.m.

STEAMERS ON LAKE MAGGIORE.

Fares.		Stations.	Steamers.			Fares.		Stations.	Steamers.		
1 Cl.	Cl.		A	B	C	1 Cl.	2 Cl.		D	E	F
L. c.	L. c.		a.m.	p.m.	p.m.	L. c.	L. c.	a.m.	a.m.	a.m.	
...	...	Sesto Calende ..	...	...	3 0	...	...	Magadino dp	...	6 0	11 0
...	...	Arona.....arr.	...	...	3 30	...	...	Locarno...	...	6 20	11 20
...	...	" dep.	5 20	12 30	3 50	0 80	0 40	Ascona.....	...	6 40	...
0 50	0 40	Angera	5 26	...	...	0 65	0 45	Brissago .....	...	7 2	12 ..
0 50	0 40	Meina	5 38	...	4 8	1 10	0 70	Cannobio .....	...	7 26	12 14
0 90	0 60	Lesina	5 59	1 0	4 32	1 55	0 95	Maccagno super	...	7 40	...
0 95	0 60	Belgirate	6 6	1 7	4 40	1 80	1 5	Maccagno infer.	...	...	12 34
1 40	0 85	Stresa	6 26	1 27	5 8	...	...	Luino .....	...	8 0	12 44
1 50	0 90	Isolabella.....	...	1 34	5 30	2 10	1 20	Cannero .....	...	8 26	...
1 70	1 0	Baveno .....	...	1 46	...	2 0	1 20	Oggebbio .....	...	8 42	...
1 95	1 15	Ferriolo .....	...	2 2	...	2 40	1 40	Ghiffa .....	...	8 58	...
1 85	1 10	Susa .....	...	2 17	...	2 70	1 55	Portovaltravagl.	...	...	1 14
1 70	1 0	Pallanza	6 37	2 30	5 35	2 60	1 50	Laveno	5 0	...	1 42
2 0	1 20	Intra.....arr.	6 50	2 45	5 50	3 30	1 65	Intra.....arr.	5 18	9 13	2 0
...	...	" dep.	6 56	2 52	6 0	3 5	1 75	" dep.	5 23	9 20	2 6
2 30	1 35	Laveno	7 18	...	6 20	...	...	Pallanza	5 43	9 35	2 22
3 0	1 70	Portovaltravagl.	7 46	...	pom.	3 30	1 85	Susa	5 50	...	...
2 30	1 35	Ghiffa .....	...	3 7	...	3 45	1 95	Ferriola	6 8	...	...
2 60	1 50	Oggebbio .....	...	3 22	...	3 80	2 15	Baveno	6 23	...	2 35
3 0	1 70	Cannero .....	...	3 37	...	4 5	2 25	Isolabella.....	6 34	...	2 45
3 35	1 90	Luino	8 17	4 2	...	3 60	2 0	Stresa	6 44	9 53	2 55
...	...	Maccagno infer.	8 25	...	...	3 60	2 0	Belgirate	7 12	10 20	3 15
3 75	2 10	Maccagno super.	...	4 20	...	4 10	2 30	Lesina	7 20	10 28	3 23
3 50	2 0	Cannobio	8 44	4 35	...	4 20	2 35	Meina	7 40	...	3 44
3 95	2 20	Brissago	9 10	5 0	...	4 55	2 55	Angera .....	...	10 54	...
4 40	2 45	Ascona .....	...	5 22	...	4 70	2 60	Arona.....arr.	7 55	11 0	4 0
4 80	2 65	Locarno	10 0	5 50	...	4 80	2 65	" dep.	ant.	11 20	pom.
4 80	2 65	Magadino	10 20	6 10	...	...	...	Sesto Calende a.	...	11 50	...

* * * The Steamers correspond with Diligences to Switzerland and to Lake Como, &c.

DILIGENCES, POST AND MAIL COACHES, &c.

Note.—The figures placed immediately after the name denote the distance—thus, Aalen to Hohenstadt (11½), *i. e.*, 11½ English miles. The * signifies a Railway Station; *h. hours*; *f. fares*; *ret. returning*.

* Aalen to

Hohenstadt (11½), 8 a.m., *ret.* 5.15 p.m., in 3 and 2½ hrs., fare 36kr. Neresheim (15), 1.40 p.m., *ret.* 3.30 a.m., in 3½ or 3 hrs., fare 54kr.

* Aarau to

Aarburg (17½), 6.50 p.m. in 2 h.; fare 1 fr. 90 c. Wohlen (21½), 5.45 a.m., and 4.45 p.m., in 2½ and 2 hours; *ret.*, 6.50 a.m., and 6.50 p.m., fare 2f. 30c.

Aarberg to

Bern (19), 6.0 a.m. per Malkirch, in 2½ hours, fare 2 fr. 10 c. Lyss (4), 7.0, 10.0 a.m., and 12.40 2.0 and 5.20 p.m., in 20 min., fare 50ct. Murten (18½), 6.35 p.m. in 2 hrs., fare 2 fr. Neuchâtel (30), 5.45 a.m. and 3.30 p.m., in 3½ hours, fare 3 fr. 25 c. Solothurn, 7.0 a.m., in 3½ hours, fare 3fr. 20c. per Lyss.

* Achern to

Ottenshofen, 10.15 a.m., *ret.* 6.50 a.m., in 1½ hours, fare 24 kr.

* Achim to

Stade (51½), 9.15 p.m., in 8½ hrs., fare 2th. 6gr.

Adenau to

Bonn (24½), 4.10 a.m., in 5½ hrs., fare 1 th. 13½ sgr. Mayen (18½), 11.0 a.m., in 3½ hours, fare 24 sgr. Wittlich, 7.25 p.m., in 10 hours, fare 2 th. 1½ sgr.

* Agram to

Czakarn, 8.0 p.m., in 14½ hrs., fare 6 gl. 72 kr.

* Agram to

St. Georgen, Sun., Tues., and Thurs., at 1 p.m.; in 19½ hrs., *ret.* Tues., Thurs., and Sats. at 5 a.m., in 13½ hours, fare 7gl. 70kr.

Warasdin, 8.0 p.m., in 11 hours, *ret.* 6.15 p.m., fare 6 gl. 74 kr.

* Ahlen to

Warendorf (10½), 3.0 p.m., *ret.* in Sum. 7.40 a.m., in Win. 7.20 a.m., in 3 & 3½ hrs., fare 19½ sgr.

Airolo to

Andermatt (28), 7 a.m., in 4 hours, fares 6 fr.

Bellinzona, 4.30 p.m. in 5½ hours, fare 10fr. 10c.

Fluelen (66½), 7.0 a.m., in 8 hours, fare 13fr. 10c

* Aix-la-Chapelle to

Julich (16½), 7 a.m., in 3 hours, fare 21 sgr.

Montjoie (21), in Summer, 7 a.m., and 5.30 p.m., in Winter, 7 a.m., and 4.30 p.m., in 4½ hrs; fare 27 sgr.

Treves (94½) 7 a.m. per Loshelm, in 21½ hours, fare 4th. 6 sgr.

Aisfeld to

Fulda (26½), 1.25 p.m. in 5 hrs. fare 1 gl. 36 kr., per Lauterbach Giessen (32½) 4½ a.m., in 7 hrs., fare 1 gl. 56 kr., per Grunberg. Grunberg (18½), 4.30 a.m. in 4½ hours. fare 1 gl. 8kr., per Rupper-troend.

Hersfeld (22), Tues. & Fri., at 12½ p.m. in 4 hours. fare 1 gl. 40 kr., per Niederaula.

Lauterbach (10½), 12.5 a.m., and 1.25 p.m. in 2 hours, fare 40 kr.

Neustadt, (16½), 11.45 a.m., in 2½ hours, fare 44 kr.

* Alt-Damm to

Swinemünde, in Summer, 12.15 a.m. *ret.* 5.30 p.m.; in Winter, 12.15 a.m. and 1½ noon; *ret.* 6.15 a.m., and 6 p.m., in 10½ hours, fare 2 th 12½ sgr.

* Altena (Station) to

Ludenscheid, 9.45 a.m., 3.30, 7.30, and 9.40 p.m., in 1½ and 2 hours. fare 12 sgr.

Altena (Town) to Ludenscheid (9½), 7.10 a.m., 7.45 and 9.55 p.m., in 1½ hours, fare 10½ sgr.

Altenahr to

Bonn (17½), 6.15 a.m., in 3½ hours, fare 26½ sgr.

Remagen (17½), 6.30 a.m., in 3½ hours, fare 24 sgr.

* Altenburg to

Eisenberg (33), 8.15 p.m., in 8½ hrs., fare 1 th. 6½ ngr., per Gera. Gera (21), 6.45 and 9.45 a.m., 2.15 and 8.15 p.m., in 4 hours; fare. 22½ ngr.

Jena (49), 8.15 p.m., per Eisenberg, in 11½ hrs., fare 1 th. 27½ ngr.

Penig (14), 2½ p.m., returning 6.45 a.m., in 2½ hrs., fare 14½ ngr. Weimar (60½), 8.15 p.m. in 13½ hrs., fare 2th. 16 ngr., per Jena. Zeltz (16½), 4 p.m. in 3 hours, fare 19½ ngr., per Meuselwitz.

* Altenhudem to

Berleberg (28), 11.15 a.m., per Schmalleberg, in 7 hours, fare 1 th. 6 sgr.

Altenkirchen to

Coblenz (32½), 4 a.m., per Dierdorf, in 6 hrs. fare, 1th. 12 sgr. Dierdorf (15), 4 a.m., in 2½ hours, fare 19½ sgr.

Newwied, 4 a.m., per Dierdorf, in 6 hours, fare 1 th. 7½ sgr.

Altötting to

Landslut (39½), 7 p.m., in 9½ hrs., fare 2 gl. 36 kr.

Munich (60½) in Summer, 6 p.m., in Winter, 6 a.m., in 11½ and 11½ hours., fare 3 gl. 48 kr.

Passau (58½), 5 a.m., in 12 hrs., fare 3 gl. 39 kr.

Salzburg (64½), 6 a.m., in 9½ hrs., fare 2 gl. 54 kr.

Stralping (50), 5.0 a.m., in 11½ hrs., fare 3 gl. 21 kr.

Traunstein (31½), 3.0 a.m., in 7 hrs., f. 1 gl. 27kr., per Trostberg.

* Alstatten to

Gais, 5 p.m., in 1½ hrs., fare 1 fr. 40c.

*** Alzey to**

Creuznach (17½), 6.0 a.m., per Fürfeld, in 3¼ hrs. fare, 1gl. 19kr.
 Kirchheimbolond, 3.45 p.m. in 1½ hour, fare 30 kr.
 Mayence (21), 5 a.m., and 3¼ p.m., per Worrstadt, in 4 hours, fare, 1gl. 14kr.
 Oppenheim (17½), 6.15 a.m., per Udemheim, in 3¼ hours, fare 1 gl. 4 kr.
 Osthofen (11½), in Summer, 8.5 a.m., in Winter, 8.15 a.m., in 2¼ hours, fare 44 kr.
 Wöllstein, 3.15 p.m., ret. 7.25 p.m., in 2¼ hours, fare 48 kr.
 Wörstadt, 5 a.m. and 3.30 p.m., in 1½ hour; ret. 8.40 a.m., 8.30 p.m., fare 26 kr.

*** Amberg to**

Hirschau, 5.15 p.m., in 2 hours, ret. 6 a.m.
 Neumarkt (21), in Summer, 5.30 p.m., in Winter, 5.30 a.m., in 5¼ hours, fare 1 gl. 27 kr.
 Schmidtmuhlen, at 5.9 p.m., ret. 6.15 a.m., in 3 hours, fare 42 kr.
 Thumbach, 5.15 p.m., ret. 3 a.m., in 5¼ hours.
 Velburg, in Summer, 5.30 p.m., in Winter, 5.30 a.m.; return in Summer, 2.30 a.m., in Winter, 1 p.m., in 5¼ hours.

*** Amrisweil to**

Constance, 6.45 p.m., in 2 hrs., fare, 1fr. 90 c.
 Rorschach, 8.20 a.m., in 2¼ hrs., fare, 1fr. 75c.
 St. Gallen, 8.30 a.m. in 2¼ hrs., fare, 2fr.

*** Anclam (Station) to**

Swinemunde, (30), 8.0 a.m., 1.30 p.m., ret. 12.30, 11.15 a.m., in 6 hours; fare 1th. 7½ agr.
 Treptow (24½), 1.35, 11 p.m., in 4¼ hrs; return 2 a.m. and 12.45 p.m., fare 1th. 3agr.

Anclam (Town) to

Friedland, 11 p.m., in 2¼ hours, ret. 4 a.m., fare 19½ agr.
 Lassen, 1.30 p.m., ret. 3.45 a.m., in 2¼ hours, fare 13½ agr.

Andermatt to

Airolo, 1.0 p.m., in 3¼ hours, fare 6fr.

*** Andermatt to**

Bellinzona, 1.0 p.m., per Airolo, in 9 hours, fare 16fr. 10 c.
 Fluelen (38½), 11.30 a.m., in 3¼ hours, fare 7fr. 10c.
 Lucerne, 11.30 a.m., in 6 hours, per Fluelen, fare 11 fr. 10 c.
 From Fluelen by Steamer.

*** Andernach to**

Mayen (14), 7.15 p.m., in 2¼ hrs., fare 18 agr.

*** Angermund to**

Königsberg (22), 10.30 a.m., 3.45 & 9.30 p.m., in 4 hours, fare 28½ agr., return 3.30 and 9.30 a.m., and 3.0 p.m.
 Schwedt (12½), 10.30 a.m., 3.45 & 9.30 p.m., in 2 hours, fare 16½ agr, ret. 5.25 & 11.20 a.m., and 4.55 p.m.

Annaberg to

Chemnitz (22), 10.0 a.m., and 10.30 p.m., per Gelenau in 5 hrs, fare 22 ngr. and 1 p.m., in 4¼ hours; fare 26½ ngr.

Freiberg (35½), 9.45 a.m., and 9.15 p.m.; in 7¼ hrs; fare 1 th. 14 ngr.

Marlenberg (14), 5.30 p.m., in 2¼ hrs., fare 13½ ngr.

Schwarzenbur (13), in Winter, 6.45 a.m., 12.45 and 7.30 p.m., in 3¼ hours, fare 14ngr.

*** Ansbach to**

Feuchtwangen (16½) 7.0 p.m., ret. 4 a.m., in 3¼ hrs, fare 45 kr.
 Nurnberg (26½), 5.0 a.m. in 5¼ fare 1 gl. 15 kr.

Apenrade to

Sonderburg (22), 3.30 a.m., in 4¼ hours; 2 m., 15½ sch.
 Tondern (31) 2.10 p.m., in 7 hours, fare 4 m. 3½ sch.

*** Apolda to**

Cahla (18½), 3.30 a.m., 1.45 & 5.0 p.m., in 4 hours; fare, 22 agr.
 Jena, 3.30 a.m., 1.45 and 5 p.m., in 1½ hour, fare, 10 agr.
 Neustadt-on-Oder (29), 1.45 and 5 p.m., in 6¼ and 6½ hrs; f. 1th. 7 agr., and 1th. 5½ agr.
 Pörsneck (30), 3.30 a.m., 1.45 p.m., per Cahla, in 6¼ hours, fare, 1 th. 7 agr.

*** Apolda to**

Rudolstadt (32) 3.30 a.m., in 7¼ hours, fare 1th. 7 agr.

Schleiz (42), 5 p.m. in 9¼ hours, fare 52 agr., and 1.45 p.m., per Pörsneck in 1¼ hours.

*** Appenweier to**

Oberkirch, 9.20 a.m., 4.15 and 8.40 p.m., ret. 5.15, 7.45 a.m., and 6.0 p.m., in 1 hour; fare 21 kr.

Petersthal (17½), 9.20 a.m., and 4.15 p.m., ret. 5.45 a.m. and 4 p.m., in 3 hrs., fare. 1 gl. 6 kr.

Rippoldsau, 1.15 p.m. only in Summer, in 6¼ hours, fares 2 gl. 48 kr.

Appenzell to

Alståten, 6.30 a.m., per Gais, in 2 hours.

Gais (5), 6.30 a.m., and 2.45 p.m., in ¼ hour; fare, 30 c.

St Gallen (19½), 6.30 a.m. & 2.45 p.m., in 2¼ hours, fare 1 fr. 90 c.

Aprath to

Wulfraath, 8.15 a.m. 2.35 and 8.15 p.m. in ¼ hr, ret. 7.5 & 11.45 a.m. and 6 p.m. fare 4½ agr.

*** Arad to**

Hermannstadt (167½), 7 p.m., in 31¼ hours; fare, 20 gl. 16 kr.

Temesvar (32½), 2.0 p.m., in 5¼ hours, fare, 3 gl. 8 kr.

*** Arnheim to**

Nymwegen, 11 a.m., 5.0 and 9.30 p.m., in 2 hours, fares 1 gl. 5 ct.

Arnsberg to

Balve, 12.45 and 6.15 p.m., ret. 6 a.m. and 1 p.m., in 2¼ hours, fare 21 agr.

Brilon (26½), 10.30 a.m. and 5.0 p.m. in 6¼ hrs.; fare, 1th. 4½ agr.
 Grevenbruck, 6.40 a.m., in 5¼ hours, fare 1 th. 9 agr.

Hamm (30), 4.50 p.m. in 5 hours, fare 1th. 9 agr.

Iserlohn (24½), 5.20 and 11.0 a.m., and 4.50 p.m., in 4¼ hrs., fare, 1th. 1½ agr.

Arnsberg to

Meschede (12½), 10.30 a.m., & 6.0 p.m., in 2½ hours, fare, 16½ sgr.
Olpe (44½), 6.40 a.m., in 9¼ hrs.; fare, 1 th. 27 sgr., per Grevenbrück.

Soest (15), 7.0 a.m., 1.45 and 4.45 p.m., in 2½ hours, fare, 19½ sgr.

Winterberg (36), 10.30 a.m., in 7½ hrs., ret. 9.20 a.m., f. 1 th. 16½ sgr.

Arnstadt to

Erfurt (11½), 7.45 p.m., in 2½ hrs., fare 15 sgr.

Rudolstadt (22), 2.15 p.m. in 4½ hours, fare 1 th. 3½ sgr.

Saalfeld (29), 2.15 p.m., in 6½ hours, fare, 1 th. 12½ sgr.

Themar (36), 6.30 a.m., in 9½ hrs.; fare, 1 th. 16½ sgr.

***Arnsvalde to**

M. Friedland (34½), 1.15 p.m., in 6½ hours, fare 43½ sgr., ret. 8.30 a.m.

Reetz (9½), 5.15 p.m., in 1½ hours, fare 12 sgr., ret. 4.45 a.m.

Arolsen to

Corbach (11½), 4 a.m., and 4.40 p.m., in 2½ hours, fare, 15 sgr.

Warburg (14), 4 p.m., in 2½ hrs., fare, 18 sgr., per Volkmarsen.

Wildungen, (26½), in summer 7.0 a.m., and 5.0 p.m., in winter, 7 a.m. in 5½ hrs., fare 34½ sgr.

Arona to

Bellinzona, 5.35 a.m., 3.20 p.m., in 6½ hours, from Magadino, per Steamer.

Brieg, 1.0 a.m., in 16 hours.

Chur, 3.20 p.m., in 24½ hours, from Magadino, per Steamer.

Domo d'Ossola, 1.0 a.m., in 6 hours, fare 8 fr.

Lucerne, 3.20 p.m., in 26½ hrs., (from Magadino, per Steamer.)

Sitten, 1.0 a.m., in 23 hours, per Brieg, fare 29 fr. 80 c.

Artern to

Erfurt (39½), 2.50 a.m., in 8 hrs., fare, 1 th., 21 sgr.

Halle (36), 10.50 p.m., in 7 hrs., fare, 46½ sgr.

Querfurt (18), 10.50 p.m., in 2½ hours, fare, 19½ sgr.

Artern to

Sangerhausen, (8), 5.0 a.m., and 4 and 11.10 p.m., in 1½ hour, fare 10½ sgr.

Sondershausen (22), 8.50 a.m. per Frankenhausein, in 4½ hours, fare 28½ sgr.

Weimar (33½), 2.10 a.m., in 7½ hrs., fare, 46½ sgr.

Weissensee (16½), 2.50 a.m., in 4 hrs., fare, 24 sgr.

Arth to

Brunnen (17½), 10.5 a.m., per Schwyz, in 2 hours, fare 2 fr. 40 c.

Schwyz, 10.5 a.m. and 5.0 p.m., ret. 8.15 a.m. and 3.35 p.m., in 1½ hour, fare 1 fr. 70 c.

***Asperg to**

Markgröningen (4), 8.35 a.m. and 7.20 p.m., ret. 7.15 a.m. & 6.15 p.m., in ¾ hour, fare 12 kr.

***Aschaffenburg to**

Eberbach 9.0 p.m., in 10 hours, fare 3 kl.

Miltenberg (54½) 12.30 and 9.0 p.m., in 4½ and 4¼ hours, fares 51 kr., anc 1 gl. 27 kr.

Wertheim (42), 12.30 and 9.0 p.m., in 8¼ hours, fare 2 gl. 80 kr.

Aschersleben to

Eisleben (18½), 11.30 a.m. 5.40 & 11.0 p.m. in 4 hours, fare 24 sgr.

Quedlingburg (18½), 6.0 p.m., in 2½ hours, fare 18 sgr.

Stassfurth (10½), 11.10 a.m., in 1½ hours, fare 12½ sgr.

***Au (Switz.) to**

Dornbirn and Hohenhema, 7.40 a.m., & 8.15 p.m., ret. 5.55 a.m. and 5.45 p.m., in 1½ hour.

***Au to**

Altenkirchen, 7.25 p.m., in 2 hours, fare 12 sgr.

Hachenburg (9½), 7.30 p.m., in 3 hours, fare 18 sgr.

***Aue to**

Cheumnitz (23), 6 a.m., & 12.30 and 11 p.m., in 4½ hours, fare 23 ngr.

***Augsburg to**

Ingoldstadt 2 p.m., in 12½ hours.

Neustadt, (32½), 2 p.m., ret. 7.15 p.m., in 15 hrs., fare 3 gl. 48 kr.

Pornbach (37½), 2 p.m., in 7½ hours, ret. 12.5 night, fare 2 gl. 27 kr.

Regensburg, 2 p.m., in 20½ hrs., fare 5 gl. 27 kr.

***Aulendorf to**

Balingen, (56) 9.35 p.m., in 12 hours, fare 3 gl. 12 kr.

Saulgau (9½), 7.50 a.m. and 9.35 p.m., in 1½ hr., ret. 4.18 a.m. and 6.10 p.m., fare 32 sgr.

Sigmaringen (28), 7.50 and 9.35 p.m., in 5½ hours, fare 1 gl. 36 kr.

Aurich to

Emden (17½), 5.0, a.m., 12.30 and 6.45 p.m., in 3 hours, fare 22½ sgr.

Eesna, 8.35 a.m., and 3.45 p.m.; ret. 8.20 a.m., and 3.45 p.m. in 2½ hours, fare 19½ gr.

Leer (22), 8 p.m., in 4 hours, fare 28½ gr.

Norden (16½), 5.0 8.45, and 11.30 a.m., and 6.45 p.m., in 3¼ hours, fare 21 gr.

Oldenburg (47½), 8 p.m., in 8¼ hours, fare 2 th. 1½ gr.

Wittmund (15), 8.35 a.m. & 3.45 p.m., in 2½ hours, ret. 8.25 a.m. and 3.55 p.m., fare, 19½ gr.

***Babenhausen to**

Seligenstadt, 8.0 a.m. and 8.0 p.m., ret. 6.15 a.m. & 4.20 p.m., in 1½ hour, fare 24 kr.

***Bacharach to**

Rheinböllen, 7.20 a.m. & 5.20 p.m. in 2 hours, ret. 6.10 a.m. & 4.10 p.m., fare 10½ sgr.

Simmern (16½), 7.20 a.m. & 5.20 p.m., in 3½ and 3¼ hours, fare 21 sgr.

Backnang to

Gaildorf, 2.0 p.m., per Murrhardt, in 4½ hours, fare 1 gl. 16 kr.

***Baden (Switz.) to**

Zurich 7 a.m., per Hongg in 3½ hours, fare 2fr. 70c.

Balingen to

Aulendorf (56), 6.50 p.m., in 11 hours, fare 3 gl. 12 kr.

Ebingen (10½), 1.30 and 6.50 p.m., ret. 7.1 and 10.45 a.m., in 2½ hrs., fare 36 kr.

Oberndorf (16½), 1.30 p.m., ret. 5.0 a.m., in 3½ and 4 hours, fare 40 kr.

Rottwell (15), 3.15 a.m., 1.20 and 6.10 p.m., in 3 hours, fare 52 kr.

Sigmaringen (28), 6.50 p.m. in 5½ hours, fare 1 gl. 36 kr.

Balingen to

Tubingen (22), 1.15 & 9.0 a. m., and 1.10 p. m., in 4½ hrs., fare 1gl. 16 kr.

Ballenstadt to

Aschersleben, 7.15 a. m. & 12.55 p. m. in 1½ hours, fare 25½ sgr. Queldinburg, 6.35 a. m., 2.30 and 7.20 p. m. in 1½ hrs, fare 10½ sgr.

*** Bamberg to**

Neuses (29), 4 p. m., in 6 hours, ret. 2.30 a. m., fare 1gl 54 kr.

Barmen to

Lennep (8), at 7.45 a. m., 2.0, and 7.10 p. m., in 2 hours, fare 10½ sgr.

*** Basle to**

Biel, 8 p. m., in 9½ hrs., fare 12 frs. 20 c., per Sonceboz.

Chaux de Fonds, 8.0 p. m., per Sonceboz, in 1½ hrs.

Délemont, 6.30 a. m., and 8.0 p. m., in 4½ hrs., fare 5frs. 60c.

Sonceboz, 8 p. m., in 8½ hrs. fare 10 fr. 25 c.

Battenberg to

Biedenkopf (10½) 4 a. m., Tu. Th. and Sat. in 2½ hours, fare, 45kr. Frankenberg (9½), 8 a. m., Sun., Mon., Wed., and Fri., in 1½ hr., fare 26kr.

Marburg (30), 8 a. m., Sun., Mon., Wed., and Fri., in 6 hrs., fare 1gl. 36 kr.

*** Bautzen to**

Camenz (16½), 3 p. m. in 3½ hrs. fare, 15 ngr.

Cottbus (47½), 9.0 a. m. and 8.45 p. m., in 9½ hours, fare. 2 th.

Spremberg (33½), 9.0 a. m. and 8.45 p. m., in 6½ hours, fare 1th. 12 ngr.

*** Bayreuth to**

Muggendorf, 5.30 a. m., ret. 2.30 p. m., in 5½ hours

Stretberg, (30), 6.0 a. m., ret. at 1.45 p. m., in 6½ hrs.

Weidenberg (39½), 5.30 p. m. in 2 hrs., ret. 7 a. m., fare 27kr.

*** Bebra to**

Fulda (35), 10½ a. m. 1.30 and 11.15 p. m. in 6½ hours, fare 1 th. 17½ sgr.

Hersfeld (9½), 10½ a. m., 1.30, 4.45 and 11.15 p. m., in 1½ hour. fare 10 sgr.

Beckenried

Stans, 8.5 a. m. and 5.0 p. m., in 1 hour, ret. 4.45 a. m. and 2.10 p. m., fare, 9bc.

*** Beimerstetten to**

Gerstetten, 6.20 p. m., ret. 5 a. m., in 3½ hours, fare 36 kr.

*** Belfort to**

Porrentruy, 8.30 a. m., & 3 p. m., in 2½ and 3½ hrs., fare, 4fr. 20c.

*** Belgard to**

Bublitz (30), 10.15 p. m., in 4½ hrs., ret. 12.0 noon, fare, 1th. 9 sgr.

Polzin (18½), 2.0 p. m., in 3½ hrs., ret. 4.40 a. m., fare, 24sgr.

Bellinzona to

Airolo (56), 11.40 p. m., in 7½ hrs, fare, 10fr. 10c.

Andermatt, 11.40 p. m., in 11½ hours, fare, 16½fr. 10c.

Arona (70), 3 and 9 30 a. m., per Magadino, in 6½ hours.

Camerlata (58½), 6 30 a. m. and 10.15 p. m., in 7½ hours, fare, 8fr. 17c.

Chur (118), 11.0 p. m., in 16½ hrs., fare 21fr. 15c.

Finelen (122½), 11.40 p. m., in 15½ hours, fare 23 fr. 20c.

Locarno 8:15 a. m. and 4.0 p. m., in 2½ hours, fare 2 fr.

Lugano (30), 6 30 a. m., and 10.15 p. m., in 3½ hours, fare 4fr. 20c.

Lucerne (164½), 11.40 p. m., in 18 hours, fare, 27fr. 20c.

Magadino (14), 2.0 and 9.30 a. m., in 1½ hour, fare 2fr.

Milan, (79½), 6.30 a. m. and 10.15 p. m., in 10 hours, via Camerlata per Rail.

Spilgen (49), 11.0 p. m., in 10½ hours, fare 14fr. 30c.

*** Benrath to**

Sollingen (10½), 9½ a. m. & 5.20 p. m. in 2½ hours, fare 13½ sgr.

*** Bensheim to**

Lampertheim, 8 a. m. and 6.50 p. m., per Burstadt, in 2½ hours, fare, 42kr.; ret. at 5.50 a. m. and 2.30 p. m., in 2½ hrs., fare, 42kr. Lindenfels, 6.50 p. m., in 2½ hrs.; ret. 5.45 a. m., in 2 hours, fare, 44kr.

Worms (11½), 8.0 a. m. and 6.50 p. m., in 2 hours, fare 44kr.

*** Bentheim to**

Neuenhaus, 7.30 a. m. and 8.30 p. m.; ret. at 3.30 a. m. and 4.0 p. m., in 3 hours, fare, 22½ sgr. Nordhorn, 7.30 a. m. and 8.30 p. m.; ret. 4.45 a. m. and 5.10 p. m., in 1½ hour, fare, 13½ sgr.

Berchtesgaden to

Reichenhall (10½), 12 noon, in 2½ hours, fare, 48 kr.

Salzburg 6 a. m., in 3 hours, fare 48kr.

Tiesendorf (21), 12 noon, in 4½ hours, fare, 2gl. 38kr.

*** Bergwitz to**

Schmiedeberg 10.20 a. m. & 4.30 p. m.; ret. 5.30 a. m. and 12 noon, in 2½ hours, fare 13½ sgr.

*** Berkowitz (Unter) to**

Böhm. Leipa, at 10 a. m., ret. at 10 a. m., in 5 hours, fare 1 gl 84 kr.

Berleberg to

Altenhunden, 8.30 a. m., per Schmalenberg, in 7 hours, fare 1th. 6sgr.

*** Berlin to**

Buchholz, (83½) 6 p. m., in 5½ hrs. ret. 4.15 a. m., fare 1 th. 13½ sgr.

Cottbus (83), 6 a. m., per Lubben, in 14½ hours, fare 106½ sgr.

Gr. Schönebeck (29), 7 p. m. on Mon., Wed., Fri., & Sat., ret. 5 a. m., on Mon., Wed., Fri., & Sat., in 5½ hrs., fare 37½ sgr.

Königswusterhausen (18½), 6 p. m.; ret. 7.0 a. m., in 3½ hours, fare 24 sgr.

Liebenwale, 7 p. m. in 5½ hours, ret. 5 a. m., fare 1th. 6sgr.

Lübben (54½), 6 a. m. and 8 p. m. in 9½ and 9½ hours, fare 70½ sgr.

Luckau (52½), 6 a. m. & 8 p. m., in 9 hours, fare 67½ sgr.

Mittenwalde (24½), 6.0 a. m. and 8.0 p. m., ret: 2.30 a. m. and 5.40 p. m., in 3½ hrs, fare 28½ sgr.

Muncheberg 10.30 p. m., ret at 2.10 a. m., in 5 hours, fare 1th. 10½ sgr.

Neu-Ruppin, (46½) 11 p. m. in 7½ hours, fare, 3th.

Neustrelitz (65), 7.0 a. m.; and 7.0 p. m., in 11½ hrs., fare 2th. 24sgr.

Rheinsberg, 11 p. m. in 9½ or 10 hrs., ret. 8 p. m., fare 2th. 9sgr.

Strasberg, 4 p. m., in 5½ hours; returning, 4.30 a. m., fare 1 th.

Wrietzen (38½), 4 p. m. in 5½ hrs., fare 1th. 19½ sgr.

* **Berne to**

Aarberg (23½), 4 p.m. per Mal-
klich, in 2½ hrs.; fare 2fr. 10c.

Lausanne, 7.45 a.m. and 7.30 p.m.
per Payerne, in 10½ hrs.; fare 12
fr. 40 c.

Murten, 7.45 a.m. and 7.30 p.m.,
in 2½ hours; fare 3 fr. 70 c.

Payerne (41½), 7.45 a.m. and 7.30
p.m., in 5 hours, fare 6fr. 30c.

Thun, 3.30 p.m., in 5½ hours, fare
3 fr. 90c.

* **Bernburg to**

Alsleben (9½), 10.30 a.m., and 9½
p.m., in 2 hours, fare 12 sgr.,
return 2.35 a.m. and 2.5 p.m.

Calbe (9½), 6 a.m. and 4.30 p.m.,
in 2 hours, returning at 7 a.m.
and 6.20 p.m., fare 12sgr.

Cönnern (9½), 4½ p.m., ret. 7 a.m.
in 1½ hours, fare 12 sgr.

Hettstadt (15½), 10.30 a.m. and
9½ p.m., ret. 12.30 a.m. and 12
noon, in 4 hrs., fare 24 sgr.

* **Berncastel to**

Birkfeld 6.0 a.m., in 6 hours,
fare 1th. 1½ sgr., per Morbach.

Fischbach 6 a.m., per Morbach,
in 6½ hours, fare 1 th. 7½ sgr.

Simmern, 8.55 p.m., in 5½ hours,
fare 1 th. 6 sgr., per Kirchberg.

Trèves, 4.0 a.m., in 5½ hours,
fare 1 th. 6 sgr.

Wittlich 2 p.m. and 6 a.m., in 2
and 2½ hrs.; fare 13½ sgr. and 15
sgr.

* **Besancon to**

Brenets, 7 a.m., in 9 and 10½ hrs.,
ret. 6.30 a.m., fare 9fr.

* **Bevensen to**

Dannenberg, 9.45 a.m., ret. 3.30
a.m., in 4½ hours; fare 1th. 3
sgr.; & at 9 p.m., ret. 1.25 p.m.,
per Hitzaker in 5½ hrs.; fare 1
th. 7½ sgr.

* **Bialowie to**

Chodziesen, 8.30 p.m., ret. 12
noon, in 3½ hrs., fare 24 sgr

Jastrow, 8.25 a.m., ret. 3.5 p.m.,
in 5½ hours, fare 1th. 12 sgr.

* **Biberach to**

Ochsenhausen, 8.0 a.m., 8.30 p.m.
ret. 4.30 a.m. and 5.30 p.m. in
1½ hours, fare 30 kr.

* **Bickenbach to**

Jugenheim, 7.30 and 10.15 a.m.,
6.25 and 8.45 p.m.; ret. 6.45,
8.15, a.m. 4.40 and 8.0 p.m., in
half an hour, fare 14kr.

* **Biedenkopf to**

Marburg, 3 a.m. and 2.45 p.m.,
in 3½ hours, fare 1 gl. 35 kr.

* **Biel to**

Basel, 11.30 a.m. and 7.30 p.m.,
in 10½ hours; fare 12 fr. 30 c.
Délémont, 11.30 a.m. and 7.30
p.m., in 5½ hours, fare 6 fr. 70 c.
Souceboz, 11.30 a.m. 3.30 & 7.30
p.m., in 1½ hour, fare 2 fr. 5 c.

* **Bielefeld to**

Borgholzhausen (13½), 7.30 p.m.,
2½ hours, return at 5.45 a.m.,
fare 16½ sgr.

Detmold (20½), 6.0 a.m. and 5.15
p.m., in 3½ hours, fare 27 sgr.
Halle (10½), 5.0 a.m. 2.45 and
7.15 p.m., in 2 hours; ret. 9.30
a.m., 12.40 and 7.30 p.m., fare
15 sgr.

* **Bliesenhofen to**

Füssen (23), 9 a.m. in 5½ hrs.;
fare 1 gl. 30 kr.

Schongau (18½), 11.0 a.m., in 3½
hours, ret. 4.30 a.m., fare 1 gl.
15 kr.

* **Bietigheim to**

Freudenthal, 7.45 p.m., in 1½ hr.;
ret. 6.30 a.m., fare 18 kr.

* **Bingerbrück to**

Simmern (22), 4.30 p.m., in 4½
hours, fare 27 sgr.

Stromberg, 4.30 p.m., ret. 7.20
a.m., in 1½ hours, fare 9sgr.

* **Birkenfeld to**

Berncastel (24½), 4.15 p.m., in 5½
hours, fare 31½ sgr.
Trarbach, 4.15 p.m., in 5½ hours,
fare 1 th. 4½ sgr.

* **Bischofsburg to**

Bartenstein, 3.5 a.m. & 7.25 p.m.
in 5½ hours, ret. 4.35 a.m. and
9.20 p.m. fare 1 th. 9 sgr

Königsberg, 3.5 a.m. and 7.25 p.m.
in 1½ hours, fare 2 gl. 25½ sgr.

* **Bischofsheim to**

Mergentheim (10½), 9.24 a.m. in
2 hours fare 42 kr.

Miltenberg (33½), 5.26 p.m., in 7
hours, fare 1gl. 42kr.

Mosbach, 6.15 a.m. per Buchen,
in 6½ hours, fare 2 gl. 12 kr.;

also at 5.30 a.m., and 8.20 p.m.,
per Boxberg, in 7½ hours.

Wertheim (14½), 5.26 p.m. in 3
hours, fare 54kr.

Wurzburg (18½), 6.49 a.m., in
hours, fare 51kr.

* **Bitburg to**

Trèves, 12.45 a.m., & 1.30 p.m. in
3½ hours, fare 24 sgr.

* **Bitterfeld to**

Düben, 11.30 a.m. and 12.0 p.m.,
in 8 hours, fare 16½ sgr., return
6 a.m. and 12.15 p.m.

* **Blankenburg to**

Sternberg, at 8.30 a.m., 3.0 and
8.0 p.m., ret. 6.0 and 10.50
a.m., and 5.15 p.m., in 1½ hour,
fare 15 sch.

* **Blankenburg to**

Halberstadt (11½), 4 a.m., 2.45
and 7 p.m., in 1½ hours, fares 13½
kr.

Hasselfelde (9½), 7.55 a.m., in 2½
hours, fare 12 gr.

Nordhausen (26½), 7.55 a.m., in 5½
hours, fare 1 th. 4½ gr.

* **Blomberg to**

Buckebe, 5.10 a.m., in 5½ hrs.;
fare 1 th. 7½ sgr.

Carlshafen (33½), 8.25 p.m., in 7½
hours, fares 1 th 16½ sgr.

Detmold (11½), 6 a.m., in 2½ hours;
fare 16½ sgr.

Hoxter (18½), 8.25 p.m. in 4½ hrs.
fare 28½ sgr.

Horn, (7½), 6.0 a.m., in 1½ hours,
fare 12 sgr

Paderborn (34½), 6.0 a.m., in 4½
hours, fare 31½ sgr.

* **Bochnia to**

New Sandec, 11.30 p.m., in 7½
hrs., fare 3 gl. 80kr.

* **Bochum to**

Herne, 10.15 a.m., 1.30 and 6.25
p.m., in 1 hour, fare 6 sgr.

* **Bodenbach to**

Böhm Leipps (19½), 3.0 a.m., in 4
hours, ret. at 6.40 p.m., fare 2gl.
38kr.

Reichenberg, 3.0 a.m., in 10½
hours, fare 4 gl. 20 kr.
Rumburg (27½), 3.0 a.m., in 6
hrs., fare 3gl. 36kr.

* **Bodenwohr** to

Rötze, 12.30 p.m., in 4½ hrs., ret. at 5.15 a.m., in 4 hours.

* **Bonenburg** to

Stadtberge (11½), 1.45, 3.30, and 8 p.m. in 2½ hrs.; ret. 4.15, 9.40, & 11.30 a.m., fare 16½ sgr.

* **Bonn** to

Adenau (26½), 1.45 p.m., in 5½ hours, fare 1th. 7½ sgr.

Altenahr, 1.45 p.m., in 3½ hours, fare 26½ sgr.

Euskirchen (15½), 6½ p.m. in 3 hours, fare 21 sgr.

Rheinbach, 6.45 p.m., ret., 5.0 a.m., in 2½ hrs.; fare 16½ sgr.

Siegburg (6½), 2 and 6.35 p.m., in 1½ hour, fare 9 sgr.

Treves, 1.45 p.m. in 20½ hours; fare 4th, 7½ sgr.

* **Bopfingen** to

Neresheim, 7.35 p.m., in 2½ hours, ret. 6.20 p.m., fare 30kr.

* **Boppard** to

Simmern, 9.0 a.m. and 3.45 p.m., in 4½ and 4½ hours, fare, 28½ sgr.

Borken to

Munster, 8.10 a.m., in 7½ hours, fare, 1 th. 22½ sgr.

Wesel 4.35 and 11.15 a.m., in 3½ hours, fare 24 sgr.

Bormio to

Coitico, 12 a.m., per Terano, in 14½ hours.

Sandris, 12 a.m., in 7½ hours.

Tirano, 12 a.m., in 4 hours.

Borna to

Chemnitz, 11.5 p.m., in 6½ hours, fare 1th. 10 ngr.

Grimma, 5.30 p.m., in 2½ hours; fare 16 ngr.

Kleritzsch, 6.0 & 9.30 a.m.; 2.30 and 5.30 p.m., in 1 hour, fare 4 ngr.

Lelpzig, 2.25 a.m., in 2½ hours; fare 22½ ngr.

* **Botzen** to

Brixen (26½), 2.0 & 9.30 p.m., in 4½ hrs., fare 3gl. 22kr.

Innsbruck (78½), 2.0 & 9.30 p.m., in 15½ hours, fare 9gl. 52kr.

Landeck (98½), 2 p.m., on Mondays, Tuesdays, Thursdays, and Saturdays, in 20 hrs., fare 9 gl. 34 kr.

* **Botzen** to

Meran (17½), 2.0 p.m., in 2½ hours, ret. 7 a.m., fare 1gl. 69kr.

Nauders, at 2 p.m. on Mondays, Tuesdays, Thursdays, and Saturdays, in 14½ hrs.; fare 6 gl. 76 kr.

* **Brandenburg** to

Belzig (22), 2½ p.m., returning at 4.0 a.m., in 3½ hrs., fare 27 sgr.

Rathenow (19½), 9.15 a.m. and 11.5 p.m., in 3½ hours, fare 25½ sgr.

* **Braunfels** (Stat.) to

Braunfels (Town), 7½, 9½, 11½ a.m., 1.40, 5.0, 9.0 p.m.; ret. 8, 8½, 10½ a.m., 12½, 4, 8½ p.m., in half an hour; fare 3 sgr.

Bregenz to

Feldkirch (20½), 8 p.m., in 3½ hrs., fare 2gl. 66kr.

Innsbruck (131½), 8 p.m., in 25 hrs., fare 16gl. 10 kr.

Landeck (81½), 8 p.m. in 16½ hrs., fare 9gl. 94kr.

Lindsau (6½), 12.45 and 3.45 p.m. in 1½ hour, fare 32kr

St. Margarthen, 5.10 a.m. and 5.10 p.m., in 1½ hour.

* **Breitengussbach**

Maroldswelsach, 3.15 p.m., ret., 1.50 a.m., in 4½ hrs., fare 54kr.

* **Bremen** to

Diepholz, 7.15 p.m., return. 1.10 a.m., in 7½ hrs.; fare 1th. 25½ gr.

Hamburg, 6½, 7, and 8 p.m., in 12 hours; fare 3 th. 2½ gr.

Harburg (63½), 8.0 p.m., in 10½ hours; fare 2 th. 21 gr.

Lingen (83½), 4.30 a.m., per Delmenhorst; in 14 hours, fare 3th. 18gr.

Oldenburg (27½), 8 & 11½ a.m. & 7 p.m., in 4 hours, fare 1th. 12gr.

Osnabruck (82), 4.30 a.m. per Delmenhorst, in 15 hours, fare 3th. 16½ gr.; and 7.15 p.m., in 14 hours; fare 3th. 9gr

Syke (12½), 12.25 and 7.15 p.m., in 2½ hours, returning at 6.35 a.m.; 1.40 p.m.; fare 16½ gr.

* **Brennet** to

Schopfheim, 8.20 a.m. & 4.30 p.m., in 1½ hrs; fare 30 kr.

* **Breslau** to

Creutzburg, 10.45 p.m., in 10½ hours; ret. 6 p.m., fare, 2 th. 16½ sgr.

Kalisch (74), 7.30 a.m., and 8 p.m. in 14½ hours, fare 3 th. 6 sgr.

Krotoschin (49½), 7.30 a.m. & 10 p.m., in 8½ hours, fare 64½ sgr.

Munsterberg (38), 7.45 a.m. and 10.15 p.m.; ret. 12.15 and 10.45 p.m., in 6½ hrs, fare 1th. 18sgr.

Oels (18½), 7.30 a.m., 1, 8, 10½ and 11 p.m. in 3½ hours, fare 24 sgr.

Ostrowo (58½), 7.30 a.m. & 8 p.m., per Oels, in 10½ hrs., fare 7½ sgr.

* **Bretten** to

Eppingen, 6.15 p.m. in 2½ hours, ret. 2.0 p.m., fare 42kr.

* **Bretzfeld** to

Mainhardt, 6.10 p.m., ret. 3.25 a.m., in 2½ hrs.; fare 36 kr.

Brieg to

Domo d'Ossolo (35), 6 a.m., in 9½ hours, fare 14 fr. 15 c.

Sitten (25½), 10.0 a.m., and 6.0 p.m. in 6 hours, fare 5fr. 40c.

Brienz to

Lucerne, 9.0 a.m., per Alpnach, in 8 hours, fare 7fr. 60c.

Meiringen, 4.30 p.m., in 2 hours, fare 1 fr. 95c.

Thun, 8.0 a.m. in 4 hours, by Interlachen, and from Neuhaus per Steamer, fare 5 fr.

Brilon to

Bonenburg 6.30 a.m., in 5½ hrs.; fare 1th. 9 sgr.

Geseke, 10.55 a.m., ret. 11.50 a.m., in 4½ hours, fare 1 th. 1½ sgr.

Lippstadt, 4.15 a.m., in 5 hours, fare, 1 th. 4½ sgr.

Brixen to

Betzen, 5.50 a.m. and 11.0 p.m., in 4½ hrs.; fare, 3gl. 22 kr.

Innsbruck (52), 2.50 a.m. & 7.0 p.m., in 9½ hours, fare 6gl. 30c.

Spital (113½), 6.30 a.m. in 21½ hrs., ret. 1030 p.m., fare 10gl. 83kr.

Villach (136½), 6.30 a.m., in 25½ hours, fare 13gl. 8kr.

* **Bromberg** to

Fordon (8), 11.0 a.m., in 1 hr. ret. 4.30 p.m., fare 9 sgr.

Gnesen (55½), 8.15 a.m., in 1 hour, fare 73½ sgr.

*** Bromberg to**

Inowracław (26½), 7.15 and 11.0 a.m. & 8.0 p.m. in 4½ hrs., fare, 24½ sgr.; also at 7.15 a.m. in 6½ hrs., fare 1th. 18sgr.
 Poln. Crone, 7.45 a.m., and 8.45 p.m.; ret. 5.25 a.m. & 3.30 p.m., in 2½ hours, fare 19½ sgr.

*** Bruchsal to**

Eppingen, 8.20 a.m., and 3.45 p.m. in 3½ hours, ret. 4.0 a.m., and 3.45 p.m., fare 48kr.
 Waghäusel (14) 3.20 p.m. in 2½ hours, returning 5.30 a.m, fare 36kr.

*** Bruck-on-Mur to**

I-schl, 7.45 p.m., in 23½ hours, fare 13 gl. 30 kr.
 Judenberg, 6 a.m., ret. 10 a.m., in 8½ and 8½ hours, fare 4 gl. 76 kr.
 Klagenfurt, (104½), at 6.0 a.m., in 20½ hours, fare 12gl. 60 kr.

Bruckenaau to

Fulda, 3.5 p.m., in 4½ hours; fare 2 gl. 14 kr.
 Gemunden, 4.20 a.m., in 7½ hours, fare 1gl. 54kr.
 Kissingen, 11.45 a.m., in 3½ hrs.; fare, 2 gl. 6 kr.
 Schweinfurt, 11.55 a.m., in 6½ hours; fare, 3 gl. 50 kr.

*** Bruhl to**

Cologne, 4.10 a.m., in 1½ hour, fare 10½ sgr.
 Euskirchen, (13½) 7.45 a.m., 3.45 and 7.30 p.m., in 2½ hours; fare 18 sgr.
 Lechenich (6½), 6 p.m., return. 6.0 a.m. in 1½ hour; fare 9sgr.
 Treves (94½), 7½ p.m., in 21½ hrs., fare 4th, 3sgr.

*** Brunn to**

Iglau (53½), 7 p.m. in 10 hours, fare 5 gl. 29 kr.
 Olmutz (46), 6.0 and 10.15 a.m., in 9½ and 10½ hours, fare 3gl. 20 kr.
 Znaim (41½), 7.0 a.m. & 8 p.m., in 7½ hrs., fare 2gl. 88kr.

Brunnen to

Arth (17), 7.20 a.m., & 3 p.m., in 2½ hours, fare, 2fr. 40c.
 Einsiedeln (30½), 7.20 a.m. & 4.30 p.m., in 4½ hours, fare 4fr. 40c.
 Lachen (20½) 7.20 a.m., and 6.10 p.m., in 5 hours, fare, 5fr. 56c.

Brunnen to

Schwytz, 7.10 and 4.30 a.m., 3.0 and 6.10 p.m., in ½ hour, fare 70 c.

Zug, 7.20 a.m., & 3 p.m., in 4 hrs.

*** Buchloe to**

Landsberg (7½), 4 and 8.46 p.m. in 1½ hrs.; ret. 9.30 a.m., & 8.45 p.m., fare 24kr.

Memmingen (27½), 4.0 p.m., in 5½ hours, fare 1gl. 12 kr.

*** Buckeburg to**

Blomberg, 1.30 p.m., in 6 hours, fare 1 th. 7½ sgr.

Carlahafen (65), 1½ p.m. in 14½ hours, fare 2th. 24sgr.

Detmold (35½), 9.0 a.m. in 7 hrs., fare 42sgr.

Hamelin (19½) 1.30 p.m. in 3½ hrs., fare 25½sgr.

Lemgo (24½), 9.0 a.m. in 5 hours, fare 31½sgr.

Obernkirchen (3½), 9.30 a.m. and 4.0 p.m. in ½ hour; ret. 6.30 a.m. and 2.15 p.m., fare 6 sgr.

Oldendorf (11½), 1.30 p.m. in 2½ hrs., ret. 8.25 a.m. fare 15sgr.

Pyrmont (33½), 1.30 p.m. in 6½ h., fare 1th. 13½sgr.

Budingen to

Hanau (18), 5 a.m., in 3½ hrs., fare 1gl.

Niedewöllstadt (16½), 8.10 a.m. 3.30 p.m., in 5½ and 4½ hours; per Allenstaot, fare 1 gl. 4 kr.

*** Budweis to**

Iglau (121), 10.20 a.m. per Beneschau in 25 hrs., fare 14gl. 70kr.

Klattau (66), 7.30 p.m., in 12½ hours, fare 7 gl. 98 kr.

Krems (74), 6.45 a.m., in 14½ hrs., returns 4.30 a.m.; fare 5gl. 99kr.

Linz (61½), 2 p.m., in 13 hours, fare, 7 gl. 42 kr.

Prague (91), 10.20 a.m., per Tabor, in 18 hours, fare 11 gl. 6 kr.

Taus, 7.30 p.m., in 17 hours, fare 10 gl 50 kr.

*** Bunde to**

Lubbecke, 6 p.m., in 1½ hrs; ret. 7.30 a.m., fare 1½ sgr.

*** Bunzlau to**

Greiffenberg, 12.25 & 10.50 a.m., in 4½ hrs., fare 1 th.

Hirschberg (33½) 5½ a.m. and 10.30 p.m., in 8 hrs., fare 43½sgr.

Löwenberg, 12.25, 5.15, & 10.50 a.m. and 5.35 p.m.; ret. 1.45 & 7.0 a.m. and 12.15 and 8.10 p.m., in 2½ hours, fare 15 sgr.

*** Burbach to**

Rennerod, 10.50 a.m. in 2½ hours, fare 13½ sgr.

*** Burgbernheim to**

Windsheim 7.30 a.m. and 8.30 p.m. in 1½ hours, ret. 4.45 a.m. and 5.30 p.m.

*** Burgkundstadt to**

Weissmann, 7.0 a.m., in 1 hour, ret. 12.0 noon, fare 15 kr.

*** Burzdorf to**

Liebenwerda (5½) 6.30 and 10.45 a.m., and 5½ p.m., in 1½ hour, fare 7½ sgr.

Mühlberg (4½), 10.45 a.m., ret. 3.35 a.m., in ½ hour, fare 6sgr.

*** Butzbach to**

Lich (9), 5.30 p.m. in 1½ hour, ret. 6.15 a.m., fare 36kr.

Cahla to

Apolda, in Summer, 12.25 and 10.40 a.m., and 7.25 p.m. in 3½ hours, fare 2½ sgr.

Rudolstadt, 7.45 p.m., in 3 hours, fare 15 sgr.

Calvorde to

Helmstedt, 5.0 a.m. Mon, Wed., Fri., and Sat., per Exleben in 5 hours, fare 28 gr.

Calw to

Tubingen, 12.15 p.m., in 5½ hrs. fare 1 gl. 40 kr.

Wildbad 3.35 p.m., in 2½ hrs, fare 42 kr.

*** Camenz to**

Bautzen, 5.0 a.m., in 3½ hours, fare 15 ngr.

Radeberg, 5 a.m. and 12.45 p.m., in 3 hours, fare 14½ ngr.

*** Camerlata to**

Bellinzona (29), 7.20 a.m. and 4.0 p.m., in 7½ hours, fare 5fr. 70c.

Chiavenna, 3.35 p.m., per Colico, in 9½ hours, fare 7fr. 80c.

Chur (82½), 3.55 p.m., per Chiavenna, and 4.0 p.m. per Bellinzona, in 3½ hours, fare 26 fr.

*** Camerlata to**

Como, at 7.5 a.m. 12.5 and 3.55 p.m., in 25 minutes.

Lugano (28½), 7.20 a.m., 4.0 p.m., in ¾ hours, fare 4fr. 50c.

Lucerne (111), 4.0 p.m., in 2½ hours, fare 35 fr. 90c.

Carlsbad to

Eger, 9 a.m., in 5½ hours; fare 3gl. 50kr.

Marienbad (25½), in summer only in 5½ hrs., fares 2gl. 36kr.

Pilsen, 3.30 a.m., in 2½ hours; fare 6 gl. 16 kr.

Prague (78½), 1.30 p.m., in 16 hours, fare 10gl. 50 kr.

Schwarzenberg. in Summer only, in 7½ hrs., fare 7 gl. 42 kr.

Teplitz (60), in Summer, 6 a.m. and 7.0 p.m., in Winter 6 a.m., in 18 hours, fare 7gl. 42kr.

Teplitz (Station) in Summer 6 a.m. and 7 p.m.; in Winter 6 a.m., in 15½ hours, fare 7gl. 42kr.

*** Carlshafen to**

Blomberg (33½), 9½ p.m., in 7 hours, fare 1th. 16½ sgr.

Buckeburg (63½), 9½ p.m. in 12½ hours, fare 2th. 24sgr.

Detmold (44½), 9½ p.m., in 11 hrs., fare 61sgr.

Hoxter (13½), 8 a.m., and 9½ p.m., in 2½ hours, fare 18 sgr.

Humme, 10.45 a.m., in 2½ hours, fare 13½ sgr.

Weinberg, 9.45 p.m., per Blomberg in 9½ hrs, fare 1th. 25½ sgr.

Pyrmont, 8 a.m., per Hoxter, in 8½ hours fare 1th. 13½ sgr.

Rinteln (52), 9½ p.m., in 11½ hrs., fare 2th. 15sgr.

*** Carlruhe to**

Ettingen 4.15 p.m., in 1 hour, fare 18 kr.

Herewall 4.15 p.m., per Ettingen, in 3½ hours, fare 54 kr.

*** Cassel to**

Bischhausen, 9.30 a.m., and 8 p.m., in 5½ and 5½ hours, fare 1th. 4½ sgr., ret. 6 a.m. and 10.40 p.m.

Cassel to

Echwege (39½), 9½ a.m., and 8 p.m., per Bischhausen, in 7½ hrs., fare 48½ sgr.

Helligenstadt (35½), 9½ a.m. in 8½ hours, per Witzenhansen, fare 49½ sgr.

Helsa 9.30 a.m., and 8 p.m. in 2 hours, ret. 9.45 a.m., and 2.25 p.m., fare 12 sgr.

Mühlhausen (51), 8 p.m., per Wanfried, in 12½ hours, fare 2th. 16½ sgr.

Veckerhagen (15½), Mon., Wed., and Sat at 6 a.m., in 3½ hours, fare 17½ sgr.; Sun., Tues., Thurs. and Fri., 4 p.m., fare 17½ sgr.

Volkmarsen, 4 p.m., in 5½ hours, returning at 1.45 a.m., fare 28½ sgr.

Walburg 9.30 a.m., and 8 p.m., ret. 12.45 and 8.5 a.m., in 3½ hours, fare 21sgr.

Wanfried (46), 8 p.m. per Bischhausen, in 8½ hrs., fare 52½ sgr.

Witzenhansen (22), 9.30 a.m. per Helsa, in 5½ hours, fare 28½ sgr.

Wolfhagen, 4 p.m., in 3½ hours, returning at 3.45 a.m., fare, 19½ sgr.

Zierenberg 4 p.m., ret. 5.10 a.m., in 2½ hours, fare 13½ sgr.

Castrop (Station) to

Datteln, 11.45 a.m. and 8 p.m., in 1 hour, ret. 7.45 a.m. and 4.45 p.m., fare 7½ sgr.

Castrop (Town) to

Witten, 6 a.m., in 1½ hour; fare 10½ sgr

*** Celle to**

Giffhorn (25½), 12½ p.m., returning at 4.15 a.m., in 4½ hrs., f., 33sgr.

*** Cham to**

Sins, at 8.45 a.m., and 3.45 p.m.; ret. at 6.10 a.m. and 10.20 p.m., in 1 hour, fare 60 c.

*** Cham to**

Straubing, 6.0 a.m., in 5½ hrs., fare 1gl. 46kr.
Waldmünchen, 7.0 p.m., in 4 hours, ret. 3.15 a.m., fare 48 kr.

*** Chaux de Fonds to**

Bale, 5.15 p.m., per Sonceboz, in 1½ hours, and 9 a.m., per Satgnelégier, in 13 hours.

Yverdon, 8.80 a.m. per Les Ponts, in 8½ hours, fare 9 fr.

*** Chavornay to**

Le Brassus 11.25 p.m. in 5½ and 6½ hours return at 11.30 a.m., fare 4f. 50 c.

*** Chemnitz to**

Annaberg (22½), 6 a.m., 5.15 p.m., and 12½ night, in 5½ hours, fare 26½ and 22 ngr.

Borna (33½), 8 p.m., in 6½ hours, fare 1 th. 10 ngr.

Freiberg (24), 5.30 a.m., 1.0, 5.30, and 11.15 p.m., in 4½ hours, fare 29 ngr.

Hainichen (14½), 7½ a.m. & 7 p.m. in 3 & 3½ hours, fare 15½ ngr.

Leipzig (49½), 8 p.m., in 9½ hours, fare 2 th. 2½ ngr.

Lengsfeld (19½), 5.30 p.m., in 5 hours returning 4.45 a.m., fare 20½ ngr.

Limbach (7½), 8 a.m. 12.30 and 8 p.m., returning 5.0 a.m., 1.15 and 6 p.m., in 2 hours, fare 9 ngr.

Marienberg (19½), 6 a.m. & 3½ p.m., in 4½ hours, fare 19½ ngr.

Meißen (39½), 7½ a.m. per Nossen, in 9 hours, fare 1 th. 13 ngr

Oederan (12½), 5.30 a.m., 1.0, 5.30 and 11.15 p.m., in 2½ hours, fare 16½ ngr.

Schellenberg (25), 8 a.m. and 5.30 p.m., in 2½ hours, ret. 7.5 a.m., 5.15 p.m., fare 10½ ngr.; return 7.5 a.m. and 5.15 p.m.

Schwarzenberg, 12.30 night, in 5½ or 5½ hours, fare 27½ ngr.

Zschoppau (10), 6 a.m., 3.45 & 7.0 p.m., returning 4.20, 8.30 a.m., & 3.5 p.m., in 2½ hrs., fare 11 ngr.

*** Chexbres to**

Vevey, 7.50 a.m., and 2.50 and 6.20 in ½ hour.

Chiavenna to

Camerlata, 6.30 p.m., in 1½ hrs. Chur (Coire) (87½), 2.0 a.m. in 18½ hours fare 18fr. 20c.

Colico, 6.30 p.m., in 2½ hours, fare 3 fr. 90 c.

Milan, 6.30 p.m., from Camerlata, per rail; and also 6.30 p.m. per Lecco, from Lecco by rail.

Chiavenna to

Samaden (54½), 7.30 a.m., per Silvaplana, in 9½ hrs., £ 9 fr. 60 c.
 Splügen, 2 a.m. in 7 hours, fare 8 fr. 40 c.

*** Chur or Ceire to**

Arona, 5.0 a.m., in 27½ hours.
 Bellinzona, 5.0 a.m., in 16 hours, fare 21fr. 15 ct.

Camerlata, 5 a.m. per Chiavenna in 21 hrs., fare 29fr. 85ct.; and 5 a.m. per Bellinzona in 24 hrs.
 Chiavenna, 5.0 a.m., per Splügen, in 13½ hours fare 18fr. 30c.

Colico, 5.0 a.m., in 16½ hours, fare 22 fr. 10 c.

Ilanz, 6 a.m., in 4 hours; returning 11.30 a.m., fare 4fr. 40c.

Magadino, 5.0 a.m., in 22½ hours, fare 23fr. 15ct.

Samaden, in summer, 5.0 a.m., in 13½ hours, fare 14fr. 70c.

Splügen, 5 a.m., in 7 hours, fare 6fr. 85c.

Truns, 6 a.m., in 6 hours; returning, 9.40 a.m., fare 6fr. 80c.

Clausthal to

Goslar, 6.45 a.m., and 2.30 p.m., in 2½ hrs., fare 16½ sgr.

*** Cleve to**

Emmerich, 6.15, 9.45 a.m.; 1.40, 8.50, 5.45, and 8.25 p.m.

Xanten, 7 a.m., and 6.15 p.m., in 2½ hours, fare 22½ sgr.; ret. 6.0 a.m. and 6.40 p.m.

*** Coblenz to**

Altenkirchen (32½), 3.30 p.m., in 6½ hours, fare, 1th. 12sgr.

Dierdorf (17), 3.30 p.m., in 3½ hrs., fare 26½ sgr.

Losheim (66) 3 p.m., in 15½ hours, fare 2 th. 24 sgr.

Mayen (18½), 3 and 7 p.m. in 3½ hours, fare 24sgr.

Münstermaifeld (18½), 4 p.m., in 3½ hours, ret. 5.30 a.m., fare 2½ sgr.

Sayn, 3.30 and 9 p.m., ret. 8.40 a.m. and 12 noon, in 1½ hour, fare 9sgr.

Treves (70½), 7.30 a.m., & 7 p.m., in 15½ hours, fare 3 th. 4½ sgr.

Wittlich, 7.30 a.m. and 7.0 p.m., in 11 hours, fare 2th. 6 sgr.

*** Coburg to**

Heldburg, 7½ p.m., returning 4.15 a.m., in 3½ hours, fare 1gl. 19kr.

Rodach (11½), 7.15 p.m., returning 5.45 a.m., in 9 hours, fare 58kr.

*** Cochem to**

Alf, 6.45 a.m. and 7.30 p.m.; ret. 2.45 a.m. and 6 p.m., in 3½ hrs, fare 21 sgr.

Colberg to

Treptow, 2.30 and 5.30 p.m., ret. ½ and 7 a.m., in 2½ hours, fare 22½ sgr.

Colico to

Bormio, 8.45 p.m., in 14½ hours, only in summer.

Camerlata, 3 a.m. and 5.30 a.m., and 2.40 p.m., in 4 hours.
 Chiavenna, 10.40 p.m., in 3 hrs., fare 3fr. 90c.

Chur, 10.40 p.m., in 16 hrs, fare 22fr. 10c.

Milan, 3.0 a.m. and 5.30 p.m. in 5½ hrs, and 3 a.m. in 12½ hrs

*** Colmar to**

N. Breisach, 10.30 a.m. ret. 1 p.m. in 1½ hour, fare 56 kr.

*** Cologne to**

Bensberg (9½), 5.45 a.m., 5.45, & 10 p.m., in 2½ hours; returning 5.55 a.m., 1.30, and 6.40 p.m. fare 12sgr.

Bruhl, 6 p.m. in 1½ hr., fare 10½ sgr.

Gummersbach (35½), 5.45 a.m., and 5.45 p.m., in 8 hours, fare 1th. 16½ sgr.

Julich (26½) 4.45 p.m., in 4½ hours, fare 28½ sgr.

Lennepe (24½), 5.45 a.m. and 5.15 p.m. in 5½ hours, fare 31½ sgr.

Olpe (48½), 5.45 p.m., in 11½ hrs., fare 2 th. 4½ sgr.

Treves (109½), 6 a.m., per Loshelm in 22½ hrs., and 6 p.m. per Stadtkyll, in 23 hours.

Wellinghofen (22), 5½ p.m., in 4 hours, returning in summer 5 a.m., in winter 6 a.m., fare 23½ sgr.

Wipperfurth (27½) 6 p.m., in 6 hrs., ret. at 3 a.m., in 5½ hrs., fare 36 sgr.

Como to

Camerlata (2½), 6.30 & 9.50 a.m., and 7.50 p.m. in ½ hr.

*** Conegliano to**

Belluno (32½), 9 p.m., in 5½ hrs fare 2gl. 45kr, ret. 10.15 p.m.

Niederdorf, in summer, 9 p.m., return 9 a.m.; in winter, Sundays, Tuesdays, & Thursdays at 9 p.m., return Tuesdays, Thursdays, Saturdays, 9 a.m. in 19½ hours, fare 8gl. 51kr., and 8gl. 74kr.

Venas, 9 p.m., in 14 hrs. returning 3.55 p.m., in 13 hours, fare 5gl. 26kr.

*** Constance to**

Amrisweil, 5.40 a.m. in 2½ hours, fare 1f. 90rp.

Märstetten, 4.30 a.m., in 2½ hours, return 5 p.m., fare 1fr. 40c.

Romanshorn (11½), 3 p.m., in 2½ hours, fare ½ fr. 15 ct.

St. Gallen 5.40 a.m., and 4 p.m., in 5½ hours, fares 3fr. 90c. and 4fr. 60c.

Steckborn, 8.50 p.m., in 2 hours; return 4.20 p.m., fare 1 fr. 65 c.

Weinfelden (7½), 4.50 p.m. in 1½ hours, fare 1f. 60ct.

*** Convers to**

St. Imier, 7.25 and 11.30 a.m., 2.15 and 8.20 p.m., ret. 5 11 40 a.m., 3.5 and 7.15 p.m., in 2 hrs, fare 1 fr. 80 c.

Sonceboz, 7.25 a.m. per St. Imier in 8½ hours, fare 3fr. 90ct.

Corbach to

Arolsen (11½), 8.30 a.m. and 7 p.m., in 2½ hours, fare 15 sgr.

Bonenburg, 8.30 a.m., per Arolsen, in 5½ hours, fare 1th. 4½ sgr.

Frankenberg, 6.25 a.m., per Sachsenberg in 3½ hours, fare 23½ sgr.

Medebach, 7.30 p.m., in 1½ hours return 6.10 a.m., fare 13½ sgr.

Sachsenberg, 6.25 a.m., ret. 4.10 p.m., in 2½ hrs., fare 16 sgr.

Wildungen (32), 7½ a.m., per Sachsenberg, in 4½ hours, fare 38½ sgr.

*** Corlin to**

Plafhe, 10.45 p.m., in 5½ hours; return 7.45 a.m., fare 1 th. 9 sgr.

*** Coslin to**

Bütow, 2.15 p.m., in 13¼ & 17¼ hours ret. 10.45 a.m., fare 2 th. 24 sgr.

Danzig, 11.0 and 1 20 p.m., in 19 and 21½ hrs., fare 5 th. 10½ sgr. and 7 th. 4 sgr.

Neustettin, 6.15 p.m., in 7¼ hours, fare 1 th. 25½ sgr.

*** Cosfeld to**

Munster, 5.15. and 11.35 a.m., in 4 hours, fare 1 th.

*** Cossonay to**

Le Pont, 1.15 p.m., return 7.35 a.m., in 4—3½ hours, fare 2 fr.

Cothen to

Aken (7¼) 9.15 a.m. and 8.15 p.m., ret. 5.40 a.m., and 3.30 p.m., in 1¼ hour, fare 8½ sgr.

Cottbus to

Bautzen (46), 8.50 a.m. and 9.25 p.m., in 9 hours, fare 2 th.

Berlin (82), 7¼ a.m., in 1¼ hours, fare 106½ sgr.

Dresden (53¼), 2.10 p.m., in 12½ hrs.; fare 2 th. 14½ sgr.

Finsterwalde (31¼), 7¼ a.m., in 7¼ hours, fare 42 sgr.

Guben (25¼), 7¼ a.m., 1.35, 8.45, and 11¼ p.m., in 3¼—4 hrs., fare 31½ sgr.

Lubben (27¼), 7¼ a.m. and 6¼ p.m. in 4¼ hours, fare 36 sgr.

Sommerfeld (31¼), 5.45 p.m., in 6¼ hours, fare 40½ sgr.

Spremberg, (13¼), 8.50 a.m., 2.10 and 9.25 p.m., in 2¼ hours, fare 18 sgr.

Crallsheim to

Ellwangen (14), 2.10 & 8.30 a.m., and 3.40 p.m., in 2¼ hours, fare 48 kr.

Hall (19¼), 12 15 and 5.0 a.m., in 4¼ hrs., fare, lgl. 6kr.

Mergentheim (42), 9.55 p.m., in 10 hours, fare 2 gl. 40 kr.

*** Crefeld to**

Rheinberg, 7.5 p.m., in 3 hours, return 4.10 a.m., fare 24 sgr.

*** Creuzthal to**

Hilchenbach, 7.45 a.m., 1.0, 6.0, and 9.50 p.m., in 1½ hour; ret. 5.45, 10.0 a.m., 3.15 and 6.45 p.m., fare 7½ sgr.

Laasphe, 1.0 and 6.0 p.m., in 6¼ hours, fare 1 th. 6 sgr.

Marburg, 6.0 p.m., in 12½ hours, fare 2 th. 10½ sgr.

Olpe, 8.0 a.m. and 8.35 p.m., in 2¼ hours, fare 15 sgr.

*** Creuznach to**

Alzey (17), 5 p.m., per Fürfeld, in 3¼ hours, fare 22½ sgr.

Kirchberg (28¼), 6.15 a.m. and 4.15 p.m., in 6 and 9 hours, fare 37½ sgr.; and 5.0 p.m., per

Wallhausen, in 7¼ hours, fare 1 th. 6 sgr.

Simmern (23), 6.15 a.m. and 4.15 p.m., in 4¼ and 5 hours, fare 1 th., and 5.0 p.m., per Wallhausen, in 4¼ hours, fare 28½ sgr.

Crossen to

Frankfort-on-the-Oder (32¼), 10.10 a.m. and 11.15 p.m., in 5¼ hours, fare 1 th. 12 sgr.

Glogau (56), 5.30 a.m. and 3 p.m., in 14¼—10¼ hrs, fare 2 th. 12 sgr.

Grüneberg (19¼), 5.30 a.m. and 3.0 p.m., in 3¼ hrs, fare 26½ sgr.

Guben (18¼), 7¼ p.m., in 4 hours, fare 25½ sgr.

Schwiebus (27) 6 a.m. in 5¼ hrs., ret. 4.20 p.m., fare 1 th 3 sgr.

Sommerfeld (22), 7 a.m., in 4¼ hours, fare 28½ sgr.

*** Crossen to**

Eisenberg, 4.15, 8 30, and 10.15 a.m., 6 and 7 p.m., in ¾ hour, fare 5 sgr.

Culm to

Thorn, 3.30 a.m., and 5.30 p.m., in 5 and 4¼ hours, fare 1 th. 7½ sgr.

*** Culmbach to**

Thurnau, 3.30 p.m., in 1¼ hour, fare 15 kr., ret. 10.30 a.m.

*** Cuneo to**

Nice, at 11 p.m., in 20 hours, fare 23 lira.

*** Custrin to**

Königsberg (33¼), 4.0 a.m., ret. 4.0 p.m., in 6¼ hours, fare 1 th. 10½ sgr.

Pyrizt (47¼), 4 a.m., and 12¼ p.m. ret. 6.50 a.m. and 4 25 p.m., in 8¼—8 hours, fare 2 th.

Soldin 4 a.m. and 12.30 p.m., ret. 10.10 a.m., 7.45 p.m., in 4¼ hrs., fare 1 th. 4½ sgr.

Wrietzen (26¼). 2.15 a.m. and 12 noon, in 5¼ hours, fare 37½ sgr.

Czernowitz to

Jassy, Sun. and Wed., 8 a.m., in 28 hours, ret. Wed. and Sat. at 2 p.m., fare 12 gl. 7½ kr.

Lemberg, 6 p.m., per Tarnopol, in 37 hours, fare 17 th. 94 sgr., and 8 p.m., per Stanislaus, in 25¼ hours, fare 20 th. 44 sgr.

*** Czerwinsk to**

Mewe, 9.30 p.m., in 3 hours, fare 13½ sgr., ret. 4.45 a.m.

*** Dantzie to**

Coslin (123¼) 5 45 p.m., in 22 hrs. & 11.15 a.m., in 19 hours; fares, 5 th. 10½ sgr., and 7 th. 4 sgr.

Stolp (82), 6.45 p.m., in 14¼ hrs., and 11.15 a.m., in 12¼ hours.

*** Darmstadt to**

Brensbach, 11.30 a.m.; ret. 4.0 p.m. in 2¼ hours, fare 40 kr.

Ober Ramstadt 4.30 p.m. in 1¼ hr, ret. 7.0 a.m., fare 24kr.

Reichelsheim, at 4.0 p.m., per Brensbach, in 3¼ hours; ret. 5 a.m., fare 1 gl.

Stockstadt, 4 p.m., in 1¼ hours, ret. 7 a.m., fare 33 kr.

Deggendorf to

Regen, 2.15 p.m., in 4 hours, ret. 7.50 a.m., fare 1 gl. 9kr.

Schönbürg, 4 15 p.m., in 6¼ hours, returning 5.30 a.m., fare 1 gl. 6kr.

*** Delitzsch to**

Ellenberg, 10.45 a.m. and 11 20 p.m., in 3¼ hours, fare 19½ sgr.

Delemont to

Bale, 1.20 a.m. and 5.25 p.m., in 4¼ hours, fare 5fr. 60c.

Biel, 12.20 and 6.45 a.m., in 6 hours; fare 6 f. 70 c.

Chaux de Fonds at 11.10 a.m. per Saignelegier, in 9½ hours, and 12 20 night, per Sonceboz, in 8½ hours, fare 7fr. 70c. and 5fr. 75c.

Sonceboz 12.30 and 6.45 a.m., in 4 hours, fare 4fr. 65c.

Demmin to

Rostock (41) in Summer, 8.30 a.m., in Winter, 8.15 a.m., in ¼ hrs., fare 1 th. 54½ sgr.

Stralsund, 5.0 a.m. and 4.0 p.m., in 6¼ hours, fare 1 th. 15 sgr.

*** Denzlingen to**

Villingen, 12 45 p.m., in 9¼ hrs, fare 2 gl. 21 kr.

*** Dessau to**

Worlitz, 11.45 a.m., in 2¼ hours, fare 15 sgr., ret. 6.15 a.m.

Detmold to

Bielefeld (19¼), 7.15 a.m., and 7 p.m., in 3¼ hrs., fare 27 sgr.

Blomberg (11¼), 6.0 p.m. in 2¼ hours, fare 16½ sgr.

Carlshafen (44¼), 6.0 p.m., in ¼ hours, fare 61 sgr.

<p>Detmold to Herford (17), 11.45 a.m., and 10 p.m., in 3 hours, fare 22½ sgr. Horn (5½), 7 and 9 a.m., & 1 p.m., in 1 hour, fare 7½ sgr., also at 6 p.m., in 1½ hours. Hoxter (31½), 1 p.m., in 6½ hrs., fare 31½ sgr.; and 6.0 p.m. per Blomberg, in 6½ hours, fare 1 th. 11½ sgr.</p>	<p>Domo d'Ossola to Brieg (32½), 7.30 a.m., in 9½ hrs., fare 14f. 15c. Sitten (58), 7.30 a.m., in 16 hrs., fare 21f. 20c.</p>	<p>* Dresden to Radeburg (13½), 4 p.m. in 2½ hours, ret. 6 a.m. fare 15 ngr. Spremberg (49½), 10½ p.m., in 11 hours, fare, 57 ngr. Waldheim (35½), 12 noon, in 7½ hours, fare 1th. 6½ ngr.</p>
<p>Deutschrone to Woldenburg, 11.45 a.m., in 6½ hours, fare 1th, 19½ sgr.</p>	<p>Donaueschingen to Freiburg (39½), at 6.0 a.m. 9.15 p.m., in 8½ hrs., fare 2 gl. 27 kr. Offenburg (61½), at 6.45 a.m. and 9.0 p.m., in 10½ hrs., fare 3 gl. 18kr. Schaffhausen (24½), 12.15 night, in 4½ hours; fare 1 gl. 24 kr. Stockach (28½), at 4.20 a.m. in 6 hours, fare 1 gl. 39kr.</p>	<p>Driburg to Nieheim, 8.20 p.m., in 1½ hours ret. 6.30 a.m., fare 12 sgr. Pymont, 8.55 p.m., per Steinheim, in 5 hrs., fare 1th. 3 sgr. Steinheim, (15½), 8.15 p.m., returning at 6.0 a.m., in 2 hours, fare 13 sgr.</p>
<p>Deutschrone to Woldenburg, 11.45 a.m., in 6½ hours, fare 1th, 19½ sgr.</p>	<p>Villingen, 6.45 a.m. 7.10 and 9 p.m., in 1½ hours, fare 36kr.</p>	<p>Duderstadt to Göttingen, 4.30 a.m., in 4½ hours fare 1 th</p>
<p>* Deutz to Olpe, 6 p.m., in 10½ hours, fare 2th 3 sgr.</p>	<p>* Donauworth to Dillingen (17), at 6 a.m. in 3½ hours, returning at 2.0 p.m., fare 48kr.</p>	<p>* Duisburg to Ruhrort, 8.40, and 10.30 a.m., and 3, 6 50, and 12 p.m., in ½ hour, fare 4½ sgr.</p>
<p>* Dieburg to Erbach, 7 45 a.m., & 7.45 p.m., in 3½ hours, fare 1 gl. 20kr.</p>	<p>Ingolstadt (34½), at 12.30 p.m., in 7½ hours, fare 2 gl. 18kr. Neuburg (20½), at 12.30 & 3.30 p.m., in 4½ hours, fare 1 gl. 24kr.</p>	<p>* Duren to Gemund, 8.20 a.m. and 4.0 p.m., ret. 5.50 a.m. and 4.0 p.m., in 3½ hours, fare 27 sgr. Julich, 7.0 p.m., in 1½ hrs., fare 13½ sgr.</p>
<p>Dierdorf to Coblence, 6.55 a.m., in 3½ hours, fare 22½ sgr.</p>	<p>Dorsten to Berken, 4.45 p.m., in 2½ hours, fare 19½ sgr. Essen 5.45 a.m. and 2.45 p.m., in 3 hours, fare 21 sgr.</p>	<p>* Durkheim to Frankenthal, 5.45 a.m., and 3.10 p.m. in 2½ hours, fare 36 kr.</p>
<p>* Diex to Wiesbaden, 6.30 p.m., in 6½ hrs., fare 2 gl. 21 kr.</p>	<p>* Dortmund to Bork, 10 a.m. & 6.0 p.m., ret. 4.45 a.m. 3.40 p.m. in 2½ hours, fare 16½ sgr.</p>	<p>* Dusseldorf to Essen (23), 8.45 a.m., and 6.10 p.m., in 4½ hours, fare 1 th. Ratingen (6½), 8.45 a.m., 6.10 and 10.45 p.m. in 1 hour, fare 9 sgr. Werden (17), 8.45 a.m. and 6.10 p.m., in 3½ hours, fare 22½ sgr.</p>
<p>Dillenburg to Bledenkopf, at 7.40 p.m., in 4½ hours, fare 1 gl. 40kr.</p>	<p>Lunen (8) 10 a.m. 6.0 & 10.15 p.m. in 1½ hour; ret. 5.45 and 10 a.m., and 4.40 p.m., fare 10½ sgr.</p>	<p>Ebensee to Ischl, 11.15 a.m., in 2 hrs., fare 90 kr.</p>
<p>* Dinkelscherben to Krumbach, 3.0 p.m., in 4½ hours, ret. 6.30 a.m., fare 48 kr.</p>	<p>Schwerte, 10.0 a.m., 1. 0 & 7.30 p.m., in 1½ hour, ret. 7.35 a.m., 1.10, and 7.35 p.m., fare 10½ sgr.</p>	<p>Eberbach to Buchen 10.40 a.m., ret. 10.40 p.m., in 4½ hrs.; fare 1 gl. 12 kr. Miltenberg 7.15 p.m. in 5½ hrs.; fare 1 gl. 30 kr. Neckargemund, 3.30 and 9.0 a.m. and 4.15 p.m., in 2½ hours; fare 48 kr.</p>
<p>* Dirschau to Pr. Stargard (15½), 6.35 a.m., and 8.35 p.m., ret. 5.45 a.m. and 4.30 p.m., in 2½ hours, fare 19½ sgr.</p>	<p>Werne 6.0 p.m., ret. at 8.45 a.m., in 2½ hours, fare 18 sgr.</p>	<p>Eger to Carlsbad (28½), 6 and 9 a.m., and 3 p.m., in 5½ hrs., fare 3 gl. 50 kr. Marienbad (18½), 11.55 a.m., 10.30 p.m. in 2½ hrs.; fare 2 gl. 24 kr.</p>
<p>Doberan to Rostock (9½) 9.25 a.m., and 4.0 p.m., in 1½ hour, fare 20 sch. Wismar (24½) 8.30 a.m., in 4½ hours, fare 1th. 4½ sgr.</p>	<p>* Dresden to Altenberg (25), 5.30 a.m. & 8 p.m. in 6 hours; fare 27½ ngr., ret. at 3 a.m. and 3 p.m., in 5½ hours.</p>	<p>Eger to Pilsen (66), 11.35 a.m., and 10.30 p.m. in 13½ hrs., fare 7 gl. 98 kr.</p>
<p>* Döbeln to Freiburg, 3.15 p.m., in 4½ hours, 24½ ngr.</p>	<p>Cottbus (63½), 10½ p.m., in 13½ hours, fare 2th. 14½ ngr. Nossen (22½), 12 noon, and 6 p.m. in 4½ hours, ret. 6.15 a.m., and 2 p.m., fare 17½ ngr.</p>	
<p>Domo d'Ossola to Arona (28½) 5.0 p.m., in 6 hrs. fare 8fr.</p>		

Eger to

Prague, at 6 a. m., in 2½ hours, fare 14 gl.

Eibenstock to

Anerbach, 4.45 a. m., per Schonenda, in 3 hrs., fare 14 ngr.
 Carl-feld, 1.45 and 9.30 p. m., ret. 11.30 a. m., and 7 p. m., in 1½ hours.
 Schneeberg, 4.0 & 8.45 a. m., & 2.15 p. m., in 2 hrs., fare 9 ngr.

Eichstadt to

Beilngries 4.30 p. m., in 5½ hrs. returning 4 a. m., fare 1 gl 30kr.

Ingolstadt (14½) 4 a. m., and 4.45 p. m., in 3 hrs., fare 1 gl 3 kr.

Neuburg (12), 5 p. m., in 3 hours, fare, 42kr.

Pleinfeld (19½), 3.45 and 10½ a. m., in 4½ hours, fare 1 gl. 21 kr.

Weissenburg (13½), 3.45 and 10.15 a. m., ret. 12.45, 8.15 p. m. in 3½ hours, fare 57kr.

Eilenburg to

Leipzig, 10 a. m and 8 p. m., in 2½ hours, fare 15½ sgr.

Einbeck to

Lauenförde, 3.30 p. m., ret. 6.0 a. m., in 7 hrs, fare 1th. 16½ gr.

***Einod to**

St. Ingbert, 4.5 p. m.; return, 5.0 a. m., in 3½ hrs., fare 36kr.

Einsiedeln to

Brunnen, 7 a. m., and 12.20 p. m., in 3½ hours, fare 4fr. 30c.

Richterschwyl, 9.20 a. m., and 5.5 p. m., in 1½ hour, fare 1fr. 80c.

Lachen 9.15 a. m., and 7.10 p. m., in 3 and 2½ hours, fare 2fr. 65c.

***Eisenach to**

Creutzburg, 3.45 p. m. in 1½ hour, ret. 7.45 a. m., fare 9sgr.

Eschwege (26½), 3.45 p. m., in 5½ hours, fare 36 sgr.

Muhlhausen (22), 3.45 p. m., in 4½ hours, fare 28½ sgr.

***Eisenach to**

Wanfried (19½), 3.45 p. m., in 2½ hours, fare 27 sgr.

Eisenberg to

Altenberg, 8.40 p. m. per Gera, in 8½ hrs., fare 1th. 6½ gr.

Jena, 4.40 a. m., in 2½ hours, fare 19½ sgr.

Weimar, 4.40 a. m., in 5½ hours, fare 1th. 6sgr.

***Eisfeld to**

Saalfeld, 12.15 p. m., in 8 hours, fare 2 gl. 12kr.

Eisleben to

Alsieben, 4.15 p. m., in 3½ hours, ret. 6 a. m., fare 19½ sgr.

***Eiberfeld to**

Gummersbach (32½), 5 a. m., and 2.15 p. m., in 7½ hours, fare 1 th. 13½ sgr.

Hattingsen (14½), 5 p. m., in 3 and 4 hours, ret. 5.5 a. m. f. 19½ sgr.

Lennepe (7½), 5.0, 7.0, 10.40 a. m., 2.15, 4.35, & 7.35, 11.15 p. m., in 2 hrs., fare 21 sgr.

Mettmann (7½), 6½ p. m., returning at 7 a. m., in 1½ hr., f. 10½ sgr.

Remscheid (6½), 8 and 10½ a. m., 2.30, 5.0, 7.30, and 11.30 p. m.

Werden (14½), 7.25 p. m., in 3 hrs., fare 19½ sgr.

***Elmshorn to**

Barmstedt, 9.20 a. m. on Sundays, Tuesdays and Fridays; ret. at 9.30 a. m. in 1 hour, fare 10sch.

Ellwangen to

Crailsheim (13½), 9.30 a. m., 3.25 and 7 p. m., in 2½ hrs, fare 48kr.

Hall, 4.45 and 10 a. m., in 5½ hrs., fare, 1 gl. 24 kr.

Mergentheim (55½), 7.0 p. m., in 13 hours; fare 3 gl 40 kr.

Roth am See, 7 p. m. per Crailsheim, in 4½ hrs., ret. 12.10 a. m., fare 1 gl. 40 kr.

Zobingen, 6.15 a. m., in 2½ hours, ret. 9.10 a. m., fare 30 kr.

Elsterwerda to

Burxdorf, 3.15 a. m., in 3½ hrs., fare 15 sgr.

*** Eitville to**

Schwalbach, in summer only, in 2½ hours, fare 1gl. 12kr.
 Schlangenbad, in summer only, in 2½ hours, fare 36kr.

***Elze to**

Gronau, 7.35 a. m., & 5.50 p. m., in ½ hour, ret. 11.10 a. m. and 8.10 p. m., fare 4½ gr.

***Emden to**

Aurich (15½), 4.30, and 10.45 a. m., and 6.15 p. m., in 3 hrs, fare 22; gr.
 Norden (16½), 4.30 and 10.45 a. m., and 6.15 p. m., in 3½ hours, fare 25½ gr.

***Empel to**

Bocholt (13½), 12.45 p. m., in 2 hours, ret. 7.45 a. m., fare 15sgr.
 Rees (6), 8.30, 10.30 a. m., 12.25, 4.20, 6.25, 10.25 p. m.; ret. 7.40, 9.40, 11.35 a. m., 3.35, 5.40, 9.40 p. m., in half an hour, fare 4½ sgr.

***Endorf to**

Altötting, 2.0 p. m., per Kralburg, in 9½ hours, and 2 p. m., per Trostberg in 4½ hrs. fare 2gl 3kr.
 Wasserburg, 2 p. m., in 2½ hours, ret. 9.30 a. m., fare 36kr.

Engelkirchen to

Cologne, 2.55 a. m., and 3.35 p. m. in 5 hours, fare 1 th. 5sgr.
 Wipperfurth, 5.15 a. m., in 2½ hrs., ret. 10.15 a. m., fare 21sgr.

***Enns to**

Steyer, 1.25 p. m., in 2½ hours, fare 1gl. 5kr.

Erbach to

Furth, at 3.10 a. m., in 2½ hours, fare 1 gl.

***Erbach to**

Ehingen, 9.50 a. m., 2.20 and 7.20 p. m., in 1½ hour, ret. 6.25 and 11.30 a. m., and 3.5 p. m., fare 24kr.

***Erfurt to**

Arnstadt (11½), 3½ a. m., in 2½ hrs, fare 15sgr.

Artern (38), 2.40 p. m. in 7½ hrs., fare 1th. 21sgr

Halle (74), 2.40 p. m., in 15 hours, fare 3th. 7½ sgr.

Nordhausen (49½), 3.0 a. m. and 4 p. m., in 8½ hours, fare 2th, 1½ sgr.

Querfurt (53½), 2.40 p. m., in 10½ hours, fare 3 th. 10½ sgr.

Sondershausen (37), 3.0 a. m. & 4.0 p. m., in 6½ hours, fare 1 th. 15 sgr.

Weissensee (20½), 2.40 p. m., in 3½ hours fare 27 sgr.

*** Erlangen to**
Finskirchen, 6.30 a.m., in 3½ hrs.
Echenan 4.15 p.m., in 2½ hrs.,
returning 3.40 a.m.
Gräfenberg, 4.15 p.m. in 4 hrs.,
returning 2 a.m.
Uehlfeld, 12.30 p.m., per Dachs-
bach, in 4½ hrs., ret. 1.0 a.m.,
fare 42 kr.

*** Erlau to**
Rochlitz, 10.15 a.m., 2.15 and 6.15
p.m., in 1½, fare, 8 ngr.

Erwitte to
Meschede, 12 noon. & 6.40 p.m.,
in 4½ hrs., fare 28½ sgr.

Erleben to
Calverde, 5.0 p.m., Mondays,
Wednesdays, Fridays, and Sat-
urdays, in 2½ hours, fare, 15 gr.

Eschwege to
Bebra, 2.30 p.m., in 4½ hrs., fare
1 th.

Cassel, 4.30 a.m., and 9.15 p.m.,
in 7 hours, fare 1th. 13½ sgr.

Eisenach, 3.45 a.m., in 5½ hours,
fare 1th. 6gr.

Eschweiler to
Jullich, 8.0 a.m., in 1½ hour, fare
10½ sgr.

*** Essen to**
Dorsten (17), 7 a.m., and 6.55
p.m., in 3 hours, fare 21 sgr.
Dusseldorf, 1.30 p.m., in 4½ hrs.,
fare 1 th.

*** Essendorf to**
Isny, 9.0 p.m., ret. 10.40 p.m., in
6 hours, fare 1 gl. 52 kr.

Eupen to
Aix-la-Chapelle, 7 a.m., in 2 hrs;
fare 15 sgr.

Euskirchen to
Bonn 6.0 a.m., in 3 hours, fare
21sgr.

*** Eystrup to**
Celle 9 p.m., per Walsrode in 9
hours, fare 2 th. 4½ gr.
Hoya, 8.30 a.m., 12.25. 4.30, and
8.55 p.m., in 1 hour; ret. 5.35
and 10.55 a.m., 2.55 and 6.25 p.m.,
fare 7½ sgr.

Feldkirch to
Bregenz (20½), 1.30 a.m., in 3½
hours; fare 2 gl. 66kr.

Haag, (10½), 3.40 p.m., in 1½ hr.,
fare 80 kr.

Innsbruck (111), 12.45 night, in
30½ hours, fare 13gl. 44kr.

Landeck (60), 12.45 night, in
11½ hours, fare 28gl. 30kr.

Oberreid, 5.15 a.m., in 1½ hours
fare 70 kr.

*** Fellheim to**
Krumbach, 2.15 p.m., in 3½ hrs.
fare 1gl. 12kr.

Finsterwalde to
Cottbus (31½), 11.0 p.m., in 7½
hours, fare 42 sgr.
Luckau (18½), 4½ p.m., in 3½ hrs.,
fare 24 cr.

*** Fischbach (Saxony) to**
Neustadt, in Summer 7.15 a.m.,
2.45 and 9 p.m., in Winter, 7.15
a.m., 2.45 and 6.15 p.m.; ret in
Summer and Winter, 5.30, 11
a.m., 5.45 p.m., in 2½ hrs., fare
11½ ngr.

*** Fischbach to**
Treves, 3.15 p.m., in 11½ hours,
fare, 2th 1½sgr.

*** Flawyl to**
Brunnaden at 6.35 p.m.; ret. at
5.15 a.m., in 2½ hrs, fare 1fr. 75c.
Wattwil, 10.30 a.m., & 6.30 p.m.
in 2½ hours, fare 2fr. 40ct
Uznach at 10.20 a.m., in 4½ hrs.,
fare 4fr. 35ct.

*** Flensburg to**
Apenrade, 11 p.m., in 3½ hours,
fare 2m., 8sc.
Sonderburg, 12 noon, in 4½ hrs.,
fare 3th. 2kr.
Tondern, 12.15 and 11 p.m., in 6—
7½ hours, fare 3 th. 12 sch., and
4 m 11 sch.

Fluelen to
Andermatt, 7.45 a.m., in 5 hours,
fare 7fr. 10ct.

*** Forchheim to**
Streitberg, 7.20 a.m., in 3 hours,
ret. 2 p.m.

Frankenberg to
Corbach, 2.50 p.m., in 4 hrs., fare
23½ sgr.

*** Frankenstein to**
Brieg, 11.0 p.m., ret. 8.20 p.m.,
in 7½ hours, fare, 1 th. 21 sgr.
Neisse, 10.0 a.m., and 10.30 p.m.,
in 5½ hours, fare, 1th. 7½ sgr.

Frankenhauseu to
Artern (14½), 7.45 p.m., in 1½ hrs,
fare 12sgr.
Erfurt (35½), 2.45 a.m., in 8½ hrs.,
fare 48sgr.
Sachsenburg (6½), 2.45 a.m.; ret.
9 p.m., in 1½ hour, fare 9 sgr.
Sondershausen (12½), 5.45 a.m. in
2½ hours, fare 16½ sgr.

Frankenhauseu to
Weimar (32½), 2.45 a.m., in 7½
hours, fare 1th. 13½sgr.

*** Frankenthal to**
Kirchheimboland, 1.30 p.m., per
Griinstadt, in 5½ hrs., fare 1gl.
12kr.

*** Frankfurt-on-Maine**
Offenbach (2½), 11½ a.m. & 10½
p.m., in ½ of an hour, fare 13 kr.

*** Frankfurt on the Oder to**
Beeskow, 7 a.m. and 10.30. p.m.,
in 3 hours; return, 2.15 a.m.
and 2.15 p.m., fare 24 sgr.
Crossen (32½), 12.15 noon, and
11.45 p.m., in 5½ hrs, fare 42 sgr.
Gruneberg (52), 11.45 p.m., in 9½
hours, fare 67½ sgr.
Lübben (42½), 7 a.m., and 10.30
p.m., in 7½ hrs, fare 1th. 22½ sgr.
Luckau (53½) 9.30 p.m., in 9 hrs.,
fare 2th. 6sgr.
Meseritz (52), 12.0 p.m., return.
at 4½ a.m., in 8½ hours, fare
64½ sgr.
Müncheberg (22), 6.0 p.m., in 4½
hrs., ret. 5.0 a.m., fare 28½sgr.
Züllichan (59½) 12 noon, in 9½
hrs., fare 2 th. 16½ sgr.

*** Freden to**
Hildesheim, 8.10 a.m., in 4½ hrs.
fare 1 th.

*** Frauenfeld to**
Stein 4.40 p.m., in 2½ hours ret.,
4.20 a.m., fare 2 fr. 10 c.
Wyl, 8.20 a.m., in 2 hours, fare
2 fr. 30 ct.

*** Freiberg to**
Annaberg, 10.45 a.m. & 4.45 p.m.
in 8 hours, fare 1 th. 14 ngr.
Chemnitz, 10.30 a.m., 1.15, 4.30
and 11.15 p.m., in 4½ hours, fare
29sgr.

Marienboog, 10.45 a.m. and 4.45
p.m., per Lenzfeld, in 6 hours,
fare 1 th. 1 ngr.

*** Freiburg (Breisgau) to**
Altbreisach (15½), 7.0 a.m. 1.30
p.m., ret. 7.30 a.m., in 3½ hours.
Donauesching, (39½), 11.40 a.m.,
and 6.0 p.m., in 9 hours, fare
2gl. 27kr.
Stockach (70½), 6.0 p.m., in 16½
hrs., fare 4gl. 6kr.

*** Freiburg (Switzerland) to**
Murten, 7.0 and 11.0 a.m., and
5 p.m., in 2½ hours.

* **Freiburg** (Switzerland) to
 Payerne (18), 4.30 p.m. in 2½ hrs.
 fare 2fr. 70c.
 Yverdon, 4.30 p.m., per Payerne,
 in 6½ hours.

* **Freiburg** (Silesia) to
 Hirschberg (34½), 8.50 a.m. and
 9.30 p.m., per Bolkenh, in 6½
 hrs., fare 1th. 9 sgr., and 3.35
 p.m., per Landeshut, in 8½ hrs.,
 fare 1th. 21sgr.
 Landeshut (14½), 9 a.m. 3.35 and
 9.15 p.m., in 3½ hours, fare 21sgr.

Freienwalde to

Wrietzen, 10.50 a.m., 5.35 and
 11.30 p.m., in 1½ hr., fare 9sgr.

* Freising to

Abensberg, 7.30 a.m., in 11 hours,
 return. 5.30 a.m., fare 1gl. 27kr.

Freudenstadt to

Egach, 8 a.m., per Horb, in 5 hrs.,
 fare 1gl. 9kr.

Stuttgart, 6.15 a.m. and 6.5 p.m.,
 in 1½ hours, fare 3gl. 25kr.

* Friedberg to

Lauterbach, 8.15 a.m., per Schot-
 ten, in 9½ hours, fare 1gl. 4kr.
 Nidda, 8.15 a.m., and 6.45 p.m.,
 in 3 hours, fare 1gl. 4kr.

* Friedrichsfeld to

Hockenheim, 12.15 p.m., ret. 5.0
 a.m., in 2½ hours.
 Schwetzingen (4½), 7.40 a.m., and
 12.15, 4.15 and 7.40 p.m., in 1 hr.;
 ret. 6.20 and 11.0 a.m., and 6.0
 p.m., fare 12kr.

* Friedrichsthal to

Illingen, 5.30 p.m., in 1½ hours
 ret. 5.40 a.m., fare 7½ sgr.

* Friesack to

Rathenow, 10 a.m., in 3½ hrs. fare
 19½ sgr., ret. 2.30 a.m.

Fritslar to

Wabern, 6 and 9.45 a.m. and 4.15
 p.m., in ½ hour, fare 5 sgr.
 Wildangen, 10.55 a.m., in 1½ hour,
 fare 10½ sgr.

* Fronhausen to

Battenberg, Tu., Th., and Sat.
 9.30 a.m., in 7 hours, fare 1th.
 3 sgr

Fulda, to

Alsfeld (26½), 6.30 a.m., in 5 hrs.,
 fare 27½ sgr.

Bebra (34½), 7.45 a.m., 12.30 and
 8.30 p.m., in 7, 6½ and 6½ hours,
 fare 47½ sgr.

Brückenau (18½), 6.45 a.m. in 4½
 hrs. fare 32½ sgr.

Gelnhausen, 10 a.m., in 7½ hrs.,
 fare 1th. 11sgr. and 4.30 a.m.,
 and 8 p.m., in 7 hrs., fare 1th.
 18 sgr.

Hanau (51), 10 a.m., 4.30, and 8
 p.m., in 9 hours, fare 66 sgr.
 Hersfeld (25½), 7.45 a.m., 12.30 &
 8.30 p.m., in 5½ & 4½ hours, fare
 35sgr.

Hunfeld (9) 7.45 a.m. & 12.30 and
 8.30 p.m. in 2 hours, fare 13 sgr.

Kissingen (35½), 6.45 a.m., in 8½
 hours, fare 66½ sgr.

Lauterbach (15½) 6.30 a.m., in 3
 hours, fare 17sgr.

Neustadt (42½) 6.30 a.m., in 7½
 hrs., fare 1th. 9½ sgr.

Schweinfurt (51) 6.45 a.m., in 1½
 hours, fare 96½ sgr.

Vacha (26½) 8½ p.m. in 6½ hours.
 fare 34½ sgr.

* Furstenwalde to

Beeskow, 10.45 a.m. and 9.50
 p.m., ret. 4.30 a.m. and 12 noon,
 in 2½ hours, fare 21 sgr.

* Furth to

Erbach, 9.25 p.m., in 3 hours,
 fare 1gl.

Furth to

Julich (14½), 11.50 a.m., in 2½ hrs.,
 fare 19½ sgr.

Neuss (11½), 8.55 a.m., and 5.35
 p.m., in 2½ hours, fare 15 sgr.

Fussen to

Innsbruck, in winter, 5 a.m., Sun.,
 Tues., Thurs., and Sat., in 13½
 hours, fare 6 gl. 53 kr.
 Weilheim, 3 a.m., in 7 hours,
 fare 2 gl. 21 kr.

Gais to

St. Gallen, 7.25 a.m. & 3.40 p.m.,
 in 1½ hour, fare 2fr. 5c.

Gardelegen to

Calvörde, 9.15 a.m. Mon. and
 Thurs., in 2½ hours, fare 16½ sgr.

* Geestemunde to

Bederkesa, 12.30 p.m., return at
 5 a.m., in 7 hours, fare 22½ gr.
 Lebe, 9.30 a.m., 12.30, and 8.30
 p.m., ret. 7.40, 7.50 a.m., 3.35
 p.m., in half an hour, fare 4½ gr.
 Ritzebüttel, 12.30 and 8.30 p.m.,
 in 5½ hrs.; returning 2.45 and
 10.30 a.m., fare 1 th. 9 gr.

* Geilenkirchen to

Heinsberg, 7.50 a.m., 4.0 and 7.45
 p.m., in 1½ hour, fare 9 sgr., ret.
 7.45 a.m., 12.15, and 5 p.m.,

* Geiselhoring to

Dingolfing, 2.15 p.m., in 4 hours,
 ret. 5.0 a.m., fare 1gl. 11kr.

Geislingen to

Weisensteg, 4.30 p.m., ret. 5
 a.m., in 2½ hrs, fare 36kr.

* Geidern to

Venlo, 7.10 a.m. and 8.5 p.m., in
 2 hours fare 16½ sgr.

Wessel, 4.30 a.m., in 3½ hours,
 fare 22½ sgr.

Gelnhausen to

Fulda, 10.30 a.m., in 7½ hours,
 fare 1th. 11 sgr. and 3 a.m.,
 and 8.35 p.m., in 7½ hours, fare
 1th. 18sgr.

* Gemunden to

Bruckenaue, 2.40 p.m., in 7½ hrs.,
 fare 1gl. 54kr.

Kissingen (26½), 2.40 p.m., in 5½
 hrs., fare 1gl. 33kr.

Orb (30), 3.0 p.m., ret., at 3.0
 a.m., in 6½ hours, fare 2gl. 10kr.

* Geneva to

Aix le Bains (37½), 11.15 p.m.,
 ret. 5 p.m., in 10 hours.

Genthin to

Havelberg, 9.35 a.m. in 5½ hrs.,
 fare 1 th. 10½ sgr.

* Genoa to

Chr, 5.15 a.m. per Arona, in
 34 hours.

Lucerne, 5.15 a.m. per Arona, in
 36½ hours.

* Gera to

Altenburg (22), 1.0, 5.15, 10 a.m.,
 and 3 p.m., in 4 hours, fare 22½
 sgr.

Eisenberg, 2 a.m., in 2½ hours,
 fare 16½ sgr.

Eisfeld, 12 noon, per Weida, in
 17½ hours, fare, 3 th.

Gossnitz (17½) 1.0, 5.15 and 10
 a.m., and 3.0 p.m., in 4½ and 3½
 hours, fare 19 sgr.

Hof (47½) 8 p.m., in 13½ hours,
 fare 61½ sgr.

Neustadt, 2 a.m. and 12 noon, in
 4½ and 5 hours, fare 27 sgr.

Snafeld (40½) 2.0 a.m. & 12 noon,
 in 8 and 8½ hours, fare 52½ sgr.

***Gera to**

Sonneberg (71) 2 a.m., and 12 noon, in 16½ & 17½ hours, fare 93 sgr.

Weimar (28½) 2 a.m., in 8 hours, fare 52½ sgr.

Werdau (19) 1.0 a.m., in 5½ hrs., fare 22 sgr.

Germersheim to

Bruchsal, 4.45 a.m., in 8½ hours, fare 51 kr.

Landau, 7.0 a.m., and 3.30 p.m. in 2½ hours, fare 39kr.

Gernsbach to

Balen, only in summer, in 1½ hr., fare 54 kr.

Muggensturm, 5.40 a.m. and 1.55 p.m., in 1½ hours, fare 36 kr.

Wildbad, only in summer, in 5½ hours, fare 2gl. 6kr.

***Gerstungen to**

Vacha 4 p.m., in 3 hours, fare 19½ sgr.

***Giesen to**

Alsfeld (31½), 1.30 p.m., in 6½ hrs, fare 1 gl. 56kr.

Grünberg (13½) 1.30 and 8 p.m., in 2½ & 3½ hrs., fare 52kr.

Homburg (25½) 1.30 p.m., ret. 6 a.m., in 5 hrs., fare 1gl. 39kr.

Hungen (13½) 5.15 p.m., in 2½ hrs., ret. 5.15 a.m., fare 52kr.

Lich (7½), 5.15 p.m., in 1½ hour, fare 46 kr.

***Glarus to**

Linthal, 9.25 a.m. & 6.10 p.m.; return, 7.25 a.m., and 4.35 p.m., in 2 hours, fare 1fr. 75c.

***Glauchau to**

Penig, 5.30 p.m. in 3 hours, ret., 5 a.m., fare 15ngr.

Waldenburg, 5.30 p.m., in 1½ hour, ret. 6.55 a.m., fare 6ngr.

Glax to

Frankenstein, 1.45, and 8.45 a.m., and 2.10 p.m., in 3 hours, fare 19½sgr.

Mittelwalde (22) 3 a.m. and 1.45 p.m., ret. 8 a.m., 8.15 p.m., in 4½ hours, fare 28½sgr.

Neisse (35½), 8.0 a.m. and 9.0 p.m., in 7 hours, fare 1th. 12sgr.

***Gleiwitz to**

Rybnick (17½), 4 p.m., in 3 hrs., fare 22½ sgr.

***Glogau to**

Crossen (55½) 12 noon, and 10.30 p.m., in 9½ hrs., fare 72sgr.

Grünberg (35½) 12 noon, and 10½ p.m., in 6½ hrs, fare 46½sgr.

Guhrau (20½), 6 p.m. in 3½ hours, ret. 4.0 a.m., fare 28½sgr.

***Glogau to**

Liegnitz (35½), 9.45 a.m. and 10 p.m., in 6 hours, fare 46½ sgr.

***Glowen to**

Havelberg, 4.0 and 10 20 a.m., in ¼ hour, fare 6½ sgr.

***Gmund to**

Gaildorf, 8 10 a.m. and 4.10 p.m. in 4½ hours, per Gschwend, fare 1gl 42kr.

Sussen (12½), 8.0 and 11.40 a.m., per Densdorf, in 2½ hours, fare 36kr.

Gnesen to

Bromberg (56) 5.25 a.m., in 11½ hours, fare 73½sgr.

Inowraclow (40), 5.25 a.m. and 5 p.m., in 6½ hours, fare 51 sgr.

Krotoschin (64), 6.0 a.m., per Kozmin, in 13½ hours, fare 87 sgr.

Posen, (32½) 9.25 a.m., 1.0 and 11.15 p.m. in 5½ hrs., fare 42sgr

Thorn (63), 5.25 a.m. & 5.0 p.m., in 11½ hrs., fare 2th. 20sgr.

Witkowo (10½), 6.15 a.m., in 2 hrs., fare 13½ sgr., ret. 6.30 p.m.

***Goding to**

Austerlitz, 6 a.m., ret. 3 p.m in 5 hours, fare 1gl. 80kr.

***Goppingen to**

Boll, 5.20 p.m.; ret. 2.10 p.m., in 1½ hour, fare 30kr.

***Gorlitz to**

Spremburg (49½), 1.45 p.m., in 8½ hrs., fare 63 sgr.

Zittau (22), 12½ p.m., in 4½ hours, fare 24sgr.

***Gossnitz to**

Schmollen, 7, and 10.10 a.m., 2.45, and 8.40 p.m., in 1 hour, ret. 4.30 and 8.0 a.m. 12.45, and 6.0 p.m. fare 1th 15ngr.

***Goslar to**

Northheim, 11.15 a.m., in 6½ hrs., fare 1th. 15gr.

***Gossau to**

Bischofszell, 10.5 a.m., and 6.15 p.m., ret. 7.5 a.m., & 3.35 p.m., in 1½ hour, fare 1fr. 5c.

***Gotha to**

Gottingen (61½) 10.0 a.m., in 13½ hours, fare 2 th. 19½ sgr.

Helligenstadt (43½) 10.0 a.m., in 9½ hours, fare 1th. 27sgr.

Hildburghausen (44½), 7.15 a.m. in 9½ hours, fare 2th.

***Gotha to**

Langensalza (11½), 3.30, 10.0 a.m. and 8.30 p.m., 9.0 a.m., and 6.0 p.m., in 9½ hours, fare 15sgr.

Mühlhausen (23), 3.30, and 10.0 a.m., and 8½ p.m., in 4½ hours, fare 1th.

Ohrdruff, 7½ a.m., 4½ & 7½ p.m., in 1½ hours, fare 12sgr.

Schleusingen (37), 7.15 a.m. in 7½ hours, fare 49½ sgr.

schmalkalden (23), 4 p.m., in 5 hours, fare 31½ sgr.

Suhl (27½), 7.15 a.m. & 4.15 p.m., in 5½ hours, fare 1th. 7½sgr.

Zella (23) 7.15 a.m., and 4.15 p.m. in 4½ hours, fare 31½ sgr.

***Gotha to**

Langensalza (11½), 3.30, 10.0 a.m. and 8.30 p.m., 9.0 a.m., and 6.0 p.m., in 9½ hours, fare 15sgr.

Mühlhausen (23), 3.30, and 10.0 a.m., and 8½ p.m., in 4½ hours, fare 1th.

Ohrdruff, 7½ a.m., 4½ & 7½ p.m., in 1½ hours, fare 12sgr.

Schleusingen (37), 7.15 a.m. in 7½ hours, fare 49½ sgr.

schmalkalden (23), 4 p.m., in 5 hours, fare 31½ sgr.

Suhl (27½), 7.15 a.m. & 4.15 p.m., in 5½ hours, fare 1th. 7½sgr.

Zella (23) 7.15 a.m., and 4.15 p.m. in 4½ hours, fare 31½ sgr.

***Gottingen to**

Adelebsen (12½) 5 a.m., in 2½ hrs.; returning at 5.10 p.m., fare 16½ gr.

Duderstadt (22), 3.30 p.m., in 4½ hours, fare 1th.

Gotha (61½), 3.45 p.m., in 14½ hrs, fare 2 th. 19½ sgr.

Helligenstadt (17), 3.45 and 8.30 p.m., in 2½ hours, fare 22½ gr.

Langensalza (49½), 3.45 p.m., in 11½ hours, fare 2th. 4½sgr.

Mühlhausen (28), 3.45 and 8.30 p.m., in 7½ hrs, fare 1th. 19½sgr.

***Grafenthal to**

Sonneberg, 8 a.m., in 4½ hours, fare 1gl. 24kr.

***Graudenz to**

Thorn, 3 p.m., in 7½ hrs, fare, 1th. 25½sgr.

***Griefswalde to**

Demmin, 12.15 a.m. & 4.15 p.m., in 6 and 4½ hrs., fare 1th. 1½sgr.

***Greiz to**

Gera, 4 a.m. and 1 p.m., in 4½ hours, fare 26½ sgr.

***Grevenbruck to**

Arnsberg, 2 p.m., in 6½ hours, fare 1 th. 9 sgr.

***Grimma to**

Leipzig, at 3.30 and 6.30 a.m. and 2.40 p.m.; in summer, 5.0 a.m., in winter, 6 a.m., in 3½ hours, fare 19½ and 15ngr.

***Grossenhain to**

Cottbus, 5.45 p.m., in 12½ hours, fare 2th. 12ngr.

***Grosswarden to**

Klausenburg, 6.30 p.m., in 19 hours, fare 10 gl. 92 kr.

***Grunberg to**

Alsfeld, 4.25 p.m., in 4 hours fare 1gl 8kr.

Gruneberg (Silesia) to
Glogau, 8.50 a.m. and 10.30 p.m.,
in 6½ hours, fare 1th. 16½ sgr.

Guben to
Cottbus, 1 and 3 a.m., 12.30 and
5 p.m., in 4 hours, fare 1th.
1½ sgr.

* **Guldenboden** to
Osterode, 12.21, and 10.31 a.m.,
and 7.1 p.m., in 7 hours, ret.
7.45 a.m., 3.25 and 8.50 p.m.,
fare 1th. 20½ sgr.

* **Gumbinnen** to
Tilsit, 7.30 a.m., in 7 hours, fare
1th. 24 sgr.

Gummersbach to
Elberfeld, 5.50 a.m. and 2.10 p.m.,
in 7½ hours, fare 1th. 18½ sgr.

* **Gunzsch** to
Rettenbach, 6.15 p.m., ret. 6.45
a.m., in 2½ hours.

* **Gunzburg** to
Ichenhausen, 11.0 a.m. and 5.0
p.m., in 1½ hour: ret. 6.30 a.m.
and 1.30 p.m., fare 21 kr.

* **Gustrow** to
Goldberg (15½), 9 a.m. & 10 p.m.,
in 3 hours, fare 35sch.
Malchow (28½) 3.10 p.m., ret. 6.45
a.m., in 4½ hours, fare 44½sch.
Plau (58½), 3.10 p.m., in 4½ hrs.,
fare 1 th. 9½sch.
Sternberg, 9.45 p.m., in 2½ hours,
ret. 10.30 a.m., fare 35sch.
Tessin, 3.30 p.m., in 3½ hours,
ret. 8 a.m., fare 47½sch.

* **Haag** to
Feldkirch, 7.10 p.m., in 1½ hour,
fare 70 kr.

Hachenburg to
Wellburg, 8.30 a.m. per Renne-
rod, in 7½ hours, fare 1gl. 48kr.

Hadersleben to
Apenrade, 10.30 p.m., in 2½ hrs.,
fare 2m. ½sch.

Ribe, 10 p.m., in 5½ hours; ret.
1 p.m.; fare 4m. 3½sch.

* **Hagen** to
Brugge, 6.45 p.m., ret. 3.50 a.m.,
in 3½ hours, fare 22½ sgr.

* **Hagenow** to
Redefin (6½), 5.30 p.m., ret. 8.0
a.m., in 1½ hour, fare 10sch.
Wittenburg (6½), 4.30, 11.0 a.m.,
6.0 p.m., in 1½ hour, fare 20sch.

Hainichen to
Chemnitz, 6 a.m., and 2.25 p.m.,
in 3½ hours, fare 15½ sgr.

* **Halberstadt** to
Blankenburg (10½), 6.0 a.m., 12.20
and 6.50 p.m., in 1½ hours, fare
18½ sgr.

Hornburg (23), 4 p.m., in 4½ hrs.;
ret. 3.5 a.m., fare 1th.

Nordhausen (44½), 6.0 a.m. and
7.30 p.m., in 7½ and 10 hours,
fares 1th. 19½ sgr., and 1th. 27
sgr.

Wernigerode (12½), 6.30 a.m. and
7.30 p.m., in 2½ hours, fares
13½ sgr. and 16½ sgr.

* **Hall** to
Crallsheim (19½), 2.40 and 7.45
p.m., in 4½ hrs., fare 1gl. 6kr.
Ellwangen (25½), 9.40 a.m. and
7.50 p.m., in 6 hrs, fare 1gl. 24kr.
Galdorf, 9.40 a.m. and 7.45 p.m.,
in 2 hours, fare 36kr.

* **Halle** to
Artern, 3.0 and 7.30 p.m., in 7
hrs., fare 1th. 16½ sgr.

Connern (15½), 9 a.m., in 2½ hrs.,
return 2.30 p.m., fare 17½ sgr.
Eisleben (20½), 6.0 & 9½ a.m., 3½
p.m. and 12.30 night, in 3½
hours fare 27sgr.

Erfurt (75), 7½ p.m., in 15½ hours,
fare 3th. 7½ sgr.

Löbblin (12½), 4.0 p.m., ret. 7.0
a.m., in 2½ hrs., fare 13½ sgr.

Nordhausen (56½), 9½ a.m. and
12.30 night, in 10½ hours, fare 2
th. 13½ sgr.

Querfurt (22), 3 and 7½ p.m., in
4 hours, fare 27 sgr.

Sangerhausen (34½), 9½ a.m. 3.30
p.m., and 12.30 night, in 6½ hrs.,
fare 43½ sgr.

Schraplau (13½), 4 p.m. (Sunday,
5 p.m.), return 6 a.m., in 3½
hrs., fare 21 sgr.

Wettin (12½), in summer, 4 p.m.,
return 4.40 a.m.; in winter, 4
p.m., return 6 a.m., in 2½ hours,
fare 13½ sgr.

Hallenberg to
Battenberg, Sundays and Wed-
nesdays, 7 p.m., in 1½ hrs, fare
12sgr.

Winterberg, 6.15 a.m., in 2½ hrs.,
ret. 8.45 p.m. in 2½—1½ hours,
fare 12 sgr.

Haltern to
Cosfeld (15½), 3.50 and 11.35 p.m.,
in 3 hours, fare 21 sgr.
Münster (25½), 3.50 p.m., in 4½
hrs., fare 33 sgr.
Recklinghausen (9½), 8.45 a.m., &
2.25 p.m., in 1½ hour, fare 12 sgr.

* **Hamburg** to
Bremen, fare 3th.
Harburg at 6.30 and 9.30 a.m.
and 4.45 p.m., in 1½ hour, fare
14sch.
Lubeck (39½), 10.15 p.m., in 7½
hours, fare 2th. 80sch.

Hameln to
Buckeburg, 7 a.m., in 3½ hours,
fare 25½ sgr.

Hanover, 7.0 a.m. and 6.30 p.m.,
in 4½ hours, fare 1th. 6 gr.

* **Hamm** to
Arnsberg (28½), 5.20 a.m., in 5
hours, fare 1th. 9 sgr.
Werl (11½) 5.20 a.m., in 1½ hours,
fare 15 sgr.

* **Hannau** to
Birstein (30), 4.30 p.m., in 6½ hrs.
return 3 a.m., fare 1th. 2½ sgr.
Büdingen (17), 4.30 p.m., in 3½
hours, fare 18 sgr.

Fulda (51), 8 a.m. and 6.30 p.m.,
in 9½ hrs., fare 56sgr. & 66sgr.
Jelnhausen (13½), 8.0 a.m., 4.30
and 6.30 p.m., in 2½ hours; fare
16sgr. and 18sgr.

Meerholz (11½), 4.30 p.m., in 2½
hrs., ret. 5.30 a.m., fare 13½ sgr.
Windecken (6½), 4.30 p.m., in 1½
hour, ret. 5.30 a.m., fare 6 sgr.

* **Hanover** to
Hameln (27½), 11 a.m. and 12.25
night, in 4½ hours, fare 1 th.
6 gr.

Pyrmont (41½), in Summer, 12.25
night and 11 a.m.; in Winter,
11 a.m., in 9 hrs., fare 1th. 24gr.
Walsrode (38), 4 p.m. in 6½ hours,
returning at 5 a.m., fare, 1th.
19½kr.

* **Harburg** to
Bremen 8.45 p.m. in 10½ hrs. fare
2rth. 24gr. and dall except Sun-
day at 9.05 p.m. in 9 hours, 7
p.m., per Diligence.
Hamburg, 7 a.m., 12 noon, and
4.15 p.m., per Omnibus, in 1½
hours, fare 14gr.

* **Harzburg** to
Nordhausen, 9.30 a.m., in 9½ hrs.,
fare 1th 29gr.

* **Hassfurt** to
Hofheim, 7.45 a.m. and 4.45 p.m.,
in 1½ hour, return 4.30 a.m. and
1.0 p.m., fare 24 kr.

- * Haste to**
 Nenndorf, in Summer, 9.15 a.m., 3.15, 9.40, and 11.30 p.m.; in Winter, 9.15 a.m., 3.45 and 11.30 p.m., in $\frac{1}{2}$ hour, fare 5 sgr.
- * Hauts Geneveys to**
 Neuchâtel, 7.30 p.m., in $\frac{1}{2}$ hour, fare 1 fr. 55 c.
- Havelberg to**
 Glöwen, 11.30 p.m. in $\frac{1}{2}$ hour, fare 6 $\frac{1}{2}$ sgr.
- * Heidelburg to**
 Philippsburg, 5.0 p.m., ret. 7.0 a.m., in 3 $\frac{1}{2}$ hours, fare 45 kr.
 Schwetzingen, 10.30 a.m. and 5 p.m., in 1 hour, ret. 6.09.46 a.m., fare 15 kr.
- Hechingen to**
 Sigmaringen, 2.0 p.m., in 6 $\frac{1}{2}$ hrs, fare 2 gl. 28 kr.
- * Heilbronn to**
 Möckmühl, 7.30 a.m. & 5.15 p.m., in 4 hours, fare 1 gl. 4kr.
 Mosbach (17) 5 p.m., in 4 $\frac{1}{2}$ hrs., fare 1 gl. 6 kr.
 Sinshelm (244), 5.0 p.m., in 5 hrs., fare 1 gl. 18 kr.
 Wimpfen (64) 5.0 p.m., in $\frac{1}{2}$ hour, fare 24kr.
- Heiligenstadt to**
 Cassel, 3.0 a.m., in 8 $\frac{1}{2}$ hours, fare 1 th. 19 $\frac{1}{2}$ sgr.
 Gotha, 7.20 p.m., in 10 $\frac{1}{2}$ hours, fare 1 th. 27 sgr.
 Göttingen, 9.45 a.m. and 7.45 p.m., in 3 $\frac{1}{2}$ hours, fare 22 $\frac{1}{2}$ sgr.
 Nordhausen 5.30 a.m., and 7.15 p.m., in 6 $\frac{1}{2}$ hrs, fare 1 th 13 $\frac{1}{2}$ sgr.
- * Heimbach to**
 Cusel, 12.20 p.m., ret. 8.15 a.m., in 4 and 3 $\frac{1}{2}$ hours, fare 18 sgr.
- * Helmstedt to**
 Calvorde, Mon., Wed., Fri., and Sat., at 2.45 p.m., in 4 $\frac{1}{2}$ hours, fare 28 $\frac{1}{2}$ sgr.
- * Heppenheim to**
 Furth, 8.55 a.m. and 7.35 p.m., in $\frac{1}{2}$ hours, fare 32 kr.
- * Herford to**
 Detmold (17) 9.50 a.m. and 2.45 p.m., in 3 hours, fare 22 $\frac{1}{2}$ sgr.
 Lemgo (124), 7 p.m., in 2 $\frac{1}{2}$ hours, fare 16 $\frac{1}{2}$ sgr.
 Fyrmont (324), 7 p.m., in 7 hrs., fare 1 th. 12 sgr.
- * Hergatz to**
 Wangen, 2.30 and 9.15 p.m. in $\frac{1}{2}$ hour, ret. 10.50 a.m. and 8.15 p.m., fare 9 kr.
- Herisau to**
 Wattwil, 7 a.m. and 8.10 p.m., in 3 $\frac{1}{2}$ hours.
- Hermannstadt to**
 Arad, 7 p.m., in 31 $\frac{1}{2}$ hours, fare 20 gl. 2kr.
- Klausenburg (994), 3 p.m., in 18 $\frac{1}{2}$ hrs., fare 12 gl. 18 kr.
 Kronstadt (834), 5 p.m., in 14 $\frac{1}{2}$ hrs, fare, 10 gl. 30kr.
- Temesvar (1684), 12 noon, in 31 $\frac{1}{2}$ hrs. fare 20 gl. 44kr.
- * Herne to**
 Bochum, 6.40 and 11.30 a.m., and 6.30 p.m., in 1 hour, fare 6 sgr.
- Herfeld to**
 Alsfeld, fu. and Fr., 3 a.m., in 5 hours, fare 28 $\frac{1}{2}$ sgr.
- * Herzberg to**
 Finsterwalde, 10. '0 p.m., in 6 hours, fare 1 th. 4 $\frac{1}{2}$ sgr.
- * Hildburghausen to**
 Gotha 10.0 a.m. in 10 hours, fare 3 gl. 30 kr.
 Heldburg (15), 7.30 p.m., ret. 4.15 a.m., in 3 $\frac{1}{2}$ hours, fare 1 gl. 3 kr.
 Romhild (94), 7 p.m., in $\frac{1}{2}$ hour, ret. 8.3 a.m., fare 42 kr.
 Schleusingen (94), 10.0 a.m., in 1 $\frac{1}{2}$ hours, fare 37kr.
- Suhl (184), 10.0 a.m. in 3 $\frac{1}{2}$ hours, fare 1 gl. 19kr
- * Hildesheim to**
 Goslar (30), 5.40 p.m. in 5 $\frac{1}{2}$ hrs. fare 1 th. 9sgr.
- Lafferde (134), 5.10 p.m.; ret. 7.0 a.m., in 2 $\frac{1}{2}$ hrs., fare 18 sgr.
- Hirschberg to**
 Bunzlau 2.45 p.m. & 12.50 night, in 7 $\frac{1}{2}$ hours, fare 1 th. 13 $\frac{1}{2}$ sgr.
 Liegnitz, 8.0 a.m. and 8.45 p.m., in 7 $\frac{1}{2}$ hours fare 1 th, 16 $\frac{1}{2}$ sgr.
 Frieberg, 11.30 a.m., and 11.15 p.m., in 6 $\frac{1}{2}$ hours, fare 1 th. 9sgr. and 4.15 a.m. in 8 $\frac{1}{2}$ hours, fare 1 th. 21 sgr.
- Gorlitz 12.50 a.m. and 2.10 p.m., in 9 hours, fare 1 th. 25 $\frac{1}{2}$ sgr.
- * Hof to**
 Carlsbad, 3.30 a.m., per Eger, in 13 $\frac{1}{2}$ hours, fare 8 gl. 1 kr.
 Franzensbad (334) 3.30 a.m in 6 $\frac{1}{2}$ hours, fare 3 gl. 27kr.
 Gera (474), 7 p.m., in 11 $\frac{1}{2}$ hours. fare 4 gl. 24kr.
 Lobenstein, 3.15 p.m., in 4 $\frac{1}{2}$ hrs., fare 1 gl. 40kr. In Summer, 5.45 p.m.; in Winter, 1.30 p.m.
- Schleiz (304), 7 p.m., in 4 $\frac{1}{2}$ hours, fare 1 gl. 35kr.
- * Hohenstadt to**
 El-enberg, 6.30 a.m.; ret. 1.30 p.m., in $\frac{1}{2}$ hour, fare 84kr. 6.
- * Holzkirchen to**
 Tolz, 6.45 a.m. and 12 noon, in 2 $\frac{1}{2}$ hours, ret. 7.15 a.m. and 4.15 p.m., fare 33 kr.
- Holzminden to**
 Krefensen, 8.0 a.m. & 11.15 p.m., in 5 $\frac{1}{2}$ & 5 hours fare 1 th. 12 gr.
- * Homburg to**
 Moers (34), 9.50 a.m., 3.5, 6.5, 7.35 8.15, and 9.45 p.m., and 12.50 night, in $\frac{1}{2}$ hour, ret. 6.20, 8.40, 10.30 a.m., 2.0, 4.45, 7.10, 8.30 p.m., fare 6sgr.
- * Homburg to**
 Waldmohr, 6.5 p.m., in $\frac{1}{2}$ hour; ret. 5.45 a.m., fare 14kr.
- * Homburg (Hesse) to**
 Friedrichsdorf, 8.15 a.m., 5.15 p.m., in $\frac{1}{2}$ an hour, return 7.20 a.m., and 4.15 p.m., fare 15 kr.
 Usingen, 7.10 p.m., in $\frac{1}{2}$ hours, ret. 6.0 a.m., fare 36kr.
- Horgen to**
 Zug, 7 a.m., in 2 $\frac{1}{2}$ hours, fare 2 fr. 70 ct.
- Horn to**
 Blomberg, 6.0 p.m., in $\frac{1}{2}$ hour, fare 12 sgr.
- Hoxter to**
 Blomberg, 12.30 night, in 4 $\frac{1}{2}$ hrs, fare 28 $\frac{1}{2}$ sgr.
- Hoyerswerda to**
 Bautzen 1.55 a.m., & 1.20 p.m., in 4 $\frac{1}{2}$ hours, fare 27 sgr.
 Dresden, 7.10 p.m., in 7 $\frac{1}{2}$ hours, fare 1 th 134sgr.
- Hunfeld to**
 Fulda, 4.0 a.m., 3.5 and 6.15 p.m., in $\frac{1}{2}$ hours. fare 13 sgr.
- Iglau to**
 Brunn, 3 p.m., in 10 $\frac{1}{2}$ hrs, fare 5 gl. 29 kr.
- Ilmenau to**
 Erfurt, 4.55 p.m., in 5 $\frac{1}{2}$ hrs. fare 1 th.
- * Immelborn to**
 Liebenstein, 9.10 a.m., 11.0 a.m., 4.30 and 6.0 p.m., in 1 hour, fare 30 kr.
- * Immenstadt to**
 Sonthofen, 6.0, 11 a.m., in 1 hour, ret. 2.5 and 5.40 p.m., fare 15kr.
- Ingolstadt to**
 Donauwörth, 3.0 a.m., in 7 $\frac{1}{2}$ hrs, fare 2 gl. 18 kr.
 Landshut (49) 1.30 a.m., in 10 hrs. fare 3 gl. 12 kr.
 Neuburg, 3.0 a.m., in 3 $\frac{1}{2}$ hours, fare 57kr.
 Regensburg (454). 1.30 a.m., in 9 $\frac{1}{2}$ hours, fare 3 gl.

- Inowraclaw to**
Bromberg, 12.50, a.m., 1.20 and 4.5 p.m., in 4½ hours fare 1 th. 4½ sgr.; and 2.0 a.m., in 6½ hrs. fare 1 th., 18 sgr.
- **Innsbruck to**
Botzen (79½), 12.30 and 7.30 p.m., in 1¼ hours, fare 9gl. 52kr.
Bregenz (181½) 4 a.m. in 2½ hrs. fare 16gl. 10kr.
Brixen (52), 12.30 & 7.30 p.m. in 10¼ and 10 hours, fare 6gl. 30kr.
Feldkirch (111), 4 a.m., in 20½ hours, fare 13gl. 44kr.
Landeck (51), 4 a.m., in 8¼ hrs. fare 6gl. 16kr.
- **Insterburg to**
Tilsit, 11.35 p.m., in 6½ hours, fare 1th, 19½sgr.
- Interlachen to**
Lucerne, only in summer, 7½ hours, fare 9fr. 60c.
Metzingen, 3.0 p.m., per Brienz, in 3½ hours; from Brienz, per steamer, fare 3fr. 95c.
Neuhaus 5.20 and 9.15 a.m., and 2.20 p.m., in ½ hour, fare 1 fr.
Thun, 5.20 and 9.15 a.m., and 2.20 p.m., per Neuhaus by steamer, in 3 hours, fare 3 fr.
- Ischl to**
Bruck (109½), 5.0 a.m. in 2¼ h., fare 13gl. 30 c.
Ebensee, 11.45 a.m., in 2 hours, fare 50kr.
Salzburg (33½) 7.30 p.m. and 6.0 a.m. in 7½ hrs., fares 4gl. 6kr. 8 and 3gl. 15kr. 6.
- Iserlohn to**
Arnsberg, 5.30 and 10.20 a.m., & 4.15 p.m., in 4½ hrs, fare 1th. 1½sgr.
- Itzehoe to**
Heide, 11.0 a.m., and 7.45 and 10.45 p.m., in ½ and 7¼ hours, fare 4 m. 1sch
- **Jauer to**
Landeshut, 7.25 a.m. and 8.5 p.m., in 5 hours, fare 28½ sgr.
- Jena to**
Roda (10½), 3.45 p.m., in 1½ hour, fare 13½sgr.
Rudolstadt (20½), 5.30 a.m., in 5½ hours, fare 27 sgr.
Schleiz (31½), 6.55 p.m., in 7¼ hours, fare 42 sgr., per Posneck at 3.45 p.m., in ¼ hours.
Weimar (11½), 7.40 a.m. in 2½ hours, fare 16½ sgr.
- **Jessnitz to**
Forste, 1.30 and 8 a.m., and 1.46 ret. 9 a.m., 5.15, and 11.45 p.m., in 2½ hours, fare 16½sgr.
- Julich to**
Alz-la-Chapelle, 5.30 p.m., in 3¼ hours, fare 2½sgr.
Cologne, 5 a.m., in 4½ hours, fare 28½sgr.
- **Jungbunzlau to**
Böhmisch Leipa, 11.0 p.m., in 6 hours, returning 4.35 p.m., fare 3 gl. 61 kr. 6.
Kollin, 10.40 p.m., in 5½ hrs., fare 4 gl. 6 kr
- **Juterbogk to**
Luckau (30), 10.20 a.m., in 6½ hrs. fare 1th, 9 sgr.
Treuenbrietzen (11¼), 2.15 p.m., in 2¼ hours, ret. 5.30 a.m., fare 13½ sgr.
- **Kaiserslautern to**
Meisenheim 3.45 p.m., in 5½ hrs, fare 1gl. 36kr.
- Kalisch to**
Kutnow, at 12 p.m., in 1½ hrs., fare 3 rbl. 30 ko.
- Kaltennordheim to**
Salzungen, 12.30 p.m., in 4½ hrs. fare 28sgr.
- **Kaschau to**
Przemysl Sun., Tues., Thurs., and Sat., 1 a.m., in 39½ hours, fare 15gl. 41kr.
- **Kempten to**
Füssen, 11.0 a.m. in 6 hours, 1gl. 36kr.
- **Kiel to**
Eckernförde (16), 10.0 a.m.; 8.45 p.m., ret. 3.15 a.m., and 1.0 p.m. in 2½ hours, fare 2 th. 5½ sgr.
Eutin (28), at 9.45 a.m., in 5 hrs. fare 3 th. 12 sch.
Heiligenhafen (53½), 9.45 a.m., in 10¼ hours, ret. 7¼ p.m., fare 3th. 12sch.
Lübeck (48½), at 9.45 a.m., in 9 hours
Preetz (9½), 9.45 a.m. and 8.30 p.m., ret 4 a.m., 1.40 p.m., in 1½ hour, fare 1 th. 6½ sch.
- **Kieritzsch to**
Pegau, 1.30 p.m., in 1½ hour, ret. 10.30 a.m., fare 9 ngr.
- Kirchberg to**
Berncastel, 12.0 p.m., in 4 hrs. fare 28½ sgr.
- **Kirchen to**
Olpe, 2.0 p.m., in 4½ hours, fare 28½sgr.
- **Kirchhain to**
Rosenthal, 4 p.m., Mon., Wed., Th., and Sat. ret. Sun. Tues. Thurs., Fri., 5.30 a.m., in 3½ hours, fare 16sgr.
- **Kissingen to**
Bruckenaue (17), 10.45 a.m., in 4½ hours, fare 2 gl. 6 kr.
Fulda (35½), 10.45 a.m., in 9 hrs., fare 4 gl. 14 kr.
Gemunden (23), 6.30 a.m., in 5½ hours, fare 1gl. 33 kr.
Schweinfurt (14½), 3.45 p.m., in 2½ hours, fare 1gl. 50kr.
- Kitzingen to**
Selleinstadt, 8.0 a.m., per Detlebach, in 2½ hours, fare 24 th.
- Klagenfurt to**
Bruck, 8.30 p.m., in 2½ hours, fare 12gl. 60kr.
Laibach, (51), at 7.0 a.m., in 12½ hours, fare 6gl. 16kr.
- Klattau to**
Budweis, 5 p.m., in 12½ hours, fare 7gl. 98 kr.
Pilsen, 8.0 p.m., in 4½ hours, fare 3gl. 8kr.
- Klausenburg to**
Hermannstadt, 5 p.m., in 18½ hrs. fare 12gl. 18kr.
- Kolding to**
Aarhus, 12.0 a.m., and 8.0 p.m., in 10¼ hrs.; ret. 6.0 a.m., and 7.50 p.m., fare 4rd. 24sk.
- **Kollin to**
Izlar, 10.0 p.m., in 10¼ hours, fare 6 gl. 60 kr.
- Konigsratz to**
Gitschin, 1.30 p.m., in 5½ hours, ret. 8 a.m., fare 2gl. 10kr. 8.
- **Konigsberg to**
Bartenstein (36), 7 a.m., 3.30 and 10 p.m., in 6½ hours, fare 1th. 16½ sgr.
Rastenburg (62½), 7.0 a.m., 2.30 and 10 p.m., ret. 4.45 a.m., 1.30 & 8.20 p.m. in 1½ hours, fare 2 th 21 sgr.

Königssee

Radolstadt, 1 p.m., in 2½ hours, fare 1 gl. 3 kr.

Königsutter to Brunswick, 7 a.m. and 4.30 p.m., in 2½ hours, fare 15 gr.

Königsstein

Camberg, 8.50 p.m., in 2½ hours; return 5 a.m., in 2½ hours, fare 1 gl. 9 kr.

Könitz

Bromberg, 9.30 p.m., in 10½ hrs., fare 2th. 6 sgr.

Kronstadt

Hermannstadt, 7 p.m., in 14 hrs., fare 10gl. 36kr.

Krotoschin

Breslau, 7.30 a.m. and 8.45 p.m., in 8½ hours, fare 2th. 4½ sgr.

Kuppersteg

Opladen, 8.26, 9.26, 11.45 a.m.; 12.21, 4.26, 5.16, 8.44, & 9.7 p.m., r-t. 7.55, 8.55, 11.10, 11.50 a.m.; 3.55, 4.45, 8.10, and 8.35 p.m., in 20 minutes, fare 3 sgr.

Laasphe

Biedenkopf, 1.30 a.m., in 1½ hour, fare 9 sgr.

Lachen

Brunnen 5.5 and 9.40 a.m., in 5 and 8½ hours, fare 5fr. 65c.

Laibach

Klagenfurt (51), at 3.30 a.m., in 12½ hours, fare 6gl. 16kr.

Villach (66½), 4 p.m., in 14½ hrs., fare 7gl. 98kr

Landau

Bergzabern, 12 noon, in 2 hours, ret. 4.30 p.m., fare 30 kr.

Germersheim, 7.15 a.m. and 3.15 p.m., in 2½ hours, fare 39kr.

Pirmasens, 9. 0 a.m., and 4.15 p.m., in 5½ hrs., ret. 5 and 9.55 a.m., fare 1gl. 36kr.

Zweibrücken, 9. 0 a.m. per Kaltenbach, in 7½ hours, fare 2gl. 18kr.

Landeck

Botzen, Tu., Wed., Fri., Sun., 3 p.m., in 18½ hours, fare 9gl. 34 kr.

Landeshut (Silesia)

Freiburg (14½) 9.30 and 9.15 a.m., and 2.45 p.m., in 3½ hours, fare 21 sgr.

Hirschberg (194) 7.10 p.m., in 4½ hours fare, 1th.

Waldenburg (13½) 3.0 p.m., in 2½ hours, fare 18sgr.

*** Landquart**

Davos, 10.5 a.m., in 7½ hours: return 10.30 a.m., fare 6fr. 25c.

*** Landsberg**

Schwibus, (43,) 5 a.m., ret. 2.55 p.m., in 8½ hrs., fare 1th. 27sgr. Schwerin, 5 a.m. and 5 p.m.; ret. 8.0 a.m. and 7.45 p.m., in 3½ hrs., fare 24sgr.

*** Landshut**

Altotting (38) 8 p.m., in 8½ hrs., fare 2 gl. 33kr
Ingolstadt (4¾) 12.30 p.m., in 10 hours, fare 3gl. 9kr.

Landau, 8.45 a.m., ret. 11 0 a.m., in 6½ hours, fare 1gl. 21kr.
Neustadt (28½) 12.30 p.m., in 6 hrs., ret. 5.30 a.m., fare 1gl. 53sgr.

*** Landstuhl**

Cusel, 8.30 a.m. & 3.45 p.m., in 4 hrs., ret. 1.30 a.m. and 2 p.m. fare 1gl. 10kr.

*** Langenbrücken**

Sinsheim, 6.15 p.m., in 2½ hours, fare 36 kr.

*** Langenfeld**

Lennep, 9 a.m., in 4½ hours, fare 24 sgr.

*** Langensalza**

Gottingen, 12.30 p.m., in 10½ hrs., fare 2th. 4½ sgr.

*** Lauffen**

Guglingen, 7.40 a.m., and 8.30 p.m., ret. 4.40 a.m. & 4.45 p.m., in 1½ hours, fare 24kr.

*** Laupheim**

Dietenheim, at 8.4 a.m., ret. at 3.30 p.m. in 4 hours, fare 50 kr.

*** Lausanne**

Berne, 9.15 a.m. & 8.30 p.m., per Murten, in 10 hours, fare 12fr. 45c.

Payerne (43½) 9.15 a.m., and 8.30 p.m., in 5½ hours, fare 6L. 15c.

*** Lauterbach**

Alfeld (10½), 1.0 and 9.30 a.m., in 2 hrs. fare 40 kr.

Fulda (15½), 3.35 p.m., in 2½ hrs. Herbstein (6½) 3.30 a.m., in 1½ hr. return 5.20 p.m., in 1½ hour.

Neustadt (26½), 9.30 a.m. in 4½ hours, fare 1 gl. 20 kr.

Schlitz (9½), 5.46 p.m., in 1½ hour, fare 36kr.

*** Lautercken**

Fischbach, 6.25 a.m., in 3½ hours, fare 1gl. 3kr.

*** Lecco**

Chiavenna (44), 4 p.m. in 9½ hrs.

*** Leer**

Aurich, 4.30 a.m., in 3½ hours, fare 28½ sgr.

*** Leipsic**

Annaberg, 8 p.m., n 15½ hours, fare 2 th. 29½ ngr.

Borna (16), 8 p.m., in 2½ hours, fare 22½ ngr.

Chemnitz (50), 8 p.m., in 9½ hrs., fare 2 th. 2½ ngr.

Ellenberg (14½), 11.30 a.m. and 8 p.m., in 2½ hours, fare 15½ ngr.

Grimma (18½), 6 a.m., 12 noon 5 and 6 p.m., in 3½ hours, fare 12½ and 15 ngr.

Rochlitz (30½), 5 p.m., in 5½ hrs., fare 1 th 3 ngr.

Waldheim (39), 12 noon, in 8½ hrs. fare 42½ ngr.

*** Lemberg**

Brody (63½), 12 night in 12½ hrs., fare 6 gl. 56 kr.

Czernowitz (178), 6 p.m., per Tarnopol, in 36½ hrs.; 11.30 p.m. per Stainslaus, in 26 hours.

Czortkow (115½), 7 p.m., in 23 hours; ret. 5.55 a.m., fare 11 gl. 73 kr.

Stainslaus, 2 p.m., in 19½ hours, ret. 1.0 p.m., fare 10 gl. 12 kr.

Tarnopol (76½), 6 p.m., in 14½ hrs., ret. 3.55 p.m., fare 7 gl. 82 kr. 6

*** Lemgo**

Pyrmont, 9.50 p.m., in 4½ hours, fare 25½ sgr.

*** Lennep**

Cologne, 5 a.m. and 5.30 p.m., in 4½ hours, fare 1th. 1½ sgr.

Eiberfeld, 4.30, 7, 8.30, 11.0 a.m.; 2. 0, 4.45, 7.30 p.m., in 1½ hours, fare 12 sgr.

*** Leobschütz**

Neisse (35), 8.30 a.m., in 7½ hrs, fare 1 th. 15 sgr.

Neustadt, 8.30 a.m. and 10.9 p.m., in 3½ hours fare 22½ sgr.

*** Liebenau**

Böhm Leipa, 10.45 a.m., ret. 8 a.m., in 7—7½ hours, fare 2 gl. 52 kr.

*** Lichtensteig**

Wattwyl, 4.50, 10.0, and 10.5 a.m., 12.40, 4.50, 5.25, 8.50, 11.10, and p.m., in 15 minutes.

*** Liebenstein**

Immelborn, 7.25 a.m., and 2.45, 4.30 p.m., in 1 hour, fare 30 kr.

*** Liebenwerda**

Finsteralde, 12.15 p.m., in 4½ hours, fare 27sgr.

*** Liegnitz**

Glogau (35½), 10 a.m. and 11.30 p.m., in 6 hours, fare 46½ sgr.

Goldberg, 6.30 and 10 a.m., and 11.40 p.m., ret. 1.55 a.m.; 1.58, and 7.10 p.m., in 2½ hrs., fare 16½ sgr.

- * Liegnitz to**
Hirschberg (35 $\frac{1}{2}$), 10 a.m. and 11.30 p.m., in 7 $\frac{1}{2}$ hours, fare 46 $\frac{1}{2}$ sgr.
Lüben (13 $\frac{1}{2}$), 10.0 a.m., 5.0 and 11.20 p.m., in 2 $\frac{1}{2}$ hours, fare 18 sgr.
- * Liestal to**
Balsthal, 6.10 p.m., in 3 $\frac{1}{2}$ hours, return 5.0 a.m., fare 2fr. 70c.
Laufen, 3.0 p.m., in 4 hours, ret. 4.0 a.m., fare 3fr. 75c.
- * Limburg to**
Camberg 5.0 p.m., in 2 $\frac{1}{2}$ hours, return 6.30 a.m., fare 58 kr.
Hadamar (5 $\frac{1}{2}$), 10.30 a.m., 1.30, 5.0 and 9.30 p.m., in 1 hour, fare 21 kr.; return 5.30 & 7.45 a.m., 8.5 and 6.30 p.m.
- * Lindau to**
Bregenz (6 $\frac{1}{2}$), 4.45 a.m. and 1.15 p.m., in 1 $\frac{1}{2}$ hour, fare 18 kr.
- * Linderu to**
Julich, 9.45 a.m. and 5.20 p.m., in 2 and 2 $\frac{1}{2}$ hours, fare 12 $\frac{1}{2}$ sgr.
- * Lingen to**
Bremen 6.0 a.m., in 14 $\frac{1}{2}$ hours, fare, 3 th. 18 gr.
- Linnich to**
Eschweiler, 6.50 a.m. in 2 $\frac{1}{2}$ hours, fare 16 $\frac{1}{2}$ sgr.
- * Linz to**
Budweis (61 $\frac{1}{2}$), 3.0 p.m. in 12 $\frac{1}{2}$ hours, fare 7 gl. 42 kr.
- * Lippstadt to**
Brilon, 6.15 p.m., in 5 $\frac{1}{2}$ hours, fare 1 th. 4 $\frac{1}{2}$ sgr.
Meschede, 11.10 a.m. and 5.50 p.m., in 5 $\frac{1}{2}$ hrs., fare 1 th. 4 $\frac{1}{2}$ sgr.
- Lissa to**
Jaroczin, 11.20 a.m., in 8 $\frac{1}{2}$ hours, ret. 8.45 a.m., fare 1 th. 27 sgr.
- Lobenstein to**
Cronach, 4.30 a.m., in 5 $\frac{1}{2}$ hours, fare 26 $\frac{1}{2}$ sgr.
Hof, 8.25 a.m., in 4 $\frac{1}{2}$ hours, fare 28 $\frac{1}{2}$ sgr.; and 2.15 a.m. per Naila, in 6 $\frac{1}{2}$ hours, fare 25 $\frac{1}{2}$ sgr.
- * Lobau to**
Neusalza, 5 p.m., in 1 $\frac{1}{2}$ hour, fare 7 ngr., ret. 6 a.m.
Rumburg, 3 a.m. and 1.15 p.m., in 3 $\frac{1}{2}$ hours fare 14 ngr.
- * Lobositz to**
Seaz, 11.30 p.m., in 7 $\frac{1}{2}$ hours, returning 8.30 p.m., fare 4gl. 20kr.
- Locarno to**
Bellinzona, 6.15 a.m. and 7 p.m., in 2 $\frac{1}{2}$ hours, fare 2 fr.
Bignasco, 7 a.m., ret. 2.30 p.m., in 3 $\frac{1}{2}$ hrs., fare 2 fr. 90 c.
- * Locle to**
Yverdon, 8.50 a.m., and 7.45 p.m., 8 $\frac{1}{2}$ hours, fare 7fr. 60c.
- * Lohof to**
Ingolstadt, 6.30 a.m. and 5 $\frac{1}{2}$ p.m., in 9 hours, fare 1 gl. 42 kr.
- Losheim to**
Aix-la-Chapelle, 7.25 a.m., in 8 $\frac{1}{2}$ hours, fare 1th 24sgr.
- Lubben to**
Cottbus, 2.0 a.m. and 3.30 p.m., in 4 $\frac{1}{2}$ hours, fare 1th. 6sgr.
- * Lubeck to**
Entin (20 $\frac{1}{2}$), 6.45 a.m., in 4 hrs., fare 2m. 13 $\frac{1}{2}$ sch.
Hamburg (38), 10.15 p.m., in 7 $\frac{1}{2}$ hours, fare 5m. 8sch.
Kiel (48 $\frac{1}{2}$), 6.45 a.m., in 9 $\frac{1}{2}$ hrs. fare 6 th. 11 $\frac{1}{2}$ sch.
Neumunster (51), 6.45 a.m., in 10 hours, fare 7 marcs 3 sch.
Schwerin (39 $\frac{1}{2}$) 9.0 p.m., in 7 hours, fare 4 mc. 5 sch.
Wismar (35 $\frac{1}{2}$), 11.0 a.m., and 10.0 p.m., in 6 hours, fare 4 m. 5 sch.
- Luben to**
Glogau, 1.55 a.m. and 12.30 p.m., in 3 $\frac{1}{2}$ hours, fare 28 $\frac{1}{2}$ sgr.
- Luckau to**
Berlin, 12.15 and 8.45 p.m., in 9 $\frac{1}{2}$ hours, fare 2th. 7 $\frac{1}{2}$ sgr.
- Ludenscheid to**
Lennep, 5.50 a.m., in 4 $\frac{1}{2}$ hrs., fare 28 $\frac{1}{2}$ sgr.
- * Lucerne to**
Airolo, 5.15 a.m., and 4.20 p.m., in 11 $\frac{1}{2}$ hours, fare 17fr. 10ct.
Brienz, 7.45, 11.45 a.m., in 7 $\frac{1}{2}$ & 6 $\frac{1}{2}$ hours, fare 7fr. 60c.
Escholzmatt (39 $\frac{1}{2}$), 8.10 a.m. and 4.25 p.m., ret. 5 a.m. and 11.50 p.m., in 5 $\frac{1}{2}$ hrs., fare 4fr. 75 c.
- * Ludwigsburg to**
Marbach, 10.40 a.m. 7.10 & 2.20 p.m., in 1 hour, ret. 7.10 a.m., 3.15 and 6.40 p.m., in 1 $\frac{1}{2}$ hour, fare 18kr.
- Ludwigshafen to**
Stockach, 10.30 a.m., 12.30 and 8.25 p.m., in 1 hour, fare 12kr.
- * Ludwigslust to**
N. Brandenburg, 10.30 p.m., in 16 $\frac{1}{2}$ hrs., fare 4 th. $\frac{1}{2}$ sch.
Plau, 1.0 and 10.30 p.m., in 6—8 $\frac{1}{2}$ hrs., fare 1th. 27sch.
- Lugano to**
Bellinzona, 11.0 a.m., and 8.20 p.m., in 3 $\frac{1}{2}$ hours, fare 4fr. 20c.
Camerlata, 9.25 a.m., and 1.55 p.m. in 3 $\frac{1}{2}$ hours, fare 4fr. 50c.
- * Lund to**
Helsingborg, 9 $\frac{1}{2}$ a.m., in 7 $\frac{1}{2}$ hrs.
- * Luneburg to**
Blekedde (14 $\frac{1}{2}$), 2.30 p.m., in 2 $\frac{1}{2}$ hours, ret. 7 a.m., fare 18gr.
Neubaus, 9.45 a.m., in 5 $\frac{1}{2}$ hours, ret. 1 p.m., fare 1th. 4 $\frac{1}{2}$ gr.
Salzhausem, 4 p.m., ret. 6.45 a.m. in 2 $\frac{1}{2}$ hours, fare 16 gr.
- * Luppah Dahlen to**
Torgau, 10.15 a.m. and 9.15 p.m. in 3 hours, fare 16 $\frac{1}{2}$ ngr.
- * Liege to**
Arion, 4.45 p.m. in 15 $\frac{1}{2}$ hours ret. 4.30 p.m., fare 14fr. 50c.
Luxemburg, 4.45 p.m., in 19 $\frac{1}{2}$ hours, fare 17 fr.
Seraing, 3 p.m.; ret. 7.30 a.m., in 1 $\frac{1}{2}$ hour, fare 75 c.

Lutzen to
Weissenfels, in Summer at 4.0 a.m., in Winter at 7.0 a.m., in 1½ hour, fare 12 sgr.

* **Luxemburg to**
Echternach (23) 3 p.m., in 4½ hrs, fare 3 fr. 75c., ret. 6 a.m.
Liege, 12 noon, in 30 hours, fare 17 fr.

Magadino to
Bellinzona, 10.30 a.m., 8.35 p.m., in 1½ hours fare 2 fr.

* **Magdeburg to**
Loburg, 4 p.m., in 3½ hours, ret. 6.0 a.m., fare 25½ sgr.
Wanzleben, 5 p.m., in 1½ hours, ret. 7 a.m., fare 13½ sgr.
Zerbst, 4 p.m., in 4½ hours fare 1th 3sgr.

Mals to
Botzen, Tu., Wed., Fri. and Sun., 11.55 p.m., in 9½ hours, fare 5 gl. 29 kr.

Malmedy to
Aix-la-Chapelle at 6.30 a.m., in 7½ hours, fare 1th. 9 sgr.
Spa, 6.0 a.m., in 3 hours, fare 15sgr., return 2.15 p.m.

* **Malmö to**
Ystad, 5.0 a.m., in 8½ hours.

Marburg (in Kurhessen) to
Battenberg, 9½ a.m. Sun., Mon., Wed., & Fri., in 6½ hrs.; 9½ a.m. Tues., Thurs., and Sat., in 7 hrs.
Biedenkopf, 9½ a.m., & 11 p.m., in 3½ and 4 hours, fare, 27sgr.

Corbach (37) 9.30 a.m., in 8½ hours, fare 46sgr.

Frankenberg (20½) 9½ a.m. and 8 p.m. in 4½ hours, fare 22½ sgr.

Laasphe, 11 p.m., in 5 hours, fare 36 sgr.

Vohl, 9½ a.m., in 8 hours, returning at 6.0 a.m., fare 46 sgr.

Marienbad to
Carlsbad (25½), 5 a.m. & 12 noon, in 5½ or 5 hours, fare 3gl. 36 kr.
Eger (18½), 10.25 a.m. and 11.40 p.m., in 3½ hrs., fare 2gl. 24kr.
Franzensbad (22), 10.25 a.m. and 11.40 p.m., in 4½ hours, fare 2gl. 66kr.
Hof, 10.25 a.m., in 11½ hours, fare 5gl. 88kr.

Marienbad to
Pilsen (47½), in Summer 3.40 a.m., and 4.30 p.m.; in Winter 4.30 p.m., in 8½ hours, fare 5gl. 94kr

Marienberg to
Chemnitz, 2.15 a.m. and 1 p.m., in 4½ hours.

* **Marienburg to**
Marienwerder, 7.15 a.m. & 7.15 p.m., in 4½ hrs., fare 1th. 1½sgr.

* **Mkt. Schorgast to**
Eger, 4.15 p.m., in 9½ hours, fare 2gl. 33kr.
Wunstedel, 4.15 p.m., in 5 hours.

Mayen to
Andernach, 11.15 a.m., in 2½ hrs. Coblenz 2 and 5.15 a.m., and 3.30 p.m., in 3½ or 4 hours, fare 24sgr.

Treves 10.45 a.m., and 10.35 p.m., in 12-11½ hours, fare 2gl. 10½kr.

* **Mayence to**
Alzei (20½), 6 a.m. and 5.50 p.m., in 4 hours, fare 1gl. 14kr.
Wöllstein (20½), 5.50 p.m., in 4 hrs., returning at 5 a.m., f. 1gl. 16kr.

Wörrstadt (13½), 6 a.m., and 5.50 p.m., in 2½ hours, returning at 6.25 a.m., and 4.50 p.m., fare 50kr.

Meersburg to
Heiligenberg, 9.25 a.m. and 7.30 p.m., ret. 4 a.m. and 4 p.m., in 2½ hours.

* **Mekenbeuren to**
Tettngang, 2.15 and 7.5 p.m., in ½ hour, ret. 12 noon and 4.30 p.m., fare 10kr.

* **Mehltheurer to**
Schleitz, 1.0 p.m., in 2½ hours, fare 14ngr.

Meinerszhagen to
Wipperfurth 5.40 a.m., in 2½ hrs.; ret. 9.55 a.m., fare 16½ hrs.

* **Meiningen to**
Gotha, 5 a.m., per Zeila, in 8½ hours.

Melrichstadt, 10.15 a.m., in 2½ hrs. fare 1gl. 6kr.
Schweinfurt, 10.15 a.m., in 8½ hours, fare 4gl. 55kr.

Meiringen to
Brienz, 5.45 a.m. in 1½ hour, fare 1 fr. 95 c.

Interlachen, 5.45 a.m., in 3 hours, per Brienz.
Lucerne, 5.45 a.m.
Thun, 5.45 a.m., in 5½ hours, per Interlachen.

* **Meissen to**
Chemnitz, 8.30 a.m., in 9½ hours, fare 1th. 13ngr.

Melrichstadt to
Schweinfurt, 12.35 p.m., in 6 hrs. fare 3 gl. 49 kr.

Memel to
Tilsit, 11 a.m. and 9.40 p.m., in 10½ hours, fare 2th. 18 sgr.

Memmingen to
Buchloe (27½), 5.30 a.m., in 5½ hours fare 1 gl. 12 kr.

* **Meppen to**
Haselüne, 5.30 a.m. and 4.30 p.m., in 1½ hour, ret. 8.30 a.m. and 12.30 p.m., fare 12gr

Meran to
Botzen, 7 a.m., in 2½ hours; fare 1 gl. 69 kr.

Mergentheim to
Bischofsheim, 3.30 p.m. in 1½ hrs, fare 39kr.

Wurzburg, 4.30 a.m., in 5½ hours, fare 1 gl. 33 kr.

* **Merseburg to**
Querfurt, 6.30 p.m., in 4½ hours, fare 24 sgr.

* **Mersitz to**
Wadern, 4.15 p.m., in 3½ hours, returning at 5.45 a.m., fare 21sgr.

Meschede to
Lippstadt, 4 and 11.10 a.m. in 5 hours, fare 1th 4½ sgr.

* **Metzingen to**
Münstingen, 12.15 and 6.10 p.m., in 3½ hours, ret. at 4.15 a.m., fare 54kr.

Urach, 7.40 a.m., 12.15, 6.10, 9.35, and 11.45 p.m., in 1½ hour, fare 24kr.

Michelstadt to
Dieburg, 4.45 a.m. and 2.15 p.m., in 3½ hours, fare 1gl. 16kr.

* **Miesbach to**
Tegernsee, 1.0 p.m., in 2½ hours, fare 39 kr.

Miltenburg to
Aschaffenburg, 1.45 and 10.15 a.m., in 4½ hours, fare 1 gl. 27 kr.

Wurzburg, 1.30 a.m., in 7½ hrs. fare 2th. 18kr.

* **Milan to**
Chiavenna (78½) 5.35 and 2.30 p.m., in 9½ hours.

Chur (203½), 5.35 a.m. and 2.30 p.m., in 2½ and 1½ hours.
Colico (60), 5.35 a.m. and 2.30 p.m., per Como, in 6½ and 5½ hours, from Como by Steamers.

- * Milan to**
Lucerna, 5.35 a.m. and 2 30 p.m., in 2½ hours.
- Spugen (106½)** 5.35 a.m. and 2 30 p.m., in 16 hours; 5.35 a.m. in 27½ hours; 12.25 p.m. in 18 hrs.
- * Minden to**
Dielingen (31½) 1.15 a.m. ret. 5.50 p.m., in 5½ hrs., fare 1 th. 12 sgr.
Lubbecke (14½), 1.15 and 6 a.m., and 4½ p.m., ret. 7.15 a.m., 1.35, 8.45 p.m., in 2½ hrs., f. 19 sgr.
Oldenburg (86½) 1.15 a.m. per Damm, in 16½ hours, fare 3th. 2 sgr.
Stolzenau (19½), Sundays, Tuesdays, Thursdays, and Fridays, 1 p.m., ret. Sundays, Tuesdays, Thursdays, and Fridays, 5 a.m., in 4½ hours, fare 27 sgr.
- * Miskolcz to**
Pesth, 5 a.m. in 23½ hours, fare 13 gl. 72 kr.
- * Mittweida to**
Hainichen, 10.15 a.m. and 2.15 p.m. in 1½ hour, fare 9 ngr.
- Montjoie to**
Aix-la-Chapelle, 5.0 a.m. and 12.5 p.m., in 4½ hours, fare 27 sgr.
- * Morschen to**
Lichtenau, 9.15 p.m., in 2½ hours, return 8.0 a.m., fare 12½ sgr.
- Moskirch to**
Sigmaringen, 12.20 a.m. and 3.0 p.m., in 2 hours, fare 36 sgr.
- * Mombach to**
Hellbronn, 4.25 a.m., in 4 hours, fare 1 gl. 6 kr.
- Muggensturm to**
Gernsbach, 10.20 a.m. & 7.0 p.m., in 1½ hours, fare 36 kr.
- * Muhlacker to**
Guglingen, 4.30 p.m., in 3½ hours, return 5.30 a.m., fare 48 kr.
- * Muhlhausen (Prussia) to**
Cassel (51), 4.15 p.m. per Bischhausen, in 12 hrs., fare 69 sgr.
Eisenach (22), 2½ a.m., in 4½ hours, fare 28½ sgr.
Gotha (23), 1.30 a.m. and 12.15 noon, and 7 p.m., in 4½ and 4½ hours, fare 1th.
Göttingen (38), 5.30 a.m. and 3.30 p.m., in 7½ hours, fare 49½ sgr.
Heiligenstadt (20½), 5.30 a.m. & 3.30 p.m., in 4 hours, fare 27 sgr.
- * Muhlhausen (Prussia) to**
Langensalza (11½), 1.30 a.m., and 12.15 noon and 7 p.m., in 2 hrs, fare 15 sgr.
Nordhausen (41½), 2.35 p.m., in 10½ hrs., 3 a.m. per Sondershausen, in 8½ hours, fare 55½ and 48 sgr.
Sondershausen (25½), 3 and 11 a.m., in 5 hours, fare 31½ sgr.
Wanfried (13½), 4.15 p.m., in 3 hrs, fare 18 sgr.
- * Mullheim (on Ruhr) to**
Kettwig, 9.30 a.m. and 7.0 p.m., ret. 5.20 a.m. and 4.20 p.m., in 1½ hour, fare 9 sgr.
- * Mullheim to**
Badenweiler, 8.40 & 9.45 a.m., 12 25 3.35, 6 15 p.m.; ret. 8.30, 10.25 a.m., 2 30 5.5, 5.50 p.m., in 1½ hour, fare 24 kr.
Mullheim (Town), 8.40, 9.45 a.m., 12.25, 3.35, 6.15, and 7.30 p.m., in ½ hour.
- * Munich to**
Alchach (32½), 4½ p.m., ret. at 4.0 a.m., in 6 hrs, fare 1 gl. 27 kr.
Altötting (56½), in summer 5 p.m., in winter 5 a.m., in 11½ hours, fare 3 gl. 48 kr.
Erding, 4.30 p.m., return 5.0 a.m. in 4 hours, fare 1 gl. 3 kr.
Landsberg (34½), 3 p.m., in 6½ hrs., ret. at 4 a.m., f. 2 gl 3 kr.
Wasserburg, 3 p.m., in 7 hours, return 5.0 a.m., fare 2 gl.
- * Munden to**
Eschwege, 11 a.m., in 6½ hours, fare 1 th. 9 gl.
Witzenhausen, 11 a.m. and 6 30 p.m., in 2½ hours, fare 16½ gr.
- * Munster to**
Bocholt (45), 9.45 a.m. ret. 6.10 a.m., in 9½ hours, fare 2th. 6 sgr.
Burgsteinfurt (18½), 1.45 and 8.0 p.m., ret. 4.35 a.m. and 3 p.m., in 3½ hrs., fare 24 sgr.
Coesfeld (23), 9.45 a.m. and 7.45 p.m. in 4 hours, fare 1 th.
Dorsten, 9.45 a.m., in 7½ hours, fare 1 th. 22½ sgr.
Enschede (39½), 1.45 p.m., ret. 12.25 a.m., in 8 hrs., fare 51 sgr.
Ludinghausen (17), 5 p.m., ret 6.15 a.m., in 3½ hours, fare 24 sgr.
Warendorf (15½), 9.45 a.m., & 7.45 p.m. in 2½ hrs., returning at 6.20 a.m. and 6.45 p.m., fare 21 sgr.
- Nachod to**
Braunau, 10 a.m. in 4 hours, returning 12 noon.
- * Nafels to**
Lachen, 7.5 a.m., in 2½ hours, fare 3 fr. 5 c.
- * Nakel to**
Posen, 7.45 a.m., in 12½ hours, fare 2th. 24 sgr.
- Nauders to**
Botzen, 8.50 p.m., Tu., Wed., Fri., and Sun., in 12½ hours, fare 6 gl. 75 kr.
- Naugard to**
Alt Damm, 12.0 noon and 11.15 p.m., in 4½ and 5½ hours, fare 1 th. 7½ sgr.
- * Naumburg to**
Eisenberg, 4.30 p.m. in 3½ hrs., fare 19½ sgr.
- * Neckargemund to**
Aschaffenburg, 4.10 p.m., in 14 hours, fare 3 gl 47 kr.
- * Neisse to**
Glaz (32½), 12.0 noon & 12 night, in 6½ hours, fare 42 sgr.
Leobschütz (33½), 12 noon in 7 hours; fare 45 sgr.
Neustadt (17), 12 noon, 7 & 11.45 p.m., in 3½ hours, fare 22½ sgr.
- Neundorf to**
Haste, in summer 6.10 a.m., 12.50, 8.35, and 10.30 p.m., in winter 6.10 a.m., 12.50, and 8.35 p.m., in ½ hour, fare 5 sgr.
- N. Brandenburg to**
Demmin, 12 a.m., in 5½ hours, fare 1th. 9 sgr.
- Neuburg to**
Donauworth (20½), 6.30 a.m. and 2.30 p.m., in 4½ hours, fare 1 gl. 24 kr
Ingolstadt (13½), 5 p.m., in 2½ hrs, fare 57 kr.
- * Neufchatel to**
Aarberg (30), 6.45 a.m. and 3.30 p.m., in 3½ hrs, fare 3f. 25c.
- Neudietendorf to**
Arnstadt, 9.20 a.m. & 2 15, 3.15, 7.20 p.m., in 1½ hr., fare 9 sgr.
- Neuhaldensleben to**
Magdeburg, 6 a.m. and 3.15 p.m. in 3 hours, fare 17½ sgr.
- Neuhaus to**
Interlaken, 9 20 a.m., 1 30 and 5.15 p.m., in 40 minutes.
- * Neumarkt to**
Amberg, in summer 2.30 a.m., in winter 1 p.m., in 5½ hours, fare 1 gl. 27 kr.
Nürnberg (22), 2.0 p.m. in 5½ hours, fare 1 gl. 30 kr.
Regensburg (40½), 12½ night, in 8½ hours, fare 2 gl. 43 kr.
- * Neumunster to**
Ertin, 9 20 a.m., in 6 hours.
Lübeck, 9.30 a.m., in 10 hours.
Oldeslohe, 9.20 a.m., in 7½ hours, return 9.30 a.m.

*** Neumunster to**

Ploen, 9.20 a.m., in 4 hours, ret. 12.45 p.m.

Neuruppin to

Berlin, 10 p.m., in 7½ hours., fare 2th.

Neu Sandeck to

Sanok, at 3 p.m. on Wed. and Sat. in 16½ hours, ret. Sun. Thu. 3.30 p.m.

*** Neuss to**

Furth, 9.15 a.m. and 5.20 p.m., in 2½ hours.; fare 15 sgr.

*** Neustadt** (in Kurhessen) to Fulda, 11.0 a.m., in 8 hours, fare 43½ sgr.

Neustadt-on-the-Oder to Apolda (27½), 8 a.m., in summer 10.15 p.m., in winter, 10 p.m., in 6½ hrs., fare 37 sgr

Cahla (9½), in summer 10.15 p.m., in winter 10 p.m., in 2½ hours, fare 13½ sgr.

Gera (20½), 3.15 a.m. and 7.20 p.m. in 5 and 4½ hours, fare 27 sgr.

Jena (18½), 8 a.m. & 10.15 p.m., in 4½ hours, fare 27 and 25½ sgr.

Saalfeld (18½), 6.20 a.m. and 5.10 p.m., in 3½ hours, fare 25½ sgr.

Schleiz (12½), 11.55 night, in 2½ hrs. fare 16½ sgr.

Neustadt to

Leobschütz, 12.15 night, and 3.30 p.m., in 3½ hours, fare 22½ sgr.

*** Neustadt Eberswalder** to Oderberg, 9.15 a.m. and 9 p.m., ret. 5.15 a.m., 5.15 p.m. in 2½ hrs.

Neustettin to

Cöslin, 2.30 a.m., in 7½ hrs., fare 55½ sgr.

Neustrelitz to

Berlin, 8.30 a.m. and 6 p.m., in 1½ hours, fare 2 th. 24 sgr.

Newwied to

Dierdorf (13½), 3.45 p.m., in 3 hrs., fare 18 sgr.

*** Newwied to**

Mayen, 8.0 a.m., in 2½ hours, fare 18 kr.

*** Nicolai to**

Pless, 1.30 and 9.50 p.m., ret. 7.45, a.m., 12 noon, in 2½ hours, fare 19½ sgr.

Nice to

Cuneo, 3 p.m., in 18 hours, fare 23 fr.

Nidda to

Friedberg, 5.15 a.m., and 12.50 p.m., in 3 hours, fare 1 gl. 4 kr.

*** Niederingelheim to**

Jugenheim, 3.20 p.m., ret. 5.10 a.m., in 1½ hours.

*** Niederwolstadt to**

Budingen, 9.10 a.m. and 5.10 p.m., in 3½ hours, fare 1 gl. 4kr.

*** Nienburg to**

Diepholz, 9.30 a.m. and 5.30 p.m., in 6½ hours, ret. 3 a.m. and 12 noon, fare 1 th. 19½ sgr.

Norden to

Aurich, 4.20 and 10.45 a.m., 4 & 6.15 p.m., in 8½ hours, fare 21 sgr.

Nordhausen to

Blankenburg (26½), 1 p.m., in 5½ hours, fare 34½ sgr.

Eisleben (35½), 6.0 a.m. and 7 p.m., in 6½ hours., fare 46½ sgr.

Erfurt (49½), in Summer, 6.15 a.m. and 4.0 p.m.; in Winter, 6.15 a.m. and 3.0 p.m., in 8½ hrs., fare 2th 1½ sgr.

Halberstadt (44½), 9 p.m., per Wernigerode, in 10½ hours; and 1 p.m. per Blankenburg, in 8 hrs.

Halle (56½), 6.0 a.m. and 7 p.m., in 10½ hours, fare 73½ sgr.

Hasselfelde (17) 9.15 a.m., and 1 p.m., in 3½ hours, fare 22½ sgr.

Helligenstadt (32½), 12.30 and 8½ p.m., in 6½ hours, fare 43½ sgr.

Herzberg, 11 p.m., in 5 hours: ret. 12.45 night, fare 1th 3sgr.

Mühlhausen (41½), 8½ p.m., in 8½ hrs.; and 6½ a.m., and 3 p.m., per Sondershausen, in 8 hours.

fare 1th. 25½ sgr. and 1th. 18 sgr.

Northeim (41½), 11 p.m., in 8½ hours, fare 1th. 28½ sgr.

Osterode (34½), 11 p.m., in 6½ hrs., fare 42 sgr.

Sondershausen (12½), 6½ a.m. and 4 p.m., in 2½ hrs., fare 19½ sgr.

Thale, 9.15 a.m., in 6½ hours, fare 1th. 9 sgr.

Wernigerode (30), 9 p.m., in 7½ hours, fare 39 sgr.

Witzenhausen (47½), 8½ p.m., in 9½ hours, fare 61½ sgr.

*** Northeim to**

Duderstadt, 3.15 a.m., in 3½ hrs., fare 27 gr.

Nordhausen, 9 p.m., in 8½ hours. fare 1th. 28½ sgr.

*** Nordlingen to**

Feuchtwangen, 9.30 a.m., in 6½ hours: ret. 10.45 a.m.

Rothenburg, 9.30 a.m.; return 5.30 a.m., in 1½ hours, fare 2 gl. 6 kr.

*** Nuremberg to**

Aldorf, 5.0 p.m.; ret. 5.0 a.m., in 3½ hours, fare 39kr.

Ansbach (26½) 4½ p.m., in 5½ hrs, fare 1 gl. 15kr.

Grafenberg, 5.15 p.m., in 5 hrs., Neumarkt (22), 5.15 a.m., in 4½ hours, fare 1 gl. 30 kr.

Nymwegen to

Arnhem, 6.30 and 9 a.m., 3 and 6 p.m., in 2 hours, fare 1 gl. 5ct.

Cleve (13½), 4.0 p.m., in 2½ hrs, fare 1 gl. 13 c.

Nyon to

Les Rousses, 7.25 a.m., in 3¼—2½ hrs.: returning at 2.30 p.m., fare 3 fr. 25 c.

*** Oberried to**

Feldkirch, 8.10 a.m., in 1½ hour fare 70 kr. 8

*** Oberstein to**

Idar, 10.30 a.m., 3.15 and 10.0 p.m., in ½ hour.; ret. 9 a.m., 2.20, and 5.50 p.m., fare 3 sgr.

Odense to

Assens, 4 a.m., in 4½ hours; ret. 6 a.m., fare 1 th. 72 sch

Middelfart, 4 p.m., in 5 hours; return 7.0 p.m., in 5½ hours; fare 2 th.

Oels to

Breslau, 1.15, 1.40, 1.45, & 9 a.m. and 4.30 p.m., in 3½ hrs., fare 24 sgr.

*** Offenbach to**

Frankfurt (2½), 8 a.m., 1 & 9.30 p.m., in 50 minutes, fare 12kr.

Seligenstadt (9½), 6.45 p.m., in 1½ hour, ret. at 6.15 a.m., fare 36kr.

*** Offenburg to**

Donaueschingen (61½), 5.45 a.m., and 4.30 p.m., in 1½ hrs, fare 3cl. 18kr.

Stockach (92), 4.30 p.m., in 18½ hours, fare 4 gl. 57kr

Villingen, 5.45 a.m. and 4.20 p.m., in 9½ hours, fare 2 gl. 42kr.

Wolfach (23), 5.45 and 10.30 a.m. and 4.30 p.m., in 4½ hours, fare 1 gl. 21kr.

*** Offingen to**

Dillingen, 4 p.m., in 2½ hours ret. 7.45 a.m., fare 24 kr.

Ohrdruff to

Gotha, 7.0 and 11.55 a.m. and 7.20 p.m., in 1½ hrs, fare 12 ngr.

Oldenburg to

Brake (19½), 5 a.m., & 1.45 p.m. ret. 7.30 a.m. and 4.15 p.m., in 3½ hours, fare 29½ gr.

Bremen (27½), 5.30 a.m., 1.30 and 11.30 p.m., in 4 hours, fare 1th. 12gr.

Jever (33), 12.15, 1, and 4.30 p.m., in 6½ hours, fare 1 th. 27½ gr.

Lingen (68), 7 a.m., in 12 hours, fare 2 th. 28½ gr.

Oldenburg to

Minden (32½), 7 a.m., in 1½ hours, fare 3 th. 24 gr.
 Osnabrück (67½), 7 a.m., in 12½ hours, fare 3 th. 11½ gr.
 Quakenbrück (40½), 7 a.m., in 8½ hours; ret. 9.15 a.m., fare 2 th 1½ gr.
 Varel (19½), 12½ night & 1 & 4.30 p.m.; ret. 12.45 and 8.30 a.m.; 4.5 p.m., in 3½ hrs., fare 2½ sgr.

*** Olmutz to**

Brunn, 4.20 a.m., and 1.30 p.m., in 10 & 9½ hrs., fare, 3 gl. 20 kr.
 Freudenthal 5½ a.m., in 7½ hours, returning 12.20 p.m.

Olpe to

Cologne (49½), 8.45 p.m., in 1½ hours, fare 2 th. 4½ sgr.
 Grevenbrück (13½), 9.45 a.m., in 2½ hours, fare 18 sgr.
 Kirchen (22), 10.15 a.m., in 4½ hrs., fare 28½ sgr.

*** Olten to**

Munster, 4 a.m., in 5½ hours, returning 4.35 p.m., in 6½ hours, fare 5 fr.

Oppeln to

Carlsruhe, 3 p.m., in 3 hours, ret. 6 a.m., fare 24 sgr.
 Creutzburg (31¼), 10.30 a.m., returning 9 a.m., in 7—6½ hours, fare 42 sgr.

*** Oppenheim to**

Alzey (19½), at 4.25 p.m., in 3½ hours, fare 1 gl. 4 kr.

Orsova to

Temesvar, on Sun., Tues., Wed., and Fri., at 6 p.m., in 23½ hours, fare 14 gl. 98 kr

*** Osnabrück to**

Bremen, 7.15 p.m., in 13½ hours, also 5.30 a.m., in 15½ hours, fares 4 th. 9 gr. and 4 th. 9 gr.

*** Osthofen to**

Alzey, 1.0 p.m., in 2½ hours, fare 44 kr.

Osterode to

Northelm, 5.30, 11.20 a.m. and 3.55 p.m., in 2½ hours, fare 2½ gr.

Ostrowo to

Breslau, 8.45 a.m. and 5.45 p.m., in 11 hours, fare 2 th. 16½ sgr.

*** Oswiecim to**

Cracow Tues., Thur., and Sat., at 7.30 p.m., in 11½ hours, fare 4 gl. 60 kr.

*** Oynhausen to**

Vlotho, 9 a.m., 1 and 8 p.m., in ½ hour, fare 6 sgr.

*** Paderborn to**

Blomberg (24½), 1 p.m., in 6½ hours, fare 1 th. 1½ sgr.

*** Paderborn to**

Detmold, (20½), 1 and 4.45 p.m., in 4 hrs, fare 27 sgr.
 Horn (14½), 1 and 4.45 p.m., in 2½ hours, fare 19½ sgr.
 Lichtenau (10½), 7 p.m. in 2 hours, ret. at 5½ a.m., f. 13½ sgr.
 Rheda (26½), 9 a.m. and 7.30 p.m. in 5 hours, fare 33 sgr.

*** Padua to**

S. Maddelena (51), at 10.30 p.m., in 8½ hours; ret. at 4.30 p.m., fare 5 gl. 1 kr. and at 8 a.m., ret. 10.30 a.m., in 9 hrs.
 Rovigo, 10.30 p.m., ret. 7.30 p.m. in 4½ hrs. fare 2 gl. 73 kr. 8
 Trient (86½), at 6.30 p.m., in 15 hours, fare 6 gl. 48 kr.

*** Pardubitz to**

Chrudim, 5.30 a.m., 12 noon, and 4.30 p.m., in 1½ hours, ret. 8.30 a.m., 2.0 and 7.30 p.m.

Parma to

Casalmaggiore, 8 a.m., in 4 hrs., fare 4 lr. 80 ct.

*** Passau to**

Neustrelitz 11 a.m., in 7½ hours, fare 1 th. 2½ sgr
 Strasburg, 11 a.m., and 9.45 p.m., ret. 5.15 a.m. and 2.20 p.m., in 1½ hrs., fare 15 sgr.

*** Passau to**

Altotting, 6 a.m., in 11½ hrs, fare 2 gl. 36 kr.
 Hohenstadt, 3.0 p.m., ret. 6 a.m., in 2½ hours, fare 30 kr.
 Regen (27), 5 a.m. in 9½ hours, ret. 10.5 a.m., fare 2 gl. 20 kr.

*** Passow to**

Gramzow, 10 p.m., ret. 6.0 p.m., in 1 hour, fare 9 sgr.

Payerne to

Bern, 3 a.m., and 2.30 p.m., in 5½ hours, fare 6 fr. 30 c.

*** Pesth to**

Fünfkirchen (126), 7 p.m. Sun. Mon. Wed. and Fri., in 29½ hrs., fare 15 gl. 12 kr.
 Miskolcz, 7 p.m., in 23 hours, fare 13 gl. 72 kr.

Petersthal to

Appenweiler, 5.45 a.m., and 4.30 p.m., in 3 hours, fare 1 gl. 6 kr.

Pforzheim to

Wildbad, 9.50 a.m., and 5.10 p.m., in 3 hours, fare 1 gl. 10 kr.

*** Pilsen to**

Carlsbad, at 1.15 a.m., 1.30 and 5.15 p.m., in 9½ hours, fare 6 gl. 16 kr.

Marienbad (47½), 1.15 a.m., in 8½ hours, fare 5 gl. 74 kr.

*** Pirna to**

Liebstadt, 3.30 p.m., in 2½ hours, return 5.30 a.m., fare 7½ ngr.

*** Plattling to**

Deggendorf, 3 a.m., 12.15 and 3.30 p.m., in 1½ hour, fare 21 kr.

Plau to

Ludwigslust, 7.45 a.m. and 5.15 p.m., in 6½ hrs., fare 1 th. 27 sch.

*** Plauen to**

Adorf (13½), 8.45 a.m., 12.45 and 4.30 p.m., in 3 hours, fare 29 ngr.

Eibenstock (28), 10 p.m., in 5½ hrs. M. Neukirchen (18), in Summer, 8.45 a.m. and 4.30 p.m.; ret. 1.15 and 10.30 p.m., in 4 hrs., fare 19½ ngr.

Schonberg (25½), 8.45 a.m.; ret. 6.5 a.m.; 12.45 p.m., ret. 10.40 a.m., fare 31 sgr.

Pleinfeld to

Eichstadt (19½), 11.0 a.m. and 6.50 p.m., in 5 hours, fare 1 gl. 24 kr.
 Pappenheim (19½), 11.0 a.m. and 6.50 p.m., in 5 and 4 hours, fare 51 hr.

Weissenburg (5½), 11.0 a.m. and 6.50 p.m., ret. 7.15 a.m. and 1.45 p.m., in 1½ hour, fare 24 kr.

*** Pontarlier to**

Vallorbes, 8.30 a.m., in 3 hours, return, 1.0 p.m., in 4 hours.

Posneck to

Cahla, 8.15 a.m., and 5.0 p.m., in 2½ hours, fare 53 kr.

Jena, 8.15 a.m., in 4½ hours, fare 1 gl. 35 kr.

Poschiavo to

Samaden, 7.0 and 4.50 a.m., in 6½ hours, fare 5 fr. 20 ct.

Tirano, 2 p.m., in 2 hours, fare 2 fr. 20 c.

*** Posen to**

Gnesen (32½), 8.80 a.m., 1.30 p.m., and 12 night, in 5½ hours, fare 42 sgr.

Krotoschin (65), 8.15 a.m. and 7.15 p.m., in 11½ hrs., fare 2 th. 24 sgr.

Nakel, 8.40 a.m., in 11½ hours, fare 2 th. 24 sgr.

Ostrowo, 8.30 p.m., in 14½ hours, fare 3 th. 13½ sgr.

Pleschen (57½), 10.30 a.m. and 8.30 p.m., ret. 6 a.m. and 11.35 p.m., in 11½ hrs., fare 79½ sgr.

Wreschen (28), 11.45 and 12.0 p.m., ret. 9.30 a.m. & 11.15 p.m., in 5½ hours, fare 1 th. 7½ sgr.

* Potsdam to

Treuenbrietz (23), 6.0 p.m., in 3½ hours, returning 3 a.m., fare 25 sgr.

* Prague to

Budweis (89½), 5½ p.m., in 18 hours, fare 11gl. 6kr.

Carlsbad, 3 p.m., in 16½ hours, fare 9 gl. 54 kr.

Eger, 3 p.m. in 23½ hrs., fare 13gl. 44kr.

Pisek, 6.0 p.m., in 13½ hours, ret. 3 p.m., fare 7 gl. 84 kr.

Reichenberg (67½), 4 p.m., in 13½ hours, fare 7gl. 98kr.

* Prenslau to

N. Brandenburg (32½), 11.20 a.m. in 5½ hours, fare 42sgr.

Passow (15½), 10.15 a.m. in 2½ hrs., fare 21sgr.

* Pr. Holland to

Osterode, 3 a.m., 12.45 & 7.40 p.m., 8 a.m., 3.55 and 9.55 p.m., in 5½ hours, fare 1th. 9sgr.

Saalfeld, 3 a.m., and 12.45 p.m.; return 9.35 a.m., 5.45 p.m., in 3½ hours, fare 25½sgr.

* Przemysl to

Dukla, 11 p.m., Mondays and Fridays; return Tuesdays and Saturdays, 12 noon, in 13½ hrs., fare 6 gl. 44 kr.

Kaschau, Wed. and Sat. 11 p.m., in 35 hours, fare 16 gl. 41 kr.

Stry, 10.30 p.m., in 16½ hrs., ret. 11 a.m., fare 7 gl. 59 kr.

Sanok, 11 p.m., on Sundays, Tuesdays, and Thursdays, in 11 hrs., fare 5 gl. 52 kr.

* Pyrmont to

Bückeberg, 4 a.m., per Hameln, in 6½ hours, fare 1 th. 13½ sgr.

Diiburg 2.15 and 9.15 a.m. per Steinheim, in 4½ hrs., fare 1th. 3sgr.

Hanover, 4 a.m. and 3.30 p.m., in 7½ hours, fare 1 th. 24 sgr.

Herford (32½), 8½ a.m., in 7 hours, fare 42sgr.

Höxter (18½), 9 a.m., in 4 hours, fare 25½ sgr.

Lemgo (19½), 8½ a.m., in 4 hours, fare 25½ sgr.

Rinteln, 4 a.m., per Hameln, in 6½ hours, fare 1 th 10½ sgr.

* Quedlingburg to

Ascherleben, 7.50 a.m.; 12.40 & 8.25 p.m., in 3 hrs., fare 18sgr.

Erfurt, 11.45 p.m., in 11½ hours, fare 26fr. 10½sgr.

* Radeberg to

Camenz; 7 a.m. and 6.30 p.m., in 3 hours, fare 15 sgr.

* Rappersweil to

Wattwyl, 7.0 a.m., in 3½ hours, fare 3fr. 30ct.

* Rastatt to

Gernsbach, 8 a.m. and 1.15 p.m., in 2 hours, fare 36 kr.

* Rathenow to

Brandenburg, 2.15 a.m. and 1.15 p.m., in 3½ hours, fare 25½ sgr.

* Ratzeburg to

Schonberg, 8.30 p.m., ret. 9 a.m. in 2½ hrs., fare 30sch.

* Ravensburg to

Isny (26½), 2.45 p.m. in 6½ hours, ret. 4.30 a.m., fare 1 gl. 55 kr.

Wangen (14½), 2.45 p.m., in 8½ hours, ret. 7 a.m., fare 1gl. 5kr.

Wollegg (11½), 9 a.m., in 2½ hours, ret. 5½ a.m., fare 50 kr.

* Rawitsch to

Ostrówo, 10.45 a.m., 10 p.m., in 8 hours fare 2th.

* Regensburg (Ratisbon) to

Abensberg, 1.30 p.m., in 4 hours, ret. 6.15 a.m., fare 1 gl. 21 kr.

Angsburg (82), 1.30 p.m., in 17½ hours, fare 5 gl. 24 kr.

Bellingries, 2 p.m., ret. 3 a.m., in 8½ hours, fare 2 gl. 42 kr.

Eggmühl, 2 p.m., ret. 5 a.m., in 3½ hours, fare 42 kr

Ingolstadt (44½), 1.30 p.m., in 9 hours, fare 2 gl. 52 kr.

Neumarkt (40½), 2½ p.m. in 8½ hours, fare 2 gl. 39 kr.

Würth, 6 a.m., in 3 hours, ret. 2.40 p.m., fare 48kr

* Reichenbach to

Auerbach, 12 noon and 10.15 p.m. in 2½ hours, fare 12 sgr.

* Reichenbach (Silesta) to

Peterswaldau, 9.15 a.m., 3.30 and 9.45 p.m., in ½ hour, fare 4½ sgr.

* Reichenberg to

Bodenbach, 11.45 a.m., in 11 hrs., fare 4 gl. 20 kr.

* Reichenhall to

Teisendorf, 7.15 a.m., and 10.45 p.m., in 2½—3½ hours, fare 1gl 20kr.

Seitzburg, 9 a.m., and 5 p.m., in hours, fares 1gl 27kr.

* Recklinghausen to

Cöfeld, 2 and 9.45 p.m., in 4½ hours, fare 1th 3sgr.

* Remagen to

Ahrweiler, 1.45, 4.45, & 9.30 p.m., in 1½ hour, fare 12 sgr.

Altenahr, 1.45 p.m., in 3 hours; fare; 22½ sgr.

* Remscheid to

Elberfeld, 4.15, 6.50, 10.50 a.m., 2.0, 4.45 and 7.10 p.m.; in 1½ hours., fare 9 fr.

* Renchen to

Rheinbischhofsheim, 9.50 a.m. ret. 6.50 p.m., in 1½ hour; f. 24kr.

* Rennerod to

Limburg, 1 p.m., in 3 hours, fare 1 gl. 14 kr.

* Reutlingen to

Eningen, 8 a.m. and 3.25 and 6.30 p.m., in 40 minutes; return at 5.25 and 2.20 a.m., and 5.20 p.m.

Riedlingen (33½), 6.40 p.m., in 7½ hours, fare 2 gl. 25 kr.

Sigmaringen, 1.15 p.m., in 7½ hours, fares 2 gl. 52 kr.

* Rheda to

Paderborn, 4.45 and 11.30 a.m. in 5 hours, fare 1th. 3 sgr.

* Rheineck to

Heiden, 8.20 p.m., ret. 10.5 a.m., in 1½ hour, fare 1 fr. 10 ct.

* Rheydt to

Furth, 8.40 a.m. and 4.30 p.m., in 1½ hours fare, 12 sgr.

* Riegel to

Königschaffhausen, 7.20 a.m., 1.10 and 7.30 p.m., in 1½ hour, fare 18kr.

* Richterschwyl to

Näfels, (Glarns) 1.15 p.m., in 3½ hours, fare 4 fr. 75 rp.

* Riedlingen to

Buchau, 8.0 a.m., ret. 10.15 p.m., in 2 hours, fare 45kr.

* Riessa to

Lommatszsch (9), 5 p.m., in 2 hrs., ret. 5 a.m., fare 10 ngr.

* Rigá to

Mitau, 3.30 a.m., Mondays, Tuesdays, Fridays, and Sundays, in 3 to 4 hours, fare 75 kop.

Reval, 4 p.m., Tuesdays and Fridays, in 42 hours.

Taurögen, Mondays & Fridays, 3½ a.m., in 31 hours, fare 5 rbl.

* Rinteln to

Blomberg, 3.0 p.m., in 4½ hours, fare 1 th. 3½ sgr.

* Riva to

Ravazzone, 6.80 a.m. & 3 p.m., in 2½ hours, ret. 9.50 a.m., and 7.30 p.m.

* Robel to

Plau, 3.50 a.m., in 3½ hours, fare 40 sch.

* Rochlitz to

Altenburg (19½), 4.80 a.m.; in 4½ hours, fare 22 ngr.

Colditz (6½), 10.30 a.m., in 1½ hour, ret. 6 a.m., fare 8 ngr.

Erlau (7½), 3.30 and 11.30 a.m. & 2.50 p.m. in 1½ hr., fare 8 ngr.

Leipzic (31), 4.30 a.m., in 5½ to 6 hours, 1 th. 3 ngr.

*** Romanshorn to**
 Constance (19½), 9.5 a.m., in 2½ hours, fare 2fr 15c.
 St. Gallen (18½), 6.35 p.m. in 2½ hours, fare 2fr. 5c.

*** Rorschach to**
 Amrisweil, 4.55 p.m. in 2½ hours, fare 3 fr. 95c.

*** Rosenheim to**
 Wasserburg, 1.30 p.m. in 4 hours, returning 3 a.m., fare 51 kr.

*** Rosslau to**
 Dessau, 10.30 a.m., and 6.30 p.m., in ½ hour, fare 3½ sgr.

*** Rostock to**
 Demmin (40½), 10 a.m., in 8½ hrs. fare 1 th. 39½ sgr.
 Doberan (9½), 9.30 a.m. and 3.30 p.m., in 1½ hours, fare 20 sch.
 Stralsund (44½), 9.45 a.m. & 10.10 p.m., in 8 hrs., fare 2th. 1½ sch.
 Warnemünde, 5.45 p.m., in 1½ hour, ret. 7.30 a.m., fare 20 sch.

*** Rottenburg to**
 Nordstetten, 7.35 p.m. in 4 hrs., ret. 4 a.m., fare 56kr.

*** Rottweil to**
 Tuttlingen, 6.20 a.m. & 9.20 p.m., in 3½ hours, fare 1 gl.

Rudolstadt to
 Arnstadt (34½), 12.10 night, in 5 hours, fare 1gl. 57kr.
 Weimar, 4 and 7½ a.m., in 4½ hrs. fare 2gl. 3kr., and 6.30 p.m., per Kranichfeld in 5½ hours

*** Ruhrtort to**
 Duisburg, 7.0 and 9.20 a.m., 5.20 9.55 p.m. and 12.40 night, in ½ hour, fare 4½ sgr.

Rumburg to
 Bodenbach, 4.40 p.m., in 6 hours, fare 3gl. 36kr.

*** Ruti to**
 Bauma, at 7.0 a.m., in 2½ hours
 Fischenthal, at 7.0 a.m., & 7.20 p.m., in 1½ hours, fare 1 fr. 25 c.

*** Rybnick to**
 Pless, 1.0 p.m., ret. 11.45 a.m. in 3½ hours, fare 27sgr.

Saalfeld to
 Arnstadt, 10.45 p.m., in 6½ hours, fare 2gl. 28kr.

*** Saarbruck to**
 Lebach, 5.15 p.m., in 3 hours, ret. 4.30 a.m., fare 19½ sgr.

*** Saarburg to**
 Ferl, 4.40 p.m., in 3½ hours, ret. 6 a.m., fare 18 sgr.

*** Saarlouis to**
 Lebach (11½), 4.10 p.m., ret. 7.30 a.m. in 2 hrs, fare 13½ gr.
 Tholey. 4.10 p.m., in 3½ hours; ret. 5.50 a.m., fare 24 sgr.

*** Salzburg to**
 Hallein (9½), Mon. and Fridays, 2 p.m., in 1½ hrs, fare 1gl. 12kr.
 Ischl, 10 p.m.; arr. 5.30 a.m. from Ischl to Aussee at 6.0 a.m., arr. 10.30 a.m.; from Aussee to Bruck at 11.0 a.m., arr. 6.40 a.m., fare to Bruck 17½ 36kr.
 Spital, Mondays and Fridays, 6.30 p.m., in 26 hours, fare 13 gl. 86 kr.
 Villach (137½), Mondays and Fridays, 2 p.m., in 36 hours, fare 6 gl. 11 kr.

*** Salzkungen to**
 Fulda, 7.50 p.m., in 10 hours, fare 2 gl. 48 kr.

Salzwedel to
 Magdeburg, 4.30 a.m., and 4 p.m., in 11 hours, fare 2 th. 16½ sgr.

Samaden to
 Chur, in summer, 8.0, 11.20 a.m. in winter, 5.30 a.m., in 1½ hrs.
 Zatz, 5.30 a.m., in 1 hour, fare 1 gl. 40 kr.

Sangerhausen to
 Halle, 10.30 a.m., 3.30 and 11.25 p.m., in 6½ hrs. fare 1th. 13½ sgr.

*** St. Gallen to**
 Appenzell, 9.45 a.m., and 6.15 p.m., in 2½ hours, fare 1fr. 90c.
 Heiden, at 6.15 p.m., in 2½ hours, ret. 7.0 a.m., fare 1 fr. 55 c.
 Herisan, at 7.0 p.m., in 1 hour, fare 1 fr.

Trogen, 9.45 a.m. and 6.15 p.m., ret. 7.25 a.m. and 3.30 p.m., in 1½ hour, fare 1 fr. 5c.

St. Gervais in Savoy, (Baths) to
 Chamouny, three diligences daily.
 Sallenches (2 leagues), 3 departures daily between 10 and 12 for Geneva.

*** St. Michel to**
 Susa, 3 times a day in 10½ hours, in correspondance with the Railways.

*** St. Nicholas to**
 Hulst at 6.35 a.m., 12 noon, 4.0 pm.
 Tarnies at 6.30 and 11.30 a.m., and 7.0 p.m.

St. Goarhausen to
 Katzenelubogn, 7.30 p.m., in 4 hours, ret. 5.15 a.m. in 4 hours, fare 1gl. 8kr.

*** St. Margarthen to**
 Bregenz, 7.50 a.m., and 8.10 p.m., in 1½ hour.

*** St. Wendel to**
 Tholey, 6.15 p.m. in 1½ hour, returning at 6.25 a.m., fare 9sgr.

***St. Peter to**
 Flume, 5.30 a.m., in 6½ hours, return 1.30 p.m., fare 4gl. 6kr. 6

***St. Polten to**
 Budwels, 12.50 a.m., in 18 hours, fare 6 gl. 60 kr. 6

Krems, 12.50 night in 3½ and 3½ hours, ret. 10.0 p.m., fare 1gl.

*** Schaffhausen to**
 Donausching, 9.40 a.m. & 2 p.m., in 5 hours, fare 4fr. 30c.

Schandau to
 Sebnitz, 9.30 a.m., 3, and 9.15 p.m., in 2 hours, fare 9 ngr.

Schivelbein to
 Dramburg, 8.0 p.m., in 3½ hrs.; return 5.20 a.m., fare 24sgr.

***Schladern to**
 Nümbrecht, 6 p.m., in 2½ hours; ret. 5.10 a.m., in 2½ hours, fare 15 sgr.

Schlangenbad to
 Eltville, 9.15 a.m. 4.15 and 7.0 p.m., in ½ hour.
 Schwalbach, 12.0 a.m. 3.5 and 7.35 p.m. in 1 hour, fare 36kr.

Schleiz to
 Jena, 7.30 p.m., in 7 hours, fare 1 th. 12 sgr., and 3 a.m., per Cahla, in 9½ hours.

***Schleswig to**
 Eckernförde (13½), 12 noon, in 2½ hours, returning 1.45 a.m., fare 1 th.

Friedrichstadt, 1 p.m.. Tuesdays, Thursdays, and Saturdays, in 6½ hours, ret. Mon. Wed., Fri., 8.30 a.m, fare 2 th. 8 sgr.

Kappel, 12.15 p.m., in 5 hours; ret. 11.45 p.m. fare 1 th. 48 sgr.

Kiel, 12 noon, in 5½ hours, fare 2 th 24 sgr.

Schleusingen to
 Gotha, 5.45 a.m. and 1 p.m., in 7½ hours, fare 1 th. 19½ sgr.

*** Schneeberg to**
 Auerbach, 6.30 p.m., in 3½ hours ret. 4.30 a.m., fare 17½ ngr.

Schopfheim to
 Schönau, 9.0 a.m. and 3.50 p.m., ret. 6.20 a.m. and 3.35 p.m. in 2½ hours, fare 48 kr.

Schwalbach to
 Diez, 11.30 a.m., in 4 hours, fare 1gl. 21kr.

Eltville, 8.0 a.m., 3.0 and 5.45 p.m., in 2 hrs, fare 1 gl. 13 kr.

Schlangenbad, 8.0 a.m., 3.0 and 5.45 p.m., in 1 hour, fare 36kr.

Wiesbaden (10½), 7.0 a.m. and 2.40 p.m. in 2 hours., 7.20 a.m., in 2½ hours, fare 1 gl.

*** Schweinfurt to**

Kissingen, 2.30, 7.45 a.m., 12.30, and 4.45 p.m., in 2½ hours, fare 1 gl. 44 kr.

Meiningen, 7.45 a.m., in 8½ hours, fare 5 gl. 4 kr.

*** Schwerin to**

Crivitz (11¼), 10.15 a.m. and 7.0 p.m., ret. 6.15 a.m. & 2.10 p.m., in 1½ hour, fare 25 sch.

Gadebusch, (13¼), 10.45 a.m. and 7.0 p.m., ret. 1.40 a.m. and 1.45 p.m., in 2½ hours, fare 30 sch.

Grevesmühl, 4.30 p.m., in 5¼ hours, fare 40sch

Lübeck (30¼), 10.45 p.m., in 7 hrs. Parchim (25¼), 10¼ a.m., in 4¼ hrs.; return 11.45 a.m., fare, 1th. 7sgr.

Ratzeburg (27¼), 10.45 a.m., in 5¼ hours, fare 42sgr.

Rehna (30¼), 10.45 a.m. and 7.0 p.m., ret. 12.25 a.m. and 12.15 p.m., in 3¼ hrs, fare 45 sch.

*** Sitten (Sion) to**

Arona, 11.30 p.m., in 22½ hours, fare 29 fr. 80 c.

Brieg, 11.0 a.m., and 11.30 p.m., in 6 hrs. fare 5fr. 40c.

Domo d'Ossolo, 11.30 p.m., in 16 hrs., fare 21fr. 20c.

*** Solothurn to**

Olsen 3.55 a.m., and 7.0 p.m. in 3¼ hours, fare 3 fr. 40 c.

*** Splügen to**

Bellinzona, 1.35 p.m. in 8¼ hrs., fare 14 fr. 80 c.

Chur, 6.40, 9.30 a.m., and 10.30 p.m., in 5¼ hours, fare 6fr. 85c.

*** Spremberg to**

Bautzen (33¼), 11.10 a.m., and 11¼ p.m., in 6¼ hrs, fare 42sgr.

Cottbus (13¼), 3.45 and 9.45 a.m., and 4, 6 p.m., in 2½ hours, fare 18 sgr.

Dresden (49¼), 4.40 p.m., in 10hrs. Görlitz (47¼), 12 night, in 8¼ hrs.

Sorau (38), 4.55 p.m. and 12 night, in 7 and 10¼ hours, fare 1 th. 22¼ sgr.

*** Stettin to**

Politz, 5.30 p.m., in 2 hrs.; ret. 8.5 a.m., fare 13sgr.

*** Stockholm to**

Upsala, on Tuesdays and Fridays, at 11.30 p.m.; ret. Mondays and Thursdays, at 6 a.m.

*** Stralsund to**

Demmin (24¼), 2.30 & 12 p.m., in 5¼ hours, fare 45sgr.

Rostock (44¼), 9 a.m. & 8.30 p.m. in 8¼ and 8 hours, fare 59¼ sgr.

Trischsee (38); 2 p.m., ret. 8.15 a.m., in 4 hours., fare 1th.

*** Straubing to**

Altotting (52), 10.45 a.m., in 11¼ hours, fare 2gl. 9kr.

Cham, 2.30 p.m., in 5¼ hours, fare 1gl. 46kr.

Kotzing, 2.30 p.m. in 6¼ hours return 8.0 a.m., fare 57 kr.

Landau, 10.45 a.m. in 3¼ hours, returning 1.20 p.m., fare 42 kr.

*** Stuhlweissenburg to**

Veszprim, 9.30 a.m., in 5¼ hours; ret. 10.15 a.m., fare 2 gl. 76 kr.

*** Stuttgart to**

Calw (27¼), per Böblingen, in 5¼ hours, and 6.10 p.m., in 5¼ hours, per Leonberg, fare 1gl. 44kr.

Freudenstadt (47¼), 9.50 a.m. and 6.5 p.m., in 11¼ and 10¼ hrs., fare 3 gl. 25 kr.

Leonberg 9.45 a.m., & 6.10 p.m. in 2 hours returning 8.30 a.m. and 3.55 p.m., fare 40 kr.

Pfieningen. 8.30 a.m., and 1.30 and 7.0 p.m., and on Sun. and Wed. 10 p.m., in 1¼ hr.; returning 7.15 a.m., 12 noon, & 4 p.m.

Wildbad (41¼), 9.50 a.m. in 8¼ hrs. per Böblingen, fare 2 gl. 38 kr.

*** Susa to**

St. Michel, 3 times a day, in 11¼ hrs., in correspondence with the Railway.

*** Sussen to**

Gmund, 12 noon, and 4.0 p.m., in 2¼ hours, fare 36 kr.

Heidenheim (20¼), and 5.30 p.m., in 3¼ hours, fare 81kr.

*** Szegedin to**

Zombor, Sun. and Thur., 4 p.m., in 15¼ hours, ret. Mon. and Fri., 3 p.m., fare 7 gl. 84 kr.

*** Temesvar to**

Arad, 7 a.m., in 5¼ hours, fare 3 gl. 92 kr.5.

*** Teplitz (Town) to**

Carlsbad (66), in summer, 6.30 a.m. and 6 p.m., in winter, 6.30 a.m., in 13¼ hrs, fare 7gl. 42kr.5.

Teplitz (Station) to

Carlsbad, in summer, 5.20 a.m. & 5.15 p.m., in winter, 5.30 a.m. fare 7gl. 42kr.5.

*** Thale to**

Hasselfelde, 1.40 p.m., in 3 hrs, fare 15 kr.

Nordhausen, 1.40 p.m., per Hasselfelde, in 6¼ hrs., fare 1th. 9gr.

*** Thorn to**

Trzemesno 10.30 a.m., and 8.20 p.m., ret. 8 a.m. & 6.40 p.m., in 10¼ hrs., fare 2th. 8sgr.

*** Thun to**

Berne, 4.45 a.m. in 4¼ hours, fare 3fr. 95c.

Brienz, 12.9 p.m., per Interlachen in 4 hours, fare 5 fr.

Interlachen, 8.22 a.m.; 12.9 and 3.32 p.m., in 2¼ hrs., fare 3 fr.

Saanen, at 8.45 a.m., in 9 hours, return 6.45 a.m., in 8 hrs, fare 7fr. 40cp.

*** Tilsit to**

Gumbinnen (42¼), in summer, 12.30 p.m. in winter, 12 a.m., in 7 hours, fare 1 th. 24 sgr.

Memel (60), 7.30 a.m. and 10.0 p.m., in 10¼ and 9 hours, fare 2th. 18sgr.

Wehlau, in summer, 11.15 p.m., in winter, 11.0 p.m., in 7¼ hours, fare 1th. 28¼sgr

*** Traunstein to**

Altotting, 3.30 p.m., in 8 hours, fare 1gl. 27kr.

*** Trient to**

Padua (85¼), 2 p.m., in 15 hours, fare 6gl. 30kr.

*** Trier (Treves) to**

Aix-la-Chapelle (92), 7 p.m., in 21¼ hours, fare 4th. 6 sgr.

Berncastel, 3.30 p.m., in 5¼ hours. Bitburg, 6.30 a.m. and 7.0 p.m., in 3¼ hours, fare, 24 sgr.

Coblentz (72¼), 5 a.m., in 14¼ hours, and 1.45 p.m. in 15¼ hrs., fare 3th. 1¼sgr. and 3th. 4¼sgr.

Cologne (109¼), 7 p.m., per Losheim, in 24 hours, fare 4th. 25¼sgr. and 6.30 a.m., in 22¼ hours, fare 4th. 13¼sgr.

Kirchberg, 3.30 p.m., in 10 hrs., fare 2th. 4¼sgr.

Mayen, 5 a.m. and 1.45 p.m., in 12 hours, fare 2th. 10¼sgr.

Montjole, 7 p.m. per Losheim in 16¼ hours, fare 3 th. 3 sgr.

Simmern, 3.30 p.m., in 11¼ hours, fare 2th. 13¼sgr.

Speicher, 4.45 p.m., in 4¼ hours, returning 5.45 a.m., fare 24sgr.

Trieste to

Fiume (46), 7 p.m.; in 11 hrs., ret. at 6.45 p.m., fare 5 gl. 60kr.
Pisino (56), 9.30 p.m., in 12½ hrs., ret. at 4.30 p.m., fare 6 gl. 72 kr.

*** Tubingen to**

Balingen, 8.50 a.m.; 1.40 and 10.45 p.m., in 4½ hours, fare 1 gl. 16 kr.

Hechingen (13½), 8.50 a.m.; 1.40 and 10.45 p.m., in 2½ hours, fare 48 kr.

Rottwell (37), 8.50 a.m., 1.40 and 10.45 p.m., in 7½ hours, fare 2 gl. 8kr.

Tuttlingen (49½), 1.40 and 10.45 p.m., in 11 and 10½ hours, fare 3 gl. 8 kr.

***Turkismule to**

Wadern, 3.45 p.m., ret. 9.15 a.m., in 2½ hours, fare 16½ sgr.

Tuttlingen to

Hechingen (35½), 2.20 a.m., and 5.15 p.m., in 8½ and 9½ hours, fare 2 gl. 20 kr.

Rottwell (17), 2.30 a.m., and 4.45 p.m., in 3½ hrs., f. 1gl.

Stockach (14½) 7.50 a.m., in 2½ hours, fare 54 kr.

Tubingen (49½), 2.20 a.m., and 5.15 p.m., in 11½ hours, fare 8 gl. 8 kr.

*** Udine to**

Villach, 5.30 p.m., in 14½ hours, fare 9gl. 66kr. 5.

Ueberlingen to

Pfullendorf, 7.45 a.m., in 3½ hrs.

Ulm to

Blaubeuern, 10.0 a.m., 6.45 p.m., in 2½ hours, returning 6.40 a.m., and 3.0 p.m., fare 36 kr.

Ehingen, 6.45 p.m., in 5 hours; ret. 4 a.m., fare 1 gl. 16 kr.

Heidenheim, 2.10 and 10.55 p.m., in 4½ hours, fare 1 gl. 30 kr.

Langenau, 6.45 p.m., in 2½ hrs.; ret. 6 a.m., fare 30 kr.

Munsingen, 6.45 p.m., in 6½ hrs.; ret. 2 a.m., fare 1gl. 49kr.

*** Unna to**

Iserlohn, 7.30 a.m., 4.30 and 6.30 p.m., in 2½ hours, fare 16½ sgr.

Urach to

Metzingen, 5.50, and 8.20 a.m., 2.20 and 4.50 p.m., in 1 hour, fare 24kr.

Uznach to

Einselelden, at 8.5 a.m., in 4½ hours, fare 4 fr. 30 c.

Lachen, 8.5 a.m. & 8.15 p.m., in 1½ hour, fare 1 fr. 65 c.

Lichtensteig, at 8.5 a.m., and 8.10 p.m., in 2½ hours.

Wattwyl, 8.5 a.m., 4.25 and 8.10 p.m., in 2½ hours, fare 1 fr. 95 c.

Venlo to

Geldern, 5.10 a.m., and 1.55 p.m., in 2½ hours, fare 16½ sgr.

Villach to

Brixen, 6.0 p.m., in 25½ hours, fare 13gl. 2½kr.

Laibach, (66½) 5 p.m., in 14 hours, fare 7 gl. 98 kr.

Salzburg, 10.0 p.m., Sun. & Thur. in 31 hrs., fare 16gl. 11kr.

Udine, 6.30 p.m., in 13 hours, fare 9gl. 66kr.

Vevey to

Bulle, 10.15 a.m., ret. 3.0 p.m., in 4 hours.

Chevbrea, 4, 8.15, and 11.25 a.m., and 3.15 p.m., in 1½ hour.

*** Vohwinkel to**

Sollingen, 6.50 8.10 9.10 and 10.20 a.m.; 2.25, 4.40 7.40 and 10.0 p.m., in 1 hour, fare 6 sgr.

Vorsfelde to

Brunswick, 6 a.m., in 4 hours, fare 24 gr.

Calvorde, 6.40 a.m., Mon. & Thur. in 5½ hours, fare 28½ gr.

Helinstedt, 6 a.m., in 3½ hours, fare 21½ gr.

*** Waitzen to**

Kaschan, 5.30 a.m., on Thur., in 40½ hours, fare 15 gl. 18 kr.

*** Waldenburg to**

Friedland, 10.10 a.m. and 4.10 p.m., in 1½ hr.; ret. 3 a.m. and 3.45 p.m., fare 12sgr.

Landslut, 9.45 a.m., in 3 hours, fare 18 sgr.

*** Waldheim to**

Dresden, 10.30 a.m., in 7½ hours, fare 1 th: 6½ ngr.

Leipzig, 10.0 a.m.; and 10.45 p.m., in 8½ hours, fare 1th: 12ngr

*** Waldshut to**

St. Blasien 1.30 p.m., in 4½ hours, ret. 7.0 a.m., fare 1 gl. 21 kr.

*** Waltershausen to**

Gotha, 9.45 a.m., in 1½ hour, fare 9ngr.

*** Warburg to**

Arolsen, 8 a.m., in 3 hours, fare 18 sgr.

*** Warsaw to**

Kowno, 12 noon, in 39½ hours, fare 23 roubles.

Moscow, 7 p.m., on Mondays, in 119½ hours, fare 70 roubles; 7 p.m. on Tuesdays and Fridays, in 142½ hours, fare 59 roubles.

*** Weimar to**

Altenberg, 3 p.m., in 14 hours, fare 2th. 15 sgr.

Gera, 3 p.m., in 8½ hours, fare 1 th 2½ sgr.

Rudolstadt, 2½ and 9¾ p.m., in 4½ hours, and 7 a.m., in 5½ hours, fare 1 th. 5 sgr.

*** Wetzikon to**

Effretikon, at 6 a.m., ret. 5.50 p.m., in 2 hours, fare 1fr. 70 c.

Stäfa, in 6.50 a.m., ret. 3.40 p.m., in 1½ hour., fare 1 fr. 40 c.

*** Wetzlar to**

Braunfels, 7.30 a.m. and 9 p.m., in 1½ hour; return 5.45 a.m. and 2 p.m., fare 7½ sgr.

*** Wiesbaden to**

Camberg, 5.30 p.m., in 5 hours; ret. 5.30 a.m., fare 1 gl. 35 kr.

Diez, 8.45 a.m., in 6½ hours.

Schwalbach (10½), at 8.45 a.m. and 5.30 p.m., in 2½ hours, fare 1gl. and in Summer, 5.30 p.m. in 2½ hours.

Wildbad to

Calw (13½), 7.35 a.m., in 2½ hrs. fare 42kr.

Pforzheim (15½), 5.35, 9.45 a.m., and 1.50 p.m., in 2½ hours, fare 1 gl. 10 kr.

Stuttgart (41½) 8.45 a.m., in 8½ hours, fare 2 gl. 38 kr.

Tubingen, 8.45 a.m., in 8½ hrs., fare 3 gl. 34 kr.

Winterthur to

Bauma, at 8.15 a.m. and 8.5 p.m. in 2½ hours, fare 2 fr. 50 c

* **Winkeln** to

Hersau, 6.30, 9.10. and 10.0 a.m.,
1.45, 5.25, and 9.25 p.m., in $\frac{1}{2}$
hour

* **Wismar** to

Dassow, 7.15 a.m. and 4.30 p.m.,
in $\frac{1}{2}$ hours, fare 47 $\frac{1}{2}$ sch.
Doberan (23), 10.15 a.m., in $\frac{1}{2}$
hours, fare 1 th. 4 $\frac{1}{2}$ sch.
Grevesmühlen (12 $\frac{1}{2}$), 7.15 a.m. &
4.30 p.m., in 2 hrs, fare 27 $\frac{1}{2}$ sch.
Lübeck (35 $\frac{1}{2}$), 7.15 a.m. and 4.30
p.m., in 5 $\frac{1}{2}$ hours, fare 1th. 29 $\frac{1}{2}$
sgr.
Neukloster, 1.25 p.m., in 1 $\frac{1}{2}$ hrs.,
ret. 3.35 p.m., fare 20 sch.

* **Wittenberg** to

Torgau (28 $\frac{1}{2}$), 11 a.m., in 6 $\frac{1}{2}$ hrs.,
fare 1 th. 9 sgr.

* **Wittenberge** to

Lenzen, 1 p.m., in 4 hours, fare
21 sgr., ret. 6 a.m.

Wittenburg to

Hagenow, 7.40 a.m., 2.25 and 9.25
p.m., in $\frac{1}{2}$ hour, fare 20 sch.

* **Woldenberg** to

Deutschkrone (33 $\frac{1}{2}$), 8 a.m., in
6 $\frac{1}{2}$ hours, fare 1 th. 19 $\frac{1}{2}$ sgr.

* **Worms** to

Bensheim (11 $\frac{1}{2}$), 6.0 a.m., and
3.15 p.m. in 2 hours, fare 44 kr.

* **Wurzburg** to

Arnstein, (15 $\frac{1}{2}$), 5.0 p.m. in 3 $\frac{1}{2}$
hours, returning at 4.45 a.m.,
fare 39kr.

Bischofshelm (18 $\frac{1}{2}$) 4.50 p.m. in
3 $\frac{1}{2}$ hours, fare 1gl. 3kr.

Eberbach, 5.0 p.m., in 13 $\frac{1}{2}$ hours,
fare 3 gl. 48 kr.

Esselbach, 4.0 p.m., in 5 hours,
ret. 5.10 a.m., fare 57 kr.

Kitzingen (12 $\frac{1}{2}$), 8.0 a.m., 1.0 and
5.0 p.m., in 2 $\frac{1}{2}$ hours, fare 48kr.

* **Wurzburg** to

Mergentheim (25 $\frac{1}{2}$), 4.0 p.m., in 6
hours, fare 1gl. 33kr.

Miltenberg (38), 5 p.m., in 7 $\frac{1}{2}$
hrs., fare 2gl. 18kr.

Mosbach, 4.50 p.m. in 11 $\frac{1}{2}$ hrs,
fare 3 gl. 21 kr.

Neckararumund, 5 p.m., per Wer-
theim, in 15 $\frac{1}{2}$ hrs., fare 1gl. 35kr.

Neuses, 5 p.m. per Dettlebach in
5 hours and 5.0 p.m., per Kitz-
ingen in 5 $\frac{1}{2}$ hours, fare 1gl. 42kr.
Neustadt, 1 p.m., in 8 $\frac{1}{2}$ hours,
fare 2gl. 27kr.

Ochsenfurt, 3.45 p.m., in 3 hours,
fare 33 kr.

Wertheim (22), 5 p.m., in 4 $\frac{1}{2}$ hrs.,
fare 1gl. 18kr

* **Wyl** to

Frauenfeld at 2 40p.m., in 1 $\frac{1}{2}$ hrs.,
fare 2 fr. 30 c.

Wattwyl, 8.5 a.m., 2 40, & 8.40
p.m., in 2 $\frac{1}{2}$ hours, fare 2fr. 10c.

Weinfeld, at 6.25 p.m., in 1 $\frac{1}{2}$
hours, fare 1 fr. 70 c.

Ystadt to

Malmö, at 5.0 a.m., in 8 $\frac{1}{2}$ hours.

* **Yverdun** to

Locle, 10.45 a.m., and 10.0 p.m.,
in 10 $\frac{1}{2}$ hours, fare 2fr. 25c.

Moudon, 5 a.m., in 3 $\frac{1}{2}$ hours,
ret. at 3.15 p.m., fare 1f. 90c.

Payerne, 5.0 a.m. and 3.30 p.m.,
in 3 $\frac{1}{2}$ hours, fare 3f. 5c.

* **Zeitz** to

Altenburg, 5.15 a.m., in 3 hrs.,
fare 19 $\frac{1}{2}$ sgr.

Zerbst to

Dessau, 9 a.m., and 5 p.m., in 2 $\frac{1}{2}$
hours, fare 13 $\frac{1}{2}$ sgr.

Magdeburg, 5 a.m., in 4 $\frac{1}{2}$ hours,
fare 1th. 3sgr.

Zella to

Gotha, 8.40 a.m. and 4.5 p.m.,
in 4 $\frac{1}{2}$ hours, fare 1th. 14ngr.

* **Zittau** to

Gorlitz (22), 5 a.m., in 4 $\frac{1}{2}$ hours,
fare 24ngr.

* **Zittau** to

Gr. Schönaun (5 $\frac{1}{2}$), 12 noon, and
2.30 p.m., in $\frac{1}{2}$ hour, fare 6ngr;
and at 6.15 a.m., ret. 7.0 p.m.,
in $\frac{1}{2}$ hour, fare 8ngr.
Rumburg (16 $\frac{1}{2}$), 6.15 a.m., and
2.30 p.m., in 3 $\frac{1}{2}$ hrs, fare 18ngr,

Znaim to

Brunn, 6 a.m. and 9.15 p.m., in
7 $\frac{1}{2}$ hours, fare 2 gl. 89 kr. 5.

Zug to

Horgen (18 $\frac{1}{2}$) 2.30 p.m., in 3 hrs.,
fare 2f. 70c.

Wädenswyl, 5.30 p.m., in 3 hrs.,
fares 2fr. 85c.

Zullichau to

Posen, 11 p.m., in 11 $\frac{1}{2}$ hours, fare
2th. 27sgr.

* **Zurich** to

Baden 3.30 p.m., in 3 $\frac{1}{2}$ hours,
fare 2fr. 70c.

Zutz to

Chur, 10 a.m., in 12 $\frac{1}{2}$ hours, fare
16fr. 10c.

Samaden, 5.30 p.m., in 1 hr., fare
1fr. 40c.

* **Zweibrücken** to

Hornbach, 6.40 p.m., in 1 hour,
ret. 6.30 a.m., fare 18kr.

Landau, 7.0 a.m., per Pirmas-
senz, in 7 $\frac{1}{2}$ hours, fare 2 gl. 9kr.

Wallhalben, 5.0 p.m., in 2 hrs.,
ret. 5.30 a.m., fare 24kr.

* **Zwickau** to

Lengenfeld, 7 p.m., ret. 5.30
a.m., in 2 $\frac{1}{2}$ hours, fare 14 $\frac{1}{2}$ ngr.

Lichtenstein, 7 $\frac{1}{2}$ p.m., returning
at 6 a.m., in 1 $\frac{1}{2}$ hours, fare
7 $\frac{1}{2}$ ngr.

FRANCE.—(WITH MAP IN SPECIAL EDITION.)

France extends from the foot of the Eastern Pyrenees in the lat. of 42-25, in almost a perpendicular line, to Dunkirk, in the department of the Nord, in the lat. of 51-2 N. The superficies is equal to 128 millions of acres, 92 millions of which are in a state of cultivation, and 32 millions unproductive. The historical records of monarchical, imperial, and revolutionary France, are so well known to every reader, as to render unnecessary a lengthened notice of its history. France could boast of an unbroken dynasty up to the close of the eighteenth century, at which period the social grievances endured by the people, produced an internal convulsion, that ended in that sanguinary event called the "French Revolution." The productive industry of France, which first began to be developed after the accession of Charlemagne, is now important and extensive.

The silk manufactures of France were given birth to by the luxury of the court of Francis I. and now we find that the raw silk imported in 1851 amounted to 2,291,500 lbs. against 136,800 in 1792, shewing an increase of seventeen-fold. These large importations, added to the supply from our own soil, furnish the raw material for by far the largest silk manufacture in the world.

In the reign of Louis XIV., and under the premiership of Colbert, new roads were made into the interior, and new markets were thrown open for foreign commerce. The workmen of Venice and Flanders filled the workshops of France; and during a period of 20 years, productive industry in that country did fair to attain the highest pinnacle of success; but in 1685 all these brilliant prospects were destroyed by the death of Colbert and the revocation of the edict of Nantes. The revolution of 1789 removed the gloom; and science coming to the aid of industry, with intelligence governing physical labour, soon gave it a strong and lasting impulse, which, since 1814, has been steady and sure, and to-day France as a manufacturing country stands second only to England in the amount of her productions and the value of her exports. The statistical summary of the trade of France for 1851, published by authority, makes the declared value of the imports and exports amount together to 2,614 millions of francs, or £104,560,000, of which the exports are put down at £60,800,000, and the imports £43,760,000.

France has rapidly improved in her agricultural system of late years, and has become eminent for the cultivation of beet-root, which crop produces annually 45,464 tons of raw sugar. In her arts and manufactures she has also been signally and successfully progressive; and in no branch of these more so than in her cotton, the importation of which into France amounted in 1851 to 130,000,000 lbs. In 1792 it was 19,000,000 lbs., the increase being nearly seven-fold. The consumption is about one-fifth to one-sixth of our own. The woollen and linen manufactures are carried on in that country with great success; indeed the woollen and worsted trades of France are of startling magnitude, the importation of sheep's wool amounted in 1851 to 101,201,000 lbs.; whilst in 1792 it reached only 7,860,000 lbs., being an increase of over twelve-fold. Thiers estimates the value of woollen cloth made in France at £16,000,000. In 1851, her importation of coal and coke reached the prodigious quantity of 2,841,900 tons. In 1792, it amounted to only 80,000 tons. In iron she imported 33,700 tons. As regards commerce, France cultivates an extensive inland and foreign trade, from both of which she enjoys much advantage. She possesses only one privileged Bank, that of France; it is under the direction of a governor, nominated by the Emperor, at a salary of £4,000 per annum.

French Hotels.—The Hotels in France, (those of Paris and several large towns excepted,) scarcely merit a designation beyond that of *Anberge*, or *Inn*. They are either inferior or superior to those of other countries in Europe. They are wanting in cleanliness, and the service is badly conducted. On the other hand, the beds are good and clean, the cooking excellent, and the prices moderate. In the chief towns of the Departments, the traveller is badly lodged, and well fed, at 6fr. 50c. to 7frs. per day, service apart, 1fr for one night. In the smaller towns the daily expenses will average 5fr. 50c. to 6fr., for which you have an ample *Déjeuner à la fourchette*, dinner at table d'hôte, and bed-room, throughout the centre and south of France, as well as in many other localities; the *vin ordinaire* and candles are rarely charged for.

BRADSHAW'S ANGLO-FRENCH PHRASE BOOK.—For Travellers and Students will be found most useful. Pocket Edition One Shilling

Railway Stations.—The practice of keeping passengers outside the waiting-rooms, exposed to cold, and many inconveniences, cannot be too much deprecated. No one is allowed to enter the waiting-room unless furnished with a ticket, which is rarely issued till within fifteen, and in some instances only five minutes before the departure of the train, leaving no time to benefit by the fire or temporary rest.

Again, the privileges appertaining to ladies' waiting-rooms in England, are unfortunately overlooked in France, and most parts of the continent; and the retiring-places at each station, are generally placed at the extreme end of the platform, in the most exposed situations; a female stands at the door to wait on ladies; some stations are furnished with private cabinets for which there is a charge of 10 cents. The buffets (refreshment rooms) are generally well supplied with excellent refreshments; on most lines, the proprietors are obliged to have a tariff of the prices of every article hung up in the refreshment room; the traveller will do well, nevertheless, in the bustle of the moment, to be on his guard and ask the price of fruit in particular before he helps himself to it; in many instances he will find the prices so exorbitant as to preclude his purchasing.

DIFFERENT ROUTES TO PARIS.

1. Calais Route.—LONDON TO PARIS DIRECT, *via* DOVER AND CALAIS, OR FOLKESTONE AND BOULOGNE:—By South Eastern Railway from London Bridge Station, for Dover or Folkestone. (See advertisement, page 526.) Or by London and Chatham Railway, from Victoria Station. (See advertisement, page 532.) The railroad station at Calais is close to the quay where the steam-packets land their passengers, and every facility is given them for proceeding onwards by first train. The Passport-office is at the Station, and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about 1½ hour before and after low water. The mail-boats leave Dover at 9.30 a.m. and 10.40 p.m. There are also two departures from Calais for Dover every day.

2. Boulogne Route.—London to Paris, direct, in about 10¼ hours, by the South Eastern Railway and their Packets from Folkestone. See advertisement.

3. London to Paris, direct by London and Brighton Railway and Steamers from Newhaven to Dieppe, and from thence to Paris by Railway. For fares, times of sailings, &c., see advertisement, page 525.

4. London and Calais.—By Steam direct from London Bridge Wharf, twice a week, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours—Fares 11s. and 8s.—(See alphabetical list of steamers.)

5. London and Boulogne.—By Steam direct from London Bridge Wharf, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours.—Fare 11s. and 8s. (See alphabetical list of steamers.)

6. By South Western Railway (*via* Southampton and Havre) the route, though interesting, is somewhat longer, owing to the sea passage to Havre. (For hours of departure from Southampton and Havre, see advertisement, page 538.)

By an arrangement entered into between the London and South Western, the Rouen and Havre, and Havre and Paris Railways, in conjunction with the New South Western Steam Navigation Company's boats, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 28s.; Second class Railway and 2nd Class Cabin, 20s.

7. London and Dunkirk.—By the General Screw Steam Shipping Co.'s Steamers direct from Fenning's Wharf, London Bridge, three times a week. Fares 10s. and 7s. (See alphabetical list of steamers.)

Money.—Accounts in France are kept in francs and centimes (1 franc = 100 centimes). The gold coins are pieces of 100fr., 50fr., 20fr., 10fr., and 5 fr.; the silver coins are 5fr., 2fr., 1fr., 50 centimes, and 20c. The bronze coins are 10c., 5c., 2c., and 1c. The 40 franc pieces are no longer coined, but some still remain in circulation. The ½ franc pieces have been withdrawn; the 20 franc pieces are called Napoleons. Formerly the money was livres and sous (1 livre = 20 sous). In conversation, the word *liere* is sometimes used as synonymous with *franc*; and *livre sterling* for £1 English Money, and *sou* is continually said in Paris instead of 5 centimes, 2 sous for 10 centimes, and so on. When the word *écu* (crown) is used, it means 3 francs. The English sovereign realizes 25 francs, and sometimes a few centimes more, according to the current rate of exchange. The franc is therefore worth about 9½d. English; 5 francs are equal to 4 shillings, and 100 francs are £4. A centime is the tenth part of a penny, and a sou, or 5 centimes is equal to a halfpenny. Travellers to Bordeaux, Bayonne, Pau, the Pyrenees, &c. &c., should change their English money for Napoleons at Calais, Dieppe, Havre, or Boulogne, otherwise they will have to submit to a loss of from 25 to 50 c. in the £1, at the railway stations, hotels, &c.; no matter in what part of France, and the same applies to Spain or Italy. It is better to have Napoleons than English gold. The Bank of France issues Notes for 1000 fr., 500 fr., 200 fr., 100 fr., and 50 fr.

Visitors or Travellers in France desirous of more ample and detailed information of all the chief places of interest and resort, the Scenery, Cities, Cathedrals, Public Buildings, Customs, Manners, and Historical Reminiscences, &c. &c., are referred to BRADSHAW'S ILLUSTRATED HANDBOOK FOR FRANCE, containing clear and distinct Maps of the Country, Plans of the Cities and Towns, &c.—(This Handbook is peculiarly adapted to meet the requirements of Travellers of both sexes—is portable and convenient, and also elegantly got up.) PRICE FIVE SHILLINGS.

Those who travel for Health are referred to BRADSHAW'S INVALIDS COMPANION TO THE CONTINENT with remarks on climate, and the influence of travelling, by DR. LEZ, author of works on the French and German Baths, the South of France, Nice, Spain, &c. Price 10s.

DESCRIPTIONS, &c., OF TOWNS, including those of Savoy and the County of Nice before the Session.

Abbeville.—*Stat.*—Pop. 19,204

HOTELS:—TETE DE BOEUF, L'EUROPE, D'ANGLETERRE.

A fortified town, situated on the river Somme, twelve miles from the bathing-place of St. Valery-sur-Somme, from whence William the Conqueror sailed to England in 1065. The church of Abbeville is worth a visit.

Public carriages corresponding with the trains convey passengers to Treport, Ancy-le-Chateau, St. Valery, Hesdin, and Crecy, the latter is 10 miles from Abbeville; a cross indicates the field of battle where, on 26th August, 1346, Edward III. gained a victory over Philippe de Valois.

CONVEYANCES.—Railway to Amiens, Paris, St. Valery, Boulogne, &c., see page 18.

AGEN.—*Stat.*—Pop. 17,467. — **HOTELS:** — DE FRANCE, ST. JEAN, BUFFET at the station.

A large town on the Garonne, about 85 miles above Bordeaux, on the road from Toulouse, with three remarkable bridges, and noted for its plums.

View of Valley of Garonne from rock L'Ermitage very fine.

CONVEYANCES.—Railway to Bordeaux and Cette, see pp. 40 & 41; and to Auch, see page 29.

AIX.—*Stat.*—Pop. 26,136. — **HOTELS:**—

DU PARC, DES PRINCES, DU PALAIS ROYAL.

An ancient city of France, formerly the capital of Provence but now in the department of the Bouches du Rhone. 530 English miles from Paris, and 18 from Marseilles. It was founded by Caius Sextius Calvinus, a Roman general, 128 years before the Christian era, and received the name of *Aque Sextias*, from its famous springs. It is a well-built town, and the streets are in general well paved, as well as wide and clean. The monastery of Jacobins, or Dominicans, would be one of the finest structures in Provence were it completed. The mineral springs were accidentally re-discovered in 1704, when the medals, inscriptions, &c., which were dug up, confirmed the opinions of antiquaries as to their being the springs known to the Romans.

CONVEYANCES.—Railway, see page 46.

AJALS.—*Stat.*—Pop. 20,084. — **HOTELS:**—

DU COMMERCE and LION D'OR.

Is situated in Lower Languedoc, on the Gardou; 31 English miles north of Nismes. It carries on some trade in grain, olives, oil, wine, and silk.

CONVEYANCES.—Railway, see page 49.

ALBY.—*Stat.*—Pop. 14,636.

HOTELS:—DESPEPTE, good and reasonable; DU NORD, DES AMBASSADEURS

An ancient city, situated in the plain of Languedoc and in the centre of one of the best corn districts in France, and is the chief town of the department of the Tarn.

The Cathedral of St. Cecilia is a fine Gothic building of brick, abounding with splendid frescoes. The tower is 290 feet high, and of curious design. The Gothic tracery of the choir is remarkably beautiful. The only other buildings of any interest are the Prefecture, formerly an Episcopal Palace, and the Church of St. Salvi.

CONVEYANCES.—Railway to Carmanx See page 41.

Alençon.—*Stat.*—Pop. 16,473.

HOTELS:—GRAND CERF, good; DE ANGLETERRE, DE LA POST, DU LOUVER.

A prosperous town, situated on the Sarthe, and chief town of the department de l'Orne. Once celebrated for its lace, called "Point d'Alençon," but the manufacture of which has now nearly ceased. The Cathedral is the only building worthy of notice. Public conveyances to Rives Chateau, Renaud, Montrichard, Loches, and Chenouesau.

CONVEYANCES.—Railway to Le Mans, Chartres, Paris, Meziidon, Rennes, Redon, &c., see pp. 24, 25, Amboise-sur-Loire. — *Stat.*—Pop. 4,690.

HOTEL:—LION D'OR.

Charming old town with noble old castle, formerly the residence of the Kings of France, now used as barracks, and commands a fine view. Near the castle are the curious caverns, "Grenier de César."

CONVEYANCES.—Rail to Tours, Poiriers, Bordeaux, Orleans, Paris, &c. See page 34.

Amiens.—*Stat.*—Pop. 56,547. — **HOTELS:**—

HOTEL DE FRANCE ET D'ANGLETERRE—first-rate, and highly recommended. Landlord, Mr. Brulé-Glène Omnibuses at the station convey passengers to the Hotel, where there are private carriages for the use of travellers.

HOTEL DU RHIN, Place St. Denis, close to the railway, one of the first in the town, and highly recommended for cleanliness and moderate charges.

2½ miles N. of Paris. An ancient, handsome city, having several fine streets with splendid shops. From the central position of Amiens, between Boulogne, Calais, Brussels, and Paris, it is a most desirable place for travellers to sleep at when they wish to avoid arriving in Paris at an inconveniently early hour in the morning, than which there is nothing more annoying, as the best hotels are always closed, and the expense of being driven from place to place is very considerable. The 9.50 train in the morning affords time to breakfast and visit the Cathedral before starting, and then reach Paris by 1.25 afternoon. Public carriages convey passengers from the station to Doullens, 25 miles; Amale, 37 miles; or Poix, 17 miles.

Diligences leave the Hotel d'Angleterre for Rouen at 8 p.m., performing the journey in 12 hours. Fares—Coupé, 14fr. 50c.; Interieur, 12fr. 50c.; Banquette, 10fr. 50c. For St. Quentin at 7 a.m., and arrive at 4 p.m.

OBJECTS OF ATTRACTION.—The Château d'Eau, the Palais de Justice, the Hotel de Ville, built by Henry IV., the Corn Market, and particularly the Cathedral, the very lofty nave of which is considered a masterpiece of architecture. This town is celebrated for the treaty of peace concluded here in 1802 between France and England.

CONVEYANCES.—Railway train to Abbeville, Boulogne, and Paris, &c., see pages 13 to 14 and 18. — To Belgium, see page 64.

ANGERS.—*Stat.*—Pop. 50,726. — **HOTELS:**—

CHEVAL BLANC, DE LONDRES, on the quay. 214 English miles South West of Paris, on

the river Maine in the department of the Maine et Loire. It contains a public library, good cathedral, museum of paintings, cabinet of natural history and medicine, botanical gardens, public baths, and a large gloomy old castle, with some fine old houses and boulevards. The principal articles of manufacture and commerce are linen, cotton, sugar, corn, oil, wax, honey, wine, spirits, vinegar, coal, soap, marble, slate, and silk handkerchiefs. Steamers leave the quay Ligny every day, for Nantes.

CONVENANCES.—Railway to Nantes, Tours, Orleans-Paris, &c. see page 36.

Angoulême.—*Stat.*—Pop. 22,811.—**HOTELS:** GRAND HOTEL DU PALAIS—An excellent first-rate hotel for families and gentlemen. GRAND HOTEL DES POSTES—Rue de l' Arsenal, highly recommended to English travellers.

An excellent *buffet* at the station, which is close to the town.

This town is situated on the Charente, 280 English miles from Paris, and 83 from Bordeaux. It is a very old town, built on a hill bristling with rocks, and surrounded by an extensive and beautiful terraced promenade which commands fine views. The air is very pure and bracing, yet does not agree with delicate constitutions.

Angoulême has few objects worth noticing except the cathedral (re-built in 1816, and topped by a gothic steeple), a theatre, a cabinet of natural and physical history, and a library containing 18,000 vols. In the environs are some paper-mills, which produce an excellent article. The trade consists in corn, wine, ardent spirits, hemp, flax, chestnuts, saffron, cork, and paper.

CONVENANCES.—Railway to Coutras, Bordeaux, Poitiers, Tours, Nantes, Orleans, Paris, &c., see page 34.

Arcaehon.—*Stat.*—Pop. 860.—**HOTELS:**—DES EMPEREURS DE FRANCE; LE GALLAIS, situated on the beach, and so near the sea that bathers may leave the hotel in their bathing dress.

Situated on the borders of the Bassin d'Arcaehon, on the South-west coast of France, about 35 miles from Bordeaux, and whilst enjoying the sea-breeze, is sheltered by the hills on the opposite side from strong winds. On the west it is protected by an extensive pine forest, the resinous odour of which is so efficacious in diseases of the chest. The walks in the forest are completely sheltered, and the invalid can there enjoy a balmy atmosphere during the coldest day in winter. Arcaehon is chiefly resorted to in summer for sea-bathing, but it is well adapted for a winter residence. There are houses built like Swiss Chalets, to be let on moderate terms, and Villas are being constructed in the forest for the accommodation of invalids. Trains three times a day to Bordeaux, 36 miles, time 2½ hours.

PREVICAR.—Dr. Hamon.
HOUSE AGENT.—Mr. Dronet, 44, Boulevard de la Plage.

CONVENANCES.—Railway to Bordeaux, Bayonne and Tarbes. See page 39.

Arles.—*Stat.*—Pop. 24,216.—**HOTELS:**—HOTEL BEAUFORT, DU NOIR.

An irregularly-built town, situated on one of the embouchures of the Rhone; and is alike celebrated for the beauty of the women, which is heightened by their picturesque costume, and for its Roman remains, of which the principal is an amphitheatre in a tolerable state of preservation. Adjoining the cathedral are the cloisters, of which the Gothic arches, supported by finely-sculptured pillars, are good specimens of architectural skill in the earlier periods of Christianity.

Places worth visiting are—

The remains of the Roman Theatre, the Museum, where many early Christian tombstones, statues, &c., are preserved, and Les Champs Elysées, converted by the Christians into a burial-ground, where numbers of their tombs still remain, and where is a chapel dedicated to St. Honorius. The Cathedral, a building of the 6th century, by B. Vigilius, has a splendidly ornamented doorway. Also the bridge of boats, and ruins of a larger amphitheatre than at Nîmes, but more imperfect. The Marais of Arles is crossed by a viaduct of 769 metres in length, having 31 Arches.

CONVENANCES.—Railway to Marseilles, Nîmes Montpellier, &c. see page 46.

Arras.—*Stat.*—Pop. 26,216.—**HOTELS:**—HOTEL DU GRIFFON, L'EUROPE, ST. POL.

184 miles N. of Paris. A place of considerable trade, on the Scarpe, which divides it, and is here joined by the Crinchon. The town is built partly on an eminence, and partly on the plain, and consists of four distinct divisions—the City, the Upper Town, the Lower Town, and the Citadel, besides several suburbs. The Esplanade, in the centre, is a fine promenade. The city is on the site of Nemetocenna, the capital of the Atrebrates, which Cæsar took about 50 B.C. This part of Arras is very beautiful, formed of houses of hewn stone. The public squares are surrounded by buildings in the Gothic style. The Cathedral, dedicated to Our Lady, is a large Groecian building, finished in 1832, the ancient one having been destroyed in the great Revolution. Robespierre was born here. Manufactures of cotton linen and tapestry. Public carriages convey passengers to Cambrai 22 miles; Bethune, 18½ miles; St. Pol, 20½ miles.

CONVENANCES.—Railway to Douai, Valenciennes Paris, &c., see pages 12 & 14.

Asnières.—*Stat.*—Pop. 1500.

This place is situated on the left bank of the Seine, about five miles from Paris. It is noted for the beauty of its position, and the elegance of its houses, and is a favourite resort of the Parisians. The park of Asnières is celebrated for its amusements; concerts, balls, fireworks &c., taking place there on Sundays and fête days. It is also the scene of several regattas during the summer.

CONVENANCES.—Railway to Paris, St. Germain, Argenteuil, &c., see page 19.

Auch.—Pop. 12,000.—**HOTEL:**—DE FRANCE. 42½ English miles from Paris, 68 from Pau, and 11½ from Montastruc. The town is built in the form of an amphitheatre on the top of a hill, watered by the river Gers; the streets are narrow and ill-built, with the exception of some in the upper quarter. The traveller will not fall to

notice the church of Notre Dame, built in the reign of Clovis, with its superb portals, surmounted by two square towers; also the archbishop's palace, the statue of D'Estigny in the Place Royale, and the promenade at the extremity of the place, where one has a splendid view of the Pyrenees. A considerable trade is carried on in woollens, stuffs, thread, cotton wines, ardent spirits, goose feathers, and cattle.

CONVEYANCES.—Railway to Agen, see page 29.

AVIGNON.—Stat.—Pop. 6,863.

A pretty little town about three miles from Paris and near the Bois de Boulogne, St. Cloud, &c. It was the favourite residence of Boileau, Molière, Racine, La Fontaine, Franklin, Helvetius, Count Rumford, and Cabanis. Boileau's house is still shewn. The walk from this place through the Bois de Boulogne to St. Cloud is charming.

CONVEYANCES.—Rail and Omnibus to Paris, St. Cloud, Meudon, and Versailles, see page 19.

Autun.—Pop. 11,156.—HOTELS:—LA POSTE, DE LA CLOCHE.

An ancient town, with about 11,000 inhabitants, it is 26 miles N.W. of Chalons-sur-Saône, and was strongly fortified by the Romans. Portions of the wall are still standing, and two of the gates are in a pretty good state of preservation. There is a Cathedral and a Museum. The neighbourhood is picturesque, with Roman remains. Chablis wine can be procured good here.

Auxerre.—Stat.—Pop. 15,119.—HOTELS:—

HOTEL LEOPARD, on the quay; LA FONTAINE.

Omnibuses from the stations to the hotels, 30 cents; diligences to Avallon, by the new road (1852).

Capital of the department of the Yonne, is an ancient town situated on a healthy slope in the Burgundy wine country. The Yonne forms a port for the conveyance of produce. The streets are generally narrow. There are some fine views from the Boulevards. The Cathedral is much admired for its regularity, fine portals, ornaments, columns, figures, &c., but particularly for its richly stained windows. The altar is simple but grand, and has near it statues of the patron saint, Bishop Amiot, the translator of Plutarch, and Bishop Colbert. The Library contains 15,000 volumes, 200 MSS., and Baron Denon's collection of medals. There are also a large foundry, hospital, college, theatre, baths, and botanical gardens.

CONVEYANCES.—Rail to Paris, Dijon, Lyons, &c., see pages 42 & 44.

Avignon.—Stat.—Pop. 37,077.—HOTELS:—

HOTEL DE L'EUROPE,—clean and comfortable.

DU PALAIS ROYAL; the Maréchal Brune was assassinated in the latter hotel.

Refreshment room at station; good dinners.

The chief city of the department of the Vaucluse, on the Rhone, 75 miles North of Marseilles. It contains a great number of churches and sacred buildings. The once celebrated Church of the Franciscans, however, is now destroyed. The promenade of the Rocher des Dons commands a delightful view. The most attractive object, perhaps, is the old Palace of the Popes, now converted into barracks. Petrarch resided in this city several years, and here he saw his Laura, whose tomb was in the Franciscan Church. The Fountain of Vaucluse is about

18 miles distant from Avignon. A calèche may be hired to take a party there and back for 22 francs, including the driver's gratuity. Besides the Fountain itself, an object of greater curiosity, the house where Petrarch resided is shown. Avignon is the centre of the Madder districts of France, the cultivation of which is very general in the neighbourhood. Near the Cathedral is a statue to the memory of the first introducer into France of that valuable root. The Pont du Gard is distant about 15 miles, and is in fine preservation.

Museum of antiquities and paintings is well worth a visit; it contains a variety of Roman sculpture, pottery, glass, coins, &c., found from time to time in the neighbourhood, also a very good collection of modern French paintings, among which are a few by Horace Vernet, who was born in this city, and his father Joseph. Here is a very handsome Hotel de Ville.

CONVEYANCES.—Railway to Lyons, Arles, and Marseilles, pages 46 and 47. A Coach leaves the Hotel St. Yves (near Rue du Chapeaurouge, and the Market), for L'Isle, in 3 hours, fare 1 fr. 25 c., and 1 fr. 50 c. Whence 4 miles to Vaucluse, returning from L'Isle, at 3 p.m. At L'Isle, a one horse Omnibus, for four, can be hired from 4 to 5 hours, to Vaucluse and back. The new road from Avignon to Geneva, by the beautiful plains of the Bresse, is now open.

AVRANCHES.—Pop. 8,702.—HOTELS:—DE LONDRES, very good; DE BRETAGNE.

A town in Normandy, most beautifully situated on a considerable eminence, whence a magnificent view of the surrounding country may be had. It contains a college and a convent. It is a very agreeable town, and is much frequented by the English; the route being by Jersey and St. Malo, or Jersey and Granville. The distance to the latter is about 6 hours by diligence, which starts from the Hotel de France. The diligence for Laval starts from the Messageries Impériales, next the Hotel de Londres. The excursion is often made to Mont St. Michel, distant about 5 leagues, a rock in the sea on which has been erected a church and a little village, with several inns. The church, a masterpiece of Norman architecture; the cloisters of early English. At low tide the rock can be reached on foot or in a carriage. The best way is by Pont Daron. A passport must be produced. The excursion takes a day. The gulf in which the Channel Islands are situated takes its name from this town.

ENGLISH SERVICE twice every Sunday, Rev. Mr. Thompson, chaplain.

Bagnères de Bigorre.—Stat.—Pop. 8,885.

HOTEL DE FRANCE, DE PARIS, good; DE LONDRES. A large town at the foot of the High Pyrenees, having excellent baths and a pleasant neighbourhood. It has become a place of considerable resort for English families during the winter, on account of the excellence of its climate. The season commences in May and closes in October.

Diligences daily to Luchon, and all the neighbouring towns. For Railway, see page 29.

For an account of the medical properties of the French and German Baths, see Dr. Lax's work.

ENGLISH CHURCH SERVICE. Chaplain, Rev. C. H.

M.A., supplied by Colonial and Continental Society. Service, morning and afternoon, Sundays, and prayers on Wednesdays, all in the year.

Chambres de Luchon.—Pop. 9,667.—

HOTEL BONNE MAISON ET DE LONDON.—

The Bath Rooms, is one of the best hotels, of the Pyrenees, and can be recommended with confidence.

LISTE DES BAINS: HOTEL D'ANGLETERRE.

In the High Pyrenees, much frequented for its beauty and neighbouring scenery. The excursions are to the Port de Venasque, for the near view of the Madetta, to the Lac de Seulejo, Lac D'Oo, Vallée Lys, Super Bagnères, Bosost, the summit of Mont Monné and to Saint Bertrand, the ancient Roman capital of the district.

HEATHEN CHURCH SEAVES during the summer months. Chaplains supplied by the Colonial Church Society.

Diligences daily to Toulouse, Tarbes, and Barceles de Bigorre.

Bagnols, near Conterne Orne—a large bathing establishment and village of great local celebrity for its sulphureous and chalybeate waters, situate in the rocky gorge of a picturesque valley, adjoining the magnificent forest of Amirine—large park—delightful walks and rides, and extensive views. Shooting, fishing, and wild boar-hunting in the forest.

Conveyance from La Croisère, see page 46.

Barbizon.—INN, kept by M. Ganne.

Near Chailly, on the borders of the forest of Fontainebleau. In the neighbourhood of this village is a good diversity of forest scenery and rocks; and it is much frequented by artists. It is 28 miles from Paris, on the Lyons Railway. The station to stop at is Melun. See pages 44 and 45.

Bareges.—HOTELS:—DE FRANCE, L'EUROPE.

A celebrated Pyrenean watering-place, in the High Pyrenees, about 5 miles from Luz; but scarcely worth a visit from a passing traveller, having had accommodation, and being only fit for invalids.

Diligences daily to Luz, Tarbes, and all the neighbouring towns.

Bar-le-Duc.—Stat.—Pop. 13,835—HOTELS:—

HOTEL DU CYGNE, DE METS.

Chief town of the department of the Meuse, beautifully situated on the Orain, and the ancient seat of the Dukes of Barrois. The High Town stands on a hill round a fragment of the old castle, whence there is a fine view. The Low Town lies along the river, which is crossed by three bridges, and is a well-built and lively part, with good broad streets, several tan yards, cotton mills, dye houses, &c. The principal buildings are the Préfecture, Hotel de Ville, the College, the Palais de Justice, and Theatre. The Café des Oiseaux is well worth visiting, as it is a perfect curiosity, forming a complete museum of natural history, the ornithological and mineralogical cabinets being very complete; there are also some very rare exotic plants. Marshal Oudinot and General Exelmans were born here, and to the former there is a fine statue erected.

Bar-le-Duc is celebrated for its beautiful confections, of which it exports large quantities.

CONVEYANCES.—Railway to Nancy, Epinal, Strasbourg, Paris, &c., see pages 52 and 53.

Bayeux.—Stat.—Pop. 9,667.—HOTEL DU LUXEMBOURG, LE GRAND HOTEL, DU LION D'OR.

A dull old town in Normandy, situated between Caen and St. Lo. A fine cathedral in course of restoration. Old tapestry in the Bibliothèque representing the invasion of England by the Normans. Distance to Caen 19 miles; to St. Lo 28 miles.

CONVEYANCES.—Railway, see pages 22 and 23.

Bayonne.—Stat.—Pop. 20,000.—

HOTEL COMMERCE, ST. ETIENNE.—Omnibuses from the station to the town, 25 cents.; 25 cents. for each package.

A fortified, well-built, opulent, and commercial town of France, in Gascony, department of the Lower Pyrenees, situated at the confluence of the Nive and Adour 486½ English miles from Paris. These rivers here form a commodious harbour, two miles from the Bay of Biscay, and divide the city into three parts. A citadel, constructed by Vauban on an eminence in the suburb, commands both the harbour and the town, which are farther defended by small redoubts. The cathedral is a venerable structure, and the quay is a superb, much-frequented promenade; but the most beautiful part of the city is the Place de Grammont. A stone bridge connects the suburb with the town. A considerable commerce is carried on at Bayonne with Spain, French and foreign goods being given in exchange for wood, iron, fruit, gold, and silver. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. The military weapon called the *bayonet* takes its name from this city, where it was invented in the seventeenth century. A pleasant excursion may be made to Biarritz, a pretty watering-place, distant only 5 miles. Also to San Sebastian in Spain 3 hours.

The district between Bayonne and the frontier is full of interest, as the scene of the memorable struggle between Soult and Wellington in 1813.

ENGLISH CONSUL.—Fergus F. Goaham, Esq., 22, Rue Lormand.

CONVEYANCES.—Railway to Irun and Madrid, also to Dax, Pau, Bordeaux, &c., see page 39. Steamers to San Sebastian, &c. See alphabetical list.

Beaune.—Stat.—Pop. 11,500—HOTELS:—

BAUQUIS, DE FRANCE, BRIAN, DE L'ARBRE D'OR.

The principal seat of the wine trade of Burgundy, nearly 90 mercantile houses being engaged in it. The chief objects of interest are Chancellor Rollin's Hospital, in the Gothic style, founded 1443; the Library, containing 25,000 volumes, and Museum: two old Churches, a belfry of the 14th century, the corn market, the fountain of Aigue, and the public gardens and baths. Monge the mathematician was born here. Omnibuses at the Station **CONVEYANCES.**—Rail to Dijon, Paris, Lyons, Marseilles, &c., see page 44.

Beauvais.—Stat.—Pop. 14,960—HOTELS:—

DU CYGNE, good; and D'ANGLETERRE.

The chief town of the Department de l'Oise, 65

English miles north of Paris, celebrated for tapestry. Its principal object of attraction is the Cathedral, one of the first in France. The roof rests on three rows of flying buttresses, topped by double ranges of pinnacles. It was commenced in 1225, and was intended to have been one of the largest and most magnificent Gothic churches in the world, but only the choir and transept have been built. The choir is, no doubt, the loftiest in the world, the elevation of the roof above the pavement being 153 ft. high. The towers of the Hotel de Ville are picturesque.

CONVEYANCES.—Railway, see page 12.

Behobia.—The frontier village between France and Spain, on the Bidassoa, on the road to San Sebastian. Passports and baggage are examined at the respective Custom-houses on each side of the Bridge. Luggage should be here *plombé*, 10c. for each package.

Belfort.—*Stat.*—Pop. 8,000.—**HOTEL:**—*L'ANCIENNE PORTE.*

A thriving town situated in a healthy part of the Savoureuse, between the Vosges and Jura Mountains. It is divided into the high and low town. There are a good Hotel de Ville, a College, and a library of 30,000 volumes; also a Military Hospital and Barracks. On the rock above is the Castle (Bel fort), built 1228, and held by the Austrians until given up to France by the treaty of Munster, when it was fortified by Vauban, and commands the entrance into France from Switzerland. The trade is in wine, brandy, kirsch-wasser, cheese, brass, and copper.

CONVEYANCES.—Rail to Mulhouse, Bale, Dijon, Lyons, Paris, &c., see pages 43 and 56.

BESANCON.—*Stat.*—Pop. 42,544.—

HOTEL DU NORD. DE L'EUROPE, NATIONAL.

Is 25½ E. miles S. E. of Paris, and 50 miles from Dijon. A large, ancient, and well-built city of France, situated on the river Doubs, which nearly surrounds it, dividing it into two parts, joined together by a bridge. It has six gates, and is strong both by nature and art, having been fortified by Louis XIV. and being, besides, protected by a citadel standing on a sharp rock. Its chief manufactures are arms, woollen stuffs, silk stockings, linen, calico, leather, hats, clocks, and watches. The trade consists in corn, wine, cattle, cheese, iron, pins, &c. The library here contains some rare manuscripts, and a valuable collection of coins, medals, &c.

There is here a first-rate fortress, and a fine view from the citadel. Amphitheatre, and other Roman remains. Omnibuses to Railway Station, distant half a mile from the town.

CONVEYANCES.—Railway, see page 43

Bexiers.—*Stat.*—Pop. 23,557.—**HOTEL:**—*DU NORD, PAUL RIQUET, DES BALANCES*

A finely situated town on a rock 200 to 260 feet above the Orbi and the Canal du Midi, in a beautiful country, and is one of the most thriving seats of the brandy trade. It was one of the chief towns of the Albigenses when Innocent III. proclaimed a crusade against them in the thirteenth century, headed by Simon de Montfort, and 60,000 were slaughtered here. The old castle-like Cathedral with its great tower and turrets, has a good nave and choir, and several stained glass windows. A

Madeline and Aphrodite Churches are worth notice. Silk stockings, gloves, eau-de-vie, liqueurs, confections, glass, soap, &c., are manufactured here, and there is a trade in white, red, and Muscatel wines.

CONVEYANCES.—Railway to Entréchoux, Getzé, Narbonne, Toulouse, Bordeaux, &c., see page 41.

Biarritz.—*Stat.*—Pop. 2,410.—**HOTEL DE FRANCE.**—Well situated, and highly recommended.

HOTEL D'ANGLETERRE.—Excellent accommodation, moderate charges.

Is situated about five miles from Bayonne. The beauty of the scenery, combined with the genial nature of the climate, its suitability for sea-bathing, together with its seclusion, has always rendered it a favourite French watering place; and we have little doubt, from the fact of the Emperor of the French having decided upon making Biarritz a place to which he may resort from the bustle and noise of the French capital, in the same manner as our own Queen seeks retirement in her private mansion at Osborne, that it will become one of the most fashionable watering places in France.

From the cliffs, one can enjoy a splendid view of the Bay of Biscay, which at all times restless, is rendered turbulent upon the least increase of the wind. The several bays, with their fine sandy bottoms, present admirable conveniences to the sea bathers.

ENGLISH CHURCH.—Divine Service, morning and afternoon. Chaplain, Rev. W. Jameson, M.A., officiating clergyman, appointed by the Colonial and Continental Church Society.

PHYSICIANS.—Dr. E. C. Chapman and Dr. Girdlestone.

CONVEYANCE.—Railway, see page 39.

Blois.—*Stat.*—Pop. 17,749.—**HOTEL:**—*D'ANGLETERRE, DE BLOIS,* a good **BUFFET** at the Station, close to the town.

A picturesque town, 113 E. miles South of Paris on the Bordeaux railway. This is an ancient town of France, in the Orleansois, department of the Loir and Cher, on the Loire, which is here crossed by an elegant stone bridge. The streets are narrow, and many of the houses low. The castle stands on a rock overhanging the river. The principal public buildings are the cathedral, the Jesuits' college, (now a provincial school,) and the Episcopal palace, the terrace of which affords a very pleasing walk. The trade of the town consists in wine, brandy, corn, wood, and fruit; there are manufactures of serge, stamin, and other cloths, as well as of hardware and glass.

CONVEYANCES.—Railway to Tours, Nantes, Angoulême, Bordeaux, &c., see page 34.

Bordeaux.—*Stat.*—Pop. 149,928.—**HOTELS:**—*HOTEL DES QUATRES SOEURS.*—A good hotel, well situated.

DE NANTES.—A first-class hotel, splendidly situated, and charges not out of proportion to the comfort.

HOTEL DES PRINCES ET DE LA PAIX, kept by Mr. Gremailly; newly furnished, admirably situated.

VICTORIA, DE FRANCE, DE PARIS. Is 363 miles from Paris. The second sea-port of France, on the left bank of the Garonne. Quays, 3 miles long, river 2,000 ft. broad, and 18 to 20 ft. deep

nearly 1,000 merchant vessels, and exports annually more than 100,000 hogsheads of wine, and 20,000 of French brandy, as also vinegar, dried fruits, hams, turpentine, glass, cork, honey, &c. It possesses a chamber of commerce, a commercial court, a university, established in 1441; an academy of sciences, instituted in 1712, which has a library of more than 55,000 volumes; an academy of fine arts, founded in 1670, and renewed in 1768; a museum, a lyceum, a Linnean society, an institution for the education of the deaf and dumb, a school of trade and navigation, &c. Flacres, rent, and provisions, dear; omnibuses, cheap. Bordeaux is the *Burdigala* of the Romans.

OBJECTS OF ATTRACTION.—The cathedral and churches; grand theatre, under which is a public reading-room; Grand Hospital; Courts of Justice; Hotel de Ville; Exchange; Custom House; Bridge over the Garonne; Barracks; New Gaol; Lunatic Asylum; Military Hospital; Slaughter-house; Museum; Public Library; Wine Cellars of Barton, the Ruins of the Old Roman Amphitheatre are worthy of notice.

ENGLISH BANKERS.—Barton and Guestier, 35, Cours Pavé, near the Quai des Chartrons; Natl. Johnston and Sons, Rue Foy, 21.

BRITISH CONSUL.—Brand Scott, Esq., 29, Pavé des Chantrons.

ENGLISH CONSULAR CHAPLAIN.—Rev. E. S. Frossard. The church is No. 10 Pavé des Chantrons

POST-OFFICE.—Rue Bureau de la Poste.

CONVEYANCES.—Railway, see pages 35, 39, and 40; Steamers, see alphabetical list.

BOULOGNE-MER-MEE.—*Stat.*—Pop. 34,739.

THE HOTEL DES BAINS, ET DE BELLE VUE.—First-class hotel for families and gentlemen. Mr. E. Munton-Houssé, proprietor.

WIGHTON AND MARINE HOTEL. one of the best situated, opposite the Bath Establishment, kept by Mr. Edouard Leceref

THE BRITISH HOTEL, Rue d'Assas, recommended for its cleanliness, comfort, and moderate charges

PACKHAM'S HOTEL DU LOUVRE, facing the terminus of the Paris Railway. Comfortable, and moderate charges. Conveniently situated near the station

HOTEL D'ANGLETERRE.—A well situated comfortable hotel.

GRAND HOTEL CHRISTOL.—A large hotel well situated and very good.

HUGHES' ROYAL HOTEL.—A well conducted excellent house.

HOTEL DU NORD, Rue Napoleon (formerly called Rue de l'Eca)—First class hotel, kept by Muhlbergue.

HOTEL DU PAVILLON IMPERIAL DES BAINS DE MER—A large and extensive first-rate hotel, admirably situated, facing the sea. M. Bourgois, proprietor.

HOTEL DE L'EUROPE, close to the Railway and Steam-packet Stations, highly recommended.

The Boarding Establishment of Mr. Howe, is excellent. See advertisement, end of book.

There is a *Buffet* and every accommodation at the Station.

One of the chief ports of France, in the Channel, 25 miles from Folkestone, 112 miles distant from London, and 170 by rail from Paris. As a watering-place

it is much resorted to by parties chiefly from England. It is situated at the mouth of the Liane, in the department of the Pas de Calais. The town is divided into "the high and low town," connected by means of a steep street called La Grande Rue. The favourite locality of the English is in the modern part called the Tintelleries, which lies in a valley towards the north. The railway station is on the opposite side of the river, near to the Place Bellevue, distant from the landing place of steamers half a mile. Omnibuses attend the arrival of packets and trains, to convey passengers to and from the pier and station, fares 50 cents, each, those holding through tickets are conveyed free of charge. The Lower Town is modern and regularly built. It extends to the glacis of the Citadel, erected under Louis XIV. by the celebrated Vauban.

The Museum in the Grande Rue is well worth visiting, and contains some paintings deserving of notice, besides many curiosities. The Baths is a splendid establishment. The Belfry, behind the Hotel de Ville, is one of the most ancient buildings in Boulogne; the tower, 140 feet high, should be ascended, as from it a magnificent view of the town and its beautiful environs may be obtained. The chief architectural attraction of Boulogne, however, is the Monument, an exceedingly handsome structure, which was intended to commemorate the invasion of England by Napoleon. There is a colossal bronze statue of Napoleon at the top. The Jetty is the favourite walk, extending about 2000 feet from the end of the quay and commanding a fine view of the harbour and part of the coast; it presents, on a fine summer evening, with its numerous visitors, a very gay and lively appearance. The environs of Boulogne are exceedingly interesting, and among the places of celebrity we may point out the following:—Mont St. Etienne, a quaint little village, about five miles distant, Mont Outreau, within a short distance, will interest the visitor by its antiquarian remains, intimately associated with historical events; Mont Lambert, from the summit of which is obtained a rare and beautiful view, diversified with hill and dale, sea and land, and far in the distance the white cliffs of "rare old England." The Botanic Gardens, at Mount Pelé, fourteen miles distant, are open to the public twice a week

PROTESTANT FRENCH CHAPEL.—Service by the Rev. Mr. Blin. **ENGLISH EPISCOPAL CHAPELS.**—

Upper Town, Rev. Mr. Markay; Lower Town, Rev. W. K. Groves; Rue Royale, Rev. J. Bewaher;

Rue de la Lampe, Rev. C. J. Furlong. **WESLEYAN CHAPEL.**—Rev. J. Gakin, late of Paris.

H. PAY, near the Custom House, changes money on very advantageous terms:—

ENGLISH LIBRARIES AND READING ROOMS.—Mr. Merriwell, 60, Rue Napoleon, and Mr. Seal, No. 34 & 39, Grande Rue, next door to the Museum, both of which establishments are Dépôts for the sale of Bradshaw's Guides, and Handbooks.

CONVEYANCES.—Railway, see page 18; steamers, see alphabetical list.

BOURGEE.—*Stat.*—Pop. 26,482.—**HOTELS:**—DE FRANCE DE LA POSTE, DU BœUF, COURONNE, DE LA BOULE D'OR.

There is an Omnibus at the Station to convey passengers to the town.

146½ English miles South of Paris. This is a large town, in the department of the Cher, and stands on a rising ground between the rivers Evre and Auron, which here unite their streams. The only public buildings of note are the fine gothic cathedral, the great tower, formerly used as a state prison, (the interior of the cathedral has five aisles, and is one of the finest in France); the Hotel de Ville, formerly the house of Jacques Cœur, a magnificent private house built by a rich merchant, who was minister of finance to Charles VII., and was disgraced and banished by him for no reason that ever was discovered: it was begun in 1443, and is one of the most curious buildings of the kind in France, and worthy of examination in every part; and the Museum of Antiquities. It has manufactures of silk, woollen, and cotton stuffs, as well as of stockings, caps, and other articles of clothing. The chief objects of trade are corn, wine, cattle, wool, hemp, and cloth.

CONVEYANCES.—Railway to Vierzon, Orleans, Montincon and Moulins, see pages 26 and 28.

Brest.—Pop 54,6½.—**HOTELS:**—

LA MARQUE, 21, Rue d'Aguillon, GRAND MONARQUE, DE PROVENCE, DE LA TETE D'ARGENT, DE FRANCE. Conveyances to the town from the station, five miles distant.

One of the principal seaports and arsenals of France, with a small harbour 25 feet deep. Reading room, and Promenades. No English banker, physician, or clergyman. French Protestant service twice on Sunday. Principal bankers, H. Guilhem; Sh. Boëlle; — Monge.

CONVEYANCES.—Railway to Paris, see page 25. Steamers daily to De Launay.

Breteuil.—*Stat.*—Pop. 2,794—**HOTEL:**—

D'ANGLETERRE.

Situated on the river Noye. The air is salubrious, but the town for the most part, is ill built. There are some fine edifices, particularly the Abbey of St. Marie, and the church of St. Maur. The station is at some distance from the town, in the village of Baconé, where the road from Montdidier crosses the line. Near Breteuil a great number of antiquities have been found. At this station there are conveyances to Aumale, Eu, Beauvais, Crèvecœur, and Montdidier.

CONVEYANCE. Railway, see page 18.

Caen.—*Stat.*—Pop. 41,394—**HOTEL:**—

HUMBY'S HOTEL FOR FAMILIES AND GENTLEMEN.—An excellent English hotel which we can recommend with confidence.

Conveyances to the town from the Railway Station 139½ English miles West of Paris. A large, well-built, and populous town, in the department of Calvados. It contains 12 parish churches, several hospitals, a public library containing 25,000 volumes, public garden, cabinet of natural history, &c. It has a University. Caen is rich in ancient gothic architecture, the most remarkable specimens of which are the Churches of St. Pierre and the Holy Trinity. The Race Course, one of the finest in France. The Picture Gallery in the Hotel de Ville well deserves a visit.

No. 82 is the portrait of James I. of England. In the castle is the ancient Exchequer of Normandy, a building perfectly unique. In the Cathedral of St. Stephen, a magnificent specimen of Norman and early English, rest the remains of William the Conqueror. His queen, Matilda, is buried in the church of the Holy Trinity, which has an interesting crypt. The air here is very salubrious, and living remarkably cheap, two circumstances which have attracted a large number of English to the place, there being from 2000 to 3000 resident here. Caen is situated at the influx of the small river Odon into the larger stream of the Orne. An active trade is carried on in linen, serges, lace, stockings, caps, elder, dye-stuffs, skins, &c.

ENGLISH CHURCH SERVICE.—Every Sunday.

CONVEYANCES.—Steamers from Havre, see alphabetical list. Rail to Paris, &c., p. 22. Diligences to Bayeux, St. Lo, Isigny, Granville, Avranches, Vire, and St. Malo.

Calais.—*Stat.*—Pop. 13,000.—**HOTELS:**—

THE BUFFET HOTEL at the Railway Station is most conveniently situated, and affords refreshments and accommodation at moderate charges; it is good in every respect.

HOTEL DRESSIN is now transferred to the premises of the old Hotel Quillac, which has been newly and entirely refurnished—the latter ceases to be an hotel and the former takes its place as the Hotel Desselin.

Calais is situated in the department of the Pas de Calais, opposite Dover. It is surrounded by a moat and wall, and defended by a very large citadel. The streets are wide and regular. Its form is that of an oblong square, with the longer side parallel to the sea; and has two gates, one towards the sea, the other towards the land. Most of the houses are built of brick. The town of Calais enjoys a well-deserved reputation for salubrity, partly attributable to the light, dry soil, and partly to the surrounding country being flat—thus allowing a free current of air to pass through the town. The harbour, which is commodious, is defended by several small forts, and consists of a large quay, terminated by two long wooden piers, which stretch into the sea. Its inhabitants are much engaged in the herring and cod fishery, and carry on a considerable traffic in Dutch spirits. In the *Basse Ville* there are nearly 2000 English residents, mostly Tulle or lace manufacturers. A new English Church under the licence of the Bishop of London, and dedicated to the *Holy Trinity*, has been opened for the adjoining towns of St. Pierre les Calais, or *Basse Ville* as it is called, (the population exceeds that of Calais itself) divine service every Sunday Morning at ½ past 11, Evening at ½ past 6. The Rev. T. S. Hill, Chaplain. In the Town of Calais there is an English church, built by the English some years since which is entirely devoted to the service of the Church of England. Service every Sunday at 11 and 3 by the British Consulate Chaplain.

Travellers proceeding to Belgium or Germany will avoid much trouble by informing the authorities of their place of destination and by what train they intend to proceed; their luggage will then be duly marked for transit, and they will avoid the an-

noyance of a Custom-house search in France. Passengers proceeding direct to Paris, can have their luggage registered by paying from 7 to 10 sous each package exclusive of the landing charges.

CONVEYANCES.—Railway to Lille, and from thence to Paris, Brussels, and all parts of Belgium. Steamers to Dover and London, see alphabetical list. Diligences to Boulogne; and to Gravelines and Dunkirk. Omnibus to Gules.

CAMBRAI.—*Stat.*—Pop. 21,405.

HOTEL DE L'EUROPE, good.

An industrious and flourishing town situated on the Scheldt or Facaut, in the old province of Flanders, and the seat of a bishopric. It was the episcopal see of Fenelon, whose monument, by David, was with difficulty preserved when the cathedral was a second time destroyed by fire in 1859. The principal objects of interest are the Hotel de Ville, opposite the Place d'Armes, which is of considerable extent, as also the Esplanade; the Military Hospital; the College, and the public library which contains 30,000 volumes.

It has a considerable trade in fine linen, lace, thread, and cambric, which takes its name from this place.

CONVEYANCES.—Railway to Charleroi, Namur, Liege, Cologne, St. Quentin, and Paris, see page 16.

CANNES.—*Stat.*—Pop. 5,860.—**HOTELS:**—

GRAND HOTEL DE CANNES, deserves the best commendation.

HOTEL DE GENEVE.—Very well situated in the vicinity of the Railway Station, and near the sea. Apartment; well furnished for families.

GRAND HOTEL DE BELLE VUE AND PAVILLON, on the west side of the town. There is a large garden with a splendid view of the sea.

BELLE VUE AND BRISTOL, DU NORD, DE LA POSTE. (For details see Dr. Lee's "South of France.")

HOTEL DE PROVENCE on the new Boulevard, the finest and most fashionable part in the town. Apartments for families. Baths and Carriages in the Hotel; very good house in every respect. English supervision.

ENGLISH HOUSE, ESTATE, AND GENERAL AGENCY, directed by John Taylor, Wine Merchant, Rue de Frejus.

About 21 miles south-west of Nice, beautifully situated on a bay of the same name. It has great advantages with respect to climate, being quite sheltered on the north and north-west; the environs are delightful; and an extensive view may be obtained from the summit of Mont Chevalier, where there are the ruins of a fort. Lords Brougham and Londesborough have Chateaux, and several English residents have villas at Cannes. The number of visitors has greatly increased within the last two years, and many new edifices have been constructed.

PHYSICIAN.—Dr. Whitley.

ENGLISH CHURCH SERVICE twice on Sundays, **CONVEYANCES.**—Railway, see page 49; Steamer to and from Marseilles weekly.

CARCASSONNE.—*Stat.*—Pop. 20,000.

HOTELS:—**BONNET**—good baths. **ST. JEAN BAPTISTE, BERNARD.**

Chief town of the department of the Aude and

seat of a diocese, college, tribunal, &c., situated in a fertile spot, near the Canal du Midi, on the Aude, which divides the Cité, or old town from the Basse Ville, or new or lower town, and is crossed by a bridge. The modern part is well built and watered by streams and fountains; one, of Neptune and his horses, in the Grande Place is very fine. Among the buildings worth notice are the Hotel de Ville; the Préfecture with its large gardens; the Library of 6,000 volumes, and the Museum; the bridge, whence there is a view of the Pyrenees; the Barracks, Theatre, Hospitals, &c.

There are some large woollen factories, and from 6000 to 7000 hands are engaged in the manufacture of cloth, which is celebrated for its brilliant colours. There is also a considerable trade in corn, wine, fruit, &c.

CONVEYANCES.—Railway to Narbonne, Cette, Toulouse, Bordeaux, &c., see pages 40 and 41.

Cassel.—*Stat.*—Pop. 3,204.

HOTEL DU SAUVAGE, DE BELLEVUE.

A neat little town on the line of railway from Dunkirk to Lille. It stands on an eminence of 800 feet in the midst of a vast plain, and commands a fine view of Flanders and Belgium with an horizon of immense extent. Distance from Dunkirk 19½ English miles. Flemish spoken.

CONVEYANCES.—Rail to Dunkirk, Calais, Lille, Douai, Amiens, Paris, &c. See page 12.

Cauterets.—Pop. 1,300.—**HOTELS:**—

DE FRANCE, DU LION D'OR.

A celebrated bathing town in the High Pyrenees, and is very picturesque and lively, with numerous bathing establishments and well-supplied shops; it is the head quarters for some of the finest excursions in the Pyrenees, and one of the best for artists or sportsmen. There is a constant interchange of people of various countries, and much picturesque mountain costume. The chief excursion is that to the Pont d'Espagne and Lac de Gaube. The heat of the Sulphurous Springs is 104 to 120 Fahr. English Church Service during the Summer months.

CONVEYANCES.—Diligences daily to Tarbes and all the neighbouring towns.

Cette.—*Stat.*—Pop. 21,064.

HOTELS:—**DES RAINS, DU GRAND GALION.**

An important seaport town of France, 17 miles west of Montpellier, being the chief place for the export of the productions of Languedoc. M. Balard, has here an establishment for the production of the sulphates of soda, magnesia, and potash, by the direct method. By the process adopted, he is enabled to procure these salts by evaporation from sea-water. Wines of all kinds are imitated here.

CONVEYANCES.—Steamers, see alphabetical list; Railway, see pages 40, 48.

Chalons-sur-Marne.—*Stat.*—Pop. 16,551.

HOTEL DE LA HAUTE MERE DIEU.

107½ English miles from Paris, and 25 from Rheims, on the Paris and Strasburg line of Railway. A large town in Champagne, on the Marne, which divides it into three parts, and is crossed by several bridges, one of which, erected in 1787, is admired for its boldness and elegance. There are a handsome town-house, a gothic cathedral, built in the thirteenth century,

eleven parish churches, three secularized abbeys several convents, and a fine public walk. Jacqueson's wonderful wine cellars are here. It is said his corks alone cost him £6,000 per annum. The Camp of Chalons was permanently established in 1857, and occupies a large extent of country to the South and East of Petit Mourmelon and Grand Mourmelon, two small villages 16 miles from Chalons. For an extensive camp the situation could not be finer. There are permanent barracks for a large number of troops, increased at times by large additions who camp out, this is generally the case during the presence of the Emperor, at which time there are reviews and sham battles, gun practice, &c., by 40,000 troops.

Conveyances from the railway station at Mourmelon to the hotels where round tickets may be purchased for the omnibus carrying travellers through the camp.

CONVEYANCES.—Railway to Mourmelon and Reims, page 50; to Paris, Vitry-le-Français, Barle-Duc, Nancy, and Strasbourg see page 52.

Chalons-sur-Saone.—*Stat.*—Pop 19,911—

HOTELS:—DE L'EUROPE, DU PARC, DES DILIGENCES.

A neat town, 239 English miles south-east of Paris, pleasantly situated on the banks of the Saône, with a broad quay, which is used as a promenade. There is a cathedral here. The banks of the river are, for the most part flat, but well cultivated. Beyond Macon, celebrated for its wine, the scenery is extremely pleasing, and increases in interest on approaching Lyons. The road, which runs a great part parallel with the river, passes over Mont d'Or, so called from the rich colour of its vineyards in autumn, and from the summit of which a charming and extensive prospect may be enjoyed of the rich plains of Burgundy on the one side, of the Lyonnais on the other, and of the snow-clad Alps of Dauphiné in the distance. The descent to Lyons is through a succession of meadow-lands, orchards, and vineyards. At about 25 English miles from the town (part by railway), are the extensive iron works, called Le Creusot, the glass bottle works of Blanzay and of Epinac, Collieries, &c. The town has large beet-root-sugar factories, breweries, flour and seed-crushing mills, iron steam-ship building-yards, &c.

FRENCH PROTESTANT CHURCH.—Ministers supplied by the Evangelical Society of Geneva.

CONVEYANCES.—Railway to Dijon and Paris, see page 45; to Lyons, Avignon, and Marseilles, see page 44.

Chantilly.—*Stat.*—Pop. 2,600.—**HOTELS:**—

DU CERF, DU CYGNE, DES BAINS, DULION D'OR.

The beautiful domain of Chantilly, one of the most remarkable ornaments of France, was enriched and adorned under a long succession of wealthy and noble proprietors; but owes most of its splendour to the Princes of Condé. It possesses an European celebrity, and attracts a never-ceasing crowd of visitors from Paris. The Chateau is rented by Earl Cowley. Chantilly lace made here.

CONVEYANCES.—Rail to Creil and Paris, see p. 13.

Chartres.—*Stat.*—Pop. 18,925.—**HOTELS:**—

POSTE, DU GRAND MONARQUE, DU DUC DE CHARTRES.

54 English miles W. of Paris. An ancient town in the department of the Eure and Loir, on the Eure, which divides it into two parts, across which there is a bridge planned by the celebrated Vauban. Most of the streets are narrow and crowded, but some of the comparatively modern buildings are very neat. The noble cathedral is one of the finest in France. It has some very fine old painted glass. The Church of St. Pierre has also some fine painted glass. There is a large corn market here.

CONVEYANCES.—Rail to Versailles and Paris, and also to Laval, see pages 24 and 25.

Chateauroux.—(Château of Raoul de Déols.)

Stat.—Pop. 18,327.—**HOTELS:**—LA POSTE, DE ST. CATHERINE, DE FRANCE.

166½ English miles from Paris. This town is situated on the Indre, and has a large woollen manufactory. Near this place is found some of the best iron in France.

CONVEYANCES.—Railway to Vierzon, Bourges Orleans, Paris, &c., see page 28.

Châtelleraut.—*Stat.*—Pop. 14,087.

HOTELS:—DE L'ESPERANCE, DE LA TÊTE NOIRE.

A sous-préfecture in the department of Vienne, and one of the principal seats of the cutlery and sword trade in France, situated on the Vienne, which is crossed by a good bridge with an old four-turretted gate at one end. It stands among pleasant hills and gardens, and has the Gothic church of St. Jean, a salle-de spectacle, &c.

CONVEYANCES.—Railway to Poitiers, La Rochelle, Rochefort, Bordeaux, Tours, Orleans, &c., see page 34. Also Steamers in summer to Tonn, Saumur, Angers, and Nantes.

Cherbourg.—*Stat.*—Pop. 38,309.

HOTELS:—DE L'UNIVERS, Mr. Faurand, proprietor. Recommended as being very comfortable, and good in all respects.

A strong naval station and fortress, and chief town of a maritime prefecture, situated in the department of the Manche, at the mouth of the Divette, which spreads out into a wide road or bay with the great breakwater or *Digue* in front. The breakwater was completed under many difficulties, and after repeated failures, at a cost of nearly £2,000,000; it is two and-a-half times the length, two and-a-half times the width, and twice the depth of Plymouth breakwater. Cherbourg itself is insignificant, having narrow dirty streets, and nothing of interest apart from its naval works, except the Hotel de Ville and its Picture Gallery; a bronze statue of Napoleon I. faces the sea.

There are two entrances to Cherbourg, one at the east and the other at the west end of a strongly fortified mole. The channel is narrowed at the eastern end by the island of Pelee, upon which is erected a large fort, called Fort Imperial, which, with the corresponding fort at the eastern side of the mole, completely commands the passage. The western channel is protected by an immense fort, called Fort de Querqueville, on the mainland, and immediately opposite the fort at the west end of the embankment; these immense forts, however, form but a fraction of the fortifications with which this place abounds. At the entrance of the Napoleon Dock there is a gigantic fort called Fort des

Flandrs, which is constructed on a rock dry at low water, and is supported by a redoubt called *Tour la Ville*. There are fourteen forts and redoubts which form two semicircles around the town on the land side, the outer one consisting of a chain of detached star forts, and the inner being formed of redoubts. These are all in a commanding position and the guns would sweep the outer harbour, as well as the entrance channel. There are in all twenty-four regular forts and redoubts for the protection of Cherbourg, in addition to the six batteries on the mole.

The docks, along the face of which are numerous small forts and batteries, are formed of a large basin communicating with one to the north, and there are also three other docks at the southern part of the excavation, into which an entrance is obtained through the central opening and basin. There are nine basins in all. Along the docks there is a series of large buildings constructed for arsenals, magazines, and naval stores.

CONVEYANCES.—Railway to Bayeux, Caen, Evreux, Mantés, and Paris, see page 23.

Clermont-Ferrand.—*Stat.*—Pop. 38,160.

HOTELS.—DE L'ECU DE FRANCE, DE LA PAIX, DE L'EUROPE, DE LA POSTE.

Capital town, and situated in the department of the *Puy de Dôme*. It has rather a gloomy appearance. The cathedral, which is in the centre of the town, is one of the finest in France, though in an imperfect state. Here are also a cabinet of natural history, a public library, a botanic garden, a neat theatre, and several hospitals. There are four public squares. In one of them is a statue erected by the town to the memory of General Desaix, who was born in the neighbourhood. It is 78 miles west of Lyons. The geologist or the admirer of mountain scenery will be amply repaid the trouble of ascending the mountain called the *Puy de Dôme*. There is a curious petrifying spring in the outskirts of the town. The neighbourhood is most remarkable, from the number of extinct volcanoes of unknown date, a long chain of which, comprising a multitude of craters and lava streams, extends for many miles in a N. and S. direction a little W. of the town. The celebrated French watering-place of *Mont d'Or*, in the midst of extraordinary volcanic scenery, is approached from Clermont, and there are regular public conveyances during the summer.

CONVEYANCES.—For Railway, see page 30.

Compiègne.—*Stat.*—Pop. 10,364.

HOTELS.—DE LA CLOCHE, DE FRANCE, DU SOLEIL D'OR.

A quiet town, with narrow ill-built streets, situated on the *Oise*. It has for ages been a favourite residence of French monarchs in order to enjoy the sport of hunting in the forest adjacent, which is 29,600 acres in extent. The château was rebuilt by Louis XV. and enlarged by Napoleon. The magnificent façade fronting the forest is 624 feet wide. One of the best buildings is the picturesque gothic *Hôtel de Ville*. There is a public library of 6000 volumes, and a Museum of antiquities.

CONVEYANCES.—Railway to St. Quentin, Charle-

roi, Namur, Liege, Cologne, Paris, &c., see page 16. Coaches to Soissons and Pierrefonds.

Corbeil.—*Stat.*—Pop. 5,030.

HOTELS.—DE BELLE IMAGE, DU GRAND BALCON.

1½ miles south of Paris: in the department of *Seine et Oise*; seated on the *Seine*, at the influx of the *Essonne* near to *Fontainebleau*.

For Railway information, see page 23.

CONVEYANCES.—Pop. 8,960.

HOTELS.—DE FRANCE, D'ANGLETERRE.

A town in Normandy very beautifully situated on an eminence whence a fine view is to be had of the surrounding country. The Cathedral is one of the finest in France. Distance to St. Lo 17 miles, to *Granville* 18 miles. Diligences to St. Lo and Bayeux, and to *Granville*, *Avranches*, &c.

Creil.—*Stat.*—Pop. 3,181.—HOTEL DU CHEMIN DE FER. Conveyances to *Senlis*, 10 miles. Noted for its manufactures of earthenware. Communication hence by steam-boats with *Compiègne* and *Soissons*.

CONVEYANCES.—Railway to St. Quentin, Mauberge and Cologne, see page 16. To *Amiens*, *Arras*, *Bethune*, *Hazebrouck*, *Dunkirk*, and *Calais*, see page 13. To *Paris* see page 13. To *Beauvais* see page 12.

Dieppe.—*Stat.*—Pop. 19,231.—HOTELS:—

GRAND HOTEL DES BAINS, exceedingly good in every respect.

HOTEL ROYAL, facing the sea, is a first-rate hotel, in an admirable situation.

THE QUEEN VICTORIA AND NORTH HOTEL.—A good house close to the Custom-house & Steamers.

GRAND HOTEL IMPERIAL DE DIEPPE.—A first class Hotel, affording extensive accommodation.

DE LONDRES, on the quay, near the Custom House and Newhaven steamers—a most comfortable and reasonable house.

HOTEL ARMEE DE FRANCE, Grande Rue 41 and 46, comfortable and well-situated, highly recommended.

DE LA PLAGE, facing the sea, and close to the Baths; a very good house.

Carrriages to and from the Railway Station to the hotels free of charge.

A watering-place of France, easy of access from London, Brighton, and Paris. The town itself is neat; the principal street (*Grande Rue*) running through to the port: in the season has a cheerful and animated appearance. The port is spacious, and is commanded by a citadel and picturesque castle. The baths here as at the other sea and mineral bathing-places in France, are under the superintendence of a physician inspector. This is the nearest sea-bathing establishment to Paris—distant about 125 miles. Exquisite brown clay figures, ivory carvings, and very small baskets to be bought here.

English Church Service, twice every Sunday.

ENGLISH PHYSICIANS.—Drs. Tabois & Moriarty.

BANKERS.—Osmond Dufaur and Co., D. Destant dea, Vincent Sanchon, Ferdinand Segrial, MONET CHANGERS.—M. Segrial, Delaport, & Reville Bremer,

CONVEYANCES.—Railway to Rouen, Havre, Paris, &c., see pages 20 and 21. Steamers to Newhaven, see alphabetical list.

Dijon.—*Stat.*—Pop 33,193.—**HOTELS:**—HOTEL DE LA CLOCHE, close to the Railway and principal public buildings.

HOTEL DU PARC.—A first rate house, and highly recommended; Landlord, Mr. Ripard.

HOTEL JURA, near the Railway Station—economical, well-ordered, and scrupulously clean.

The Buffet at the Station s one of the best in France, where there is a table d'hote for passengers arriving from Paris and Lyons.

196 E. miles S. of Paris. An ancient and well-built city, the chief town in the department of the Côte d'Or, and formerly the capital of Burgundy. Situate between the rivers Ouche and Suzon and on the canal of Bourgogne. The streets are regular and well-paved, and the houses in general neat and commodious. The principal square, called Place d'Armes, or Place Royale, is in the form of a horse shoe, and in front of the ancient palace of the Dukes of Burgundy, also used as the house of assembly of the ancient parliament of Burgundy. It has four churches, remarkable for the richness of their architectural decorations, and also a university, deservedly celebrated. A French Protestant Chapel—service by the Rev. Mr. Pertuzon. At the gates of the town is the Chartreuse, where some of the members of the ducal family are interred. It has a few small manufactories of woollens, cotton, and silk. Fine promenades.

The Museum in the ancient ducal palace, should not be omitted to be visited. It contains two most splendid marble tombs of Philippe le Hardi, & Jean his son, Duke of Burgundy, which are reckoned quite *chefs d'œuvre*; also a gallery of paintings, and especially a variety of curious and beautiful ecclesiastical relics. The cathedral which has a wooden spire, is also worth a visit.

The town has a rich and extensive museum, a picture gallery, a cabinet of natural history, botanic gardens, a fine theatre, and a public park designed by Le Notre, under Louis XIV. The renowned wines of Chambertin, Vougeot, Romanee, and Beaune, are grown in the immediate neighbourhood. Omnibuses to the hotels 30 c., with 10 kil. baggage; with from 11 to 30 kil of baggage, 50 c.

PRINCIPAL BANKERS.—Messrs. Dunooyer and Co.; Marlon & Co.

CONVEYANCES.—Railway to Belfort see page 43. To Marseilles see pages 44 and 46. To Macon, Ambergieu and Geneva, see pages 44 and 50.

DIMAN.—Pop. 9,147.

HOTEL:—DE BRETAGNE.

A fine old town of Brittany most picturesquely seated on a steep granite rock, 200 feet above the River Rance. The old parts of the town are rich in picturesque domestic architecture, overhanging gables, old arcades, &c. The Cathedral of St. Sauveur contains some *bas-reliefs* of the Loves of Psyche and will afford abundant food for the antiquary. The neighbourhood is delightful, and abounds in charming walks and views. There is a fine viaduct over the valley. Living is very cheap. Board and lodging, 5 frs. per day.

There are a great number of English residents here; and also a chapel in which the English church service is performed every Sunday at 11½ a.m.

Dole.—*Stat.*—Pop. 10,985.—**HOTELS:**

DE FRANCE, LA VILLE, DE LYONS, DE GENEVE.

This town, in the department of the Jura, is situated on the Doubs. It formerly belonged to the Spaniards. The Railway from Dijon to Salins, at the foot of the chief pass of the Jura, being opened and passing through Dole, it is now a town of some importance between Paris and Geneva. Omnibuses at the Station.

For Railway, see page 42.

Donau.—*Stat.*—Pop. 22,819.

HOTEL DE FLANDELE, and DE COMMERCE.

Of very remote origin; conveniently situated for its extensive trade on the river Scarpe, which communicates with the canal of Sensée. The railway station here is quite within the walls, and the line twice crosses the fortifications. It is pleasant to see in this city of industry and the arts, the triumph of the modern ideas of free and peaceful communication over the feudal and exclusive military spirit. Picturesque Belfroi. The ramparts afford very agreeable promenades. Conveyance hence to Cambrai, Bouconon and Hénin-Liétard. The Northern Railway, at this point, divides into two branches, the one proceeding to join the Belgian railways by Lille and Mouscron, the other by Valenciennes and Quevrain to Brussels and Cologne.

CONVEYANCE.—Railway, see page 14.

Dunkirk or **DUNKERQUE.**—*Stat.*—Pop. 29,737.

HOTELS:—CHAPEAU ROUGE, clean and good; DU SAUVAGE, DUNKIRK.

Omnibuses attend the arrival of the trains.

A seaport in French Flanders, 26 miles N. E. from Calais. It is accessible in all weathers to vessels drawing from 15 to 16 feet of water; at high water those of 18 feet draft can enter. Dunkirk has a long pier. At the bottom of the entrance canal it possesses a sluice of 161 feet in length, and two wet docks, communicating with one another. This old town is one of the cleanest in France, and has lately been a favourite residence for English families of respectability, the moderate rate of living and the general excellence of the Flemish servants rendering it a place well suited to English habits and requirements. It has a fine Gothic Belfroi; a statue of Jean Bart, the French naval hero, is in the Grande Place. There is an English Church, which is at present under the care of the Rev. Hamilton Dicker, Chaplain to H. B. M. Consulate, 25, Rue de Sud.

ENGLISH CONSUL.—Major Pringle.

CONVEYANCES.—Railway to Calais, Lille, Ostend, Valenciennes, Brussels, Antwerp, Paris, &c., see pages 12 and 63. The traveller desirous of going direct to Courtray could stop at Cassel and walk to Poperinghe, and then take the train direct to Ypres and Courtray. Steamers to Hamburg, Havre, Lubeck, St. Petersburg, Rotterdam, Copenhagen, &c. Malleposte to Furnes, thence Railway to Brussels. Diligence to Calais.

Eaux Bonnes.—**HOTELS:**—DE FRANCE, the best; DES PRINCES, DE L'EUROPE, D'ORIENT.

A very pretty watering-place, in the High Pyrenees, about 26 miles from Pau, whence a carriage may be had for 30 francs. The scenery cannot be surpassed. Beautiful neighbourhood. The

hotels are dirty and expensive—the price of carriages extortionate.

Diligences to Pau daily, and to Eaux Chaudes and Gabas several times a day.

Eaux Chaudes.—HOTEL DE FRANCE.

A very romantic watering place, $4\frac{1}{2}$ miles from Eaux Bonnes, exceedingly dull, but well worthy of a visit,—the high road being cut through a magnificent pass in the mountains, and abounding in fine scenery. The heat of the water is 95 degrees.

Enghien.—Stat.

HOTEL DE QUATRE PAVILLONS.

A village 7 miles North of Paris, situated in the valley of Montmorency, with an establishment of baths. The large lake is surrounded by plantations and picturesque villas. The opening of the railway has added considerably to the importance of this village, which is one of the prettiest places near Paris, and attracts good society. The town of Montmorency, which is close at hand, will be found of great interest. The church, situated on an eminence above the lake of Enghien, is a master-piece of Gothic architecture of the 14th century. The Château de Luxembourg, built in the reign of Louis XIV., presents some magnificent prospects. The Hermitage, in which J. J. Rousseau lived, and the house called Mont-Louis, to which he afterwards removed, are much visited.

CONVEYANCES.—Rail to Paris, Pontoise, and Creil, see page 11.

Epernay.—Stat.—Pop. 9,346.

HOTELS:—DE L'EUROPE, DE L'ECU, DU BUISSON. There is an excellent Buffet at the Station.

This town in Champagne is noted for its wines, 86½ Eng. miles E. of Paris and 14 from Reims. It is situated in the department of Marne, on the river Marne.

CONVEYANCES.—Railway to Strasburg, Paris, &c. see page 52.

Evreux.—Stat.—Pop. 12,227.

HOTELS:—DU GRAND CERF (good), DE FRANCE.

Capital of the department of the Eure, and seat of a diocese, is situated in a hollow among orchards and gardens, on an island formed by the Iton. The only buildings worthy of notice are the Cathedral which has a tower of 260 feet, and some good stained glass; St. Taurin's Church which has a very ancient specimen of the byzantine style; the Bishop's Palace of the 15th century; there is also a good Botanical Garden.

There is a considerable trade here in coarse linen and leather.

CONVEYANCES.—Railway to Caen, Cherbourg, and Paris. See page 22. Diligences to Breteuil, Dreux, Chartres, &c.

Fontainebleau.—Stat.—Pop. 10,669.

HOTEL DE LONDRES.—A first-rate hotel, and highly recommended. Proprietor, Mr. Lapotaire, formerly proprietor of the Hotel de l'Aigle Noire.

Situated in the hollow of an extensive forest of the same name. It was but a little hamlet in the days of Louis VII., but owing to the royal favours showered upon it, it soon rose to be a place of importance. Its chief object of attraction is its Château, a palace whose historical interest cannot fail to recommend it to the visitor. In it there

are fourteen pictures in fresco, the work of Ross Maitre Roux), a Florentine, and his scholars. Primaticcio is said to have designed the ornaments seen all round; and one of Danz is also attributed to him.

The paintings have all been chosen for their allegorical reference to the life of Francis. For full description of the Palace of Fontainebleau see *Bradshaw's Handbook to France*, and also *Bradshaw's Guide through Paris and its environs*. The gardens, though not remarkable, will repay a visit. A military band plays in the garden twice a week in the summer.

CONVEYANCES.—Railway to Paris see pp. 32 & 44.

Granville.—Pop. 13,568.

HOTELS:—DU NORD, DES TROIS COURONNES.

A small seaport town, with a fine stone pier singularly built under a projecting cliff. Much resorted to for sea-bathing.

BATHING CONSUL.—John Türbail.

BANKERS.—Coussel & Co.; Jonet and Grannier.

CONVEYANCES.—Steamer to Jersey in 3 hours, see alphabetical list. Diligences:—to St. Lo (38 miles), at 11 a. m.; fares 6 fr. and 5 fr.; to Dol (41½ miles), fares 10fr. 50c. and 9 fr. 75 c.

Grenoble.—Stat.—Pop. 32,799.

HOTELS:—DE L'EUROPE, Place Grenette, a good and most comfortable house.

This fortified town is situated about 70 miles south of Lyons, in the department of the Isère, and is divided by the river Isère into two parts, which are joined by two bridges. Grenoble, though not a fine town, has several spacious squares; the streets are tolerably wide and regular, but the houses ill-built. The public buildings are the ancient Hotel de Lesdiguières now the town-house, with its spacious gardens, used as a public promenade; the court-house, an elegant gothic building, situate in a square; the cathedral, a heavy edifice, also in the gothic style; a university, a great provincial school, an academy of arts and sciences, societies of medicine and agriculture, an artillery school, and on an eminence, near the middle of the town, stand the ruins of a once strong citadel, called the Bastille. The town also contains a library of 70,000 volumes, a museum, a botanical garden, a cabinet of natural history, a small cabinet of antiquities, and several fine fountains. The view from the fortifications on the right bank of the Isère is very fine. The principal manufactures are gloves, cotton articles, and different kinds of liquors.

CONVEYANCES.—Railway to Lyons, St. Rambert, and Valence, see pages 49 and 50.

Havre.—Stat.—Pop. 64,137.—HOTELS:—

HOTEL DE L'EUROPE, Rue de Paris, highly recommended; good rooms, excellent cuisine, and attentive servants.

HOTEL DE BORDEAUX, Rue de Paris and Place du Theatre, well situated, moderate charges.

HOTEL ET BAINS FRASCATI, situated on the sea shore, well-furnished hotel, moderate charges.

Omnibuses between steamer and railway every quarter of an hour, 30 centimes. Packages 20 centimes. Large boxes 40 centimes.

This large, important, thriving commercial city—appropriately termed the Liverpool of France, as well as the Brighton of the Parisians, by whom it is

much frequented from May to September for sea-bathing, which is excellent—contains a theatre and baths, an excellent Exchange, Chamber of Commerce, Merchants' Club-house in the Rue de Paris, in which there is a well-assorted library, reading-room (on the tables of which are laid all the leading European, Indian and American journals), smoking and conversazione rooms; Lloyd's, at which can be seen all the principal Continental and English papers—entrance for non-subscribers, 1 franc daily. The new Hotel de Ville, centrally situated in the Place Napoleon III.—the spacious gardens of which are beautifully arranged and decorated with handsome fountains—is a large, magnificent edifice, closely resembling the Tuileries in its style of architecture; the Museum, with its extensive and well selected library; fruit, fish, flower, and meat markets. The squares of Napoleon-Louis XIV., and du Commerce, the bathing establishments and college. The English chapel, Rue d'Orleans, is a neat but badly ventilated building. Consul's Chaplain, Rev. Hill Wilson; the American church, Rue de la Paix, Rev. E. E. Adams, chaplain, service 11 a.m. and 7 p.m.; the Imperial tobacco manufactory; docks; the new fortifications which are rapidly progressing; the promenade on the pier, close to Frascati's hotel and bathing establishment. The traveller should not omit to visit the picturesque village of St. Adresse, which is completely studded with pretty villas, with beautifully arranged, luxuriant gardens. Here is a neat church, cemetery, extensive bathing establishment, large hotel, oyster *parcs*, &c.; lighthouse, and sugar loaf monument on the heights which commands a most extensive view of the sea and adjacent coast, and which was erected by the Countess of Desnottes, in memory of her husband, General Count Desnottes, who perished in a shipwreck off the coast of Ireland, in 1834. The concourse of visitors at this place on Sundays and Fete days is immense. La Côte, with the large handsome suburban villas (beautifully situated in extensive well-arranged gardens and pleasure-grounds) of the French, English, and American merchants, commands a fine view of the Normandy coast; and also the pretty quiet village of Sanvic should be visited.

Charge for clearing baggage at Custom-house, and delivering the same at owners' residence or hotel, 12 sous each package. Commissioner, for clearing luggage, 2 francs.

ENGLISH PHYSICIAN.—Dr. Tarrow.

PREBYTERIAN CHURCH.—Service on Sabbaths by the Rev. M. Rogers, an English Baptist minister.

CONVAYANCES.—Railway to Paris, Fecamp, Rouen, Dieppe, Mantes and Caen. see pages 20 & 22. For Steamers to Honfleur, Tronville, Caen, Iigny, Morlaix, Cherbourg, Dunkirk, Brest, Bordeaux, London, Southampton, Liverpool, Hamburg, Rotterdam, New York, &c., see alphabetical list.

HYERES.—(ISLES D'HYERES.—Stat Pop. 9,448.

Hotels:—DES AMBASSADEURS. DES ISLES D'OR.

Hyeres is about a league distant from the sea (of which, however, and of the adjacent islands it has a good view,) and eleven miles from Toulon, whence there is communication by diligence several times a day. The accommodations have much improved

within the last three years. New buildings have been erected, and many alterations are about to be effected, the number of English and other (chiefly French) visitors increases yearly. The environs are beautiful, abounding in delightful walks among the mountains and valleys, clothed with cork trees and other evergreens. There is an English chapel, Divine Service twice on Sundays during the Winter months, Chaplain, Rev. W. Brooks. A circulating library and reading-room. Supplies pretty abundant and of fair quality. English prescriptions are tolerably prepared.

As respects climate, Hyeres partakes of the general character of the coast of Provence: it is dry, and less variable than that of Nice, less rainy, falls in winter. The place however, being mostly frequented by invalids, is comparatively deficient in resources for amusement. See "South of France," by Dr. Lee.

RESIDENT ENGLISH PHYSICIAN.—Dr. Griffith.

CONVAYANCES from the railway (see page 49) to the town, distant about 3 miles.

HONFLEUR.—Stat.—Pop. 9,139.—HOTEL:—LE CHEVAL BLANC.

A sea-port town, situated at the mouth of the Seine. The river is seven miles wide; steam-boats keep up a daily communication between Honfleur and the opposite coast, on which is situated Havre. Though the situation of the town is very pleasant, yet it is dirty, and utterly barren of interest for the traveller. A magnificent view of the Seine can be had from the church of Notre Dame de Grace to the west above the town. Visitors should not omit to visit La Côte de Grace, which abounds with beautiful picturesque walks all along its wooded heights, and which commands a fine view of the sea, River Seine, Havre de Grace, Harfleur, Inceville, and La Côte. This place is much frequented by the inhabitants of Havre on Sundays and fete days.

ENGLISH CHURCH SERVICE.—Rev. J. Waldron, Chaplain.

CONVAYANCES.—For Railway, see page 32. Joinville.—Stat.—Pop. 3,460.—HOTEL:—SOLBI. D'OR.

An interesting old town beautifully situated on the Marnes at the foot of a hill and in the midst of vineyards. There is an abundant supply of iron ore in the vicinity, and many extensive forges on the banks of the river.

CONVAYANCES.—Railway to Chaumont, Blesme, Epervay, Paris, &c., see page 54.

LAMOTHE.—Stat.—This place is a junction to La Teste; there is neither town, village, nor house to be seen, except the Station, at which there is a Buffet. This part of the country is called the *Landaux*, i. e., the uncultivated country. There are no roads, and nothing but heath and marshes for miles.

CONVAYANCES.—Rail to Bordeaux, Bayonne, &c. See page 33.

LANGRES.—Stat.—Pop. 10,849.—HOTEL:—

DE L'EUROPE, excellent; DE PARIS; DE LA POSTE.

An ancient town, sous-préfecture, bishopric, and fortress situated on the side of a hill at the foot of which flows the Marne. Langres is the principal seat of the fine cutlery trade, and may be called the Sheffield of France. The principal objects of

interest are the romantic Cathedral; the Hotel de VINE, containing a library of 20,000 volumes; and the Museum.

CONVEYANCES.—Railway to Mulhouse, Bala. Troyes, Paris, &c., see pages 56 and 57.

LEZON.—*Stat.*—Pop. 10,412—**HOTELS:**—LA HURE, DE L'ECU, DE LA BARRIERE.

A fortified town situated on a lofty hill in the midst of a fertile wine country, and half way between the Aisne and Oise. The old walls and ramparts command a series of fine views on all sides. The fine Cathedral of Notre Dame by which the town is surmounted is an excellent and interesting specimen of the early pointed style. It has five towers, deep portals, stained, rose, and other windows, and several ornamental side chapels. The church of St. Martin has two fine towers. The *Tour Penchée*, or leaning tower, is very curious. The caves in the rock are worth notice. Stockings, hats, &c., are manufactured here, and there is a considerable trade in corn and wine.

CONVEYANCES.—Railway to Reims, St. Quentin Paris, Namur, Liège, Charleroi, &c. see pp. 16 & 54. **La Rochelle.**—*Stat.*—Pop. 15,175.

HOTEL:—DE FRANCE, exceedingly good, DE LA POSTE, DE LA CROIX D'OR.

Capital of the department of the Charente Inférieure, bishop's see and port, situated on an inlet of the Bay of Biscay. Vessels of 500 tons can enter the harbour, which consists of two docks surrounded by houses, and quays planted with trees. The fortifications were planned by Vauban. The streets are well built, and most of the houses have covered porticos. The only buildings worthy of notice are the Hotel de Ville, a fine building in the renaissance style; the cathedral; the bishop's palace; the tower of the Church of St. Sauveur; the library which contains 20,000 volumes; and the gothic Porte de l'Horloge. There is a trade in wine, salt, cheese, fish, &c., but the principal article of commerce is brandy.

CONVEYANCES.—Railway to Rochefort, Poitiers Tours, Orleans, Paris, Bordeaux, &c. see page 28.

LAVAL.—*Stat.*—Pop. 21,223—**HOTELS:**—DE PARIS—the best, DE LA TÊTE NOIRE, DE LA COUE ROYAL, DE FRANCE.

A very fine town in the department of Mayenne in Brittany. It has a theatre and several public buildings and cafés. 7 miles distant is the port du Salut and the convent of the Trappists. The Mayenne is crossed by a viaduct 178 metres long, having nine arches.

CONVEYANCES. Railway to Le Mans, Paris, Rennes, Guingamp, St. Malo, &c., see pp. 24, 25, & 26.

LE MANS.—*Stat.*—Pop. 26,664—**HOTEL:**—LE DAUPHIN, DE LA BOULE D'OR, DE FRANCE.

There is a buffet at the station, a short distance from the town. The Junction directs on the right to Alençon, on the left to Argers and Tours.

A very fine town in the Department of the Sarthe, and well worthy of a visit. It has a Theatre, a Cathedral, Boulevards, and several Cafés, and a large Market-place, where the Diligences start from. 2½ miles distant is Alonne, where are the ruins of an ancient city.

CONVEYANCES.—Railway to Laval, Rennes, Guin-

camp, St. Malo, Alençon, Chartres, Paris, &c., see pages 24, 25, and 26. To Tours, &c., see page 27.

LIBOURNE.—*Stat.*—Pop. 12,290.—

HOTELS:—DE FRANCE, DE PRINCES, DE L'EUROPE. A magnificent view is seen from the summit Tertre near Frouzac.

A fine well built town in the department of the Gironde, situated on the Dordogne, at the influx of the Isle, which is crossed by a handsome suspension bridge. The walks in the neighbourhood are delightful. At a short distance from Libourne is the remarkably interesting and ancient town of St. Emilion, possessing a great number of antiquities among others the façade of Cardinal de Canterac's palace; the hermitage of the Saint cut in the rock, where they shew his stone bed and chair; a monolithic temple or church in the rock; a round gothic church; and the ruins of the Chateau du Roi, which has a most curious tower. St. Emilion is famed for its wines.

CONVEYANCES.—Railway to Bordeaux, Contras, Poitiers, Tours, Orleans, Paris, &c., see pp. 34 & 35.

Lille.—*Stat.*—Pop. 78,640—**HOTEL:**—

HOTEL DE L'EUROPE—the first and best in the town, has been greatly improved and is highly recommended.

BUFFET at the Station.—The refreshments are excellent, and the sleeping accommodation is also very good.

NOTICE—Passengers are particularly recommended to see that their luggage accompanies them from this and the station at Mouscron, as mistakes are of frequent occurrence. In all cases of doubt and uncertainty at Lille, Mr. Noblé, the interpreter, may be appealed to with confidence; he is well informed, civil, and obliging.

A very fine city, and one of the most considerable in France. It communicates by canal with Sensée and the sea; and the river Deûle, which runs through it, is navigable. The fortifications are reckoned Vauban's *chefs d'œuvre*. The streets are wide, and well formed: the houses mostly in the modern taste and well built.

OBJECTS OF ATTRACTION.—The Bourse, the Theatre, the Palace of Richebourg, built in 1430, now the Hotel de Ville, the church of St. Maurice, the Hospital, founded in 1739, the Museum, the Bridge, the Concert Hall, the Gaol, the Botanical Garden, the Triumphal Arch, erected in 1792 in honour of Louis XIV., and the Column raised in memory of the siege sustained by the city in 1792.

ENGLISH CHURCH SERVICE twice on Sundays; (also at Croix and Roubaix. Rev. R. A. Blomefield, M.A., chaplain, appointed by the Colonial and Continental Church Society).

CONVEYANCES.—Railway to Donal, Arras, Amiens, and Paris, &c. see page 14. To Calais, page 12, To Mouscron and Ghent, pp. 70 and 71.

LIMOGES.—*Stat.*—Pop. 46,564.—**HOTELS:**—DE LA BOULE D'OR, RICHELIEU, DU PERIGORD.

Is 256 miles from Paris, 265 from Pau, and 66 from Poitiers; situated on the Vienne in the department of Upper Vienne, of which it is the capital. Limoges contains several fine squares and fountains, also a cathedral, said to have been built by the English. In the dreadful fire which occur-

red in the middle of August last, 200 houses were burned down. The town carries on a brisk trade, and its manufactures are of cotton and woollen cloths, glass, porcelain, pottery, paper, &c. Horses are bred here.

CONVEYANCE.—Railway, see pages 28 and 29.

Lisieux.—*Stat.*—Pop. 12,903.—**HOTELS:**—**DE FRANCE D'ESPAGNE.**

A town in Normandy, very prettily situated, and lying between Bernay and Caen. Distance to Cormeilles and Pont Audemer, 23 miles; to Cormeilles, 12 miles. The walk is very charming all the way to Pont Audemer.

CONVEYANCES.—Railway to Honfleur, Caen, and Bernay. See page 22.

Lux.—*Stat.*—Pop. 1,716.—**HOTELS:**—**DE LONDRES, DES PYRENEES.**

A pretty village in the High Pyrenees, on the road to Gavarnie—with a curious church, which served also as a fortress in the hands of the Knights Templars, and where may be seen a "Porte des Cagots," one of the relics of that most interesting race, whose degradation was such that they were obliged to enter the church by a separate door, and to occupy distinct seats during service—about 11 miles from Cauterets, and half a mile from the baths of St. Sauveur. The excursion to the Grande Chaus and Gavarnie on horseback, ten hours, should on no account be omitted, being unattended with danger, and embracing the finest scenery in France. Crêpe de Barege manufactured here.

CONVEYANCES.—Diligences daily to Tarbes and the neighbouring towns.

Lyons.—*Stat.*—Pop. 292,721—(with *Map in Special Edition.*)

GRAND HOTEL DE LYON, a first class hotel for families and gentlemen, and charges not out of proportion to the comfort.

HOTEL COLLET, Rue Imperial, near the Place Belle Cour—very good and comfortable

HOTEL DE L'UNIVERS, at the side of the Railway Station of Perrache. Proprietor, Mr. Dufour.

HOTEL DE L'EUROPE, particularly good and commanding on one side a delightful view of the most picturesque scenery, including the Fourvières hills and the Saône.

HOTEL DE PROVENCE ET DES AMBASSADEURS, situated Places Bellecour and de la Charité—well recommended.

Hotel charges.—Rooms, 2 fra. 50 centimes; candles, 50 centimes and 1 fr.; dinner without wine, 4 frs.; service, 1 fr. Omnibuses from the Stations to the town, 30 c., with baggage, 80 c.; *voitures de place*, 1 fr. 50 c. the course, 2 fra. per hour, and 1 fr. 50 c. per hour beyond that time. *Coups* or *cabriolets*, 1 fr. 25 c. the course, or 1 fr. 30 c. for the first hour, and for subsequent hours, 1 fr. 25 c.

Lyons is the chief manufacturing city of France. Well situated at the junction of the two great rivers the Saône and the Rhone. The Rhone is crossed by 8 bridges, and the Saône by 9. Lyons contains many public squares, among which is that of Louis le Grand, or Bellecour, one of the most magnificent in Europe, adorned with beautiful lime-trees and an equestrian statue of Louis XIV. This city contains one of the finest libraries in France,

consisting of nearly 100,000 volumes, and scientific and benevolent institutions are numerous. Within the walls of the city there are upwards of 7,000 establishments for the manufacture of silk, employing nearly 30,000 looms. The streets which run parallel with the river, have their names on black plates, and those running at right angles with them on yellow plates; there is a magnificent view from the Observatory. No traveller should omit ascending the height of Fourvières, on account of the magnificent view to be obtained therefrom. On a clear day, the Alps and Mont Blanc can be seen in the distance. It is 326 miles S.E. of Paris, and 234 N.W. of Marseilles. For climate, &c., see Bradshaw's Companion to the Continent, (price 10s.)

The descents of the Saône from Chalons to Lyons, and of the Rhone from the latter town, in many respects resemble that of the Rhine. In fine weather it may be doubted whether the scenery is not equal in beauty and variety. The cities on the Rhone are, generally speaking, of very remote antiquity, much more so than those on the Rhine. The historical associations are, at least, of equal interest, whether considered with reference to the period of classical antiquity, to that of the feudal ages, or to the more recent one of the French revolution. Ruins of ancient castles and fortresses frequently occur, whilst the *bon vieant* is gratified by observing as he passes, the vineyards which produce Côte Roti, Hermitage, and St. Peray.

ENGLISH EPISCOPAL CHURCH, Rue des Parie No. 2, Quai de Bon Rencontre. Divine Service at half-past 11 morning. Chaplain, Rev. James C. Gaussen, A. B. Contributions towards the building of a more commodious church for the English congregation in Lyons, will be gratefully received by the chaplain, the Rev. J. C. Gaussen, and by the Colonial and Continental Church and School Society, 4, Serjeant's Inn, Fleet Street, London.

OBJECTS OF ATTRACTION.—The Cathedral, the Churches, the Hotel de Ville, the Museum, the Place Bellecour, the numerous bridges, the Observatory, from which Mont Blanc may be distinctly seen on a fine evening, though nearly 100 miles off.

CONVEYANCES.—Railway to Paris, see pp. 33 & 45; to Marseilles, see p. 46; to Geneva, see p. 50.

Macon.—*Stat.*—Pop. 16,546—**HOTELS:**—

HOTEL DE L'EUROPE, a most comfortable house, scrupulously clean, charges moderate. The host and hostess obliging and attentive.

HOTEL DES ETRANGER.—Kept by M. Duvernet, opposite the Railway Station.

There is a good Buffet at the Station, distant quarter of a mile from the town.

Macon is 275 English miles south of Paris; situated on the river Saône across which the railway to Culoz is carried; the birth-place of Lamartine. Macon has a fine promenade, and a trade in wine.

Passengers from Paris to Geneva, or Chambéry and the Mont Cenis, proceed by this line to Amberien (where the main line from Lyons is joined).

CONVEYANCES.—For Paris and Lyons Railway, see pp. 44 and 45; Lyons and Geneva Railway, p. 50. Steamers run between Chalons and Lyons, calling at Macon, see alphabetical list.

Mantes.—*Stat.*—Pop. 5,300.—**HOTELS:**

GRAND CERY, DE LA CHASSE ROYAL.

Beautifully situated on the banks of the Seine, and called *La Jolie*, or pretty. It was burnt by William the Conqueror in 1096, and it was here that he received the hurt which caused his death a few days after. The buildings worthy of notice are the Cathedral of Notre Dame, with its triple portal, tall square towers, and delicate choir; and the beautiful tower of St. Maclois, which is all that remains of the church. There is a branch line hence to Evreux, Caen, and Cherbourg.

CONVÉYANCES.—Rail to Paris, Rouen, Havre. Dieppe, Caen, Cherbourg, &c. see pages 20 to 23.

Marseilles.—*Stat.*—Pop. 233,817—(with Map in *Special Edition*).

GRAND HOTEL DE L'UNIVERS ET DE CASTILLE has been greatly enlarged and improved.

HOTEL DES AMBASSADEURS.—A first-rate good house, in an excellent situation, deservedly recommended. The "*Times*" Newspaper daily.

HOTEL BEAUVAN, recommended for its fine situation and good attendance.

GRAND HOTEL NOAILLES, Rue Noailles, Cannabière Prolongée.—a large and splendid Hotel combining moderate charges, with every luxury and comfort desirable

HOTEL VICTORIA ET DES BAINS DE MER AU PRAI O good house; very recommendable in every respect; its situation is one of the most salubrious and picturesque.

GRAND HOTEL DE MARSKILLES—Good and well situated, having a view of the celebrated alibes of Mulhaun, the Port, and Cannabière. First rate attendance.

GRAND HOTEL DES COLONIES.—situated Rue Vacon and Rue Saint Férol; very good hotel, excellent accommodation.

GRAND HOTEL DU LOUVRE—A very fine new hotel, just opened, in a good situation, and affording extensive accommodation; favourably known for its cleanliness.

There is a good buffet at the Station across the fore court of the Station.

Chiefport of the Mediterranean, and Steam Packet Station for Italy, the Peninsula, and the East, with a wonderful natural and artificial harbour. The ports of Marseilles afford accommodation to nearly 2,000 vessels of all classes. The city was founded 600 years before the Christian era, by a colony of Phœœans. Marseilles is considered by many as the finest city of France, and the various approaches to it are lined with trees and well-built houses: the city itself is composed of the old and new towns, the latter portion especially being elegantly built. There is probably no city or town in the whole of Europe which has of late undergone, and is still undergoing such a thorough transformation, and in which so many improvements have been effected as in Marseilles. This city is rapidly changing its former aspect and appearance, so that those who have not visited it for the last year or two, will scarcely recognise it as the old forbidding Marseilles. Without referring in particular to the new harbour *La Joliette*, and the new docks which are now constructing, bor-

dered with blocks of handsome houses, forming as it were, a new city. Many of the narrow streets in the centre of the town have been pulled down, and wide and vast thoroughfares are now opening in all directions, to run parallel, and of the same breadth as the Cannabière, a handsome street, well known to all who are passing through Marseilles. A new street, *La rue Impériale*, is to intersect the oldest parts of the city, and to sweep away its worst and most insalubrious sections. That street is now in progress; the cost of its building is estimated at 18 millions of francs, towards which the Emperor has pledged the government to contribute the sum of six millions.

Marseilles has also been embellished by the construction of several public buildings. The new Exchange, which was opened last autumn, is allowed to be one of the largest and handsomest edifices of the kind in Europe. The new Cathedral, a vast and magnificent structure, is rapidly progressing towards its completion, as also is the Palace, which the municipality is building for the Emperor, on an eminence overlooking the old harbour, and commanding a most beautiful prospect. The new Zoological Gardens, and the Museum at the Chateau Bordi, are recent improvements, and well worthy of the traveller's notice. An abundant supply of water from the river Durance, which is brought from a distance of sixty miles to Marseilles, adds both to the fertility of the surrounding country, and the salubrity of the city. Worthy of notice are the Square and Fountain of the Obelisk, the Prado, which is three miles long, the fine broad Street Cannabière, and one or two Churches—also the remarkable Chateau d'If, at the entrance of the Port. The manufactures consist chiefly of tobacco printed goods, hats, glass, porcelain, china, soap, coral, &c.

CONVÉYANCES.—Railways, see pages 47 to 49. For the sailings of Steamers from this port to all parts of the world see alphabetical list. London by way of Paris may now be reached in 34 hours. The journey from Marseilles to Nice occupies about 6 to 9 hours. Omnibuses and cabs attend the Station, and convey passengers to the hotels; 50 c. each person the former, and 75 c. the latter. Neither omnibus nor cabs are allowed to remain at the door of the Station, they are kept at a distance under the supervision of a waterman until the baggage is cleared at the passengers' luggage office.

ENGLISH CHURCH, 100, Rue Silvabelle. Service on Sundays performed by the British Consular Chaplain, Rev. J. B. Hawkins, at 10.30 a.m. and 3 p.m.; also at 6 p.m. on board the Peninsular and Oriental Co.'s Steamer in port for the time being, lying by the New Breakwater.

Meaux.—*Stat.*—Pop. 20,491.—**HOTEL:**—

A well-built town, sous-préfecture, and bishopric, situated in the midst of a beautiful country on the canal de l'Ouercq, and the Marne, which divides it into two, the part to the south being called the *Marché*, and is connected with the other part by a bridge. The buildings worthy of notice are the Cathedral of St. Etienne, which is a splendid gothic

structure, 332 feet long, with a high tower from which there is a most extensive view: the Hotel de Ville; communal college; public library; and beautiful cavalry barracks. There are some fine promenades and delightful walks in the neighbour-hood. The famous *Frogme de Brie* is made here.

CONVEYANCES.—Railway to Paris, Epernay, Nancy, Strasbourg, &c., see pages 52 and 55.

Metun.—*Stat.*—Pop. 10,312.—HOTELS:—
DU GRAND MENARQUE, DES PRINCEA.

27½ English miles from Paris, and capital of the department of Seine and Marne, on the Seine. It has a trade with Paris in corn, meal, wine, and cheese. For Railway, see pages 44 and 45.

Mentone, see page 381.

Metz.—*Stat.*—Pop. 64,727.—HOTELS:—

HOTEL DE L'EUROPE, a first-rate hotel for families and gentlemen. Table d'hôte, 4 fr.

GRAND HOTEL DE METZ, an excellent house, moderate charges.

The Buffet at the Station, which is half a mile from the town, is good. Omnibuses and other vehicles convey passengers to the hotels.

198½ English miles E. of Paris. The ancient Divodurum, a strongly fortified town, capital of the department of the Moselle, at the confluence of the Sille and Moselle. The circumference of the whole town and fortifications is between three and four miles; the breadth is nearly equal to its length. Two quarters, the east and north, are insulated by intersections of the rivers; the latter are bordered in some parts with quays, and crossed by a number of small bridges. The public squares are small; the principal are the Place d'Armes, near the centre of the town, the Place de la Comedie, and the Place Mazelle. The esplanade is a fine walk, planted with trees, and separating the town from the old citadel. The principal public buildings are the governor's residence on the esplanade; the cathedral, forming one of the sides of the Place d'Armes, which is much admired; the theatre, the town-hall, the residence of the intendant, the hospitals, and a number of churches and religious houses, and likewise extensive barracks. There is an extensive public library. The manufactures are cotton, linen, muslin, gauze, fustian, chintz, calico, and different kinds of woollens. The leather trade is considerable. It has a Roman aqueduct.

CONVEYANCES.—Railway to Nancy, Forbach, and Thionville, page 51.

Moissac.—*Stat.*—Pop. 11,000.—HOTELS:—
GRAND SOLEIL, DU NORD.

An ancient town situated on the Tarn in the department of the Tarn et Garonne. Its principal objects of interest are the remains of the abbey and the Church of St. Peter and St. Paul, which has a very remarkable porch, covered with figures of the Annunciation, Adoration of the Wise Men, the Flight into Egypt, &c., the whole being bold in design, while the capitals of the pillars of the cloisters are ornamented with grotesque figures in the same style. The trade is in saffron, corn, and wine.

CONVEYANCES.—Railway to Agen, Bordeaux, Toulouse, Cette, &c., see page 40

Montauban.—*Stat.*—Pop. 25,475.—HOTELS:

DE L'EUROPE, very good, DE FRANCE, DU GRAND SOLEIL. There is a Buffet at the Station.

Chief town of the department of the Tarn et Garonne, situated on the right bank of the Tarn, on a plateau some 60 or 60 feet above the river. The principal objects of interest are the cathedral, a modern building in the Italian style; the Hotel de Ville; the Prefecture, with its four turrets; the bishop's palace; the Protestant theological college, and the library, containing 10,500 volumes. From the Promenade des Terrasses there is a most extensive view commanding the whole of the magnificent plain extending to the Pyrenees and the sea, a distance of 50 leagues.

Montauban is a thriving manufacturing town with an extensive trade in woollen serges (*Ouets de Montauban*) silk stockings, cottons, druzs, spices, &c.

CONVEYANCES.—Railways to Agen, Bordeaux, Toulouse, Cette, Rodez, &c., see pages 40 to 42.

Montbrison.—*Stat.*—Pop. 7,456.—HOTELS:—
DU CENTRE, DE LA POSTE, DU LION D'OR.

320 E. miles S. of Paris.—A sous-prefecture of the department of the Loire, on the Vizez.

CONVEYANCES.—Railway to St. Etienne, Lyons, and Roanne, see page 32

Montpellier.—*Stat.*—Pop. 49,739.—HOTELS:—
DU MIDI, NEVER, DE LONDRES, DU CHEVAL BLANC.

A very ancient city, the capital of the department of the Herault. It is highly celebrated for the salubrity of its air, and for its extensive and interesting prospects, which on the one hand embrace the Pyrenees, and on the other the Alps, and is much visited by invalids from foreign countries. The town is situated on a declivity between the rivers Maason and Lez, about five miles from the sea, with which it communicates by means of the Canal de Grave. Some of the streets are steep and irregular; in the interior of the town they are winding, narrow, and dark, the most regular and the best houses being in the suburbs. The public promenade, called Peyroun, is one of the finest in Europe; an equestrian statue of Louis XIV. was erected in it in 1629. Montpellier is the seat of a celebrated university, famous for its school of medicine: the anatomical theatre alone is capable of accommodating about 2000 persons. The town also contains a botanical garden, museum, cabinet of natural history and anatomy, an observatory, and a public library of 35,000 volumes and many valuable manuscripts.

The principal trade is in tartars, verdigris, wool, wine, aqua vite, woollen carpets, fustians, and silk stockings. It is 520 miles distant from Paris, and 115 miles west of Marseilles by rail.

CONVEYANCES.—Railway to Nimes, Tarascon, and Cette, see page 48.

Mulhouse.—*Stat.*—Pop. 45,961.—HOTELS:—
HOTEL ROMANN, kept by M. M. Romann Brothers; newly refurbished. Very good house.

DE LA VILLE DE PARIS, DU LION ROUGE, DE LA CIGOGNE.

295½ English miles from Paris; and 19 E. miles from Bale, situated between two arms of the river Ill, and on the canal of Montieur. It is well built, and contains some fine edifices, of which the chief are the church of St. Stephen, belonging to the Reformed church, the Cathol

church, the town-hall, the college, hospital, &c. There are numerous manufactures of printed silks, cottons, ribbons, wool and cotton yarns, lace, watchwork, sugar from beet-root and chemical products. Among the manufacturing establishments, that of the brothers Koechlin is remarkable. Also the Naghelin Spinning Factory (95,000 spindles). In the neighbourhood of Dornach there are the works of the Messrs. Dolfus, Mies and Co. The trade consists of corn, wines, ardent spirits, and native manufactures. There is a picture gallery here.

CONVEYANCES.—Railway, see pages 56 to 59.
NANCY.—*Stat.*—Pop. 48,199.—**HOTELS:**—**HOTEL D'ANGLETERRE**, a comfortable house, opposite the Railway Station.

The Station close to the town possesses an excellent buffet. Champagne, the pint bottle, 25 sous.

Distant 230 E. miles from Paris, and 93 from Strasbourg by rail. Capital of the department of Meurthe on the river of that name. Divided into old and new towns; the latter by far the larger as well as more handsome of the two. The gates of Nancy are particularly fine, and are more like triumphal arches, than the mere entrances to a city. The royal square, built by Stanislaus, is surrounded by an iron railing, and by some of the finest buildings in the town. The streets of the old town are narrow and crooked; but it contains two elegant squares. Besides the old and new town, Nancy has two well built suburbs. Of its public edifices the chief are the elegant town-hall, the cathedral, a large modern edifice, the church of St. Sebastian, the church of Notre Dame, and the theatre, all situated in the new town; the palais de justice, the exchange, the arsenal, the barracks, and churches. Extensive and beautiful promenade. Nancy has manufactures of linen, woollen, and embroidery, and is celebrated for the manufactory of preserved fruits and champagne.

CONVEYANCES.—Railway to Paris and Strasbourg, see pages 52 and 53; to Metz and Forbach, see p. 51. Railway and Diligence by Epinal and Thann. Shortest road from Brussels and Luxembourg to Switzerland.

NANTES.—*Stat.*—Pop. 108,530.—**HOTELS:**—**DE FRANCE**, good; **DU COMMERCE**, **DES COLONNES**, **DE NANTES**, **DE PARIS**.

HOTEL DE GENEVE, Place de l'Écluse, kept by Mr. Vaucher (Swiss).

Omnibuses from the Station to the hotels, 60 centimes, within the town, 15 c. Voiture, four wheels, during the day time, 1 fr. 50 c. the course. Two-wheeled voitures, 1 fr. the course; past 10 o'clock, 2 frs. and 3 frs. The Station is some distance from the town.

One of the largest and richest commercial cities in France, capital of the department of Lower Loire, seated on the Loire. It was formerly the residence of the Dukes of Bretagne, who built a strong castle on the side of the river, which still exists. The cathedral contains the tombs of the ancient dukes, besides which there are a collegiate church and 11 parish churches. The bridges over the Loire, in which are some islands, are almost a league in length. The city contains 20 squares, 17 churches, and many handsome buildings, together

with scientific and literary establishments, and a collection of tolerable paintings. The suburbs exceed the city in extent. A great quantity of salt is made in the territory of Nantes, both at the bay of Bourgneuf and in the salt marshes of Guérande and Croisic, and a great manufacture of preserved provisions is carried on here, the principal of which are sardines. Large vessels can come no higher than Paimbœuf, which is 30 miles from Nantes; but its fine quays are crowded with those of less burden than 200 tons. It is the great point of export of brandy. It has some building yards for Steam vessels, and also large naval store-houses. Principally engaged in fishing, and in the manufacture of cotton goods, glass, &c. It was here that Henry IV. promulgated the famous edict, in 1598, in favour of the Protestants, which was revoked by Louis XIV. in 1685. It is 369 miles W. of Paris by rail, and 58 from Rennes.

CONVEYANCES.—Railway to Paris, see page 36. Steamers, see alphabetical list.

ENGLISH CONSUL, Peter Barron Esq., Rue Gréa-
set et Cadetier, 4.

NEVERS.—*Stat.*—Pop. 16,100.—**HOTELS:**—**DE FRANCE**, **DE LA NIEVAL**.

189 English miles South of Paris, and 116 from Lyons. This is a considerable but dirty ill-built old town on the Loire, with narrow and winding streets. The cavalry barracks is a large building. The Loire is here crossed by a fine bridge of 30 arches. The town contains manufactures of iron-ware of massive character, glass, plate, earthen-ware, and enamel.

CONVEYANCES.—Railway to Orleans, Paris, &c., see page 32.

Office.—For description of, see page 283.

NISMES.—*Stat.*—Pop. 54,293.—**HOTELS:**—**GRAND HOTEL DU LUXEMBOURG.**—An excellent first class Hotel for families and gentlemen.

Nismes is the capital of the department of Gard, and a Bishop's see. Here are numerous monuments of antiquity, of which the amphitheatre built by the Romans, is the principal. There are likewise the ruins of a temple of Diana, and a grand tower. It is much and deservedly celebrated for the number and interest of its antiquarian remains. The Maison Carrée, or the Square House, is one of the finest pieces of architecture of the Corinthian order in the world. Here are manufactures of silk, stockings, cloth, leather, &c., and a considerable trade in silk, corn, dried fruits, oil, and wine. It is seated in a plain, abounding in wine and oil, and is the principal entrepot for medicinals and dyeing plants for the South of France; 79 miles N. of Marseilles.

Besides the antiquities mentioned, the public gardens, in which the remains of the temple of Diana are situated, and from which the Tour Magne is reached, are worthy of notice for their extent and arrangement. A band plays here on Sunday afternoons. The view from the Tour Magne is one of the most extensive in France. In the "Grande Place" there is a magnificent marble fountain by the great sculptor Pradier, which cost 250,000 francs, and is probably the finest in France; when viewed by moonlight, the effect is admirable. No traveller

should omit visiting the Pont du Gard, a pleasant day's excursion from here, 16 miles distant; 12 frs. for a cab.

CONVEYANCES.—Railway to Alais, Besseges, Montpellier, Cette and Tarascon, see page 48.

NOYON.—*Stat.*—Pop. 6,372.—**HOTELS:**—DU NORD, DES CHEVALETS.

7½ English miles from Paris, and 2½ from St. Quentin. It has manufactures of linen, leather, hats, and stockings.

CONVEYANCES.—Railway, see page 16.

Orleans.—*Stat.*—Pop. 46,922.—**HOTELS:**—D'ORLEANS, DE LA BOULE D'OR, DU LOIRET

Capital of the department of Loiret, situated on the right bank of the Loire, 76 miles S.W. of Paris and 71 N.W. of Tours,—a Bishop's see. Many of the houses are built of wood, and the streets are very irregular. Under the sons of Clovis it was the capital of a kingdom. In 1428 it stood a memorable siege against the English, which was raised by the celebrated Joan of Arc, called the Maid of Orleans. The principal public buildings are the fine cathedral, town-house, court of Justice, mint, and theatre. The trade consists in stockings, sheepskins, wine, brandy, corn, grocery, and particularly sugar, which is brought raw from Nantes and Rochelle. The faubourg de Paris is of a prodigious length, and that of Olivet, on the left side of the Loire, has a communication with the city by a bridge of nine arches. Near the city is a forest, containing 94,000 acres planted with oak & other valuable trees. Five miles from Orleans, the source of the Loiret can be seen. It is well worth visiting.

OBJECTS OF ATTRACTION.—The Botanic Garden and Museum; Cathedral, with its two lofty towers, upwards of 250 feet in height, and regarded as one of the finest Gothic edifices in France; small bronze Monument of the Maid of Orleans; Belfry Tower; the Hotel de Ville, &c. The Public Library contains about 30,000 volumes.

CONVEYANCES.—Railway to Paris, Tours, Angers, Nantes, and Bordeaux, pages 27, 28, and 34.

Paris.—*Stat.*—(With Map in Special Edition.)

See BRADSHAW'S illustrated Guide through Paris and its Environs; exhibiting in a novel and comprehensive form all that can be seen, and how to see it, with New Map of Paris and its Environs, shewing all the latest improvements, 2s. 6d., cloth, with numerous Engravings illustrative of the French Metropolis.

In 1856 the population amounted to 1,174,346; the number of houses about 60,000.

Hotel Accommodation in Paris.—The first object of a stranger arriving in Paris is to install himself in one of the good Hotels which combines the advantages of situation, comfort, cheerful rooms, great cleanliness, and as many of the luxuries as an English traveller is accustomed to find in good Family and Commercial Hotels in England.

For many years the Hotels in the Rue de Rivoli, the Place Vendôme, and the Rue de la Paix, were principally frequented by English and American travellers, not only on account of their being the best, but also because they were situated in the gayest and most cheerful part of Paris, close to the

Tuileries, the Champs Elysées, and the Boulevards. Paris, however, has been so improved and embellished, so many great arteries of thoroughfares have been opened in all directions, increasing the beauty and salubrity of all quarters of the capital, and so many new Hotels have been established, that the choice of an Hotel must be a matter of some consideration with the visitor. The large Hotels, du Louvre and the Grand Hotel, are magnificent establishments, affording extensive accommodations of the very best description. These are suited to persons who do not object to reside in such large Hotels; but for families who prefer quieter houses, or commercial gentlemen who wish to reside in other parts of the city, we give the following list of Hotels:—

HOTELS:—

THE GRAND HOTEL and HOTEL DU LOUVRE.—Two of the largest establishments in Paris, accommodate a great number of visitors. Table d'hôte, with 1 bottle of good wine, 8 fr.

MAISON MEUBLEE.—Rue Scribe, 1, beside the Grand Hotel.

HOTEL DE RIVOLI, 202 Rue de Rivoli, kept by M. Martin—very good. Opposite the Tuileries—Charges moderate

HOTEL DES DEUX MONDES ET D'ANGLETERRE, 8, Rue d'Antin, first rate, cannot be too highly recommended for its comfort, cleanliness, and charges.

GRAND HOTEL DE BADE, Boulevard des Italiens, cannot be too highly recommended.

HOTEL DE LILLE ET D'ALBION, 323, Rue St. Honoré, a well conducted good house; good and cheap.

HOTEL BEDFORD, 17 and 19, Rue de l'Arcade, near the Madeleine, excellent in every respect.

HOTEL WAGRAM—good, very clean, and well conducted.

HOTEL DE LA PLACE DU PALAIS ROYAL, 170, Rue de Rivoli; well recommended for its comfort, good situation, and moderate charges

HOTEL DES ETRANGERS, 3, Rue Vivienne, worthy of the very highest recommendation. N. Lepany, new Proprietor.

HOTEL DE CALAIS, 5, Rue Neuve des Capucines a comfortable and reasonable house.

HOTEL VIOLET.—Near the north end of the Strasbourg terminus, is a clean comfortable house, with moderate charges.

HOTEL DE NORMANDIE, 240, Rue St. Honoré, good and moderate.

LONDON and NEW YORK HOTEL, most conveniently situated, near the Madeleine and Champs Elysées.

GRAND HOTEL DE LYON, 12, Rue des Filles St. Thomas, with a large frontage in the Rue Richelieu very comfortable, and charges moderate.

HOTEL FOLKESTONE, 9, Rue Castellane, very comfortable, and charges moderate.

HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglais, near the Madeleine, in a good situation; good and quiet.

GRAND HOTEL MIRABEAU, 8, Rue de la Paix, an excellent house, in the finest part of Paris; good table d'hôte at 5 fr.

HOTEL DU PRINCE REGENT, 10, Rue St. Hyacinthe—recommending for its extreme cleanliness and moderate prices.

FAMILY HOTEL, 6, Rue Castiglione, near the Tuilleries Gardens.

HOTEL DE FRANCE ET DE BATH, an excellent hotel, in a good situation.

St. JAMES'S HOTEL, 211 Rue Saint Honoré. See advertisement.

HOTEL CASTIGLIONE, 12 Rue Castiglione, Mrs. Normond, Proprietress. Very good house well situated.

HOTEL MEURICE, 228, Rue de Rivoli, first class, highly recommended; fine situation, conducted by H. Scheurich. One of the best tables d'hôte in Paris.

HOTEL DU CHEMIN DE FER DU NORD, Place du Chemin de Fer du Nord; very good hotel for families and gentlemen.

HOTEL ET RESTAURANT SAINT QUENTIN, 27, Rue St. Quentin

HOTEL DE YORK.—An exceedingly clean, comfortable house, in a fine situation.

HOTEL DU PRINCE ALBERT, 5, Rue St. Hyacinthe, St Honoré, near the Tuilleries.

HOTEL MIROMENIL —41, Rue Mirmenil, Faubourg, St. Honoré; moderate charges.

DINER EUROPEEN, Palace Royale, Galerie de Valois, 154; very recommendable.

ENGLISH HOUSE, ALLIANCE HOTEL, 24, Rue d'Amsterdam, well situated; moderate charges.

HOTEL DU RHIN, 4, Place Vendôme, kept by M. Marechal.

GRAND HOTEL DE LA HAVANE, 44, Rue de Trevise, kept by Misses C. and L. Abry.

HOTEL CHATEAUBRIAND—Select Boarding-house, 77, Rue du Petit Parc, Poste Maillot Avenue de l'Imperatrice.

HOTEL DU CHEMIN DE FER DU NORD, Place du Chemin de fer du Nord; very good Hotel for families and gentlemen.

FAMILY HOUSE, 191, Faubourg St. Honoré; well situated; moderate charges.

HOTEL BERGERON, 11 Rue du 29 Juillet, opposite the Tuilleries, near the Place Vendôme. Moderate charges.

HOTEL PARIS ET D'ALBION, 41, Rue Caumartin. Bellé, Proprietor. Very good hotel, moderate charges.

HOTEL TRONCHET, 22, Rue Tronchet. Very good house.

GRAND HOTEL DU CAROUSEL, 256, Rue St. Honoré. Very recommendable.

HOTEL NAVARIN, 8, Rue de Navarin, very comfortable and quiet house. Table d'hôte and Restaurant.

HOTEL DE LONDRES, 8, Rue St. Hyacinthe, St. Honoré, near the Palais Royal and the Tuilleries.

BOARD AND RESIDENCE.—Mrs. Taylors' Establishment, 138, Avenue des Champs Elysées.

PRIVATE BOARD AND RESIDENCE—Miss Lyon, 9, Rue de Grammont, Boulevard des Italiens.

BOARD AND LODGING for Ladies, Gentlemen and Families, 9 Rue de l'Oratoire, Champs, Elysées.

EDWARD SPRENT, HOUSE, ESTATE, AND COMMISSION AGENT, 4, Rue de la Ferme des Mathurins. Furnished Apartments of the best description and lowest possible prices. See advertisement.

MESSES. GALIGNANI & Co.'s extensive Literary

Establishment, 224, Rue de Rivoli, (recently removed from the Rue Vivienne), French and English Circulating Libraries. A handsome reading-room supplied with the most important papers of the English and Continental press, English publications and periodicals. An Address Book of English and American Residents and Arrivals is kept for the inspection of all visitors. The Daily English Newspaper, Galignani's Messenger, is distinguished by great impartiality, giving full extracts and the leading articles of all the London Papers; also the latest news from Great Britain, the Continent, and all parts of the world.

Under the head of "STRANGERS' DIARY" are found every day the hours of admission to all places worthy of attention in Paris.

GALIGNANI'S MESSENGER is forwarded with great regularity to subscribers in France and abroad. Cheap Reprints of popular authors, and all English Editions at London Prices.

ENGLISH PHYSICIAN.—Dr. Smith, No. 8, Rue Castiglione.

Paris is situated on the Seine, in the same manner as London on the Thames, the river running from east to west; the circumference of the city is 15 English miles. Viewed from any eminence, the form of the city is nearly circular. Paris contains about 1,350 streets, 204 covered avenues, 30 boulevards, 99 public establishments, 58 barriers, 28 bridges, and 38 quays. The city is divided into 20 parishes, each containing its church, and two or three chapels of ease. There are two islands formed in the Seine—one called the City Island, the other the Island of St. Louis. The numbers of the houses in the streets parallel with the river are arranged according to the course of the stream, and in the streets at right angles with the Seine the numbers begin at the end nearest the river: in both cases the numbers on the right side of the street being even, and on the left odd.

The most lively streets are the Rue St. Honoré, Vivienne, Richelieu, Neuve-des-Petits-Champs, Rivoli, the Boulevards, &c. The streets, squares, and bridges are lighted by upwards of 6,600 gas lamps, and the city is fortified with a strong wall, taking in all the town, as far as St. Denis and Mont Valerian. On passing the barrier, the luggage is examined. Commissioners (or porters) ply at every railway station or coach office, who will convey the traveller and his luggage to any of the hotels, at a charge of 1 franc. Having arrived at the hotel, it is necessary to arrange the charge for lodging from one mid-day to another.

POST-OFFICE.—The General Post-office is situated in the Rue Jean-Jacques Rousseau and Coq-Héron. There are also 16 auxiliary Bureaux, called Bureaux d'Arrondissement, and 268 smaller offices, called Boîtes aux Lettres. The system of postage stamps is now adopted in France, at a universal rate of 20 centimes, or 2d. for the provinces and 10 centimes for letters posted in Paris to any address within the fortifications.—Letters for England, foreign countries, and the departments, are in time at the boîtes till half-past three o'clock; at the bureaux d'arrondissement, till four; and at the general post-office till five, except on Sundays and holidays,

when the Exchange is shut—the general post-office then closes at three o'clock. Letters may be directed to a traveller. *Poste Restante*, Paris, or any other town where he intends to go. The *Poste Restante* is open daily from 8 a.m. to 7 p.m., Sundays excepted, when it closes at 5 p.m.

Omnibuses—In addition to *cabriolets*, *fiacres*, *voitures*, and similar vehicles that ply in the streets of Paris, numerous sets of Omnibuses are established. Their uniform price for all distances is *six sous*, and as each of them corresponds with a similar one that intersects their line, a person may, without any extra charge, change from one to another, merely by asking for a ticket called *cachet de correspondance*.

Hackney Coach and Cabriolet Fares.—In Paris Hackney Coach and Cab Fares are regulated by the *course*, or by time, at the option of the traveller, who is required to signify to the driver before starting which he selects. A *Course* is any given distance within the limits of Paris, whether long or short, and *without* stoppage. There is a better class of public vehicles called *Voitures de Remise*; these must be looked for at certain stations, and not on the public stands; the carriages are cleaner, and the cattle better. *Voitures de Remise*, Tariff for the interior of Paris from 6 a.m. in Summer (31st March to 1st October) and 7 a.m. in Winter (1st October to 31st March) to 12.30 night: the *course*, not exceeding 15 minutes, 1fr. 50c.; the *course*, exceeding 15 minutes, 2fr.; the hour, 2fr. 25c. From 12.30 night to 6 a.m. in Summer, and 7 a.m. in Winter the *course*, 2fr. 50c.; the hour, 3fr. Tariff beyond the fortifications when the hirer returns with the vehicle to Paris, the hour 3fr.; or when he quits the vehicle 1fr. indemnity for return journey. The Hackney Carriages, "*Voiture de place*," are numbered with yellow numbers, the "*Voiture de Remise*," with red.

Omnibuses carrying from 6 to 8 persons and any quantity of baggage to any part of Paris: 5 frs. and 6 frs.; the latter price applies also to omnibuses from the Northern Railway Station to that of Lyons or Strasbourg.

PLACES OF WORSHIP.—**ENGLISH EPISCOPAL CHURCH** 10, Avenue Marbeuf, minister, the Rev. G. Gardiner; at 11 a.m. and 3.30 p.m., and on Wednesdays at 11. **ENGLISH EPISCOPAL CHURCH**, Rue d'Aguesseau, Rev. E. Forbes, chaplain, and J. S. Sergeant, assistant-chaplain, at 11.30 a.m. 3.30 and 7.30 p.m. **EPISCOPAL CHURCH**, 17, Rue de la Madeleine, Rev. Arch. Gurney, at 8.30 and 11.30 a.m., and 3.30 and 7.30 p.m.; Daily Prayers at 8.30 a.m. and 5 p.m.; Saint days same as Sundays. **WESLEYAN CHURCH**, 1, Rue Rougéline prolongée, adjoining 41, Boulevard Malesherbes; services, Sundays, at 12 noon and 7.30 p.m. and on Wednesdays, at 7.30 p.m.; Rev. W. Gibson minister. **CONGREGATIONAL WORSHIP**, 23, Rue Royale, at 11 a.m. and 7.30 p.m. **AMERICAN CHAPEL**, 21, Rue de Berri, Rev. Dr. McClintock, at 11 a.m., 12 noon, and 3 p.m. **AMERICAN EPISCOPAL CHURCH**, 14, Rue Faubourg St. Honoré, Rev. W. O. Lawson, 11 a.m. and 4 p.m. **CHURCH OF SCOTLAND**, service in the chapel of the Oratoire, 160, Rue de Rivoli, corner of Rue de l'Oratoire, Boulevard Malherbes, at 11 a.m. and 3 p.m. Entrance by the Garden, oppo-

site to the Louvre.

FOUNTAINS AND WATERWORKS.—Among the public fountains in Paris, those most worthy of note are on the Place de la Concorde, St. Michel, Boulevard Sebastopol, the Boulevard du Temple, Place Louvois, the Fontaine Mollere, Rue de Richelieu, and the Fontaine Cuvier, Rue Cuvier, the Artesian Well de Grenelle, made from 1834 to 1841, is 3660 feet in depth, and throws up 1,700 cubic feet of water per hour.—The Water Filtering Establishment, 24, Quai des Celestins, is well worth seeing.

The **QUAYS** are formed on both sides of the Seine, and have thirty-three different names.

CHURCHES.—The Cathedral of Notre Dame is a very noble pile of building, erected in the 12th century. It has two majestic towers. The three principal entrances are finely carved, from subjects out of the New Testament. The colossal bell in the north tower, called Le Bourdon, weighs 322 cwt. It is only rung on state occasions, requiring the labour of eight men. There are some most beautiful paintings and magnificent carvings in the choir, which is supported by 120 massive pillars, and the gallery by 297 pillars. The floor is of marble. The altar is most magnificently carved, and here are placed the statues of Louis XIII. and XIV. In a niche there is a beautiful marble group, representing the Descent from the Cross. The charge for ascending the tower, from which there is a delightful prospect, is 20 cents.—The New Church of the Madeleine, situated on the place of the same name, opposite the Rue Royal. The first stone was laid in 1764, and it was finished by Louis Philippe. It is surrounded by 52 Corinthian pillars, ornamented by a splendid façade. This building was intended by Napoleon to represent the Temple of Fame. The bas-relief over the portico is worthy of particular attention. The interior is most magnificently ornamented with rich gilding, paintings, and statuary, and is lighted by its three domes, which are most beautifully painted.—The Church Notre Dame de Lorette, at the end of the Rue La Fayette, was completed in 1823, and is fitted up in the most costly manner with paintings by the best French artists.—The Church St. Etienne du Mont, in the square of the same name, near the Pantheon, celebrated for its choir, pulpit, and the grave of the holy Genevieve.—The Church St. Eustache in the Rue Trainée, is one of the largest and most handsome in Paris.—The Church of St. Germain des Prés, in the square of the same name, is the oldest in Paris, containing the monument to King Casimir of Poland, and the remains of Descartes and Boileau.—The Church of St. Germain l'Auxerrois, in the place of the same name, opposite the colonnade of the Louvre, is remarkable for its antique architecture.—Also the Gothic Church of St. Merry, in the Rue St. Martin, and the Church of St. Roch, in the Rue St. Honoré, containing monuments of Crequi, Cornille, and La Nôtre, and a splendid pulpit.—The Church of St. Sulpice, in the place of the same name, has a beautiful portico, septiform fountains of colossal shells, and a beautiful pulpit.—The Pantheon, which is now restored to church purposes, and called the Church of St. Genevieve, may be classed among the most beautiful buildings

in Paris. The Synagogue of the Jews, in the Rue Notre-Dame de Nazareth, is a beautiful temple, resting on thirty Doric pillars.

PALACES AND OTHER PUBLIC BUILDINGS.—The Palace of the Tuilleries (formerly the residence of the Kings of France) claims attention for its magnificent garden, adorned with statues, vases, and fountains.—The Louvre may be classed among the most beautiful of the Parisian palaces; its splendid picture gallery reaches to the Tuilleries. The colonnade, opposite the Church St. Germain l'Auxerrois, is worthy of notice.—The Palace of the Luxembourg, Rue de Vaugirard, formerly used as the House of Peers, now the place where the senate meets, has a beautiful garden. The splendid steps, the Hercules Saloon, the Salon de la Réunion and des Séances, with its amphitheatrical arrangement for its members; the Salle du Trône, the Library next to the Chapel, a saloon adorned with panel paintings by Rubens; a gallery studded with sculpture and paintings, and the Observatory, claim the visitor's inspection.—The Palais Royal, Rue St. Honoré, contains innumerable courts, galleries, arcades, and a garden planned by Cardinal Richelieu in 1629. The father of Louis Philippe converted the whole of this superb mass of building into mercantile purposes. Louis Philippe finished a part of the square which had been left incomplete. The principal entrance is from the Rue St. Honoré. The shops consist mostly of libraries, booksellers, jewellers, confectioners, bazaars, coffee-houses, taverns, &c.—The Palais de Justice, situated in the Place of the same name, contains an enormous saloon called the Salle des Pas-Perdus, and the Monument Malherbes. On the south side is La Sainte-Chapelle, a gothic building, erected by St. Louis, is quite a gem and worth a visit. Those who wish to view the interior must apply to the porter, behind the chapel.—The Palais des Beaux-Arts, in the Rue des Petits Augustins, is principally used for the exhibition of works of art, manufactures, and architectural models. In the large court-yard is a portico of the château of Gaillon.—The Hotel des Invalides is situated between the Suburb St. Germain and Le Gros Caillou, and is open to public inspection on Mon. and Thur. from 12 to 3. Under the beautiful dome of the church rest the remains of Napoleon. The tomb is magnificent. The Entrance Gate, the Royal Court, the Library, and the Kitchens, are well worthy inspection.—The Palais Bourbon, (now the Corps Législatif, where the members hold their sittings), is situated in the Rue de l'Université. The Military School (now used as barracks) is on the Champ de Mars. The Hotel des Monnaies (containing a rich collection of coins and medals), is on the Quai de Conti.—The Hotel de Ville (Town Hall), and residence of the Prefet de la Seine, is situated in the place of the same name. It is adorned with sixteen statues of celebrated men.

The Exchange (La Bourse), is situated in the square of the same name, the buildings composing it forming a palæstogram, supported externally by 66 Corinthian columns. The principal saloon will contain two thousand persons, and is handsomely decorated with cartoons.—The Halle au Blé,

in the Rue de Viarmes, is a most beautiful structure, in which there is a most astonishing echo, and near to this building stands the Pillar built by Catharine de Medicis, and on which she was accustomed to make her astronomical observations. This building is the grain market and granary of Paris, and is capable of containing 30,000 sacks of corn. The hall is 136 feet in diameter.—The Halle aux Vins (Wine market), on the Quai St. Bernard, is well worth a visit. It covers a vast surface, and is partitioned off into streets, named according to the kind of wine contained in the warehouses that form them. open daily.

EXHIBITIONS, MUSEUMS AND LIBRARIES.—The Imperial Library, in the Rue Richelieu, contains 400,000 volumes, 72,000 manuscripts, 5,000 portfolios of engravings, and a most complete collection of coins and medals.—The Library of the Arsenal, in the Rue de Sully, contains 170,000 volumes, and 6,000 manuscripts.—The Library of St. Geneviève in the Square of the Pantheon, contains 110,000 vols. and 2,000 manuscripts, besides several other collections of rare books.—The Museum of the Jardin des Plantes has three entrances, one in the Rue du Jardin, the second in the Rue Curier, and the third opposite the Bridge of Austerlitz. This is a most astonishing exhibition somewhat like the Zoological Gardens, Regent's Park, London. The zoological collection is in the Swiss Valley. The museum contains a magnificent collection of mineralogical, botanical, and zoological specimens also a splendid anatomical collection.—The Conservatoire des Arts et Metiers, Rue St. Martin, contains a good collection of mechanical and industrial models, &c.—The Museum of the Louvre is divided in the following manner:—1. Collection of Antiquities. 2. Museum of French Sculpture. 3. Gallery of Drawings. 4. Gallery of Paintings of the Italian, Flemish, and French Schools. 5. Collections of Spanish Paintings. 6. Collection of Greek, Roman, and Egyptian Antiquities, Vases, Statues, &c. 7. Models of Shipping, highly interesting; far surpassing any thing of the kind in England.—[We recommend the visitor to purchase a catalogue at the entrance, costing but a trifle.] Admission (on production of passport and writing down your name) 10 till 4 daily, except Monday.—The Museum of the Luxembourg contains the best collection of paintings by modern artists; and the Artillery Museum, in the Place St. Thomas d'Aquin, a fine collection of armour and accoutrements, from the most remote ages to the present time. Admission, same as the Louvre.—The Museum of l'Hotel de Clugny and in Palais des Thermes, in the Rue de la Harpe, joined to each other by a passage, contains surprising collections of rare mediæval productions. The former is open Wednesdays, Thursdays, and Fridays, 12 till 4.—The National Institute of France is on the Quai Conti, and the College of France in the Place Cambrai, and various literary and scientific societies hold their meetings in the Town Hall, &c.

The attention of visitors to Paris should be directed to the Chapelle St. Ferdinand, erected on the spot where the Duke of Orleans died in 1649; and to the Chapelle Expiatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were

interred, after being guillotined; and also to the statue of Marshal Ney, recently erected on the spot behind the Palais du Luxembourg, where he was shot in 1845.

PÈRE LA CHAISE.—This celebrated cemetery, situated at the end of the Rue de la Roquette, is well worth a visit, containing as it does the celebrated monuments to Abelard and Heloise, to Fontaine, Molière, Talma, Raucourt, De Lille, Kellermann, Davoust, and many others, as well as the beautiful mausoleum of Demidof.

PASSPORT OFFICES IN PARIS.—The following is a detailed list of the Ambassadors' Residences at Paris. The circumstances under which a *visa* to a passport is necessary, will be found given in the observations at pp. xxxiii to xxxviii; hours of business are from 11 to 1.

Austria.—134, Rue de Grenelle St. Germain. **Baden.**—Rue Joubert. **Bavaria.**—15, Rue d'Aguesseau. **Belgium.**—97, Rue de la Pépinière. **Denmark.**—88, Rue de la Pépinière; Rue de Trevisse. **Free Towns, Resident Minister,** 6, Rue Trudon. **Great Britain.**—39, Rue du Faubourg St. Honoré; Consul, same address. **Greece.**—70, Faubourg St. Honoré; Consul, 30, Rue Basse du Rempart. **Hanover.**—16, Rue Miromesnil. **Hesse-Electorale.**—4, Rue de Menars. **Hesse, Grand Duchy.**—See Baden. **Holland.**—28, Rue de Suresnes. **Italy.**—133, Rue St. Dominique St. Germain. **Mecklenburg-Sch-**

werin.—35, Rue Faubourg St. Honoré. **Mecklenburg-Strelitz.**—7, Rue Caumartin. **Nassau.**—Chargé d'Affaires, 28, Rue de Suresnes. **Oldenbourg.**—Resident Minister, 7, Rue Caumartin. **Portugal.**—12, Rue d'Astorg. —Consul, 44, Rue Blanche. **Prussia.**—78, Rue de Lille. **Roman States.**—69, Rue de l'Université. **Russia.**—33, Faubourg St. Honoré —Consul, same Address. **Saxony.**—2, Place de la Madeleine. **Saxe Weimar.**—See Saxony. **Spain.**—25, Quai D'Orsay. His *visé* is no longer necessary. **Sweden and Norway.**—74, Rue d'Anjou St. Honoré. —Consul, 29, Rue Laftite. **Switzerland.**—9, Rue Chauchat. **Turkey.**—5, Rue des Champs Elysées. **United States.**—12, Rue Beaujon, Faubourg St. Honoré —Consul, 27, Boulevard des Italiens. **Wurtemberg.**—13, Rue d'Aguesseau.

Steam Packet Offices in Paris.—General Steam Navigation Company, 13, Rue de la Paix, Mr. F. Spiers, Agent.—Dieppe and Brighton Steam Packet Co., 7, Rue de la Paix, Mr. A. D. Bosson, Agent, —Calais and Dover Mail Packet, 8, Rue de la Paix —Calais and Dover, South Eastern Co.'s Office, 4, Boulevard des Italiens.—Boulogne and Folkestone, ditto.—Havre and Southampton Steam Packet-office, 3, Place Vendôme, Mr. A. Mathews, Agent.—Mediterranean Packets, Messageries Impériales, Rue Notre-Dame des Victoires.

Terminals in Paris of the principal Railways, see pages 17 to 52.

English Directory of First-Class Houses in Paris, Professional Gentlemen, Teachers of Languages, Accomplishments, &c.

Apartments and Boarding Houses.—Persons visiting Paris are recommended to apply to Mr. John Arthur, 10, Rue Castiglione, Agent to the British Embassy, and Wine Merchant, where every information will be given gratis. See Advertisement.

Apartments, Houses, &c., may be engaged through the agency of Mr. Scott, 17, Rue des Petits Carmes.

Stays.—For this indispensable article the Parisian makers are known to be eminently superior. We are advisedly directed to recommend Madame Clemençon, 8, Rue Port Mahon, inventor of the "corps pompadour," and the "demi-corps chateleine," which impart so much grace and elegance to the figure.

Crinoline Petticoats.—Madame Housé, 27, Rue Fontaine St. Georges, the celebrated maker of the

perfect Pompadour Petticoat, adopted by the fashionable ladies of Paris for Court and walking dress.

Novelties in Silks and Fancy Articles.—Au bon Marché, 136 and 137, Rue du Bac. This establishment is celebrated for its excellent articles and moderate prices. N.B.—All goods that have ceased to please will either be exchanged or retaken, if desired.

Eau de Cologne.—Agent for John Anth. Farina's City of Milan Eau de Cologne, M. Ortenbach, 35 Boulevard de Sebastopol.

Kramer, Jeweller to the Empress. 31, Rue Neuve, St. Augustin, recommended as having an unrivalled stock of Jewellery, Diamonds, &c.

Guerlain, Perfumer to the Empress 15, Rue de la Paix.

Surgeon Dentist.—We particularly recommend as operating and mechanical Dentist, Mr Barwis, No. 10, Rue d'Alger, near the gardens of the Tuilleries, especially for a superior description of Artificial Teeth, for which he has just received a Patent. He has published a pamphlet on the subject, which may be had on application.

Optician.—For all descriptions of optical glasses and instruments, there is comparatively no choice, as those of M. Chevallier, 15, Place du Pont Neuf, are exported all over the world.

Money Changers and Foreign Bankers.—Messrs. Meyer, Spielmann, & Co., of 26 Rue Vivienne, are well known, and deserving our best

recommendation. English and all foreign monies can be exchanged at this establishment to the best advantage. They grant drafts on London and the principal cities of Europe and America.

W. S. Kirkland & Co., 27, Rue de Richelieu—(London, 23, Salisbury Street, Strand) receive Subscriptions and Advertisements for "THE TIMES," and all other English and American newspapers. English and American Works supplied at the published prices.

Families travelling on the Continent can be provided with responsible Coaches and travelling Servants, by applying to Mr. S J Johnson, 16 Rue de Séze, near the Madeleine, where they will find comfortable apartments and single rooms.

Routes from PARIS to	Itineraries of the best and quickest Routes between PARIS and the principal cities in Europe, &c.	ORDINARY FARES.		TIME.				
		class. 3 class.		Exp.		Ord'y.		
		£ s. d.	£ s. d.	D. H. M.	D. H. M.	D. H. M.	D. H. M.	
1 Alexandria .....(Egypt)	See Route from London via Paris, p. 1, No. 3, as per Rte. to India, No. 40 Rte.	23 5 0	16 0 0	...	8	0	0	
2 Amsterdam ....(Holland)	RL via Brussels, see Routes to, No. 10; RL thence via Malines, Antwerp, p. 71; Breda, &c., p. 90.	2 12 0	1 19 8	0 24	0	...	...
3 Antwerp .....(Belgium)	RL via Brussels see Routes to No. 10; Rail thence via Malines, p. 71	1 16 2	1 7 8	...	0 14	0	...	
4 Bale .....(Switzerland)	RL via Belfort and Mulhouse, p. 56; thence to Bala, p. 56.	1 0 0	1 17 6	0 30	0	0 21	0	
5 Bayonne .....(France)	RL via Orleans, p. 37; Tours, p. 34; Poitiers and Bordeaux, p. 34; RL thence to Bayonne, p. 39.	3 16 0	2 12 3	0 19	0	0 28	0	
6 Berlia .....(Prussia)	RL via Routes to Cologne, No. 14; thence as per Itinerary p. 310, No. 5 of Rte. to Berlin	6 3 0	5 10 3	0 30	0	0 40	0	
7 Biaritz .....(France)	RL via Bayonne, see No. 5; thence to Biaritz, p. 39.	3 12 6	3 0 0	0 18	0	0 30	0	
8 Bordeaux "	RL via Orleans, p. 37; Tours, Poitiers and Bordeaux, p. 34	2 12 0	1 19 0	0 13	0	0 18	0	
9 Boulogne "	RL via Amiens, Abbeville, p. 18.	1 4 0	0 17 6	0 5	0	0 7	0	
10 Brussels .....(Belgium)	a RL via Amiens, Arras, Douai, Valenciennes, Quievrain, p. 14; Mons, Braine-le-Comte, &c., p. 64 b RL via Creil, St. Quentin, Charleroi, p. 16; thence to Brussels, p. 65 c RL via Amiens, Arras, Bethune, and Hazebrouck, p. 13 d RL via Dijon, p. 44 e RL Direct, p. 13 f RL via Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbethal, Aix-la-Chapelle, p. 16 g RL via Brussels, see Rte. to; thence as per Itinerary of Routes to Cologne, p. 268. h RL via Creil, p. 16 i RL to Marseilles, see No. 32; thence by Str. Messageries Imperiales.	1 10 0	1 3 0	0 30	0	0 13	0	
11 Calais .....(France)	RL via Amiens, Arras, Bethune, and Hazebrouck, p. 13 RL via Dijon, p. 44 RL Direct, p. 13 a RL via Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbethal, Aix-la-Chapelle, p. 16 b RL via Brussels, see Rte. to; thence as per Itinerary of Routes to Cologne, p. 268. c RL via Creil, p. 16 d RL to Marseilles, see No. 32; thence by Str. Messageries Imperiales.	1 9 6	1 2 0	0 8	0	0 16	0	
12 Chalons-sur-Saone, .. "	RL via Amiens, Arras, and Hazebrouck, p. 13 RL to, pp. 32 & 44 a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	1 14 0	1 5 0	0 7	50	0 11	0	
13 Chantilly "	RL Direct, p. 13 a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	0 0 0	0 6 0	0 0	50	0 0	1 20	0
14 Cologne .....(Prussia)	a RL via Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbethal, Aix-la-Chapelle, p. 16 b RL via Brussels, see Rte. to; thence as per Itinerary of Routes to Cologne, p. 268. c RL via Creil, p. 16 d RL to Marseilles, see No. 32; thence by Str. Messageries Imperiales.	2 7 6	1 15 0	0 11	0	0 16	0	
15 Compiegne ....(France)	RL via Creil, p. 16 RL to Marseilles, see No. 32; thence by Str. Messageries Imperiales.	2 9 7	1 17 6	0 15	0	0 22	0	
16 Constantinople(Turkey)	RL to Marseilles, see No. 32; thence by Str. Messageries Imperiales.	0 8 3	0 6 8	0 0	35	0 1 35	0	
17 Dieppe .....(France)	RL via Rouen, p. 21 RL via Amiens, Arras, and Hazebrouck, p. 13 RL to, pp. 32 & 44 a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	19 13 5	12 5 4	11	0	0 11	0 0	
18 Dunkirk "	RL via Rouen, p. 21 RL via Amiens, Arras, and Hazebrouck, p. 13 RL to, pp. 32 & 44 a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	0 19 2	0 15 6	0 5	30	0 6 6	0	
19 Fontainebleau .. "	RL to, pp. 32 & 44 a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	1 11 0	1 1 0	0 7	10	0 12	0	
20 Frankfurt ..(Germany)	a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	0 5 6	0 4 0	0 1	6	0 2	0 2	
" "	a RL via Strasbourg, p. 52; Kehl, p. 53; Baden-Baden, Carlsruhe, p. 55; Heidelberg and Darmstadt, p. 51 b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	2 8 0	2 8 3	0 14	30	0 24	40	
" "	b RL via Nancy, p. 52; Metz and Forbach, p. 51; Neuenkirchen, pp. 93 & 96; Worms, Mayence, via Castel, pp. 90 & 91 c See Route from London, p. 3, No. 39, Rte. a via Paris d See Route from London, p. 3, No. 31, Rte. a via Paris e See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	2 15 9	2 0 8	0 16	25	0 24	20	
21 Florence .....(Italy)	See Route from London, p. 3, No. 39, Rte. a via Paris See Route from London, p. 3, No. 31, Rte. a via Paris See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	8 2 6	6 2 8	2 10	0	...	...
22 Geneva ....(Switzerland)	See Route from London, p. 3, No. 31, Rte. a via Paris See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	3 6 2	2 2 0	0 22	0	...	...
23 Genoa .....(Italy)	See Route from London, p. 3, No. 32, c via Paris & Turin New Direct Route via Nice (which see) p. 383 f RL via Bonen, p. 31 g RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 h RL via Amiens, Arras, Douai, p. 14 i See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	5 0 0	3 15 0	0 40	0	...	...
24 Havre de Grace (France)	RL via Bonen, p. 31 RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 RL via Amiens, Arras, Douai, p. 14 See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	0 0 0	0 0 0	0 0	0	0 15	8 0	
25 Hyeres (Isle of) .. "	RL via Lyons, Marseilles, & Toulon, No. 32; RL thence, p. 49; and Dil. from the Station to Hyeres, p. 263 RL via Amiens, Arras, Douai, p. 14 See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	0 0 0	0 0 0	0 0	0	0 0	0 0 0	
26 Lille .....(France)	RL via Amiens, Arras, Douai, p. 14 See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	1 4 0	0 18 0	0 5	0	0 8	0	
27 Lisbon .....(Portugal)	See Route from London, p. 4; via Paris Route a. a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	1 1 6	8 12 9	3 0	0	3 0	0	
28 London .....(England)	a RL to Calais; Str. to Dover, RL to London Bridge Station, b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	3 1 6	2 4 3	0 13	0	...	...
" "	b RL to Calais, No. 11; Steamer direct to London Bridge Wharf, London c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	1 8 0	1 4 0	...	0 14	0	0	
" "	c RL to Boulogne, p. 18; Str. to Folkestone; RL to London Bridge Sta.	2 14 5	1 19 3	0 12	0	...	...

Itinerary of Routes from Paris—continued.

		L	S	A	L	A	D.	H.	M.	D.	H.	M.
8 London—continued.....	d Rl. to Boulogne, No. 9, and p. 18; Str. direct to London Bridge Wharf, p. 188	1	8	0	1	4	0	0	0	14	0	
"	"	e Rl. to Dieppe, No. 17, and p. 21; Str. to Newhaven, p. 191; Rl. via Breteuil to London Bridge Sta.	1	8	0	1	0	0	0	0	16	0
"	"	f Rl. to Havre, No. 24, and p. 21; Str. to Southampton, p. 194; Rl. to Waterloo Sta.	1	0	1	0	0	0	0	1	0	
"	"	g Rl. to Havre, No. 24, and p. 21; Str. direct to St. Katherine's Wharf, London	1	8	0	1	0	0	0	0	84	0
Lyonne.....(France)	Rl. via Dijon, Chalons-sur Saone, p. 44	2	5	6	1	14	0	0	0	16	0	15
Madrid.....(Spain)	a Rl. to Lyons, p. 44; Avignon, Tarascon, p. 46; Cette 48; Perpignan 40; thence by Dil. via Barcelona to Madrid	19	0	0	8	0	0	0	0	0	0	0
"	"	b Rl. to Bordeaux and Bayonne, see No. 5; Rl. to Irun, p. 89; thence by Rl. to Madrid, see p. 171	0	0	0	0	0	0	0	0	0	0
"	"	c As per Route a to Barcelona; Steamer to Alicante, Rl. thence to Madrid, p. 175	12	0	0	8	0	0	0	0	0	0
"	"	d Rail to Marseilles, p. 44; thence per Lopez & Co.'s Steamer to Alicante	8	0	0	6	0	0	0	0	0	0
11 Malta.....(Island of)	Rl. to Marseilles, see No. 23. Str. thence to Malta	11	16	7	16	7	31	23	5	12	0	
12 Marseilles.....(France)	Rl. via Lyons, p. 44; and Avignon p. 46	3	16	6	2	17	6	0	18	30	0	99
13 Milan.....(Italy)	See Routes from London to, p. 5, No. 55, via Paris	5	0	0	3	15	0	0	0	0	0	0
14 Munich.....(Bavaria)	See Rte No. 47. Rte. to Stuttgart; Rl. thence via Ulm and Augsburg, p. 130, 131, and 133	3	15	10	2	12	7	0	21	15	0	28
15 Nantes.....(France)	Rl. via Orleans, p. 27; Tours, and Nantes p. 36	1	18	6	1	9	0	0	10	0	0	16
16 Naples.....(Two Sicilies)	Rl. to Marseilles, see No. 23; Str. thence to Naples, p. 202	12	1	6	2	6	4	0	0	0	0	0
17 Nice.....(France)	See Rte. from London to p. 9, No. 112, Rte. a, via Paris	5	1	0	3	16	0	0	0	0	0	0
18 Orleans.....(France)	Rl. to p. 27	0	11	2	0	8	5	0	2	30	0	6
19 Ostend.....(Belgium)	Rl. via Amiens, Lille, and Mouscron, p. 14; thence via Ghent, p. 63; Bruges, p. 63	1	13	6	1	4	1	0	8	25	13	0
20 Pau.....(The Pyrenees)	See Rte. from London to, p. 9, No. 113, Rte. via Paris	3	14	6	3	5	9	0	2	30	0	0
21 Reims.....(France)	Rl. to, p. 52	0	16	0	11	6	0	0	36	0	0	0
22 Rome.....(Italy)	See Rtes. from London, p. 6, No. 66, Rte. a via France	7	16	6	7	8	7	3	19	0	4	0
23 Rouen.....(France)	Rl. to, p. 21	0	13	4	0	11	0	0	2	25	0	4
24 Strasbourg....."	Rl. to, via Nancy, p. 52	2	5	0	1	13	6	0	9	30	0	16
25 Tours....."	Rl. to, via Orleans, pp. 27 and 34	1	1	0	0	16	0	0	5	9	0	9
26 Turin.....(Italy)	See Rtes. from London, p. 6, No. 76, Rte. via Paris	4	2	6	3	6	0	0	0	35	0	35
27 Stuttgart(Wurtemberg)	Rl. to Strasbourg, p. 58; Rl. to Bruchsal, p. 90; thence to Stuttgart, p. 130	2	16	9	2	1	4	0	15	30	0	28
28 St. Cloud.....(France)	Rl. to, see p. 19	0	0	0	0	0	5	0	0	30	0	0
29 St. Germain....."	Rl. to, see p. 19	0	1	3	0	1	0	0	0	0	0	0
30 St. Petersburg....."	Rl. to Berlin Rte. 3, Rl. to Frankfort-on-the-Oder p. 181; thence Rl. to Evidikouhnen, p. 118; thence to St. Petersburg, p. 130	14	5	0	12	0	0	0	2	0	0	4
31 Vienna....."	Via Munich, see No. 84, Rte. to; thence via Salzburg, see pp. 156 & 157	7	16	6	5	11	2	0	0	65	0	80

THE PRINCIPAL WATERING PLACES.

3 Aix-la-Chap. (Prussia)	See Rte. to Cologne, No. 14	2	0	1	9	9	0	0	0	1	0	0
4 Aix.....(France)	See Rtes. from London, p. 7, No. 83, Rte. via Paris	3	15	6	2	19	9	0	0	0	0	0
4 Aix-les-Bains.....(Savoie)	See Rte. from London, p. 7, No. 84, Rte. via Paris	2	15	0	2	1	0	0	0	15	0	0
5 Baden-Baden Duchy of	Rl. to Strasbourg, p. 52; Kehl, p. 93; Baden-Baden, p. 96	2	7	2	1	15	2	0	0	17	0	0
5 Bagnères de Bigorre.....(Pyrenees)	See Rte. from London, p. 7, No. 90, Rte. via Paris	4	0	0	2	1	6	0	0	0	0	0
6 Bagnols, Orme (Fra.)	Paris and Cherbourg Railway to Mezidon thence Rail and Diligence, as in Route from London—see p. 22	1	7	0	1	1	6	1	0	0	0	0
7 Barges....."	See Rte. from London to Pau, p. 9, No. 113 Rte. via Paris, Dil. from Pau	4	5	0	2	15	0	0	0	24	0	0
8 Carlsbad.....(Bohemia)	Rl. to Frankfort, see No. 20; thence as per Itinerary of Rte., p. 327; or by Rl. to Schwartz-berg, p. 125	5	6	0	4	5	9	0	37	57	0	58
9 Eaux Chaudes.....(France)	See Rte. from London, p. 8, No. 98, Rte. via Paris	3	19	6	3	16	9	0	0	0	0	0
9 Ems.....(Mr. Coblenz)	Rl. by Nancv, Sarrebruck, Neuentrichen, Bingen, and Rudesheim, cross the Rhine at Bingen. Direct route, Rl. to Frankfort, see No. 20; thence as per Itinerary, p. 327, of Rtes., Rl. to Homburg, p. 92	2	4	4	3	20	0	0	19	0	0	25
1 Homburg.....(Rhine)	Rl. to Frankfort, see No. 20; thence as per Itinerary, p. 327, of Routes; Rl. to Gmunden Sta. p. 137; Dil. to Kissingen	3	10	0	2	16	0	0	15	30	0	25
1 Kissingen.....(Bavaria)	Rl. to, via Lyons, p. 44; Avignon, 46; Tarascon, Nismes, and Montpellier, p. 48	3	19	5	2	17	5	0	22	0	0	34
2 Montpellier.....(France)	Rl. to Nancy, p. 52; Epinal and Plombières, p. 51	2	14	10	2	8	0	0	25	0	21	35
4 Plombières....."	Rte. to Mayence, see No. 20; Rl. to Wiesbaden, p. 90; Dil. to Schwabach	2	3	0	1	12	0	0	13	30	0	14
5 Schwalbach.....(Nassau)	Rte. to Brussels, see No. 10; Rtes. thence as per Itinerary, p. 298, of Rtes. to Spa	3	15	0	2	13	2	0	17	50	0	28
6 Spa.....(Belgium)	Rtes. to Geneva, via Dijon, p. 44; Dil. thence via Sallanches to St. Gervais	1	16	6	1	8	0	0	0	40	0	13
67 St. Gervais.....(Savoie)	See Routes from London to Pau, p. 9, No. 113 Rte. via Paris; Dil. from Pau to St. Sauveur	2	12	0	1	19	0	0	21	0	0	23
68 St. Sauveur(Pyrenees)	Rl. to St. Germain des Vosges, p. 52; and to Vichy p. 32	4	20	0	4	0	0	0	0	0	0	0
9 Vichy.....(France)	See Rte. to Mayence, No. 20; Rl. to Wiesbaden p. 90	1	18	0	1	8	6	0	11	0	0	14
9 Wiesbaden....."		3	12	6	2	13	3	0	15	50	0	29

PAU.—*Stat.*—Pop. 18,671—**HOTELS:**—**DE FRANCE, DE L'EUROPE, DE LA POSTE, DE LA DORADE.**

Beautifully situated in the Basses Pyrenees, formerly the capital of Navarre, and a place of great resort for the English. It possesses now two English churches, well supported. Last winter Mr. Turner officiated in one—and Mr. Hedge's substitute in the other; a good circulating library; excellent hotels; and physicians of reputation. In the neighbourhood is the beautiful Val d'Ossau, and fine views of the Pyrenees may be had from the Promenade and the Castle. See Dr. Lee's "South of France."

BANKERS.—Messrs. Davantes Brothers have agencies with English bankers in London. M. Merrillon, senior; the English Bank, established in 1850, 19, Rue Lafayette—Muggrave, Clay, & Co. (late Wm. Taylor & Co.), agents to all the London bankers. London agent, the Union Bank of London. John Church, British Vice-Consulate; Bank, 13, Rue Service.

ENGLISH CLERGYMAN.—Rev. Edw. Hedges, M. A. of Queen's College, Cambridge. French Service, twice a day on Sundays at the English Church.—Rev. M. Cadier, Minister.

PRESBYTERIAN CHURCH.—Adjoining the Rue Montpensier, service on Sabbaths at 11 a.m. and 3 p.m., Wednesday 12 noon, from beginning of October to end of June.

ENGLISH PHYSICIANS.—Alex. Taylor, M.D., A. Smythe, M.D., J. Bagnall, M.D. and D. Otley, M.D.

VICE-CONSUL.—Mr. John Church, 13, Rue Service.

CONVEYANCE.—Railway to Dax, &c. See page 37. **Pierrefonds les Bains.**—Pop. 1500

HOTELS—DES BAINS, DE PIERREFONDS, DES ETRANGERS, DE RUINS.
A pretty village, situated within three hours distance from Paris by the Northern of France railway, in the centre of the celebrated forest of Compiègne, and 7½ miles distant from the town. Omnibus 1fr. 25c. A more picturesque position cannot be found. The fine ruins of the strong castle overlooking the landscape attract a large number of visitors and artists every season. The sulphureous mineral waters are very abundant. They are light to the stomach, and easy of digestion. A very fine bath room for the inhalation of the *poussière d'eau* for the use of invalids suffering from disease of the lungs, places Pierrefonds les Bains among the first of Thermal Establishments. For the efficacy of the waters, see the Etude medicale of Doctor Sales Girons, published in Paris at the Library of Victor Masson.

Poitiers.—*Stat.*—Pop. 30,875—**HOTELS.**—**DE FRANCE, DE L'EUROPE, DES TROIS PILIERS.**
410 English miles from Paris, capital of the department of Vienne, near the river Clain. It is divided into four quarters, all built in a mean and antiquated style. The streets are for the most part steep, winding, and ill paved. It has several squares, the finest of which is the Place Royal. The cathedral is in the gothic style, and wants only a little more elevation. Of the other churches the most interesting is that of St. Hilaire. The town has

several Roman antiquities. Its manufactures consist of woollen stuffs, leather, and gloves. Four miles distant from the town is shown the battlefield where the Black Prince defeated the French under Charles VII.

CONVEYANCE.—Railway; pp. 34 and 38.

Pont Audemer.—Pop. 1804.

There are two or three hotels here; one of the best is near the square. A pretty little town in Normandy not far from the Seine, and situated in a valley. Distance to Cormeilles 11 miles to Lisieux 23 miles. See Yvetot and Lisieux.

Pontoise.—*Stat.*—Pop. 5609—**HOTELS:**—**GRAND CERF AND MESNAGERIES.**

17½ miles E. from Paris. It is in general well built, but the streets are steep and narrow. From the higher part of the town there is a magnificent prospect. The remains of the ancient castle still exist. Remark the Hospital, the fine promenade, and the church of St. Maillon—in the neighbourhood, the Chateau St. Martin. From this station to Creil the Oise is on the right of the Railway, sometimes visible, sometimes its course only indicated by the luxuriant vegetation, and the trees which skirt its banks. Supplies Paris with calves and flour. Conveyances to Gisors, by Char and Magny.
For Railway, see page 11.

Peyrehorade.—*Stat.*—Pop. 2,579.—**HOTEL:**—**DES VOYAGEURS.**

A pretty little market town situate on a hill on the right bank of the Gave de Pau. It lies on the main road to Bayonne on the one hand, and to Pau on the other. For Railway see page 37.

Rennes.—*Stat.*—Pop. 48,664—**HOTELS.**—**DE FRANCE, DE LA CORNE-DE-CERF, JULIEN, DU COMMERCE.** There is a Buffet at the Station.

230½ English miles W. of Paris. It is the capital of the department of the Ille et Vilaine, situated at the confluence of these two rivers, the latter dividing the town into two parts connected by bridges. The part built on the left bank is called the lower town; that on the right, called the upper town, stands on an eminence, and forms the finest and most considerable part of the city. It has several fine squares and promenades. The principal public edifices are the cathedral, dedicated to St. Peter, with its lofty towers and its relics; the building formerly the house of meeting for the Parliament of Brittany; the town-hall, and the college formerly belonging to the Jesuits; also, a public library, containing 30,000 volumes. Rennes is the seat of a small university.

CONVEYANCES.—Railway. See pages 34 and 26.

Reims.—*Stat.*—Pop. 51,725.—**HOTELS:**—

A sous-préfecture in the department of the Marne. It presents great attractions to tourists. The town has a magnificent cathedral, wherein the former kings of France were crowned. There is also the church of Saint Remy, together with extensive spinning factories, Champagne Vaults.

CONVEYANCES.—Railway, see pages 15, 16, 52, 54.

Riom.—*Stat.*—Pop. 13,000—**HOTELS:**—**COLLÈGE, DU PALAIS, DE L'ÉCU, DE FRANCE.**
A picturesquely situated town and sous-préfecture

ture of the department of the Puy-de-Dôme. The principal objects of interest are the interesting church of St. Amable; the Palais de Justice and St. Chapelle; and the monument to General Desaix. The town is built of lava brought from the quarries of Volvic, a place about three miles from Blom and is well worth a visit.

CONVEYANCES.—Railway. See page 30.

Rive de Gier.—Stat.—Pop. 14,720.

A flourishing manufacturing town, situated on the Gier, and in the centre of the best coal field in France. There are large manufactories of glass, machinery, railway carriages, &c., here; also an English steel factory, and in the neighbourhood are about 50 coal mines. This town possesses no interest beyond its manufactures.

CONVEYANCES.—Railway. See page 32.

ROANNE.—Stat.—Pop. 15,139.—HOTELS.—DE LA POSTE, DU CENTRE, DU NORD.

238½ English miles from Paris and 52 N.W. of Lyons. It is situated on the Loire, and has the appearance of a village; the streets stretching out in various directions into the open country, and the most remote houses being intermixed with trees.

CONVEYANCES.—Railway trains, see page 32.

Rochefort.—Stat.—Pop. 28,998.

HOTELS.—DES ÉTRANGERS, DU GRAND BACHA.

An important maritime town situated on the Charente in the department of the Charente Inférieure. It is comparatively modern, dating only from the 17th century, and possessing little to interest the traveller beyond its dockyards and workshops, which may be seen on application to the Major de la Marine. The buildings worthy of notice are the Hôpital de la Marine, containing 1,300 beds, a library, and a museum of anatomy and natural history; the *Bagne*, or convict dépôt; and the library containing 10,000 volumes. It was at this place that Napoleon gave himself up to Captain Maitland of the "Bellerophon."

The principal article of commerce is brandy, a large quantity of which is manufactured here, and exported to England; there are also some iron and copper works, and clock factories.

CONVEYANCES.—Railway, see page 38. Steamers to

Saintes (in 4 hours), to Royan and Bordeaux,

Roubaix.—Stat.—Pop. 39,445.

HOTELS.—DU PARAIS, DU COMMERCE.

A manufacturing town, principally in cotton, which has of late risen into great importance, and is still increasing in population, besides a large number of foreign workmen, when the factories are in full operation. It lies six miles north of Lille.—For Railway, see page 14.

There is an English church, supported by Colonial and Continental Church Society—chaplain, Rev. C. Faulkner.

Rouen.—Stat.—Pop. 103,323.—HOTELS.—

SMITH'S ALBION HOTEL. Deserving our best recommendation.

HOTEL D'ANGLETERRE on the quay. Table d'hôte at half past five, price 3 francs.

The fine old Gothic town of Rouen, situated on the river Seine, the ancient capital of Normandy, is replete with picturesque attractions to the English tourist. Some relic of antiquity here meets the tra-

veller at every turn, either in the form of a pointed arch, the mutilated statue of some saint, or a gothic fountain; the door-posts, window frames, beam-ends, and wood work of almost every building are chequered, intersected, and ornamented with rich carving, grotesque heads, flowers, and other fanciful devices; while the mouldering magnificence of the cathedral, churches, Palais de Justice; and other public edifices, carries the traveller in imagination half-a-dozen centuries backward. The cathedral, among the public edifices of Rouen, stands pre-eminent, and is said to have been founded as early as 260. It has a fine new Iron Spire. Some splendid monuments are found within its walls; and its churches are equally rich in this respect. St. Ouen is a magnificent church. Joan of Arc's statue ornaments the Market-place, which is situated in the Place de la Pucelle. The Jardin des Plantes, Rue d'Elbeuf, Faubourg St. Sever, is well worth seeing. Mount St. Catharine commands a beautiful view of the city and river: there are two Railway Stations, one a short distance from the town. Omnibuses to the hotels, 40 cents, without luggage, 1 fr. with 60 kil. of baggage.

ENGLISH CHURCH SERVICE is performed in the English chapel, at Sotteville, every Sunday, at 11 a.m., and in the French Protestant Church, at 3.30 p.m. Rev. T. A. Stopford, minister.

ENGLISH VICE-CONSUL, Mr. Bréard, 47, Rue de la Viscomté.

ENGLISH PHYSICIAN, Dr. Murphy, 10, Quai des Bourne.

CONVEYANCES.—Railway, see pages 20 and 21.

St. Cloud.—Stat.—Pop. 4,405.—with its beautiful palace, Salons de Mars, park, saloons, chapel, and reception room, in which is placed the Gobelin Tapestry, and paintings by Mignard. The fountain only play three or four times a year. About five miles from Paris.

CONVEYANCES.—For Railway see page, 19.

St. Denis.—Stat.—Pop. 18,110.—HOTEL.—DU LAPIN QUE FUME.

A town four miles from Paris. It is of very ancient origin, celebrated for its abbey. The church is a structure of great beauty and interest, high, ornamented, and rich in sculpture and paintings.

It is the burial place of the kings of France during the revolution more than fifty of the tomb were demolished, in consequence of the decree of 1793 for the destruction of all mausoleums of kings erected in the church of St Denis, and throughout the territory of the republic. Bonaparte made considerable additions to the church, and was careful to restore the injuries it had received. He intended it should be the last resting-place for the emperors of his own dynasty. Napoleon founded here an institution for the gratuitous education of relatives of members of the Legion of Honour, in which 500 pupils (girls) are educated. The town of St. Denis is well built there are numerous manufactures; and its confederatory is much in request.

For Railway, see pages 11 to 13.

St. Etienne.—Stat.—Pop. 24,484.—HOTELS.—DE L'EUROPE, DU NORD, DE LA PAIX, DE LA POSTE Capital of the department of the Loire, 3 E. miles from Paris, 303½ from Marseilles, and

of Lyons; situated on the small rivulet of Furens. It has coal and iron mines, and the greatest manufactures of ribbons, fire-arms and hardware in France; stones for grindstones are found in the neighbourhood.

CONVEYANCES.—Railway, see pages 30 and 32.

St. Germain—*Stat.*—Pop. 14,283—Good Hotels, but all dear. Café du Pavillon d'Henri IV., may be reached by rail from Paris in half an hour. The Terrace is on the borders of the Seine, and will well repay a visit.

For Railway, see page 19.

St. Jean de Luz—*Stat.*—Pop. 2,668.

HOTELS:—**ST. ETIENNE, HOTEL DE L'EUROPE, DE FRANCE.**

An old fashioned and picturesque town, within 11 or 12 miles distance of Bayonne. It was through this small town, that Marie Theresa of Spain entered France as Queen, with Louis XIV at her side. Tradition still describes the splendid fêtes given on that occasion, and which have left an imperishable souvenir in the country. Bathing establishment much frequented during the season. The walks and drives in the neighbourhood are beautiful, and the Mont de la Rhone, which rises behind the town, commands a magnificent view. For Railway, see page 39.

St. Lo—*Stat.*—Pop. 9,768—HOTEL DU CHEVAL BLANC, SOLEIL DU LEVANT.

An old town in Normandy, containing a fine Cathedral, and several public buildings. The country between St. Lo and Bayeux is interesting.

CONVEYANCES.—Railway, see page 22.

St. Omer—*Stat.*—Pop. 55,270.—HOTELS:—**DE L'ANCIENNE POSTE, FERRU, D'ANGLETERRE.**

—Situating in a marshy district of the Aa, well built and strongly fortified; streets wide and well made. A plentiful supply of refreshing water is afforded from 12 fountains in different quarters. The Hotel de Ville is situated on the Place d'Armes. Beyond the walls are two considerable suburbs, between which and Clairmarais are situated, amid extensive marshes, several floating islands, covered with trees and excellent pasture. The proprietors row them like boats to land their cattle or take them up. Living is said to be cheap. The distance from Calais is 26 English miles.

ENGLISH CHURCH SERVICE twice on Sundays.

CONVEYANCES.—Railway, see page 12.

St. Quentin—*Stat.*—Pop. 27,641—HOTELS:—**DU CYGNE, D'ANGLETERRE, DU LION D'OR.**

10½ Eng. miles from Paris, and 4¼ from Valenciennes. This town is built on the brow of a hill, whose base is watered by the Somme; its streets are spacious, and its houses well built. The traveller will remark here the principal church, a gothic building, situated in the high part of the town, of a bold and beautiful style of architecture; its vault is 131 feet high, and its windows (of which there are 110) 43 feet high. The Hotel de Ville, in the Grand Place, is surrounded with a gallery which exhibits numerous arcades in oppe, and of which the capitals & friezes are adorned with sculptures of a whimsical description;

the turret which surmounts the façade contains a beautiful chime of bells. The church of St. James, the palais de justice, the beUry, the theatre, the garden of the archebuse, the hotel Dieu, the orphan hospital, the public promenades, on the site of the ancient ramparts, the subterranean vaults of the canal, which bears the name of the town, and joins the Somme to the Escant, are all worthy of notice. The principal occupation of the inhabitants is afforded by numerous manufactories for shawls, muslins, table linen, &c.; cotton yarn and coloured wool: iron and copper foundries, and sugar refineries. The canals of St. Quentin are worthy of the traveller's notice; there are two extraordinary excavations, the one measuring 1100 the other 5677 metres.

CONVEYANCES.—Railway, see page 16.

St. Tropez—Pop. 4,170—14 miles from Toulon, between that town and Nice. It is situated on the Gulf of St. Tropez, which is four leagues in length, and one and a half in breadth, and being surrounded by mountains, the gulf is so sheltered, that for those who are fond of boating and fishing it is very agreeable. The scenery is magnificent, the climate every thing that can be desired for invalids, being dry and warm in winter. In the town there is an ample supply of provisions of all kinds, and in the neighbourhood good shooting. St. Tropez is 12 leagues from Cannes, and the same distance from Hyeres. There is a diligence every morning to Toulon, and also to Nice by correspondence to Luc, and there meeting the rail to Nice, see page 49.

Saumur—*Stat.*—Pop. 5,200.

HOTEL:—**BUDAN**—best and well situated.

A pretty and well-built town, most picturesquely situated on the Loire, and a sous prefecture of the department of the Maine et Loire. It is entirely built of a very pure white stone, which gives it a remarkably beautiful appearance. The objects of attraction are the very ancient church of Notre Dame de Nantilly; the church of St. Pierre; the gothic and turretted Hotel de Ville, containing a museum of antiquities found in the neighbourhood; the castle, whence there is a magnificent view of the country round; the cavalry barracks; the quays and bridges. At a short distance from Saumur there is a very fine Druidical monument called the *Dolmen de Pontigné*, which is well worth a visit.

CONVEYANCES.—Railway, see page 36. Steamers to Angers, Nantes, &c.

Strasbourg—*Stat.*—Pop. 82,000—HOTELS:—

HOTEL D'ANGLETERRE.—Immediately opposite the Railway Station. Good accommodation, at reasonable prices.

The HOTEL DE PARIS deserves our best recommendation; landlord, Mr. Diemer.

HOTEL DE LA MAISON ROUGE, comfortable and moderate; landlord, Mr. Caspari.

There is a good Buffet at the Station, which is within the fortifications, and close to the town. Omnibuses from the Station to the town, without luggage, 25 cents; to the Cathedral, 50 cents; to the Hotels, 50 cents, with or without baggage.

With a garrison of 6000 men; strongly fortified town on the French frontier, much improved by the Railways. The spire of Strasbourg Cathedral is 474 feet above the pavement, being 112 feet higher than St. Paul's in London, and 34 feet higher than the great Pyramid. It is considered a master-piece of architecture, being built of hewn stone, cut with such precision as to give it, at a distance, a strong resemblance to lace. The tower was planned by Erwin of Steinbach, by whom it was commenced, but it was completed by his brother John, on the death of the former, in 1318. Promenade of Ruprechtsau. There is a remarkable clock connected with this Cathedral. It is a complete astronomical Almanac, from which you can read the revolutions of the heavenly bodies, and the various phenomena which they exhibit. A visit should be paid to the tomb of Marshal Saxe. Strasbourg claims the honour of the discovery of the art of printing, by Guttenburg, in 1436. It is favourably situated for commerce, the Rhine connecting it with Switzerland, Holland, and Belgium: its chief exports are corn, flax, hemp, wine and spirits, linen, sail-cloth, blankets, carpets, hardware, leather, cotton, lace, tobacco, and snuff. By making the best use of the railways now in operation, a traveller returning from Switzerland may go from Basle to London in 36 hours.

CONVEYANCES.—Railway to Bâle, &c., see page 58; to Baden-Baden, Carlsruhe, Heidelberg, Mannheim, and Frankfort, see pages 94 and 95; to Paris, see page 53; to Wissembourg and Neustadt, see pages 58 and 96.

Tarbes.—*Stat.*—Pop. 14,745—**HOTELS:**—DU GRAND SOLEIL, DE L'EUROPE, DE LA PAIX.

A town situate in the Hautes Pyrenees, of which a fine view may be had. The town is very dull. The Poste aux Lettres is in the same street as the Palais de Justice, and near the latter. For Railway see page 39.

Thann.—*Stat.*—Pop. 8,071—in Alsace, on the river Thuron. It is a pretty little town, containing a superb Gothic Church. For Railway, see page 59.

Thionville.—*Stat.*—Pop. 10,410—**HOTELS:**—DU LUXEMBOURG, DU COMMERCE.—(German, *Diedenhofen*)—

A fortress of third class, constructed by Vauban on the Moselle. Steamers during summer between Metz and Thionville.

CONVEYANCES.—Rail to Metz, Nancy, and Forbach. See page 51.

Toulon.—*Stat.*—Pop. 82,705—**HOTELS:**

GRAND HOTEL DE LA CROIX DE MALTE.—Good and comfortable house, near the port. English Newspapers. M. Vaeilarchi speaks English.

HOTEL DE LA CROIX D'OR, having a southern aspect is exceedingly clean, and is highly recommended for its good accommodation and moderate charges. *Galignani's Messenger* regularly taken.

564 English miles from Paris, and 80' from Marseilles. Toulon is a well-known seaport in the south-east of France, department of the Var, in a bay of the Mediterranean. It is built at the foot of a ridge of lofty mountains which shelter it from the north; and is surrounded with ramparts, ditches, and bastions, and defended by a fine citadel, and a number of forts and batteries distributed on the neighbouring eminences. The town is divided into two parts, the old and the new. The former is ill built, but the new town is better, containing the public structures erected by Louis XIV., several straight streets and a square, or rather oblong, called the Champ de Bataille, and used for exercising the garrison. The principal public buildings are the town-hall, the hotel de l'Intendance, and the churches and hospitals. Toulon has long been one of the chief stations of the French navy, being on the Mediterranean what Brest is on the Atlantic. It has two ports. The old one is a basin, not large but commodious, surrounded with a handsome quay; the new port is one of the finest in Europe, and is said to be capable of containing 200 sail of the line. The roadstead is spacious, and communicates with the outer port by a narrow passage. The passage by which the two ports communicate with each other is also narrow. Here are docks for ship-building, storehouses for timber, manufactures for canvas, cordage, ship anchors, &c.

CONVEYANCE.—Railway *via* Marseilles, page 49. Post carriages and Vetturini cheaper than at Marseilles.

Toulouse.—*Stat.*—Pop. 103,144.—**HOTELS:**—HOTEL DE FRANCE, DU GRAND SOLEIL, DU MIDI, DE PARIS.

In department of Upper Garonne; over the river of that name is a fine bridge. Possesses a cathedral and 10 Catholic churches. Cheap fruit, vegetables, wines, ortolans, and truffes, &c.

CONVEYANCE.—Railway, to Lyons and Marseilles, see page 40 and 41 and diligence to Tarbes and Pau, at 10 a.m.

Tours.—*Stat.*—Pop. 38,055.—**HOTELS:**—

GRAND HOTEL DE BORDEAUX.—On the Boulevards, opposite the Railway Station.

GRAND HOTEL D'ANGLETERRE.—situated in the pleasantest part of the town, good and exceedingly comfortable.

HOTEL DE L'UNIVERS, one of the best first-class hotels in France

GRAND HOTEL DU FAHMAN.—A house very highly spoken of, in a good situation.

The Buffet at the Station is good. A considerable town on the Loire, formerly actively engaged in the silk manufacture, which however has much declined of late years. It is 147 miles south-west of Paris, and the surrounding country is delightful. There is a handsome bridge here 1300 feet long, and a very fine cathedral. A few miles from Tours, at Metray, is the very interesting establishment for reclaiming juvenile delinquents which will well repay a visit. A large number of English constantly reside at Tours.

ENGLISH CHURCH SERVICE twice on Sundays.

CONVEYANCE.—Railway to Orleans, Paris, Le Mans, Portiers, Bordeaux, St. Nazaire, &c. See pp. 34, 35, and 36.

Trouville-Sur-Mer.—*Stat.*—Pop 4,163.

HOTELS.—**DE PARIS, DE LA PLAGE, BELLE VUE, et DU BRAS D'OR.**—

Situated on the coast of Calvados, on the north of the small river Tonques. It is about 10 miles from Havre, with which place daily communication is kept up by steamers. Trouville has been rapidly increasing in reputation for several years past, and is now one of the most important and fashionable of the French watering places. It is admirably adapted for seabathing, the shore being composed entirely of sand, without shingle. These sands extend for miles on each side of Trouville, affording marine walks of the greatest interest. Many of the Villas built here of late years are extremely tasteful and elegant, and the scenery in the neighbourhood is highly picturesque.—Church of England Service is regularly performed on Sundays during the season. There are in the vicinity two other sea-bathing places deserving of notice, namely, Villers Sur Mer and Houlgate or Buegeval; excellent accommodation for visitors at both places. Cabourg is a third place of resort, nearest to Caen.

CONVEYANCE.—By Railway, see page 22.

Troyes.—*Stat.*—Pop 33,071.—**HOTELS:**—

DU GRAND MULET, DU COMMERCE, DES COUBIERS, DE FRANCE.

103½ English miles from Paris 152½ from Beaunon, and 70 from Rheims. Troyes is a large town in Champagne, the capital of the department of the Aube, situated between two fine meadows on the Seine. Its streets of wooden houses are very picturesque. It has considerable manufactures, particularly in cotton and cotton stockings. Woollen, linen, leather, and thread, are all made here, but on a smaller scale. Its chief edifices are the churches; in particular the cathedral, and the churches of St. Etienne and St. Urban. Its castle, now antiquated, was long the residence of the Counts of Champagne. A public mall, or walk, extends along the ramparts, and is of great length. Here are also a town-hall, a central school, a public library, and a society of arts. Troy weight takes its name from this town.

CONVEYANCES.—Railway to Montreuil and Paris see page 36; to Bar-sur-Seine, page 58.

Valence.—*Stat.*—Pop. 16,875.

HOTEL DE LA POSTE, DE FRANCE, DE GRAND ST. NICOLAS, DU LOUVRE:

396 English miles from Paris, 154 from Marseilles, and 45 from Grenoble. Valence is situated in the department of the Drome, on the Rhone. It is old, ill built, and irregular, with narrow, winding, and dirty streets. The cathedral is an ancient building; but neither it nor the episcopal palace are distinguished for their architecture. The case is otherwise with the gothic facade of an old castle at this place, which is said to be one of the finest specimens of that style in France. Its manufactures comprise silk, cotton, and leather; and an

extensive trade is carried on in wine. A bookseller's shop in the Grande Rue is worth notice as a small bit of very rich Gothic.

The well-known St. Peray wine is produced from a small mountainous district, about 2 miles distant on the opposite side of the Rhone. Valence is about half way between Lyons and Avignon; the Railway Station is half a mile distant from the town; the Buffet is both bad and dear.

CONVEYANCE.—Railway, see pages 46, 47, and 50.

Valenciennes.—*Stat.*—Pop. 24,229.—

HOTELS:—**DU COMMERCE, DU CANARD, DES PRINCES.**

Conveyances at the Station, a quarter of a mile distant from the town; there is a good Buffet here.

A place of considerable trade and wealth; also strongly fortified by its position on the Scheldt, at its confluence with the Rhendelle, by which it may be surrounded for three-fourths of its circumference by water, retained by means of sluices in the fortifications. The town is well built; the houses are generally of brick and white stone. The Hotel de Ville, in which the Gothic style is mingled with several orders of architecture, will claim attention; it is highly decorated: the handsome facade, surmounted by an attic, adorned with Cariatide figures, representing the four seasons. The Hospital and the Theatre are also remarkable. Many agreeable promenades will be found; the Cours-Bourbon, the Place-Verte, the Embankment between the city and the suburbs, the circuit of the outer fortification from the Mons Gate to Queeney Gate, the Faubourg Cambrai. From the Citadel the valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here.

CONVEYANCES.—Railway to Brussels and to Paris, see pages 14 and 64.

Versailles.—*Stat.*—Pop. 39,306.—**HOTELS:**—**DES RESERVOIRS, DE FRANCE.**

Reached by Railways from Paris on both sides of the Seine in half an hour. (See page 19.) It would require a volume to explain all the beauties and remarkable productions of the palace here, with its pleasure-grounds, galleries, and noble saloons, containing the Historical Museum, a magnificent collection of paintings, representing the History of France or rather the wars of France, from the earliest period to the present time. Louis Philippe caused the interior of this magnificent building to be entirely re-decorated, in keeping with the splendid collection of paintings. The whole is arranged to show the progress of time; and some future day, not far in the distance we would hope, will surely give way to a history of the peace of France, and its attendant blessings. The floors throughout are studded with statuary. It requires fully four hours merely to wander through the various apartments and gardens. The principal masters who have contributed to its adornment are Horace Vernet, Paul Delaroche, Jannott, and many others. The Cabinet of Natural History, the Opera Saloon, the Chapel, the Park, with its splendid statues, fountains, and cascades, as planned by Louis XIV., and the two Trianons will

each in succession excite the admiration of the beholder. The Hall of the Jeu de Paume or Tennis Court, the scene of the first decided act of the French Revolution is also interesting.—A Catalogue may be bought in the Palace, explaining everything worth seeing in it.—The Palace is open to the public every day, except Mondays, from 11 till 5 during summer, and 11 to 4 during winter. The water-works play once or twice a month from May to October, of which notice is given in all the Parisian newspapers.—The railway on the left bank of the Seine passes Sevres, where the national china manufactures are carried on.

CHURCH OF ENGLAND.—Divine service on Sundays at the new English chapel, 11 bis, Rue des Bons Enfants, at 11.30 a.m. and 4.30 p.m.

CONVEYANCES.—Railway trains to Chartres, Rennes, Caen, Cherbourg, Tours, &c., also to Paris, on the right and left banks of the Seine, see pages 19, 24, and 25. All baggage is subject to examination by the officers of the Octroi, who are not over civil at the Railway Stations.

Vichy.—*Stat.*—Pop. 2,910.—**HOTEL DE LA PAIX.**—English church service is performed every Sunday during the season at this Hotel.

HOTEL DE L'UNIVERS, well-situated, and combines comforts with moderate charges. Maison Chabassière, a Cannes.

HOTEL GUILLERMIN, one of the best and oldest established houses in Vichy.

The prices of the hotels in Vichy are from 10 to 12 frs. per day; dinner at the table d'hôte, breakfast and tea or coffee service, &c., at the second-rate hotels, 8 to 10 frs. per day.

Vichy is in the department of the Allier, 250 miles south-east of Paris, situate upon the banks of the Allier, about 40 miles south of Moulins, in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France, and contains seven springs, which all belong to the thermal Establishment. The roads in the vicinity of the town are good, and very fine views may be obtained. Strangers will find every convenience in the town. The bathing season begins on the 15th of May, and ends on the 15th of September.

ENGLISH CHURCH SERVICE, twice on Sundays during summer. Chaplain supplied by the Colonial Church Society.

CONVEYANCES.—For Railway, see page 32.

Vienne.—*Stat.*—Pop. 20,000.—**HOTELS:**—

DU NORD, DE LA TABLE RONDE.

A sous-préfecture of the department of the Isère, and one of the most ancient cities of *Émancie*, situated on the Rhone, at the influx of the Gère, which supplies the motive power to a number of cloth mills, paper mills, and iron works. Vienne is rich in Roman antiquities, and historical associations. The principal objects of attraction are the museum, which was originally a temple dedicated to Augustus, and contains a number of Roman inscriptions, marbles, fragments of columns, capitals, &c.; the ancient portico called the Arc de Triomphe, but was part of the old Forum; the cathedral of St. Maurice; the tower of St. André le Bas; and outside the town the *Aiguille*, a sort of Roman obelisk. There are some lead mines in the neighbourhood.

CONVEYANCES.—Railway. See page 46. Steamers to Avignon and Lyons.

Vierzon.—*Stat.*—Pop. 6,836.

HOTELS:—DE LA CROIX-BLANCHE, DES MESSAGERIES.

126½ English miles from Paris, 8½ from La Roche, and 50 from Orleans. In the department of Cher, at the influx of the Eure into the Cher. It has manufactures of woollen and silk stuffs, and also a cannon foundry. This town was destroyed by the English, under King Richard, in 1196.

CONVEYANCES.—Railway to Chateauroux, Bourges and Orleans, see pages 28 and 29.

Yvetot.—*Stat.*—Pop. 3604.

HOTELS:—DES VICTOIRES AND DE TROIS MARCHAND.

An ancient little town in Normandy, lying between Rouen and Havre. This place may be reached by Railway from Dieppe, Rouen, or Havre. The Tourist would do well to take the Rail from Dieppe to St. Victor, and walk from thence. The distance is about 7½ leagues, and the country is interesting.

CONVEYANCES.—Rail to Havre, Rouen, Paris, &c. See page 20.

BELGIUM.

For a more detailed description of Belgium and the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK OF BELGIUM AND THE RHINE, which gives, in a portable and convenient form, a clear and elaborate description of all the Cities, Monuments, Works of Art, Cathedrals, Public Buildings, and Historical Reminiscences of this very interesting country; and the Rhine—from Rotterdam to Schaffhausen—with wood and steel engravings, clear and distinct Maps of the Country, Plans of the Towns, and Panorama Map of the Rhine, the Sambre, Meuse, &c.—Price Five Shillings.

BELGIUM is situated between 49°27' and 51°31' north latitude, and 2°27' and 6°0 east longitude. Its greatest length from N.W. to S.E. is about 175 English miles, and its greatest breadth from N.E. to S.W. about 127 English miles. Its superficial area is about 7,279,448 English acres, or 11,375 square miles. The general aspect of Belgium is level, indeed it contains no ridge that could be properly called a mountain. The southern portion is high and rugged, but towards the north it sinks into a flat plain. The country in the northern provinces, along the rivers and estuaries is, like that of Holland, protected from inundation by dykes; and along the open sea by sand hills or downs, which vary in breadth from one to three miles, rise to a height of fifty or sixty feet, and are in most cases thickly covered with pine trees. The sea itself, to a great distance from the shore, is filled along the whole coast with sand banks, which render the navigation very intricate, and very dangerous to large vessels.

In climate the Belgian provinces differ much: for whilst in Luxembourg the climate is temperate and healthy, in Liege it is often hazy and damp. In Namur the air is sharp and agreeable, and in Hainault the climate is mild and temperate. East and West Flanders enjoy a moist climate, and in some places are subject to malaria. The summer here is warm and rainy, and the winter cold.

The Belgian people consist of two distinct stocks—the *Germanic* and the *Græco-Latin*. To the former belong the proper Belgians or Netherlanders, who speak the Flemish tongue, and a small number of German-Dutch—mostly in Limburg and Luxembourg. To the latter belong the Walloons, who inhabit the higher or southern portion of the country and speak the French-Flemish and the Walloon—two dialects of the French language. Productive industry has long characterised the Belgians, the principal productions of which are Brussels, Mechlin, Bruges, Ghent, and St. Tron lace, the clothes of Flanders, Brabant, and Hainault, the printed cottons of Ghent, Brussels, and other places, the bleaching establishments of Courtray, which rival those of Haarlem, the carpets of Tournay, the papers of Liege, with its military arms and cutlery. The industry of the Flemings has within two hundred years converted a tract of land, once a sandy and barren heath, into a beautiful garden; and the product of its wheat is often not less than sixteen to one, and oats ten to one; whilst scarcely in any part of Britain does wheat give more than eight to ten for one. East and West Flanders alone produce annually flax to the amount of £1,600,000. The Coal Mines of Hainault produce more than those of the whole of France; and the annual quantity raised in Belgium is 2,000,000 chaldrons. More than 150,000 tons of iron are annually founded. The cloth manufactures at Verviers employ 4000 men; and the cotton manufactures, notwithstanding the loss of the Dutch colonial markets, have improved steadily since 1830, and now represent a capital of £3,000,000 sterling. Commerce has greatly increased in Belgium lately. The principal exports are the productions of its flourishing agriculture and numerous manufactures, such as corn, bran, coal, oil, lace, woollen and cotton cloths, linen, canvass, arms, cutlery, and ironmongery.

The Administrative divisions of Belgium consist of nine provinces, subdivided into arrondissements communes, and cantons, after the French model.

The hotels throughout Belgium are far in advance of those of France; they are remarkable for their cleanliness, the service is well attended to, and the charges, although higher than in France, are, nevertheless, moderate. Belgium not being a wine country, the wines at the table d'hôte are paid for extra.

Passports.—None required.

Money.—English Sovereigns are convertible into francs throughout Belgium, at the rate of exchange of the day, and should be changed for Napoleons, but the officials at Railway Stations charge a discount on them. The Sovereign, or Pound Sterling, being at par 25 francs, and a few centimes more or less, according to the variations in the rate of exchange.

ELECTRIC TELEGRAPH.—The lines were opened on the 15th of March, 1851, and extend from Ostend to Verviers, where they are in connection with the Prussian, Austrian, Saxon and Bavarian lines to Brussels, and from thence to Paris. These lines are also in connexion with the Submarine Telegraph.

ROUTES FROM LONDON TO BELGIUM.

1.—By South Eastern Railway from London Bridge and Charing Cross Stations to Dover, at 7.30 morn. and 8.35 night. By London, Chatham, and Dover Railway from Victoria and Ludgate Hill Stations at 7.25 morn. and 8.30 night. Steamers leave Dover for Calais at 9.30 morn. and 10.40 night. Trains leave Calais for Lille and Mouscron at 1.30 a.m., 12.10 and 2.55 p.m.; reaching Brussels at 9.45 morn., 6.45 and 9.40 evening.

2.—By the above Trains from London to Dover, and thence by Steamer for Ostend, at 9.30 morn. and 10.40 night, daily, *Sunday excepted*. Trains leave Ostend for Brussels at 7.10, 9.0, 12.0 morn., and 4.40 night. For further particulars, see page 524.

3.—By the Great Eastern Railway from the Bishopgate Station, *via* Harwich, every Wednesday at 4.35 p.m., and every Saturday at 5.25 p.m.

4.—By Steam to Ostend every Wednesday and Saturday, direct from St. Katherine's Wharf. See Alphabetical list. The "Holland" and "Belgium" are fine ships, and perform the passage in ten hours.

5.—By Steam to Antwerp, direct from St. Katherine's Wharf. See list of Steamers. The packets on this station are now of a very superior description. The General Steam Navigation Company's steamers "Dolphin" and "Moselle" are superior first-class ships. The Belgian Company's new ship "Baron Ory," is also a very fine vessel. They perform the passage in about 17 hours, and reach Antwerp on the day after leaving London, in ample time to enable the passengers to proceed, if they wish, by the first or second train to Brussels. But few persons do this, as the "glorious works of art" in Antwerp are objects of too much interest to be passed unvisited. Rail to Brussels, page 71. Rail to Cologne, page 66.

6.—By Steam to Calais every Sunday and Thursday morning, direct from London Bridge Wharf. See Alphabetical list.

7.—By the Screw Steam Shipping Co's Steamers from off Irongate Wharf to Dunkirk, thence by Rail to any part of Belgium; (or by Malle Poete to Furnes, and thence by Rail to all parts of Belgium.) See list of steamers.

8.—Hull to Antwerp, Gee and Co's Steamers; also by Brownlow, Lumsden & Co's Steamers, see alphabetical list.

ROUTE 1.

In order to facilitate travellers in their Belgian tour, we arrange in consecutive order the principal railway routes at present existing in that country. We may also observe, that we have pointed to such places of note worth the excursionist's attention, which, though not immediately on the direct route, yet branch off at intervals and admit of a short visit by a little delay. The first route we give is from

London to Brussels, Cologne, &c., via Dover and Calais.

Tourists will necessarily choose their own route from London to Dover by the South Eastern Railway from London Bridge or Charing Cross, or by the London and Chatham from Victoria Station or Ludgate Hill, for the choice of which we can only advise them to consult the respective advertisements of the two companies, pages 526 and 532, to ascertain which offers the best accommodation in the shape of corresponding trains to convey them with the greatest comfort and celerity and at the most suitable hours from London to Brussels, either by Express Mail trains at night, or the trains leaving in the morning and reaching Brussels the same evening.

The Trains by both routes from London to Dover pass through some of the finest scenery in Kent, and reach Dover in about the same time, proceeding on their arrival direct to the pier in front of the steamers, on board of which passengers and luggage are embarked immediately, and which start forthwith, "wind and weather permitting" for Calais. The passage across, thanks to the great improvement in the speed and class of the packets, is but of short duration, ninety minutes from harbour to harbour. Formerly the host of noisy men touting for the different hotels at Calais was a great annoyance then the stern demand for "votre passeport, Monsieur," was by no means agreeable, while the suspicious impertinence of the *Douaniers* made the timid traveller excessively nervous. Happily all this is changed for the better, though at times a little too much querulous authority breaks forth from the functionaries deputed to receive you with urbanity on entering the frontiers of our neighbour and ally la belle France.

On landing at Calais the first question is "are we in time for the train?" whose ominous whistle seems to reply in the affirmative, and also to say "but be quick, as the Chef Garde is impatient to be off." A crowd of intelligent boys eager to earn

a few sous, civilly offer to carry your parcels to the Station, close at hand, and it is a great boon to be relieved of great coats and rugs &c., at so small a cost.

Following the crowd of fellow passengers you enter the station, when an official presumptorily asks you your christian and surnames, which it is best to give him with as much suavity as you can. Passing on you are then conducted to the long room, where your baggage has been brought from the steamer. If you have a through ticket for Brussels and have registered your baggage, it is forwarded without examination from Calais to Monscon, but it is advisable to have an eye upon it now and then to see it is travelling by the same train as yourself.

Time is generally allowed to take some refreshment at the excellent buffet in the station: for gentlemen to replenish their flasks with pure Cognac, and "Paterfamilias" to offer the ladies of his party, a good "bouillon" after the sea voyage.

A loud significant shriek of the Engine is heard, and passengers hasten to take their seats and settle down snugly to rest quietly while the train carries them with delightful smoothness (after the tossing of the boat) up to Lille.

At this place, passengers going to Brussels generally change carriages, and should be very particular in not mistaking the train, as the platform is rather perplexing; the interpreter, Mr. Noble, is, however, very attentive, affording every assistance and information, and will inform travellers if they have time to take refreshment at the Buffet.

From Lille the train proceeds to Monscon, the first station in Belgium. The baggage is examined here, and travelers should be careful to look over their tickets and see what train they are to go on by, whether by Ghent or Jurise, for Brussels, as both trains generally leave at the same time, and it frequently happens that the traveller gets into one train and his baggage is forwarded by the other, the consequence is that on arrival at Brussels he arrives at one station and his luggage

at another, a mile apart which causes not only much inconvenience, but delays and miscarriage of luggage. It is therefore necessary to bear this in mind at Mouscron, and not be deterred from making enquiries by the nonchalante "*soyes tranquille*" of the guards.

At Ghent the passengers again change carriages, and thence proceed to the *Station du Nord*, Brussels; the train by the Juribise line on the contrary, goes to the Station du Midi on the South side of the town. At each of these stations there are Cabs and Omnibuses to convey travellers to the respective hotels. The Cabs are any thing but creditable, being generally badly horsed, and dirty. The two horse Cabs are the best, but if the traveller is not on his guard, the drivers will frequently take them to inferior hotels in the lower town, to save themselves the trouble of conveying them to the hotels on the Place Royale; the Omnibuses are generally preferable, as they are clean and the conductors honest and trustworthy, but even with them it is necessary for the traveller to be particular in compelling them to drive direct to the hotel he has selected, and been recommended to put up at, as they will sometimes tire out the patience of the tired traveller by lulling at one place or the other to induce him to alight at some favoured house on the road. Travellers should also be careful to avoid being misled by touters and porters at the stations, who are interested in recommending inferior hotels, unfit for English visitors.

CONVEYANCES.—Railway, see pp. 63 & 69.

Haelbeke.—Olsene.—Nazareth.

Ghent—*Stat.*—Pop. 109,669.—(With Map in Special Edition.)

Hôtels.—*Hints.*—Travellers should proceed direct to the hotel they have selected in a Cab, as the Omnibuses charge as much, and make so many stoppages, that the best accommodation is generally engaged before passengers by these vehicles reach the hotel. It is also advisable to take a Cab on leaving, as there is a great deal of confusion with the luggage when the Omnibuses reach the station.

HOTEL ROYAL, Place d'Armes, in the centre of the town, and nearest to the railway station, a first-class Hotel—highly recommended to Eng. travellers; landlord, Mr. Marit.

HOTEL DE VIENNE, nearest hotel to the churches St. Bavon, St. Nichol, and St. Michael—recommended for its moderate charges, and excellent accommodation. A. Rozmann, proprietor. (A German.)

HOTEL DE LA POSTE, Place d'Armes.—This old established first-rate Hotel has been re-opened by Mr. C. Dubois, late of the Hotel de Flandre, and is highly recommended.

Distance from Bruges, 28 miles. The stations between this place and Bruges are Bloemendaal, Aître, Hanebeke, and Landeghem. The station of the Direct railway to Antwerp is at the *Porte d'Anvers*. This direct line, worked by a private company, runs through the *Pays de Waes*, the sleek garden-like and most densely populated district in Belgium; it passes the important town of Lokeren, page 294.

The streets and public squares of Ghent are wide and spacious; it has more the appearance of a modern city than Bruges; and there are elegant equipages rolling through its busy thoroughfares. The Town Hall of Ghent is apparently an unfinished structure; and in admiring this exquisite specimen of florid gothic architecture of the right wing and corner, the traveller will regret that the architect who executed this part of the edifice did not complete the other side in the same style of elegance and beauty of design, which is probably unequalled by any other specimen in Europe. There is a bust of Philip van Artevelde to be seen here. The oldest and one of the finest churches is that of St. Nicholas. The curious will be interested by visiting the site of the houses of Van Artevelde, the Flemish Captain-general, and Count Egmont: also the Gilded Dragon, brought by Van Artevelde from Bruges, now on the Belfry. The cathedral church of St. Bavon is not remarkable for external beauty, but the interior presents a singular appearance, from its being lined with black marble, and from its having 24 chapels containing ornaments and paintings of great value.

It would occupy too much of our limited space to describe each oratory, but we would direct attention to the eleventh, which is embellished by one of the most remarkable works of the early Flemish school. A painting, representing "The Adoration of the Lamb," by the brothers Van Eyck, is considered an extraordinary *chef d'œuvre*. The colouring is as brilliant and as pure as the first day it left the hands of the painters. The composition combines the breadth and power of the Flemish school, with the grace and delicacy of the Italian. No person should quit this chapel without having the details of the picture described to him. In another part of the church (in chapel fourteenth) there is a painting by Rubens equally admired. It is a picture representing a religious ceremony—St. Bavon renouncing the military profession to become a monk. Sir Joshua Reynolds says of this painting, that "for composition, colouring, richness of effect, and all those qualities in which Rubens more particularly excelled, it claims a rank among his greatest and best works." The pictures in the church of St. Michael have been shamefully treated by the vandalism of ruthless depredators and modern restorers or picture cleaners. The once beautiful work representing the Crucifixion, by Van Dyck, is so disfigured as not to be worth examination! The Museum of Ghent is by no means worthy of such a city; but the florist will be much gratified by a visit to the Botanical Gardens, which contain some of the choicest exotics and rarest plants acclimated in Europe. The *Beguinage* is worth visiting; it contains one of the finest pictures by Raphael in Belgium, the subject is the head of our Saviour. The *Beguinage* is a convent, but the inmates are permitted to leave when they like, they may get married and even return in widowhood. The theatre and public ball and concert rooms, close to the Hotel de la Poste, are worthy of a visit, as also the ruins of the Monastery of St. Bavon; they are near the *Porte d'Anvers*, about ten minutes walk from the

Church of St. Jaques, (1 franc. for a party.) The Marché aux Vendredi and the Qual au Blé, with the quaint old Spanish houses, should be seen.

CHAURCH OF ENGLAND SERVICE.—On Sundays, alternately, at 10 30 a.m. and 2.30 p.m., at the Chapel in the Rue Digue du Brabant, near the railway station. Holy Communion, second Sunday in the month.

Cab-hire.—A course or drive, 1 fr.; first hour, 1½ fr.; second hour, 1 fr.

There is a good Buffet at the station, which is within the town. Cabs are always in attendance. **AGENT for the Sale of J. A. Farina's Eau de Cologne.**—Mr. J. Poitie, Coiffeur.

CONVEYANCES.—Railway to Malines, Brussels Bruges, and Ostend, see page 62, and 74.—To Courtray, Tournay, and Mouscron, page 63; to Antwerp direct, page 74; also via Ecloo, page 74.

[The traveller going from Ghent to Brussels can proceed by Malines, see page 285, or by Alost, see p. 284, and so on to Brussels, see p. 285.]

MOUSCRON TO BRUSSELS, *via* TOURNAY, ATH, AND JURBISE.

Tournay.—*Stat.*—Pop. 36,824.

HOTELS:—HOTEL DE L'IMPERATRICE, DE FRANCE, DE LA PETITE NEF, DE SINGE D'OR.

A fortified city, in the province of Hainault. The town itself is indifferently built, and has a gloomy aspect: the population engaged in the manufacture of cotton and woollen stuffs. Tournay contains the most ancient cathedral in the country, in which are several celebrated pictures by Rubens and some marble groupings by Dufresnoy, a library, in which are 22,000 volumes and a Museum (at the Hotel de Ville, containing some interesting specimens of domestic architecture, and curiosities, a cabinet of natural history, &c.)

CONVEYANCES.—Railway to Mouscron, Courtray, Ghent, Malines, and Brussels, see page 63.—Ath, Jurbise, Braine-le-Comte, & Brussels, see p. 71. **Braine-le-Comte.**—*Stat.*—Pop. 4,500.

This town was formerly in the department of Jemeppe, and derived its name from the celebrated Brennus, in the time of Julius Cæsar, who built the town, and strongly fortified it with a castle, &c. Both castle and town, however, were destroyed by the Spaniards about the year 1677. The district around furnishes some of the finest flax in the world. A few miles to the north-west is Steenkerke, remarkable as being the spot where the Duke of Luxembourg defeated William III., in 1692, with a loss of 7000 men. From here a railway branches off to Charleroi and Namur.

CONVEYANCES.—Railway trains to Charleroi and Namur, page 65.—To Jurbise, Ath, and Tournay, see page 70.—To Mons, Valenciennes, Douai, Arras, Amiens, and Paris, see pages 64, and 12 to 15. To Brussels, see page 71.

A tunnel precedes our entry to

Tubise, which possesses no interest for the traveller

HAL.—*Stat.*—Pop. 2,706.—**HOTELS:**—DE PAYS BAS, DUC DE BRABANT. A small but pretty village built partly on the Senne, and partly on the

canal Charleroi. It has no objects of particular interest, save the Church of St. Mary, celebrated as possessing a miracle-working image of the Virgin. It is of wood, 2 feet high, and has acquired immense wealth by pious offerings, including gold plate given by Charles V., Maximilian I., Pope Julius II., &c. It has a beautiful high altar and font of brass.

Loth.—HOTEL PAYS BAS. Where we halt to take on some carriages.

Ruysbroeck.—Pop. 30. A little village deserving no special notice.

Forest. **Brussels.**—See page 285.

ROUTE FROM GHEENT *via* ALOST TO BRUSSELS.

Melle, Wetteren, Schellebelle, Ledo. See page 62.

Alost.—*Stat.*—Pop. 18,021.

HOTELS:—PAYS BAS, DEUX TROIS ROIS.

On the river Dendre, the chief town of the district of East Flanders, is said to owe its origin to a fortress built by the Goths in 411. It was formerly the capital of what was called Imperial Flanders, and was reduced to ashes by a conflagration in 1360, and in 1667 the celebrated Marshal Turenne took and dismantled it. The town hall is a fine gothic edifice, built in 1210, and is in excellent preservation. The collegiate church of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." Linen, soap, and thread-lace, are the chief manufactures. Great Hop Market.

CONVEYANCES.—Railway, see pages 62 & 74.

Rail to TERMONDE and LOKEREN, see page 74.

ROUTE FROM GHEENT *via* TERMONDE AND MALINES TO BRUSSELS.

Melle. Wetteren.

Termonde.—*Stat.*—Pop. 8,355.

HOTELS:—AIGLE, DE LA DEMI-LUNE.

CONVEYANCES.—For Trains, see pp. 62 and 74.

Buggenhout.—Malderen, —Londerseel.—Capelle.

Malines, or Mechlin.—*Stat.*—Pop. 31,371.

HOTELS:—DE LA GUEZ, near the Cathedral.

A large town, in the province of Antwerp, divided by the Dyle into two parts. It is equidistant from Brussels, Antwerp, and Louvain. The Malines station is about five minutes' walk from the town, which is one of the most picturesque Flemish cities. An obelisk is here erected, to mark the point where the various Belgic lines of railway diverge.

The entrance from the railway station is very fine. The streets are broad, and bordered in many places by good buildings. The public-square and the market-place are spacious, and regularly built. The cathedral has a tower 350 feet high, of massive Gothic construction. Although unfinished, it is worthy of attention, especially the interior, which is elegant. The other buildings of interest are the arsenal, the town-house, a Franciscan monastery, and an asylum for 800 widows and elderly women. The town also contains many curious old buildings. It has manufactures of fine Brabant lace, and linen, damask and silk, and woollen stuffs, besides a thread lace, known and celebrated as the Mechlin lace.

WORKS OF ART IN THE CHURCHES AT MALINES:—The Church of St. Rumbold—in the chapel on the left there is a fine painting, "Christ crucified between the two thieves," by Van Dyke. The Church of Notre Dame contains a picture by Rubens, "The miraculous draught of fishes." The Church of St. Jehn possesses several of Rubens' finest paintings, "The Worshipping of the Magi," two painted shutters, and three other small pictures. The receipt is shown in the vestry, dated March 12, 1624, stating that Rubens painted these eight paintings, in eighteen days, and received 1800 florins for them.

CONVEYANCES.—The railway from Antwerp to Cologne and the Rhine, proceeds east from Malines to Louvain and Liège, see page 66. West to Ostend and Ghent, see page 62. South to Brussels, see page 67. To Ghent, Courtray, Tournay, Mouscron, Lille, and Calais, pages 62, 63.

There is a good Buffet at the station. [Travellers from GHEENT or OSTEND change carriages here, if proceeding to Antwerp or Cologne.]

Continuing his journey towards Brussels, he next arrives at

Vilvorde. — *Stat.* — Pop. 4,179. A small town, situated between Malines and Brussels. The great prison or penitentiary is situated in the suburbs of the town.

Brussels. — *Stat.* — Pop. 300,000. — (*Map in Special Edition.*)

To me (wrote the Marchioness of Londonderry) there is a great charm in delightful Brussels, owing to its cleanliness, brightness, and gaiety, and the clear atmosphere and blue sky. The Park and beautiful Boulevards, the smart shops and splendid buildings around the Place Royale. (noted for its salubrity, and the quaint old architecture of the lower tower,) remind me of Paris, without its noise and confusion. We can always pass a pleasant week in beautiful Brussels, revisiting all the curiosities of the charming place. The climate of Brussels and of its environs, is, generally speaking, salubrious, and particularly so to strangers. The town is rather a favourable residence for persons of delicate constitution, who are obliged to avoid an insular atmosphere, and its injurious vicissitudes.

Brussels having of late years become a favourite place of resort in summer (as route to and from the Rhine), and of residence in winter with the English, the Hotel accommodation and entertainment is very good, and families or travellers can always obtain apartments at as economical rates as in private lodgings. The Hotels on the Place Royale, upper town, are very pleasantly situated.

WATERLOO.—Travellers before quitting Brussels should remember that they are in the neighbourhood of this memorable battle-field, an excursion to which can be made in a few hours at a trifling expense.

HIRE OF CARRIAGES FOR TOWN USE AND WATERLOO.—Travellers should hire the Hotel carriages for visiting the town or environs, and especially for Waterloo; but it should be explicitly stipulated that you are to be driven through the Forest of Soignies and return by the ordinary road.

Start if possible at 8 a.m., to have ample time to visit the field of Waterloo, the celebrated farm at Hougomont, and return to Brussels in time for table d'hôte at 5 o'clock.

BRUSSELS—HOTEL ACCOMMODATION:

Travellers having made up their minds at which hotel they will put up in Brussels, should insist on being driven to it direct, and not allow themselves to be deterred by being told "it is full," &c., a common trick with persons interested in some particular house.

HOTEL DE L'EUROPE.—Highly recommended for its great comfort, moderate prices, and excellent table d'hôte. Most pleasant rooms overlooking Place Royale and Park, for families or gentlemen. Great civility. Master and attendants speak English. The Waterloo Coaches leave this Hotel at half-past nine in the morning.

HOTEL DE BELLE VUE, a very large extensive establishment, kept by Mr. Dremel of Dresden.

HOTEL DE FLANDRE, in the Place Royale, has been considerably enlarged, and has one of the finest saloons in Europe.

HOTEL DE SAXE, Rue Neuve, lower town, Mr. Kervand, proprietor. Very good and reasonable.

HOTEL DE FRANCE.—Rue Royale, an old established hotel.

HOTEL DE L'UNIVERS, Rue Neuve, lower town, has been greatly enlarged by the present proprietor.

HOTEL DE HOLLANDE, Rue de la Putterie, situated in the heart of the city, between the Park, the Cathedral, and the Grand Place, is quiet and comfortable.

GRANDE BRETAGNE.—Situated in the Place Royale, and charges moderate.

HOTEL WINDSOR, a small and reasonable family hotel.

HOTEL MENGELLE, 75, Rue Royale—formerly Hotel Cluysenaar.

HOTEL DES CHATELERS, a reasonable second-class house. Travellers are cautioned not to confound this hotel with one of the name of Callu.

HORTON'S PRINCE OF WALES COMMERCIAL INN AND TAVERN, 8, Rue Villa Hermosa, near the Place Royale, first street to the right descending the Montagne de la Cour.

CARTER'S COMMERCIAL HOTEL AND TAVERN, 16 and 18, Place du Musée.

WELL'S ENGLISH HOTEL, 1, Rue du Commerce, Quarter Leopold.

BOARD AND RESIDENCE, 47 Avenue de la Toison d'Or, Boulevard de Waterloo.

ENGLISH BOARDING HOUSE, kept by Miss Adolphe Steivenart, 1, Rue de Vienne.

ENGLISH BOARDING HOUSE, 34 Boulevard de Waterloo, kept by Mrs. Elder.

The Great Luxembourg Railway Company book passengers and baggage, via Namur and Liège, direct for Cologne.

This, the capital of the kingdom and seat of Government, is 88 miles from Ostend, 27½

from Antwerp, 48 from Ghent, 7½ from Liege, 9½ from Lille, 149½ from Cologne, and 2½ from Paris. The local attractions are numerous.

We have now to introduce this fair city to our readers, a city which has formed the subject of the warmest eulogiums from three of our greatest modern poets, Byron, Scott, and Southey; and no person who visits it in the present day will say that their praises are exaggerated or undeserved. No traveller who visits the lower town, observes its noble streets and mansions, inhabited by the mercantile part of the community, and then proceeds to the upper or "west end" of the city, commencing with the Place Royale, embellished by the church of St. Jacques sur Caudenberg, and the statue of the Crusader, Godfrey of Bouillon, who, on 15th July, 1099, led the storming party which successfully entered Jerusalem, and delivered the Holy places from the hands of the Moslems; thence to the Place des Palais, and there admires the pleasing coup d'œil formed by the King's Palace, the Palace of the Prince of Orange, the beautiful and umbrageous Park, the magnificent Rue Royale, the noble buildings in the Rue de la Loi, the splendid view from the Place du Congrès, but what will exclaim that the beauty of the *tout ensemble*, the neatness and cleanliness of this part of Brussels, render it one of the most charming cities in Europe, and impart a becoming dignity to the seat of the Belgian government.

If the cities of Antwerp, Bruges, and Ghent, are objects of reverence to the antiquarian, the historian, and the lover of the fine arts, the fair capital of Belgium is peculiarly the property of the ladies. It is Paris in miniature, Parisian toilettes, garteries, chausseries, and, above all, the genuine lace of Mechlin and Brussels manufacture are to be had here on *advantageous terms*! The Montagne de la Cour, the Rue de la Madeleine, and the beautiful Arcade of St. Hubert, should be the special objects of their attention, and whilst they are making acquisitions at these marts, we will invite the *muses* to accompany us to the Grande Place, to admire the beautiful Gothic spire of the Hotel de Ville, and the various architectural designs of the surrounding buildings, the lately erected statues in bronze of Counts Egmont and Horn; both statues stand on one pedestal opposite the Hotel de Ville, and very near the house in front of which they had been beheaded. Then crossing the Place to the Rue de l'Etuve, and proceeding to the corner of the Rue du Chêne, the traveller will suddenly find himself in the presence of the oldest citizen of Brussels, the celebrated "Mannikén" fountain. *Honi soit qui mal y pense!* Diminutive as this personage is, he is nevertheless of great importance to the *bourgeoisie* of Brussels. Legends and traditions invest him with an importance and dignity which is peculiarly manifested upon holidays or gala days, fêtes and kermesses, when the Mannikén is attired in the field-day uniform of a *garde civique*, and decorated with the order of St. Louis.

The traveller next visits the Cathedral Church of Saints Gudula, and is struck by the beautiful painted glass in the windows, particularly that of the St.

Sacrament chapel, which is deemed the most exquisitely painted window in Europe. The carved pulpit, by Verbruggen, representing the expulsion of Adam and Eve from the garden of Eden, is also an object of admiration, and we would likewise direct attention to a monument recently placed in this cathedral, to the memory of a Belgian philanthropist, the late Chanoine Triste. This piece of sculpture is by the same artist that executed the statue of Godfrey de Bouillon, in the Place Royale, and is considered one of the purest and most classical works of modern times. In the Grande Place just opposite to the Hotel de Ville, may be seen the "Maison du Roi" in the front room, on the first floor of which Charles V. signed his abdication.

The amateur of paintings will be gratified by paying a visit to the Museum, where, among other specimens of art, he may see "The Deluge" by Corriërs; "Iana," by Annibal Carracci; "Holy Family," by Guido; "Song of the Angels," by Paul Veronese; "Christ bearing the Cross," by Rubens; and in the upper story, the Historical Gallery, he may see some of the oldest and very fine paintings of the Flemish school.

The Royal Zoological Society of Brussels is situated in one of the finest parts of the environs, near the Luxembourg Railway Station. Concerts every Sunday, Monday, Wednesday, and Thursday; and fêtes during the Summer. Entrance 1 fr.; Children ½ fr.; Subscribers 5 fr. per month.

The Botanical Gardens are very pretty, and contain a magnificent restaurant. Concerts frequently take place in them on Summer evenings; occasionally the performers are the band of the celebrated "Guldes," said to be the best military band in Europe. Cost of admission, 1 franc. In fine Summer weather there is a concert every evening at 8 o'clock, in the Enclosure in the Park, entrance in Rue de la Loi; cost, 50 cents.

The Post-office, at the top of Rue de la Montagne, is open from 5 till 9. Postage stamps are in use throughout the kingdom: single rate for one-third of an oz. 10 centimes, for 30 kilometres (about 18½ miles,) 20 centimes for all distances above: prepayment optional. Between Belgium and all England and France the stamp is 40 centimes. The following is a list of the offices for obtaining passports:—France, 34, Rue du Commerce; Austria, 11, Rue de l'Astronomie; English Embassy, 41, Rue des Arts. Prussian Embassy, 25, Rue des Arts.

STEAM PACKET OFFICES.—General Steam Navigation Company, 94, Montagne de la Cour, Place Royal, where Through Tickets can be taken for London direct, via Ostend or Antwerp.

The King's Palaces may be viewed during his Majesty's absence. The Museum is open daily from 10 till 3, and the Duke of Arenberg's Palace daily, by applying to the porter, and producing a passport when the Prince is in town. It contains a small but very beautiful collection of paintings, and should be visited without fail. The museum at the Porte de Halle is worth a visit, (passport required to be shown, to obtain admission), also Van der Meulen's gallery of pictures, admission 1 fr. The

Town Hall daily, from 10 till 5, (gratis.) The two **Houses of Parliament** daily, from 10 till 3. The **Botanical Gardens**, (gratis) every Tuesday, Thursday, and Saturday, from 9 till 5. The **London mail** arrives in Brussels every day, except Monday, and departs from Brussels every day, except Saturday, in the afternoon. Letters for England must be posted at the Chief Office, Rue de la Montagne, before 2 p.m. for the first dispatch, and before 5 45 p.m. for the second, *via* France. Letters, &c., forwarded by the former are delivered in London by 9 in the morning, and by the latter by 12 the day after their leaving Brussels. **Theatre Royal de la Monnaie**.—Performance every evening. **Theatre des Galeries Saint Hubert**.—Performances every evening.

Divine Service of the Church of England.—On Sundays, at the Chapel Royal, Rue du Musée, at 9 a.m. and half-past 2, by the Rev. C. E. Jenkins, M.A., Fellow of Magdalene College, Cambridge; in the Chapel on the Boulevard de l'Observatoire, at a quarter to 1, and half-past 3 in the afternoon by the Rev. W. Drury, M.A., Hon. Chaplain of his Majesty the King of the Belgians; and at the Evangelical Chapel, Rue Belliard, by the Rev. Robert Fishbourne, M.A., appointed by the Colonial and Continental Church Society, at 9 a.m. and 3 p.m.

CONVENANCES.—*Excursions to Waterloo*.—See page 290.—*Railway to Malines & Antwerp*, see page 70.

—To Ghent, Bruges, and Ostend, see page 62.—To Louvain, Tirlemont, Liege, Aix-la-Chapelle, and Cologne, see page 66.—To Mons, Valenciennes, Douai, Arras, Amiens, and Paris, see pages 12 to 15.—To Braine-le-Comte, Charleroi, & Namur, see page 65.

—To Malines, Ghent, Courtray, Mouscron, Lille, Calais, and Dunkirk, see page 63.—To Jurbise, Ath, and Tournay, see page 70.—To Braine, Mons, and Quidvrain, see page 64.—To Wavre, Herenthals, Givet, &c., see page 75.—To Namur, Arlon, Liege, Aix-la-Chapelle and Cologne, see pp. 72 & 73.

—**Steamers** from Ostend to Dover every night except Saturdays when there is no boat. To London direct, every Tuesday and Friday night according to the tide. From Antwerp to London, every Sunday and Wednesday noon, see alphabetical list.

Brussels to Paris direct, by Charleroi and Erquennes, see Time Table, page 73.

CAB (OR VIGILANTE) HIRE.—For one-horse, one course or drive within the town, 1 fr.; if taken beyond the barriers, 25 cents extra. Two-horse Vigilante, a course or drive, 1 fr. 50 cents, extra beyond the barriers, 50 cents. The above supposes no stoppage, but from place to place, one drive.

If taken by the hour, one-horse cab, 1 fr. 50 cents; two horses, 2 fr. Between 11 p.m. and 6 a.m. the above fares are increased usually by 1 fr. additional.

ENGLISH DIRECTORY OF BRUSSELS.

Railway Terminus.—The terminus of the Northern line communicating with Antwerp, Ostend, Ghent, Bruges, Lille, Malines, Louvain, Liege, Verviers, Aix-la-Chapelle, and Cologne, is outside the Porte de Cologne. That of the Southern line for Mons, Namur, Valenciennes, and Paris, is designated

the Station du Midi. Terminus of the direct line to Namur, Cologne, and Paris, by Charleroi and Etquennes, Great Luxembourg Railway Station, quartier Leopold.

Professional Gentlemen recommended by the Editors.

Physician.—J. W. MIDDLETON, M.D., 8, Rue Marie de Bourgogne, Quartier Leopold, of the Royal College of Physicians of London, &c., formerly House Physician to one of the London Hospitals, with Royal authority to practise in Belgium. (Medical Referee for British Life Assurance Offices.)

Solicitors.—T. J. Maltby (British Vice-Consul), 4, Rue de la Paille, and A. F. Chamberlayne, 8, Rue de Vienne, Chaussée de Wavre.

Dentist.—Mr. J. Alex, No. 2, Boulevard du Regent, the second door from the Rue de Namur Surgeon-Dentist of his Majesty King Leopold. Mr. Alex, having been established in Brussels during the last 26 years has acquired the confidence of the English and Belgian Medical profession; and his appointment some years since, as honorary Dentist to the King of the Belgians, proves the high estimation in which his talents are held in Belgium.

House Agency.—Furnished or Unfurnished Apartments or Houses.—Apply to Mr. J. Stevens, General Commission Agent and Wine Merchant, No. 2, Place Royale. Bass's Pale Ale and Guinness's Stout; unrivalled Port & Sherry Wines, Irish and Scotch Whisky.

Furnished and Unfurnished Houses and Apartments in Brussels, may be obtained by applying to Mr. Scott, 17, Rue des Petits Carreaux.

English Chemist.—Mr. C. Delacoe, 86, Montagne de la Cour. English prescriptions most carefully and accurately prepared.

Bigwood's English Bank & Exchange Office No. 8, Rue Royale. J. Bigwood, late Saiter and Bigwood, corresponds with the Union Bank of London; the Firms of Messrs. Chas. Hoare and Co., and Messrs. Martin & Co., London; Oriental Bank Corporation; Messrs. Duncan & Co., New York.

Daily Express Office for the daily conveyance of small parcels, samples, law papers, &c., simultaneously with the mails, 77, Montagne de la Cour.

Millinery, Flowers, Head-dresses, Lace Caps, Handkerchiefs, &c.—We recommend in full confidence for all these articles, the establishment of Madame Coche-Shirmer, 79, Montagne de la Cour, near the Place Royal, who is deservedly patronised by the best families in Brussels.

Eau de Cologne.—Jean Anton Farina's.—Madame Vve Delreue, Rue Neuve.

Lace.—We recommend with all confidence the establishment of M. Vanderkelen Bresson, No. 248, or 1, Rue du Marquis, near the Cathedral of St. Gudule; and advise ladies to postpone purchasing until they have seen the above stock. Mr. V. B. was awarded the Prize Medal by the Commissioners of the Great Exhibition, a Gold Medal by the Belgian Government and the first medal at the Universal Exhibition at Paris. Visitors should be particular in not mistaking the house, or confounding this establishment with others, which may easily be avoided, as the name is on the door, Successors M. O. De Vergnies et Soeurs.

English Reading Room and Circulating Library.—Froment, No. 22, Rue Billiard, formerly Montagne de la Cour

Tailor.—Travellers will find a large stock of ready made wearing apparel, of the best fashion, and at most reasonable prices, at T. N. Colard and Co's, 16, Rue Neuve, 42, Rue de la Madeleine, and 1, Rue Duquesnoy. Orders are promptly executed, which is a great consideration for tourists.

Messrs. Colard & Co. have also several branch establishments in the provincial towns, i. e., at Antwerp, Namur, Liege, Ghent, Charleroi, and Mons.

Watchmaker.—J. H. Wittfeld, 42, Rue des Fripiers. Persons desirous of buying good Geneva watches, time-pieces, or exquisite small watches for

ladies, are recommended to this manufacturer, as his prices are reasonable and the articles warranted.

Grocer and Wine Merchant.—D. Gerard, 78, Rue de Namur, Place Royale. English and French Groceries. Bordeaux and other Wines. Brandies, &c.

Optician and Musical Instrument Maker.—Mr. Cerf, 59, Rue de la Madeleine. See advertisement.

Photographer.—C. Neyt, 73, Montagne de la Cour. Price of *Carte de Visite* Portraits, 12 fr. per dozen large portraits, half plate, 15 fr. each, ordinary plate, 30 fr., extra plate, 30 fr., copies from 20 to 100 fr. This artist produces very beautiful portraits.

FROM BRUSSELS to	Itineraries of the most Direct Routes from BRUSSELS to the following Alphabetical List of Towns.	ORDINARY FARES.		TIME.	
		1st Class.	2nd Class.	Exp.	Ordy.
1 Aix-la-Chapelle	A Malines, Liege, Verviers, Aix-la-Chapelle, p. 66	£ 0 12 1	0 9 1	4 55	6 15
	B Triemont, Landen, p. 66, Hasselt, Maastricht, Aix-la-Chapelle, p. 68.....	0 10 3	0 7 7	3 33	4 30
	C Namur & Liege, per Gt. Luxemburg, see p. 73...	0 11 3	0 8 0	4 15	6 10
2 Antwerp	Malines, Antwerp, p. 71.....	0 2 9	0 2 2	0 50	1 15
3 Bale.....	By Great Luxemburg Railway via Namur and Metz; see advertisement at end of book.	2 10 6	1 17 6	22 0	26 0
4 Calais	See page 70	0 18 8	0 14 1	7 30	11 0
	A By Malines, Liege, Aix-la-Chapelle p. 66.	0 19 7	0 14 5	6 25	8 45
5 Cologne	B By Malines, Landen, Maastricht, Aix-la-Chapelle, p. 66, 68.....	0 17 9	0 12 7	5 3	6 30
	C By Gt. Luxemburg Railway to Namur, page 72, thence per Rail via Liege & Verviers to Cologne, pp. 73, 546. Office, 94, Montagne de la Cour.....	0 18 6	0 13 5	6 10	8 0
6 London	A Rail to Ostend; Steamer direct to London	1 6 2	1 0 6	13 30	14 30
	B Rail to Antwerp; Steamer direct to London	1 9 6	1 3 1	—	—
	C Rail to Ostend; Str. to Dover; Rail to London	2 8 10	1 13 6	—	—
	D Railway to Lille, Calais, p. 70; Steamer to Dover; Railway to London	2 11 11	1 7 11	—	—
7 Ostend	A By rail, via Malines, see page 62.....	—	—	—	—
	B By rail, via Alost, see page 62	—	—	—	—
8 Paris.....	A By Quievrain, Valenciennes, Amiens, page 64	1 10 3	1 3 1	8 5	16 5
	B By Ottignies, Charleroi, St. Quentin, Creil, p. 73	1 8 6	1 1 4	8 0	13 10
9 Rotterdam	A Rail to Antwerp, p. 71; rail to Moerdyck, p. 80; Steamer to Rotterdam	0 11 7	0 8 5	2 50	5 0
	B Rail to Antwerp, p. 71; St. by the Schelde, to Rotterdam	—	—	—	—
10 Spa	A Liege, p. 66, Pepinster, p. 66, Spa 66;	0 9 4	0 7 0	0 0	4 45
	B Rail to Pepinster, p. 72; El. then to Spa, p. 72; the day Express train stops at Pepinster for Spa.	0 8 9	0 6 9	4 0	5 0
11 Waterloo	By English Mail Coaches, in two hours, see page 290. Fare 7 frs. there and back	—	—	—	—

ROUTE 2.

OSTEND TO BRUSSELS.

Ostend—Stat.—Pop. 16,118.—(With Map in Special Edition).

There is an excellent refreshment room for tea and coffee at all hours, attached to the Custom house. Lavatories free; remarkably reasonable charges.

HOTEL FONTAINE, highly recommended, very conveniently situated, and commanding a fine view of the sea and harbour. It has a splendid dining-room, and the newly furnished apartments overlook a beautiful garden.

MERTIAN'S NEW HOTEL is a capital, first-rate house, very comfortable; the prices are reasonable and the landlord, formerly co-proprietor of the Hotel d'Allemagne, is particularly attentive and courteous to English travellers.

CHURCH OF ENGLAND SERVICE.—On Sundays at 11 a.m. and 3 p.m., in the church situated in the Rue des Sœurs Blanches; Chaplain, Rev. R. B. Jukes.

Brokers.—R. St. Amour & Son.—Agents of the General Steam Navigation Company.

Omnibuses attend the arrival of each train; fares to the Hotels, 50 cents.

Ostend is at present principally known as a favourite watering-place, much patronized by the élite of the neighbouring states, who resort here in great numbers during the summer. The town itself has no particular object deserving of notice beyond its ramparts and fortifications, but it possesses one of the finest marine parades in Europe. The *Digue* of Ostend is a celebrated walk along the shore, upon an elevated mole built parallel with the sea-ward rampart of the town, and so constructed, that while it serves as a barrier against the encroaching and formidable attacks of the sea, it forms one of the most agreeable promenades imaginable; here an excellent band plays, and nearly one thousand of the élite of Europe may be seen walking up and down about the time of highwater. The bathing machines are very good; and the sands, perhaps the finest in the world.

By recent arrangements, travellers proceeding to or returning from Germany, by declaring the same at the Ostend or frontier Custom-house, their luggage is not examined in Belgium, but entered *in transit*, thus avoiding the annoyance of a search of luggage until the end of the journey. By an order of the Board of Customs, luggage of travellers arriving by the mails at Dover or Ostend is examined at any hour of the day or night. No permit is required on embarking at Ostend.

CONVEYANCES.—Railway trains to Bruges, Ghent, and Brussels, page 62.—To Tirlemont, Liège, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67. Mail Steamers from Ostend to Dover, see page 207. To London direct, by the General Steam Navigation Co.'s ships, according to tide, see p. 207

Bruges—Stat.—Pop. 49,345.—**HOTELS:**—

HOTEL DE FLANDRE.—An old established house famous for its fine wines and good dinners.

HOTEL DE COMMERCE, a first-rate old-established house, enjoying an excellent reputation.

Distance from Ostend, 22 kilometres (14 miles); time occupied in transit 30 to 35 minutes. Six canals here meet, from Ghent, Ostend, Dunkirk, Sluys, Furnes, and Ypres, in the large dock or basin, which is the finest in Belgium. *Fares of Vigantes*, 1 franc per drive; or for the first hour, 1 fr. 50 c.; for the others 1 fr. for two persons; if for three or four, 1 fr. per hour more. The railway station at Bruges is on the Vrydags Markt. The West Flanders Railway is now open to Courtray, making a direct railway from Ostend and Bruges to Paris, *via* Lille, Amiens, &c. It is 23 *huites* shorter than by Ghent:

On leaving Ostend, it is a very general custom for travellers going to Germany to take a railway ticket for the whole distance to Cologne, for the

purpose of reaching the Rhine with the least possible delay. In so doing they deprive themselves of the opportunity of visiting the cities in Belgium which possess more objects of interest to the lover of the fine arts, more pure and perfect specimens of florid gothic architecture, a richer collection of rare and beautiful paintings, by the old Flemish masters, than can probably be found in the whole of Germany. If, instead of hurrying in this hot-haste through a country which presents so many points of interest to travellers in general, and to Englishmen in particular, our countrymen were to devote a part of their time to Belgium, they would never regret becoming acquainted with its peculiarities, its fine old cities, its glorious monuments, its arts and sciences, the people and their institutions.

Commencing with Bruges, which occupies so prominent a place in the history of Flanders, and which was, in the 15th and 16th centuries the commercial capital of Northern Europe. The traveller will find this town especially worthy of notice—not that it presents the aspect of a populous modern city, but because it has preserved the peculiarities which distinguished its appearance during the middle ages; and on fête days the fine old city wears a gay and animated appearance.

The churches and other public edifices of Bruges contain several rare paintings. The church of Notre Dame has many works of art worthy of an attentive examination. A statue of the Virgin and the infant Jesus, supposed to be by Michael Angelo, is greatly admired by connoisseurs for the classical beauty of feature and delicate form of the hands which characterises the two figures. In a chapel, in the aisle south of the choir, are the tombs of the last Duke of Burgundy and his daughter, two of the most remarkable monuments in Belgium. Among the paintings we need only direct attention to a picture of the Virgin and Child, surrounded by Saints, reputed to be by Van Dyck, the "Adoration of the Shepherds," and the "Adoration of the Magi." Before quitting the church the traveller should inspect the pulpit, one of the most beautiful and highly finished pieces of carving in wood to be seen in Belgium. Instead of visiting the neighbouring churches, the traveller will do well to go to the Hospital of St. John, which is close to the church of Notre Dame, as this institution is celebrated for possessing several beautiful pictures, painted by Hans Hemling, so remarkable for purity of colouring and brightness of tone, that the most indifferent spectator will find himself an admirer and a describer of their prominent beauties.

The Belfrey of Bruges has, according to some, the finest chime of bells in Europe, 48 in number, played 4 times an hour by curious machinery which can be inspected by paying a small fee. The lace-working, which is the chief industry of the poor women can be seen in almost every street. The Fish market is very curious. Bruges has the characteristics of a Dutch town, more than any in Belgium.

CHURCH OF ENGLAND.—On Sundays, at the chapel, Rue d'Ostende. Divine service 11 a.m. and 3 p.m. Chaplain, Rev. A. V. Hughes Hallett.

CONVEYANCES.—Railway, see pages 62, 69, & 7

Omnibuses attend the railway stations; fare to Hotels, 50 cents.

[From Bruges, the West Flanders Railway branches off to—

Lichterwielde, the junction for

Furnes.

Ingelmunster, the junction for

Deynse.

Courtrai.—

Ypres.

Poperinghe.

For Railway Time Tables, see page 69.]

Ghent.—See page 283.—From Ghent the traveller can proceed by

Malines.—See page 285; or by

Alost.—See page 284.

Brussels.—See page 285.

GHENT TO ANTWERP, *via* ST. NICHOLAS & LOKEREN

Ghent.—See page 283.

Parties entering Belgium at Ostend, and who, proceeding to Ghent, wish to visit Antwerp, might make a very expeditious tour by proceeding direct from Ghent, and they will arrive at Antwerp in about one hour and a half. If it be so wished a visit can be made to

Lokeren.—*Stat.*—Pop. 18,570.—**HOTELS:**—

DAS QUATRE SCAUX; DE LA POSTE.

A considerable manufacturing town, on the direct railway from Ghent to Antwerp, situated on the river Durme, by which it communicates with the Scheldt. The market-place and the quay are remarkable. The church, the construction of which dates as far back as the seventeenth century, is adorned with an elevated tower, and contains one of the finest pulpits in Belgium, magnificently carved and representing in a group of ten figures. "Jesus among the Doctors." There are also some fine pictures: one especially should be examined, the Circumcision, by Versehen. A fine picture, representing "Abigail going to meet David," by Otto Venius, is the property of a baker of the town.

CONVEYANCES.—Railway to Antwerp and Ghent, see page 62; to Alost and Ath, see page 74.

A visit may also be paid to

St. Nicholas.—*Stat.*—Pop. 21,780.—**HOTELS:**

DE LA POMME D'OR, DE FLANDRE, QUATRE SCAUX, DE L'ANCRE.

A manufacturing town of the first class, and chief town of the arrondissement. A flourishing trade is carried on in shawls, linen cloths, and all sorts of stuffs. It is situated in the centre of a rich agricultural country, and possesses the largest Flax Market in Belgium. The principal Church, dedicated to St. Nicholas, contains some good paintings, and a remarkably fine Christ in ivory. The church of Notre Dame is a modern building, containing some fine fresco paintings. St. Nicholas is the central Station of the Pays de Waes Railway, and contains the workshops of the Company, which are worth visiting.

CONVEYANCE.—Railway to Antwerp and Ghent. See page 74.

Passing *Wienkerke*, we arrive at

Beveren.—*Stat.*—10,000.

A flourishing commercial town, containing a fine Church. In the neighbourhood are a number of Chateaux, beautifully situated, two of which are particularly worthy of attention—the Chateau de Korteraile and Ter Sanen.

Antwerp.—*Stat.*—See Route 3, page 291.

Waterloo.—**THE MUSEUM HOTEL.**

WATERLOO GUIDE.—Sergeant Munday, 7th Hussars, the best Guide for English travellers.

Few English travellers who visit Brussels, can refrain from going to Waterloo and Mount St. Jean, Chateau of Hougomont. The four horse mail coach leaves the Place Royale for Waterloo every morning at a quarter before ten, and returns to Brussels at 4.30 afternoon, in time for the table d'hôte dinners.

A new and most beautiful road to Waterloo—through the new avenue of the Bois de la Cambre and mimics of the forest of Soignies. "Ardennes waves above them her green leaves"—has just been opened. This delightful drive can scarcely be appreciated except by comparing the difference of driving through a cool shady forest—with that of a hot dusty paved road, exposed to the heat of the sun with-out the least shade. Parties can hire private carriages to convey from two to five persons for 27 frs. there and back, including all charges. There are always persons staying at the hotels willing to join in the expense of a carriage.

The chateau of Hougomont is unquestionably the most interesting spot in the field of Waterloo not only for its importance in the history of the battle, but because it still exhibits marks of the dreadful conflict. It formed, in fact, the key of the British position, and the possession of it would have enabled Napoleon to turn the English flank. The wood, orchard, and kitchen-garden were several times in the possession of the French; but this little citadel was maintained to the last by the Coldstream guards. "The Belgian yeoman's garden-wall was the safeguard of Europe which she deserves hung upon the possession of this house!"

Englishmen are not ashamed to have won the "batle of the grants," and are no less proud to have fought since then *side by side* with their brave allies in many a well fought field, where the "plume" of the brave-t of the brave has been alternately won by the *elite* of the two nations. The Lion Mount commemorate the victories of the allies over their common enemy. But we hope it may not be illusory to anticipate that the day will come when the Lion Mount shall have disappeared, and the Gaul meet the Anglo-Saxon in peaceful amity, and in the quiet, fertile scene, in a better and more ennobling spirit, produced by that commercial rivalry, and glorious emulation in the civilising arts of peace, which give these two races so prominent a part to play for the general good of mankind.

Travellers wishing to possess a concise and authentic history of the celebrated battle, should purchase "The Voice from Waterloo," by the late Sergeant-major Cotton. to be had at the Waterloo Museum. A fifth edition is now published, which has been carefully revised, and exceedingly well got up. It is judiciously embellished with portraits of the principal heroes of this great drama, and contains capital maps of the campaign, and the field of Waterloo, giving the position of the armies, and showing the spots where brave Picton, the gallant Howard, Godeaux, and other chiefs were struck down. The author was in the fight, in the 7th Massara, and subsequently resided at Mount St. Jean, where he acted as Guide to English visitors over the field for a great many years.

Mrs. Veraleywich, a niece of the late Sergeant Cotton, Lion Mount Hotel, keeps excellent refreshments at the Museum, viz:—Pale Ale, Porter, &c.

Genappe.—Stat.—Pop. 3,700.

About 19 miles from Brussels. On the road a little way out of the town, the Prussians captured the carriage of Napoleon, and he himself was nearly taken prisoner in it on the night of the battle. About 1½ mile from Genappe, is the village of Boisay, where Godfrey of Bouillon was born; and at about 5 miles distance, the celebrated Tilly, the opponent of Gustavus Adolphus, was born.

CONVEYANCES.—Railway to Nivelles, Manage, and Wavre, see page 76. This Railway (the Belgian Eastern Junction) is in connection with the line to Brussels and that to Louvain. The Junction with the Brussels line (Great Luxembourg Railway) is at Ottignies.

Nivelles.—Stat.—Pop. 3,728.

About 11 miles from Genappe. In the church of St. Gertrude, are two pulpits, carved by Delvaux said to be the finest in Belgium,

On the top of a tower, is a colossal statue, called Jean de Nivelles, which strikes the hours. It is said that at Nivelles are manufactured the numerous reliques of the battle of Waterloo, found by the guides on the field.

CONVEYANCES.—By Railway, see page 76.

ROUTE 3.

London (per Steamer) to Antwerp, thence to Malines, Brussels, Liege, Verriers, Aix-la-Chapelle, and Cologne.

Antwerp, —Or Anvers.—Stat.—Pop. 102,761.
With Map in Special Edition.—**Hotels:**—**CAUTION**—Travellers should proceed direct to the Hotel they have selected by omnibus (which are very good), as the cabs are badly horsed and expensive, and so slow that the best accommodation is engaged before passengers by these vehicles reach the hotel.

HOTEL DE L'ÉCROPE (formerly Hotel du Parc), near the Cathedral, has been most handsomely

fitted up, and affords not only excellent accommodation, but the luxury of baths. The new proprietor is particularly anxious to deserve the patronage of English travellers.

HOTEL ST. ANTOINE, an old established first class hotel, recently purchased by an English Hotel Company, L in ted.

HOTEL DU GRAND LABOUREUR, Place de Melr, an excellent and comfortable house, highly recommended for its cleanliness and good accommodation; much frequented by English families.

SCHREEDER'S HOTEL DE HOLLANDE, recommended for its cleanliness, comfort, and moderate charges
STRAE HOTEL, Cumb street, 43, a second class house in the centre of the town. Moderate prices.

The Steam-Packet direct from London to Antwerp reaches the mouth of the Scheldt a few hours before or after midnight, passes Flushing, generally ascends the river up to Fort Lillo, before the passengers have left their berths. At this point the beautiful spire of the cathedral of Antwerp is visible, and gradually becomes more conspicuous, tapering up into the sky far above the other steeples as the steamer advances towards the fine old city. After passing Fort Lillo the passengers usually settle their accounts with the steward, and prepare their luggage for the examination of the Belgian Douaniers. This operation is performed on board immediately the vessel reaches the quay.

The commercial capital of Belgium is situated on the banks of the Scheldt. It is celebrated for its magnificent docks, constructed under the direction of Napoleon, which are capable of receiving two thousand ships.

The streets of Antwerp, like those of many of the towns in Belgium are not apparently laid out upon any plan, but have probably, in the first instance, followed the natural caprices of a growing population. They wind and turn, and turn and wind, each street so like its neighbour, that a stranger has no small difficulty in choosing out his way. Around the cathedral there are a few open squares; but generally, there is a want of some bold street, by the course of which all the rest may be indicated. If this be a fault, it is amply repaid by the grotesque architectural combinations, produced by the endless turnings of the streets. The quaint old houses, six or seven stories high, tapering up to a pinnacle, and their fronts all adorned with the luxuriant tracery which characterises the buildings erected in Flanders by the Spaniards, present themselves in such groups, and yet so picturesquely that you are ready to forgive the irregular construction of the city. The costume of the market and peasant women is quite in harmony with the picturesque architecture. The peculiar and odd-looking shape of the straw bonnets of the elder women, and the coquetish, gay contrast in the toilette of the girls, with their variety of colours, scarlet, blue and pink trimming, the pure white cap of lace, its broad border or "lappels" shadowing the rosy face, like the mailed casque of a knight.

Probably there is no place in Europe so rich in magnificent churches, embellished by the most re-

remarkable works of art, as the town of Antwerp—enriched by the best productions of Rubens and Van Dyck, and other great masters of painting, who were natives of the city. Commencing with the Cathedral of Notre Dame, the traveller must first examine the architecture of the spire—a Gothic structure of exceeding beauty. It is 366 feet high, and runs up tapering into the clouds, with a gradual, yet correct mathematical precision which is unequalled in any other edifice on the Continent. Entering the Cathedral, the first object of attraction is the celebrated painting—with engraved copies of which most people are familiar—viz., *The Descent from the Cross*—reputed to be the *chef d'œuvre* of Rubens. To our mind the helpless heaviness of the dead body of the Saviour—suspended and supported by the Apostles, and being gradually lowered—is represented with inimitable truth.

On the other side is another painting—the pendant, as the French express it—representing the “Elevation of the Cross,” which Sir Joshua Reynolds describes as one of the best and most animated compositions painted by Rubens. “The Assumption of the Virgin” and “The Resurrection of the Saviour,” two other admirable paintings by the same master, should also be inspected; as also the pulpit in carved wood, and the newly-erected sculptured gothic stalls in the principal Choir, which will remind the traveller of those in St. George’s chapel, at Windsor.

In front of the west door of the cathedral is a remarkable work in iron, executed by the celebrated Antwerp blacksmith, Quentin Matsys, who subsequently became a great painter; and in the Place Verte, opposite the cathedral, is a fine statue of Rubens.

The church of St. Jaques is an imposing-looking edifice, which contains many precious and rare works in painting and sculpture; and the interior of the church is embellished with splendour and richness of decoration. The tomb of Rubens is, however, the principal object of attraction. The altar-piece is also by Rubens, and the beautiful picture of the Saviour Crucified is by Van Dyck. The marble statue of the Virgin is greatly admired; it is by Duquesnoy.

On entering the church of St. Paul, the visitor will be struck by a representation of Mount Calvary,—the Crucifixion—and the Ordeal of Purgatory. The coarse and rough manner in which these scenes are represented, form a singular contrast to the numerous works of Art executed in the highest perfection within the church. The “Adoration of the Shepherds” is said—but not generally considered—to be the production of Rubens. “The Descent from the Cross”—A magnificent altar-piece—“The Works of Mercy”—and last, though not the least worthy of notice, the thrilling picture designated “The Scourging of Christ,” by Rubens. No person can behold this extraordinary painting with unmoved feelings of admiration of the painter who could delineate the person of the Saviour undergoing the “flagellation” from the hands of the public

executioner—and indignant sympathy with the suffering Saviour and author of Christianity.

The churches of St. Augustine and that of the Jesuits also contain several good paintings and remarkable statues in wood. In the church of St. Augustine is the celebrated altar-piece by Rubens, the marriage of St. Catharine. The church of St. Andrew has a pulpit representing the calling of Andrew the patron saint of the church. The carving is as fine as sculpture, and is, perhaps, Verbruggen’s best work. The collection of pictures at the Museum should likewise be visited. Quentin Matsys has several works here of merit—his “Descent from the Cross” is one of the best; No. 82, “The Dead Christ”; 84, “The Virgin holding the infant Redeemer”; 83, “St. John”; 85, “A Holy Family”; 86, “Our Saviour on the Cross”; 72, “The Crucifixion of Christ between the two Thieves”; 73, 77, 75, 76, and 79, are the Works of Rubens; 111, 112, 113, are admirable specimens of the productions of Van Dyck.

Teniers, Van Dyck, Sneyders and Jordens, the celebrated Flemish painters, were all born in Antwerp.

The Zoological gardens are well worth visiting; the collection of beautiful birds, and various specimens of animals, will even be found worthy of a visit from a subscriber to the aristocratic gardens in London.

English divine service in the English church, Rue des Tanneurs.

CONVEYANCES.—Railway trains to Ghent direct, see page 74.—To Malines and Brussels, page 71.—To Malines, Liege, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67.—To Breda by railway, see page 80. To Moerdijk by railway, thence to Rotterdam by steamers, see page 80. The passage from Antwerp direct to London is now performed in 18 hours by the General Steam Navigation Company’s new ships “Dolphin” and “Rhine” (see advertisement); or the Belgian Company’s New Ship, “Baron Osy.” These vessels have the best of accommodation for passengers; and from the sea passage only occupying a few hours, the route, *via* the Scheldt and Thames, or *vice versa*, is one of the most agreeable, and particularly convenient for families going to or returning from the Rhine. Steamers from Antwerp to Rotterdam, and from Antwerp to Hull, see alphabetical list.

SHIP BROKERS.—Mr. B. Kennedy, Agent of the General Steam Navigation Company.

It is 60 miles from the sea, 27½ from Brussels, 32 from Ghent, 150½ from Cologne, and 258½ from Paris. The Post-Office is in the Place Verte. British consul, Mr. Grattan. At the Tête de Flandre, on the opposite bank of the river, is the station of the Direct railway to Ghent, through St. Nicholas, Lokeren, and the fine country called the Pays de Waes, shortening the distance by more than one-third (52 kilometres or 32 miles, instead of 80 kiloms. or 50 miles), and saving about 1 hour’s time. Omnibuses call at the hotels to convey passengers to

and from the railway station. The stand for *Vigilantes* is by the Post-Office and *Place de Meir*.

The scenery between Antwerp and Malines is rather pretty. The land is well cultivated, and there are several picturesque-looking old châteaux on both sides of the line.

The stations are

Vieux-Dieu, Contich.—[From Contich a line branches off to Turnhout.]

Turnhout.—For Time Tables, see page 65.]

Malines to Cologne, via Louvain, Liège, and Verviers

Malines, or Mechlin, (for description of which see page 285). This is the central station to which the Brussels, Antwerp, Ostend, and Cologne lines converge. Passengers from Antwerp or Ostend going to Cologne, change trains at this station.

The Guards will always promptly answer this question:—*Change t'on de convois ici pour Cologne? &c.*, Do we change trains here for Cologne?

The country through which the tourist passes from Malines to Louvain is very picturesque and well cultivated; in fact, between Antwerp and Liège it is rather more interesting than is usual with the scenery of Flanders. Still, in England it would be considered flat. But what it wants in beauty is made up in fertility. Every little patch of ground is cultivated with the most sedulous care, and the earth repays the toil bestowed upon it in plentiful crops. There is a remarkable resemblance between the general features of rural life here and those in England. The cottages in particular, are very pretty, clean, and rather picturesque.

[Brussels. See page 285.]

Louvain.—*Stat.*—Pop. 30,765.—HOTELS:—

HOTEL DE SUEDE, good. DE LA COUR DE MONS.

This town is situated on the river Dyle, 27 miles from Brussels by the railroad, and 44 from Liège. The Town-hall is a splendid specimen of gothic architecture, and contains a fine gallery of paintings, the greater part by the first masters of the Flemish school. Travellers should also pay a visit to the Church of St. Peter, and its celebrated chapel of "Martrydom." The Church of St. Peter has several fine pictures; the one representing "Jesus giving the Keys to St. Peter," was taken by the French to Paris, and afterwards returned. The stalls in the choir of the Church St. Gertrude are considered remarkably beautiful. In the 14th century Louvain contained 140,000 inhabitants. The most important article of trade is beer, of which large quantities are annually exported. It also carries on considerable traffic in lace, corn, and hops.

Brussels may be reached either by Wavre or Malines.

CONVEYANCES.—For Railway, page 75.

The country from Louvain to Tirlemont is rather interesting in its general appearance, taking

in one or two villages of no very great importance. The railroad from Louvain passes through a short tunnel, and then leaves the Abbey of Parc on the right. The Abbey is still inhabited by the monks, and is furnished with three fish ponds.

[At Louvain, the line branches off to

Wavre, the junction for

Manage and

Mons.—See page 297.

Ottignies.—See page 296

Fleurus and

Charleroi.—See page 299

For Time Tables, see pages 75 and 76.]

Tirlemont.—*Stat.*—Pop. 11,931.—HOTELS
LE PLAT D'ETAUX, DES QUATRE SAISONS, DE FLANDRE. There is a good Buffet at the Station, a quarter of a mile from the town. Omnibuses and Cabs attend the Trains.

The chief city of a canton in the Louvain district and province of Brabant. The space within its walls south of the railway contains at present very few houses, but has very old gates. Among the chief objects of its attractions may be enumerated the old Church of St. Germain, built upon an eminence overhanging the town. It is an erection of the ninth century, containing an altar-piece by Wappers. The railroad, after leaving the station, looks down from an embankment on the town. On nearing Landen, it runs through the plain of Neirweiden, celebrated for two great battles fought there in 1693, when our countrymen, under the third William, were beaten by the French under Marshal Luxembourg; and in 1793, when the Austrians defeated the revolutionary army, and drove them from Belgium. The town itself is seated on the river Beck, 9 miles S.E. of Louvain.

CONVEYANCES.—For Railway, see page 66 & 67.

Landen.—*Stat.*—Pop. 700.

It is seated on the river Beck, 19 miles south-east of Louvain, and is remarkable as having been the birth-place of Pepin of Landen, the founder of the race of Charlemagne.

A branch railway from Landen leads to

St. Trond.—*Stat.*—Pop. 11,013.—HOTELS:—**DE L'EUROPE, DU SAUVAGE.**

A very ancient city, called after St. Trudon, who built a monastery here. At Burstem, near this, a great battle was fought in 1417, between Charles the Bold and his rebellious subjects at Liège. In this war all the gates and ramparts were destroyed; and the city is situated in the province of Leige, 15 miles W.N.W. of Maestricht.

Hasselt.—*Stat.*—Pop. 9,613.

Maestricht.—*Stat.*—Pop. 22,740.—HOTELS
DU CASQUE, NANTES, DE PARIS, DU LEVAIN.

This town is the capital of the Dutch portion of the province of Limburg. It is situated on the river Maas, and has one of the strongest fortresses in Europe. The most remarkable things to be seen at Mæstricht are the Subterranean Quarries—under the Pietersberg Hill—which extend over a space of 13 miles. The walk through the largest caverns is considered attractive, and only occupies an hour. The view from the top of the Pietersberg is fine.

Steamers daily to Liège in 2½ hours.

For Railway Time Tables, see page 68.

Waremme—Stat.—Pop. 1,879—chieftown of a district in the province of Liège, formerly capital of the Herbaic. Its church, an ancient foundation, by the Ganthier, of the 12th century is worth a visit.

CONVEYANCES.—For Railway, see page 67.

Fexhe—Stat.—Pop. 1,200—is next met.

On approaching Liège the traveller should be particular in watching the ascent of the train, from the station at Ans to the stationary engine-house on the summit of the hill, and then prepare himself to behold, during the descent on the inclined plane, one of the most splendid panoramic views in the world, which will burst upon his sight with instantaneous grandeur. The whole city of Liège, with its cupola-domes, its innumerable manufactories, and its palace, extended over the valley, or plain—at the junction of the Meuse and Ourthe—is one of those sights never to be forgotten. The descent from the top of this hill is down an inclined plane to Liège, and the train is drawn down or up this line by means of a rope and two fixed engines of 80 horse power. There are some unusual engineering difficulties. The station is between 400 and 500 feet above the level of the Meuse. The gradient of descent is so steep, that the locomotive engines cannot be used; but the train is drawn by ropes up and down two inclined plains, each about two miles and a half long. The view you obtain from the height of the gradient of Liège and the valley of the Meuse, is one of a character not often seen in a railway, or indeed, anywhere else! Perhaps some part of the effect it produces on the spectator, may be attributable to the sudden change which here takes place from flat uninteresting, or, at all events, commonplace scenery, to the unfamiliar beauties of hill and valley. But the scenes would be grand and picturesque seen from any point of view. Emerging from the "cuttings" of the railway, where the view is obstructed on either side, you come suddenly on Liège, lying in a valley below, on the left hand side, and embosomed in hills of more than common beauty. The town itself is, in many of its features, very similar to our large manufacturing towns with the advantage of much finer position. The smoke of the factories, rises above the mass of houses; but what would be destructive to all idea of the picturesque in any other position, becomes here almost an additional beauty, from the contrast it affords to the smiling verdure of the valley of the Meuse, and the fir-crowned hills around. The contrast presented by the view of Liège from

the heights of the railway at Ans, is as striking as the scene itself is beautiful; and, as the train descends the inclined plane, generally very slowly, the traveller has a most favourable opportunity for viewing this magnificent panorama in all its thrilling details until the train reaches the station at

Liège.—(German *Lüttich*).—Stat.—Pop. 92,411.

Omnibuses convey passengers to and from the Station for half a franc and a trifle for luggage.

There is a good Buffet at the Station, which is distant from the city three quarters of a mile.

HOTEL DE SUÈDE, exceedingly good in every respect: Mr. Dalimier, Proprietor

HOTEL D'ANGLÈTERRE, an old established and very good house.

Distance from Malines, 58½ miles.

The Liège terminus lies on the south bank of the Meuse, close to the Quai d'Avroy. The railway crosses the river by the bridge of Val St. Benoît. This thriving town is situated in the middle of a plain, girt by mountains, at the junction of the Meuse and Ourthe, 71½ miles from Brussels, and 34½ from Aix-la-Chapelle. Post-Office, Place St. Denis, near the Rue de la Regence. Excursions to Spa and the hot-springs are recommended. Liège, from its extensive iron works, has acquired the title of the Birmingham of Belgium. It presents many historical reminiscences and associations to interest the antiquarian; many splendid churches to attract the curious; and an active, hardy, and industrious population, to amuse the observant man of commercial acquirements. Its history is connected with the celebrated bishops of Liège—the repeated conflicts between the citizens and their bishops—the bishops against their allies, the Dukes of Burgundy—and there is probably no better historical narrative of these events than that given by Scott in *Quantin Durward*; even the town and palace of Liège are so graphically described, that the details are correct even at the present day. The church of St. Jacques is remarkable for a similarity existing between the style of its architecture and that of the Bourse at Antwerp, both are distinguished by the piazzas, or pillars of Gothic Moorish art—each of different pattern—and each characterized by the same beautiful elegance of design and finish.

CONVEYANCES.—Railway to Verviers, Aix-la-Chapelle and Cologne, see page 66; to Tirlemont, Malines, and Brussels, see page 67; to Namur, see page 79; to St. Quentin, &c., see page 17; and to Paris, see pages 16, 17, and 79; to Mæstricht, see p. 68. Steamers, see Alphabetical list.

Leaving Liège, the traveller proceeds on his route to Aix-la-Chapelle, and crosses the Meuse by a fine bridge of seven arches 469 feet long. There are nineteen tunnels on the Belgian part of the line alone. It follows close to the same course as the high road as far as Limbourg, crossing the Vesdre by seventeen bridges, and frequently piercing the rock. The Ourthe is crossed by a bridge of three arches at Chênes.

Pursuing his route onwards, by railway, from Liège to Verviers, the traveller will pass through the most picturesque portion of the line to Cologne. The beautiful railway bridge over the Meuse, undulating hills and valleys, rivulets and waterfalls, tunnels and aqueducts, the varying landscape, and the changing scenery, render this a panoramic view of more than usual beauty; woodland and stream, greet the eye as the train shoots along; and coming so immediately after the flat fertility of Belgium, this happy caprice of nature is only the more grateful. This part of the line must have presented frequent engineering obstacles, if we may judge from the numerous tunnels.

Chênée, a manufacturing place, situated at the junction of the Ourthe with the Vesdre. The railway passes the beautiful vale of the Vesdre, crossing the windings of the stream all the way to Limbourg. The scenery is interspersed with orchards, villas, gardens, and rich pasturage, at times varied by large manufactories, principally of cloth, all along to

Chaufontaine (Warm Fountain).

A beautiful village, five miles distant from Liège on the Cologne railway. Delightfully situated in the valley of the Vesdre, it is much frequented by travellers on account of its picturesque promenades and warm mineral springs, as also from its proximity to Spa and Verviers. The season for taking the baths commences on the 1st of May, and travellers going to the Rhine, or returning from Germany, find it most refreshing to take a few hours' rest at this charming place, and in so doing they obviate the expenses incidental to the removal of luggage to and from the station of larger towns.

Nessonvaux.

Pepinster (Buffet).—Railway to Spa—distance about 7½ English miles. For fares, &c., see page 66.

Spa.—*Stat.*—Pop. 4,773.—**HOTELS:**—

HOTEL DES PAYS BAS.—A quiet, well-conducted house, and reasonable prices.

HOTEL DE FLANDRE.—An old established, good house, very obliging and civil host.

HOTEL D'YORK.—Very good and respectable.

This celebrated watering-place is situated in a romantic valley, about seventeen miles from Aix-la-Chapelle. The springs are all chalybeate, and a considerable trade is carried on in bottling the water for exportation. This town has enjoyed a perfect neutrality during some of the hottest wars, chiefly on account of its being a place of medical resort for invalids from all parts of the world. The waters are highly beneficial in liver complaints and agriecable. English Newspapers can be seen here.

The fountains of Spa are distinguished by the following names. viz.:—The Pouhon, situate in the centre of the town, is the most celebrated; the Geronstère is about two miles from Spa, in a charming spot in the middle of a wood; the Sauvenière and the Groosbeck are at about the same distance, in a wood containing most delightful walks. Visitors who drink the waters of the Sauvenière or other distant wells, generally take their breakfast there also. The Redoute of Spa is situate

in the centre of the town; and during the season, which generally commences in June, is one of the most frequented establishments in Europe. The articles of Spa wood made here are most beautiful, and few ladies leave Spa without taking some of these with them. The Cascade of Coo, and the Grotto of Remouchamp, should be visited by every admirer of picturesque scenery.

The amusements at Spa are so arranged as to follow in uninterrupted succession. Theatre three times a week; Balls twice a week, and on the remaining days, Concerts. A band composed of 25 first-rate musicians plays twice a day either in the lively promenade, or in the Music Gallery of the Redoute. Steeple chases, flat races, hunting with a pack of capital working harriers, shooting, and fishing; and numbers of saddle-horses and elegant carriages, are let out for hire. Extra balls and fêtes, and fêtes-champêtres are given during the course of the season in three splendid establishments—the Redoute, the Vauxhall, and Salle Levoe, and in the magnificent garden of the Geronstère. The sparkling steel waters of Spa are the most renowned in Europe, and attract invalids from every part of the Continent and America.

PHYSICIAN.—Dr. Cutler, Author of Notes on Spa.
CHAPLAIN.—Rev. Jas. Carthew, M. A. Service at 11 and 7.

CONVEYANCES.—Railway to Pepinster and Brussels, see page 66.

The railway from Pepinster passes a valley containing large cloth manufactories, and handsome villas with neat gardens, until it arrives at

Ensisval.—*Stat.*—A considerable place, possessing some important manufactories, and looked upon as a suburb of Verviers.

CONVEYANCES.—For Railway, see pages 66 & 67.

Verviers.—*Stat.*—Pop. 27,115 — **HOTELS:**—**HOTEL DU CHEMIN DE FER.** This comfortable house is most conveniently situated, opposite the Railway station.

BUFFET OR REFRESHMENT ROOM.—In consequence of change of carriages that takes place here in going to Cologne, and the examination of the baggage on coming from Germany, there is ample time to take refreshments at this station, which it is desirable to do, as it is the best "Buffet" between Verviers and Malines. Travellers should change any Belgian or French money here, into Prussian money—the proprietor of the Buffet gives a fair change. All Baggage destined for Aix-la-Chapelle, or Cologne, is allowed to proceed for examination at either of these places.

Situated in the valley of the Vesdre, about sixteen miles from Liège, the seat of the cloth trade, and may justly be termed the Leeds of Belgium. It is rarely that a complaint is heard from Verviers of want of employment; the manufacturers, instead of distracting the government with demands which it cannot satisfy, quietly pursue their vocation, and study to improve their productions: many of them are very wealthy. Coarse woollen cloths are principally manufactured. The town contains nothing remarkable, but the site is extremely picturesque.

Here travellers entering Belgium from Prussia have their luggage subjected to examination. Carriages are also changed here, both in going and returning.

CONVENIENCES.—Railway trains to Aix-la-Chapelle and Cologne, page 66.—To Liège, Tirlumont, Louvain, Malines, and Brussels, page 67.

Herbesthal.—*Stat.*—A short distance from this station the railway is carried over a bridge of seventeen arches 120 feet high in the centre over the valley of the Gulle, passing through two tunnels, the second of which is 2,220 feet long, pierced through a sand hill. It finally terminates at Aix-la-Chapelle, down an inclined plane, up which carriages are drawn by a stationery engine in coming from Aix-la-Chapelle.

PRUSSIA.

Aix-la-Chapelle, see page 339.

From Aix the traveller proceeds per rail to Cologne, a distance of 45 English miles, and to Dusseldorf direct. Close by the side of the line is the Castle of Frankenburg. Charlemagne is reported to have founded a Castle on this spot, in which he dwelt, and his Queen Fastrado died there.

Nirem.—This village is seen just previous to entering the cutting leading to the Nirem Tunnel, 327 yards long, which carries the railway through the basin of hills which surrounds Aix. Passing through the beautiful wood of Reichswald we reach

Stolberg.—*Stat.*—3,600.—**Hotels:**—**HASSELS** and **WETZEL.**—The town, a manufacturing one, is built about three miles south of the station, up a valley studded with mills, forges, &c. The town is surmounted by a picturesque old Castle. Coals, Zinc, Iron, and Glass.

Eschweiler.—*Stat.*—Pop. 3,947.—An industrious little town, built on the Jude, and having silk, iron and wire manufactories, and also an old picturesque castle close to the line. The old Castle of Nothberg is next passed; it is flanked with four towers.

Langerwehe.—Beyond this, through the Vale of the Wehe, a viaduct of seven arches conveys the railway, which, after emerging from the cutting, passes close by the village and castle of Merode, and again pursues its course through the village of Dhorn—crossing the Roer immediately after by a bridge of six arches, we enter the station of

Duren.—*Stat.*—Pop. 8,979.—**Hotels** **ESSENS** AND **POST.**—It is no way remarkable. From here a pleasant excursion may be made up the Valley of the Ruhr to the beautiful village Niedeggen, eight miles south of Duren, built on a hill, on which are the ruins of a castle, where Engelbert, Archbishop of Cologne, was imprisoned in the thirteenth century—the railway passes over a cutting between the Meuse and Rhine, terminating a little way short of

Buir, whence it proceeds by a high embankment, over the lowlands of the Valley of the Erft; crossing that river by three bridges before reaching

Horrem, beyond whose village is the fine old Castle of Frenz. Passing from the Erft into the Valley of the Rhine, through Königsdorf Tunnel, a

mile long, carried through a hill of sand 136 feet below the summit, we arrive at

Königsdorf; from here we proceed to **Mugersdorf,** crossing the road from Cologne to Julich. Here a very fine view can be had of Cologne, with its myriad towers and steeples; rising far above which is the octagon **OFER Gerson,** with its detached forts and half-buried towers surrounded with trees. Hence we reach the **Cologne Terminus.**—For description of Cologne see page 308.

ROUTE 4.

Aix-la-Chapelle to Dusseldorf and Ruhrort, by Rail, see page 85 for **TABLE.**

Aix-la-Chapelle.—For description of, see page 339.

Erkelenz.—*Stat.*—Pop. 2,306.

About 10 miles N. W. of Juliers, on the Roer.

Gladbach.—*Stat.*—Pop. 6,000.

On the Ners, about 18 miles N. of Juliers. It has a Benedictine Abbey; and considerable manufactures of fine strong linen are carried on. This is the junction where the Railway branches off to Ruhrort.

Neuss.—*Stat.*—Pop. 8,200.—**HOTEL ROMISCHE KAISER.**

This place used formerly to be quite close to the Rhine, but since the fourteenth century, owing to the altered course of the stream, it has been removed from it about a mile and a half.

Numerous excavations of Roman antiquities have been made here; and this is supposed to be the Novesium of the Romans. Here Drusus, who built the town, threw a bridge over the Rhine. Neuss has sustained some remarkable sieges, which are mentioned in history. Among its edifices the old church of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination, its dome having some early paintings in Fresco by Cornelius.

Near Neuss, is the ancient abbey of Eberach, the church of which, built in the thirteenth century, was remarkable for its monuments. On the decease of the Princes and Bishops of Warzburg, their hearts were deposited in it. Also, near here is the ancient castle of the family of Dyck.

Dusseldorf, for description of, see page 308.

Crefeld.—*Stat.*—Pop. 36,000.—**Hotels:**—**OBERHEIM, WILDERMANN, ANKER.**

This is a flourishing town, with fine streets of nicely-built houses, about 5 miles from the Rhine, between Dusseldorf and Cleves. Here, there are considerable manufactures of velvet, silk, cotton, wool, linen and other articles, besides dyeworks. The produce of the looms amounts annually to about 4,000,000 dollars. During the seven years' war, an important conflict took place here about. In the neighbourhood are the charming villages of Tennial, Crebau, Freibit, and Ruine. For Rail to Cleves, Neuss and Cologne, see page 88.

Verdingen.—*Stat.*—Pop. 2800.

Close to the left bank of the Rhine, surrounded by poplars. Near this place, at Eichelskamp, the French Revolutionary army under Lefebvre, numbering about 25,000, first crossed the Rhine in 1795, and turned the Austrian position.

Ruhrort.—*Stat.*—Pop. 2,500.—HOTEL: VILLES DE CLEVELA.

Situated at the confluence of the Ruhr (Roer), with the Rhine. It possesses many large ship-building docks, and has an immense coal-trade with Holland, the coal being derived from the large beds of that mineral on the banks of the Roer. This is the best harbour on the Lower Rhine, and does a large carrying trade, besides those in corn, timber, and wool. To *Luftballon*, a public pleasure garden about a mile distant, an agreeable walk may be taken; and the ironworks at Sterkerade, near Oberhausen, are worth visiting. At Ruhrort is an Hydraulic Establishment, consisting of two towers, each 120 feet high, one on each side of the Rhine, at Homberg and Ruhrort, each of which contains an engine. These machines, combining the forces of steam and water, have a platform with rails, and by means of which two large waggons, loaded with goods, can be raised and lowered according to the difference of the height of the water and the rails of the railway, which terminate in the towers. The correspondences between the two banks, and the stations of Homberg and Ruhrort, is made by a large steamer, having rails on deck carrying twelve carriages, and in this manner the passengers are conveyed in the railway carriages without changing their seats, from one bank to the other.

ROUTE 5.**Brussels to Paris.**

Terminus at Brussels on the south side of the town, between the Rue d'Anderlecht and Rue de Terre Neuve. There are many cuttings on the line.

On leaving the Station, we cross the Boulevard, getting a view of the Port de Hal on the left, and traversing the river Senne near Forest. On quitting this latter place we see the Senne again, and for some moments behold highly cultivated fields, and immediately arrive at

Ruyasbroeck.—See page 284.

Between Ruyasbruck and Hal stations the railway runs side by side with the Canal de Charleroi

Loth.—See page 284.**Hal.**—See page 284.**Lembecq.**—See page 284.**Tubise.**—See page 284.**Braine-lé-Comte.**—See page 284.

At Braine-lé-Comte, a branch line diverges to Charleroi and Namur, 49 miles.

Soignies.—**Jurbise.**—

At Jurbise the line branches off to Ath and Tournay.

Mons (Bergen in German).—Pop. 30,000

—HOTELS:—DE LA COURONNE, DE L'AIGLE NOIR, ROYAL.

DU SINGE D'OR is a house of humble pretensions, but very good, and exceedingly quiet.

This important town is divided into two sections by the river Trouille. It is surrounded by an earth-work and ditch, and was considerably strengthened in 1820. The Hotel de Ville is a fine old structure, richly ornamented with sculpture; and the old church of St. Elizabeth is said to have been erected on the site of a fortress erected by Julius Cæsar. It has suffered considerably at times from the ravages of war. The chief manufactures are woollen stuffs, linen, lace, and earthenware. The surrounding district abounds with coal-mines. There are also in the neighbourhood extensive bleaching grounds. The principal building is the Church of St. Waudru, built in the Gothic style, commenced in 1460, but not finished until 1580. It stands on the left hand side as we enter Mons from the railway. The interior of the church is well worth a visit; its rude piers without capitals, network of ribs, and high altar decorated with bas-reliefs from the New Testament, and cut by an Italian artist, commands attention.

Mons has a communication with the Scheldt by the Canal de Condé; and also, by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

CONVEYANCES.—Railway to Valenciennes, Douai, Lille, Dunkirk, and Calais, see pages 64, 12, and 14. To Valenciennes, Arras, Amiens, and Paris, see pages 12 and 15.

At Mons a branch railway ensures a direct communication to Paris, Charleroi, Namur, and Cologne. This route avoids the detour to Braine-lé-Comte. On leaving Mons, the Railway passes the Stations of Cuevas, Frameries, Quevy (the Belgian Custom-house), Feignies (the French Custom-house); the ceremonies of the Custom-house, at either place, occupies about twenty minutes; every courtesy is shown to travellers by the officials, after which it reaches—

Maubeuge, and here joins the Northern of France line.

St. Quentin, see page 177.**Creil**, see page 259.**Paris**, see page 268.

The traveller may also proceed from Mons to Paris by way of

Jemmappes.—Pop. 4,930.—This village is only remarkable for the defeat of the Austrians by the French, under General Dumouriez, and the Duke de Chartres, afterwards Louis Philippe. As we approach St. Ghislain to the left are seen the magnificent establishments of Hornu, after which we arrive at

St. Ghislain.—Pop. 1,800.—The country about here has a great resemblance to the neighbourhood of Manchester and Bolton, the roads being black with coal dust and studded with cottages. The Railway to Ghent by Audenarde branches off here, see page 63. From this Station there is nothing remarkable to be seen until we reach

Bousu.—Thulin.

Quiévrain.—Pop. 2,000.—A town carrying on an active commerce with France. It does not absolutely contain any thing worth notice. This

is the frontier station of the Southern Line, and the point of junction with the Great Northern of France Railway. At Quevrain is the Belgian custom-house, where the examination of the Pass port and Luggage take place on entering Belgium; and one half mile further, the small river Annelle marks the boundary of France. The neighbourhood abounds in coal and other minerals.

Blanc Misseron (France) is next met with after which we enter

Valenciennes.—See page 279.

The examination of luggage, occupies about half an hour; there is an excellent Buffet here

The next station of importance met with is **Douai** after passing **St. Raimies**, **St. Uallars**, **Louvain**, and **Martigny**, all places of small note, and not requiring a special notice at our hands; we arrive at

Douai.—See page 260.

Meeting **St. Vitry** and **Roux** we reach **Arras**, which is described at page 251.

We meet **Amiens** next, for description of which see page 250.

From this place the traveller is carried on, passing **Clermont**, **Creil**, and **Chantilly**, and shortly after enters

Paris, described at page 268].

ROUTE 6.

BRUSSELS TO PARIS.

By **CHARLEROI**, **EREQUELINNES**, and **CREIL**.

GREAT LUXEMBOURG STATION, QUARTIER LEOPOLD. Brussels. See page 285.

Distance, 215 miles. Fares, 36fr. 80c. 1st class. 27fr. 30c. 2nd class. See page 73.

This route is considerably shorter and cheaper than that by **Mons** and **Valenciennes**. On leaving **Brussels** the train passes through several cuttings on emerging from which it arrives at

Boitsfort, the first station on the **Luxembourg** line, three miles from **Brussels**. The village lies in a valley on the border of the forest of **Soignies**. It is the great resort of pleasure parties, as it contains several excellent restaurants and gardens, where refreshments, good dinners, and delicious fish may be obtained at reasonable prices.

Groendael, six miles from **Brussels**, is situated in the heart of the forest. Near the station may be seen the ruined foundations of a Priory, which once existed here, and which must have been a large pile of building. The village of **Hoyelaert**, which is close by, is very picturesque.

La Hulpe is nine miles from **Brussels**, and is a village of some importance. It was once a provincial town. From the station there is a fine view over an extensive sheet of water towards the country-seat of the **Marquis d'Bethune**, which is a remarkably fine house, with extensive grounds. There is a paper mill in the village, which gives employment to a great many hands. From the high ground above the station may be seen on a clear day, the monumental lion on the field of **Waterloo**.

Rixensart is 11 miles from **Brussels**, and is a pretty little village, closed in by a wooded country. The **Count de Merode** has a chateau in the village,

and is the chief landed proprietor of the neighbourhood.

Ottignies is 15 miles from **Brussels**, and forms the junction of the **Charleroi** and **Louvain** and the **Manage** and **Wavre** lines with that of the **Luxembourg**. It is one common station for the three companies. There is a considerable movement here, owing to the change of trains by passengers and the goods traffic passing from one line to another. There are several gentlemen's seats in this neighbourhood, which are seen from the different lines.

La Roche.

Court St. Etienne.—

On leaving this station the traveller should remember that he is approaching one of the most singular and beautiful views in Europe, viz.—the ruins of the **Abbey de Villers** at

Villers la Ville.—Pop. 778.

The line passes through the garden of the abbey, and generally so rapidly, that only a glimpse can be obtained of these magnificent ruins. The Tourist should therefore make an excursion expressly to visit them from **Brussels**, or alight at this station and take a subsequent train on to **Paris**; but the former course is the most pleasant. Arrangements have been made by which tourists can leave **Brussels** every day at 9.5 in the morning, and return to **Brussels** at 4.30 in the afternoon, in time for the tables d'hôtes; thus, spending a most delightful day at the **Abbey**. The **Abbey de Villers** is one of the most splendid, romantic, and picturesque pile of ruins in Europe. Situated in a beautiful valley, in the centre of an ancient forest, the ruins cover an immense area of enclosed grounds, as extensive as some towns; and the remains attest not only the importance of this celebrated monastery but its former splendour and palatial grandeur.

The best view of the ruins is from the terrace gardens beyond the railway; but it is impossible to say which excites the most admiration, the view from the heights around, or a walk through the ruins. No one can behold the refectory, the cloisters, the crypts, and lastly the magnificent ruins of the beautiful church, without feelings of awe and wonder. It is a scene of surpassing beauty, particularly in the effluence of the noon day or setting sun. Amid these ruins the silence is so profound that it impresses the visitor with an indescribable awe.

The **Abbey de Villers** was first pillaged, and then set fire to by a party of French Republican soldiers in 1789. The ruins were then sold to a person of the name of **La Terrasse** for 70,000fr., who continued the work of destruction, and left the present ruins, which, with the adjacent land, is now the property of **Madame Huart d'Enghien**.

Tilly, **Marbais**, **Ligny**, **Fleurus**, **Ransart** and **Lodelinsart** are passed, and the next Station of importance is

Charleroi.—Pop. 10,702.—HOTELS:—**DE PAYS BAS DU GRAND MONARQUE, DE LA UNIVERSE** is of little consequence, the fortifications having prevented its becoming what it otherwise would have been—one of the most flourishing towns in the Continent; but the surrounding neighbourhood has a population of 80,000, and presents a scene of

extraordinary activity. The Charleroi coal-field is the most extensive in Belgium, giving employment to 10,000 miners, and yielding annually 3,000,000 tons of coal; the glass trade is also carried on to a very great extent, and those numerous and extensive iron works, which derive their supplies of iron ore from the Sambre and Meuse district,—one of the most picturesque and interesting countries in Belgium, but, with the exception of a few eminent geologists, totally unknown to travellers. This district affords employment to 6000 persons in making nails. It extends about 4 miles south of Charleroi to the French Ardennes.

CONVEYANCES.—Railway to Namur, Liege, Braine-le-Comte, and Brussels, see page 65. To Convin and Vireux, page 77. To St. Quentin, &c., page 16. To Erquelinnes, page 79.

At two leagues' distance from Charleroi, in the picturesque valley of the Sambre, are the ruins of the Abbaye d'Alne, the most ancient monastery perhaps in Europe, built in the year 656.

From Charleroi to the French frontier the line proceeds through a remarkably fine and even picturesque scenery to Erquelinnes, the last station in Belgium, where the baggage and passports are examined. The line then traverses a most uninteresting, interminable, flat, and arid plain passing St. Quentin and Cred.—at both of which places there are refreshment rooms, and thence to Paris.

From Erquelinnes there is a branch line to **Binche** and

Baume. For Time Tables, see page 76.

BRUSSELS TO COLOGNE BY NAMUR, LIEGE, AND VERVIERE.

See Time Table, page 78.

Great Luxembourg Railway Station, Quartier Leopold.

The scenery by this Route is exceedingly fine, particularly between Namur and Liege.

Brussels. See page 285.

BORSFORT.

BROENHARDL.

LA HULPE.

OTTIGNIES.

} For description, see p. 298.

Mont St. Guibert—Pop. 969— is a picturesque village. There are the remains of an old castle which will be seen from the railway. From Brussels to this point the country is chiefly a sand formation, as may be seen by the deep cuttings which are passed. The undulations are continuous to Namur, which is an agreeable change after passing over the low country from the coast.

Gembloux—Pop. 2,609—is a small town, the trade of which is cutlery. Very little of the town is seen from the railway, as it lies in a hollow. Between the town and the station may be observed a large pile of brick building. This was formerly a Benedictine College, but in 178 the monks were dispersed, the property was seized and sold.

St. Denis Bovesse, 28 miles from Brussels. Before reaching this station, the highest altitude between Brussels and Namur is passed, being 192 metres above the sea, or about 640 feet English. Very rich iron ore is found in this neighbourhood,

which has made this rather insignificant station important for its traffic.

Rhinnes.—Pop. 785.

The last station before reaching Namur. The train passes through several deep cuttings in rock, giving occasional peeps of very lovely country. After passing the last cutting, the line is carried over a long bank, below which lie the State railway and the river Sambre; the valley of the Sambre, thus presented to view, showing one of the richest scenes in Europe. The formidable citadel overhanging the valley on the one side, with the richly wooded hills surrounding it on the other, together with its surraces so highly cultivated, is most interesting to view.

NAMUR.—*Stat.*—Pop. 25,716.—**HOTELS:**—

HOTEL BELLE VUE, an excellent house, deservedly recommended. Mr. Froelich, proprietor.

HOTEL DE HOLLANDE, a very comfortable good house.

HOTEL D'HASCAMP, highly recommended, landlord, Mr. Hoogen.

The capital of the province of Namur, at the conflux of the Sambre and the Meuse, a well-built city, with wide and clean streets. The population is chiefly employed in the cutlery business. It is defended by a citadel built on the summit of a craggy rock, from which there is a magnificent panoramic view of the Valley of the Meuse. The cathedral and the church of the Jesuits are both worthy attention: the former is a fine specimen of modern, the latter of ancient, architecture. Here are extensive manufactures of fire-arms, swords, knives, scissors, and other articles of iron, copper, and brass. Quantities of leather, paper, thread, and tobacco are also prepared here. Namur has often changed masters, and is noted for the many sieges which it has sustained. It is the strongest fortress in Belgium.

The Great Luxembourg Railway is now opened to Ciney, Rochfort, and Grupout (St. Hubert), Arlon, and Luxembourg. The whole of the province of Luxembourg is extremely beautiful and picturesque, and may be visited with facility. Amongst many interesting objects are the Caves of Han. These grottoes are much frequented by tourists. There is a regular communication by steamers on the Meuse to Dinant, which leave Namur 2 or 3 times a day, see page 205. From Dinant to Namur see page 190. Public and private conveyances can be obtained at Rochfort and St. Hubert, for making the tour of the Ardennes. On arriving at Luxembourg, tourists can proceed thence to Treves, Coblenz, Metz, Nancy, Mayence, Frankfort, Straßbourg, and so on to Switzerland and Germany.

CONVEYANCES.—Railway direct to Brussels.—Great Luxembourg, see pages 78. Railway to Charleroi, Braine-le-Comte, Dinant, Brussels, &c. Steamers to Dinant and Liege, see alphabetical list.

Proceeding from Namur to Liege, the first station is

MARCHE-LES-DAMES.—The scenery in the vicinity of this station is of a bold and singularly romantic description.

HUY.—*Stat.*—Pop. 10,000.—**HOTEL:**—**POSTS,** at the water side.

This is the most flourishing and remarkable town between Namur and Liège. The fort may be distinguished in the distance shortly after leaving Bas-Oha; but a sharp bend of the river prevents the town from being seen, till the Statte tunnel has been passed, and the station entered. The fort and church are very striking; the latter possesses a fine oriel window and carved gate-way. A day's stay at this town will be amply repaid; and an excursion up the valley of the Hoyoux as far as Modave is strongly recommended. The trout fishing in the neighbourhood is excellent.

EWELS.—There are many châteaux in the neighbourhood: the first, called the Château d'Aigrémont, was the residence of the celebrated William de la Marcke, the "Wild Boar of the Ardennes;" the second, called the Château de Chokier, is situated on the summit of a wild and rugged rock.

FLEMALLE.—At this station the line crosses the Meuse, and proceeds towards Liège on the other side of the river to that which it has followed since leaving Namur. Longdoz, the Company's station at Liège is much more central and nearer to the town than that of Government, Guillemins.

SERAING.—This village is celebrated as being the centre of numerous manufactories, smelting furnaces, rolling mills, and collieries. The chief establishment is that originally founded by an Englishman, John Cockerill, which employs alone 5000 men, and is of an extent probably unsurpassed even in England, Scotland, or Wales. It may be seen immediately on the left of the station.

ONGRÉE.—Here, also, rolling mills, furnaces, and collieries are the prevailing characteristics. After passing Ongrée the line runs along the side of a picturesque hill, and, on nearing Liège, crosses the Government line from Liège to Cologne, with which it has junction curves in the four directions. A mile and a half beyond this point the train arrives at the Longdoz station, **Liège**. From Longdoz the line is continued to Maestricht, see page 68.

The branch line which leaves at Flémalle runs through a populous and thriving district, on the left bank of the Meuse, possessing many establishments and collieries. The two stations are those of Jemeppe and Tilleur. The branch terminates at the Guillemins station, which is conjointly worked by the Government and Company, and where trains must be changed by those passengers going through to Verviers, Aix-la-Chapelle, and Cologne, in the one direction, or to Brussels, Antwerp, and Ostand in the other.

For description of Route from Liège to Cologne, see page 294.

ROUTE 7.

New Route from Brussels to the Rhine, Switzerland, or the Baths of Germany, by Great Luxemburg Railway to Namur and Luxemburg, thence to Treves and the Moselle, &c. Take your ticket at the Company's office, 94 bis, Montagne de la Cour; this will save you a deal of trouble.

From Brussels Station, Quartier Leopold, via Boltsfort, Groenendal, &c., as in preceding routes

to Namur, described page 298; thence by rail to Dinant.

Excursions from Namur to Dinant may be made up the Meuse by steamer.

Dinant.—*Stat.*—Pop. 7,239—*Hotels*:—

HOTEL DE LA TERRE D'OR.—An excellent house, and very reasonable, highly recommended; good trout fishing.

HOTEL DES POETES.—A very good and comfortable house, recommended for its moderate charges.

A romantically-situated town on the banks of the Meuse, rich in historical recollections, was the scene of one of the bad acts of Phillip the good, who entirely destroyed the town, under circumstances of great cruelty. Some highly interesting natural curiosities may be visited in the neighbourhood; La Petite Suisse, the Grotto of Han, the Chateau of King Leopold, the Roche à Bayard, &c.; the view from the Citadel is very fine. From the Grotto of Han, the tourist can proceed to St. Hubert, in the forest, about six or seven hours walk.

From Namur the train proceeds over the Meuse by a fine bridge, and thence on to Ciney. At the Jemelle station passengers alight for Rochefort, or the Grotto of Han, to which they are conveyed by omnibus.

Rochefort.—*Hotel*:

HOTEL DE L'ETOILE, clean, civil, and reasonable.

This is a fine old picturesque town, one mile from the Station, surrounded by walls and surmounted by a ruined castle, where Lafayette was made prisoner by the Austrians 1792.

Rochefort is in the heart of the Ardennes, and is capital head-quarters for tourists, sportsmen, and anglers. Excursions may be made in all directions, and the country abounds in game, and the rivers teem with fish; living, also, is very reasonable.

An excursion should be made to the Grotto of Han, 5 miles distant, which is well worth a visit. It is situated on the property of Mr. Lejeune, who allows access to it on payment of four francs each person, or for a party 7 francs. It can be penetrated for a distance of one and a half mile; some of the vaults being immense (one upwards of two hundred feet high). The exit on the side opposite the entrance is by boat on the Lesse which flows through the cavern. To this account of the cavern an experienced correspondent demurs. He says, "All this about the Grotto of Han is overcharged. I think it is neither worth the trouble nor expense of a visit, and it involves the loss of a whole day. The worst part of the matter is, that the only light you have is an argand lamp with three burners, and occasionally a wisp of straw, which, when ignited, renders the place more obscure."—J. D.

From Rochefort the railway proceeds through the valley of the Homme, and makes a circuit round the fine old castle of Miewart, thence to Poix station, four and a half miles from the Abbey of St. Hubert, which no lover of the chase ever omits to visit.

St. Hubert.—*Inn.*—**HOTEL DES PAYS BAS.**

A miserable town in the midst of the forest of St. Hubert. The Abbey is a Gothic building elabo-

rately adorned and ornamented inside. Its founder, St. Hubert, the patron of sportsmen, was so fond of the chase as to hunt on Sundays, but was induced to abandon his pleasures and devote himself to the service of the Church.

ARLON.—*Stat.*—Pop. 5,465.—**HOTELS:**—]

HOTEL DU NORD, clean and good accommodation. This is a neat town, and carries on a considerable trade in corn, woollen stuffs, leather, iron, &c.

Luxembourg.—*Stat.*—Pop. 13,875.—**HOTELS:** **LUXEMBURG DE COLOGNE**, in the centre of the town, an old-established house, affording good accommodation.

HOTEL DE L'EUROPE, clean and comfortable.

The Station is distant from the town half a mile. Omnibuses from the various Inns attend the different Trains; Cabs and Calashes ply for hire also. Fares—the former 50 cents, the latter 1 franc 50 cents.

A strong fortress, and capital of the duchy. It has sustained several severe sieges. Its citadel is considered the strongest in Europe after Gibraltar; the fortifications, cut out of the solid rock, will contain several thousand men. The town is divided by the river Else into two parts, called the upper and lower; the former is built on a rock, and the latter forms two valleys. See the Church of St. Nicholas, the bridge over the valley, and the ruins of the palace.

The difference between Paris and Cologne time is considerable; the Luxembourg line is regulated by Cologne line.

CONVEYANCE.—Railway to Namur, Liege, Brussels, Thionville, Treves, Metz, Strasbourg, Bale, Switzerland and Germany.

Treves (Prussia).—Pop. 16,000.—**HOTELS:**—

HOTEL DE BRUNN.—A first-class Hotel for families and gentlemen, highly recommended.

HOTEL ROYALS HAUS.—An old-established good house, exceedingly comfortable and well situated.

On the right bank of the Moselle, in a rich and fertile valley, bounded with hills rich in pine-clad beauty: it is the oldest city in Germany. Its chief objects of attraction are the Cathedral of St. Peter, the *Liebfrauenkirche*, or Lady's Chapel, the Palace of the Electors of Treves, now a barrack, the Pillar of Granite, surmounted by a cross, which stands in the market-place, commemorative of the appearance of the fiery cross in the sky in 988; the baths; amphitheatre, black gate, (Schwarzes Thor), very interesting, (A. D. 312); bridge over Moselle, (A. D. 98); charming environs; Pallion very picturesque and white house near it, fine view; Igel, 6 miles off, on the Luxembourg road, well worth visiting for its beautiful Roman monument, 70 feet high. In and about this city are very many remains of Roman antiquities. The Basilica Romane has been repaired and is now a Protestant temple.

CONVEYANCE.—Railway, see page 89. Steamers, see alphabetical list.

Steamers down the Moselle to Coblenz, touching at Berncastel or Trarbach, in 9 hours; and starting from Treves at 6 a. m. daily, except Sunday.

Notes.—That once or twice during the season the navigation is stopped for a week or two each time

for want of water, and inquiry respecting the navigation should be made at the office of the Luxembourg Railway before going to Treves.

The voyage up or down the Moselle is a most pleasant and interesting excursion, and several days may be very agreeably spent in excursions from the different towns on its banks.

This will be found a most pleasant route to travellers visiting the Rhine, who have hitherto gone via Cologne.

The banks of the Moselle are very beautiful; they are often bordered by undulating hills, covered not only by vines, but with rich wood; alternating with picturesque villages, projecting promontories, innumerable villages and towns, with ruins of castles, watch-towers, and Gothic church steeples, enliven the landscape.

The scenery begins to improve in beauty at the village of Mulheim.

Berncastel.—Pop. 2,300.—**HOTELS:**—**DREI KONIG; DE LA POSTE.**

A dirty town, but in a picturesque position. The walk over the hills to Trarbach affords fine views, through the centre of the vine district of the Moselle.

Trarbach.—Pop. 1,620.—**HOTELS:**—**HOTEL BERTZ; METZU.**

This town is also most picturesquely situated in one of the valleys leading to the river, and the scenery between this and Cabern is exceedingly interesting.

Traben.—Pop. 1,293.—**HOTEL CLAU.**
Fine view from Fort Montroyal

Travellers should land at opposite Punderich, and walk to Marienburg, the view from which is much admired as a beautiful panorama.

There is a small inn within the ruins of Marienburg, where one may breakfast or dine.

Zell.—Pop. 1,500.—**KOCAS' INN.**—A small town opposite Marienburg.

Alf.—**INN; POST.**—A village prettily situated at the mouth of the valley of Issbach. Just below this there is a remarkable echo.

Cochern.—Pop. 2,870.—**HOTEL.**—**DE L'UNION.**

Kaiser.—The view of this town from the river is very picturesque, with its two castles on the summits of the surrounding hills.

Carden.—**BRUKAS' INN.**—A pretty village in one of the sweetest spots on the Moselle.

Brodensack, near the mouth of the Ehrenbach, situate in a lovely valley, closed up in front by a rocky hill, on the summit of which is the Castle of Ehrenberg, one of the finest monuments of the Rhine or Moselle.

Cobern, a little town, defended by two castles—the Neiderburg and Oberburg—the former containing the Chapel of St. Matthias—an elegant gothic structure which deserves to be visited. The keys are with the pastor of the new church.

Diebelich.—A pretty spot, said to be famous for witches who haunt the neighbourhood.

Guls.—A small town, conspicuous by its modern twin spires.

Moselweiss.—A small village of great antiquity.

Coblenz.—See page 314.

HOLLAND.

HOLLAND (etymologically, Hollowland) is situated along the south-eastern coast of the North Sea, and extends in its greatest length, from N.E. to S.W., about 190 English miles. Its greatest breadth, from E. to W., is about 123 English miles. The superficial area is 7,614,262 English acres, or 11,897 English square miles. The ancient accounts of Holland represent it as an extended swamp alternately covered with and abandoned by the waters of the ocean. Holland has had a severe contest with the ocean, which has ended as a great triumph for human industry, and in the country being brought into a high state of cultivation and comparative safety. The canals are very numerous, and of the greatest utility in draining off the waters and in facilitating the internal trade. They are lined with trees, which tend greatly to beautify the country, in itself so flat that to these approaching it along the rivers, and some part of the coast, the trees and spires seem to rise out of the water. Along the coast of the North Sea there is a line of brown sand-hills and downs, in some parts so very high as to shut out the view of the sea even from the tops of the spires. In some parts of Zealand and of North Holland the defensive war against the encroachments of the sea is kept up with great difficulty and at an immense expense. The province of Friesland, which has no sandhills, is protected against the sea by stupendous dykes and pallsades, the repair of which costs upwards of half a million sterling yearly. The industry of the people has multiplied cattle and pasture-grounds. Vast meadows, clad with the richest verdure, are, during eight months of the year, covered with cattle, whose high condition attests an abundant and wholesome nutriment. In the North, wheat, flax, and madder are raised; and in the South, where agriculture has made the greatest progress, an inferior kind of tobacco is grown, and different kinds of fruit-trees cover the fields.

In the towns, beyond the complete collections of Dutch Paintings at the Hague and Amsterdam, (and the Japanese Collections, which circumstances render peculiar to Holland,) there is little to attract. Holland, however, presents the picture of a people owing not only their wealth and high commercial position, but even the very land, to their own labour and enterprise. The best seasons for visiting Holland are the months of May, June, September, and the middle of October.

The Dutch possess an excellent system of education, regulated according to laws passed in 1857 and 1863, and is based on a system of religious equality, and a total separation of Church and State. These laws are most complete in all their details and provisions, and ensure for every child in the country an education in the simple branches of secular knowledge. The law does not compel parents to send their children to school, but refuses *all* relief from the public funds unless they do so; and the result is, there are *none* without education. The three Universities of Leyden, Utrecht, and Groningen, contain upwards of 1400 students. The population of Holland is about three millions and a half. The number of Protestants is about 2,000,000, of Catholics, 1,200,000, the remainder are Jews. The Protestant and Catholic clergy are paid by the state.

Several dialects are spoken in Holland; the Dutch, which etymologically is singularly like the German, is the language of two thirds of the inhabitants. Flemish is spoken on the Belgian frontier, and the provinces have each their peculiar dialect; that of Friesland partakes of the ancient Frisian, that of Guelderland and Overijssel retains much of the ancient Low Saxon intermixed with modern Dutch. In the principal towns, French and English are generally understood by the middle and upper classes.

The Government is a Constitutional Monarchy, dating from 1814. The King shares the legislative power with the two Chambers of the States-general. The *first* is chosen by the Provincial States, and consists of 39 members who sit during nine years. The *second* Chamber consists of 72 members, sitting 4 years, and are chosen by ballot by those who pay a certain sum in the taxes, varying for the different towns and provinces. The chief legislative power resides in the *second* Chamber, which contains the most eminent political men in the country. There is religious toleration, though the prevailing religion is Protestantism. Each of the 11 Provinces has its own Governor, or "King's Commissioner," and its Provincial States, charged with the management of the public business of the provinces, chosen by the electors. Each Province is sub-divided into arrondissements and cantons, which form judicial circuits. The Colonial Government is vested nominally in the Crown, the "States" having a right of inquiry and of voting the supplies.

Productive Industry.—At present the manufactures of Holland are upon a narrow though gradually increasing scale. Linen, tapes, and other smallware are partially manufactured, principally for domestic consumption. There are now many large manufactories in Enschede and at Tilbourg that supply the Dutch Indies with calicoes, cloths, &c. &c. The sugar-refining trade is extensively cultivated; and the manufacture of tobacco and snuff gives employment to a large number of persons. The breweries are also extensive; but the building of ships, barges, and boats, form the staple industry of many of the localities on the banks of the rivers. There are several rising Iron and Metal Works at Rotterdam, The Hague, and Amsterdam, the principal of which are the Royal Iron Works, at the latter place, of Messrs. Pan Van Vlissingen and Dudok Van Heel, employing about 2000 men, and the Atlas Iron Works.

LONDON TO ROTTERDAM.—Distance about 200 miles. By the Great Eastern Railway, *via* HARWICH, from the Bishopsgate Station (during the summer months), every Tuesday, Thursday, and Saturday. For hours of departure during the month refer to page opposite the cover. Also steamers every Wednesday and Saturday, at 11 a.m. in summer, in eighteen hours, by the General Steam Navigation Company's vessels, from St. Katherine's Steam Wharf. Also by the Netherlands

Steam Boat Co.'s steamer, "Estavler," every Sunday at 11 a.m. from Blackwall Pier in 16 hours.
See page 146.

HULL TO AMSTERDAM.—The "Alert," every Wednesday.

HULL TO GEBSTEMUNDE in about 20 hours. See page 196.

HULL TO ROTTERDAM.—Steamers, in twenty hours. Distance about 210 miles
See page 197.

ROTTERDAM TO ANTWERP per "Telegraph" Steamer, in about 7 hours.

MONEY.—See pages xxxix and xl. £1 is worth about 11 florins 75 cents Dutch money. The silver coins are the Rixdollar, = 2 florins 50 cents, or 4s 2½. Florin or guilder, = 20 stivers or 100 cents, is 8d., and pieces of 10, 5, 2, and 1 stiver. Notes of 100, 60, 40, 25, and 10 florins. Travellers should provide themselves with Dutch money in Rotterdam, at De Waal's Exchange Office, Boompjes.

RAILWAYS.—The Hollandsche IJzeren Spoorweg from Rotterdam to the Hague, Leyden, Haarlem, and Amsterdam; the Nederlandsche Rhijn Spoorweg, or Dutch Rhinish Railway from Rotterdam to Amsterdam, Arnheim, and Emmrich, via Utrecht; the Centraal Spoorweg from Utrecht to Zwolle and the Harlingen and Leeuwarden Railway. See pages 80 to 83. Cabs and Omnibuses ply to and from the Stations; a tariff is suspended in every cab. On Sundays, Railway Tickets to return the same day to or from any Station, are issued at reduced prices. At the principal Stations of the Dutch Rhinish Railway Co., there is now a cloak room; fee for each package, 2d. All voluntary guides and touts should be avoided.

CANALS.—These afford abundant modes of conveyance, several times a day, to all the larger towns, forming not only the high roads, but almost the streets of Holland. Barges (*Trekschuiten*) are dirty and to be studiously avoided. The fares are about 1 stiver per mile. Rate of travelling, five miles per hour. This mode of travelling, however, is adopted exclusively by the poor.

INNS.—The average charges are—bed, 1 guilder; breakfast, 12 stivers; tea, ditto; dinner, with wine, 2 guilders; table d'hôte at 4 o'clock. The city of Amsterdam is supplied with good water fit for table use, but the effervescing water from the Nassau springs, or artificial mineral water, is generally adopted for drinking by travellers.

NOTE.—English travellers in Holland wishing to render their visit interesting to themselves on account of the historical associations of the country would do well to read Motley's "Rise of the Dutch Republic," "History of the Netherlands," or Channings Concise "History of the Netherlands," before leaving home.

Amsterdam.—*Stat.*—Pop. 367,570—**HOTELS:**

BRACK'S DOCKEN HOTEL, one of the best in Holland, and recommended in confidence.

HARDENBERG'S OLD BIBLE HOTEL is a well conducted house, much frequented by English and American travellers.

There is an Hotel at the Weesper Gate Station, three quarters of a mile from the town. Conveyances of all sorts to the town. Omnibus, 20 cents. Vigilantes may be had for 1 guilder the hour.

The real capital of Holland, surnamed the Venice of the North, on account of its similarity of situation with the queen of the Adriatic. Situated on the Amstel, an arm of the Y, which constitutes its port, it was formerly one of the most commercial cities in the world. It communicates with the North Sea by the North Holland Canal, which is nearly 60 miles in length. This canal, the most stupendous undertaking of the kind ever executed, commences opposite Amsterdam, and extends to the Heider and the Texel. It required 6 years, and a million guilders to complete it; as, however, it is altogether inadequate to the necessities of modern commerce, it is about to be superseded by a shorter canal through the isthmus of Holland, at an expense of two millions sterling. The circumference of the city walls, is 9 miles. It is entirely built upon piles driven into the bog beneath. Its numerous canals are spanned by nearly 300 bridges; the most beautiful is that of the Hooze Sluis, on the Amstel, from which the finest view of the town may be obtained. The palace is a vast stone structure built upon 12,695 piles; it cost the city two million and a half. There is a

fine gallery of Dutch paintings in the Oude-mannen Huis, which belonged to the late Mr. Van der Hoop; also the national gallery in the Trippenhuis, open to the public daily, and on Saturdays by payment.

The Amsterdam Crystal Palace, near the Dutch Rhinish Railway Station, open at all times to the public, charge 25 cents. Day concerts (generally on Sunday morning), 50 cents; evening concerts (occasional), 1 guilder.

The harbour and Quay along the estuary of the Y form a scene of much interest. The Zoological Gardens, (admission 75 cents), and the gallery of modern paintings recently bequeathed to the city by the late Mr. Fodor, (admission 50 cents), are well worth visiting. The chief promenade is close to the Zoological Gardens. The celebrated Spinoza, and the painters Brandt, Van Eckout, Van Huysum, Vander Velde, Weenix, Ferdinand Bol, Rembrandt, Metz, and Paul Potter were born in Amsterdam. Kalver Straat is the chief business street. Rembrandt's statue is in the Botermarkt. The Oude Kerk, in the Warmoes Staat, is a beautiful structure, it has a splendid organ, and fine chimes. The Nieuwe Kerk possesses a magnificent pulpit; the mausoleums of Admirals de Ruyter and Bentinck. There are two theatres, Dutch, and German, also a smaller one where smoking is allowed. Concerts at *frascati*. The Kermis, or annual fair, begins on the third Monday in September; it lasts two weeks.

The village of *Brak* is about 5 miles distant from the landing place, to which the ferry goes constantly, and to a tolerable walker there is no dis-

scully whatever in dispensing with carriages or barges (trekschuiten). At *Zaandam*, where Peter the Great wrought, his house is preserved; both villages can be visited in one forenoon.

ENGLISH CHAPLAIN.—Rev. W. Jamieson, Divine Service every Sunday at 10.30 a.m., and in the evening on alternate Sundays.

PHYSICIAN—Dr. Davids; Heerengracht.

SCOTCH PRESBYTERIAN CHURCH, in the Begyn Straat. Service every Sunday morning at 10.

BRITISH CONSUL.—Mr. Newnham, Heerengracht.

CONVEYANCES.—Railway trains to Haarlem, Leyden, the Hague and Rotterdam, omnibuses from the Dam to Station 12½ and 20 cents; to Utrecht, Rotterdam, Arnheim, Emmerich, and Oberhausen (for all parts of Germany), see pages 82 and 83. The railway terminus to Haarlem, Leyden, the Hague, and Rotterdam, is outside the Haarlem Gate; that to Utrecht, Rotterdam, and Germany, outside the Weesper Gate. For Steamers, see Alphabetical list.

Railway from Rotterdam and Amsterdam, three times daily to Cologne by the nearer route, *ris Kleef* and *Zevenaar*, see page 82.

Arnheim.—*Stat.*—Pop. 20,606—**HOTELS:**—

HOTEL DE BELLE VUE is one of the best hotels on the Rhine in every respect. It is charmingly situated, and commands extensive views of very fine scenery.

SUN: DE HOLLAND: DE PAYS BAS.

Arnheim, prettily situated on the Rhine, is the chief town of Guelderland. The ramparts are now transformed into promenades. The Cathedral is surrounded by a tower which contains one of the most remarkable carillons in Holland. The very fine iron Girder Bridge across the Yssel about 3 miles from Arnheim is well worth the traveller's attention. Good water.

CONVEYANCES.—Steamers every other day to Cologne and Rotterdam. Railway to Amsterdam and Rotterdam *via* Utrecht, Emmerich, and Oberhausen (for all parts of Germany), see page 82, and to Zutphen, see page 81.

Breda.—*Stat.*—Pop. 15,000.—**HOTELS:**

DE FLANDRE—very good; **GOUDEN LEEUW.**

One of the strongest fortresses of Holland, surrounded by water and morasses, which render it an unhealthy residence. The only object of interest with the exception of the fortifications is the Protestant Church, which is a noble building with a spire 365 feet high. The Church of St. John is a remarkably fine building, and by many considered the finest ecclesiastical building in Holland. The *Stadhuis* or Town Hall is worthy of notice.

CONVEYANCES.—Railway to Antwerp and Rotterdam, see page 80.

Brielle.—On the left-hand bank of the river Maas, right hand in ascending. Here the Custom-house officers come on board to examine passengers' luggage. This was the birthplace of Admiral Tromp.

Delft.—*Stat.*—Pop. 19,432—**HOTELS:**

CASINO; HEERENLOGEMENT.

In the new church in the great square is the pompous monument erected by the States in memory of William I., Prince of Orange, who was assassinated here in 1584. Here also lie the remains of

Grotius, who was a native of Delft; his tomb, however, is very simple. The pottery trade, for which this town was so famous, is now transferred to Maastricht. In this town is the East Indian Academy for the education of young men entering the Government service in the East Indian possession; as also an academy for Engineers. In the old church, distinguished by its leaning tower, is the monument of Admiral Tromp, with a bas-relief representing the engagement in which he was killed. On an island near the entrance of the *de Oude* is the Statearsenal, formerly the Dutch East India House. A pleasant excursion may be made from here to the Hague, 4½ miles on the Trekschuit; *Vander Venne*, *Jan Steen*, and *Leeuwenhoek*, the naturalist were born here.

CONVEYANCES.—Railway to the Hague, *Dayden*, Haarlem, Amsterdam, and Rotterdam, see p. 81.

Dordrecht (Dort).—*Stat.*—Pop. 21,870—

HOTELS.—**BELLE-VUE; WOLK; DES ARMES D'AMERIQUE**

One of the oldest towns in Holland, and the first place where an Assembly of the States was held after casting off the Spanish yoke. It is situated on an island formed by the awful inundation of 1421. East-Indiamen heavily laden can come up to the town; the huge rafts of timber brought down by the Rhine from the Swiss and German forests also come in here to be broken up and stored. The famous Protestant Synod of 1618, which condemned Arminius, was held in an old gothic edifice, now a public-house. There is a pulpit of white marble finely carved in the old church, whose tall square tower is seen from a great distance; there are also numerous monuments in it, and its plate is of massive gold, the gift of an East-India merchant. *Kuyp*, *Schaeken*, *Vossius*, and the brothers *De Witt*, were born here. **CONVEYANCES.**—Steamer to Rotterdam, &c. see p. 80.

Emmerich, for account of, see page 80.

Gouda.—*Stat.*—Pop. 14,823—**HOTELS:**

DOELN; DU SAUVON; HARBHUIS.

A country town, about 13 English miles from Rotterdam, on the Railway to Utrecht. There is no particular object of attraction, excepting 20 or 30 very fine painted windows in the large Psebyterian Church, principally scriptural subjects. Should the traveller have time, these will amply repay a visit being considered amongst the finest in Europe. **CONVEYANCES.**—Railway to Utrecht and Rotterdam, see page 83.

Haarlem.—*Stat.*—Pop. 27,770—**HOTELS:**

LION D'OR, strongly recommended; **THE CROWN**; The landlady speaks English and is very attentive.

DES ARMES DE AMSTERDAM:—

The Buffet at the Railway Station is good. Luggage may be left at a large coffee-house adjoining.

On the Spaar, a short distance from the *Asser*: lake of Haarlem. Distance from Leyden, eight or ten miles. This part of the line is chiefly cut through the *Dunes*, or Sandhills: *Van der Bilt*, *Wenvermans*, *Van Ostade*, *Ruyssdael*, *Borghout*, and *Laurence Coster*, whom the Dutch regard as the inventor of Printing, were natives. There is a statue of Coster in the Grand Place, and a 14 feet high, and a monument to his memory in the

wood, on the spot where he is supposed to have learned his first notions of printing. *Haarlem* is remarkable for its powerful organ (in the Protestant church of Saint-Bevon), containing 5,000 pipes; performance three times a week; at other times, to hear the organ, a fee of 12 guilders (£1) must be paid to the organist; this will, however, admit a party, which can be easily formed at the traveller's hotel. This organ is out of repair; it would be well to avoid hearing its discordant notes. The town refuses to pay the sum (£2000) necessary to put it in order. This church has also a fine carillon. The three straight lines of the Railway, the high road, and a long row of willows, all running parallel to each other, give a strikingly singular effect to the prospect. This locality is famous for hyacinths, tulips, and other flower roots. There is a fine view from the church tower, fee for a party, 7½ fl. Half-an-hour from the station, at the entrance to the wood, is a Gallery of modern paintings in the King's palace, fee 10 stivers.

CONVEYANCES.—Railway trains to Amsterdam, Utrecht, Arnheim, the Hague, and Rotterdam, see page 81.

The Hague—*Stat.*—Pop. 75,275—with *Map in Special Edition*—(*La Haye*, French; *s'Gravenhage*, Dutch.)—**HOTELS:**

HOTEL DU VIEUX DOELER, has the most splendid dining room for table d'hôte and restaurant, supplied with English, French, and German literature. Landlord, Mr. Van Santen.

HOTEL PAULUS AND HOTEL DE L'EUROPE.—Capital houses, well situated, and good in every respect. Landlord, Mr. Paulsz.

HOTEL DE BELLE VUE will be found deserving our best recommendation.

Cabs from the station to the town, 50 cents; omnibuses 20 cents. To Scheveningen, 1½ florin; from 1 to 4 persons, there and back, 2 florins. The Dutch tramway carriages every half hour to Scheveningen, from the Kneuterdijk, Binnenhof (20 cents second class, 30 cents first class).

An interesting town, distant from Rotterdam, 14 miles. Residence of the King of Holland. The chief attraction is an unrivalled collection of paintings by Dutch Masters in the Mauritius Huis, open daily (admittance free), except Sunday, from 9 till 3; on Saturday from 10 till 1. Among these may be mentioned Paul Potter's Bull, Rembrandt's Anatomical Lesson, and Vandyke's portrait of Simon. In the lower apartments is the Royal Cabinet of Curiosities, (open from 11 to 1,) a collection consisting of historical relics, Chinese and Japanese costumes, &c., the last well deserving inspection, being extremely rare. There are two or three excellent private galleries of paintings.

The Dutch Parliament house (admittance free) is situated on the Bulzenhoff, opposite to it is the statue of William II., king of the Netherlands, erected by the nation in 1853. A fine bronze statue of William I., Prince of Orange, stands near the museum, and a beautiful equestrian statue of the same opposite the King's Palace. The Royal Palace may be visited during the King's absence; during the party expected 1 guilder. The church of St. James possesses a carillon of 36 bells.

The Hague has two Synagogues, one for the German and the other for Portuguese Jews. There are charming promenades. Here is the house where Jan de Witt, the grand pensionary of Holland lived, and near to it the spot where he and his brother were murdered. Huygens the inventor of the pendulum clock, and William III., of England were born here, and here Charles II. of England passed the greater portion of his exile. The Palace in the wood is well worth a visit, the drive through a magnificent plantation of beeches and oaks, grouped round lakes of water, is very agreeable. At the extremity is the Palace, a plain building externally, but the interior is very grand; here is Jordan's *chef d'œuvre*, the Apotheosis of Prince Frederick Henry. There is a theatre in which French operas and Dutch plays are given in turns. The post-office lies at the back of St. James' Church. Bad water. See "The Illustrated Guide to the Hague," published by M. M. Couvée.

ENGLISH CHAPLAIN.—Rev. Ed. Brian, Divine Service at the English Church, 11 a.m. and 7 p.m.

ENGLISH PHYSICIAN, Dr Bylandt.

CONVEYANCES.—For Railways, see page 81.

Leyden.—*Stat.*—Pop. 30,000—(*Lugdunum Batavorum.*)—**HOTELS:**—DU LION D'OR; DU SOLEIL D'OR.

Distance from the Hague, 10 miles, 23 from Rotterdam, and 30 from Amsterdam. The Rhine, on which the town is situated, is crossed before reaching Leyden. The University of this city ranks as the first in Holland, and was one of the most celebrated on the Continent. Boerhave, Grotius, Descartes, and Scaliger, were professors and scholars. The Museums, &c., connected with the University, the Japanese Collection of Dr. Siebold, and the vast Botanical Garden, form the chief objects of interest. Museum of Antiquities and Natural history, the latter the finest in Europe.

Otto Venius, Gerard Dow, Van der Velde, Mieris, and the Elsevirs were born here.

Five miles from Leyden is Katwyk, where the Rhine discharges its narrowed stream into the sea.

CONVEYANCES.—For Railway, see page 81.

Nymegen.—Pop. 24,000—**HOTELS:**

HOTEL DES PAYS BAS DE VILLE DE FRANCFORT; DE ROTTERDAM.

Nymegen a frontier town, is situated on the left bank of the Waal, and strongly fortified. The buildings chiefly worth seeing are the Town-hall, with its two rows of statues of German Emperors in front, containing some portraits and a few Roman antiquities found in the neighbourhood; the Cathedral, commenced in the thirteenth century, a gothic edifice of brick; and the ruins of Schloss Falkenhof, on a height, the building of which is attributed to Julius Cæsar, and said to have been at one time inhabited by Charlemagne. Above these ruins stands the Belvedere, commanding a fine view over the Rhine, Waal, and Yssel, as they branch off at the delta, while the Maas is seen stretching to the south. The walks around Nymegen are very pretty. Baldenbosch has plantations of more than 150 years old, there are pleasing views in the vicinity of the town, of Berg-en-dal, Beek, and Upergen, and of Cleves

12 miles distant, to which there is a beautiful road.
CONVEYANCES.—See Diligences to Cleves, & Steamers every evening to the Rhine, every morning to Rotterdam.

Roosendaal.—*Stat.*—

Dutch Custom House; Diligences to Bergen-op-Zoom, and Railway to Breda.

Rotterdam.—*Stat.*—Pop. 102,000.—**HOTELS:** ADLER'S HOTEL DES PAYS BAS, can be highly recommended.

HOTEL STADS HERBERG.—Proprietor, H. Leygraaf. An exceedingly comfortable and good house.

NEW BATH HOTEL.—A first-rate house, offering excellent accommodation.

A large commercial city of Holland, being the second in the kingdom for importance and extent, and the first for its maritime importance. It is in the province of south Holland, delightfully situated on the north bank of the river Maas, which here resembles an arm of the sea, although nearly 20 miles from its mouth. The steam packets arrive and land the passengers at the Quay, (*Boompjes*). The form of Rotterdam is triangular, its longest side (above a mile and a half in extent) stretching along the bank of the Maas. The Rote here joins the Maas and Rotterdam is intersected, even more than other Dutch towns, by canals, which divide the half of the town near the river into several insulated spots, connected by balance-bridges. These canals are almost all bordered with trees. The row called the Boompjes is the finest, as well in regard to buildings as for its pleasant prospect across the Maas. Next to it comes the Haringvliet, and Willemsbad, a new quay, in continuation of the Boompjes. The other streets are in general long, but narrow. The houses of Rotterdam are more convenient than elegant; their height is from four to five and six stories, many have mirrors outside of the windows. Of the public buildings, the principal are, the great church of St. Lawrence, from the top of which there is an extensive prospect; the South church, an elegant building; and several other churches. There are also a very large Sailor's Home, a magnificent Yacht Club House; Zoological Gardens; a beautiful Park, and other public walks. Rotterdam contains both an English Episcopal chapel and a Scotch Presbyterian church: to the building of the former Queen Anne contributed £500. There is also an English Presbyterian church. It became a privileged town, and was surrounded with walls (now demolished), in the thirteenth century. Its commerce extends to all parts of the world, and embraces almost every kind of produce and manufacture. It is 14 miles from the Hague. Post-office, Wine-street.

CURIOSITIES OF ROTTERDAM.—The Groote Kerk contains the monuments of Admirals de Witt, Van raket, and Cortenaer, it has also a very fine organ; the Bourse, the Cabinet of the Batavian Society of Experimental Philosophy; the Catholic Church in the street called Leeuwenstraat; the Hotel de Ville, the Court of Justice; the Delft Gate; the House of Correction for young criminals; the house in which Erasmus was born (1467), in the Kerkstraat;

the Statue of Erasmus, in the Groote-Maarkt; the Botanic Garden; the Netherlands Steam Engine Manufactory. The Yacht Club.

The annual Kermis, or fair, in the middle of August lasts a week.

BRITISH CONSUL.—Sir Robert F. Turing, Bart., Boomjjes.

COURIER AND COMMISSIONER.—George Van Bienne, recommended; resides at the Hotel des Pays Bas.

ENGLISH CHAPLAIN.—Rev. J. W. Watson, Divine Service on Sundays, at 11 a.m. and 6 p.m.

SCOTCH CHURCH on the Schotsche Dyk, service on Sabbaths at 10.30 a.m.

ENGLISH PRESBYTERIAN CHURCH in the Haring Vliet, service on Sabbaths at 10 a.m.

ENGLISH PHYSICIAN.—Dr. Maury.

CONVEYANCES.—Railways to The Hague, Leiden, Haarlem, Amsterdam, Utrecht, Arnheim, Emmenrich, and Oberhausen (for all parts of Germany), see pp. 80 to 83. The terminus of the Hollandische IJzeren Spoorweg is outside the Delft Gate; that of the Rhenish and Antwerp Railways, is outside the town on the quay, opposite the station of the Dutch Rhenish Railway Company. Steamers to Moerdyke for Breda and Antwerp, see p. 80. Steamers to London, Hull, &c., see Alphabetical List of Steamers. Cabs await the arrival of every train, and steamer; vigilantes, with 1 to 4 places, 60 cents the course; for excursions in the environs, carriages with from 6 to 8 places, about 12 florins per day.

Scheveningen.—Pop. 6,066.—A fishing town and chief watering place in Holland, much frequented. Distance from the Hague 2½ miles. The road lies through the front part of the King's Palace. Carriages of the Dutch Tramway Company every half hour; fare 20 cents second class, 30 cents first class. An excellent hotel in the Etablissement des Bains. Beautiful road to the Hague.

HOTEL GARNI.
GRANDE HOTEL DES BAINS; on the Square before this hotel, military music every evening, weather permitting.

Utrecht.—*Stat.*—Pop. 50,710.—**HOTELS.**—**PAYS BAS,** very good; **BELLE VOIE, KASTEEL V. ANTWERPEN.**

Situated on the Rhine, about 23 miles from Amsterdam, between which the scenery consists of villages and gardens. The cathedral tower, 321 feet high, commands an extensive view. The Mint, University, and Museums, are the remaining attractions. Utrecht stands higher than other Dutch towns. It possesses a very fine wax anatomical museum, a library, botanical gardens, an observatory, and in its neighbourhood are some fine trees.

The town-walks, round the old fortifications, and a very fine avenue called the Mallebaan, a mile and a half long, and one of the oldest plantations in Europe, we recommend to the attention of travellers.

Utrecht being the junction station, travellers must be careful not to get into wrong carriages, as three trains start at the same time in three directions, and luggage once lost is not soon found.

From Utrecht the traveller may make a very det-

... and through the traveller may shall every be

lightful excursion to the woods of Zeist, and the trip will give him a good idea of the character of Dutch country-houses. The palace of Soestdijk is about twelve miles from Utrecht.

CRUISE ON ENGLAND SERVICE on alternate Sundays, at 2.0 p.m., by the Rev. W. Jamieson, British Chaplain at Amsterdam.

ENGLISH PHYSICIAN.—Dr. Schnell.

CONVEYANCES.—Railway to Amsterdam, Zwolle, Rotterdam, Arnheim, Emmerich, and Oberhausen, (for all parts of Germany), see pages 82 and 83. To

Amersfoort, Zwolle, and Kampen, four times a day, see page 81.

Diligences leave at 9 a.m. daily, for Bois-le-Duc (Den Bosch).

Zevenaar.—*Stat.*—Pop. 11,890.—**HOTELS:**
AUX ARMES DE ZAANDAM; AUX ARMES DE AMSTERDAM.

A small town between Arnheim and Emmerich. This being the first Station on Dutch territory, passengers' luggage is examined on entering Holland from Prussia. For Railway, see page 82.

THE RHINE.

On the Rhine and in Germany the Railway is called *Eisenbahn*.

(WITH MAP IN SPECIAL EDITION.)

The following are routes from England to the Rhine.

1st. London to Harwich by rail; Harwich to Rotterdam by steam-boat, see page 3. 2nd. London to Dover, rail; Dover to Ostend, steam-boat; day or night see pages 52, 53. Ostend to Ghent, Malines, Liege, to Cologne, by railway. 3rd. London to Dover, rail; Dover to Calais, steam-boat; Calais to Lille, Monscron, Ghent, Malines, Liege, and Cologne, by rail. 4th. London to Ostend direct by steam boat; from thence to Cologne by rail. 5th. London to Antwerp, by steam-boat; from thence to Cologne by rail. 6th. London to Rotterdam, by steam-boat; thence by the Rhine steamers; or by Dutch Rhenish Railway. 6th, by either of the routes from London to Brussels (page 1,) thence by Great Luxembourg Railway to Namur, Luxembourg, and Treves, and steamer down the Moselle to Coblenz. By the two first routes the Rhine is reached from London in twenty hours. Also, Steamers from Hull to Antwerp, see page 195, and from Hull to Rotterdam, see page 196. The voyage down the Rhine, from (Kehl), Strasburg to London, may be performed by steam-boat (except between Strasburg and Mannheim), in 82 hours, at an expense of £2 17s. 10d.; and by railway and steam-boat in 42 hours.

Travellers seldom make use of the Rhine Steamers below Cologne, as the scenery is flat and monotonous, and the expense of extra provisions and loss of time more than equals the extra expense of travelling by rail from Rotterdam.

STEAMERS ON THE RHINE.

The Steamers are divided into three cabins—the Pavilion, the Chief Cabin, and the Fore Cabin. Refreshments are provided on board at a moderate rate, fixed by a printed tariff. The quickest boats go in one day down the Rhine, from Mannheim to Cologne and Dusseldorf; Mayence to Dusseldorf; Dusseldorf to Rotterdam. Up the stream in one day from Cologne to Mannheim in summer, and to Coblenz in winter; Coblenz to Mannheim. The following will be found the average time occupied on the voyage between:—

	NEERS.	DOWN.	UP.		MILES.	DOWN.	UP.
Rotterdam and Emmerich.	111..	9 hrs..	12 hrs.	Dusseldorf and Cologne	31½..	3 hrs..	5 hrs.
Emmerich and Dusseldorf.	72½..	" ..	10 ..	Cologne and Mayence	127 ..	9 ..	12½ ..
				Mayence and Mannheim	46½..	2½ ..	5½ ..

In addition to the above stations, there are 38 small towns and 31 landing-places at which the steamers touch, some of them being the most picturesque points on the Rhine. At any of them, without exception, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the company's steamers: he has only to take care to have his ticket marked by the conductor of the boat before leaving it, taking care to re-embark in a steamer belonging to the same company. For landing or embarking at any of these points the charge is three halfpences. Upon disembarking, a small charge is made for each article of baggage placed in care of the boatman. A tariff fixes the amount of charge, which is often doubled by the men of the boat; the Conductor, who generally speaks English, if referred to, will rectify this imposition, and declare the real sums which ought to be paid. In dining on board, the best course to adopt is, to examine, before dinner, the tariff which is hung up in the cabin, and note the price of dinner and the wine you require, and pay that amount to the waiter without asking what you have to pay.

BOONBY.—See pages xxxix and xl. £1 sterling is worth about 6 thalers 20 groschens.

SCENERY OF THE RHINE.—Below Bonn, in the direction of Cologne, or above Mayence, there is scarcely any object striking enough to merit admiration. About 30 miles above Cologne the scenery

of the Rhine may be said to begin with the Seven Mountains, between which and Mayence the turreted towns, castellated ruins, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting places to explore the inland glories of the Rhine are Bonn, Godesberg, Coblenz, St. Goar, Bingen, and Mayence.

In the elevated region bordering upon Mont St. Gothard are to be found the sources of the Rhone, the Ticino, and the Rhine, which last river, after passing through the Lake Constance, and receiving between Schaffhausen and Bale, the influx of many of the largest Swiss rivers, after a course of nearly 200 miles, during which it is further increased at Mannheim by the Neckar, and at Castel by the Main, enters at Bingen that gorge in which so many of its greatest beauties lie.

For a detailed account of the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK FOR BELGIUM AND THE RHINE, price 6s., and with respect to the Baths, see Dr. Lee's Baths of Germany, France, and Switzerland. In SPECIAL EDITION, see also ROUTE 18.

ROUTE UP THE RHINE.

NOTE.—The "right" and "left" in the following notices refer to the right and left hand of a passenger looking towards the bow of the boat, and not to the course of the stream.

Emmerich.—*Stat.*—5000.—**HOTEL.**—

HOTEL DE HOLLAND.

The first Prussian town on the right bank of the Rhine. Passports are *visé* here and luggage examined.

CONVEYANCES.—Railway to Oberhausen (for all parts of Germany), Amsterdam, and Rotterdam, see pages 82, 83.

Duisburg.—*Stat.*—**INNS.**—**POST, BRENNISCHER HOF.**

38 miles from Cologne; population 14,000; a manufacturing town near the Ruhr, three miles from its influx into the Rhine, and connected with Cologne by the Minden and Cologne Railway. The valley of the Ruhr is distinguished not only for picturesque scenery, but also for its coal-mines and the industry of its inhabitants.

CONVEYANCES.—Railway to Dusseldorf, Cologne, Hamm, Minden, and Hanover, see pages 86 and 87.

Dusseldorf.—*Stat.*—43,000—**HOTELS:**—

BRÄDENBACHER HOF, or HOTEL DISCH. Highly recommended, and the nearest of the first-class, Hotels to the Railway Station.

HOTEL DE L'EUROPE, near the railway stations, post office, and landing place of the Rhine steamers; an excellent house and highly recommended. Madame Götzen, proprietress.

Dusseldorf is one of the nicest and most regular towns on the Rhine, with one of the most beautiful public gardens in Europe. In the Market Place, a bronze statue on a pedestal of grey marble is erected to the Elector, John William, by Grepello, to whom Dusseldorf owes much of its splendour. The principal buildings are the barracks; the church of Lambert, of the Jesuits, and of the Cordeliers; the ancient castle, the residence of the Electors; the Hotel de Ville, &c. The celebrated gallery of paintings was removed to Munich in 1805; the present gallery is inferior, but the School of Painting here is very celebrated, and there is an exhibition of modern pictures every summer. There is also an interest-

ing collection of drawings by the old masters. Theatre here, with good music.

There is here a bridge of boats across the Rhine.

The distance by railway to Rotterdam is 145 miles to Berlin is 371½ miles; to Hamburg 275; to Leipzig 255½; to Paris 401 miles.

CHURCH OF ENGLAND SERVICE.—At the Church, 18 Berger Strasse, on Sundays at 10.30 a.m.; and on Thursdays at 11 a.m. Rev. L. L. Cooper, chaplain.

CONVEYANCES.—Steamers daily to Cologne, Bonn, Mayence, and Mannheim.—Rail to Elberfeld, page 98.—To Langenfeld, Dortmund, Hamm, Minden, Hanover, Bremen, Berlin, and also to Cologne, see pages 98 and 99. Railway direct to Aix-la-Chapelle see page 85.

Elberfeld.—*Stat.*—**HOTELS:**—

KURFFALKER HOF (Cour Electorale.)

Elberfeld, in the Wupperthal; 85,000 inhabitants, with the adjoining town of Barmen; a considerable manufacturing town, being the capital of the district of Dusseldorf. Two centuries since the population of Elberfeld was scarcely a thousand. The pure mountain stream of the Wupper, particularly adapted for bleaching, first led to the establishment of linen works here. The undressed yarn comes from Hesse, Brunswick, Hildesheim, and Hanover. The manufactures of linen and woollen cloth were the first established. France, Italy, Spain, Russia, America, &c., consume vast quantities of these goods. Fringes, bed-tickings, thread, thread-lace, &c. also employ a large number of workmen. When the English process of spinning yarn became known, the manufacture of cotton articles was highly improved. Dyeing with Turkish red has been another very important branch of business in Elberfeld since 1780; and the silk manufacture, since 1790, has been of great importance, large quantities being exported annually. Very fine view from the *Belvedere*.

CONVEYANCES.—Railway trains to Dusseldorf at Cologne, see pages 98 and 99.—To *Sieck, Sehwelm, Dortmund, Hamm, Minden and Hanover*, see pages 98 and 99.

Cologne.—*Stat.*—(Map in Special Edition.)

On approaching Cologne from Aix-la Chapelle a fine view is obtained of the City with its numerous towers and steeples. The line passes through one of the Forts, and enters the central Railway Station close to the Cathedral, and the magnificent new Tubular Bridge over the Rhine.

HOTELS:—

HOTEL DISCH, in Bridge street, (not the Restaurant of the same name,) very highly recommended. The Hotel Disch is most centrally situated, and is much frequented by English families and single gentlemen, who experience equal attention and civility. The proprietors, Messrs. Disch and Capellan, have a large assortment of the best Rhine and Moselle wines for wholesale.

HOTEL DE HOLLANDE, a first-rate establishment, facing the Quay, commands a charming view of the Rhine. Moderate charges, civility and attention, recommend the house to the patronage of English travellers.

HOTEL DU NORD.—Most centrally situated, and affords first-class accommodation at very moderate charges.

GRAND HOTEL ROYAL, excellent in every respect, and commanding a fine view of the Rhine. Landlord, Mr. Dietzmann

At Deutz, the **HOTEL DE BELLE VUE**, on the opposite side of the Rhine, facing Cologne, of which it commands a fine view, is a capital house. Omnibuses and Carriages at moderate prices. Reading-rooms, Baths, Concerts.—Landlord, Mr. Dremel.

GRAND HOTEL VICTORIA.—Situated in the Haymarket, close to the Rhine—exceedingly good in every respect; capital Table d'Hotel.

HOTEL DES DOME.—Near the Cathedral and opposite the Bridge—a good second-class hotel.

HOTEL FREDERICH, Casino Platz—a comfortable and reasonable second-class house.

HOTEL ERNST, Frankgasse, 3, and 5, very good ouse, kept by Mr. C. Ernst.

THROUGH TICKETS TO LONDON.—

Families or gentlemen intending to break the journey home by visiting the principal towns in Belgium should book from place to place; from Cologne to Brussels for instance, and then take their tickets at the last city for London. Cologne to London, by Namur and Brussels. This is an exceedingly picturesque and pleasant route; but as most of the hotel waiters and booking clerks at the railway office, decline giving any information, the traveller should insist upon having his ticket for Brussels via Namur by the 9.15 a. m. train.

EAU DE COLOGNE.—Travellers are frequently importuned by officious persons offering to direct or accompany them to this or that vendor of the celebrated perfume; and as there are upwards of sixty manufacturers of this article, we have deemed it right to try the qualities of several samples, and having submitted them to good connoisseurs, we recommend, in full confidence, the establishment of

JOHANN ANTON FARINA, known by the name of the City of Milan, 129, High-street, (Hochstrasse), and 3A, Domkloster, (established June, 1695)—a descendant of the original Farina family, and purveyor to most of the reigning monarchs of Europe, and who obtained the "Mention Honorable" at the Paris Exhibition, and First Prize at the London Exhibition, 1862.

One of the best ways of distinguishing the genuine from the spurious, is to rub a few drops on the hand, when the good Eau de Cologne must neither smell of any spirituous liquor, nor of musk, nor of any foreign substance, but only the odour peculiar to the water.

Cologne, a city and fortress of Prussia, on the Rhine, with a population of 105,000. It has 20 churches, 8,500 houses, 19 gates, 33 squares, 270 streets, is strongly fortified, and possesses a bridge upon 39 boats across the Rhine, 1250 feet in length. It carries on a brisk trade by means of its connection by railways with all the chief cities of the continent.

OBJECTS OF ATTRACTION.—The cathedral of Cologne, 511 ft. by 231 ft. merits the traveller's first notice. It was commenced in 1248, and is not yet finished, but its colossal proportions and magnificent architecture are calculated to inspire feelings of admiration. It is necessary to walk or drive round the area in which the cathedral stands, to see the full beauty of the structure; which, although it is unfinished is nevertheless magnificent: when it is entirely finished, which now, after the lapse of nearly three centuries and a half, seems probable, it will be the most splendid and perfect specimen of Gothic architecture in the world. The great design of the architect for the whole building is marked out with tolerable clearness; but nearly all that is necessary to give it an *ensemble* of architectural beauty is unfinished. The great tower, which is a miracle of lightness and elegance for so gigantic a mass, was to have been 500 feet high; but it is cut short at about 160. The choir is remarkable as one of the most perfect specimens of Gothic architecture extant.

Among the objects of interest may be noted the chapel of the Holy Three Kings, sepulchre of Maria of Medicis, of Conrad of Hochstetten, and of the Count of Schaumberg, &c.—St. Peter's church with the celebrated "Crucifixion of Peter," by Rubens, the original of which is shown on all days, by paying a fixed fee; the church of St. Ursula, with eleven thousand damsels, whose relics are to be seen in the walls of the church; the Jesuits' church, the bells of which are cast out of the cannons which Tilly took in Magdeburg; the houses in which Maria of Medicis died, and in which Rubens was born, 1577, in the Sternengasse, No. 10; the Apostle's church, in the new market, built 1200; the museum in the Frankgasse, No. 7, near the cathedral, admission 10 sgr.: it contains many valuable relics, besides a good collection of Roman antiquities; the Senate House, with the Hansal room. At the Walraff Richartz Museum there is a splendid collection of the most exquisite paintings

on glass, no one should leave Cologne without seeing them they are indescribably beautiful gems and *chef-d'œuvre* of matchless beauty. The Museum is open daily to the public on payment of 7½ sgr., and contains some very fine ancient and modern paintings, a collection of coins, besides several other objects worthy of a visit.

THE ZOOLOGICAL GARDENS of Cologne are beautifully laid out, fountains, grottoes, &c., and the collection of animals and waterfowls is unusually good. Concerts almost every evening attract the best society of Cologne.

On leaving Cologne to sail up the Rhine, the traveller sees nothing as yet of that surpassing beauty, for which this magnificent river is so justly famed, still the banks, even here, are by no means devoid of interest. The country is not altogether flat; its aspect is enlivened by villages and well cultivated fields. As we approach Bonn the summits of the famous Siebengebirge (seven mountains) rise gradually into view, sometimes to the right and at other times to the left according as the direction of the boat's head is changed in accordance with the windings of the stream. These, with their rugged sides and ruined castle, on a nearer approach, produce an imposing effect, and mark, as it were, the entrance into the "Paradise

of Germany," as that portion of the Rhine is called which lies between Bonn and Mayence.

F. C. Eisen, Bookseller, Frederick Wilhelm Street, No. 2, and Domhof, No. 12, Bookseller to the King. Bradshaw's Guides and Hand-Books on sale.

ENGLISH CONSUL. G. F. Crossthwaite, Esq., 13, Dom Strasse.

DIVINE SERVICE at the British Consul's Chapel, (Tempelhaus, No. 8 Rhein Gasse).—Hours of service, Sunday mornings 11 a.m.; afterwards 3.30 p.m. Holy Communion on the first Sunday of every month. Rev. G. Washington, M.A., Acting Chaplain to the Consulate. Residence of Chaplain, 12, Friedrich Wilhelm Strasse, Cologne.

MONEY CHANGERS AND BANKERS.—Phil. Hellwitz, and Co. English and foreign monies, notes, stocks, &c., can be exchanged at this establishment, WALLRAFFSTRASSE 1.

CONVEYANCES.—Railway from Cologne to Bonn, Neuwied, Coblenz, Bingen and Mayence, see page 88; to Neus, Crefeld, and Cleve, see page 89; to Berlin, Düsseldorf, &c., also to Aix-la-Chapelle, Antwerp, and Brussels, see pages 67, 82, and 83; to St. Quentin, &c., see page 16; to Liege, Paris, &c., see page 78. Schnellposten, morning and evening, to Coblenz. Sailing of the Rhine steamers, see alphabetical list. From the Cologne Bridge, Frederick Wilhelm Strasse, a steamer starts every quarter of an hour for Mulheim.

From COLOGNE to	Itineraries of the most direct Routes from COLOGNE to the following Alphabetically arranged list of Towns.	ORDINARY FARES.		TIME.	
		1 class.	2 Class.	Exp.	Ordly.
1 Aix-la-Chap.	By Rail, via Buren, page 67	£ 0 7 0	£ 0 5 4	hr. 1 15	hr. 2 15
2 Amsterdam	By Rail via Düsseldorf, (Oberhausen p. 85, change carriages, Emmerich, Examination of Baggage and Passport, Utrecht, p. 83; change carriages for Amsterdam)	1 6 2	0 19 7	6 15	9 30
3 Antwerp	Via Aix-la-Chapelle, Verviers, Examination of Baggage and Passport, Liège, Louvain, Malines, p. 67, Change Carriages for Antwerp 71	0 19 0	0 16 0	6 10	8 10
4 Sale	See Rte. to Frankfurt, No. 16; thence by rail via Heidelberg p. 91, Baden-Baden, Freiburg, Bale, p. 94	1 16 2	1 2 11	23 5	27 42
"	See Rte. to Mayence, No. 24; thence by rail via Worms, Ludwigshafen, p. 97; Neustadt, Strasburg, p. 59, Mulhausen, p. 58, Bale, p. 58	1 12 0	1 3 0	—	—
5 Berlin	By Rail from Deutz, (opposite Cologne,) via Hamm, Minden, p. 86; Hanover, p. 103; Brunswick, p. 102; Magdeburg, p. 105; Berlin, p. 115	2 17 5	1 19 10	25 45	19 0
6 Bonn	a Rail to, page 85 b Steamer up the Rhine 213	0 1 4	0 1 0	0 30	0 45
7 Biebrich	a Rl. via Bonn to Coblenz, p. 85; Str. thence to Biebrich, p. 213 b Str. from Cologne via Coblenz to Biebrich, p. 213	0 1 0	0 0 0	1 0	1 30
8 Bingen	a Rl. via Bonn and Coblenz, p. 85 b Str. from Cologne via Coblenz to Bingen, p. 213	0 9 7	0 5 2	11 0	11 0
9 Brunswick	Rail from Cologne, via Hamm, Minden, p. 86; Hanover to Brunswick, p. 103	0 10 0	0 6 0	3 25	4 40
10 Brussels	a Rte., Rl. via Aix-la-Chapelle, Verviers, (Examination of Baggage and Passport,) Liège, Louvain, Malines, p. 67 b Rte., same as Rte. a to Liège, p. 67; thence by Rail via Namur, p. 79 thence by Great Luxembourg rail to Brussels, p. 73	0 9 0	0 6 0	11 30	11 30
"		1 19 0	1 6 0	9 30	11 50
11 Calais	a Rte., via Brussels, see No. 10, Rte. a thence by Rail via Lille, see p. 79 b Rte., see No. 11, Rte. a to Malines; thence by Ghent, p. 63; thence via Lille, p. 79; Calais, p. 12	1 3 4	0 16 0	6 0	7 20
"	c Rte., via Verviers to Liège see No. 11, Rte. a; thence by Rail via Namur, p. 79; Charleroi, Mastaige, p. 75; Mons, p. 78; Valenciennes, Douai, p. 64, to Lille, p. 12; thence to Calais, p. 12	1 1 2	0 15 0	6 30	12 0
"	d Rte., via Verviers to Liège see No. 11, Rte. a; thence by Rail via Namur, p. 79; Charleroi, Mastaige, p. 75; Mons, p. 78; Valenciennes, Douai, p. 64, to Lille, p. 12; thence to Calais, p. 12	1 1 2	0 15 0	6 30	12 0
12 Cassel	Rail via Hamm, p. 86; thence to Cassel, p. 89	1 19 0	1 10 0	17 0	20 0
13 Coblenz	a Rte., Rl. via Bonn to Coblenz, see p. 85 b Rte., via Bonn to Coblenz, see p. 85 c Rte., via Cologne up the Rhine, p. 213	0 5 2	0 3 0	1 30	1 45
"	d Rte., via Hamm and Berlin, see No. 5; thence to Dresden, p. 154	0 3 0	0 2 0	0 30	0 30
14 Dresden	a Rte., via Hamm and Berlin, see No. 5; thence to Dresden, p. 154 b Rte., via Hamm, p. 86; Cassel, p. 89; Gotha, Weimar, Leipzig, p. 117; Dresden, p. 157	2 10 4	2 12 0	23 0	26 0
"		3 3 2	2 10 0	26 0	29 0
15 Elberfeld	Rail via Düsseldorf, p. 86; thence to Elberfeld by rail p. 95	0 6 2	0 3 4	2 0	2 30

Itinerary of Routes from Cologne—continued.

		£	s.	d.	hr.	m.	hr.	m.	
16 Frankfort	a Rte. RL via Bonn to Coblenz, p. 86; Str to Castel (opposite Mayence), p. 213; RL thence to Frankfort, p. 90.	0	12	4	0	9	0	14	0
"	b Rte. Str. from Cologne up the Rhine to Castel, p. 213; RL thence to Frankfort, p. 90.	0	12	6	0	9	0	13	15
17 Geneva	See No. 4, Rtes. to Bale; thence as per Itinerary, p. 361	2	9	9	2	10	2	49	45
18 Mannheim	Mail via Hanover, see No. 20 Rte. to; thence RL to Harburg, p. 100; Str. to Hamburg over the Elbe	1	17	10	1	5	1	11	0
19 Hanover	RL from Deutz, (opposite Cologne,) via Hamm, Minden, p. 86; thence to Hanover p. 103	1	8	7	0	17	7	23	11
20 Heidelberg	a Rte. see No. 16 Rte. a or b to Frankfort; RL thence via Darmstadt to Heidelberg, p. 91	0	18	0	0	14	4	14	0
"	b Rte. see No. 24, Rtes. a and b to Mayence; thence via Worms, Ludwigshafen, p. 97; Omn. to Mannheim; RL to Heidelberg, p. 91	0	15	0	0	12	6	15	0
21 Leipzig	See No. 14, Rtes. to Jurosen; Rtes. to; thence per Steamer direct to St. Katherine's Wharf London	3	0	2	1	19	8	16	13
22 London	a Rte. Via Ostend, see No. 25 Rte. to; thence per Steamer direct to St. Katherine's Wharf London	2	2	7	1	13	6	...	23
"	b Rte. via Antwerp, RL to Malines, see No. 10, Brussels, Rte. a; Malines to Antwerp, p. 71; Str. thence direct to St. Katherine's Wharf London	2	7	2	1	14	8	...	26
"	c Str. down the Rhine to Rotterdam, No. 24, Rte. b; Str. thence to St. Katherine's Wharf, London	1	16	2	1	1	0	28	0
"	d Rte. via Rotterdam, see No. 28, Rtes. to; Str. thence direct to St. Katherine's Wharf London	2	13	4	1	14	0	...	26
"	e Rte., No. 1, via Calais, see No. 11 Rtes. to; thence via Dover, Str. p. 189; RL thence to London Bridge Sta.	2	13	9	2	13	1	19	0
"	f Rte., No. 2, via Calais, see No. 11, Rtes. to; thence per Steamer direct to London Bridge Wharf	2	12	6	1	18	6	...	27
"	g Rte. via Ostend, see No. 26, Rtes. to; thence via Dover Str. to, p. 204; RL thence to London Bridge Sta.	2	9	6	2	8	9	19	0
23 Mannheim	Rte. see No. 24, Rtes. to Mayence; thence RL to Worms and Friedrichshafen, p. 97; Omn. to Mannheim	0	15	0	0	11	6	14	0
24 Mayence (Castel)	a Rte. RL to Bingen, p. 88; RL thence to Mayence, p. 91	0	8	0	0	5	6	11	0
"	b Rte. Steamer from Cologne up the Rhine to Mayence, p. 213	0	8	0	0	6	2	12	30
25 Munich	See No. 16, Rtes. to Frankfort; See Itinerary of Rtes. p. 327	2	7	9	1	12	6	29	10
26 Ostend	a Rte. RL via Aix-la-Chapelle, Verviers, (Examination of Baggage and Passport,) Liege, Louvain, Malines, p. 67; Ghent, Bruges to Ostend, p. 62	1	11	6	1	0	10	0	...
"	b Rte. see No. 10 Rtes. to Brussels; thence via Alost, Ghent, p. 62; Bruges to Ostend, p. 62	1	11	6	1	2	0	...	12
27 Paris	a Rte. via Verviers, (Examination of Baggage and Passport,) change carriages, Liege, Namur, Charleroi, St. Quentin, Creil, Paris, p. 16	2	7	6	1	15	0	11	16
"	b Rte. via Brussels, see No. 10, Rtes. to; thence as per Itinerary of Rtes. to Paris, p. 228	2	7	6	1	17	5	15	22
28 Rotterdam	a Rte. RL via Dusseldorf, Oberhausen, (change carriages,) Emmerich, Utrecht, p. 82 and 83.	1	2	4	0	16	8	...	10
"	b Rte. Str. from Cologne down the Rhine via Dusseldorf, Emmerich, and Arnhem, p. 213.	0	8	5	0	6	0	...	16
29 Stettin	Rte. see No. 5, Rtes. to Berlin; thence per rail to Stettin, p. 116	2	9	5	2	9	10	19	5
30 St. Petersburg	Rte. see No. 5, Rte. to Berlin; RL to Frankfort on the Oder, p. 121; thence RL to Kowno, p. 113; Str. to St. Petersburg, p. 181	19	12	0	10	0	0	84	0
31 Vienna	a Rte. via Berlin, see No. 5, Rtes. to; thence via Dresden, p. 113; Prague, p. 119; Brunn, p. 121	7	1	0	5	2	10	45	0
"	b Rte. via Dresden, see No. 14, Rtes. to; thence via Prague, p. 126; Brunn, p. 128.	5	12	5	4	2	9	48	0
Cologne to the principal German Baths and Watering-Places.									
32 Aix-la-Chap.	See No. 1	0	7	6	0	5	4	1	15
33 Baden	See No. 20, Rtes. to Heidelberg; thence via Carlsruhe, p. 94, to Baden-Baden	1	5	4	0	17	11	16	0
34 Carlsbad	RL via Hamm, p. 86; Cassel, p. 92; Eisenach, p. 120; Lichtenfels, p. 120; RL to Hof, p. 123; Dill. to Eger and Carlsbad	4	4	8	3	1	11	23	43
35 Ems	See No. 13, Rtes. to Coblenz; Str. to Lahnstein, Rail thence to Homburg	0	6	8	0	4	6	7	48
36 Homburg	See No. 16, Rtes. to Frankfort; Dill. or RL thence to Homburg	0	13	6	0	8	6	15	0
37 Kissingen	a See No. 16, Rtes. to Frankfort; RL thence to Gertruden Schweinfurt, p. 123; Dill. thence to Kissingen	1	3	7	0	16	1	20	48
"	b Rte. See No. 24, thence direct via Darmstadt, and Ansbachburg, p. 91; thence as in a	1	3	7	0	16	1	20	48
38 Marienbad	See Rte. to Carlsbad, No. 34, Dill. from Eger to Marienbad	4	10	0	3	7	0	22	0
39 Pyrmont	RL via Hamm, p. 86, to Herford; Dill. thence to Pyrmont	1	6	0	0	16	11	30	0
40 Schwalbach	See No. 43, Rte. to Wiesbaden; Dill. thence to Schwalbach	0	11	6	5	6	12	0	13
41 Spa	RL via Verviers, (Examination of Baggage and Passport; change carriages,) Pepinster Sta. for Spa, p. 67; (change carriages,) h. for Spa, p. 67	0	14	5	0	10	0	2	0
42 Teplice	See Rtes. to Dresden, No. 14; RL to Aussig Sta. p. 136; RL thence to Teplice	2	19	2	2	17	11	34	0
43 Wiesbaden	See No. 7, Rtes. to Biebrich; RL thence to Wiesbaden, p. 92	0	9	0	0	6	0	12	0
44 Wildbad	RL to Mayence, pp. 85, 91; RL thence to Mannheim, p. 97; RL to Wildfingen, p. 94; Dill. thence to Wildbad	1	4	2	0	8	0	...	...

Deutz.—Opposite Cologne, which see, p 308.

Cologne to Bonn by rail, 1 hr., see page 88; by steamer 2½ or 3 hrs. up, 1½ hr. down. Terminus at Cologne—St Pantaleon's Gate.

Bonn.—*Stat.*—**HOTELS:**—

GOLDEN STAR HOTEL, one of the best on the Continent in every respect, and worthy of the highest recommendation.

THE GRAND HOTEL ROYAL, overlooking the Rhine and facing the Park, is a good house, commanding a delightful view of the Seven Mountains. Mr. Ermekiel, proprietor.

GRAND HOTEL BELLE VUE.—Pleasantly situated on the banks of the Rhine, and good in every respect.

THE ENGLISH CLUB, under the presidency of Rev. M. Anderson, is established in the Hotel Kley.

Population 20,000, including the students and garrison. A university town in Rhenish-Prussia, of Roman origin, and formerly the residence of the Electors of Cologne. Its best edifices are the university, formerly the electoral palace, in which, besides lecture rooms, are a library of 150,000 volumes; the academical and Rhenish museums, a fine collection of Roman antiquities, including an altar to victory; and the aula, or academical hall, decorated with fresco paintings. The minster, in which there is a bronze statue of the Empress Helena, mother of Constantine, by whom it was founded in 320, and built in the Byzantine style; the collegiate church; that of the Jesuits; of St. Remi, in which is a fine painting by Spielberg; and the Schlosskirche. The house of Beethoven is pointed out in the Rheingasse, and his monument in the minster-platz. There are many beautiful walks, especially to the Hofgarten, with a fine terrace on the Rhine called "der alte Zoll," which gives a magnificent view of the river and Siebengebirge; of greater extent is that by the Poppelsdorf avenue, with its double rows of chestnut trees, to the castle of Poppelsdorf, and to the Kreuzberg, with its picturesque grounds. Rolsdorf mineral water good. Railway Terminus, close to Popeldorf avenue.

The view of the seven mountains on the opposite side of the river is very fine. Excursions to Godesberg, the Drachenfels, seven mountains, and the valley of the Ahr.

CHURCH OF ENGLAND SERVICE every Sunday in the University Church at 11½ a.m. and 4 p.m. Chaplain, Rev. J. S. M. Anderson, M.A.

SCOTCH CHURCH.—Minister, Rev. William Graham, D.D., Service at 10 a.m., and 7 p.m., Thursdays at 7 p.m.

RAILWAY to Godesberg; steamboats up and down the Rhine, Railway to Cologne, Bingen, and Mayence, page 88.

Godesberg.—**HOTELS:**—**BLINZER'S & BELLE VUE.**

An agreeable summer residence. Fine old castle on the hill, commanding beautiful view of the Rhine. Excursions to the volcanic hill of Roderberg; the seven mountains; by ferry boat to Königswinter; the Abbey of Heisterbach.

Königswinter.—1500.—**HOTELS:**—

HOTEL BERLIN.—Mr. Schmidt, proprietor; gardens on the Rhine, excellent accommodation.

EUROPAISCHER HOF.

The beauties of the Rhine begin at this town situated at the foot of the Drachenfels, the nearest of the seven mountains to the river. No traveller ought on any account to omit ascending this hill, even if he have to lose a day by doing so, as the view from its summit is one of the most lovely on the whole course of the Rhine. The walk from the pier to the top is not more than an hour, and mules are always in waiting at the foot of the ascent for those who prefer to ride;—charge 10sgr. A small Hotel at the top of the Drachenfels affords very fair sleeping accommodation, and the view at sunrise is splendid.

The best way of reaching Königswinter from Cologne is, not by the steamers, which occupy nearly four hours, but by rail to the Mehlem ferry opposite Königswinter, where boats are always waiting. By leaving Cologne by the first train, the traveller may easily reach Königswinter, ascend the Drachenfels, and proceed by steamer to Coblenz about noon. But should he be obliged to spend the day at Königswinter, he will not repent the delay, as he may find a delightful and picturesque walk, turn which way he will. Boat to Nonnenswerth and back, 20 sgr.

Excursions from Königswinter to the Abbey of Heterbach or to the summit of the Lowenberg, the view from which extends into Westphalia.

Here commences a region of castles and vineyards which extends up the river as far as Walluf. From Königswinter by steamer or rail to

Rolandseck.—**HOTEL:**—**BILLAU.**

This is a delightful residence for a few days. Visit the Castle and charming island of Nonnenswerth, celebrated in the legend of Roland and Schiller's ballad of "Ritter Toggenburg."

Oberwinter, merely a village.

Rheinbreitbach, on the left bank, is a large village, with castles and towers, at the entrance of a valley, in which are the copper mines of Birnberg and Martenberg, now no longer worked, the largest having been inundated by the river.

At **Unkel** the cliffs encroach on the bed of the stream, so as to produce a slight rapid on one side.

Just above this, and on the opposite bank, is **Remagen.** **HOTEL FÜRSTENBERG.**

This is a most agreeable place to pass a few days at. The views on the Rhine are very fine. The hill to the right is Apollinarisberg, with its splendid Gothic church, the property of Count Fürstenberg. The church was built from designs of Zwirner (the restorer of the Dom of Cologne), and contains fine fresco paintings.

From Remagen excursions are made to the beautiful valley of the Ahr—called the *Bienich* Switzerland. Excursions of one day, in carriages of the hotel, tax prices:—To *Bad Neuenahr*, near Arhweller, a new watering-place with warm springs [Doctor—Dr. Richard Schmitz]; to *Arhweller* and *Altenahr*, the wild and picturesque scenery of which is well worth visiting. Remagen is otherwise as good a place as Andernach to make a day's ex-

cursor to the Lake and Abbey of Laach, passing by the castle of Rheineck, through the valley of Brohl and close by the subterranean millstone quarries of Nieder-Wendig, 2 miles S.E. of the abbey, and well worthy of a visit.

Ahrweiler.—2500. **HOTELS:**—

HOTEL KROELL. Prices moderate.

This town is the centre of the wine trade of the valley, and is very prettily situated. The church is a fine Gothic edifice. Further up the valley the Burgundy grape is cultivated on every accessible shelf of rock, and forming most singular but picturesque vineyards. Before reaching Altenahr the scenery becomes very fine—precipitous rocks crowned by the castle—a singular tunnel cut through the rock, leads to the village of

Altenahr.—1200; **RHINE HOTEL**, at the entrance of the town. Very good. Trout.

This village is surrounded by an amphitheatre of slate rocks—partly wooded and partly covered with vines, and on the highest peaks are seen the ruins of the Castle of Altenahr, the finest object in the whole valley. No one should omit ascending to the ruins as the view from the height is magnificent.

A little below **Erpel**, on the left bank, is a basaltic mountain, 700 feet high, called the **Erpeler Ley**. The vines planted on its slopes are rooted in baskets forced into the clefts of the rock.

Near **Sinsig**, a small old town on the road between Bonn and Coblenz, about $1\frac{1}{2}$ mile from the Rhine, well worth visiting.

Close to the confluence of the Ahr is the village of **Krippe**, communicating by a flying bridge with **Linz.**—**HOTEL NASSAU.**

A commercial town, at which the steam vessels put in. Charles the Bold took this town in 1476; in 1632 it was taken by the Swedes, and in 1688 it was garrisoned by the French. The castle, as well as the town walls of Linz, are built of basalt, and the streets are paved with the same material. The surrounding country produces copper, iron, lead, &c., which are exported from this town, and render it a thriving and commercial community.

Andernach.—3000. **HOTEL:**—

HACKENBRUCH HOTEL.

An ancient town, founded by the Romans, and, in the middle ages, a free city of the empire. Enclosed with lofty old walls, it contrasts strikingly with Newwied, further on, which lies quite open. Its Roman gate, and the ruins of the Pfalz or Episcopal palace, its ancient church and tower, with the town arms, at least 1000 years old, are well worthy of notice. Much Tarrass (or trass) made here—about, quarried and burnt; it is a mortar or cement which stands both water and heat.

The Laacher See is a singular sheet of deep blue water, of almost circular form, occupying what would seem the crater of an extinct volcano, 666 feet above the Rhine, about $1\frac{1}{2}$ mile long, and $1\frac{1}{2}$ broad, depth in the centre 214 feet, surrounded by hills richly wooded to the water's edge. A jet of carbonic acid gas issues from a little opening on the N. E. side, and this, together with the scorific ashes, pumices, &c., found on the banks, gives evidence of its volcanic origin. The deserted abbey of Laach,

with its five towers, forms a picturesque object in the view.

Beyond this town the mountains again approach the river, forming a magnificent defile, and having, at the water's edge on the left bank, the ruined castle of Friedrichstein, the building of which was begun in the 17th century, but never finished. On the same side lies the village of Irrlich, connected by an avenue of poplars with the town of

Newwied.—**HOTEL**—

MORAVIAN HOTEL.

Population 7,000. Capital of the mediatized principality of Wied. Overlooking the river is the Prince's palace, which contains a collection of very interesting Roman antiquities, chiefly from the buried city of Victoria, near Niederbiber, a village 2 miles to the N. The museum of natural history is in the Pheasantry, (Fasanerie Gebaude,) and consists for the most part of collections made by Prince Maximilian of Newwied, during his travels in Brazil and North America. A distinct quarter of the town is occupied by Moravian brethren, whose schools and workshops are worth visiting.

The chateau of Monrepos, with its park and gardens, 6 miles N.N.E., is the object of a very pleasant excursion. Newwied has also a flying bridge over the Rhine.

CONVEYANCE.—For Railway, see page 88.

The castle of Allwied, at 8 miles distance is a magnificent ruin and commands a splendid view. Carriage there and back 4 thalers.

Weissensturm (White Tower), on the right bank, so called from the old watch-tower which stands at the extremity of the village; on an eminence to the left of which is the monument of General Hoche, who crossed the Rhine at this place. Here it is asserted that Julius Cæsar constructed the famous bridge described in his commentaries; but this is very improbable, as he makes no mention of the island in mid-channel of which Hoche availed himself in his passage.

Further on to the left is **Muhlhofen**, a village at the mouth of the Sayn, from which pleasant excursions may be made through the beautifully wooded valley traversed by that stream. Royal Iron-works here.

Kesselheim.—Near this are the ruins of Schönbornlust, once a palace of the Elector of Treves; famous also as the residence of the exiled Bourbon princes, and head-quarters of the army of refugees during the revolution.

Near the junction of the Moselle and Rhine stands the monument of General Marceau.

Newendorf.—Here the smaller timber-rafts from the Upper Rhine and its branches, as also from the Moselle, are formed into the great rafts which go down to Holland.

Long before the steamer approaches Coblenz the fortress of Ehrenbreitstein is visible, while, as she reaches her moorings at that city, one of the most conspicuous objects is the stately palace of the King of Prussia, formerly belonging to the Electors of Treves, stretching along the bank of the river.

Coblenz.—28,000.—**HOTELS:**—

HOTEL DU GRAND—one of the best on the Rhine. Landlord Mr. Schutz.

THE ANCHOR HOTEL, situated near the landing place of the steamers.—An old established moderate house.

HOTEL DE BELLE VUE—first-rate, and highly recommended. Landlord, Mr. Hoche.

HOTEL ZUR TRAUBE—a second-class hotel, comfortable and reasonable.

HOTEL WHITE HORSE.—(at Ehrenbreitstein), very good house, well recommended. Mr. Becker, prop.

Coblentz, the "Confluentia" of the Romans, is a strongly fortified town on the left bank of the Rhine, and right of the Moselle; capital of Rhenish Prussia, with a population of 28,000, including 4,000 military. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and has an old stone bridge over the Moselle: from this bridge there is a magnificent view. On the opposite bank of the Rhine the rocky fortress of Ehrenbreitstein, with the town at its foot, containing 2,800 inhabitants, and communicating with Coblentz by a bridge of boats, 485 paces in length. The view from the summit of the fortress extends as far as the mountains of Lorraine, and will amply repay the fatigue of ascending. The old castle, near the Moselle bridge, possesses historical interest, having been the place of sojourn of several emperors. The church of St. Castor, at the very confluence of the two rivers, and distinguished by its four towers, dates from 836; here the grandsons of Charlemagne met, to divide amongst them his mighty empire into Germany, France, and Italy. On the left of the chancel stands the beautiful tomb of Cuno of Falkenstein, archbishop of Treves, with a painting of the Crucifixion, attributed to the old German master, William of Cologne. Here, also, Edward III. of England was installed Vicar of the Empire, by Lewis of Bavaria. The cellars under the grammar school, formerly a Jesuits' convent, are worth visiting from their great extent, containing about 300 vats, or 400,000 bottles of Rhine and Moselle wines. From the vicinity of this town to the wine districts, it forms the great depot for the export of their produce, as also of the seltzer waters of Nassau, and the various volcanic productions of the neighbourhood.

The fortifications of Coblentz are of vast extent; of these Ehrenbreitstein is the most remarkable, having cost, it is said, 5,000,000 dollars. It has 400 cannons. The monument erected here by the French, with the postscript by the Russian general, is very amusing.

In the environs of Coblentz are Moselweiss, a pretty village, much resorted to for recreation; Metternich, 8 miles distant, at the foot of the Krümmelberg. Here are the sources which supply Coblentz with water by pipes which pass over the bridge of the Moselle. This river is navigable to a great distance beyond Treves; during the whole of its course from that city to its mouth, 147 miles, (72 by land) it is closed in by mountains, which form a continued series of the most diversified landscapes. In consequence of the sinuosities of the stream. German steamers ply between Coblentz and Treves, from which place to Metz is navigated by a French company. Besides the beautiful valley the Moselle itself, which contains some of the

most picturesque river scenery in Germany, many of the adjacent valleys are well worth a visit.

Coblentz being one of those points on the Rhine from whence so many interesting excursions may be made, it is well, if possible, to make it a halting place for some days. Among the places most worth visiting are the following:—the Pfaffenkloster Höhe, a hill on the same side with Ehrenbreitstein, and commanding almost as fine a view; the hill of the Chartreuse; the castle of Stolzenfels, 2 miles up, in the left bank of the Rhine—vehicles there and back, 1 dollar; to the top of the Kubbop, the highest hill near the town; Lahnestein, on the left bank; Sayn and the abbey of Rommersdorf; abbey and lake of Laach; castle of Elz; Neuwied and Marksburg; more distant, Ems and Nassau. The neighbouring forests abound in game.

CHURCH OF ENGLAND SERVICE.—Morning service on Sundays, &c., at 11 30.—Evening service at 5 30. Licensed Chaplain, the Rev. R. Weekes, No. 6, Vorder Mainzer Thor.

View from Chartreuse, half a mile out of the town, very fine.

CONVOYANCES.—Ellwagen to Ems, Kreuznach, Treves, and Wiesbaden. Steamers several times daily to Biebrich, Mayence, and Mannheim; as also to Bonn, Cologne, Dusseldorf, Emmerich, and Rotterdam. Steamers ascend the Moselle as far as Treves and Metz. Rail to Remagen, Bonn, and Cologne, Bingen, and Mayence, see page 88.

Korchheim, on the left, is the last Prussian village. The island opposite is Oberwerth, on which was formerly a nunnery, now the country house of Count Pfaffenhofen.

Stolzenfels, a fine castle of the middle ages, on a projecting rock overlooking the Rhine and the village of Kapellan. This grand edifice belongs to the king of Prussia, by whom it was restored and fitted up for a summer residence; it was here he entertained Queen Victoria in a most splendid manner in 1845. It is the most beautifully situated of all the Rhine castles, commanding a prospect up the river as far as the valley of the Drinkholde spring, with Rhense, Oberlahnstein and Marksburg included. Opposite is the lovely valley of the Lahn, and the confluence of that river with the Rhine; while down the stream the view embraces Coblentz, with its fortifications, and the mountains of Andernach in the distance.

Both banks of the Lahn, and the right bank of the Rhine, almost the whole way to Mayence, belong to Nassau.

There is a ferry from Stolzenfels to Lahnestein, and another over the mouth of the Lahn; a railway thence to Ems, on the right bank of this river. On the summit of a hill at the mouth of the Lahn is the restored castle of Lahneck.

Oberlahnstein, an old walled town, with a conspicuous red building at the edge of the Rhine, once a castle of the electors of Mayence; near it is a small white chapel among trees, where, in 1600, the deposition of the emperor Wenceslaus, and the election of Rupert, were pronounced by the emperor. The picturesque walls and town of Oberlahnstein have been spoiled by the railway.

Railway to Ems and Nassau and to Rudesheim and Wiesbaden, see page 90.

Rhenne, HOTEL ZUM KÖNIGSTUHL, a very antique town, scarcely altered since the middle ages. Near it is the Königstuhl (King's seat), an open vaulted hall, with 7 stone seats for the 7 electors who used to meet in it to discuss affairs of state.

Braubach.—HOTEL ZUR PHILIPPBURG.

Another ancient little town, at the entrance of the valley that winds round the Marksburg, with a fine old castle. There are copper and silver mines in the neighbourhood; there is also a road to Ems from this place.

Marksburg, a fortress of the middle ages, in perfect preservation, being the only one of the Rhine castles which has escaped destruction.

Boppard.—HOTEL DU RHIN AND POST.

An ancient walled town, population 4,000. This is a gloomy but interesting old place, of Roman origin, having been one of the 60 castles of Drusus on the Rhine. In it are the remains of the palace of the Frankish kings, and the ruins of a fine chapel. Behind the town is the ancient nunnery of Marienberg, now an establishment for the water-cure. The walls of the Roman castrum, a quadrangle of strong masonry, still exists in the heart of the town. The situation of Boppard is remarkably beautiful. The Rhine here makes one of its most considerable curves, and at some distance further the mountains recede a little from the river, giving way to meadows and corn fields. The streets of Boppard are very narrow and dark, but possess many attractions for the architect and antiquary, many of the buildings presenting great peculiarities of architecture.

Salsig, an agreeable village, with large plantations of cherry trees. Opposite, on the twin peaks of a lofty rock, are the ruins of Sternberg and Liebenstein, called the two brothers, and the subject of a legend. At the foot of the steep mountain, in a narrow valley, is the village and ancient convent of Bornhofen.

In **Ehrenthal** are silver, lead, and copper works, whose annual produce is 100,000 florins.

Welmich, a little village with a fine old church; at the foot of the mountain on which stands the castle of Thurmburg, called "the Mouse," now fast falling into ruin; the walls are, however, still perfect. The castle called "the Cat" is above St. Goarhausen.

Marienberg—Formerly a convent and place of education; now an establishment for the cold water cure. See advertisement.

St. Goar.—1,500.—HOTEL:—

Lily Hotel.—A very good Hotel, the best.

The position of St. Goar is eminently beautiful. On the right are the ruins of Rheinfels, formerly one of the most extensive fortresses; now a picture of desolation. Opposite is the pretty village of St. Goarhausen, and the ruins of "the Cat." Above this point a narrow defile confines the river, which is precipitated over a rocky channel; on the left is the high rock of Lurley, and a little higher are the rocks called the Seven Sisters (Sieben Schwestern), the subject of a legend.

Below St. Goar we meet with the most extensive

ruin on the Rhine, namely, the fortress of Rheinfels. This immense stronghold was built in 1248 by a count of Katzenelenbogen. It became afterwards, in the hands of the Landgrave of Hesse, a modern fortress, which baffled the French in 1693, but was taken and blown up by them in 1794.

St. Goar is a cheerful little town, and very desirable as a sojourn for the purpose of making excursions in the vicinity, as it lies in the midst of some of the finest of the Rhine scenery. This town is also famous for its extensive salmon fishery. Near it is a dangerous rapid called the Bank, and below this the whirlpool *Gewirr*. A very fine view is to be had from the heights above St. Goar, rising directly in face of the Lurleyberg. On the opposite side of the river is

St. Goarhausen.—800.—HOTEL ADLER.

Still partly surrounded with its old walls. Here begins the Forstbach, or Swiss Valley, celebrated for its beauty, being traversed by a clear stream, forming numerous cascades between precipitous masses of rock. At the entrance of this valley stands the castle of the Cat, a very picturesque object in the landscape. An excursion well worth taking is that to the ruined castle of Reichenberg, at a distance of a mile and a half inland.

On the same side, but a little above St. Goarhausen, the black perpendicular precipice of the Lurleyberg rises abruptly from the water's edge, opposite to which on the road side, is a grotto, in which is stationed a man who, with a bugle or by firing a rifle, awakens the echo of the Lurley, which is said to repeat sounds fifteen times. Above this, in mid-channel, and visible at low water, are the rocks called the Seven Sisters, the subject of a legend.

Oberwesel.—HOTELS:—RHEINISCHER HOF AND TRIEBSCHER HOF.

The Vesalia of the Romans. A small town of 2500 inhabitants; very interesting to visit, and delightfully situated. The whole course of the river from Bonn, where it becomes narrower and more rapid, and onwards to Bingen, is through scenery of surpassing beauty, rocks crowned with castellated ruins, and hills cut in terraces for the cultivation of the vine, rising above the towns and villages on either bank. The church of Our Lady in Oberwesel, is considered a model of the gothic style; in St. Martin's is a "Descent from the Cross," by Diepenbrock. The picturesque appearance of this town is much increased by its turreted walls and the lofty round tower called the Ox Tower, by the water side. The village of Engelhills well worth a visit, as also the ruins of Schönberg Castle, known for the tradition of the Seven Sisters.

Caub.—HOTEL NASSAUER HOR.

A small town on the left, above which on a steep rock, rise the ruins of the castle of Gutenfels. In the middle of the river, between Caub and Bacharach, is a well-preserved old castle, called the Pfalz, built by the Emperor Lewis of Bavaria for a toll-house. In the lateral valleys are extensive slate quarries.

Bacharach.—HOTEL POST.

A busy town of 1800 inhabitants; formerly the entrepôt for the fine Rhenish wines, which were named on this account "the wines of Bacharach."

In the Rhine, when the water is low, a large stone appears, called the Altar of Bacchus (Bacchi Ara)—hence the name.

OBJECTS OF ATTRACTION.—The Church of St. Peter, dating from the 12th century; the ruins of the castle of Stahleck, with its truncated walls, on a high hill behind the town, from whence there is a fine view; and the town walls, with twelve towers of peculiar construction.

Lorch.—HOTEL SCHWAN.

On the opposite bank; 1800 inhabitants. One of the oldest towns on the Rhine situated at the embouchure of the Wisperbach, and entrance of its picturesque valley, leading through Geroldstein and Langensiefen to Schwalbach, a walk of five hours. On the right bank of the Wispel rocky eminence called the Devil's Ladder, with the ruins of Nollingen castle on its summit. Above the village of Rheindiebach stand the round tower and broken walls of Fürstenburg, devastated by the French in 1687. The church is a handsome relic of the 12th century; in front of it is a carved stone cross dated 1491.

Close by the water's edge is the village of Nieder-Heimbach, above which appear the remains of the castle of Heimburg, and higher up the turreted ruin of Ronneck.

As we approach Bingen and Assmanshausen, these picturesque monuments of the old iron times become still more numerous.

One of them called the Rhlstein, which has been restored and fitted up in the antique style for a summer residence of Prince Frederick of Prussia, is well worth visiting. It stands upon a projecting cliff, rising almost perpendicularly from the water side. Opposite to this is the village of **Assmanshausen.**

On the left, with a warm mineral spring. The fine red wine of that name is produced from the vines in the neighbourhood, which are cultivated on such steep heights as to require baskets and other contrivances to secure them in their places; some of the terraced heights are one thousand feet above the river.

One of the finest views in the whole course of the river may be obtained by ascending to the Bossel a little tower on the edge of the heights above Assmanshausen. From this village also may be made the ascent of the Niederwald.

The great gorge of the Rhine, the commencement of which is about Boppard, terminates here. It is formed by a range of mountains crossing the river's course, nearly at right angles. The Bingenloch obstructed for a long time the navigation of the Rhine; but this passage was widened to 210 feet—ten times its former breadth, by the Prussians, in 1830-32; the fragments, taken from the river bed by blasting, were formed into a monument on the road side to commemorate the work. This channel is near the right bank, and overlooked by the ruins of the fortress of Ehrenfels.

On the right, and adjacent to the influx of the Nahe, is an islet with a ruin called the Mänschurm (Mice Tower), the scene of a strange tradition, which Southey gives in his ballad of Bishop Hatto.

Bingen.—7000.—HOTEL:—VICTORIA.

In an angle of the beautiful valley of the Nahe the frontier town of the Rheno-Hessian territory. A considerable entrepôt for trade in corn and wines. The town is much frequented by strangers. The Rhine here makes a considerable curve, and the scenery around is in the highest degree attractive. The ruins of Klopp, on the Drususberg (once a Roman castle) afford a favourite promenade and a view from the tower of the celebrated Nahethal, and the environs as far as the Donnersberg.

An agreeable tour may be made to the Rochusberg and its chapel, from whence there is a prospect of extraordinary beauty; as also up the Nahe to Kreuznach and Oberstein. Opposite Bingen, on the right of the Nahe, stands the Rupertsberg, and, about a mile and a half distant, the Eisenhöhe, from the moss-house of which there is another magnificent view. An excursion to Rudesheim, and to the heights of the Niederwald is also recommended. From Rudesheim, on the opposite bank of the Rhine, the railway is now open to Wiesbaden, Castel, and Frankfurt, see page 90, also to Ems and Nassau see page 90. Consult time tables before crossing per Steamer from Bingenbrück to Rudesheim. The trains do not await arrival of Steamer. If 10 minutes behind time; it is safer and more agreeable every way to proceed by the left bank of the river to Kappel. From Bingen by railway to Kreuznach see page 89—to Coblents, Bonn and Cologne see page 88—to Mayence see page 89.

Kreuznach.—11,200.—HOTELS:

HOTEL DE HOLLANDE, kept by M. Jung, recommended for its good table.

A Prussian town in a picturesque situation in the valley of the Nahe, a fashionable watering place on account of its *Saline Spring* which is situated on an island a quarter of a mile above the town. The waters are highly beneficial in scrofulous diseases. There is a Kurhaus very prettily situated amidst beautiful gardens and fine old forest trees. A good band of music performs in the early morning, and again from 4 to 6 in the afternoon. Carriages, horses, donkeys, and boats to row on the lake, can be had at very reasonable prices.

Excursions to the top of the Rheingrafenstein which commands a fine view of the two rivers. 2. To the salt works of Theodorshalle. 3. To the valley of the Aisenz, containing several picturesque scenes and ruined castles.

ENGLISH CHURCH SERVICE during the Season; chaplain supplied by Colonial and Continental Church Society.

CONVENIENCES.—Railway to Paris, Strasburg, Bale, &c., by Sarrebrück; and railway to Bingen on the Rhine, from whence both rail and steam-boats up and down the river.

Rudesheim.—Stat.—HOTELS:—

This town is situated nearly opposite Bingen, at the foot of the mountain, which is covered with vineyards, and produces the best quality of the celebrated Rudesheim wine. The old towers and the castles close to the water's edge are worthy of notice. Persons who have not seen the views from the Niederwald should land at Rudesheim, and ascend the heights above, which command

several of the finest views of the Rhine. On the left will be seen a beautiful panorama of the Rhine; the chateau and vineyards of Johannisberg, the castle and park of Bieberich; further on, the town of Mayence, and opposite Blugen, at the junction of the Nahe with the Rhine; the view of the ruins of Ehrenfels; and lastly, the Besauberte Höhle (magic cave), whence there are miniature views of three different landscapes, so exquisitely beautiful, as to elicit the greatest admiration. Returning from this excursion, a draught of the delicious Rudesheimerberg, Rottland, or Hinstershausen wines, will be found a great luxury.

Messrs. Dilthey, Sahl, & Co., of the Darmstadt Hotel, are large wine growers, and have extensive cellars of the choicest wines of the most remarkable vintages, and a collection of cabinet wines, from the best vintages of the *Rheingau*.

CONVEYANCES—Rail to Wiesbaden, Frankfurt, &c., see page 90. Steamers up and down the Rhine. Carriage drive to Schlangenbad in 2 hours.

Geisenheim.—2300.—**HOTELS.**—**AUSSICHT** and **STADT FRANKFORT.** Duchy of Nassau. Noted as well as Rudesheim for its wines; one of the most beautiful places in the Rheingau, situated at the widest part of the stream, which here measures 2000 feet; there are many handsome country seats, among which the villa of Baron V. Zwierlein is worth visiting, for its collection of painted glass.

The vineyards of Lade & Sons adjoining Rudesheim and Johannisberg are worth a visit.

Professor Uihlein of the Real School, receives English boarders.

Johannisberg, on its celebrated vine-clad hill, is a prominent object here. The castle belongs to Prince Metternich, who has laid out the grounds with much taste. The vines cover a space of 65 acres; those most esteemed grow round the castle, and indeed partly over the cellars.

Hence on to Mayence, are numerous islands.

Eltville.—*Stat.*—3000 inhabitants. Omnibus from here to Schwalbach and Schlangenbad.

Here is the large establishment of Math. Müller's manufactory of sparkling roch and moselle. Always a stock of 800,000 to 900,000 bottles on hand. His wines obtained the prize medal at the London exhibition, 1862.

Bieberich.—*Stat.*—**HOTELS:**—

On the Rhine, the summer residence of the Duke of Nassau; his palace looks well from the river. The greenhouses display very great taste, and are nearly always open to the public. The gardens attached are very extensive and much admired. A beautiful statue has recently been added.

Divine service of the Church of England in the chapel of the Duke of Nassau's palace, every Sunday at 8 p.m., by a resident English clergyman.

CONVEYANCES.—Railway trains to Wiesbaden and Frankfurt, see p. 90. Steamers up & down the Rhine.

CASTEL.—*Stat.*—**HOTEL:**—**BARTH'S INN.**

A town and fortress on the right bank, almost a suburb of Mayence, 2,500 inhabitants, and connected with it by a bridge of boats. Here is a station of the Wiesbaden and Frankfurt Railway. The

Rhine and Netherland Steam Navigation Companies have established here a commodious landing jetty, to spare travellers the *détour* by the bridge.

For Railway, see page 90.

Travellers bound for Frankfurt leave the steamer here: the station is close to the jetty.

Mayence—Mainz, German.—Pop. 41,500.—(with *Map in Special Edition*).—**HOTEL:**—

RHINISCHER HOF—Kept by Mr. Haenlin. One of the best hotels on the Rhine, and deservedly recommended.

HOTEL D' ANGLETERRE—A first-rate and excellent hotel, in front of the bridge, and commanding beautiful views of the Rhine; landlord, Mr. Specht, who exports Rhine wines at wholesale prices.

HOTEL DE HOLLANDE.—An old established house under a new proprietor. Good and reasonable.

Price of beds at the Hotels from 1 fl. to 1 fl. 30 kr.; 1 horse Droschken the course, 18 kr.; 2 horses the course, 24 kr.

Mayence is the most considerable fortress of the German Confederation; 10,000 garrison, half Austrians, half Prussians; 38,000 inhabitants. The Cathedral dates from 978, and has several good monuments; it is built of red sandstone, peculiar architecture, and very picturesque style. It contains a Statue of Gutenberg. In the old Electoral Palace are the museum of Roman Antiquities, the finest perhaps in Germany; paintings; large cabinet of natural history; coins and medals; model of a double bridge, seemingly very suitable for the Thames, intended to have been built by Napoleon over the Rhine; the astronomical clock, by Alexis Johann, one of the most scientific pieces of mechanism extant; also, the town library, (open daily, excepting Sa. & Sun.) containing about 100,000 vols., manuscripts of 10th century downwards; the first printer of Gutenberg, inventor of printing, who was born here, 1397; his statue, after Thorwaldsen, stands before the theatre. For the tomb of Drusus, in the citadel, an order is requisite. On Wednesday afternoon from 2 o'clock, much company is attracted from Wiesbaden, &c., by the splendid performance of the regimental bands, to the public gardens. A fine view is had here of the Rhine, with the Taunus mountains in the distance, and of the Maine, on the right bank of which, about three miles off, is seen Hochheim with its vineyards producing the celebrated Hock. The sparkling Hock is made in Mainz, which possesses a large trade in Rhine wines generally, and corn.

One of the curiosities in this town, is a great stone, weighing 1367 lbs., thrown by an explosion of gunpowder on the 17th of November, 1857, into the house of Mr. B. J. Mayer, 3 Ball Platz, Wine Merchant to Her Majesty Queen Victoria, whose celebrated wine cellars are open to English visitors.

Outside the Munster-Thor, beyond the cemetery, at Zahlbach, are very considerable remains of the Roman aqueduct. The Roman aqueduct is reached more expeditiously by the Gau Thor than by the Munster-Thor. The Ludwigsbahn crosses the Rhine to Frankfurt by a fine new bridge, 1000 metres in length.

ENGLISH CHURCH, Clara Strasse.—Divine service every Sunday at 11 a.m.

CONVEYANCES.—Railway. See pages 84, 88, 89, 91, 96, 97; and by steamer, in 4 hours, to Coblenz, 8 to Cologne, and 30 to Rotterdam.

Oppenheim.—*Stat.*—2,500. The Church of St. Catherine, purest gothic style, (built 1262-1317) contains several superb sculptures and tombs, and stained glass in a good state of preservation.

CONVEYANCES.—For Railway, see pages 96 & 97
Germsheim.—Population 3,000; the birth-place of Pierre Schoefer, an early printer, in whose honour there is a handsome monument.

WORMS.—*Stat.*—HOTEL:—
GASTHOF ZUM ALTEN KAISER.

Population 11,500, besides the garrison. The Cathedral is a venerable monument of the eighth century, completed in 1016, and inaugurated in the presence of the Emperor, Henry II. The memorable diet at which Luther appeared was held here by Charles V. in 1521. Rosenwald, on an island where the valiant Siegfried killed the dragon. Is the scene of the romantic poem, the *Nibelungen Lied*. Public Places—the Market, the Place St. Andre, St. Martin, and St. Paul, Hotel de Ville, &c In the ancient city of Worms on the Rhine, there existed a convent of Capucines, the church adjoining is called the Liebfrau Kirche, erected in the 9th century. The edifice is constructed in the gothic style, and is very well worth a visit on account of its architectural merits. Immediately on the south and south-eastern sides of the church lie the celebrated vineyards, where the Liebfrauenmilch is grown, the best quality of the wine is produced nearest the walls of the church, and the estate, which is enclosed by a wall, is called the garden of the Capucines, it is the property of the house of P. J. Valkenberg. The grapes which yield this fine Rhine wine are of the Riesling kind.

CONVEYANCES.—For railway, see pages 96 and 97.
Mannheim.—*Stat.*—HOTELS:—

HOTEL DE L'EUROPE.—An excellent Hotel of Familie and gentlemen.

At the influx of the Neckar into the Rhine, with 30,100 inhabitants. It is a clean and well built town, but monotonous on account of the regularity of the buildings. The largest building in the town is the Grand Duke's palace, wherein is a picture gallery and a cabinet of natural history; the most pleasant walks are, the garden behind the palace and the Plankenstrasse. In the neighbourhood of Heidelberg lies Schwetzingen, with its beautiful garden. There is here a chain bridge and private gardens near it, also a Theatre and fine Orchestra.

CONVEYANCES.—Steamers to Cologne, Railway, see pages 91 and 94.

Ludwigshafen.—*Stat.*

Connected with Mannheim by a boat-bridge across the Rhine: it is also a Station of the Railway to Mayence, see pages 96 and 97.

Kehl.—*Stat.*—2200.—HOTEL:—

HOTEL DE L'AGNEAU BLANC.—Post House—good accommodation, moderate charges, and obliging landlord, English spoken.

Persons wishing merely to visit Strasburg will find an omnibus at the Station on arrival of each train, to convey them to the above Hotel, where they will be as well lodged as at Strasburg. Carriages are always ready to take them to Strasburg and back, thus avoiding the inspection of luggage, which takes place each time of crossing the Rhine.

CONVEYANCES.—For railway see pp. 98, 94, & 95
Bale, Basle, or Basel.—*Stat.*—38,000.

For HOTELS and description, see page 360.

CONVEYANCES.—Railway to Kehl. (Strasburg), Heidelberg, Mannheim, and Frankfort, see page 95; to Ulten and Lucerne, see page 160; to Waldshut and Constance, see page 94. There is also a railway on the French side of the Rhine to Strasburg, see page 59. Dilligences. see page 222.

GERMANY,

INCLUDING SAXONY, BAVARIA, WURTEMBERG, AND THE INDEPENDENT STATES.

London to Bremen.—By the North German Lloyd's Steamers. See page 201.

London to Hamburg.—Steamers leave the Tower two or three times a-week for Hamburg early in the morning. (See page 201.) The average passage is 45 hours. By the day and night mail routes *via* Dover and Ostend, thence to Cologne, from which place Hamburg may be reached in 19 hours, making the whole time from London about 37 hours, see pages 532, 533; by the General Steam Navigation Co.'s Steamers, every Wednesday and Saturday, see page 202.

London to Rotterdam.—By General Steam Navigation, or Netherlands Co.'s Steam Boats, direct from St. Katharine's Steam Wharf. From Rotterdam by the Dutch Rhenish Railway, by which passengers can book through to the principal cities of Germany.

Hull to Bremen.—By the North German Lloyd's Steamers. See page 195.

Hull to Hamburg.—By Lofthouse, Glover, & Co.'s Steamers, the Hull Steam Packet Company's Vessels, and Gee & Co.'s Steamers. See page 196.

West Hartlepool to Hamburg.—The West Hartlepool Steam Navigation Co.'s Steamers. See page 217.

Money.—£1 is about equal to 12 florins; the florin, 60 kreutzers.

Achern.—Pop. 2,500.—HOTELS:—
DE L'ARIEL, KRONA.

The remains of Turanne were interred here, in the Chapelle St. Nicholas, until their removal to the Invalides at Paris.

Altenburg.—*Stat.*—Pop. 15,000.—
HOTEL PARUSSISCHES HOF, STADT GOTHA.

On the Pleisse, capital of the Duchy of Saxon-Altenburg. Rathhaus; Promenade. The castle is remarkable; it consists of two parts; the older portion built in the 13th, and the newer part in the 17th century.

CONVEYANCES.—Railway, see page 125.
Aschaffenburg.—*Stat.*—Pop. 10,000.—

HOTELS:—FRANKEF, very comfortable; **BAIKEN-CHER Hof.**

Aschaffenburg, situated prettily on the right bank of the Main, not far from the forest of Spessart, the largest in Germany. The ancient Hercynia of Cæsar and Tacitus. This town was the station for the 10th and 23rd Roman Legions. The Frankish kings had a palace built on the ruins of a Roman castle. The ex-King of Bavaria, Ludwig, caused an exact model of a Roman villa to be built on the banks of the Main, after the plan of one in the ruins of Pompeii; the paintings on the walls are executed by the first artists, and it is interesting to see the private dwellings of a Roman citizen brought within our understanding. The present royal residence is a handsome palace, built in 1606. The palace was built by the Archbishop-Electors of Mayence, as a summer residence. The church is worthy of attention, built in 974. There is a monument in bronze of Cardinal Albert of Brandenburg, by Peter Vischer, a bronze Virgin by his son Hermann, and another monument in bronze, by Hack.

CONVEYANCE.—Railway, see pages 91, 132 & 133. **Differences,** see page 221.

The other road to Kissingen recommended to travellers is by Rail from Frankfurt to Hanau, and by Post to Schlichterne and Bruckenan.

Augsburg.—Stat.—Pop. 45,000—HOTEL.
DESI MOOREN (Three Moors)—good.

Augsburg, at the influx of the Wertach into the Lech; a considerable manufacturing town, with picturesque houses. Great trade in money and exchange.

OBJECTS OF ATTRACTION.—The Maximilian street, with its bronze fountains, by Adrian de Vries, 1599, and the well of Augustus, by Hubert Gerhard, 1590; the town-hall, a beautiful building in the Italian style of architecture, by Elias Hölle, 1620; the cathedral, an irregular building in the Byzantine style; the castle or palace in which the Emperor Charles the Fifth resided when the Augsburg confession was presented to him, 1635; the St. Ulrich and Anna Kirchen, with many monuments of the family of Fugger; the so-called Fuggerel; with its Golden Chamber, the Confession Hall, interesting in the History of the Reformation; the inn of the Three Moors, of which mention was made in the year 1264, and no doubt one of the oldest in the world; the store-house; the museum and news-room; the poor-house; the industrial school, and the academy for the study of painting. In the neighbourhood,—Park, Bavarian and Schwabia; Himmelreich, Tivoli, Rosenau, Göglinan, Schatzler's villa. Allgemeine Zeitung published here.

OMNIBUSES run between the railway stations and all the principal hotels.

CONVEYANCES.—Railway, see pages 130, 132, and 135. **Differences,** see page 221.

Baden-Baden.—Stat.—Pop. 9,000—HOTELS:
HOTEL DE HOLLANDE, near the Kursaal, one of the best in Germany, and table d'hôte at 1 and 5 o'clock; highly recommended. Proprietor, Mr. A. Roessler.

HOTEL DE LA VILLE DE BADEN, a newly furnished house, conveniently situated near the Railway Station, Mr. E. Roessler, Proprietor.

COURT OF BADEN HOTEL, (BADISCHER Hof.)—An old established and unexceptionable Hotel, Terms moderate.

VICTORIA HOTEL, very good and highly spoken of. Messrs. F. & Ph. Grosholz proprietors.

HOTEL ROYAL, a newly built establishment, said to combine every modern improvement.

HOTEL DE RUSSIE, first-rate; every thing good, clean, and comfortable; landlord, Mr. Jung.

HOTEL D'ANGLETERRE.—

Prices of the first class hotels:—Table d'hôte, at 1 o'clock, wine included, 3 fr.; at 4 or 5 o'clock, 4 fr., wine included; a bedroom, 2 fr.; sitting-room, 2 fr. 20 kr., to 5 fr.; breakfast, from 30 to 36 kr.; service, 24 kr. per day, for the first day 28 kr.

Hackney Cab Fares:—For 2 persons, 24 kr., for $\frac{1}{2}$ hour, and for $\frac{1}{4}$ hour for 3 or 4 persons, 36 and 45 kr.; for 1 hour, 1 fl. and 1 fl. 15 kr.; each box or portmanteau pays 6 kr.; drinkgelt, 6 to 10 kr., according to distance.

Saddle-horses:—For $\frac{1}{2}$ day, 2 fl. 20 kr.; and 4 to 5 fl. per day. **Donkeys:—**For $\frac{1}{2}$ day, 1 fl. 12 kr., and 2 fl. for the day.

Washing is fixed by tariff:—handkerchief, 2 kr.; shirt, 8 kr.; collar, 2 kr.; for stockings, 3 kr., &c.

Baden-Baden is invested with peculiar attraction by the picturesque beauty of its situation, being romantically seated on the banks of the Oos, and embosomed among the majestic hills of the Black Forest; it is chiefly built on the slope of a hill, owing to the narrowness of the valley, which consists for the most part of charming meadows, whose light green forms a pleasant contrast to the dark fir-trees that cover the surrounding hills. The numerous agreeable promenades, winding through the woods, will furnish a traveller with means of quiet recreation and healthful walking, even in the fierce glow of a midsummer sunshine. The season is at its height during the months of July, August, and September, when there is a succession of concerts, dramatic performances, balls, &c., in the new Saloon, and the races and hunting take place; but from May to October visitors continue to arrive and depart. The time for assembling to drink the waters, is between $\frac{1}{2}$ and $\frac{3}{4}$ a.m., when the band plays from a kind of pavilion. On the left bank of the Oosbach, we see the "Promenade" and "Conversationshaus"—a magnificent building, adorned by a Corinthian portico, and surrounded by tastefully laid out gardens and pleasure-grounds.

The avenue leading to the Conversation House is filled with stalls of traders from Switzerland and the Tyrol, and even from Paris; and in the evening, the entire place is filled with chairs and tables, occupied by visitors sipping coffee, iced, &c., or smoking, while listening to the music played by bands.

Baden-Baden, with the exception of Carlsbad in Bohemia, is the most aristocratic and fashionable lounge in Europe, where the greatest etiquette is observed, and the utmost fastidiousness in dress and deportment is exacted. No sloven is tolerated at Baden-Baden, and the tourist who thinks, as Englishmen are rather apt to do, that he can pass

muster in a shabby shooting coat and wide-awake hat, will find himself egregiously mistaken. Yet is Baden-Baden a beautiful spot, situated in a delicious country, and those whose appetite for balls and operas, a London season has failed to satiate, will find these amusements abundantly provided here, besides having an opportunity of trying his luck at the gaming table, "which, however, according to the testimony of those who are knowing in such matters, is so regulated as to give the bank more chances in its favour, and, of course, against the playing public, than is customary at more liberal establishments elsewhere."

Above the town we see "das Neue Schloss," or new castle, so called to distinguish it from the old one, on the top of the hill. The halls, judgment seat, and horrible dungeons in the latter, ought to be visited. Their appearance will freeze the very life's blood of the spectator who looks on them for the first time, and reads in their iron rings, racks, knives, and instruments of torture, the awful punishment inflicted on the victims of man's barbarism and society's cruelty. Baden is also memorable as being the seat of the Secret Tribunal (Vehmgericht), similar to that described by Scott in *Anne of Geierstein*. The parish church is worth notice, chiefly as the burial-place of, and containing many monuments, to the Margraves of Baden.

The new theatre is a *chef-d'œuvre*, and does honour to the munificence of Mr. Benazet, and the abilities of Mr. Couteau, the architect. The performances will alternately be in German, Italian, and French, by the best artists in Europe.

English church service in Spital Kirche twice every Sunday. — Rev. W. Flower, M.A.

The Hospital church is also used by Roman Catholics and German Protestants, consequently there is a difficulty in the arrangement and order of the services, and it is proposed that an English church should be built: about £2000 will be required.

Delightful excursions can be made from here to das Alte Schloss, an hour's walk; to Ebersteinburg; the Jagdhaus, or hunting-lodge, near the Lichtenthal, &c.; — from the first two are delightful views.

MANUFACTURER OF SCULPTURE IN BUCK-HORN AND IVORY-CARVED WOOD, &c., Chs. Stuffer and Binder, Place Leopold, No. 365, and at the Promenade, No. 4.

CONVEYANCES.—Railway. See pages 94 and 95.

THE BLACK FOREST.

(SEE FREIBURG.)

There are several entrances into that part of the Grand Duchy of Baden which goes under the above denomination. The Black Forest may be justly called one of the most interesting districts of Southern Germany, and will amply repay the tourist. The scenery is wild and romantic, the tall pines of its forest sombre and imposing, and the views from its mountains extensive. Accommodation, at once good and cheap, will be met with even in its most remote parts. The principal routes through the Black Forest are the following:—

Coming from England.

No. 1.—Start from Baden or Achern (Post-house) for Allerheiligen and the Baths of Giesbach, on to

Petersthal, Rippoldsau, Triberg, Furtwangen, Waldkirch, to FREIBURG—3 days.

No. 2.—Start from Offenburg, through the Valley of the Kinzig, for Hornberg, Triberg, Furtwangen, and Neustadt, through the Hoellenthal to FREIBURG—2½ days.

No. 3.—Start from Treiburg for the Hoellenthal, Leuzkirch, Schluchsee, St. Blasien, Albrück, to Schaffhausen or Zürich—14 days.

No. 4.—Start from Freiburg for the Hoellenthal, for Schaffhausen—1 day.

No. 5.—Start from Freiburg for Feldberg, Todnau, Wiesenthal, and Badenweiler—2 days.

Coming from Switzerland.

No. 1.—Start from the Boden See (Constance), through Donaueschingen, for FREIBURG—2 days.

No. 2.—Start from the Boden See (Constance), for Villingen, Triberg, and Offenburg—2½ days.

No. 3.—Start from Schaffhausen, Bonndorf, and Leuzkirch, for FREIBURG—1 day.

No. 4.—Start from Zürich for Schaffhausen, Albrück, Althaus, St. Blasien, Hoellenthal, and FREIBURG—1 day.

No. 5.—Start from Brennet, Wehrthal, Todnau, Feldberg, for FREIBURG—2 days.

No. 6.—Start from Bâle for Wiesenthal, over the Belchen mountain, to FREIBURG—2 days.

N.B.—The time is calculated according to the rate of travelling in a private conveyance, the cost of which is—For a two-horse carriage, 10 s. (16s. 8d.) per diem, and 48 kr. (1s. 4d.) for the driver is ample; total, 18s.—for a one-horse carriage, 8 s. (10s.), and 30 kr. (10d.); total, 10s. 10d. Public conveyances may be had at the above different points, but much time is saved by hiring private carriages.

From Freiburg to Müllheim Station, 1½ miles, see page 94.

From Müllheim (SWAN HOTEL, good red wine) to Badenweiler is 4 miles, 30 kr. (10d.) by Post omnibus, passing through Müllheim and Niederweiler; time occupied ½ hour.

Badenweiler.—

HOTELS—ROMER BAD.—Large, close to castle, very good and convenient, charges for an apartment, 1 Gulden.

STADT CALLERBE.—Smaller, less expensive. Diligences meet the trains at Müllheim from both the hotels.

Badenweiler, a fashionable watering-place, frequented chiefly by Baseler and Mulhäuser, and of late years by Northern Germans; has a warm spring, 22 Reaumur, 84 Fahrenheit, containing sulphur, kali natron, and chalk. Useful when cold water cannot be taken. The spring is not much used; goat's milk alone and the air is much recommended for diseases of the chest and nerves.

The bath is useful for rheumatism, gout, Abdominal Plethora, and Neuralgia.

PHYSICIAN—Dr. Wever.

SIGHTS—The Castle on a commanding eminence, fine view of Black Forest and Rhine Plain, Gardens and walks round the castle.

ROMAN BATHS—Some of the most perfect remains in Europe of Roman Baths. The key may be had of the gardener.

AMUSEMENTS.—Reading-rooms close to the Romer Bad Hotel. All the French and German papers, magazines, &c.

CONVERSATIONS HAUS.—Adjoining the reading-rooms. Balls twice a week in the season, i. e., from June till September.

MUSIC.—In castle gardens three times a day during the season.

LODGINGS.—May be obtained in the village. Printed tariff for houses, &c., opposite the Römer Bad Hotel.

EXCURSIONS FROM BADEN WEILER.—Sophienruhe immediately behind Baden Weiler. A road leads to Sophienruhe, an open space on the borders of the forest; the view is more picturesque than from the castle, Baden Weiler itself forming the foreground.

BURGELER (2338 feet).—Commonly called Bürger Schloss, within an easy distance (on foot) from Baden Weiler. Burgeler was formerly a Priory of the Benedictine Society, St. Blasien. View very fine and extensive. The interior contains portraits of benefactors.

BADEN WEILER TO HOCH BLAUEN.—*Ascent of Blauen.*—Blauen, height 3729 feet above the sea. A good road for the first mile, after that good paths through the Black Forest. The ascent is steep, but no guide is needed. It is better to dispense with horses if possible, any tolerably good pedestrian can walk to the top in 2½ hours. The forest here is unusually black, and one may fairly exclaim of the dark pines—*Jam jam tacturos Tartara nigra putes*, (OVID, *Tristia*, Book I., Elegy II.) There are hardly any openings till the summit is attained, and then the view is magnificent. The Alps stand out nobly; Strasbourg Cathedral and Freiburg Minster are distinctly visible; while to the westward lie the Vosges Mountains. It is worth while waiting on the top for the sunset, as the Vosges and Rhine plain are at that time variegated with most exquisite tints of alternate light and shade. The descent can be made rapidly, and those who have their alpenstocks with them will find them useful in making a quick descent. A hut is erected on the top of Blauen for shelter, but as the view can only be enjoyed *sub Jove frigido*, (HORACE, *Ode* I., Book I.) travellers had better provide themselves with plaids as a protection against cold after the close air of the forest, which has to be encountered in the ascent.

TODNAU TO BADEN WEILER.

Todnau.—

INN.—The Ox (ochs) near the church, very good and remarkably cheap. From Todnau to Schouan through Wiesenthal, 2 stunden. INN at Schouan, SONNE.

The street winds through picturesque cliffs; at *Nonenweg*, (½ stunden) is a road to Baden Weiler, on the right, pass Ober Bollen on to some houses called Halden, (2 stunden) whence the Belchen can be ascended.

Haireuth or Beyreuth.—18,000.

HOHE AMKE.

Formerly a Royal residence. Its two palaces are now fortified into public offices and barracks; in the one called Neue Schloss, there is a small collection of paintings and a large public garden. The

town contains a bronze statue of Jean Paul Richter a large cotton factory, and its environs are pretty, and it is within an easy distance of the Franconian Switzerland.

CONVEYANCES.—Railway to Neumarkt, en route to Frankfort. Omnibus to Muggeldorf and Streitberg, by Weischenfels.

Bamberg.—*Stat.*—Pop. 23,500—**INNS.**—

BAMBERGER HOR, good; rather an antiquated old house

There is an excellent table d'hôte at the extensive Buffet at Bamberg; trains stop 30 minutes.

Bamberg, on the Regnitz and the Ludwig canal, is a beautiful town. Junction of the Regnitz and the Maine effected here, thus joining the Baltic and the Black Sea. The chief objects of attraction are the cathedral, which is one of the finest in Germany; the Palace; the Pfarrkirche; the Rathaus, and the view from the ruined Castle of Altenberg, situated about a mile and a half from the town; this view is considered one of the finest in Franconia.

CONVEYANCES.—Railway, see pages 132 and 133. For Diligences, page see 221.

Bautzen.—*Stat.*—Pop. 13,000.—**HOTELS.**—

GOLDEN KRONE—very good; **LAMM**; **ADLER.**

A flourishing manufacturing town, capital of the Saxon portion of Upper Lusatia, situated on the Spree in the midst of a charming country. The only buildings of interest are the Church of St. Peter, the Rathhaus, and the old Castle of Ortenburg. Near the town the battle of Bautzen was fought, 1813, when Napoleon defeated the Allied Armies of Russia and Prussia.

CONVEYANCES.—Railway to Dresden, Lobau, Zittau, Gorlitz, &c. see page 128.

Bremen.—*Stat.*—Pop. 105,000.—**HOTELS:**—

HOTEL DE L'EUROPE, a first-class house, highly recommended.

HILLMAN'S HOTEL, first-rate, and worthy of our best recommendation.

Situated on the Weser; it is divided by the river into the old and new towns. The fortifications of the city having been destroyed, the ground on which they stood has been laid out as public gardens, in the English style, with running water, sheltered walks, &c. The principal buildings, besides its churches, are the City Hall, the Exchange, Museum, Theatre, and Hospital. Paintings at Mr. Albr's, and the Kunsthalle. Oibers and Heeren were born at Bremen. Bremen does an immense trade in tobacco, and has the largest cigar manufactories in the world; ship-building is carried on to a considerable extent, and there is a large trade between this important port and America, as well as with almost all parts of the globe. Rail to Hanover, see p. 101; Dil., page 224.

Hackney Carriages.—Droschken, 1 horse, for ½ hour, 9 gr.; 2 horse, for 1 or 2 persons, 12 gr. for ¼ hour, 15 or 18 gr.; for 1 hour, 24 to 30 gr.; every person beyond two pays 3 gr.; a portmanteau 6 gr.; carpet-bag, 3 gr.

Porters.—For carrying a portmanteau, 6 gr.; a hat-box or carpet-bag, 3 gr.

Bruckenaue.—Pop. 1,800.

A fashionable resort on account of its chalybeate waters. Situated 17 miles north of Klasingen.

Brunswick.—*Stat.*—Pop. 43,000.—**HOTEL:** HOTEL DE ANGLETERRE, an excellent house.

There is an excellent first class refreshment room at the station, cooking excellent.

Brunswick on the Ocker, a town with clean streets, much picturesque architecture in the old buildings, and surrounded with walks and parks, beautifully laid out; The museum in the arsenal has the usual attractions, and is open in summer every day except Mondays. In winter admission, 2 th. 20 gr., or eight shillings. The cathedral, or the church of the Holy Blasius in the gothic-Norman style, was completed in the year 1194, by Heinrich der Löwe who lies buried here, as also his wife; the Duke of Brunswick, who was slain at the battle of Jena. The Duke, his son, who fell at Quatre Bras; and on the coffin of the Duke may still be seen the withered garland spread by his people on his bier; and the unfortunate wife of George IV., Caroline of Brunswick, also lies buried here. Near the church stands a large bronze lion, which Heinrich der Löwe (Henry the Lion) brought from Constantinople. In the promenades is the large and beautiful monument erected to the memory of the two Dukes of Brunswick, who fell at Jena and Quatre Bras. Before the gate Steinhof and Angusthor, is the monument of the valiant and unfortunate Schill, who was shot by the French in 1809. Very interesting is the lately restored Town Hall, Altstadt Rathaus, and the fountain at the Altstadt Market; also the Richmond Park before the Angusthor.

CONVEYANCES.—Railway, See pages 102, 103, 104, 105, and 108.

Cannstadt.—*Stat.*—**HOTEL:** HERMANN'S AND FORMIS'S.

Cannstadt is situated on the fertile shores of the Neckar, containing 8100 inhabitants, celebrated for its mineral springs, and the beauty of the situation besides its salubrity. The Kursaal is very elegant, and distinguished for its fresco paintings; three quarters of an hour from Stuttgart, a pleasant walk through the Royal Park, or 10 minutes by Railway. It is recommended to tourists on account of its mild climate during winter. It has an Institution for the cure of all distortions of the human frame.

Waters recommended for stomach complaints. One of the best Educational establishments for young English gentlemen, conducted by Professor Hirsch—recommended by the Rev. Dr. McLeod, of Glasgow, (one of H. M.'s Chaplains), and many other gentlemen.

CONVEYANCES.—Railway, see pages 130, 131.

Carlsruhe.—*Stat.*—Pop. 27,000.—**HOTELS:**—ERSPRINZ—GOOD. ENGLISCHER HOF, PARISER HOF.

Capital of the Grand Duchy of Baden. Amongst the edifices are the Palace, the Protestant and Catholic churches, built by Weinbrenner; the Palace of the Count Palatine of Baden, and the Polytechnic School, the latter in the architectural style of the middle centuries. Before the castle is a bronze statue of the deceased Grand Duke of Baden by Schwantaler; a pyramid of red sandstone in the interior of the town points out the grave of the founder and builder of the town. A poor gallery of paintings, open 10 to 12 and 2 to 4 daily. Botanic garden and

promenades in Palace Garden, all open. Magnificent new theatre, amongst the finest in the world. All the streets radiate from the palace. English Church service performed in the Chapel of the Stiftung, adjoining the Mushburg Gate.

CONVEYANCES.—Railway. See pages 94 and 95; Diligence from Pforzheim to Wildbad, and from Landau to Zweibrücken. The Post station adjoins the Railway.

Cassel.—*Stat.*—Pop. 39,000.—**HOTELS:**—

HOTEL DE L'EMPEREUR ROMAIN.—

Hackney carriage fares, from the railway station to any part of the town, 5 sgr.; to Wilhelmshöhe, from 1½ to 2 th.; to Loewenburg, 3 th.; to Hercules, 4 th.; drinkelt, 7 to 10 sgr.

Is the capital of Lower Hesse, and seat of the Electorate. Divided into the Old Town, the Lower New Town, and the Upper New Town, and situated on the Fulda. Enjoys a fair manufacturing trade in linen, cloth, hats, and porcelain. Its objects of attraction are rather few. In the Friedrich's Platz, 1000 by 450 feet, one of the largest squares in Germany, is the Elector's Palace, a building devoid of any imposing effect, and far surpassed by very many of the hotels inhabited by the bankers in Frankfurt. Near it stands the Museum, one of the prettiest buildings in Cassel; and immediately to the rear are the Government Offices. A very fine view of the valley and windings of the Fulda, as also of the remote Mount Meissner, can be enjoyed from an open side of the square on the brow of the hill. In the middle of the square there is a statue of Frederick II., the founder and patron of the principal establishments and collections of art in Cassel.

THE MUSEUM is open daily, from 11 to 1: it contains a library of 100,000 volumes, a cabinet of curiosities well worth attention, the collection of natural philosophy, and the picture gallery, in which are some valuable paintings.

THE THEATRE is also worth notice. It was built by King Jerome Buonaparte. The famous gardens of Wilhelmshöhe, the Versailles of Germany; in them is the Elector's summer palace, about three or four miles from Cassel. The conservatories and fountains behind it are the highest in Europe, except that at Chatsworth. Waterworks play Wednesdays and Sundays at half-past two.

Near the Museum the *Karlsau*, one of the finest public gardens in Europe; near it, the "Krattenburg," begun 1820, but now a ruin.

The Cascade of the Karlsburg is worth a visit. At the top is a colossal statue, over which falls, at intervals, a stream of water. The statue is led up to by a flight of stone steps 900 feet long. The hill can be ascended by means of a carriage road. On a sort of landing, half-way up the stairs, the Giant Enceladus, rudely carved, is represented in a horizontal position, a mountain of rocks covering his bosom. An eight-sided figure, 1,313 feet over the Fulda, topped by a pyramid supporting the colossal figure of Hercules (31 feet high) manufactured of beaten copper, surmounts the Chateau d'Eau; within the hollow of the club eight persons can be accommodated, and enjoy a very fine view of the surrounding country from a small window constructed

therein. The Aquatic Staircase and Temple of the Winds employed 9000 men for fourteen years.

Lowenburg-Foy Castle, met with in the descent, is worth notice. Its contents are—armour, belonging to the Great Condé; a curious collection of drinking glasses; some portraits of the Tudors and Stuarts, and a library of romances. The chapel contains the remains of the Elector who built it.

CONVEYANCE.—Railway, see pages 99 and 101 Dillengans, see page 226.

Chemnitz.—*Stat.*—Pop. 46,000.—HOTELS:—ROSENTHAL'S HANSE, STADT BEKKE, ENGEL.

47 miles S.W. of Dresden; the most considerable manufacturing town in Saxony, producing hosiery which rivals that of England; the condition of the factory-peoples here is very superior to that in most other places, as they almost all possess freshlod cottages, with gardens, which they cultivate themselves when the work at the looms happens to be slack; and they thus improve their means and recruit their health at the same time. Chemnitz is also famous for its manufactures of machinery for spinning. Its ancient fortifications, having been levelled, afford agreeable promenades; outside the town is the former Schloss, once the residence of the Elector, but now an inn.

CONVEYANCE.—For Railway, see pages 125 & 126. Coburg.—*Stat.*—Pop. 11,000.—HOTELS.

HOTEL GOLDNER LÖWE, GAUS BAUM.

Coburg, is the capital of a principality of the same name, situated on the river Its or Itsch. The market-place is a fine square, and contains the government offices and town-house. Here is a celebrated academy, founded in 1597, also a castle, and a good theatre. Leopold, who married Princess Charlotte of England, and afterwards became King of Belgium, is a descendant of the Coburg family. Prince Albert, who married the Queen of England is of the same family. The inhabitants carry on some traffic in wool, 100 miles from Frankfurt-on-the-Maine.

CONVEYANCE.—Rail to Eisenach, Lichtenfels, &c., see page 116.

Crimmitschau.—*Stat.*—12,000.—On the Pleisse, a manufacturing town with about 75 spinning mills, which are principally supplying the English and Scotch manufacturing districts. It has a church with remarkable altar painting.

Darmstadt.—*Stat.*—Pop. 28,000.—HOTELS—HOTEL TRAUBE (GRAPES), highly recommended.

HOTEL DARMSTADTER HOF—very good house, kept by M. Wiener

Darmstadt, the dull capital of the grand duchy of Hesse Darmstadt, and residence of the Grand Duke. The inhabitants are principally Protestants. In the new town the streets are wide and regularly built. There is one good square, called the Louisenplatz, in which is a fine monument in memory of the last duke. The railway station is outside the Rheinthor, Museum of paintings and casino.

CONVEYANCE.—Railway to Mayence, Frankfurt, Mannheim and Heidelberg. See page 91.

English Church Service by the Rev. W. Wilkina. B. A. 1841.

Donaudworth.—*Stat.*—Pop. 3,000.—HOTEL—HOTEL KREIS—

A well-built town of Bavaria, seated on the north bank of the Danube, at the influx of the Würnitz; 25 miles from Augsburg; here is a bridge over the Danube.

CONVEYANCE.—For Railway, see page 133; Steamboats down the Danube to Ratibon, and thence to Linz and Vienna.

Dresden.—*Stat.*—Pop. 180,000.—(*Map is Special Edition.*)—HOTELS.—

The Hotels in Dresden are of a superior description, and those mentioned below are well-situated and considered among the best. The charges are moderate and the fare excellent.

HOTEL VICTORIA, Mr. Carl Weiss. Very good house, comfortable and clean.

HOTEL ZUM KRONPRINZ.—Crown Prince Hotel, one of the best in Germany, and deservedly recommended.

HOTEL DE Saxe, a first class Hotel, very highly spoken of.

HOTEL DE BELLE VUE.—A first-class Hotel for families and gentlemen, admirably conducted and highly recommended.

HOTEL ROME, situated on the new Market, kept by M. Boucher.

PRIVATE BOARD AND LODGING.—A comfortable home to be found in a quiet North German family, where the language is well spoken. Mr. Seeman, 14, Lüttichan Strasse, 2nd stage.

The Berlin Railway Stations are distant about a mile from the principal Hotels in the city. Passengers from Dresden *via* Leipzig to Hof, must proceed at their own cost from the terminus to the Bavarian Station, a mile distant, except by some trains.

Droskeys, with one horse for three persons and baggage, 8 groschen.

Between Dresden & Prague (at Bodenbach) passports are given up, examined, and reclaimed before departure of train. Baggage of travellers is scarcely looked at; the same formalities are observed in leaving the Austrian frontier. The buffet here is bad.

Prices of first class hotels:—Room, 15 to 16 gr.; dinner, at 4 o'clock, 1 th., with wine; candles 8 to 10 sgr.; breakfast 7 to 10 sgr.; service per day, 10 sgr.

Hackney Carriage Fares:—1 hour for 1 person, each course, 5 ngr.; for 2 persons, 7½ ngr.; 2 horses, for 2 persons, each course, 11 ngr.; 3 persons, 15 ngr.; 1 horse, each ½ hour, 7½ and 12½ ngr.; 2 horses, 10, 15, and 20 ngr.; a carriage and pair of horses, for 1 day, 4 th. 10 gr.; the coachman (valet de place), per day, 1 th. 4 day, 20 gr.

Capital of the kingdom of Saxony. A favourite residence of English people, by whom it is considered the "Florence" of the North; celebrated for cheap living, cheap good music, and works of art. A week or fortnight may be most pleasantly passed in Dresden, and, unlike most continental towns, the principal places of resort are at easy walking distances. The abundance of cheap good music is remarkable, for 3d. an excellent concert may be heard; 16 or more musical selections are given at the Belvedere Café for the small sum above named. During the winter months, skating of the best kind is to be had on the Dresden waters.

The Museum, and other objects of curiosity

should be visited mornings and afternoons, a drive before sunset in the charming environs; the opera and café concerts make up the day's amusements.

During the height of the Dresden season it is scarcely possible to secure rooms in the principal hotels by writing beforehand; the hotels, however, are numerous, and accommodation ample.

Situated on both shores of the Elbe, which are united by two beautiful bridges, 552 yards long. The terminus of the Leipzig and Dresden Railway is in the Neustadt, on the right bank of the Elbe. Trains to Leipzig five times a-day (see page 127). Fiakers and omnibuses convey passengers to all parts of the town, for 10 and 5 neu groschen.—By way of Ostend and Cologne, Dresden may be reached in 28 hours. The traveller should, by all means, visit the Saxon Switzerland. There is a railroad to Rathen from whence he may take a boat across the river to the Bastel, a most delightful place.

Passengers by Rail, ferry over the Elbe between Krippen and Shandau. From Shandau to Bastel, tax for a guide, who carries your travelling bag, &c. from Bastel to Wells, where the steamer is taken to Dresden or otherwise, 15 groschen.

Exquisitely finished miniatures for brooches, bracelets, or pictures are taken here for moderate prices; also, copies on enamel of the celebrated pictures in the gallery. The prices of these latter range from 5s. upwards

OBJECTS OF ATTRACTION.—The celebrated Dresden Gallery; the Grüne Gewölbe, or Green Vaults, a collection of precious stones, gold and silver ornaments, and articles of vertu, valued at several millions sterling; the Frauen Kirche, with a beautiful dome, altar, and organ; Catholic church, Synagogue; Zwinger and Japanese Palaces, and Brühl Terrace, where there is a most excellent coffee-house; Armoury, said to be the most complete and curious in Europe; Academy of Arts, Catholic church-yard, Bath of Link (tea-gardens), Museum of China Work; good opera, flower-market, &c. Valet de Place necessary, fee 1th. per day, (3s.)

BRITISH ENVOY—Hon. Mr. Murray.

BRITISH CHAPLAIN—Rev. C. H. H. Wright, M.A.

PHYSICIANS.—Dr. F. Elb, 30, Waisenhaus Strasse, and Dr. Bernhard, Hirschel, 7, Johannisstrasse are homœopathic; and Dr. Carus, Lütichau Strasse, Dr. Vaust, Waisenhaus Strasse, and Dr. Walter, are regular physicians.

Jeweller.—M. Eilmeyer, Jeweller to the Royal Court of Saxony, and to Her Majesty the Queen of England. See advertisement.

Banker and Exchange Office.—Mr. P. Eilmeyer gives the best exchange, and we recommend English travellers to his office, No. 7, Wilsdruffergasse, with every confidence.

CONVEYANCES.—Railway to Burzdorf, Herzberg, and Berlin, page 114.—To Reichenburg & Gorfitz, p. 128.—To Freiberg, p. 126.—**EILWAGEN** to Marienburg, &c. See p. 229. Steamers ascend the Elbe to Leitmeritz, (whence there is a Railway to Prague) passing through the Saxon Switzerland. Railway from Dresden to Prague. See page 128.

The easiest and most profitable way of visiting Saxon Switzerland, particularly for those who can-

not devote much time to it, is, to set out from Dresden in the morning by Railway, with a ticket for the station "Potscha," there to leave the train, cross the river Elbe to Wehlen, ascend to the Bastel rock and go on as far as the little town of Schandau, and sleep there. The next day the traveller goes by the Kuhstall, the Winterberg, and the Prebischthor, to Herniskretschchen, where he meets the steamer for Dresden at 5 o'clock, and reaches that city at 8 in the evening.

Steamers go up the river to Saxon-Switzerland at 6, 9, and 2 o'clock. Coming down the river to Dresden, they leave Aussig at 10, Tetschen at 12 noon, and 4 p.m., and Herniskretschchen at 1½ in the morning, and 5 o'clock evening. Pillnitz at 3½, 7½ and 9½ evening.

Railway travellers coming down from Prague will do well to leave the railway at Aussig, and to go at this place on the steamer, the trifling sacrifice of time being richly repaid by the charming beauty of the scenery on the river.

POST OFFICE.—All letters posted before 3 o'clock in the afternoon, will be forwarded the same day.

Daily post of letters from England, France, Russia, Delivery of letters after arrival of respective trains, Lettersto and from London commonly take 3 days, Electric telegraph in operation between Dresden, Belgium, France, Vienna, Berlin, Breslau.

BRITISH CHAPLAIN, Rev. C. H. H. Wright, M.A., Divine Service—Sunday at 11 a.m. and 4.0 p.m.

Roman Catholic Church—Musical Mass—Sunday, at 11 in the morning. Protestant Churches.—Divine service.—Sunday, at 9 & 10 in the morning.

Picture Gallery—Admission free on Tuesdays, Wednesdays, and Thursdays, from 10 till 4; on other days, payment is required. French catalogues, at 30 groschen, to be had at the doors

The Green Vaults, engravings, China Collection and Armoury, are to be seen only by tickets at 3 thalers, and good for six persons.

The Royal Library, admission free, open daily for public use till 1 o'clock.

Royal Opera or Theatre daily. Doors open at 5, performances commence at 6 o'clock

Driburg Baths.—One German mile distant from Bunke Station, on the line between Paderborn and Casel.

Driburg is the strongest carbonic-acid iron spring in North Germany

The water in the baths is heated by steam in the space of five or six minutes, and with the least possible loss of the gas.

Should the Driburg water be found too powerful, that of Herslerbrunnen (a contiguous spring) can be used, which is in the highest degree mild and relaxing, and is very successfully used in diseases of the bladder and kidneys.

Baths of sulphurated mud.

A whey cure can be had.

Season from 15th May to 15th September.

PHYSICIAN.—Dr. Brück, member of the medical council, has practised here for the last 33 years.

Arrangements as to lodgings, baths, &c., may be made with Administrator Vollmer, Driburg, Westphalia.

Eisenach.—Stat.—Pop. 12,800—Hours:—

HOTEL HALBE MOND—good. **THURINGER Hof**—good and moderate.

A well-built town on the Nesse, 40 miles west of Weimar, and 26 west of Erfurt, with which places, as well as Halle, &c., it is connected by railway (see page 117). Its inhabitants, are chiefly engaged in woollen manufactures. It contains five churches, gymnasium, and a library. From here the "Warburg" Luther's residence from May, 1521, to March, 1522, may be reached in an hour's walk. Carriages and guides always to be had.

CONVEYANCES.—Railway to Coburg and Lichtenfels for Bamberg and Hof. p. 116.—To Halle and Leipzig, p. 117.—To Cassel and Warburg, p. 120.

EMMS.—*Stat.*—Pop. 2,400.—**HOTELS**:—**HOTEL D' ANGLETERRE**, very good—**HOTEL DES QUATRE SAISONS**—**HOTEL DE RUSSIE**.

Horse hire:—From 1 fl. to 1 fl. 48 kr., to the many points for excursions, occupying 3 hours; $\frac{1}{2}$ a day, 2 fl.; 1 day, 4 fl. Donkeys, from 24 kr. to 1 fl., if for 3 hours. Carriages, 2 horse, from 3 fl. for $\frac{1}{2}$ a day, to 7 fl. for 1 day; the tariff only limits the prices from Emms to the towns around Emms.

Emms is, unquestionably, a very fashionable watering place, rather exclusive and aristocratic, especially with the Russians and Germans, who resort to it more on account of the curative properties of the springs, particularly when used as baths, than as a place of amusement, as it is by no means a desirable place of residence during the summer months for those who are not under medical treatment. It is situated in a very narrow valley, traversed by the river Lahn, with steep hills on either side, so that there is a deficiency of ventilation, and in hot weather the place is positively stifling. At mid-day, during the months of July and August, visitors are either panting on their sofas in the lodging-houses or hotels, like fish in tepid baths, or have effected an escape to the shade of the forest; as the town being wholly destitute of shade, the heat is intolerable.

Towards evening the bands begin to play, and the promenade is soon crowded with visitors, eager to breathe a purer air, either on the borders of the river, or upon the tops of the neighbouring hills, whence they may enjoy the bracing breezes from the Rhine, or extend their walks or rides, with the assistance of the numerous donkeys, to the various beautiful and picturesque spots among the hills up the Bäderlei, to Schweitzer Haus, to the Lindenschach valley, by the silver-smelting furnace, to the ruined castle of Sporkenberg, or to Baldenstein, all affording fine views.

Returning from these excursions, the music of the Kuksaal, invites attention to the attractions of Rouge et Noir, on which a certain class of visitors are ever ready to stake their gold with a recklessness quite astonishing to the uninitiated.

It being no uncommon thing to see a princess or a countess laying down her napoleons, on the red or black, with the coolness of an accomplished player, and raking the proceeds towards her store, when numbers chance to come up favourably.

The waters are taken early in the morning, while yet there is some freshness in the air to invite the invalid abroad, and encourage him to

take gentle exercise between the draughts of water. he has been directed to take, and the quantity of which must be regulated by the power of digestion—from two to three glasses full—taken at intervals of a quarter of an hour.

The Baths are most used in the morning, for which Tickets are previously obtained from the Badmeister.

EXCURSIONS.—1. Up the Bäderlei, to the Schweitzer Haus, a Café. 2. To the Forsthaus. 3. To the Lindenschach Valley. 4. To the Castle of Sporkenberg. 5. To Baldenstein; or a visit to the Castles of Nassau, higher up the Lahn Valley.

CONVEYANCES.—Rail to Lahnstein, Rudesheim, Wiesbaden, Nassau, Weizlar, &c., see page 90. Steamers up and down the Rhine.

Erlangen.—*Stat.*—Pop. 10,600.—**INNS**—**GENÈRE SCHWAN**, H. Wallfisch.

A University town, on the Regnitz, celebrated for its beer. Half an hour's ride, by railway, from Nuremberg, see page 132.

Esslingen or Esslingen—*Stat.*—Pop. 15,600.—**INNS**:—**HOTEL KRONK, ADLER**.

Situate on the Neckar; cotton and hardware manufacturing town. Fine view from the old castle. Here is the establishment of Dr. Stummel for the cure of nervous affections. In the neighbourhood, on the Rothenberg, is situated the Russian chapel; important on account of the statues of the Four Evangelists, by Dannecker and Thorwaldsen.

CONVEYANCES.—Railway to Ulm, Friedrichshafen, Stuttgart, and Heilbronn, see page 120.

Frankfort-on-the-Maine—*Stat.*—Pop. 81,000.—(with *Map in Special Edition*).—**HOTELS**:

Few towns in Europe, Paris excepted, can boast of such magnificent hotels as are to be found at Frankfort. These are principally in the Zeil, or in the vicinity of the Theatre. And are in every way worthy of one of the largest capitals of the Continent. The charges are by no means extravagant and the attendance is of the best description.

HOTEL WEISSEN SCHWAN is excellent in every respect, and situated in the centre of the city.

UNION HOTEL, formerly Weidenbusch, well known, excellent, and reasonable family hotel. Mr. Mevl, Proprietor.

HOTEL DE BRUXELLES.—Very good house, kept by Mr. Otto Humbert.

LANDSBERG HOTEL, an old established, spacious, and particularly comfortable house; an extremely liberal Table d'Hôte; choice wines, and good attendance.

VICTORIA HOTEL.—First-rate, and highly recommended.

THE ROMAN EMPEROR, an hotel of European celebrity, much frequented by English travellers, reputed for its elegant accommodation, comfort, and attention. Charges moderate.

HOTEL DE RUSSIE. HOTEL D'ANGLETERRE.

Hotel prices of first class houses are about the same:—Room, 48 kr. to 1 fl.; candles, 24 kr. service, 30 kr.; coffee or tea, 26 kr.; dinner and wine, 1 fl. 30 kr. to 1 fl. 48 kr., or 2 fl.

Omnibuses from the railways and from station to station, 12 kr. per person; for each box or portmanteau, 6 kr.; from any part of the town to the

railway, 6 kr. per person; all the stations are close to the town. Hackney carriages, from the railway stations to any part of the town, or from station to station, 2 persons, 24 kr.; 3 persons, 30 kr.; for every box, 6 kr. One horse droschken, 2 persons, 4 hour, 12 kr.; 3 or 4 persons, 18 kr.; 2 horses, by the course, from 18 to 24 kr. Valet de place, 1 fl. 12 kr., to 1 fl. 45 kr. per day, during fair time 1 fl. 45 kr.

BOHEMIAN FANCY GLASS AND CRYSTAL WAREHOUSE.—P. A. Tschich's Successor. Zell No. 44. A most extensive assortment of the above articles, of the newest and choicest patterns. Dessert Services. Articles for the toilet and table in great variety.

DRESDEN CHINA. ARTICLES OUT IN STAGS HORN, &c.—M. Bing, Junr. & Co., Zell, No. 31. No person should leave Frankfort without visiting this establishment.

Frankfort is one of the noblest cities in Germany, connected with high recollections, and doing honour by its fame to the spirit of commerce. It has always been a striking object to the traveller, and it has been greatly improved and embellished. Its shops, streets, and public buildings, all exhibit the progress of industry, activity, and invention. Frankfort is one of the pleasantest of continental residences. It is a free town, with 81,000 inhabitants, and seat of the German Diet, and garrisoned by 5000 troops, Austrians, Bavarians, and Prussians. Promenades extensive & fine, suburbs fine; there is a good casino or club, also a good post-office. Amid a great variety of objects to interest the traveller in this place may be mentioned as worthy of inspection the Hotel de ville (Roemer). It is a building of the 15th century, less remarkable for its architectural appearance than for its historical note. Here is the Electors' room, at present the Hall of the Senate, where the electors or their deputies used to assemble; the Kaisersaal, with the portraits of all the Emperors, from Conrad I. to Francis II. In it is also preserved the original Golden Bull. There are several paintings in the Hall which have been redecorated in the ancient style. On the end wall is the Judgement of Solomon, by Steinbe. The Kaisersaal is open to the public on Mondays, Wednesdays, and Fridays, from eleven a.m. to one p.m. The Domkirche, or Cathedral, is remarkable for its antiquity; also, as having been the place where, for many years, the Emperors of Germany were crowned. It is considered the last specimen of the ancient German architecture. The town library with more than 60,000 volumes, is open every Tuesday and Thursday, from 10 to 12, Mondays, Wednesdays, and Fridays, from 2 to 4 o'clock, a gallery of paintings, with more than 900 original pictures, is open on Tuesdays and Thursdays, from 11 to 12 o'clock; the Stüdel Museum of Paintings, open daily, (except Saturdays) from 10 to 1; the natural history museum, open every Wednesday, from 2 to 4 o'clock, on Fridays, from 11 to 1; the Bethmann museum, with Danneker's Ariadne, open daily from 11 to 1 o'clock; the monuments of Goethe and Gutenberg, are in the Ross Market; the new cemetery, with several beautiful monuments. Goethe was born here, in the house marked F. No. 74 in the Hirschgraben. On the

front is his father's coat of arms, bearing the poetical devices of three lyres. His monument in the Allee, facing the theatre and close to Gutenberg's, is by Schwanthaler, of Munich. The figure and pedestal are of bronze. A latin inscription and his bust mark the house in which Luther resided in the Domplatz. The inscription is as follows:—"In silentio et spe erit fortitudo vestra."—"In quietness and confidence shall be your strength." Frankfort is also distinguished as being the birthplace of the Rothschild family. The Taunus Mountains can be reached by railway as far as Höchst and Soden, a mineral spa; thence by carriage to Königstein, a ruined fortress of great extent and interest. A fine view of Frankfort and the surrounding country may be obtained from the hilly spot called Hainerweg, on which also the extensive cellars of Messrs. Feist Brothers and Sons, have been excavated deep in the rocks for their sparkling wines. They are well worth visiting. Apply at their office, 40, New Mainzer Street.

Eilwagen (office *Zeil*, next to the post-office and Hotel de Russie).

As ministers from Great Britain, and most of the European states reside in Frankfort, travellers proceeding to Austria should have their passports signed. Two large fairs are held here, in spring and autumn, when merchandise is brought from all parts of Europe.

Staghorn Cameos, fine and moderate. Good baths, 45, J. Main Kay.

BRITISH CONSUL, BANKER, AND WINE MERCHANT.—Mr. Koch, 41, Eschenheimer Strasse.

UNITED STATES CONSUL-GENERAL.—W. W. Murphy, Esq., 19, Wesser Street.

ENGLISH CHAPLAIN.—Rev. J. C. Flood, M.A. English church service is performed twice every Sunday, at 11 a.m. and 3 p.m., in the church in the Goethe Platz.

PHYSICIANS.—Dr. Funche, Physician to Her Majesty's Mission.

ENGLISH AND FOREIGN BOOKSELLERS.—C. Jugel, Depot for Bradshaw's Guides, and M. L. St. Gair, Zell.

CONVEYANCES.—Railway trains to Darmstadt, Mannheim, Heidelberg, page 91. To Karlsruhe, Baden, Strasburg, Freiburg, and Basle, see page 94. To Castel, Biebrich, and Wiesbaden, page 90.—To Wiesbaden, Rudesheim, Ems, &c. page 90.—To Offenbach, page 93.—To Aschaffenburg, Würzburg, Augsburg, and Munich, page 132.

Omnibus information see page 231.

Freiburg, in the Breisgau, Grand Duchy of Baden.—*Stat.*—Pop. 18,100.

HOTEL ZAEHRINGER HOF, opposite the Railway Station, newly built, very commodious, first class Hotel for families and gentlemen; clean, comfortable, convenient, and moderate. The Proprietor speaks English, and is civil and obliging.

HOTELS.—**DEUTSCHER HOF** or **HOTEL DE LA SALEMAGNE**, an excellent and most comfortable house, lately refitted and enlarged, within five minutes of the Railway Station, with omnibus meeting every train, highly recommended. The landlord, Mr. Rohfus, speaks English perfectly, and as President of the Black Forest Association, can give the best information respecting the various routes

From FRANKFORT to	The most direct Routes from FRANKFORT to the following Alphabetically arranged List of Towns.	ORDINARY FARES.		TIME.	
		1 Class.	2 Class.	Exp.	Ord.
		£ s. d.	£ s. d.	h. m.	h. m.
1 Amsterdam	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Amsterdam, No. 2, p. 310.	1 14 0	1 9 0	20 0	0 0
2 Antwerp	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Antwerp, No. 2, p. 310	1 12 3	1 1 6	16 0	20 0
3 Augsburg	a RL via Bamberg, p. 132; Nuremberg, p. 133; Augsburg, p. 133 b RL via Heidelberg, p. 91; Bruchsal, p. 94; Stuttgart, Ulm, Augsburg, p. 115	1 11 4	1 0 11	13 14	25 10
4 B. Baden	RL via Heidelberg, p. 91; Carlsruhe, Baden-Baden, p. 94	1 10 0	1 0 2	11 30	18 50
5 Basle	a RL via Heidelberg, p. 91 Carlsruhe, Baden Baden, Freiburg, Bale, p. 94 b RL to Mannheim, p. 91; Omn. to Ludwigshafen, Neustadt, Strassburg, p. 96; Mulhausen and Bale, p. 56	1 0 16	0 11 0	5 0	9 0
6 Berlin	a RL via Wurzburg, Bamberg, p. 132; Coburg, p. 116; Hof, Leipzig, p. 125; Dresden, p. 127; Berlin, 113 b RL via Gutershausen, Cassel, p. 100; Gotha, p. 102; Weimar, Leipzig, p. 103; Halle, Coblen, p. 92	1 8 3	1 0 11	10 0	14 0
"	c RL via Cassel, p. 92; Gottingen, Hanover, p. 101; Brunswick, 106; Magdeburg to Berlin p. 115	3 1 8	2 3 6	25 15	36 50
7 Brussel	a See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to Brussels b RL to Treves, pp. 94, 97, thence via Namur, p. 73	3 1 8	2 3 1	16 30	19 40
8 Calais	See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to Calais, No. 2, p. 310	2 15 9	2 0 11	28 0	27 0
9 Cassel	Rail to, p. 92	0 15 10	0 10 7	5 0	9 0
10 Coblenz	RL to Castel, (Mayence) p. 90; RL to Bingen, p. 91; RL to Coblenz, p. 94	0 8 4	0 6 1	5 45	6 5
11 Cologne	RL to Castel, p. 90; Str. down the Rhine to Cologne, p. 213; or by RL to Bingen, p. 91; RL thence to Cologne, p. 84	0 12 6	0 9 0	10 0	0 0
12 Constance	a RL via Heidelberg, p. 91; Bruchsal, p. 94; Friederichshafen, p. 130 b Via Bale, see Rte. to, No. 5; Dtl. Baden; RL to Zurich, Romanshorn, p. 155 c RL to Heidelberg, p. 91; to Freiburg, p. 94, by the Hollenthal to Schaffhausen; RL thence to Wintherthur, Romanshorn	1 6 9	0 17 6	8 0	10 0
"		1 18 4	1 11 1	17 0	28 30
13 Dresden	RL to Wurzburg, Bamberg, p. 132; Hof, 125; Chemnitz, Dresden	2 7 1	1 11 6	18 15	29 0
14 Geneva	See Rte. to Bale, No. 5, thence as per Itinerary of Rtes to Geneva, p. 361	2 0 5	2 5 1	44 0	56 0
15 Hamburg	See Rtes. to Hanover, No. 16; thence via Harburg, p. 100	2 1 1	0 18 7	13 30	19 0
16 Hannover	RL via Cassel, p. 92; Gottingen and Aldfeld, p. 101	1 9 4	0 19 7	9 0	14 0
17 Heidelberg	RL to, p. 91	0 5 11	0 3 11	2 0	3 0
18 Leipzig	a RL via Wurzburg, p. 132; Bamberg, p. 132; Hof and Leipzig, p. 125 b RL via Cassel, p. 92; Gotha, Weimar, p. 117; Leipzig, p. 117	1 16 6	1 3 6	13 45	17 30
19 London	a See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to London b See No. 22, Rte. to Paris; thence as per Itinerary of Rtes to London c RL to Treves, pp. 94, 97, thence via Namur to Brussels, p. 73; then as per Itinerary, p. 288	5 16 4	4 4 2	30 0	40 0
"		5 14 4	4 3 0	28 0	45 0
20 Mannheim	a RL to, by Darmstadt, p. 91 b RL to Castel, p. 90; Omn. to Mayence; RL to Ludwigshafen; Omn. to Mannheim	0 5 10	0 4 0	2 0	3 0
21 Munich	a RL via Wurzburg, p. 132; Bamberg, p. 132; Nuremberg, p. 133; Augsburg, p. 133; Munich, p. 133 b RL via Heidelberg, p. 91; Bruchsal, p. 94; Stuttgart, Ulm, p. 130; Augsburg, Munich, p. 133	1 15 3	1 3 6	16 10	27 10
22 Ostend	See Rte. No. 11, Cologne; thence as per Itinerary of Routes from Cologne, No. 27, p. 310.	1 15 1	1 3 10	13 55	21 30
23 Paris	a RL via Heidelberg, Mannheim, p. 91; Ludwigshafen, Neustadt, p. 97; Forbach, Metz, Nancy, p. 51; Paris, p. 55 b RL via Heidelberg, p. 91; Carlsruhe, Baden-Baden, Kehl, p. 94; Omn. to Strassburg; RL via Nancy to Paris, p. 54	2 15 9	2 0 8	16 25	24 10
"		2 8 0	2 3 3	14 30	24 40
24 Rome	See Rte. to, No. 5; Rte. thence as per Itinerary of Rtes. to Rome, No. 30, p. 363	6 14 6	5 4 1	81 0	92 0
25 Rotterdam	See Rtes. to Cologne, No. 11; Rtes thence as per Itinerary of Rtes. to Rotterdam, No. 29, p. 310	1 15 10	1 3 6	20 0	0 0
26 Strassburg	See Rtes to Bale, No. 5	0 14 11	0 11 0	8 0	8 0
27 Stuttgart	See No. 31, Rte. to Munich	0 18 5	0 8 9	5 30	7 50
28 Vienna	a See Rtes. to Dresden, No. 13; thence via Prague, p. 138; Brunn, p. 139 b See Rte. to Munich, No. 21; Rail. thence to Baisburg, p. 136; Railway to Vienna, p. 137	4 12 6	2 4 10	26 0	50 0
"		15 0	2 10 0	2 0	33 0
Routes from Frankfort to the Principal Baths.					
29 Aix-la-Chap.	See Rte. No. 11 to Cologne; thence per RL see Itinerary of Rtes. from Cologne, p. 310	0 0	0 12 4	11 15	12 5
30 B. Baden	RL via Heidelberg, p. 91; Carlsruhe, Baden-Baden, Oest Sta. p. 94	14 1	0 8 6	4 10	7 0
31 Cannstadt	RL via Stuttgart, see No. 27; thence per RL to Cannstadt Sta. p. 130	16 0	0 13 0	6 30	8 50
32 Carlsbad	RL via Wurzburg, p. 132; Bamberg, p. 132; Hof, p. 133; Dtl. to Carlsbad	15 1	1 5 6	7 0	25 0
33 Ems	See Rte. No. 10 to Coblenz; Steamer to Lahmstein; RL thence to Ems By Dtl. every hour from Post-Office	0 11 0	0 1 4	1 0	1 0
34 Hornburg	By Dtl. every hour from Post-Office	0 11 5	0 9 7	7 3	8 7
35 Kissingen	RL to Gemunden or Schweinfurt, p. 132; Dtl. to Kissingen	2 0	0 1 10	26 0	33 0
36 Marienbad	See Rte. to Carlsbad, No. 32; Dtl. as far as Eger, thence to Marienbad	1 16 4	1 6 2	18 0	22 0
37 Pyrmont	See Rte. No. 16 to Hanover; RL to Harford, p. 86; Dtl. to Pyrmont	0 10 0	0 0 0	0 0	0 0
38 Schwalbach	RL to Wiesbaden, see No. 42; Dtl. thence to Schwalbach	0 10 0	0 0 0	0 0	0 0
39 Schwabach	RL to Wiesbaden, see No. 42; Dtl. thence to Schwabach	0 8 6	0 6 6	11 0	0 0
40 Spa	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes No. 9, p. 310	1 4 8	0 17 0	14 0	11 3
41 Teplitz	See Rtes. to Dresden, No. 13	2 12 0	0 17 8	21 0	33 0
42 Wiesbaden	RL via Biebrich, p. 90	0 4 3	0 3 0	1 30	1 30
43 Wildbad	RL to Wilferdingen p. 94; thence per Diligence	0 14 9	0 10 10	1 0	0 0

(see Black Forest). Tourists may board at this hotel well, and at reasonable charges.

HOTEL ENGEL, PFAU, FORRENBACH.

Droschken, $\frac{1}{2}$ hour 1 person, 12krs.; 2 persons, 15krs.; 3 persons, 18krs., and 4 persons, 21krs.; $\frac{1}{4}$ hour, 24, 26, and 42krs.; 1 hour, 48, 54, 60, and 66 krs.

The ancient capital of the Breisgau, situated on the Dreisam, at the entrance into the Höllenthal. The minster is worth seeing, a large gothic church; it was begun under Conrad III., of Zähringen, 1122 to 1152; the beautiful tower is 355 feet high. The university, with its collection; the merchant's hall; the St. Ludwig's church. In the neighbourhood: the Schlossberg, Alt Breisach, the Glacis, the coffee-house (Kopf); the Carthusian monastery, Bad-Pfersich, Botanical garden, the small castle, Jägerhaus, Günterstal, Bad Littenweiler, Schain's Land, 3930 feet. There is a very fine view from the Ludwigshöhe, a hill a quarter of an hour's walk behind the cathedral, one of the finest and most complete Gothic Minsters in Germany.

DIVINE SERVICE every Sunday, at 10.30 a.m. and 3.30 p.m., in a large room lent by the government in the court of the Post-office. Holy Communion every Sunday and greater festival. Chaplain, H. de Romestin, M.A., Oxon.

CONVEYANCES.—For Railway, see pages 94 and 95; Diligences, Schaffhausen, &c., see page 231. But return carriages may be bargained for, the best way is to apply to the landlord of the hotel.

ASCENT OF THE BELCHEN.

Excursions, No. 1.—The ascent of this mountain is best performed (by taking the Rail to Mühlheim, and thence by Badenweiler, where guides and donkeys may be had; or from Frieberg in a carriage, by Staufen and Neumühle)—from **FRIEBERG** on the route thence to Krozingen, Staufen and Neumühle, where refreshments may be had, and whence the ascent is made, a good road leads down by Utzenfeld, Schoenau and Todnau, to **FRIEBERG**. The new road from Staufen to the Wiesenthal (Schoenau) good and very picturesque. The Belchen is the second highest mountain of the Black Forest chain (the Feldberg being higher) 4526 feet above the level of the sea. The tourist may then make for Freiburg or for Badenweiler as described anon.

In ascending the view is less interrupted by trees than from Blauen, and is very picturesque over the neighbouring valleys of Münsterthal and Wiesenthal—the distant view same as Blauen. Descending the same side the road must be followed from Halden to Sirmitz ($1\frac{1}{2}$ Stunden), where refreshments (and at need a bed) may be had. From Sirmitz follow the course of the Klembach on to Badenweiler, (distance $2\frac{1}{2}$ Stunden) Belchen and Münsterthal. Ascend the Belchen from Halden (see Todnau and Badenweiler) and descend the other side (north) to Neuhmühl ($1\frac{1}{2}$ Stunden.)

NEUHÜHL.—INN, KROZING.—Here a one-horse carriage (Einspänner) can be taken to Krozingen railway station (3 Stunden) for $1\frac{1}{2}$ florin, passing

Staufen. Most excellent beer may be had at Krozingen, close to railway station. From Krozingen to Mühlheim Station, $9\frac{1}{2}$ miles by rail (see Time Tables); from Mühlheim to Badenweiler by diligence (see Mühlheim to Badenweiler.)

Mühlheim Station to Oberweiler, $4\frac{1}{2}$ miles; one-horse *voiture à deux places* with luggage, 1 florin, 48 kreutzers.

OBBERWEILER, a charming village situated in a lovely valley south of the Black Forest, a quarter of an hour's walk from its more fashionable neighbour, Badenweiler; from Oberweiler all the excursions named above may be made as easily as from Badenweiler. The air is warmer, and the village more sheltered than Badenweiler.

INNS:—**WILDER MANN,** Humble, but thoroughly good, clean, and comfortable. Landlord, Ch. Baumann. French spoken. Baths in the house. Charges most moderate.

OSCH.—Unvisited, but similar in most respects.

LODGINGS may be obtained in the village. *Pension*, 5 francs a day; the Inn is cheaper.

Beautiful carved walking-sticks may be bought at No. 25. Fishing may be had in the neighbourhood, but leave must be obtained from the proprietor. A skilful *horloger* who can speak French lives in the village.

EXCURSION.—Neuenfels Castle, (2 miles,) situated on an eminence in the Black Forest; no guide necessary; sign-posts all the way. Good paths. Fine view of Black Forest, Freiburg, Vosges and Rhine plain,—pass lovely valleys (to the left.) Several terms may be found on ascending Neuenfels.

No. 2.—The Hoellenthal—15 miles.

No. 3.—The Suggenthal (Badhaus) and Waldkirch (Post-house), 9 miles, where there is capital trout fishing. Apply to the landlord.

No. 4.—The Lake Titisee, by the Hoellenthal—21 miles.

No. 5.—St. Peter—9 miles

No. 6.—The Mountain Kaiserstuhl, near the Rhine—12 miles. This is a curious volcanic construction

No. 7.—The Schaulsland, 3930 feet, has a splendid view of the Alps—10 miles.

No. 8.—The Feldberg, 5,000 feet high, the *highest mountain* of the Black Forest range—24 miles. Near this is the lake Feldsee, where the largest trout of the Black Forest may be caught. A new Inn has been established on this mountain, with good accommodation, the landlord of which has hired the right of fishing and shooting in the neighbourhood, with which he accommodates his guests.

The above are some of the chief excursions to be made from Freiburg; but the whole country round abounds in beautiful walks and objects worth visiting.

Tourists who wish to explore the beautiful and wild scenery of the Black Forest on their road to Switzerland should take this route from **FRIEBERG** as follows:—The Hoellenthal, Titisee, Waldkirch (Post-house), a large village with clock and straw-hat manufactories, the Schluchsee, much frequented for its pure air (Stern), St. Blasien with its fine church, built after the Pantheon at Rome

■ Benedictine abbey, well worthy of a visit; thence through the wild and most picturesque valley of the Alb *hitherto unknown*, to Albruck Station (good Inn), hence by Rail, in two hours, to Schaffhausen Zürich or Bale. The Swiss Guide writer calls this route "the new entrance into Switzerland." Carriages may be had at fixed prices; but agree beforehand, not forgetting the "trinkgeld" for the driver.

Freiburg.—*Stat.*—Pop. 17,000.—**HOTELS:**—**BROCKWALD'S. SCHWABER ROSS.**

An ancient city and capital of the mining district of Saxony, situated in the Mulde, noted for its silver, lead, and copper mines, and for its mining Academy, which is attended by students from all parts of the world.

CONVEYANCES.—For Railway, see page 126. Dilligences, page 231.

Friedrichshafen.—*Stat.*—Pop. 1200.—

HOTEL NESTLE, near the port, comfortable, and deservedly recommended.

A small town on the Lake of Constance, with a fine port and royal pleasure-house. This is a Port for steamers plying upon the lake. See page 191.

For Railway to Ulm, &c., see page 130

Purth.—*Stat.*—Pop. 19,000.—**INNS**—

CROWN PRINCE OF PRUSSIA; EISENBAHNGASTHOF.

A flourishing manufacturing town of Bavaria, situated on the Pegnitz at its confluence with the Rednitz. It is the seat of extensive manufactures, and owes its prosperity to the Jews, who founded it in opposition to Nuremberg, in which place they were prevented from settling. The manufactures are what may be termed "Birmingham ware," being principally buttons, medals, pipes, mirrors, trinkets, &c. The Jews have a college, a court of justice, schools, synagogues, printing establishments, &c. The first railway in Germany was from this place to Nuremberg.

CONVEYANCES.—Railway, see pages 132—141.

Giessen.—*Stat.*—Pop. 9,000.

HOTELS:—**RAPPE**, good; **EINHORN**.

A fortified town and capital of Upper-Hesse, beautifully situated on the Lahn. It possesses a University of considerable celebrity.

CONVEYANCES.—Railway to Frankfurt, Neustadt, Cassel, &c. see page 92; to Deutz see page 86.

Goppingen.—*Stat.*—Pop. 7,225

HOTELS:—**APOSTEL**, comfortable. **PFLUG. KREUZ**

A thriving town of Suabia, in the Kingdom of Wurtemberg, situated on the Vils. It possesses a woollen manufacture, and at a short distance from the town is the celebrated medicinal spring of Boll, the waters are sulphureous.

CONVEYANCES.—Railway to Stuttgart, Heilbronn Bruchsal, Friedrichshafen, &c. see page 130

Gotha.—*Stat.*—Pop. 17,000.—**HOTELS.**—

HOTEL DER MOHR; best. **DEUTSCHER HOF**, very good. Good Restaurant at the Station.

This town is built on an eminence, at the foot of which flows the Sale. The Lutheran is the prevalent religion. The town contains a ducal residence, a great number of ancient buildings, the principal of which is the Castle. The Museum contains 150,000 volumes and many valuable manuscripts, one of the best cabinets of coins

in Europe, a fine numismatic library, an Oriental museum, a museum of curiosities of nature and art, and a gallery of paintings, rich in the productions of the old German school. The seminary for teachers is the oldest in Germany. There is also a gymnasium, and considerable manufactures and commerce. Pretty environs. Celebrated Almanach de Gotha published here. Droschken, 5 sgr. the course, 15 sgr. the hour.

CONVEYANCES.—Railway trains to Eisenach, Erfurt, Weimar, Merseburg, Halle, Magdeburg, Leipzig, and Berlin, see pages 117 and 130.

Göttingen.—*Stat.*—Pop. 12,000.—**HOTELS:**—**HOTEL KRONB**; best, but none very good; **STADT LONDON**.

Göttingen, situated on the Leine, distant from Cassel about 38 miles. The University is the chief point of attraction. The library contains 350,000 volumes and 5000 manuscripts. It is conveniently situated for visiting the Hartz mountains. Many shops for books, and pipes for the students, who dwell daily.

For Railway, see page 101.

Hamburg.—*Stat.*—Pop. 235,000.—(*Map in Special Edition.*)

STADT'S HOTEL.—first-rate in every respect, situated in the Jungfernstieg, highly recommended.

THE ENGLISH HOTEL, Adlonity Strasse, good accommodation and English comfort at reasonable prices, the landlord particularly obliging.

Hamburg, a free Hanse town of Germany, on the north bank of the river Elbe, about 70 miles from its mouth. It covers a much greater space of ground than most other cities, in consequence of the large sheet of water called Alster Basin, and the moat, occupying a considerable space. After the great fire in 1842, which destroyed 61 streets and 1747 houses, was built the most magnificent part of this truly elegant city. The business portion of it is commercially grand. The grand promenade is on the Ramparts and the Jungfernstieg, the open street running round the Alster Basin. Neuer Wall is the Regent street of Hamburg, and the shops as magnificent as any in London. The established religion is Lutheran, but all denominations are tolerated. Upwards of 21,000 Jews reside here. The tower of the Church of St Michael is 456 feet high, and from the top there is a magnificent view. The St. Nicholas church, a very beautiful specimen of pure Gothic new building, in stone and white brick. Mr. Geo. Gilbert Scott A.R.A., architect. The opera-house is large, capable of accommodating 4000 persons. The sittings of the Senate are now held in the former Orphan Asylum. The Exchange here is a splendid building; and at its height surpasses all others. To hear the incessant hum of some 4000 voices, and to look down upon them from the gallery above, one would imagine that it were a roaring sea he heard.

The woods at Friederichsruhe are much frequented for pic-nics.

The environs of Hamburg are very beautiful, particularly on the right shore of the Elbe, from Altona to Blankenese. Near to Altona lies the suburb Ottensen, where is to be seen the tomb of Klopstock, and the monument erected to the me-

mory of 1138 Hamburgers, who were starved to death by Davoust in the winters of 1813 and 1814. Near to Flottbeck, on the Elbe, five miles from Hamburg, lies Booth's nursery grounds—one of the most beautiful in Germany. The places most frequented are Elbhohe, with a beautiful prospect, and the Jungfernstieg, situated in the town itself; and Eppendorf, Eimsbittel, Ham, and Horn, all about half a German mile from the town. The more distant places of resort are Bauer's Park, near Blankensee, an 1 Flottbeck, and the Vierlande, which latter are the flower, fruit, and kitchen-gardens of Hamburg, and the inhabitants of the district, retain their ancient and very picturesque costumes. Extensive and liberal "Krankenhaus," or (infirmary.) *Tea Gardens*, the best are those of Andreas Brunnen at Eppendorf, and Rainville in Altona. About 90 miles from Hamburg, at the entrance of Elbe lies Helligoland, an English colony or dependency, a rock in the North Sea much frequented for sea bathing.

CHURCH SERVICE.—The Episcopal Church, Rev. Mr. Wiedemann. The English Reformed Church (Congregational) Rev. James Smith M.A. on the Johannisbolwerk. (the *Qual factus* the harbour).

IRISH PRESBYTERIAN CHURCH.—Jerusalem-Kirche, Koenigsstrasse, Rev. Dr. James Cra'g.

Travellers from England about to visit this place, will find the ports of Hull or Grimsby very convenient to embark from, the distance being 462 miles, 70 miles of which are up the Elbe.

CONVEYANCES.—Railway, see pages 106 and 109. Diligences, see page 234. Steamers, see page 193. By way of Rotterdam or Ostend and Dover, London may now be reached daily in 36 hours—the Steamers take 48 at least.

OMNIBUSES to Bremen and Vegesack in connection with steamers to Oldenburg and Bremerhafen; to Bremen, Oldenburg, Aurich, Leer, Emden, and Norden (Norderney) three times daily at 7.30 a.m., 5.30 and 7.15 p.m.,—starts from the Hotel de Brandenburg, No 26, Paulstrasse, and No. 17, Gänse Markt. Droschken 8 Schillings per course, 1 Mark (1s. 2d.) per hour.

The English sovereign is equal to 16 marks, 12 schillings. The mark is equal to 1s. 2½d., and the schilling corresponds to our penny, 16 schillings to a mark.

HANAU.—*Stat.*—Pop. 16,000.

HOTELS:—ZUM ALDER; BREW.

A town of Hesse-Cassel, situated on the Kintzig, near its conflux with the Maine, and in the centre of a fertile country. It is divided into the old and new town; in the former there is a magnificent castle. There are manufactures of stockings, woollens, and tobacco here, and a trade in timber, corn and iron.

CONVEYANCES.—Railway to Frankfurt, Bamberg, Nurnberg, Augsburg, Munich, &c. see page 132.—Diligences, page 234.

HANOVER.—*Stat.* Pop. 72,000.—**HOTELS:**—

HOTEL ROYAL, a first-rate capital house, immediately opposite the general railway station, and open all night

THE UNION HOTEL.—Immediately opposite the railway station, is a first-class good hotel.

Hotel prices about equal. Room and candles, 16 ggr.; dinner, 12 ggr.; tea or coffee, 6 ggr.; service, 4 ggr., the porter's apart.

Hanover, on the Leine, residence of the King of Hanover, is a fine specimen of an old German town, with its quaint architecture. The modern part of it near the railway station has very much increased in beauty. On leaving the station, the traveller may remark the fine statue of Ernest Augustus I., Duke of Cumberland. There is a splendid Theatre, and the performances are reputed as being equal to, if not the best, in Germany. The best streets are the George, Frederick, and Adolph-streets. The old royal palace, outwardly pretty, has its interior adorned in a moderately sumptuous manner; the Ritteraal in this palace contains a large collection of family portraits, amongst which, the most remarkable is that of Elizabeth, Queen of Bohemia; open daily, except Sundays, 10 to 1, admission 6d. The old gothic Town-hall is perhaps the most remarkable building in the city; and the Kaserne on the Waterloo Platz, the new Barracks near the Railway station, the Polytechnical School, the Royal Riding School, and the Marstall (Royal Stables) are all worthy of inspection. Museums open daily 10 to 1, admission 6d. Leibnitz's house is in the Schmiedestrasse, and on the Waterloo Platz also the monument. The Schloss kirche is the prettiest in the town; it contains relics which were brought from Italy by Heinrich der Löwe. Herschel, the astronomer, was born here; he was originally a musician in the military service, in the neighbourhood is the Lindenbergh, with a beautiful prospect. The establishment containing the royal stud (admission to which is free) is well worth a visit. Hanover may be reached from London, by way of Rotterdam, or Dover, Ostend, and Cologne, in 37 hours.

ENGLISH CHAPLAIN, the Rev. Joseph Garten, Service in the Nicholas Church, Nicholas Strasse, at 11 every Sunday morning.

New English Publications (Murray and Bradshaw) &c., at Victor Lohse's, 10, Georgestrasse.

CONVEYANCES.—Railway Trains to Minden Hamm, Dortmund, Dusseldorf, and Cologne.—To Bremen.—To Brunswick, Magdedurg, Kothen, Halle, and Leipzig.—To Brunswick, Magdedurg, and Berlin.—To Gottingen, see pages 100 to 193.

HARZBURG.—*Stat.*—Pop. 2000.—**HOTEL:**—BRAUNSCHEWIGER HOF.

Good Restaurant at the Station.

27 English miles from Brunswick, one of the most favoured points for the commencement of a tour in the Hartz. In the environs situated the Harzburg-on-the-Burgberg, a beautiful ruin, with a delicious prospect and good accommodation; the ascent takes a good half hour.

For Railway, see page 104.

Heidelberg.—*Stat.*—Pop. 17,700.—**HOTELS:**—HOTEL DE RUSSIE, 35, Anlage—a good Hotel and Pension.

HOTEL DE L'EUROPE, Proprietor, Mr. Jh. Schrieder, Newly constructed, deserves to be recommended for its comfort and moderate charges.

HOTEL DE HOLLANDE, a very comfortable and highly respectable hotel, beautifully situated on

the banks of the Neckar, quiet and moderate. Mr. Spitz, proprietor.

MULLER'S VICTORIA HOTEL is most respectable, and deservedly recommended.

HOTEL ADLER (OR EAGLE) in the grand place, opposite the castle. Deservedly recommended for its excellent situation, comfort and moderate charges. Mr. Lehr, proprietor.

HOTEL AND PENSION SCHRIEDER—Immediately opposite the Railway Station; very comfortable and reasonable.

COURT OF BADEN HOTEL (BADISCHER HOF).—An old established and unexceptionable Hotel. Terms moderate. Close to the English church.

HOTEL PRINCE CHARLES, first-rate and excellent and close to the castle. Landlord, Mr. Seb. Frank.

The hotel charges here are moderate; room, with two beds, 1 fl. 36 kr.; breakfast, 24 kr.; service, 24 kr.; dinner, with wine, 1 fl. 12 kr.

Omnibuses from the railway to the steamboat or principal hotels, without baggage, 6kr., with baggage, 12kr., distance about one mile, (*see Steam information*). Droschken for each hour, one or two persons and one horse, 12kr.; with two or three persons 18kr.; for one hour, 1fl.; with two horses, 1s and 24kr. the $\frac{1}{2}$ hour, and 1fl. 12kr. per hour. Donkeys: to the castle, 24kr.; Wolfsbrunnen, 1fl.; to Koenigsstuhl, 1fl. 45kr. The little stream which supplies the fish-ponds is made use of for the propagation of trout. Visitors are shown the process which is highly interesting: the innkeeper is the enterprising proprietor. The trout are seen in their different stages, from the size of minnows to that of handsome fish weighing from 2 to 5 lbs. The tourist will do well if his time will admit to order some fried trout to be got ready by his return from the Castle.

On the Neckar, is an old and cheerful looking town, and a pleasant place of sojourn for a time in summer. The picturesque noble ruins of the castle, one of the most interesting objects in Rhenish Germany, formerly the residence of the Electors-Palatine, occupy the hill behind the town. In a cellar under the castle may be seen the celebrated "Tan of Heidelberg," the largest wine cask in the world. The University is attended by about 500 students, who wear fancy caps to distinguish their clubs, and are much given to duelling and drinking beer, which is good here. The view from the castle is very fine, and there are charming promenades. The environs are a perfect garden, producing abundance of grain and fruit.

ENGLISH CHAPLAIN.—Rev. H. Downing, M.A.

ENGLISH PHYSICIAN.—Dr. J. Jones, member of the Royal College of Physicians, and Fellow of the Royal College of Surgeons of London.

CONVEYANCES.—Railway to Carlsruhe and Baden, page 24; to Darmstadt and Frankfurt, see page 91 to Neckargemunden. Steamers ascend the Neckar daily to Heilbronn.

A delightful excursion may be made to **NECKAR STEINACH**. The country around is very lovely, the castle, the residence of Baron Dort, commands a fine view of the river and valley. The village lies close to the water's edge, and there is a picturesque running stream twice bridged over, flowing through

the village. There is an old ruined church in the castle grounds, and another ruin called the "Swallows' Nest," about half a mile from the village; perched half-way up the high hill side, with a beautiful view of the banks of the Neckar. The access is either by steamer from Heidelberg or by rail to Neckar-Gemund (a station about half an hour from Heidelberg), whence a bus takes you and will drop you close to the Harp, a small but comfortable inn; from Neckar-Gemund to Neckar-Steinach is a short hours walk. Service on Sundays; Roman Catholic and Lutheran.

Heilbronn.—*Stat.*—Pop. 16,500.—**HOTEL**:—**FALKE**; very good; **ROX**.

Situated on the Neckar. It formerly had the privileges of a free city, given by the Emperor Barbarossa; was a frontier town, and place of commerce.

CONVEYANCES.—Railway to Stuttgart and Ulm, see page 130. Omnibuses to Nordingen and Wurtzburg. For Steamers, see page 195.

Hof.—*Stat.*—Pop. 12,000.—**HOTELS**:—**HIRSCH**; good, and near the Railway Station; **BRANDENBURG HOF**; **BAIERISCHER HOF**.—

This town was entirely destroyed by fire, but rebuilt in 1823. From here the road continues for twelve miles to Kirchenhamitz, and ten miles further is the town of Wunsiedel, the birth-place of the celebrated Jean Paul.

CONVEYANCES.—Railway, see pages 125, 126, 132 and 133.

Homburg.—*Stat.*—Pop. 7000.—**HOTELS**:—

HOTEL D' ANGLETERRE.—Near the Kursaal and Promenade. Most comfortable and reasonable.

HOTEL VICTORIA.—Very good hotel, excellent table d'hôte, moderate charges.

Homburg is a favorite place of resort, whether the object be amusement and recreation, or the recovery of health. It is, comparatively speaking, quite a new watering-place, and has attained its present high reputation—the reputation of its spring—with almost unexampled rapidity. Not many years ago several springs were discovered in a low coarse swampy meadow, the waters of which, being of a saline taste, are used medicinally by the inhabitants. The earth was bored to a great depth, and up sprung the waters with a mighty gush, foaming and sparkling with carbonic acid gas. The Elizabethan brunnen has restored health to many a debilitated frame; and the Kaiserquelle, more strongly impregnated or mineralized, is invaluable for the cure of indigestion or dyspepsia. Close to it the Stahlquelle, or Chalybeate fountain, has properties of another kind. A little way off lies the Ludwigs-quelle which, although it be highly medicinal, affords a delicious draught, more palatable than soda-water, and also more bright and refreshing. It fizzes upwards with a steady flow from the cool conduits of the rocks quite exhilarating to behold. Last of all, the Louisequelle, the waters of which are yearly rising in repute for their tonic qualities and strengthening effects—especially as applied to females. Thus rising to the surface of the same little space of ground are five distinct springs, each of them endowed with virtues peculiar to

itself, to which the sick, the wasted, and the weary may repair for the restoration of their health. And these springs have not only been the source of the prosperity of Homburg, but have led to its rapid expansion, and have transformed it from being a paltry town where no tourist would live or care to linger, into one of the most agreeable and commodious places of residence that can be found in Europe. The coarse swampy meadow is now a splendid pleasure ground, studded with parterres and thickets, gardens redundant with roses, and ornamented with orange trees either fragrant with blossom or laden with fruit. The Kursaal is also one of the most splendid in Germany, and comprises spacious and magnificent ball and concert rooms, reading-rooms, dining saloons, and a theatre, besides the rooms dedicated to play, which many an unfortunate fellow has entered in the full conviction that he was about to gather wool, whereas he has emerged as closely shorn as any sheep that ever was allowed to pass from between the remorseless knees of the shearer. The gaming table holds out palpable attractions which are very apt to seduce the young and unwary, and the temptation to stake a petty sum in the hope of having it doubled, is for the novice, almost irresistible. Very possibly he may win a stake or two, and then, in the twinkling of an eye, he finds himself without a florin to pay for his dinner, or to defray the expenses of his return to England. The bank has, quite legitimately, certain chances in its favour, it is, moreover, backed up with capital, and those who have watched the fluctuations of the tables can bear testimony that the probability is all in favour of the "administration" not being the victim.

The climate of Homburg is very healthy, for, whatever the temperature, there is always a fine fresh current of air streaming from the Tannus mountains; and even in the hottest weather, no one experiences that feeling of languor and lassitude which is so much complained of by those who have been induced to take up their residence in the baths of the narrow valleys.

Homburg is not, even at the most crowded time of the year, an expensive watering-place. For twenty florins (which is little more than one guinea and a half) per week, you can have two excellent apartments in the best part of the town, and the hotel charges are, upon the whole, unquestionably moderate, while the admittance to all the amusements is gratuitous.

BANK.—The Lund bank; Director, Herr Schnles.

ENGLISH CHAFLAIN.—Rev. J. Butler.

ENGLISH PHYSICIAN.—Dr. Lewis.

CONVEYANCES.—Omnibuses correspond with the trains to and from Frankfurt almost every hour. For railway, and Omnibuses see page 92. 1 and 2 horse Carriages by the quarter, the half, and the hour. Horses and donkeys the same. There is a tariff for each.

Ingolstadt.—Pop. 30,000.—**HOTELS:**—

MUNCHER HOF; GOLDENER ADLER.

A fortified town of Bavaria, on the Danube, and the principal place between Donauworth and Ratisbon. The new fortifications are very fine.

Kissingen.—Pop.—2000—**HOTELS:**—

KURHAUS; containing 66 rooms, 16 bath-rooms. Mr. Schlatter proprietor; who farms the baths on the mineral springs from the government. Rooms, from 5 to 10 florins per week. Table d'Hôte at 1 o'clock, *if.* without wine.

Hotels RUSSISCHER HOF; BAIERISCHER HOF; the prices about the same in all these hotels. In the second class hotels, dinner, 4s and 36krs.

Carriages, 2 horses—To Salzdampfbad, 1fl. 30kr. —Bocklet, 3fls.—Bruckenau, 9fls.—Gemunden, 14 fls.—Schweinfurt, 6fls. One-horse Droschken one-third less than these fares. Omnibuses are let for the half-day at 2 and 3 florins. Apartments in the best part of the town, first floor, in the season, at 14 florins per week, for six week's certain, this includes attendance.

Kissingen in Bavaria, a much-frequented watering-place, dull, and consequently quiet place—the visitors in 1850 amounting to upwards of 4,000, including a great number of English families. Band of Music; news-room and library. The Walhalla is open for inspection during the summer season till 7 p.m. Evaporators for increasing the strength of the water from 3¼ to 17¼ per cent. without fire.

ENGLISH CHURCH SERVICE in the new English Church, Chaplain supplied by the Colonial and Continental Church Society.

ENGLISH PHYSICIAN.—Dr. Granville. **SEASON** May to August.

CONVEYANCES.—Diligence to Schweinfurt or Gemunden. Travellers from Frankfurt should stop at Gemunden, distant 28 miles from Kissingen, 3 hours by diligence. Coming from Bamberg, stop at Schweinfurt, 16 miles distant from Kissingen, 1½ hr. per carriage. Steamers on the Main from Frankfurt as far as Gemunden.

Leipzig.—*Stat.*—Pop 79,000—**HOTELS:**—

HOTEL DE POLOGNE, Hainstrasse—charges moderate. The "Times" newspaper taken in

The Leipzig terminus is between the Halle and Grimma Gates. Leipzig is of great historical note and commercial celebrity. It has no particular attractions, except at the fair-time, when it is very lively, and strangers are to be found there from all parts of the world, and when hotels charge double. The number of visitors amounts generally to more than 60,000, and the market-ware to 80,000,000 dollars yearly. Leipzig is the centre of the German book-trade; has 200 book-sellers establishments, 50 steam-presses, and above-200 hand presses; Booksellers' Exchange; University, founded 1409, containing three colleges, viz., the Augusteum, the Paulinum, with the museum of natural history and anatomy, and the Fürsten Collegium; the town library, with a collection of eastern manuscripts; pictures in the Städtischen museum; the St. Nicolas' church; the large market-place, where is situated the Town-hall and the so-called King's-hall (König's-haus); in the latter lived Napoleon

during the battle near Leipzig, and General Field-marshal Schwarzenberg died in it; near it is Auerbach's keller (cellar), celebrated on account of Goethe's *Faust*,—there is now a good ordinary in it. The post-office; the Sternwarte (Observatory), on the Pleissenburg; Gerhard's garden, in which is placed the monument of Poniatowsky; Gellert's grave, in the Friedhof; the Rosenthal (park); and round about the town, many public gardens, are all well worth seeing.

ENGLISH DIVINE SERVICE is now held regularly every Sunday morning, 10.30; evening, 6.30; (in Winter, 3.30); in the Music Hall of the Conservatorium. Holy Communion at Christmas, Easter, Ascension, and Whitsuntide, and the last Sunday in each month. The Rev. R. W. Whitford officiates.

CONVEYANCES.—See pages 108, 114, 125, and 127. Omnibuses attend the Railway stations. Droschken, 1 horse under 20 minutes for 1 person, 3 ngr.; 2 persons, 4 ngr.; 3 persons, 6 ngr.; by the hour, 8, 10, and 12 ngr.

It requires 3 hours on foot and 4 hours in carriage to visit the site of the celebrated battle-field, distant from Leipzig 1½ hours.

Leipzig.—Pop. 600.—**HOTEL:**—**ADLER.**—A most romantic town, distance about 10 hours from Schaffhausen, and 14½ hours from Constance. The inhabitants are principally occupied in clock making.

Lubeck.—*Staf.*—Pop. 52,000.—**HOTELS:**—**STADT HAMBURG**, the most comfortable. **HOTEL DU NORD; STADT LONDON; DUFFKE.**

The visitor to Hamburg should by no means miss spending a day at Lubeck, it is one of the oldest and most interesting towns in Northern Europe. It is of considerable commercial importance, having Steamers weekly to St. Petersburg, and bears unmistakable marks of its former grandeur in the handsome citizens' houses, the fine old Rathhaus, and the noble specimens of Gothic brick architecture in its Cathedral and Marien-Kirche. One of the three Hanse towns, situated on a ridge between the rivers Trave and Wackenitz, by whose waters it is completely surrounded. The Marienkirche is also well worth seeing. Sir Godfrey Kneller and the brothers Van Ostade were born in Lubeck where their houses are still shown. In the Rathhaus is the famous and beautiful Hall of the Hansa, in which the deputies from 85 cities used to meet and hold council together on the affairs of the Confederation.

OBJECTS OF ATTRACTION.—*Gates.*—The Holstein gate is a fine specimen of Norman brick architecture with its heavy towers. The Burg-gate, built at a later period, is a beautiful example of medieval *Cathedral.*—Notice the ornamental work of the gateway, the wood work of the altar screen, the curious clock, and above all, Hans Hemling's fine triptich of the crucifixion, &c. The *Marien-Kirche* is a very interesting specimen of pointed Gothic. Notice Overbeck's paintings; the Dance of Death; the wood-carving in two of the chapels, and the clock. *Rathhaus.*—The exterior very interesting, as showing what may be done in brick; the bronze work on the outer door, and the seats very quaint;

the wood-carving on the council-chamber door (inside) very fine.

The visitor should not neglect seeing the interesting wood-carving in the house, No. 800, Breite Strasse.

CONVEYANCES.—Steamers, see p. 202. Railway to Buchen, see page 107. Diligences to Kiel, 49 English miles. From Wismar (40 English miles east of Lubeck) a steamer direct to Stockholm, average passage about 50 hours. Fare, Chief Cabin, 40 ds. banco. Distance from Lubeck to Stralsund, about 110 English miles.

Munich.—*Stat.*—Pop. 150,000.—(with Map in Special Edition).

HOTEL DE BAVIERE.—This first-rate and superior hotel has recently been newly furnished throughout, and will be found deserving our highest recommendation.

THE FOUR SEASONS HOTEL.—A new first-class hotel, situated in Maximilian Strasse, highly spoken of by English and American travellers, for its general comfort.

ENGLISH COURT HOTEL.—Wittelsbacher Platz, well situated, careful attendance, moderate charges.

Munich (*München*, German) on the Isar, with its suburbs, is one of the most beautiful towns in Germany. The most important churches are, the Frauen-kirche, or cathedral, built of bricks, in 1488; the Jesuit church, a beautiful structure in the Italian style, with the tomb of Prince Eugene Beauharnois, by Thorwaldsen—on each Sunday is to be heard classical music; the St. Peter's church, the oldest in Munich. The Theater kirche, in the cumbersome Italian style, with the vault of the royal family; the Ludwig's kirche, completed 1842; the All Saints' chapel, in the royal palace; the Marienhilf kirche, in the suburb, in pure gothic style, with nineteen beautifully painted glass windows; the Basilica of St. Boniface, in the Carlsstrasse, without exception the most beautiful church in Germany, in the Byzantine style,—the frescoes which adorn the interior undoubtedly surpass in beauty and richness all other works of living artists. The Royal Palace consists of two parts, the old and new, a beautiful edifice, after the model of the Pitti-palace in Florence. It is tasteful and beautiful, open on certain days to the public, by tickets obtained previously, in the morning, at the palace. It is rich in fresco paintings. The glyptothek, sculpture gallery, is a very noble and classical building; admission gratis, on most days of the week, from 10 to 2, and from 2 to 4; but the particular days of admission to this and the other galleries in Munich are frequently varied, and the traveller should refer to the small daily German newspaper, called the "Taglicher Anzeiger," for all particulars relating to public exhibitions and amusements at Munich. When the king is not in town the gallery is only open on the Wednesday and Saturday. This museum is one of the richest and most beautiful of the kind in Germany. The two galleries of paintings called the Pinacothek, one containing old paintings, the other devoted to modern works, are some of the finest collections in Europe. Ad-

mission to these is free, and generally open during the week, excepting Saturdays and Sundays, or for an hour on Sundays; but as changes are frequently made in the days and times, refer to the daily paper before alluded to, the "Taglicher Anzeiger." The collection of painted glasses, formerly belonging to Messrs. Boiserie and Bertran, is now in the Pinacothek. The Erzgiesserei or Bronze Foundry, and the Colossal Statue of Bavaria, one half mile from the Tendlinger Thor, are worth seeing. The statue of Bavaria, with the accompanying Lion, is of copper, and upwards of 60 feet high, standing on a pedestal of marble 40 feet high. There is a spiral staircase leading to the top; the head will hold eight persons, and there are holes to enable them to view the surrounding country. It is erected on a hill, with a very elegant building and colonnade behind, called the Hall of the Heroes; admission, 12 kr. each. An engraving may be obtained on the spot from the Custodian for 24 kr.

The Jesuits' college, with the cabinet of coins and the natural history museum; the royal library a superb edifice, in the Ludwigstrasse, with room enough to hold two millions of volumes, and in richness the second in the world; the reading-room is open Monday, Wednesday, and Friday, from 8 to 1 o'clock. The university, a new building, in the Ludwigstrasse, has also a good library, consisting of 500,000 volumes, the largest after Paris; the Isarthor, newly renovated by King Ludwig, and adorned with beautiful frescos. The Odeon, a beautiful building allotted to musical soirées. In the story underneath is the literary Verein, in which the stranger finds a rich collection of newspapers, and the charge of admission for a whole month is only 1 florin.

EXHIBITION OF WORKS OF ART, for show and sale, Briennerstrasse, 20a, in the immediate vicinity of the Glyptothek.

ENGLISH CHURCH SERVICE, twice every Sunday, in the Odeon; a new church is projected, chaplain, Rev. W. Chave, appointed by Colonial and Continental Church Society.

HIRED SERVANTS (valet de place) are, to the stranger visiting Munich, indispensable; the charge for a day's hire is from 3 to 4 zwanzigern.—Flacres stand in all public places, and have fixed rates; a quarter of an hour or a single drive costs 18 kreutzers, half an hour 36 kreutzers, a full hour 1 florin, for one person; for two persons the fare is $\frac{1}{2}$ more. A printed tariff, easily understood, is affixed in all the public carriages.

OMNIBUSES are stationed at the following places:—In the Schranren-platz, passing through the Sendlinger, Sonnen, and Bayerstrasse; in the Hofgarten, passing through Ludwig's, Theresien, Fürsten, Briennerstrasse, the Carolinen-platz, the Ottostrasse, &c.; at the Isarthor; and Max Joseph's-platz. The Omnibuses call at the various appointed inns lying in their route. Drivers are responsible for the loss of luggage or for damage done to it. The charge by omnibuses, if without luggage, 6 kreutzers, with luggage, 12 kreutzers; with two or more trunks or boxes, 18 kreutzers. Cabs await the trains at the various stations.

PHYSICIAN.—H. Rörke, M.D., M.R.C.S., Eng., late Resident Physician of the German Hospital; Dalston, and of the British Civil Hospital, Smyrna, 24, Pranners-gasse, Munich.

CONVEYANCES.—Railway trains, see pages 132 to 136. **EILWAGEN**, see page 240 Innsbruck may be reached by rail, or by way of the Lake of Starnberg and Partenkirch, by Benedictbeuern and the Lakes of Kochel and Walchen, or by the Tegernsee, the Baths of Kreuth and the Achensee.

NASSAU.—Stat.—Pop. 1,200.—**INNS**.—**KRONK, NASSAUER HOR**.

This small town is most beautifully situated, and is a charming spot for tourists who wish to explore this picturesque country—the beauties of the Lahn Valley—the ruins of the numerous castles—the woods and villages of Nassau—and enjoy the splendid view from different heights.

CONVEYANCES.—Railway, see page 90.

NAUHEIM.—This bath, the vogue of which is yearly increasing, is on the line from Frankfort to Cassel, about an hour distant from the former city. The resident population amounts to about 2000; the air is light and bracing, the environs are pleasing, and the extensive public grounds tastily laid out. A handsome Kursaal was opened last season, containing a spacious ball-room, rooms for play as at Homburg, restauration, &c. The springs are warm saline, and so rich in gas as to form a jet to the height of 40 or 50 feet.

HOTELS.—L'EUROPE; BELLE VUE; HENKEL. **NEUSTADT**.—Pop. 1,600.—**HOTEL ZUM WILDEN MANN**, situated on the Danube, between and Regensburg Ingoldstadt.

NÖRDLINGEN.—Stat.—Pop. 7,300.—**HOTELS**.—**KRONK, SONNE, WUFT**—the latter near the station. An ancient fortified town of Bavaria, situated in the midst of a most fertile country. There is an extensive manufacture of carpets here, and a trade in goose feathers. The principal objects of interest, are the Church of St. George, a fine gothic building of the fifteenth century, containing some good paintings and sculpture by Herlen; the Salvator Kirche, containing curious pictures and some good statues; and the Rathhaus, with good fresco paintings of the battle of Nördlingen.

CONVEYANCES.—Railway, see page 132. **NURNBERG OR NUREMBERG**.—Stat.—63,000.

ROTHES ROSS HOTEL.—This is an excellent old-established house, highly recommended for its comfortable accommodation, and good Italian cuisine.

HOTEL LE BAVIERE, well situated, moderate charges.

HOTEL SCHULTHEIS, near the railway station. See advertisement.

Nurnberg, one of the oldest and most noted towns of Germany; centre of the trade between South and North Germany. The appearance of St. Sebald's church from the river is most romantic. This church and the ancient castle, the residence of the emperors in the middle ages, and afterwards of the mayors of the town, are the most attractive of its public edifices. The church of St. Ulrich (rebuilt in 1718, and called the new church) contains an altar-piece by Vandyck. It was here that Caspar Hauser was discovered. Population upwards of

40,000 Protestants and 3,000 Catholics. Is remarkable for its numerous Oriel windows projecting into the street, many of which are beautifully sculptured. Good view from the Old Imperial Castle. Fine Promenades.

OBJECTS OF ATTRACTION.—The town-hall, with paintings by Albrecht Dürer, and also the old prison-hole; the Reichsfelste, where formerly the regalia were kept; Albrecht Dürer's house in the Dürerstrasse, No. 376; Dürer's statue in the Milk-market (Milchmarkt); the St. Sebaldus church, a very beautiful gothic building; the Lindauer picture gallery; the Catholic church; the beautiful fountain; the Gänsemarkt (Goose-market) with a singular statue in bronze of Labenwolf; the house of Hans Sachs; the church of St. Lawrence, built 1274, completed 1477; the German Haus kirche, in the new Italian style; the churchyard of St. John, about half a mile from the town, where are the tombs of Albrecht Dürer and Hans Sachs, the vaults of the family Beheim and Holzschuher; many private collections. Rosenau Tea Gardens.

LETTERS "POST RESTAUTE" are delivered only at the post-office at the railway terminus, outside the town, and distant three-quarters of a mile from the hotels.

AMERICAN CONSUL. C. Gilbert Wheeler, Esq. Americans proceeding direct from Cologne or Frankfort to Austria can have their passports viséd at the Consulate.

OMNIBUSES run to and from the new Thor, Guttenhof in the suburbs, and the Lauferthor; they belong mostly to the Hotels, and they charge mostly about 6krs., (2d.)—The same fare from the railway station to any part of the town.

For Railway, see pages 132 and 133.
Offenburg.—Stat.—Pop. 5,200.—**HOTELS:**—**DIE FORTUNA**—very good; **HESSISCHER HOF**, REFRESHMENT ROOM at Station.

A town 17 German miles from Carlsruhe by railway, on the route to Basle. The neighbourhood is interesting

CONVEYANCES.—Railway. See pages 94 and 95
PASSAU.—Pop. 14,000.—**HOTELS:**—

HOTEL ADLER and **WILDERMAN.** The latter near the steam-boat pier.

The prices at hotels:—Room 26 krs., table d' hôte 42 krs., coffee or tea, 15 krs. Conveyances attend the trains and omnibuses to the hotels.

PASSAU, on the banks of the Danube. Beautifully situated at the junction of the River Inn and Ilz. This town resembles Coblenz, and is the Coblenz of the Danube. The most remarkable objects are the cathedral. Church of Mariahilf, castle of Oberhaus, from which there are charming views. Jesuits college, the convent of our Lady of good aid, from which there is a splendid view. The sands of the Inn are washed for gold, and pearls are obtained from mussels found in the Ilz.

CONVEYANCES.—Railway, see pages 135 and 137. Steamers to Linz and Vienna, and to Ratisbon and Ulm. For Diligences, see page 242.

Pforzheim.—Pop. 16,300.—**HOTEL ADLER.** Pforzheim, situated on the borders of the Black Forest, on the road between Carlsruhe and Stuttgart, containing several iron and copper works. A

considerable trade in jewellery is likewise carried on here.

CONVEYANCES.—Railway, see pages 94, 95.

Ratisbon, (in German, *Regensburg*.)—Stat.—Pop. 28,000.—**HOTELS:**—**GOLDENE KREUTZ.**

Situated beautifully on the banks of the Danube, where it is joined by the river Regen, whence steamers start every day from the month of May to September; and every other day from September to May, carrying goods and passengers up the Danube to Donauworth. The Walhalla is six miles to the north-east, near to the village of Donaustauf. A considerable fortress in ruins, blown up in the 30 years' war after a siege of two months, stands on the hill above the village, and the country seat of the Prince of Tour and Taxis below it, on the banks of the Danube. In Ratisbon are to be seen, at the Rathhaus, many curiosities—among them the dungeons of former days, the torture chamber, with the instruments of torture, just as they were used as late as 1784—the cathedral has recently been restored in a magnificent manner; and an old church behind it of great antiquity and preservation, said to be 1200 years built; Jacob's Kirche, or Scotch church, a most interesting old place, possessing a splendid porch of the 12th century; with many other interesting things. Omnibuses to the Walhalla three or four times a day; fares 24 krs, time occupied 1½ hour. A hired carriage, one horse, there and back 2 fl. 30 krs. and 3 fl., with 2 horses, 3 fl. 30 krs. and 4 fl.

CONVEYANCES.—Railway, see page 135.

Rostock.—Stat.—Pop 27,000.—**INN:**—

HOTEL DU NORD, good and moderate. **RUSSE** and **DU NORD.**

The largest town in Mecklenburg, on the Warnow; birth-place of Blucher whose statue in bronze stands in the square called after him the Blucher-platz. The Marienkirche has a magnificent altar and altar-piece by Rhode, an astronomical clock behind the altar, and the tomb of the renowned Hugo Grotius. Peter's church, in the Altstadt, is surmounted by a tower 330 feet high. This town contains a great number of other fine edifices, and altogether wears an aspect of great antiquity. The famous Kepler was for a while professor in the university of Rostock. The port and bathing-place is Warnemünde, at 9 miles distance on the Baltic, and on the mouth of the Warnow, as the name implies. Droschen, 6 pf. the course.

CONVEYANCES.—Railway, see page 109. Steamers to Copenhagen in 14 hours. For Diligences, see page 244

Schwalbach.—Pop. 2,000.—**HOTELS:**—

HOTEL DUC DE NASSAU.—An excellent Hotel, in a good situation.

A little town which has been very much frequented of late years by English visitors. It is situated in a valley between hills, and looks very much like a straggling village, but it is a rapidly improving watering place. The waters contain iron and carbonic acid gas, or are impregnated with steel, and the beneficial effect of these strengthening properties are being highly appreciated. Persons wishing to take the Baths

should be careful to enter their names immediately on their arrival.

Excursions in all directions over the hills—for fine views from the summits to the ruined castle of Adolphseck, or to the castle of Hohenstein, through some very pretty scenery. In the valley of the *Aar*, at the end of which is the old castle romantically situated on the summit of a high black precipice.

ENGLISH CHURCH SERVICE.

CONVEYANCES.—Diligences to Wiesbaden & Ems. About 4 miles beyond Schwalbach, by a good macadamised road is

Schlangenbad.—*Stat.*—10,000.—**HOTELS.**—**HESSISCHER HOF** and **NASSAUER HOF**

Another of the Brunnen of Nassau, most delightfully situated in a sequestered little valley, and almost buried amongst wooded hills; annually visited by the most fashionable classes of Germany and Russia. The Baths possess wonderful cosmetic properties, and are said to tranquillize the nervous system, to soothe all inflammation and invigorate the system. Persons who have taken the ferruginous waters of Schwalbach, usually resort hither afterwards to undergo a course of bathing at the Serpents' Spring.

Schlangenbad is situated within a few miles of the Eltville station near Bieberich, and of some of the most picturesque scenery of the Rhine. It is generally unnoticed by the majority of travellers, who content themselves with going up or down the river

EXCURSIONS.—1. To Georgenborn, whence there is a magnificent view over the Rhine and the Main, thence to the castle of Frauenstein. 2. To the Monastery of Eberach, in a singularly beautiful situation, passing *en route* a magnificent view at the Chapel of Dubenhausen. The view from the height called the Boss, is one of the finest in the Rheingau. 3. To the Niederwald, above Rudesheim, whence there is one of the finest views of the Rhine; and within a very short distance of each other, the tourists will perceive three views or vistas cut through the trees, and disclosing three beautiful landscapes of the Rhine, having the effect of a diorama.

Schweinfurt.—*Stat.*—Pop. 8,800.—**HOTELS:** **ZUM RABE.**

ZUM GOLDENEN LOWEN.—Pretty good & reasonable. On the Main; a place of great antiquity, and an imperial city, with some manufactures. The Bastions are planted, and form an agreeable promenade. The Château of Mainberg, half an hour's drive, is worth visiting, being restored by its present proprietor. It is now a carpet factory.

CONVEYANCES.—Diligences to Kleusch, and Kissingen. Railway, see page 132, 133.

Stuttgart.—*Stat.*—Pop. 70,000.—**HOTELS—**

HOTEL MARQUARDT.—This splendid establishment cannot be too highly recommended.

Capital of Württemberg, residence of the Court, with a population of 70,000 inhabitants. This town recommends itself to the notice of those desiring to pass a summer in Germany, by the beauty of the surrounding country, every street presenting a fresh view of vine covered hills, the moderate

cost and easiness of living here, its propinquity to both England and France, and particularly Switzerland, which can be reached in a few hours. In the immediate neighbourhood, too, there are admirable mineral waters, and establishments for taking them, either internally or externally, and every thing else requisite to make a residence agreeable.

ENGLISH CHAPLAIN.—W. G. Palmister.

CONVEYANCES.—Railway trains, see page 130, 131. Diligences, see page 245. Droschken, $\frac{1}{2}$ hour, one horse, 1 or 2 persons, 12 kr.; for 3 or 4 persons, 18 kr.; 1 hour, 48 kr.; 2 day, 4 fl. 30 krs.

Schandau.—Pop. 2,000.—**HOTEL BAJRISCHE SCHWEITZ.** **FORSTHAUS, STELLWAGEN. HOTEL DAMPSCHIFF.**

A small town in the heart of Saxony Switzerland. By sleeping here, this district can be seen in one day. Good inn at Great Winterberg and also at Hershkretchen.

Speyer, or Spire.—*Stat.*—Pop. 13,000.

HOTELS:—

WITTELSBACHER HOF.

One of the oldest towns of Rhenish Germany, and capital of Bavaria Palatinae. Good club and promenades. Remarkable buildings—the Cathedral, the Church of the Trinity, the Altpfortl.

CONVEYANCES.—For railway, see pages 96 and 97.

Tharandt.—*Stat.*—Pop. 1,800. **HOTEL:—**

DEUTSCHES HAUS.

A watering-place most beautifully situated at the junction of three valleys. Its mineral springs are much frequented during the summer. The neighbourhood abounds with pretty romantic walks.

CONVEYANCES.—Railway to Dresden, see p. 126.

Ulm.—*Stat.*—24,000.—**HOTEL:—**

HOTEL DE RUSSIE.—An excellent hotel for families and gentlemen.

Droschken from the railway station to the hotels.

A town of Württemberg, on the left bank of the Danube, made in 1842 a fortress of the German Confederation, and garrisoned by 5000 men of Bavaria and Württemberg, and a detachment of Austrian artillery. The streets are crooked and narrow and the houses old-fashioned. The cathedral is a fine gothic building, being upwards of 500 feet long by 200 broad. Originally belonging to the Catholics, it is now a Protestant place of worship. Ulm is forty miles west of Augsburg, chiefly remarkable for its fortification.

CONVEYANCES.—Railway trains, see pages 130, 131, 133, and 135. Diligences from Augsburg and Kempten to Füssen, see pages 221, and 236. From Ulm, see page 246. Füssen is a good starting point for the Tyrol, being *en route* to Innsbruck.

Weilbach.—Here is a valuable sulphur spring, resembling Harrowgate, about a mile from Flörshelm, a station on the Tannus Railway, and where an omnibus awaits the arrival of trains. At this place are the mud baths.

Weimar.—*Stat.*—Pop. 14,000.—**HOTELS:—**

ERBPINZ, very good; **DE RUSSIE.**

This town, on the line of railway from Eisenach to Halle (page 117), on the banks of the river Ilm, is built in a plain but antique style, and is fifty miles west-south-west of Weimar during the reign of Ch. Augustus was for half a

century, (1776 to 1832), the home of the most eminent men of Germany. Schiller, Goethe, Wieland, and Herder resided here. There are statues erected to them. The houses of Schiller and Goethe are shown. Good Theatre, Picture Gallery, open Thursdays 10 to 1. The town church, built 1400, has one of the finest pictures of Cranach, "The Crucifixion." The grand ducal palace, admission 10 to 6, ish. Grand ducal library, 143,000 vols, 9000 maps, admission 1sh. Omnibus from the railway station 2½ agr. Droschken 1 person 6 gr., 2 persons, 7½ agr., 3 persons, 8 agr.

CONVEYANCES.—Railway trains, see page 117.

Wiesbaden.—*Stat.*—Pop. 21,500.—**HOTELS:** HOTEL & BATHS, THE FOUR SEASONS, Vier Jahreszeiten, is a first-class hotel, equal to any on the Rhine. ROSE HOTEL AND BATHS, first rate and reasonable, very comfortable. Messrs. Alten & Haefner proprietors.

HOTEL DE FRANCE, Fredericks Platz, near the new Promenade; comfortable, clean, and good.

HOTEL DE NASSAU, well situated, and a very comfortable house.

VICTORIA HOTEL.—A first-class hotel for families and gentlemen. Messrs. Heibadh and Holzapfel, proprietors.

HOTEL D'ANGLETERRE, an excellent house, highly recommended.

HOTEL BLACK BEAR AND BATH HOUSE, an old established good hotel, highly recommended.

ENGLISH BOARD AND LODGING HOUSE, 3, Lousen Strasse, conducted by an English Lady.

"Tempting, popular Wiesbaden," especially dear to the citizens of Frankfurt and Mayence, and very gratefully to be remembered by those from whose joints its powerful waters have eradicated, or at least mitigated the pains of tormenting gout, and rheumatism. Fairer towns there are few in the vicinity of the majestic Rhine, for around it swell the hills whereon ripen the grapes that produce the noblest vintages of the land. But Wiesbaden shares with Ems the disadvantage of being far too close and stifling in the heat of summer. In early spring, however, and in advanced autumn, it is a delightful place,—even to the end of September. The Kursaal is the great attraction, as it contains banquet and ball-rooms, reading and gambling rooms of the most splendid description, all filled with visitors, and forming a *tout ensemble* of "gaiety" and recreation, not exceeded by any in Germany.

On each side of the Kursaal are colonnades of handsome shops, serving as a promenade in wet weather, and a bazaar during the whole season. Behind the Kursaal is a beautiful garden, where the bands of music entertain visitors, while they sip their coffee, or indulge in a cigar. The environs of Wiesbaden are exceedingly beautiful, affording pleasant rides, and excursions to points which command the finest views of the Rhine, and the charming valley of the Rheingau. There are numerous springs all over the town; the principal one, the Kochbrunnen, (boiling spring,) is frequented by the water-drinkers between 5 and 6 o'clock in the morning, and it then forms a peculiar and characteristic scene.

The Austrian band plays in the Kursaal every

Monday afternoon, commencing at three o'clock, the Nassau band playing in the evening. The Prussian band plays on Wednesday in the afternoon.

Considered one of the first watering-places of Germany, is situated in a beautiful valley, surrounded by the hills of the Taunus, and is rich in public saloons and gardens. The capital of the Duchy of Nassau, and the duke has done all in his power to render it a popular watering-place. The great square, containing the Assembly room, is a very handsome place. The Greek Church near this place is a beautiful temple dedicated to the service of the Greco-Russian church. In it is the statue of the late Duchess of Nassau, a Russian princess.

Distance from Frankfort, 26½ English miles; and trains run each way six times a day.

ENGLISH CHAPLAIN.—Rev. Mr. Bryne, A.M. Service, according to the forms of the Church of England, twice every Sunday.

Persons ascending or descending the Rhine, wishing to visit WIESBADEN, should land at BIEBERICH, whence they can be conveyed by railway. See Bieberich. The prices of all the hotels are about equal. Bed from 1fl. to 1fl. 30kr., Breakfast 36 kr., Dinner from 1 fl. to 1 fl. 24 kr. without wine, with wine, 1 fl. 15 kr. to 1 fl. 45 krs., service 24 to 36 krs. Carriages, horses, and asses are to be hired. Prices of Droschken, one horse, the course, 18 kr.; two horse, the turn, 24 kr. There is a tariff of prices for carriages, horses, and asses.

CONVEYANCE.—Railway, see page 90

Wildbad.—Pop. 2,000.—**HOTELS:**—

HOTEL KLUMPF.—A large first-class hotel, affording excellent and extensive accommodation.

BELLVUE, HOTEL BAR.

This place, having a warm mineral bath, most efficacious in cases of paralysis, is reached from Carlsruhe to Pforzheim by rail, thence road through a beautiful part of the Black Forest. A coach from Wildbad to Baden-Baden in 6 hours, leaving at 6 a. m., and returning at 2 p. m., through Döbel; fare, 3 gulden; the splendid scenery of the latter route is ample compensation for roughness here and there.

An English chaplain is permanently established at Wildbad, and a considerable sum is already promised towards building an English church.

Wilhelmsbad.—**HOTELS:**—

THE DUCAL PALACE, BATH HOUSE AND KURSAAL.

This charming watering place is situated in one of the most picturesque scenes imaginable, within fifteen minutes railway distance from Frankfort-on-the-Maine.

Wismar.—*Stat.*—13,000.—**INN:**—**POST HOUSE.** It lies at the end of a bay on the Baltic. Distance to Rostock, 7 G miles; to Hamburg, 15 G. miles.

CONVEYANCES.—For Steamers, see page 217; Railway, page 109. For Diligences, see page 247.

Wolfenbützel.—*Stat.*—Pop. 10,000.—**INNS.** GOLDEN LION, GOLDEN ANGEL, and HEREDITARY PRINCE.

A town noted on account of its large library. Amongst its books is to be found the Bible belonging to Luther, with notes attached to it in his own handwriting, his wedding and doctor's ring, spoon, drinking glass, and likeness by Cra-

nacht. Lessing lived a long time here as librarian
CONVEYANCES.—Railway trains to Brunswick and
 Hartzburg, see page 104.

Warsburg.—*Stat.*—Pop. 36,000.—**HOTELS:**
KRONPRINZ VON BAIERN—comfortable and rea-
 sonable.

Beautifully situated on the Main. It was for-
 merly the capital of an ecclesiastical principality,
 and was governed by a bishop, who was a primate
 of the German empire. Fine public garden.

This town received its appellation from the
 beautiful gardens with which it is surrounded.
 The name, being translated, is "root, or plant
 town."

OBJECTS OF ATTRACTION.—The cathedral; the
 church of the Augustinians is beyond all compari-

son the finest church in the city, and no one
 should omit seeing it; royal (formerly episcopal)
 palace: Julius Spital; Marienkirche, the citadel,
 and a fine public garden.

CONVEYANCES.—Railway, see page 732. Diligen-
 ces, see page 247.

Zwickau.—*Stat.*—Pop. 21,600.—**HOTEL:**
TANNE—best.

Zwickau on the Mulde; a picturesque town. The
 Marien-kirche is worth seeing; it is a beautiful
 gothic building, built in the years 1453 to 1536;
 there is in the church a super altar-piece, by M.
 Wohlgemuth (1479). Luther often ascended the
 high steeple that he might enjoy the beautiful
 prospect which it afforded.

CONVEYANCE.—Railway to Leipzig and Hof, see
 page 125. Diligences, see page 247.

PRUSSIA.

PRUSSIA—formerly a duchy, but now an extensive kingdom of second rank—was formed on the ancient electoral possessions, as a nucleus, by means of successive territorial acquisitions, particularly in Poland, Westphalia, and the Rhine. It had for its original inhabitants the Slavi, or Sarmatians, on the E. and N.E.,—the Vandals on the shores of the Baltic, to the N. of Pomerania—and the Suevi in the remainder of the kingdom. Prussia has been engaged, during a succession of ages, in very many wars—the particulars of which we do not require to notice here, as they are known to every student of history. Her part in the campaigns of the earlier portion of this century is well known, particularly in the campaigns of 1814 and 1815. At the Congress of Vienna, Prussia had secured to her the restitution of the provinces formerly wrested from her, excepting part of Poland, united to the Duchy of Warsaw; and for this small sacrifice she was amply indemnified by the concession of such territories in Saxony and the Lower Rhine, as were deemed consistent with the stability and security of the balance of power in Europe. In this year also, Prussia, partly by exchange and partly by purchase, obtained from Denmark that part of Western which is commonly called Swedish Pomerania, together with the island of Rugen. And thus, after experiencing violent shocks and vicissitudes, by which the kingdom had been broken into pieces, and little more than the name of the monarchy saved from the wreck, we behold Prussia, after a series of unparalleled changes in another direction, again taking her station among the first sovereign states of Europe, as firm and stable as in the days of Frederick the Great—and with a territory and population far exceeding any thing he could boast of.

The Kingdom of Prussia is situated in the northern part of Germany. It is bounded on the N. by the Baltic Sea, and a small portion of the Duchy of Mecklenburg; on the E. by Russia and Poland; on the S.E. by Austria; on the S. by Saxony and the Saxon Duchies; on the S.W. by Bavaria and part of France; and on the W. by France and the Netherlands. In describing these boundaries, we must observe that some parts of the kingdom are small detached portions, entirely insulated by the dominions of other powers—such as Saxe in Saxony, and Rahnls in Saxe-Weimar. There is no communication between the eastern and western provinces of Prussia, without passing through the states of other princes. Hanover, on the N., is interspersed between its eastern and western provinces; and the territories of the sovereigns of Brunswick, Waldeck, Hesse-Cassel, Hesse-Darmstadt, and Saxe-Gotha, intercept a direct communication between its southern parts. The Prussian monarchy is divided into eight provinces, as follows:—Prussia, Posen, Brandenburg, Pomerania, Silesia, Saxony, Westphalia, and the Rhine province; and these are divided into 25 regencies, which are further divided into 335 circles. The pop. is 20,000,000; and the area in English square miles is 107,627. The surface of the Prussian States is generally flat, except a part of the Hartz Mountains, in the province of Saxony. The volcanic districts in it and the Lower Rhine, are the Riesengebirge, on the S.W. corner of Silesia, and some other mountains in Westphalia. The quality of the soil is very various, and the country is very well watered. The climate of Prussia is not less varied than its soil. Along the Baltic it is warm, and in Ducal Prussia especially, the winter is long. It is also severe in the south parts of Silesia, contiguous to the Carpathian Mountains.

Commerce.—The exports from Prussia consist principally of corn, wool, timber, Westphalian hams, zinc, flax, bristles, salted provisions, and other articles of raw produce; with linen and woollen cloth, silk wares, iron and hardware, jewellery, watches, and wooden clocks; Prussian wine, beer, &c. The imports consist chiefly of sugar, coffee, and other coloured products; raw cotton and cotton twist and stuffs, indigo and other dye-stuffs, &c.

The Government of Prussia is a Constitutional Monarchy. The State Religion is Catholicism, being a fusion of Lutheranism and Calvinism.

Education.—In Prussia, the State imposes on all parents the strict obligation of sending their

children to school, unless they can prove that they are giving them a competent education at home. Neglect of this duty exposes the parents or guardians to imprisonment or fine.

Language.—German is spoken by all classes, with the exception of some Polish peasants in the province of Posen.

Custom-House.—(*Zollhaus*.)—The *Douaniers* are strict in their examination, but also unexceptionably civil. Every precaution is taken to prevent unnecessary delay.

Money.—See pages xxxix and xl. A thaler is 30 silver groschen, equal to 3s.; 1 silver groschen is 12 pfennings, equal to 1d.

Value of the Prussian Frederiek's d'Or:—

Coinage of 1750, 1, and 2—7 florins German.

" 1753 to 1755—5 fl. 30 kra "

" 1756 & 1757—5 fl. 51 kra "

" 1758 & 1759—3 fl. 36 kra "

Coinage of 1760 & 1761—3 florins German.

" 1763 to 1765—6 fl. 55 kra "

" 1766 — 3 florins. "

Schnellposts.—(*Ekswagen*.)—These are the mail coaches, conducted by government officials. All the seats are numbered. Fares about 10 sg. per German mile. Rate of travelling 6 miles per hour, 30 lbs. of luggage may be taken free of charge, and 20 lbs. more if paid for. Every package must be distinctly inscribed with name of owner, and place to which he is going. Prussian coaches take no outside passengers.

Inns.—The average charges are, bed 12 sg.; tabled'hot, 20 sg.; tea or coffee, 6 sg.; breakfast, 15 sg.

Forwarding Luggage.—See page xxviii.

THE ELECTRIC TELEGRAPH.—The Electric Telegraph is in operation throughout the principal parts of Prussia, Germany, and Austria.

Measure.—The German Mile is equal to 4 miles 1056 yards English, or 8096 yards.

Berlin via Hamburg.—By the Hull Steam Packet Co's., and Yoffhouse, Glover, and Co's. Steamers from Hull. See page 196.

Aix-la-Chapelle (German Aachen).—*Stat.*—Pop. 60,000.—**Hotels.**—

HOTEL DU GRAND MONARQUE, or Dremel's Hotel, first-rate in every respect, a splendid establishment admirably conducted, large airy rooms, and charges reasonable. A large new bath-house, supplied direct from the mineral springs, is attached to the Hotel, which is a great convenience and luxury for travellers. Mr. Dremel speaks English.

HOTEL NUKLENS—first-rate, fare excellent, charges moderate, in an airy and delightful situation, facing the Eliza Fountain, with its garden and public promenade. Mr. Dremel being the proprietor of both these Hotels, he is enabled to offer families and gentlemen very superior accommodation. See advertisement.

HOTEL DE L'ELEPHANT, opposite the Eliza Fountain, comfortably furnished and prices reasonable.

NEW KAISERSBAD, or BAINS DE L'EMPEREUR—a very superior establishment.

DURJEX'S GRAND HOTEL.

The hotel charges are about the same with all the hotels:—room, 15 agr. and upwards; candles, 6 agr.; tea or coffee, 6 agr.; dinner at one o'clock, including grina, ~~from~~ 20 to 27 1/2 agr.; service, from 6 to 8 agr.

Omnibuses convey travellers to and from the hotels; fare, including luggage, 5 silver groschen. Vigilantes, 1 or 2 persons, with or without baggage, 5 agr.; 3 or 4 persons, 7 1/2 agr.

English newspapers at Mayer's library

Objects of Attraction.—The Town Hall, an edifice no way remarkable, has undergone a thorough restoration, and is embellished with a number of fresco paintings from scenes in the history of Charlemagne. The Cathedral, begun under Charlemagne in 796, is one of the most important in Germany, and here repose the remains of this great Emperor. The choir of the Cathedral

is now being restored. There are also an almost innumerable number of relics of various authenticity and value; and we are told these are all exhibited once in seven years, and that pilgrims flock to see them from all parts of Europe. There is also a new church built in the new part of the town, which is worth while seeing. The Eliza Fountain, and charming gardens. The Kurhaus or assembly rooms for strangers; subscription for the season, for one person, 4 thalers; for two persons, if of the same family, 6 thalers; for each person above, 2 thalers. The new government building, in the court of which is deposited the ponderous Aerolite, said to weigh seven thousand pounds. The monument erected in memory of the Congress of Aix-la-Chapelle, in 1818, The Belvedere in the Louisberg, and the hill itself. The new hospital now building outside the towns between the Sandkam and Cologne gates.

The suburbs and environs of Aix-la-Chapelle are both pleasant and interesting. A charming view of the whole city and surrounding country is obtained from the hill of Loulberg, a favourite resort of the good citizens on Sundays and holidays. The valley of Birtscheld or Boreette is also worth visiting. It extends from east to west, and is celebrated for the numerous warm springs and brooks that run through it.

A short distance from the town is situated Frankenber, an old castle, said to have been a hunting-ledge of Charlemagne; a moat surrounds it, into which the legend says Frastrada threw her ring.

Aix-la-Chapelle is celebrated for its warm mineral springs, containing large quantities of sulphur, efficacious in chronic cutaneous diseases, rheumatism, gout, &c.; but they are sometimes injurious if taken improperly. We refer those who wish to obtain information on the medical properties of these waters to the work of Dr. Wettslar, physician

of Aix, who has communicated the result of 20 years' practice and experience. Dr. W. speaks English.

ENGLISH CHAPLAIN.—Rev. Charles de Coetlogon; service at the church, in the Anna Strasse, on Sunday at 12 and 7 o'clock. Holy Communion on the first Sunday in the month, and on great festivals; also an early Communion in the summer at 8 o'clock, on the third Sunday in each month.

Dr. Diemer, who is well known by many of the English as the former Medical Director of Marienberg on the Rhine, has been in practice since 1854 as Physician in Aix-la-Chapelle. Dr. D. speaks English fluently.

The needle, button, and glass pin manufactory of F. Neus and Co., is well worth a visit to any one who can spare an hour.

There are three Different Railways.

Persons going to Hanover or Berlin will find the route *via* Aix-la-Chapelle and Ruhrert cheaper and shorter. See p. 85. The route *via* Cologne, will be preferred by some persons as the Express trains keep time admirably.

CONVEYANCES.—Railway to Cologne, see page 66, also to Verviers, Brussels, Ostend, and Calais, see page 67. To Dusseldorf and Homberg (Ruhrort) see page 85. To Maestricht, see page 68. Diligences, see page 219.

Bad-Oeynhausen.—*Stat.*—**HOTEL:**—

HOTEL VOGELER.

The origin of this place dates from 1845, when by boring upon Rock salt to a depth of 2220 feet, a spring of hot saline water was opened, and it has since become the most delightful and fashionable bathing and watering-place in the north of Germany, with splendid bathing-houses of every description, established and maintained by the Prussian Government. The place already extends to Neusalzwerk, the site of very extensive salt-works belonging to the Prussian Crown, forming a town one mile long, and presenting everywhere very charming views of the surrounding country, including the pleasant chain of the Weser Mountains. In addition to the baths there are manifold points of attraction, viz., the Porta Westphalica (Gate of Westphalia), formed by the mountains Wittekind and St. Jacob, the delightful vale of the river Weser, with different ruins and castles.

CONVEYANCES.—Railway to Minden, Bremen, Berlin, Hamm, Cologne, &c., pages 86 and 87; Steamboats up the Weser to Plothe, Rinteln, Hameln, downwards to Minden and Bremen. Diligences and Omnibuses, to all directions in the neighbourhood.

Berlin.—*Stat.*—Pop. 640,000—(*Wink Map in Special Edition.*) **HOTELS:**—

Some of the finest hotels in Europe are to be found in Berlin all exceedingly well regulated, and situated in the most desirable parts of the town on the Linden Promenade. For internal decoration and good living they resemble much some of the first hotels in Paris. The following are the best of those frequented by English visitors.

HOTEL ROYAL, a first-rate Hotel for all classes of travellers; excellent English cuisine.

HOTEL DE ROMA, one of the largest and best hotels in the capital.

HOTEL DE FRANCFORT, 45, Kloster Strasse—good accommodation

HOTEL D'ANGLETERRE, Place an der Barmacademie, situated in the finest part of the town.

HOTEL St. PETERSBURG.

HOTEL DU NORD Unter den Linden.

HOTEL DE RUSSIE.

Best restaurants, Mielents, 28; Eggert's Café Royal, 33, Unter den Linden, and Hiller's No. 62.

THE ENGLISH EPISCOPAL CHAPEL is in the Royal palace of Monbijou. The service begins at eleven o'clock, and the sacrament is administered every first Sunday in the month.

Has been called the "City of the Plain," "an oasis of sand and bricks in a Sahara of sand," but the severity of this criticism is scarcely warranted; there are certainly few works of art; and the fine "Unter den Linden" street, with its palaces, museums, &c., &c., form the chief and only attraction, together with the Theilgarten. Still, however, there is much worth seeing, and a few days may be well and pleasantly spent.

Capital of Prussia, situated on the river Spree, 127 feet above the level of the sea, scattered over a sandy plain, with very wide streets. It is one of the largest and handsomest cities of Europe, being about twelve miles in circumference, with 27 parish churches, 37 bridges, &c., and upwards of 100 public schools, and as many of a private description; its charitable and scientific institutions are very numerous: and its manufactures consist of wool, cotton, silk, ribbons, porcelain and stone-ware, bronze, gold and silver ware, straw-hats artificial flowers, &c. &c.

POST-OFFICE, 60, Königstrasse; open from 7 a.m. to 8 p.m. Letters reach England on the second day (postage 5 sgr. if prepaid) *via* Ostend.

GUIDES.—Rading, No. 18, Unter den Linden, speaks English, and is a good guide.

THE RAILROAD TERMINI are—to Potsdam (in 40 minutes), outside the Potsdam Gate; to Leipzig, Magdeburg, and Hanover, outside the Anhalt Gate; to Stettin, outside the Oranienburg Gate; to Frankfurt-on-the-Oder, near the Stralauer Platz.

OPEN DROSCHES, drawn by one horse, stand in the streets. Fare:—One person, 5 sgr., 2 persons, 6 sgr.; 3 persons, 7 sgr.; 4 persons, 8 sgr.; one or two boxes, 2½ sgr.; per hour for 3 persons, 15 sgr. and 17½ sgr.; 4 persons, 20 sgr.; at night by the last train, or in the morning before 7 o'clock, 7½ sgr. each course. The regulations, as to charges, are hung up in every vehicle. Valet de place, 1 dollar a day, 15 sgr. for half a day, and 5 sgr. for the hour. Omnibuses do not attend railway stations. The distance from the four stations to the centre of the city average 1 mile. Omnibuses ply constantly from one end of the city to the other, and also from the suburbs to places distant 3 or 4 miles from the city. Fares averaging 2½ to 3 sgr. the whole distance, which is divided into fares 1½, 2, 2½ sgr. The best Baths are No. 1, New Paakhof, and No. 19, New Friedrichstrasse.

OBJECTS OF ATTRACTION.—The street called Unter-den-Linden (Under the Linden-trees), reaching in a direct line from the royal palace to the Brandenburg-gate, with many public and private edifices.

The royal palace, is large with fine apartments. The Ritter Saal and chapel particularly grand. Several excellent pictures, grand collection of gold and silver plate. The new museum, a very chaste edifice, built after the plan of the architect Schinkel, — the foundation is laid upon stakes. Before the museum stands a gigantic basin, cut out of one solid piece of granite, 22 feet in diameter; the fore colonnade is adorned with beautiful designs in fresco, by Cornelius. The interior of the museum has its usual attractions. The sculpture and picture galleries are open daily to the public (Sundays excepted),—in the summer, from 10 to 4, in the winter season, from 10 to 3 o'clock. The collection of vases and bronzes can only be visited on the Wednesdays; the entrance is at the back part of the museum. The King has lately added a new building to the Museum, in extent twice its size, and most beautifully decorated, The Treppenhaus or Stair-case Hall, adorned with wall-paintings from designs by Kaubach, is perhaps the finest in Europe.

Amongst the bronzes there is a very beautiful antique found in the bed of the Tiber. It is a perfect work of art. The subject is a boy praying. The collection of paintings is very rich in early masters, of which a catalogue may be obtained. The royal library is a very tasteless building, with 500,000 volumes and 500 manuscripts, the most interesting of which are an album with six very beautiful miniature portraits, by Lucas Cranach, and Guttenberg's Bible, the first book printed with moveable types. The reading-room is daily open: the apartments, however, in which are kept the periodical publications, are only open from 10 to 12, and admission by ticket from the principal librarian. The university is a large beautiful building, with the natural history museum, and zoological cabinet, open every Tuesday and Friday, from 12 to 2, admission only by ticket, which is given out by the director; the mineralogical cabinet; the anatomical museum, open every Wednesday and Saturday, from 4 to 6 in the summer, and from 2 to 4 o'clock in the winter, admission by ticket only. The

From BERLIN to	Itineraries of the most Direct Routes from BERLIN to the following Alpha- betical List of Towns.	ORDINARY FARES.		TIME.	
		1st Class.	2nd Class.	Exp. h. m.	Ord. h. m.
1 Amsterdam	Hanover, (No. 11), Minden, p. 102; Oberhausen, p. 87; Emmerich, Amsterdam, p. 82	£ a. d.	£ a. d.	h. m.	h. m.
2 Antwerp	Cologne, (No. 6), Antwerp, via Liege & Malines, pp. 67, 71, see Cologne Routes p. 310 (No. 3) ..	3 4 10	2 5 0	17 11	24 24
3 Bremen	Hanover, Bremen, p. 101	3 17 2	2 14 4	20 27	29 5
4 Brussels	Cologne, (No. 6) Brussels p. 67, see Cologne Routes, p. 310 (No. 8 a)	1 16 2	1 4 9	10 15	12 10
5 Cassel	Hanover, (No. 11), Cassel, via Gottingen, p. 101.	3 17 3	2 14 5	20 23	28 55
6 Cologne	Minden, (No. 14), Cologne, p. 87	2 0 8	1 7 9	11 50	13 45
7 Dantzic	Stettin, Waldenberg, Dantzic, p. 123, 118	2 17 8	1 19 10	14 15	20 55
8 Dresden	Dresden, p. 113	2 5 1	1 13 7	13 5	16 33
9 Frankfurt-o-M.	Cassel, (No. 5), Frankfurt, p. 92	0 16 6	0 11 0	5 20	6 30
10 Hamburg	Via Wittenberge, p. 107	2 16 6	1 18 1	17 5	19 40
11 Hanover	Magdeberg, p. 115; Brunswick, p. 105; Hanover, p. 103	2 2 6	0 17 0	6 16	9 20
12 Leipzig	Cöthen, Halle, p. 114	1 7 2	0 13 9	7 0	8 55
13 London	a Hamburg (No. 10), London direct in 48 hrs,	0 18 0	0 12 0	5 30	7 45
	b Rotterdam, (No. 18),	3 4 6	2 2 0	54 16	57 30
	c Cologne, (No. 6), Ostend, p. 62, Cologne Routes, page 310, (No. 22 b), Dover, London	11 1	3 0 0	abt. 4	0 hrs.
14 Minden	d Cologne, (No. 6), Cologne Rta., p. 310 (No. 22 e)	5 18 9	4 13 8	29 10	43 45
	Magdeberg, p. 115; Brunswick, p. 105; Hanover, p. 103; Minden, p. 88	6 11 5	4 12 11	31 40	44 10
15 Paris	Cologne, (No. 6), Cologne Rta., p. 310 (No. 27 a)	1 12 3	1 2 1	8 25	10 45
16 Potsdam	See page 115	5 2 2	3 12 11	26 11	42 0
17 Prague	Dresden, (No. 8), Prague, p. 138	0 2 5	0 1 9	0 30	0 35
18 Rotterdam	Minden, (No. 14), Oberhausen, p. 87; Emmerich, Rotterdam, p. 82	1 12 1	1 2 10	11 34	18 43
19 Stettin	See page 116	3 4 11	2 6 1	18 1	23 52
20 St. Petersburg	Rl. to Frankfrt-on-the-Oder, p. 121, thence Rl to Kowno, p. 118; thence to St. Petersburg, p. 181	0 12 0	0 9 0	3 0	3 37
	Prague, (No. 17), Vienna, p. 138 .....	...	...	...	...
21 Vienna	Frankfort, (No. 9), thence rail to Wilferdingen, p. 94; diligence, to Wildbad	4 3 7	3 3 2	30 6	38 32
22 Wildbad		3 11 3	2 8 11	29 0	

arsenal, built 1695, by Schineter, is considered a master-work in the pure style; tickets of admission are to be procured at No. 1, Mollars-gasse; the new Schauspiel Haus on the Gendarmen Markt, is a very imposing building; the picture gallery

of Prince Raczinsky is well worth visiting; the palace of Prince Charles, No. 9, Wilhelms-platz; the Royal Palace; Under the Linden trees; the palace of Prince Albert, 102, Wilhelms-strasse, built by Schinkel. The new Rath-Haus in the

Königs Strasse is an object worthy of a visit. Kroll's winter-garden is the Thiergarten, a noble park of some 8000 acres, is also worthy a visit. Many fine statues on the streets, but all military. There is a horse railway from the Dorotheen Strasse, and past the Brandenburg Gate to Charlottenburg, fare 2½ groschen. The grounds are good. The principal object is the Mausoleum in which are two beautiful recumbent figures of Frederick William III and his queen by Rauch. The drive thither is very pleasant. In the court of the old Schloss is a fine bronze statue of "George and the Dragon," Kiss's last work, well worth visiting. Potsdam by rail. At Potsdam there is also a beautiful statue of the late queen. Newspapers of all countries at the principal confectioners.

CONVEYANCES.—For Railway information, see pages 107, 114, 115, 116, 121. For Diligences, see page 222

Berncastel.—Pop. 2,300.

HOTELS:—DREI KÖNIG, POST.

The steam-vessels ascending the river from Coblenz to Treves stop here for the night, and leave for Treves next morning, see p. 188.

Bielefeld.—Stat.—Pop. 14,000.—**INNS:**—

DEUTSCHES HAUS, RAVENSBERGER HOF.

The best buildings in Bielefeld are the St. Maria and St. Nicholas churches, the Franciskaner-kloster, and its ancient castle, now a prison. The town is famous for its trade in linen and thread: the best linen comes from Jöllenbeck, the best thread from Isselhorst. The environs are delightful, rich in gardens and promenades, especially Sparenberg with its ruins, Johannisberg and its grounds, &c. At the upper gate are some fine premises belonging to the merchants Laer, Weber, and Wittgenstein.

CONVEYANCES.—Railway to Minden, Hanover, and Berlin, see page 86; to Hamm, Münster, and Cologne, see page 87. Diligences, page 222

Bodethal and the **Rosstrappe** lie on the North of the Hartz, 3 German miles from Halberstad and 5 German miles from Harzburg. It is the most beautiful spot in the whole Hartz, for here distant views over the whole range of mountain, land and plain unite in one point, and every traveller departs content from the wild and romantic Bodethal.

THE HOTEL HUBERTUSBAD lies at the entrance of the valley, and is the most commodious to remain at, for from here excursions to all parts may be most conveniently made.

Brandenburg.—Stat.—Pop. 24,000.—**INNS:**—SCHWÄLKE ADLER.

HOTEL DE BRANDENBURG. Restaurant at the Railway Station.

Chief town of the electorate, 38 miles from Berlin. The Katharinenkirche, built in 1410, contains an antique font and a library. The Cathedral, which is in the Burg, on an island in the river Havel, possesses some paintings by Cranach a subterranean chapel, tombs of three Mar- graves, and some remarkable statues. There is a fine prospect from the Marleberg, in which appear the towers of Potsdam. Droschken are to be found at the railway station, the drivers producing a

ticket on which is printed the number of the carriage and the fares.

CONVEYANCES.—Railway to Potsdam, Berlin and Magdeburg, see page 115. Diligences, p. 224.

Breslau.—Stat.—Pop. 110,000.—**HOTELS:**—

GOLDENE GALZ. ZEDLITZ—Near the Railway. Breslau, on the Oder, capital of the province of Silesia.

OBJECTS OF ATTRACTION.—The cathedral, erected 1170, out of bricks, and not in a tasteful style; the Kreuzkirche, built upon the site of a much older church, with a remarkable monument of Duke Henry the Fourth, and a bronze relief of John of Breslau, 1496, by Peter Vischer; the St. Elizabeth church, with the highest tower in Prussia (364 feet). was built in the 9th century; the church of our Blessed Lady, on the sand, has in the interior very beautiful proportions; the great Ring, with town hall; the Blucher-platz, with a bronze statue of Blucher, the Tauenzien-platz, with the statue of General Tauenzien; the university, brought hither in the year 1811, from Frankfort-on-the-Oder, with 700 students; the museum of natural history; and the library. In the environs are Lieblech's garden, Morgenau, Oswitz, Pögelwitz, Lissa.

CONVEYANCES.—Rail to Frankfort and Berlin see page 121; to Waldenburg and Kongheim, 124; to Stettin and Cracow, 122, 123. Diligences, 224.

Brieg.—Stat.—Pop. 13,000.—**INNS:**—GOLDENE CROSS, LORWA.

The church of St. Nicholas has a fine organ and an altar-piece by Rode. Among other buildings here, are the gymnasium and the old ducal palace. Near this town is Mollwitz, where the Austrians were defeated by Frederick the Great in 1741.

CONVEYANCES.—Railway to Neisse, see pages 121 to Breslau, &c., see pages 122 and 123.

Cleves.—Stat.—Pop. 10,000.—**HOTELS:**—

PRINCE MAURICE DE NASSAU, ZUM THIERGARTEN comfortable and reasonable.

Capital of the former Duchy of Cleves, now belonging to Prussia, connected with the Rhine by a canal about 2½ miles in length. It is situated upon gently sloping hills, three in number, in the midst of a lively and fertile country, well diversified with hills, vales, and woodland. The ancient castle of Schwaneburg, formerly the residence of the Dukes of Cleves, was the birth-place of Anne, wife of Henry VIII., also the scene of a legend which is the subject of one of Southey's poems. Its tower, 180 feet high, built on the summit of a rock, commands a view of all the country round; there is also a fine prospect from Clevesburg near the Thiergarten, and another from the Prinzenhof, which is a fine building. There is a mineral spring and pleasant walks in the Thiergarten. The remains of Prince Maurice of Nassau lie in an iron sarcophagus in a little wood half a mile from the town. Cleves is the birth-place of the celebrated Seydlitz about 5 miles from the Emmerich Junction of the Dutch Rhenish and Cologne-Minden Railway.

CONVEYANCES.—See page 88.

Dantzic.—Stat.—Pop. 85,000.—**HOTELS:**—

DE THORN, ENGLISCHER HOF—best.

A highly interesting fortified city, on account of its ancient architecture: beautiful old "Langgrasse" street. It is one of the Prussian ports and has a great corn trade. Amber obtained here.

CONSULS, England—H. R. Plaw. French—E. Domnerc. Belgium—Watley. Holland—Forking ENGLISH CLERGYMAN, Rev. H. Lawrence.

BANKERS, Messrs. Normann, S. H. Goldschmidt and Sons.

MONEY.—30 Silver groschen, 1 Thaler, equal 3s.; 20 Silver groschen, 1 Guilder.

CONVEYANCES.—Steamers daily in Summer to and from Königsberg; Railway to Dirschau, Stettin, Bromberg, Warsaw, Posen, and Berlin, see pages 118 and 119. Droeschken, 1 or 2 persons, 5 sgr.; 3 persons, 7½ sgr.; 4 persons, 10 sgr.; with baggage, 2½ sgr. extra; for 1 hour, 12½ and 17½ sgr., according to the number of persons; for every subsequent hour, 10, 12½, and 15 sgr.; half a day, 3 thal.

Dessau.—*Stat.*—Pop. 16,000.—HOTELS:—KING, HIRSCH, DER GOLDENE BRUTEL.

Capital of the Dukedom of Anhalt Dessau, situated on the Mulde, near its junction with the Elbe. The edifices are of modern date, of which the principal is the ducal palace, containing a library, cabinet of curiosities, and picture gallery. In the Schlosskirche is the famous "Last Supper" by Cranach, in which he introduced portraits of some of the chief actors in the Reformation. Dessau is the birth-place of Mendelssohn. The gardens in the neighbourhood are much admired, especially the garden of Wörlitz, about six English miles from Dessau, which is well worthy of a visit.

CONVEYANCES.—Railway to Cothen, Halle, Leipzig, and Berlin see page 114.

Ereiden.—*Stat.*—Pop. 16,000.

HOTEL:—POST—in the market place.

A fortified town and seaport of Friesland, surrounded by marshes, but the country around is very fertile. It has a most extensive trade in oats, cheese, butter, &c., exporting more oats than any other European port. The town possesses nothing of interest beyond its commerce.

CONVEYANCES.—Railway to Lingen, Osnabrück, Minden, Hanover, &c. see page 162

Erfurt.—*Stat.*—Pop. 38,000.—HOTEL:—

SIBLER'S HOTEL, near the Station—good.

An important fortified town, situated on the great road leading from Frankfort-on-the-Maine to the north of Germany, 3 miles west of Weimar. Erfurt, according to tradition, was founded as early as the fifth century, by a noble named Erpe. The inhabitants are partly employed in the manufacture of woollens and silks. Among the objects of attraction in Erfurt may be mentioned the cell in which Luther lived from 1505 to 1512, and the large bell, weighing 275 cwt. The town also contains many scientific and other institutions.

CONVEYANCES.—For Railway, see page 117.

Frankfurt-on-the-Oder.—*Stat.*—Pop.

37,000.—HOTELS:—

KÄUFER VON BUNLAND, near the Station—good.

DEUTSCHEN HAUS, ADLER.

A wooden bridge laden with stones, so that the

stream may not carry it away, joins the old town on the left shore of the Oder, with the suburbs on the right. The prosperity of the town is owing to its being situated on the principal road or thoroughfare to Silesia, and to its navigable river, which is connected by canals to the Weichsel (Vistula) and the Elbe; three fairs are annually held here. The university was removed in the year 1810 to Breslau. Near to the bridge stands a monument to the memory of Prince Leopold of Brunswick, who was drowned at that spot, in the year 1785, in his endeavours to save an unfortunate family from the waters. In the neighbourhood of the town is the battle-field of Kunnersdorf, where Frederick the Great was beaten, in the year 1759, by the combined armies of Russia and Austria.

CONVEYANCES.—Railway to Berlin and Breslau, see page 121.

Glogau.—*Stat.*—Pop. 18,000.—INNS:—DEUTSCHE HAUS.

A strongly fortified town on the left bank of the Oder. The Cathedral stands on the right bank of the river, and is well worth seeing; as also the former ducal castle, the two gymnasia, the town-hall, two sugar refineries, &c. The Citadel and Brückenkopf are deserving of notice. Its promenades are much admired, and among the places in the vicinity, Friedenthal, Lindenruh, Bauschwitz, Zarkau, Brostau, and Hermsdorf are most frequented.

CONVEYANCES.—Railway to Hansdorf, Frankfurt, Berlin, and Breslau, see page 121

Gorlitz.—*Stat.*—30,000.—The capital of Prussian Upper Lusatia, on the Neisse, 50 miles from Dresden, noted for its woollen and linen manufactures. It contains six churches, the chief of which has an excellent organ. The lofty railway bridge over the Neisse at this place is worthy of notice. Here also is a spire of great height.

CONVEYANCE.—Railway to Kohlfurt, see page

Halberstadt.—*Stat.*—Pop. 23,000.—INNS:—

HOTEL VON PREUSSEN—best. PRINZ EUGEN.

An old town, built on an arm of the Holtemme twenty-five miles West of Magdeburg. The cathedral is a remarkable gothic edifice, erected in the middle of the 13th century the western front is however of more ancient date. The church of Our Dear Lady, after the Byzantine style, is very ancient, it was finished in the year 1005; the Rolandssäule; the Lagenstein; many houses are curiously adorned with wood. In the neighbourhood are worth visiting the Spiegelberg, Langenstein, Bullenberg, from whence you have the best prospect of the town; Ströbeck, notorious for its chessplayer. A tour can be made from Halberstadt to Rosstrappe in the Hartz.

CONVEYANCES.—Railway to Oschersleben & Magdeburg, &c., see page 105.

Halle.—*Stat.*—Pop. 45,000.—HOTELS:—STADT HAMBURG, the principal hotel.

STADT ZÜRICH, EISERBAHN.

A large town, built in the form of an irregular square, on the river Sale, principally known on account of its University. It contains scientific institutions of almost every description, and is celebrated as the birthplace of a number of distin-

gushed individuals. In the immediate vicinity are two interesting institutions—an orphan asylum and an establishment for printing the Scriptures, erected in 1712, which is said to have issued since its foundation more than two millions of Bibles, and half that number of New Testaments. Halle contains two public libraries, that of the University and that of the Town, besides a number of other institutions. The principal manufactures are woollens, stockings, silk, leather, buttons, hardware, and starch. Coal and salt-springs are met with in the neighbourhood. Carraway seeds much grown here. The ruins of the castle, as well as the Markt-kirche (Market-church), which is a beautiful gothic building with a superb painting by Lucas Cranach, are worth seeing. Also the Red Tower in the market place.

CONVEYANCES.—Railway to Eisenach and Leipzig, page 117; to Berlin and Leipzig, see page 114. Dilligences, see page 234.

Hamm.—*Stat.*—Pop. 14,000.—**HOTEL:**—

PRINZ VON PREUSSCH near the Station. The capital of the Earldom of Mark; it has some manufactories in metals. Farther to the westward, upon the Lippe, there are still to be seen the constructions of Roman encampments. In the year 1790, during their banishment, the French Princes of the house of Bourbon, the King, afterwards Charles X., and his descendants, resided at Hamm. Their place of residence is still in existence, and is called "Nassauer Hof." The town is the point of intersection of four lines of railway, viz.:—To Cologne, Minden, Munster, Cassel. Distance from Hanover 111, and from Cologne 92 English miles. It possesses two Evangelical and one Catholic Church. The town is situated on a plain, has wide, and at all times cleanly streets, and the surrounding country is beautiful.

There is a Court of Appeal (Appellhof), an Assize Court (Assisenhof), a High School (Gymnasium Illustre), a garrison of Cuirassiers, and excellent wave and river Baths. The water of the river Lippe has medicinal qualities for the cure of inflammation in the eyes.

CONVEYANCES.—For Railways, see pp. 86, 87, & 99.

Herford.—*Stat.*—Pop. 11,000.—**INNS:**—

STADT BERLIN, PREUSSISCHER HOF. Fifty-six miles from Hanover, on the Werre. The ancient abbey of Mönchkirche, and the church of St. John the Baptist, with the tower, 250 feet high, are worth visiting; here are shewn the crucifix and cup of Duke Wittekind—his tomb is at Engern, 5 miles eastward. In the neighbourhood of this place it is supposed that the army of Varus was cut off by Arminius.

CONVEYANCES.—Railway to Minden, Hanover, Hamm, and Cologne, see page 86.

Hildesheim.—*Stat.*—Pop. 18,000.

HOTELS:—**WIENER HOF, RHEINISCHER HOF.** An ancient commercial and episcopal city situated on the Innerste. The objects of interest are the Cathedral, a fine building of the early part of the eleventh century, with curious bronze gates, and some fine bas-reliefs; the romanesque church of St. Godehard; the churches of St. Lambert and

St. Andreas; the pillar on the Dom Platz. There are some very interesting specimens of ancient domestic architecture to be found here.

CONVEYANCES.—Railway to Hanover, Brunswick, Harburg, &c. see page 100.

Iserlohn.—Pop. 15,000.—**INN:**—**QUINKE'S HOTEL.**

Remarkable for its manufactures in iron, steel, and bronze. In its neighbourhood is the famous Felsenmeer (sea of rocks), and the remarkable sounding cave containing fossil-bones. The country all around is finely diversified with picturesque ruins, rocks, glens, and valleys, among which are interspersed workshops, forges, paper-mills, &c.

Konigsberg.—*Stat.*—Pop. 100,000.—(Polish *Królewieski*)—**HOTELS:**—**SCHONBERG'S, DU NORD, DEUTSCHES HAUS**—Droschken, 1 person, 2½ sgr. the course; 2 persons, 5 sgr.; by the hour, 10 sgr. On the river Pregel formerly the capital of Prussia Proper.

The principal public buildings are the Cathedral of St. Nicholas, built in 1339; and the University, founded in 1544. Kant, the metaphysician, lived and died here. Statue by Kiss in Königs garten Stadt, Museum. Trade in corn, tallow, butter, and flax. This city is famous for the quantity of amber found on the sea-coast.

CONVEYANCES to Memel, by Tilsit, 137 English miles; to Tilsit (71½ English miles), see Dilligences, page 236. Railway to St. Petersburg, Danzig, Bromberg, Warsaw, Posen, Stettin, and Berlin, see pages 118, 119, 176. Steamers, see page 197.

Kothen, or Cothen.—*Stat.*—6,000.—**INNS** **GROSSER GASTHOF.**

Remarkable only for the magnificence of its railway station.

CONVEYANCES.—Railway to Wittenberg and Berlin, see page 114; to Leipzig, and Magdeburg, see page 108; to Bernburg, see page 108.

Liegnitz.—*Stat.*—Pop. 20,000.—**INNS:**—

BAUTENKRANZ, good. PREUSSISCHER HOF. A handsome town, well situated at the junction of the Katsbach and Schwarzwasser. Its castle, which was burned down in 1834, has been rebuilt. The Firstencapelle contains the tombs of the Pias family, 24 of whose members were Kings of Poland, and 123 Dukes of Liegnitz. Some suits of antique mail are shewn in the town-hall. The Kloster Wahladert, built upon the spot where, in 1941, the Tartar hordes were routed, contains some pictures, and affords a fine prospect from its walls. The new cemetery is also worth seeing.

CONVEYANCES.—Railway to Breslau and Berlin, see page 124.

Magdeburg.—*Stat.*—**HOTELS:**—**STADT LONDON, STADT LEIPZIG.**

HOTEL ERZHERZOG STEPHEN close to the Railway On both sides of the Elbe, a strong fortress, with the military included, has 90,000 inhabitants; is a noted commercial and manufacturing town—90 E. miles S.W. of Berlin, and 72 N. of Leipzig.

OBJECTS OF ATTRACTION.—The cathedral, erected in the year 1211 to 1263, in the latter time restored again; the tomb of the Emperor Otto and Editha; the monument of Archbishop Ernest (1495);

a splendid pulpit, a work by Caput of Nordh, 1594; a monument of Bake, canon, who saved the cathedral before its demolition by Tilly; a monument of the woman of Asseburg, who returned home the night after her burial, had several children, and lived nine years after; the St. Sebastian's kirche, with the tomb of Otto of Guerike; the old market, with an equestrian statue of the Emperor Otho, in the year 979; in the Friedhof (churchyard) before the Krökenhof, lies buried the celebrated republican general Carnot. A canal joins here the Elbe to the Havel. It also contains some charming public gardens.

CONVEYANCES.—Rail to the Rhine, *via* Hanover, page 87; to Hamburg, *via* Hanover and Harburg, and direct, joining the Hamburg and Berlin line at Wittenberge, see pages 105, 106, and 107. To Halle and Leipzig, see page 108. Steamboats also ply daily to Hamburg, and run the distance in 15 hrs.

Minden.—*Stat.*—Pop. 16,000.—**INNS.**—**GERMAN HOUSE, STADT LONDON, STADT BREMEN EISENBAHN.**

A strong Prussian fortress. The Cathedral is a fine structure in the pointed style. The Weser is here crossed by a bridge 600 feet long. The best things to be seen here are Herr Kruger's collection of pictures, in which are to be found some curious specimens of ancient German masters, and the Westphalian Museum. Several Diets were held in this place, and some of the early German Emperors made it their residence.

CONVEYANCE.—Railway to Hanover and Bremen, see pages 86, 101, and 103; to Hamm, Munster, and Cologne, see pages 87; to Osnabruck, page 102. For Steamers see page 205. For Diligences, see page 240.

Munster.—*Stat.*—Pop. 28,000.—**HOTELS:**—**KOENIG VON ENGLAND. RHEINISCHER HOF. MUNSTERISCHER HOF,** good Table d'Hôte.

Capital of Westphalia; is a well-built and flourishing town, antique and curious, with some gothic buildings of great beauty, among which are conspicuous the Rath-haus, where the Peace of Westphalia was signed at the end of the 30 years' war (in the Frieden Saal, as it is called, are preserved the portraits of the great contracting parties, with the seats on which they sat); the Cathedral, with the tomb of Bishop Galen, famous for his warlike tastes, his immense standing army, with which he bombarded his own town when in a fit of ill-humour, and for the citadel he built the Oberwasser Kirche; St. Lambert's church, with its tower, on which are still hanging the three iron cages wherein John of Leyden and his two friends were fixed to be tortured with red-hot pincers previous to their execution; the Ludgeri Kirche, a peculiarly fine specimen of the Romanesque; the Schloss, formerly the Bishop's palace, a handsome but somewhat ruinous building, with its gardens on the site of the ancient citadel. The old fortifications have been levelled, and converted into pleasant promenades. John of Leyden's house is still shown in the market place; it is marked with quaint carvings. The main street is remarkable

for its arcades running along the ground floor. Picture gallery. Trade in Westphalia, hams, &c.

CONVEYANCES.—Railway to Hamm, Rheine, Paderborn, Hanover, Cologne, &c., see pp. 99, 100, 102. For Diligences, see page 240.

Nordhausen.—Pop. 18,000.—**INNS.**—**ROMISCHER KAISER.—BERLINER HOF.**

DEUTSCHE HAUSE—comfortable. 39 miles N. of Erfurt; situate in a fertile country south of the Hartz mountains. In the church of St. Blasius are two pictures by Luke Cranach. In the neighbourhood are the ruins of Hohenstein and Ebersburg; there are many beautiful walks and points of view, such as the Kohnstein, Geleberg, and the alabaster grotto. Many distilleries. For Diligences, see page 241.

Posen.—*Stat.*—Pop. 53,000.—**INNS.**—**DE ROMER, DE DRESDE**—good. **HOTEL DE VIENNE**—excellent. Droschken for course within the town, 3sgr. without the town, 5sgr.

A strongly fortified town on the Russian frontier; 9,000 of the population are Jews. One of its twenty-three churches, that of St. Stanislaus, is distinguished as a masterpiece of Italian architecture. The Cathedral is remarkable for the noble simplicity of its style; the Golden Chapel, painted in the byzantine style, contains two bronze statues of Polish kings; the Rath-haus is a splendid gothic edifice, with a tower which is the loftiest in the town; what was formerly a Jesuits' College is now the seat of government; there is also a very magnificent palace, with a library of 20,000 volumes, presented to the town by Count Raczyński; also many other good buildings. Posen has a considerable trade in corn, cloth, linen, leather, and tobacco, and a wool fair in June. It possesses many places of public amusement—theatre, casino, coffee-houses with gardens, promenades, &c.

CONVEYANCES.—Railway to Stargard, Stettin and Berlin, see pages 122 and 123. For Diligences, see page 242.

Potsdam.—*Stat.*—Pop. 42,000.—**HOTELS:**—**EISELDEHN. DEUTSCHES HAUS.** The buffet at this Station is excellent. English spoken. Carriage and pair horses for the usual round, viewing the Royal demesne, &c., occupying four hours, 2 rix dollars, coachman 10 groschen.

This Prussian Versailles lies on the right shore of the Havel, which, at this part, flows into a lake. It was founded by the Electoral Prince of Brandenburg and was, when Fortune favoured the royal house, the residence of the Prussian princes; it owes, however, its prosperity to Frederick the Great. The principal buildings are: the Garrison kirche, with the tomb of Frederick the Great; the St. Nicolaas church; the Royal Palace, with the rooms of Frederick the Great; the house on the basin, where Frederick's father used to hold his tobacco lectures; Sans Souci, before the Brandenburg-gate; the garden is laid out in the insipid French style; the palace usually inhabited by the present king. There is to be seen here the room in which Frederick the

Great died, and also the room in which Voltaire lived. Englishmen will take great interest in visiting the pretty Palace of Babelsberg, the home of our Princess Royal. They will find no difficulty in obtaining admission. Very fine views may be obtained from the grounds of this palace, and from various points along the drive. The tomb of the late king and queen of Prussia, with exquisite sculptures by Rauch, is very interesting. The Russian colony is deserving a visit. Pompeian House. During summer months omnibuses attend each train and convey passengers to the obelisk of Sans Souci; fares, 1½gr. Passengers are taken up at the same place 25 minutes before the departure of each train for Berlin.

Droschken 20 minutes, 2 persons, 53gr.; 3 or 4 persons, 7½gr. and 10gr.; 36 to 50 minutes, 10gr. and 12½gr.; 51 to 70 minutes, 15gr. and 17½gr.; beyond these periods 16gr. and 17½gr.; 6 hours, 2 thalers; 12 hours 4 thalers. The fees for showing the palaces depend on the number of visitors who enter at a time. If only 1 or 2 persons 10gr. will be expected, if with a party of 5 to 10 persons then 5gr. will suffice. Valets de place will occasionally offer their services to visitors at the railway stations and at different parts of the pleasure grounds, they are not necessary as your coachman will be your guide.

CONVEYANCES.—Railway to Berlin and Magdeburg, see page 115. For Diligences, see page 243.

Prenzlau.—*Stat.*—Pop. 15,000—HOTELS: HOTEL DE PRUSSE. DEUTSCHES HAUS.

Situated on the Unter Uckerlake. In its gothic Hauptkirche is a beautiful altar and picture by Rode. It possesses a gymnasium, library, and baths, with pleasing gardens and grounds. An organ has lately been erected here, said to rival those of Haarlem and Fribourg. The neighbouring lake abounds in fish.

CONVEYANCES.—Railway, see page 115. For Diligences, see page 243.

Schwelm.—*Stat.*—Pop. 4,000—INN.—MARKISCHER HOF.

A busy place, like all the other towns in the Wupperthal. The whole country for miles round is studded with towns and villages full of life and activity, and in this respect only to be surpassed by the manufacturing towns of England. Within two leagues of Schwelm is the much-admired Schwelmer Höhle or Klutart, whose labyrinths must not, however, be visited without an experienced guide. Iron manufactories.

CONVEYANCES.—Railway to Dortmund, Soest, Elberfeld, and Dusseldorf, see page 98.

Soest.—*Stat.*—Pop. 12,000—HOTEL:—BRI OVERWEG—very good.

A curious old walled town, containing many very singular churches and other buildings; among others the Dom or Cathedral, in the Byzantine style; the Petri-kirche, also Byzantine; and the Wicenskirche, a splendid building in the German-pointed Gothic style. There is a good trade in corn here. In the neighbourhood are the Aline Baths of Sassendorf and of Königsborn,

also, a number of extensive Salt works. Living here is very cheap.

CONVEYANCES.—Railway to Dortmund, Elberfeld, Dusseldorf, &c. see page 98.

Stargard.—*Stat.*—Pop. 17,000—HOTEL:—PRINZ VON PREUSSEN.

On the Stettin and Posen railway. Its antique fortifications and watch-towers are in good preservation. The Marienkirche, built in the 13th century by the Templars, is a fine structure well worthy of a visit; as are also the Town-hall and the Johanniskirche.

CONVEYANCES.—Railway to Stettin, Woldenberg, &c., see pages 116 and 122.

Stettin.—*Stat.*—Pop. 70,000—HOTEL:—

Baggage is subject to examination before leaving the vessel. Tourists are seldom required to open more than one parcel.

Steamers come up to the quay on arrival, which is distant from the Railway Station, half a mile. Droskeys, 3 persons, 7½ groschen, 1 gr. extra for Baggage, &c. Town porters with their trucks convey luggage to the Station; charges, 12, to 15 grs.

On the Oder. More than 1000 ships enter the harbour yearly, and a very considerable commerce is carried on in ship-building, corn, &c. New Exchange and Theatre.

THE OBJECTS OF ATTRACTION are the Schloss kirche, with the tombs of the ancient dukes of Pommern; the Wall kirche, built 1124; the Jacobite tower, from the top of which you have the best sight of the town and river; the Königs-platz, with a marble statue of Frederick the Great, by Schadow. Two Russian Emperresses were born at Stettin, Catherine the Great (1729), and Maria Feodorowna, consort of Emperor Paul (1759). The principal promenades is the Plantage, before the Anclamthor. Droschen, 1 and 2 persons, 5gr.; 3 or 4 persons, 7½gr., the course.

CONVEYANCES.—For Railway, see pages 116 and 116. For Diligences, see page 243. For Steamers, see page 212.

Stralsund.—Pop. 25,000.

HOTEL LOWE, (LION) in the Market Place.—Resource rooms, 12½gr.; candles, 6gr.; dinner at 1 o'clock, 12½gr.; tea or coffee, 6gr.; service, 5gr.

87 miles from Stettin, on the Strait of Gellen, which separates the Isle of Rügen from the mainland. This town is famous for the successful defence made against Wallenstein in the 30 years' war, as also for Charles XII. having been besieged in it on his return from Bender. The Rath-haus is a beautiful gothic structure. The church of St. Nicholas with its monuments and font, and the Marienkirche with its organ, paintings, and fine view, are well worth seeing. There is also a cabinet of natural history and a library. The picturesque island of Rügen opposite may be visited by the ferry, which is a mile across.

For Diligences, see page 245. For Steamers, see page 214.

Swinemünde (BALTIK).—Pop. 5,000—HOTELS:—OLTHOFFS, DREI KRONEN, KRONPRINZ.

A seaport town, situated at the mouth of the river Swine. At the entrance of the river, Custom-house officers come on board here and accompany the vessel to Stettin. About 1½ mile from the town lie the Sea Baths of Swinemünde, consisting of a Bath house, and an Assembly room.

Wesel.—*Stat.*—18,000—*INN.*—DORNBUSCH'S, best.

This is a considerable fortress on the N.W. frontier of Prussia, at the junction of the Lippe with the Rhine. In a commercial point of view it is a rising place, especially since the improved navigation of the Lippe. Has a handsome Rathhaus.

Wittenberg.—*Stat.*—Pop. 12,000.—*INN.*—STADT LONDON—SCHWARZER BAER. Refreshment Rooms at Station.

A fortified town in Saxony. In the Schlosskirche, which contains the tombs of Luther, Melancthon, Frederick the Wise and John the

Steadfast. Luther's 96 theses against the doctrine of Indulgences were posted up on the 31st October, 1517, being the commencement of the Reformation. This church was much damaged in the siege of 1814. On the market place stands the great bronze statue of Luther by Schadow, with the inscription "Ist's Gottes werk so wird's bestehen, ist's menschen werk, wird's untergehen."—(if it be God's work it will endure, if man's it will perish.) An oak tree protected by railing is shown as the place where, on the 10th December, 1520, he burned the papal bull. Numerous objects are carefully preserved in this place connected with the memory not only of Luther, but of his friends Melancthon and the painter Cranach. The ancient and renowned university of Wittenberg was in 1817 removed, and united with that of Halle.

CONVEYANCES.—Railway to Cothen, Halle, Berlin and Leipsic, see page 114.

AUSTRIA, (including Tyrol and Hungary.)

A widely-extended country, consisting of Austria Proper and some six or seven provinces bounded on the north by Saxony and Prussia, on the south by Turkey, the Adriatic, and Roman States, on the east by Turkey and Russia, on the west by Switzerland and Sardinian States. The north is somewhat barren and sterile; but the southern warm, fertile, and Italian-like. It may be said of this country it is yet undeveloped, owing to the foolish restrictions on trade and an insupportably large army. Composed of provinces with different races of people, and ill amalgamated, it labours under poverty and a crushing national debt. The time is coming when free trade and army reductions will restore Austria to its proper position amongst nations. The population is between forty and fifty millions. The rivers magnificent; we may name the Danube, Elbe, and Dneister. The country is at parts rich in minerals, and the plains grow corn in abundance. The language mostly German, and the religion Roman Catholic. We recommend a voyage down the Danube and Elbe, and a visit to the mountainous districts of Salzburg, Gastein, and Ischl. The currency paper, florins and kreisera.

Carlsbad.—A railway from Eger to Carlsbad is expected to be opened some time in 1867.

Salzkammer Gut Tour.—Leave main line at Lambach, and proceed by branch line to Gmunden, thence by steamer on the Traunsee to Ebensee, thence by 'bus to Ischl. From Ischl, H Ilstadt and Gosarr may be visited, both charming spots.—See pages 360.

London to Trieste.—See Through Routes, page 6.

London to Rotterdam.—See Through Routes, page 6.

London to Berlin and Vienna.—By Steamers to Stettin, via Tonnig and Flensburg.

Passports—see pages xxxiii to xxxviii. **Money.**—According to the new Monetary Convention of November 1st, 1858, the Austrian Coinage has been modified as follows:—Accounts are now kept in Florins and Cents, or Soldi, instead of Convention Florins and Austrian Livres. 1 Florin is equal to 100 Soldi; or 2s. You scarcely ever see any Silver Coins except Florins. The currency is in paper, and very convenient; the notes are to be had at a discount of about ¼th. They are as low as 10, 5, and 1 florin and 10 soldi; and they pass current in all the Austrian dominions except Venetia.

NAVIGATION OF THE DANUBE.

Steamers descend the Danube from Donauworth to Regensburg in one day, from Passau to Lins, in half a day. From Lins to Vienna, in about nine hours. From Vienna to Galatz and Constantinople, in about ten days. The ascent takes much longer time. Portions of the Danube have been considered superior to the Rhine. The Steamers are very good.

Adelsberg.—Stat.—Pop. 1,500—HOTEL:—

UNGARISCHE KRONE.

No one should pass between Trieste and Vienna, without stopping at this place, in order to see the splendid "grotto of Adelsberg" in a mountain, above three quarters of a mile from the Hotel. It is, without exception, the grandest natural excavation in Europe, if not in the whole world; and the startling effect of a river suddenly appearing in the dark bowels of a mountain, with the lights reflected from the narrow bridge in the roaring waters beneath, will never be effaced from the memory. The cost of seeing this wonderful and beautiful place thoroughly, is £1 2s. 5d. (11 florins 17 soldi) for two persons; that is, 70 soldi for each person, 80 soldi for each guide (three required); same for each lighter (two required); the rest is for candles. It takes about two hours to see the principal views.

CONVEYANCES.—Railway, see pages 144 and 145.

Agram.—Stat.—Pop. 17,000.—INNS:—

KAISER VON OESTERREICH und SCHWARZER ADLER.

This town is the capital of Croatia, and the residence of the Ban. It has an university and a Cathedral. Distance to Warasdin, 10 German miles; to Fiume, 24 German miles.

CONVEYANCES.—Railway see page 147.

Baden.—Stat.—Pop. 5,000.—HOTELS:—CASINO, STADT WIEN, SCHWAN, REDOUTE. Buffet at the Station, close to the town.

A much frequented watering place, situated on the Schwächat, at the base of the Styrian Alps, 15½ miles from Vienna. The waters are sulphurous, impregnated with Carbonic Acid Gas, and of a temperature varying from 93° to 99° Fahrenheit. They are efficacious for cutaneous diseases, gout, or rheumatism. Numerous delightful excursions may be made in the neighbourhood, those in the valley of Helen being particularly beautiful.

CONVEYANCES.—Railway to Vienna, Oedenburg, Graz, Trieste, &c. see page 144.

Bad-Gastein.—HOTEL:—

MOSEK'S HOTEL, good; STRAUBURGERA.

Invalids who visit this place are warned that the journey from Rail to Gastein is very fatiguing and over a mountain pass.

Has a hot mineral spring of 118 deg. F., (a powerful remedy in cases of apoplexy,) is a watering place about 80 miles south of Salzburg. The surrounding scenery is of exceeding grandeur. The Klamm between Hof Gastein and Landt, on the road to Salzburg, may rank with the finest passes in the world.

Bludenz.—HOTELS:—POST, KRONE, and ADLER

A city in the Vorarlberg, about twenty miles west of Feldkirch, and forty east of Landeck, with a population of 1,900. Castle and two cotton mills.

CONVEYANCES.—Eilwagen and stellwagen daily to Landeck and Innsbruck, and to Feldkirch and Bregenz on the Boden-See. (Lake of Constance.)

Botzen, (in Italian, **Bolzano.**)—Stat.—Pop. 9,000—HOTELS:—

KAISER KRONE, EUROPE, and MONDSCHERN.

A city in Tyrol, beautifully situated at the junction of the Talfer with the Eisack. It is twenty-seven miles south of Brixen, seventy-nine miles south of Innsbruck, and forty miles north of Trent. It is one of the most flourishing commercial towns in the Tyrol, having four large fairs held annually. Long arcades or piazzas. Terlaner and some other wines good and cheap here. Pretty neighbourhood.

CONVEYANCES.—Railway, see page 161.

Bregenz.—Pop. 3,000.—HOTEL:—

GOLDENER ADLER, good.

A prettily situated town in the Vorarlberg, on the Lake of Constance, 131 miles W. of Innsbruck, and 20 W. of Feldkirch. From the Gebhardsberg, a hill behind the town, a beautiful view is obtained.

CONVEYANCES.—Eilwagens and stellwagens daily to Feldkirch, Landeck, and Innsbruck. Steamers daily on the lake to Lindau, Rorschach, Romanshorn, Friedrichshafen, Constance, & Schaffhausen. At Friedrichshafen is the railway to Ulm, Stuttgart, and Hellbronn, see page 131.

Brixen, (in Italian, **Bressanone.**)—Pop. 4,000.—HOTELS:—HOTEL ELEPHANT, near the Post; SONNE, the latter the Diligence office.

A beautiful city in the Tyrol, 52 miles S. of Innsbruck, and 27 N. of Botzen.

CONVEYANCES.—Eilwagen and stellwagen, p. 224.

Brunn, (in Slavonian, **Bryno.**)—Stat.—Pop. 60,000—HOTELS:—

DRIE FURSTEN, KAISER VON OESTERREICH.

Capital of Moravia, the Leeds of Austria, a place noted for its woollen-weaving and spinning, its linen, leather, gloves, carpets and vinegar manufactories: lively trade. Spielberg, a political prison, noted on account of the imprisonment of Baron Trenck, General Mack, and Silvio Pellico. Franzenberg: Jacob's Church (Jacob's Kirche), the residence of the Archbishop, town-house, national museum of Moravia. The fortress of Spielberg is now occupied partly as a penitentiary and partly as a garrison. About 14 miles E. from Brunn and near Posowitz is situated the village of Austerlitz, celebrated for the battle fought there in 1805.

CONVEYANCES.—Railway to Vienna and to Prague, see page 133.

Budweis.—*Stat.*—Pop. 8,000.—**HOTELS:**—**GOLDEN SUN, DREI HAHNEN.**

Town on the Moldau. Not far from Budweis lies Trocnow, where Johann Ziska was born. Rath-house good. Manufactories of cloth.

CONVEYANCES.—Railway to Linz, see page 141, Ellwagen to Prague, by Taber or by Pisek; distance, ninety-one miles. See page 225.

Carlsbad.—Pop. 3,400.—**HOTELS:**—**GOLDENE SCHILD, DE RUSSIE, DE HANNOVER, ANGER'S, DEUTSCHE HOF, PARADIS, PRINZ VON PREUSSEN.** Lodging Rooms cost by the week from 2 to 10fls, and apartments, 20 to 30fls. A floor with kitchen, 40 to 50fls. Service is paid in proportion. Carriages $\frac{1}{2}$ a day, 3fls.; one day, 5 flr. Asses, $\frac{1}{2}$ a day, 1fl.; if drawing a char, 1fl. 30krs.; the guide, 15 kra.

Charmingly picturesque, situated in a narrow valley along the banks of the river Tepel, and surrounded by lofty hills, clothed to their summits with fine forests. The town consists entirely of lodging-houses, hotels, cafe, and shops; the price of lodgings is from 6 to 60 florins per week, depending on the number, size, and situation of the rooms required, and whether late in the season or otherwise. The season extends from the 22nd of April to the 22nd of September.

The nearest way from England to Carlsbad is by Frankfurt and Hof; but the facilities afforded by through tickets via Leipzig, and from thence to Swartzenburg and Carlsbad, render this route a fast and easy one—72 hours (sleeping a night at Leipzig) is required from London to Carlsbad, cost about £8.

The springs are hot and alkaline, of different temperatures, from 116° F. to 165° F., and useful in dyspepsia, gout, rheumatism, liver complaint, gravel, stone, hypochondriasis, and constipation; the cure occupies about six weeks. It is necessary to see a medical man every third day, who orders the number of cups, and watches the effects of the water. Dr Seezan speaks English. Living is reasonable, and the dishes plain and wholesome. A passport is essential, and asked for on passing the Austrian frontier. The walks on the banks of the river and amongst the pine forests are beautiful, the scenery from some spots magnificent. The environs of Carlsbad are interesting; Elbogen and the Hans Helling rocks are well worth seeing. Bands of music play during the hours for taking the waters. During the yearly visits of the King of Prussia and Emperor of Austria the town is crowded, and it is necessary at the time to secure lodgings by writing beforehand, also to telegraph to Swartzenburg for carriage conveyance to Carlsbad. Early and late in the season thick top-coats and strong boots are indispensable.

MEDICAL MEN.—Dr. Seegan; Dr. G. Forges.

ENGLISH COMMISSION AGENT, MONEY CHANGER BOOKSELLER, &c.—A. F. Seifert, at the Golden Schlüssel, (Golden Key).

ELECTRIC TELEGRAPH.—Open. "The Times" at the Reading Room. Large public buildings, to include baths, a museum, library, concert rooms,

restaurant, &c., are in course of erection by the Municipality, and will be open in 1866.

Debreczin.—*Stat.*—Pop. 37,000.

One of the most populous and important manufacturing towns of Hungary. It is one of the most singular places in Europe, and with its unpaved streets and one storied houses resembles a collection of villages rather than a town. The principal portion of the inhabitants are Magyars, and here their character may be most advantageously studied. There are four fairs here yearly which draw together vast crowds of strangers. There are extensive manufactures of boots, pottery, soap, coarse cloth, pipes, prepared sheep skins, &c. There are no buildings of interest.

CONVEYANCES.—Railway to Pressburg, Vienna, Temesvar, Basiasch, &c. see page 142.

Eger.—Pop. 10,000.—**INNS.**—

GOLDENE SONNE best. The **ZWEI ERZHERZOGEN**, at which the Ellwagen stop is very dirty.

A garrison town of Bohemia on the way to Carlsbad from England. The Castle, (Burg,) and the Burgomeisters house; the latter is interesting from being the scene of Wallenstein's death in 1634.

Eperies.—Pop. 8000.

An ancient town in Hungary, situated on the river Tarcza, on the post road from Pesth to Lemberg. In the neighbourhood are extensive Saltworks: distance to Leutschau, 7 german miles; to Laschau, 4 german miles; to Pesth, 38 german miles; to Przemysl, about 37 german miles; to Lemberg, 50 german miles.

Feldkirch.—Pop. 3,000.—**HOTELS:**—

KRONE (POST), ENGEL GABRIEL, and LOEWZ the latter the Diligence office.

A small town in the Vorarlberg on a stream called the Ill. It is 111 miles west of Innsbruck, and twenty miles S.E. of Bregenz, active manufacturing town in cotton, oil-mills, &c.

CONVEYANCES.—Diligence, see page 235.

Franzensbad or Franzbad.—A much frequented and aristocratic Bath, the resort of Austrian princes and nobility; situated about 3 miles from Eger, on the high road to Hof. Of comparatively modern origin and recent date, it bids fair to rival Carlsbad. Far more accessible than Carlsbad, it may be reached by rail from Hof. The town is a charming little place, villa-like, fresh, handsome, and withal cleanly and well laid out, although built in a plain, and on a moist, boggy soil. The surrounding country tame and uninteresting. The best class of houses are in the Morgurzeile; large, handsome lodging houses, forming a large square, with a central well, planted promenade, and gardens of several acres in extent, Franzbad has been called "cooled Carlsbad," because of the similarity of the waters. The mineral waters are of four kinds—saline chalybeate, saline aperient, saline, and acidulous—thus presenting a choice, and adapted to almost every kind of ailment; they are inferior to Carlsbad because cold

but superior because not of one kind—not so exciting, and not so penetrating. The "Mud Baths," however, are the great attraction of Franzbad, and upon which its reputation has been made. There are three establishments; the charge 1 florin 40 kreutzer each bath. The system of living, regimen diet, exercise, &c., precisely that of Carlsbad. A band plays during the Drinking Waters in the morning, and in the Gardens at coffee in the evening.

There is a club; no "Times," but "Galignani." Living is reasonable; small apartments in the smaller streets.

PHYSICIAN.—Dr. Boschau.

HOTEL POST.—Good and clean.

Gmunden—(On the Lake)—Pop. 3,500—*Stat.*

HOTELS:—

SONNE, GOLDENE BRUNNEN.

The Railway Station is distant three-quarters of a mile from the Steamboat Pier. There are no conveyances unless previously engaged by telegraph or otherwise. On the Steamer arriving at Ebensee, there is often confusion arising from the influx of tourists. There are generally conveyances enough for Ischl, where, unless apartments have been engaged, it will be difficult to procure them.

On the Traunsee, with splendid prospect; the Alps of Salzburg and Dachstein, the tops of which are covered with snow, the distant view of which, with the lake, lend to the town a majestic beauty. Falls of the Traun. View from Calvariensberg.

CONVEYANCES.—Railway to Linz and Budweis, see page 137. Steamers, in summer, several times daily, to Ebensee, on the opposite end of the lake en route for Ischl. Fare, 50 kreutzers.

Gran.—*Stat.*—Pop. 17,000—HOTELS:—STADT TRIESTE, ENGLISCHER HOF, called in Sclavonian, Hradeo.

The ecclesiastical metropolis of Hungary, situated in the picturesque vale of the Gran, on the right bank of the Danube. It is noted for its Baths, and the magnificent but still unfinished Cathedral, commenced in 1821; it is in the Italian style, surmounted by a dome 85 feet in diameter, and faced by a splendid portico. The excursions in the neighbourhood are romantic in the extreme.

CONVEYANCES.—Railway to Pressburg, Vienna, Temesvar, Basiasch, &c. see page 142.

Graz.—*Stat.*—Pop. 65,000—HOTELS:—

HOTEL DE L'ÉLÉPHANT, ARCHDUKE JOHANN.

Good Restauration at Station.

Capital of Steyermark, (Styria,) one of the most pleasant towns of the Austrian monarchy, except Vienna and Prague, on account of its excellent situation and environs, the social feeling of its inhabitants, their cheerful calling, and cheapness of provisions. View from the Schlossberg.

OBJECTS OF ATTRACTION.—The cathedral, with an altar painting by Tintoretto, the arsenal, town-hall, the convent of the Jesuits, castle, with a beautiful prospect; tomb of Ferdinand II., the castle in which the crown of Steyermark is kept, the theatre, the palace of Attem, the colossal statue

of the Emperor Francis, the university, the Joanneum, a technical institute founded by Archduke Johann (John); the chain bridge, 318 feet long. The suburb of Jacomini is the most beautiful quarter of the town, and the most noted coffee-house is in the Jacomial haus. The town is surrounded by beautiful walks; the castle or palace of Eggenberg, with a collection of paintings and park; castle and ruin of Gösling; St. John and St. Paul's churches, &c.

CONVEYANCE.—Railway to Vienna, and to Marburg, Cilly, and Laibach, see pages 144 and 146.

Hallstadt.—Pop. 1,200.—HOTELS:—DAUBLER'S WEISSE TAURE.

A small town on the lake of the same name, in the Salzkammergut, built on the side of a hill, almost a precipice. This lake, and the neighbouring Gosau Thal, may compare with any part of Switzerland.

There are several Protestant congregations in the neighbourhood.

Innsbruck.—*Stat.*—Pop. 18,000.—HOTELS:

ÖSTERREICHISCHER HOF, an excellent hotel, well managed, the landlord speaks English, and is anxious to please. Rooms from 35 kr.; candles, 12 kr.; tea or coffee, 24 kr.; table d'hôte with wine, 1 fl. 12 kr.; GOLDENE SONNE, ADLER, Stern, the latter the Diligence Office. There are no street carriages; by hired carriages, fare to Ambras, 2 fl. 24 kr., Martin's Wand, 5 fl., Schomberg, 5 fl., Stubaythal, 8 fl., Zell in the Zillertal, 12 fl., carriage and pair of horses, may be procured to Botzen.

This handsome town is the capital city of the Tyrol, and is built 1754 feet above the level of the sea. It is the place of assemblage of the Tyrolese Estates. One of the churches contains a valuable collection of works of art. Among other objects of interest may be mentioned the Franciscan Church, containing the celebrated tomb of Maximilian the First, surrounded by 28 colossal statues in bronze of various real and mythical persons; the Tomb of Hofer, the Palace, and palace garden; the University, and the Museum. Very beautiful neighbourhood.

ENGLISH CHURCH SERVICE.—Hotel d'Autriche, during the summer; chaplain supplied by the Colonial and Continental Church Society.

CONVEYANCES.—Railway to Kufstein, Rosenheim, and Munich, see page 136; Diligences, see page 236.

Ischl.—Pop.—2,300.—HOTELS:—KAISERIN ELIZABETH, TALAACHINI, POST, KREUTZ.

Most of the private houses let Apartments.

CHURCH OF ENGLAND SERVICE.—At the Hotel Kaiserin Elizabeth every Sunday at 11 and 4 o'clock during the Season.

One of the most fashionable watering-places in Austria, and the favourite summer residence of the present Emperor. It is situated in the centre of the Salzkammergut and is good headquarters for the tourist in that beautiful district. Environs very fine. Salt mines. Eilwagen to Vienna, Graz, Linz, and Salzburg, see page 236. Omnibus to Ebensee on the Lake of Gmunden; meet the Steamer.

Klagenfurth.—14,000.—HOTELS.—

POST, STERN, HIRSCH, & KAISER VON OESTERREICH
An ancient dull town, situated on the Giau; formerly the capital of Carinthia, with an old castle. About one hour's distance W., and at the eastern extremity of the lake Woerthersee, is situated the beautiful chateau Maria Loretto.

CONVEYANCES.—Eilwagen to Villach, Lienz, and Brixen; also, to Marburg (in Steiermark), communicating thence by railway to Vienna or Trieste, and by diligence to Agram or Warasdin. See page 236.

Laibach.—Stat.—Pop. 21,000.—HOTELS:—HOTEL DU LION D'OR; STADT WIEN; ELEPHANT, POST.

Situated about seventy-seven miles north-east of Trieste. From the old castle a beautiful prospect is presented to the view. The interior of the cathedral bears a strong resemblance on a small scale to that of St. Peter's at Rome; the church formerly belonging to the Jesuits is a simple but tastefully planned edifice. Besides these buildings worthy of notice are the Bishop's palace, the Lyceum, theatre, Aenersperg palace and gardens, and a bridge over the Laibach; there is an alley on the river bank; and within two leagues, Kahlenberg, commanding a fine view. An excursion up the Kreuzeralpe is recommended. Three posts from Laibach is the beautiful lakes of Veldees with its romantic scenery, with three Inns on its banks.

CONVEYANCES.—Railway to Cilly, Gratz, Vienna, and Trieste, see page 144. Diligence, see page 237.

Laibach.—Stat.—Pop. 1,300.—HOTELS:—At the railway station, and ROSAL in the town.

A beautifully situated town on the Traun. The buildings worthy of notice are, the fine Benedictine Monastery, famous for its Library, and containing some old German pictures, and a fine collection of engravings; and at a short distance from the town the curious church of Baura, dedicated to the Trinity, built in the form of a triangle having three towers, three doors, three façades, three windows, three organs, three altars ornamented with marble of three colours, three sacristies, and cost 333,333 florins.

CONVEYANCES.—Railway to Lins, Gmunden, &c., see page 127.

Leusdeck.—Pop. 1,600.—HOTEL.—POST.

One of the most beautifully situated places in North Tyrol, on the banks of the Inn, fifty-six miles west of Innsbruck, and sixty miles east of Feldkirch. Four roads meet here, viz., to Innsbruck, to Feldkirch, and Bregenz; to Finstermunz, Meran, and Botzen.

CONVEYANCES.—Eilwagen and Stellwagen daily to Innsbruck; also, to Bludenz, Feldkirch, and Bregenz. Fare to Innsbruck by Stellwagen, only 2 fl.

Lavis.—Pop. 1,300.—INNS:—

CORONA, passably good.

A market town in South Tyrol, a few miles N. of Trient, on the post road to Botzen. Between Lavis and St. Michael is the ferry over the river Adige to the road, which leads to the beautiful Val di Non (Annone) and Val di Sole. There is another ferry at St. Michael for travellers coming from Botzen. In going from Lavis to the Tonal Pass, by the Val

di Non, the traveller will go through the following places, viz., Mezzolombardo, Cles, Caldes, Malé, Falcine, and Edolo.

Linz.—Stat.—Pop. 30,000.—HOTEL ERZERZOG KARL, near the steamboat pier for Vienna—one of the best hotels in Austria; landlord very attentive, and speaks English. The "Times" taken in.

ADLER; KREBS.

The Buffet at the Railway Station is excellent. Table d'hôte, charge 1 florin; a pint tottle of good red or white wine 30 to 40 kreuzers. Stoppage 30 minutes.

Town beautifully situated on the right shore of the Danube. Mathias Kirche (St. Matthew's Church), with the tomb of Monticuculi (1680); the hall in which the States assemble,—Jagermayer's garden, from whence you have the finest view of the town: the Pödlingsberg, the highest point in the neighbourhood of the town. The fortifications of Linz are remarkable on account of their peculiarity,—they are after a new plan by Prince Maximilian of Este. Try the fish called schill (Fr. *sandre*).

CONVEYANCES.—Railway to Gmunden, Vienna, Salzburg, and Munich, see page 137. To Budweis, page 141. Eilwagen, Innsbruck, Passau, and Regensburg, see page 238.

Steam-boats daily to Vienna; every day in summer to Ratisbon, in two days, passing the night at Passau, see page 199.

Marienbad.—A pretty little watering place, about 4 hours drive from Carlsbad, and also about 4 hours from Eger, situate in a small valley surrounded by pine clad hills, and abounding in handsome views and picturesque scenery. Since 1810, celebrated for its mineral waters and mud baths; the springs are six or more in number and classified, present 3 kinds, Saline Aperient, Chalybeate, and Acidulous, thus, preferable to Carlsbad, because cool in temperature they are less exciting and offer a choice to invalids. The Plateau at Marienbad is laid out as a garden, with a handsome church in the centre. The diet and regimen for invalids similar to Carlsbad. The season extends from May to August; closing earlier than Carlsbad: in the heat of Summer the shady groves and hill walks have not the sultry feel of Carlsbad.

HOTELS:—

KLINGERS.

HOTEL DE POSTE or HOTEL WEIMAR.

HOTEL D'ANGLETERRE.

Lodgings as at Carlsbad.

Meran.—Stat.—Pop. 2,800. HOTEL DE LA POSTE; ZUM GRAFEN VON MERAN, the Diligence office. During summer the Stellwagen leaves the Hotel Erzerzog Johann, for Mals, fares to Schlanders, 1 fl., to Mals, 1 fl. 36 kr.

One of the most beautifully situated places in Tyrol, 17 miles from Botzen, and 96 from Innsbruck. From Meran, Hofer's house is only about three hours' walk. Good red wine made here; grape cure practised here.

CONVEYANCES.—Diligences and stellwagens to Prad and Mals, and also to Botzen Brixen, and Innsbruck. To Botzen at 2 p.m., in 3 hours; fare, 48 Kr. The pedestrian can walk from Meran to

Hofer's house, and Sterzing by the Jaufen Pass, in one day, and from thence to Innsbruck in another day. The post road is more than twice as long.

Oedenburg.—*Stat.*—Pop. 19,000.—**HOTELS:**—**KÖNIG VON UNGARN, ROSE, HIRSCH.**

An industrious town situated near the south-west side of the Neusiedler See, and celebrated for its great cattle market, its excellent wines, and its coal mines. Thirteen miles from Oedenburg is Forchtenstein the castle of Prince Esterhazy, containing a large collection of arms, a rich gallery of portraits, and the family treasurers, consisting of precious stones, vessels of gold and silver, and many objects of art. It is necessary to obtain an order from the prince himself to view the treasures.

CONVEYANCES.—Railway to Neustadt, Baden, Vienna, Graz, Laibach, Trieste, &c. see page 147.

Olmutz.—*Stat.*—Pop. 14,300.—**HOTELS:**—**SCHWARTZER ADLER, SCHWAN, GOLIATH, KRONE.**

In Moravia; a strong fortress, the cathedral is a noble specimen of old German architecture; in the church of St. Maurice is an organ with 2,332 pipes; the other remarkable objects are the Bishop's palace, university buildings, arsenal, gymnasium and handsome Rathhaus. It is a place of considerable industry, and chief market of Moldavian and Russian horned cattle.

CONVEYANCES.—Diligences, see page 242. Railway to Bohm-Trubau, Cracow, Warsaw, and Vienna, see page 141.

Passau.—Between Ratisbon and Vienna, a frontier Station where the express train stops three quarters of an hour. Passports and baggage are examined with scarcely any trouble to the travellers, great courtesy is observed by the officials towards travellers.

The Buffet is very deficient and indifferent.

Pesth.—*Stat.*—Pop. 100,000—**and Buda.**—Pop. 25,000.—**HOTELS:**—**DAS BRUCK GASTHAUS, ERZHERZOG STEPHAN TIZA, STADT PARIS; HOTEL DE L'EUROPE, on the Pesth side.**

View of Buda from Pesth and of both cities from the Blocksberg is very fine.

Pesth lies low and flat, but has wide clean streets, good shops, and is lively; possesses two theatres; Museum; handsome Rathhaus, with a lofty square tower, from which there is a fine view of Buda; and a curious church of Hauptpfarrkirche. The Danube is 1500 feet wide here, a magnificent suspension bridge joins the two cities, erected by Mr. Clark, architect of Hammersmith Bridge. Buda is built on a lofty ridge and adjoining valleys, crowned by a high fortress. Imperial Palace, barracks, and cathedral with high square tower.

Pesth may be reached by steamer down the Danube from Vienna, passing Pressburg, &c. The traveller can return at once to Vienna by rail, or proceed further down the river by steamer to Peterwarden, or Neusatz and Semlin, then up the Theiss to Szegedin and Szolnok, and back by rail to Pesth and Vienna, or go down the Danube to the Black Sea.

PRESBYTERIAN CHURCH: *Service in English*, by Rev. A. Moody, at his residence, 11, Göttergasse, on Sundays at 3 p.m.

Pilsen.—*Stat.*—Pop. 12,000.—**HOTELS:**—**SWARSEN ADLER, KAISER, ROSE.**

The chief town in a circle of the same name in Bohemia, at the angle formed by the Misa and Radbusa. Its manufactures are woollens, cottons, and leather.

CONVEYANCES.—Railway to Prague, Skutnian, and Furth, page 147.

Prague.—*Stat.*—Pop. 144,370.—**HOTELS:**—**GOLDEN ANGEL, situated near the Railway Station.**

ENGLISHER HOF, HOTEL D'ANGLETERRE, first-class for families and gentlemen.

The Railway terminus comes into the town. Droskies attend the arrival of all trains.

(Bohemian, *Praha*), the capital of Bohemia, amongst the population are 12,000 Jews. Situated, and extending far on both shores of the Moldau, and surrounded by pleasing heights, it wears, undoubtedly, the most beautiful aspect of all the German towns, being adorned with its 60 peculiar and singularly formed spires, with its lordly castle at the back of the hill (Hradschin), and the broad expanse of its streams spanned by two noble bridges.

The beautiful Bohemian glass, for which this place is famous, can be bought as cheap in the Crystal Palace, Sydenham.

A Commissionaire is indispensable in this place and costs 3s. a day. *Galignani's Messenger* may be seen and read at Laurentz's Casino, over a cup of delicious German coffee. The examination of baggage on the Austrian and Saxon Frontiers takes place at Bodenbach; the officers are very civil. The great demand throughout German Custom Houses, is for tobacco, which the traveller is recommended to avoid as much as possible. The traveller coming from Austria is warned not to bring Austrian paper money of any description with him, rather cash if for Prussian paper or Austrian florins before leaving, otherwise he will have to submit to a heavy discount.

OBJECTS OF ATTRACTION.—The national Bohemian Museum, situated in the Kallowrat Strasse, near the Archbishop's Palace, with its collection of records, library, and collection of petrifications; the monastery of Strahow; the edifice of Czerna, the cathedral, built in the gothic style, with the tomb of John of Nepomuk, the mausoleum, and curious mosaics and the holy church of Loretto, in the old town. A stone bridge 1,572 feet long, erected by Charles IV, and a very chaste chain bridge lead from the Kleinselte to the old town, both affording a beautiful prospect of the town and environs; the former is known to the world through the history of John of Nepomuk; the old town house, out of the windows of which were thrown the senators of Prague. In the Jews' town—the remarkable old church yard, and the old synagogue. In the new town—the infirmary; the sick and lying-in hospitals; the monastery of Emaus, with a collection of paintings; and the Karlsbof (*Charles' Court*). Wallenstein's palace is also worthy of a visit, from its historical associations. It contains also a very large Opera house.

WALKS.—The most beautiful prospect of the town

is to be had from Laurenseberg: beautiful promenades on the bulwarks, the Sophia, or Dyers' Island (with eating and bath-houses), the protection island, castle garden, and peoples' garden.

COFFEE HOUSES.—That in the court of the station is the best.

MISSEK.—Rev. A. Van Andel, Free Church of Scotland. Missionary to the Jews, residence 582, Krakauer Gasse.

CONVEYANCES.—Railway to Dresden, Leipsic, Berlin, see page 138; to Breslau, Cracow, Warsaw, and Vienna, by Bohm-Trubau and Brunn, see page 138, 139; also by Olmutz to Vienna, or to Pressburg, Pesth, and Szolnok, in Hungary, see page 142, and 143. To Furth, see page 147.

Pressburg.—Stat.—Pop. 45,000.—**HOTELS:**—**GAUBER BAUM, SCHWAN, ROTHE OCHS.**

A well-built and beautiful town of Hungary, situated on the Danube, which is crossed by a bridge of boats. The suburbs built on the site of the old fortifications are very fine, having wide and well-built streets. Pressburg, though no longer the seat of the Diet is still considered as the capital of Hungary. The principal objects of attraction, are, the cathedral of St. Martin, remarkable for its high tower and noble architecture; the Landhaus; the Rathhaus; the Primate's Palace; the two squares with their fountains; and outside the town the hill called Konigsberg, to which every new king of Hungary repaired on horseback after his coronation, and waved the sword of St. Stephen to all the cardinal points, as indicating, that he would protect the country from enemies from all quarters.

There is considerable trade in cottons, silks, tobaccos, wines and brandy.

CONVEYANCES.—Railway to Tyttau, Szered, see page 148. To Vienna and Pesth, pages 142 and 143. Steamers daily to Pesth.

Riva.—Pop. 5,408.—**HOTELS:**—**GIARDINO, CAFE,** under the Arcade near the steamboat pier.

IL SOLE, IL GIARDINO, recommended.

Beautifully situated on the Lago di Garda, about 20 miles S.W. of Roveredo, 135 S. of Innsbruck, and 103 N. of Verona. Grand road cut for 8 or 10 miles on the rock along the lake.

CONVEYANCES.—Steamers on the lake every other day at half-past 6, to Garda and Peschiera, and the other places on the lake. Eilwagens and stellwagens to Roveredo, Trient, Botzen, Brixen, and Innsbruck.

Roveredo.—Stat.—Pop. 11,000.—**HOTELS:**—**ROSA, IL CAVALETTI, CAVALLI BIANCO.**

A city in South Tyrol, most beautifully situated on the left bank of the Adige, 36 miles south of Botzen, and 40 south of Trient. This is one of the most flourishing towns in the Tyrol, the centre and seat of the silk trade. Italian only is spoken.

CONVEYANCES.—Railway to Verona, Trient, Botzen, Brixen, and Innsbruck; see page 161.

Stellwagen (a cheaper conveyance)—and courier post to Riva in 4 hours; fare, 3 Austrian lire.

Salzburg.—Stat.—Pop. 18,000.

HOTEL DE L'EUROPE.—Kept by Mr. L. Jung. Highly recommended to English travellers.

HOTEL NOELBOECK.—A new hotel near the Railway, situated outside the town; very good.

HOTEL DE L'ARCHDUKE CHARLES.—One of the finest and best Hotels in Austria. Admirably conducted.

A town beautifully situated on the banks of the Salza, anciently governed by an archbishop, who was a prince of the German empire, and the temporal sovereign of a district containing above 200,000 inhabitants.

The view from the Galsberg is renowned throughout Germany.

OBJECTS OF ATTRACTION.—The castle, the cathedral, the palace, the University church, the riding-school, the fountains, the house in which Mozart was born, and Mozart's statue. In the neighbourhood are the celebrated salt-mines of Hallein and the Königsee lake, in Bavaria.

Between Salzburg and Innsbruck, and Innsbruck and Munich, passports are examined on entering and leaving the frontiers at Rosenheim and Kufstein. Care should be observed to reclaim them in time before the departure of the train. The person who collects the passports expects 6 kreutzers on returning them to the traveller. Stoppages averaging 30 minutes. The Buffet at Rosenheim is excellent.

CONVEYANCES.—Railway to Lins, Vienna, and Munich, see pages 136, 137. For Diligences, see page 244. A carriage from Salzburg to Ischl takes one day, costing 14 florins.

Sterzing.—Pop. 2,000.—**INNS:**—**KRONA** and **POST.**

A very ancient town (standing on the site of a Roman station), very prettily situated in North Tyrol, about 36 miles south of Innsbruck, and 16 miles north of Brixen. Houses curiously painted outside. The church contains many monuments, and some curious old pictures. Travellers to Innsbruck go through the Brenner Pass. An excursion may be made on foot over the Jauffen, to Hofers' house, in the Passeyer Thal, in about four hours.

CONVEYANCES.—Eilwagens and Stellwagens to Innsbruck, Brixen, Botzen, and Meran.

Teplitz or Toplitz.—Stat.—Pop. 5,000.—**HOTELS:**—**PRINCE DE LIGNE, STADT LONDON, POST.**

A beautifully situated town, celebrated for its baths which are perhaps the most frequented and most fashionable in Germany. The springs are hot and alkalo-saline, almost exclusively used for baths, taken exceedingly hot (50° to 95° Fahrenheit) and efficacious in the cure of stiff joints, gout, rheumatism, &c.

Teplitz itself possesses little of interest beyond its baths and the neighbouring country, which is pretty but not striking. The park and gardens are the principal places of resort, and are remarkably beautiful. They contain reading rooms, dining rooms, ball-room, and theatre.

The daily routine is pretty nearly as follows:—Bathing in the morning till 10 o'clock; at 11 the band in the garden; 1 o'clock, dinner; the afternoon is devoted to drives in the neighbourhood, in the evening the theatre, after which there are generally balls.

CONVEYANCES.—Railway to Bodenbach, Dresden, Prague, Brunn, Vienna, &c. see page 138.

Tokay.—*Stat.*—2,000

A small town at the junction of the Bodrog with the Theiss. The Tokay wine is of 4 different sorts; Ausbruch is the one best known at Tokay. Distance from Debreczin, 9 german miles.

CONVEYANCES.—Railway to Kaschau, see pag 143. Steamers on the Theiss to Szolnok, Szegedin, and Semlin.—See Alphabetical list

Trent (German **Trient**).—*Stat.*—Pop. 14,500.

INNS :—**ALL' EUROPA**, in the Contrada Lunga **ALLA ROSA**, in Contrada Tedesca; and **LA CORONA**. 52 miles N. of Verona. This is the wealthiest and most considerable town of the Tyrol, and lies in a plain, surrounded by wooded mountains, from whose sides flow many noble streams. Long arcades in the streets; trade in silk and wine. In front of the cathedral is a fountain with some mediocre sculpture; the best picture is at the first altar on the left hand of the main entrance: the church of St. Maria Maggiore, wherein was held the famous council, is fast falling to decay. The environs of this town are very beautiful; the Etsch traverses the valley, while villages rise one above another on the fruitful declivity of the mountain-range. Trent is completely Italian in its character, and the Italian language is universally spoken there.

CONVEYANCES.—Railways, see page 161.

Trieste.—*Stat.*—Pop. 100,000.—(With Map in Special Edition).—**HOTELS.**—

DE FRANCE; **LOCANDA GRANDE**; **VICTORIA**, **DANIEL**; **LA VILLE**; **AQUILA NERA**, about halfway between the steam-boat pier and the railway station.

Boarding House at Zega.

The Tergest of the Romans, situated in a creek of the Adriatic sea, and at the foot of a ridge of hills called the Karst hills, is a free port, and the first seaport town of the Austrian monarchy; and is one of the most important, thriving, and interesting commercial places of the Adriatic sea. The population is a mixed one, derived from all the commercial nations of the Mediterranean; the Dalmatians and Italians, however, are the root of the townspeople; the country people are of the Illyrian race. Cyprus wine, Rosoglio Maraschino, and a variety of fine fish to be had here.

If the traveller is going to Adelsberg, Vienna, or Hungary, he must get the paper money, and he must use it; if he is going into Venetia, or any where else, let him get Napoleons. The Austrian money in Venetia, is of the same value, viz., 2s. a florin, &c., but it is in silver, and at par. After leaving Verona, French money passes current all the way to England. Gold, especially English sovereigns, bears a high premium. The prices are published daily, and the list may be seen at any money changer's.

OBJECTS OF ATTRACTION.—The Cathedral, an old building in the Byzantine style, in which is the tomb of Winkelman, who was murdered in Trieste; the piazzetta of Ricardo, a small square, with a triumphal arch of Roman origin; the Corso the principal street between the old and new town;

the Exchange, a beautiful building, standing in Exchange-place, with the Casino club, into which a stranger may easily be introduced. There are likewise to be seen the Nautical Real-Academy, the Theresian molo, with light-house; the Grande Lazaretto, or hospital; and the ship docks. Let the stranger above all visit the Tergesteum, with noble conversational rooms, and superb reading-rooms for the journals. The Castle of Miramar, the summer residence of the Archduke Maximilian; and the Palazzo Revaltella. View from Castle.

BRITISH CHAPLAIN, the Rev. Samuel Tucker.

BANKERS doing English business—Falkner and Co., George Moore and Co., Grant Brothers & Co., Morpurgo and Parente.

BOOKSELLER.—Coen's Library, 606, Al Corso. and Alla Minerva, 603, Bradshaw's Guides and Handbooks on sale. Collection of British authors.—Tauchnitz Edition.

FIACRES, 1 horse, quarter of an hour, 15 kr.; 2 horses, quarter of an hour, 20 kr.; 1 hour 1 fl. and 1 fl. 20 kr.; 1 day, 4 fl. 30 kr. and 6 fl.

CONVEYANCES.—For Railway, see pages 144, 146, and 161. Diligences, see page 246. Steamers, see page 215.

Vienna (Wien, German).—*Stat.*—Pop. 479,000.—with Map in Special Edition.—**HOTELS:**—

HOTEL EMPEREUR ROMAIN, situated in the healthiest part of Vienna, and very good.

HOTEL OF THE GOLDEN LAMB, LEOPOLDSTADT, a large first-class hotel, in an open and healthy situation, near the river.

THE EMPRESS ELISABETH HOTEL, OR KAISERIN ELISABETH—A well conducted good house. Proprietors, Hengl and Zwolfer.

ARCHDUKE CHARLES HOTEL, a first-rate house, highly recommended, the proprietor, Mr. Schneider, is both attentive and obliging.

HOTEL MUNCH—Large hotel, favourably known to English travellers.

GRAND HOTEL NATIONAL.

STADT LONDON. MATSHAKES HOF.

No tables d'hôte (1864) at the hotels; good dinner at 24 florins.

The city of Vienna, (the Emperor's city, as it is called in Germany,) lies on the right bank of the Danube (Donau). The canal of the Danube divides the city from the suburb Leopoldstadt. The little river Wien, from which the city receives its name, separates the city from the suburbs Landstrasse, Wieden, &c. It contains 9286 houses; and its principal trade consists in gold, silver, jewellery, and silk manufactures. The best points from which to see the town and its suburbs are, the steeple of St. Stephen's, the Spinnerinn am Kreutz (female spinner at the cross), the terrace in front of the Upper Belvedere the Turk's Butwarck, the Grotto at Schönbrunn, the top of Leopold and Kahlen hills, the Kapfenwaldchen, the Himmel and Gallisenberg

A COMMISSIONER, or GUIDE, through the city, and to all the principal objects of attraction, costs 1 florin 40 kreutzers to 2 florins a day. There are no tables d'hôtes at Vienna, which is a very great disadvantage—as, by ordering from the Carte, the chances are that you call for unseasonable dishes, and pay much more than you wish. It is best to

dine in Vienna, at the *Azed* price of the hotel, which is generally four or five shillings. Bachelors will find it best to dine in the restaurant attached to the hotel frequented by the citizens, where the same excellent food is given as up stairs, at one-third lower. Sturgeon is frequently seen at the dinner, cooked in various ways, and is held in high esteem by the natives; those caught in the Danube are richer in flavour and more delicate than in most other countries. The wines called the Hungarian Burgundy, "Ofner," and "Adelsberger," are excellent, and are to be procured throughout Austria, at reasonable prices. Red Voesslauer, an excellent Austrian wine. When about to leave the Austrian dominions, calculate how much money you will require up to the last moment, and change your paper florins into silver or gold.

MONEY CHANGERS.—Riebars, 875 $\frac{1}{2}$, Stephansplatz; bankers only give paper.

OBJECTS OF ATTRACTION.—The cathedral of St Stephen's, built in 1144: the steeple, the giant gate, and the pulpit. It is now (1864) undergoing a thorough repair, which will occupy ten years. The entrance into the steeple leads from a small house, No. 873, Stephans-platz. It is 428 feet high. The building of it was begun in 1359, and completed in 1433. The largest bell is cast out of 180 Turkish cannon, and weighs 357 cwt. There is to be seen, in the interior of the church, the chapel of the cross (kreuzkapelle) where lies buried the celebrated Prince Eugene. The traveller will be well repaid by a visit to the church of the Capuchins in the New-market, with the vault and tomb of the royal family, and the sarcophagus of the Emperor Frederick III., and also the sarcophagus of young Napoleon, Duke of Reichstadt; the church of St. Augustin, with a noble marble monument to the memory of the Duchess Christiana, of Sax-Teschen, a most beautiful work by Canova. There is to be seen here likewise, the death-chapel of the Emperor Leopold II., of the distinguished General Daun, and of the Professor van Swieten; in the Loretto Chapel, the hearts of the members of the Emperor's family are preserved in silver urns. The St. Michael's Church, with the burial-place of Metastasio. A church well worth seeing in the suburbs is the St. Carlo Borromeo, built in fulfilment of a vow which the Emperor Charles VI. made when the plague raged in Vienna, after a drawing by Fisher of Erlach, 1737.; also the Scotch church and Scotch gate, in the N.W. of the inner city. The palace of the Archduke Charles. The treasure room in the Sweizerhof, with the regalia of Charles the Great, and of the German crowns, as well as many other valuables and curiosities. The royal riding-school; the royal mews. In the upper Belvedere, built by Prince Eugene, is the imperial picture gallery; in the lower Belvedere are the Ambras museum, Egyptian museum, and collection of antiquities. The imperial cabinets of antiquities, of minerals, of the plastic arts, are in different buildings. The several picture galleries of Prince Liechtenstein, Prince Esterhazy, Count Czernin, and Count Schönborn, are at their several palaces, as are the Schönfeld museum of Baron

Dietrich, and the collection of Count Harrach. The university, the polytechnic (Wieden), the Josephine, with the richest collection of anatomical properties, collected by Chevalier Fontana, of Florence (Alsergund, Wahringer-gasse); the geographical institution, (Alser Vorstadt); mineralogical institution, one of the finest collections of minerals to be found in Europe; Liechtenstein palace (Landstrasse); the public infirmary, with 2,200 beds; the lunatic asylum, with 250 beds; the deaf and dumb institute, the hospital of the benevolent brotherhood, and also the new mint and new arsenal, are immense buildings, with a splendid collection of arms.

The grand sight in Vienna is on the day of Corpus Christi, when the Emperor and all the court parade on foot, with the Archbishop and Clergy, through the principal streets, which are lined with soldiers.

CHURCH OF ENGLAND SERVICE.—At the British Ambassador's residence, No. 28, Herrngasse.

THEATRES.—Kärnthor Theatre, (opera very fine here.) Theatre an der Wien, largest and handsomest, (melodrama and spectacles.) Hof Theatre, regular drama. A new opera house is in course of construction near the Kärnthor.

GARDENS AND WALKS.—The Bastel, a very pleasant walk round the walls of the town; the Glacis between the town and suburbs, with innumerable alleys of lime and horse-chestnut trees; the Prater, in which are celebrated all the popular holidays (the Hyde-park of Vienna) is thickly studded with trees, in the old French style; the Brigittenau, a large but irregular wood, with meadows—the Augarten, the botanical garden of the university, in the Rennweg; the royal botanical garden for Austrian plants, the botanical garden of Joseph's academy, in the Alser Vorstadt; the garden of Prince Liechtenstein, with the noted winter garden (Rossau, No. 130), the garden of Prince Schwarzenberg (Rennweg, 641), always open to the public; the garden of Prince Metternich, laid out in the most splendid manner (Rennweg, 545); the garden of the royal horticultural society in which are two annual exhibitions: the garden of Rupprecht (Gumpendorf, 54), where the exhibition of potatoes takes place; the garden of M. Klier (under the Weisgarbern, 92), with more than 800 kinds of pelargoniums; Adams' garden, in Matzleinsdorf, with rich tulip and auricula plants. There are also the following gardens, where concerts and balls take place, viz.: the Sperl in the Leopoldstadt, the Paradise garden, and the Volk's garden near the Bourg, the latter of which is much frequented, and contains the famous statue of Theusus, by Canova. Entrance to the concerts, about 14 kr.; to the balls, about 40 kr.

THE POST OFFICE is situated between the Altenfischl Markt and the Bastel, or rampart, and is a very large and splendid building. Letters are received till 6 in the evening. Postage 6d. The rates for the empire are in the town, 2 kreuzers; under 10 German miles, 2 kreuzers; from 10 to 20 miles, 6 kreuzers; above 20 miles, 9 kreuzers. A letter can be insured as to delivery for a small charge. The post-office authorities have the sole privilege of carrying small parcels. Money, if sent, must be sealed up at the office in the presence of a proper

officer, who delivers a receipt. There are receiving boxes for letters placed in different parts of the town and suburbs.

COFFEE HOUSES.—The first coffee house in Europe is said to have been established at Vienna, 1684, by a certain Koltshitzky, a Polish spy in the quarters of the Turks, who received permission to open it, as a recompense for his services. The coffee houses in the city are not very showy; most of them have a billiard table, smoking room, and an ordinary supply of newspapers. A cup of coffee without milk, (called black coffee,) costs 8 kr. C.M., a cup with milk is called a mixture, (*mélange*). The most noted coffee house is Daum's, No. 278, in the Kohlmarkt; Neuner's, in the Planken-gasse, into which ladies may be taken. *Fiacres*, when hired by the week, are allowed to go without their number. They are, in general, extremely elegant and clean. Cabs in the city cost 12 kr. the quarter hour. In the coffee houses of Leopold's town, (Leopoldstadt) near to Ferdinand's-bridge, (Ferdinand's-brücke,) are to be found in general many Turks and Greeks in their national costume. Club-houses are very scarce, but there is one institution of this kind, the Judicial-political-reading Institute, in which are to be found almost all periodicals and literary news, inland and foreign. Access to it can easily be obtained. Access to the aristocratic and mercantile club-houses can be most easily secured by means of the Banker to whom recommended.

BEER HOUSES.—These are well worthy of a visit. There are 700 in the city and its suburbs. They are much frequented by foreigners.

PASSPORTS.—Formerly the police were very strict throughout Austria. By a late regulation when a traveller has passed the Austrian frontier he will never be asked for his passport again till he leaves the frontier.

LUGGAGE.—The inspection of luggage takes place immediately upon arrival, and the traveller must be cautious not to carry upon his person, or to smuggle anything that pays a duty; amongst which may be particularly noticed, tobacco, playing cards, and books,—forbidden books are placed in the Central Inspection Office, and remain in official custody until his departure.

OMNIBUSES to and from the railway stations (the majority of which are a little distance from the city), 6, 8, and 10 kr.; for every package carried outside, 1 kr., if it exceed 25 lb. the charge is 3 kr. Omnibuses ply from one end of Vienna to the other, through the leading thoroughfares, 6, 8, 10 12, and 14 kr. according to distance.

HACKNEY CARRIAGES, 1 to 4 persons the $\frac{1}{2}$ hour, 20 kr.; for 1 hour, 1 fl.; and for every succeeding hour, 20 kr. After 10 at night and before 7 a.m., to the Railway stations and theatres in the city, 1 fl.; to the suburbs, 1 fl. 20 kr. Cabs, 2 places, first $\frac{1}{2}$ hour, 16 kr., every succeeding, 10 kr.

Café Français, in the Stephen's Platz, in which is an upper room for ladies; and, in summer, the Cur Saloon, on the Wasser Glacis, with music every evening.

CONVEYANCES.—Steamers on the Danube, see page 216. Railway to Salzburg and Munich; see

pages 137; Presburg, Pesth, and Szolnok, see pages 143 and 143; to Oderberg, Oswiecin, and Lemberg, see page 140; to Brunn, Prague, Dresden, see pages 138 and 139; to Bruck, Raab, Neu Szony, and Stockerau, see pages 134 and 143, to Neustadt, Glognitz Cilly, and Laibach; Trieste, see page 144. For Dilligences, see page 246.

The Environs of Vienna.—Schönbrunn and Hitzing, to which there are omnibuses every half-hour. Their stations are on Am Peter, on the Mehlmarkt, and on St. Stephen's Platz. Schönbrunn is the summer residence of his Majesty the Emperor; it was begun under the superintendence of Fisher, in the reign of the Emperor Mathias, and completed in the reign of Maria Theresa. The Duke of Reichstadt lived and died here (1832). The garden is well attended, particularly on the Sunday. Stapps, the German student, who made an attempt upon the life of Napoleon, was shot and buried here. The beautiful well, from which the castle derives its name; the *Gloriette*, with a beautiful view of Vienna, the flower garden with the palm-house, and a menagerie are worthy of attention.—Hitteldorf, where the Emperor's deer park may be seen, containing 3000 wild boars, an unusual sight.—Laxenburg, to which at this present time a railway carries you: Castle, with beautiful park: Temple of Diana, the little Prater, Temple of the Eintracht, Einsiedlerel, Fisher Dorfchen, artificial waterfall—the Ringelspiel, the Holzstoss, the Meierei; above all, is the Knight's Castle (Ritterschloss) to be observed, a correct imitation of a stronghold of the middle ages. Mödling, the road to it leads by the Spinner at the Cross (Spinnerin am Kreuz), a gothic cross, erected by Crispinus Pellitzer, 1547, adorned with the statue of Crispinus and Crispianus. In Mödling is to be seen the old Knight-Templars' church of Saint Ottmar, the castle and the park of Prince Liechtenstein; the ruins of the old family castle of the Babenbergers; numerous pleasant walks and eating-houses.—The Kahlenberg (Mons. Citius), above 1000 feet high. The way to it is over Döbling, where there is a good picture-gallery belonging to M. Arthaber and the splendid coffee house near the observatory; the latter affording the best view around the neighbourhood of the city.—The Leopoldsdorf, with an old castle. From this point may be taken pleasant walks on the Cobenzelberg, to the Krapfenwaldchen, to Severing, to the Himmel, to Grinzing and Heiligenstadt; as likewise to Nussdorf and Klosterneuburg, adjoining. The ruins of Grelenstein lie one mile from the convent of Klosterneuburg; Richard, the Lion-hearted, lay in prison there; another road on the Vienna Wald leads through Dornbach, where Prince Schwarzenberg possesses a villa, with park. From this part you can reach the Upper Wald, and from thence you descend, and walking in the shade of a fine wood of beech-trees you reach Hainbach, Steinbach, and lastly, Mauerbach, where there is capital refreshment to be had; from thence, through a lovely valley, you get to the Passauer Hütten, and in half an hour to the Tubinger Kogel, a hill, from the top of which you enjoy the most beautiful prospect. A pleasant trip is one to Pötsleindorf (village of Pötslein), vulgarly

called Potzelsdorf. To this place you can take an omnibus.

REMARKS.—Omnibuses may also be made use of, in order to reach a distant suburb, such as the Hitzing, to go to Neubau or to Schottenfeld; the coachman receives a small allowance—from 3 to 6 kr. c.m. On the Sunday and on holidays the prices of the Omnibuses are raised 1 kreuzer.

Days and hours for visiting the most remarkable establishments and curiosities in Vienna:—

MONDAY.—The royal mint and cabinet of antiquities, 10 o'clock, A.M.

TUESDAY.—Royal cabinet of Egyptian antiquities (Landstraas, No. 641), from the end of April to the end of September from 9 to 12, A.M., and from 3 to 6, P.M.; from the end of September to the end of April, from 9, A.M. to 2, P.M.—The royal Ambras collection (in the same building and at the same hours).—The royal gallery of paintings, in Upper Belvedere, in the summer, from 9 to 12 o'clock and from 3 to 5 o'clock; in the winter, from 9 to 2 o'clock.

WEDNESDAY.—The royal cabinet of mineralogy, from 9 to 1 o'clock. — Technical collection of his Majesty, the Emperor, in the Polytechnic Institute, at 10 A.M.

THURSDAY.—The royal cabinet of curiosities (Joseph's-platz); 10 o'clock. — Blind institute, (Joseph's-platz, No.188); there is a public examination of the children every Thursday, which every visitor will find very interesting.

FRIDAY.—The royal mint and cabinet of curiosities (same as Monday).—Royal cabinet of Egyptian antiquities (ditto).—Royal Ambras museum (same as Tuesdays).—Royal gallery of paintings (ditto).—Schatzsaumer, (very fine) by Ticket, at 10. A.M., and only in the summer season.

SUNDAY.—The royal cabinet of minerals (same as Wednesday).—Schatzsaumer (same as Friday).—Josephine academy (Wahrenergasse, No. 221), in the summer months every week, in the winter every fortnight.—Royal collection of pictures of the royal academy of plastic arts (city, No. 980).—Royal Polytechnic institute, only in

the summer.—Royal Deaf and dumb institution (Wieden, No. 162); public examination from 10 to 12 o'clock. As these days are liable to alteration, the tourist should consult the porter of the hotel. A ticket for seeing the new arsenal can be obtained by applying to commissioner in hotel.

Villach.—5000—INNS.—POST AND ELEPHANT.

Situate on the river Drave, just above its junction with the Gail. This city is rendered important in consequence of three great roads meeting here, viz., to Vienna, to Innsbruck, and to Venice, by Ponteba and Udine.

CONVEYANCES.—Ellwagen to Lins, Sillian, Inichen; Brunnecken, and Brixen, to Vienna, to Klagenfurth and Marberg, and to Udine and Venice

Waitszen.—Pop. 11,350.—About 21 English miles from Pesth. This is one of the oldest settlements of the Magyars. The principal building is the Cathedral.

Railway to Pressburg and Vienna, and to Pesth and Szegedin, see pages 142, and 143.

Warasdin.—Pop 9000.—INNS.—Hirsch, and Goldener Lamm.

This is the frontier town of Croatia. Good wine is produced in the neighbourhood. Distance to Agram, 10 german miles; to Kormond, 13 german miles.

CONVEYANCES.—Railway to Vienna, Trieste, Suhlweissenberg, and Ofen. See page 144.

Wiener-Neustadt.—Stat.—

An ancient town 27 miles south of Vienna, and considered one of the finest in the Archduchy. The principal objects of interest are, the Military Academy situated in the old Ducal Castle, which contains a beautiful Chapel in the Gothic style, with some fine stained-glass windows; the Cathedral; and the Cistercian Abbey.

There are considerable manufactures of velvet and silk, and a great trade in iron.

CONVEYANCES.—Railway to Baden, Müdling Vienna, Gloggnitz, Gratz, Trieste, &c. see p. 144.

TYROL.

The following tour of from six to eight weeks in the Tyrol, &c., can be recommended only to pedestrians who are prepared to rough it, and who can speak German and Italian. Should they be unacquainted with these languages, they should procure a competent guide, which can be done by writing from Munich to Innsbruck for that purpose, to any of the Innkeepers.

Munich to Innsbruck, Solstein, Schonberg, Ambras, Zirl, Martinswand, Umhausen, the Oetzthal and its glaciers, Meran, Hofer's Haus, Meran, Finstermunnz, Wormserjoch (Monte Stelvio,) Bormio, Tonal Passes, Cles in Val di Non, Trent, Riva and Lago di Garda, Roveredo, return to Trent, Botzen, Castelrath, Gröden (Val di Gardena), Enneberg, or Gaderthal, Brunecken, Pusterthal, Taufers, Antilhez, Tefereckenthal, Windisch-Matray, Pass of St. Ruprecht, Heiligenblut, Rauriser Tauern, Bad Gastain, Weren, Pass Lueg, Abtenau, Gosau, and thence to Hallstätter-See, Ischl, Aussee, Gmunden, Traunfall and Salzburg. The languages spoken are German in North Tyrol, and Italian in the South. French will not be understood except at the large hotels in such towns as Innsbruck, Botzen, &c. The *Eilwagen* are good, and a separate carriage may be had on all the high roads by paying beforehand the fare for four persons. The fare by *Stellwagen* is about 1d. per mile.

Money.—The best is the Austrian bank-notes. See page 348.

For full information on the Tyrol, see *Bradshaw's Notes for Travellers in Tyrol and Vorarlberg*, with Illustrations from original Sketches, Maps, &c., Heights of Mountains, Passes, Glaciers, and a list of Plants found in Tyrol during July, August, September, and October, in a neat portable *Handbook*, price 2s. 6d.; also, a concise, useful, and interesting little work, suitable for pedestrian tours, by R. S. Charnock, price 3s. 6d.—both published by W. J. ADAMS (*Bradshaw's Guide Office*), 59, Fleet Street, London, E.C.

SWITZERLAND AND SAVOY.

(With Map in Special Edition.)

Switzerland has been divided by naturalists into seven regions, each successively rising above the other—the first, or lowest of which terminates at the height of 1,700 feet above the level of the sea; the second, or region of oaks, reaches the height of 2,800 feet, and is succeeded by the region of the fir, which rises to 4,000 feet. The higher Alpine regions commence at an elevation of 6,500 feet; and above 8,000 feet is the region of glaciers and of eternal snows. Along the chain of the Alps, from Mont Blanc to the frontiers of Tyrol, there are reckoned to be above 4,000 glaciers, many of which are 18 or 21 miles long, $1\frac{1}{2}$ to $2\frac{1}{2}$ miles wide, and from 100 to 600 feet thick. Altogether, the glaciers of Switzerland are presumed to form a sea of ice more than 1,000 miles in extent; and from its inexhaustible sources flow the waters of the Rhine, the Rhone, and the Po. Switzerland is also intersected by mountains, the greater part of which are ramifications of the Alps, whilst the remainder belong to the chain of Jura. From Mount St. Gothard—the central Alps—extend two ranges, which form a mass of the highest mountains in Europe. In winter and spring, the snows accumulated on the top of the Alps fall down their precipitous sides into the lower regions, where they often produce serious injury. The chain of Jura presents to the eye of the traveller a deep contrast to that of the Alps. It stretches in several parallel ridges for about 240 miles along the western and north-western frontiers of Switzerland, from the bend of the Rhone, below Geneva, to the banks of the Rhine, eastward of Basel, and is clothed from top to bottom with luxuriant pine forests.

Switzerland is also pre-eminently a land of lakes, the principal of which are the Lake of Constance, the Lake of Geneva, or Lake Lemman, the Lake of Zurich, the Lake of Lucerne, and the Lake of Neuchâtel, with some minor ones.

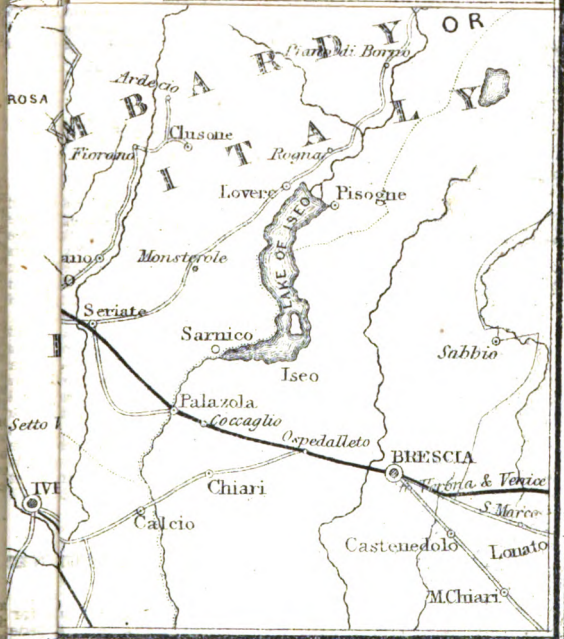
DIRECTIONS for TRAVELLERS, and REQUISITES for a JOURNEY to SWITZERLAND.

Average Cost of Living.—In Switzerland the traveller can manage to live for from 8 francs to 10 francs per day, excluding all charges for conveyances, horses, guides, &c. A pedestrian tourist can travel for about 7 francs, provided he knows German and French. If possible tourists should travel in parties (two or four are the best numbers, as they exactly fill either a one horse or two horse *coiture*), and make all their arrangements over night. Cold water, &c., should not be taken in large quantities by tourists when heated, and particularly when much fatigued. In seldom trodden routes, it is better to procure a guide. No traveller should attempt to cross a *glacier* without a

MAP OF SWITZERLAND.

TO ACCOMPANY
BRADSHAW'S CONTINENTAL GUIDE.

Railways Opened ———
"Do." being Constructed..... - - - - -



H. R. Davis sc. George Str. Euston Squ.

horse or mule
per day,—and
rney. Official

bouchure of a
stop at such a
he windows be
articles difficult

f strong shoes

or for the fee

, and a small

SAVOY, with
a convenien
tation suitable
at BRADSHAW'S

Great Luxem-
en, Constance,
stadt, Wesen,
insel Hospice,
, Weissenstein,
igny, Orsieres,
artin, Geneva,

d October, are

neighbouring
fest and speed-
ays.

Baden (a water-
o Aarau; and
f conveyances,
on is required.
rief roads; the
to hire a con-
return carriage
of the season

tain excursion,
be obliterated
s useful. Tra-
or they will be

he Swiss Towns
Di resort in the

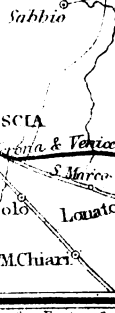
y covered with
h are about 10
ght bank of the
path along the

D.

GUIDE



R



routes, it is better to procure a guide. No traveller should attempt to cross a glacier without a

guide, and in all cases he should be allowed to take the lead. The usual price for a horse or mule per day, is 6 frs., and half-pay for the return journey. The pay to a guide is 6 frs. per day,—and half-pay for the return journey, the muleteers 3 frs. per day, the same for the return journey. Official tables of the tariff are placed in every hotel.

Tourists in Switzerland should particularly avoid remaining during night near the embouchure of a river, where it discharges itself into a lake. In case necessity compels the traveller to stop at such a place, he should engage the topmost bedrooms in the highest house in the village, and let the windows be securely closed. The traveller should take paper, pens, ink, and soap, as they are articles difficult to be met with. The *alpenstock* is indispensable upon a mountain journey.

Take as little luggage as possible, but do not omit a good water-proof coat, and a pair of strong shoes to walk in.

A small phial of glycerine is useful for rubbing the face and hands when sunburnt, or for the feet when blistered.

Homoeopathic Tincture of Arnica is a most valuable remedy for any sprain or bruise, and a small bottle is a most desirable addition to the tourists equipments.

Now published, **BRADSHAW'S NEW ILLUSTRATED HANDBOOK FOR SWITZERLAND AND SAVOY**, with beautiful clear steel engraved map of the country and plans of the Towns, price 5s.; a convenient and portable book, with full and elaborate descriptions, combining every useful information suitable for travellers of both sexes viewing this delightful portion of the Continent may be had at **BRADSHAW'S GUIDE Office** in London, and the Provincial Towns and all Booksellers.

TOUR IN SWITZERLAND.

London to Rotterdam Ostend or Antwerp, Cologne, Frankfurt, Freiburg, and Bale, or by Great Luxembourg Railway, via, Namur, Metz, Strasburg, and Bale, and from thence to Schaffhausen, Constance, Rorschach, St. Gall, Weisbad, Sennwald, Werdenberg, Ragatz, Pfeffers, Wallenstadt, Wesen, Rapperschwyl, Zurich, Zug, Goudau, Righi, Lucerne, Flüelen, Andermatt, St. Gothard, Grimsel Hospice, Meyringen, Grindelwald, Lauterbrunnen, Interlaken, Thun, Berne, Solothurn (Soleure), Weissenstein, Bienne, Neufchatel, Morat, Aventium, Freiburg, Lausanne, Geneva, Vevay, Bex, Martigny, Orsieres Liddes, St. Bernard, Martigny, Trient, Chamounix, Montanvert, St. Gervais, St. Martin, Geneva, Lyons, Paris, and London.

Time for Travelling.—The latter part of June, July, August, September, and October, are the best months for a tour.

Transport of Luggage.—Luggage conveyed to any part of Switzerland, or the neighbouring countries; the charge is by weight, but it is very small. This mode of transit, is the safest and speediest, heavy articles should be sent, if time be no object, by "*Train Commerce*" on Railways.

Conveyances.—There are a number of railways in Switzerland, viz.:—Zurich to Baden (a watering-place); Zurich to Romanshorn and St. Gall; Bale to Olten and Lucerne; Olten to Aarau; and Yverdun to Morges and Lausanne—Villeneuve to Bex, &c. In Canton Bern, all prices of conveyances, &c., are regulated by tariff, which may always be demanded; elsewhere more precaution is required. Diligences, generally belonging to Government, and carrying the mail, traverse all the chief roads; the fare is however high, and three or four travelling together, will find it more convenient to hire a conveyance. Return fare must also be paid, and the traveller should ascertain whether a return carriage may not be in the town before hiring one belonging to the place; but in the height of the season return carriages are charged higher. Steamers navigate all the chief lakes.

Guides.—As a general rule it may be said they are absolutely necessary in mountain excursion, at any other times than the months named for a tour, since the paths are liable to be obliterated by snow. Their almost invariable honesty and good temper render them on all occasions useful. Travellers should *always* make their bargain *beforehand* with guides for such excursions, or they will be subject to very great impositions from the second-rate and inferior guides.

Money.—Same names and values as French. English sovereigns are taken at the Swiss Towns at a value of 25 franca. English circular notes are exchanged at all the chief places of resort in the country.

DESCRIPTIONS, &c., OF TOWNS.

Aarau.—*Stat.*—Pop. 4657.—**HOTELS:**
WILDERMAN, OCHS, LA CIGOGNE.
The principal town of the Canton Argau, situated on the right bank of the Aar. It is situated at the

south base of the Jura—here partly covered with vineyards. The baths of Schintzmach are about 16 miles distant. The road along the right bank of the Aar passes several castles. The footpath along the

left bank is recommended. It is over the Giall-Fluh, (easy ascent) which commands a beautiful view of several lakes.

CONVEYANCES.—Rail to Olten, Bale, Bern, Biel, Lucerne, &c. See page 151.

Aix-les-Bains—*Stat.*—Pop. 3,850—(Savoie.)

HOTEL IMPERIAL.—Mr. GUBBET, Proprietor, admirably situated near the Casino; very recommendable.

POSTE L'UNIVERS; GUILLARD; DARDEL; VENAT. A watering place much frequented during the season.

The Railway from Aix through Chambéry to St. Michel traverses a most lovely and fertile country. This line will be continued from St. Jean de Maurienne by a tunnel, which will be miles long, under Mont Cenis, to join the Susa and Turin Railway. Excursions to the source of the Marilzou, steamer, 20 minutes; the Mollard Garden, 10 minutes; to the Cascade of Gresy, and to the other side of the lake. Also to the Abbey of Haute Combe, sepulchre of the princes of the House of Savoie.

ENGLISH CHURCH Service during the season three times every Sunday.

PHYSICIAN.—Baron Despine, M.D., Physician to the Baths, has studied in England, and speaks the language.

CONVEYANCES.—Railway, see page 157. Diligences to and from Geneva daily.

Andermatt (in Special Edition), see page 431.

Arth.—**HOTEL:**—**BLACK EAGLE.**

A village at the foot of the Rigi, beautifully situated at the head of the small Lake of Zug, and in the vicinity of Goldau, the scene of the awful desolation caused by the fall of the Rosberg mountains in 1806, when three villages and 450 persons were overwhelmed. The ascent of the Rigi from either of these villages is easy, but that from Arth is decidedly recommended as several miles shorter, and much finer, and the whole route commands rich and pastoral scenery; the descent, on the other side, to Weggis, on the Lake of Lucerne, forms a pleasing variety. Guides and mules are furnished here for the ascent of the Rigi.

From Arth, Conveyances may be obtained to Zug and Horgen, see page 221; on the Lake of Zurich, see page 185.

Basle—Pop. 40,000.—**HOTELS:**—

THE BLACK BEAR HOTEL, close to the Railway Station, clean, comfortable, and reasonable.

HOTEL DU SAUVAGE (WILD MAN.)—Very good, and highly recommended; the nearest to the cathedral, diligence office, and to the Swiss, French, and German Railway Terminus.

HOTEL DES TROIS ROIS (DREI KONIGE.)—Excellent accommodation for families and single gentlemen. Baths in the house.

Basle, Bâle, or Basel, is situated at the north-western corner of Switzerland, on the north side of the Jura. It is the capital of the Canton Basle, and is placed on the Rhine at the point where it verges northward. It is a well-built and large city, consisting of two towns, divided by the Rhine, and spanned by a bridge. It contains a

fine Cathedral, built in the Gothic style of architecture, and possessing one of the highest towers in Switzerland next to that of Freiburg; the view from the Terrace is very beautiful. The Council Chamber, in which is the Hall where the famous Ecclesiastical Council was held between 1431 and 1433; the Museum of Holbein's pictures is in this chamber, and with the Masgra Fisherhof, and the Arsenal, is worth visiting.

BASLE TO LONDON.—The quickest, most direct, and cheapest route is by rail to Strasburg, Nancy, Metz, and Great Luxemburg Railway to Brussels; book from Basle to Brussels, and thence by cheap Route to London. Office in Basle, Mr. Brunshvig, Money Changer, 12, Spalenburg.

The road to Bienne through the Val Montiers or Munster Thal, is one of the finest in Switzerland, daily traversed by diligence to Berne and Neuchâtel.

ENGLISH CHURCH Service twice on Sundays during summer, in St. Martin's Church.

CONVEYANCES.—Railway trains, see pages 58, and 149 to 153. Diligences, see p. 222.

Bellinzona (Bellens, German).—15,000.

HOTEL ANGELO—best; **DE VILLE.**

Situated on the Tessin, in the lower part of the great Val Levantino; picturesquely situated and fortified. There are three picturesque old castles close to the town. Bellinzona, though belonging to the Swiss Confederation, is completely an Italian town. There is always great confusion at the Diligence office at Bellinzona, and luggage should be looked after.

Berne—*Stat.*—Pop. 30,000.—**HOTELS:**—

HOTEL MAURE, a clean and comfortable house.

HOTEL DU FAUCON; BERNERHOF.

Berne, the capital of the canton, is considered one of the finest towns in Switzerland. The streets are broad and regular, and the prospects are very beautiful, particularly from the terrace (Platte forme) near the Cathedral. It is situated on the top of a lofty rock, surrounded on three sides by the river Aar. The Cathedral is a fine Gothic building, with some handsome windows and well carved figures. The principal objects are the monument of the Duke of Zahringen and the Organ, which is very fine; charge for admission to evening playing, one franc. Berne is the seat of Government. In the centre of the streets is a stone channel filled with a rapid stream; the streets are further embellished with a profusion of fountains. The University, Veterinary School, Military Academy, Theological College, and Museum are interesting. The public Bear-pit by the bridge, whence the canton takes its name, should be seen. View from Observatory.

ENGLISH CHURCH Service during the year; Rev. E. W. Dillon, chaplain.

Berne is the general starting place for excursions into the Bernese Oberland. Travellers will do well to leave their superfluous luggage here; but engage Guides at the last place of starting for

Routes from B A L E to	Itineraries of the best and quickest Routes between BALE and the principal cities in Europe, &c.	ORDINARY FARES.		TIME.	
		1 class.	2 class.	Exp.	Ord'y
		£ s. d.	£ s. d.	D. H. M.	D. H. M.
1 Antwerp .....(Belgium)	See No. 8. Rtes. to Cologne; thence as per Itinerary of Routes to Antwerp, p. 310	2 11 6	1 17 6	0 26 0	0 31 0
2 Augsburg	a Rte. to Constance, see No. 14				
3 BadenBaths of(Bregau)	b Rte. to Lindau, No. 14				
4 Baden-Baden Baths of	By Rail to Waldshut, p. 94; Rail thence to Baden, page 155				
"	By Rail via Freiburg to, p. 95	0 19 0	0 9 6	0 4 15	0 6 30
"	b By Rl. via Strasburg, p. 59; And to Kehl, Rl. to Baden, p. 95	0 13 0	0 9 6	0 5 50	0 6 50
5 Bellinzona	Rte. to Lucerne, No. 27; thence per Dil. (17 hours)				
6 Bernard, St.	a Rl. to Freyburg via Olten and Berne, pp. 150, 151; to Vevay, p. 232; Rl. to Martigny, pp. 156, 157; Mules to St. Bernard	---	---	---	2 15 0
"	b Rl. to Thun, via Olten and Berne, pp. 150, 151; Mules over the Gemmi Pass to Sion; Rl. to Martigny, p. 157; Mules to St. Bernard	---	---	---	3 6
7 Berne .....(Switzerland)	a Rl. via Olten, Aarburg, p. 153; Berne, p. 149	0 10 0	0 7 3	0 5 30	0 5 30
"	b Rl. to Lucerne, p. 149; Dil. to Berne across the <i>Valley of the Emmenthal</i>	1 1 5	0 17 0	0 15 0	---
"	c Dil. by the Munsterthal, or <i>Val Moutier</i> , one of the most romantic valleys of the Jura, to Biemme, thence to Berne	0 19 0	0 15 0	15 0	---
"	a Dil. via <i>Listhal</i> over the <i>Ober-Hausenstein</i> to Soleure and Biemme, thence to Berne	0 12 0	0 10 0	0 10 0	6 10 0
8 Brussels.....(Belgium)	a See No. 11. Rtes. to Cologne, thence as per Itinerary of Rtes. to Brussels, p. 310	3 10 0	2 16 0	0 26 0	0 30 0
"	b Rl. to Metz, and thence per Great Luxemburg Railway, See page, 72	2 10 0	1 17 0	0 20 0	0
9 Calais.....(France)	See No. 32. Rtes. to Paris, thence as per Itinerary of Routes to Calais, p. 273	3 5 2	2 14 11	0 32 0	0 41 0
10 Chamounix(Swiss'land)	a See Rtes. No. 24 to Lausanne; Rl. to Martigny, pp. 156, 157	1 7 0	1 1 6	---	2 0 0
"	b See Rtes. 20 to Geneva; Dil. to Sallenche; Char. to Chamounix	---	---	---	2 0
11 Cologne .....(Prussia)	a See No. 16. Rtes. to Frankfort, thence as per Itinerary of Routes to Cologne, p. 327	1 16 2	1 2 11	0 22 0	0 27 45
"	b Rl. to Strasburg, p. 59; Ludwigshafen, p. 96; Mayence, p. 96; Rl. to Bingen, p. 89. Rl. thence to Cologne, p. 88	1 12 0	1 3 0	0 20 6	0 23 0
12 Coire or Chur (Switz.)	a Via Schaffhausen, No. 36; Constance, No. 14; Bregenz, to				
"	Rail, to Zurich, No. 45; Rl. to Coire, pp. 155, 154	0 8 0	0 8 0	0 10 0	0 10 0
13 Como .....(Italy)	See Rte. to Milan No. 29				
14 Constance .....(Switz.)	a Rl. to Waldshut, p. 94; then by Rl. to Zurich, Winterthur, p. 155; Rl. to Constance	0 14 0	0 14 0	0 15 0	0 15 0
"	b Rl. to Waldshut; thence Rail direct to Constance, page 148				
15 Florence .....(Italy)	See Rtes. to Milan, No. 29; Dil. by Piacenza & Bologna				
16 Frankfort ...(Germany)	a Rl. via Freiburg, Baden-Baden, p. 96; Heidelberg, p. 91	1 3 3	0 18 8	0 8	0 13 0
"	b Rl. via Strasburg, p. 59; Weissenburg, p. 58; Mannheim, p. 96; Frankfort, p. 91	1 8 2	1 1 0	0 10	0 14
"	c Rl. to Waldshut, p. 94; Rl. to Zurich, Romanhorn, p. 156; Str. to Friedrichshafen, p. 208; Rl. via Stuttgart, p. 131; Heidelberg, p. 91	2 4 0	1 15 0	---	0
"	d Rl. to Waldshut, page 94; Diligence to Schaffhausen; Dil. thence by the <i>Hollenthal</i> —grand scenery of the Black Forest to Freiburg, Rl. to Baden-Baden &c. to Frankfort	1 18 0	1 12 0	---	20 0
17 Freiburg-in-Bregau	a Rl. to, p. 95				
"	b Rl. to Waldshut; Dil. to Schaffhausen and the <i>Hollenthal</i>				
18 Gais Baths of ..(Switz.)	Rl. to Waldshut, p. 94; Rl. to Zurich, Winterthur, p. 155; St. Gall, p. 154; Dil. to Gais				
19 Gail, St. ....(Switzerland)	a Rl. to Waldshut; Dil. to Schaffhausen; thence by Dil. or Str.				
"	b See Rtes. to Zurich, No. 45; Rl. thence to St. Gall				
20 Geneva ..(Switzerland)	a Rl. to Freyburg, via Olten and Berne, pp. 150, 151; Rail to Lausanne, p. 148; thence to Geneva, p. 156	1 16 0	6	---	0 24 0
"	b Dil. through the <i>Munster-Thal</i> or <i>Val Moutier</i> to Biemme; Rail to <i>Yonfhatal</i> ; Rail to Yverdun and Geneva, p. 156	1 10 0	1 0	---	0 17 0
21 Grange Baths of (Switz.)	a Rl. to Aarburg, p. 150; Herzogenbuchsee, Soleure, p. 149; Dil. to Grange	0 16 0	0 10 0	---	0 8 0
"	b Rl. to Liesthal, p. 151; Dil. over the <i>Ober-Hausenstein</i> to Soleure; Dil. thence to Grange	1 2	0 18 0	---	0 13 0
22 Heinrichsbad Baths of Switzerland)	Rl. to Waldshut, p. 94; Rail, to Zurich, Winterthur, p. 155; St. Gall, p. 154; Dil. by <i>Herisan</i> to the Baths of Heinrichsbad	1 18 0	1 4 0	---	0 15 0

Itinerary of Routes from Bale—continued.

		£	s.	d.	£	s.	d.	D.	H.	M.	D.	H.	M.
23 Innsbruck .....(Austria)	RI. to Waldshut, p. 94; RI. to Zurich, Winterthur, Rheinfelden, p. 155; Str. to Bregenz, thence by Dil. via Feldkirch, Bludenz, Laxau, Stuben, St. Anton, Landeck, Imst, Nussereck, Seefeld, Kerl, Innsbruck	3	5	0	3	15	0	---	3	0	0	---	---
24 Lausanne (Switzerland)	a See Rtes. 6 to Freyburg; thence to Lausanne, p. 148	0	19	0	0	16	0	---	2	0	---	---	
"	b See Rtes. 6 to Freyburg; Dil. via Romont	0	18	10	0	15	6	---	2	0	---	---	
"	c Dil. by Munster Thal to Bienna; RI. to Neuchâtel, Str. to Yverdon and Lausanne	1	10	0	1	2	6	---	3	0	---	---	
25 Leuk Baths of ... (Switz.)	a See No. 43; Rte. to Thun, thence by the Gemmi Pass to the Baths of Leuk	1	12	0	1	5	0	---	0	25	0	---	
"	b See No. 28, Rte. to Martigny, thence by Sion and Sierrre to Leuk	3	5	0	1	15	0	---	0	30	0	---	
26 London .....(England)	a See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to London, p. 310	5	12	0	5	0	0	---	0	60	0	---	
"	b See No. 32, Rtes. to Paris; thence as per Itinerary of Rtes. to London, p. 273	5	17	0	4	6	3	---	0	37	0	---	
"	c RI. to Metz, and by Great Luxemburg Railway to Brussels, pp. 72, 73	3	18	0	3	15	0	---	0	34	0	---	
27 Lucerne... (Switzerland)	b Rail to Waldshut, p. 94; RI. to Zurich, p. 156; RI. to Zug and Lucerne, p. 155	0	10	0	0	0	0	---	---	---	---	---	
28 Martigny (Switzerland)	See Rtes. 24 to Lausanne; RI. to Martigny, pp. 156, 157; RI. to Lucerne, p. 151; and Lucerne, p. 202; thence by Dil. over St. Gotthard's pass,—through Val Tremola, —Val Lavantina, Val Revera, and charming scenery to Bellinzona, thence by Lago Maggiore, by Str. from Magadino, p. 203, to Arona; RI. to Novara; RI. to Milan, p. 160; or by Lugano and Como; RI. to Milan	1	16	0	1	6	0	---	---	18	0	---	
29 Milan .....(Italy)	b See No. 12, Rte. to Coira, thence by Dil. over the Splügen Pass to Chiavenna, Colico; Str. to Como; RI. to Milan; 2 by Dil. from Coira over the Bernardin Pass to Bellinzona, and thence as in Rte. a; 3 by Dil. from Coira to Maloja, Chiavenna and Como	3	9	0	10	0	---	---	0	60	0	---	
"	Via Geneva, see No. 20, Rtes. to; RI. to Sion; thence by DH. over the Simplon to Arona; RI. to Novara; RI. to Milan, p. 160	3	0	0	2	10	0	---	---	60	0	---	
30 Munich .....(Bavaria)	Str. to Lindau; thence by RI. to Augsburg and Munich; RI. to Romanshorn, p. 155	1	16	10	1	4	6	0	13	24	0	91	0
"	b See No. 23, Rte. to Innsbruck; Rail to Munich	3	15	0	3	0	0	---	---	31	0	---	
31 Ostend .....(Belgium)	a See No. 11, Rtes. to Cologne, thence as per Itinerary of Rtes. to Ostend, p. 311	3	10	0	3	0	0	---	---	36	0	---	
"	b RI. to Metz, and by Great Luxemburg Railway to Brussels, pp. 72, 73	2	17	6	2	4	0	---	---	30	0	---	
32 Paris .....(France)	a RI. via Strasburg, p. 59; Nancy and Paris, p. 54	3	8	11	1	16	10	0	15	30	0	36	6
"	b RI. to Mulhausen, Chaumont, and Troyes	3	7	0	1	16	0	0	16	0	---	---	
33 Pfeffers Baths of	RI. to Waldshut, p. 94; RI. to Zurich; Str. to Rapperschwyl; RI. to Ragats, p. 153; and Char to Pfeffers	1	10	0	1	5	0	---	---	31	0	---	
34 Rome .....(Italy)	Select from either Rtes. to Milan or Turin	---	---	---	---	---	---	---	---	---	---	---	
35 Rosenlaui Baths of (Switzerland)	RI. to Berne, p. 151; RI. to Thun, by the Reichenbach Falls to Meyringen; thence by Steamer on Lakes of Thun and Brienz; Omnibus to Rosenlaui	2	3	0	1	15	0	---	---	30	0	---	
36 Schaffhausen ... (Switz)	RI. to Waldshut, p. 74; Dil. in connection	0	9	0	0	9	0	---	---	6	30	---	
37 Schintznach Baths of ...	Dil. to Schintznach	0	15	0	0	10	0	---	---	7	0	---	
38 Stackelberg "	RI. to Waldshut, p. 94; Rail to Zurich, p. 155; Rail to Glarus, thence up the valley of the Leuk to the Baths of Stackelberg	2	4	0	1	16	0	---	---	36	0	---	
39 St. Gall .....(Switzerland)	RI. to Waldshut, p. 94; RI. to Zurich and St. Gall	0	14	6	0	11	0	---	---	7	20	---	
40 St. Gervais .....(Savo)	RI. to Schaffhausen, p. 154; Constance, St. Gall	1	5	0	1	0	0	---	---	30	0	---	
41 Strasbourg .....(France)	a See No. 20, Rtes. to Geneva; Dil. thence	2	2	0	1	4	0	---	---	33	0	---	
"	b RI. via Mulhausen, p. 59	0	12	0	0	9	4	0	6	6	---	---	
"	c RI. via Freiburg and Kehl, p. 95	0	14	0	0	11	0	0	6	0	7	6	
42 Stuttgart (Wurtemberg)	a RI. to Waldshut, p. 94; RI. to Zurich, Winterthur, Romanshorn, p. 155; Str. to Friederichshafen, p. 206; RI. by Ulm to Stuttgart, p. 131	1	7	6	0	18	0	---	---	17	0	---	
43 Thun .....(Switzerland)	RI. to Berne, pp. 151, 149; RI. to Thun, p. 149	---	---	---	---	---	---	---	---	---	---	---	
44 Turin .....(Italy)	a By any of the Routes to Milan, thence by RI. to Turin	3	5	0	3	16	0	---	---	50	0	---	
"	b See No. 20, Rtes. to Geneva; RI. by Culoz, p. 157; Aix-les-Bains; Chambéry, St. Michel, page 157; Dil. over Mount Cenis to Susa; RI. to Turin, p. 158	3	12	0	3	17	6	---	---	65	6	---	
"	c See No. 13, Rtes. to Geneva; thence to Martigny, over the St. Bernard, via Ivrea; RI. to Turin	3	15	0	3	0	0	---	---	50	0	---	
45 Wildbad .....(Switzerland)	RI. to Wilferdingen, p. 95; thence per Dil. to Wildbad	1	0	1	0	14	0	0	10	30	---	---	
46 Zurich .....(Switzerland)	a Rail to Zurich	---	---	---	---	---	---	---	---	---	---	---	
"	b RI. to Waldshut, p. 94; RI. to Zurich, p. 155	---	---	---	---	---	---	---	---	---	---	---	
"	c Dil. to Brugg, (6 hrs.); RI. to Zurich, (1 hr.)	---	---	---	---	---	---	---	---	---	---	---	

mountain excursions. Ministers for England, France, Bavaria, Austria, and Italy, reside at Berne.

BANKERS—Messrs. Tschann, Zeebleder, & Co.

CONVEYANCES.—Railways, see pages 148 & 149; Diligences, see page 223. Flacres, 1 course, 40 ets.; $\frac{1}{2}$ hour, 30 cents.; $\frac{1}{4}$ hour, 1 fr. 20 cents.; $\frac{3}{4}$ hour, 1 fr. 60 cents.; 1 hour, 2 frs.; $\frac{1}{2}$ day, with 1 horse, 7 frs., with 2 horses, 12 frs.; 1 day, 19 frs. and 22 frs. The railway station is in the town.

BEX.—*Stat.*—**HOTEL**—BELLEVUE, L'UNION, HOTEL ET PENSION DES BAINS.

A well-known watering place at the end of the lake of Geneva, famous for its salt mines and delightful walks on the high road to Brigue. It is situated at the feet of the Dents de Morcles and Midi; two miles from St. Maurice, and half an hour's ride by railway to the Lake of Geneva. An excellent pension is kept at the Hotel des Bains, where there is a salt-water bathing establishment, and the grape and whey cure (Molkenkur) is also practised. 1 hours' drive from Bex may be seen the extensive salt works.

ENGLISH SERVICE twice every Sunday throughout the season, held in the Swiss Protestant church. Chaplain supplied by Colonial and Continental Committee.

CONVEYANCES.—Railway. See page 156.

BIENNE OR BIEL.—*Stat.*—Pop. 4,250.—**HOTEL DU JURA, LA CROIX BLANCHE, LA COURONNE.**

Travellers should proceed to Neuchâtel, where the hotel accommodation is better and cheaper.

Bienné is an old fashioned town, situated at the foot of the Jura mountains, at a short distance from the lake of Bienné. Travellers generally make excursions to this lake and the island of St. Peter to visit the residence of the celebrated Jean J. Rousseau. The distance from Berne to Bienné is about six leagues. The road leaves Berne by the forest of Brangastin, and passes by Meykirch to Seadorf. The lake adjoining the latter place and the castle of Frenisberg, are worth a visit.

CONVEYANCES.—Railway, see page 152 and 156.

BRIENZ.—Lake of Brienz.—**HOTEL CROIX BLANCHE**—L'OURS—both good, but the former somewhat fallen off.

At the lower end of the Haall Valley
The Falls of the Giesbach are, by steamer, $\frac{1}{2}$ of an hour from Interlaken, and $\frac{1}{4}$ of an hour from Brienz; there is communication during the season every 2 hours. The Cascade of the Giesbach is justly considered to be one of the finest in Switzerland, from the height of its falls, and the varied and romantic nature of the scenery which surrounds it in its progress and rapid descent. This torrent derives its source from the elevated Lakes of Hagel and Hexen, and during its rapid descent to the Lake of Brienz, it numbers no less than 14 falls, dashing and foaming over huge rocks, and struggling with ceaseless clamour and impetuosity amidst dark forests of pine and beautiful green pasturage.

There is an excellent walk which conducts from the steamboat landing place to the Keinholz, hotel and pension. While landing and ascending, the

stranger is struck with the stillness of the deep waters of the lake as contrasted with the never ceasing war of the cataract above him; and when he looks upwards he is charmed at the animated scene before him; he sees endless falls tumbling one after the other to the margin of the lake. Looking back or rather downwards, his attention is attracted to the beautiful scenery around. The bright waters of the lake are at his feet—he traces them skirting the rocky and wooded mountain precipices. He sees the noisy torrent at his side, while far beyond are the majestic Bernese Alps above the whole.

The accommodation at the Hotel Giesbach is both good and reasonable, and, to those who can spare the time, it will amply repay them to pass the night here, in order to witness the singular and beautiful effect of an illuminated waterfall, dashing headlong into the lake. It costs only a few francs to furnish the servants of the hotel with torches for that purpose. This is a sight which is scarcely ever met with, but one which leaves a lasting impression on the mind of the tourist.

The Hotel, &c., is under the excellent management of Mr. Edward Schmidlin, whose courtesy combined with his extensive knowledge of the district, conveyances, &c., will be found most valuable to Tourists.

Chambery (Savoie).—*Stat.*—**HOTELS**.—

HOTEL DE FRANCE, Quai Nesin.—A new hotel close to the station; very clean and comfortable. Chambery is distant from Geneva about 23 $\frac{1}{2}$ leagues, and from Lyons 29 leagues. The town itself is the capital of Savoie, and contains a population of 10,000 souls. It is beautifully situated in a valley on the two small rivers of Albons and Leisse. It contains a large market place, and some ancient ruins, which, with the fountain of the Place de l'Ans, and the Tir de l'Arquebuse, or "shooting place," are worth visiting. The other public edifices worthy of notice are the Santo Chapelle, the Castle, founded in 1230 by the Count of Maurienne, the staircase of which is well worth observation; the Town-house, the Academy, the Poor-house and Hospital, the Theatre, and the Barracks.

English Church Service every Sunday by the chaplain of the Railway Company.
The promenades are those of Vernay, a planted Boulevard, and the Terrace.
The roads from Lyons and Geneva to Turin, over the Mont Cenis, meet here.

CONVEYANCES.—Railway, see page 157.

CHAMONIX.—**HOTELS**.—

HOTEL DE LONDRES ET D'ANGLETERRE.—Very good.

GRAND HOTEL ROYAL DE L'UNION AND CRYSTAL PALACE, kept by the "Société Genevoise," Mrs. Ferdinand Eisenkraemer & Co.

HOTEL COURONNE.

HOTEL DU MONT BLANC—has baths.

3,150 feet above the level of the sea. A village in the valley of the same name, at the foot of Mont Blanc, distant about fifty miles from Geneva. Diligences in the season: fares, 25, 23, & 20 frs. Railway open to Martigny, thence by Mule or chaise a

porters 22 miles to Chamounix. Several days may be well devoted to explore the wonders of this celebrated region. The Montanvert, which can be ascended on mules, and commands a view of the Mer de Glace, ought to be the first excursion. It is an elevated pasture on the summit of a mountain under the Aiguilles de Charmoz. Half way up the ascent is an agreeable resting-place, at the fountain Caillet, beside which Florian is said to have commenced his tale of Claudine. From this are seen to advantage the heights of the Breven and of the Aiguilles Rouges. At the summit of Montanvert is a small building where beds and refreshments may be had. The height of Montanvert above the valley of Chamounix is 2,565 feet. The Glacier de Bossons, which may be seen the same day, at the other end of the valley, is remarkable for the purity of the ice, and for the picturesque formation of the blocks of ice resembling a ruined temple of pyramids and arches. The Breven, on the opposite side of the valley, 8,000 feet above the sea, affords the most magnificent view of the whole range of Mont Blanc, with its numerous peaks covered with snow, and the glaciers pouring down into the valley. The Flegère, on the same side, commands the same view at a less elevation, and may be accomplished in half a day. The active tourist would be well repaid by a day's excursion to the Jardin, across the Mer de Glace, 9,100 feet above the sea—a small portion of green earth, covered with flowers in full bloom; in a region of snow and ice, commanding a view of the recesses of this wonderful range of snowy peaks. The fatigue of the excursion may be much diminished by sleeping the night before at the Chalet on Montanvert. From Chamounix to Martigny, by the passes of the Tête Noire or the Col de Balme, about nine hours would be required; these roads are practicable for mules. To the Jardin is too fatiguing and severe an excursion, for ladies. They are sometimes deceived by guides, who take them to another spot. The Tête Noire is one of the most picturesque passes in Switzerland, abounding in glens and woody heights, the rocks frequently overhanging.

ENGLISH SERVICE in the new English church twice every Sunday during the four summer months.

Baths of St. Gervais.—We cannot leave Chamounix without advising the traveller to visit the bath of St. Gervais, situated in a beautiful valley (distant about six miles from Nervoz on the road to Geneva) where excellent accommodation may be had *en pension* for eight francs, and where there is always good society. The excursionist cannot choose a more charming spot for visiting this romantic scenery. It affords delightful walks for the convalescent, and one of the pleasures of the place is its solitude amid scenes so wild and beautiful. To the north are the *Aiguille de Varens* (7200 feet above the level of the sea); to the east the pavillon Belle Vue, commanding the most magnificent view of the valley of Chamounix; to the west Mount Joli (8200 feet); and to the south the Col du bon Homme.

Three diligences per day from St. Gervais to

Geneva, and *vice versa*. Board, lodging and baths included, 8 frs. per day (6s. 5d.)

Coire—*Stat.*—Pop. 5943—(*Cher*, German).

HOTELS:—**THE CAPRICORNE**, a very good house for families or single travellers. Prices moderate.

HOTEL LUCKMANN, near the Post-office and the Railway.

It occupies a picturesque site on the Plessur, about two miles from its confluence with the Rhine, and on the great road to Italy by the Splügen and Bernardino, and contains a population of 5,000 inhabitants. The public places worth visiting are the Cathedral, built in 780—in it are some very fine monuments; the Episcopal Palace, containing a very large number of paintings; the Catholic School; the Town-hall, containing the public library; and the Lyceum. The Roman Catholic Church, outside the city gates, is remarkable from its extreme antiquity, part of it dating from the seventh century. The Romansch, a dialect of the Latin, is still spoken in this vicinity, and a Romansch newspaper is published here. The environs of Coire are worthy the tourist's attention, and command fine views of the Galanda, as well as of the mountains on the valley of the Rhine. The cascade, the baths of Lurli, the fountain of Aroschka, and the valley of the Albula, form delightful excursions from Coire, and will well repay a visit.

CONVEYANCES.—Diligences daily to Chiavenna over the Splügen, and from Splügen over the Bernardino to Bellinzona, and to Sarnaden in the Engadine over the Julier Pass. For Railway, see page 154.

Constance.—Pop. 8000—**HOTELS**: **BROCHET**, **POST**, **DELIA**, Hecht on the lake with fine view.

Constance is an important town of the Grand Duchy of Baden, and should be *Swiss*, from its natural position. It is very pleasantly situated at the point where the Rhine issues from the Lake of Constance to enter the Lake of Zell. In the council-hall, (Conciliuns Saal) by the Steam Pier, was pronounced the sentence against John Huss, who, as well as Jerome of Prague, was burnt alive by a decree of the famous council of Constance. The serge mantle worn by Huss, as he went to the pile, is still seen. The Church of St. Marica, the dominican convent, where Huss was imprisoned, wherein is seen the epitaph of Chrystolora, the former college of the Jesuits, the episcopal palace, the arsenal, and the chancery house, in which are some rare and valuable manuscripts.

CONVEYANCES.—For Railway, see page 148. Diligences, see p. 227. Steamers, see Alphabetical List.

Fiuelen.—Pop. 600.—**HOTELS**:—

CROIX BLANCHE, **ADLER**.

A village at the south end of the Lake of Lucerne, at the bottom of the Pass over the St. Gothard. The scenery at this end of the lake, commonly called the Bay of Uri, is among the grandest in Switzerland, if not in Europe. Tell's chapel, erected on a piece of rock, is a conspicuous object on approaching Fiuelen.

Tariff of prices for the hire of horses, for passing Mount St. Gothard:—For 2 horses, from Fiuelen to Hospenthal, 30 fr.; to Airolo, 60 fr.; to Falde,

75 fr.; to Bellinzona, 100 fr.; to Magadino, 115 fr.; to Lugano, 125 fr.; to Como, 150 fr

For Steamers to Lucerne, see Alphabetical List.

Freiburg.—*Stat.*—Pop. 10,000.—**HOTEL:**—**GRAND HOTEL DE Fribourg**, kept by Mr. T. Mounay; very good house, commanding a magnificent view of the Alps.

Zahringer Hof—is one of the best and most pleasantly situated Houses in Switzerland.

HOTEL LEMORICIER, good second class house.

The Canton of Freiburg is situated in the western portion of Switzerland, between Berne and Vaud, is traversed from one end to the other by the river Saarine. Freiburg, the capital, is partly built upon the bank of the Saarine, and partly upon the declivity of a rock. The principal buildings are the Cathedral, or Eglise de St. Nicholas, containing the richest toned organ in the world; it also possesses the finest bells in Switzerland, and has a magnificent steeple. Over the principal entrance is a beautifully executed piece of carving, representing the Day of Judgment; a party is made up every day at the Zahringer Hof, after the table d'hôte, to visit the Cathedral and listen to the Organ; 1 franc is charged for the admission ticket; the Hotel de Ville, built on the site of the castle of the Duke of Zähringen, the Collège des Jésuites, (now the Cantonal School) the Hôpital, the Maison de Travail et de Bienfaisance, and the wire suspension bridge thrown across, the Saarine, remarkable for its great length and great height above the river; it stretches across a gorge 160 ft. deep, and has a span of 902 ft. The Place des Tilleuls, or Limea, so called from a lime or linden planted here in 1476, the day on which Charles the Bold was defeated at Morat. The valley of Gottenon, a suburb of the city, contains an aqueduct 1,000 feet long. The village of Guggisborg and the baths of Gurnige may be visited from Freiburg, as may also the Hermitage de la Madeleine. It is in the immediate vicinity of the town, on the banks of the Saarine—being a very curious excavation 400 ft. in height, and consists of a church, surmounted by a tower 80 feet high; it also has a kitchen and a cellar, with porches, chambers, and staircases.

CONVEYANCES.—Rail to Berne, Lausanne, and Vevey, see page 148. For Diligences, see page 231.

Geneva.—*Stat.*—Pop. 56,000, (*With Map in Edition.*) **HOTELS:**

HOTEL DE L'ECU—first-rate, and equal to any in Switzerland.

HOTEL DES BERGUES—a first class hotel for families and gentlemen, with a magnificent view of Mont Blanc and the Alps.

HOTEL DE LA METROPOLE, an immense house, newly opened, with 180 rooms, elegantly fitted up with all English comfort. Mr. Wolbold speaks English.

HOTEL DE LA COURONNE, a quiet, comfortable, and reasonable house. M. Chas. Aldiger is very obliging.

HOTEL VICTORIA, a comfortable and reasonable hotel, well situated.

HOTEL DE GENEVE—Mr. A. Rathgel, proprietor, Rue du Mont Blanc, very reasonable.

GRAND HOTEL BRAU RIVAGE ET D'ANGLETERRE, kept by Messrs. Mayer et Kunz, fine situation, moderate charges.

GRAND HOTEL DE LA PAIX, situated Quai du Mont Blanc, recommended as one of the most agreeable residences of Geneva.

FAMILY BOARDING HOUSE—MAISON MALLET—a very good and respectable Establishment.

Geneva is a very small canton at the south-western corner of Switzerland, almost entirely separated from the other cantons by the territories of France, and of Savoy, now annexed to France. It has for its capital Geneva—a town situated on the slopes of two hills, divided by the Rhone, where it issues from the lake, forming in its course two islands, on one of which stands part of the town; and the other contains a fine promenade planted with trees and ornamented with a statue of Jean Jacques Rousseau. The two banks of the river and the island are now connected by a suspension bridge; and a handsome quay, studded with fine buildings, lines the river. The city has lately laid out a Jardin Anglais close to the Lake, with beautiful walks and fountains; immediately in front of the Hotel de la Metropole. The streets are in general wide and commodious. The principal buildings are the Church of St. Peter, the Town-hall, the Hospital, the Museum of Fine Arts, the Museum of Natural History, and the Penitentiary. The Academy, founded by Calvin—the Library or Reading Room, containing 30,000 volumes.

The environs of Geneva are delightful, particularly Cheneva, Cologny, Carouge (to which place an American tramway has been laid down, distance 2 miles, and the fare 10 centimes), Versoix, Ferney, the celebrated residence of Voltaire, and to the "meeting of the waters," the Rhone deep blue, and the Arve white from the glaciers—one of the prettiest little spots in the neighbourhood—one mile from the town. About 45 miles south-east of Geneva is Mont Blanc. Both Geneva and its immediate vicinity are celebrated as being the retreats of very many illustrious characters, such as Voltaire, Calvin, Cassaubon, Rousseau, Necker, Beranger, the Baroness de Staël, Byron, Marie Louise, Josephine, &c.

DIRECTORY OF GENEVA.

BRITISH CONSUL, Mr. A. Mackenzie, No. 19, Rue du Rhone.—**AMERICAN CONSUL**—Mr. F. Cosby, Rue Levrier.—**FRENCH CONSUL**, Le Chevalier d'Angellis, Grand Rue. 207.—**ITALIAN CONSUL**, Le Chevalier Bruno, 10, Cortaterie.

BRITISH CHAPLAIN, Rev. H. Downton. Divine Service 11 morn. and 7 afternoon. Supported by voluntary contributions.

BANKERS.—Messrs. Lombard, Odier, & Co., 237, Cortaterie.

English Physician, Surgeon, and Accoucheur, Doctor Metcalfe, M.D., M.R.C.S., &c., London, 5, Quai du Mont Blanc, Geneva.

Tuition.—German and French taught by Dr. Deppe, a native of Hanover, of many years experience.

Wearing Apparel.—Travellers will find a large stock at the Ville de Paris, 67, Rue du Rhone, Maison Blum Frères.

Patek, Philippe & Co., Geneva. Watch Manufacturers; honoured with medals from the Lon-

From GENEVA to	Itineraries of the most Direct Routes from GENEVA to the following Alphabetical List of Towns.	ORDINARY FARES.				TIME.					
		1 Class.		2 Class.		Exp.	Ord'y.				
		£	s. d.	£	s. d.	D. H. M.	D. H. M.				
1 Aix les Bains (Sav)	a Rl. to Culoz, p. 50; thence by Rl. to Aix-les-Bains, p. 157	0	8	6	0	6	0	3	0	4	30
2 Basle	a Rl. to Morges, Yverdun, Neuchatel, and Bale, p. 158, 151	1	13	7	1	7	3	...	...	...	028 0
"	b Rl. to Lausanne, p. 156; to Freyburg and Berne, and thence via Olten to Basle, p. 148	1	7	0	1	1	0	...	...	...	019 30
3 Berne	a Rl. to Morges, Yverdun, Neuchatel, and Bienne; p. 156; thence to Berne, p. 152	0	18	0	14	0	...	...	...	...	015 0
"	b Rl. to Lausanne, p. 156; and Freyburg, p. 148	0	19	0	015	0	...	...	...	...	015 0
4 Bex	a Str. up Lake Lemano to Villeneuve; Rl. to Bex	0	7	6	0	6	0	...	...	...	08 0
"	b Dil. to St Maurice and Bex	0	8	6	0	6	0	...	...	...	09 0
5 Chamounix	a Dil. to Salenche, thence by Char to Chamounix	1	0	0	016	0	...	...	...	...	010 0
"	b Str. to Villeneuve; Rl. to Bex; Dil. to Martigny; Tete Noir, or Col de Balme						...	...	...	...	2 0 0
"	c Str. to Villeneuve; Rl. to Bex; Dil. to Martigny; Great St. Bernard, Cormayeur,—very fine route						...	...	...	...	5 0 0
"	d By Thonon, Servoz, Srmoens						...	...	...	...	...
"	e By Str. to Bouveret; thence by Rl. to Martigny						...	...	...	...	...
6 Chillon, Castle of	a Rl. to Lausanne, p. 156; through Monterau to Chillon	0	12	0	012	0	...	...	...	...	0 6 0
"	Str. up the Lake to Chillon	0	5	0	0 4	0	...	...	...	...	0 6 0
"	Dil. several times daily						...	...	...	...	0 7 0
7 Gervais St. Baths of Interlachen	See Routes to Thun, No. 22						...	...	...	...	...
8 Lausanne	a Rl. page 156	0	4	0	0 3	0	...	...	...	...	0 4 0
10 London	a See Rte. No. 20, to Paris; thence per Routes to London, page 273	6	7	8	417	0	...	...	...	...	03 0
"	b See Rte. No. 2, to Basle; thence per Routes to London, p. 361	6	6	0	415	0	...	...	...	...	054 0
"	c Via Neuchatel and Portarlier						...	...	...	...	...
11 Lucerne	a See Rtes. to Berne, No. 3; thence to Lucerne. Rte. a, Rl. to Morges, Yverdun, Neuchatel, and Lucerne, p. 152	1	14	0	110	0	...	...	...	...	026 0
"	b See Rte. No. 24, to Vevay; Char to Montbovon; Zwyrsimmen to Thun, Interlachen, Brienz, Brumg Pass, Alpach; boat to Lucerne	2	0	6	0 5	0	...	...	...	...	028 0
12 Lyons	Rl. by Culoz, page 50	0	14	0	011	0	...	...	...	...	0 5 0
13 Marseilles	Rl. by Culoz, p. 50, to Lyons, thence by Rl. to Marseilles, page 46	2	6	0	1 7	0	...	...	...	...	013 0
14 Nyon	Rl. by Culoz, Amberieu, page 50	0	16	0	012	6	...	...	...	...	0 6 0
15 Martigny	a Str. to Bouveret, Rl. to Martigny; or Str. to Villeneuve. Rl. to Martigny	0	15	0	012	0	...	...	...	...	010 0
"	b Dil. by Thonon, (Savoys side of Lake,) to St. Maurice and Martigny	0	12	0	010	0	...	...	...	...	...
16 Meyringen	See Rte. No. 19, to Bernese Oberland	0	12	0	010	0	...	...	...	...	012 0
17 Milan	a Rl. to Culoz, p. 50; St. Michel; Dil. over Mount Cenis to Susa; Rl. to Turin, p. 158; Rl. by Novaro to Milan, p. 160	2	10	0	110	0	...	...	...	...	036 0
"	b See Rtes. to Martigny; Sion; Brieg—over the Simplon to Domo d'Ossola; Dil. to Milan	2	5	0	115	0	...	...	...	...	040 0
18 Neuchatel	a Rl. by Morges, Lausanne, and Yverdun. to Neuchatel						...	...	...	...	...
"	b Str. to Ouchy; Omn. to Lausanne; Rl. to Yverdun; Str. on Lake						...	...	...	...	...
19 Oberland (Bernese) ... Tour of	See Rtes. to Berne, No. 3, or Rtes. to Martigny; Baths of Leuk,—through the Gemmi Pass to Thun, Interlachen, Lauterbrunnen, Wengern Alps, Grindelwald, Faulhorn, Meringen; thence to the Grimsel Hospice; over the Furca to Hospice of St. Gothard, Aitorf, Lucerne, Zug, Zurich, Baden, Berne, Basle. This tour embraces the best part of the Oberland and its unrivalled scenery						...	...	...	...	...
20 Paris	a Rl. to Culoz, Amberieu, Macon, p. 50; Rl. thence to Paris, p. 45	2	18	0	2 2	0	...	...	...	...	015 0
"	b Rl. by Culoz to Lyons, p. 50; Rl. thence to Paris, p. 45	3	0	0	2 5	6	...	...	...	...	018 0
"	c See Rtes. to Bale, thence as per Rtes. to Paris, No. 32, p. 362	4	15	0	217	10	...	...	...	...	034 0
"	d See London Route c						...	...	...	...	039 0
21 Rome	a Rl. to Culoz, p. 50; Rl. to St. Michel; Dil. over Mount Cenis to Susa; Rl. to Turin, p. 158; Rl. to Genoa, p. 158; Str. to Civita Vecchia; Rl. thence to Rome, p. 160						...	...	...	...	...
"	b See Rtes. to Martigny, No. 15; over Mount St. Bernard to Aosta; Ivrea to Turin,—thence as preceding Rte.						...	...	...	...	...
22 Thun	See Rtes. to Berne, No. 3; thence by Rl. see page 149						...	...	...	...	...
23 Turin	a Rl. to Culoz, p. 50; change Trains,—Rl. to St. Michel; Dil. over Mount Cenis to Susa; Rl. to Turin, p. 158						...	...	...	...	...
"	b Dil. by Salenche to Chamounix; Char by Cormayeur, Val Aousta, and Chastillon; Rail Ivrea to Turin						...	...	...	...	...
24 Vevay	a Rl. to Lausanne and Vevay, page 156						...	...	...	...	...
"	b Str. up the Lake of Geneva to Vevay						...	...	...	...	...
25 Zurich	a See Rtes. to Berne, No. 3, thence by Rl. to						...	...	...	...	...
"	b See Rtes. to Berne, No. 3; thence by Dil. to Lucerne and Zurich						...	...	...	...	...

don, New York, and Paris Universal Exhibitions. Plain and complex watches and Chronometers, definitively regulated for the pocket

Watches and Jewellery.—A. Malignon, 6, Rue de la Corratierie—1st. floor—one of the most respectable and oldest manufacturing establishments in Geneva.

Eau de Cologne.—Jean Ant. Farina—Mr. Pfister, Perfumer, Rue Rhône.

Swiss Articles.—Sculptured in wood, Ivory, Buck Horn, &c., Mr. Charnaux, Maison des Trois Rois, Place Bel-air.

Cigars.—Mr. Pignet, Maison des Trois Rois, Place Bel-air No. 2, near the Post Office.—confidently recommended.

English Chemist and Druggist.—George Baker, 2, Place des Bergues.—Soda, Saratoga, and Mineral Water. Prescription accurately prepared. English Photographic chemicals and Homœopathic medicines.

CONVEYANCES.—Steamers, see Alphabetical List. Railway, see pp. 150 and 156. For Diligences, see p. 232. Cab Farea, 2 frs. 50 c. per hour, and 60 c. for each quarter over Carriage and pair horses to Chamounix, 85 fr., coachman's fee, 5 fr. Nine hours' travelling, and 1½ hours for refreshments at Bonville and St. Martin. Diligence fares, 21 fr. each, coupé 25 fr.. Paris time is 26 minutes in advance of Swiss time.

The traveller should ascertain, before engaging the so-called Voitures *en poste* from Geneva to Chamounix, what relays of horses he can obtain—the custom being to send the *same horses* all the way to Chamounix, 52 English miles; involving not only much delay on the road, but great oppression to the poor animals.

Geneva, Lake, or Lake Lemman, a beautiful expanse of water between Savoy and Switzerland, in a valley which separates the Alps from the Jura Mountains. Its length, from the City of Geneva to Villeneuve, is 54 miles, and its breadth in the widest part about 12 miles. Rowing boats for the lake 75 cents per hour without boatmen; 2 frs. per hr. with.

Grindelwald.—2924.—HOTELS:—

HOTEL DE L'AIGLE D'OR; OURS; and BOER.

A favourite place for tourists, between the passes of the Scheldeck and the Wengern Alp.

CHURCH OF ENGLAND SERVICE during the season. Supplied by Colonial Church Society.

Interlachen.—HOTELS:—

HOTEL AND PENSION DES ALPES.—Very good, and deservedly recommended.

Is situated between the Lakes of Thun and Brienz, with numerous *Pensions*. The situation is one of the best in Switzerland, having (all within the circuit of a few miles) two of its most celebrated waterfalls, Giesbach on the lake Brienz, and Staubbach in the beautiful valley of Lauterbrunnen, the glorious views from Mürren and the Scheinige Platte; the glaciers of Grindelwald, the

mountain Faulhorn, and the Wengern Alp, a fine pass, with respect to near and distinct views of the Alps. Good small reading room; a good place to buy the beautiful wood carvings.

CHURCH OF ENGLAND SERVICE twice every Sunday during the summer months. Supplied by Colonial Church Society.

CONVEYANCES.—Steamers on lakes Thun and Brienz, see Alphabetical List. Omnibuses from the hotels meet all the Steamboats

Lausanne.—*Stat.*—Pop. 20,000—HOTEL.

HOTEL BEAU RIVAGE.—A first class new hotel, admirably situated between Lausanne and Ouchy.

HOTEL DE BELLE VUE.—Very fine situation in the promenade du Cuisine.

HOTEL DE L'ANCRE—clean, and very good.

HOTEL GIBSON.—A first-rate house in every respect, highly recommended. Proprietor, Mr. Ritter.

The capital of the canton of Vaud, beautifully situated at a short distance from the northern shore of the Lake of Geneva, occupies three hills, and the intervening valleys. The entrance of the city from the Genevese side is through the Rue de Grand Chêne; and this street leads to the Place de St. François—the chief seat of resort in Lausanne. The streets are ill-paved, up and down and crooked; there is a good market place and corn market, and handsome stone bridge over a valley connecting two of the ridges or hills. At the opposite side of the Place de St. François, and in a direct line with the Rue de Grand Chêne, is the Rue de Bourgs, in which street are situated most of the principal hotels. The Cathedral, formerly l'Eglise de Notre Dame, founded about the year 1000, and consecrated in 1275 by Pope Gregory X., is a very mixed structure, and from its terrace a very fine view may be had. It contains a white marble monument, erected to the memory of Henrietta, first wife of Lord Stratford de Redcliffe, late Sir Stratford Canning. The Museum is worth a visit. Two miles from Lausanne is the Cemetery of Pierre de Plain, in which the celebrated tragedian, John Kemble, is buried.

F. CLAVEL & CO., BANKERS, Place St. François, change Circular Notes.

Church of England service twice on Sundays. Clergyman—the Rev. Lawson Lisson.

CONVEYANCES.—Diligences, see page 237. Railway, see pages 148 and 156. Steamers, see Alphabetical List.

Leuk, or Loèche.—200.—HOTELS:—ALPES, BELLE-VUE, MAISON BLANCHE, FRANCE, and BRUNNER, at the baths.

A village in the valley of the Rhone, on the Simplan road, without a good inn. The warm baths of Leukerbad are situated at the foot of the Gemmi, nine miles north of the village, and are frequented chiefly by the natives of Switzerland, and by them held in great repute, and will astonish the British visitor; the Echelles or ladders up the face of a precipice, are also very remarkable. The pass of the Gemmi is in many respects the most wonderful in Switzerland, the road winding

down a precipitous rock, and often projecting over the path immediately below. The height of the pass is 7,000 feet. But since the horrible accident in 1860 it is considered unsafe on horseback.

A new splendid Carriage Road, constructed in 1846, leads from Leuk to the baths, and is wonderfully romantic. Horses may trot the whole distance. Horse road from the baths to Sierré, 12 miles. From the summit of the vast precipices of the Gemmi, a path practicable for mules and chaises-a-porteur conducts the traveller through a wild and desolate region for several miles northward, and, after descending through a forest, overlooking the wild valley and lake of Eschinen, the hamlet of Kandersteg is reached. At Kandersteg a little inn, kept by a family named Clausen, supplies homely but respectable accommodation, the charges reasonable, but the hotel Ours is one mile nearer the foot of the pass. From Kandersteg the journey is continued through the beautiful valley and village of Frutigen, the latter being about half-way to the Lake of Thun.

Lucerne.—*Stat.*—Pop. 12,000.—**Hotels:**—

SWANN HOTEL, much improved, good house; proprietor, Mr. H. Haefell. **BALANCES.**

HOTEL SCHWEITZERHOF.—Views from its windows superb. This is a first-rate house, and one of the best in Switzerland.

Situated at the western extremity of the lake of the four cantons of the Reuss, which divides it into two parts at the foot of Mount Pilate. The situation of the town is highly picturesque, and it is well built. Its most remarkable objects are the three bridges over the Reuss, two of them decorated with historic and legendary paintings, and the wounded colossal lion, (from a model by Thorwaldsen,) in memory of the Swiss guards, at Paris, in 1792. It has a Cathedral, several Churches and Convents. The weekly corn market is one of the largest in Switzerland. It is 30 miles S.W. of Zurich, and 42 E. of Berne. The best starting place for a visit to the Rigi, distant about 10 miles, by the steamboat to Weggis.

The lake of Lucerne is perhaps the grandest in mountain scenery in all Switzerland. To the Bernese-Oberland the steamer should be taken to Stanstad, thence through the vale of Sarnen to Lungern, whence by carriage road over the Brunig to either Meyringen or Brienz, page 445. The carriage road diverges at the top of the Brunig to both places; a diligence daily. Or steamer to Flüelen, whence by diligence over the Devil's Bridge to Hospenthal, on the road to the St. Gothard; thence to Grimsel-Hospice over the Furka Pass, and by the glacier and source of the Rhone, is a day's journey on foot or with mules. Hence to Meyringen or Reichenbach, is an easy day by the wonderful fall of the Aar at Handeck. From Meyringen to Grindelwald over the Scheideck, one day, passing the glacier of Rosenlaui. The glaciers of Grindelwald, the gigantic mountains, and the proximity of the Faulhorn, form the chief points of interest. There is an indifferent inn at the top of the Faulhorn, should the traveller desire to see the sun rise. Ulrich Bohren, of Lucerne, is an excellent guide, very intelligent, and possesses a complete knowledge of the Botany of the Swiss Mountains. From Grindelwald to

Interlachen, distant about 12 miles, there is a *chaie* road; or by the Wengern Alp to Lauterbrunnen, on foot or horseback 13 miles, and thence to Interlachen, 7 miles the traveller will find much to repay the detour, the gigantic Jungfrau almost overhanging the path.

ENGLISH SERVICES in the new Lutheran church; chaplain supplied by Colonial and Continental Church Society.

LOCAL EXCURSIONS.—1. By steamer to Stanstad; row boat (half an hour) to the Rotsloch—a defile little known. 2. By steamer to Küssnacht; thence by omnibus to Imensee, on lake Zug; steamer to Arth, and up the Rigi; or by carriage from Arth (2 horses, tariff 20 francs) past Lake Lowerts to Goldau and Brunnen, on lake of Lucerne. 3. By steamer to Stanstad; thence by carriage (tariff 20 francs) to Engelberg, at the base of the snowy Titlis, 11,414 feet above the sea. The ascent of Mount Pilatus, now very accessible, carriage to Hergeswyl, thence by a good road, but practicable on foot only towards the top. Near the summit are two hotels; superb panorama, superior except in lake scenery, to the Rigi.

BANK AND EXCHANGE OFFICE.—Messrs. Frederic Knörr and Fils.

CONVEYANCES.—Railway, see page 150; Diligences, see page 238; Steamers, see Alphabetical List.

Lugano.—5,200.

HOTEL ET BELVEDERE DU PARC, kept by M. Beha, first-class hotel with 150 sleeping rooms and saloons, all elegantly furnished. The hotel is very conveniently situated for the two seasons.

Capital of the Canton Tessin, beautifully situated on the Lake.

The lake of Lugano is about 14 miles in length, of an irregular shape, and about a mile to a mile and a half in breadth. The end towards Portofino is the most mountainous. A steamer plies regularly twice a day between Lugano and the two extremities of the lake, and there are diligences twice a day to Bellinzona and Como, and once a day to Luino, (3 hours drive) on the Lago Maggiore, where the steamers touch regularly four times a day, in ascending and descending. The view from Monte Salvadore is remarkably fine.

Church of England service every Sunday at the Hotel Royal at 11.0 a.m., and 3.0 p.m.

Montreux.—Pop. 2,200.

HOTEL DES ALPES. See Advertisement.

PENSION D'HAUTEVILLE—newly furnished, and kept by M. Stempel Hook.

Is a village situated near the eastern extremity of the Lake of Geneva, about half way between Clarens and the Castle of Chillon.

The spot is one of the most lovely in Europe. Being on the slope of a precipitous hill, it is completely sheltered from the north and east winds, and having a south and west aspect the climate is very mild especially in the spring. It is much sought after as a winter residence by invalids, and is becoming a place of much resort. Houses are now rising very fast, but by no means keeping pace with the demand. The Hotel des Alpes, at the edge of the lake, at Territet, between Montreux and Chil-

lon, is good. Pensions, De Bellevue, Vautier, and Vistsnaud.

CHURCH OF ENGLAND SERVICE—Chaplain, the Rev. John Bennett. Divine service is held at Montreux Church in summer, at 11 a. m. and 4 p. m. At Ghion, Hotil Regi Vaudois, in summer at 7 p. m. At Montreux Church, in winter, at 11.30 a. m. At Clarens, Pension Perret, at 4.30 p. m. The Holy Communion is administered on the first Sunday in every month, and on great festivals.

Martigny—*Stat.*—Pop. 2,100.—**HOTELS**:—**HOTEL DE LA TOUR**.—Great comfort and attention, with moderate charges.

GRAND MAISON (Poste): **CLERC**; **LA TOUR**; **CYRNE**; good.

A small town in the Canton of the Vallais situated at the foot of the passes of the Tête Noire and the Col de Bahme, leading to Chamounix, and also near the foot of the great St. Bernard. It is about 9 or 10 hours' walk hence to the monastery. Martigny is on the Simplon road into Italy.

English Church service at the Hotel du Cygne, twice every Sunday.

About four miles on the road to Bouveret is the splendid waterfall of the Pisevache, one of the most imposing in Switzerland. The Dent du Midi and the Dent de Morcles, crowned with snow, being conspicuous objects on each side of the valley. Along the valley of the Rhone, from Martigny to Brieg, at the foot of the Simplon Pass is about sixty-five miles through Sion, Siere, Leuk, and Visp. These towns have all an air of decayed splendour.

No one should visit Martigny without going to see the "Gorge du Trient," about two and a half mile distant from the village. It is one of the most marvellous objects in Switzerland, and will well repay the Tourist in search of natural wonders.

CONVEYANCES—Railway to St. Maurice, Bouveret, Sion, Geneva, and Lausanne. See page 157.

The Great St. Bernard, 27 miles from Martigny, is so much visited by travellers for the romantic beauty of its scenery, that we devote a small space to a notice of it. The summit is about 11,000 feet above the sea, and 8,000 feet is the height of the highest pass. The monastery erected here has existed under thirty-four superiors for more than nine centuries. The most elevated part of the passage of the Great St. Bernard is a long and narrow valley, whereof the middle is occupied by a lake, at the eastern extremity of which is the Hospice, built on the site of the ancient Roman redoubt of Stouleurs; and at the opposite side, towards Italy, is the Place de Jupiter—a small plain—wherein once stood a temple dedicated to that deity. The convent was founded in 962 by St. Bernard, since which it has remained unchanged in its rules, and unrivalled in its hospitalities to strangers, who, with their mules or horses, are gratuitously entertained for three days. Tourists ought to leave in the Convent box at least as much money as they would pay at an hotel, as poor travellers are lodged and fed gratuitously summer and winter. The bodies of those who have died on the mountains are to be seen in the Morgue in a state free from decomposition. The chain of Alps in which Mount St. Bernard is situ-

ated has witnessed four military expeditions, viz., those of Hannibal, Charlemagne, Francis I., and Napoleon.

Meyringen.—Pop. 2,358.—**HOTELS**:

SAUVAGE, the best; **HOTEL COUBONNE**. "The best inn, in my opinion, is the 'Baths of Richenbach,' about half a mile off."—J. D.

A thoroughly Swiss village; a central point for many of the most interesting excursions in the Oberland. The only carriage road from it is to Brienz, along the beautiful vale of Meyringen, abounding with waterfalls. There is also a splendid diligence road, with diligences daily, from Meyringen over the Brunig to Lucerne. A steamer plies daily on the lake between Brienz and Interlachen, calling at the Giesbach Fall.

Meyringen is one of the best places in Switzerland for travellers to make their head-quarters, and thence to make excursions in different directions through the magnificent scenery of the Oberland. The view from the Hohenstollen above it, and of easy ascent, is magnificent. The most noted schwingfest, or wrestling match between the different cantons is held at Meyringen annually on the first Monday in August.

English Church Service twice, and Holy Communion, every Sunday during the season. Donations in aid of the fund for restoring and fitting this little church will be gratefully received. The service is entirely supported by the offerings of the visitors. Chaplain—Rector, Rev. Dr. May.

Meyringen to Engelberg. An excellent and comfortable little hotel will be found in the Engstien Thal close to the top of the Joch Pass. Capital head quarters for visiting the magnificent neighbourhood. This is the best starting place for ascending Mount Titlis. Trustworthy Guides are obtained at the Engstien Hotel at a less cost than those from Engelberg, and the cost of porters carrying up provisions, &c. is all saved.

From Meyringen the Lake of Lucerne may be reached in one day, over the Pass of the Brunig to Lungern, and thence along the lovely pastoral vale of Sarnen to Stanstad, or Beckenried, on the Lake of Lucerne. Travellers desirous of witnessing the finest scenery in Switzerland, will regret not having devoted two days to this interesting tour.

The pedestrian will find the route from Meyringen, by the Scheideck, to Grindelwald, one of the finest excursions in Switzerland, passing the Falls of the Reichenbach and the glacier of Rosenlauf. From the *Chalet* on the top of the Scheideck, a path turns off to ascend the Faulhorn. This is by far the easiest way of ascent.

From Meyringen to the Hospice of the Grimsel is but 23 miles by the splendid Falls of the Aar, at Haudeck, where is a good *chalet*, where comfortable refreshment may be obtained. From this point, to the summit of the Grimsel Pass, vegetation gradually ceases, and the road is carried along the precipitous rocks for many miles, the river Aar foaming beneath. The Inn at the Grimsel is under a new landlord.

The Inn, at the Hospice of the Grimsel, 6000 feet above the sea, far removed from any human habitation, is now re-built, and is a welcome sight to

the wearied traveller in this bleak and sterile region. It is inhabited only in summer, but in the season is a constant resort for travellers, connecting the tour of the Oberland, by the Furca Pass, with the great St. Gothard route to Italy, and the Lake of Lucerne.

CONVEYANCES.—Diligence over the Brunnig to Lucerne; and Omnibus to Brienz meet the Steamer to Interlachen.

Moutiers.—**HOTEL.**—**MAISON DE COMMERCE.** A good resting-place between Bienna and Basle in the Munster Thal. The Hotel de la Couronne, good and moderate.

Neufchatel.—**Stat.**—Pop. 10 382.—**HOTELS:** **HOTEL DE BELLE VUE.**—A new Hotel, admirably situated on the banks of the lake, and highly recommended.

Neufchatel is a small canton situate among the ridges of the Jura, between the lake to which it gives its name and the borders of France; and is composed of six or seven valleys, the principal of which are the Val de Travers, the Val de Sagne, and the Val de Ruz. Neufchatel, the capital, is a well-built and thriving town on the slope of a hill, at the mouth of the Seyon. It contains several remarkable buildings, particularly the Chateau, the ancient residence of the princes of Neufchatel—and the Cathedral, a Gothic building, erected in 1161, adjoining the Chateau.

The environs of Neufchatel are worth visiting, especially the Abbaye de la Fontaine André, half a league distant; the Rochet de la Tablette, and the Jardin "Le Chanet," and a beautiful drive (2½ hours) by railway to Pontarlier, thence through the gorge of the Jura to Salins, from whence there are trains through to Paris, Lyons, &c. An excursion to Chaumont on the summit of the Jura, distant two hours from Neufchatel, and easily accessible with carriages, will remunerate English travellers for making a short stay at Neufchatel, where there is good hotel accommodation.

ENGLISH CHURCH SERVICE during the season.

WATCHES AND JEWELLERY.—Mr. Jeanjaquet freres, a house of the first-class, and reliability. Watches equally fine, can be purchased here at a lower price than at Geneva, being manufactured at a less expense.

BANKERS.—Messrs. Pury & Co correspond with most of the London banks.

CONVEYANCES.—Diligences, see page 240. Railway to Bienna, Yverdon, Lausanne, Morges, and Geneva; see page 156; to Pontarlier, page 152.

Onchy.—**HOTEL.**—**BEAU RIVAGE.**

A small village on the Lake of Geneva. At the Hotel de l'Ancre Byron wrote his Prisoner of Chillon, in June 1816, when he was detained by rainy weather. The steamers land the passengers here for Lausanne. Omnibuses to and from Lausanne, in connection with the steamers on the lake. Fare ½ fr.

Pfeffers-bad, 2½ miles from Ragatz, one of the most remarkable spots in Switzerland, which may be considered one of the most tremendous gorges in the whole chain of the Alps, and must be seen to be appreciated. Good winding path, voitures, 5 frs. A few hours further lie Coire, Reichenau, and

the Via Mala, one of the most traversed of all the Alpine passes, a superb road, totally free from danger, but carried through a surprising mountain fissure above the Rhine.

Ragatz.—**Stat.**—Pop. 1500.—**HOTEL HOF RAGATZ,** the best, and a capital one.

HOTEL TAMINA—a very good hotel.

A romantic village in the grandest mountain scenery, on the direct route to Italy.

ENGLISH CHURCH SERVICE during August and September, Chaplain supplied by Colonial and Continental Church Society.

Reichenau, a few miles beyond Coire, on the road to the Splügen Pass, at the confluence of the Hintor and Vorder Rhine; beautifully situated, with a clean primitive hotel, opposite to which is the Old Chateau of Reichenau, in which Louis Philippe acted as usher in a school, after the French revolution.

Saxon.—A bath, with celebrated iodine springs, in the Low Valais, a mile from Martigny, situate at the foot of the Pierre-a-voir mountain, and in an agreeable and fruitful country. At the new Cursaal, play is carried on as at some of the German baths.

Schaffhausen.—**Stat.**—Pop. 8700—**HOTELS:**

The town itself, though possessing no special objects of interest, is yet well worth the attention of the tourist: its beautiful situation on the Rhine, particularly its fine antique gabled houses, will well repay a visit.

The Falls of Schaffhausen are situate about two miles from the town; and visitors coming by railway from Basle should descend at *Neuhausen*, which is close to the Falls, and also within a few hundred yards of the Hotel Belle Vue and the Schweitzer Hof, both of which are first-class in all respects, and very moderate.

English Service in the "Schweitzer Hof" every Sunday, at 11 and 3.30.

The Falls of the Rhine may be fairly classed as the finest Waterfall in Europe: the descent, though not more than 80 feet, is yet so vast a body, such a world of waters pouring down, that it fills the beholder with awe and wonder! The points of observation also have been so admirably cut out of the rocks beneath, that the spectator is able to stand quite under the fall and within the reach of the cloud of spray!

CONVEYANCES.—Rail to Bale and Zurich, &c, see pages 148 and 155; Steamers on the Rhine, see Alphabetical List.

Schwytz.—Pop. 6446.—**HOTELS.**—**ROSELLI** and **PENSION JUTZ,** both good.

Capital of the Canton.

CONVEYANCES.—Diligences to Lucerne, St. Gallen, Uznach, Zug, Zurich, &c.

Sion.—**HOTEL.**—**LION D'OR.**

A most curious old town, with the remains of three castles, once the residence of bishops, who lived in feudal splendour; now greatly decayed, and with much cretinism among the inhabitants. There is a curious ancient as well as modern

cathedral, a "Maison de Force," containing the condemned cells, &c., remarkable place of execution called Rue du Chateau. It is the terminus of the railway on the Simplon road.

For Conveyances, see page 157.

Soleure, or Solothurn.—Pop. 5916.—

HOTELS:—LA COURONNE, good. LA TOUR ROUGE.

Capital of the Canton. Soleure contains a magnificent cathedral, and an interesting museum of Roman antiquities. Grand view from the Weisstein.

In connection with Lausanne by steamer and railway, see page 152.

Splügen.—Pop. 498.—**HOTEL DE LA POSTE.**

A village in the canton of the Grisons, near the source of the Rhine, and 4700 feet above the sea. Here the roads from Bellinzona, by the Bernardino Pass, and from Milan and Chiavenna, by the Splügen Pass, unite, and one diligence takes the passengers forward to Coire.

The road from Splügen to Coire passes the celebrated defile of the Via Mala, or gorge of the Rhine, where the rocks are 1600 feet above the river.

CONVEYANCES.—Diligences to Coire, also to Chiavenna, whence there are diligences to Colico and Bormio, also over the Bernardino to Bellinzona.

Stachelberg.—Canton Glarus, in the valley of the Lint, four leagues from the town of Glarus; a situation greatly admired for its beauty and retirement, with an hotel, clean and charges moderate.

St. Gall, or St. Gallen.—*Stat.*—Pop. 14,532

HOTEL DU BROCHET—very good house, well conducted.

St. Gall is a large canton extending from the Rhine and the Lake of Constance, to the Lakes of Zurich and Wallenstadt, and is divided into eight districts. It has for its capital St. Gallen, or St. Gall, a considerable town, very industrious and commercial, situate upon the Steinach. Its edifices and institutions are very well worth the traveller's attention, particularly the Abbey, founded at the close of the seventh century. St. Gall, an Irishman, who journeyed into Helvetia, became its patron. The libraries and benevolent societies are well worth the tourist's attention. A number of very agreeable excursions may be made in the vicinity of St. Gall, viz.: to the Convent of Nothersack, the Bridge of St. Martin, the Spire, &c.

CONVEYANCES.—For Railway, see page 154.—Diligences, see page 244.

Tarasp.—A village in the Lower Engadine. The adjacent saline and chalybeate waters have been employed for centuries. A splendid establishment, capable of containing 300 guests, has recently been opened.

Thun.—*Stat.*—Pop. 5000.—**HOTELS:**—

HOTEL AND PENSION BAUMGARTEN—Exceedingly good, and delightfully situated.

HOTEL BELLE VUE—well conducted and agreeably situated, with very extensive grounds, and every convenience. English divine service is performed every Sunday during the season, in the chapel of the hotel.

The chief town of the Oberland, situate upon the Aar, to the north-west of the Lake of Thun, is one of the most picturesque towns in Switzer-

land, eighteen miles from Berne. A good point for commencing the tour of the Bernese-Oberland. It contains the Military School of the Confederation. Fine view from picturesque church-yard, celebrated by Byron.

The Railway Station is without the town, in the opposite direction to the Steamboat station on the lake. There are omnibuses and fiacres at the station.

CONVEYANCES.—Railway, see page 149. For Steam-boats, see Alphabetical List.

Vevey.—*Stat.*—Pop. 6500.—**HOTELS:**—

HOTEL DES TROIS COURONNES.—Kept by M. Schott and Co., close to the lake. One of the best Inns in Switzerland, a first-class Hotel for families and gentlemen, and charges not out of proportion with the comfort.

HOTEL DES TROIS ROIS, very comfortable and cheap.

Vevey is the second town of the canton of Vaud, and is situate close to the north shore of the Lake of Geneva. It is beautifully and picturesquely situated at the mouth of the Gorge of the Veveyse, and is a delightful and comfortable place for a few days' stay.

EDIFICES AND INSTITUTIONS.—The Church, St. Martin's, built above the town, in the centre of orchards and vineyards. It is a building of the fifteenth century, and is surrounded by a planted terrace, commanding a magnificent view. In this church are buried Edmund Ludlow, the regicide, and Andrew Broughton, who read the sentence of death on Charles the First. There are also monuments to the traveller Matte and J. Martin Couvren, a liberal benefactor to the town.

ENGLISH CHAPLAIN.—Rev. Wm. Phelps Prior; divine service at St. Claire's Church in the morning at 11; afternoon at 3 30.

AMERICAN AND ENGLISH BANKERS.—Messrs. P. Kubne & Co.

CONVEYANCES.—Railway to St. Maurice, Lausanne, Geneva, Berne, &c., see page 156. **STEAMER** daily to Lausanne, Geneva and Villeneuve, see Alphabetical List.

Now that the Railway unites Vevey, Lausanne, and Freiburg to Berne, it is more economical and expeditious to proceed by rail direct from Vevey, than by diligence or carriage to Freiburg.

Viesch.—Pop. 247.—**HOTEL:**—

DU GLACIER. Situated in the Vallais.

This is one of the finest points in Switzerland, surrounded by the Aletsch glaciers, and the snowy sides of the Jungfrau, Monch, Eiger, &c. No Swiss traveller ought ever to be within reach of it, and not go there. The way is from Viesch up a good but steep horse road. Time to the Inn, on the Egglishorn, two and a half hours, and two hours more to the top.

Villeneuve.—*Stat.*—Pop. 1,624.

HOTEL BYRON.

Beautifully situated, in view of Byron's "little isle," and a quarter of an hour's walk from the Castle of Chillon. Hotel du Port and the Aigle.

Church of England service celebrated every Sunday at 10½ and 3 o'clock at the Hotel Lord Byron. The British Chaplaincy is supported by the voluntary contributions of the congregation.

CONVEYANCES.—Railway to Bex, St. Maurice, Martigny, Siou, Lausanne, and Geneva, page 156. For Steamers, see Alphabetical List.

Visp.—HOTEL DU SOLEIL, very good.

A small village in the Valley of the Rhone, where horses are taken to visit Zermatt, 10 hours journey. A good road the whole way.

Winterthur.—Stat.—Pop. 6,600.—HOTELS: WILDERMANN, KRONE, SONNE.

Winterthur is a prettily situated town in the canton of Zurich, and is met by the excursionist in his journey from the capital of the canton to Constance. It is seated in a fertile plain on the river Alach, 12 miles E.N.E. of Zurich. It is an industrious and manufacturing town. There is no object to be met with worth the tourist's attention save the new school, which will repay a visit.

For Railway to Romanshorn and Zurich, see page 155; to St. Gallen, see page 154.

Yverdon.—Stat.—Pop. 3,819.—HOTELS: DE LONDRES, DE LA MAISON ROUGE, CROIX FEDERALE.

There are Thermal springs, a short distance from Yverdon.

This town is selected as a place of residence, to enable travellers to take excursions to the several picturesque scenes in the environs, whence some of the finest views may be obtained, situated at the south end of the lake of Neuchâtel. Railway to Lausanne, and Morges, Lake of Geneva, Neuchâtel and Landeron, see page 156. Diligences, see p. 247. Steamers, see Alphabetical List.

Zermatt.—Pop. 369.—HOTELS: MONTE ROSA, MONT CERVIN.

This small pretty village is much frequented in consequence of its numerous glaciers, and splendid views of Mount Cervin and Monte Rosa. The Pass of St. Theodule to Châtillon on the Italian side is practicable on foot with good guides, in fine weather. Ladies have crossed this pass. The chalet at Briuel, two hours from the summit, on the Italian side, giving excellent accommodation. It is necessary to start from Zermatt at 3.30 a.m. There are two very fair Inns in the village, and another on the Riffelberg, from whence the view is superb. The journey from Visp, in the Valais, will occupy ten hours, on horseback. The road is now good the whole way, but exceedingly narrow. There is a good Inn at St. Nicholas, just half way, and another at Stalden.

English Church service twice on Sundays during summer.

Zug.—Pop. 3,854.—HOTELS—HIRSCH (the Stag) Ochs (Ox.)

The small capital of the smallest canton of the Confederation. It is situated at the east end of the Lake. Its chief edifices and institutions are the Cathedral, the Church of the Capuchins, the Town Hall, and the Arsenal. The remarkable churchyard here should be visited by the traveller.

There are few objects of attraction here. The Capuchin convent and nunnery are worth a visit. Some guide-books attribute a picture in the former to Carracci; but it is not his work, but the work of an interior artist—Fiamingo.

The bone-house attached to the Church of St. Michael, a little way outside the town contains many hundred skulls, each having inscribed upon it the name of its owner, his birth, and death. The churchyard is filled with very nice ornaments. The Cemetery is also well worth a visit, on account of its display of armorial bearings, coats, and crests.

The Lake of Zug is situated partly in the canton of the same name, partly in that of Schwytz. It is four leagues in length by one in breadth, abounding in a species of fish called "rotheli," much prized. The vicinity of the Lake affords a facility for many short and pleasant excursions along its borders. For instance, to the village of Cham, the Castle of Hunenberg, the Convent of Francenthal, the Gubel, the Fenter See, and the battle-field of Morgarten, the most interesting of them all.

During the summer months the steamboat on the Lake of Zug runs three times a day in connection with the omnibuses conveying passengers from the steamboats on the Lake of Zurich, and once daily on the Lake of Lucerne, and affords a cheap, quick, and pleasant mode of conveyance for tourists to the foot of the Rigi, the Bernese Oberland, and Lucerne.

Guides for these places may be hired at Zug; Casper Schell particularly recommended.

CONVEYANCES.—Diligences, see page 247. Steamers, see Alphabetical List.

Zurich.—Stat.—Pop. 20,000.—HOTEL:—

HOTEL DE BELLE VUE, AU LAC.—One of the best situated Hotels in Switzerland, kept by C. Guyer.

Zurich Canton is a country of great extent, beautiful, and fertile, with a dense population, a Protestant and great manufacturing neighbourhood. Zurich or Zurch, the capital, situate at the north-west end of the beautiful and extensive Zurich-See, where the Limmat gushes from it with a broad and impetuous current. It is built along both banks of the river in a valley hemmed in by mountains. The large town on the right bank extends to the foot of the Zurichberg and the Sussenberg, and contains a great number of sloping streets; and the same is the case with the little town on the left bank, which is built on the hills of Lindenhoff and St. Peter's.

The Library was founded in 1620, and contains about 40,000 vols., several rare manuscripts, many Roman antiquities, and a cabinet of 4,000 medals. Hutliberg, 3 miles from Zurich, 3000 feet, ascend in an hour, charming view. Inn at the top.

OBJECTS OF ATTRACTION.—The Cathedral; Library; Asylum for the Blind; Corn Market; Post Office; Cantonal School; Platz Promenade, with Gessner's Monument; the Arsenal; the Museum, and reading room.

CHEMIST AND DRUGGIST.—Mr. J. H. Kerez. Prescriptions accurately prepared. English medicines of the best quality.

The Lake of Zurich consists of a great and lesser basin; and is ten leagues in length by one and a half in breadth. The tour of the Lake is very delightful and may be made either by land or water. Perhaps the most agreeable mode of accomplishing it would be to proceed in a carriage to Rapperschwy, where the two basins unite, along the south-western shore, (which is so elevated as to command deligh-

ful views, and leads through several very fine villages), to return also by route to Zurich along the north-eastern shore. There is a road leading from Rapperschwyl to Uznach, a little farther than the south-eastern extremity of the lake, in three hours and another to Zurich in six hours.

ENGLISH CHURCH SERVICE twice every Sunday. Chaplain, Rev. Dr. Heidenheim, appointed by Colonial and Continental Church Society.

CONVEYANCES.—Railway, see page 155; Dil-

gence, page 247; Steamers, see Alphabetical List. Travellers for the Rigi reach Horgen in an hour; and a diligence takes them to Zug, whence a steamer takes them down the lake to the Arth at foot of the Rigi by 2 o'clock.—Total fare, 5 francs. The Rigi may be ascended in the same day, the view from the summit, (where there is a very good Hotel,) is one of the sights of Switzerland. The next day, by descending to Weggis, the best view may be obtained, and thence is a steamer to Lucerne.

For description of the ALPINE PASSES, see SPECIAL EDITION.

ITALY.

In Italy the Railway is called *Strada Ferrata* or *Ferrovia*.

Italy consists of two distinct portions—the continental and the insular. The latter includes the three large Islands of Sicily, and Sardinia, with the smaller ones of Gozo, Comino, &c. The continental portion forms a long narrow peninsula, extending from N. W. to S. E., the greatest length of which measures about 695 or 700 miles from the sources of the river Toza to Cape Cimiti in Calabria, or Cape Lucca in Otranto. The breadth is various; its northerly measurement, being 365 miles; it is about 375 miles from Mount Genevre to the mouth of the Po, through the middle of Lombardy; 105 miles from the coast of Lucca to the coast of Ravenna; 156 miles from Plombino to Ancona; 98 from the Gulf of Naples to the Gulf of Manfredonia; and only 20 miles in some parts of Calabria and straits. The superficial area, including the islands, is 122,167 English square miles. The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shores of the Mediterranean Sea near Genoa to the head of the Adriatic. The Alps are connected with the Apennines, a smaller but still important range, which stretches in an uninterrupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy lies between the Alps and the Apennines in Northern Italy, and is traversed by the Po, as also watered by innumerable streams which flow down from the adjacent mountains. The length of Lombardy is about 250 miles from east to west, its average breadth being 50 miles. Many narrow but fertile valleys are enclosed by the Apennines in their progress southward.

London to Italy, through France.—The following information will be useful to persons visiting Italy for the first time, as furnishing a programme of the most desirable route.

Travellers may proceed, by rail and steam, all the way from London to Florence, viz.,—London to Dover or Folkestone, rail; Folkestone to Boulogne, steamboat; Boulogne to Paris, Chalons, Lyons, Avignon, and Marseilles, by rail; from Marseilles, steamboat to Leghorn, and rail to Florence. Persons preferring a land journey to Italy, instead of taking the boat at Marseilles, should proceed thence to Toulon, Frejus, Antibes, Nice, and along the coast of the Mediterranean to Genoa and Lucca. This route presents magnificent scenery of wood and water. The two finest roads in Italy are the Riviera di Ponente or Cornice Pass, from Nice to Genoa; and the Riviera di Levante, from Genoa to Lucca, both of which are on the shores of the Mediterranean, and daily traversed by good diligences. Railway communication also through Switzerland to Chur, thence diligence across the Splügen pass to the lake of Como; this is one of the finest roads in Europe, and replete with interest to the tourist: passing by Zurich and its beautiful lake, Wallenstadt, *Steben Churrürsten*, Sargans, the Via Mala, the wild Splügen and the soft Italian views on the southern slope of the Alps.

From Lyons, the traveller may proceed by rail to St. Michel, thence by diligence in 12 to 13 hours, over Mount Cenis to Susa, from which place he may take the Railway to Turin, Arona, or Genoa. The views by this road are magnificent.

MONEY EXCHANGE.

English currency not being well understood in Italy, Napoleons of 20 francs are the best coins as they are known all over the country.

All Italy north of Rome except Venetia reckons as in France.

Venetia.—The same coin as Austria; florins of 100 soldi, or 2s. There is no paper money. The bills at the hotels are usually made out in French francs.

States of the Church.—The current coin of the country is in Bajocchi, Pauls, and Scudi. 5 Quattrini equal to 1 Bajoccho; 10 Bajoccho equal to 1 Paul; 10 Pauls equal to 1 Scudo. A Napoleon is worth 37 Pauls and 2 Bajoccho; a Sovereign about 45 Pauls. A Bajoccho is worth about a ¼d.; a Paul = ½d.; a Scudo = 4s. 3¼d. Paper is taken at the price marked, or rather, it is no longer at a discount, as the Government are buying it up.

Luggage.—The traveller may now forward his Luggage from city to city, without difficulty, by railway. There is a railway office in all large towns, deliver it, and have a receipt. It must be de-

clared as Passengers Luggage, "*Effetti di Viaggiatori.*"—Prepay and address it to some Hotel, this ensures a bed on arrival, and saves trouble and expense; or, write to the Hotel keeper to receive it—this is not always necessary.

Hotels.—In Italy, it is well to bargain before-hand for Chamber, &c., and know the price of table d'hotel. This is especially necessary in small towns and road-side Inns,—where there is no table d'hotel, ask for a dinner for 3 francs, including wine, (*Vino ordinario.*)

Servants are now charged for in the bills throughout Italy 1 franc; Papal States, 2 paoli.

Waiters.—The Waiter at an Hotel is called "Cameriére," and at a Café, "Bottega" (shop) is called out.

Passports.—Travellers visiting Rome must take especial care that the proper Police visas are attached to their passports, before leaving; or they will be invariably detained at the Station; and will thus often lose the only Steamer from Civita Vecchia for the week. See pages xxxiii to xxxviii.

Frontier and Custom House.—In the Papal States the Custom House regulations are less severe than in the rest of Italy, and a fee of a couple of Pauls will save the traveller much inconvenience. As books are the particular object of enquiry, caution should be observed in their selection.

DESCRIPTIONS, &c., OF TOWNS.

Aqui.—*Stat.*—Pop. 10,000.

An ancient city situated on the right bank of the Bormida, and celebrated for its warm springs, which are efficacious in the cure of gout, rheumatism, paralysis, contractions of the limbs, &c. The Duomo, or Cathedral, is the only building worthy of notice; it is a noble edifice of the 12th century. There are numerous Roman antiquities here, among which are the remains of an aqueduct, several reservoirs, &c.

CONVEYANCES.—Railway to Alessandria, Arona, &c. See page 162.

Alessandria.—*Stat.*—Pop. 42,000—**HOTELS:**—

ALBERGO NUOVO, L'UNIVERSO, L'ITALIA.

An ancient city situated near the confluence of the Tanaro and the Bormida, the most remarkable monument of the Lombard League, once so powerful and so memorable. Its very strong and modern citadel is the most prominent and interesting object to be visited. The Cathedral is well worth notice. Alessandria has a fine Railway station. Distant about 2½ English miles, is Marengo, on the plains of which the celebrated battle was fought in 1800. There is a large building erected as a conservatory, where every object of interest found on the battle field is carefully preserved.

CONVEYANCES.—Railway to Turin and Genoa. See page 158. To Arona, see page 163.

Ancona.—*Stat.*—Pop. 50,000.—**HOTELS:**

ROYAL, DE L PALK, L'EUROPA, LA VICTORIA, LA PENICE.

Ancona is a city and a free port. It is an episcopal see, and is built in the form of an amphitheatre, on the slope of two hills rising from the shores of the Adriatic, 132 miles north-east of Rome. It is a busy commercial town, in which is erected a citadel. Ancona also possesses a harbour and quay; the former is formed by a pier 1500 feet in length and 60 in breadth. The city contains some fine buildings, but they are badly arranged. The famous arch, erected by Trajan, which stands on the mole, is worth attention.

CONVEYANCES.—Railway to Rimini and Bologna. See page 163.

FREE CHURCH OF SCOTLAND, 33, Contrada Nembrini, service on Sundays at 11 a.m. and 3 p.m., for British residents.

STEAMERS, see Alphabetical List.

Arona.—*Stat.*—Pop. 4,500.—**HOTEL D'ITALIA.** Travellers sleeping at Arona, and intending to start by the early morning boat, should insist on settling their accounts over night.

Situate on the Lake Maggiore. It is a small, but well-built commercial town, and possesses a ruinous castle; but is more particularly renowned for a large statue of San Carlo Borromeo, raised by the inhabitants of Milan in 1697. Height, including pedestal, 112 feet. It is 2½ miles from the town of Arona. Opposite Arona is the picturesque castle of Angiera.

CONVEYANCES.—Railway to Alessandria, Milan and Turin, see page 163. Dilligences, page 221. Steamers, see Alphabetical List.

Asti.—*Stat.*—Pop. 28,000.—**INN: ALBERGO REALI.**

A city of ancient celebrity, situated near the confluence of the Borlore and Tanaro, surrounded by picturesque risings and hills. It has many churches, none of which are particularly remarkable. The house is shown in which Alfieri was born. Truffles are found in the neighbourhood of excellent quality.

For Railway, see page 158

Bassano.—**HOTEL LA LUNA** and **ST. ANTONIO.** 14,000 inhabitants. Here are manufactured the fine Italian straw-hats; there is a very fine bridge over the Brenta. In the house of the great sculptor Canova, are preserved many treasures of art, and his birth-place, Possagno, about a league distant, is seldom left unvisited. Many pictures here by Bassano. Beautiful environs.

Baveno.—**HOTEL:—DE BELLEVUE.** A large new Inn is being built.

A small village on the Lago Maggiore, of no importance but as a posting station on the road to Milan, and from its proximity to the Borromeo Islands. The Isola Bella is about half an hour's row from Baveno. On this island the Palace and Gardens of the Count Borromeo are situated, and liberally shown to strangers. The gardens are raised on terraces cut out of the solid rock, and, at immense cost and labour, transformed into a prolific soil, teeming with aromatic odours of orange citrons, and tropical plants in the open air. The Isola Madre is also well worth visiting.

After visiting the Islands and the Palace, see

pying about 2 hours, return by same boat to Baveno, and thence by road to Arona; or, otherwise, refresh at the hotel on the island, and take either of the steamers up or down the lake, as they call regularly for passengers. A boat with 2 rowers to Isola Bella and back, 2 to 2½ hours, 4 frs. and 1 fr. *buonomano*.

Travellers returning to Switzerland can procure tickets on board the steamer in correspondence with the diligences from Bellinzona, by the St. Gothard Pass, as far as Fluelen and Lucerne, or by the Bernardino Pass and through the Via Mala, as far as Zurich. Passengers are landed at Magadino, and conveyed at once to Bellinzona, to await the arrival of the diligences from Milan. Passengers from Lugano proceed direct, to Bellinzona. The two roads join at Cadenazzo. Daily diligence over the Simplon to Brieg and Sion.

Bergamo.—*Stat.*—Pop. 35,500. — **HOTELS:**—*L'ITALIA, LA FENICE.*

Chief town of the province of the same name, and is divided into an upper and lower town, the latter, called the Borgo of Santo Leonardo, being the city proper. Its situation is remarkably beautiful, and the surrounding country furnishes some of the most delightful excursions to be found in Venetian Lombardy. The buildings worthy of notice are the Cathedral, which is a well built edifice, with a fine cupola, and contains a number of fine Bergamasco paintings; the Palazzo Vecchio, or Town Hall, with the statue of Tasso; the church of Santa Grazia, rich in decorations; the church of Santa Maria Maggiore, built of black and white marble, with a beautiful porch in red and white marble; the interior is very elaborate, and adorned with medallions and statues of Roman emperors.

There is a large fair held here, which attracts crowds from all parts of Italy, not only for business but for pleasure. The fair is held in a huge building of hewn stone, enclosing six hundred shops, ranged round a *Place* adorned with fountains. It commences on St. Bartholomew's Day, and continues for a fortnight.

CONVEYANCES.—Railway to Milan, Camerlata, Verona, Padua, Venice, Lecco, &c., see page 164.

Bologna.—Pop. 90,000. — **HOTELS:**—*IL GRANDE ALBERGO, ST. MARCO, IL PELLEGRINO, EUROPA.*

BRUNN'S HOTEL—most comfortable; excellent cuisine.

BOLOGNA is a city of two miles in length by one in breadth, and is divided into four quarters. It is entered by twelve gates. The people of Bologna are remarkable for their intelligence and agreeable manners, as also for the independence of their opinions. The aspect of the town is gloomy and antique; the streets are irregular and narrow, whilst the thoroughfares and arcades are broad and noble. The events of 1848 will long continue to make Bologna remarkable. In 270 it was an Episcopal see, and was afterwards raised, by Gregory XIII to the dignity of an Archiepiscopal See. It has given six Popes to Rome, and almost 100 cardinals. The School of Bologna has also given many illustrious names to the arts, among whom is Oderigi di Gubbio, immortalised by Dante; it also produced the 3 *Francesca*, 3 *Caraccia*, Guercino, Domenichino,

Albani, Guido, Lanfranco, Pasinelli, and Cignani. The *Accademia delle Belle Arte* is a noble institution, and well worth a visit, as it contains many superb pictures of the Bolognese school.

Bologna is celebrated on account of its University, founded in 1119 by Wernerus, called "Luvena Juris;" it will well repay a visit, particularly the museum of Anatomy, and Cabinet of Natural Philosophy, and the University Library which contains many very valuable manuscripts.

The University has had three or four illustrious female professors.

OBJECTS OF INTEREST.—*Piazza* and *Fontana del Gigante*, *Palazzo*, *Pubblico*, *del Podesta*, *di Branchi*, *Alberghi*, *Aldrovandi*, *Arcovecoville*, *Bacciocchi* (*Palladio*), *Bentivoglio*, &c. Among the most striking objects are the two leaning towers.

CHURCHES.—This city contains 100 churches, all remarkable for their noble architecture and magnificent paintings, now very much decayed and faded; almost defaced by time and violence. Its piazzas are remarkably beautiful, and the three leaning towers, though greatly inferior to the one at Pisa, are well worthy of notice. The environs of Bologna are picturesque and elegant, and the Cemetery worth a visit. The Bolognese dialect is the most puzzling and corrupt, but in both the arts and civilization Bologna stands pre-eminently among the first of European cities.

CONVEYANCES.—Railway to Parma, Modena, and Piacenza, see page 166. To Rimini and Ancona, page 163. To Ferrara, see page 169; to Florence and Pisa, page 163; to Ravenna, page 161.

Bordighera.—**HOTEL D'ANGLETERRE.**

A small town on the Corniche road, about an hour and a half distant from Mentone. It is celebrated for its palm-groves, which supply Rome with palms for the Easter ceremonies. It is here that Ruffini laid the scene of his novel, "Dr. Antonio." The environs are beautiful, and the climate delightful.

English Service during the winter.

Bormio (German, *Worms*). — **INNS:** — **LA POSTA; DAS LAMM**

The best accommodation is to be had at the baths, about two miles higher up the valley.

Most beautifully situated in the north-east corner of Italy, on the borders of Tyrol, containing 2000 inhabitants. Travellers wishing to see the Val di Sole and Val d'Annone (Non Thal), must proceed to Sta. Catarina, and then ascend (on foot) Monte Gavia, for which a guide must be procured. On arriving at Cloa, conveyances can be had to Trent and Botzen.

CONVEYANCES to Colico; and carriages may be hired to Prad, Meran, and Mals, over Monte Stelvio (the Wormser Joch) connecting Italy with Tyrol; one of the finest in Europe, and 9,700 feet high. The distance from Bormio to Prad is about 38 English miles, and occupies from ten to twelve hours. On the summit of the Pass is a place of refuge, which is the highest habitation in Europe. The view of the Ortler Spitz, (14,400 feet above the level of the sea), from this point is exceedingly grand. The Austrian side of the pass is now neglected and going to ruin, see page 114, **PASS OF THE STELVIO.**

Brescia.—*Stat.*—Pop. 40,600.—**HOTELS:**—

REALE, DEL GAMBERO, DEL CAPPELLO, DEL AQUILA NERA, DEL SCUDDO, DI FRANCA.

A large and flourishing city, capital of the province of the same name, situated in a fertile valley, and, notwithstanding its numerous misfortunes, appears very prosperous. Brescia is rich in Roman antiquities, and within the walls of an ancient temple dedicated to Vespasian, a museum has been established for the reception of the precious remains. The objects of attraction are the Palazzo della Loggia, or Town Hall, entirely built of marble of the richest description and covered with sculpture, in the interior are some fine paintings. The Duomo Vecchio, containing some fine paintings by Moretto and Romanino. The Duomo Nuovo, or new Cathedral, is a noble building entirely of marble, and contains some very fair pictures. The church of Santa Afra, built upon the site of a temple of Saturn, is very rich in paintings, containing some of the best work of Titian, Paolo Veronese, Tintoretto, Bassano, and others of less note; there are also some fine frescoes. In addition to the churches above mentioned the following contain works of great merit, and are all worth visiting:—San Francesco, S. S. Nazario e Celso, San Domenico, San Barnabo, Santa Agata, San Giuseppe, San Giovanni Evangelista, San Faustino Maggiore, San Pietro in Oliveto, San Clemente, San Faustino in Riposo, Santa Julia, San Carlone, La Misericordia, Santa Agnese, Santa Croce, La Madonna al Mercato di Lino. There are some excellent private collections of pictures which should be visited; the principal are the Galleria Averoldi, Galleria Lecchi, and Galleria Tosi. In these galleries will be found specimens of Raphael, Vandyke, Salvator Rosa, Wouvermans, Poussin, Titian, Paul Veronese, Tintoretto, Teniers, Canova, and a host of others. The traveller should not neglect to visit the Corso del Teatro, the whole of the houses in the street are painted with a series of mythological and historical subjects.

The railway station is about $\frac{1}{2}$ of a mile from the town; omnibuses, 1 fr.; carriages, 1 horse, 1 fr. 80 cents., 2 horses, 2 fr. 50 cents.

CONVEYANCES.—Railway to Bergamo, Milan, Camerlata, Verona, Mantua, Padua, Venice, &c., see page 164. Camerlata, station for Como

Capua.—*Stat.*—Pop. 16,000.

A fortified archiepiscopal city of Naples, in the Terra di Lavoro. It is situated about a mile and a half from the ancient Capua, and built from its ruins. No town in Italy with the exception of Rome, is so rich in Roman inscriptions, The Cathedral, and the Church of the Annunciation are worthy of attention. At ancient Capua, once the rival of Rome, there are the remains of an amphitheatre, built of brick and white marble, and of four orders of architecture, in very tolerable preservation. From the summit there is a delightful view extending to Vesuvius. The railway station is close to the town; omnibuses, 50 cents.

CONVEYANCES.—Railway to Caserta, Naples, and Rome, see page 165.

Castellamare.—*Stat.*—Pop. 15,000.

A watering place, much frequented for its sea-bathing, and its sulphurous ferruginous springs, beautifully situated on the Bay of Naples at the foot of a wooded hill. It has a cathedral, royal palace, dockyard, barracks, &c., but nothing to interest the traveller beyond its beautiful scenery, pure air, and baths. The waters are efficacious in cases of dyspepsia, weakness of the stomach, obstructions, &c.

CONVEYANCES.—Railway to Pompeii, Naples, Cava, &c., see p. 168. Drive to Sorrento, see p. 389.

Cava.—The tourist cannot select a better spot than this for his head quarters for exploring the Sorrentine Peninsula. At Villa Cioffi, a little way out of the town, he will find an exceedingly clean house, moderate charges, and an honest landlord. Cava lies at easy distances from Sorrento, Positano and Amalfi. Sr. Cioffi will procure carriages at moderate charges to reach them, and it is impossible to exaggerate the picturesque beauty of the country round. Exquisite views are obtained from the windows of the Villa Cioffi. Within half an hour's walk is the famous Benedictine Monastery of *The Trinity*, second only in importance (and the treasures it contains) to Monte Casino.

Sr. Cioffi's terms are for a suite of apartments, including board, six francs a day.

Civita Vecchia.—*Stat.*—Pop. 12,000.—

HOTEL:—ORLANDO'S.—Dear.

A Refreshment-room has been established at the Railway Station where Breakfast, &c., can be had at moderate charges. Travellers are advised to take advantage of this accommodation on the score of economy and comfort. There is an omnibus attends the station, outside the ramparts, to convey passengers to the town, charge 1½ paul. Boat hire, embarking or disembarking in the harbour, 4 pauls each, with baggage, and also 1½ pauls as police charge. All the steamers enter the harbour.

The above city is the sea capital of the Papal states, and is the portal through which the generality of travellers enter into Southern Italy: steam navigation has raised it from insignificance to importance as a seaport. The fine line of steamers plying between Marseilles and Naples regularly touch here, and contribute greatly to its importance and prosperity. Its commercial character possesses some interest, it being the place from which are shipped the exports of the other "states," a large proportion of which are shipped for England. The above line of steamers, together with the French Government Packets, afford great convenience to parties proceeding to Malta and the Levant, and have brought London and Rome within a journey of a few days, making Civita Vecchia the grand point from which a rapid transit may be made to any part of the Mediterranean. Travellers are not permitted to land here until the passports and ship's papers are shown and examined. The porters, boats, &c., are regularly organised at a fixed rate. Civita Vecchia is remarkable for its port, which is called "Trajani Portus." It is the capital of the smallest of the Delegation of the Ecclesiastical States, embracing a superficial extent of sixty square leagues, containing a population of

19,600 souls, 6,900 of whom live in the town itself. Leo XII. erected it into an Episcopal See in 1825, and created Cardinal Pacca its first Bishop. It is now connected with the diocese of Porto and Sta Rufina. Three miles distant from Civita Vecchia are situated the Bagni di Ferrara mineral springs, called by Pliny "Aqua Tauri." At Tolfa, fifteen miles distant, are the alum works, yielding a considerable revenue to the government. The ancient Etrurian cities can be easily visited from this port. In the Town Hall is a small gallery of Etruscan antiquities, viz., sarcophagi, female heads, &c.

CONVEYANCE.—Railway to Rome, see page 167. For Steamers, see Alphabetical List

Como.—Pop. 24,000.—**HOTELS:**—

L'ANGELO, very good; L'ITALIA; LA CORONA.

Is an ancient city, formerly of considerable importance, two miles from Camerlata. It now enjoys a considerable trade in silks, woollens, cotton, yarn, and soap. Its objects of attraction are the beautiful Cathedral, the Broletto or Town Hall, the Theatre, the Piazza Volta, and the Gateways of the city. The Villa d'Este, once the residence of Queen Caroline, wife of George IV., is on the Lake about two miles from the town; close to it, is the Hotel Regina d'Inghil terra, and a good one.

The *Lake of Como* is exquisitely lovely, surrounded (except at the southern extremity) by lofty mountains, that run down from the Alps *Bellagio*, a promontory at the junction of the two arms of the lake, is perhaps the most charming spot on the Italian lakes, where there is a chapel at the hotel (Grande Bretagne); church of England service during the season, is provided by the Colonial and Continental Church Society. *Cadenabbia*, opposite, has also a good hotel (Belle Vue); this place is rising into repute. There is also an English chaplaincy established there. The villas in this part of the lake (Serbelloni, Metzi, and Carlotta especially) with their magnificent gardens and tropical vegetation, should be visited. Lakes Lugano and Maggiore can also be readily reached from Menaggio.

Steamers run up and down the lake twice a day, and to Lecco and back daily. Fares, 4 frs and 2 fr. 10 ct. Boatmen and boat per day, 4 and 5 fr.; by the hour, 1½ to 2 fr.

Cormayeur.—Pop. 2580.—**HOTELS:**—**ROYAL, L'ANGELO L'UNION.**—At the foot of the south side of Mont Blanc. About 25 miles from Acosta over an excellent carriage road. The views of the Col du Geant, and Mont Blanc itself are superb. The Glacier of the Brenva may be reached in 2 hours. Many travellers consider the situation of Cormayeur preferable to Chamounix; but the bad food at the Inns is a great drawback. The Passage of the Little St. Bernard commences at Pré St. Didier about a league from Cormayeur. Mineral water; a good place from which to make excursions.

ENGLISH SKAYICE in summer at Vaudois Chapel.

Cepano.—*Stat.*—Pop. 4,000.

The *Ballet* is not good. Travellers should take provision from Ron e or Naples.

Surrounded by a wall, and near to the river Liri, over which is thrown a handsome bridge. The Papal Frontier Station on the Rome and Naples

Railway on the side of the river, and opposite to Isoletta.

CONVEYANCE.—Railway, see page 165.

Caserta.—*Stat.*—Pop. 26,000

The royal palace (the most magnificent Continental palace in Europe) is worthy of being seen. Permissions are necessary, which may easily be obtained in Naples.

CONVEYANCE.—Railway see page 165.

Desenzano.—*Stat.*—Pop. 3,450.—**HOTELS:**—**VICTORIA ALBERGO IMPERIALE.**

Distant from the station 1 mile. Conveyance to the town, which is beautifully situated on the shores of the lower or south end of the Lago di Garda, 10 minutes distant; hence on the line of rail to Brescia, is the station of Lonato, from whence branches the direct road to Solferino, passing the villages of Castiglione, 4 miles; Giudizzola, 5 miles; Goita, 5 miles; and which formed the Austrian line occupied by about 200,000 men. The French and Sardinians, under Louis Napoleon and Victor Emmanuel, numbering about 179,000 men, forced the Austrian position from the right to the left bank of the Mincio. After a well-contested battle, which lasted from sunrise to sunset, the Austrians retreated from Solferino Giudizzolo, Volta, and Valtigo, to Villafranca, about 9 miles. The battle was fought on the 24th of June, 1859. The killed and wounded, on both sides, amounted to upwards of 40,000. Villafranca, where the two emperors met and concluded peace, is the second station from Verona, on the Mantua railway.

CONVEYANCE.—Railway, see page 164.

Feriola.—A small village with a good and clean hotel lately opened, affords an opportunity for stopping between Dome-d'Ossola and Arona.

Ferrara.—*Stat.*—Pop. 35,000.—**HOTEL:**

DE L'EUROPE, TRE MOBI, TRE CORONE, STELLA D'ORO.

This city was once the residence of a court celebrated throughout Europe; but its importance has greatly declined. Since its union with the kingdom of Italy it has begun to revive. The chief interest of Ferrara arises from its connexion with the House of D'Este, from which the House of Brunswick and the royal family of England trace their direct descent. Ferrara was once famous throughout Christendom for its university, within whose walls so many English students were collected as to form a distinct nation in that learned body.

The School of Ferrara, founded and patronised by the D'Este family, boasts of many illustrious names in all departments of the arts and sciences. It cherished a series of poets, from Ariosto and Boccaccio down to our times; and it is also remarkable for the impulse which it gave to the Reformation. It also afforded an asylum to Calvin and to Marot.

The public buildings worth visiting are its Cathedral, and Churches of S. Francesco, S. Benedetto, S. Paolo, S. Domenico, S. Andrea, Campo Santo and others, its castle, formerly the Ducal Palace, now the residence of the Cardinal Legate; its Gallery of Pictures, lately transferred to the "Pinacoteca," one of the most beautiful palaces of Ferrara. This gallery contains many

excellent paintings worth the traveller's notice, particularly Garofalo, the Agony in the Garden; and the Nativity, by Bastianino; Dosso Dossi, Noah's Ark, and the Fall of Man, by Agostino Caracci.

The Palazzo del Magistrato, in a hall of which is the Ariostean Academy; the *studio publico*, or Schools of Medicine and Jurisprudence, containing a rich cabinet of Medals, and a collection of Grecian and Roman inscriptions and antiquities; amongst which is the celebrated Sarcophagus, dedicated by Aurelia Eutychia to her husband. Its chief interest is in the public library, containing 80,000 volumes, and 900 M.S., among which are the Greek Palem-pists of Gregory and St. Chrysostom: some manuscripts of Ariosto and Tasso; together with the former's arm-chair of walnut wood, the beautifully executed medal bearing his profile, which was found in his tomb, and his bronze ink-stand. The most interesting object in Ferrara is the Cell in the hospital of St. Anna, shown as the Prison of Tasso. It is below the ground floor, and lighted by a grated window from the yard. On the walls of Tasso's prison are the names of Lord Byron, Lamartine, &c. The Theatre and Citadel are also worth attention.

CONVEYANCE.—Railway, see page 167.

FLORENCE (*Italian*, Firenze.)—*Stat.*—Pop. 130,000.—(With Map in Special Edition.)

HOTELS:—ALBERGHI.—On the Lung' Arno.—HOTEL D'ITALIE; HOTEL ROYALE DE LA GRANDE BRETAGNE.

HOTEL DE LA VILLE, a new hotel, conducted on the German system, very comfortable in every respect.

HOTEL DE L'EUROPE, on the Piazza Santa Trinita, an old established, excellent hotel, with moderate charges.

GRAND HOTEL NEW YORK. Lungo L'Arno, a first-rate house, fitted up in the English style, for families and gentlemen, deservedly recommended.

HOTEL ROYAL DEL ARNO, kept by M. Roy; comfortable house for families.

NUCCI HOTEL ET PENSION DE MILAN, 12, Rue de la Cortesani; good accommodation; moderate charges.

HOTEL DE ROME, Piazza Sta. Maria Norella.

SECOND AND THIRD RATE HOTELS.

Hotel du Nord; Hotel de New York; Hotel de la Pension Suisse; di Porta Rossa; Scudo di Francia; and della Luna; Hotel and Pension Milan; Hotel et Pension Corna d'Italia.

The journey from Florence to Rome can be made by Sienna in 2½ posts, or by diligence, which performs the journey in 36 hours.

Florence, the new capital of the kingdom of Italy, was formerly the capital of Tuscany, and is remarkable for the beauty of its site. The picturesque grandeur of its buildings can be seen to great advantage from the Boboli gardens, from the Church of San Miniato, and from the Bello Sguardo, a hill whence a fine view may be obtained. Galileo's villa is at some little distance, near the hill of Arcetri. In general, the streets are narrow, its palaces are noble in their architectural beauty, grand design, and exquisite execution.

Modern Florence is built like a pentagon. It con-

tains a very fine cathedral, called Santa Maria del Fiore. It was commenced in 1296 by Arnolfo di Lapo, whose design may be seen in Murro's fresco, on the east wall of the chapter-house of Santa Maria Novella. The walls of the cathedral are almost entirely cased with marble. It is 454 feet long and 387 feet high; the transept is nearly 384 feet long, the height of the nave 152 feet, and that of the side aisles 96½ feet. Many architects of great talent were employed in carrying out the erection, among whom were Giotto, Taddeo Gaddi, Andrea Oragna, Lorenzo di Filippo, and Brunelleschi, to whom its completion was entrusted. In 1558 what was completed of the façade was destroyed by the Provveditore Benedetto Unguictonio, who so defaced it, that not a slab or a column was left entire; and the traveller may now see Giotto's façade in the back ground of a lunette in the outer cloister of St. Marco. The re-building was commenced in 1420, and entrusted to Brunelleschi, who, before his death in 1446, saw the cupola all but finished. This cupola is octagonal in the plan, and is 138 feet 6 inches in diameter. It served Michel Angelo as a model for St. Peter's. The best view of it is obtained from the south east; and the traveller should go up the campane, as a good view can be obtained by his doing so. Over the first door on the north side there are statues attributed to Jacopo della Quercia; and over the second is an "Assumption," by Nan d'Anton di Banco, called La Mandorla; beneath are two small statues by Donatello; and in the lunette is an "Annunciation," by Doni Ghirlandajo; on the south side, the Madonna over the door is attributable to Niccolò Aretino, and that over the other door to Gio Pisano.

The small dimensions of the windows, and the rich colours of the glass, cause the interior to look sombre and gloomy. The arches, though pointed, are not truly gothic. The pavement is tessellated with red, blue, and white marble. The stained glass is said to have been executed by a Florentine artist, Domenico Lisi di Gambasini, in 1424. Above the side door in the west, to the north of the principal entrance, is the monumental fresco painting of Sir John Hawkwood. The tomb of Balthasar Cessa (John XXIII., 1419) is in the Baptistery, and deserves notice. The White Marble Tabernacle, in the Church of Or San Michele, constructed for holding the miracle-working picture by Oragna, and surmounted by the statue of St. Michael, is worth the traveller's inspection.

The church of Santa Croce, belonging to the Black Friars, will repay a visit—it is called the "Westminster Abbey" of Florence. The principal other churches worth visiting are, Santa Maria Novella, San Lorenzo, which contains the Laurentian Library, designed by Michael Angelo; and Michael Angelo's Sacristy, being the tomb of the Medici, and the celebrated Statues of Day and Night; the church of San Marco, the Annunziata, and Santo Spirito. The Florentine Palaces will also interest the traveller, among which is the Palazzo Vecchio. In this city are two markets, the Mercato Vecchio, and the Mercato Nuovo. Among the public buildings are, Casa Buonarroti, in the Via Ghibellina, the house of Michael Angelo, one of

the most interesting objects in Florence, the Casa Martelli, &c. The Galleria Imperiale e Reale, on the upper floor of the Uffizi, is open to the public every day, except holidays, between the hours of 9 a.m. and 3 p.m. The Gallery of the Palazzo Pitti is open to the public every day except holidays, between 10 a.m. and 3 p.m. The two galleries contain perhaps the richest and most celebrated collection of statues and pictures in the world. On the first floor of the Uffizi is the Magliabechian Library, it is so called from its founder, Antonio Magliabechi. This library, contains 150,000 volumes, besides 12,000 manuscripts, including one of Tasso, several of Machiavelli, and of Galileo. The Laurentian Library contains 9,000 manuscripts, including the Pandects, a manuscript of Virgil, two of Tacitus, one of Plutarch, the Decamerone, and several by Dante. The Ricardi Library contains 22,000 volumes and 3,500 manuscripts. The Marunli contains 45,000 volumes.

Among the places worth a visit in the environs of Florence, are Bellos Guardo and Fiesole. Poggio Imperiale, La Certosa, the cell l'Eremo, and the Sanctuaries of Vallombrosa, which are 18½ E. M. from Florence.

POST OFFICE.—A letter from Florence to London takes four days in transmission.

DIVINE SERVICE is performed twice each Sunday, by the Rev. F. H. Snow Pendleton, in the new English Church, situated in Via Maglio, behind San Marco.

THE PRESBYTERIAN SERVICE is performed on Sundays, at 11 a.m. and 3 p.m., and Tuesdays at 3 p.m., by Rev. John R. M'Dougall, M.A., late of Brighton, in Casa Schneiderf, No. 11, Lung' Arno Guicciardini, next door to the Swiss Church.

ENGLISH PHYSICIAN AND SURGEON-ACCOCHEUR.—Dr Wilson, Graduate of the University of Göttingen, Member of the Royal Colleges of Physicians and of Surgeons, London, Licentiate in Midwifery, London, and physician to a London hospital, and to the British Legation, Florence, No. 9, Via del Giglio.

DR. R. FRASER, M.D., Surgeon-Accoucheur, 13, Via del Fossé. For many years one of the medical attendants to the Royal Infirmary of Inverness.

BERNARD DUFFY, M.D. and Fellow Royal College of Surgeons, (Ireland).

STATIONER, PRINTSELLER and DEPOT FOR GUIDE BOOKS, MAPS, &c.—Edward Goodbon No. 9, Via Tornabuoni. Dépôt for Bradshaw's Guides, &c., Molini.

CONVEYANCES.—Railroad to Leghorn and to Sienna, on the road to Rome, see page 166. The easiest and cheapest way from Florence to Rome, is to go by rail to Leghorn, thence by Steamers to Civita, Vecchia and on by rail to Rome. To Piastja, see page 167. Steamers from Leghorn to Genoa and Marseilles, Civita Vecchia, and Naples, see Alphabetical List. If the traveller should be desirous of going by road to Genoa, a return carriage is generally to be procured at about 120 frs.

The railway station is in the town. Omnibuses to the hotels, 1 franc; 2-horse carriages 2 francs the first hour, and for any period after the first hour. Closed carriages (street) to and from the

opera, per agreement, from 3½ to 4 francs, and if not, 5 francs.

Frascati.—Stat.—Pop. 6000.

A beautifully situated town of the Campagna di Roma, seated on the Alban hills, and built on the ruins of Tusculum. It is a favourite resort of the Romans during the summer months, and much frequented by English families for its beautiful scenery and its salubrious climate. In its neighbourhood are some of the most magnificent villas in Italy. The most splendid of these villas are the Aldobrandina, Montalto, Taverna, Ruffinella, and Mondragone.

CONVEYANCES.—Railway to Rome and Marino see page 168.

Genoa (Italian, Genova).—Stat.—Pop. 130,000, (With Map in Special Edition.)—HOTELS.

HOTEL D'ITALIE, kept by Madame Tea, recommended for its position, cleanliness, and moderate charges.

HOTEL ROYAL—clean, comfortable, and exceedingly moderate; fine view of the bay. Madame Perosi, the proprietress, is English.

HOTEL DE LA CROIX DE MALTE. An excellent first-rate house deservedly recommended.

HOTEL DE FRANCE, very good, comfortable, well situated and moderate charges.

GENOA, called "La Superba," is one of the chief ports of Italy, containing a population of 144,000. Genoa is like Bath, very up and down. It is remarkable for its palaces, and looks like a city of kings. The Palazzo Doria Tursi, in the Strada Nuova, late residence of the Queen Dowager, and afterwards the Jesuits' College; the Palazzo Leira, the Palazzo Spinola, and the Palazzo Palavicino, No. 327, Strada Carlo, attract attention. It is called Palavicino, or "Strip my neighbour," from the family name. The Cathedral of St. Lorenzo is a noble pile, and was built in the eleventh century. The columns of its portals were taken from Almeria as part of the spoils won at the capture of the city. The curious pilasters of the door on the north side of the church, are worth attention. The richest portion of the church is the chapel of St. John the Baptist, into which no female is permitted to enter except on one day of the week, an exclusion imposed by Pope Innocent VIII. The treasures in the Sacristy of the Cathedral are well worth inspecting. The churches best worth visiting are the Cathedral, St. Annunziata, and St. Maria Carignano. From the summit of the latter there is a good view of the town, very picturesque port, with its fortifications and lighthouse, and of the Mediterranean sea. The Palazzo Rosal, and the churches "San Ambrogio" and "L'Annunziata," will be found the most interesting. The Academia Lefrestica delle Belle Arte is worth a visit. It is situated in the Piazza Carlo Felice, close to the theatre. Genoa, and the numerous beautiful villas covering the hills about it, are seen to the greatest advantage from the entrance to the harbour. The climate is for invalids one of the best in Europe, it is sheltered and warm. Asses and mules are numerous. There is a wonderful arched promenade along the quay. The universal stone here is marble. Genoa manufactures filagree silver articles peculiar to itself.

ENGLISH CONSUL, M. Y. BROWN, Esq.
BANKERS, Messrs. Gibbs.

PHYSICIAN, Dr. A. Millingen, 664, Strada Carlo Alberto; S. Tomaso, 3, Piano.

FILIGREE WORKS.—In Silver and Double Gilt. We recommend the manufactory and depot of Mr. Emilio Forte, 155, Via Orefici, Prize Medal awarded London, Exhibition, 1862.

VETTURINI are plenty and good, and ply in the Piazza della In Pazo.

POST OFFICE is situate in the Piazza del Fontane. Letters arrive daily, and are distributed at 9 a.m. Boxes close for English letters, &c., at 2 p.m.

ENGLISH CHURCH.—The Rev. A. B. Strettell officiates at the English church, where divine service is regularly performed on Sundays.

SCOTCH PRESBYTERIAN CHURCH. (Rev. James Collie.)—Divine Service every Sunday at 11 a.m. and 6 p.m., in the Vaudois Church, Via Assarotti.

CONVEYANCES.—Railway, see pages 158 and 159. Diligence to Nice, daily. Omnibuses attend the trains at the railway station, which is in the town. The street omnibuses for each course, 30 cents. The street calashes, called *cittadine*, 80 cents the course, or 1 fr. 50 cents per hour. Omnibuses run daily 4 or 5 times between Genoa. Neri, Recco, Rapallo, Chiavari, and Sestridi Levante, and to Spezia, at 7.30 a.m., in correspondence with the train south. See page 164.

The Tariff for boatmen is fixed at 1 fr. for each person, including an ordinary quantity of baggage, either for embarkation or disembarkation.

For Sailings from this port refer to Alphabetical List of Steamers.

GRAMELLO.—Omnibuses from hence in communication with the navigation on the Lago Iseo, fares, 1 fr. 50 cents.

Leghorn (Ital., Livorno).—*Stat.*—Pop. 95,000. **HOTELS.**—L'AGUIA NERA, VITTORIA, and WASHINGTON HOTEL. QUERCIA REALE, CORCE DI MALTA, CROCE D'ORO, ISOLE BRITANNICHE.

Omnibuses attend the arrival of trains at the railway station; fares 50 cents, carriage fare, 1 fr. 80 cents; *cittadine*, 1 fr. the course, to the mola, 1 fr. 50 cents, per hour, 3 frs. Boat hire depends on the distance the vessel is lying off in the bay, from 2s to 8s. and 5s. each person. The boatmen are very exorbitant; bargain before hand if possible.

Leghorn was the commercial capital of Tuscany and is one of the most improving towns on the Continent of Europe. It is a free port, and the great emporium of the foreign goods and manufactures required for the consumption of that part of Italy. The squares are spacious, the streets regular, well paved, and lighted with gas, with wide and convenient foot-paths on either side. The air is pure and salubrious, the heat of summer and the winter cold being tempered by the sea-breeze. Leghorn is the favourite resort of the rank and fashion of Rome, Florence, Bologna, Sienna, &c. In the summer season, the influx of strangers frequently amounting to 20,000 persons. The Strada Ferrata Leopolda or Leopolda Railway affords the greatest facility for visiting Pisa, Lucca, Florence, &c., see our railway table. The Government are now at a great expense, enlarging the port to accommodate

the increasing trade of the place; and to those unacquainted with the same, it would be difficult to convey an adequate idea of the enjoyment of a sail at sunset under an Italian sky among vessels gay with the flags of almost every nation of the globe.

The marble group on the quay is a good piece of statuary. The English Cemetery contains monuments to Smollet, Francis Horner, &c.

Travellers will do well to provide themselves here with whatever specie they are likely to require. The foreign goods for the supply of all Tuscany and the Papal States are imported and paid for by Leghorn.

BRITISH CHAPEL, beside the old English cemetery, Chaplain, Rev. H. Huntington, Service at 11 o'clock and in the afternoon.

SCOTCH PRESBYTERIAN CHURCH, beside the old English cemetery, Minister, Rev. Dr. Stewart. Service at 11 o'clock and at 6 p.m.; Thursdays at 8 p.m.

ENGLISH CONSUL.—W. M'Bean, Esq.

AMERICAN CONSUL.—J. A. Binda, Esq., Via Goldoni.

ENGLISH AND AMERICAN BANKERS.—Messrs. Maquy, Pakenham, and Smyth, Offices, - 7 and 8, Via Borra; correspondents of the Union and Oriental Banks, and of the principal Bankers of London; also of Messrs. George Peabody & Co., and other American Bankers in London; and Messrs. Duncan, Sherman & Co. of New York, &c.

CONVEYANCES.—Railroad to Pisa, Pontedera and Florence, see page 166. Steamers almost daily, during the season, to Civita Vecchia, Naples, and Sicily, Genoa, Nice, and Marseilles, see Alphabetical List.

Tickets from Leghorn to Rome by 1st class, 48 frs. 40 c., 2nd class, 37 frs. 35 c., must be applied for at once, on reaching Leghorn, at the Diligence office, which closes at half past 7, in Via del Giardino, as there is always a risk of not obtaining places for some days. Passports are examined at Montalto, where the luggage is *plombé*, and cannot be touched until the following day, when examined at the Station of Civita Vecchia. Passengers should not allow their bags to be put on the top of the diligence. They should take provision with them. The journey from Civita Vecchia is made in about 16 hours—it is often more.

Lucca.—*Stat.*—Pop 38,000.—**HOTELS:**

DELL'EUROPA, CROCE DI MALTA, UNIVERSO, the latter close to the railway station. Omnibuses to and from the station, 50 cts.; street carriages 1 fr. the course, or 3 frs. the hour; to put down and take up at night, 5 frs. To the baths, 10 to 12 frs.

The city of Lucca was the capital of the late Duchy, and has the appearance of considerable commercial and manufacturing activity. Situated on the banks of the river Serchio in a fertile plain and beautiful valley, it is encompassed by an amphitheatre of hills, which are covered with olive trees. The town is surrounded with ramparts, laid out in pleasant walks, planted with trees, whence some of the finest views may be obtained of the city, the exquisite valley of Serchio, and of the Apennines.

The principal objects to be seen in Lucca are, remains of a Roman amphitheatre, and theatre, the duomo, or cathedral; the inside work of the fine facade and portico. Inside, the painted roof and

frescoes; the mosaic pavement representing the judgment of Solomon; the stained glass windows; and lastly, the several fine paintings and beautiful works of art. The most remarkable of the churches is that of San Romano, containing the magnificent picture by Fra Bartolomeo, called the "Madonna della Misericordia," an exquisite and wonderful painting; and also the "St. Mary Magdalene," by the same master: both of these paintings are masterpieces of incomparable beauty.

BATHS OF LUCCA—about fifteen miles from Lucca—are situated in one of the finest of the Tuscan valleys, and are justly celebrated for the beautiful scenery by which they are surrounded. Picturesque villas and villages adorn the valley and mountain sides, and excursions may be made among the luxuriant hills in every direction.

There are five Bath Establishments; a bath costs two paoli, and a small gratuity to the attendants. This favourite resort is one of the coolest and most agreeable summer residences in Italy. An English Church is built here. Gregory's Pavilion Hotel kept by Mrs. Gregory Mons is highly recommended for its English comfort and good living.

Magadino.—Lago Maggiore.—Pop. 770. **HOTEL BELVEDERE.** Voltures can be had here at moderate charges, for the passages of St. Gothard or the Bernardino. Steamers, see page 218.

This town is becoming of considerable importance from its central situation at the mouth of the Ticino. It is one of the most picturesque spots on the route from Bellinzona to Milan. As yet there is no good hotel accommodation, travellers are recommended to proceed to Lugano, Locarno, or Pallanza, in preference to stopping here.

Mantua.—Stat.—Pop. 35,000.—**HOTELS:** FENICE, AQUILA D'ORO, CROCE VERDE.—Proprietor, Mr. T. Pinelli Trevisani. Several diligence offices in this hotel.

Is a city of Austrian Italy, and the capital of a province of the same name. It is located on an island in the middle of a lake 20 miles in circumference, and two in breadth, and possesses one of the strongest fortresses in Europe, with a ducal palace. The streets are regular and spacious. The cathedral is a noble building, and contains some famous paintings, by celebrated masters. In the Church of St. Francis are some very interesting relics, which the piety or superstition of the people connected with miraculous cures, &c.

CONVEYANCES.—Rail, to Verona, p. 164; private conveyances to Reggio can be had (1 horse), from 24 to 30 fra. Diligence to Modena, 8 and 10 fra.; thence by rail to Reggio, is preferable. Omnibuses to and from the railway station, 2½ miles from the town.

Mentone.—HOTELS. **HOTEL DE LA MEDITERRANEE,** Avenue Victor Emmanuel.—See advertisement.

CREOLE DE FAMILLES AND CASINO—See advt. **HOTEL DE LA GRANDE BRETAGNE,** moderate and comfortable.

HOTEL DES ILES BRITANNIQUES.—This hotel enjoys an exceptional position.—See advt.

GRAND HOTEL D'ANGLETERRE—recommended. **HOTEL ET PENSION ANGLAISE.**—A comfortable family hotel in a good situation.

VICTORIA, and HOTEL TURIN.

This is a small town of 6000 inhabitants, on the Cornice road, about 5 leagues from Nice. It is situated at the base and on the slope of a projecting rock, between two small bays. This town is beginning to attract notice as one of the best winter residences on the shores of the Mediterranean. Mentone has greatly improved in every respect during the last few years. It is well sheltered, and the scenery is very beautiful.

See Dr. Lee's Notice of Mentone. Diligences to and from Nice three times a day, fares, 2 and 3 fra.

DOCTORS.—Dr. Henry Bennet, Slordet, and Martiott. Dr. Henry Bennet, of Grosvenor Street, resides at Mentone during the Winter, for his health, from October the 20th to the 20th of April, and practises as a London Physician. See his work: "Winter in the South of Europe; or Mentone, the Riviera, Corsica, Biarritz, and Sicily, as winter climates," 3rd edition (with maps, &c.). Dr. John Martin of Cambridge House, Portsmouth, also resides at Mentone, for his health, and practises Dental Surgery from November to April.

ENGLISH CHURCH in Eastern Bay, Chaplain, Rev. D. F. Morgan, B. D.; in the Western Bay a church is about to be erected, and Divine Service is in the meantime held in a commodious licensed room. Chaplain, Rev. W. Barber, M. A. Incumbent of St. John's, Leicester.—Assistant Chaplain, Rev. H. Sidebotham, M. A.

Milan (Italian, Milano).—*Stat.*—Pop. 212,000 besides 48,249 in the suburbs.—(With Map in Special Edition).—**HOTELS**

HOTEL DE MILAN, kept by Ch. Guzzi—excellent cuisine, moderate charges.

HOTEL DE GRANDE BRETAGNE, a remarkable good house, gives general satisfaction.

HOTEL CAVOUR, Place Cavour, opposite the public gardens, good accommodation, moderate charges.

GRAND HOTEL ROYAL, a first-rate house, and strongly recommended.

HOTEL ST. MARC, Rue del Pesce 5, kept by M. M. Alex. Bazzi and Sons; newly refitted and very comfortable house.

GRAND HOTEL DE LA VILLE—J. Baer, proprietor—well situated; good rooms, and excellent cuisine.

Broughans, per course, 75 cents., per hour, 1 fr. 50 cts.; from and to the Station, 1 fr. Omnibuses from the Duomo to all the Gates of the City, 10 cts.; to Railway Station, 25 cts.

Milan, founded by the Insubrian Gauls, is the chief city of Lombardy. It was sacked by Attila, A. D. 452, but its destruction was not effected until its surrender to Frederick I., 1162. The city was restored in 1167. Its restoration was effected by the combined forces of Cremona, Brescia, Bergamo, Mantua and Verona. Milan fell again in 1535, under the power of Charles the Fifth, who fixed the succession of the Duchy in his nephew. The Treaty of Utrecht in 1713 handed Milan over to Austria. The city has ten gates, all identified with some traditional recollection, and remarkable for their massive proportions and architectural designs. Several of the gates are fine, particularly Porta della Pace. The Duomo, called by St. Ambrose in his letter to Sister Marcellina, "The great

new Basilica," is perhaps the finest in the world, St. Peter's at Rome, excepted, and should be ascended to the top. Leonard da Vinci's celebrated picture of the Last Supper, in the refectory of the Dominican Church of Santa Maria delle Grazie, is worth visiting. Also the Amphitheatre, the Churches of St. Ambrose, (very ancient), and S. Lorenzo (octagonal), and the Columns of S. Lorenzo. The Ospedale Maggiore is a grand establishment for the sick. It was founded by Francesco Sforza in 1456. Milan is celebrated for its theatres, the largest of which, La Scala, was opened at the end of 1779. The Brera, one of the finest Picture Galleries in the world. The climate compared with Southern Italy, is cold and damp, though drier than the average of English climates during the winter. The traveller will find the rail from Milan to the Lakes of Como, Maggiore, and Garda, very pleasant and agreeable, the country along being beautifully fertile, and embellished with neat villas.

ENGLISH CHURCH SERVICE in the church of Vicolo San Giovanni della Couca, No. 12; Rev. John Williams, M.A. Chaplain; Divine service on Sundays, and other usual seasons at 11 a.m. and 7 p.m. The Holy Communion is administered on the first Sunday in each month.

ENGLISH BANKERS, Banca Angelo-Italiana—Ulrich; and Brot.

ENGLISH MEDICAL PRACTITIONER.—S. W. M. Walker. Member of the College of Surgeons, England, 26, Via della Passarella, Corso Victoria Emanuele.

ENGLISH CHEMIST AND APOTHECARY.—Signor Riva, Palazzi, near the Theatre, La Scala Milan.

CONVEYANCES.—Railway, see pages 160, 164, 166. Dilligence, see page 239.

Modena—Stat.—Pop. 35,000.—**HOTELS**: SAN MARCO and REALE.

A fine episcopal city, delightfully situated between the Secchia and the Panaro, and capital of the duchy of Modena. The principal objects of interest are the Ducal palace, which is a remarkably fine edifice richly furnished, and containing some rare pictures; the Duomo, or Cathedral, a magnificent building of the 11th century, in the Lombard style, with a rare projecting porch, some remarkable sculpture, a curious screen of red marble, and some Roman inscriptions and tombs; it is also celebrated for its tower, called the Guirlandina, one of the highest in Italy, in which is preserved the wooden bucket which was the subject of the famous herol-comic poem of *La Secchia rapita*; the church of St. Michele, containing some fine groups in terra-cotta. Modena also possesses a college, an academy of fine arts, and a library containing 100,000 volumes, and about 7000 manuscripts.

CONVEYANCES.—Railway, see p. 166. Omnibuses and carriages at the station, the former 50 c., the latter 1 fr. to 1 fr. 50 c., to any part of the town.

MONZA.—Stat.—Pop. 24,000.—**INN**:—IL FALCONE.

An ancient city formerly called Modestia, divided into two equal parts by the Lambrò. Its principal buildings are the Broletto or Town Hall, and the magnificent Cathedral, where the sacred Iron

Crown of Lombardy was always kept, and the Palace. Fine Campanile.

For Railway, see page 168.

Naples (*Italian*, Napoli.)—Stat.—Pop. 500,000. (*With Mdq in Special Edition*.—**HOTELS**:

HOTEL CROCELLE, one of the best in Italy for Families and Gentlemen. The upper rooms command fine views of the Bay and of Vesuvius.

WASHINGTON HOTEL, close to the Villa Reale good situation, and very good house for families and gentlemen.

HOTEL DES ETRANGERS, good: table d'hôte excellent. **VICTORIA, ANGLETERRE, GRAND BRETAGNE**; the charges of these Hotels are complained of, and the stench from the sewers is often most fetid.

Naples is the chief city of Southern Italy, and has a south-eastern aspect. There are five principal entrances; that by the Bridge de la Madeleine, near the sea, is the most striking. Most of the houses are lofty and the streets narrow; but, with the exception of the Largo del Castello, in which are the palace and theatre of San Carlo, and of the open space in front of the Church S.S. Giovanni e Paolo, there are no spacious squares nor places. The aqueduct water is bad for drinking, but that of the city springs is good. The number of churches at Naples is 300, and those best worth a visit are the S.S. Giovanni e Paolo, the Santa Maria Maggiore, San Severo (remarkable statuary), San Francesco da Paolo, the Cathedral, and the San Martino, the latter of which is extremely rich in paintings and precious marbles, the Santa Chiara or Second Cathedral, one of the finest in Naples, permissions to see nearly all the palaces are given gratis. The interior of the royal palace may be viewed by special permission, for which one or two dollars must be paid. The Museo Nazionale (formerly Bourbonico) will repay a good many visits, it possessing, besides a picture gallery, the fresco paintings, mosaics, gold and silver ornaments, etruscan vases, &c., discovered in the excavations of Pompeii and Herculaneum. Open every day (but Monday), from 9 to 3 on Sundays from 10 to 1 free. The Royal Library is annexed to the Museo Nazionale and contains 250,000 volumes, besides more than 1700 papyri, found in Herculaneum. The Brasacciana Library contains 50,000 volumes. The Albergo dei Poveri is also a fine establishment for paupers and orphans. Naples also possesses an institution called the Monte de Misericordia, founded in the year 1500. It affords fixed relief to the poor, pays the debts of deserving individuals, if not exceeding 100 ducats, and sends patients to the baths of Ischia. The environs of Naples cannot be surpassed for scenic beauty and delightful reminiscences. Virgil's tomb, in the stupendous grotto of Paustilipo, and the ruins of Pozzuoli, Lake Avernus, the classic shores of Baia and Misenum, the islands of ISCHIA (see p. 395), Procida, and Capri, the coast to Castellamare, the orange groves of Sorrento, the fields of lava, and the streets of Pompeii, and the excavations of Herculaneum, all afford to the traveller food for the most pleasing study and recollection.

CARRIAGE, with one horse, per course, by day.

50 cts.; by the hour, 1 fr. 25 c., and 1 fr. for every consecutive hour. At night, 65 c. per course, and by the hour, 1 fr. 65 c., and 1 fr. 25 c. for each consecutive hour, or part of it. Two-horse carriage, per course, by day, 1 fr.; by night, 1 fr. 50 c., and per hour, by day, 2 fr., and following hours, 1 fr. 50 c. At night, 2 f. 25 c., and for every consecutive hour, 1 fr. 65 c. Three lines of omnibuses crossing the city, 21 cts. the course, and double the above after midnight. To the Railway Station in omnibuses or fiacre, with luggage, 1 fr.

BOATS.—Per day, four oars, 2 ducats (10 car) A harbour boat to any ship within the mola, 1 car., to board a ship or steamer in the bay, 2 mer. 5 car., if 6 passengers with baggage, 2 car each, for landing or embarking. Seat in market boat any where, 10 gr.

OYSTERS.—From Lake of Fusaro, sold at stalls at Sta. Lucia, are a delicacy.

CAFES.—The price for a cup of coffee is 3 gr.; chocolate, 6 to 8 gr. Breakfast, 2 to 3 carlini. Mutton (iced chocolate) is much used.

THEATRES.—San Carlo very large. Opera, pit, 60 gr.; double on state occasions. Fiorentino, drama, 30 gr. Nuova, opera buffa, 30 gr. San Carlino, Largo del Castello, Fantocchini, and Polichinella (Punch), extremely popular, twice a day, morning, 12 gr.; evening, 15 gr. About the parapet of the Mola in the evening, may frequently be seen groups of Lazzaroni formed into a circle, listening attentively to the *Canta Storia*, or *Improvisatore*. This is a scene worthy of attention.

VIEWS OF NAPLES can be obtained at 32, Strada San Carlo and 10, Largo Vittoria. Largo del Mercato very interesting, a market is held in it on Mondays and Fridays. Largo del Palazzo Reale is very fine. Many fountains worth notice. Villa Reale or Royal Gardens bordering the Bay, Between it and the Chiaja are open to the public and form an unrivalled promenade. Principal streets, Strada Chiaja and Toledo.

The ruins of Paestum may be visited in a day, leaving by the railroad for Eboli at 6 a.m., then taking a carriage arrive at 9.35 a.m., at Paestum, remain two hours, and return in time for the train to Naples at 4.50, arrive at 8.12 p.m. A most interesting excursion, the three most interesting and magnificent ruined temples of Neptune, Vesta or Ceres, and Basilica being in a very fine state of preservation; they are supposed to be 4000 years old. Another delightful excursion is by railway to Castellamare (1 hour) and from thence to Sorrento by carriage along the side of the bay (1½h); one of the most beautiful rides in the world.

The 8th of September (the Nativity of the Virgin) is the greatest festival in the year, and travellers should make a point of being in Naples on that day, if they can conveniently do so.

The ascent of Vesuvius takes about five hours, to walk from the Railway at Portici and back to the same place; a guide costs about two piastres, and it is advisable to take refreshments with you.

It is advisable to ride as far as horses can go.

BRITISH CONSUL-GENERAL, Edward Bonham, Esq. Palazzo Taja, Riviera di Chiaja.

BRITISH VICE-CONSUL, Edw. Bonham, Jun., Esq. The new English Protestant Church is situated in the Strada San Pasquale, at the back of the Riviera di Chiaja, the situation of which is central. The Rev. Pelham Maitland, M.A., is chaplain.—Divine service on Sundays at 11 a.m. and 3 p.m. The site on which this church is built was presented to the English residents by Garibaldi, when Dictator in 1860. The first stone was laid in December, 1862, by the Duchess of St. Arpino, (an English lady).

PRESBYTERIAN CLERGYMAN, Rev. Am. Buscarlet, M.A. Church of Scotland service, Sundays, at 11 a.m. and 3½ p.m., Wednesday evenings at 7.30, in Palazzo 5 bis Chiatamo'io.

WALDENSIAN PASTOR, Rev. George Appia, M.A. 266, Riviera di Chiaja. Services in Italian, French, and German.

ENGLISH HOSPITAL for British and American sailors, &c., Vico delle Belle Donne. Patients are admitted on application at the British Consulate, and pay 6 carlini a day for board. Medical attendance is given gratuitously by Doctors Roskilly Sim, and Dapples, and the other expenses are met by subscriptions from the residents and travellers, and by the contribution of one dollar from every British and American ship frequenting the port.

BANKERS, Meuricoffre and Co.

ENGLISH PHYSICIANS—Doctors Bishop, Pincoffa, Sim, and Dapples.

EDUCATION—A complete course of an English education, is given by the Rev. D. J. Poggi, D.D., formerly Principal of New Brighton College, near Liverpool.

GENERAL AGENT.—Mr. R. E. Biddle, No. 267, Riviera di Chiaja.

CONVEYANCES.—Railway to Pompeii, see page 168, to Rome, 165. Steamers, see Alphabetical List Omnibuses from Railway station to any part of the town, 1 car, cittadine, and cabriolet, fares same as those already indicated.

Nice (Italian, Nizza).—Pop. 50,000.—**HOTELS:** GRAND HOTEL DU LOUVRE, one of the best in the town, situated Rue Grimaldi.

HOTEL DES ANGLAIS, belonging to the Mediterranean Hotel Company Limited.—See *adot*.

CHAUVAIN'S GREAT HOTEL is open all the year. Highly recommended, in every respect, to English families and single gentlemen.

HOTEL DES ETRANGERS, kept by M. J. Schmitz nice garden; large and small apartments elegantly furnished; moderate charges.

HOTEL VICTORIA, kept by Mr. J. ZICCHITELLI—Very good house, situated Promenade des Anglais, GRAND HOTEL DE NICE, kept by M.M. Kraft, (Bernef of Suisse,) very good situation, excellent accommodation.

HOTEL DE LA GRANDE BRETAGNE, newly enlarged by fresh apartments; excellent table d'hôte; moderate charges.

HOTEL DE FRANCE, well-known first-class Hotel for families and gentlemen.

Formerly belonging to Piedmont, but now ceded to France, situated at the foot of Mont Albano, with a fortified castle, and about 50,000 inhabitants, engaged in the preparation of silk, thread, perfume,

ery, &c. The old town has few attractions, being dark and dirty; but the new portion is finely built. A fine walk has been made by the seaside, 80 feet wide, called Promenade des Anglais, in a line with the Quai du Midi: it is bordered with villas; during the night lighted by more than 40 gas lamps. A beautiful view of Nice and the surrounding country is obtained from the top of the Chateau, situated at the back of the old town. The town and environs are highly celebrated for a pure healthy air, and great mildness of climate, even in the middle of winter; accounted for by the situation of the neighbouring mountains, which are connected with the Alps, and protect the country from storms. Donkeys are plentiful and cheap for the use of invalids, and there are a great many single and two horse carriages to be had at moderate charges. Two-horse street calashes per hour, 2 frs 50 cents; for every succeeding half-hour, 1 fr.; for one course in the town or its vicinity, not exceeding 2½ kil., first hour, 2 frs. One-horse citta-dine 2 places the course, 60 cents; by the hour, 1 fr. 50 cents. To and from Villafranca, 1 horse and carriage with 4 places, 5 frs.; with 1 horse and citta-dine with 2 places, 4 frs.

Strangers will do well to consult a resident medical man before taking apartments for invalids, as the climate varies much in different parts of Nice and neighbourhood. The environs of Carabacal and Cimlís are generally preferred.

See Dr. Edwin Lee's "NICE AND ITS CLIMATE." BRITISH CONSUL AND BANKER, A. LACROIX, Esq. ENGLISH PHYSICIANS.—DRS. TRAVIS, GURNEY, R. CROthers, H. E. CROSSBY, and DRUMMOND; Dr. Lee during the season.

ENGLISH CHEMIST.—Mr. Daniel, Quai Massena.

ENGLISH CHURCH, Rue de France—Chaplain, Rev. Charles Childers, M.A. Service at 11 a.m. and 3 p.m. on Sundays, and at 11 a.m. on Wednesdays. There is also a chapel of ease at Carabacal. Service at 11 a.m. and 3 p.m.

SCOTCH CHURCH.—5, Rue Massena, 11 morning, and 3 afternoon.

Rev. D. S. Govett, M.A., Private Tutor.

HOUSE AND GENERAL AGENT, and Dépôt for Bradshaw's Guides, Mr. Charles Jonzla.

CONVEYANCES.—Hilligences to and from Mentone, three times a day; to Genoa, twice a day.

Steamers come alongside the pier. Boats may be hired from the harbour or from the beach, 2 frs. the first hour, and 75 cents. every succeeding hour. The railway between Nice and Paris is open and the journey from and to Paris is performed by Express train in 26 hours. Excellent fast day-boats run three times a week between Nice and Genoa, performing the voyage in about 8 hours; also to Corsica, with the mail, weekly, in 10 to 11 hours.

Furnished apartments may be hired in the Marina or the Ponchettes, from October till May, rent from 400 to 500 frs.; for a small family, from 1000 to 1500 frs. Apartments should be secured early in Sept. Railway to Toulon, Marseilles, Lyons, Paris, &c., see pages 47, 49. 1 or steamers, see Alphabetical List.

NOVARA.—*Stat.*—Pop. 25,000.—HOTELS:—DE LA VILLA. ANTIQ. ITALIA.

A flourishing and prosperous town of Piedmont,

prettily situated on a declivity, and commanding fine views of the Alps, particularly of Monte Rosa, which is seen to great advantage. The Duomo, or Cathedral, is a noble building in the early Lombard style, and perhaps one of the most ancient in Italy; it contains a magnificent altar adorned by the works of Thorwaldsen, Monti, and others, also a fine mosaic pavement. The Basilica of San Gaudenzio is a fine edifice, containing some fine pictures. The churches of San Giovanni and San Marco are also worthy of notice. There is a large fair held here in Novv.

CONVEYANCES.—Railway to Torno, Vercelli, Ivrea, Turin, Milan, &c., see page 160.

PADUA (*Italian Padova*).—*Stat.*—Pop. 55,000.—HOTELS:—HOTEL STELLA D'ORO. AQUILA D'ORO. CROCE D'ORO.

Padua is a fine old city. It followed the fortunes of Venice, and is now, like Venice, part of the Lombardo-Venetian Kingdom. Its Palace of Justice or Palazzo della Ragione and Cathedral possessing one of the most beautiful Bapustries in existence, together with its University. Every part of the town is well worth seeing, particularly the church of St. Anthony, and the chapel of Santa Maria dell'Annunziata, with some of the most curious frescoes. The Café Peddrochi is the finest building of the kind in Italy. The arcades along which the footpaths of the streets run on each side under the houses, are very remarkable. The Clock Tower, in the Piazza dei Signori, particularly deserves attention. Eminent school of medicine.

CONVEYANCES.—Railroad to Vicenza, Verona, and Venice, see page 164. Railway station half a mile from the town. Omnibuses 75 cents.

Palazzola, a bustling little town of some trade, with ruined castle beautifully situated. From this station there are conveyances to Isco, about 10 miles distant; fares, 1 fr. 50 cents, and 2 fr.

PARMA.—*Stat.*—Pop. 47,000.—HOTELS: DELLA POSTA PAVONE.

A large & handsome city, capital of the late duchy of Parma, situated on a river of the same name, which divides it into two parts, connected by three bridges. The Duomo is a magnificent pile of the 11th century, the interior of which is covered with frescoes, the most important being those on the cupola by Correggio, and which have called forth so much criticism. The church and convent of St. John is also rich in frescoes by the same master. The church of the Madonna della Steccata is a beautiful structure of the 16th century, and considered the finest church in Parma; it contains fine frescoes and some good monuments. The baptistry, near the cathedral, is an octagonal edifice, entirely built of white Veronese marble, and the most splendid of the baptisteries of Italy. The Church of San Ludovico contains a number of the works of Correggio. The traveller should not neglect to visit the Farnese Palace, which contains the academy, where he will find a small but rare collection of paintings by Raphael, Correggio, Francia, Mazzuola, Ottavio, Vandyke, and others. In the same building is the museum, rich in antiquities. There are several private galleries in Parma well worth visiting.

Farma possesses an Opera House, capable of holding 1,200 persons.

CONVEYANCE.—Railway to Piacenza, Modena, and Bologna, see page 166. Railway station a short distance outside the city. Omnibus fares, 75 cents. cittadini, 1 fr.

Pisa.—*Stat.*—Pop 35,000.—**HOTELS:**
HOTEL DE LONDRES. **VITTORIA.** **HOTEL DE LA GRANDE BRETAGNE.** **PEVERADO (Lungo Arno.)**
L'USSARO

The railway station close to the town. Omnibuses to the hotels, 75 cents., cittadini, 1 fr. 25 c.

One of the most ancient and beautiful cities of Italy, situated in a fertile plain, about five miles from the entrance of the Arno into the sea. The celebrated leaning tower, built in the twelfth century, a cathedral of the eleventh century, and numerous other ancient ecclesiastical buildings, will arrest the attention and awaken the admiration of every traveller. The Leaning Tower, the cathedral with its innumerable fantastic pillars, the Baptistery and Campo Santo are altogether, and form an ensemble unlike any other combination in Italy or elsewhere. Van Lint, the best alabaster worker in Europe, lives here.

ENGLISH CHURCH.—During the seven winter months service is performed twice each Sunday—Chaplain, Rev. H. Greene. There is an excellent library of general English literature at the English Church, subscription 11frs. for the season.

ENGLISH WAREHOUSE—J. Cordon.

Pompeii.—*Stat.*—**HOTEL DIOMEDE.**—Facing the railway station—now the best hotel.

Tickets of admittance, 2 francs for each person, issued at the entrance, for which a guide is provided; and the government officials, who all speak French, take their turn; no other fees inside. In 1863 there were 50,000 visitors. Excavations are being now actively carried on.

CONVEYANCE.—Railway, see page 168.

Ravenna.—Pop. 24,000.—**HOTEL:**—**LA SPADA,** old and good.

EUROPA, recently opened, clean and comfortable. Is now the capital of a Legation containing a population of 225,600, and the seat of a Cardinal Archbishop whose bishopric is the most ancient in the world, being founded by St. Peter's disciple, Apollinaris, A.D., 44. The city is about three miles in circumference. By means of a canal, a communication is maintained with the Adriatic and its port, which is the great outlet of Romagna, and the means of carrying on an extensive trade with the Lombardo-Venetian Kingdom. The Cathedral contains, in the Chapel of the S. S. Sacramento, Guido's celebrated paintings—the Fall of the Manna, and the lunette representing the meeting of Melchizedek and Abraham. The other pictures worth notice are the Grand Banquet of Ahasuerus, by Carlo Bononi, and Camuccini's Consecration of the Church, by St. Orso. On the high altar is a Greek marble urn containing the remains of nine bishops of that see, and the silver crucifix is exquisitely wrought with sculptures of the 6th century. The Chapel of the Madonna del Sordani, contains a marble urn in which repose the ashes of St. Barbatian; and in the vestibule of the sanctuary is the Paschal Calendar, remarkable as a

specimen of astronomical knowledge in the early times of Christianity. In this place we also see Guido's beautiful painting, the Angel offering Bread and Wine to Elijah. In the sacristy is the pastoral chair of St. Maximian. Some fragments of its celebrated door of vine wood are still preserved behind the grand door of the Cathedral. The ancient baptistery, called "S. Giovanni in Fonte," is an octagonal building with a cupola adorned with mosaics.

The magnificent Basilica of San Vitale, built in the reign of Justinian, by St. Ecclesius, furnished to Charlemagne a model for his church at Aix-la-Chapelle. It contains excellent mosaics. In the Chapel S. S. Sacramento is a gilded ciborium, said to be by Michael Angelo; a picture of St. Benedict, by Francesco Gersi; and the Assumption of St. Gertrude, by Andrea Barbiani. In the vestibule of the sacristy is a superb bass-relief of Greek marble, representing the "Apotheosis of Augustus," as well as many paintings of considerable merit. We must not fail to notice the Tomb of the Exarch Isaac, the great ornament of Armenia, erected to his memory by his wife Susanna. He was the 8th Exarch of Ravenna, and died A.D., 644.

The other churches worth visiting are the Basilica of S. Giovanni Evangelista, the churches of S. Giovanni Battista, of San Vittore, of San Domenico, of S. Appollinare Nuovo, of S. Francesco, of Sta. Agatha, of Sta. Maria in Porto, and of SS. Nazario e Celso, also called, Mausoleum of Galla Placidia.

The Tomb of Dante. Few monuments in Italy and none in Ravenna, excite so profound an interest as the tomb of Dante; indeed, one cannot help looking on it as one of the first monuments of Italy.

CONVEYANCES.—Railway, see page 161.

Resina.—Pop. 12,000.—Four miles from Naples en route to Vesuvius, to ascend which it is necessary to write or call upon Vincenzo Gozzolino, who is the only good guide, and there are many impostors. The entry to Herculaneum is here. Fee, fixed by government, 6 carlini each party, not to exceed 5 persons.

Rimini.—*Stat.*—Pop. 14,000.—**INN:**—**POST.**
An interesting episcopal city, situated in a rich plain. Its principal objects of interest are the Triumphal Arch of Augustus and the Churches.

CONVEYANCES.—Railway to Ancona and Bologna, see page 169.

Rome.—*Stat.*—Pop. 190,000.—(With Map in Special Edition.)

HOTELS.—Alberghi:—Most of the hotels are situated in the Spanish quarter, between the Piazza del Popoli and the Piazza di Spagna.

HOTEL DES ISLES BRITANNIQUES, patronized by H. R. H. The Prince of Wales

HOTEL DE L'EUROPE—For Families, rather expensive, very good.

HOTEL D'ANGLETERRE (via Bocca di Leone).—A family hotel, and prices more moderate.

HOTEL DE LONDRES, and **HOTEL D'ALLMAGNE,** good.

HOTEL VICTORIA, Via della Macella, a very comfortable family Hotel, in a very healthy and central situation, with moderate charges.

HOTEL DE MINERVE; HOTEL DE RUSSIE; HOTEL D'AMERIQUE; HOTEL DE ROME.

PENSION ANGLETERRE 56. via Condotti; PEN-
SION. MISSes SMITH, 93, PIAZZI DI SPAGNA.

Omnibuses and carriages attend the trains at the
railway station.

TARIFF OF OMNIBUSES

BAJOCCHI.

From the Railway Station to the Agency Office, Monte Citorio, or to any point in the usual line, or <i>vice versa</i> , for each place	6
From the Railway Station to any part of the town not included in the above, each place	12

TARIFF FOR LUGGAGE.

From the Railway Station to the Agency Office, Monte Citorio, for any weight not exceeding 10 chillogrammes, or 30 Italian pounds	6
Every additional 10 chillogrammes, or 10 pounds	2
From the Railway to lodgings, if in the line of the omnibuses, not exceeding 10 chillogrammes	7
Every additional 10 chillogrammes ...	3
From the Railway to lodgings in any part of the town, not in the usual line of the omnibuses, not exceeding 10 chillogrammes	12
Every additional 10 chillogrammes ...	4

Omnibuses and Carriages await the arrival of
each train at the Railway station.

The prices of Apartments in the best hotels vary
according to the season, the situation of the hotel,
the position and view from the rooms. The best
quarter is in the vicinity of Monte Pincio, the
Piazza del Popolo and the Place d'Espagne, as the
locality is healthy and the water pure and good.
Furnished apartments in the best situation cost—
say for bed-room and sitting-room in the summer,
8 to 12 scudi per month; in the winter season from
20 to 30 scudi. A small apartment containing 3
bed-rooms, a dining-room and a kitchen, from 30
to 50 scudi the month; the service from 1 to 3
scudi a month; a servant with board, from 4 to 6
scudi per month. Domestic di piazza (called ciceroni),
from 8 to 10 pauls per day.

Rome, the capital of the "Papal States," the
seat of the Popes, and once the citadel of the
Cæsars, is situate on the banks of the Tiber, partly
on a plain, and partly on low hills, with their in-
tersecting valleys, about sixteen miles from the
month of the river. The Tiber divides the city
into two unequal parts. The smaller on the right
bank is called the Leonine city, and Trastevere.
Walls of 15 miles in circuit surround the entire
city. The modern city is built upon the Campus
Martius of the ancient Romans, lying along the banks
of the Tiber, to the north of the seven hills which
formed the site of ancient Rome. Four of these
hills, once the scene of so many exciting events, are
now almost entirely deserted, or covered by gardens,
vineyards, broken buildings, or ruins. The streets,
though spacious, are winding and badly kept.
Rome is entered by the Porta del Popolo, built by
Vignola, from designs by Michael Angelo, in 1561.
The gate opens upon the spacious Piazza del Popolo,

3 rather broken area at the foot of Monte Pincio.
In the centre stands the fine obelisk of Rameses I.
The inns of Rome are generally situated within the
triangular space lying between the Porta del Popolo,
the Piazza di Spagna, the Via Condotti, and the
Corso. The charges are generally for dinner, from
7 to 10 pauls; breakfast, 5 pauls; tea, 3 pauls. A
bedroom generally costs from 4 to 6 pauls per diem.
A suite of apartments, from 20 to 50 pauls per day.
Lodgings in private houses are very easily obtained,
and at reasonable prices. The best situations are
the Piazza di Spagna, the Via Babuino, the Corso,
and the intervening streets.

The churches in Rome form the greatest object
of attraction for the traveller, and claim his first
attention. They are 364 in number, seven of
which are called Basilicæ; the principal ones
are as follows:—St. Peter's, St. John Lateran,
Santa Maria Maggiore, and Santa Croce
in Gerusalemme, within the city; and St. Paulo,
San Lorenzo, and San Sebastian, *extra muros*.
St. Peter's stands on a slight acclivity, in the
Leonine city, in the north-western corner of Rome.
It is built in the form of a Latin cross, the nave
being in length 607 feet and the transept 444 feet.
The east front is 396 feet wide and 160 feet high,
whilst the pillars composing it are each 88 feet
high and 8½ in diameter. The height of the dome,
from the pavement to the top of the cross, is 448
feet. In front of the church there is a large piazza.
The church occupies the place of Nero's Circus,
and is erected on the spot where St. Peter was
martyred. It occupied a period of 176 years in
building, and required 350 years to perfect it.
It cost £10,000,000; it covers eight English acres,
and is kept in repair at a cost of £6,300 per annum.

The English traveller cannot fail to be interested
by a visit to the Chapel of the Presentation, in
which is the tomb of Maria Clementina Sobieski,
wife of the Pretender, James III.; she died at
Rome in 1745. Opposite to this is Canova's cele-
brated "Monument of the Stuarts." The expense
of this monument was defrayed by George IV.

San Giovanni in Laterano, St. John Lateran, is the
Pope's church, he being its official minister. It is
in this church, also, that the Popes are crowned. It
contains the famous chapel of the Corsini, reckoned
the finest in the world, and stated to have cost
£400,000. The Lateran Palace and Museum should
be visited.

The other basilicæ, particularly St. Maria Mag-
giore and Sant Paolo, and churches are equally
interesting to the traveller.

The palaces rank next in the order of merit, but
cannot here receive any but a very short notice.

The Vatican stands prominent among the palaces
of the world, as invested with the greatest interest,
whether we regard its identification with ecclesi-
astical history, or the influence it exercised over
christendom for 400 years. Its existence dates from
the eighth century; being dilapidated, it was rebuilt
by Innocent III. in the twelfth century. It is the
winter palace of the Pope, and stands over the Va-
tican hill, near to St. Peter's. It covers a large
space, and is 1,151 English feet long, and 767 feet
broad. It contains 4,422 chambers, and has eight

grand staircases and two hundred smaller ones, and twenty courts. In it are the Ploclémentine and Chiaramonti Museums, both filled with masterpieces of art. Here are also the Capella, Sistina, or Sistine Chapel built in 1473, and the Vatican Library, containing the richest collection of manuscripts and pictures in the world.

The Quirinal, or the Palace of Monte Cavallo, built on the Quirinal hill, is the Pope's summer residence, and will repay a visit.

The Capitol now occupies the square of the Capitoline hill, under the name of the Piazza del Campidoglio. It occupies the site of the ancient Capitol, and contains the palaces of the Senator and Municipal Magistrates of Rome. The Collegio della Sapienza, a university of Rome, founded by Innocent IV. in 1244, is one of the oldest in Europe. The Roman College, and the College de Propaganda Fide, are likewise worth visiting.

No one should omit to visit the lakes of Albano and Nemi, and the ruins of Tusculum.

The subterranean church of St Peter's should on no account be omitted; there are many tombs of Popes, Emperors, and Kings, including the Stuarts. Also the *Scala Regia*, in a detached building to the north of the Basilica.

The Protestant Burial Ground is situated near the Porta San Paolo, adjoining the Pyramid of Caius Cestius. Among the British buried here are the poets Shelley and Keats, Wyatt the sculptor, and Bell the celebrated anatomist.

ENGLISH CHURCH.—The English chapel, outside the Porta del Popolo. Divine Service from October to May generally as follows, on Sundays, Holy Communion, at 9 o'clock and after morning service at 11 o'clock, afternoon service at 3; on week days, morning service daily at 10 o'clock, afternoon service at 3. Chaplain, Rev. F. B. Woodward, 67, Via della Croce, 2^o, p.^o. Assistant Chaplain, Rev. R. E. K. Watts, 46, Via Sistina, 3^o, p.^o.

SCOTCH PRESBYTERIAN SERVICES.—At the residences of the several ministers, on Sundays at 11 a.m. and 3 p.m.

AMERICAN CHURCH.—At the residence of the American Minister. Episcopal service on Sundays, at 11 o'clock a.m. and 3 p.m. Chaplain, Rev. Dr. Lyman, 64, Via Sistina, 2^o, p.^o.

AMERICAN MINISTER.—General Rufus King.

ENGLISH CONSUL.—Mr. Severn, Palazzo Poli, 2^o, p.^o. Consulate open every day (except Sunday) from 10 till 3 p.m. The only *Visé* necessary for passports is for those persons intending to visit the Austrian Dominions. The Austrian *Visé* will not be attached without the *Visé* of the English Consul. *Visé* 50 bajocchi—2s.

AMERICAN CONSUL.—Edward Cushman, Esq. **VICE CONSUL.**—H. B. Brown, Esq. Consulate open daily (except Sunday) from 10 till 3 p.m. No *Visé* necessary for passports unless for persons intending to visit the Austrian Dominions. *Visé*, one scudo.

POST-OFFICE.—Formerly Palazzo Madama, built by Catherine de Medici, is open for the delivery of letters every day (except Sunday, and some of the chief fairs) from 9 o'clock to 4 p.m., and again from 7 to 8 p.m. For the prepayment and

registering of letters from 9 to 5 p.m., and from 7 to 8 p.m. Letters posted at the local post-offices before 3 p.m., will be dispatched for their several destinations by the earliest opportunity.

TELEGRAPH OFFICE.—A telegram of 20 words to London costs 3 scudi, or 12s. 6d., to any other part of Great Britain or Ireland, 25 b. jocchi extra, or 1s.

STEAM COMMUNICATION.

1. Messageries Impériales—Agency, 45, Fontanella di Borghese. For Leghorn and Marseilles, on Wednesdays, at 6 p.m.
2. Neapolitan Company.—Agency, 11, Via Condotti. Direct for Marseilles, touching at Nice. On Sundays at 11 a.m.
3. Fraissenet & Co. French Merchant Steamers.—Agency, 43, Piazza Nicosia. For Leghorn, Genoa, Marseilles, on Mondays and Thursdays, at 4 p.m.
4. Valery & Co. French Merchant Steamers.—Agency built screw Steamers—Agency, 91, Via Condotti. For Leghorn, Genoa, and Marseilles, on Sundays and Thursdays, at 4 p.m.

TARIFF OF CARRIAGES WITHIN THE WALLS OF ROME.

For a Single Horse Carriage.

A set-down inside the city walls, for bajoc.	From sun-rise to sun-set.	From sun-set to sun-rise.
one or two persons	15	20
For every additional person	10	10
If engaged by the hour	30	40
Each succeeding hour	30	40

N.B.—No additional charge for a third persoⁿ, when engaged by the hour.

For a Two-horse Carriage.

A set-down inside the city walls, for one or four persons	25	30
For every additional person	10	10
If engaged by the hour	40	50
Each succeeding hour	40	40

N.B.—No additional charge for a fifth person when engaged by the hour.

CONVEYANCES.—Persons proceeding to Leghorn, Florence, Pisa, Luc a, or Spezia, will find the Maremma Route, by Civita Vecchia, the most expeditious. There are two departures daily, a day and night one. By rail to Civita Vecchia in two hours, thence by diligence in six hours to Nunzia ella, and thence, by rail to any of the above named places. First-class tickets have a right to special first class places in the interior of the diligence, from Civita Vecchia to Nunziatella, or *vice versa*, failing these, in a supplementary carriage. Second-class tickets have a right to places of the second-class in the interior of the diligence, or in the cabriolet of the diligences of the first or second-class. Places in the Coupé are assigned to holders of first-class tickets, and who are the first to ask for them at Civita Vecchia or Nunziatella, by paying an additional charge of 2frs. 50c. for each place. The number of coupés are limited to the number of diligences which start. Carriages are also supplied at a fixed price (Legni a Convenzione), for families who prefer a separate conveyance from Civita Vecchia to Nunziatella, or *vice versa*, by

giving 24 hours previous notice at the head offices, Monte Citorio, Rome, Naples, Leghorn, and Florence. By this route the whole time occupied in travelling from Leghorn to Naples, or *vice versa*, by rail and diligence is 25 hours.

SADDLE HORSES.—Forty scudi a month and three scudi to the ostler. One scudi and a half for a ride of three or four hours.

To Chiusi, Sienna, Pisa, or Leghorn, by way of Ficule—same as above—and thence by railway to any of these places.—To Ficule, in 21 hours, coupé, 35frs.; interior or banquette, 30frs.

To Ancona, by way of Civita Castellana, Spoleto, Faltico, Macerata, and Civita Nuova, and thence by railway to Ancona.—To Civita Nuova, by Diligence in 35 hours.—Compé, 62frs. 65c.; interior or banquette, 52frs. 59c. Office of these Diligences is at the Post-office. The charge for overweight of luggage is exorbitant, 70 lbs. is allowed gratis for each person; over this, 3 bajocchi a pound to Florence, or 2 bajocchi to Ficule.

For Florence by way of Perugia. Office, Piazza Nicosa.—**To Florence,** by way of Nami, Todi, Perugia, and Chiusi, in two days and a half, resting the first night at Nami, and the second night at Perugia, and arriving in time the succeeding morning to meet the railway for Florence, Pisa, or Leghorn. Ticket available for two days; if the parties wish to stop at Perugia.—Fare from Rome to Perugia, 5 scudi; from Rome to the Railway at Chiusi, 7 scudi; 50 lbs. weight of luggage gratis.

PHYSICIAN AND ACCOUCHEUR.—Dr. Gasen, A.B., Fellow of the College of Physicians, Dublin, &c. &c., No. 12, Via della Mercede.

PHYSICIAN.—John Topham, M.D. (London) Licentiate Royal Coll. Physicians, London, Fellow of University Coll. (Lond.), 107, Via del Babuino.

ENGLISH PHYSICIAN, Doctor Gerrard Small, M.D., Oxford, Fellow of the Royal College of Surgeons, Accoucheur, &c. (upwards of twenty years' experience of the climate and the diseases of Rome), 56, Via del Babuino.

ENGLISH AND AMERICAN BANKERS.—Pakenham Maquay, and Hooker, 20, Piazza di Spagna, give the highest exchange on letters of credit, circular notes, &c., whether addressed to them or not. In correspondence with Messrs. Maquay and Pakenham, Florence; also Messrs. Plowden & Cholmeley, on the Corso, and Mac Bean, 37, Corso.

ENGLISH READING ROOMS, Monsalvame, in the Piazza di Spagna, supplied with London Daily Papers, Gallignani, a small English Library of Books, Maps of Rome, &c. Subscription, 1 sc. per month. Enter address.

Parties of about 12 or 13 are made up at Piale's to see the statues by torchlight, the total cost for the entire party will amount to 18 scudi, or £3: 16: 8 which to each visitor will be about 6s. 6d. It is really a fine sight, and well worth seeing.

ENGLISH CLUB is held at No. 78, Via della Croce.

THE THEATRES.—Valle (opera and plays), Argentina (operas), Appollone or Tordinona (grand operas), all 3 paolis. Burattini (fantoccini).

GALLERIES.

ACADEMY OF ST. LUKE.—Via Bonella, near the Capitol, is open daily from 10 to 4. In this build-

ing are some excellent paintings, among which are "Iris," the work of Heard an English artist, "Puck," a fresco by Raphael, "Fortune," by Guido Reni, &c.

BARBERINI.—Via Quattro Fontane, open daily from 1 to 3, except Thursdays from 2 to 5.

BORGHESE.—Piazza Borghese, open every day except Saturdays from 9 to 3. The Gallery of Statues at the Villa, is open every Saturday from 2 to 4.

CAPITOL.—Open to the public on Mondays and Thursdays from 12 to 4; and, during the summer months, from 3.30 to 7 p.m. On other days, by payment of a small fee to the Custode, the gallery and the reserved rooms (which are not opened on public days) may be seen. The Gallery of Pictures is open also to the public on Mondays and Thursdays at the same hours. The Conservatorio may be seen by means of a small fee to the Custode.

COLONNA.—Piazza de S.S. Apostoli, Palazzo Colonna, from 12 to 4 daily.

CORSINI.—Via della Longara, Palazzo Corsini, daily from 9 to 3.

DORIA.—Via del Corso, Palazzo Doria, open on Tuesdays and Fridays from 10 to 2.

LATERAN MUSEUM.—Open daily from 10 to 3.

ROSPIGLIOSI.—On the Quirinal, Palazzo Rospiigliosi, open on Wednesdays & Saturdays from 9 to 3.

SCIARRA.—Via del Corso, Palazzo Sciarras, open on Saturdays from 9 to 3.

SPADA.—Palazzo Spada, daily from 10 to 4.

VATICAN.—Open to the public on Monday from 12 to 3. On other days by a fee to the Custode. These Galleries are closed on Fête-days.

A written order is necessary to visit the following places:—The Cupola de St. Pietro (the dome of St. Peter's) the Pope's Gardens, and the Mosaic Manufactory of the Vatican. The English may obtain permission by applying at the British Consulate; the Americans at the United States Legation.

VILLAS.

VILLA ALBANI.—Tuesdays and Fridays from 12 to 4.

VILLA BORGHESE. Daily after 12 o'clock, except Mondays, when it is closed, the Statuary Museum in the Villa is only open on Saturdays from 2 to 4.

VILLA LUDOVISI.—Thursdays from 12 to 4.

VILLA MEDICI, (otherwise the French Academy.) Open daily to the public.

VILLA PAMFILI.—Open for walking every day, for driving, on Mondays and Fridays.

VILLA TORLONIA.—On Wednesdays from 1 to 3.

A written order is necessary to visit all the Catacombs except those of St. Sebastian. An order to visit the Catacombs of St. Agnese and St. Calixtus may be obtained from the Cardinal Vicar.

San Remo.—Pop. 11,000—HOTEL DE LA PALMA.

HOTEL DE LANDRES.—A town on the Cornice road, 3 hours distant from Mentoni, possessing beautiful environs and delightful climate, and is rapidly coming into notice as a place of winter resort. A new hotel and boarding house has been established. A notice of San Remo is appended to Dr. Lee's account of Mentoni.

ENGLISH CHURCH SERVICE throughout the winter. **Sienna.**—Stat.—Pop. 80,000.—INNS:—AQUILA NERA, near the railway station; LE ARME D'INCHIETTERA, IL SGOGLI, LA SCALA, and the DONNELL.

Is the chief city of one of the five compartments of Tuscany. Its chief objects of attraction are the Duomo or Cathedral, striped marble outside and fine paintings, subterranean baptistery, library with statues, and is well worthy of an hour's visit, the Mosaics in the floor of the Chair are unique, the Accademia delle Belle Arte, the Churches of St. Agostino, San Christoforo, the Palazzo Pubblico, the University, and the Library, situated in the great hall of the Accademia degli Intronati. The Picture Gallery contains 600 paintings. St. Domenico has some good pictures. The house and coil of St. Catherine are still shown. The Gates of the city and the citadel are also worth inspection. The old city, standing high, is cool and healthy, and has no mosquitoes. Here is some street painting. Siena school numbers amongst its artists, Perugino, Sodoma, Vanni, Pacchierotto, Beccafumi, Perugino, fra Barolomeo, Riccio, Nenni, &c. Birth-place of St. Catherine.

CONVEYANCE.—Railway, see page 166.

Sorrento.—Pop. 7000.—HOTEL LA SIRKHA, DEL TASSO.

A town in the south-east coast of the bay of Naples; beautiful views; healthy climate; good fish, fruits, butcher's meat, and milk. Mule hire 8 car. per day, 4 half day; donkeys 3 to 6 car., 1 car. to guide. Exquisite pedestrian excursions in the neighbourhood.

Spezia.—Pop. 12,000.—HOTELS:—

HOTEL D'ODESSA.

Spezia is a considerable town in the Italian States, and is beautifully situated at the foot of the Gulf of Spezia, about 40 miles from Genoa. Of late years this has become a favourite and much frequented watering place. The bathing is excellent, and there is extensive accommodation. Spezia is also much resorted to by the Italian nobility during the summer, as the country all around is very beautiful, and the scenery the Gulf affords is a great attraction for aquatic excursionists. There are five caves on the western side of the Gulf. There are steamers twice a week between Spezia and Genoa.

CONVEYANCES—see page 164.

St. Germano.—Pop. 10,000.

Roman amphitheatre, and numerous antiquities around the town.

Tivoli.—Pop. 8,000.—(no good inn)—is situated in the Campagna di Roma, 18 miles from Rome, in a delightful situation. It is the seat of several remarkable antiquities, as the remains of the temple of Vesta, of the sybil, the villa of Mæcenas, the villa of the Emperor Adrian. The Tevere forms a picturesque cascade at Tivoli, the former one has recently been destroyed, by diverting the river into a new channel; but the existing cascade is not inferior to its predecessor.

Treviglio.—Stat.—Pop. 10,000.—

A small place with a beautiful Church, whose style of architecture is singularly remarkable. It is 18 miles from Milan by rail.

CONVEYANCES.—Railway, see pages 164 and 163.

Treviso.—Stat.—Pop. 25,000.—INNS:—

ALBERGO REALE and QUATTRO CROCE.

Situated seventy miles north west of Venice,

Many elegant villas are met with on approaching the town, which is itself adorned with a number of churches and palaces, and has a handsome Town-hall and an Academy of Arts and Sciences. Manufactories of Cloth, Paper, &c. Among the churches the most worthy of note are that of St. Nicholas, an antique structure, and the yet unfinished cathedral of St. Peter's, in which are paintings by Titian, Domenichino, &c.; it has two theatres, and near it is the magnificent villa Manfrini.

CONVEYANCES.—Railway, see page 161.

Turin (Italian, Torino).—Stat.—Pop. 180,000.

(With Map in Special Edition.)—HOTELS:—

HOTEL DE L'EUROPE, Place du Chateau, opposite the King's Palace. Proprietors, M. Borraati and Casaleggio.

HOTEL FEDER.—A first-class capital hotel, and highly recommendable. The Proprietor, Mr. Feder, keeps an hotel of the same name at Geneva, and the Hotel de France at Nice.

HOTEL DE LA LIGURIE.—A very good, comfortable hotel and moderate charges.

In most of the hotels (second class), rooms from 3 to 5 frs.; table d'hôte, 4 to 5 frs.

Omnibuses belonging to the different hotels convey passengers to and from the railway station, fare, 1 fr. Town omnibuses, from one extremity of the city to the other, 10 cents. Cittadini, 1 fr. for one course, and 1 fr. 50 cents., by the hour.

CAFES.—SAN CARLO, FIORELLI RESTAURANTS.—L'UNIVERSO, IL PASTORE, LE INDR. Cup of mixed coffee and chocolate called "becceherino," drunk here early in the morning, costs 1½d.

Turin is the capital of Piedmont, and a thriving city. It is situated on the left bank of the Po, near its confluence with the Dora Riparia. It contains about 110 churches and chapels, all of which are remarkable for their architecture and for the splendour of their ornaments. It is an Archbishop's see. The University, the Military Academy, the Royal Academy of Sciences, the Academy of Arts, the superb Museum of Egyptian Antiquities, the Hydraulic Building, and a fine Museum of Paintings and Private Galleries of Marquis Cambiano and Count Caratch, with many others, are well worth a visit. The walks around Turin are remarkably beautiful, and in its delightful neighbourhood rises the chain of heights called Collina, on which are built superb and picturesque villas. Several small but elegant towns surround Turin, within a radius of a few miles, all of which possess objects of interest, such as the Royal Palace at Stupianigl, one of the finest summer residences in Europe; the Veterinary School at Veneria Reale; the magnificent church at La Superga, five miles from Turin, containing the mausoleum of the Royal Family; Agri, Rivoli, and Moncaliere, with their royal palaces and chateaux, are worth visiting.

The Post Office is situated in the Palazzo Carignano. The latest hour for posting French and English letters is 8.30 p.m.

The facres or carriages ply for hire in the Piazza Castello, and answer as well as the expensive carriages of the hotels.

Passengers are booked through from Turin to

Domo d'Ossola, where they must take a fresh ticket for passing the Simplon.

BRITISH AMBASSADOR—Hon H. G. Elliot.

CHURCH OF ENGLAND SERVICE is performed every Sunday at 11.0 a.m. and 3.0 p.m., in the Chapel behind the Vaudais Church, Stradale del Re. Entrance by the side gate. R. Lottus Tottenham, M.A., Chaplain to the British Legation.

FRENCH AND ENGLISH APOTHECARY.—Borserelli, 10, Via di Francesco di Paolo.

MR. BORGO, JOSEPH—Carriages of every kind for crossing Mount Cenis in the day-time (from Susa to St Michel, as well as from St. Michel to NUSA). Apply at Turin, Hotel de l'Europe; Susa, Hotel de France; St. Michel, Hotel de la Poste.

Electric Telegraph Office, in the Piazza Castell, adjoining the Foreign Office. Dispatches forwarded to England, France, and Germany.

CONVEYANCES.—Railway see pp. 158, 159 & 160. The views by the road are magnificent, and immediately after leaving Alessandria, the traveller may observe the plains of Marengo, the famous battle-field. The Sardinian couriers have clean and fast carriages, and leave Turin every morning at 10 o'clock, for the following places:—Geneva; by the Mont Cenis, fare 60fr.; Lyons in 36 hours, fare 60fr.; evening at 6 for Nice, fare 39fr. 50c.; Milan, fare 27fr. Diligences of Messrs Alf. Bonafous & Co., and the Messageries Imperial, leave daily at 6 p.m. Fares, to Genoa, 20fr. 40c.; to Milan 18fr.; to Lyons, coupé, 54fr., interieur, 46fr.; to Geneva, by Chambery, coupé, 56fr., interieur, 46fr.

Udine.—Stat.—Pop. 26,000.—**HOTEL L'EUROPA**. A busy town, in the territory of Venice, forty-seven miles north west of Trieste. The most remarkable buildings are the cathedral, a fine structure, the palace of the Provveditori, a handsome opera-house, the Bishop's palace, and the chapel of the Torean, in which are some excellent reliefs by Toretti. The principal square is adorned with the monuments of the Peace of Campo Formio and of Francis I. There is a noble prospect from the tower of the castle. The Campo Santo is considered to be one of the most beautiful cemeteries in Europe.

CONVEYANCES—Railway to Venice and Nabresina for Trieste and Vienna. See page 161.

Varallo.—Pop. 3,500.—**HOTEL DE POSTE**.

This town is only a short distance from the Turin Railway, near Lakes Maggiore and d'Orta. It is the birthplace of several eminent painters, and is, therefore, rich in fine paintings and frescoes. There is a magnificent sanctuary, containing fifty handsome chapels, filled with statues of great beauty and colossal dimensions; there is also a splendid view from this edifice. From Varallo cross the Colma to Pella on the Lake of Orta, mule road, time 5 hours, boat across to Orta, half-an-hour. Omnibus once a day to Arona. Near Varallo there are gold, silver, nickel, and cobalt mines, which are worked by foreigners.

Velletri.—Stat.—Pop. 16,000.—

In its vicinity ruins of the city of Cora, Temple of Hercules and Castor.

Railway to Rome, page 165.

Venice—Stat.—Pop. 150,000.—(Italians, Venezia; German, Venedig.)—(With Map in Special Edition.)

HOTELS.—

HOTEL BARBESI, Palace Zucchelli, M. Bai deal, proprietor, excellent house, moderate prices.

DANIELI'S ROYAL HOTEL.—One of the best Hotels in Italy, deservedly recommended.

HOTEL DE L'EUROPE, kept by M. M. Marseilles, Brothers. Excellent table d'hôte, good attendance.

BAUER'S GRAND HOTEL DE LA VILLE.—Excellent house, combining every English comfort with moderate charges.

CAFES.—Florian and Sutil—Breakfasts a la fourchette, suppers cheap; Ices; English and French papers. Restaurants, Café in Campo Galia behind Procurato Vicchie. Restaurant Francals, over the Café Militaire, Piazza San Marco. Fish here in great variety.

Travellers are advised to look after their baggage. On arrival at Venice there is often confusion. When you alight from the train proceed at once to the canal, which is at the front of the station, engage a gondola, return for your baggage, with a porter, to whom point out your gondola. 5 cents per package is expected as his fee. On leaving Venice (which is a free port) all baggage is subject to be examined at the station before it is allowed to pass. A fee equal to the number of packages, say from 1 to 2 frs., will save a deal of annoyance and time.

Venice, capital of the Venetian kingdom, is built on 72 islands on ples in the midst of a salt lagoon, or shallow lake. It is divided into two unequal parts by the Canalazzo, or Grand Canal, the course of which through the city follows the form of an inverted S; is 300 feet wide, crossed near the middle of its course by the Ponte di Rialto, a splendid marble structure of one spacious arch. In the midst of the labyrinth of canals and streets there are several large piazzas, nearly all of which are adorned with fine churches or palaces. The principal of these is the Piazza di San Marco, a large oblong area 562 feet by 232 surrounded by elegant buildings, and containing at its eastern extremity the metropolitan church of San Marco, a singular but brilliant combination of the Gothic and the Oriental style of architecture. The following Churches should be seen:—S. Maria della Salute, S. S. Giovanni e Paolo, S. Sebastiano, S. Maria del Frari, S. Rocco, The Scalzi, S. Lorenzo, Il Redentore, S. Giorgio Maggiore, and the Jesuits (Gesuiti); all remarkable for rich marbles, or the works of Venetian masters. An intelligent Gondoller may serve as a guide—we can recommend Giuseppe Brocca, No. 34.

In the Piazza is also a lofty square tower called the Campanile, 316 feet high, and 42 feet square, with a pyramidal top, to which the ascent is made by an inclined plane. Adjoining the church is the ancient palace of the Doge, the prisons, and other public offices of the late Venetian Republic. San Marco was erected into a cathedral in the year 1817, when the patriarchal seat was removed to it from San Pietro. It was founded in the year 828 by the Doge Giustiniano Partecipazo for the purpose of receiving the relics of St. Mark, which had just then been trans-

lated from Alexandria by Bono the Tribune of Malamocco, and Rustico of Torcello. The Library of St. Mark is a nobly designed building, and consists of two orders—the Doric and Ionic. The Zecca or Mint adjoins the Library on the Molo. The Doge's Palace, or the Palazzo Ducale, is situated on the eastern side of the Piazzetta. The first palace built on the spot was in 820. This was destroyed in a tumult, and the Doge Pietro Ursolito built a second one in 970, which was destroyed by a great fire in 1120, and rebuilt in 1354-5 by the Doge Marino Faliero.

The Accademia della Belle Arte is located in the ancient Convento della Carità, and is well worth attention. The house of Titian is also of great interest, and will repay a visit. The chief Theatres are those of La Fenice and San Benedetto. The islands about Venice, in the Lagoon, contain many buildings worth seeing. The Lido or narrow island which makes the shore of the Adriatic, should be visited.

There are upwards of 4,000 gondolas at Venice. Gondolas, with 1 boatman, 85 cents. the first hour, and 42 cents for each successive hour; gondola, with 2 boatmen, double the above fares. Omnibus gondolas, for one place, to any part of the city in the line of riva, 25 cents; ferry across grand canal, by day, 6 cents, by night, 9 cents; iron bridge toll, 3 cents. The gondolas at the railway terminus, 1 boatman, 2 fra., 2 boatmen, 3 fra.: these men load your baggage in the gondola, and deliver it at the door of your apartment, at the hotel. A good gondolier serves as valet de place. Gondolas may be hired for about 30 fra. per week. The tide rises three feet.

CHURCH OF ENGLAND SERVICE.—Every Sunday forenoon at half-past eleven, at the residence of the clergyman, Palazzo Cirran, S. Gio Grisostomo, No. 5751.

ENGLISH CONSUL GENERAL.—Mr. Perry.

ENGLISH BANKERS, Messrs. S. & A. Blumenthal & Co., N. 3945, Traghetto; S. Benedetta, Canal Grande.

READING ROOM.—There is a News-Room at the north-west angle of the Piazza St. Marco in the Procuratie Vecchie, in which French, English and Italian newspapers may be found. Persons can pay for one week, or subscribe per month.

CONVEYANCES.—Railway, to Udine and Nabrésina (for Vienna and Trieste), see page 161. To Verona and Milan, 164. Steamers, see alphabetical list.

Vercelli.—Stat.—Pop. 22,000.—HOTELS:—LEONE D'ORO. LA POSTA.

A venerable city, situated close to the left bank of the Sesia, on the road from Turin to Milan by Novara. Its chief objects of attraction are the Duomo, or Cathedral, the library attached to which contains a rare and valuable collection of manuscripts, the most remarkable of which are, a copy of the Gospel, written by St. Eusebius in the fourth century, and a manuscript of Anglo-Saxon Poems, brought, it is said, from England by Cardinal Guala, Papal legate to England in the reigns of John and Henry III.—The readers of English history will recognise the name as mixed up with

the transactions of the Barons of Bunnymede in 1215; the church of St. Andrew, the Hospital, both founded by Guala; and the church of St. Christopher, which possesses some Italian frescoes of Gandenzio Ferrari, and some excellent paintings.

For Railway, see page 160.

Verona.—Stat.—Pop. 60,000.—

HOTEL DE LA TOUR DE LONDRES.—A very fine building and a good hotel, now greatly improved, and well conducted.

HOTEL I. R. DES DEUX TOURS, kept by M. Paul Barbesl, very good accommodation, well situated.

The railway stations—that of Porta Nuova, $\frac{1}{2}$ of a mile, that of Porta Vecova, $1\frac{1}{2}$ miles from the city. Conveyances—omnibuses, fares, 1 fr each person; 1 tadin, carrying 4 persons, 2 fr 50 cents. The two railway stations are about $2\frac{1}{2}$ miles apart.

An ancient city, containing about 65,000 inhabitants, connected with Venice by railway. It has a pleasant and picturesque situation, the Adige, which is crossed by four stone bridges, flowing through it, dividing the city into two parts. The appearance of the buildings is generally very fine, owing, in a great measure, to the great quantity of marble employed in their construction. The most remarkable of the ancient edifices of Verona is the amphitheatre. It is built of Verona marble, and the interior is nearly perfect, owing to the care that has been taken of it. The Palazzo del Consiglio contains some good paintings and statues to celebrated men of Verona, among which are Pliny, the younger, Macer, Catullus, Cornelius Nepos, and Scipione Maffei. The Museo Lapidario contains a very interesting collection of antiquities. There are a number of churches worthy of remark. The principal of which is the Cathedral, an ancient gothic building with a fine porch, the entrance to which is guarded by the two celebrated Paladins, Roland and Oliver. It contains some good paintings; among which is an Assumption, by Titian, and considered as one of his best works. San Zenone, an interesting edifice in the Lombard style, with a front of marble, and sides of alternate brick and marble. San Ferrmo Maggiore is a fine ancient gothic building, containing some remarkable monuments, and a few good pictures. Santa Eufemia is rich in frescoes and paintings, a number of which are by Carotta. It also contains some remarkable monuments. SS. Nasario e Celso contains a great number of good paintings and frescoes. Santa Anastasia is a remarkable building, rich in paintings and altars, and some old frescoes. Verona possesses a philharmonic institution, a society of science and art, academies of painting, music, and agriculture, two libraries, a lyceum, &c. There is a tomb shown in the garden of the Orfantotrofo, said to be Romeo and Juliet's, but the real tomb was destroyed many years ago.

CONVEYANCES.—Railway, see page 164. Diligences, see page 246.

Vicenza.—Stat.—Pop. 36,000.—HOTELS.—LA VILLE, LA STELLA D'ORO, LE DUE RUSTE, INN DUE MORI, PARIGI, CAPELLO ROSO.

Beautifully situated. Palladio the architect, was born here. Braganza Wine. Piazza dei Signori,

fine. Railway station $\frac{1}{2}$ a mile from the town. Conveances to the hotels, 75 cents.

Viterbo.—Pop. 18,000.—**HOTEL AQUILA NERA.** a good house.

A neatly built episcopal city, at the foot of a hill, surrounded with gardens, vineyards, and country houses, 42 miles north-west of Rome. The streets are broad and well paved. The public buildings are of no importance, its churches only being worth visiting.

Vogogna.—**HOTEL** :—**LA COURONNE**, comfortable.—A small town on the Simpron road convenient for travellers proceeding up the valley

of Anzascas to Macugnaga. The char road is open to Ponte Grande, where there is a good inn. There is a bride path from Ponte Grande to Macugnaga and Borca. "Hotel Cacciatori" a clean little inn. The Glacier at the foot of Monte Rosa is only one hour farther, and then the pass of the Monte Moro commences, leading from Macugnaga to Visp in the Valais. From Vogogna to Ponte Grande is $3\frac{1}{2}$ hours and from Ponte Grande to Borca 5 hours. The scenery on the whole journey is superb. This is a fine excursion for pedestrians, and the accommodation is good at Vanzone and Borca, but bad at Macugnaga.

SICILY.

This beautiful island is situate in the Mediterranean Sea, adjoining the south-western extremity of Italy, from which it is separated by the narrow strait of Messina. Its greatest length is about 190 miles, and its greatest breadth about 106, the superficial area being 8,067 English square miles, and the population about 2,000,000. The island is studded with mountains, among which, and on their tops, are plains of moderate extent, some of which are 1,000 feet above the level of the sea.

Sicily produces silk in quantities, to the extent of about 400,000 lbs., the greater part of which is manufactured into ordinary silk stuffs. At Catania cotton is also slightly cultivated. Its fishery and sulphur trades are productive. Sicily is divided into seven *valli* or intendancies, and has for its capital Palermo.

TRAVELLING.—There is a carriage road from Messina to Palermo through the centre of the island with a branch to Girgenti. There is also a carriage road from Messina to Catania and Syracuse. The rest must be done on mules. The landlord of the **TRINACRIA**, or either of the other respectable hotels, at Palermo, will make the necessary arrangements. The charge for three mules, guide, muletoer, provisions and lodging, for one traveller, is 5½ piastres, or 23s. per day. Fees for service, police, and local guides extra.

Ac. Keale.—Pop. 15,000.

North-east of Catania, a clean and well-built town, standing on streams of lava, with its castle, its mineral waters, the cave of Polephemus, the grotto of Galatea, &c.

Alcamo.—Pop. 22,000.

Founded by people from Arabia. An archiepiscopal city, 25 miles west of Palermo, with a royal college. In the neighbourhood is the site of the ancient *Egesta*, where is a temple in good preservation.

Aragona.—Pop. 7,000.

A small town with old castle, six miles north-east of Girgenti. It is remarkable for its picturesque gallery and antiquities, and also for the singular mud volcano of Macalubo in its neighbourhood. Here, on a level surface, are numbers of scarcely perceptible openings, from which, at regular intervals, and with a hissing sound, little explosions of gas burst forth; whilst, at the same time, a white and very delicate marly slime swells out and flows in a sluggish stream.

Alicata.—Pop. 7,000.

On the sea, surrounded by a wall, having two castles. Commerce in grain, figs, and olive oil.

Bronte is a small town placed at a considerable elevation above the sea. *Bronte* gave the title of Duke to the celebrated Lord Nelson. A finely flavoured wine is made here, but not much exported.

Catania.—Pop. 75,000.—**HOTELS** :—**THE CROWN** and **HOTEL DE L'ETNA**—neither very good.

A large archiepiscopal city, with wide and straight streets, and a recently constructed mole. Founded by a colony from Chaleis, 750 years B.C. Situated at the foot of Mount *Ætna*. Though it has suffered much from earthquakes, it yet preserves the remains

of an amphitheatre. It contains a University, a Lyceum, a Public Library, a Museum, and other literary institutions. The silk stuffs of Catania rival the best in the kingdom. An excellent road, close to the shore of the Mediterranean; and high up on the right are numerous towns, cities, villages, and castles, some on the very summits of the mountain. No traveller should omit driving to Nicolosi, and ascending the "Monti Rossi," whence they have a fine view of many flows of lava. The cone of cinders is practicable for ladies who can ride up on mules. There is an Inn and a Restaurant kept by a *Mazzagl*, but luncheon and wine had better be taken from Catania. *Muse Biscari* and the *Benedictine Convent* should both be visited.

BARRISH CONSUL—J. J. Jeans, Esq.

Calatapimò.—Pop. 10,000.

Founded by the *Saracens*. Celebrated for the victory gained by General *Garibaldi* over the Bourbon troops, in 1860.

Girgenti.—Pop. 25,000.

An irregularly built and episcopal city on the south-west coast, is situate on a hill 1,100 feet above the sea, not far from the shore, where it has a harbour. It has some fortifications. In its neighbourhood are objects calculated to excite the traveller's warmest interest, viz.: the remains of *Agrigantum*, consisting of the Temple of Concord, the Temple of Juno, and the ruins of the Temples of *Ceres*, *Proserpine*, *Hercules*, *Apollo*, *Diana*, *Castor* and *Pollux*, *Esculapius*, and the Olympian *Jupiter*. The last was never finished, but was constructed with enormous columns 120 feet high. The pier of the harbour of *Girgenti* has been built from the ruins of these magnificent temples.

BRITISH CONSUL—J. Oates, Esq.

Marsala.—Pop. 25,000.

A large seaport town, about twenty miles south by west of Trapani, has a large College. During the epoch of the Carthaginians the population amounted to 300,000. The city was devastated by the Carthaginians, the Romans, and the Saracens. Distant from Girgenti, 100 miles, fare 40 fra. Its harbour is encumbered with sand; but its celebrated wines form an important article of export. There are here six wine establishments, four British, and two Sicilian. Three of the British are on a large scale, and have from 8,000 to 20,000 pipes annual deposit. The wines only came into repute since 1802, when Admiral Lord Nelson introduced them for the use of the British fleet.

BRITISH CONSUL—B. Ingham, Esq.

Messina.—Pop. 100,000.—**HOTEL**:—

DE LA TRINACRIA is the best; **LA VITTORIA, DI PARIGI, L'EUROPA**. Room, 4 carlines; table d'hôte, 7 carlines.

A large and fine city, and also an Episcopal See. Contains a commercial and industrious population. It possesses one of the finest harbours in the kingdom, and one of the best in Europe. The city has been rebuilt since 1783, when it was almost entirely destroyed by an earthquake. It has a citadel, and is otherwise strongly fortified; and its environs are the most densely inhabited and the best cultivated part of the island. The harbour is large, and the surrounding scenery exquisite. Mount Etna is about 50 miles south of Messina, and 64 north of Catania.

Steamers to Naples and to Malta, see page 205. The Anglo-Italian Company's vessels also touch at Messina and Palermo. Steamers also to Marseilles once a week in summer, in fifty-four hours.

BRITISH CONSUL—J. Richards, Esq.

Palermo.—Pop. 180,000. — (*With Map in Special Edition*.)—**HOTEL**.—**THE TRINACRIA**, kept by Ragusa, good and clean.

Prices of rooms on the first, second, and third floors; a sitting room and bedroom, in winter, 1 piastre, in summer, 10 tari; a room, with one or two beds, looking into the court, 6 tari; on the fourth floor fronting the sea, 7 tari; ditto, looking into the court, 5 tari. The finest views of the mountains are from the fifth floor—rooms 4 tari. Breakfast in the public room, 4 tari; ditto in private room, 6 tari; table d'hôte at 4 past 4 o'clock, 8 tari, including wine. Albergo de Francia (Piazza Marine), the same prices as above. The Albione alla Fortuna, frequented by artists and students, board and lodging, from 8 to 8½ tari per day; a well furnished bedroom, breakfast, dinner of two or three dishes. **La Citta de Parigi**, a good second class house.

Palermo is a large and fine archiepiscopal city agreeably situated on the northern coast, commanding a beautiful sea view, and in a luxuriantly fertile and well cultivated plain called **La Conca d'Oro**, (the golden shell), which is enclosed on three sides by mountains, and opens on the north to a spacious bay. The houses are all flat-topped, and have balconies with glass doors instead of windows.

The streets are well laid out, and nearly all terminate at the principal entrances. Several fine public buildings, seven squares, and fine walks; the best of which is the Marina, lying along the shore; a university, several literary establishments, and an active commerce, entitle Palermo to rank among the principal cities of Europe. In the picture gallery of the university is the famous Bronze Ram, found at Syracuse; and in the courtyard many interesting statues from Selimaitun. The Capella Reale, and the Church of Marterano, next the post-office, contain many interesting mosaics. The Jesuits Church is rich in marbles. The Marina is a promenade that has no equal in Italy. The Botanical Gardens and the English Garden are worth seeing; the mosaics in the Cathedral of Mortelle are very interesting; the cloister is most beautiful. A splendid drive and view is obtained by taking a carriage and driving to Monreale, distant 5 miles; there is a beautiful cathedral to be seen here built of brick, in 1200. The catacombs of the Capucini Monks are well worth a visit, 4000 bodies being deposited there.

Hackney carriage fares:—Within the city, per corsa, 1 horse, 1 tari; 2 horses, 1 tari 10 gran; 2 horses, 1 hour, 4 tari, for every subsequent hour, 3 tari; 1 horse, per hour, 3 tari; every subsequent hour, 2 tari 10 gran. On feast days the fares are double; drives beyond the vicinity of the town by agreement.

Valet du place (cicerone), 5 to 6 tari per day. Boat hire, for one or two boatmen, about the same charges as the cab fares.

Steamers to Messina and Naples, also to Malta, Marseilles, and Liverpool; for Railway, see page 165.

BRITISH CONSUL—J. Goodwin, Esq.

ENGLISH CHAPLAIN—Rev C. Wright, M.A.

UNITED PRESBYTERIAN CHURCH, Rev. John Sampson Kay, Palazzo Sanbuca, via Alloro, 78. Service in English, Sabbaths at 6 p.m.; service in Italian, Sabbaths at 11 a.m., and 8 p.m.; Thursdays at 5 p.m.

Palma.—Pop. 10,000.—Beautiful & picturesque. **Sciaccia**.—Pop. 14,000.

A little seaport town, 3½ miles west of Girgenti, built on a green hill, amidst a profusion of cactus, off which, at a distance of 20 miles, a volcanic mount rose from the sea to a considerable height in 1833, and soon after disappeared leaving only a blank in its place.

Syracuse.—Pop. 26,000.—**HOTEL**:—**THE GLOBE**—not very good.

A fortified episcopal city on the east coast, with 16,000 inhabitants. A splendid Natural Harbour, a Royal College, two Seminaries, a Library, and Museum, stand amidst the ruins of the ancient Syracuse, which cover a space of twenty miles in circumference; and of whose five magnificent populous districts the island of Ortygia is the only one now inhabited. Its harbour, one of the finest in the Mediterranean, was long believed to be so choked with sand as only to admit chebecs and brigantines, until Lord Nelson proved otherwise in 1798, when he sailed into it with his ships of war and frigates, and found excellent anchorage. The celebrated fountain of Arethusa which flows

through the town in a stream four feet deep, has become turbid and muddy

Taormina.—Pop. 4,000.—**HOTEL:** FIRNCO. Provisions should be taken from Messina.

Situated thirty miles south of Messina. A small town in a beautiful situation on the coast. Contains a Roman theatre cut in the rock, a *naumachia*, a cistern, and an aqueduct worth seeing. The situation of the amphitheatre is unsurpassed. The view from it, of Etna is magnificent. It maintained a siege of eighty years' duration against the Saracens. Directly above Taormina is Mola, a village of 400 inhabitants, built on the very top of a lofty rock, perpendicular on three sides. Ten miles south is Mascali, a little village

on the right of the road, beautifully located and surrounded by hills and mountains.

Trapani—Pop 30,000.

Founded by the Carthaginians. A busy commercial fortified city, handsomely constructed, having wide streets, with a royal college, and a tribunal of commerce, built on a peninsula at the western extremity of Sicily.

An excursion may be made to Monte Ericino, the highest mountain in Sicily, from whence there is a magnificent and extensive panoramic view: the ruins of a castle occupy its summit, that of king Huggiero. Distance to Girgenti, *via Marsala*, 60 miles, fare 15 fr. From Trapani to Palermo, 68 miles, fare 20 fr.

ISLANDS.

Capri.—Pop. 6,000.—4 miles from Massa, 8 from Sorrento, and 24 from Naples; is remarkable for its picturesque scenery and salubrious air. There is no trace of volcanic formation in this island, and to this fact is attributed by many the healthiness of the climate, and the superiority of its vegetable productions; the oil, wine, and the other produce of Capri being regarded as the finest in the kingdom. Perhaps there is no spot in this neighbourhood so little known, yet so well adapted to the English taste. Here a sportsman will find abundance of quails and woodcocks twice in the year, and excellent fishing at all times—the artist, the boldest and most magnificent marine and rocky scenery—the antiquary, ruins of Roman grandeur—and the economist, cheap and excellent living. There are two very clean and decent hotels, called respectively the Vittoria, kept by Signor Pagani, and the Londra, by Signor Petagus; and were there a greater concourse of strangers, many are the small houses, now lying vacant, which could be fitted up for a trifle.

Amongst the natural curiosities of the island should be mentioned the Blue Grotto, the Green Grotto, and one recently discovered; but the lover of splendid scenery should never leave this island without spending a day on the heights. To its other attractions may be added the peculiar character of the air, which is singularly well suited to cases of bronchitis, where the soundness of the lungs can be guaranteed. Donkeys 6 car. per day, guide 6 car.

ENGLISH PHYSICIAN—Dr. Clark.

CONVEYANCES.—There is daily communication with the coast by excellent boats, which may be met with at the Porto di Massa in Naples. Other boats leave twice or three times a week for Massa, Sorrento, and Castellamare. A steam-boat goes from Naples to Capri, Monday and Thursday at 8 a.m., returning at 3½ p.m. Fare—2 piastres there and back. Market-boat daily, 10 gr.

Comino is a small island, two miles in length, between Malta and Gozo, and partakes more of the character of the latter. The two channels which it forms have from 12 to 20 fathoms water, and are safely passable by the largest ships in mid-channel, in which as so there is good anchoring ground of fine sand.

Corfu.—**HOTELS.**—

CARTER'S HOTEL, by far the best for English travellers.

This beautiful island, the principal of the Ionian group, is now a part of the Kingdom of Greece. Steamers run between Trieste and the capital, Corfu, three times a week at least, in connexion with Alexandria, Smyrna, Patras, Zante, Athens, Constantinople, Venice, Ancona, and Brindisi. The Austrian Lloyds Company charge £11 in English gold to Alexandria, £5 10s. to Ancona, and £6 to Trieste; the former being a passage of three and a half days, and the two latter from two to two and a half days; to Athens in two days by Patras; to Otranto in 1½ hours, but sometimes several days. Fares, 5 Spanish Dollars. Fares to Athens 45 fl., 30 fl., and 15 fl.; to Constantinople, 80 fl., 54 fl., and 20 fl. The Albanian mountains, form a most splendid view on approaching Corfu. On arrival there one may land at once without any trouble. Spanish, English, and Austrian silver money taken. Excellent roads all over the country, and plenty of horses and carriages to be hired. The view from the top of the Citadel is magnificent, and there is a delightful evening walk along the shore past the village of Castrades, through olive and orange groves to the One-Gun-Battery, where fable and tradition say Ulysses' ship was wrecked, and transformed into the chapel-crowned Inlet underneath the spectator's eye. An excursion to Pantaleone, a mountain pass 16 miles inland; there the view is superb. A drive to the village of Benitze, 8 miles distant; and a sea excursion to Govino, the old Venetian harbour; thence to Ipeo, with its ancient olive trees; and on to Karagol, the extremity of the bay, would each and all well repay a visit. A Greek boat costs about 12s. a-day, with four rowers. To visit the harbours on the opposite coast of Albania it is necessary to take a guardiano to avoid a quarantine of twenty-four hours on return. This costs 2s. 6d. a-day besides the expenses of the man.

MONEY.—English gold and silver; also the Spanish pillar, or Mexican dollar, value 4s. 4d.; Imperial Neapolitan dollar, 4s.; Roman dollar, 4s. 2d., and copper pence, halfpence, farthings, grains; 10 grains make a penny.

Bookseller, Mr. J. A. Taylor, who publishes an English Magazine, and is Agent to several London

bankers. Bradshaw's and Murray's Handbooks on sale; Bradshaw's Continental Railway Guides, &c.

Corsica is the third largest island of the Mediterranean, situated between the 41° and 43° north latitude, and between the 6° and 7° east longitude, 90 miles distant from the coast of France, 51 from that of Italy, and separated from Sardinia by the Straits of Bonafacio; its length is 115 miles, and its greatest breadth is 54 miles. It is intersected by a ridge of mountains running from north to south, some of which attain a height of more than 9000 feet, and are covered with perpetual snow; from Monte Rotondo, the highest, may be seen on a clear day the whole amphitheatre of the Mediterranean from Toulon to Naples, as well as the island of Sardinia; here the scenery is grand and imposing, two lakes—"Creno" and "Ino"—are situated thousands of feet above the sea level, and said to be the craters of extinct volcanoes. Its forests are the finest in Europe; the beech, birch, oak, and pines occupy the higher regions, then the chestnut trees, large and productive, covering a wide tract of land, which receives from them its name, the "Castagneccia;" the hills towards the coast are covered with olive trees, and the vine is largely cultivated in the plains, some of the wines, as those of Caporosso and Salano being excellent and well-known. The land, wherever uncultivated, is covered with brushwood, termed, "maquis," which consists of myrtle, lentiscus, cistus, and various heaths, &c. The "mouflon" or wild sheep, and the wild boar still exist in the forest, and afford good sport to the huntman. Coal, iron, marble, porphyry, and various granites are found in the island. The sparkling chalybeate waters of Orezza, 20 miles distant from Bastia, are largely used in the island, and on the Continent, and a depot is now opened in London for their sale. The sulphur springs of Guagnu, near Ajaccio, are also in much repute.

AJACCIO—15,000 inhabitants—the capital of the island but having little commerce, is situated on a splendid gulf of the same name, with magnificent views, and a mild, invariable climate; cold is unknown, and very little rain falls; being sheltered from every wind, it is a desirable winter residence for invalids. Napoleon I. was born here, and his house is preserved in its original state, there is also a beautiful family mausoleum, where his mother, Letitia, is interred, and a picture gallery, containing upwards of 1000 paintings, presented to the town by Cardinal Fesch: most of the streets bear the name of some member of the family. There is also an allegorical statue of Napoleon in marble, in the market-place, and another of himself and four brothers, nearly completed for the square. The town is very clean, and the principal street is planted with a double row of orange trees, which, as well as the lemon, are very abundant here. Various improvements are going on, and accommodation is being rapidly made for strangers.

VICÉ-CONSUL.—Mr. J. Suskai.

HOTELS.—Hotel de France, Hotel d'Europe, and Hotel du Nord, none of them very good.

BASTIA—20,000 inhabitants—is the principal

commercial town of the island, and is only 6 hours from Leghorn by steamer. The streets and shops are good; climate rather variable, and subject to winds. The Islands of Elba, Monte Cristo, and Capraja form picturesque objects as seen from the town. Bastia, as well as Ajaccio, is being lighted with gas by an English company, the works for which are nearly completed.

CONSUL.—Mr. Colnaghi; **Vice-Consul.**—Mr. Jesse. **HOTELS.**—Hotel des Empereurs, Hotel de France, and Hotel Telfier.

BONAFACIO in the south, and **CALVI** in the north of the island, small seaport towns with good harbours, are both interesting.

For further information, see "Winter in the South of Europe," by Dr. Henry Bennett.

COMMUNICATIONS.—Valery & Co.'s steamers run weekly from Marseilles to Ajaccio, Bastia, and Calvi, with the mail; on Wednesdays from Nice to Ajaccio and Bastia alternately. From Leghorn to Bastia there are steamers twice a-week, and weekly from Ajaccio to Bonafacio, and also to Porto Torres in Sardinia. The roads in the island are excellent, and diligences pass daily to and from the principal towns.

Gozo, the most northerly island, is more elevated than Malta, and is entirely circumscribed by perpendicular rocks, the highest of which are to the west and south, where they are very steep. The surface of this island is not so uneven as that of Malta. The grapes of Gozo are peculiarly fine, and are highly esteemed. Cotton and grain are also cultivated here; the air very salubrious and healthy; whilst the country also possesses very beautiful prospects. The famed Maltese lace is made here.

Ischia, island of—Pop. 28,000—20 miles from Naples. Mineral baths; fine view of the wondrous bay from Monte Epomeo, which is 2574 feet above the sea. Cheapest way to get here is by daily market-boat. Fare 10 gr. passage 3 to 6 hours.

ISCHIA is 3 hours from the Bay of Naples by steamer; it leaves the island in early morning, and returns in the afternoon. At Cassamicciola are the hot springs, which, for invalids suffering from the effects of wounds, gout, and paralysis, are invaluable. Here a few small hotels are scattered about; the best of which, says our informant, is the Piccola Sentinella, kept by Mr. Dombè and his English wife, who are the most attentive and obliging of people. The *cuisine* is excellent; and it is altogether one of the cleanest and most comfortable houses in Italy. The windows open on a broad terrace, commanding a grand prospect of the Bay, Vesuvius, the Islands of Procida, Capri, &c., as well as of Gaeta, and more distant points. This charming island, which visitors to Naples should not by any means overlook, abounds in picturesque sites and fine panoramic views.

Madeira.—British Consul David Holland Erskine, Esq.; British Chaplain, Rev. James J. Hewitt; English Physicians, Dr. Lund and Dr. Brandt; Portuguese Physicians, Dr. Pittev, Dr. Juvenal, and others.

HOTELS.—Holloway's (formerly Yates'), Estrada da Cidade; Ditto, (above town,) Caminho do Meio. **BOARDING-HOUSES**, charging about £10 per

month, all good.—Miles's, Carmo Hotel, Carmo; Reid's, Quinta das Hortas; Luscombe's, Rua da Carreira; Neal's, Rua da Pinheiro; Miss Wardrop's (for ladies), Augustias. Where there is a family, it is better to rent a villa or quinta for the winter; these can be had (furnished) from £50 to £200, according to the accommodation required.

CONVEYANCES.—African Steam Packet from Liverpool on the 24th of each month.—Fare, £20; Lisbon to Madeira, on the 15th.—Fare, about £6; Brazil Packet, from Southampton to Lisbon, on the 9th of each month.—Fare, £10.

Madira is situated in 32° 37' N. latitude, and in 17° longitude W. of Greenwich. It is distant 240 miles from Teneriffe, 360 miles from the Coast of Africa, and nearly 300 miles from the Isle of Ferro. Its greatest length is 38½ English miles, its greatest breadth 12 geographical miles, and its circumference 96 geographical miles.

Captain Marryatt writes, "I do not know a spot on the globe which so much astonishes and delights, upon first arrival, as the Island of Madeira. Perhaps he has left England in the gloomy close of the autumn, or the frigid concentration of an English winter. In a week he again views that terra firma which he had quitted with regret, and which, in his sufferings, he would have given half that he possessed to regain. When he lands upon the Island what a change! Winter has become summer; the naked trees which he left are exchanged for the most luxuriant and varied foliage; snow and frost for warmth and splendour; the scenery of the temperate zone for the profusion and magnificence of the tropics; a bright blue sky; a glowing sun; hills covered with vines; a deep blue sea; a picturesque costume—all meet and delight the eye, just at the precise moment when, to have been landed even upon a barren island, would have been considered a luxury."

The population of Funchal, the capital, is about 25,300 persons, numbering amongst them about 100 English families resident on the Island. The salubrity of the climate, the superior hotel and boarding-house accommodation, combined with the efficiency of the medical staff, have gained for this "fair Isle of the Seas," a world-wide reputation—the influx of visitors and invalids during the winter season, from all parts of the world, being very great.

BOOK STORE, Messrs. Sheffield's, Ron de Alfandega, where Views of the Island, Stationery, and Bradshaw's Guides and Hand-books can be had.

MONEY.—The money current here is the Spanish dollar, American eagles, and English gold and silver. Visitors not provided with drafts on the merchants, will find sovereigns the most convenient coin.

Malta.—Pop. 160,000.—**HOTELS:**—

MORRELL'S FAMILY HOTEL, very good and moderate Dunsford's and the Imperial, both good.

Malta is distant 160 miles from Cape Passaro, the Southern point of Sicily, and 200 miles from the African coast, 220 French leagues from Marselles, and 180 from Athens (the Piræus).

Malta is of an irregular oval figure, about sixteen miles in length, by eight or nine in breadth, and is composed of calcareous rocks, which slope like an inclined plane, from the level of the sea towards

the south and east, where they attain the height of nearly 300 yards.

Gardens are numerous in Malta, especially towards the east. They are generally ornamented with orange and lemon trees, to which the greatest attention is paid. Bees are also found in here in great abundance; the honey is delicious, and remains always liquid. There are numerous asses of strong breed. The sheep are very prolific, and number about 12,000. There are about six or seven thousand beeves maintained here; also, five or six thousand horses of all races. Besides the food produced from the soil, there are a number of boats employed in the fisheries for the daily supply of the markets. The climate of Malta is delightful, the four seasons are regularly defined, and the air is very salubrious and healthy. The Maltese are of a mixed race, principally Italian and Arab; and their language, like themselves, is an Italian-Arabic dialect, intelligible to the nations of the opposite African shore. The mercantile and higher classes speak pure Italian; English is only spoken in Valetta. The Maltese are a robust, an active, and a temperate people; but owing to a want of employment are still very poor, wasting their energies in idleness. Their condition, however, has become greatly improved since they became British subjects, new sources of industry being opened up to them, and some of them have become the best sailors in the Mediterranean.

Bookseller and Publisher, G. MUSA, 247, Strada Reale, where travellers will find all necessary Guide Books and information connected with the Island or the continuance of their voyage.

For Steam-packets, see Alphabetical List.

MONEY.—The coins in circulation are English sovereigns = 12 scudi 6 tari; the Doubleloon = 40 scudi; Spanish dollar, = 2 scudi, 7 tari, 4 gr., five franc pieces, French, = 2 scudi, 5 tari, 7 gr. A commission of 5 per cent is charged on exchanging English Bank notes, therefore gold should be taken in preference. The Maltese scudo, la. 8d. English, is divided into 12 tari of 20 grains each.

The chief town of Malta is Valetta, which is built upon a tongue of land extending into a bay, and forming a splendid harbour on each side, the projecting points of which are occupied by forts and towers, the city itself and suburbs being surrounded by impregnable fortifications, parts of which are out out of the solid rock. The streets of Valetta are narrow and steep; but it contains some splendid buildings, which still attest the magnificence and devotion of its former masters, the Knights of St. John, to whom the Island was gifted by Charles V. after they had lost Rhodes; in 1798 they were dispossessed by the French.

Cita Vecchia, or the old town, is situated in the centre of the island, and is called Medina by the natives. Its situation is so high that, on a clear day, the whole island and the coasts of Sicily and Africa may be seen at the distance of about 60 miles. The catacombs are very extensive, and of great celebrity. Near the western part of the north coast is the Calle di San Paulo, or Haven, where St. Paul is said to have tarried after his

shipwreck though some writers consider the island of Meleda on the Dalmatian coast to be that on which the apostle was cast.

Teneriffe.—This island is one of the group of the Canaries, situated in the North Atlantic Ocean, in 29° N. latitude and 14° longitude West of Greenwich. It is 50 miles in length, and 24 miles in breadth at its widest part, and in circumference 140 geographical miles.

The chief town and the capital of the whole of the islands is Santa Cruz, where the Captain-General, and all the public authorities reside. There is also another port named Oratava. The climate of Teneriffe is warm and genial during the Winter months, and by reason of its equable temperature (from 65° to 70°) and the dryness of the atmosphere, is considered a most desirable winter retreat for consumptive patients.

The accommodation for visitors is limited. Richardson's Hotel, opposite the port, is a capa-

acious, clean, and comfortable house, the terms being moderate, and the proprietors, two brothers, most attentive. There is also the Fonda di Marina, a Spanish house. The scenery is mountainous and grand, the Peak being a conspicuous object from all parts of the island. Vegetation is luxuriant, and comprises most tropical plants and trees.

BRITISH CONSUL, H. Culey Grattan, Esq. There is no English physician; Dr. José Torres Matos, a native of Las Palmas, Grand Canary, has a great reputation.

The island of Grand Canary is rich in natural scenery, has excellent roads, but no accommodation whatever for visitors. This is to be regretted, as the climate is similar in character to that of the sister isle Teneriffe.

Zante, a beautiful island near to the West coast of the Morea, celebrated for its currants, a small species of grape; magnificent views; steam communication with Corfu, Athens, &c.

THE LEVANT.

Smyrna.—HOTEL:—

DES DEUX AUGUSTES (NOLLE'S)

A large city, the second in Turkey, and the great port of Asia Minor, with a population of 180,000—(60,000 Turks, 90,000 Greeks, 10,000 Jews, 8000 Armenians, 10,000 Levantines and Europeans, besides Persians, Gipsies, &c.) The Byzantine castle is on the site of the Acropolis, and has in it many remains; the corner nearest the city is Cyclopean, and the further walls were built by Lysander. The ruins remaining in Smyrna, except the "burnt columns," are scattered.

The Frank, Greek, and Armenian quarters are well built. The Turkish and Jewish towns and bazaars are extensive and picturesque, and the city, with its strings of camels and various population, presents constant scenes of interest. There are European Greek, and Levantine casinos with Reading, Billiard, and Ball rooms. English club; Opera-house for Italian opera and Comedy; Armenian and some small theatres for occasional Italian and Greek Comedy; British club; Café Chantant, on the English Quay; Academy of Anatolia; English Literary Institution; Greek Institution; Janson's and Castellan's Libraries; English college for boys; Deaconette's Institution for English and other girls; colleges for the various denominations; English, Scotch, American, French, and German services; French, English, Greek, and Armenian newspapers; English and other hospitals; English and other Masonic lodges; English Jockey Club, with Spring and Autumn races; sea and Turkish baths.

Smyrna is a steam centre for the whole Levant; and, on account of the fruit crops, has numerous steamers to Liverpool and London. It is the great point of departure for the scenes of antiquarian interest in the interior, and has two stations for the Smyrna and Aidin, Balander and Tireh, and Boojah Railways, and for the intended Magnesia Railway.

Smyrna is a station of the Church, Jewish Convention, and American missionaries. It is a tele-

graph centre, communicating with the European and Turkish systems, with a branch to the interior.

Excursions can be made to the Baths of Diana, the Lake of Tantalus, the Cyclopean cities of Sipylius and Nymphonia, the rock-cut Niobe, the monument of Sesostris, Magnesia and Syphilum; the Cave and Chair of Homer, the Baths of Agamemnon, (sulphureous,) the Sepulchres and remains at Boornabat, the Park at Boojah, Karæth, (a bathing-place in the bay.)

The Carnival season is renowned for its masqued balls and entertainments. In the summer, the wealthy retire to the neighbouring pleasure towns and villages of Boojah, &c. M. Cousenry's silk plature is the largest in the world. Smyrna claims to be the birth place of Homer.

The most interesting archaeological and numismatic collections are those of the Chevalier Ivanoff, Mr. James Whitall, M. Lewis Meyer, Mr. Borrell, and Mr. Sofocle; the best photographic views are those in the studio of Mr. Svoboda. There are many warehouses for Turkey carpets and other local manufactures.

BRITISH CONSUL—C. Blunt, Esq.

ENGLISH CHAPLAIN—The Rev. Mr. Lewis.

ENGLISH PHYSICIANS—Dr. Chassand, M. D., Edinburgh, Dr. Politia, Dr. Pangalo, Dr. Stefanini, Dr Xidias.

ENGLISH CHEMIST—Fredk. Pertula, M.P.S., proprietor and conductor of the "British Pharmacy." The doctors in attendance at the British Pharmacy are, as above.

SOLICITOR—Edwin Hyde Clarke.

BANKERS—Imperial Bank, Messrs. Jas. Hanson, Mr. Patterson, Messrs. Amira, Mr. E. Van Lennep, (circular notes.)

BOOKSELLER—Jansen & Co., (Guide books, Maps &c.)

TAILOR—Watkins.

PHOTOGRAPHER—Svoboda.

DENTIST—Scrosopian.

CONVEYANCES—Boats, carriages, horses, and donkeys, can be hired.

Steamers to London Liverpool Malta, Tunis, Gibraltar, Marseilles, Messina, Corfu, and Trieste, Athens, Constantinople, Syria, and Alexandria Salonica, Syra, Mytilene, Scio, Chios, (in Autumn,) Rhodes, Cape Baba, (for coast of Troy,) Tenos, Dardanelles.

Omnibuses to the railway stations—Paradise, Bozjah, and Boornabat.

RAILWAY—The Smyrna and Aidin (see page 175), to Bozjah, Leidekeni, Devekeni (for the island of Samos), Toorbalu (with omnibus to Baidier, and post to Endemish), Jelad Caliveh (with post over Saladin to Aidin), Agasoolook, for the ruins of Ephesus.

Aidin.—No hotel.—There is a new Locanda or Inn, kept by a Greek,—very fair. Travellers can get good accommodation at Angelopono's, and other houses, by applying to the Railway Agency. There are good Turkish khans. This large and picturesque city has 40,000 to 60,000 inhabitants, mostly Turks. It abounds with fine fragments of the ancient city of Tralles, and particularly the Uch Guens, or Three eyes, on the hill near the house of Dr La Chapelle. The Austrian Consul and Greek apothecary have in all collections of antiquities. It is near the Mæander, and 80 miles from Smyrna. The city is very bustling and picturesque. It is a great cotton centre.

CONVENIENCES.—Smyrna and Aidin Railway to Agasoolook, and thence by post horses and Omnibuses. There is a railway omnibus to Sultan Hisar and Naaki, and post horses to Denizli and the interior.

Railway Agent—Mr. C. Whittall.

Baidier.—No hotel.—Good accommodation can be had by applying to the Railway Agency—A large Turkish town of 15,000 people, 58 miles from Smyrna, reached by railway to Toorbalu, and post-horses. A branch in progress.

Bozjah.—HOTELS:—

MANOLY'S and ALEXANDER'S.

A summer town, 5 miles from Smyrna, with 4000 people, many English residences, English, Catholic, and Greek churches, English lady's school. A railway branch from Paradise station is in progress. It is reached by railway, omnibus, hired carriages, or donkey. It is cool in summer time, and free from mosquitoes. On the plain are fine drives in autumn, on the part called the Park, and here is the Grand Stand and course of the Smyrna Jockey club, where the Spring and Autumn races are run. The Sultan's Plate is run for in Autumn. There are good pic-nic places, particularly at Homer's Cave on the Meles, near great Paradise.

Boornabat.—Here is the small hotel of Petonki, and likewise another. This is a cool summer retreat, 5 miles from Smyrna, with 4000 inhabitants, many good English residences, including the Villas of Mr. Whittall, visited by the Sultan in 1863, and Mr. Patterson's. A handsome English church, built by Mr. Whittall, English college of Mr. Turrell, &c. There are ancient remains in the mosque and cemeteries. There is a good turnpike road from Smyrna planted with trees; and omnibuses, carriages, and doukeys, can be hired.

Endemish, or ODEMISH.—No hotel. For accommodation apply to the Railway Agent. A Turkish town with 10,000 people, at the foot of Mount Timolus, 70 miles from Smyrna, having a few remains of antiquity. The ruins of Hypæpa on the pass to Sardia, are near.

Ephesus, or AGASLOOK.—Stat.—Pop 500.

HOTEL near the railway.

This is one of the great attractions of Ionia, its ancient metropolis, the birthplace of Diana, the sacred city of Pagans and Christians, and a capital of the Saracenic Sultans. Mr. Hakner's fine work on Ephesus Mr. Hyde Clarke's guide and plan, and the views of Mr. Svoboda's and the admiralty's plan, may be had of Messrs Janson Frank street, Smyrna. The ruins are spread over a wide district in which are pointed out the Cyclopean city of the Amazons, the refuge of Latona, and birthplace of Apollo and Diana, the place of metamorphosis of Sisyphus into a reed the lurking place of Pan, the watching place of Juno and asylum of Anollo on Mount Solmissus the deathplace of Orion at Otygia, the Pantentum the capture of Pasalus and Achemon by Heracles on Mount Pion, the great Agora where Antony presided in his court and leaped forth to attend Cleopatra, the temple of Diana (site disputed) the theatres, the so-called prison of St. Paul and other sites connected with the apostle, the tombs of St. John, the Virgin Mary, St. Timothy, and Mary Magdalen, &c., the school of Tyrannus, the baptistry of St. John the portico of the Agora, where Justin Martyr disputed with Tryphon the Jew, the cave of the Seven Sleepers, the so-called Mosque of Sultan Selim. The gymnasia are among the most remarkable remains. The great mosque is a fine example of Saracenic architecture. Among names connected with Ephesus, not already mentioned, are Bacchus Homer, (reputed to be born here) Croesus Artemisia queen of Caria, Alcibiades, Agesilaus Alexander the Great, Antiochus the Great Hannibal, the Scipios, Cicero, Pompey, Augustus, St. Onesiphorus, Agræa, St. Priscilla, St. Tyebicus, St. Trophimus, St. Erastus, Julian the Emperor, Tamerlane, and Sultan Soliman. The council of Ephesus was held here. Sultan Abd ul Aziz visited it in 1863 and inaugurated the new railway works.

The visitor should telegraph from Smyrna for horses to visit the ruins.

In 1863 some remarkable stalactitic caves were found in the neighbouring hills.

In 1863 the village of Uzizish was founded in the Ephesus pass for the railway labourers. Here is an English doctor.

CONVENIENCES by post horse to Aidin, Sokia, and Skalatova (for Samos).

Jumowassi.—Railway station 14 miles from Smyrna. Here are places for refreshment and a German brewery. Jumowassi is a ruined Turkish town with two mosques.

Koswonar.—Railway station 42 miles from Smyrna. Above is Goat's Castle; near is a cavern remain called St. Paul's aqueduct, and similar ones.

Kookloogh.—A summer residence, 5 miles

from Smyrna, with a carriage road, and having some clean coffee houses. The view from the cliff above (1000 feet high) is very fine.

Paghamool.—A small town in Turkish Switzerland, 85 miles from Smyrna, in the valley of the Kacgster. Here is very beautiful scenery. The only accommodation is in the kanah of the governor.

CONVEYANCE.—By railway to Toorbalu, and thence by post-horse.

Magnesia (the ancient Magnesia and Sipy-lum).—A large handsome Turkish city, of from 40,000 to 60,000 inhabitants, about 40 miles from Smyrna, and near the Hermus. There is good and clean accommodation in the Greek quarter, for which apply to the English Consular Agent. Near it is the monument of the Niobe.

CONVEYANCE by post-horse.

Nidisi, the ancient Nymphseum, about 20 miles from Smyrna, beyond Boorabat. Here are the remains of a Cyclopean citadel, and a romantic gash with springs rising. Some distance beyond is the monument of Sesostris.

CONVEYANCE by post-horse.

Mytilene Island by Austrian steamers from Smyrna, in 7 hours. Inns poor.

Nasau.—A town of 5000 people, 30 miles from Aidin, and 110 from Smyrna, with many remains of antiquity. Accommodation at the railway agency.

CONVEYANCE.—By post-horses from Ephesus station, or Aidin.

Patmos Island, the retreat of St. John, is reached from Samos.

Samos Island can be reached through Develken Station (18 miles), thence by horse to Giavokent, and so by boat to Vathi, or by railway to Ephesus station (48 miles) thence by post-horses to

Skala Nova, and so by boat either to Vathi or Tiganli. Vathi is a good sized town, but the chief objects of interest are at Tiganli, where is the Acropolis of Samos, and near it the Temple and birthplace of Juno; but the accommodation is superior. Samos can be reached in from 7 to 10 hours.

Sinidekeni has coffee-houses and a small tavern. It is a summer residence 10 miles from Smyrna, with 2000 inhabitants, and some English residences. It is reached by railway, horses, and donkeys.

Scala Nova is a port opposite Samos, with 10,000 inhabitants, 60 miles from Smyrna, and is reached from Ephesus station by post-horse. There are only small taverns.

Sokia is a town of 8000 people, 65 miles from Smyrna, and is reached by post-horses from Ephesus station. Here are the large liquorice factories of Messrs. Clarke and Messrs. Forbes. Beyond are the interesting ruins of Magnesia an Meandrum.

Siclo Island by Russian and Greek steamers from Smyrna weekly. There are poor inns. This is the central telegraph station of the English Company.

Tireh, or **TIRIA.**—No hotel. For good accommodation apply to the Railway Agency. It is a large and picturesque Turkish city of 20,000 people, in a rich country, 60 miles from Smyrna, reached by post-horses from Toorbalu station. Post-horses can be obtained for Aidin, Balinder, Endemish, Sardis, and Ephesus.

Toorbalu, a small village, railway and posting station, with a fair tavern, 29 miles from Smyrna; much frequented by sporting parties, and also by travellers to Balinder, Tireh, Endemish, Sardis, and Philadelphia. Near are the ruins of Metropolis.

SPAIN.

[See BRADSHAW'S NEW HANDBOOK TO SPAIN AND PORTUGAL, BY DR. CHARNOCK, F.R.G.S., &c. With Pictorial Illustrations, Town Plans, &c., and excellent Travelling Map for Spain and Portugal. Price 7s. 6d.]

In Spain the Railway is called CAMINO DE HIERRO OR FERRO-CARRIL.

As this kingdom is situated under the same parallel of latitude as Italy, its climate is extremely similar. In the northern parts the cold is never excessive, but the heat in the southern districts, during the three months nearest midsummer, is very great, and would be sometimes almost intolerable were it not lessened by the sea-breeze, which begins to blow at nine in the morning and lasts till five in the evening. The interior, being generally considerably elevated, is not so warm as might be expected from the latitude under which it is situated; and here the temperature is more regulated by the degree of elevation than the geographical position: It is the extraordinary configuration of this country which accounts for the aridity of the soil in the interior of the Castiles, the amount of evaporation, the want of rivers, and that difference of temperature which is observable between Madrid and Naples, two cities situated in the same latitude.

Spain, rapidly rising in importance, promises soon to regain much of its ancient vigour and importance. Railways are being constructed; its commerce is increasing, and a healthy banking interest will do great things for what has until lately been considered only a second class power amongst the nations of the earth. By position and history Spain has been and will be still a great country; its corn, and wine, and oil-producing soil, favoured by a sunny climate, has scarcely any limit.

The climate, although one of extremes of heat and cold, yet furnishes favourable months for pleasure and travel. Spain should be visited in spring or autumn; in March the cold and fogs and wintry days disappear, and to this succeeds a fine, genial, warm, and moderate heat. During March, April, and May travelling is charmingly agreeable; but we caution our tourist friends not to extend their visit until a scorching heat, a suffocating dust, and sun-glare, such as is experienced in June, July, August, and September, drive them from the country.

The summer heats subside in October. November is also a pleasant month.

The tourist may enter Spain in a variety of ways—by water from Southampton to Gibraltar; by rail and water *via* Paris, Marseilles and Alicante; by Paris, Bordeaux, Irun, Vittoria, and Burgos—this is the favoured route; *via* Urdax and the valley of Baztan; from Bayonne the traveller may proceed to Madrid, *via* Pamplona, or *via* Pau, Toulouse, and Perpignan. By Roselloné & Co.'s Diligences, in connection with the Railways, twice a day, in about 19 hours. Fares—Berlina, 40 reals; Interior, 32 reals; Rotonde and Banqueta, 24 reals. Should none of these please, there are French steamers plying round the coast from St. Nazaire to Lisbon, Cadiz, and Gibraltar, as far as Malaga, performing this distance in 10 days, and stopping a day at each of the ports. The tariff:—First class cabin, with table, 260 fra.; second class, with berth and table, 100 fra. The steamers leave St. Nazaire, on the 5th, 15th, and 25th of each month, arriving at Malaga on the 7th, 17th, and 27th of each month. This route is recommended for the variety and beauty of the coast scenery, and the advantage the tourist has of visiting so many large cities in a given time. The appointments and table met with on board the steamers cannot be surpassed among foreign steamers; they are clean, and the berths are well ventilated.

London to Madrid.—A daily morning overland mail is despatched from the General Post Office, London, arriving at Madrid in 48 hours, and Cadiz in about 100 hours; from thence, letters marked *via* Madrid are forwarded by mule to Gibraltar, arriving there in 5 d.ys.

Madrid to Lisbon.—The only route at present open is from Madrid to Merida by diligence or mail-coach, and thence by railway. The distance is about 200 English miles, and the fare in the coupé 390 reals, or nearly £4; by the mail-coach it is rather more, but only one passenger is taken by the latter. The diligences start from Madrid every day at noon; the mail-coaches at 8 p.m.—both arriving at Merida about 3 a.m. in the morning but one afterwards, (39 and 31 hours). It is absolutely necessary for travellers to take provisions with them, as there are only two halting places, Talavera and Truxillo, where any sort of food or drink can be obtained. At Talavera the diligence arrives at 2 30 a.m. and Truxillo 3 p.m. of the second day. Half an hour is allowed for meals there. At Merida nothing can be obtained.

The route by Ciudad Real is impracticable, and will be so until the line is open the whole way to Badajoz. It is finished from Ciudad Real to Puertellano, but from there to Merida the road is very bad, and there are no diligences. Railway, see page 177.

Cadiz to Madrid.—Through service by Rail and Diligence. At present it is better to book through a few days beforehand, as the Diligences are crowded. Diligences run from Almuradiel to Menjibar (page *iv), at 5 a.m.; ret. 12.30 p.m., in 9 hours; fare, about 130 reals; distance, 75 miles; and from Almuradiel to Andujar (page *iv), at 6 a.m.; ret. 11 a.m., in 9 hours; fare, about 130 reals; distance, 75 miles.

Money, in ordinary use, consists of Cuartos, Reals, Pesetas, Duros, and Gold pieces of 80 and 100 Reals. 1 Real contains 8½ Cuartos, equal to 2½d; 1 Peseta, 4 Reals; 1 Duro, 20 Reals. French five-franc pieces (silver), circulate in Spain, and are a legal tender for 19 reals. By the reformed currency, which alone is recognised by government, and by private bodies (though as yet only partially introduced into general use) the real is divided into 100 cents, and the two-quart piece is current for 25 cents. The intrinsic value of the silver duro is 4s. 1½d, and of the gold five-dollar piece (Doblon of Isabe!) is £1 0s. 6½d. In exchange for circular notes ask for gold.

Everything is paid for generally in reals, each real of the value 2½d. The silver coin Peseta is of the value of 4 reals, about 1 franc; the Duro is equal to 20 reals; the 5 franc piece, 19 reals. Choose the *old* gold pieces of 80 rials each; the gold piece of 100 rials are often counterfeit. Beware of spurious silver coin, whether pillar dollars, ½ pillar dollars, or ¼ pesetas. The most likely places for false coins are seaport towns and Madrid.

When receiving change hastily at diligence offices, hotels, or from boatmen examine your coin. Take small change before starting a journey.

GENERAL REMARKS.

Travelling at present by rail and diligence, the railways are slow but comfortable; the railway stations indifferent; the fares high; the conveniences for ladies and families very miserable.

The diligences are generally crowded, inconvenient, and dirty; they stop rarely; and Spaniards love smoke and closed windows. The diligence fares are high, if quickly £2 per day may be calculated on.

Living from 25 to 30 rials per day; but the Madrid hotels differ. The "Inglaterra" is dearest, 70 or 80 reals, or even 100 rials per day; the Hotel des Princes about 20 francs; Les Ambassadeurs, and Trois Empereurs, and Niscalena about 30 rials.

Visit Spain in spring or autumn, or not at all. Bear in mind travelling is yet laborious and expensive. A two months' tour cannot, for a bachelor, be accomplished much under £60 sterling.

Remember to keep your temper, as Spaniards will not be hurried, and have a keen sense of personal dignity. Accept a cigarette when offered, and never ask a light from your neighbour's cigar if he has already given it one to some one else.

Alicante.—*Stat.*—Pop 27,000.

HOTELS: FONDA DEL VAPOR (Steam Boat Hotel).—A large, good hotel, situated on the quay, comfortable accommodation and moderate charges.

A thriving seaport town, in direct communication by railway with Madrid, of which it is the port, and by steamers with Marseilles. It is a pretty, well-built town with fine markets, good reading rooms, and a brisk trade in wine, almonds, raisins, and matting. There are only two churches:—St. Nicolas de Bari and Sta. Maria, the former remarkable for the richness of its decorations. The collection of Medals and Paintings of the Marquis d'Algorfa is well worthy a visit. Among the paintings will be found some specimens of Murillo, Velasquez, Albert Dürer, &c.

In landing at this or any other Spanish port ascertain the proper tariff for boat hire. 2 reals for oneself and 2 for each box or package is the usual fare; but ten times this amount is sometimes demanded.

Travellers leaving Madrid *via* Alicante and Barcelona for Marseilles, or *vice versa*, are advised to book through, by doing which they, by one payment, clear the railway charges, omnibus fares, and boat hire, to and from the steamer.

The voyage from Marseilles to Alicante, takes 40 hours. Commissioners, faquines, or mozas de cordel, are found at different appointed stations in the city, they are distinguished by wearing a brass badge on the arm; they receive, for loading or unloading travellers' baggage at the railway station, 2 reals; for carrying baggage from the railway station to hotels, 5 reals. Steamers hence to Valencia, Marseilles, Alicante, Carthagena, Almeria, Malaga, Algeciras, and Liverpool, touching at Cadiz, Vigo, Carril, Corunna, and Santander. The restaurants on board most of the steamers are excellent; breakfast, 10 to 11 reals; dinner, 14 to 16 reals.

Visit the Castle; to see which send a commissioner with your card, and on it the names of friends, to the governor, who will grant a permit. A splendid view of the sea and surrounding country is obtained from the Castle. The Castle itself is an object of great curiosity. The ascent is somewhat laborious requiring the use of a carriage. A visit may also be made to the Fabrica de Tabacco and the Monument.

ENGLISH CONSUL, Col. Benj. Barrie.

CONVEYANCES.—Railway to Madrid, Almansa, Toledo &c. see page 175. Steamers to Marseilles, Malaga, Carthagena, Barcelona, Cadiz, &c., see Alphabetical List.

Almeria.—Pop. 2,700.—**HOTELS:**—FONDA DE LOS VAPORES, FONDA MALAGUENA.

An ugly town in a bleak mountainous situation. Lead and silver mines in this neighbourhood. A very fair hotel in the Alameda, kept by a French-

man. Rope and matting manufactured here from a coarse grass. A ruinous old Moorish castle overhangs the town, which possesses also a large cathedral. The steamer calls here for two or three hours, generally remaining from 6 a. m. to 3 p. m.

Aranjuez.—*Stat.*—Pop. 5000.

Situated on the banks of the Tagus and surrounded by a most beautiful and fertile country. It is chiefly remarkable for its Palace, a large and handsome building, which is the retreat of the Spanish Court after Easter. The gardens around the Palace are delightful, and from the Palace itself there is one of the finest and most extensive prospects in Europe.

CONVEYANCES.—Railway to Madrid, Toledo, Alicante, &c., see page 175.

Barcelona.—*Stat.*—Pop. 178,000.—**HOTELS.**—CAFE SEPT PORTES, good.

LAS CUATRO NACIONES, good. DEL ORIENTE LAS CUATRO PARTES DEL MUNDO.

Dinner, 12 reals; breakfast and 2 rooms, 4 to 6 reals. The passages, or second class hotels, are numerous and passable. There are several excellent baths at reasonable charges; hot and cold, fresh and sea water.

Omnibuses convey passengers to the railway station, fares variable, according to distance. There are several diligence companies which convey travellers to Tarragona, Valence, &c., corresponding with the arrival of the different trains.

Boat hire, embarking or disembarking, 2 reals per person, and 2 reals each packet of baggage.

Omnibuses and tartanes are to be found at several stations without the walls of the city, for the conveyance of the public to the environs, at very moderate fares; the tariff of prices may be seen at each station. Street fares are found at three different points in the city, fares during day time, the course within the town, 4 reals; night time, 6 reals; the first hour, 8 reals by day, and 10 reals per hour at night; the tariff is found in all the carriages.

The capital of Catalonia, situated on the Mediterranean, and surrounded by a beautiful and highly cultivated country. It is a place of great trade carrying on various manufactures. The principal objects of interest are the Cathedral, a fine gothic building, containing many beautiful tombs and some good paintings—the choir is particularly deserving of attention for its marvellous carving. The view from the tower is very fine. The Church of Santa Maria del Mar containing some rich stained glass. The library of San Juan containing 40,000 volumes, some manuscripts, and an interesting collection of coins. The Museo Salvador containing curious manuscripts, coins, a collection of marbles, a museum of Natural History and a splendid herbal. The Bourse, a fine

building containing some good statues, pictures, and fountains. The fountains are numerous and some of them very beautiful. The Rambla is a magnificent street in the centre of the town nearly a mile long. It is planted with trees and is the principal promenade. The Markets, Pescaderia, and Plateria, are very interesting.

ENGLISH CONSUL, J. Baker, Esq.

ENGLISH CHAPLAIN, Rev. Mr. Brooks.

CONVEYANCES.—Steamboats to Marseilles, Alicante, Barcelona, Malaga, and Cadiz, see list of Steamers. Diligence daily at 7 p.m. to Valencia in 36 hours. Distance to Marseilles, 67 French leagues; to Valencia, 47 French leagues. Fares to Marseilles, 80f. and 70f. Railway to Gerona, see page 173 and 174; to Lerida, Saragossa, Granollers and Martorell, see page 174.

Burgos.—Stat.—Pop. 13,000.—HOTELS:

The FONDA DEL NORTE is dear; PARADOR DE DILIGENCIAS GENERALES DI VITORIA; PARADOR DE LAS PENINSULARES; CASA DE POSTAS.

A large and cheerful town, situated on the banks of the Arlanzon. Burgos is full of interest for the antiquary, but its grand attraction is its celebrated cathedral. It was built in the thirteenth century by King St. Ferdinand, and abounds in sculpture. The interior is profusely decorated with pictures, statues, bas-reliefs, &c. There are also some fine stained glass windows, the light from which is so arranged as to produce a most astonishing effect. There are some large chapels in the aisles, containing some beautiful sculpture, painting, and monuments—one is particularly deserving of attention, the Capilla del Condestable, containing some fine sculpture by Jean de Bourgogne, representing the Crucifixion, the Resurrection, and the Ascension. The effect of the building is much injured by a number of small houses being built round it. There are many churches worth visiting, the principal of which are San Gil, San Esteban, San Nicolas, and Sant' Agueda, the church in which the Cid forced Alfonso VI., to swear that he had taken no part in the death of his brother Sancho. The Esplan is the principal promenade of Burgos: it is composed of three avenues of trees, which form beautiful shady walks. There are two other promenades worthy of notice; the Cubos and the Isla, both of which are on the banks of the river, and planted with trees and flowers. The traveller should not leave Burgos without paying a visit to the Cartuja de Miraflores and the tomb of the Cid—the former is about 2 miles out of the town, and contains the magnificent tomb erected by Isabella to her parents, Juan II. and Isabella of Castile—the latter is in the convent of San Pedro de Cardena, which once formed part of the estate of the Cid.

CONVEYANCES.—Railway to San Chidrian, Alar-del-Rey and Reinosa (for Santander), see page 171.

Bilboa.—Hotel new and comfortable, Fondadell Boulevard.

Has a theatre, with frequently an excellent operatic company. Vessels of large tonnage unload at Oloveaga, about five miles from the town. Near here are important Iron smelting works,

abundant Ore having been found in the neighbourhood.

Cadiz.—Stat.—Pop. 63,000.—HOTELS:—

BLANCO'S ALAMEDA HOTEL, the best, fine views of the bay from the windows.

HOTEL DE PARIS, DE AMERICA, DE CADIZ, FONDA DE LAS CUATRO NACIONES.

A large fortified town, almost entirely surrounded by the sea. It has a very pleasant club or casino, and good clean streets. On presenting your card at the club one of the attendants will shew you over it. An introduction is necessary for a fortnight, a subscription for a longer period. The musée contains only very poor pictures. It has also interesting fish markets, and a very fine view from the signal tower in the centre of the town. Rain water, kept in tank, is the only supply. Celebrated for the gloves and guitars made here. The Railway Station is constructed outside the ramparts.

ENGLISH CONSUL.—

CONVEYANCE.—Railway to Seville, see page 176. Steamers to Gibraltar, Alicante, Barcelona, and Malaga, see list of Steamers.

Steamers ply daily between Seville and this city, passengers are disembarked in the bay, and boats convey them on shore; 2 reals each person, and 2 reals each package. Steamers two or three times a week, on uncertain days, to Gibraltar. All baggage is examined at the custom-house, on entering Cadiz.

Cartagena.—Stat.—Pop. 32,000.—HOTELS:—

All bad. Gutierrez end of Calle Mayor, which is the best street. There are two Fondas in Calle de la Laboraria.

A small miserable town. New forts in process of construction on both sides of the harbour. The naval arsenal of Spain, pretty harbour; good casino or club-house, accessible. Railway to Murcia, &c., see page 173. Steam communication along the coast.

BRITISH CONSUL—E. J. Turner, Esq.

Cordova (CORDOBA).—Stat.—Pop. 37,000.

HOTEL:—FONDA DE LA DILIGENCIA.

A large decayed city; the streets are narrow, and the hotels indifferent. It is situated on the Guadalquivir. At one time it had a population of 200,000. It abounds in Moorish and Roman antiquities, perhaps more so than any other city in Spain. The cathedral is of course the first attraction of Cordova, and was erected, originally, by the Romans, but destroyed by the Moors, who commenced the present edifice on the old foundation in 770. The exterior is profusely and beautifully ornamented with various coloured marbles, sculptured in the most graceful designs, but of the grand effect of the interior, it would be impossible to give any adequate description. It is divided into thirteen principal naves, which are traversed by thirty-six narrow naves or aisles. The roof is supported by a vast number of columns of rare marbles, porphyry, jasper, &c., the whole, with its marvellous carving, gilding, and painting, forming an eastern scene, such as one only reads of in the Thousand and One Nights. In the Cathedral the

figure of our crucified Saviour has been cut on one of the marble pillars by the finger-nails of a prisoner: a light is required to see it. The Alcazar, the Episcopal palace, the hospital of San Sebastian, and some of the old convents are very interesting. The railway station is a short distance from the city, to the north, and near the old hill road to Seville, by the right bank of the Guadalquivir.

CONVENIENCES.—Railway to Seville, see page 176. A Diligence runs from Cordova to Granada.

Corunna.—Pop. 27,600.

HOTELS:—FONDA DEL COMMERIO in the Calle Real, the best; CAFE SUIZO; Café de los Milanese. Corunna is divided into two distinct parts, the upper or old town, and the lower or new town called Pescaderia. The latter is well built but the streets are narrow and for the most part ill paved. There are several good promenades. La Reunion much frequented during summer, is situated between the town and the ramparts, and the garden of San Carlos containing a very chaste monument to the memory of Sir John Moore, who was buried here. The tobacco manufactory is well worth a visit—it employs over 2000 hands, principally women, and turns out about 300 tons of cigars annually.

ENGLISH CONSUL, Edward Santos, Esq.

CONVENIENCES.—Silla Corrie, occupies 3½ days to Madrid, diligences occupy 5 days; diligences to Vigo, Oporto, and Madrid every evening. Steamers to all the Northern ports and to Vigo, Cadiz, &c. Also twice a day to Ferrol.

Gibraltar.—Pop. 15,000 to 20,000.—**HOTELS:** CLUB-HOUSE, GRIFFITH'S, FRANCAISE.

Exchange news-room accessible. All along the coast of Spain most disagreeable to land and embark, all being done by boats, and Gibraltar as bad as any. Wondrous fortifications; permission easily got to visit the galleries, from the signal tower of which there is a magnificent view; as also from the many other batteries. The harbour, with the coaling steamers, is interesting; as likewise the markets, with many strange varieties of fish. Oranges and other fruits very plentiful. Rain water only used here. One extensive and beautiful promenade, and a great variety of dresses, Moorish, Spanish and British.

The drive to Europa Point and back through the town to the Neutral ground and village of St. Roque is very beautiful. The military prison and convict establishment well worth seeing.

At Gibraltar the currency is different from that of Spain. Accounts are kept in dollars, reals, which have no existence, of the imaginary value of one-twelfth of a dollar, and quarts, equal imaginary of the supposed value, of one-sixteenth of a real. The coinage in actual circulation consists of Spanish gold and Specie dollars, one-half dollar (silver), Spanish quarter-dollars, and one-eighth dollar pieces, not now circulating in Spain, and there being no real quart, any coin of any country, or any tution if about the size of an English farthing, is current for the one one-hundredth and ninety-second part of a dollar, and other pieces of equal in like proportion.

CONVENIENCES:—None whatever inland; steamers on uncertain days, about two or three times a week to Cadiz, to Malaga, and to Tangiera.

Gijon.—Stat.—Pop. 7,500.

HOTEL:—PARADOR DE LAS DILIGENCIAS.

Gijon is much frequented for sea-bathing, and is for a Spanish town, remarkably clean, but presents nothing of interest beyond its port, which is good and safe; a fine arched gateway, called *de Infante*, built by Charles III; the palace of the Marquis de San Esteban; the college, founded in 1797; the tobacco manufactory employing upwards of 1200 hands. The trade is rather extensive and there are large shipments of coal from here.

CONVENIENCES:—Railway to Sama, see page 176. Steamers to Santander and Corunna, but only in fine weather. Diligences to Oviedo at 8 a.m. and 2 p.m., fare 20 reals.

Granada.—Pop. 65,000.—**HOTELS:**—

PARADOR DE LOS DILIGENCIAS, FONDA DEL COMERCIO.

FONDA DE LOS SIETE SUELOS, in the garden

the Alhambra, possesses many advantages.

There are many Boarding Houses, both clean and reasonable.

A fine old town, stands 3000 feet higher than Malaga, very fine Prado with noble old trees, fountains, &c. In the Capilla de los Reyes attached to the Cathedral, are the magnificent tombs of Ferdinand and Isabella, of Juana and Philip; below are their plain coffins which may be seen at the close of the afternoon service. Handsome churches, and beautiful environs, with lofty snowy mountains about 20 miles off. The great charm and point of interest is the Alhambra, which is now, though too late, being zealously put in repair. It is open in the forenoon, and from 4 to 7 p.m., a guide and also a fee to the conservator is necessary for the first visit, but not afterwards; besides its internal architectural beauties, the views from it are fine and very interesting, commanding our Duke of Wellington's estate, the gipsy town, &c.

The ALHAMBRA, justly the pride of Granada, stands on a lofty eminence between the rivers Doura and Xenil, and derives its name from the red colour of the materials with which it is built. The word alhambra signifies the red house. This ancient palace of the Moors' kings, is, in point of workmanship, perhaps, the most beautiful extant. The ascent to it is (unique in its style of architecture) through a shady and well watered grove of elms, abounding with nightingales. You enter first into an oblong court of 150 feet by 90 feet, with a basin of water in the midst of 100 feet in length, encompassed by a flower border; at each end is a colonnade. Hence you pass into the court of the lions, so called because the fountain in the middle is supported by lions; it is adorned by a colonnade of 140 marble pillars. The royal bed-chamber has two alcoves adorned with columns, and a fountain between them in the middle of the room; adjoining are two hot baths. The great hall is about 40 feet square, and sixty in height, with

eight windows and two doors, all in deep recesses. Between this and the oblong court is a gallery of 90 feet by 16 feet. All these lower apartments have fountains, and are paved either with tiles or marble in checkers. The idea of the ceiling is evidently taken from stalactites, or drop stones, found in the roof of natural caverns. The ornaments of the friezes are Arabesque, and perfectly accord with the Arabic inscriptions which are here suited to the purpose for which each apartment was designed. Thus, for instance, over the entrance of the hall of judgement is the following sentence, "Enter, fear not; seek justice, and justice thou shalt find." A handsome staircase leads to a suite of apartments intended for the winter.

The Carteje Convent is one of the lions of Granada. The extraordinary paintings in the passages; the cabinets and marbles in the church are most beautiful.

Bensaken and his son, and José Finenez, are excellent guides for the Alhambra.

The studio of M. Contreras, who is entrusted by her Majesty with the restorations of the Alhambra, will well repay a visit. A branch line is in contemplation to unite Granada with Cordova and Malaga.

The Route from Gibraltar by Ronda is very grand, but is three days mule journey and not without danger; by mules from Malaga two long days; by diligence from Malaga 16 hours going and 14 hours returning, and though bad is perhaps preferable. Here as at Malaga, Madrid, Seville, and Cadiz, the peculiar style of Spanish female beauty is striking.

Diligence to Cordova twice daily in about 30 hours.

IRUN.—Pop. 4,500.—**HOTEL PARADOR DE DILIGENCIAS.**

A small town situate on the left bank of the river Bidasoa, near the French frontier, on the route from Bayonne to Madrid, and is a station on the line from Madrid to Bayonne.

CONVEYANCES.—Diligences to Pamplona and Bayonne. For Railway, see page 171.

Jerez-de-la-Frontera.—*Stat.*—Pop. 35,000. **HOTEL DE JEREZ.**

A large and remarkably well-built town, celebrated for its wine. It is surrounded by extensive estates, chiefly devoted to the cultivation of the vine. The wine cellars will repay a visit, particularly those of Mr. Domecq, which contain 15,000 pipes of wine, some of which is 100 years old; and those of Gonzales, Dubose, & Co. The buildings worthy of notice are: the collegiate church with its library and museum, containing 2,500 volumes, and 12,000 medals of great antiquity; and the *casas municipales*, a fine old building of the sixteenth century. A short distance out of the town are the ruins of a fine monastery, with a fine doric façade, ornamented with statues and pictures.

An early train from Seville will give time to pay a visit to the immense cellars of M. DOMECC, and then on to Cadiz in the evening. The different kinds of Sherries are well worth tasting, some is as much as a guinea per bottle.

CONVEYANCES.—Railway to Trocadero, Cadiz, and Seville, see page 176.

LEON.—Pop. 7095.—**HOTELS:**—**PARADOR DEL NORTE:** PASADA DE LOS CATALANES CASAS DE PUPILS (lodging and board), on the Santa Domingo. A PASADA on the Rastro.

An ancient city surrounded by walls, and capital of the province of the same name. The cathedral is one of the most extraordinary specimens of gothic architecture extant. The walls are 120 feet high, and by some travellers are considered to surpass the celebrated Dnomo of Milan, for lightness and richness of decoration. The principal façade is composed of five ogival arches ornamented with sculpture, and statues to the number of forty, the whole surmounted by two beautiful and lofty towers. The interior is superbly decorated with sculpture and stained glass. The other objects of interest in Leon are the monastery of San Marcos; the *Plaza Mayor*, surrounded by fine buildings, much frequented by the elite of the town; the *Casa de los Guezmanes*, a magnificent palace; the *Casa Consistorial*, devoted to municipal fêtes. There are also a number of convents, a library of 5,000 volumes, and a good theatre capable of accommodating 1,500 persons. Outside the walls of the city there are some good promenades, the principal of which is the *Paseo de San Francisco*, a large square planted with trees, having on one side a convent, and on the other a bull-ring.

CONVEYANCES.—Diligences to Valladolid and Oviedo every other day, and Postas Generales every day. A carriage with nine places in the interior, and four on the imperial (*coupe*) runs between Valladolid and Oviedo, and *vice versa*.

For Railway, see page 177.

Lerida.—*Stat.*—Pop. 13,300.

A pleasant and busy town on the road from Barcelona to Saragossa. The new cathedral is a fine corinthian building, containing some good carving and sculpture. The old cathedral, built in the thirteenth century, is a ruin, but still presents some rare studies of the byzantine-gothic style to the antiquary; the cloisters are particularly worthy of attention. The church of San Lorenzo, founded 1149, is also deserving of attention. From the tower of the old cathedral there is a magnificent view, extending as far as the eye can reach, over a beautiful and fertile country.

CONVEYANCES.—Railway to Saragossa and Barcelona, see page 174.

Madrid.—*Stat.*—Pop. 280,000.

HOTEL PENINSULARES, 18, Calle Alcala, close to the Puerto del Sol and the Post Office. First-class for families and gentlemen.

HOTEL DES QUATRE NATIONS, 19, Calle de Arenal. **GRAND HOTEL DE PARIS**—very good, and situated close to the Puerta del Sol.

HOTEL LOS PRINCIPIES, Puerta del Sol. Excellent house, most comfortable and reasonable.

Café—La Iberia, Café Suizo.

CASAS DE HUESPIDES.—Boarding-houses in no way distinguished by sign or name; but when unoccupied a sheet of white paper is seen suspended *Prado*. There are three theatres, several academies from the corner of the balcony. There are many of these houses in Madrid, and in most of the principal towns in Spain. Excellent and clean apart-

ments with board and service, at 20, 25, and 30 reales per day. Travellers intending to remain a month or two in the capital, are advised for their own comfort to resort to one of these houses.

In the province of New Castille, and the capital of the kingdom, which it was declared by Phillip II., from its being supposed to be in the centre of Spain. It is built in an uninviting locality, on some sandy hills upon the left bank of the Manzanares; but the view from the Queen's Palace of the Guadarrama range is very fine. Round the city the country is quite desert, except in the valley of the Manzanares, where there are some orchards and woods. The city is about 8 miles in circuit, and contains upwards of 8000 houses, with 146 churches and other religious buildings, 18 hospitals, 13 colleges, 15 academies, 15 public libraries, 6 prisons, 15 granite gates, 85 squares, and *plazas*, 33 fountains, and 50 public wells which supply the city with a little excellent water brought from the mountains, 30 miles distant. The modern part of the city is fine, having good houses, and straight streets paved with flint, and lined with foot-pavements. The *Calle de Alcalá* is one of the finest streets in Europe, and is probably the only very fine street in Madrid. The *Puerto del Sol* is a large open area, where eight of the principal streets meet, and in which there is a great thoroughfare. Many of the convents, which gave such a gloomy aspect to the streets of Madrid, in common with the other large towns of Spain, have lately been removed. The royal palace is a most magnificent place; it is a large square edifice, each front 470 feet long and 100 feet high, all built of white stone, and enclosing a court 140 feet square. On the south side of the palace is the royal armoury, which contains the greatest treasure of historical weapons in the world. The Palace was open to strangers until some abused the privilege, and now the interior is with difficulty shewn to strangers. No fee is necessary for admission into the Museums; a passport and registry of name is all that is requisite. The royal stables are worthy a visit. 360 horses, 250 mules, and 124 carriages, with endless apartments for livery dresses and harness rooms are to be seen. The bull fights are generally on Sunday and Monday; the office for tickets is in the *Calle de Alcalá*; an early application is necessary to ensure good seats. The bull fights, although inferior to those of Seville, yet, at times, are very full of excitement and danger. The ring, unlike that of Seville, has no screens for the men to run behind and escape from the charges of the bulls, consequently the men leap the barriers, and at times are followed by the bulls. The death of Pepete, the veteran matador, a short time ago is still fresh in the public recollection. There are three public walks: the *Prado*, 2 miles long, from north to south; on the east of the city, with rows of trees and several fountains; the *Paseo de las Delicias*, along the Manzanares, on the west side of the city; and the *Bolea Retregardens* to the east, beyond the old literary institutions; among which are the Royal Spanish Academy, containing museum of Natural History, and a few very fine pictures, the

Royal Academy of History, and the *Estudios Reales de San Isidro*, a kind of university, which has sixteen professors. The two largest libraries are, the Royal Library, containing 200,000 volumes, some valuable manuscripts, and a rare collection of coins, illustrative of Spanish history; and the Library of San Isidro, containing 60,000 volumes. The *Museo* is a magnificent gallery of 2000 pictures, of which 46 are Murillo's, 10, Raphael's, 62, Rubens', 64, Velasquez', 34, Tintoretto's, and 43, Titian's, and contains some sculpture; to obtain admission a fee only is necessary; the New Museum was opened on the *Dos de Mayo*, 1842, by Espartero, and has also some works of art.

ENGLISH CHURCH SERVICE, at the British Legation, every Sunday, at 11.30 a. m., by the Embassy Chaplain, the Rev. W. A. Campbell.

The principal Madrid Diligence Offices are in the *Calle Arcales* and *Calle del Correo* of the city.

CHURCHES.—At the *Atocha* is a very ancient and remarkable image of the Virgin Mary, to which miraculous powers are attributed, and to which the most magnificent dresses and jewellery have been presented, which may be seen on application to the Sacristan.

In the environs of the city are the royal residences of *La Casa del Campo*, *La Florida*, *Mongloa*, *Zarzuela*, and *El Pardo*. There are four bridges over the Manzanares.

EXCURSIONS FROM MADRID.

1. ESCURIAL, about 20 miles off, reached by rail. The Escorial is a magnificent edifice, and is considered one of the wonders of the world. The staircase, tomb of the Spanish kings and queens, white marble statue of Christ, and tapestry will fully occupy an entire day. Ask when there for the Sacristan, who can alone show the Mausoleum of Spanish Monarchs, the chapels, and other wonders of the place.

2. TOLEDO.—Reached also by rail. The 8.25 a. m. train from Madrid arrives at 11 a. m. at Toledo. The cathedral, alcazar, Moorish mosques, and the town are well worth seeing.

3. ARANJUEZ.—Proceed by rail. The gardens, and walks, and palace by the river side are picturesque. Whilst at Madrid the casino or club forms an agreeable lounge. Any member can introduce a stranger for a period of 14 days by the payment of 12s.; for a longer period the fee is £10. *Rouge et noir* at 1½ p. m., when the rooms are greatly crowded for the purposes of play. Madrid is cold and damp in winter; hot and dusty in summer. The agreeable months are March and April, October and November; the remainder of the year is almost unbearable.

Madrid is about 680 miles S. S. W. of Paris, and 265 N. E. of Lisbon.

The railway, extending now from Paris to Madrid, renders the journey to Madrid comparatively easy.

For Railway information, see pages 34, 39, and 71. For Steamers from Bayonne, see Alphabetical List. Diligences to Seville.

There are several public baths at 6 and 8 reales per person. Baths at one's domicile, including linen and servant, 14 to 16 reales. *Letters Post Restante*

at Madrid are entered alphabetically on a placard and numbered. When a letter is applied for by the traveller, he should first examine the daily list of letters which is posted in a prominent place in the post office, select the letters he claims, and present this at the Bureau, when the letters will be at once delivered to him.

BRITISH EMBASSY, 9, Calle Torrijas.

ENGLISH CHAPLAIN.—Rev. J. N. Woodroffe

Postage stamps can be purchased at all tobacco merchants. Letters for France or England received up to 5 o'clock at the post-office.

Mail coaches, Silla Correo to Badajoz, 375 reals, Barcelona, 368, Bayonne, 500, Corunna, 466, Oviedo, 374, Seville, 525; about 40 lbs. is allowed each passenger of baggage. Diligences to all parts of Spain.

Malaga.—Pop. 92,611.

HOTELS:—VICTORIA; DE L'ORIENTE; DE L'ALAMEDA; DE LA DANZA.

Board and lodgings from 24 to 30 reals per day. There are good Casas de Pupilos, and several establishments of excellent baths.

This city, which may be reckoned the fourth in Spain, is situated at the head of a bay, surrounded by hills, in the midst of a delightful country, producing wines and raisins, with almonds and other fruits in abundance, in the exportation of which its trade principally consists. Possesses a good reading-room; also a bull-ring, capable of accommodating 12,000 persons. It is much frequented by British invalids during winter for its charming climate, snow or ice being things almost unknown. The buildings worthy of notice are: the cathedral, a vast edifice commenced by Philip II. at the time of his marriage with Mary of England; it contains a beautiful choir, some good paintings, and in the side chapels, some remarkable altarpieces, one constructed of marble in the chapel of *la Encarnacion* is particularly deserving of attention. From the tower of the Cathedral a magnificent panorama is presented. The church of *los Santos Martires*, the interior of which is very richly decorated, and also contains some good sculpture. The Episcopal palace, with a fine marble portal, and the Hotel de Ville with its beautiful facade. There are a number of fine promenades, the principal of them is the *Alameda*, which extends from the *Atarazanas* to the port. It is a fine avenue planted with trees, among which, at frequent intervals are placed statues and marble benches, and there are two fine fountains placed at either end. There is also another promenade deserving of notice: the *Colle Hermosa*, which commands a fine view of the bay. Living not dear; most people have private apartments, and take their meals at the Hotel de Alameda. Apartments and living should not exceed two dollars per day. There is a club and reading-room, but little society.

BRITISH CONSUL.—W. P. Mark, Esq.

ENGLISH CHURCH SERVICE is held in the Consulate house, by the Rev. Charles Herriot.

CONVEYANCES.—Railway to Alora, see page 176. Diligences daily to Granada, and thence to Madrid. Steamers to Gibraltar and Cadiz, about twice a week; also to Llabon, Vigo, and St. Nazaire once in every ten days. To the Eastern ports of Spain

and Marseilles, once or twice a week, all on uncertain days.

See special account of Malaga in Dr. LEP's "Spain and its Climates."

Matara.—Stat.—Pop. 17,000.—PARADISE, GOOD.

A thriving manufacturing town, and seaport of Catalonia. It contains a fine old church with some good wood carving and a few capital paintings. The Hotel de Ville and the College are worthy of notice. At a short distance from Matara are the baths of Argentina, the waters of which are carbonated, and efficacious in the treatment of nervous complaints.

CONVEYANCES.—Railway to Barcelona and Gerona, see page 173.

Pamplona.—Stat.—Pop. 17,000.—HOTELS:

FONDA DE OTERMIN, though bad, is the best.

FONDA DEL INFANTE; PARADOR GENERAL.

Living and lodgings 25 reals per day. The Infante near to the Diligence office. Dinner, 12 reals.

A well-built town, situated on an eminence commanding extensive views of the surrounding country. The cathedral, founded in 1023, is a handsome gothic building, with a magnificent facade in the grecio-roman style, but which has the effect of destroying the harmony of the whole. It is surmounted by two towers of the most graceful construction. The interior is profusely decorated with carving, iron-work, and sculpture. The cloister is particularly deserving of attention, and contains some splendid monumental sculpture. On one side of the cloister is a door leading to the *Salle precieuse*—the pillars of this door are formed by statues of the angel Gabriel and the Virgin Mary, while the door itself is richly carved with scenes from the life of the Virgin. The other buildings worthy of notice are the Hotel de Ville, a fine old edifice, containing a curious mosaic pavement, portraits of the twelve kings of Navarre, and some curious jewels; and the palace of the *Deputacion*, containing some good paintings and curious MSS. The principal of the promenades is the *Taconera*, commanding a splendid view of the valley and mountains beyond. There are a theatre and a bull-ring, the latter capable of accommodating 10,000 spectators.

There are diligences every two days to Estella, Fuente la Reyna, Logrona, Tafalla, and Peralta.

CONVEYANCES.—Railway, see page 173. One hour diligence to Tolosa.

Port St. Mary's.—HOTELS:—VISTA ALBERA best; FONDA DAL COLMADA.

A small town on the opposite side of bay from Cadiz, remarkable only for its shipping port and wonderful sherry cellars. Good casino here.

ENGLISH CHAPLAIN.—Rev. T. Garnett, M.A.

Sabadell.—Stat.—Pop. 16,000.

A bustling manufacturing town, containing more than 100 factories, principally devoted to the manufacture of wool and cotton, and employing upwards of 10,000 workpeople. It is called the Manchester of Catalonia.

CONVEYANCES.—Railway to Barcelona, and Sagrera, see page 174.

Salamanca.—Pop. 14,000.

HOTELS:—DE LOS TOROS; DE LAS DELICIAS.

Salamanca is one of the most ancient cities in Spain, the great seat of learning, and nicknamed the "Mother of Virtue, Science, and Art." It is situated in a hollow and surrounded by walls, pierced by nine gates, one of which the *Puerta de San Pablo* is worthy of attention. The cathedral is a fine gothic building with three remarkable porches, ornamented with statues, and sculpture representing various scenes in the life of Christ. Above the portal rises the celebrated tower of Salamanca, richly adorned with statues, bas-reliefs, and medallions of saints and illustrious men, &c. The University, the pride of Salamanca, at one time ranking as the first in Europe, contains nothing remarkable beyond its library which has about 60,000 volumes. The other colleges are the *Colegio Jesuites*, with a fine porch; the *Colegio Viejo*, containing a fine staircase in the same style as the celebrated one at Madrid, a museum, a collection of Chinese paintings, and some old pictures by Fernando Gallegos. There are twenty-five churches, but none of them deserving particular attention; also a number of convents, the principal of which is the convent of *Santo Domingo*, containing a beautiful gothic chapel and a good library. Outside the gate *del Rio* is a rare old bridge of twenty-seven arches whose date is unknown but it is certain that it was repaired by the Roman Emperor Trajan. The site of the Battle of Salamanca. Two heights rising out of the plain, called the *Arapiles*, are about $1\frac{1}{2}$ league from the city. On 21st July 1812, Wellington and Marmont met. The French and English armies there contested the severest and most destructive engagement fought in Spain. The victory rested with the English. Neither armies wished an engagement; but the battle was brought about by the imprudence of the French General.

CONVEYANCES.—Diligences to Madrid and Valladolid, and Ciudad Rodrigo daily.

Santander.—*Stat.*—Pop. 20,000.

HOTELS:—DEL COMMERCEO on the quay, excellent; EUROPA, FONDA DE BOGIO, EL PARADOR DE MOREL.

Capital of the province of the same name, a seaport of the first class, situated on a magnificent bay, accessible at all times of the tide to the largest vessels. The bay varies from two to three miles in width and is four miles long. There are no buildings of any interest in Santander, with the exception of the tobacco manufactory, which was formerly a convent, where cigars and tobacco are manufactured to a large extent, giving employment to upwards of 1,000 people. Santander enjoys a large trade with Great Britain, France, and America, the chief articles of export being wheat and flour of a superior quality from the Castilles.

ENGLISH CONSUL, Lieut. March. R.M.

CONVEYANCE CHAPLAIN.—Rev. Mr. Cundon.

CONVEYANCES.—Railway see page 172. Steamers to Bayonne, San Sebastian, Corunna, London, Liverpool, &c.

Saragossa.—Pop. 60,000.—HOTELS:

HOTEL DE L'EUROPE.

A most interesting town, containing two cathedrals, a curious leaning tower, and many picturesque houses in its unique streets.

CONVEYANCE by Railway, see page 173

Seville.—Pop. 112,000.—HOTELS:—EUROPA, LA REYNA, FONDA DE MADRID, &c.

HOTEL DE LONDRES, HOTEL DE PARIS, room, dinner, and breakfast, 30 reals per day; coffee after dinner, 1 real.

This is the capital of the province of Seville, and an archbishop's see, lying on the banks of the Guadalquivir, 45 miles from the Atlantic, and 212 S.S.W. from Madrid. Seville is adorned with many fine public buildings, the most noteworthy of which are the cathedral, supposed by some to be the largest church in the world, next to St. Peter's at Rome, partly Roman, and partly Gothic in style; it possesses a large organ of 5400 pipes, and a Moorish steeple of curious workmanship, consisting of three towers with galleries and balconies, surmounted by a *giraldá* or weathercock, and it is said to be 350 feet high, which be sure to ascend; a fine public square, in the midst of which is a beautiful fountain; the splendid palace of the Archbishop; the royal palace called the *Alcazar*, some parts of which are as fine as the Alhambra, one mile in extent, and flanked by large square towers, built with stones brought from the ancient temple of Hercules; the Exchange, a square building of the Tuscan order, each side of which is 100 feet long, and three stories high, where the records of the Spanish navigators are kept; the tobacco manufactory a large building with twenty courts, erected in 1757, at a cost of £390,000, in which 5000 women are employed. There is also a large foundry and artillery depôt. The university contains nine colleges; and there are 120 richly endowed hospitals. Seville contains a charming casino, English and French papers, &c.; the Casa del Ayuntamiento (town house); fine old Moorish building; a beautiful modern palace of the Duke de Montpensier, some choice Murillos in the musée, and good paintings in the convent of La Caridad. A guide is very essential. The Murillos in the Cathedral are almost invisible, owing to the want of light. The Holy Week, *Santa Semana*, presents Seville in all its glory. This extraordinary festival commences about the middle of April. On Thursday and Friday the religious processions begin, at 4½ p.m. each day, and last till sunset. The Duke and Duchess of Montpensier preside, and six representations of the life and death of our Saviour are represented. The Virgin is gorgeously decorated in various costumes. Saturday is quiet. Sunday is devoted to bull-fighting. On Monday and Tuesday the great Seville fair is held, and on Tuesday a second bull-fight, and this terminates the festival. A new suite of rooms are in process of preparation for the reception of the paintings of Murillo. The bull-fights at Seville are the best in Spain, owing to the peculiar wildness, strength, and breed of the bulls. Tickets must be procured early, as they are all bought up in fifties or alcazes to be retailed at exorbitant prices. The Alcazar has been richly embellished and decorated at the expense of the Duke of Montpensier. If curious in bull-fighting, visit the bulls (the night before the fight) on the plain outside the town, or see them driven in at 5 a.m. on the day

of the fight. The oranges of Seville deserve the reputation they have obtained. If desirous of visiting Seville during the Santa Semana, write weeks beforehand to secure apartments in the hotels; for living is doubled in price in them during Holy Week. Make an agreement when taking apartments: 60 rials a day is not considered very excessive. The river Guadalquivir is nearly equal to the Clyde, while the traffic on it is small. Formerly, Seville had an immense commerce, having been the principal entrepôt of the South American trade; but its principal trade now-a-days consists of the export of oranges. The river is crossed by an iron bridge, and on the other side is the suburb of Triano, where was the house of the Inquisition. The neighbouring country is very fertile, producing wine, corn, oil, &c. Seville was occupied by the French from 1810, till after the battle of Salamanca, in 1812.

CONVEYANCE.—Rail to Cordova, and to Cadiz, page 176; the railway stations are outside the walls, and close to the gate of San Fernando.

ENGLISH CONSUL.—Julian B. Williams.

St. Sebastian.—Pop. 12,000.—**HOTELS:**

PABDO REALE is the best; Spanish and French spoken. **FONDA NEUVA**—this hotel is much frequented by English and American travellers.

A town on the Bay of Biscay, about 12 miles from Irun, celebrated for its siege by the British army under the Duke of Wellington. The situation is delightful, and any traveller at Bayonne will do well to visit it for a day or two. Lovely view from the rock. Graves of many English killed in 1813 and 1836.

CONVEYANCES.—Railway to Irun (for Bayonne), and Bessain (for Madrid), and Pampalona, see page 171. Steamers to Bayonne, &c.

Tangiers (Africa).—**HOTELS:** La Escocesa; Ashton; Français.—All clean and decent.

Three hours from Gibraltar. Steamers twice a week, or oftener, but on no fixed days.

No traveller should omit to visit this place, in order to obtain a glimpse of oriental life. It is interesting as having belonged to England from 1662 to 1684. The castle, bazaars, and gardens of the consul are worth seeing.

RESIDENT MINISTER AND CONSUL GENERAL.—Sir John Hay Drummond Hay, K. C. B.—**CONSUL** T. F. Reade.

Toledo.—*Stat.*—Pop. 26,000.—**HOTELS:**

FONDA DE LINO, good; **FONDA DEL NORTE Y MEDIODIA**; **FONDA DEL ARZOBISPO**; **FONDA DE LOS CABALLEROS**, &c.

An ancient city, 40 miles from Madrid, stands on a hill, at the foot of which flows the Tagus. Streets narrow; massive Alcazar; magnificent cathedral, in which there is a fine choir, and lofty altar; and many chapels, including one in which the Mozarabic Ritual is used. St. Maria la Blanca, and El Transito, formerly Jewish synagogues. St. Tome. The sword manufactory still survives, but the city is quiet and seems to have retired from business.

Travellers to Toledo, who do not return to Madrid, and wish to go South, should not stop at the Junction itself (Castillejo), where there is neither waiting-room nor Buffet, but return as far as Aranjuez, at which all the trains stop, where they will find refreshments.

CONVEYANCES.—Railway to Madrid and Alicante see page 175.

Valladolid.—*Stat.*—Pop. 42,000.—**HOTELS:** **FONDA DE SIGLO**—the best; **FONDA DE PARIS**; **PABDO DE LAS DILIGENCIAS POSTAS GENERALES**; **PLAZA SANTA ARMA**.

This city was formerly the capital of Spain, and is still the capital of Old Castile. It possesses an university, a museum which contains the best examples of Spanish carving in wood, fine cathedral of the classical order, many interesting churches, and large convents now applied to secular uses.

CONVEYANCES.—Railway, see page 171. The canal diligences (on the canal of Castille) leave daily for Palencia, and *vice versa*; tariff, 12 reals per person.

Valencia.—*Stat.*—Pop. 106,435.—**HOTELS:** **DE PARIS**, one of the best; **HOTEL FONDA DEL CID**, very comfortable.

HOTEL VILLA DE MADRID, **FONDA FRANCESA**. Board and lodgings at hotels, 25 reals per day.

This, the capital of the province of the same name, and the see of an archbishop, is a large and beautiful city, seated on the banks of the Guadalquivir in a fine and fertile plain; the approach by railway from Katavia through the Huerta is unrivalled, rice, wheat, barley, pepper, citrons, oranges, pomegranates, olives, and palm trees growing in astonishing luxuriance. It is one of the busiest places in Spain, possessing manufactories of cloth and silk, and extensive printing establishments, which produce the greatest number of books in Spain, next to those of Madrid. The university is the most frequented in the kingdom; and the cathedral has a steeple 130 feet high, while one side of the choir is incrustured with alabaster, and adorned with splendid paintings of subjects taken from Scripture History. It contains many fine examples of Jeanes the Valentinian painter, for which enquire. The palace of the Viceroy that of Cluta, the monastery of St. Jerome, the Exchange, & the Arsenal, are worth noting. A beautiful panorama is presented from the tower of the Cathedral. From this spot, two or three years ago, a young, beautiful, but jealous wife, threw herself off, and was dashed to pieces. Visit the market: observe snails, frogs and flowers for sale.

A spacious Alameda or public promenade, the Grao or harbour 3 miles distant. The markets of Valencia worthy of special attention. There is also sea-bathing, and carriages called Tartan apply to the sea shore.

BRITISH CONSUL.—C. Barry, Esq.
Railway to Castellon, Grao, Almansa, Madrid, Alicante, see page 174, 175, 176.

Diligences to Tarazona and Barcelona daily.

From pages 409 to 524, see SPECIAL EDITION, Price 3s. 6d., Published on the 1st of each Month, which contains an additional amount of useful information [and Maps not found in the 1s. 6d. Edition.

ITINERARY OF THE ALPINE PASSES AND ITALIAN LAKES.

Itineraries to the ALPINE PASSES and ITALIAN LAKES for the use of Travellers generally, but more especially for those who are already in Switzerland, or the Tyrol, and who Travel by means of public conveyances, on high-roads, by Diligence or otherwise, by Rail or by Steamer.

The modes of conveyance,—the time occupied *en route*,—the probable expense of the journey,—together with a list of the best Inns and halting-places are given. Tourists are supposed to start from the termination of the Swiss, Bavarian, and French railways.

They can also make selection from any one of the different passes, starting from or leading to Innsbruck, Bregenz, Coire, Sion, St. Michel, Briançon, and Nice.

ALPINE PASSES.

SIMPLON.
ST. GOTTHARD.
BERNARDINO.
SPLUGEN.
STELVIO.
BRENNER.
MONT GENÈVE.
MONT GENEVER.
COL DI-TENDA.

ITALIAN LAKES.

LAGO MAGGIORE.
DI ORTA.
DI VARESE.
DI LUGANO.
DI COMO.
D'ISEO.
DI GARDA.

ITINERARY

OF THE PASS OF THE SIMPLON.

Leaving the Railway at Sion, proceed by diligence to Brieg, 42 miles, time 5 hours, cost 7 frs. 75 cents; from Brieg by diligence to Domo d'Ossola, 52 miles, time 12 hours, cost 14 frs. 50 cents. Proceeding thence to Arona at the foot of Lago Maggiore, and ascending the same, the tourist would choose between the Bernardino and the St. Gothard passes for his return route. The expense and time occupied are about equal. Selecting the Bernardino for the return route, the calculation will be made accordingly. From Domo d'Ossola by diligence to Baveno; boat to Isola Bella and back, thence by Steamer, three times a day, in about 2½ hours; cost, 2 francs, to Arona, 22 miles; from Arona ascend the Lake by steamer to Magadino, 50 miles, time 5½ hours, cost 4 frs. 85-cents; thence by diligence to Bellinzona and Bernardino, 49 miles, time 10 hours, cost 14 frs.

50 cents; thence to Coire by diligence, 58 miles, time 9 hours, cost 12 frs. Total expense for the tour of the two passes, and the Lago Maggiore, distance 303 miles, time 58½ hours, cost 78 frs. 60 cents. The best season to pass the Alps is from 15th June to 30th October. From the Italian side of the Alps the passes are approached from Domo d'Ossola, Bellinzona, Chiavenna, Fenestrelles, Cuneo, Susa, Trent, &c. In the winters of 1829 and 1838, the writer of this made two journeys from Arona to Geneva on a sledge, in about 40 hours each journey, the travelling free from danger, and most agreeable, the cold anything but intense.

PASS OF THE SIMPLON.—This stupendous undertaking was commenced by order of Napoleon, in 1801 (after the battle of Marengo), and was finished in 1806, at a cost of £5,000 per mile; upwards of 25,000 workmen were employed daily on this magnificent road, which measures throughout the passage 25 feet in width. There are 60 bridges thrown across the rocks, 302 viaducts, 5 tunnels hewn out of solid granite, and nume-

rous galleries which required great skill and ingenuity to construct. French engineers executed the road on the Swiss side of the mountain, while the most difficult and almost insurmountable part, on the Italian side, was accomplished by the distinguished Chevalier Fabbioni (author of the Collection of Wax-work in Florence.)

Contemplating the extraordinary height of the Simplon (6,578 feet), the numerous and fearful precipices, with which it abounds, the impetuous torrents, which fall from its declivities, and the tremendous avalanches, by which roads are rooted up, and rocks overthrown, we must acknowledge that men who could form a road, exempt from the appearance of danger, conducting the traveller quickly and safely through regions of snow, deserve the highest honour their country and posterity can bestow. In no instance have we record of the ancient Romans having achieved a similar triumph, such as the sublime and terrific road between the Simplon and Domo d'Ossola. On leaving Brieg the traveller commences ascending the Simplon, by long zigzags. On the right is seen the handsome covered wooden bridge thrown over the Saltine, a river larger than the Rhone, with which it unites but a few miles distant; the road winds at the foot of Glyshorn Alp and directs its course towards the Klenhorn. After skirting some fearful precipices, it ascends by bold and romantic windings through gloomy forests of Alpine firs, to the first and second refuge, a sort of inns for the convenience of travellers; there were originally twenty of them at equal distances between Brieg and Domo d'Ossola. They contain several cantoniers and their families, whose duty is to keep the roads in repair, and render assistance to storm-stayed travellers. Every refuge is supplied with a large bell, which is rung at intervals in foggy weather, to direct the traveller to the refuge. This bell is also used for calling together the cantoniers when an avalanche has carried away or covered the road with snow. Beyond the first gallery is a bridge 80 feet in height, thrown over the Kantar, and beyond the second refuge there are fine cascades. The openings of the forests and the sinuosities of the road present beautiful views of the valley of the Rhone, encircled by gigantic snow-crowned Alps, that of Jungfrau towering above the rest. The Post Inn of Berisal is attained (the third refuge), an excellent resting place, a clean house, good cooking, a civil landlord, and moderate charges. After passing the Kantar we pass, on the left, a fine cascade, and arrive at the fourth refuge. This part of the road is lined by larches mixed with firs; two bridges, those of the Aeback and Saltine, and a tunnel 90 feet long are arrived at. To the left is the glacier of the Kaltwasser, whence descend four cascades, whose waters falling on the rocks on the side of the road, are conveyed under its foundations in aqueducts. Continuing to ascend by a beautiful winding road, the fifth refuge is attained, which stands on an eminence exposed to violent gusts of wind. Before reaching it is the gallery of Schalbet. Here trees cease to flourish, flowers are no longer seen, and an avalanche has rooted up the blighted firs and larches, and

suspended them on each other over the yawning abyss beneath. A long and dreary gallery leads from this desolation to the Glacier Grotto 150 feet long, immediately beyond which is the most elevated part of the whole passage. The traveller now arrives at the sixth refuge, and the barrier where toll is taken. A little above this is a large wooden cross indicating the culminating point of the pass, which is 6,500 feet high, and from whence is descired the magnificent chain of the Bernese Alps, and nearer, the Glacier of Aletsch. On the right of the road is seen the New Hospice founded by Napoleon, but not completed till after his overthrow, when the brotherhood of the monks of St. Bernard purchased it in 1825, for the sum of 15,000 francs. In the establishment they placed eight of their brotherhood (of the order of St. Augustine), with a sufficient number of domestics, and dogs of the original St. Bernard breed. The edifice contains several sleeping rooms, a saloon with piano, a refectory, a chapel, and about thirty beds for indigent wayfarers, who are lodged and fed free of expense. In stormy weather the dogs are used to go with the monks to trace out the paths, and the dangerous places in the snow, in search of travellers; from 12,000 to 15,000 of whom are received by the brotherhood annually.

From the New Hospice to Simplon the road descends gradually on rocky and treeless slopes. The village of Simplon is a scattered hamlet, encircled by the summits of the enormous Alp, whose name it bears; it is situated 3,260 feet above the level of the sea.

The descent to Domo d'Ossola displays on each side lofty and barren rocks, with spaces between them occupied by pasturages and stunted firs, and watered by the same impetuous torrent which is seen from the heights. Soon after leaving the village of Simplon, these rocks gradually approach each other, becoming perpendicular, and scarcely leaving sufficient space for the road, which descends by four or five zigzags to the Gallery of Albaby, and enters the valley of the Vedro. Just before reaching the village of Gondo, the road enters the Great Gallery 600 feet long, and on emerging from it, crosses the Fressinone by a stone-bridge. The hamlet of Gondo and the village and post-house of Isella (which last affords very good quarters), are then passed. At Isella is the Italian custom-house. From thence to the Bridge of Crevola is about nine miles.

As the traveller advances, verdure, vineyards, orchards, elegant villas, and cheerful hamlets, meet the eye on every side. The rocks and mountains recede, and the road traverses a wide and fertile valley to Domo d'Ossola.

ANCIEN HOTEL DE VILLE ET DE LA POSTE.—(Diligence Office).

A party preferring to pass the Simplon *en voiture*, may hire a carriage and pair of horses at Brieg, the cost of which, comprising the *châssis de renfort*, the barrier tax, and the coachman's fee, will not exceed 80 or 90 francs.

THE PASS OF ST. GOTTHARD.—From Fluelen (Lake

of Lucerne,) to Bellinzona.—Distance 110 miles, time occupied 14½ hours, cost 38 fr.

The road from Fluelen to the Hospice is one of the finest and safest in Europe. Leaving Aaldorf, he Pfaffensprung, the Cascade, the Devil's Bridge, the Schollenen, the Urnerloch, and the beautiful prospect presented by the valley of Urseren, are the objects best worthy a traveller's attention on the Swiss side of the Alps, while the majestic and variegated scenery of the transalpine portion, presents views the most extensive and beautiful.

Fluelen is distant only half-an-hour from **Aaldorf**.—Pop.—2622.—HOTEL ZUM SCHWARZEN ADLER, and the Löwe.

A quaint old town, celebrated alike for the cruelty of Gessler the Austrian Governor, and the heroic conduct of Tell the founder of Helvetic freedom. The two old towers, painted with Tell's History outside, and the two fountains marking the spots where he himself and his son stood for his noted shot at the apple, are well worthy of notice. The drive is delightful, through rich pasturage and lofty mountains to

Amsteg.—HOTEL DE LA CROIX BLANCHE, and HOTEL DU CERF, both comfortable and reasonable.

Situated at the entrance of the Maderanenthal.

Wasen.—HOTEL OCHS comfortable and reasonable.

One hour beyond Wasen, or three hours above Amsteg, passing through perpendicular barren rocks, with scarcely a vestige of verdure to be seen, we arrive at the Schoffenen or Krakenenthal, (the crashing valley,) dangerous in winter from the fall of avalanches,—and the Teufelsbrücke, (Devil's Bridge) of one sole arch, 60 feet span, without rails, resting on two enormous blocks of granite; it was built in the 12th century,—the modern bridge is a little higher up the stream.

In turning an angle of the hill called the Devil's Mountain, the bridge, almost suspended in air as it were, transports the traveller to the gallery on the opposite side of the river called Urnerloch. This rock was pierced in 1707, and afterwards the aperture was enlarged to admit the passage of carriages. We now arrive at Andermatt, in the valley of Urseren. HOTEL DREI KÖNIGE,—hence to the village of **Hospenthal**.—Pop.—316.—HOTEL MEYERHOFF.—An excellent first class Hotel, recently erected, affording extensive and superior accommodation.—A little beyond this at the entrance to the valley of St. Gothard, at an elevation of 5854 feet stood the ancient Hospice, now long removed. On leaving this, we commence ascending by numerous zigzags the course of the Reuss; it requires 2 hours to attain the bridge of Rudunt that marks the limits of the Cantons of Uri and Tessin. Proceeding, we pass the lake Lucendro on the right, from whence the Reuss takes its source, leaving to the left the other small lakes, called the "Lakes of St. Gothard." We now arrive at the Hospice, which stands at an altitude of 7835 feet, a vast building, constructed at the expense of the Canton of Tessin; it contains 15 beds, and is under the superintendence of two Benedictine

monks, who administer relief to upwards of 4000 indigent wayfaring passengers annually, who are lodged and fed free of expense. The St. Gothard is the chief of an immense group of Alps, giving the sources of the Reuss, Rhone, Tessino, and one of the branches of the Rhine.

These Alps enclose 17 valleys, and 8 glaciers, of considerable magnitude, and not less than 30 lakes. The whole range of the St. Gothard assumes an elevation of 8760 to 12,500 feet above the level of the sea. The winter here lasts 9 months; in the vicinity may be seen the inscription on the rock, "Suarrow, victor," commemorating the forcing of St. Gothard by the Russians in 1799, notwithstanding the desperate resistance of the French. Not far from the Hospice, and after traversing the Tessino, we commence the descent in terraces of zig-zags, in the Val Tremola, (trembling valley) so named from the effect it has on the nerves while traversing this dangerous gorge, (in which the rapid Tessino forms several fine cascades), and the sense of being much exposed to avalanches. Before the present road was constructed, there were lost annually five or six travellers in this fearful pass. The mineral stone Tremolite derives its name from this valley where it is found. Having attained the third bridge, and leaving the gorge near to an Hospice recently erected, we direct our course by the old road, which is the nearest, to Airolo,—Pop. 270:—Hotels de la Poste and Trois Rois. Here the climate, and the language, indicate the transalpine change; the Italian language supersedes the Swiss-German. Soon after leaving Airolo we enter the picturesque defile of the Stalvedro, above which is seen the tall marble tower on the right, attributed to King Desiderius, and called Casa di Paganì, (House of Paganà.) After remarking the fine cascade of Calocaccia, on the right, we cross to the right bank of the Tessino.

In two hours we pass Bedio, Dazio Grande, a striking Pass through a narrow defile under Monte Piottino. The valley between Airolo and Biasca is known generally by the name of the Val Leventina. Proceeding by a magnificent road which is supported by arcades and galleries, the Ticino is seen forcing a passage through the rocks. It is crossed three times over remarkable bridges, and we descend through all its savage grandeur to Faido; Pop. 350; Hotels Angelo and Sole. Giornico is next attained; Pop. 400; delightfully situated. Here the Swiss defeated the Milanese in 1478, and have ever since retained their footing; there are two ancient churches, and a tower, built in the Lombard style. In the vicinity are the fine falls of the Bargaolla and Crimorina; two paths lead hence to the Val Verzasca. Bodio; Pop. 170; Hotel Adler. Here 15,000 Austrians were defeated by 600 Swiss in 1478. Poleggio; Pop. 200; Hotel Croce. Traversing the river Blegno over a fine bridge, we arrive at Biasca; Pop. 270; Hotels, Unione, Ossagno, Cresciano, Claro; Pop. 280; here are the ruins of one of the castles of the Dukes of Milan. From the commencement of the descent, there is a series of old towers along the road, built by the Lombard Kings, A.D. 774. We now traverse the

Mossa over a handsome stone bridge, and pass the village of Arbedo, where the road joins the route of the Bernardin. Here there are two tumuli containing the slain of the Austrians and Swiss, who met on the 30th June, 1422, the Swiss numbering 3000, the Austrians 24,000—with the latter remained the victory. We then arrive at Bellinzona; Pop. 1926; Hotel de Ville, and Angelo.

Voitures can be hired for the passage of the St. Gothard, either at Fluelen or Bellinzona; the established charges, free of all extras, for 2 or 3 persons, and 3 horses, from Fluelen to Airolo, 60 fr.; Bellinzona, 100 fr.; to Magadino or Locarno, 120 fr.; to Lugano, 125 fr.; and to Como or Camerlata (the Milan Railway); 150 fr. The Diligence time between Lucerne and Milan, including steamer to Fluelen, is 27 hours.

THE PASS OF THE BERNARDINO.—(For routes from Coire to Spugen, see page 412.) Distance 48 miles, time 9 hours, cost 16 francs 60 cents., coupé; time returning from Bellinzona to Spugen, 11 hours.

From the village of Spugen the road goes directly straight on, the Spugen road turns sharply to the left. This road was constructed in 1819 and 1824 by the Ticinese, the Piedmontese contributing a portion of the outlay,—£47,000; in its total length it includes 50 bridges. Between Spugen and the south-east part of the valley of the Hinter-Rhein, the scenery wears a dreary aspect. Stupendous mountains of bare rocks present themselves, vegetation is scarcely visible. Passing the solitary houses of Medels and Ebi, we come to the little inn of Nifanen, which is tolerable. From hence to Hinter-Rhein, 6½ miles, which is nearly 200 feet higher than the village of Spugen, here also is a good inn. Proceeding, we commence the Pass of the Bernardino. The Moesola Alp, 8390 feet high, is immediately on our right—the road ascends a steep slope in the mountain, from whence a splendid view of the Rhine and the surrounding Alps is visible. The road continues on the side of the Mittag Horn Alp. The summit of this pass is 7115 feet in height, and 2500 feet higher than Spugen village. At the top is the lake of Moesola, which is frozen for eight months every year. Close to it is the Inn and large House of Refuge. A little beyond the lake, on the descent is the great bridge and avalanche gallery. The village of St. Bernardino is arrived at—10½ miles. There are good and extensive inns here,—Hotel Croce, Camoscio, much resorted to in the season for the benefit of the mineral waters and baths. The elevation of this place is recorded at 5590 feet above the level of the sea. From hence there is a rapid descent through a variety of interesting scenery, by the banks of the rapid Mossa, to Misocco, 9 miles, 2570 feet in height.—Hotel Pasta:—The descent through the valley of Misocco to Lostallo, is very beautiful—pasturage, mountains and rocks mingle; the whole of this road is rich in waterfalls. Between Misocco and Soazza is the great fall of Buffalora to the right of the road. The country, as we advance, becomes more inhabited—the scenery and the climate more agreeable; we soon arrive at Roveredo, from whence the valley widens. At Artido, eight

miles from Bellinzona, the road enters the valley of the Ticino.

Diligences between Spugen and Bellinzona, and *vice versa*, twice a day. Voitures may be hired to carry two or three persons, with two horses, comprising extra horses and coachman's fee, for 50 or 60 francs.

THE PASS OF THE SPUGEN.—From Coire to the village of Spugen, distance, 23 miles, time, 7 hours, cost, 11 frs. 40 c. coupé. From Spugen to Chiavenna, distance, 30 miles, time, 5 hours, cost, 10 frs. coupé. This road was commenced in 1818, and cost one-and-a-half million francs. The months of July, August, and September, are the best for passing these Alps. Time returning from Chiavenna to Coire, 13½ hours. About 6 miles from Coire, two arms of the Rhine—the Vorder Rhein and Hinter Rhein—unite in face of the Castle of Reichenau (see page 439), known for the refuge it afforded the Duke de Chartres (the late Louis Philippe, King of the French), in 1798. The beautiful garden of the Castle is shown to travellers, and the road passes over the impetuous streams by two splendid single-arched wooden bridges. From hence to Thusis.—Pop. 800,—9 miles, through the Valley of Domleschg, rendered sterile by the frequent inundation of the Hinter Rhein and the torrent of the Nolla. From the road are seen numerous mouldering ruins of feudal times, and in a picturesque situation, that of the Castle of Realta, supposed to have been erected by some Tuscan emigrants. From Thusis to Ander, 9 miles. The former is situated at the entrance of the Via Mala. Beyond this the foaming Nolla is crossed, over a fine bridge, we then approach by a grotto the wild and magnificent ravine, called the "Rhein Wald" Forest of the Rhine, which continues for 4½ miles. Language fails to convey a true description of the awful scenery met with in this Pass, through which the river and the road wind amidst perpendicular rocks, not less than 3000 feet high, not more than from 10 to 12 yards apart, and clothed to their summits with stately firs; some of the largest timber procured in Switzerland is found here; trees have been known to measure 50 feet round the trunk. The Rhine boils and foams along with appalling rapidity close to the road, which has no defence against its impetuous neighbour but a slight parapet wall some 3 feet in height. After winding the way over portions of the road hewn out of the rock, and partly supported by massive stone walls, the middle bridge is attained, which is 400 feet in height. After passing the third bridge the road enters the valley of Schams, and, after passing the hamlet of Zillis, reaches the village and post-station of Ander—population 500. Tourists may avail themselves of a six hours' trip from hence to the Valley of Ferrara, the scenery of which is very grand and diversified. Between Ander and Spugen is the fine Gorge of the Böda. Nine miles above Ander is Spugen, 4711 feet above the sea. The Inn (the Pasta) is good. About five miles from the village, the valley of the Hinter Rhein is terminated by the immense glacier of the Vogelberg, which gives birth to the first waters of the Rhine. At Spugen commences the

scent of the Splügen Pass by a number of zigzags, which conduct to the summit, 7000 feet high, occupying in all from Splügen, (9 miles) about 3 hours. From the Casa del Montagna, the Italian Custom house, and a small inn (three-quarters of an hour from the summit, the road descends gradually through a bleak and dreary scene. Between the summit and the village of Pianszo several galleries are passed some of which are longer than any in the other passes of the Alps; they are constructed of old and massive masonry, with immense walls to support the road. These galleries are covered and openings are left to admit of light; every device, and ingenuity appears to have been exhausted to render the road secure against the storms and tempests which often occur here. Near Isola there is a beautiful fall of the Medcoimo, 800 feet high, hence to Campo Dolcino, 4½ miles; before arriving at which, and passing St. Giacomo, beautiful and extensive views of mountain, lake, and valley, break upon us. The last 9 miles, to Chiavenna.—Hotels Conrad and Claf d'Or)—Pop. 3000, is one of the most pleasing and exquisite drives imaginable, along the tremendous gulf of the Cardineil, where Macdonald led the French army, December, 1800. The Lake of Como comes into our view on the right, the Valtelline stretches its beautiful vale towards the Tyrolean Alps on our left, while we are surrounded during our descent by luxuriant vineyards and gardens, forests of magnificent chestnut and walnut trees; the vines appearing festooned from tree to tree, suspended on the mulberry, which is everywhere seen studding the rich corn fields and vineyards.—The pretty villages, the genial climate, and the cheerful Italian language, all contribute to inspire the tourist with the happiest thoughts of travel. Chiavenna is celebrated for good beer, which finds its way into many of the principal towns of Italy. Its wines, as also those of its vicinity the Valtelline, are highly esteemed; large wine jars or vases for storing wines are manufactured at Chiavenna. Diligences twice a day between Coire and Chiavenna, and *vice versa*. Voltures may be hired to convey two or three persons, with two or three horses including extra horses and coachman's fee for amounts varying with the season of the year; the following is the

TARIFF.

	3 Horses.		3 Horses.	
	fr.	c.	fr.	c.
From Coire to Thuais	28	0	41	0
„ Thuais to Ander	19	0	25	50
„ Ander to Splügen	23	75	31	95
„ Splügen to Campodolcino ..	44	50	62	40
„ Campodolcino to Chiavenna ..	16	90	25	5
	132	15	185	90

ITINERARY

OF THE PASS OF THE STELVIO.

From Innsbruck by diligence to Landeck, hence through the romantic pass of Finstermünz to Mals, Prad, St. Maria, and Bormio; thence by

the Valtelline to Sondrio, Morbegno, and Colico (on Lago di Como). Distance, 273 miles; cost, 55 fr.; Time, 40 hours.

The following interesting tour is recommended, occupying altogether about 6 days.

From Innsbruck to Colico, as above..... 2 days.
 Proceed from Colico by steamer to Como, return from thence and sleep at Bellaggio, 1 day.
 Cross the lake to Menaggio by boat, thence by diligence or carriage to Porlezza, thence by steamer (on Lago di Lugano) to Lugano, thence by diligence to Luino, thence by steamer (on Lago Maggiore) to Arona 1 day.
 From Arona, visit the statue of St. Giovanni de Borromeo, thence by steamer to Isola Bella, and on by steamer or small boat to Baveno, three times daily, thence by diligence or carriage to Domo d'Ossola 1 day.
 Domo d'Ossola to Simplon, Brieg and Sion 1 day.

Or by ascending the Lake from Isola Bella or Baveno, to Locarno or Magadino, thence to Bellinzona, either of the passes Bernardino or St. Gothard may be substituted; the time occupied, and the expense being about equal to that of the Simplon.

Probable expense of the 6 days' tour from Innsbruck to Sion, by the pass of the Stelvio, and the Valtelline.

	fr.	c.
Innsbruck to Colico, (273 miles)	55	0
Colico to Como, by Lago di Como, (38 mls.) ..	4	50
Como return to Bellaggio, (20 miles)	3	0
Cross the Lake by boat to Menaggio, (3 mls.) ..	6	0
By diligence, or carriage, to Porlezza, (8 miles)	5	50
By steamer to Lugano, on Lago Lugano, (10 miles)	2	50
By diligence to Luino, on Lago Maggiore, (12 miles)	3	50
By steamer to Arona, (20 miles)	2	85
By steamer to Isola Bella, 2fr.; on to Baveno, 1 fr. to 3 fr.; boat to Isola Bella, 5fr., (14 miles)	10	0
By diligence to Domo d'Ossola and Sion (94 miles)	38	0
Total time, six days, distance 474 miles	180	85
Expense	180	85

Hotels.

INNSBRUCK.—Esterreichischer Hof; Goldene Sonne.
 LANDECK.—Post. Adler (diligence office).
 PFUNDS.—Perchtold, good.
 MALS.—Post.
 PRAD.—Hirsch.
 SANTA MARIA.—Post (the Italian Custom house.)
 BATHS ST. MARTINO.—good.
 BORMIO.—Post, tolerable.
 BOLLADORE.—Post, good; the Due Torre, better.
 TIRANO.—Due Torre.
 SONDRIO.—Post, excellent.
 MORBEGNO.—Post.

COLICO.—Isola Bella, tolerable.
COMO.—Angelo.
BELLAGGIO.—Gennazine, excellent.
MENAGGIO.—Corona.
LUGANO.—Belvedere.
LUINO.—Poste, and Del Vapore, 2 miles before arriving at the Swiss Custom house.
ARONA.—D'Italia, La Posta, Reale.
ISOLA BELLA.—Le Dauphin.
BAVENO.—Cheval Blanc and Poste.
DOMO D'OSOLA.—Posta.
SIMPLON.—Post.
BRIEG.—Du Simplon, D'Angleterre.
SION.—La Poste, Le Lion d'Or.

PASS OF THE STELVIO.—This pass opens annually on the 1st of July and closes on the 1st of October. The passage begins at Mals and terminates at Bormio. The ascent commences at Prad, eight miles beyond which is the hamlet of Trafol. The ascent now becomes steeper, and the road ascends by repeated zigzags. After passing close by the Glacier of Madatsch it reaches the Post House of Franzenhöhe. Between this and the summit were, a few years ago, a series of wooden galleries, which have been in great part destroyed. Extraordinary solidity and regularity are visible throughout the whole construction of this singular road, which reflects great credit on the able engineers, Domogni and Domonici, as also the contractor, Tallachini; the patience of the latter must have been sorely tested ere this herculean work was completed. It was begun in 1821 and finished in 1824. Nothing appears to have been neglected which could contribute to the security of the traveller; yet there is a striking contrast visible on the face of the works generally, particularly the masonry, none of which can compare with the taste displayed in similar works on the Simplon; there is a want of elegance and finish which the galleries and bridges of the other passes possess. Prad is 3275 feet in height, the summit of the pass is 9230 feet, and to effect an easy incline, forty-eight zigzags had to be constructed; the road is 15½ feet in width, and cost 3 million francs.

From this part are seen the Ortler Spitz and Madatsch towering majestically, hanging, as it were, over the fearful pass, and covered with eternal snows. At a place called Anderwand the post station was swept away in 1826 by an avalanche, carrying the postmaster and the other inmates and cattle along with it; in two hours after the occurrence the mail arrived from Bormio, and great was the consternation of the postillion and courier when they beheld not a vestige of the station remaining visible. The summit of the Stelvio is the highest pass in Europe, and forms the limit of the Tyrol and Valtelline (Italian); the snows rarely leave this elevation in the hottest day in summer, and even then the winds are cold and very keen. From this spot nothing can surpass the beauty and magnificence of the higher Alps, that of the Ortler in particular. From hence is a descent to Santa Maria (the custom-house for Lombardy), a spacious square building, erected for the triple purpose of custom-house, inn, and

refuge, the fourth from the Valtelline side of the pass; it is at an elevation of 8153 feet, and situated at the base, S.E. of the Umbrail Alp; beyond this we continue to descend for an hour to the third refuge. Here is the extremity of the immense plateau of the Brauglio, encircled by a lofty chain of mountains, covered with snows and glaciers from hence commences another descent by numerous zigzags. Three miles below is the cantonier of Spondalunga. No less than seven tunnels and galleries are constructed here for the protection of the road, their length being 2953 feet; opposite is a fine cascade issuing and falling from a projecting rock some 525 feet high. In one hour from Spondalunga we arrive at the first gallery, (Piatta Martina;) here is a fine fountain of delicious water; and a handsome bridge over a profound gorge. This spot is called "Wormser loch;" on the left is seen another fine cascade falling from a precipice into the bed of the Adda below. Beyond the last gallery is seen, close to the road, an immense rock, upwards of 66 feet high, brought down from the mountains by avalanches. Below this are the Baths of Bormio, famous for its mineral waters, and the excellence of the honey procured in the neighbourhood. From Bormio an excellent road leads through the verdant Valtelline, celebrated alike for the excellence of its wines, and the richness of its pasturage. The road follows the course of the Adda, which in its rapid descent, soon assumes importance as a river, passing in its course the pretty towns of Bolladore, Tirano, and Sondrio (capital of the Valtelline), Morbegno and Colico on the Lago di Como.

THE PASS OF THE BRENNER.—The Tyrol from Innsbruck to Trent and Verona. Innsbruck, Pop. 15,000. Hotel Oesterreichischer Hof, Goldener Sonne, capital of the principality of the Tyrol and Vorarlberg, situated in the valley of the Inn, and surrounded by lofty mountains, 6000 feet above the level of the sea. The river Sill forms a junction with the Inn in the vicinity; the bridge on the latter is called the Inn Bridge, and was the scene of fearful struggles between the Tyrolese, French and Bavarians; it was frequently taken and retaken in the memorable year 1809. It was at this bridge that Andrew Hofer was met by the population of Innsbruck, who came to honour his triumphal entry into the city, on the 15th August, after defeating the French, commanded by Lefevre, at Berg Isel. The town is divided by the Inn into two parts; issuing thence, we traverse the modern part called Neustadt; a handsome triumphal arch terminates the principal street. Passing Wilten, and skirting the base of the Iselberg, we ascend the left bank of the Sill, and cross the Ratsbach, which descends from the beautiful valley of Sinsbachtal, over a handsome bridge of one arch, having a span of some 141 feet. From Schönberg the view is very fine; the mighty Tyrolese and Bavarian mountains rise majestically from either side of the verdant valley of the Inn, which of itself is teeming with freshness and vegetation. The picturesque view of the capital, and the scenery on both sides beyond, is delightful. The first post station is called Schönberg, where the post

santry, numbering a population of about 4,900, are principally employed in the rearing of cattle. The next place is Mattrey, a pretty little town, divided into two parts by the river Sill, and crowned by the old castle of Trautson. Beyond Mattrey is the post station of Steinach, 18 miles from Innsbruck, the birth-place of the painter Kneller; the church here contains three of his works. The Gachnitzthal, to the west opens to view the Glaciers of Stubay; to the south-east, situated on an eminence, we see the church of Magdalene, celebrated, in these parts, for the annual pilgrimage made to it. The Sill is crossed near the village of Stafflach; eastward from hence opens to view a romantic valley called the Schmirnerthal. Six miles above Steinach, after a very steep ascent over an ill constructed bit of road, is the Brenner See, and two miles beyond, the Brenner (Hotel Poste), surrounded on all sides by lofty mountains, their altitude 7546 feet above the plateau. The climate is such here that corn rarely ripens. From hence the road keeps close to the Eisack, and in 2 miles passes the Baths of Brenner, which are much frequented during the season. On the descent is the castle of Raasenstein. Just beyond the next village (Gossanass) is the fine ruin called Strassburg, and a mile and a half further, the flourishing little town of Sterzing, (Pop. 3000, Hotels Poste, Krone, and Adler), situated on the plateau, where the mines were worked by the ancient Romans. The town contains a church dating 1499, the Thorthurm, 1468, and the house of the Teutonic Order, 1263; there is an exquisite view from the convent of the Capuchins. Excursions are made from hence to Pfierscherthal and the Faufen. Beyond Sterzing is a little chapel erected on the spot where the Tyrolese defeated the French in 1797. On the left is seen the village of Treus, Pop. 400. Lower down is the castle of Wilfenstein and Mauls (Hotel Näjerl), in which was found the monument of Maltha, which is kept at the Cabinet of Antiquities in Vienna. 42 miles brings us to Mittenwald, Pop. 500, Hotel Poste, where a severely contested battle between the French and Tyrolese, was fought under General Kerpen, in 1797, and in 1809, when Hofer was victorious. An excellent modern road for carriages leads hence to Belluno and Treviso, occupying several days; there are good inns by the way.

Beyond this is Oberau, situated on the opposite side of the Eisack. Below the entrance of the gorge is the modern built fortress of Franzenveste, constructed in 1833 of enormous blocks of granite; it is intended to defend the Pass from three points, Italy, Germany, and Carinthia. There is added to the fortress a neat chapel, built in the German style. Five miles beyond is Brixen, of which Madame Starke in one of her communications says, "The road from Botzen to Innsbruck in the Tyrol is excellent; the views are picturesque, beautiful, and sublime; and where the road quits the plains of Italy to ascend the Rhaetian Alps are two gigantic and extraordinary rocks, which seem to have been severed by the hand of nature, for the purpose of affording a passage to the Adige whose graceful sinuosities embellish every scene

in which they present themselves." This quaint old town, (Pop., 4,500, Hotel Elephant), is situated in an elevated valley, abounding in fine pasturage, majestic walnut and other trees, and surrounded by lofty mountains, at the confluence of the Reinz and Eisack. The public edifices are constructed of marble; the Cathedral of St. Julian is a handsome structure, containing frescoes, some good paintings, and rare carvings in wood. The town is the seat of a bishopric. The Palace is situated in the Domplatz. The red wine of this place is much esteemed. There is an excellent carriage road from this place to Treviso. Seven miles down the valley is Klausen, a picturesque town, and the convent of Seben, which is visible for some time before it is reached. Above Kollmann is situated at the entrance of the Grodnertal, the old Castle of Trostburg. From hence the road is cut through miles of porphyry rocks, called the Kuntersweg, past Aswang, Karneid, Kardaun, &c., to the pretty town of Botzen (Italian Bolsano),—Pop., 14,000, Hotels, Kaiser Krone, Mondshein, Schlussei; situated on the Adige at its junction with the Talferbach, in a valley surrounded by green hills. There are four fairs held here annually; they date so far back as the 11th century, and are well worth seeing for the display and varieties of costumes collected from all parts of these mountainous districts. There is nothing worthy the observation of the traveller within the town; in the gothic Parish Church of the 14th century there are some old tombs. There is a Capuchin Priory and a Franciscan Convent; the gothic altar in the transept of the chapel in the latter is good; the Town Hall, Merchants' Hall, the Palace of the Archbishop Reiner, formerly Governor of Lombardy. During the summer heat the inhabitants migrate to Oberbotzen in the mountains. From hence we proceed by railway, the valley opens and the river spreads; at Leifers, vines and maize are largely cultivated, and quantities of mulberry trees contribute to the cultivation of the silk worm; we pass Branzoll, where the Eisack becomes navigable. Neumarkt.—Hotels, Angelo, Albero Reale, to the east there is a way into the Flumerthal, or Valley of Avisio. We then come to Salorno, Pop., 1200,—Hotel, Krone. The ruins of old castles commanding the pass here are very fine. At St. Michel a good road turns off to the fine valley of the Noce or Nonsberg, one of the most delightful in the Tyrol; the original seat of the Naunes, densely peopled and highly cultivated in vines, mulberry trees, &c. We now come to Lavis, a thoroughly Italian village, in a pleasant country near the Monte Corona, where the Avisio joins the Etsch, or Adige; here are seen the hanging gardens of Count Milchion. Continuing our route, we arrive at Trent, pop., 15,000, Hotels, Europa, Rosa, Corona; a walled city, of picturesque aspect, situated on the left bank of the river Adige, in the midst of a valley encircled by lofty mountains. It is a bishopric, and from its midway position between Germany and Italy, was chosen as the place for the celebrated council of Trent, held here from 1445 to 1463, during the reign

of four Popes. It was occupied by the French in 1809. The Adige, which formerly passed through the city, and was crossed by a picturesque bridge, has been diverted from its old course, and now flows through a cutting to the west of the city. The finest view of the city is from Fort St. Laurent. The unfinished cathedral was commenced in the 10th century; it is constructed of marble, its dome is 200 feet high, embellished with frescoes; there are several good paintings, the tomb of San Severino, who fell at Calliano, 1487, and a good organ. The Council met here in their last session; previously their meetings took place in the red marble church of St. Maria Maggiore, where is seen a large painting full of the portraits of prelates, &c.; there are some half-a-dozen churches, that of Della Annunziata has a high cupola, resting on marble pillars of single blocks; the palaces of Madrucci, Gallia, and Tabarelli, contain galleries of paintings. St. Pietro and St. Martino were the ancient residences of the Prince Archbishops, and are open to the public; the trade of the place consists of silk, wine, sugar, tobacco, spirits, &c. The places best worth seeing in the neighbourhood are Pergine and the Lago di Caldanzazo, and the entrance of the Val Sagana. There is a beautiful drive by the new road to Riva, about 25 miles, which is preferable to the rail by Roveredo, for those who contemplate visiting the Lake of Garda. Leaving Trent by the railway the road leading hence to Roveredo follows the course of the Adige; there is little of interest after passing Calliano, having the old castle of Pietra on the heights above. Passing Valona, we arrive at Roveredo, Pop. 15,000; Hotel Cavalletto, Cavallo-Bianco, Rossa, Corona. The inhabitants are principally employed in spinning and winding silk, the annual export of which from hence reaches 200,000 lbs.; the town is surrounded by vineyards, mulberry and chestnut trees, in a pleasant part of the Valarsa, near its junction with the Adige here crossed by a stone bridge. In 1487 the town was taken by storm by the Austrians, who defeated the Venetians; it suffered much in the wars of 1798, cannon balls may be seen firmly imbedded in the walls of the houses in different parts of the town, which are principally constructed of marble. There are several churches, four monasteries, convents, many dye-houses, silk-mills, tobacco-factory, &c.; the palaces worth seeing are those of the Bridische Fedrigotta, and Alberti. The road hence to Lago di Garda, distance 90 miles, leads over the bridge on the Eisach through a pleasant country to Ravazzone and Mori, Pop., 4000; the church contains some good sculpture. We then come to the Lago Loppio, a curious small lake, and thence ascend the heights of Lago di Nago, from whence there is a fine view of the Lago di Garda, which is approached through the fishing village of Torbole, situated near the mouth of the river Sarca; thence we come to Riva. Proceeding by rail from Roveredo over the bridge on the Adige, we pass in succession San Marco, Stein Meer (stony lake), Seravalle, and come to Ala, Pop., 3850, situated on the Adige, and possessing extensive silk manufactories. Mont Baldo separates the valley of the Adige from the Lago di Garda. We next arrive at Peri; between

this and Volargno is the defile in the mountains called "Chiusa di Verona;" the narrow limits of this pass of 4800 feet long by 60 toises in breadth, barely leave space for the bed of the river and the road, which are hemmed in by perpendicular rocks. On an eminence to the right of the road is seen Rivoli, here the French defeated the Austrians in 1797; we next arrive at Verona, at the Western railway station, Porta Nuova, distant three quarters of a mile from the city. Convegnances to the town. From Innsbruck to Botzen, 17½ German miles, (79½ English),—Diligences leave twice a day, occupying 16 hours on the way; fares 8 fls. 30 krs; carriage and two horses, 60 fls; coachman, 3 fls. From Botzen to Verona, by Rail, 150 kil. (about 112 miles,) time, 6½ hours; fare, 1st class, 6 fls. 60 krs.

PASS OF MONT CENIS.—From St Michel to Susa by diligence, 72 miles, time 9 hours, cost 20 frs. Susa to Turin by Railway, 53 miles, time 3½ hours, cost 5 frs. 85 cents. Total distance, 125 miles, time 14 hours, cost 25 frs. 85 cents. Diligences traverse the Cenis several times a day, corresponding with the different trains on each side of the mountain. From St. Michel, cross the Arvan on a stone bridge, then traverse the Arc on another bridge, facing which is a rivulet of water which petrifies every substance it touches, and has consequently made for itself a natural aqueduct. Modane 18 miles,—here are situated Forto Leacellion, which commands the pass of Mont Cenis; La Verney 10 miles,—near this is seen, and not far from the road, the double cascade of Benoit Lanselbourg, (Hotel de Post, good.)

Few scenes can be more astonishing, or more truly sublime than that presented to travellers who cross Mont Cenis. Pompey is supposed to have been the first person who attempted making a passage over this Alp; it was however reserved for Napoleon, who, in 1810, ordered this stupendous undertaking to be executed, employing no less than 3000 workmen, at a cost of 8 million francs. Cav. G. Fabbri the successful engineer in the other passes, was employed in this also, and succeeded in making a practicable, and perfectly safe road throughout the year, although it traverses a part of the Cenis which is 5898 feet above the level of the sea. This excellent road unites the valley of the Arc in Savoy, with that of the Dora Riparia in Piedmont.

From Lanselbourg the ascent of the Cenis commences and the road traverses picturesque and beautiful forests to La Ramsasse. The most elevated part of the route is a plain 6 miles in length, enclosed by the loftiest peaks of Cenis, and containing the post-house and another inn (the Grand Croix) and the barracks. The plain is embellished with a beautiful lake whose waters reflect the surrounding heights. Excellent trout, cheese, and butter are procured here. At the extremity of the lake, and on the Italian side stands the Hospice, at an elevation of 6365 feet, which was founded by Charles Lemagne, and restored by Napoleon. One of the rooms is shown containing the bed occupied by Napoleon and Josephine; one half of the Hospice,

is occupied by carabineers and custom-house officers, and the other half by Benedictine monks.

The descent into Italy displays much finer scenery than the ascent from Savoy. The first gallery which presents itself on this side is 650 feet in length, and cut in several places through solid rocks of granite. The plain of St. Nicolas is adorned with fine cascades, and opposite to the hamlet of Ferliera is another gallery above 2000 feet in length, and cut through remarkably hard rocks. Here a wall of nine feet in height, and 600 in extent, defends the gallery from earth and loose stones. The scenery in this part of the road is enchanting. Near Molaret rise the fruitful hills of Chaumont, watered by the Dora Riparia, which descends from Mont Genève, and on the left is the beautiful valley of the Cenis extending to Suza. Napoleon established on this road 23 small inns or "Houses of Refuge," provided with bells, which during the prevalence of fogs are rung to guide travellers from one refuge to another. The cantoniers who inhabit these inns are 50 in number, and form 2 companies, 25 on each side of the mountain.

SUZZA.—Pop.—3189.—HOTEL DE LA POSTE.

Here as also at St. Michel on the other side of the mountain, Volturers may be hired with carriage and pair of horses, to convey 2 or 3 persons including all extras, for Chevaux de Renfort, barriers and coachman's fee, from 60 to 65 frs.

PASSAGE OF MONT GENÈVE, (near to Mont Viso,) one of the chain of the Cottian Alps, computed to be 11485 feet in height, on the confines of France and Italy; celebrated in history as having been traversed by Hannibal, Cæsar, and Charlemagne. From Briançon, (Pop. 4601, Hotel de l'Ours, De-la Paix), to Pignerol, 63 miles, by diligence, 10½ hours; thence, by rail, to Turin, 24 miles, 1½ hour. Total distance, Briançon to Turin, 87 miles; time, 12 hours; cost 25 frs. From Briançon to Genève 3 miles. This road was made by order of Napoleon I. in 1804, by Cav. G. Fabbroni, the able engineer who executed the Italian side of the Simplon Pass. The features of this pass produce a more pleasing effect on the mind of the tourist than many of the more sublime passes of the Alps, from the freshness of the colours presented to the eye; there are endless varieties of green, and the sides of the road are covered with flowers, while forests of pine and larch line the ascent on either hand. Here, in the month of May, when Mont Cenis still wears his mantle of snow, Spring puts on her gayest dress, and exerts her utmost activity. The plain on the summit of this Pass (which is nearly 8000 feet above the level of the sea) contains a village, a convent for the reception of the traveller, and the custom-house. On the descent the first village is Cesanne, 6 miles from Genève; *Bestieras* 12 miles; *Fenestrelles*, 12 miles, about 7 to 8 hours, (Hotel de Poste); the fortifications here are well worth visiting. Hence to Pignerol, 24 miles, thence by rail to Turin. The tourist can choose between Mont Cenis or the Lakes for his return route.

The Maritime Alps.—PASSAGE OF THE COL DI TENDA (computed to be 6200 feet above the level of the sea.)

From Nice to Cuneo, by diligence, 118 miles, 90 hours; thence, by rail, to Turin, 85 miles, 3 hours. Total distance, Nice to Turin, 203 miles; time, 23 hours; fare, 26 fr. 50 c. This road was constructed by order of Victor Amadeus, and that part of it between Nice and Scarina was improved by the French. It is constructed for about five miles on the banks of the Paglion, and then ascends to the village of Scarina. (Pop. 200,) 2½ hours; it then ascends another mountain, composed of red, white, and grey marble, to the summit 2½ hours; from whence is seen Sospello, situated in the opposite valley. Ascend another lofty mountain by numerous windings, and, after 2 hours, arrive at the village of Sospello, (Pop. 360,) built on the banks of the Paglion, and surrounded by the Alps; hence the road climbs the lofty mountain of Sospello, winding through immense rocks of marble; near the village are the remains of an old Roman castle. The summit of Mont Sospello is attained, from which looking back, the whole expanse of the Mediterranean coast lies at our feet; the chaos of mountain scenery, extending far and wide, exhibits all the varieties of colour which are peculiar to volcanic soil, and is covered with trees and shrubs; among these may be distinguished the cork tree, the wild olive, and the locust tree, the myrtle and flowering broom, and occasionally the dark cypress, the juniper, and towering above all the stately flat-topped pine, surrounded by forests of bright green fir and white larches. Continuing our route for three hours, we descend in one hour to Giandola, (a good inn), a romantic village, seated at the brink of a brawling torrent, adorned by cascades gushing from rocks of stupendous height. The road hence to Tenda cannot fairly be described; it must be seen to be thoroughly appreciated; imagination cannot picture it. The ascent is gradual, by the side of the torrent, which, from rushing impetuously over enormous masses of stone and detached rocks, forms itself into an endless variety of cascades. Soon after, a turn in the road discovers the town of Saorgio, built in the shape of an amphitheatre. The mountain on which it is seated is, from its altitude, constantly visited by passing clouds. Here magnificent chestnut woods, convents, hermitages, castles, remains of old Roman causeways, present themselves on either side of the road, till it reaches

Tenda.—Pop. 2600.—HOTEL NATIONAL.—A sombre-looking town, which is situated under an immense mountain of the same name, computed to be 8000 feet in height. There are the remains of an old feudal castle here, the native place of the beautiful but ill-fated Beatrice di Tenda, who was beheaded by order of Filippo Visconte, through jealousy. The passage occupies altogether about five hours; from Tenda to the summit of the ascent occupies three hours. The first part of the road is embellished with beautiful cascades; the latter part is usually enveloped in clouds, and very

cold winds prevail. The summit of the Col di Tenda is a barren rock, from whence is described Mont Viso, with other Alps, still more lofty, and the town of Limone. The custom-house is here, situated in a vale, through which rushes a torrent, formed by the snow from the Col Limone. From hence the road runs parallel with those streams which fertilise this part of Piedmont, till it enters the luxuriant vale of Cuneo. From hence, by railway, the tourist arrives at Turin; from whence, by

the same conveyance, he may proceed, on his return, to the foot of Mont Cenis; or, by Arona, return by either of the Swiss or Tyrolese passes. Diligences leave Nice for Cuneo three times a week—Mondays, Wednesdays, and Fridays; time, 21 hours. Voituriers can be procured either at Nice or Cuneo to convey two or three persons, with two horses, comprising extra horses, the barrier, coachman's fee, &c., for 75 francs. Stop the night at Glandola or Tenda.

LAKES.

The following are the Hotels met with on the Route of the Lago Maggiore:—

BRIEG—Angleterra.	INTRA—Vitello d'Orò.
SIMPLON—Poste.	CABARO—
ISELLA—Poste.	FERRIOLA—Lion d'Or.
DOMO d'OSSOLA—De	PALLANZA—Universo.
Ville.	LUNO—The Poste, or
VOGOGNA—Couronne.	Del Vapora.
BAVENO—Cheval	MACCAGNO—
Blanc and Poste.	CANOBBIO—Serpente.
STRESA—Royal.	BRISSAGO—Albergo Antico
BELGIRATE—Isola Bella	ASCONA—
LESA—	LOCARNO—
ARONA—Royal.	MAGADINO—Belvedere.
LAVENO—Del Moro.	BELLINZONA—De Ville.

Steamers ply three times a-day from Arona to the head of the lake. Fares: First Class, 4fr. 80 cents; Second Class, 2fr. 65 cents.—Leave railway at Stion, thence to Breig, 42 miles, (5 hours).

Breig to Domo d'Ossola, 42 miles, 11 hours, 2 horses for 80 fr.

Domo d'Ossola to Baveno, 30 miles, (5 hours), 2 horses for 25 fr.

Baveno to Arona, 14 miles, (2 hours), 2 horses for 20 fr.

Arona (by the Steamer) to Magadino 5 hours, 4 frs. 80 cts

Magadino to Bellinzona, (13½ hours), diligence, 2frs. Thence by the St. Gothard Pass to Fluelen, (14½ hours), diligence, 28 frs.

By the Bernardino to Coire, (16 hours), diligence, 14 frs. 30 cts. By either of the above passes a carriage with 2 horses, 120 fr.

LAGO MAGGIORE.—The tourist visiting the lakes by the Pass of the Simplon will leave Domo D'Ossola, and proceed to Arona at the bottom of the Lago Maggiore; on his right he is accompanied by a lofty chain of mountains, stretching from the Simplon, and decreasing gradually in altitude until they are lost in the plains of Piedmont. The first portion of the road is over a level country; the lake on the left, as yet not visible to any extent. The mountains gradually approach the lake, and force the road on to its margin, just before arriving at Baveno, where, to the delight of the tourist, the majestic waters, studded with the beautiful Borro-

mean islands, burst into view in all their splendour. Twelve miles from Domo d'Ossola is the village of Vogogna, (at the entrance to the valley of Anzasca, leading to Monte Rosa), hence to Ornavasso, known as the principal white marble quarry, which supplied that material for the construction of the cathedral of Milan. A short distance beyond this we come to Gravelona, (the road to Ormezza, on Lago d'Orta, branches from hence to the right, distant 4 miles). In the vicinity are the celebrated rose granite quarries, in which are found abundance of that beautiful felspar, the flesh-coloured crystal, which furnishes the lapidaries, and may be met with in every jeweller's shop at the different watering places throughout Europe. Four miles hence we arrive at Baveno, delightfully situated on the shore of the lake; arrange at any of the hotels at Baveno to refresh there, and go at once direct from Baveno to the Isola Bella, either by steamer or by row-boat, which occupies 2 to 2½ hours, charge 4 fr., and *buonomano* 1 fr., and go after return to Arona, either by road, or by steamer three times daily: before taking a small row-boat, take care to ask for the tariff card.

The Borromean Islands.—On the surface of the Lago Maggiore rise four small islands. Isola San Giovanni is the smallest; it is situated close to the promontory of St. Remigio, dividing the waters of the lake which bathe the shores of Intra and Pallanza; the old chateau is partly occupied as a granary and partly going to decay. Isola del Pescatori, (fisherman's island), is very picturesque, and although the circumference of it may be walked in ten minutes, yet within these limits a population of 530 is domiciled, chiefly occupied as fishermen and boatmen for the navigation of the lake. Isola Madre rises in the centre of the lake and is distant from the shore about 1½ miles. It consists of five gardens on terraces, rising one above the other, embellished with luxuriant flowers, shrubs, and forest trees, among which are seen the cedar and the cypress in great perfection; the latter are near the pheasantry in the vicinity of the palace which crowns the whole, and which contains landscapes &c.; by Tempesta, who is said to have taken refuge here after destroying his wife to make way for a mistress. Isola Bella, about one mile distant from the latter

island, consists of eight terraced gardens one above the other, carpeted with flowers, refreshed by fountains, shaded by forest trees, and crowned with a noble palace which contains an exquisite collection of marble, some fine specimens of gilding, and a few good paintings by Tempesta, Luca Giordina, Procaccini, Schidona, and Le Brun; the subterranean apartments or grottoes contain fine statuary, mosaic pavement and fountains. In the chapel may be seen the tomb of R. Borromeo, elaborately executed by Bambajo, and considered a *chef d'œuvre*. The gardens and the palace are open to the public daily at a fee of 1 fr. to the custodian and 1 fr. to the gardener who accompanies the visitor. The Hotel Dauphin, on the island, is convenient, very good, and the charges are reasonable. Steamers call here three times a day in their upward, and three times a day in their downward course.

Nothing can possibly be more charming than the drive of 14 miles, between Baveno and Arona, by an excellent road winding along the margin of the lake on the left, while on the right the lawns, extending from the villas to the handsome terraces on the side of the road, are covered with hedges of roses, eglantine, and *brignonia radicans* (this beautiful climbing flower grows most luxuriantly all along, in the gardens); a profusion of flowers and shrubs cover the lawns and terraces, among which, shaded by tall forest trees, are the hydrangia, the oleander, the aloe, the myrtle, the cyprus, the orange, olive, and a numerous family of magnificent trees and plants from every clime. The road is frequently spanned by light ornamental foot bridges of choice design extending from the lawns to the summer or bath-house on the shores of the lake. The ornamental work on the sides of these bridges is interwoven by the tendrils of the vine and the flowers, which are trained from the terrace in festoons to the opposite side of the road. The summer or boat-house is of chaste design, opposite to which, a short way in the offing, is seen the cutter at anchor, a beautiful pleasure boat with awning and cushions of gay colours; from the flag-staff is seen fluttering in the breeze the ensign exhibiting the armorial bearings of the owner. This road is seen best from the steamer, which coasts along the shore. To the tourist who has come from a northern latitude nothing can prove more grateful to the senses than the genial mildness of the climate met with here, particularly in early spring and late autumn; indeed, such is the climate that the rose tree never ceases bearing during the year, while the cheerful and lively inhabitants of the villages are seen following their avocations in the open air. In the neighbourhood are extensive palaces and numerous beautiful villas belonging to the nobility and gentry (and even Royalty), who divide their time between the retirement of the country and the attractions of Milan and Turin. Approaching Arona, and at one mile distant from it, we come to the bronze statue of San Carlo Borromeo, a short distance off the road on the right; a few minutes walk suffices to arrive at its base which is situated on an eminence overlooking Arona and the lake. It is not advisable, as heretofore was necessary, to de-

scend the lake to Sesto Calende, since the railway conducts from hence to Novara where it joins the main lines to Magenta and Milan the one way, and Turin and Alessandria the other.

The Lago Maggiore is formed by the river Ticino, and is from N. to S., about 50 miles in length, and 9 miles wide at the greatest breadth, is 1326 feet deep, and is at an elevation of 680 feet; its waters produce quantities of excellent fish. The navigation is less dangerous than either the Lake of Como, or Garda: the prevailing winds in winter are south and south-east. On its shores are quarries of marble and granite, mines of minerals, of iron, copper, and lead. The largest traffic on the lake consists of stones and slates for building purposes, timber and charcoal. The timber is floated by the Ticino into the lake and navigated to Milan and other parts of the country. The scenery met with in ascending the lake is very interesting. Immediately on the left is seen Mont Rosa, then the Simplon, the St. Gothard, Bernardino, and Splügen, besides the numerous minor Alps; the contrast between the pure white mantles of snow of the former and the sombre hues of the latter, is at once grand and imposing. Ascending, the scenery on the left, or northern side, is rugged, wild, and grand; on the right, or southern side it is remarkably fertile and undulating. The fine expanse of water is animated with numerous boats and large craft with bleached canvas and lateen sails winging their course over the bosom of the lake in all directions. Now is seen a steamer, now a market boat with its cargo of fruit and flowers, the peasantry singing their national airs, while the *contadini* on the shore are heard to take up the air and sing in concert.

Proceeding from Arona up the lake, the names of all the towns are given as they come in succession. On the right, Angera, opposite Arona, there is an old castle built in the 14th century, belonging to the dukes of Milan—it contains some fresco paintings of that period. Diligence from Arona to Sesto Calende. On the left, Lesa, beautiful scenery, rich in villas, among which are those of Villa Stampa, belonging to Alessandro Manzoni; on the left, Belgirate, a continual series of elegant villas, surrounded by luxuriant gardens; also on the left, Stresa, with church and convent of Rosminiano. Palace of H. R. H. the Duchess of Genoa, formerly the ancient palace of Bongarzia, where Rosmini died, the palace of the Duke of Vallombrosa at Baveno, opposite the Borromeo Islands, the steamer calls; here is an ancient church and baptistery, beautifully situated on the lake, and surrounded by gardens and villas; in its vicinity are those of Hudson and Cavour, granite quarries of some note, &c.; on the left, Feriolo, junction of the Simplon road; on the right, Laveno, with fortifications and extensive barracks, 15 miles distant from Varese, a beautiful drive, omnibuses twice daily, thence to Como, 17 miles. On the left, Pallanza, commanding the finest views of the lake; perched in a beautiful position on its shores on the left, Canaro, romantically situated at the foot of

a gorge; for the sweetness of its climate, for its vineyards, cedars, olives, and vegetation, it vies with the finest part of Lago di Como. The Isoletta, in the lake opposite, contains the ruins of an old castle of mediæval origin, called the Canaro, belonging to the bandit Mazzardo, who resided there. On the left, Intra, manufactures of cotton and silk thread, glass, &c., a fine palace, a handsome church and an elegant theatre; a beautiful road hence to the head of the lake; a delightful drive to Pallanza about 2 miles. On the right Luino, the birth-place of Bernardino di Luino, the Raffaele of Lombardy; here is the palace Crevelli. Omnibuses in connection with the steamers to Lugano in 3 hours, (19 miles); carriages with 2 horses, 12 frs., coachman 1 fr. 50 cents; on the right, Maccagno, on the left, Canobbio, containing two churches, in one of which, Pieta, there is an immense-sized altar piece by Gaudensio Ferrara, behind the town there is a deep gorge where the mountains, lofty and sombre, frown over the lake. On the right, Magadino, the principal emporium between Italy and Switzerland, whence there is an excellent road to Bellinzona and Locarno; on the left Brissago, containing an extensive manufactory of cigars; the wine here is noted for its excellence; the small islands of same name opposite, abound in rabbits. On the left, Locarno, (Pop. 2700), contains the ruins of a castle, the churches of St. Francisco and St. Antonia; in the latter there is a fine painting of the Temptation of St. Anthony, by Arelli. It was from this place that the Protestants were expelled in the 16th century—they settled at Zurich. The view from the tower of the church of the Madonna is magnificent. Having arrived at Magadino or Locarno, the tourist may choose either the Bernardino or St. Gothard Pass for his return route. On the other hand, by taking the diligence from Magadino he can proceed to Lugano, the capital of Canton Tessin, which is situated in the midst of enchanting scenery; from thence, proceeding up the Lago Lugano to Porlezza, (the Italian frontier and custom-house), thence by diligence or carriage to Menaggio, 2 hours, 9 miles, on the Lake of Como, or, on the other hand, proceed to Capo Lago, and thence by carriage to Varese and Como. The usual way is to leave the steamer on Lago Maggiore at Luino, and thence, in 3 hours, 19 miles, through a lovely country, on the banks of the Tresa, to Lugano; nothing can be more agreeable than this drive.

LAGO DI ORTA.—This beautiful miniature lake is worthy of the tourist's notice. It may be approached by leaving the high road from Dome d'Ossola to Baveno at Gravellona, thence to Omegna and Orta, on the shores of the Lago di Orta, returning by same route. Distance in all, about 24 miles; time, 9 hours; cost, 14 frs. Lago di Orta is 13 miles in length by about $\frac{1}{4}$ to 1 mile in breadth. It contains quantities of excellent fish and its shores are covered with every variety of fruit and vegetation, adorned with handsome casinos of the gentry, and pretty villages with houses white as snow. The drive around this enchanting scene is most agreeable. Immediately

opposite to the little town of Orta, rises from the bosom of the lake, the tiny Isola de San Giulio, 370 yards in length by 200 yards in breadth, containing about 200 inhabitants. This fairy island was the habitation of San Giulio in the 4th century—during the epoch of the Longobards it was considered the principal place in the dukedom—and in which King Berengario took refuge; the tribune is adorned with strange figures. There is also a fine Mosaic of the 4th century, and in the crypt of the chapel repose the relics of the saint. From Orta ascend the Sacred Mount, passing on the way 20 chapels each of which contain statues and paintings representing the different feasts of Saint Francesco di Assisi—at the summit the little church and convent of the order of the Franciscans. During the ascent the view of the lake with the surrounding scenery forms a variety of pictures unequalled for diversity of mountain, wood, and water. The magnificent snow clad Alps appear in the immediate neighbourhood although distant, and the chain of Monte Rosa stands out in bold relief. From Stresa, on Lago Maggiore, Orta may be visited by mule path over the Monterone in 6 hours; a guide is indispensable, 4 frs.; the views from the summit are very extensive and diversified in mountain, wood, and water scenery; the other carriage road is from Arona via Varallo, the starting-point for excursions in the Southern and Eastern Alps—24 miles, 7 hours; from Orta by boat to Omegna—6 miles, $\frac{1}{2}$ hour; 2 rowers, 4 frs.; and 50 cents *buonomano*—thence to Gravellona, 4 miles, half an hour; Feriata on Lago Maggiore, 2 miles, quarter of an hour. By omitting Varallo the drive from Arona direct across the hills to Orta may be accomplished in 3 hours—distance, 12 miles.

LAVERO (LAGO MAGGIORE) TO VARESE. Laveno is situated at the foot of the Sasso del Ferro, 2287 feet. Hotels: Stella and Albergo del Moro, omnibuses twice daily to Varese, 13 miles, 2 $\frac{1}{2}$ hours, 2 frs. 50 cents; Como, 17 miles, 3 hours, 3 frs.; Milan, 32 miles, 4 hours, 5 frs. Laveno is supposed to possess the finest view of the lake. The road to Varese lies through a highly cultivated but hilly country, abounding in silk, fruit, corn, and wine. The mulberry is everywhere met with; the cultivation of silk is much and profitably attended to here. Proceeding through the hamlets of Citiglio, Germanio, and Gaverati, constantly ascending, to Comerio, 10 miles, 800 feet above the lake, the views are everywhere beautiful; on our right we see the Lago Varese, Lago di Monate, Lago di Comabbio, and two minor lakes of no note. The Lago di Varese has a singularly beautiful effect as seen from the road descending to Varese; its clear waters like a gigantic mirror, are seen reflecting amidst a thickly populated country, covered with the richest verdure, vineyards, and gardens, and surrounded by pretty hamlets and villas. The lake is 20 miles in circumference, and about 3 miles in width; it is very prolific in different kinds of excellent fish, and is distant about 9 miles from Varese. The roads are good, and the drive between the town and the lake, and also along its shores, is most grateful in a summer's evening.

VARESE—Pop. 12,000, Hotels, Angelo and La

Stella. The principal church is that of Vittore, called the Pellegrini; the carving of the organ and the pulpit, executed by Castelli, is worthy of notice; among the paintings, those of St. Gregoria, by Del Cerano, and a Maddalena by Morazzoni. In the Battistera there is a magnificent vase (the font) in marble, adorned with exquisite bas-reliefs. The Palace of Verata, with its fine gardens, may be seen on application. In the neighbourhood of the town and the lake are distributed many beautiful and chaste villas, among which the following are distinguished: Villa Taccolli, Litta, Ponte, Berra; these are generally surrounded by spacious lawns, sumptuous gardens, adorned with numerous garden statuary, orange and citron groves, with here and there magnificent forest trees, the flat-topped pine distinguishable. The Madonna del Monte, five miles distant from Varese, is well worth visiting. It is a sanctuary dating from A.D. 397, commemorative of St. Ambrose's extermination of the Arians. There are fourteen chapels met with during the ascent, illustrative of gladness, sorrow, and fame; there is a carriage road past Rafarello village, $2\frac{1}{2}$ miles, thence for $1\frac{1}{2}$ mile ascend on ponies; the view is among the finest in these parts, and second only to that of St. Salvatore at Lugano. Carriage and 2 horses, 10 frs. Diligences several times daily, 1 fr. 50 cents, ponies, 1 fr. 50 cents. The ascent of the Madonna del Monte may be taken on the way between Capo di Lago, Lugano, and Como. There are several silk-thread factories in this part of the country, which are highly interesting and well worth an inspection. Strangers are admitted and politely received.

FROM LUINO (LAGO MAGGIORE) TO LUGANO.—LUINO, Hotels, Poste and Del Vapre. Leave the steamer here, and proceed by diligence 18 miles, $2\frac{1}{2}$ hours, 8 frs., or carriage & 2 horses, carrying 4 persons, 12 frs. The Swiss frontier and custom-house is but a short distance beyond the town. Before arriving at the village of Sessa, passports are shown—no difficulty. The road follows the course of the river Tresa, constantly ascending and descending through a romantic and densely wooded country. The scenery about the town of Ponte Tresa, at the lower extremity of the Lago di Lugano, is singularly wild and diversified, adorned with mountain, forest, and flood, the scenery constantly changing; in our progress are the pretty villages of Agno and Muzzano. Ascending from Ponte Tresa, the road is lined on each side with gigantic walnut trees, and higher in the mountains quantities of chestnut trees adorn their slopes. Descending on Agno, from the summit of a chain of lofty hills, all at once the most romantic panoramas develop into view, and reveals a picture rarely met with by the stranger, Lugano proudly perched on the margin of the still, dark lake. Mont Salvatore immediately in the front, rising like an immense tumulus from the promontory, stretching into the lake, the whole surrounded by mountains of every variety of form and colour; those on the opposite side of the lake to Lugano, embracing Monte Caprini and Generosa, rising perpendicularly from the bosom of the lake, rocky in

some places, in others wooded from their summits to the water's edge. The scenery in our descent and approach to Lugano is supremely beautiful, and certainly may be entitled to rank as a highly favoured spot, such as is rarely met with, and scarcely can be equalled. Having passed the river Agno, one of the tributaries of the lake, we reach Lugano (Hotel Corona, Suizero, and Du Parc), once the convent of Santa Maria Degli Angeli.

Lugano is situated on the lake of the same name, Pop. 3,250, the capital of the Canton Tessin; its elevation above the sea is 900 feet. The town lies on the west side of the lake, on the flank of a fine mountain, between Mont Brae, on the east covered with villages, country seats, vineyards, citron and orange plantations, &c., and San Salvatore to the south-west. The finest view of the lake is seen from the tongue of land from San Marino and Castagnola. From these edifices we observe three convents and three monasteries.

Lugano contains but few churches; that of St. Lorenzo (the cathedral) as yet unfinished, that of Santa Maria Degli Angeli, situated close to the Hotel du Parc on the quay, and once belonging to the convent of same name, which was suppressed in 1853; the latter contains several paintings by Luini—the crucifixion and a madonna are among the best. The palace of the governor, the ground floor of which is converted into a café; the hospital, the foundations of which date from the 13th century; the handsome theatre, the only one in the canton, was originally the residence of the Archbishop of Como; several palaces, and handsome mansions, with a Statue of William Tell, by Vincent Vela, on the quay opposite Hotel du Parc, constitute the lions of Lugano. The annual fair, held here from 8th to 14th October, is one of the most considerable in Switzerland. Upwards of 8000 horned cattle and 500 horses change hands at this period. The town contains manufactories of paper, silk-thread, leather, &c.

The territory of Lugano was given by Maximilian Sforza, Duke of Milan, in the 15th century, to the Swiss confederation, for the assistance rendered by them in expelling the French from the country.

The most interesting excursions in the vicinity, and they are numerous, are the Park of Mr. Cianl, on the borders of the lake. The ascent of San Salvatore (a spent volcano) the summit of which is 2900 feet, wooded the whole way. It occupies 2 hours accompanied by a guide, to ascend, 2 frs., a horse, 5 frs. The view in front comprises the lake and the rich plains of Lombardy, as far as the cathedral of Milan; turning round, the opposite view displays the line of Alps, extending from the Splügen to Monte Rosa, a magnificent view. Among excursions around Lugano, occupying from 15 to 40 minutes, the following will be found most agreeable—Monts Bre, Melide, Agno, Ponte Tresa, the Convent of Bigoria, and Monte Caprino.

LAGO LUGANO. This lake resembles that of Lucerne in shape; it is a reunion of gulfs, called

by different names, commencing at Porlezza, in Lombardy; it runs from north-west to south-west, to Lugano, 3 hours, and from Lugano south to Melldi, 1 hour, where it branches into two arms, one of which extends south to Capo Lago, $1\frac{1}{2}$ hour. The other takes a south-west direction to Porto, 2 hours, from whence returning north-west, $1\frac{1}{2}$ hour, it divides into two other branches, the principal of which in about one hour, stretches to the village of Agno, while the other about half an hour, descends to Ponte Tresa. The length of the lake may be taken at 14 miles (some say 18 miles), and the widest part about 3 miles, its depth 575 feet, its elevation 760 feet. It enjoys a delicious climate, an almost continual spring. The beauties of the shore surrounding this fairy lake, differ from those of Como or Maggiore. Lago Lugano possesses other and striking characteristics in its diversified scenery; its several gulfs present a succession of varied pictures. The lofty mountains enclosing their carpets of rich verdure, the contrast between savage and civilized nature is agreeably visible on all sides. The Lugano side of the lake is Swiss, the opposite shore is Italian. Steamers traverse the lake daily between Lugano, Porlezza, and Capo Lago.

LUGANO TO LAKE OF COMO, *viâ* PORLEZZA AND MENAGGIO. By steamer; fares, first class, 2fr., second class, 1fr.; one hour to Porlezza, calling by the way on the left shore at Castagnole, Gandria, Albocasia, and Drono. These towns are very interesting as seen from the deck of the steamer; they are romantically situated among forests of walnut and chestnut trees; in some instances, they are forced by the mountains on to the margin of the lake, until the foliage of the trees are dipping into its waters. Drono is the Italian frontier; passports required here: the authorities cause no delay. Porlezza is beautifully situated at the base of an amphitheatre of hills; the opposite shore is almost inaccessible, steep rocks and wooded mountains rise perpendicularly from the lake, their outline reflected in its waters. Diligence to Menaggio, 9 miles, two hours; fares, 2fr. 50c.; carriage with one horse, 5fr. 50c. The drive from lake to lake is very interesting, principally uphill to within two miles of the lake of Como, near Piano and its tiny lake, where, after passing Croce, we commence descending the richest country imaginable, commanding the most sublime views of the rich and classic lake of Como with its surrounding scenery, the whole appearing at our feet; the Alps, extending from the Splügen to the Ortler Spitz, beyond the Valtellina are seen distinctly, and, although distant, appear close at hand. We arrive at Menaggio, Hotel Corona, from whence boats are hired for different parts of the lake, but more frequently to Bellagio and Gennazzini; fares, two rowers, 5fr. and *buonomano*. Steamers ply three times a-day up and down the lake, calling at the different towns in its course from Como to Colico, and vice versa.

LUGANO TO COMO, *viâ* CAPO LAGO AND MENDRISIO. Distance, twenty miles; omnibus, 3fr.;

Capo di Lago to Como, eleven miles, 2fr. The high road to Como runs between the lake and the base of Mount Salvatore, whose porphyry rocks, overhung with extensive green woods of many hues, have a beautiful effect. After skirting the lake, among enchanting scenery, for nine miles, we come to Capo Lago; the latter is crossed by a bridge between Melide and Bissone. The drive is preferable to the steamer from hence to Lugano. Fares by steamer, first class, 90 cents.; time; about half an hour. From the lake we proceed through a lovely and fruitful country for two miles to Mendrisio, pop. 1700, Hotel Angelo. The ascent of Mount Gornico is made from hence. The summit partakes of the scenery of Switzerland; it abounds in verdure and flowers, and abundance of wood. Near the town, on the side of the road, one of those interesting sights may be visited—a silk-winding factory in operation. Strangers are admitted and welcomed. Three miles further bring us to Chiasso, the Italian frontier; passports, and little delay at the custom-house. Four-and-a-half miles hence, through a highly cultivated and densely populated country, bring us to Como; half an hour more, by a direct route, leaving Como on the left, brings us to Camerlata, the Monza and Milan Railway Station.

Como.—Pop., 24,000; Hotel Angelo and ~~Italy~~ both near the harbour, Hotel Corona, without the gate of Milan, is the best. The population of Como is chiefly employed in the manufacture of stucco images, and other ornaments, and the winding of silk and cotton. The city possesses little of interest or attraction for the tourist, except its splendid and picturesque Cathedral, Town hall, and the fine statue of Volta in the marketplace; the surrounding scenery makes ample return for the deficiency of the town. Its history is of a remote date; the ancient city was taken and burnt by the Milanese in 1127 and 1271, it then became incorporated with the Duchy of Milan in 1335. It is the birth place of several distinguished men; Pliny the younger, Paul Jove, the Popes, Clement XIII. and Innocent X. Volta, and Canova, were born here. The Cathedral is the handsomest and most interesting of the ten churches of Como; it is a splendid structure, commenced in 1396, and finished in the 15th century. The Baptismal Chapel is after the design of Bramante, and is an elaborate piece of workmanship.

Omnibuses to the Milan Railway Station at Camerlata, one mile distant, every hour, fares, 50 c.; steam-boats ply three times a day from each end of the lake, from Como and from Colico, fares, 1st Class, 4 frs.; 2nd Class, 2 frs. 10 c. There is a steamer leaves Como for Lecco, and *vice versa*, in 3 hours, see page 218. Small boats are always ready; fares, 1 man, 1 fr. 50 c. to 2 frs. per hour; per day, 5 frs. each man. Bargain before starting, reserving the right to give *buonomano*. There is a char road on one side of the lake and a post road on the other.

THE LAKE OF COMO.—This lake is formed by the Adda and the Maïra; it is 32 miles in length, and

from two to three miles in width, is 1805 feet in depth, its elevation about 666 feet above the level of the sea. It resembles the letter Y in its form. At Bellagio it divides into two branches, the one towards Como, the other descends to Lecco, from whence the Adda pursues its course to the river Po. The deep waters of the lake are abundantly supplied with fish of various kinds, among which are distinguished Trout, some of a considerable size, Lucio, a sort of Whiting, Tenca (Tench), Carpio, and of more importance than all the others, in point of profit, the Agoni, of which there is much caught and sold throughout the country. The Lago di Como is incontestably the most delicious and picturesque of all the lakes in Europe; in fact, no other can compare with it for the sweetness of its climate, the richness of its shores, the varieties of its panoramas, the magnificence of its villas and sumptuous gardens. On the borders of the lake are excellent roads, communicating from one village to the other. The enchanting scenery of the Lago di Como is described in glowing terms by tourists from every clime. In every language and in every age its scenery and local beauties have been extolled. It evidently has been, and ever will remain, the elysium of the tourist.

Ascending the Lake from Como to Colico, the various towns and places of interest will be taken as they are arrived at in succession. The letter r, right, and l, left, will indicate their position.

Ponte de Geno, once the Lazzaretto, now Villa Cornaggio, l Borgovico, Villas Fossani, Ballaglia, Mandola Raimondi, Brambella, l Cornobbia, the Monastery Clunicensi, Villa Cigona, Bolgonini, Baroggi; above the village rises the lofty Monte Bisbino, of which the natives say, when the clouds rest on its summit, it portends rain, hence the verse,

“Vanna prendere l'ombrella.
Che Bisbino ha il suo capella.”

(Go take the umbrella, for Bisbino has on its hat.) Here is also a Sanctuary of the Madonna, Villa d' Este, now Ciani, once belonging to the unfortunate Princess of Wales; near to this is the extensive and excellent Hotel del Regina d' Inghilterra, beautifully situated and well patronised; Villa Pezzo, of the Count Muggiasco, afterwards became the property of the Archduke Raineri, the gardens are very fine; Villa Curie, containing good paintings; l Moltrasio, celebrated for its grottoes so highly esteemed for preserving wines; the Villa Passalacqua, of splendid design and architecture; Bellio, a delicious climate, numerous country seats. Here are the Villas Pasta, Taglioni, Schovaloff, Mylius, &c.; r Torno, at one period this town rivalled Como for its arms and its commerce; the church is of interest, one of its doors dates from the 14th Century. Villa Pliniani, constructed by Count G. Aguiuolo, one of the four who were sworn to take the life of the Duke of Farnese, which tragedy took place at Piacenza; at the extremity of a court there is a fountain of intermit-

tent water, issuing from a rock mentioned by Pliny the younger. At present this villa belongs to the family of Belgiojosi; its position is a melancholy one; for eighteen centuries this place has remained without alteration, it is certainly one of the most interesting sights on the Lake. l Ureocarate, a small village, whose inhabitants are engaged in boat building; villas Visconti and Battaglia. l Giullano and Loglio; on the promontory of the latter stands the Villa Antonina, and the pyramidal monument to Giuseppe Franck. l Torriggio, a very picturesque and romantic situation, on the narrowest part of the Lake. Ascending the mountains, about two hours' walk, we come to a sort of cavern, full of fossil bones, called Buca del Orsa (Mouth of the Bear). The view from the summit will amply repay the time and fatigue of the ascent. r The Molina, in the vicinity there is a mountain gorge, from whence issues a fine cascade, 60 feet in height, it is called "L'Orrido di Molina." r Nesso, with a fine waterfall. l Brenno, the houses composing this village rise one above the other, and from the lake they have the appearance of huge steps, leading to the top of an eminence. r Argegno, a small mercantile place from whence there is a good road, eight miles to the Lake of Lugano. r Lezzeno noted for the excellence of its figs, they remain on the trees all the winter, and ripen in May; this village is situated in a kind of alcove at the foot of a dark mountain, hence these lines,

“Lezzeno della mala fortuna,
D'Estate senza sol, d'inverno senza luna.”
“Lezzeno, of bad fortune,
In summer without sun, in winter without moon.”

l Colonna, with the fine cascade of Coggia; it is supposed that this water comes by a subterranean channel from the Lake of Lugano. l Sala, Villa Beccaria. l Isola Comacina, celebrated in the history of the Lombards, at which mediæval epoch it was well peopled, and fortified with high walls flanked with towers; at the present day the island is almost deserted, and nothing is met with beyond a few ruins of its former importance. l Campo-Villa Balbino, belonging to Cardinal Durino. l D'Osso de Lavedo, Villa Arconate; after passing the promontory, we enter the delicious scenery of Tremizzina. l Lermo, with its pretty church and Battistario of the 9th century; it is also interesting for its archæological history; the following towns and hamlets occur in succession, l Portozzo, Mizozgra, Bolvedro, Tremazzo, among which are the villas Busca, Cramer, Brentani, Giuliani, &c. This is the finest point of view, and the loveliest part of all the lake, called "Tremizzina," in which are pretty good inns. In the vicinity, Villa Sommariva, or Carlotta, the most majestic of all others around the Lake of Como; it belonged originally to Count G. B. Sommariva, and built at a cost of £32,000, and sold for £20,000 in 1843, to Prince Albert of Prussia, and took the name of Carlotta, from being occupied by the Princess of Prussia. It is now the property of her husband the Duke of Saxe Meiningen. It is exquisitely situated in the midst of delicious gardens, sup-

ported with terraces overlooking the lake, and containing a precious collection of objects of the fine arts. No one should neglect to visit this Palace; a fee of 1 fr. to the custodian suffices. Its paintings and statuary are renowned. Among the latter, "Mars departing for the War, delayed by Venus," by Aquati. "The Triumphal Entry of Alexander the Great into Babylon," a stupendous basso relievo, by Thorwaldsen. The choice of all, perhaps, are the three following:—"Amore and Psyche," "Palamedes," and the "Magdalen," by Canova. "The Embrace of Romeo and Juliet," by Hayes; "Persens and Andromeda," by Mongez; "The Death of Attila," by Jordan; "Virgil reading his Sixth Book of *Æneid* to Augustus," by Wicard; a fine Landscape, by Breughel; "Cupid and Venus," by Serangli; "The Portrait of Laura," by Agricola; "The Sepulchre containing the Ashes of Themistocles," by Bassi; a "St. John," by G. Ferrari; "Vulcan tempering the Arrow of Cupid in the presence of Mars and Venus," a fresco transferred on to wood, by Bernardino Luini; "The Portrait of a Lady," by Leonardo da Vinci; an "Achilles," by Applani. The Marble Sepulchre of Count John Sommariva, by Marchese. In the Chapel, which is embellished with statuary, there are two beautiful bassal reliefs, one by Tenerani, on the tomb of Luigi Sommariva; the other by Marchese, represents Giovanni Sommariva counselling his son to cultivate the arts which had contributed so much happiness to his parent. *I* Cadenabbia and Majolica Villa Recordi, towns on the shores of the lake, containing tolerable inns. It is recommended to tourists who wish to take the scenery of the lake in detail, either to sleep at Bellaggio, or stop here for the night; it requires half a day to do justice to all that is to be seen in and about the Villa Carlotta; there is a Church of England service here on Sundays throughout the season. *r* Bellaggio, Hotels Guinazzini, and Gran Bretagna. This village is beautifully situated in the angle which separates the lake into two branches. The villa Serbelloni to the east, is one of the loveliest situations imaginable; it commands the different branches of the lake; the gardens are remarkably fine; fee, 1 fr. to custodian. Ascend to the highest point for the most extensive view. Observe the variety of flowers met with on the way.

VENNA, perched high and secure in the mountains above the village. During the mediæval epoch this was the retreat and refuge for the brigands. Villa Frissoni, situated on the margin of the lake, Villa Trotti and Polde Pezzoli, and on a rise, Villa Melzi, famous for the richness of its flowers, erected by F. Melzi, vice-president of the Italian republic; here is seen the portrait from life of Napoleon, by Andrea Applani, in the chapel, a sepulchral canopy by Nisa, a statue of the Saviour by Comelli, and a *chiaroscuro* by Montecelle, the beautiful designs by Albertoli, and those of the figures by G. Bossi; this artist designed the arc of the door (*sopra porte*) which represents Leonardo da Vinci teaching his pupil Francesco Melzi the art of designing; in this composition is represented the actual likeness of Leonardo, who at his demise

left his studio and its contents to his favourite pupil F. Melzi, who continued for some time the school of painting left him by his illustrious friend and master. There is a beautiful design representing Parnassus, attributed to Lavelli, in the garden, and also an exquisite group, Dante and Beatrice, by Comelli. The Villa Giulia, now the retreat of Leopold king of the Belgians; this palace has been extensively restored and embellished, and spring water has been conveyed from the mountains at a great outlay. *l* Menaggio,—Hotel Corona—a lively commercial town; this is the landing-place for the road to Porlezza and Lake of Lugano. *r*, Finmelatti, this village derives its name from a rapid stream, whose waters have the singular property of becoming colder as the summer heat increases; this torrent issues from a cavern in the rocks, 1000 feet in height, and precipitates itself perpendicularly over the rocks into the lake below; for nearly a mile the vehemence with which this river pursues its rapid course covers it with foam of the colour of milk, hence the name Flumelatti, (river of milk).

To the right, Varenna, a village in front of Menaggio, on the Splügen road; in the vicinity are long galleries; the scenery here is most charming. Situated on the heights above this village there is an excellent hotel and *penzion* at the hydropathic establishment of Rigoledo, containing more than 200 rooms, admirably kept. Tourists may here recruit the fatigue of travel; the hotel is clean, and comfortable, and the charges are reasonable.

On the left, Rezzonico, with ruins of a castle of the 13th century, and the remarkable Sassa Rancio (orange rock), from which it is recorded that many of the Russians passing in 1799 were precipitated into a premature grave. *l*, Bellano, at the foot of Mont Grigna, 7415 feet, is the country residence of the Archbishop of Milan. A handsome church constructed by Azzone and Giovanni Visconti, manufactory of iron, wire, &c., the birth-place of Tommaso Grassi, the savage gorge formed by the river Ploverna, and the old castle, should be visited. *l*, Crimis; in the church is seen a painting by Paul Veronese, representing St. Michael and the Archangel. *l*, Musso, which still retains a portion of its ancient castle, of triple fortifications, constructed by General Trevulzi, afterwards occupied by Giovanni de Medici, who caused to be constructed secret chambers pierced in the rock for the purpose of coining money. *l*, Dorio, originally founded by a colony of Etruscan. *l*, Algiasco, celebrated for its mines of pure white marble. Left, Dongo, close to the entrance of a wild mountain valley, rich in mines of iron ore. *l*, Gravedonna, a remarkable town, teeming with richness in architecture and design, and objects worthy the inspection of the antiquarian and the man of taste. The church of Vincenzo, fine in architecture, and possessing some rare paintings, seen in the chapels of St. Girolamo, St. Riggio, and St. Orsola; the ceiling is elaborate, and of great antiquity; it is covered with exquisite ornamental enrichments; under the altar is seen the ancient oratory of St. Anthony, in

the Lombard style, and containing a painting of the eighth century. In the vicinity and immediately on the shores of the lake, is the Battistario of Santa Maria, the façade of this church is constructed of grey and white marble blocks, in alternate layers; above the entrance rises the tower. Its façade is embellished with numerous bassi-relievi, in the interior is a gallery containing antique paintings, &c., and in the centre is placed the font; the churches of St. Guameo and Matteo possess some good paintings; a mile distant from the road, is seen in the church of Peglio, "The Last Judgment, and l'Inferno," St. Eusebio appearing to the Emperor Costanzo, several of the saints, with Beata Virginia, magnificent works of art, principally by Flammenghino. One hour from Gravedonna we join on the left, Livo; its church is embellished with frescoes of the quattro and cinquecento style. *r.* Ploria with a church of the seventh century, now reconstructed, an ex-convent of Friars of the Order of St. Antonia del Tan, of date 1252; *l.* Domaso, in front of Colico, the seat of commerce with the Valtellina. *l.* Gera, a village situated at the mouth of the Adda, surrounded by malaria. *l.* Loricca once well-peopled, now almost abandoned, in consequence of malaria. *r.* Colico, once possessing a large population, which is now greatly diminished, its vicinity to the Lagoons rendering it unhealthy; in the neighbouring country there is nothing but vast plains and stagnant waters, which are called by the natives, the "Plan de Spagna;" near this are the ruins of the castle of Fuentes. Here is the station of the diligences to the Stelvio and the Splügen. For steamers, see page 218.

LAGO DI LECCO.—A branch of Lago di Como. Lecco, Pop., 6470, the most important town is Comaschio; here is held every Saturday a much-frequented market, and a fair annually. Of the once extensive castle nothing remains but ruins. The bridge on the Adda, the Theatre, the Bovara, should be visited, and the Casa Bovara contains some good paintings, and a collection of antiquities. Lecco possesses manufactories of iron, silk, cotton, and paper; it was in the environs of Lecco where Alessandro Manzoni passed his youthful days, here he conceived the scene of his "*Promessi Sposi.*" At Pomerio there is an old castle, *r.* Rodrigo, at Acquata the country of Lucra and Pescaricono, the convent of the Friars of Christofra. The road from Lecco to the latter town is by Caprino and Pontida; the antique church of the latter is celebrated for the *giuramento* of the famous Lombard league; here the oaths were administered to its members. *l.* Malgrato, with an old castle, Pare. *r.* Abbadia Mandella, a village situated on a promontory, containing quarries of marble, and mines of iron and lead. *l.* Omo. *r.* Alcio, here are quarries of black marble. *l.* Vassena, Civenna and Limonte, once the feud of the monastery of St. Ambrose of Milan. *r.* Lierna.

LAGO D'ISEO.—An excursion can be made to this interesting Lake, by leaving the railway station of Palazzola, a neat little town of some trade, having a ruined castle in its vicinity; proceed by diligence

14 miles to Isce; fare, 1 fr. 50 cents; cross the Lake by steamer to Sarnico on the south side; fare 1 fr. 50 cents, thence to Lavore at the head of the Lake on the north side; fare 1 fr. 50 cents.

This beautifully situated lake is formed by the river Oglio, is about 17 miles in length, and from 1 to 2 miles in breadth; its waters are limpid, and contain a variety of excellent fish. The country around is picturesque, the lake is encircled by hills sloping to its margin, which are highly cultivated and thickly populated. The vine, the fig, the mulberry, and every other tree common to Italy are found here. The shores of the lake are studded with numerous thriving towns, pretty hamlets, and chaste villas, surrounded by luxuriant gardens and pleasure grounds; their richly clad terraces may be seen decked with the rose, the hydrangia, the myrtle, the oleander, &c.; vines, festooned and hanging over the walks intermingled with a variety of flowering creepers, while rising from the lawns are seen in classic vases, the Indian fig and American aloe, the whole encircled by orange and lemon groves, hedged in by tall dark cypress trees. Directing the eye further into this perspective, a handsome church, or tall campanilla is seen emerging from among groups of the stately Italian pines. This magnificent picture terminates with the lofty range of the Swiss and Tyroese Alps clad in snow. There are excellent roads throughout the country, and a drive through the exquisite scenery on the shores of the lake will amply repay the tourist.

Lavore possesses a good harbour, and a handsome church, and contains an establishment of some repute, the academy of Todine, embracing music, design, and objects of the fine arts. A short excursion up the Val Camonica on the banks of the Oglio, to the pretty town of Brenna, about 14 miles, is worthy the tourist's notice, and he will find the charges in the Inns, and the hire of conveyances, much more moderate than on the line of railway; the drive is beautiful, and replete with every thing that can delight the eye. Brenna has a gothic church, and a castle, and in its vicinity there is a tunnel some 3000 metres in length, leading into the Tyrol. The tourist may profitably continue his return route, proceeding up the valley to Edolo, Pozzo, Ponte di Legno. Tunnel to Mals; thence descend to Kles, and Lavis, on the Trent Railway line.

The whole distance travelled over, exclusive of the passage on the lake will amount, from Palazzola to Trent, to about 145 miles;—time, including Steamer on the lake, say 4 days; cost, 70 fr. This route may be reversed by crossing the Brenner Pass from Innsbruck, and descending the valley of the Adige to Lavis; by this way a day would be saved. Tourists who may be pressed for time, after visiting the Lago di Garda, may return this way. An excursion from the lake to Brenna and back, may be effected in two days, at a cost of about 30 fr.

ROUTE FROM PALAZZOLO TO LAVIS, by VAL CAMONICA.—

NOTE.—The Austrian Custom-house is between Lavis and Mala.

To Iseo	14 miles.	} Italian Money:— Franca and Centimes to Kles; then Florins and Kreuzers.—Austrian. The New Florin is equal to 100 Kreuzers, or Soldi, or 2s. English.
„ Luvre	14 „	
„ Darfa	9½ „	
„ Brenna	9½ „	
„ Edolo	9½ „	
„ Pezzo, Ponte de Ligno	28 „	
„ Tunnel in Val del Sole	42½ „	
„ Lavis	28 „	

LAGO DI GARDA.—The tourist wishing to visit this picturesque lake, should take it on his way from the Tyrol to Italy, or *vice versa*, in which case he will leave the railway at Roveredo, and proceed for 20 miles by diligence, over an excellent road to Riva, on the upper or north end of the lake. On the other hand, going from Italy to the Tyrol, he will leave the rail at Peschiera, (Austrian) or Desenzano, (Italian) both frontier towns, where passports and baggage are examined. Steamboats ascend and descend the lake twice daily between Peschiera and Riva, (Austrian Tyrolese frontier, passport examined,) in 3¼ hours; fares, 1st class, 3 frs. 60 cents, 2nd class, 2 frs. These steamers correspond with the diligences and railways at each end of the lake, see page 217. The Lago di Garda is formed by the river Sarca and several other small streams, among which are the Varrone, and the Torento Albola. It commences at Riva di Trienti, and terminates at Peschiera, situated on a small island at the lower or south end of the lake, from whence it forms the Mincio, which after forming the Lago di Mantua, debouches, and a few miles farther, unites with the river Po. The lake is situated between two chains of mountains; from east to north it is 34 miles in length, by about 4 to 6 in breadth, and its depth is about 985 feet. In the summer it rises from 4 to 5 feet during the melting of the snows, and heavy rains, in the Alps. Its ancient name was Benaco, the name of a city on its shores long since destroyed. This lake is frequently subject to storms and squalls from the mountains, which render its navigation dangerous in sailing boats, at certain seasons. In 1860, a fearful and sudden storm arose on the lake, which caused, in the space of three hours, the loss of 60 persons; hence Virgil's reason for saying "Fluctibus et fremitu assurgens Benace marino." In this lake are found abundance of various kinds of fish; Sardelli, trout, carpine, (the latter held in high repute by ancient epicures,) and the sceppi. There are three small islands rising from the lake, that of Tremetone about the centre, is occupied with the villa and gardens of Count Lecchi, which are well worth seeing, being rich in the collection of choice flowers, shrubs, and evergreens; the walks are shaded by delicious groves of orange and lemon trees. The proprietor is very liberal, and allows the public to land and visit the palace and grounds, a fee of 1 to 2 frs. to custodian.

DESENZANO.—Pop. 3450.—HOTEL D'ITALIA and IMPERATORE, is one mile from the railway station,

(conveyance to the trains), half-an-hour distant from Peschiera. The situation of this town at the bottom or south end of the lake, is very beautiful, surrounded by forests of orange, lemon, and all sorts of fruit trees. The apples, and particularly the pears of this locality are highly esteemed for the excellence of their quality, and delicious flavour. The site of Desenzano is called by the natives, the Rivera Bresciano, or Rivero de Sala. Projecting for some distance into the lake, and not far distant from the town, is a tongue of land called the promontory of Sermione. Here, Catullus, the poet, seduced by the attractions of the lake, resolved to fix his abode. The ruins found there are called the "Grotto di Catullo."

In describing the scenery while ascending the lake, the words right, and left, will indicate the positions of the towns and villages on its shores. The mountains on the west are lofty and grand, their sides displaying valleys with deep ravines, producing bold, wild scenery, in the midst of luxuriant groves of lemon and forest trees, which descend to the shores of the lake. The opposite shore to the east is fertile and interesting, but far inferior to the western side, yet productive in wine, oil, corn, figs, &c.

Leaving Desenzano, we come to Peschiera, on the right, (Pop., 1700), forming part of the famous Quadrilateral, and containing a small harbour for the tiny fleet of gunboats and steamers belonging to Austria; this town is distant from Verona 15, and Mantua 20 miles. On the left Manerbio, which is said by antiquarians to occupy the site of the temple of Minerva, is surrounded with lemon and orange groves, and other fruit trees. On the right, Lacise. To the right Bardolino, with its small harbour and the handsome villa Gianfilipi; the town is constructed in the form of an amphitheatre. To the left Salò, Pop., 3000, a bustling, commercial town of some trade; its situation is singularly beautiful, surrounded by one vast garden of rich landscape, teeming with every kind of fruit, and backed by lofty mountains, hanging as it were over the lake. On the left, Gardore and Maderno, containing a pretty gothic church, and an extensive paper manufactory; it is thought that the latter town occupies the site of the ancient city of Benacus. On the left, Toscolano, surrounded by vineyards, and high on the mountain slopes, covered with chestnut forests. On the same side, Gargnano, possessing a pretty church, and in the vicinity many handsome villas and gardens, mines of marble, &c. On the right, Garda, from whence the lake derives its name; in its vicinity are the villas Albertini and Bozza, there is an old fort here also; the surrounding country is fertile in corn and wine. To the left, Tremasoni, with quarries of limestone in a fruitful country, delicious climate. On the right, St. Vigilio, a point of land projecting into the lake covered with olives and fig-trees. On the left, Limone, one of the principal steamboat stations, deriving its name from the quantity of lemons grown in its vicinity and exported hence; it is a charming spot. On the right, Torri,

containing an old castle, and in its vicinity extensive quarries and beautiful gardens. On the left, Panal; behind this village is seen the magnificent cascade of Ledro, which has a fall of 200 feet; the surrounding scenery is very beautiful. On the right, Massisina; here is an old fort, attributed to the Venetians; this town is immediately under Mount Baldo, which appears comparatively bare as it hangs over the castle. We are now in the Tyrol, and shortly reach Riva, at the head of the Lake, Pop., 5000, Hotel, Il Sole, Giardino. This town is the principal port of the lake, and the steamboat station; it is a place of considerable importance, from the trade carried on between Italy and the Tyrol;

there are six fairs held here annually; the sweetness of its climate is charming, owing to its situation in the midst of all the luxuries of fruit and vegetation, attainable only in a genial climate such as this. Surrounded on three sides by lofty mountains, and by the shores of the beautiful lake on the other, its lovely position entitles it to be called the paradise of the South Alps. The Rocca castle on the lake was built by the Scaligeri family. There is a fine promenade in the colonnade on the little harbour. Diligences several times daily, corresponding with the steamers and railway trains. To Roveredo, 20 miles in 2½ hours; fares, 3 and 4 fra.

ROUTE FROM ROME TO TURIN.

"Half-an-hour after the arrival of the train at Civita Vecchia—that is to say, at 9 o'clock—a new and well organised diligence service is ready to start for Nunziatella, where it arrives at half-past four, in time to start by the five o'clock train for Leghorn. The carriages are good, are well horsed, and to those who dislike the sea, the route, which is quite as rapid as the sea route, is strongly recommended."

"The great pause in our progress north is on the drive of seven hours just described, over a tract of ground which might be laid down with rails in a few months. It is almost a dead level, there is not a single engineering difficulty on the whole line, and from want of the rail a vast tract of country is traversed almost without meeting a village, uncultivated, unhealthy, voiceless, dead. It is pleasant to find oneself at Nunziatella, once more in the land of the living, and gliding over a railway so smooth that it might have been rubbed with oil. Indeed, it may be said of all the Italian lines north of Rome that they are easier than any in Europe."

"Everything is new, the railways, the bridges, the viaducts, are all the production of the United Italian Government."

"There is a repose of three hours at Pisa, which one reaches soon after mid-day, after running through Leghorn, and thence from Pisa to Pistoja one traverses almost the richest and most picturesque bit of country in the whole route."

"From Pistoja to Bologna it is almost one continued line of tunnels; the road passes through the bowels and sometimes almost over the crests of the lower Apennines, looking down on valleys a thousand feet or more below, and bearing testimony to the skill and intrepidity of Italian engineers,

"On the next morning, at seven o'clock, the traveller arrives in Turin—that is to say, he leaves Naples at 10.10 a.m., on Saturday, or Rome at 6 p.m., and arrives in the late capital of United Italy at 7 a.m. on Monday morning, having been troubled with passports and diligences only in the Papal States, and after a journey through a country wonderful for its luxuriance and beauty, and full of evidences of progress."—*Times correspondent.*

A FORTNIGHT'S TOUR TO SWITZERLAND FOR £12 12s.

1. Take the Tidal Train *via* Folkestone to Paris. In time, leave Paris at 11.35 p.m., arriving in Strasbourg at 3.40 the following afternoon. See the Cathedral, Church of St. Thomas, and Monument of Gutenberg; dine, and leave Strasbourg at 6.30 for Bâle. Sleep there.

Hotels:—Trois Rois; Du Sauvage; Tete d'Or.
2. Bâle to Otten, by Rail, a beautiful pass of the Jura, thence to Berne.

Hotels:—Bernherhof; Falken; Mause.
See the town. The view from the Cathedral Terrace—Aar rushing beneath; Snow Mountains in the distance.

A.
Rail to Lausanne, steamer to Geneva. See Cathedral, Library, Meeting of the Rhone and Arne.

Hotels:—De l'Écu; Des Bergues.
Steamer to Villeneuve. Walk to Vevay. Rail to Berne.

3. Berne to Thun and Scherslingen, by rail; Steamer to Neuhaus; Omnibus to Interlaken. When on steamer, look at Castles of Oberhofen and Spletz, and the Mountains, Stockhorn and Niesen, on the right, and look out for the Snow Mountains in front. Rest in Interlaken, full of good Hotels and Pensions; 5 and 6 francs a day for board and

odging. Climb the Harder, if you like, or the *Schneige Platte*; or, less arduous, the *Abenberg*, gaze upon the *Jungfrau*, looking down from its height of 13,000 feet, upon the beautiful valley. Sit under the shade of the largest and finest walnut-trees in the world. Go to the English Church.

B.

On Monday morning walk to *Lauterbrunnen*, 7 miles, by the banks of the *Leuchener*; go on to end of the *Ober Valley*, and see the magnificent fall of the *Schmadribach*, rushing down in an immense volume from the mountain side. A splendid amphitheatre of high Alps, the *Jungfrau*. The *Tchingselhorn*, *Schilthorn*, &c. Return, and on the way, look at the misty thread of the *Staubach* falling 800 feet from the rock above. A good Inn—the *Capricorn*. Return to *Interlaken*.

4. Take Steamer to *Brienz* at 6 a.m., stop at the *Glessbach* falls at 7 a.m., go and see them. An easy climb—very beautiful. Take breakfast of *fresco* opposite to the falls; take steamer again at 10.10 for *Brienz*, diligence at 11.30 for the *Brung Pass*, by the *Lakes of Lungern* and *Barnen* to *Alpnach*—Steamer through some of the finest scenery in the world, to *Lucerne*.

HOTELS:—*Les Balances*; *D'Angleterre*

C.

Walk to the top of *Mount Pilate*, if clear weather, —or, take Steamer to *Weggis*, and from thence climb up to the top of the *Rigi*—sleep there, good Hotel. Return next morning to *Weggis*, take steamer to *Fluelen*, passing *William Tell's Chapel*, the field of *Grütli*, &c., &c. Return to *Lucerne*, beautiful walks in the environs.

5. Railway by the *Lake of Zug* to *Zurich*, about three hours' journey.

HOTELS:—*Baur*; *Belle Vue*.

The *Manchester of Switzerland*. Ascend the *Hutliberg*, at about two hours' walk there and back. 6. *Zurich* to *Schaffhausen*, by Rail. See the wonderful *Rhine falls*. Back to *Zurich* in evening. 7. *Zurich* to *Bale*, by Rail.

8. *Bale* to *Paris*, by *Mulhouse*, *Vesoul*, and *Troyes*. This varies the Route.

9. *Paris* to *London*. Cost of the journey, second class. *London* to *Paris*—Return Ticket, one Month, by *Boulogne* or *Calais* £2 12 0
Paris to the *Oberland*, Return Ticket, one Month, 107/-. 30c..... 4 5 9

£6 17 9

All the journeys numbered above are included in the fares paid for the return tickets. The journeys marked with letters A., B., C., &c., must be paid for in addition, if the tourists wish to take them.

PROBABLE COST OF THE ADDITIONAL JOURNEYS.

A. To *Lausanne*—Return Ticket, 10s.; Steamer on *Lake* to *Geneva*, 2s.; *Geneva* to *Villeneuve*, 2s.; walk to *Vevay* or *Lausanne*.

B. A boy guide up the *Ober Valley*, 1s.

C. Steamer to *Weggis*—and on to *Fluelen* and back to *Lucerne*, about 7s. 6d.

COST OF HOTELS, &c.

Most of the second class hotels in *Switzerland*, and many of the first, will take travellers for one or two days—by the day 6/-.—not quite 5s. per day. On the *Road* the *table d'hôte* is generally 3/-. but if no *table d'hôte*, the tourist or tourists can order a "petit diner" for 2/-. 50c., including *vin ordinaire*. The dishes will consist of soup, vegetables, a mutton chop, a slice of roast meat, and sweets. In towns the "petit diner" will cost 3/-.; breakfast or tea, generally 1/-. 25c. Cutlet with fried potatoes, 1/-.; wine, à la carte.

TOTAL COST.

Return Tickets—with leave to stop in <i>Paris</i> , <i>Nancy</i> , <i>Strasbourg</i> , <i>Mulhouse</i> , <i>Basle</i> , <i>Olten</i> , <i>Berne</i> , <i>Thun</i> , <i>Interlaken</i> , <i>Brienz</i> , <i>Alpnach</i> , <i>Lucerne</i> , <i>Zug</i> , <i>Zurich</i> , <i>Schaffhausen</i> , <i>Vesoul</i> , and <i>Troyes</i> , to <i>Paris</i>	£2 12 0
From <i>Paris</i> , <i>Chemin de Fer de l'Est</i>	4 5 9
12 Days, at 6 francs—72 francs	2 17 6
Extra expense of Trip A—from <i>Berne</i> to <i>Geneva</i> and back.....	0 15 0
Sundries—including food on the road, Hotel in <i>Paris</i> , &c., and incidentals.....	2 1 9
	£12 12 0

SPECIAL DIRECTIONS.

Buy *Bradshaw's Handbook to Switzerland*; take very little luggage—25 kilograms are allowed, but much less will do. The best kit for the tour will be two loose coats, one warm, the other light; one to go over the other, if needed; one pair of light tweed trousers on; one warmer ditto in a black bag; two vests; one pair of strong shoes on; one pair light ditto in the bag; four shirts, if flannel, three will do; four pairs of socks; six collars; six pocket-handkerchiefs; brushes, razor, &c. A good knapsack will be better than a bag; either can be carried in the hand from Rail to Steamer, from Steamer to Hotel, &c.

The Return Ticket, for *Switzerland*, ought to be taken at the Station of the "Chemin de Fer de l'Est," in *Paris*; ask for the "Billet pour le Voyage Circulaire en Suisse, Seconde Classe," it is available for a month. Take a good stout umbrella; which will answer for a walking-stick. A carpet, or black leather bag, may safely be left in the cloak-room, called "Cознаigne," while the tourist is absent taking sights.

CONTINENTAL ROUTES.

BEING desirous of making BRADSHAW'S CONTINENTAL RAILWAY GUIDE every way suitable for the instruction and amusement of Travellers, as well as with a view of pointing out to them Routes of the most approved and agreeable character, we have determined to give in our future SPECIAL EDITIONS brief but interesting particulars in reference to the Routes most useful to be followed in travelling through the various countries. We commence with—

ROUTE 1.

A Route through Switzerland.

We may first premise that the route given underneath, applies to travellers entering Switzerland from Freiburg-in-Breisgau, at Schaffhausen, and leaving it at Bâle.

FREIBURG-IN-BREISGAU TO SCHAFFHAUSEN, BY THE HÖLLENTHAL.—The distance from the former to the latter place is about 90, or perhaps 52, English miles; and the mode of conveyance is by diligence, which performs the journey direct in about twelve hours. The route is accomplished through the charming valley of the Höllenthal, or Infernal Valley, which presents the appearance, at its opening, of a flat and fertile plain, enclosed amid sloping and sylvan hills. Nearing the ascent, its original width becomes slowly contracted; and at about 42 miles from Schaffhausen, assumes a magnificently beautiful shade of romantic grandeur. Its woods rich in foliage, cover the steep sides of the ravine, from which project sharpened fragments of rock, rugged and naked, having running at their base the Dreisam, whose banks are verdant with turf, and studded with mills.

STEIG AND HIRSCHSPRUNG are the spots most remarkable for the exhibition of this rugged grandeur. On the journey we pass **BURG**, remarkable from Moreau's retreat, in 1796. Ninety-four years previous to this Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. The first village is **STEIG**, a post station, where the traveller may obtain good accommodation, on reasonable terms. Here a steep slope of the road leads the tourist up the Höllensteig; and on leaving it, he parts with the finest scenery. At this juncture an extra horse is required for the ascent of the Höllensteig, for which *fr.* 12kr. must be paid. Opening in the distance is **Himmelreich**. Passing **Lenzkirch**, and **Bondorf**, (nineteen miles from which is the magnificent Benedictine Abbey of **St. Blaise**.) we arrive at the top of the ascent, whence may be had a magnificent view of the Lake of Constance. Close by is the **Castle of Hohenlupfen**; and a little further on, after passing **Stahlingen**, we cross a stream, and, journeying on a distance of 1½ miles, we enter

SCHAFFHAUSEN.—For a description of which, see page 370.

SCHAFFHAUSEN TO ZÜRICH, BY EGLISAU.—Distance, 18 miles; mode of conveyance, by rail; which

crosses the Rhine just above the fall. After traversing a small portion of the Baden territory, we arrive at

EGLISAU.—Situated on the Rhine, about 13 miles from Schaffhausen, and containing about 1700 inhabitants. The scenery of the passage of the Rhine at this place is very romantic. The water flows between hills covered with trees, and is crossed by an embowered wooden bridge. We next meet, at a distance of about four miles, **BULACH**, a town of 1,500 inhabitants, having some good inns. From here a magnificent view of the Alps, with their tops crowned by eternal snows, may be had. The descent to Zurich is very picturesque and romantic passing through beautifully laid out gardens and vineyards, interspersed with beautiful villas and cottages. About two miles to the right is the hill of **Weid**, whence a rich view of the town and neighbourhood may be enjoyed. After this, nothing worth special notice presents itself, until our arrival at **ZÜRICH**, described at p. 372.

ZÜRICH TO LUCERNE, ACROSS THE ALBIS, VIA HAUSEN.—Distance, 33 English miles.—The journey is made by diligence, occupying about 7 hours in the transit (also by rail, see page 155). A very fair new carriage-road leads to Zug and crosses the High Alps. Though the road is very zigzag and circuitous yet the ascent can be accomplished per carriage with two horses. All along the route a very beautiful view of the Alpine chain, can be enjoyed. After skirting the Lake for a short distance, it crosses the **Sihl**, and wends to the inn of the Alps, where the tourist can get well accommodated, and obtain a magnificent prospect. Above the inn about one mile, is a height commanding an excellent view of the entire Zürichsee. Situated at the foot is the vale of **Sihl**, which is beautiful in its wooded slopes and picturesque scenery, and remarkable as having been the favourite sanctuary of the pastoral poet **Gessner**. On the south is seen the Lake of **Turl**; not far from which is the Church of **Kappel**, where **Zwingli** died. Farther off is the Lake of **Zug**, behind which rise aloft in sublime grandeur **Mounts Pilatus and Rigi**, the former on the right, the latter on the left. At this point the horizon, reflecting the snowy chain of the Alps from **Sentis** to the **Jungfrau**, presents a remarkably brilliant appearance. Attaining the summit, 2,500 feet above the sea and 1,000 feet above the lake, we descend, touching on the right the small Lake of **Turl**. After traversing the new road along the western slope of the Alps, we arrive at **HAUSEN**. Near this place is **Albisörunn**—a Water-Cure establish-

ment—where general travellers can board and lodge for 6 or 7fr. a day. From here the Bernese Alps can be seen to advantage.

HAUSEN.—A village of 6,000 inhabitants, painfully remarkable as being the scene of a sanguinary conflict, in which brother met brother in hostile combat, and, in the name of religion, sacrificed each other in remorseless fury. Here Zwingli fell on the battle-field. A monument is now erected on the spot where he fell, bearing on its entablature a Latin and German inscription. We next arrive at

RIFFERSCHWYL.—Lucerne to Knonan, 10 English miles; Knonan to St. Wolfgang, 6½ miles. A good road to Zug, the Righi, St. Wolfgang, Ghalikerbrücke, Brücke, Dierikon, and Ebikon; whence passing the monument of the Swiss guards, we enter

Lucerne—described at page 368, also see Route 12.—From Lucerne the tourist may proceed per steamer to **FLUELEN**, distance about twenty-four English miles; the voyage is made in about three hours; see Alphabetical list of steamers. The fare varies from 1 franc to 4 francs, and the boat generally touches at Weggis. The journey, though short, will interest. The lake, very interesting in its natural proportions, is also singularly so by its historical recollections. Its shores witnessed the memorable events that guaranteed freedom to Switzerland.

Leaving Lucerne—starting place near to the Hof Brücke—we soon halt Meggenhorn, and sail along through undulating hills, rich in verdure, and studded with picturesque villas and cottages—a scene beautiful in itself, but shadowed up a dark grandeur by Mount Pilatus. Further up, near the Bay of Kusnacht, to the right, is the Castle of Neu Habsburg. At the other side of the bay appears the stupendous mass of the Righi, whose sides are studded with forests, at the base of which lie fields, gardens, and cottages. Across the promontory of Tanzenburg the village of Weggis is seen; there tourists anxious to ascend the Righi disembark. To facilitate the tourist in his ascent, we here notice the

ASCENT TO THE RIGHI FROM WEGGIS.—The ascent presents many features of inducement not generally found surrounding other pleasure trips. The ease of the ascent, and the facility for obtaining accommodation at every stage, combined with the sublimity of the scene from the summit, render the excursion desirable and delightful. The visit should be made in order; and for this purpose the traveller should set out early, as, if he do not, it will be impossible for him to reach the Staffel Haus or Kulm in time to witness the sun set— one of the most glorious scenes in nature, as any one who has ever beheld from the Righi the gorgeous luminary sinking grandly into the west can attest. All the interesting objects can be visited in a day, and are particularised below for the convenience of the traveller. A mule-path leads up the ascent, commanding a constant view of the lake. It first passes the Heiligens Kreuz, after which we next come to the Cold Baths, where we find

a wooden inn, a small Chapel of the Virgin, and the Spring of the Sisters' Fountain. The first crucifix on the Kusnacht side is met at Leeboden, and a walk or ride through a succession of rich pasturage, intersected by beautiful and romantic paths, brings the tourist to the Righi Staffel, an elevated plain or platform chosen for viewing the effects of sunset. There the traveller can rest and enjoy the unrivalled scenery before him, after which he finds a very good inn, where he can get comfortable accommodation. Half-an-hour's walk further on brings him to Kulm, the most celebrated summit, where is also a large and good Hotel. From the Kulm is the best view. Another path branches off from Leeboden towards the right, which leads the tourist to pass the following interesting objects. From the north side very good views are obtainable of the Lake of Zug and of the town of Arth. On the west Lucerne can be distinctly seen; whilst on the south the objects seen are the Lakes of Alpnach and Sarnen, the Stanser and Buochserhorn mountains, behind which are the mountain ranges of Berne, Unterwalden, and Uri—an unbroken reef—with their glaciers, embracing the Engelberger, Rothstock, and the Eristenstock. On the east are the snowy peaks of Glarus and Appenzel.

Pedestrians require no guide, as they have only to follow the crowd that lands at Weggis. A boy, for 2 francs may be obtained to carry a knapsack or carpet-bag to the top. If a horse is taken, a guide is useless, as the man who leads the horse acts as guide.

Resuming our journey towards Fluelen, the steamer proceeds through the Noses, immediately after passing which, we find ourselves shut out by high mountains. After running through the oval basin called the Gulf of Buocha, it touches at Beckenried and at **GRASAU**, a very picturesque little village, and a delightful spot to stay for a while (see Pension Muller), and make a few excursions on the Lake, which is here very picturesque. The Righi-Scheideck, a Pension kept by M. Muller, can also be reached from here; ascent 2½ hours; tariff for horse 7 fr. : chaise à porteur 10 fr.; very easy, and a beautiful prospect, gradually widening from the Lake at the foot to the snowy Alps of the Bernese Oberland. The prospect from the Pension at the summit is quite as fine as from the Kulm, indeed by many it would be thought finer. The charge per day is 6 to 6 fr., including board, lodging, and attendance. English is spoken. There are chalybeate springs, hot and cold baths; and besides a handsome salle à manger, there is a saloon for ladies, a billiard-room and smoke-room, the Times and other newspapers, music, and many other entertainments indoors; whilst for outdoor exercise some of the most inviting excursions may be undertaken. There are 150 beds, and every thing is scrupulously neat and clean. There is also a telegraph at the Scheideck, whence messages can be despatched to every part of Switzerland, in 20 to twenty words. We then reach Brunnen, a post office which we change our entire course and sail down the Bay of Uri for Grutli, a short mile or two from which is Tell's Chapel. At the head of the lake:

FLUELEN—described at page 364.—From Fluelen we proceed to visit the Pass of St. Gothard, per Altort; Bürglen, birth-place of William Tell; Amsteg, where there are good inns; and Wasen, a village of about 350 inhabitants, on the left bank of the Reuss. The first part of the way to the St. Gothard is rich in beautiful scenery; but from Wäsen, up towards the Göschenen, there is an aspect of savage grandeur, not at all diminished by the narrow ravine of the Schöllinen, bordered for nearly four miles by stupendous rocks of granite.

THE DEVIL'S BRIDGE.—The stern and savage grandeur of this portion of the Pass far excels that of all the rest. Two bridges span the torrent. The Devil's Bridge and the defile of Schöllinen were the scenes of an obstinate contest during the campaign of 1799, when, on the 14th of August the French columns, under Lecourbe and Loison, drove the Austrians up the valley of the Reuss, the scene shortly afterwards of the defeat of the French by Suwarrow, during his memorable advance upon the Lake of Lucerne. Just above the bridge, the road passes through a tunnel cut through the rock, called Urnerloch, *Hole of Uri*. Emerging from this, the traveller finds himself in the beautiful valley of Urseren, which forms a deep contrast to the savage gorge just left behind. About one mile further brings us to

ANDERMATT.—A small village with about 700 inhabitants, and the chief place of the valley, 4,450 feet above the level of the sea. Honey, cheese, and splendid trout can be had here. Behind Andermatt a bridle-path leads over the Oberalp, and by its lake to Disentis, in the Grisons

Taking a direct road from Andermatt, we arrive at Hospenthal. By sleeping here, an hour is gained in the morning. An early start is advisable, as an early arrival at the Grimsel ensures a bed—late comers are often obliged to sleep on the floor. After passing Realp, where there is a small but neat inn, we enter a monotonous valley, which terminates on the Furca. After a brief repose, we descend by a steep and rugged road, to the glacier of the Rhone. The road skirts the glacier to the lower extremity, where a dirty stream issues forth—this is the source of the rapid Rhone. A wooden bridge conducts the traveller to a small inn, the only habitation between the Furca and the Grimsel, where a few beds may be had. Ascending the road to Gfimsel, look down on the glacier, which is here seen to more advantage than from below. On the top of the Mayenwand is the small gloomy Lake of the Dead. A line of poles marks the road to the Hospice, situated lower down in the valley. Those who pass the Grimsel need not mount the St. Bernard, which is tame in comparison. On arriving at Gfimsel, lose no time in securing a bed. There is a table d'Hôte in the evening. A splendid panoramic view of the Grimsel, and of the adjacent peaks and glaciers, can be enjoyed from the summit of the Sidelhorn, on the right of the path to the Furca.

FROM GRIMSEL TO THE GRINDELWALD, via MEYRINGEN—Distance forty-one English miles.—

Leave the Grimsel early in the morning, and if the weather be fine, the descent to Meyringen will afford a day of pleasure without fatigue. At first, not a plant or shrub is visible, gradually vegetation begins, and soon the road is bounded by sombre pine forests. At Handeck is a little wooden inn, close to the falls of the Aar, the noblest cataract in Switzerland. It is best seen from the bridge above. There are several fine points of view during the descent. One hour and a half beyond Handeck is Guttanen, and an hour beyond is Innhof, where there is a carriage road to Meyringen. From Meyringen to Grindelwald the distance is about 21 English miles; and the journey is accomplished in about eight hours. The journey is made at first up a steep ascent of nearly 3000 feet by the Reichenbach Falls, and then by a path up a delightful valley, at either side of which is heard resounding the cadence of beautiful waterfalls. Beyond the Baths of Rosenlaur, the waters of which are mineral, is the Glacier of Rosenlaur, unequalled for its beautiful situation and clearness: its caves should be entered. There is a good little Chalet Inn on the summit of the Scheideck Pass, 2½ hours from Rosenlaur; from thence to Grindelwald is one hour and a half. From the top of the Scheideck a path leads direct to the Faulhorn, whence the view of the mountains is far more magnificent than from the Rigi—but the little inn on the Faulhorn is not good.

From Grindelwald to the Wengern Alp is a journey of 2½ hours. On the summit of the Pass is a good little inn, (whose resources are, during the travelling season, generally taxed to the uttermost.) The houses are all wooden, and widely scattered over the banks of the torrent. It is 2450 feet above the level of the sea, and buried, as it were, among precipices. The Staubbach fall of water is less than a mile from the inn, and is one of the loftiest in Europe. Visitors should not leave here without exploring the upper valley of Lauterbrunnen, or ascending to Mürren, a village commanding one of the most glorious views in the Alps, finer than that from the Wengern Alp. The ascent may be accomplished on horseback. Pedestrians may proceed to the top of the Schilthorn, some way further; a still more magnificent prospect. There is a tolerable Inn at Mürren, but it is easy to return to Lauterbrunnen in the day. Invalids may reach Mürren in a Chaise-à-porteur. Very little of interest is to be met with on the route to INTERLACHEN—described at page 367. At Zwerglutschinen there is a very good little hotel.

INTERLACHEN TO THUN.—There is an excellent road to Thun each side of the lake. The journey by water is preferable. A diligence conveys the tourists to Neûnaus, where the steamer takes them up for Thun. On the voyage up the lake is the village of Merigen, at the rear of which is the Juster Thal. Nearly opposite the Nose is the Castle of Spiez, founded, it is said, by Attila. An Hotel has been recently built near the top of the latter, commanding a superb view. The access is from Thun. As we get into Thun, on the south

side, is the beautiful chateau of Schadau, the property of Col. Rougemont, in the midst of a charming garden.

THUN—described at page 371.—The distance from Thun to Berne is about 17 English miles, and the journey is made by railway. The road is an excellent one, and on a clear day commands a very fine view of the Alps. The scenery of the valley of the Aar is also beautiful, and will delight the tourist. The principal place met on the route is the little village of Munsingen, only remarkable as having been the spot where the oligarchical rule was overturned, in 1849, and a new constitution adopted. The Stockhorn and Niesen mountains on the left are also passed.

BERNE—described at page 360. The road leaves Berne by the Gate of Morat, and proceeds through a very fertile though rather commonplace country, as far as Neuenek. Here the stream separating the two cantons, Berne and Freiburg is crossed. The way leads along the bank of the river, through beautiful scenery. Before entering Freiburg, the view is impressive in the extreme. The city is one of the most picturesque in Europe. Close to the summit of the hill is the large old building once the Jesuits' Pensionat; near it the Jesuits' College, the Tower, and Church of St. Nicholas, beyond which is seen the Suspension Bridge, over which the traveller enters

FREIBURG—described at page 365.—The railway traverses a fairly interesting country as far as

BULLE, about 15 miles from Vevey.—Bulle is a very industrious town, containing 1600 inhabitants. It is half way between Freiburg and Vevey. Between Bulle and Chatel St. Denis the railway skirts the base of the Moleson, the highest mountain in Canton Freiburg. Passing Chatel St. Denis, remarkable for its picturesque beauty and elevated castle on the left bank of the Veveyse.

VEVEY—described at page 371.—From Vevey to Martigny, by Montreux, Villeneuve, Aigle, and Bex. Leaving Vevey, the first object of interest met with is the Tour de Pellis—a small town, built in 1239 by Count Peter of Savoy. It contains the ruins of a fortified castle, and is about 1 mile from Vevey and $\frac{1}{2}$ from

CLARENS.—This spot must ever be associated with sentiment and song, as described by Rousseau in *Nouvelle Heloise*. From here a splendid view of the lake and valley of the Rhone, and of the opposite shore, can be had. Our own Byron has also immortalized it in a poem, in a part of which he sings—

"'Twas not for fiction chose Rousseau this spot,
Peopling it with affections; but he found
It was the scene which passion must allot
To the mind's purified beings."

Here jutting rocks, towering ruggedly from the banks of the lake, succeed to the gorgeous scenery of hills and vine-clad undulations that adorn the banks of the lake all the way from Geneva.

At **MONTREUX** there are one or two good inns. The climate, owing to the sheltered position of the place, is healthy and mild, rendering the village a delightful winter quarter for invalids unable to cross the Alps. From the eminence on which it is built very good views can be obtained; and under the rock, on which the parish church is erected, there is a magnificent grotto adorned with incrustations of mosses, stalactites, and other concretions, called *Confette di Troil*. Two miles beyond Montreux is the celebrated Castle of Chillon, open to visitors. It communicates with the road by a wooden bridge, and stands solitary and alone—a striking monument of feudal despotism. It is a building of the thirteenth century, and owes its origin to Amadeus IV. of Savoy. Byron has immortalized it for ever, in his celebrated poem, "The Prisoner of Chillon," in which he thus apostrophizes it:—

"Chillon! Thy prison is a holy place,
And thy sad floor an altar; for 'twas trod
Until his very steps have left a trace,
Worn as if the cold pavement were a sod,
By Bonnivard! May none those marks efface!
For they appeal from Tyranny to God."
Beyond is

VILLENEUVE, built on the eastern extremity of the Lake of Geneva, and containing about 1500 inhabitants. Here the road leaves the borders of the lake, and enters the valley of the Rhone. The railway is continued by Roche, Aigle, and St. Triphon to

BEX.—A village on the road to the Simplon, containing about 4000 inhabitants, and only remarkable for its salt mines and works; situated in the valley of La Gryonne, about three miles from Bex, from which there is an excellent carriage-road through picturesque and delightful scenery, to the mines. *Pensions* here per day, 4fr. 50c.

BRIDGE OF ST. MAURICE.—This bridge connects the cantons of Vaud and Vallais. Immediately beyond it, on the left bank of the Rhone, is the old town itself, embedded among mountains.

ST. MAURICE contains about 11,000 inhabitants, and derives its name from the traditional surmise that, by order of Maximilian, the Theban Legion under St. Maurice were put to death in 302 because they would not apostatize from the Christian faith. The tourist who visits St. Maurice should make it a point to see the Abbey, a building of the fourth century. Its objects of attraction are the *Muséum of Ancient Art*—a vase of Saracen execution, presented by Charlemagne—a golden crozier of a spiral form, exquisitely carved—and a second one, presented by Bertha, Queen of Burgundy.

A little past St. Maurice, on the other side of the river is the Bath-House of Lavey. It is built on the right bank of the Rhone, over a sulphureous spring. Rising far above the road, is the Hermitage of our Lady of the Rock. Seven miles further is the celebrated waterfall of the Salenchee, or Pissevache, the fall of which is about 120 feet. The road crosses the stream of the Trient,

as it descends from the Tête Noire, and, passing beneath the Castle of La Batie, arrives at

MARTIGNY—described at page 369.—The distance from Martigny to Chamounix is about twenty-three or twenty-four miles, and may be accomplished in from nine to eleven hours by mule or on foot. The road commands a very good view of Mont Blanc. The path from Martigny leads over the Forclaz. The hamlet of Trient lies to the left, far deep in the valley, beautifully situated among meadows. After climbing up a fatiguing ascent, the traveller enters on the pasturages and farm-houses of Herbagères. From the top there is a most magnificent view of Mont Blanc and the Aiguilles of La Tour, l'Argentière, Verte, de Dru, Charmoz, Midi, and Vosa. To the right are the Aiguilles Rouges, whilst beyond them, enclosing the valley, stretches the Brevent, to the rear of which is seen the Mortine, supporting the snow-capped summit of the Buet. The scene, after being viewed, will remain impressed on the mind for ever. Its gorgeous grandeur, rugged majesty, and brilliant scenery, can never be forgotten. On the descent the pastures of Charamillan are crossed to the village of La Tour, a little below which the path meets the road to Chamounix by the Tête Noire. To reach Chamounix by the Tête Noire Pass, one of the most strikingly beautiful in Switzerland, the preceding route is left at the village of Trient. At the distance of one league, is the excellent mountain inn, *de la Tête Noire*, situated on the angle of a precipice, some 1200 feet above the meeting of the waters Trient and Eau Noir. On the opposite side of the ravine is the village of Finshauts, on the side of the mountain, after which it is called, and watered by five or six cataracts, which in the distance look like silver cords. On the sides of the hills, wherever it was possible, the rocks have been converted into fruitful fields, by means of walls and terraces filled with earth. Beyond the hotel is a short tunnel, and, after passing it, the deep gorge of the Eau Noir. A few miles further is the *La Porte Chackard*—all that now remains of the ancient fortress, built to defend this frontier pass. Soon after is the cascade *de la Barberine*, 300 feet high, from Mont Taunevergis; near the cascade is another excellent mountain inn. Beyond it is the village of Valorsine, the Aiguille de l'Orient and Mont Buet. The route joins that of the Col de Balme at the village of Argentierres.

CHAMOUNIX—described at page 363.—The distance from here to Geneva is about 52 English miles, and the journey is performed by mule or *voiture* to St. Martin, thence by diligence to Geneva, and the time occupied is nine or ten hours. Seen after passing Pont de Pellasser, the village of Servoz is reached; the route then proceeds through Chède to the valley of the Arve, a little at this side of St. Martin. Opposite St. Martin is

SALLENCHES—A small town about 36 or 37 miles from Geneva, containing 2100 inhabitants. From the bridge is one of the best Alpine views of Mount Blanc. On coming within a short dis-

tance of Maglan, the road nears Nant d'Arpenaz, one of the highest waterfalls in Savoy. Outside Maglan, where the precipices retire a little to the right; and at the summit of the mountain, 900 feet above the valley, is the Grotto of Balm, approached by a mule-path. The next village is

CLUSES—containing about 2000 inhabitants, and famous for its watchmaking trade. It was burned down in 1843, but has since been rebuilt. Beyond Cluses is

BONNEVILLE—A small place containing about 2000 inhabitants.

NANGY—A small village.—**CHESNE**.
From Annemasse, where we obtain a distant view of Mont Blanc. It is six miles thence to

GENEVA.—See page 365.—The journey from Geneva to Lausanne can be made by diligence or steamer daily, as well as by railway. Beyond Versoix, now an inconsiderable village, is

COFFET—A small village containing about 700 inhabitants, and possessing no objects of interest, save its chateau, once the residence of Madame de Staël.

NYON—A town containing about 3000 inhabitants, built on an eminence, but possessing no objects worthy of notice.

ROLLE—A small village surrounded by hills studied with vineyards.

MORGES—A small town, with 3000 inhabitants. Adjoining its Port is the venerable old Castle of Wuffens, said to have been built by Queen Bertha. Before entering Lausanne, the view of the town is very beautiful indeed. At the entrance of the suburbs is the village of Ouchy, where we find an inn, in which Lord Byron wrote the "Prisoner of Chillon," finishing the poem in two days, in June 1816, during which he was detained at the inn by severe weather.

LAUSANNE—See page 367.—**LAUSANNE** to **BASEL**, by **YVERDUN**, **NEUFCHATEL**, and **BIENNE**; or by **FREIBURG** and **BERNE**. Both journeys are made by railway.

ECHALLENS—Situated on the river Talent, with 800 inhabitants.

YVERDUN—See page 372.—From here there is both rail and steamer to Neuchâtel, passing Grandson, a small town on the lake, three miles from Yverdun.

NEUFCHATEL—described at page 370.—Thence by railway or steamer, on to

BIENNE—See page 368.

BIENNE to **BASEL**—Conveyance by railway, also by diligence, through the valley by the left bank of the Suse.

SOWCHER.—A small village of no note.

PASS OF PIRREZ PERTUIS.

TAVANNES and

MALLERAY.

After passing through the small plain of Taverny, and a magnificent defile, at the bottom of which rolls the river Birs, overshadowed by cliffs and firs, is the village of

MOSTIERA, containing about 1,250 inhabitants, and deriving its name from an ancient minister of St. Germanus.

GRANDRUHE.

COURENDELIN.

SOYKERE.

LAUFEN (18 miles from **BASLE**)

ST JACOB.

BASLE.

ROUTE 2.

Martigny to Milan, by Sion, Brieg, and the Passage of the Simplon to Domo d'Ossola.

(Distance 179 English miles.)

CONVEYANCES.—Diligences run daily to Milan, making the journey in 58 or 60 hours, and making Brieg a sleeping-place. Sion may be reached by rail. See page 157.

After quitting Martigny, the road lies between sterile rocks and mountains. Passing Riddes, the aspect of the country altogether changes—the luxuriant pasturages, rich vineyards, picturesque villages with churches, and the ruins of ancient castles, &c., now met with, presenting a deep contrast to the barren ruggedness just left behind.

SION.—Celebrated for an excellent wine made here, called Malvoise, it is the chief town of Vallais, with a population of 3000 souls. It stands on the declivities of three hills, and possesses three extensive castles, built on each declivity, one of which is the archbishop's residence. The third castle, called Tourbillon, contained portraits of the bishops of Sion from the year 200; it is now in ruins. Here are several Roman antiquities, one of which is a half-effaced inscription to the memory of Augustus, near the door of the cathedral. The landscape painter will find the castles of Tourbillon and Valerie, seated on rocks above the town to the right, special objects of interest. The Hospital is worth a visit. Leaving Sion, the route lies through a beautiful country, rich in rural beauty, and vineyards and pasture lands irrigated by the Rhone.

SERRA.—A pretty little village.

At P'yn is the boundary between the French and German languages

LEUK, nine miles above which up the gorge of the Dala are the Baths of Leuk or Loèche. Travellers in carriages usually turn off here to visit the

Baths, and ascend the lofty and sterile Mount Gemal.

TOURTEMAGNE.—Remarkable only for the cascade behind it. Behind it is a view of the entire Alpine chain, connecting the Simplon and St. Gothard.

VISSP.—Is seated at the junction of the Rhone and the Visp—a river as large as the Rhone. It was once the residence of very many noble families, whose stately palaces are now in ruins. It is now a miserable village. From Visp to Zermatt, 30 miles, mule path, to the right, 7 miles beyond is Glys, and a mile further Brieg, where the ascent of the Simplon begins.

VISSCH is on the upper valley of the Rhone, beyond Brieg on the route to the Grimsel. The ascent of the Eggishorn is made from Viessch in 3½ hours, and from whence there is one of the grandest panoramas in the Alps. There is a good inn at Viessch, and another on the Eggishorn.

From **BRIEG** to the left is the road to the Rhone Glacier, and footpath to the Hospital on the St. Gothard-road, and to Meyringen, by the Grimsel pass.

BRIEG.—Is a small town, containing about eight hundred inhabitants, and is the usual resting-place for travellers crossing the Simplon. The only buildings worth notice are the Chateau of Baron Stockalper and the Jesuits' College. At this town the Simplon road leaves the valley of the Rhone. The distance from Brieg to Domo d'Ossola is about fourteen leagues or forty-two English miles. It takes seven hours to reach the Simplon, and three or four to Domo d'Ossola. Before describing the ascent, it may be well to observe that the route over the Simplon was planned by the Emperor Napoleon in 1801, immediately after the sanguinary battle of Marengo. It was constructed at the united expense of France and Italy. On the side of the Haut Vallais, the work was carried on by M. Céard, representing France; and by Giovanni Fabroni on the part of Italy. Commenced on the Italian side in 1800, and on the Swiss side, in 1801, the work occupied six years in completion, giving employment to over 50,000 men. Between Brieg and Sesto, it passes over 62 bridges, 309 viaducts besides the colossal constructions of masonry, consisting of ten galleries of solid stone, and five tunnels, and twenty houses of refuge. It is twenty-five feet broad. It cost £5000 per mile.

ASCENT OF THE SIMPLON.—The first work of the ascent of the Simplon is a bridge thrown over the Saltine, consisting of a lofty and spacious arch. On the left is a chapel, with several small crucifixes leading to it; the road ascends to a forest of fir through beautiful windings. The openings of the forest presents delightful views of the valley of the Rhone, shrouded by snow-capped Alps, with their king, Mont Blanc, towering majestically above them.

PONT DU GANTHER. fine cascades, and romantic gleans present themselves, until the third refuge is reached, called

BERNAL.—It consists of two buildings connected by a roof. Beyond this is the Bridge of the Saltine, and a few miles beyond, the villages of Schalbet and Kaltwasser are traversed in succession. The view looking back from behind the first named gallery, is the finest in the whole pass. The summit of the pass is reached at the Hospice, inhabited by monks belonging to Mount St. Bernard. Here there is no stabling or fodder for horses, but travellers are very comfortably accommodated.

An extensive valley of considerable width occupies the summit of the Simplon; all about is devoid of picturesque interest. A gentle descent leads us to the seventh refuge, situated about three miles from the village of

SIMPLON.—Travellers should take care not to be imposed on by representations to the effect of there being no horses. A wooden sabot should also be procured, to save the drag-shoes of the carriage, as the descent is long. Nine leagues from Brieg and five from Domo d'Ossola, is the Gallerie d'Aligaby, the first excavation on the Italian side. The road passes through this gallery; and sloping gradually, enters the Gorge of Gondo—the grandest but yet most awfully savage in the Alps. Midway between Simplon and Gondo is the Pont'Alto, and two miles below the great Gallery of Gonda, the Italian frontier is crossed.

At Gondo, the road leaves the Vallais. This village consists of a few miserable huts congregated round a tower seven stories high. A short walk down the right of the torrent leads to the gold mine of Zurichbergen. A short time before the village of

ISELLA.—This part of the road, for nearly 8 miles, was destroyed by the tempests in 1834 and 1839. At this point of the journey the scenery assumes a different aspect. The last gallery of the pass is traversed previous to meeting Crevola, at which point the Doveria is crossed by a bridge ninety-six feet high, with two arches. The changed aspect of the scenery and climate here proclaim the entrance into Italy.

DOMO D'OSSELA.—A small Italian town. It is nine miles from hence to

VOGOGNA.—A small village, with the valley of Anasce, leading up to Monte Rosa, opening up before it; a scene worthy the tourist's special notice.

ORNAVASSA.—Near this are the white marble quarries, from which stone for the Milan Cathedral was procured. At Gravelone the road crosses a large bridge, and following the road leading up its left bank, arrives in one hour, at Ornavasso on the lake of Orta, one of the most beautiful on the Italian border. Lago Maggiore, and Isola Madre—the most

northern of the Borromean Islands—burst on the vision here with great effect. Not far beyond this place will be found the rose granite quarries; the colour is produced, it is said, by the influence of the felspar in it, which mineral abounds here in elegant flesh-coloured crystals.

BAVENO.—Cross the lake and immediately is one of the Borromean Islands, Lago Maggiore. Diligence from here to Arona in 2 hours; rail to Milan.

BOATS.—Parties wishing to visit the Borromean Islands, will here find boats at the following rate:—For two hours, with two rowers, 4 fr., and 1 fr. per hour after; an hour once commenced is counted as full; the boatmen expect *buonomano* 50 cts. each.

ASSES may also be hired here at 4 fra. each, to ascend the Monterone, towering in the rear of the village, and commanding a magnificent panoramic view of the Alps. The top is 4,350 feet above the level of the sea. The descent may be made by the opposite side to Orta, in three hours, and from thence to Ornavasso in about two hours' walk. Steamers call for passengers off Isola Bella, on their upward and downward courses daily.

PALLANZA.—The steamer calls here for passengers every morning at about half past 8 o'clock, and a boat plies between here and Baveno.

LAGO MAGGIORE.—This lake, on which these islands are situated, was anciently called *Lacus Verbanus*. It is computed to be 56 Italian miles long and 6 to 9 broad, and towards its centre is about eighty fathoms deep. It presents an enchanting picture. Forest trees, olives, and vineyards, interspersed with picturesque hamlets adorn and ornament its banks; whilst from out its placid bosom rise three small islands, two of which contain beautiful palaces and gardens—the property of the Borromean family. Passing Isola del Pescatori, Isola Bella is met with. This island is looked upon as the most beautiful of the three. It is a magnificent garden, consisting of ten terraces, the lowest of which rests on piers shooting into the lake, studded with beautiful sculpture, lined with cypresses, and rising like a pyramid, one above the other. A very great variety of fruits and flowers grows on them, such as the orange, citron, myrtle, &c. The Palace is worth seeing, and contains many very excellent paintings. There is also a very good inn on the island.

The Isola Madre rears a good many rare plants, and it will be found worth a visit.

Below Baveno is Stresa, where there is an excellent hotel and pension. One mile before reaching Arona is the magnificent statue of St. Charles Borromeo, wrought in bronze, by Zonelli, and measuring, with pedestal, 106 ft. in height. The statue is erected on a hill overlooking

ARONA.—A small old town, containing about 5,400 inhabitants, built on the margin of the lake, and having the Simplon road running through a part of it, and a railway communicating with that to Turin and Milan from the junction at Novara. At the

lower end of the lake a splendid view of the snowy Monte Rosa is enjoyed; and a ferry-boat carries passengers over the Ticino to

SESTO CALENDE.—The town is built on the left bank of the Ticino, shortly below the place it leaves the lake, and contains only one structure worthy of notice, the church of St. Donato, a building of the middle ages. The route thence to Milan lies through the great Lombardo plain, a level route made between gardens and fruit trees; the country along is fertile and rich in the extreme. For Railway, see page 163. Passing

GALLARATE, whence there is a railroad to Varese, see page 163. The Simplon road enters Milan through the

ARCO DEL SEMPIONE—A structure begun by Napoleon, and finished in 1839 by the Austrians.

MILAN.—Described at page 381.

ROUTE 3.

A Fortnight's Tour in the Autumn.

[BY H. C.]

LONDON TO PARIS, via FOLKESTONE AND BOULOGNE, in 10½ hours.

The attention of visitors to Paris should be directed to the Chapelle St. Ferdinand erected on the spot where the Duke of Orleans died in 1842, and to the Chapelle Expiatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred after being guillotined.

PARIS TO STRASBURG by Railway, in 10 to 16 hours.

The beautiful monument erected in memory of Marshal Saxe, in the Protestant Church of St. Thomas, at Strasburg, should be visited by every one, though the cathedral is by far the finest object in Strasburg.

STRASBURG TO FREIBURG, by Railway in 3½ hours.

At Freiburg, travellers should ascend the Schlossberg, a little hill about a quarter of an hour's walk from the Neustadt, and which commands a beautiful view of the valley of the Treisam, having the hills of the Black Forest in the distance.

The very beautiful and interesting Cathedral, with its magnificent modern wood carving, is especially worthy of notice.

FREIBURG TO SCHAFFHAUSEN, through the HOLLENTHAL and BLACK FOREST (51 miles) Eilwagen in 11 hours.

Though the distance is only fifty-one miles, yet the road is so hilly that eleven hours are required. The Höllenthal, a magnificent defile, through which the waters of the Treisam force their way to join the Rhine, ought to be visited by every lover of picturesque scenery. An omnibus leaves Freiburg

every morning, in the season, for Stelg, at the extremity of the Pass, returning in the afternoon or evening. The road to Schaffhausen, after climbing out of the Holleenthal by a very long and steep hill, passes through the Black Forest by Lenzkirch, Bondorf, and Stuhlingen; it is a picturesque route, though inferior in scenery to the Höllenthal. Shortly after leaving Stuhlingen the road crosses the Wulach, a small stream which separates Baden from Switzerland.

SCHAFFHAUSEN.—Described at page 370. Steamers daily to Constance up the Rhine—a beautiful sail—in 6 hours. Railway, page 94. Eilwagen daily, along the south side of the river, in 4½ hrs.

The road to Constance is carried along the Swiss, i.e., south side of the Rhine, and presents many beautiful views of the river, whose banks are here and there richly wooded; also of the Unter See, or Lower Lake of Constance. Steckborn is the only considerable place on the route. At Constance Baden is re-entered.

CONSTANCE.—This is an ancient and apparently decayed city, situated at the point where the Rhine flows out of the Lake. It is chiefly noted for the Council held here 1414-1418, by which John Huss and Jerome of Prague were condemned to death as heretics, and burnt, in violation of the safe-conduct given to them by the Emperor Sigismund. The Hall where the council was held is shown; Huss's bible, and other relics of him; also, in the Cathedral, the flag upon which he stood to receive sentence of excommunication. The place of martyrdom is in the suburb of Bruhl, a little distance outside the city.—The Rhine is crossed at Constance by a curious, long, covered wooden bridge. The navigation of Lake Constance is accomplished by seven or eight steamers, which keep up a communication two or three times a day with the principal places upon its banks. The traffic upon Lake Constance has received a considerable impetus from the formation of a port at Friedrichshafen, the southern terminus of the Wurtemberg railway, and by the completion of the Bavarian railway to Lindau, by which it is brought into communication with the system of railways in that kingdom, as well as with those of northern Germany. The northern banks of the lake are flat, but the southern side presents a series of picturesque views, having the mountains of Appenzell and St. Gall, in the back-ground.

CONSTANCE TO LINDAU, by Steamer on the Lake, in 5 hours.

LINDAU.—The Bavarian frontier town is built on an island in the north-eastern corner of the lake, and connected with the mainland by a long wooden bridge. It is a place of great antiquity, having formerly been a Roman station. A fragment still exists of a wall, called the "Heidenmauer," attributed to that people. This town suffered greatly during the thirty years' war, having, in common with many other parts of the territories of the Elector of Bavaria—their most formidable opponent—been devastated by the Swedes. At present, Lindau has a population of upwards of 3000, the majority of whom are Protestants.

A pleasant excursion of 6½ miles may be made from here to Bregenz. The road lies along the shores of the lake, and at Loschau crosses the Austrian frontier. Bregenz is a good starting-point for an excursion into the Tyrol, as Innsbruck can be reached from here in about 2½ days' posting, or by a daily diligence through Faldkirch and Landeck. Travellers should not omit to ascend the "Gebhardsberg"—a hill behind Bregenz—the summit of which may be reached in about twenty minutes, and commands a magnificent view, embracing the whole expanse of Lake Constance, the snow-capped mountains of Appenzell, together with the lofty peaks of the Rhenane and Tyrolese Alps.

LINDAU to AUGSBURG. By railway.

There is nothing remarkable on the route to Kempten; the country is, however, pleasantly diversified, being here and there richly wooded. Occasional views are obtained of the snowy mountain ranges in Switzerland and the Tyrol. Large forests abound in these parts of Bavaria.

Kempten was formerly an imperial city; it lies on the Iller, and has upwards of 6000 inhabitants; it is believed to be an old Roman station.

The railway from Kempten to Augsburg requires 3½ hours,—the curves being very frequent, and the gradients difficult, a great speed cannot be attained. The only important place passed is Kaufbeuren, once an imperial city, and at present containing about 4000 inhabitants.

AUGSBURG.—The Hotel "Drei Mohren," was formerly the mansion of the Fuggers, the merchant princes of Augsburg; and the apartment is still preserved and shown, in which Count Anthony Fugger entertained the Emperor Charles V. on his return from the campaign against Tunis; on which occasion he destroyed in a fire of cinnamon, the Emperor's bond for a large amount, which he held as security for the funds supplied by him to enable Charles to undertake the campaign, Augsburg has been the seat of many important diets of the empire. The *Allgemeine Zeitung*, the leading German newspaper, is published here by Baron Cotta.

AUGSBURG to MUNICH, Railway (39 miles) in 2 hours.

The Bavarian railways having only one line of rails, and the trains having to wait at certain stations for others to pass, considerable delays frequently occur. The country between Augsburg and Munich is flat, and the scenery only enlivened by occasional distant glimpses of the mountains of the Bavarian Highlands. Shortly before reaching Munich, the royal palace of Nymphenburg is passed.

MUNICH.—See page 333. The colossal statue of Bavaria, by Schwanthaler, a female figure in bronze, 6½ ft. high, of most beautiful proportions, advantageously placed on a slope is the finest work of art in Europe. The many other bronze statues, in various parts of the city, are well worthy of observation.

The English garden on the northern side of the city, a plot of land four miles long, and through which the waters of the Isar are conveyed, is beautifully laid out, and forms a delightful promenade.

Return to Augsburg.

AUGSBURG to ULM. By railway.

The country is undulating, and in some parts richly wooded. The road passes through Burgau, and Gunzburg, dirty Bavarian cities of little or no interest. From the latter the road is carried nearly parallel with, though not in sight of, the Danube to Ulm, where it crosses that river which here forms the boundary between Bavaria and Wurtemberg.

ULM is now strongly fortified by the German confederation, to defend the valley of the Danube against France. It was formerly an imperial city, and enjoyed an extensive commerce; but at present contains only about 16,000 inhabitants. Large quantities of snails are fattened in this neighbourhood, and exported to Austria, where they are considered a great delicacy, and much consumed during Lent. The emperor Maximilian I., in order to refute the accusation brought against him by the citizens of Ulm, that he had drunk too much wine, to be able to attend to public business, climbed to the top of the tower of the cathedral, (316 English feet high,) and there balanced himself on one foot, swinging the other round in the air, which foolhardy feat is recorded by an inscription. Ulm was surrendered to the French without resistance, by the Austrian General, Mack, in 1805, when 30,000 of his troops were made prisoners of war.

ULM to STUTTGART. Railway, in 4 hours.

Passing through a picturesque country, being carried along the side of the Swabian Alps, and affording many beautiful views of the valleys of the Fils and Neckar, one of the most striking of which is at Gelsingen, a considerable town situated at the mouth of a deep defile, one side of which is richly clothed with foliage, while the other presents a series of gigantic rocks. The curves in the line of railway afford many different views of the gorges, at the bottom of which is seen the narrow stream of the Fils making its way to mingle its waters with those of the Neckar, to which point the railway follows its course. Before reaching Goppingen, a town of 5000 inhabitants, on the Fils, the Hohenstaufenberg, a conical hill about two miles to the right of the line, should be noticed; on it stood the castle of the noble family of Hohenstaufen, which for upwards of a century (1140 to 1256) furnished emperors to Germany. The railway then passes Plochingen, at the junction of the Fils and Neckar, and follows the valley of the latter by Esslingen (described at page 325) to Cannstadt, an ancient Roman station, and now much frequented by the inhabitants of Stuttgart on account of its mineral waters, which are believed to be beneficial in disorders arising from indigestion, and thence to Stuttgart.

The Russian, or rather Greek, chapel, alluded to

at page 325, is erected on the spot where formerly stood the feudal castle of Wurtemberg, the cradle or Stammschloss of the powerful dukes, the ancestors of the present reigning family.

STÜTTGART.—A pleasant, clean city. The railway station is in the Schloss Gasse, close to the palace, and quite in the centre of the town. The palace gardens, which extend upwards of two miles along the Valley of the Nesen to the elegant Grecian villa of Rosenstein, are open to the public, and form a very pleasant promenade. The orange trees are remarkably fine. There are several handsome public buildings here, among which may be specified the old and new Palaces; the interior court of the latter is curious. But here, as well as in most other German capitals, it is painful to see the numerous barracks and great display of military.

STÜTTGART to HEILBRONN. Railway, in 2 hours.

Chiefly along the banks of the Neckar and Euz, many pleasing views of which are presented passing Ludwigsburg, a city with 7000 inhabitants, once intended for the capital of Wurtemberg; then winding round the base of Hohenasperg, an isolated hill with a fortress on its summit, now used as a prison, it reaches Bletighelm station, from which a railway joins the Baden line at Bruchsal; then crossing the Euz by a curious lattice bridge, reaches the valley of the Neckar, the course of which it follows very closely, being carried on an embankment rather above the level of the stream, by Beisheim and Lauffen to Heilbronn.

HEILBRONN contains upwards of 10,000 inhabitants, almost entirely protestants; it is pleasantly situated on the right bank of the Neckar. There is a covered wooden bridge across the stream, similar to those seen in Switzerland. Its chief architectural ornament is the church of St. Kilian, whose tower, upwards of 220 feet high, is very beautiful. The holy spring, "der Heilige Brunnen," from which the city derives its name, is near the church. About three miles east of Heilbronn are the ruins of Weinsberg, called "Weibers Treue," woman's fidelity, to commemorate an occurrence in the wars between the Guelphs and Ghibellines, when Conrad III., having taken the castle, and intending to put all the garrison to the sword, permitted the women to leave the place in safety, along with whatever they could carry; the women accordingly marched out of the castle, each bearing her husband or her lover on her shoulders.

HEILBRONN to HEIDELBERG. Steamer, in 6 hours

The descent of the Neckar can be made in 6 hours, but the return requires nearly 12, the current being strong. Steamers ply twice a-day in summer. Refreshments can be had on board; but the cuisine is only indifferent. The route is most pleasant and interesting; the scenery is almost everywhere lovely; and though occasionally tame, many parts will bear comparison with the finest parts of the Rhine, though on a smaller scale.

The most remarkable places are (right) Juttfield, visited on account of its brine baths, and with Ealensen salt-works in the neighbourhood; (left) Wimpfen, beautifully situated on the top of the steep and richly wooded bank of the river—a very ancient town, with a beautiful gothic church, whose three spires form very prominent objects; (left) Heinsheim, a village of Baden, prettily situated at the foot of the ruined castle of Ehrenberg, one of the most beautiful on the Neckar; (right) Gandelshelm, with the Castle of Horneck, formerly a stronghold of the Teutonic knights; (right) Sulus of Hornberg, picturesquely situated, and overgrown with ivy; (left) Obrißheim, where the river is crossed by a bridge of boats; (left) Meisenburg, an ancient castle in ruins, believed to have been destroyed during the thirty years' war; (right) Ewingenberg, formerly an extensive feudal fortress, defended by eight towers, five of which still remain: it belongs to the Margrave of Baden, who resides here a portion of every year; (right) Eberbach, a very ancient village, and in the neighbourhood the Katzenbuechel, the highest mountain in the Odenwald; (right) Hirschhorn, with its walls and towers in ruins; (right) Neckarsteinach, the most charming of all the scenes on the banks of this picturesque stream—the four castles of Vorderberg, Mittelburg, Hinterburg, and Schadeck, rising one above another, and, in close proximity, form a *route ensemble* not soon to be forgotten. They were formerly inhabited by the family of Lamschaden. The highest of them, called by the peasantry the "Swallow's Nest," is situated on the verge of a steep and inaccessible precipice, and presents a good specimen of a fastness of the robber knight of the middle ages. (Left) Neckargemund, at the mouth of the Elsenz; (left) the Wolfsbrunnen, about two miles above Heidelberg, from which it is a pleasant walk along the banks of the river. In returning, a road, carried on the top of the high land, conducts to the castle of Heidelberg. Wolfsbrunnen is famous for its trout, which are preserved in reservoirs, and attain an enormous size. It is a favourite resort of the students from the university. (Left) Heidelberg.

HEIDELBERG to FRANKFORT, by Railway, in 3 hours.

FRANKFORT to COLOGNE, by Railway and Rhine Steamer, in 9½ hours.

COLOGNE to BRUSSELS, by Railway, in 7 hours.

BRUSSELS to LONDON, *via* CALAIS, in 13 hours.

ROUTE 4.

Zurich to Cote, by the Lakes of Zurich and Wallenstadt.

(Distance, 76 English miles.)

CONVENIENCE.—Steamers thrice daily to Rapperschwyll, and once daily to Schmerikon, thence railway to Wesen, where we embark again for Wallenstadt; from here by coach to Cote (Cote, German). Places through should be engaged at

Zurich. Coire may also be reached by rail direct. See pages 154, 155, and page 214.

FAKES.—Zurich to Wallenstadt, 9 fr. 80 c.; to Schifferikon, 2 fr. 65 c.

Embark and sail along the Lake of Zurich, described at page 372. On the Lake of Zurich are the villages.

KUSSNACHT—with 360 inhabitants.

WADENSWYL.—A sweet little town, remarkable for its many silk factories, and containing a population of about 5000. A fine old castle, once the residence of the bailiff Oberamtman, but now possessed by a private individual.

RUSCHLIKON.—To the rear of this are the baths of Nydelbad. Passing Mellen and Thalwyl, we arrive at

HOBGEN.—Passengers wishing to visit the Righi, via Zug, must disembark here.

RICHTERSWYL.—Situated on the frontier line of the two cantons of Zurich and Schwytz. Pilgrims for the famous shrine of the Black Virgin at Einsiedeln disembark here. Here also is one of the largest cotton factories in Switzerland.

STAPA.—A village with four thousand inhabitants, remarkable as being the residence of Goëthe. Nearing Rapperschwyl, the Isle of Aumau forms a remarkable feature and ornament of the landscape. It is celebrated as being the scene of the refuge and death of Ulrich Von Hutten.

RAPPERSCHWYL.—Situated on a neck of land advancing into the Lake of Zurich, eighteen miles south-east of Zurich. Its bridge traverses the lake for a distance of nearly five thousand feet. It is twelve feet broad, and is built of loose planks, not nailed, and without railing. The toll charged is enormous, being nearly 2s. 6d. English, for a *char-à-banc*. The original bridge was built by Leopold of Austria in 1358, and the present one is a construction of 1819. The ruins of one of the oldest Castles of the Hapsburg family may be seen here.

SCHMERIKON.—Is located at the eastern extremity of the Lake of Zurich; at it the road leaves its margin.

USNACH.—A small town of nine hundred inhabitants. Here the road to St. Gall turns off; and close by at Oberkirch, are the brown coal mines. After leaving Usnach, the valley of Glarus, with its snowy mountains, opens to the right.

WESEN.—A little village containing about six hundred inhabitants, situated at the extreme point of the Lake of Wallenstadt. The journey is made through a pretty country.

WESEN TO GLARUS, 10 miles.

WESEN TO WALLENSTADT, by steam up the Lake of Wallenstadt. The voyage is accomplished in about two hours, and the fare is 1s. 6d. The southern side presents an aspect of verdure and cultivation. On the north side of the lake are the mountains

called Die Sieben Khurfürsten. At their feet is the village of

WALLENSTADT.—A considerable place, with about eight or nine hundred inhabitants. Leaving Wallenstadt, we meet with some beautiful scenery in the valley of the Scaz, and reach

SARGANS.—A small town, situated on an eminence close to the junction of the St. Gall and Zurich roads to Coire, and containing about eight hundred inhabitants. From Ragatz, where the Hof Ragatz is an excellent inn, the excursion to the baths of Pfeffers should on no account be omitted. The distance is about four miles, and it is a most delightful walk by the river side, over an excellent char road. From Ragatz to Coire the distance is 13 miles.

COIRE—Described at page 364.

ROUTE 5.

Coire to Splügen, by the Via Mala.

(Distance, 32 English miles.)

CONVENANCE.—Diligence daily, occupying about seven hours in the journey.

RIEHEAU.—A small town, built where the two Rhines unite. This place is remarkable as having been the scene of Louis Philippe's (late King of the French) professional labours as an usher. He arrived here in 1793, with a pack on his back and a staff in his hand; and, proceeding to the school-house—once the family chateau of the Planta—presented a letter of introduction to the principal, M. Jost, who engaged him under the assumed name of Chabot. He was then Duke de Chartres; and for six or ten months gave lessons in French, history, and mathematics. He was beloved by both scholars and master; and whilst residing here, heard of his father's death by the guillotine, and of his mother's transportation.

From here the road to the Splügen proceeds along the Hinter-Rhein, and on the left bank of the Rhine, further on, is seen the castle of Rhoetuna, standing on the top of a lofty rock. A great portion of the Rheintal, called the Valley of Domiesch, is studded with old castles, and is remarkable for its varieties of language and religion.

As we approach Katsia, on the other side of the Rhine, a magnificent view through the Valley of Oberhalbstein may be had; and this, in its extraordinary beauty, is greatly added to by the snows of Mount Aibula closing the vista before us in the distance.

TRUSIA.—A very small village, beautifully located at the mouth of the Via Mala gorge. It contains about 700 inhabitants. A little beyond Trusia the Nolla is crossed by a very beautiful bridge.

The VIA MALA opens short of half a mile above Thusis, and extends about 4½ miles. It is one of the most awfully savage and fearfully tremendous defiles in Switzerland. Language is barren in conveying anything like a precise idea of the colossal dimensions of this gorge—passing through precipices oftentimes 3650 feet high, and not more than ten or twelve yards in width. The road is on the whole pretty good, is protected by a parapet wall, and crosses the Rhine three times.

The middle bridge is approached by a small gallery, and is about 400 feet high. The road is here half hewn out of the precipice, forming almost a subterranean passage. Close to the third bridge we pass a very fine structure, enter the valley of Schams, and passing the village of Zillis, arrive at

ANDEER.—The chief village of Schamersthal contains about five hundred inhabitants. If the tourists wish, they can explore the Val Ferrera, which is wild and savage, but very inferior to the Via Mala, and does not at all resemble it. It is to the left of the road. It takes about five hours to explore it. The road having crossed the mouth of the Val Ferrera and the stream of the Aversa, it ascends into the gorge of the Rofia, where the Rhine descends in a series of cataracts. The scenery around is very fine. Soon after the new road, leaving the bridge, runs through a small gallery cut in the rock, and crossing to the left bank of the Rhine, arrives at

SPLUGEN.—A small village, situated on the Rhine, at the point where the Splügen and Bernardine Passes commence, and where passengers change for the two routes into Italy. It is 4711 feet above the level of the sea.

ROUTE 6.

Splügen to Bellinzona, by the Bernardine Pass.

(Distance, 46 English miles.)

CONVEYANCE by diligence daily.

The road, leaving the Splügen bridge and road over the Splügen Pass to the left, proceeds up the valley of Hinter-Rhein. The scenery along the bank by Nüfänen is wild and barren.

HINTER-RHEIN.—A small village, about 176 feet above Splügen. From here we proceed by the Pass of the Bernardin. The road leaves the Rhine at Hinter-Rhein, which it crosses by a bridge, and ascending the steep slope of the mountain, gives a very fine view, over the head of the Rhine on the left, and of the stupendous mass of the Moschel Horn on the right. The black peak of the Mittag Horn overhangs the Pass on the left. The summit of this Pass is about 7115 feet above the sea, and about 2400 above the village of Splügen. At its point we find a very good though plain inn. Proceeding a little down the mountain, we pass the Moesa over

a handsome bridge, called after Victor Emmanuel, King of Italy. The carriage-road here is roofed in for some distance to protect it from the avalanches.

HOTEL BROCCO.

ST. BERNARDINO.—The first and highest village met with in the valley of Misocco. Here there is a mineral spring, much frequented by Italians in the summer; and our descent to the lower valley is made through beautiful and romantic scenery.

MISOCCO.—A small village with about 1000 inhabitants. Its castle and churchyard will repay a visit. The scenery all about is very beautiful. Proceeding through the valley of Misocco, after passing Soazza, Roveredo, and Arbedo, we arrive at Bellinzona, described at page 360.

ROUTE 7.

Splügen to Como.

CONVEYANCE by diligence.

It takes nearly three hours to mount the Ziggags. The descent on the Italian side offers many points of view eminently picturesque. The road passes through Pianazzo, near which there is a cascade of nearly 700 feet. Sometimes the conductor of the diligence, if not behind time, may be induced to stop for a few minutes to allow passengers to view the cascade.

CAMPO DOLCINO is next passed, and about nine miles further on is

CHIAVENNA a town of 3000 inhabitants, and famous for its beer, large quantities of which are sent to Milan and all the principal Italian towns. Carriages may be obtained here.

Sixteen miles below Chiavenna is **COLICO**, on the Lake of Como, where the diligence stops, and whence there are steamers down the lake to Como. See page 377.

ROUTE 8.

Berne to Thun, (see Route 1, page 423.)
Thun to Vevey, by the Simmenthal, Saanen, Chateau d'Oex & Gruyeres, and Pass of the Dent de Jaman.

(Distance, 81 English miles.)

A splendid road leads through the Simmenthal, and a diligence runs in summer. The journey through the valley is rendered delightful by the beautiful and charming scenery with which it abounds, commanding brilliant landscapes of wood and water, enlivened by picturesque villages and homesteads. The entrance to the Simmenthal lies between the Stockhorn on the right and the Niesen on the left. It is approached from Thun by the road extending along the margin of the lake and by the banks of the Kander, to the spot

where it meets the Simmen, a short distance from the castle of Wimmis, passed on the left.

ELENBACH is a couple of miles further on, with the Stockhorn rising immediately behind it.

WEISSENBURG.—The Baths of Weissenberg are distant 2½ miles. Conveyance by mule or chair, to be procured at the inn here. The path to the Baths winds along a romantic and picturesque denile. The Bath-house is constructed of wood; expense of baths and living, 9 or 10 fr. a day.

BOLTINGEN.—A small village built to the south of the castle of Simmeneck, 2600 feet above the level of the sea. A steep ascent presents itself, but is avoided by the winding of the road. Above us is the ruins of the castle of Lanbeck.

ZWESIMMEN.—A village of wooden houses, containing about 1300 inhabitants; and is built where the great and lesser Simmen join. Here the road to Bulle and Vevey, verging towards the S.W., leaves the Simmenthal; and crossing the Saanen Mooser, leads into

SAANEN.—The principal village of the Valley of the Upper Sarine; remarkable as being all in pasture, and possessing a population exclusively engaged in pastoral occupation, and famous for the manufacture of cheese, known as "Gruyère." From here is made the ascent of the SANETSCH PASS. The road, on leaving, is rugged and steep, which will take the traveller, in about 1½ hours, to Nion, in the Valais. The Canton of Vaud is entered about a mile below Saanen.

ROUGEMONT.—A small village of no note.

CHATEAU D'OEX.—A small village of 700 inhabitants. It is 3030 feet above the sea, and was rebuilt after a terrible conflagration. Crossing the Saanen we traverse the narrow pass of La Tine amid mountains, rocks, and pines. The road, though rather narrow, is accessible to carriages. 10½ hours will suffice to accomplish the journey from here to Vevey, with a carriage and pair of stout horses.

MONTBOYON.—A small but pretty village situated in the Canton of Freiburg. A horse-path over the Pass of Dent de Jaman, brings the traveller to Vevey in 6 hours. The views and scenery are charming. The carriage road leading from Montboyon to Vevey, keeps to the valley of the Saaneu. After making a long détour, it passes round the base of the Moleson, (6181 feet), and, winding under the hills, passes by

GRUYÈRES.—A filthy little town or village containing about 400 inhabitants. Its position is very picturesque, being built on the face of a hill, crowned with a castle, which is very remarkable, and an object worthy a visit. The district in which the town is situated is renowned for its cheeses. The old chapel of St. Theodule is also worth a visit. Within it is a monument and effigy of a Count of Gruyère, remarkable for their antiquity. Bulle to Vevey, see Route 1, page 432.

ROUTE 9.

Martigny to Aosta, Pass of the St. Bernard.

The distance from Martigny to the Hospice is about 27 miles, which can be traversed in a walk of about eight or ten hours, and thence to Aosta in about seven or eight.

Chars take the travellers from Martigny (see Route 1,) to the Cantine, about two hours below the top, whence the ascent to the Hospice is accomplished on mules. The road passes through the Bourg Martigny, and crosses to the left bank of the Drance. From this point it follows the course of the river as far as the villages of Valette and Bouvornier. The road again crossing and re-crossing the river, and continuing its course by the right bank along the Valley of the Drance, proceeds up the left bank to Sembranchier—a miserable village situated at the foot of Mount Catogne—where the two branches of the Drance unite. A little above this place, very beautiful views in the Val d'Entremont may be enjoyed, differing, in no way however, from the general character of Alpine scenery.

ORSIERES.—[A path from here through the Val de Ferret. On leaving the village behind, the scenery met with is rugged and wild, though not to any great extent. Nor is the landscape remarkable for anything worth notice, until the forest of St. Pierre, and the village of

LIDDES.—A *char* to Martigny costs 12 fr.; and mules to the Hospice, 6 fr.

ST. PIERRE.—A small and wretched village, venerable by its antiquity. Not far from here is a magnificent cascade, in the Val Orsey. Beyond St. Pierre the path passes through a larch forest, far below which, in the distance, can be seen the course of the Drance. Four miles beyond is the Cantine, a rough inn, where the carriage road stops. Above this plain is the Glacier of Menou, topped by the lofty peak of Mont Velan—the highest part of the Great St. Bernard. Shortly after, the Hôpital is reached; it is elevated 8200 feet above the level of the sea. At the Convent of St. Bernard is the point of separation between the waters that flow into the Adriatic Sea and those that flow to the Mediterranean. The Hospice has acquired a world-wide fame for the hospitality of its inmates. It is a stone building, massive and strong, built on the loftiest point of the Pass, exposed in its north-east and south-west sides to every storm, but sheltered on the north-west by Mont Chenelletaz and Mont Mort. The chief building has seventy or eighty beds for the use of travellers, and is capable of affording shelter to over 300. Some days 600 or 700 receive aid and succour. Independent of this building, there is on the other side of the way a house of refuge, called the Hotel de St. Louis, a building erected in case of fire, the Hospice having been once burned down (in 1552). On the ground floor are the sta-

bling, store-rooms, &c. Above these are the sleeping-rooms, the church, and refectory. A flight of steps between the two corridors leads to the drawing room, where visitors are received by the brethren. The reception-room is chastely furnished, and ornamented with paintings, &c., presented by visitors in token of their gratitude to the brethren. The Library is interesting and attractive; it contains a number of the plants, insects, and minerals indigenous to the Alps. It also contains a great many relics of the Temple of Jupiter, which once stood on the Pass, not far from the Hospice (about 1½ mile off, beyond the lake, on the Plain of Jupiter.) The figures of bronze, arms, metals, and coins, will deeply interest the antiquarian. Among the bronze relics is an extraordinary uplifted hand, carrying a snake and a toad—a horrible object, perhaps a counter-charm—there are said to be only three such in Europe. The chapel of the Hospice is a very handsome one, and contains the grave, and a monument erected by Napoleon to the memory of General Desaix, slain at Marengo. This monastery was founded in the tenth century by St. Bernard—a member of the noble family of Menthon, in Savoy—who was a canon and archdeacon of Aosta. He governed the convent for forty years, and died in 1008. All the documents, &c., likely to throw light on the circumstances of its foundation, were destroyed by the terrible conflagration of 1552. The monks of the community are regular canons of St. Augustine. Ten or twelve usually live at the convent. Their duty is to assist travellers in the dangers to which they are here continually exposed from the storm and the avalanche, in the discharge of which duty these devoted men often lose their lives. Scarcely a traveller ever passes without paying a visit to the

MORGUE—in which are deposited the bodies of the unclaimed dead who perish on the mountains. At one end are the remains of those who are dried up and withered. Close by are skeletons, partly preserved and partly in a state of decomposition. The house in which these bodies are placed is rather a low building, situate a few yards from the east extreme point of the convent.

The visitor can scarcely leave without seeing the dogs of the Hospice. They are a noble breed, said to be a cross between the Newfoundland and the Pyrenean. They are powerful, of great muscular strength, and very astonishing in their rational intelligence. Very many of them have perished with the guides. One of them, called "Barry," is reported to have saved fourteen persons. His skin is stuffed, and may be seen at the Museum of Berne. A quarter of a mile beyond the Hospice, the descent to the Val d'Aosta commences. A very fine view may be had on looking out from the gorge on Mont Mort, towards the Vacherie. Five miles from the Hospice is the hamlet of St. Remy. From here to St. Oyen we pass no picturesque scenery. At this place the passports are rigidly examined; and unless perfectly correct, the traveller is not permitted to pass. The baggage is closely examined at Etroubles, where also is crossed the branch of the Buttler. From here the road goes down to the village of Gignod. Beautiful indeed, and rich in

all the glories of picturesque grandeur, is the scenery of the country we now pass through. The Val d'Aosta, with its trellised vine and luxuriant vegetation relieved by the back ground, filled with the beautiful forms reflected by the snowy tops of the mountains above the Val de Cogne—render interesting and delightful our entrance into

AOSTA.—A city built at the confluence of the Buttler and the Doire, in a valley rich and beautiful. It contains about seven thousand inhabitants, and is remarkable for its antiquities and historical recollections, and for the beautiful scenery surrounding it on every side. Formerly called Civitas Augusti, or the City of Augustus, it fills a large space in the page of antiquity. Known under the name of Cordé, its history dates further back than its conquest by Terentius Varro. Its foundation is set down as being 406 years earlier than that of Rome by Romulus, and as having occurred 1158 a.c. Twenty years before Christ, its inhabitants were reduced to captivity by the Emperor Augustus. He gave his own name to it on its being rebuilt, and established there a large number of the Praetorian cohort. Its greatness at that time cannot be doubted. It gave one archbishop to England—Anselm, the Archbishop of Canterbury, in the eleventh century, who was born there. The Cathedral likewise deserves a visit. From Aosta there is regular communication with the railway station at Ivrea, thence rail to Turin, &c.

ROUTE 10.

Berne to Lausanne, by Morat and Avenches.

(Distance, 57 English Miles.)

CONVEYANCE.—Diligence daily, to Morat at 6.30 a.m., Steamer thence to Neuchâtel to meet the trains to Geneva, and also through the pass of the Jura to Salins, Dijon, and Paris. The Saarine is crossed at

GUMINEN.—A short distance from which the road enters the Canton of Freyburg.

MORAT, (*Murten*, German).—Situated on the east side of the Lake of Morat, and contains about 1,900 inhabitants. Its streets are narrow, and it is surrounded by feudal fortresses. It is only remarkable for the sanguinary battle of Morat, 1476, in which the Swiss defeated the Burgundians with great slaughter. The hill of Munchwyler gives the best view of the scene of the battle and of the lake. Five miles beyond Morat is

AVENCHES.—Situated on the south-west angle of the area formerly occupied by the Aventin, capital of ancient Helvetia. The town is surrounded by walls, and contains a population

of 1,000. The antiquarian will here find much food for study and contemplation. His research will be amply compensated by exploring the moulderling fragments of the broken walls and battlements, and other records of the reigns of Vespasian and Titus, as well as of the hostile invasions of Alemanni and Attila. A Corinthian column, 37 feet high, is seen on the left of the road at the entrance of the town. The castle is a building of the seventh century.

PAYÈRE.—A small town, neways remarkable. The church contains a relic, said to be Queen Bertha's saddle. This church also contains her tomb. The next place is

MOUDON.—A town containing about 1,600 inhabitants.

CABOUGE.—To the left is the road to Vevey, which is very hilly, and requires extra horses to accomplish it. From the summit of the Jorat from the southern side, a very beautiful view opens disclosing Lake Lemán, &c.

LAUSANNE.—described at page 367.

ROUTE 11.

Lyons to Pont de Beauvoisin, by Les Echelles, Chambéry, and the Pass of Mont Cenis, to Turin.

(Distance, about 180 English miles.)

LYONS TO PONT DE BEAUVOISIN.

CONVEYANCE by diligence or courier every day.

PONT BEAUVOISIN.—Situated on the banks of the Guiers Vif, which is crossed by a bridge. The road from this place is at first flat, but becomes an ascent after a couple of miles are passed. At the height of the ascent, we find splendid views opening up before us. Beneath us lies the sunny field of France. Soon after, we enter the magnificent gorge of La Chaille. The road is constructed of solid masonry. Extending along the edge of the precipice, rugged stupendous cliffs, many hundred feet high, line the other side; whilst in the depths below rushes the impetuous torrent.

LES ÉCHELLES.—A village situated on the Guiers, being the starting point of a road leading to the Grand Chartreuse. We next enter the valley, and pass through the great tunnel cut through the face of the mountain, a most extraordinary work, 25 feet high and 1000 feet long. We follow our route through a rocky ravine.

ST. THIBAUD DE CŒUX.—A waterfall not far from here has been written of by Rousseau as "La plus belle que je vis de ma vie."

CHAMBERY.—described at page 363. From here some very pleasant excursions can be made, particularly those to the baths of Aix and the Lac de Bourget.

Railway to Aix and St. Innocent, also to St. Michel.

THE DENT DE NYVOLET AND LES CHAMÉTTES.—Our road proceeds through the valleys of the Arc and Isère. On the right we see Mont Grenier, 5709 feet high. The Chateau Bayard stands on the left bank of the river, a few miles below.

MONTMEILLANT.—Situated on the left bank of the Isère, where the four roads—that of the Mont Cenis, that of the Tarentaise, and those of the little St. Bernard and Grenoble meet. Several handsome country seats, forming a handsome suburb, are around here. At this point the valley of the Isère divides itself into two large plains. Crossing the Isère, we ascend a hill, and can enjoy a magnificent view of the Arc and Isère. The hamlet of Maltaverne is the next place met with. This place commands a very good view of the lofty mountain Cerin, at the opposite side of the Isère. The rivers Arque and Isère join between Maltaverne and

AIGUEBELLE.—Situated at the foot of Mont Cenis. The country about is very unhealthy, the rivers at their junction forming very pestilential marshes, which generate malaria, &c. Issuing from Aiguebelle, he passes under a triumphal arch; and passing a number of poor hamlets, reaches

LA GRANDE MAISON.—A short distance beyond La Chambre, on the east, a large valley, called La Madeleine, opens a road to Moutain, the chief place in the valley of the Tarentaise, situated on the high way from the little St. Bernard to Italy. Crossing the bridge of the Hermillon, and following the base of the mountain of Rocheray, we reach

ST. JEAN DE MAURTIENNE.—It is the chief place in the valley, and has a very good suburb. The vineyards of St. Julien produce some good wines. Beyond the town we cross the Arvan, and a little further on, the Arc, after which we arrive at St. Michel.

ST. MICHEL.—HOTEL DE LA SAMARITAINE, kept by M. Berigandot, opposite the Railway Station. Very good house, moderate charges.

A very picturesque little town, surrounded by orchards and meadows.

The present terminus of the Victor Emmanuel Railway. See page 157.

MODANE.—A town famous for its cultivation of hemp, and remarkable as being the last scene of "Sterne's sentimental journey." In this part of the valley the bed of the Arc is much confined, and has to flow through a narrow gorge. The road here has been cut for about a league through the mountain. Beyond is fort Lussillon, closing the gorge of the Arc. The Pont du Diable is a very striking object.

VERNEY.—The mountains about here are very interesting, from the singularity of their appearance. They are without a human residence, and their summits abound in dens of bears. Chamois, marmots, and pheasants are also to be found there. The path of the Col de Vanoise meets our road at Termignon.

LANS LE BOURG.—A large village situated at the foot of Mont Cenis, inhabited by porters and muleteers. On leaving the village, a very large barrack is passed on the left. The road crossing the Arc, begins its ascent to Mont Cenis. The road now leaves the valley of Maurienne.

MONT CENIS.—This remarkable mountain is one of the chief routes from France and Switzerland into Italy. It is situated partly in Savoy and partly in Piedmont. We are enabled to accomplish the journey from valley to valley in one day—that is, from Lanslebourg, on the Savoyard, to Susa, on the Italian side—a distance of about sixteen leagues. Many historians assert that it was by this mountain Hannibal penetrated into Italy. There are houses of refuge erected all along the Pass; and we pass 23 of them between Lanslebourg and Susa. They are occupied by *cantonniers*, who keep the road in order, and render travellers any assistance they may need. The first remarkable spot met with is La Ramasse. When the snow has filled all the hollows in winter, some travellers are found hardy enough to descend from the summit to Lanslebourg in a sledge with almost inconceivable rapidity, accomplishing the descent in about seven minutes the sledge being guided by a peasant. The perpendicular descent is 2000 feet. The most elevated point of the road is called Point Culminant, which is commanded by very excellent views of the five peaks of Roche Melon, Roche Michel, Ronche, Corne Reusse, and Vanese. A spacious platform or plain extends from here to the Grande Croix; and the road is so guided as to avoid some dangerous avalanches. At Les Tavernettes there is a station of *cantonniers*, under the control and direction of regular officers, to whom the tourists can complain against their drivers or post-boys for unnecessary delay, &c. At the seventeenth refuge a toll of 5 francs per horse is charged. From here a short distance brings us to the culminating point of the pass, viz., 6,780 feet above the level of the sea. Continuing to traverse the plain, we reach the post-house where we can get a plain but substantial repast. The road is magnificent; and is another monument of the enterprise and genius of Napoleon. We soon after reach the Hospice—a long range of buildings, near the extremity of the Lake, six leagues from Lans-le-Bourg. It was originally founded by Charlemagne, and re-established by Napoleon. It contains 1012 beds, and 1000 or 2000 more could be accommodated in the loft. There is a barrack connected with it, now occupied by a troop of carabineers, who examine the passports of tourists. The Hospice, properly so called, is inhabited by monks, who exercise hospitality towards all travellers. The gorge of the little Mont Cenis is seen on the opposite side of the lake. Further on we meet the bridge of La Rouch—a torrent following the direction of a new road.

GRANDE CROIX.—A group of taverns. Here we cross the La Rouch, and find terminated the Mont Cenis. The road wending above the plain of St. Nicholas, opens through a perpendicular granite rock of considerable elevation. Arches of masonry are to be seen along the road, constructed to protect travellers from the rocks, which very often fall. The scenery of the plain is wild and terrific. We obtain a commanding view of the hills of Charmont before we reach

MOLARET—the first Italian village; near it is a small inn. Nine miles beyond is

SUSA.—A small town with about 5000 inhabitants, situated at the point where the roads over St. Genève and Mont Cenis meet. Outside the town is a triumphal arch, erected in honour of Augustus eight years before the Christian era. Passing Bruzolo, St. Ambrogio, and Kivoli, we arrive at

TURIN—described at page 389. For Railway, see page 158.

ROUTE 12.

A Three Weeks Tour in Switzerland

By J. K., JUNR.

BASEL.—HOTELS &c., see page 360.

BASEL TO ZURICH.—By railway. For a party of three or four, in fine weather, it is much more pleasant to take a carriage from Basel to Baden: it is needful in such case to start from one and a half to two hours sooner. On attaining the summit of the eminence, before descending to Brugg, on the Aar, the traveller gets the first view of the Alps of the Oberland. The whole ride is an extremely interesting one.

ZURICH.—HOTELS, &c., see page 372.

ZURICH TO THE RIGI AND LUCERNE.—The steamer leaves Zurich early in the morning for Horgen, on the south shore of the lake. Passengers can book on board the steamer for the whole route, as far as Arth, fare, 5 frs. Omnibuses wait the arrival of the steamer at Horgen, to convey the passengers to Zug. A good table d'hôte is always ready at the hotel at Zug for the passengers. The steamer then conveys them across the beautifully green lake of Zug to Arth, where the ascent of the Rigi commences. The ascent from this side, and descent to Weggis, we recommend in preference to the opposite route. In crossing the lake, you have the Rigi rising majestically before you—Mount Pilatus in the distance to your right, and the Rosberg to the left. At Arth, horses may be procured for the ascent—or at Goldau, three miles further on. It is well, if the weather be fine, and a probability of much company, to telegraph for your beds before you leave Zurich. There are

few finer scenes in Switzerland than the ascent of the Rigi from Arth or Goldau. The horse path up from Arth is the best way up. After passing the latter, you ascend steadily for some time on the verge of a steep descent, with fine views of the lake of Zug below you to the right, and of the Roseberg on the opposite side of the valley. The place whence the great fall occurred that destroyed the former village of Goldau, is plainly seen. Directly behind you are two remarkable mountains called the Mitras, in the Canton of Schwyz. The path soon diverges to the left; and after a very long, arduous, and precipitous climb through the forest, whose shade from the sun is most welcome, a more easy path is attained on the right side of a deep valley, or mountain gorge, the sides of which are clothed with beautiful pine-forests, interspersed with cascades from the rocks above. Ascending still further, you reach the small hospice inhabited by a few Capuchin monks, and the chapel and village of Marie-zum-Schnee. At this point the snowy peaks of the Alps first appear in the east; and, as you ascend higher and higher, your view gradually extends to the south, each fresh extent of view increasing in splendour, till, on attaining the summit, one of the grandest panoramas in Switzerland rewards your toil. After remaining on the summit to see the setting sun, you are ready for the refreshment provided at the Culm hotel, which is good and reasonable, considering the difficulty of bringing every thing from the valley. The ascent of the Rigi from Arth occupies about 3½ hours. After being roused by the Alpine horn, to see the sunrise, if so fortunate as to have it fine, you descend to Weggis, occupying about 2½ hours, on Lake Lucerne. This descent is extremely fine. The view of the lake, at an immense depth below you, with Mount Pilatus beyond, and the mountains of the Oberland in the distance, must delight the most fastidious. From Weggis to Lucerne by steamer, or row-boat if preferred.

LUCERNE.—HOTELS, &c., see page 368.

Steamer twice a-day in summer from Lucerne to Fluelen and back, calling at Weggis, Beckenreid, &c., p. 216, and passing the Field of Grütli and Tell's Chapel, in the Bay of Uri. Travellers who are intending to go by Altorf and the St. Gothard Pass, leave the steamer at Fluelen. Lucerne may be reached from Basle by rail direct.

Tourists who intend passing the Sunday in Lucerne for the convenience of Divine Service, must bear in mind that in the season it is difficult to obtain a bed on the Saturday evening, owing to the great rush of excursionists from the mountains. It is well to secure one on the Friday by telegraph.

At Lucerne the curious covered bridges, and the monument to the Swiss Guards, by Thorwaldsen, are well worthy of inspection. For further description of Lucerne, see page 368, also Route 1.

THE BRUNIG PASS.—To Beckenreid by first boat in the morning, thence by diligence at about 10.30 a.m., or by a hired vehicle to Lungern; or by a row-boat to Alpach; if there is a party, this mode is

not only pleasanter, but cheaper. The charge is 1½ franc for the boat, 2 francs each to three rowers, and a trifle for *trinkgell*. From Alpach to Lungern by hired vehicles, passing through the vale of Sarnen and past the lake of that name, and the Lake of Lungern. There are printed tariffs of charges for vehicles, &c., in most parts of the Oberland.

There is a very comfortable country Inn at Lungern, plain but good provisions, and very cheap, all but the wine, which should be brought from Lucerne. At Lungern the Pass of the Brunig commences, and can be done in carriages as the road is now complete, during the summer, and diligences run from Alpach to both Brienz and Meyringen, and *vice versa*, in connection with the steamers on the Lakes of Brienz and Lucerne. But horses can be hired at Lungern. If fine, it is a delightful walk, turning off the road by the footpath to the left, close above Lungern—the scenery grand, yet beautiful—the forests fine, and vegetation most luxuriant. On the top of the Pass the road diverges into the Vale of Meyringen. The right hand leads to Brienz and Interlachen, the left to Meyringen, either of which may be reached the same day easily. The view, on entering the valley, is extremely grand. Opposite to you rises the Faulhorn, and to the left are seen the cascades of the Reichenbach; and looking up the valley of the Sheideck, at the bottom of the Pass, may be seen the Wetterhorn and the Glacier of Rosenlaui. A good carriage road turns off to the left through the covered bridge to Meyringen.

MEYRINGEN.—HOTELS, &c., see page 369.

From the hills behind Meyringen there are some cascades well worthy the traveller's attention. One, called the Alpach, is frequently of immense volume, endangering the existence of the village.

THE PASS OF THE SHEIDECK.—To be done on foot or horseback. An early start is desirable. This is one of the grandest excursions in the Oberland. The first part is a very steep ascent of about 2300 feet, passing close to the splendid cascades of the Reichenbach, afterwards along the upper valley, on each side of which are most wild and magnificent crags, over one of which, on the right, falls the noted Seilbach, or Rope-fall, clothed at the base with splendid pine-forests, the lower parts of the valley being filled with most luxuriant vegetation. Before you is the Wetterhorn and the Glacier of Rosenlaui. After proceeding a few miles, you can (close to the Rosenlaui hotel), diverge from the path to the left, and by a sharp half-hour's climb reach the foot of the Glacier. After climbing a little way on to it, you may then pass into a cave inside it, with semi-transparent ice for the roof. Leaving the Glacier, the old path is soon regained; and then, passing the Alpine rhododendron and many other rare and beautiful plants, growing in great profusion, you pursue the main valley until you attain the *châlet* at the summit of the Pass, from which the view on both sides is very magnificent, and from which a footpath to the left along the ridge leads off at once to the Faulhorn, and is

by far the best and easiest way of ascent of about three hours from the Schiedeck summit.

While the horses are taking their needed rest here, the time will be well spent in examining the botany of the locality; and probably the traveller will be also gratified by an avalanche from the Wetterhorn, which is towering immediately above him.

The descent to Grindelwald is steep and toilsome. A visit must be paid to the Upper Glacier of Grindelwald in passing, which will well repay the trouble, and the traveller will be glad to arrive at

GRINDELWALD.—Hotel L'Ours, and Hotel de l'Alp.

The view of the Lower Glacier of Grindelwald from the hotel is very fine. On the left of it stands the Mettenberg; on the right the Great Eigher, the Monch, and the Jungfrau. Behind you, to the north, is the Faulhorn; and to your right the carriage-road to Interlachen, through the Lütchenen Thal, one of the four lovely valleys of the Oberland.

THE WENGERN ALP.—This is another splendid excursion, but only performable on foot or horseback, or by chaise-à-porteur. There is now an hotel on the very top of the pass.

Crossing the stream that flows from the Glacier, the traveller ascends the opposite side of the valley, leaving the road to Interlachen to his right, and traversing along the precipitous base of the Great Eigher, and passing both it and the Monch, arrives at the summit. The views at every point of the ascent are very fine. The bird's-eye view, as it were, of the many scattered hamlets that form the village, and the constantly changing views of the magnificent range of mountains—are a source of excitement, that almost make the traveller forget the fatigue of the ascent. At the summit, the Jungfrau, in all its majesty, is suddenly brought before him. There is a *chalet* inn on the top, where good refreshment may be obtained. The traveller will most likely, whilst here, see one or more avalanches fall from the Jungfrau into the Trümeleten Thal which is about two miles across, and will no doubt be disappointed at their apparent insignificance; but may form some more correct idea of their size from the noise caused by them, as it is echoed and re-echoed among the mountain peaks. The descent thence is steady and pretty good, till arriving at the edge of the precipice above the Lauterbrunnen, when it becomes exceedingly steep, and travellers will find it safer to dismount. After viewing the Staubbach Falls, Interlachen may be reached the same evening.

INTERLACHEN.—HOTELS, &c., see page 267.

This is a nice point for a few days' rest, after rough mountain-climbing. From it many pleasant excursions can be made, viz., to Grindelwald and back, to the Schiedeck, to the top of the Faulhorn, up the vale of Lauterbrunnen, and to the Staubbach, to the village Mürren, to the Falls of Schmadribach, &c. &c.—all so well remembered by the admirers of Longfellow,—over the Wengeren Alp, or along the Lake of Brienz, to the Giesbach Falls,

and on up the valley of the Meyringen and the Grimsel. For the latter excursion, a steamer leaves Interlachen at 11 a.m. It calls at the Giesbach, leaves the sight-seers, and proceeds to Brienz; and returning at 2, calls again at the Falls, to take the visitors back to Interlachen, few of whom will have failed, after seeing these splendid cascades, to have seen and bought some of the beautiful wood-carving which is here, at Brienz and at Meyringen, to be purchased in great variety, and at a very reasonable rate.

INTERLACHEN TO LEUKERBAD.—THE GEMMI PASS.—This may be done in one day; but is rather too hard work, unless the days be long, as daylight is absolutely needful for the last six hours.

A vehicle may be hired to Frutigen, or Kandersteg, and the horses there taken out, and ridden the rest of the journey. Travellers should start not later than 5 a.m. Or by steamer to Thun, and thence by vehicle to Frutigen. There is a diligence daily at 2.30 p.m., from Thun.

FRÜTIGEN.

The Hotels at Frutigen are good; but it is better to rest all night at Kandersteg, as it is near the commencement of the Pass. A vehicle may be hired from Frutigen to proceed to Kandersteg, or your own retained over night. At Kandersteg the carriage-road ends: the rest has to be done on foot or horseback, or chaise-à-porteur. The best plan is to engage your horses at Frutigen. On leaving Kandersteg, the steep ascent commences almost immediately; and after two and a half to three hours' climbing, you reach the small *Chalet*, where the refreshment provided is very welcome. This Pass is noted for its extreme wildness. For miles along the top, the tract is through a district almost destitute of vegetation. It passes over the lowest point of the range of the Blümli Alp. The grandest part, however, is the descent down the face of precipitous cliffs, along which a horse-path has been most ably and ingeniously constructed.

The passage from Kandersteg to Leukerbad, at the foot of the Gemmi, may be done easily in from six to seven hours. The view, immediately prior to this steep descent, (and which is from the greatest elevation attained in the day's journey,) is very grand. At your feet, at a depth of some 3000 feet, lies the village of Leukerbad; and yet so near, that it would seem that you could throw a stone on to it. Looking down the valley of the Dala, and across the valley of the Rhone, the chain of mountains, of which Mont Rosa is the chief, stands before you in all its magnificence, Mont Rosa itself is not however visible.

LEUKERBAD.—HOTELS.

Hotel des Alpes, and Hotel de France.

The tourist will be pleased and interested in this romantic spot, shut in on all sides but the south by rocks and mountains of the grandest kind, whose perpendicular sides appear to defy all attempts to climb them; and yet it is by a very ingenious road cut in the surface of these precipices, that the path

age of Geneva is accomplished. The village is a favourite resort for people with various kinds of ailments, who come to bathe in the hot baths. These are supplied by springs of water considerably above 60 degrees of Fahrenheit. The water in the baths is kept from 86 to 99 degrees. The mode of taking the baths is very striking to the Englishman. In a long room are four large tanks, some fifteen or twenty feet square, filled with people in thick frosted gowns—men, women, and children, of all ages, mixed together in the same bath, sitting on floating seats up to their necks in the water and using themselves with chess, draughts, books, work &c., on floating tables, or with coffee, fruit, &c., before them. The usual allowance is a month's course, beginning gradually, but when the cure is in full operation, the allowance is four hours in the morning, and four hours in the afternoon. A visit to these baths should by no means be missed.

LEUKERBAD TO MARTIGNY.—By diligence daily from l'Hotel des Alpes, at 8 a.m., Sion at 3 p.m., and at Martigny at 7 p.m. The charge for a two-horse vehicle, with relays of horses, at Sierré, Sion, Riddes, and containing four persons including the driver, on the excellent road from Leukerbad to Leuk, is 60 francs—viz., to Sierré 2 francs; guide 3 francs, to Sion 10 francs, guide 2 francs; to Riddes 10 francs, guide 1½ franc; to Martigny 10 francs, guide 1 franc—for one horse to Sierré, and two horses the rest: total, 54 francs: if one horse all through, 44 francs. From Leukerbad to Sion, on the Simplon road, a carriage with two horses costs 20 francs.

Martigny may also be reached from Sion by railway, and there is a railway from Martigny to Bouveret on the Lake of Geneva, whence there are steamers twice daily to Vevey, Lausanne, and Geneva.

In ascending from Martigny to Leukerbad, it is considered most interesting to take a mule at Sierré for the rest of the way, and so ascend the right bank of the Dala, passing along some wonderful terraces cut in the rock. The whole Pass up the Dala is one of extreme wildness and beauty. In descending the valley to Martigny, it is better to keep the regular road. The grandeur of the valley will be as well appreciated, and more comfortably, from the excellent road through Leuk, without the change of conveyance.

MARTIGNY.—HOTELS.—Various. See page 369.

At the foot of the valley of the Rhona, which here turns suddenly to the right, to join the Lake of Geneva.

MARTIGNY TO CHAMOUNI—by the Tête Noir, or Col du Balme.

Mules may be had for either route: each mule, 12 francs; each guide, 12 francs; mules cannot be had without a guide or attendant; but one guide will do for any number of mules. A chaise-a-porteur and six men, cost 72 francs—with eight men, 84 francs.

The ascent commences within one mile of the town, where four branches off to the right from the St. Bernard road, and is one continued steep

unbroken ascent, till you attain the summit of the Forclaz. The paths for the Col du Balme diverge to the left, that to the Tête Noir to the right at the bottom of the descent, in the Val de Trient. The attraction to the Col du Balme consists in the splendid view, if fine, of the whole of the Mont Blanc range, the moment you attain that spot, after crossing the valley of Trient; but to any one going for the first time, especially if any doubt exist as to the clearness of Mont Blanc from clouds, we would recommend the Tête Noir: you descend, in this case, down the vale of Trient, till you join the Val d'Orsine. Be sure not to allow the mule-driver to stop to dine at the village in the vale of Trient, but to go on to the hotel at the Tête Noir, where, instead of passing an hour in a very tame hollow, you spend it in the most beautiful spot in Switzerland, and not half an hour's ride from the former place. This Pass is constructed round the face of the mountain, forming the angle between the two valleys, but at an immense precipitous height above the streams. Having come down the Trient valley, you now ascend the Val d'Orsine, along this splendid gallery; continuing on, you arrive at length at a point where the path is again on a level, and you then gradually ascend till reaching the highest part of the road, called the Montets. Before reaching this spot, if fine, the Col du Balme is seen towering before you, and then Mont Blanc itself, and the different Aiguilles forming the Mont Blanc range. The descent is through Argentiere, passing the glaciers of Tour, Argentiere and de Bois, and so on into the valley of Chamouni.

CHAMOUNI.—Several good Hotels.—Excursions to the Mer de Glace and Montanvert, to the Flegere, and to the Glacier of Bosson, are all easily made; more adventurous people are not satisfied without visiting the Jardin and ascending the Breven; and others, for whose intrepidity more can be said than for their prudence, must needs ascend Le Mont Blanc itself.

FROM CHAMOUNI TO GENEVA.—From Chamouni to Sallanches, in the light chais of the district (which alone are fitted for the fearfully bad roads). The French government have had the survey made for a new road which is to be finished in 1866. The views of Mont Blanc are magnificent. From Sallanche to Geneva by diligence.

GENEVA.—HOTELS, &c., see page 366.

Railway to Lyons, Chambéry, Macon, and Paris.

VILLENEUVE.—Near to this village is the splendid Hotel Byron—most beautifully situated—within half a mile of the Castle of Chillon; it is an excellent house and reasonable, and a delightful place for a few weeks' sojourn.

Railway to Bex.

VEVEY.—For HOTELS and description of Vevey, see page 371.

LAUSANNE.—HOTEL, &c., see page 367.

Passengers by steamer from Geneva land at Ouchy, about three quarters of a mile from Lausanne; omnibuses meet every steamer. At Ouchy, Lord Byron is said to have written *The Prisoner of Chillon*.

Lausanne to Yverdun, Neufchatel, Berne and Bale, by Railway.

NEUFCHATEL.—HOTELS, and for description of Neufchatel, see page 370.

From Neufchâtel to Bienne, by diligence, pass the Lake of Bienne, in which is situated the Isle of St. Pierre, where Rousseau resided for some time; then passing through Bienne, and ascending the Juras through a beautiful country, you arrive at the summit, where there is a curious natural arch over the road, on which are some Roman inscriptions. From this point the descent down the Munster Thal commences, and it is a very appropriate close of a ramble through this delightful country. The road passes through two splendid gorges in the rock, the stratification of which is most remarkable. There is an excellent hotel at Bellerive, immediately after passing the last of the gorges referred to. From Bellerive, the road, which, like all roads in Switzerland, is excellent, follows the windings of the river along a beautiful wooded valley almost to Basle, or the railroad may be taken from Bienne to Bale.

ROUTE 13.

Geneva to Chamouny.

GENEVA.—See page 365.—Distance, 50 English miles. The journey is performed as far as St. Martin by diligence in eight or nine hours, and by light carriage in four-and-a-half hours, thence to Chamouny.

Charges for Carriages uncertain—do not depend upon the *voiturier*, but ascertain the point from a respectable landlord, (*esperto crede*) so also as to back fare, *bonnemains*, &c.

A light carriage for four can be had to go from Geneva to Sallenches or St. Martin, from whence a lighter carriage can be had to carry two or three persons to Chamouny, the former for about 30 frs. and 3 frs. to the driver, the latter 15 frs. and 2 frs. to the driver.

Depart from Geneva by the Grande Place, and pass, for some miles of the journey, through a picturesque country studded with neat villas, &c., up to the arrival at

CHESNE.—A large village situated on the Setme. At this point the eye rests upon some magnificent views—the Voirons on the left, Mount Salève and the range of the Jura on the right. Departing hence, cross the stream which separates the Genevese Canton from the acquired territory of France, and arrive at

ANEMASSE. Beyond this place the road leads up the valley of the Arve; the Monog is crossed by a pretty and lofty bridge. The next station is

NANGY.—close to which village, on the right, are some ruins, comprising those of the Chateau of Faucigny—a ruin picturesquely situated on a cliff on the left of the road. The road proceeds on close by the Mole, a beautiful mountain surmounted by an obelisk. Passing through some beautiful scenery, proceeding through an avenue of trees, the road enters

BONNEVILLE.—Inn: Couronna.

The chief village of the Province of Faucigny, with 1300 inhabitants. It is an excellent mid-day halt. A column, ninety-five feet high, erected to honour the memory of Carlo Felice, stands at the end of the stone bridge, and is surmounted by a statue of the king. After crossing this bridge, the road passes between the bases of the Mole and the Mont Brezon, which on the right bounds the valley of the Arve, now fertile and agreeable. A new line of road extending from Bonneville to Chamouny is rapidly progressing; this improvement was undertaken by express command of Napoleon on his visit to Mont Blanc. The road continues immediately under the Brezon until it crosses the Arve on a stone bridge, and enters

CLUSES.—Inns: Parfaite Union & Ecu de France.

A very old town, nearly consumed in 1843, but now nearly rebuilt, near the mouth of the gorge. It has a population of 1800: a large number of these are celebrated as watch-makers, in which capacity very many of the inhabitants of this place have founded establishments in Strasburg, Lyons, Augsburg, &c.

Departing from Cluses, our road is carried through the defile and beneath grand Alpine precipices. The valley now narrows, and in some places the precipices seem to overhang the traveller. The scenery through which we now pass is wild and beautiful. Though a very agreeable visit might be made to the Grotto of Balme, 800 feet above the valley, and seen shortly before arriving at Maglan; yet persons intending to go on to Chamouny, had better waste no time here, but be off to St. Martin or Sallenches. A couple of hours might be devoted to seeing the cave or grotto. At La Balme are mines for the ascent, and *limonade gazeuse* can be got at the hamlet. The depth of the grotto is more than 1800 feet. The peaks of Mont Douron, seen on the other side of the valley, present a very striking appearance.

Adjoining the road, at a few yards distance from La Balme, a magnificent spring issues out of an embouchure; and the lovers of pure beverage will be deeply gratified by partaking of its refreshing waters.

MAGLAN.—On the right of the Arve, situated beneath lofty mountains, lies this straggling village of about 1800 inhabitants, who bear much the same migratory character as the people of Cluses, and are just as remarkable for their foreign establishments. Proceeding beyond this place the valley widens, though the scenery is unvaried; and our road touches on the Nant d'Arpenas, one of the highest waterfalls in Savoy. The stream is like a zig-zag cascade, and crossing the road beneath a bridge, falls into the Arve. Travellers en route from Geneva will be pestered with idle vag-

ants offering them minerals for sale, guides, &c., tending echoes by firing pistols, &c., but they found discontinuance such imposition.

The valley now loses much of its former narrowness; and from Salanches up to the base of the Couron, lie before us rich and verdant fields. Direct above rise, 8000 feet above the sea, the peaks of the Varens, as we enter St. Martin, and soon after find ourselves in the yard of the Hotel de Mont Blanc. Crossing the bridge, situated about 100 yards from the inn, our road leads on to Salanches. From off this bridge we enjoy a delightful and magnificent view of Mont Blanc—a view so pointed, so clear, and so gratifying, that to enjoy it is worth the entire journey from England. The peak, in a straight line, is twelve miles distant from here; yet its stupendous mass is shadowed forth with a clearness so vivid, brilliant, and commanding, that the eye calculates on its immediate presence in all the grandeur of its mountain majesty. Forclaz, in its pine-clad armour and green helmet, is seen; and, towering above these, the Aiguille de Gouté, the Dome de Gouté, and the summit of the highest mountain in Europe, supported by the ridges of Aiguilles, the intersecting spaces being studded with glaciers.

SALLENCHES.—Inns: Bellevue and d'Angleterre. A small town with a population of 2000. It is situated on the ruins of the former town, entirely consumed on Good Friday in 1840. Here charrs, mules, and guides can be hired for Chamouny at the following rates: char, 12 francs; with two horses, 18 francs; and postillon, 2 francs.

From here to Chamouny occupies about five hours; the roads are steep and rough, and only accessible for light charrs.

Parties who desire to visit Chamouny, and return by Geneva on foot, had better proceed from St. Martin to Chède, Servoz, and Chamouny, by the right bank of the Arve, returning by the Col de Forclaz, and the baths of St. Gervais, to Chède.

An agreeable drive may be taken from Salanches to the baths, about two miles off. As we close upon the baths, our road turns abruptly to the right, and enters the gorge of the Bon Nant—a small stream descending from the Bon-homme. The baths and the lodging-houses or pavilions, are situated on a little spot at the extremity of the glen, which cannot be left unless by returning to the entrance, where we find two roads branching off—one leading up a steep ascent to St. Gervais, a picturesque and sweet village in the Val Montjole, and passing the hamlets of Bionnay and Trease, as it leads to Contamines and the pass of the Bon-homme. The road leads to Chède across the valley of the Arve by Passy.

Above St. Martin and Salanches the valley of the Arve spreads itself out before us; and all along to Servoz, magnificent views greet the eye of the traveller.

Close by Chède there is a beautiful cascade on the left, which is generally visited by travellers who leave for Chamouny early in the morning. At Chède our road ascends in a steep curve above the plain of the Arve; and after attaining a considerable height, passes on the left the Lac du Chède, now filled with mud and stones. Our road next

makes a deep curve along the bed of a wild torrent, from which there is a path to

SERVOZ, where refreshments can be had for man and horse, and guides hired for the Buet, one of the panorama-commanding ascents, from which a splendid view of Mont Blanc may be enjoyed. From its summit, 10,500 feet above the level of the sea, a vast extent of horizon stretches before us, bounded by the mountains of St. Gothard on the east, and by the ranges extending into Dauphiné on the west. We get a partial glimpse of the lakes of Geneva and of Annecy, whilst before us are the range of Jura bounding that portion of the horizon. The Buet can be best ascended from the Servoz side; but no traveller should attempt its ascent without a good guide. The usual course to follow, is to stop at some chalet up the mountain, and start early next morning for the summit from which descend by the Val Orsine, and reach Chamouny in the evening.

On leaving Servoz our road crosses the torrent of the Dioza, and follows close to the base of the Breven. Near the Pont de Pellissier, which the road crosses, are the ruins of the castle of St. Michel.

Les Montets, a steep and stony ascent, next interposes itself in our way, and we find ourselves on the upper storey, as it were, of the valley of the Arve. Here we are in close proximity to the mountain monarch, but cannot see his head, which is concealed by the stupendous Dome de Gouté. We now proceed through some beautiful meadows to Les Ouches, the first village met with in the valley. Two miles up above this place we meet the first of the white lines of glaciers which begin to be seen from Les Montets, extending themselves into the valley. It is called Taconey, but is a mere nothing compared to those extending around it. As we proceed on, numerous torrents are passed, and the hamlet of Bossons is reached, near which is the glacier of the same name. The brilliancy of its ice, and fantastic forms of its pinnacle, sixty or seventy feet high, renders it a beautiful object, and worthy of a close inspection.

The Arve is crossed a little bit above the Glacier of Bossons, and our road follows its right bank. The Glacier du Bois is seen at the head of the valley, a league beyond.

CHAMOUNY.—See page 363.

EXCURSIONS FROM CHAMOUNY.

ASCENT OF MONT BLANC.—Who that has ever visited Chamouny has not felt the piquancy of the excitement and delight of foreign travel? the more sensible, because of being unalloyed with the dross of official interference!

He looks from his hotel window, and sees the bustle consequent on numerous arrivals and departures. Guides gibbering forth their adventures in one corner, and tourists speculating on their plans for the morrow in another, keep up a continual croaking, quite in accordance with the various speculations hazarded. And, taking his eyes from off that point, he looks forth to see

“Above him, the Alps!

The palaces of Nature! whose vast walls

Have pinnacled in clouds their snowy scalps,
 And throned Eternity in icy halls
 Of cold sublimity; where forms and falls
 The avalanche—the thunderbolt of snow!
 All that expands the spirit, yet appals,
 Gather around these summits, as to show
 How Earth may pierce to Heaven, yet leave
 Vain man below!"

The tour of Mont Blanc can be made with the greatest advantage from Chamouny over the Col de Bon Homme to Cormayeur in the Val d'Aosta, where Mont Blanc is seen in grander proportions and mightier lineaments than from the north side; and from thence by the Col de Ferret, or Great St. Bernard to Martigny, returning by the Tête Noir pass to Chamouny. The guide taken at Chamouny is not allowed to proceed further than Martigny, where a local guide must be engaged for the remainder of the journey. Should the journey be ended at Martigny, the guide returning to Chamouny can only demand one day's pay.

MONTANVERT.—INN (PAVILION). a very little inn; with but limited accommodation. A pleasant excursion can be made to this place. The excursion is generally undertaken for the purpose of making a visit to the Mer de Glace; the stupendous range of glaciers ending in Glacier du Bois, and the source of the Arveron, in the valley of Chamouny. The ascent is accomplished by a mule path in 2½ hours, and the descent in 2 hours.

We first cross the Meadows and the Arve by a path traversing the valley to the foot of the Montanvert. Here the path leads up a beautiful forest of pines, meeting at intervals very steep ascents. Large masses of rock, and uprooted trees, appearing now and again, mark the direction of the avalanches that have fallen at different periods. Half-way up the ascent we find a very pleasant and agreeable resting place, at a fountain called 'sallet, beside which, it is asserted, Florian commenced his tale of *Claudine*. From here we have a magnificent view of the Brevin and the Aiguilles Rouges. About a league further on is a ravine, formed by avalanches. Mounting towards the top, we see looking down upon us, from above the remotest heights of the pine tops, the Aiguille de Dru, a gigantic obelisk of granite. On the summit, at the Montanvert, we find an excellent inn, called the Pavillon, and good accommodation.

A short but steep descent leads to the Mer de Glace, or Sea of Ice, so called from its resemblance to the waves of the sea after a storm; the path passes by the Rocher des Anglais, or Rock of the English—several mountains environ the Mer de Glace. The appearance of this vast icy sea is wonderful to contemplate, and across it are some of the most majestic of those pinnacled mountains that add so much grandeur, and form such a striking peculiarity in the scenery of Chamouny. On the north-east is the Aiguille de Dru, which is the nearest; on the south-west is the Aiguille de Charmoz; and on the left of the former is the Aiguille de Bocharé; a forest of pinnacles, rising up between these, as it were to perforate the skies, appearing to hold up the giant of them all—called the Aiguille Verte.

Parties not proposing to cross the Mer de Glace should descend upon it and walk on it for 80 or 100 yards, as it is only by so doing they can clearly recognise its brilliancy of hue and deep pure colour of blue.

THE JARDIN.—A visit from the Mer de Glace to the Jardin, forms one of the finest excursions in the entire range of the Alps. Persons wishing to enjoy it thoroughly should make the Pavillon their resting place for the night, where they will find comfortable sleeping accommodation. The chief object of this excursion, is to enable the tourist to penetrate into the remote dells and embosomed valleys of Mont Blanc, in order that its scenes of savage solitude and wildernesses of rugged horrors might be more fully entered upon. No one should attempt the passage without a guide, who can carry provisions. Bread, cold meat, and wine, are the best to be taken.

We follow the south-west side of the Mer de Glace, and after ascending either of the two passages called Les Ponts, the tourist descends to the edge of the glacier, and continues his course for some time along its moraine. Here is a very pure fountain, issuing through a natural arch in the rock. The path at length reaches the point where the Glaciers de Tacul and de Lechaud unite. Near the latter, we perceive four parallel and protracted heaps of rubbish on the Mer de Glace. After traversing the latter for two hours, the tourist arrives at the foot of the Talefre. The view of the Glacier de Talefre is here very sublime and awful. To attain the summit, we must ascend the rock called the Couvercia, which shoots up into the inaccessible Aiguille de Talefre. The necessity for help scrambling with both hands and feet, has gained for the passage the name of *Egraltes*, or *Petite Degrés*. It is, however, more difficult than dangerous. The plain of the Aiguille de Talefre affords an agreeable resting-place. Amid the labyrinth of granite blocks at the foot of this glacier is a rock, called the Pierre de Bérenger, which affords shelter to those surprised by bad weather. In the midst of the ice and snow is a flat rock, which, at the close of August, is covered with a layer of greenward, diversified with a variety of beautiful Alpine plants. This is the Jardin of this palace of nature, and its beauty can only be exceeded by the splendid sublimity of the surrounding objects. The journey from Montanvert to the Jardin can be performed in twelve hours, including two or three hours to rest.

Beyond the Jardin, is a place called Les Courtes, very difficult and dangerous of access, where minerals, &c., are collected.

In descending, we can avoid the *Egraltes* by taking a direction across the glacier, a long and steep descent, which leads to the Glacier de Lechaud, abruptly terminated by the Aiguille de Lechaud and the Grand and Petit Jorasse. It requires nearly five hours to walk from Montanvert to the Jardine, and six hours to return thence to Chamouny.

The **FLECHES** will also prove a delightful excursion, and enable one to enjoy an admirable view of the great monarch, of whom the poet sings—

“Mont Blanc is the monarch of mountains
They crowned him long ago:
On a throne of rocks, in a robe of clouds,
With a diadem of snow.”

Ladies will find this an exceedingly agreeable spot to view the monster mountain. The ascent can be accomplished by mules all the way up, and it is one of the best in the valley.

In case the traveller has not much time to devote to the excursions about Chamouny, the two first worthy of visit are the Montanvert and Flegère.

The **BREVEN** also forms a favourite excursion, and, though many ladies perform the ascent, yet it is a very fatiguing one. Returning from it to Chamouny, the journey can be varied by taking the west side of the Breven, above the valley of Dioza, close by the lake, and then descending by the Chalets of Calaveiran, towards the village of Chapeau, whence a path leads down to Les Ouches, in the valley of Chamouny.

SOURCE OF THE ARVERON.—If we would avoid a separate excursion, we should immediately descend from the summit of Montanvert to the source of the Arveron, which issues from the Glacier des Bois. The descent is along a hollow, wrought by avalanches, and called La Filla. It is very steep, but not dangerous, and may be undertaken on foot.

The **CHAPEAU**.—Those unwilling to encounter the ascent of the Montanvert, will find it the easiest course to proceed to the Chapeau, a slight eminence, commanding a tolerably good view of the Mer de Glace, and of the Aiguilles de Charmoz and le Bletière, immediately under Mont Blanc. It derives its chief interest from the close proximity in which it lies to the vicinity of the innumerable pyramids into which the glacier shoots up, at the point where it separates itself from the sea of ice. It is also a very convenient station for witnessing the descent of the blocks of ice, and hearing the tremendous noise wherewith it is accomplished.

The **ASCENT OF MONT BLANC**.—Of late years the feat of ascending this mighty mountain has become quite as common and fashionable as it was before rare and exceptional. The adventure—a daring one enough in its way—requires the aid of half a dozen guides.

Mont Blanc, every schoolboy knows, is the highest mountain in Europe. It is situated between the valleys of Chamouny and Entrèves. It has three principal summits; the most westerly is called the Dôme du Gouté, that in the middle the Grand Mont Blanc, and the most easterly the Taugul. It requires two days for the dangerous excursion from Chamouny to Mont Blanc—the first from the former place to that called Les Grands Mulets, where the shelter of a rock can be obtained; the second from this spot to the summit and back; Those who make the attempt from the mountain of La Côte, proceed from the Prieuré to the village of

Bossons, turn aside on the right near the foot of the glacier, and proceed to the hamlet Du Mont. A little further begins the ascent, which follows the bank of the torrent that issues from the Glacier de Taconay. Mules can proceed to the distance of two miles from the Prieuré; but the remainder must be performed on foot.

Though it may be very gratifying to make this ascent, yet it is highly dangerous, and should scarcely be attempted, as it must be considered as hardly justifiable to endanger, not only one's own life, but the lives of the guides—poor men who risk their existence through necessity, and for, after all, a very trifling consideration. And the traveller, safely seated in his hotel at Chamouny, can, if he choose to inquire, hear some curious details; and, it may be, interesting stories in reference to the hair-breadth escapes, &c., of those whose morbid love of notoriety awakened in their bosoms the determination of making the ascent of Mont Blanc.

ROUTE 14.

Pass of the Julier, from Coire up the Valley of Oberhalbstein, to the Baths of St. Moritz, in the Engadine and Samadon.

Distance, 52 English miles.

Conveyance by diligence daily, Sundays excepted, as far as Samadon, in 15 hours.

Departing from Coire, we leave the entrance of the Schalk, that on our left, and pass the unimportant villages of Malix, Churwalden, and Parpan, whence we pass over a wild and rugged moor to

LENZ.—Inn: Krone.

From this place a path leads to the Albul, and another by carriage road to the Julier. On quitting Lenz we hear nothing spoken but Romansch, German not being understood unless at Inn. We cross the Albul before reaching

TIEFENKASTEN, a small and pretty village, situated in a deep hollow at the opening of the valley leading up to the base of the Julier and Septimer, distant about 20 miles. It is beautiful and picturesque, and may be said to concentrate in itself the combined beauties of the entire pass, being profusely ornamented with castellated ruins, the mouldering battlements of which are finely attractive and deeply interesting. On our entering the Oberhalbstein or valley, we see on the left the path leading to the Albul. Departing from Tiefenkaaten, the road directs its course through a gorge called the Steln, resplendent in gorgeous and brilliant scenery, scarcely inferior to that of the Via Mala.

As we approach Tinsan, cheerless and bleak scenery, not at all lessened by the squalid aspect of the inhabitants, meets the eye. From here we pass up a fatiguing and steep ascent, replete with picturesque scenery, which invests our pathway to

MOLINS (Mühlin), where we find an excellent hotel. The village is a small one, agreeably situated in a small amphitheatre, and embosomed in the most captivating scenery of the Oberhalbstein. From here we proceed over the stream of the Teller, which we recross at the villages of Saur and Marmels, from whence we arrive at the point where branches the two passes of the Julier and Septimer, at the village of

BIVIO or STALLA, a poor-looking spot, situated at the foot of the Pitz d'Emet, where the only accommodation to be had is at the residence of the *curé*, a Capuchin friar, who will probably be hospitable to a traveller.

A path leads from the Septimer into the Val Bregaglia, taking two hours to reach the summit from Bivio, a place located in a kind of secluded basin, hemmed in on all sides by high mountains. Not a trace of vegetation, not a single green spot, on which the eye could rest, is here to be met with. All is barren and inhospitable; so much so, that no tree nor shrub ever grows there, and the inhabitants are obliged to burn sheep dung for fuel. At its height, 5,630 feet above the sea, a vegetable can scarcely ripen.

The **JULIER Pass** is 6,830 feet above the level of the sea, and it requires two hours to ascend to the summit from Stalla. The scenery is very mediocre in its character, but the ascent is safe, and the mount perfectly free from avalanches. On arriving at the top we see Julius' columns, two granite piers or milestones, through which the road passes. Though they are very rude and without an inscription, yet they possess an interest from the supposition that they were set up by Augustus, on the occasion of his causing a Roman highway to be carried over the passes of the Maloja and Julier from Chiavenna. In 1823 a carriage-road was constructed across this pass to St. Moritz, but with very few beneficial results. We make our way by a very easy ascent into the Engadine, to

SILVA PLANA.—Inn: Croix Blanche.

A small village, interestingly situated between two small lakes, at the point where we meet the two roads from the passes of the Julier and Maloja. On the left bank of the Inn, into which the small lakes fall, is

St. MORITZ.—Inns: Obere Gasthof, Mittlere, and Untere Gasthof.

A small but thriving village, situated on the west and south slopes of a charming hill, and containing a population of about 180. This place is now acquiring a very high repute as a watering-place, in consequence of a very powerful chalybeate spring, which rises at a spot 20 minutes' walk from the village at the foot of Mount Rosegg, on the right bank of the river Isere, in a swampy prairie. The spring is covered by a *kurhaus*, and the water used in the baths is heated. This spring was first spoken of by Paracelsus, in 1539. The village overhangs the river, and embraces a fine prospect of the several lakes formed by it in its onward course. It is surrounded by a pasture country, the climate being too severe to permit of even the

growth of barley. The forests of larch seen about present an agreeable and diversified aspect in the landscape; and to the lovers of angling the little lake close by the village will afford capital sport in trout fishing, from the 1st of May to the end of October, when it freezes, and is covered with ice until the ensuing summer.

Excursions can be made from here to the Lugna See, the source of the Inn, up the valley to the great Bernina glacier, and down the valley to the pass of Finstermunz.

SAMADEN.

ROUTE 15.

Coire to Ponte in the Engadine, by Weissenstein and the Albula Pass.

Distance, 48 Eng. miles; accomplished in 16 hours.

As far as Lenz, the route leads through a bridle path, and is all the same as the preceding one, up to that point where it takes an easterly direction round the shoulder of the mountain, and passes the village of Brienz to ascend the Albula, after leaving Tiefenkasten on the right. As we proceed, we see on the left, towering above us, perched on an almost inaccessible rock, the Castle of Belfort. Three miles from this point we find the baths of the Alveneu situated on the right bank of the Albula, the stream of which we follow, ascending in a south-eastern direction to

FILISUR.—A beautiful village, approaching nearer the character of a town in its size, situated on the right bank of the Albula, remarkable for its white and clean appearance, as also for its striking resemblance to the Engadine. The inhabitants of Filisur are particularly skilful as pastry cooks, in which capacity they very often find employment in various parts of Europe. Close by are the ruins of Schloss Greifenstein; and two miles above it are the silver mines of Bonacelna, now no longer worked; and four miles thence we enter the narrow ravine of the Bergunerstein, remarkable for its striking likeness in scenery and outline to the Via Mala. Its outlet is exceedingly grand, more than 1000 feet, the path being hewn through a rock beneath, while, at the distance of 600 feet, below the Albula roars and thunders.

BERGUN (Rom., Bergogn).—A small village delightfully imbedded in the mountains, and inhabited by muleteers and carters, speaking the Romansch, and professing the Protestant faith. From here a steep road leads to the *chalet*, an inn of

WEISSENSTEIN, which is 4900 feet above the level of the sea, adjoining a small lake, which supplies excellent red trout. The lake is overshadowed by frightful precipices, and presents a cheerless aspect. Our path upwards from here borders the north side of the lake. Close by are easily discernible the traces of a Roman road. A savage and rugged ravine, named Trümmerthal, filled with pieces of

rocks swept from the heights above by the avalanche, leads to

The top of the PASS OF THE ALBULA, 6890 feet above the level of the sea, and marked by a cross and mournful is the scene of desolation all round. Close by is a small lake and on the north of the path rise the two peaks of the Albula—Crap-Alv, or White Rock, 7960 feet, and Piz Err, 7770 feet high. At times the descent into the Ober Engadine is dangerous to travellers, from the fall of avalanches.

PONTE in the Engadine.—Inn: Couronne.

This small village is situated at the foot of the Pass. See next route.

ROUTE 16.

The Engadine and St. Moritz to Nauders and the Pass of Finstermunnz

Distance, 52 English miles; accomplished in 18 hours.

The Engadine, or valley of the upper Inn, is traversed by a char road, very bad in the lower part, but pretty good on the higher portion of the valley, which is one of the highest inhabited among the Alps, its elevation being 5600 feet above the sea at Sila, and 3234 feet at Martinsbruck, the former of which is the highest, and the latter the lowest village. Its atmosphere is ungenial and severe, it having nine months of winter and three of cold weather; and yet, in no other valley among the Alps, do we find such large and populous villages. Massive glaciers separate it from Italy on the south; and it has at least twenty tributary valleys. The inhabitants of the Engadine are comfortable and wealthy; there poverty is rare, and mendicancy unknown; the houses are neat, elegantly fitted up, and tastefully decorated, and painted with a brilliant whitewash. All this will strike our mind as wonderful in the extreme, when, looking at the barrenness of the soil, and inclemency of the climate, the only grain grown being but stunted crops of rye, barley, and potatoes, of which even the natives do not take any care. Their meadows are let to the Bermagesque shepherds; and their harvests are saved in by the Tyrolese haymakers, who repair thither annually in the season, and yet they are all millionaires in florins. This wealth is accumulated in all the great cities of Europe, whither they emigrate at an early age, and in nearly all of which they are to be found exercising their art as pastrycooks, confectioners, chocolate venders, &c., in which callings they realise considerable wealth. They return to end their days in their native valley. They are all Protestants, and are remarkable for their morality and other virtues.

Though the inns are generally bad in the Engadine, yet the wine is good, and pastry excellent; and many of the inhabitants will be found intelligent and agreeable. The universal language spoken is the Ladin—a dialect of the Romansch; but several of the returned *pâtissiers* speak French, Italian, and English.

Below St. Moritz, the river leaving the lake forms a pretty fall. Our road now passes through the villages of Celerina and Samaden. The latter has a population of 500, and is one of the richest in the Upper Engadine. Here the inn kept by Dr. Wettstein is good. Opposite the village we see opening up before us the road to Bernina, (see next Route) running up the valley of Pontresina. An *Bivio* leaves here daily for Coire. The path from the Albula (see preceding Route) descends into the valley beyond Bevers.

PONTE (see last Route), lies at the base of the Albula, with the ruins of the castle of Garodal hanging over the latter village. This castle has connected with its destruction a rather singular story, to the effect, that in the days of serfdom it was owned by a licentious and brutalized seigneur, who supported an army of lawless freebooters; and that he cast his eye on the fair daughter of Adam, a farmer of the village of Camogask, and sent his servants to demand that she should be sent to him. The father stilled his anger, promised obedience to his lord's command; and next morning, accompanied by his daughter dressed in bridal attire, and attended by a number of friends, presented himself at the castle, where he was met by its libertine master, who was about to clasp his victim to his bosom, when her father's dagger was plunged into his heart, at the same instant that his companions made themselves masters of the stronghold and slew the soldiery. The castle was reduced to ruins; and from that day the serfs of the Engadine were emancipated.

ZUTZ or SUOZ, a small village of 600 inhabitants. Here we see the old tower, which is the only remnant of the Stammhaus, a castle once owned by the Planta family, who held the fief of the Engadine as early as 1139. We here find the climate assuming a milder aspect, which perhaps is occasioned by the shelter afforded to the place against the blasts of the Maloja.

SCANFS.—A pretty village, thickly populated, more so than any other in the valley. From here we find a path over the Scaletta Pass, 7,820 feet above the sea, to Davos. At Scanfs also terminates the good road of the Upper Engadine, which is divided from the Lower Engadine at the Ponte Alto, beneath the Casanaberg. The road here is rough and steep, and the country around poor and non-picturesque.

CERNETZ or ZERNETS.—Inns: Poste, Lion d'Or. A pretty large village, remarkable for its beautiful church and two feudal towers. From here 6 hours' hard walking brings us to the Münster Thal, by the Buffalora Pass, the road to which is a char one, and should not be traversed without a guide, and runs up the opposite valley of Forno. It descends at a little less than midway into a wild and desolate valley, where we find an inn, the only house between the two places. On reaching the top of the Pass, which we do after about 2½ hours' walking from the inn, we can enjoy the delightful view of the Münster Thal, where we arrive after about one and a half hours' walking from the top, arriving in two hours more at Santa Maria. We can reach Bormio, at the base of the Grand Pass of the Stelvio, by the Val Forno.

Before reaching the villages Lavin, Zutz, and Ardets, the road becomes very zig-zag, winding up and down in all directions, and making a very wide sweep from the river inn, between Ardets and Fettau.

TARASP.—The only Roman Catholic village in the Engadine, lies opposite Fettau. The inhabitants never emigrate like their neighbours of the other villages. An excellent mineral spring near the castle, by the margin of the river, makes Tarasp very attractive just now, and causes numerous hotels, &c., to spring up about it. The locality is a delightful one, and the people civil and obliging, and this should be made the resting-place for travellers going up or down the Engadine, who will find excellent accommodation at the inn, Albergo Conzetti. See page 371.

SCHUOLS or SCHULE.—A handsome village, having a population of 1150 and surrounded with extensive tracts of corn-land. In 1679 the first Romansch translation of the Bible was printed at Schuola. Close by Remna, where we find a long wooden bridge spanning the Wraunka Tobel gorge, is very picturesque scenery; and above the bridge we see the ruins of the castle of Ohlamuff, destroyed in 1475 by the Austrians.

Approaching Martinsbruck, the scenery of the valley of the Inn is delightful in the extreme. The Inn is crossed here, and the road takes its way in a circuitous turn up a wooded eminence, which forms the boundary between Switzerland and the Tyrol. Shortly before reaching Nauders, a mile or so off from the defile of Finstermünz, we enter the Austrian dominions.

NAUDERS.

ROUTE 17.

Pass of the Bernina, from Samaden in the Engadine to Tirano in the Valteline, by Pontresina and Fuschiaivo.

Distance, 32½ English miles: accomplished in about ten hours; through a bridle path, accessible for charrs at both extremities, and by no means difficult or attended with danger.

From St. Moritz to Madonna di Tirano the walk is eleven hours, and the Pass is fruitful in very many magnificent views.

At Pontresina, between St. Moritz and Madonna di Tirano, fair accommodation is to be had.

The mountains of the Bernina separate the valleys of the Engadine and the Bregaglia on the north, and Valteline on the south. Their height varies, the lowest being 8000 feet, and the highest 12,000 feet high at their summits. They are crossed by many very difficult paths, the easiest of which called the Bernina Pass.

Departing from Samaden, the road proceeds southwards, and by the right bank of the mean-

tain stream, Flats; ascending the valley Pontresina from whence there is a footpath to St. Moritz, from which place Pontresina can be reached in the same time as by the charr road.

PONTRESINA.—Inn: Aigle.

At this village travellers can hire horses and guides for the ascent of the Pass. Adjoining the road, about one hour's walk above Pontresina, we see the colossal Glacier of Morgrath, filling the mouth of a side valley, and crowned by a number of snowy peaks.

BERNINA.—A miserable spot below the summit, and serving as a halting place for mules, &c.

Between the small lakes called the Black Leg and the White Leg, rises the culminating point, at a height of 7180 feet above the level of the sea.

A path to the east branches off here to the Lago Pianco, and crosses the neighbouring ridge of the Camin Passes, La Rosa and Piscadella, watering the valley of Fuschiaivo.

FUSCHIAVO.—Inn: Fauoen—bad.

The chief town in the valley, built in the Italian fashion, and containing a population of 1050 souls. It has standing above it the ruined castle of Olgetti and carries on a prosperous traffic in goods.

A short distance from here there is an excellent little lake, skirted by the road, and in it very good sport can be enjoyed by the lovers of angling, as it affords beautiful trout.

BRUSIO is the last Swiss village we meet.

MADONNA DI TIRANO.—From here a walk of eleven hours brings us by Cavaglia to St. Moritz.

ROUTE 18.

Route up the Rhine.

For the skeleton routes to the Rhine, its navigation, and other synoptical details, see page 307.

THE RHINE.—This river is no less remarkable for the combination of natural loveliness that characterizes its scenery, than for its historical traditions. It takes its rise from three small springs flowing from three different mountains. Multitudes of torrents increase it until it falls into the Lake of Constance. Between the Drachenfels and Mayence are scenes of great beauty; nor can the tourist, hurriedly passing up the stream in a steam-boat, have sufficient time to appreciate the beauty of the scenery through which he is passing. Below Bonn or Godesberg, the river scenery is scarcely worth a glance. It is impossible for the tourist to examine or appreciate the beauties of the Rhine, unless he halt at intervals at Bonn, Coblenze, St. Goar, Bingen, or Rüdesheim.

COLOGNE TO BONN, ROSENBERG, AND NEWWAD. See page 85.—Journey is made by rail in two hours, and by steam-boat in about four hours.

The line passes through a beautiful country of corn fields close to the Rhine and adjacent to the Vorgebirge hills.

KALSCHBUREN STATION.

BRUHL STATION—A small town with about 2100 inhabitants, opposite the Chateau, erected in 1728 by the Episcopal Elector, Clement Augustus. In it are several portraits of the German Princes. It was here the King of Prussia entertained our gracious sovereign Queen Victoria in 1845, when she visited it during the Beethoven festival at Bonn.

WALDORF—The remains of a Roman aqueduct, stretching along the course of the Erft, is here.

ROESDORF STATION.—A brilliant view of the outline of the seven mountains beyond the Rhine may be had here.

BONN—See page 312. Here the beauties of the Rhine begin to unfold themselves.

PFLUTERSDORF.—Here the steamer stops to take up passengers to or from Godesberg.

GODESBERG.—Is a small village near the Rhine, containing about 1000 inhabitants. The Draitscher Brunnen mineral spring and the baths are close by it. The castle keep, on the top of the hill, is an interesting object; it is approached by a serpentine path, and is a building of the 13th century, erected by the Archbishops of Cologne, on the site of a Roman fort. It was taken and blown up by the Bavarians in 1583. A magnificent view of the Rhine can be enjoyed from the Donjon keep, which is 100 feet high. From Godesberg excursions can be made to the volcanic hill of Rodesberg, and the seven mountains. The shortest way to reach them is by crossing to Königswinter over the Rhine by ferry-boat. A very interesting and delightful excursion, of about one day's length, may be made from the foot of the Drachenfels, by ascending the left bank of the Rhine to Rolandseck, and again going down the river to Königswinter. A tour up the Ahr valley can also be profitably made; and with the excursion to the seven mountains, a visit can be made to the celebrated Cistercian Abbey of Heisterbach.

Opposite Mechem is **KÖNIGSWINTER**, a village of about 1600 inhabitants, situated at the foot of the Drachenfels, the ascent of which from here can be made in about half an hour.

THE SEVEN MOUNTAINS are seen above, and are a beautiful opening to the magnificent scenery of the Rhine. They rise in towering majesty above its banks, and are seven in number, as follows:—Stromberg, 1,053 feet; Niederstromberg, 1,066 feet; Oelberg, 1,456 feet; Wolkenberg, 1,037 feet; Drachenfels, 1,051 feet; and Lowenberg and Hemmerich. On their respective summits are the remains of an antique church, or castle. Drachenfels, or the Dragon Rock, is the most remarkable, and derives double interest from having been the subject of Byron's muse.

"The castled crag of Drachenfels
Frowns o'er the wide and winding Rhine,
Whose breast of waters broadly swells
Between the banks which bear the vine;
And hills all rich with blossom'd trees,
And fields which promise corn and wine
And scatter'd cities crowning these,
Whose far white walls along them shine,
Have strew'd a scene, which I should see
With double joy wert thou with me."

The summit of this mountain can be arrived at in little less time than an hour from Königswinter. From its top a magnificent view may be enjoyed of the country and objects all round. In our ascent up we pass the quarry from which was taken the stone used in the erection of the Cologne Cathedral. Close to the top is a very good inn, where the traveller will find comfortable accommodation, and enjoy a magnificent view of the sun-rise should he stop over night and sleep there. From here the view extends down the river for about 20 miles, closed in by high and picturesque rocks, which impart a wild aspect to the scene, greatly relieved however by the villages and farm-houses filling up the foreground. The chief objects of attraction are the summits of the Seven Mountains, the Castle of Godesberg, the Volcanic Chain of the Eifel, and the Island of Nonenworth. On the summit of the Lowenberg are the ruins of the castle in which Melancthon and Bucer dwelt for a short period with the Archbishop Herman Von Weid. Close to Mehem we find an extinct volcano, one of the most interesting on the Rhine, called the Rodesberg. Its crater is a quarter of a mile round, and 100 feet deep. A good prospect of the Rhine may be had from the arch and turrets of the Castle of Rolandseck, approached through the Ellaschlucht Gorge. The road from Rolandseck to Remagen is carried along the rocks, close to the Rhine. It was begun by the Bavarians, continued by the French, and completed by the Prussians. To the right, beyond Remagen, are to be seen the Erpeler Lei basaltic precipices, 700 feet high. Here the traveller will have cause to be delighted at the successful effort, made by industry and skill, to turn a barren rock into a fruitful vineyard. The vines flourish in luxuriant grandeur, and are planted in baskets, placed in the crevices of the basalt, where they are preserved from being washed away by the rains.

LINZ.—Is on the left bank of the river, in ascending, and contains about two thousand three hundred inhabitants. The tower standing near the Rhine Gate was built by one of the Archbishops of Cologne, as a defence against the burghers of Andernach. A splendid view is enjoyed from the Pfarrkirche, in which there are some very interesting monuments, and a couple of pictures, dated 1463. The battle of Leipzig is commemorated by a cross, 40 or 50 feet high, erected on the top of the Hummelsberg, a mount to the rear of Linz, opposite which the Ahr flows into the Rhine. From its mouth we can see up the Ahr valley, discerning the black conical summit of the Landskrone.

SINZIG.—See page 313. —The village of Niederbreisig is to the right with Oberbreisig and its old

church close by. To the right is also seen the Castle of Rheineck, built for Professor Bethman Hollweg, of Bonn. It contains some paintings by Steinle, and from its garden a very fine view may be obtained.

BROHL.—A small town on the right, near the mouth of the stream and valley of the Brohl. The Paper Mill here is worth a visit; it has a collection of Dutch pictures. This mill, and many others, are driven by the stream, and are employed in grinding tuff stone into cement. About five miles up the valley of the Ahr is the mineral spring, called Tonstein. From Brohl an agreeable excursion can be made to the Lake of Laach. To the left are seen the broken walls of Hammerstein Castle, erected in the 12th century, and remarkable as having been the refuge of the Emperor Henry IV. in 1105, who fled there to avoid the persecution of his son. It was destroyed in 1660; within it is a little old church, deeply interesting.

NAMEDY to the right, with a pretty church.

ANDERNACH.—(See page 313.)

NEUWIED is met on the left. (See page 313.)

WEISSENTHURM.—(See page 313.)—A little further on the road leaves the Rhine, and is not seen until we near Coblenz. To the left is Engers, a small village, with a remarkably-bullt Château; and above it are the ruins of a Roman bridge, built, it is said, thirty-eight years B.C. The ruins are seen in the bed of the river.

MULHOFEN.—A small village to the left, at the mouth of the river Sayn. A road leading from Engers, three miles distant, and from Coblenz, eight miles distant, to the village and château of Sayn, winds up the valley. At the rear of the village of Bindorf, close by, are the Cannon Foundry and Ironworks, as large as any of the great ironworks in England. The Prämonstrant Abbey at Sayn, founded in 1202, will interest deeply. At the extreme point of the valley is the castle of the Counts of Isenburg. The valley is certainly a delightful one, containing summer-houses, &c. It forms a favourite object of summer visits to the people of Coblenz. The venerable and noble Abbey of Rommersdorf is seen on the slope of a hill north of the valley, about two miles north of Sayn, and the same distance north-east of Engers. To the left is next seen the walls of the Castle of Ehrenbreitstein.

NEUENDORF—Here the rafts are formed. As the traveller will see these rafts, it may be interesting to observe, they are the produce of the forests covering the hills and mountains watered by the Rhine and its tributaries,—the Neckar, the Murg, Main, and Moselle. After being thrown down from their lofty heights they are felled, and cast into some stream sufficient to float them. Thus is tree after tree bound together, and conveyed from stream to stream, until floating islands are formed, which are bound into one great fabric and navigated to Dortrecht, where the wood is sold. As the mass floats along, it presents the appearance of a little village. On its broad surface are built 10 or 14 wooden huts. Four or five hundred rowers and

assistants are required. These are directed by pilots and the proprietor, who lives on board the raft, in a house built expressly for him, superior size, &c. to the others. The workpeople are accompanied by their wives and children, and knitting, sewing, &c. are carried on during the day. A very large quantity of provisions is consumed during the voyage; so much as 46,000 lbs. of bread, 31,000 lbs. of meat, 600 tons of beer, and 8 or 10 butts of wine. The timber is sold at the end of the voyage, and often produces as much as £25,000, and oftentimes £30,000. The duration of the voyage is generally from eight days to six weeks.

To the right, near Kesselheim, are the remains of the Château of Schönbornlust, the residence of the Bourbon princes during their exile from France at the French revolution. Near the confluence of the Moselle and Rhine, to the right, is the monument to General Marceau, who fell on the field of Altenkirchen, in endeavouring to check the retreat of Jourdan. Passing under the works of the Fort Emperor Francis, the road crosses the Moselle by a stone bridge, and enters Coblenz. Described at page 313.

At Coblenz the direct road to the Brunnen of Nassau leaves the Rhine. A great part of it is uninteresting, whilst some of the finest scenery of the Rhine lies between Coblenz and Bingen; and hence, to those wishing to explore its beauties, the post-road by the right bank as far as Bingen, where it crosses the river and turns off to Weibaden, is preferable. In this case an excursion to Ems ought to be made, and to the Castle of Nassau, eight miles further. The cost of a carriage to Ems is 4½ dollars.

The tour of the **MOSELLE** to Treves can be made from Coblenz, returning on the river by steamer; or, if not all the way to Treves, a two days excursion might be made to Munster-Maifeld, the Castle of Elz, and the village of Alf—situated on the Moselle, at a point where the most beautiful scenery exists—and to the Baths of Bertrich.

A good day's excursion can be made by carriage, from Coblenz, by the Treves post-road, through Metternich to Lorinig, to Munster-Maifeld, to the hill above Elz, where we leave the carriage, going to Gondorf, crossing the Moselle by a ferry to Niederell, where refreshment is taken. Elz can be seen, a walk made to Moselkern or to Hatzenport, where a boat takes us down the river to Gondorf-Coberg, where we recross the river, meet our carriage, and return to Coblenz by the right bank on a new but bad carriage road.

COBLENE TO MAYENCE.—(Distance, 37 English miles.)—There are 5 or 6 steamers daily performing the up voyage in about six hours, and the down voyage in four. Above Coblenz the long ridges of the mountains begin to cross the Rhine, which extends as far as Bingen, flowing through a contracted gorge. An unrivalled scenery here presents itself to the eye. The broken fragments of feudal castles, the mouldering ruins of their dismantled battlements, with the walled towns and venerable buildings, form the most prominent features in the scene, which is doubly heightened by the historical associations connected with each

had every object that bursts upon the astonished vision. Leaving Coblenz we pass Forts Alexander and Constantine, situated on the right bank; and see the fortified fort which surmounts the heights of Pfaffendorf, situated above a village of the same name. Proceeding on, we pass Horchheim, which is the last Prussian village, and see opposite to it the island of Oberweith, on which is built the country house of Count Pfaffenhofen. Three miles or so above Coblenz we see one of the most interesting castles on the Rhine, beautiful in its picturesque outline and commanding position, it may justly be styled the Proud Rock. It is called the castle of Stolzenfels, and was built by one of the archbishops of Treves. The wife of the Emperor Frederick II., and sister of Henry III., King of England, was received and lodged in this castle in 1235. A very good carriage road leads up to it, and about it there are very pretty plantations and shrubberies; it will well repay a visit. Its principal objects of attraction are the Ritteraal, an apartment painted with frescoes by Stilke. The subjects are numerous, representing very many scenes from history. In another room there is some armoury; and in it are to be seen the swords of Tilly, Blucher, Napoleon, Murat, &c. Queen Victoria, accompanied by the King of Prussia, visited it in 1848. From here to Mayence, both banks of the Lahn, and the left bank of the Rhine belong to Nassau. The church of St. John, a venerable ruin, is below the mouth of the Lahn. Its choir and columns are worth inspection. At a short distance from it, on the right hand bank of the Lahn, is the village of Nieder-Lahnstein, whence we cross to Stolzenfels by ferry. Railway from Lahnstein to Ems, &c., p. 90.

For description of Ems, see page 225.

THE CASTLE OF LAHNECK, OBERLAHNSTEIN, and REINSE.—(See pages 314 and 315.)

BRAUBACH—A little town to the left, situated at the base of a lofty rock, on which stands the strong and feudal fortress—the Castle of Marksburg. In it is shown the cell where Henry II. was confined. It is worth a visit; and a magnificent view can be enjoyed from off the summit of the Donjon keep. The castle is distant about seven miles from Ems, and is approached by a very passable road. Outside the town is a beautiful mineral spring of delicious water. Persons desirous of visiting Marksburg from the left bank of the Rhine, must cross the river at Niederspays, where there is a ferry.

MARKSBURG.—(See page 315.)

We next meet the three small villages, Mittelspays, Peterspays, and Oberspays, adjoining each other. The Rhine bends at this point, and does not again resume its original direction until we pass Boppard. To the left, about two-and-a-half miles beyond Braubach is the Dinkholder Brunnen, a famous mineral spring, whilst the white walls of the castle of Liebeneck rise to the left above Osterspays.

BOPPARD.—(See page 315.)—To the rear of this place is a medical boarding-house for the water cure. There is another similar establishment near the river called the Muhlbach.

Approaching Salsig on the right, the mountains recede a little from the banks, and give place to corn-fields and meadows. We next see the mouldering battlements and ruined towers of the castles of Sternberg and Liebenstein opposite, to the left of Salsig, seated on a lofty rock, clothed with vines. The traditions connected with their history make them interesting. They are called the brothers, from the fact of two brothers having resided in them. The brothers fell in love with the one lady, and became foes, and fell by each other's sword.

EHRENTHAL.—(See page 315.)—Above this is the small village of Welmich, situated at the base of a mountain. At its top are the ruins of the Castle of Thurnberg, built by Kuno V., Falkenstein, Archbishop of Treves, in 1363. It was called the Mouse, to distinguish it from the castle called the Cat, which is above St. Goarshausen. The view obtained here is beautiful, and deserves some little lingering o'er its scenery.

ST. GOAR.—(See page 315.) To the left, some delightful excursions and views may be had from the Nassau bank of the Rhine, and boats are always at hand to bring visitors over the river to

ST. GOARSHAUSEN.—(See page 315.)

OBERWESSEL.—(See page 315.)

To the right, the next object of interest we meet is Schomberg, a ruined castle built on a rock, and once the dwelling of an illustrious family of the same name, from which sprung Marshal Schomberg, the general of William the Third at the battle of the Boyne, in Ireland. Gutenfels is seen to the left, a ruined castle, situated above the town of Caub. Tradition derives its name from that of a beautiful girl called Gaudar, a favourite of Richard, Emperor of Germany, and brother of Henry III. of England. The castle was in pretty good condition until 1807, when the roof and wood-work were sold by auction, and the fine old structure became a ruin.

CAUB.—(See page 315.)—A toll is paid here to the Duke of Nassau by all vessels navigating the Rhine. The Duke is the only chieftain who exacts this feudal impost, through a couple of centuries since vessels had to pay 32 tolls on their voyage of the Rhine. Opposite Caub, surrounded by the river, we see the fine old Castle of Pfalz, built in the 13th century by the Emperor Lewis. There Louis le Débonnaire retired to die. The castle can only be approached by a ladder.

BACHARACH.—(See page 315.)—On the left is Lorchhausen, and a little further up the river are the ruins of the Castle of Nollingen; whilst on the left, above the village of Rheindebach, are the broken walls and round tower of Furstenburg, reduced to ruins in 1689.

LORECH.—(See page 316.)—Approaching Bingen and Assmannshausen, we see what may be truly styled the castellated Rhine. These ruins and prostrated halls, all speak forcibly of the past; and, whilst calling up the memory of other days,

cannot but remind the traveller of the happy change which has been effected from feudal barbarism to civil and constitutional principles. As we proceed along, we are attracted by the Castle of Reichenstein, or Falkenburg, which stands on our left, on a lofty jut of the rock; whilst further up, on the same bank, is the Castle of Rheinstein, built on a projecting rock that rises from the bank of the river. Not far from here, between the road and the river, is the Gothic church, dedicated to St. Clement. All, or nearly all, these strongholds of feudal robbery were destroyed at the close of the 13th century, by a decree of the Diet of the Empire. The Castle of Rheinstein is seen to the right; the ruins have been partially restored, so as to serve as a summer retreat for Prince Frederick of Prussia. The interior is well worth a minute inspection, and travellers will find no difficulty in getting access to it, there being a servant constantly there, who will shew visitors round it.

ASSMANSHAUSEN.—(See page 316.)

BINGEN.—(See page 316.)—The heights above Rudesheim and Assmanshausen, called the Niederwald, form a favourite excursion, which can be made in three or four hours. A boat may be taken from Bingen, and descend the Rhine to the Castle of Rheinstein in about half an hour. By crossing the Nahe in the ferry, a mile will be saved. The Rhine can again be crossed to Assmanshausen, after inspecting the castle. And then we descend for about one mile through the gully; behind the village we find a path leading from the right to the Jagd Schloss, where refreshments can be had. This excursion can be made in about an hour, and a few minutes more suffices to bring us to the Bezauberte Höhle, or Magic Cave. Here three magnificent landscapes of the Rhine may be enjoyed, one different from the other, and presenting the appearance of a beautiful diorama. The Rosel, an artificial ruin, on the very outcrop of the precipice, is not far from the cave; overlooking the bolstorous eddies of the Bingenloch. Here the ruin of Ehrenfels is seen clinging to the outer surface of the rock. This is one of the most magnificent views of the Rhine. Here the waters present rather a curious appearance, exhibiting three different colours. In the centre, the Rhine is a clear green; the Nahe, close to the left bank, a heavy brown; and the Main, at the right bank, a dirty red. Though the Main joins the Rhine more than 20 miles beyond Bingen, yet the waters, it is asserted, do not mingle until their arrival at the deep pool of the Lurlet. The path now again sinks into the wood, and merges, after a mile, at the Temple, a round building seen to the right. It rests on pillars, constructed on the edge of the hill. A splendid prospect extending up the Rhine and across the hills of the Bergstrasse and Odenwald, can be enjoyed here. We descend from the Temple in about half an hour to Rudesheim, by a path through the vineyards.

RODESHEIM.—Tourists can make the excursion to the Niederwald from here. Paths also lead from here

to the Temple on the right, and on the left to Jagd Schloss, and to Rosel. A picturesque old tower is seen at the upper end of the town. The stupendous quadrangular castle of Brömserberg stands at the other extremity. It is a building of the 12th century, and consists of three vaulted stories, resting on walls of from ten to sixteen feet thick. Its present proprietor, Count Ingelheim, has it preserved from decay so far as possible. A lofty square tower stands close to it. The castle of Brömserhof is in the centre of the town, and is interesting because of the tradition interwoven with its history. The family residence of the noble family of Brömser of Rudesheim, one of its illustrious knights, on being made prisoner by the Saracens, vowed that, if he ever returned to his native castle, he would consecrate his only daughter to the church, by devoting her to the cloister. Gisela was a beautiful girl, and loved and was beloved by a noble knight. On her father's return, he ordered her to prepare for the cell, and on her refusal threatened her with his curse. She, to avoid her fate, threw herself from off the battlements into the Rhine during a violent storm. Her body was found next day by some fishermen. Up to the present the villagers and fishermen fancy they see the ghost-like form of Gisela hovering over the scene of her destruction, mingling her lamentations with the sighing of the winds. The greatness and feudal grandeur of other days has now departed from the Brömserhof, its antiquities, &c., having been transferred to Johannsburg, and its area metamorphosed into common dwelling-houses. Between Kempten and Rudesheim there is a ferry that conveys parties over the Rhine. Mainz and Wiesbaden can be reached by carriages always ready for hire. Railway to Wiesbaden, see page 90.

The shortest road from Bingen to Mayence is by Ingelheim. Visitors to the Brunnen of Nassau cross the ferry to Rudesheim, and proceed by the beautiful road by the right bank of the Rhine. Hats should be made at Rudesheim to see the Niederwald; at Johannsburg to see the chateau and vineyard; at Hattenheim to dine, and see the old Convent of Eberbach, about two miles distant from the town. But before setting out, an understanding should be come to with the driver, to make these stops. Visitors to Schlangenbad take to the left, turning away from the Rhine at Eltville. Parties for Wiesbaden go on to Bieberich before leaving the Rhine, continuing by its side to Castel and Mayence. The distance to Castel from Rudesheim is about fourteen or fifteen miles. A scene of surpassing loveliness is here formed, by the mountains subsiding into gentle slopes, and the ridges of the Taunus receding to the river. The next district possesses many traits of soft picturesque beauty, delicate and sweet, mingled with richness and brilliancy.

JOHANNSBURG.—(See page 317.)—The vineyards of Johannsburg, producing the most famous of the Rhenish wine, was the property of the late Prince Metternich. The house was built in 1716, and was considerably enlarged by its late owner. The view enjoyed from its terrace and balcony is very fine. At this place the Rhine finds its greatest breadth, of 2000

feet, stretching itself out to double the width which it does near Rudesheim. Its breadth at Cologne is 1,300 feet, and at Wesel 1,500. From here up to Mayence small islands are scattered in the centre of the channel. To the right we see Winkel, said to be derived from *Vini Cella*, from the fact of Charlemagne's wine-cellar being here. A very remarkable church, a building of the 12th century, is seen at Mittelheim, near Winkel. Proceeding on, we see to the right Reichartshausen. Count Schonborn's Chateau, a little below the village of Hattenheim, which contains about 1,200 inhabitants. In this castle there is a very fine collection of paintings. Not far from this, higher up the river, is the hill of Strahlenberg, where grows the vine which produces the famous Markbrunner wine.

ERBACH.—A small village. An excursion can be made from here, or from Hattenheim, to the Cistercian Convent of Eberbach, formerly the most important monastic establishment on the Rhine. It stands in a beautiful position at the foot of the hills, surrounded by woods that shroud it like a garment. It is a building of the 12th century, and was founded by St. Bernard de Clairvaux, but now belongs to the Duke of Nassau, and is used as a prison. Its churches, which can be easily explored, are deeply interesting. Scattered among them are some very curious monuments; those of Katzenellenbogen and Von Steia (de Lapide) are worth notice, as are also the long Dormitory and Chapter House. Up the slope of the hill, close to the Convent, is the famous Steinberg vineyard, consisting of about 100 acres. A magnificent view of the surrounding scenery can be had from the Moss-house, on the Boss, a height close by here. The new building, about half a mile from the convent, is the lunatic asylum. On the opposite side of the Rhine can be seen Ingelheim, once the favourite residence of Charlemagne, but now a miserable village.

ELTVILLE.—A small town, with about 2,300 inhabitants, remarkable for its situation and picturesque Gothic towers. In the suburbs are some pretty villas. The village of Kiedrich, with its very beautiful Gothic church, lies beyond the village, in a sweet valley. It is here the Grafenberg wine is produced. A wide path, seven miles in length, leads through the woods to Schlangenbad. Nieder Walluff is to the right. Raunthal, famous for its wine, is four miles distant.

SCHIERSTEIN, a small village, containing 1,400 inhabitants, is seen to the right, and is remarkable as being the spot where the Rheingau ends; as also for the picture gallery of M. Habel, which contains many paintings by the old masters. From here is a road to Schlangenbad, eight miles distant. Frauenstein with its splendid Linden-tree, the growth of centuries and the pride of the village, is four miles from Schierstein.

BIEBERICH.—(See page 317.)

MAYENCE.—(See page 317.)—Mayence is connected with Castel by a bridge of boats, 1,666 feet long, built across the Rhine; carriages passing this

bridge are charged a very heavy toll. Travellers can proceed from here to Frankfort, by railway in one hour, and to Wiesbaden *vid* Bieberich in about a quarter of an hour. Excursions can be made from Mayence to Frankfort and Wiesbaden by railway, and on their way the chateau and garden of Bieberich can be visited. Tourists so inclined can proceed by steam-boat from Mayence to Coblenz and Cologne twice each day to Mannheim, and by rail to Strasburg, and Ludwigshafen, (opposite Mannheim) Metz, Paris, &c.

THE AHR VALLEY.—REMAGEN TO AHRWEILER AND ALTENAHN. — Distance from Remagen to Altenahr, 19 English miles; from Bonn to Altenahr, by carriage-road, 18 English miles. The route to and from Bonn, by Remagen, will occupy a long day. A conveyance starts daily from Bonn to Altenahr, accomplishing the journey in about five hours, and to Treves in about 20, or sometimes 18 hrs. At the *Frausaeher Hof*, in Remagen, a one-horse carriage may be engaged to Altenahr and back, for 3 thalers. (See foreign money.) Passengers by steamer landing at Linx, and crossing the Rhine at Krippe, may engage a carriage there, or go on at once from Sinzig. The scenery of this valley is not less beautiful nor less interesting than that of the Rhine, and tourists visiting that river will find themselves amply repaid by an excursion by the valley of Ahr. This carriage-road ascends the valley by the left bank of the stream, passing by Badendorf and Loredorf, and the basalt-capped hill of Landakrone. A splendid view may be enjoyed from off the hill. Near to the road-side there is a mineral spring.

AHRWEILER.—Is a small town with 1300 inhabitants, situated twelve miles distant from Remagen by the direct post road, and ten by the road over the hill. This place is rich in vineyards, and is the centre of the wine trade in the valley, which produces yearly about 76,000 English gallons. Though the town itself is pretty, yet its objects of attraction are not many. However, the town gates, its beautiful gothic church, and the Ursuline nunnery, situated on the opposite side of the Ahr, will attract attention and repay a visit. The gate tower also is an object of interest. Leaving Ahrweiler we meet Walspörsheim, where the Burgundy grape is cultivated.

AHRELEICHAART.—Here the scenery is magnificently wild and beautiful, rocky cliffs towering upwards in their ragged majesty, hem in the valley, which becomes greatly contracted here. The ruins of a convent are seen to the right at Marienthal, and the road is shadowed by lofty precipices. To the rear of Dernau a path is found to lead over the hills to Altenahr, whilst the carriage road continues its course along the left bank of the Ahr, passing the beautiful village of Recho.

LOCHMUELE.—Here is the chief fishery depôt

Before entering Altenahr a brilliant scene indeed presents itself before us; precipices of slate tower

around and above us to the height of 400 feet, having seated on their highest peak the ruins of the castle of Altenauh. Above Reimerzhofen a footpath leads to the cross, where the best and most distinct view in the valley may be had. Another path on the opposite side leads up to the castle or down to the town. Travellers should send on the carriage from this spot and walk up to the cross.

ALTENAUH.—Is a small village with about five hundred inhabitants. The place is a neat and clean little spot. A good view of the windings of the Ahr can be enjoyed from the hill on the west of the town. Travellers should return to the Rhine by the sweet valley of Brohl, having first visited the Abbey of Laach, twenty miles from the vale of Ahr. If we proceed on the road by way of Altenburg, the castle of Kreuzberg and the church of Putzfeld form prominent objects of view.

ADENAU.—A small town with about 1300 inhabitants, situated under the mountain called Hohe Acht, 2434 feet above the sea, from which a magnificent view can be obtained. Not far from the town is the ruined castle of Nurberg.

THE RHINE.—MAYENCE to STRASBOURG by WORMS, MANNHEIM, and SPIRES.—A little above Mayence we notice a singular change in the aspect of the scenery; indeed it may be said the Rhine loses all its beauty. The plain through which it flows is flat and unvaried, whilst the fall of the river is not more than twenty-two or twenty-three feet between Spire and Mannheim.

CONVEYANCE.—By railway.

Steamers proceed up the Rhine daily from Mayence to Mannheim. See page 213.

From STRASBOURG to COLOGNE in thirty hours, and from Mayence to Rotterdam in thirty hours.

OFFENHEIM.—(See page 318.)

GERNSHEIM.—(See page 318.)

WORMS.—(See page 318.)

OGGERHEIM.—To the left the Neckar joins the Rhine about a quarter of a mile below Mannheim. A bridge of boats crosses the Rhine into

MANNHEIM.—(See page 318.)—A visit ought to be made from this place to Schwetzingen, distant about nine or ten miles. Its gardens are very beautiful, and its chateau will repay a visit. From here

there is a railway to Heidelberg, (see page 91,) 16 miles distant; and to Frankfort and Carlsruhe; and from Ludwigshafen to Spire; to Kaiserslautern, Homburg, and Bexbach. Steamers also go several times a day to Mayence and Coblenz, and to Strasburg daily. We proceed from Ludwigshafen to Spire by rail, see page 96, and leaving the station we see, on the side of the Kaiserstuhl, the castle of Heidelberg in the distance.

MUTTERSTADT and **SCHIFFERSTADT** are passed, and we enter

SPIRES.—An old and venerable town, situated on the right bank of the Rhine. It contains a population of about 10,500. At one period the number was 27,000. The history of Spire has been a varied and remarkable one. At one period the residence of Charlemagne, and other German Emperors, it was the seat of the Diet, and the Free City of the Empire. During the middle ages imperial *fetes*, court magnificence, and citizen violence were alternately the scenes to be heard of in this city. In 1689 it was burnt by the French, and was not rebuilt until after the peace of Ryswick, in 1697. The revolutionary army, under Custine, besieged the city in 1794, and took it after six different assaults. In 1816 it was ceded to Bavaria, since which period it has been considerably enlarged, and much of its old splendour restored. Its Cathedral will be well worth the tourists' notice. This old and spacious building resisted all the efforts of the French miners to blow it up. The present Bavarian authorities have done much towards its partial restoration. It has been opened for public worship since 1824, though it was a complete ruin in 1816. The Hall of Antiquities, at the north-east side, is worth especial notice. A broken wall near the Protestant Church is the only relic now remaining of the Imperial Palace, in which were held twenty-nine diets. From here a good road leads to Landsau, and to the Castle of Trifels, the prison-house of Richard Cosur-de-Lion.

We continue our voyage up the Rhine, and pass Phillipsburg to the left.

GERMSHEIM.—A bridge of boats is here. Passing Lauterberg, Leopoldshafen, Knielneigen, and Fort Louls, we arrive at Strasburg. (See page 277.)

MANNHEIM.—To FRANKFORT BY RAIL.—Distance, 53½ English miles. Frankfort to Basle, by Darmstadt, Heidelberg, Carlsruhe, and Frieberg. Frankfort to Heidelberg, 53½ English miles; Heidelberg to Halingter, 4 miles from Basle, 157 English miles.

BASLE, for description of, see page 260.

FRANCE.

In our descriptive portion of this Guide, we give the great leading routes through Belgium, whilst we provide for the traveller through Switzerland in the preceding pages of this edition. And now in order that the tourist in France should be equally well catered for, we subjoin some valuable routes through that country; so that we, as far as in us lies, are endeavouring to meet the public requirements for Continental travelling.

ROUTE 19.

London to Paris, via Dover & Calais.

For description of route from London to Dover, and thence to Calais, passport information, management of baggage, &c. see Route 1, page 249.

Calais.—See p. 256.—Quitting this station, the railway almost makes the circuit of the town, and passes through a country as low and flat as it is undiversified by any beauties of sylvan scenery, and passing St. Pierre station, arrives at

Ardres.—A small fortified place, situated on a canal, from which it takes its name, and memorable as being the vicinity of the spot, close to which, in 1520, the famous meeting took place between Henry VIII. of England and Francis I. of France. The place of meeting was called the Field of the Cloth of Gold, and is situated to the west, midway between this station and Guisnes. The next stations arrived at are places of no importance, nor is there any thing remarkable in the scenery up to our arrival at

St. Omer.—See page 277.
Departing hence, we pass Eblinghem station, and reach

Hazebrouck, whence there is a branch line to Dunkirk, see page 13. Leaving here, our journey is continued via Bethune, unmarked by any particularity of character.

Arras—See page 251.
Nothing of interest attracts our notice from the station, until we arrive, after passing Bolleux, chiet, Albert, and Corbie stations, at

Amiens—See page 250.—Railway trains run from here to Abbeville and Boulogne. It is also a station where refreshments can be had. The time allowed is about twenty minutes; coffee, tea, bread

and butter, 1 fr.; chop, a glass of wine, and bread, 1 fr.

Conveyance to Beauvais through Noiremont; the distance 10 English miles. We next pass the stations of Boves, where the extraordinary remains of a castle upon a hill are in sight from the rail, Ailly, and Breteuil, whence diligences go to Beauvais and St. Quentin, St. Just, and Clermont, after which we arrive at

Clermont-sur-Oise.—Inn: Croissant.
A small town, prettily situated on the slope of a hill, whose summit is crowned by a castle, now used for the purposes of a female penitentiary. It was the birth-place of the astronomer Cassini.

Diligences from here to Beauvais.
Lanconrt Station is next met with, before arriving at

Creil.—See page 259.—The railway, which previously traversed the chalky high lands of Picardy, now descends into the valley of the Oise, and wends its way, amid agreeable scenery, to the stations of St. Len, (whence there are diligences to Chantilly and Senlis), Borau, Beaumont-Sur-Oise, (a small town hemmed in by a round tower and old castle, with a population of 2100), Ile-Adam, and Auvers, whence it arrives at

Chantilly—See page 258.

St. Denis.—See page 276.

Paris—See page 268.

ROUTE 20.

London to Paris, via Boulogne.

This route is an agreeable one. The journey from London to Folkestone is performed through a beautiful country; the sea passage across is expeditious, and the steamboats excellent.

A steam-boat communication exists between London and Boulogne direct.

For information as to the course to be pursued

on landing at Boulogne in reference to luggage, &c., see page XXIX.

The Railway station is opposite the harbour; and the passenger receives two tickets, one for his fare (which he should always have ready to show), the other for his luggage. At the sound of the bell he should leave the waiting-room and proceed to the carriage. The distance from Boulogne to Paris is 170 English miles.

Departing from Boulogne terminus, the railway turns a little to the west of the post road, and makes a lengthened *détour*, going close to the river Liane, the high grounds overhanging which form a very pretty prospect, until its arrival at Pont-de-Brique, close to a village of the same name which we do not see. To the right we see the De Clocheville château, in which Napoleon once lodged. The next station met is Neuchâtel, $8\frac{1}{2}$ miles from Boulogne. Before our arrival here, the road passes through the forest of Hardelet. Close to here is Condette, famous for the excellent game it affords to sportsmen, and for its large rabbit burrow. Our route from here is uninterrupted for $8\frac{1}{2}$ miles, when we stop at

Etaples.—17 English miles.—An old town, now almost in ruins, with a population of 2700, situated on the left of the mouth of the Canche. Almost adjoining the station we see the cemetery. The road proceeds on from here by a viaduct 900 feet long, and takes in a good view of the sea and sand banks, as it approaches Montreuil-Verton, 24 miles from Boulogne, a disagreeable-looking town, situated on a hill, and remarkable for a lofty flamboyant church, with a magnificent door on the western entrance under the towers. From the line we see Herdin, a small town centered amid gardens, meadow-land, and water ponds, and shortly after arrive at

Rue.—34 miles from Boulogne.—A small but deeply interesting town. Its chief object of interest is the church of the Holy Spirit, or Saint Esprit, which will well repay a visit. Not far from here is Crecy, on the field of which Edward III. fought his battle in 1440, and hence called "the battle of Crecy." Passing the station of Noyelle we arrive at

Abbeville.—See page 250—49 $\frac{1}{2}$ English miles from Boulogne. The railway from here to Amiens directs its course by the left bank up along the valley of the Somme. The first station from Abbeville is

Pont Remy.—54 English miles.—A small village on the right bank of the Somme, remarkable for its old castle. Six miles further on is Loagpré, surrounded by very pretty and picturesque suburbs. Quitting here, the road passes through deep cuttings, enclosed on either side by high grounds, and completely hemming in the view. Before reaching Hangest, we see at a distance the Camp l'Étoile, an old Roman fort, oval-shaped.

Hangest.—64 English miles from Boulogne.—beautiful indeed in picturesque loveliness, is the

country through which our route now lies. Wood and water, verdure and crystal brilliancy, contribute to heighten the loveliness of the country as we pass on to

Picquigny.—4 miles from Hangest.—A village of 1600 inhabitants, famous in history as the place where Louis XI. and Edward IV. met to sign the treaty called after that place. The distrust of both monarchs was so great, that a barrier of strong wooden palisades was placed between them, and room enough only left them to shake hands. Close to the church we see the ruined castle, celebrated in her letters by Madame de Sévigné. Departing hence, we pass Ailly and reach

Amiens.—77 English miles from Boulogne, and 93 from Paris.

For description of route from here to Paris, see preceding route pages.

ROUTE 21.

London to Paris, by Southampton and Havre.

Havre.—See page 261.—The Railway departing from Havre terminus, situated close to the Court Napoleon, passes through a street of gardens, villas, and guinguettes, as far as Graville, which is seen to the right, a little above the road, and is interesting because of its church, built in the Norman style of architecture, and dating from the eleventh century. From here the railway proceeds along the side of a sloping hill, and takes in at intervals a view of the Seine, whose embouchure is seen now and again between the trees and houses until our arrival at

Harfleur.—A small town of no importance. Its church, a building of the fifteenth century, is surmounted by a tower and spire, and ornamented by a fringed portal, which are well worth seeing. From the terrace of the Château of Orcher, on the heights above the town, a splendid view of the river can be enjoyed.

St. Romain and Beuzeville are next arrived at. At the latter the railway ascends. The road is carried over a viaduct of forty-eight brick arches the highest 106 feet above the ground, at Mirville and requires an extra engine to enable the train to surmount the ascent.

Bolbec and Nointot.—Bolbec is a manufacturing town, situated on the right bank of the river from which it takes its name. The town is located in one of the pleasant little valleys intersecting the Pays de Caux. It has a large number of cotton mills, and printworks, bleaching-grounds &c. Lillebonne, a venerable old town, is five miles from here, and deserves a visit, to enable the tourist to view its Roman theatre. Five miles from the last station we come to Alvimare, whence the railroad proceeds through the centre of the Pays de Caux, a high table land highly fertile, and again intersected by watercourses, and arrives at

Yvetot.—An industrious town, nearly composed of timber houses, and carrying on some manufactures

in cotton, but completely barren as regards objects of interest. Its population is 9,100. Motteville and Pavilly are next passed. Leaving Pavilly, the railway descends from the table land of the Pays de Caux into the basin in which Rouen is situated, and arrives at

Barentin—A small town with 2,600 inhabitants, and the seat of some cotton mills. Coming to this station, the road is carried over a curved viaduct of twenty-seven arches, each sixty feet span. From here the railway crosses the valley of Barentin, is carried over the high grounds, and passes through the heights of Piccy Poville by a tunnel one mile and three furlongs long, sweeps over an embankment and viaduct of eight arches, arriving at Malaunay (here is the junction line to Dieppe); whence it passes on to Maromme, and proceeds through a country full of mills and factories to Rouen, before reaching which station, in the Rue Verte, it has to pass through three tunnels and over a viaduct. It enters the first one close to the village of Deville, and penetrates beneath the suburbs of Causaine, Beauvoisine, and St. Hilaire, near which it passes a second tunnel 1,530 yards long, takes a sweep round the Boulevards, and enters the third tunnel, which is 1,133 yards long, and carried under the hill of St. Catherine, describing a radius of nearly half a mile.

Rouen Station lies in a hole, and is shut in by escarpments of stone, excluding all view of the town—described at page 276. There is also a station on the left bank.

Leaving the Rouen Station, the railway passes along the right bank of the Seine, through St. Etienne de Rouvray and Sotteville, to

Tourville—Where passengers get out for **[Elbeuf]**—An exclusively manufacturing town, the Leeds of France—having a population of 15,000, and about 20,000 weavers in the adjoining communes.] Departing from Tourville, the road passes by a short tunnel through the hill of Tourville, arriving at

Pont de l'Arche—A small town with a gothic church, containing some curiously painted glass. A bridge of twenty-two arches crosses the Seine here. A good view can be obtained from it. The railway leaves the last station by the left bank of the Seine, and again crosses the river, before arriving at

St. Pierre de Vauvray:—[Five miles west of this station is Louviers—a manufacturing town, with thirty cloth manufactories and a number of spinning mills.] The road is carried through two tunnels, near Le Grand Villiers, before reaching

Gaillon—Whence omnibuses go to Anteuil and Andelys. Here is a large penitentiary; and in the distance, five miles north of the road, rises before us the Chateau Gaillard—a magnificent ruin, seated on a lofty rock, at whose base the Seine flows. This was the favourite castle of Richard Cœur de Lion.

Vernon.—Inn:—Grand Cert.

An old town giving a name to an English family, beautifully situated, and having a population of 5,400. Its houses are generally timber-framed, and its streets narrow, which renders its *tout ensemble* rather picturesque. Its church and tower are objects of interest. Leaving Vernon, the rail-

way runs close by the river at the base of the high ground, to Bonnières, at a short distance from which it goes through a tunnel 2,480 yards long, driven through a chalky and flinty bed, hard to penetrate; and, skirting off Rosny Forest—felled at one time by Sully of its timber, to the value of 100,000 francs, in order to pay his royal master's debts—arrives at

Mantes—Inns:—Cheval Blanc and Grand Cert.

A very handsome town, prettily situated on the margin of the Seine, on the left bank. Its chief objects of interest are the Cathedral of Notre Dame, an elegant gothic building, built for Blanche of Castile and her son St. Louis; and the Tower of St. Madou. It was here that William the Conqueror received the injury which terminated in his death a few days afterwards, at Rouen. The railway now enters a cutting, and proceeds through a beautiful country to Epone, where we see a fine church of the twelfth century. Meulan and Triel are next passed—the former, a town on the right bank of the Seine, containing several manufactories and corn mills; and the latter, a place famous for its plaster quarries.

Poissy is a small town, situated at one of the extreme points of the forest of St. Germain, on the left bank of the Seine. A cattle market is held here every Thursday, for the supply of meat to Paris. It was the birthplace of St. Louis, who was baptized in the parish church, in a font yet preserved there, and shown to visitors. Poissy is remarkable as the scene of the conference held there in 1561, for the purpose of adjusting the differences between the Calvinistic and Romish churches. Its first meeting was attended by Catherine de Medicis, and her son Charles IX. Beza, with several doctors, represented the one church; and Cardinal Ippoloto d'Este, as Papal legate, the other.

From here the railway follows the left bank of the Seine, cutting through the forest of St. Germain, and arriving at

Maisons.—Inns:—Hotel Talma, and Le Petit Hava.

It is situated in a beautiful neighbourhood of picturesque villas, &c.; and it was here that Voltaire wrote "Zaire."

The railway crosses the Seine at Bezons by a timber bridge of nine arches, each 100 feet, resting on stone piers. Immediately after, on our left, we come to the junction of the St. Germain line: and at Asnières the Versailles line branches off to the right. The Seine is again crossed by a bridge of five arches, and the village of Clichy passed on the left; after which the railway enters Paris by Les Batignolles, passing through two tunnels under the Place de l'Europe, and crossing under the Rue de Stockholm, we arrive at the Paris terminus, Rue d'Amsterdam.

Paris.—See page 268.

ROUTE 22.

Paris to Strasbourg.

The Paris and Strasbourg Railway being one of the longest, and most important lines in France, we give the following short account of the work, &c., believing it to be interesting to our readers:—

The railway from Paris to Strasbourg is about 120 leagues in length, besides having several important branches. It traverses provinces differing in their genealogical constitution, their appearance, produce, manners, and the character of their inhabitants. Between the rising and the setting of the sun, a traveller may have quitted the banks of the Seine and reached the banks of the Rhine; he may have contemplated the lofty towers of Notre Dame in the morning, and admired the magnificent spire of the Cathedral of Strasbourg in the afternoon. The stupendous terminus in Paris requires no description; nearly all are aware of its grand proportions, skilful arrangements, and commodious accommodation. The railway, on quitting the terminus at the Rue Neuve de Chabrol, takes a northern direction between the Faubourgs St. Denis and St. Martin, passes by Bondy, Villemonble, and Gagny, and joins the valley of the Marne at Chelles, touches Lagny on the right bank of the Marne, crosses that river twice at Chalifert and at Iale, proceeds between Villency and the Marne to skirt the Faubourg St. Remy at Meaux.

Meaux—Inns: La Siene, Palais Royal—A pretty town, handsomely located in a plain on the river Marne. It has a population of 9100. Its chief object of attraction is its cathedral, a magnificent Gothic edifice of the 12th century, with a vaulted roof 100 feet high. Among the several Episcopal mansoleums it contains, is the monument of Bossuet, who for a long period filled the See, and was called the Eagle of Meaux. The connoisseur will view with lively interest the pulpit from which this eloquent man so often preached. The only other objects worth notice are a magnificent Hôpital Général, and the restored church of St. Nicholas. Meaux carries on a good trade in corn, and is famous for its cheese.

The railway joins Armentieres after having crossed the canal of the Ourcq and the Marne above Trilport. On quitting the tunnel it proceeds by the side of the Marne to the south-west of the village, touches at Ussy, to the north of La Ferté-sous-Jouarre, a very pretty town with a large number of promenades surrounding it, passes the river a second time at Saussay, a third time at the south of Courcelles traverses Nanteuil with a tunnel, crosses the Marne a fourth time, following the left bank, touches at Nogent l'Artaud and Chezy l'Abbaye, and cuts through a corner with a tunnel. The beauty of the Marne will strike the traveller until he arrives at

Chateau-Thierry—Inns: Shrine, Poste—A sweet little town, beautifully situated on the Marne, in the department of Aisne, with a population of 4700, and remarkable as being the natal place of La Fontaine.

Diligences to Solsons, Mery, and Varennes.

Dormans—Inn: Lion d'or—A small town in the department of Marne, with a population of 2100. It crosses the Marne an eighth time between Chateau-Thierry and Vitry-le-François; the line follows the left bank constantly, touches at Dormans, Port-à-Binson, Damery, and arrives at

Epernay—A town of 5620 inhabitants, on the left bank of the Marne, and famous for its wines of Oiry, and Jalous, we arrive at

Chalons-sur-Marne—See page 257.—Leaving here, the road passes Vitry-la-Ville, Loisy, and arrives at

Vitry-le-François—Inn: La Cloche—A modern town, built on the Marne, with 8200 inhabitants. It has a very pretty Gothic church, and a place or square.

The railway leaves Vitry by the south-east, turns off to the left to penetrate into the valley of the Saulx, passing Blesmes, Pargny, Sermaize, and Keigny stations, following the course of that river, and then skirts the valley of the Ornain to gain

Sar-le-Duc—A good-sized town with 13,000 souls, and chief town of the department of La Meuse. In St. Pierre's church, which is in the upper town, there is a monument to the memory of René de Chalons, Prince of Orange. It consists of a skeleton of white marble on a black altar-tomb. The river Ornain here will afford very excellent sport to the lovers of angling, as it produces excellent fish. Diligences to Verdun. The railway continues through the valley of the Ornain and the dale of Malval, Loxeville, and Lérouville stations. The line passes at

Commercy, then crosses the valley of the Meuse at Ville-Ysey, over a bridge of ninety yards; it then passes near Pagny-sur-Meuse, under a fort, by a tunnel 570 yards long, and reaches Toul by the valley of the l'Ingressin, which it enters by a tunnel 1120 yards long. From the terminus at

Toul, which presents the appearance of a Swiss cottage, the railway runs along the left bank of the Moselle, while approaching the canal of the Marne, to the Rhine. It follows the valley of the Moselle on the right bank, crosses that river at Fontenoy over a bridge of seven arches, of sixteen yards span each, turns the picturesque fort of Liverdun, and crosses the Moselle twice, on bridges raised sufficiently high to allow vessels to pass underneath. These bridges are formed of five arches, of twenty-four yards diameter. The traveller should look out for the Cathedral, which may be finely seen from the rail near the station, although at some distance. The road then proceeds to Frouard, its point of junction with the branch to Metz, which is distant thirty miles. From Frouard the road runs to Nancy, by the village of Champigneulle. It crosses the canal there by a bridge; it reaches Nancy, to the south of which the terminus, situated between the Faubourgs Stanislas and St. Jean, had been constructed on a lake, where it is recorded that Charles the Rash was killed.

Nancy—See page 267.

After having passed Nancy, the railway joins the canal from the Marne to the Rhine, alongside of which it runs as far as Varangeville. A single bridge, that of St. Plin, nineteen yards wide, serves both for the railway and the canal to cross the Meurthe. The line follows the valley of the Meurthe as far as Luneville. There it passes the various arms of the river over bridges of a peculiar construction; thence from Luneville—a town scarcely remarkable except for its being the spot where was signed the treaty between France and Austria in 1801, ceding the Rhine as the French boundary on that side—the railway turns to the valley of the Verruse, near Murrainvillers. It ascends the stream

of the Amlsents, the hill which separates the waters of the Savon from the Sarre, above Richécourt, arrives at

Sarrebourg, and proceeds towards Hommaring. It was at this point that it became necessary to cross the chain of the Vosges. From Hommaring to Strasburg the line is 63 kilometres and 987 metres. The section between Hommaring and the limits of the department of the Bas-Rhin comprises the immense and difficult labour of the passage of the Vosges, which is accomplished by a tunnel of 2678 yards in length. On the side of Lorraine this tunnel is placed at the left of, and on the same level as, the tunnel of the canal of the Marne to the Rhine; but, in place of remaining on that level, it descends into the mountain, becoming thus excavated under the canal, so that it reappears on the side of Alsace on the right of the canal, and 39 feet below it. Beyond that great tunnel five others of less dimensions are met—respectively, 245, 432, 395, 500, and 308 yards in length. The latter, the entrance of which presents the appearance of a feudal fortress, is immediately followed by a great viaduct which crosses the canal and the Zorn, and terminates in a cutting almost perpendicularly in the rock, and of which the form resembles that of a fort. Nothing can be more picturesque than the country in which these works of art are to be found. The ruins of the Castle of Lutzebourg are also to be seen above the tunnel of 450 yards, and the two Castles of Haut-Barr and Geroldseck show themselves on the mountains at this side of Saverne. The railway, on quitting Saverne, continues in the valley of the Zorne as far as Brumath. After passing Vendenheim station we arrive at Strasbourg. The Paris railway joins that of Basle on the glacis of Strasburg, and it proceeds into the town by four lines of rails.

Strasbourg—See page 277.

ROUTE 23.

Paris to Marseilles, by Lyons and Avignon.

The railway, after leaving Paris, Terminus Boulevard Mazas, on the right bank of the Seine, close to the Bridge of Austerlitz, follows the bank of that river, passing Villeneuve St. George's, Montgeron, and several other unimportant stations, before its arrival at

Melon—See page 265.

Bois-le-Roi—There is a fine viaduct of thirty arches, upwards of seventy feet high.

Fontainebleau—See page 261.

Moret St. Mammes—A venerable and picturesque old town, surrounded by walls, and having an old church and castle.

Montreau—An industrious town, commodiously situated at the junction of the Sonne and Yonne, with a population of 4200. Here the train stops a few minutes, and passengers are enabled to get some refreshment. The branch railway to Troyes diverges at this point. There are two porcelain manufactories here. Steamers ply on the Seine between this place and Paris.

Pont-sur-Yonne—Is beautifully situated, surrounded by verdant banks and sheltered by lofty

poplars. There the chateaux of the noblesse are crowded together in large numbers.

Sens—The Hotel near the cathedral is good. A pretty town, with 10,200 inhabitants, situated on the Yonne and Vanne. It is remarkably clean, with little beds of water running through the streets. Its principal object of attraction is its cathedral, dedicated to St. Stephen. The tracery in front of the transepts is the perfection of flamboyant detail, and the painted glass, executed by Cousin, is well worth notice. The bas-reliefs around the tomb of the Chancellor Duprat, which partly escaped the general destruction, are curious. In the church there is also a monument to the Dauphin, son of Louis XV. and his wife. The English traveller will be interested by a visit to the Treasury, where, among the many curious relics exhibited, are the vesta, mitre, alb, girdle, stole, and maniple worn by Thomas à Becket whilst resident here, when he fled in 1164 from the wrath of his royal master, Henry II. of England. The altar of St. Thomas is pointed out as that at which Becket officiated. Departing from here the Railway proceeds on to Joigny, passing Villeneuve, Le Roi, or Sur Yonne (in this neighbourhood and town the lover of sketching will find ample food for study), and St. Julien du Saulx stations.

Joigny—Inn: Duc de Bourgogne,

A town of 6000 inhabitants, beautifully situated on the Yonne, which is promenade from one side to the other by a fine quay closed on either end by an iron gate. In the old town, which is scarcely accessible, there are three Gothic churches worth a visit. Coaches daily to Anserre, Vercauton, Che-mail, and Nevers.

La Roche—From here the branch lines separate for Auxerre.

Brienon is next arrived at, a small town, carrying on an extensive trade in linen, coals, and corn.

St. Florentin—A neat town, remarkable for its Gothic church.

About fourteen miles off is the Abbey of Pontigny, the retreat of Thomas à Becket. Here there is a museum, baths, and theatre, and manufactories of cotton, silk, and velvet. Coaches to Auxerre, Vermanton, Vezelay, Clamaz, La Charité, and Nevers.

Flogny—The railway is carried through the valley of the Armançon, and follows the course of the Canal de Bourgogne.

Tonnerre—Inn: Poste.

An old and dull town, built on the slope of a hill, and having a population of 5000. On the summit of the hill is the church of St. Pierre, commanding a magnificent view of the town from its rocky platform. In it is a marble monument of Marguerite of Bourgogne, Queen of Sicily, and wife of Charles I. of Anjou, which is very interesting. She founded the grand hospital in the town, and richly endowed it. An exquisitely sculptured effigy of her in the dress of the period reposes on her tomb. The Trains stop here for refreshment.

Tanlay—128 English miles.—We here see one of the finest chateaux in Burgundy, built by Admiral Coligny, the leader of the protestants, and first victim of the massacre of St. Bartholomew

Ancy-le-Franc—136½ English miles.—Here

we see another magnificent chateau, surrounded by very pretty grounds.

Nuits-Sous-Ravier—140½ Eng. miles.—A small town, nicely situated in the midst of the vineyards Romana, Richebourg La Tache, &c. Passing the station at Aisx, we proceed through a famous vineyard country, entering the department of Côte-d'Or.

Montbard—151½ English miles.—Inn:—Point du Jour.

A small and dirty town, possessing no objects of interest, and only remarkable as having been the birthplace of the celebrated naturalist Buffon, who lived in the chateau now occupied by the widow of his son, who was one of the first victims of the guillotine at the revolution. The railway here passes through cuttings and embankments, winding round hills and mountains; and the traveller cannot but feel that it was a great triumph of human science to effect the construction of a railway, in such a situation.

Coaches from here to Autun, Senner, Sanlieu, Chatillon, and Langres.

Les Laumes and **Verray** are passed before we arrive at Blaisy station, where we enter the tunnel of Blaisy, which cost more than £90,000, and is 2½ miles long.

Dijon—See page 259. From hence the railroad takes us on by Gevrey and Vougeot stations, through vineyards famous for their wines and the richness of the land. There is also a branch Railway from t is town to Dole, and Besançon, see page 43.

Nuits, and thence by Corgoloin to **Beaune**—Inns: Poste, and Hotel d'Angleterre.

A prosperous town, having a population of 1,706, in the department Côte-d'Or. It is the chief seat of the wine trade in Burgundy, and is beautifully situated in a sweet and romantic plain, on the Bouzeoise and Aigne. It exports annually wine to the amount of 40,000 butts. Its chief objects of interest are the Hospital, and the altar in the church of Notre Dame, wrought of five different species of marble. This town gave a birthplace to the senator Monge, the favourite servant of Napoleon.

Twelve miles S. W., at Caesay la Colonne, is a Roman monument in the shape of a pillar, bearing bas-reliefs, and said to have been erected to commemorate a victory of Julius Cæsar over the Swiss. Its access is very disagreeable and inconvenient, rendered so by the cross-roads met with at every turn of our journey.

Coaches daily to Autun. From here the railway proceeds through a beautiful wine country, the scenery of which is interesting in the extreme, and arrives by Meursault station at

Chagny—A town full of objects worthy the sketcher's notice and study, particularly in the domestic architectural style. The tower of the church is also very striking. Here terminates the range of the Côte-d'Or. From here the view takes in a scattered line of lower hills, whose slopes are less rich, and whose plains are less verdant.

Chalons-sur-Saone—See page 258.

DESCENT OF THE SAONE—CHALONS TO LYONS.—From Chalons the tourist can proceed on to Lyons by Railway, (page 44), by steamer or by the diligence

travelling by the post road, which is good, an interestingly picturesque.

The traveller can complete his journey from here to Lyons, by steamer, in about 6 hours, and returning in about 8 hours. The voyage is described as far preferable to the land journey.

Leaving Chalons, the banks on either side are at first rather uninteresting, but brighten up as we approach Lyons. Passing opposite the mouth of the Canal du Centre, we sail into a canal which saves the boat a long round, and see on the right,

Tournus—Inns:—Savage, and De l'Europe.

A town of 5400 inhabitants. It has a church deeply interesting to the architectural student. Greuz, the celebrated painter, who died at Paris in 1805, was born here. At Fleurville, on the left, there is a bridge over the Saone under which the boat passes, and gets into a larger expanse of water. To the left we see St. Albin, with its early pointed Gothic church, and its picturesquely attired villagers. Here the scenery is delightful; the slopes are all covered with vineyards—22½ miles from Chalons.

Right—Macon—Inns:—Le Sauvage, and De l'Europe—38 miles from Chalons.

Remarkable as the birthplace of the illustrious living poet, philosopher, and statesman, M. Alphonse de Lamartine. It is the centre of the wine trade of its arrondissement, and chief town of the Department Saone-et-Loire, and has a population of 12,200. It was the scene of terrible disaster and outrages perpetrated by the Huguenots and Revolutionists. Here a bridge of 13 arches spans the river, and from it a magnificent view of Mount Blanc may be enjoyed, but still better from the little esplanade planted with trees behind it. In the immediate neighbourhood also are very fine views of the ranges of the hills of the Bourbonnois and Charolois.

Railway to Amberien and Geneva, see page 50.

Below Macon the banks of the river become more elevated and picturesque, taking in on the east a view of the Jura Mountains, the less remote hills being studded with exceedingly pretty white chateaux and villages. To the west we see the Chateau de Corielles, flanked by four round towers.

Right—At St. Romain (36½ miles from Chalons) is a suspension bridge, of considerable lightness and beauty; to the left is Tolssey, an old town shaded by poplars and willows. We see another bridge to the right at Belleville. The next place seen are Montmerle to the left, and Villefranche to the right, whose port is Aise, on the right.

Left—Trevoux (68½ miles from Chalons) an old town, beautifully situated on the slope of a hill, which is surmounted by the ruins of an old castle. It has a population of 3,000; and was the place where the Jesuits compiled and printed the learned works called the "Journal de Trevoux, and Dictionnaire de Trevoux." We sail on from here between banks thickly arrayed in picturesque villas, and surrounded by very delightful scenery. The river becomes greatly contracted in width, and passes on the right by Belle Ile, and under the richly wooded heights of Mont d'Or, 1000 feet above

the river. Neuville is seen on the left, and near it many *notillas* drawn by horses. To the right is Conson, opposite

La Roche Taillee, on the left, so designated from a cutting caused to be made by Agrippa through it, to effect a passage for one of the great Roman highways. Further down we see L'Île Barbe—an island on the river nearly surrounded by escarped rocks, and linked to either bank by a suspension bridge. It was, we are told, a favourite retreat for Charlemagne, who, from the kind of watch-tower at the upper extremity of the isle, frequently watched his army marching along the banks. In the island is a chapel of the twelfth century, and many curious fragments of Roman antiquities. As we enter Lyons under the heights which here border the river, and called Croix Rouse, we must be forcibly reminded of the passage of the Avon into Bristol, under the slopes of Durdham and Kingsdown, and the rocks of Clifton hot-well. The resemblance would be perfect were the river Saone less in size, and the cliffs less in height.

Lyons—86½ miles from Chalons—See page 264. Railway from Lyons.

The boats are anything but clean, and are generally overloaded with merchandise. They start from the right bank. Leaving Lyons, we pass on our right the junction of the Saone with the Rhone, and sail by the wire suspension bridge of La Mulatiere, and see close to the water's edge the railway to St. Etienne. The scenery by railway or steamer is picturesque in the extreme, being enlivened by a series of variegated landscapes.

Givors, on the right—an important place, because of its position on the railway, and of the trade which it carries on in glass. It is situated at the mouth of a canal, and has a population of about 5000. Railway between Givors and Vienne

Vienne—Situated on the left bank, has a population of 18,000, and is faced by a handsome quay, situated at the base of precipitous rocks. It is one of the most ancient towns in France. Its chief object of attraction is a Roman building, now used as a museum, in which are a large number of architectural fragments. The Cathedral of St. Maurice, and the Romanesque tower of St. André le Bas, will also be found deserving notice. This place is also interesting as the cradle of christianity in the west. On the right is St. Colombe, connected with Vienne by a suspension bridge. There is a square tower, almost in ruins, called the Tour de Manconseil, in consequence of some absurd tradition, that Pontius Pilate threw himself off it. Immediately below Vienne, to the right, we see standing a Roman obelisk seventy-six feet high, called l'Alguille. On our right we see the picturesque outline of Mont Pilas, 4516 feet above the sea, and Ampius—a small village—on the same side. Railway to Grenoble, Lyons, Marseilles, Paris, Givors, &c.

Condrieux—a town celebrated for its wines has a population of 4500. At Serrieres is a suspension bridge and good road leading to Annonay. On the right the St. Etienne and Marseilles road descends through an opening near Annonay, and crosses the Rhone by the suspension bridge of

St. Vallier.—Inns.—

Post, and Grand Sauvage.

Standing on a terrace above the Rhone. Population, 4100. In the neighbourhood are some picturesque ruins, and St. Roche Taillée. Sailing from here we see to the left the Chateau de Ponsas, a splendid object, with frowning towers and battlements. An absurd tradition would have us suppose that in it Pontius Pilate ended his days. The valley of the Rhone is near; and as we approach, passing a lofty, round-topped hill on our left, called Table du Roi, on the south side of which is the celebrated vineyard l'Hermitage, we see Tain, a small town of 2400 inhabitants, connected by a suspension bridge of wire with

Tournon on the right, one of the chief towns of the department of De la Rouche, with about 4000 inhabitants. Above the bridge we see the picturesque towers of a castle. Below the bridge we see the College Royal, founded by the Cardinal de Tournon, in 1542. The valley of the river Isere now opens up into a wide and monotonous plain; the vista through the valley being terminated by the snowy mass of Mont Blanc rising among the Alps of Dauphiné, a splendid sight, though 110 or 115 miles distant. From here we sail in view of hills covered with vineyards; and as we approach Valence, are interested by the bare lime-stone precipices rising above the village of St. Peray, and surmounted by the picturesque castle of Crusol. Diligences go from Taru to Romans on the Isere, on the road to Grenoble.

Valence.—See page 279.

For Railway, see Time Tables, page 50, &c.

The slopes of the hills all about are covered with vineyards which produce excellent wines.

On the right there is an ugly line of limestone cliffs. Bounding the west side of the Rhone valley, and further down on the same side, on the summit of the same escarpment, stands the ruins of Soyons castle; and on the left the Roche Courbe, which, when first seen, appears a cleft with precipitous sides, but a little further down, a series of peaks.

L'Etoile, a sweet little village; and near to LAVOUTTE, a small town striking from the castle on the top of a hill over it, and for the smoke encircling it in blue wreaths as it comes from the furnaces at its base.

Poussin—A diminutive but industrious town, with a suspension bridge. The road next passes through the towns of Levron and l'Orch Crusa a singular abbey on a hill.

Montelimar.—*Stat.*—*Inn.*—*Post.*

An old and venerable town of 8000 inhabitants, surrounded by ramparts. Its chief source of industry is the manufacture of Morocco leather and soap. Opposite here is Thell, where the suspension bridge across the Rhone was swept away by the flood in 1840. At this point the scenery is brilliant and beautiful.

Veviers—A small town of 2800 inhabitants. Its chief buildings are the college and cathedral. On the left we see the magnificent top of Mont Venteaux, the extreme point of the French Alps, seen on our route up to Avignon from here. Below Veviers the river widens up, and is intersected by numerous islands. A new bridge has been erected in place of the one destroyed in 1840. It crosses at Bourg St. Andéol—a town of 4500 souls, built on the rock. Here persons leave the steamer for Orange. Opposite here, but 1½ miles distant, is Pierrelatte, named from the colossal mass of rock rising from the plain in its rear. To the right the Ardeche discharges its waters into the Rhone. About two miles lower down, we reach Pont Esprit, and passing the mouth of the Drome, we reach Anconne, where the river makes a great bend. From here we proceed to

Pont St. Esprit.—A small town, having a population of 5000, with a strong citadel. It possesses one of the longest bridges in the world, 2718 feet long, built in 1310. It occupied forty-five years in building, and has nineteen arches, besides four small land arches. At St. Esprit the river becomes a rapid current; and after passing by the Aigues, a glimpse can be attained of a colossal structure on a hill. The next important town met with is

Orange.—*Stat.*—*Inns*: Hotel des Princes, and Griffin d'Or.

An ancient town, situated three miles east of the Rhone, with a population of about 9800. Its chief objects of interest are the Roman remains,—the triumphal arch, and the Roman theatre. Below Orange the Rhone traverses a wide plain. Roquemaure is seen on the right, and on the left Châteauneuf, shortly after leaving which, we see the spires and towers of Valson, fifteen miles N. E. of Orange, which has some curious ancient remains.

Avignon.—See page 252.

AVIGNON TO MARSEILLES.—Distance, 74½ English Miles.—Quitting the Avignon Terminus, the railway runs in a direct course on the left bank of the Rhone, crossing the foaming stream of the Durance by a viaduct 656 yards long, three miles south of Avignon. The route proceeds from here through a country whose rugged wildness and uninteresting scenery render it quite dull and spiritless in objects of attractive interest. We see Barbantane, famous for its extensive quarries on our left, and running from east to west, the barren hills called Alpines, with the white-washed walls of the houses of St. Remy, and its two Roman monuments in their rear; whilst at the other side of the river, four or five

miles distance, can be seen Aramon, a town with 3000 inhabitants. Rognonas and Cadillan stations are next passed. Not far remote we see the colossal squared castle of Tarascon on our left, with the large spire of the Gothic church rising above it; whilst on our right we see Beaucaire, nestled at the foot of a mass of naked rock. The railway junction to Nismes and Montpellier is at

Tarascon.—*Inn*: Hotel des Empereurs.

A town with a population of 11,200. It contains no objects of attraction worth notice, save the Church of St. Martin, a building in the pointed Gothic style of the 14th century, the southern portal excepted, which is of the circular style, with deep mouldings. The crypt contains the shrine and marble effigy of St. Martha, whose history is represented by several bas-reliefs. The castle, a massive and well preserved structure, erected in 1400 by Henri II., and for a long period the residence of King René, but now used as a prison, may also be mentioned.

Beaucaire.—*Inn*: Hotel du Luxembourg.

Is situated at the mouth of the Canal du Beaucaire, connecting the Rhone and Garonne, and has a population of 10,000. Beaucaire is celebrated for its fair, at which usually assemble over 100,000 persons from all parts of the world. The ruined castle stands on the summit of a rock, its only remains being now a triangular tower, and a very old Romanesque chapel, in which we are told St. Louis heard mass previous to his embarkation for the crusade. From the fragmental portion of it now existing an excellent view can be had. Excursions from Tarascon can be made to St. Remy and St. Giles, and to Les Beaux, a town without a modern building, having only 200 inhabitants, and being a perfect specimen of the towns of the middle ages. The deep debris of mud spread over a large quantity of waste land, on the right, close to the Bridge of Beaucaire, is the remains of the inundation of 1840, when the Rhone overflowed its banks and desolated the surrounding plain.

Quitting Tarascon, the railway takes its course through a country unpicturesque in the extreme. It is divided by ditches, and is altogether a marshy and uninteresting plain. Ségonnaux station is passed before our arrival at Arles, two miles from which on the left are the ruins of the great Abbey of Montmajour, seated on a rock, whose singular form and ascent from a pond will strike the beholder as singular. On the north-east side, at the foot of the rock, is a remarkable chapel, built in the Romanesque style, but without ornament. On our left, 2 miles or so from Arles, we see the Rhone branching off into two divisions, the Petit Rhone flowing westwards, and crossed by a suspension bridge at Fourques.

Arles.—See page 251.

From Arles, south and east to the sea, nearly as

ar as Marseilles, stretches a wide and unbroken plain, which takes in the *delta* of the Rhone, and which will present some scenes worthy of a little study. It is scarcely dissimilar to Africa in climate and sand, marshes and lagoons. On it congregate a variety of birds peculiar to the African clime. Departing from Arles, the railway leaves the Rhone, and takes a south-east direction, issues from the Allis-camp, and passes over a long viaduct, which carries it to the low grounds about. It next passes over a stony plain called the Crau, which stretches itself south to the Mediterranean; and passing the unimportant stations Raphèle, St. Martin, Entressen, and Constantine, (four miles from which is Salon, a thriving and industrious town with 6200 inhabitants), radiates around the Etang de Berre, a small inland sea, and arrives at St. Charney station, a town on the Etang de Berre, with a population of 2500, having an old church, and a government powder-mill. Just outside the town is the Pont Flavien, a Roman bridge that spans the Tonlouberre, and is arrived at by triumphal arches at either end. The railway in its course from here to Marseilles, is carried over many ridges and ravines by tunnels and embankments, passing the unimportant stations of Berre, Rognac, and Pas de Lanclier, previous to arriving at Marseilles, which it enters emerging from a tunnel 492 yards long.

Marseilles.—See page 265.

ROUTE 24.

Nismes to Tarascon, and thence to Marseilles, by Beaucaire and Arles.

From Nismes there are trains several times daily, see Time Tables. The railway passes through a delightful species of scenery made up of olive grounds and vineyards, and is carried along the edge of a hill overlooking the Rhone and Canal of Cette. The distance to Beaucaire is 15 English miles. The Rhone is crossed by a bridge of 7 arches and joins the Marseilles and Avignon line at Tarascon. For notices of Beaucaire, Tarascon, and railway thence to Marseilles, see preceding Route.

ROUTE 25.

Paris to Nantes, by Orleans and Tours.

For particulars as to fares, distance, hours of arrival and departure, see Time Tables.

The railway leaves the terminus, situated in the Boulevard de l'Hôpital, close to the Jardin des Plantes, and skirts the Hospital of Salpêtrière, directing its course along a pretty and picturesque country by the base of the slopes bordering the left bank of the Seine. It passes sweet gardens, and some houses on the river's bank; skirts the walls of Vitry and Joisy on the right, and reaches

Choisy—a thriving and manufacturing town of 4000 inhabitants. Here is a china manufactory, and also the largest morocco manufactory in France. On the heights above, to the right, is the village and Château of Orly. Leaving here, we approach the vine-clad slopes limiting the valley of the Seine, and pass

Abлон all neat villas, and arrive at

Juvisy Station—a very old spot, and occupying a position at the foot of a hill on the right.

Here the branch railway to Corbell separates from the main line to Orleans, turning off to the left, and running near the high road to Lyons, but preserving its course along the margin of the Seine, it passes Ris Station, and cuts through a part of the park of Petit Bourg, arriving from Evry Station at

Corbell.—See page 269.

Leaving Juvisy, our route curves a little to the west, crossing the high road to Orge, and enters the valley of the Orge, traversing the gardens of Savigny—a small village with a handsome castle—and approaches by a viaduct Epernay station; next, skirts on the left the Forest of St. Genevieve, and traverses a portion of the park of the Château d'Ormay before reaching St. Michel, whence the railway passes through hamlets known as Bretigny station, beyond which, after attaining a summit level, it descends into the valley of the Juine, and immediately after arrives at Marolles, and passes thence Bouray, Lardy, and Etrechy, and runs parallel with the post road before its arrival at

Etampes, an old town, with a population of 10,000, carrying on an industrious and thriving trade in flour and wool. Its Gothic church, called Notre Dame, and the church of St. Martin, together with the remains of the royal castle, are worth seeing. The Hotel de Ville will interest as an old building. From here omnibuses go twice a day to Pithivers.

Monnerville.—Here the railway crosses on viaducts the river Chalonette, ascends the valley of l'Hernery until it reaches the high plain of La Beauce, and crosses the post road by a bridge before arriving at

Angerville.—Coaches go hence to Chartres. From here the railway runs side by side with the post road, passing Toury, Artenay, Chevilly, and Cercottes, and reach the station of Orleans, a little east of the Porte Bannier.

Orleans.—See page 268.

From here to Tours the railway serpentine along the right bank of the Loire, whose course lies through a wide valley, barred a little by small hills, whose slopes are covered with vineyards. The scenery, though rather sunny, is yet somewhat dreary and uninteresting. La Chapelle, and St. Ay, a small town on the right bank of the river, with a population of 1200. Lord Bolingbroke lived here during his exile from England, and built the Château du Loiret. It has a very fine church, remarkable for the image of the Virgin in black marble, before which Louis XI., whose tomb is in this church, spent so many hours in prayer.

Meung Station.

Beaugency.—An old town, with a population of 5000, handsomely situated between two hills. The Donjon Keep Castle, and Hotel de Ville, are the only objects of attraction within its walls. It carries on a brisk trade in wine, and brandy, and is the seat of several manufactories for woollen cloth, leather, &c.

Mer—A sweet village, delightfully ensconced in the midst of country houses and villas.

Ménars.—Here is the Château which belonged to Madame de Pompadour.

Blois.—See page 254.

Leaving Blois, the railway wends its way through, and commands a view of a fine and fertile plain. It passes Choussy, Onzain, and Limeray, and reaches **Amboise.**—Inns: Lion d'or; La Boule d'or.

An old town, situated on the left bank of the Loire, with a population of 5000. Its principal object of attraction is the Castle, long the residence of the Kings of France, and the property of the late Louis Philippe. The gardens are well-kept, but it is the Chapel which will well repay the tourist's visit; it is one of the most exquisite specimens of the profusely florid Gothic style in France. Departing from Amboise, the railway is carried along the Loire to Noizay and Vernay.

Vouvray.—Here the railway crosses the Loire by a bridge to the left bank. Mont Louis being passed, we arrive at

Tours—See page 278.

Quitting Tours, the railway directs its course by the left bank of the Loire, passes St. Symphorien on the right—a pretty suburb of Tours, adjoining the sweet hamlet of St. Cyr, close to which, in a neat cottage, lived the poet Béranger—and arrives at Savonnières station, whence it proceeds on to Cinq St. Mars, where it crosses the Loire over a bridge of nineteen arches.

Cinq Mars.—Close to this spot is the very old and rather curious monument, known as La Pile de Cinq Mars, a square tower built of brick, whose history is lost in the night of ages. It was originally pinnacled on each side. It is ninety-two feet high, and thirteen feet wide; and has on the south side the bricks arranged in twelve compartments. From the last station the railway passes through a country full of villages hewn out of a yellow chalk rock.

Langéais.—A small but pretty town, situated at the mouth of the valley which opens into the Loire. It has at its rear very many limestone cliffs, on the summit of one of which stands an old castle, from whose turret a magnificent view of the surrounding country can be had. The castle was built in the 12th century; and had celebrated within its walls the marriage of Charles VIII. with Anne of Brittany.

St. Patrice.—Adjacent to this is the Château of Rochecotte, the property of the Princess of Talleyrand, niece to the celebrated French statesman of that name.

The next stations arrived at are of no importance: La Ch. Loire, Port Boulet, and Varennes. Our route hence lies through a country remarkable for its large number of windmills, to be seen flapping and fluttering on the heights at either side of our route. Approaching Saumur, we see, beneath the heights, the church of Notre Dame des Artilleurs. On its cupola is written a record, commemorative of the suppression of religious freedom by Louis XIV. Attached to this church is the Hospice de la Providence, once a convent.

Saumur.—Inns: Hotel Budan, and Belvidere. A sweet and picturesque town, containing 5200 inhabitants. The town, seen from the river, looks remarkably pretty. The quay is a very nice

one; and has standing on it the Hotel de Ville, an antique building of white and black stone, made to serve the double purpose of market-house and town-hall. Its castellated character, and beautiful Gothic ornaments, will repay a minute inspection. The Museum will be found in its upper story, and will present a very respectable collection of antiquities. Among its chief curiosities may be enumerated a Roman trampet five feet long, and several Celtic remains. Its chief church is that of St. Pierre, which possesses nothing remarkable in connection with it. The church of Notre Dame, which is older will rather interest the antiquarian and architectural student.

The castle stands prominently forward on the summit of a hill, rising above the town almost in a perpendicular position. It commands a brilliant view of the Loire and outlying country. The prosperity of Saumur was destroyed by the restoration of the Edict of Nantes, by which all the Protestants were expelled; and the population, which was 26,000, under the governorship of Mornay, the Protestant leader, became reduced to less than three-fourths.

The Ecole de Cavalerie stands on the right hand as you leave the main street. Upwards of 2000 young men are here trained for the army. In the Rue du Petit Mail one can yet discern the remains of the old fortifications, consisting of a prison house and two feudal towers. A house built by King René of Anjou, called the Maison de la Reine Cicille, stands in the Quartier du Ponts; but is so defaced, that no traces of its once beautiful and exquisitely ornamented front can be seen.

Not far from Saumur, on the south side, we see the Dolmen of Pontigné, one of the most perfect and largest Druidical specimens in France. It is a kind of cot, measuring fifty feet in length, but yet built of only fourteen stones, the largest of which is 24 feet by 21 feet, and 2½ feet thick. The road by which these Druidical memorials are approached, leads over a pretty bridge, and by the village of Bagneaux, near which they are to be found.

From here diligences go daily to Le Mans, Chinon, Cholet, Poitiers, and Bordeaux, to Neost and Sainte Rochefort.

The railway departing from last station, passes St. Martin's station and arrives at

Les Rosiers.—On the left, just opposite this place we see, standing on the top of a hill, the church of Gennes. We also see, on our route between here and St. Mathurin, on our left the colossal convent buildings of St. Maur; historically interesting because of being the retreat of the learned Benedictine monks who, in 1621, compiled an immense number of learned and valuable works, which have proved a treasure to literature.

St. Mathurin.—Here this road leaves the Loire, and does not again join it for a distance of twenty miles. La Bohalle, Tréazé, La Paspérie, places of no importance, are next passed. Below the latter we see the Loire split up with kinds of channels, by very many islands which are crossed by bridges difficult to pass under or over.

In our progress towards Angers, we see on our right the bridge Ponts de Ce, with a population of 2570, situated on the left bank of the Loire.

Angers—See page 250.

ANGERS TO NANTES.—The railway from here runs parallel with the bank of the river. The first stations met with are Bouchemain and

La Pointe—This is rendered a very pretty spot by the large number of white villas and cottages, belonging to the inhabitants of Angers. Close to this spot the railway crosses the Maine. The Loire gets deep and large below its junction with the Maine, and its banks become higher and more precipitous.

Several unimportant stations are passed between here and Champtoce. They are as follows, and require no special notice: Les Foyes, La Polissonniere, and Chalons. Here, to the left, we see a beautiful eminence, surmounted by the ruins of the convent of Cordilliers.

Champtoce—A small and pretty village, situated on the post road. Here are the ruins of the feudal castle once owned by the infamous Gilles de Retzstein de Laval, called Barbe Bleue—the same who furnished the original of the well-known story called Blue Beard. His history is one of the most diabolical on record. Having impaired his constitution and fortune by excesses, he engaged an Italian magician to renovate them by magic. This his suzerain induced him to believe—that a charm might be produced from the blood of infants and young persons, which would restore him to life and fortune. To procure the blood, numerous infants and young girls were ravished away, and murdered by the ruffian himself, to the number of 100. The country rose up against him. He was tried, found guilty, and burned at the stake at Nantes, confessing his crimes.

Ingrande—A small place, consisting of a long range of houses, standing on the line which formerly marked the boundary of Brittany and Anjou. Between here and Varades we see on the right Montrelais, where there are extensive coal-fields. On the left we see the hills of St. Florent, containing the large but disagreeable-looking ruins of the Abbey of Montglonne, destroyed during the revolutionary fury; and immediately below it the church of St. Florent, at the side of which there stands a pillar to the memory of the Vendéean General Bouchamps, to whose memory a marble monument is erected within the church. Between St. Florent we see an island, which divides the river.

Varades—A town of 4200 inhabitants, remarkable as the spot where the remnant of the Vendéean army waited for their companions, on their crossing the Loire after their defeat.

Ancenis—Inn: Hotel de France.

A small town of about 4300 inhabitants, with the remains of an old castle at the water's side. To the left we see, standing on the summit of a hill, the ruined castle of Champtoceaux.

Oudon—Here we see on our right the black eight-sided tower of Oudon, five stories high, and a structure of the fifteenth century. Passing several dwarfish imitations of castle building, we reach

Clermont—Remarkable for its castle—one of the most beautiful ruins on the Loire, but without any historical associations. The somewhat rugged heights now give way to gentle undulations, which below Maures change again into a flat plain.

Maures—Shortly after leaving here, the towers and steeples of Nantes are seen rising in the distance. We pass Thouare and St. Luce stations before arriving at

Nantes—See page 267.

ROUTE 26.

From Tours to Poitiers.

Distance, 60 English miles.

Tours—See page 278.

The railway, immediately after leaving Tours, crosses the Cher on a bridge 590 feet long; after which it is carried over the valley of the Indre by a viaduct 2624 feet long, 65 feet high, and 30 feet in span. On our way out of the city we see, at the end of an avenue $2\frac{1}{2}$ miles long, the chateau du Grammont, once the property of the archbishop of Tours. Monts and Villeperdue are passed, and

Montbason arrived at—a small town, very inconsiderable both in population and trade. The castle seen standing on the rock over the town, is the only object worth notice in connection with it.

Savigny—A place of no importance. On the left is the chapel dedicated to St. Catherine de Furbois, in which was deposited the sword, marked by five crosses, worn by the Maid of Orleans, Joan of Arc, who, it is asserted by the credulous, was inspired in her knowledge as to where it lay.

This part of the route has to be traversed over rivers and streams, on viaducts, and the ridges dividing the different valleys.

St. Maure—From here a road branches off to Chinon; and at Port-de-Piles we cross the Creuse, not far above its junction with the Vienne. On our route from here to Les Ormes we pass, three miles distant on the left of our road, La Haye, where the celebrated philosopher Descartes was born.

Les Ormes—Remarkable for its chateau, the property of the family of d'Argenson. From here the railway directs its course in a parallel line with the river Vienne, in its passage through the stations Dange and Ingrande.

Chatellerault—Inns: Hotel de l'Esperance, and Tête Noir.

This town may be called the Sheffield of France. It is rather a disagreeable place, situated on the right bank of the Vienne, and has a population of 9500; 600 families out of that number are generally employed in the manufacture of cutlery. The duchy of Chatellerault was given to the Earl of Arran in 1548 by Henry II., as a bribe to induce him to consent to the marriage of his ward, the infant Queen of Scotland, with the Dauphin. It afterwards became forfeited to the crown, of which it still remains an appendage.

Departing from here, the railway crosses the Vienne, and passes the stations Barres-de-Ninré and La Tricherie in the course of its ascent up the valley of the Clain, from which it passes through very beautiful and agreeable scenery, to

Poitiers.—See page 275.

ROUTE 27.**Angouleme to Bordeaux.**

Angouleme.—See page 251.

Departing from here, the railway passes numerous small stations, and proceeds through a country pretty fair in its scenery and aspect, to

Libourne—Inns. Hotel de France. De Princes.

A town situated on the right bank of the Dordogne, with a population of 10,000. The town is pretty and well built, and is one of the free towns founded by Edward I.

A very delightful and interesting excursion can be made from here to St. Emilion, up the valley of the Dordogne—one of the oldest towns in France, as famous for its wine as for its antiquity. It stands in a ravine; and many of the houses in it can be said to be nothing more than caves cut out of the rock. Its old and ruined castle will attract attention by the singularity of its appearance. The church and its cloister are also worth seeing. Castillon lies twelve miles S.E. of St. Emilion; and three miles from the former place is the Château of St. Michel de Montaigne, the birth-place of Montaigne the essayist and philosopher. His house still exists there; and the room in which his library was, is yet preserved, and has inscribed upon the roof several Greek and Latin sentences.

The railway leaves Libourne, and takes its way through a very interesting country, rich in pasture and rural beauty, yet of so commonplace a character, as to require no special notice. The stations between Libourne are as follows, but all unimportant ones:—Vayres, St. Sulpice, St. Loubes, La Grave d'Ambarès and Lormont, which is two miles and a half from

Bordeaux—See page 254.

ROUTE 28.**Paris to Toulouse, by Orleans and Limoges.**

Railway to Orleans.

For description of route between Paris and Orleans, see route 25.

Orleans to Toulouse.—Distance, 358 English miles.

The railway carries us on as far as Argenton, whence we perform the remaining portion of the journey by malleposte. Diligences start daily. The railway crosses the Loire by a bridge, and pursues its course in almost parallel proximity to the post-road, entering the tunnel of l'Allouet, 1236 metres long. It leaves the suburbs of Orleans through a country full of villages and sweet villas, crosses the Loiret by a bridge, close to which was the exiled Lord Bolingbroke's residence, in the Château of La Source. From here up to Vierzon, the railway passes through a country bleak undiversified, and monotonous, and certainly without any points of interesting scenery, arriving first at

La Perte St. Aubin—A small village; on the left of which is seen standing the Château of Lowendahl. The following unimportant stations are next passed:—Lamotte, Nonan-le-Fuzelier, Salbris, and Theilley.

Vierzon.—See page 280.

Departing hence, the railway quits the bleak and

cheerless scenery just passed through, and enters the valley of the Cher, which is well cultivated, possessing many vineyards, and interspersed with some pretty scenery along its borders. We cross the Evre and Chur immediately after leaving Vierzon, and pass by Chery, Reuilly, St. Lizaigne, Tesoudun, and Neuvy-Pailoux stations, before arriving at

Chateauroux—See page 258.

From here we traverse a very dreary country as far as Argenton, a small village on the Creuse, and thence, passing some unimportant stations reach

Limoges—See page 263.

From here we are taken on by malleposte or diligence.

Travellers who desire to see a curious and remarkable church of the eleventh century, will find one at St. Junien, eighteen miles from Limoges. It contains an altar and sarcophagus, curiously carved in white marble, in the Byzantine style.

At Boissel, we pass on our left the ruins of the Castle of Chaluset, standing on a single rock, and serving as a curious specimen of the fortified castles of the middle ages.

From here to Brives the scenery is charming. Landscapes, hill and dale, plain and valley, rich in luxuriant beauty, form its chief characteristics. The following towns are passed in the interval: Pierre Buffière, Beausoleil, and Uzerche, a pretty town, seated on a hill of conical aspect, remarkable for its church. At this point a road leads to

[**Tulle**—Inn: Hotel de Lyon.

A snug little town, with a population of 8200. The country in and about Uzerche is very pretty. No one can help being struck with the beauty of the surrounding scenery.]

Brives—Inn: Hotel de Bordeaux.

A small town occupying a very pretty situation in the Valley of the Corrèze, and only remarkable for an old gothic house, and as being the birthplace of Cardinal Dubois and Marshal Brune. It is surrounded by a maize and vine country.

Our road from here passes through rather a hilly country, takes in on its course a view of the castles of Noailly and Turenne, the latter of which is located two miles east of the road, and is memorable as being the place of refuge of the great Condé's wife, where she concocted the civil war of Guéenne. Cressenac is next passed; and the visiter will be attracted by the large number of truffes flourishing about the village, and growing luxuriantly in the entire neighbourhood. We next see

Souillac, in the Dordogne, and cross the river, after which we ascend a steep hill, and see on our left the chateau and little town of La Mothe Fenelon, the birthplace of Fenelon, bishop of Cambrai, and author of Telemachus. Our road now lies through a mountainous and barren country, up to Cahors, before arriving at which we pass Peyrac, Pont de Rodes, and Pelacoq, close to which is Murat, and more remote Bastide, remarkable as being the birthplace of Murat, created King of Naples, though only a steward's son. From here we descend into the Lot Valley by a long descent, and, if the day be clear we can behold in the dis-

trace the dim outlines of the Pyrenees, though 150 miles off.

Cahors—Inns: Hotel des Ambassadeurs, Trois Rois, and Hotel de l'Europe.

A very old town, with a population of 12,100—the chief place of the Department Le Lot. The streets are close and narrow, and the houses quite antiquated in their character and style of architecture. It was the place where Feneion was educated; and possesses only two objects of attraction—the cathedral, a noble edifice, and one of the bridges over the Lot, a building of the fourteenth century. It is surrounded by a wine country. La Magdeleine and Causade are next passed, the latter situated in a fertile plain. It has a population of 5100, and is famous for a species of Turkey fowl. We next cross the Aveyron, and traverse a portion of the beautiful plain of Languedoc, arriving at

Montauban—See page 266.

Leaving Montauban we pass under a bridge into the suburb of Ville Bourdon, and enter on the grand route from Bordeaux to Toulouse, shortly before arriving at

Grisolles, whence we proceed through a plain of astonishing fertility, nearly alongside the Garonne, and arrive at

Sr. Jousy; and closing towards Toulouse, arrive at it over a bridge spanning the Canal du Midi, which joins the Garonne a mile or so to the right of the bridge seen in the suburbs—Arnaud St. Bernard. On our left is an obelisk, which marks the central position taken by Marshal Soult at the battle of Toulouse.

Toulouse—See page 278.

ROUTE 29.

Vierzon to Nevers, by Bourges.

Vierzon—See Route 27.—The road, on its way from Vierzon to Foëcy, passes the village of Les Forges, situated on the banks of the canal. It is one cluster of furnaces, and in the evening presents a very attractive appearance in its lurid glare of light. Foëcy station is first met, after which the road goes on to

Mehun—Here we see the ruins of the castle in which Charles VII spent much of his youth in useless inactivity, and in which he ended his days by starvation, under the impression of fear lest his son should poison him. Marmagne station, a place of no importance, is next arrived at.

Bourges—See page 256.—The railway continues from here to Nevers, by stations of no importance—Moulins, Savigny, and Nerondes.

Nevers—See page 267.—There is a Branch line from Le Guetin Junction to this place.

Le Guetin—From here there is a railway to Moulins. The stations passed are all unimportant, and may be ascertained, together with all other particulars, by a reference to the Table pages.

Moulins-sur-Allier—Inns: Hotel de Paris, and Lion d'Or.

A very cheerful town, with scarcely any objects of interest, and no trade. It contains a population

of 15,250, and is the chief place of the Department d'Allier.

The Cathedral of Notre Dame is a building in the style of the 11th century, with a high choir, and vaulty roof, exquisitely groined. Its only objects worth notice are an old painting of the Virgin, and the two detached shutters, with the portraits of Pierre II., the Duc de Bourbon, and his wife. In the Collegiate Church, the monument of the Duc de Montmorency, executed at Toulouse in 1632, will attract attention. It is a marble figure representing the Duke dressed in Roman armour, and in a reclining position, with his wife beside him, surrounded on either side by allegorical figures, representing Valour in the figure of Hercules, and Liberality in the character of a coarse female figure. The expression of the countenance of the Duchess is excellent; and the entire drapery of the figure beautifully executed. The Duke was executed for conspiracy against Louis XIII. and his Prime Minister Richelieu. His wife had his remains interred in the chapel, and got the monument erected. She became the lady abbess of the nunnery connected with the church, and ended her days within the cloister walls.

Moulins is also remarkable as being the spot where Lord Clarendon, during his exile, wrote the history of the great rebellion. It is also the birth-place of Marshal Villars and the Duke of Berwick, the latter a natural son of James II.

An excursion can be made from Moulins up the valley of the Allier, through the Limagne, Clermont, and the volcanic district of Auvergne. Railway from here to Clermont and Montpellier, and also to Vichy. See pages 26 and 32.

Bourbon L'Archambault.—A celebrated mineral watering-place, is 9 miles west of Moulins. It is a small town, and has only 3200 inhabitants. The waters, which are saline, are supplied by a hot and cold spring, called the Source de Jenas; and in the middle of the town there are baths for the accommodation of persons desirous of bathing. The picturesque remains of the ruined castle will attract attention, as also the apex of the chapel. In summer the place is thronged; and diligences run daily from Moulins, passing through Savigny, a miserable little village five miles from Moulins, and containing a Gothic church, which will repay a visit, it being the most remarkable in the entire province.

ROUTE 30.

Paris to Chartres and Laval.

Paris.—See page 268. For information as to trains, &c., see Table pages.

There are two railways from Paris to Versailles. The one on the left bank of the Seine proceeds on to Chartres and Laval; the terminus is situated outside the Barriere-du-Maine. After quitting the station, the first places of interest seen on the right, beyond the new fortifications, are Grenelle and Vaugrard—and on the left Montrouge, famous for its quarries. Leaving the line of new forts behind, the railway takes a central course between the two detached forts, Vanves and Issy, close to

which village we see the seminaire, still existing as the country seat of St. Sulpice; and it was the place where the mild and amiable Feneçon was examined by the conclave of bishops known as the Conference of Issy. On the right we see Vanves, where there is a fine chateau, the suburban retreat of the college of Louis-le-Grand.

Clamart—A sweet little village embosomed among trees, on the left of the line. Its rustic beauty and sylvan quietness induced La Fontaine to make it his retreat; also the Abbés Delille and Condorcet. Our road now leaves the deep cutting through which it hitherto proceeded, and sweeps over the plain of Val Fleury by a viaduct of two rows of arches 145 feet long and 108 feet high. During our progress over it we get a brilliant view of the Seine on the right, and of the chateau of Meudon on the left.

Meudon—A small place remarkable for its splendid chateau, erected by order of Louis XIV.; the present chateau was fitted up and embellished by Napoleon for Marie Louise. Close to this is the spot where, in 1842, happened the dreadful accident that consigned so many human beings to a terrible death, by the breaking of the axle of a locomotive, whereby many of the foremost carriages were crushed, and thrown on the engine furnace, and 100 persons burned to death in about eighteen minutes. A chapel has been erected to commemorate the sad event. The railway now descends into a deep cutting, passing under the Meudon avenue, and arrives at

Bellevue—A place of no interest or importance.

Sevres—A pretty place situated on the left bank of the river, and having a population of 4200. It is about six miles from Paris, and stands in the midst of two hills, on whose slope, at either side, run the two railways to Versailles. It is celebrated for its china manufactory, which stands on the left of the road. It is a large building, and has in active employment 150 persons. A visit through it will be well repaid; and permission can easily be procured from the directeur, M. Brongniart. The Porcelain Museum will immediately attract the visitor's attention. It contains all the curiosities imaginable in the shape of earthenware and china, from all parts of the earth; and also specimens of all the productions of the establishment since its foundation. The elegance of the manufacture, and beauty of the painting of the Sevres ware, cannot be surpassed. Here also the manufacture of painted glass has been brought to a considerable degree of perfection. There are two entrances to the Park of St. Cloud from the town. From here the railway enters into a deep cutting, and arrives at

Chaville—Whence it starts off to Viroflay. Here the line to Chartres diverges to the left.

Versailles—See page 279.

The railway to Chartres proceeds on to the left from Viroflay, and passes by the unimportant stations of St. Cyr (where is the Ecole Militaire), and Trappes. La Verrière and Lartoise stations are next passed, and we arrive at

Rambouillet—A rather heavy and monotonous town, with a population of 3200. Its chateau is the chief object of interest, and only so because of

its historical associations, as the place itself is nothing more than a disagreeable structure of red bricks, flanked by towers of stone. It is now a school for officers' daughters; though for a lengthened period the residence of the French kings up to the days of Charles X., who here signed his abdication of the throne in 1830, together with the Duke d'Angoulême. Quitting this station, the railway passes through a country hilly and varied.

Epernon—A small place, nicely situated, with 1800 inhabitants. It occupies a very pretty position on the banks of the Guesle, and has old towers.

Maintenon—Is situated between the aqueduct, now in ruins, and the beautiful viaduct, sixty-five feet high, and having thirty-two arches. The chateau on the margin of the Eure is its only object of interest. The valley of the Eure is crossed by the ruined aqueduct above alluded to.

Quitting this last station, the railway enters La Beauce, a beautiful and fertile plain, made up of some of the finest and most luxuriant corn-lands in France.

Jouy—Departing hence, we cross the Eure, and see the steeples of Chartres peering in the distance long before we reach the city.

Chartres—See page 258.—Six miles from this last station is Breigny, famous for the celebrated treaty of peace, signed between France and England in 1360.

From Chartres the railway continues its course through the plain of La Beauce already alluded to. Passing Courville station, three miles south of this place, is the Château de Villibon where the illustrious Sully died. Pontgouin station is next arrived at, and the railway terminates at

La Loupe }
Le Mans } See page 24.
Laval & }
Rennes—See page 275.

ROUTE 31.

Nancy to Metz, Forbach, and Ludwigshafen.

Distance—165 English miles.

Nancy—See page 267.

The railway, leaving Nancy, proceeds on its course through a country possessing no objects of scenery that require special notice, and at about five miles' distance from Nancy crosses the Moselle, a little before arriving at Frouard, the junction with the Paris line, whence it proceeds on to Marbache and Dieulouard—places of no importance.

Pont-a-Mousson—Inn: Hotel d'Angleterre.

A pretty town, situated on the Moselle, which is here crossed by a bridge: it has a population of 7,300, and possesses a splendid Gothic church, richly ornamented with paintings of the Lorraine school. The old house, called Maison des Sept Péchés Capitaux, situated in the Square, deserves a visit. The next stations passed are places of no importance, and are as follows:—Pagny, Nevaux, and Ars.

Metz—See page 266.

From Metz to Forbach the scenery is pleasing, and in many instances picturesque, but altogether

devoid of objects of interest. The next stations are—Pelter, Courcelles, Remilly, Herry, Faulquemont, St. Avold, Hombourg, and Cocheren.

Forbach.—

Forbach is situated on the frontier of France, and has a population of 4,300.

Diligence and Malleposte hence to Mayence, accomplishing the journey in ten hours.

Metz to Treves.—Schnellpostes daily perform the journey in fifteen hours.

Forbach is the last station within the French frontier. The next arrived at is—

Saarbrücken.—Here is the Prussian frontier, and the Custom-House, where passports and baggage are strictly examined

Rohrbach, and the adjoining country here, as well as that surrounding Bexbach and Neunkirchen, is celebrated as a rich and productive coal-field. Leaving here, the railway proceeds through a country possessing no particular objects of interest, and arrives at

Homburg, a small but clean town, with a population of 3000. Its only objects of attraction are the fortress on the Schlossberg, famous for its historical associations connected with the thirty years' war; and a very pretty church, though quite a modern structure.

From here, there is a branch line to Zweibrücken.

The next station is Bruchmühlbach, a place of no importance.

Landstuhl.—A small town, containing a population of 1500. The ruined castle of the Counts of Sickingen overhang the town: it was partly hewn out of the rock, and had walls twenty-four feet thick: in it the chivalrous Franz Von Sickingen lost his life, on May 7th, 1523, having been grievously hurt by a falling beam. His bones rest behind the altar of the Roman Catholic Church. Part of his monument, a mutilated statue of a horseman, stands at the bottom of the tower, another part, with the epitaph stands behind the high altar.

Nothing of interest is met with on our route from here to

Kaiserslautern—Inns: Donnersberg, Bairenhof, and Post.

Prettily situated, between pleasant hills, and containing a population of 6,400 inhabitants. The town is a very old one, and is almost reduced to ruins. A castle was built here, in the twelfth century, by the Emperor Barbarossa, which was separated from the town by its fortifications, but it was destroyed in the war of the Spanish succession.

Kaiserslautern occupies an excellent position for trading purposes, and encourages considerable woollen manufactures, and is the seat of the central prison of the Rhenish circle.

From Kaiserslautern to the next station there is nothing met with deserving special notice. The following stations are passed:—Hochspeyer, Frankenstein, Waldenthal, and Lambrecht.

Neustadt.—Inns: Post, and Goldener Löwe.

Is situated at the foot of the Hardt Mountains; and though not particularly attractive, is yet rendered very picturesque-looking by its position. It is a very old town, and contains a population of 8,200. In its church, which is a building of

the fourteenth century, there are very many curious monuments of the Pfalzgraves. It is the centre of a most interesting neighbourhood, abounding in ruined castles, whose dismantled battlements, moss-grown and ivy-covered, with the wild-flowers growing in their fissures, appear interesting and picturesque in the extreme.

From this place, the Railway to Landau and Strasburg branches off.

The railroad, quitting Neustadt, proceeds through a splendid country, famous for its vineyards and the rich wines which they supply. Nor is it uninteresting to geologists, who will be attracted by the basalt eruption proceeding from Pechsteinkopf mountain.

Hasloch.—

Bohl.—

Schifferstadt.—From this point the railway branches off to Spire.

Matterstadt is passed before arriving at **Ludwigshafen**, opposite Mannheim.

ROUTE 32.

Roanne to Lyons, by the Bourbonnais Line—See page 32.

Roanne—See page 276

The railway, on leaving Roanne, is carried up the Rhone valley, and pursues almost a parallel course with the post-road leading to Lyons, up to the station St. Symphorien, which is arrived at shortly before we pass the station l'Hopital, where the post-road to St. Etienne turns off.

Neulize.—Shortly after this the post-road rejoins our route, and it and the railway run parallel with each other up the right bank of the valley of the Loire. Balbigny station is next passed.

Feurs is located on the spot where once stood one of the most important cities in Gaul, called

Forum Segusianorum. It has a population of 2300; and has in its vicinity very many memorials of Roman dominion, &c.

Montrond—A village one mile and a half from the railway, on the great bank of the Loire, crowned by the ruins of a majestic castle, is next met with; after which we pass St. Galmier and La Renardiere, and arrive at

St. Etienne—See page 276.—The distance from here to Lyons is 35 English miles.

Terre Noire.—Between here and St. Chamond, a bridge separates the waters flowing to the Mediterranean by the Rhone, from those going to the Atlantic by the Loire.

St. Chamond—An industrious and manufacturing town, with a population of 8300, famous for its staylace productions. Besides this, it is the seat of a considerable number of furnaces and silk manufacturers' establishments.

The railway now goes through a coal country, passes Grandcroix station, and arrives at

Rive de Gier—A prosperous and rising town, situated on the right bank of the Gier, with a population of 12,200. Its chief source of wealth arises from its coal-fields, which are explored by more than forty coal-mines in the vicinity, worked

by steam-engines. The glass works here also—the property of an Englishman named Jackson—are invaluable sources of wealth; besides, there are many manufactories of engines, and several silk works.

From here the railway takes its course through a country giving evidence on every side of its thriving industry. The tall chimneys are appearing like giants in all directions, puffing forth volumes of smoke that make the scene resemble the country about Manchester or Bolton.

Before arriving at Givors we pass Couzon and Burel stations; and the railway leaves the valley of the Gier, and again approaches the side of the Rhone.

Givors—An industrious town, abounding in manufactories of iron and glass. Its population is about 5500; and it is situated on the right bank of the Rhone, at the point where that river receives the waters of the Canal de Givors and of the Gier.

From here the way leads through a country varied in picturesque beauty; passes the unimportant stations of Grigny, La Tour, Vernaison, Irigny, and arrives at

Oullins, previously passing through several small tunnels and cuttings. A pretty place, consisting nearly altogether of the country residences of the merchants and gentry of Lyons.

Lyons—See page 264.

ROUTE 33.

Montereau to Troyes.

Distance—62½ English miles.

Montereau.—See route 22.

The railway directs its course through the beautiful and fertile valley of the Seine, and passes Chatenay, Vimpelles, Les Ormes (where there is a Refreshment Buffet, and whence diligences go on to Provins), Hermé, and Metz—all places of no importance.

Nogent.—Inns: Cygne d'Or, and Cygne de la Croix.

A small town, situated on the left bank of the Seine. It has a population of 4000, and is fast rising into importance. The Ile des Ecluses, joined to either bank of the river by stone bridges, divides the town into two parts.

The church of Nogent will attract attention: it is a pretty Gothic building, of the fifteenth century, crowned by a splendid tower. There are to be found very pretty walks in all directions of the town.

The remaining stations between here and Troyes are all unimportant, and may be ascertained by a reference to page 44.

ROUTE 34.

Paris to St. Quentin.

For description of Route between Paris and Creil, see route 19.

Creil—See page 259.

Distance, 42 English miles.

Pont St. Maxence.—A very pretty town,

situated on the Oise. The road passes the forest of Chantilly on our right. Coaches also travel from here and Creil to

Senlis.—Inn: Grand Cerf.

A town of considerable industry, divided into an old town and three modern divisions. It has a population of 5200. The usual feudal indications of ramparts mark out the old town, whilst the three modern suburbs are indicated by the mills and manufactories to be seen scattered through them. The Port de Mearx, and the Porte Beillon, will interest the antiquarian. In the old town are the remains of the castles in which may yet be distinguished the chapel and hall.

The cathedral is a grand, though small building of the 12th century, surmounted by a splendid tower. In the vicinity about Senlis, there are several other ruined churches deeply interesting, among which are the ruins of the Abbey Chaalis, whose Gothic fragments will greatly delight the lovers of that particular species of architecture.

Villeneuve-sur-Verberie—On the left, at a little distance, the river Oise runs parallel with our course.

Compiègne—Inns: La Cloche, and Le Lion. An unpicturesque town, situated on the left bank of the Oise, with a population of 9000. It was here the military stores and ammunition of the Romans was kept; and it was for a lengthened period the favourite residence of the kings of France.

The royal palace is a handsome building; and is historically remarkable as being the palace in which Napoleon received Marie Louise his bride. It was also a favourite retreat for Charles X. It is surrounded by very pretty gardens, approached from the forest by a long avenue 4800 feet long. The façade, facing the forest, is very fine.

The Hotel de Ville is of the Gothic style of architecture, and its turrets and tower will interest the visitor.

The church of St. André is a specimen of the pure Gothic style of the 13th century.

Compiègne is historically remarkable as being the spot where Joan of Arc, the maid of Orleans, was taken prisoner, and delivered up to a captivity which ended by the infliction of a cruel death on her in 1430. Whilst endeavouring to protect the fugitives in their efforts to escape beyond the gate, on their retreat before the enemy, she was taken by an archer of Picardy, by whom she was delivered up to John of Luxembourg, and sold by him to the English. The exact spot on which she was captured is still pointed out; it is close to the old gateway of Vieux Pont.

From here diligences run to Soissons.

From here the line of road proceeds through the Oise, following its right bank by Thourotte and Ourcamp to

Noyon—See page 267.—From here diligences go daily to

Ham—Inns: Hotel de France, and Cornet d'Or.

A town situated on the Somme, and having a population of 16,800. It is the seat of a fortress, and its citadel has been very much strengthened: it is used as a State prison. Its donjon keep is 100 feet high and 100 feet wide, and its walls are thirty-six feet thick. It was

this fortress the present Emperor of the French was confined, after his attempt on Boulogne. Here he remained a prisoner for six years, and only escaped in 1846, in the disguise of a labourer bearing a plank of wood on his shoulder. It was erected in 1470, by the Comte de St. Pol, who was afterwards put to death by Louis XI.; and served also as a State prison for the Prince de Polignac, and three other ministers who signed the Ordonnances of July, 1830, in the reign of Charles X. Cabrera, the Carlist, was also confined here.

The church has a good choir, carvings of Scriptural subjects, and, on the whole, may be said to be an interesting building.

Appilly is next met with, after which we arrive at

Chauny—A very old town, with a population of 6,300, situated partly on an island in the Oise.

St. Quentin.—See Belgium.

RUSSIA.

RUSSIA is a vast and mighty empire, situated partly in Europe and partly in Asia, between 43° and 70° North latitude, and 15° and 65° East longitude. Its greatest extent from the southerly point of the Crimea to the north coast of Lapland, or the mouth of the White Sea, is 1,720 miles, and from the western border of Poland to the 60th meridian, along the 528 parallel, 1,779 miles. The superficial area exceeds 2,000,000 English square miles. The entire of this large territory belongs to the great plain which extends through the middle of Europe, from the German Ocean to the Caspian Sea and the Ural Mountains, with the exception of Finland, the Great Lakes, and the White Sea.

In Climate, that of Russia is of an extreme character, the winters being colder, and the summers warmer, than in the corresponding latitudes of western Europe. The Spring, however, is mild and temperate in the south, though the summer is of long duration, with oppressive heat and little rain. Autumn sets in rather late, and the winter is short, with little snow, though sometimes cold and severe. The middle region, extending from 50° 8' to 57° 2', has a rough winter, and, in the more northerly region, it is long and severe, during which travelling is practicable only on sledges over the frozen snow. At St. Petersburg the duration of winter ranges from the end of September to the beginning of May, when winter all at once disappears. In the Arctic region, extending from 67° to 74°, the climate is very rigorous in winter, and warm in summer.

Geology and Mineral Productions.—The predominating formations are the tertiary and alluvial, the older formations being less frequent.

Soil and Vegetation.—There is a vast tract of country, about 796,000 square miles, which possesses a peculiar and rather remarkable soil, consisting entirely of decomposed vegetable matter, which forms a stratum varying in thickness from three to five feet. A great part of Western Russia is sandy, and intersected by extensive marshes and bogs. The middle region, extending from 50° to 70°, is the wealthiest and most densely peopled portion of Russia, and consists of wide, open, undulating plains, with very slight elevations to break the monotony. The Russian forests are the most important of her vegetable productions, not only from their enormous extent, but from their supplying in profusion timber, tar, pitch, potash, and turpentine, which form a principal part of the commercial exports, and also fuel, in a country nearly destitute of that commodity. The population of Russia is about 60,000,000, divided into six great classes—nobles, clergy, citizens, peasants, serfs, and slaves. Education is subject to the direct control of the Government.

Administrative Divisions.—Russia, in Europe, is divided into forty-seven Governments. This does not include the sort of Military Republic of the Don Cossacks, or the Grand Duchy of Finland, which have a separate Administration, and the Kingdom of Poland.

Money, Russian Currency.—1 copeck (an imaginary coin) equal to 2 denuscas, something less than $\frac{1}{4}$ English; 1 altier (equal to 3 copecks), 1 $\frac{1}{2}$ d.; 1 grevener (equal to 10 copecks), 3 $\frac{1}{2}$ d.; 1 pol-putin (equal to 25 copecks), 8 $\frac{1}{2}$ d.; 1 poltier (equal to 50 copecks), 1s. 7d.; 1 rouble (equal to 100 copecks), 3s. 2d.; 2 roubles (equal to 1 xevonitz), 6s. 4d.; 6 roubles 33 kopeks, equal to £1; 32 kopeks equal to 1s.; 3 $\frac{1}{2}$ kopeks equal to 1d.; 5 roubles 15 kopeks (gold half imperial), 16s. 3d.; 3 roubles (1 ducat), 9s. 2d.; 1 rouble (silver) 3s. 2d.

Note.—Travellers should be on their guard in taking old Dutch ducat, which is in circulation all through Russia and Poland, many of them are so reduced by clipping as not to be worth more than 7s. 3d. or 8s. 6d. in place of 9s.

FORMALITIES

To be observed by Foreigners on Entering Russia, and on Departing from the Empire.

Every Foreigner, upon his arrival in Russia, must have a Passport duly authenticated, which he must present to the proper authorities, in order to be *viséd*. If the traveller intends to reside in the country for some time, he must be furnished with a ticket of residence from the civil governor of the place. If the traveller only intends staying a short time in Russia, he may dispense with the billet of residence, and get a contra mark, which will enable him to stay one or two weeks. A billet of

residence costs from four roubles and three kopeks to nine roubles and four kopeks, according to the rank of the person. In both the metropolises of the Empire, viz., Moscow and St. Petersburg—his permission, or ticket of residence, is to be obtained at the Address-office for Foreigners (Bureau d'adresse pour les étrangers.)

On the traveller leaving Russia no advertisement of his intention is now necessary. He is merely required to present his Passport to be *vised*, and a Passport for his departure is given him with it.

The Passports for departure delivered to Foreigners on the governments of the frontiers, are valid for the term of three weeks; and those from the governments of the interior for three months. After the lapse of this term, these Passports must be revised by the Governor, in order to enable the Foreigner to pass the frontiers of the Empire.

Books.—The traveller must bear in mind that *all* Books are examined by a committee of censure, and none are admitted unless they have been previously approved.

The traveller should be careful not to use newspapers for packing purposes, as the Custom House officers clear all away, fearing the entrance of forbidden literature.

St. Petersburg.—

The Hotels.—To a traveller, a bad inn, or an indifferent lodging, is perhaps one of the most serious inconveniences. We can put up with a great deal that is uncomfortable on the road; but when we arrive at our resting place, we like to be well housed and well fed. St. Petersburg will be likely to disappoint the English visitor in this respect. There are no establishments of that class equal to those which are found at Berlin, Brussels, Frankfurt, or Paris.

Hotels.—St. Petersburg; De Russie, Des Princes, Hotel de Paris, Hotel Kaiser, and Demuth's Hotel. English lodging house, Miss Benson's, excellent in every respect, on the English Quay, with a fine view of the river.

Cafes.—Wolff, Police Bridge; Dominique, Perspective, Newsky.

Baths.—The best are those of Thal, in the centre of the town, between the Blue and Red Bridges.

VALET DE PLACE.—They receive from 1 to 3 roubles per day, according to their abilities. They are to be met with in all the hotels. Some of these men are very intelligent, speaking several languages.

STREET FIACRES.—In no other capital on the Continent of Europe are found a greater number of public carriages for hire: they number upwards of 10,000, and are met with in all the squares, public places, and in the streets; they ply till 1 o'clock a.m. There are day and night fiacres. The *droschki*, carrying two persons, and drawn by one horse, 15 kopeks the course; with two horses, 20 kops.; for one hour, 25 kops., and for every succeeding hour, 15 kops. A *calashe* for the day costs from 3 to 4 and by the week 20 to 25 roubles. The ferry of the Neva costs from 1 to 5 kops.

STREETS.—Those which are long and straight are called "Perspectives," ordinary streets "Oulitza," small streets or lanes are called "Perevulok." Smoking is strictly prohibited in the streets.

Entry-Boxes are seen at the corner of every street. Here are stationed the soldiers of the police for keeping order in the streets.

The handsome Railway station for Moscow is at the eastern extremity of the Perspective Newsky.

This splendid city, the metropolis of the Russian empire, is seated on the river Neva, near its entrance into the Gulf of Finland: the entrance to it by water is the most beautiful. After passing Cronstadt, (which is distant 17 miles,) with its forests of

masts, towers, and forts innumerable, we come in sight of the palace of Peterhoff, in its well wooded park. After a couple of hours' sail the traveller arrives in the Neva, passing some majestic buildings, with the golden spires and domes of the city, and he is soon landed on the Quay, near the Academy of Arts. So late as the beginning of the last century the ground on which the city now stands was only a vast morass, occupied by a few fishermen's huts. Peter the Great first began this city in 1703. He built a small hut for himself, and some wretched wooden hovels. In 1710 the Count Golovkin built the first brick house; and the next year the Emperor, with his own hand, laid the foundation of a house of the same material. From these small beginnings rose the imperial city of St. Petersburg, which is now one of the handsomest in Europe, and contains a population of about 600,000 persons. The streets in general are broad and spacious; and three of the principal ones, which meet in a point at the Admiralty, are more than two miles long. The Nevskoi Prospect is the Regent-street of St. Petersburg. It is nearly three miles in length, of great width, has most elegant shops, palaces, churches, &c. on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar, very similar to the one at Brussels. The Kazan Cathedral, in this street, is a noble edifice of its kind. Two circular colonnades, similar to those in front of St. Peter's at Rome, lead to the entrance of the church, which is adorned with colossal statues. In the interior are fifty-six marble columns 52 feet in height, each one hewn out of a single block of marble. Walls and flooring of the same, all beautifully polished. There are here some choice paintings; but what attracts the eye most is the balustrade, pillars twenty feet high, beams, picture frames, &c., before the sanctuary, all of which are of solid silver, and highly polished. *Our* Lady of Kazan is covered with jewels of immense value; and the silver before-mentioned was a present to the Holy Mother, so called, from the Cossacks, after the campaigns of 1813-14. Isaac's Church was commenced a century ago by Catherine II.; but it is in the present Emperor's reign that it has become what it is. The foundation alone cost upwards of £200,000. Fabulous sums are mentioned as the cost of this beautiful church; sums as high as £16,000,000, or £17,000,000. Enormous as these sums are, the stranger is not disposed to doubt

hem, when he considers the nature of the ground, the scarcity of skilled labour, and the cost of material. Like all other churches here, it is built in the form of a Greek cross, of four equal sides. The pillars at the entrance are sixty feet high, and have a diameter of seven feet—all magnificent, round, and highly polished granite monoliths from Finland. The cupola is covered with copper, overlaid with gold, for the gliding of which forty-two measures, equal to fourteen English bushels, of ducats were heaped down. The Altar screen is of immense value. The whole edifice is surmounted by the far-seen golden cross, which, with the cupola, glitters like the sun over a mountain.

Within the walls of the fortress, which is built on the Petersburg side (or old Petersburg), is the cathedral of St. Peter and Paul, in which are deposited the remains of Peter the Great, and of the successive sovereigns, except Peter the II., who is buried at Moscow. Near the fortress is the hut of Peter the Great, protected by a building over it, in wood and glass, part being used as a chapel; the other half, containing the furniture and monuments of Peter. On the south side of the Neva is Petersburg proper, so that standing on the ramparts, and looking over the river, you have before you the summer gardens, with the fine quay, on which are the Marble palace, the new residence of the Finance Minister, the Michael Palace, the French Embassy, Hermitage, Winter Palace, and other buildings; a little to the left is the West end of St. Petersburg, the residences of the nobles, &c., in the quarters called Lithania and Moscovskaya. To the right, is the Varsili Island, with the Exchange at the extreme near point; on this island are situated the Academy of Arts and Sciences. The University, founded in 1719. The Corps de Mines, having a very fine Museum, rich in minerals, perhaps the finest in the world, such as emeralds, amethysts, &c.; a block of malachite, 4000 lbs. weight, valued at £19,000; a lump of gold, 80 lbs. weight, &c., and there are other large buildings.

The views on the banks of the Neva are very fine. The river is as broad as the Thames, and, in many parts, much wider. It is deep, rapid, and clear. Its water is used by the inhabitants for all household purposes. The quays form noble uninterrupted promenades of miles on either side of the river.

Among the noblest monuments of St. Petersburg, is an equestrian statue of Peter the Great, erected by Catherine the II. in 1782. It is of colossal size, and stands on a huge pedestal of granite, between the Isaac's church and the river. On the opposite side of the church is the equestrian statue, erected by the present Emperor, to Nicholas—the bas relief, in bronze, representing the principal episodes in his life. The column of Alexander is also a very fine monument.

The Hermitage is a splendid Museum, built by Catherine, embellished and enriched by successive sovereigns. It contains a fine gallery of paintings, particularly rich in Flemish and Spanish, besides many fine pieces of sculpture; a good library, collection of manuscripts, coins, &c. Admittance can be readily obtained. The Imperial

Library on the Nevsky, is a large building, and contains many valuable works. The public are admitted every day.

The Botanical Gardens, on Apothecary's Island, are well worth a visit, the palm-houses being the finest to be seen anywhere. The datschas, or country villas of the nobility and merchants, situated on these islands, nearly all built of wood, in every variety of style and colour, all detached, and standing in their gardens and groves, with balconies, hot-houses, and stables.

In the Taurida palace is the largest ball-room in St. Petersburg, said to be half a mile in circumference; on one side of which is the Winter Garden, or conservatory, the whole length of the palace, divided from the ball-room by a row of magnificent marble pillars, but otherwise roofed in, and forming part of the saloon itself. Enormous chandeliers, and silver branches for lights encircling the pillars, with the plants and trees in the conservatory also turned into candlesticks, hold upwards of 20,000 wax lights—which, with the statuary in this vast room, must make an entertainment here one of the finest sights in the world.

The Winter Palace, however, is the grand building, and is of itself worth a visit to St. Petersburg. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth, and is the most splendid and largest royal edifice in the world. It is built on the banks of the Neva; its front—700 feet in length—is three stories high, and is nearly square. When the emperor is residing in the palace, upwards of 7000 persons inhabit the building. The Empress's reception room, or golden saloon, has its walls entirely covered with gold, and the white saloon has all its decorations of pure white, relieved only by gold. The throne saloon, or St. George's Hall, surpasses everything for grandeur and beauty, and is 140 feet long by 60 in width. The Hermitage is connected with the Winter Palace, and was built by the Great Catherine, and is a most luxurious retreat. The collection of paintings occupies about forty rooms, and is of immense value. These galleries alone would take weeks for a careful inspection. Three or four rooms are entirely filled with jewels and articles of vertu, and the ground floor with statuary—all of which collections are continually increasing. Here also is the Museum of Peter the Great; all the lathes and tools he used, and various articles of his own manufacture. The Hermitage is generally open daily. Admission is gained by ticket from some resident merchant, or by paying one rouble to the porter. Visitors are recommended to go immediately the doors are open (10 a.m.), take a little lunch with them, and stay till the close (4 p.m.) This collection is very rich in Dutch, Flemish, Spanish, later Italian, and French masters. There are also some very fine manuscripts and illuminated missals, and a collection of antiquities.

One of the most pleasant promenades in the city is on the Cavalry Boulevards, leading to Isaac's Church, one mile in length, and perfectly level.

Of the charitable institutions, the principal are—the Foundling Hospital, the Sailors' Hospital, the Lazaretto, the Asylum for the Blind, the Asylum for the Deaf and Dumb, the Humane Society, &c.

The manufactures are various, and some of them of considerable extent; and the commercial intercourse is important, from its extensive communication with the interior, this being the only great maritime outlet in the Gulf of Finland. The principal exports are hemp, flax, skins, leather, iron, tallow, &c.

Small screw steamers are continually plying from the city to the islands, and there are a great number of bridges crossing the rivers, all of which are built on boats (some of them nearly half a mile in length), except the new bridge, which is built of iron, has seven arches, and cost one million and a quarter sterling. This bridge was finished about two years ago, and is a magnificent structure.

ENGLISH CHURCH SERVICE every Sunday, Rev. Dr. Law, Chaplain.—Also Chapel.

THE ENVIRONS OF ST. PETERSBURG.

The palace and town of Peterhoff are beautifully situated, at a distance of about fifteen miles from the city, the view from which embraces the whole of the Neva, from Cronstadt to St. Petersburg, and the shore of Finland beyond. Steamers ply every four hours; and on Sundays and holidays; it is a favourite resort, as, on those days, the fountains, which are equal to Versailles, play from five to nine o'clock in the evening. A magnificent *jet d'eau*, eighty feet high, comes from the colossal gilt figure of Samson, in front of the palace; and on the sides of a canal, which runs from this into the sea, are numbers of fountains and figures. The grounds and park are well kept, of great extent, and very beautiful for such a high latitude.

Routes from England to St. Petersburg.—London to Cologne, see routes to, page 2; rail, Cologne to Berlin, page 81; rail, Berlin to Frankfort-on-the-Oder, page 121; rail, Frankfort to Kowno, page 118; to St. Petersburg, page 180. This is the quickest and most direct route; excellent buffets are provided at the principal Stations. From Hull or London to Hamburg; thence by rail to Lubeck, and by steamer from there. Or the traveller may proceed by rail from Ostend or Calais to Stettin; thence. The most remarkable features of this route are, the saving of 400 miles sea navigation for passengers.

Travellers to St. Petersburg from Copenhagen. If they have time, or dread the sea, will find the route through Sweden a very agreeable variety to the monotony of a sea voyage; the steamer is generally taken to Malmoe, then by rail direct to Stockholm, steamers go tolerably frequently from Stockholm to St. Petersburg; the traveller by this route has the advantage of seeing Abn. Heisingfors, and Revel, and arriving at St. Petersburg in 4½ days from Stockholm.

Tsarsko Selo.—Stat.

The visitor to St. Petersburg should not omit going to Tsarsko Selo (by rail). There is a huge palace built by Catherine II. Outside he will see the traces of the profuse gilding she indulged

in. Inside are many interesting rooms. One is lined entirely with amber, the gift of Frederick the Great. The grounds are very extensive, containing some of the best timber in Northern Russia. They are kept with great care. In them is a garden of choice flowers. There is also an armoury, containing rich suits of armour, fire arms, and jewelled saddle cloths. There is also a menagerie a dining house, and a frigate on the lake for the Grand Duke.

From Tsarsko, take drozky to Pavolski, 3 miles to the Grand Duke Constantine's Park. This is very beautiful; the ground undulating, well wooded and watered. At the railway terminus is a very excellent band, led by Strauss. It plays every evening during the summer; but there are certain fashionable evenings, which the visitor can ascertain from his landlord. Refreshments may be obtained. They are good but dear. English ale, 2 roubles the quart bottle; porter, 1.50 do. Trains return at convenient hours.

MOSCOW.—Pop. about 350,000.—HOTELS:—

HOTEL HAMBURGH. See advertisement.

HOTEL BILLO. Loubianka Strasse.

The fares and street police regulations same as in Petersburg; pay of valet de places, and charges for carte de sejour the same also.

Moscow is the metropolis of the empire, though not the seat of government. It is a large city, regularly built, on the banks of the Moskva, 400 miles S.E. of St. Petersburg, in 55°45' N. latitude, and in 37°33' E. longitude. In 1834 it contained a population of 316,000, 240 parish churches, 33 other churches and chapels, and 21 monasteries and convents. In 1812 it was all but destroyed by fire. This fire has rendered the city memorable in history, as being connected with the invasion of Russia by the French, under Napoleon. On the 7th of September the battle of Borodino took place, at which the French were victorious; and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the governor, Count Rostopchin, and was in ruins when the French entered it, on the 14th of the same month. In the fire 30,000 sick and wounded soldiers perished. This conflagration destroyed more than three parts of the town; but it is now all rebuilt, and its improvements considerably added to. The city is divided into five divisions—the Kremlin, containing the ancient palace of the Czars, where Peter the Great was born; the Kithagorod, containing the university, the printing-house, and very many valuable buildings; the Bielgorod, or White Town; the Semliangorod; and the Sloboda, or suburbs. Its churches are worth a visit; and it is crowded with palaces, monasteries, arsenals, museums, and other public buildings, representing the various styles of architecture—Grecian, Gothic, Italian, Tartar, and Hindoo—rude, fanciful, grotesque, gorgeous, magnificent, and beautiful, overtopped by upwards of thirty gilt cupolas. The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with gorgeous and extravagant ornaments. In this church the Emperors are invested with the ancient crown of the Czars. Towering far above all other objects is the

lower of Ivan Velek, or John the Great. It is 170 feet high; and contains thirty-three bells, the largest of which is more than 124,000 lbs. weight, English. They are decidedly worth hearing, as they toll on Sundays and festival-days. The Great Bell of Moscow, cast in the reign of the Empress Anne, and weighing 443,772 lbs., has been recently raised from a pit, in which it was sunk for a century, and placed upon a pedestal. Though now cracked and useless, it is yet a great object of veneration with the Russians. Moscow is also the seat of many scientific and literary institutions, and is the centre of a vast inland commerce. A railway communication is established between St. Petersburg and Moscow. It is about 400 miles long, 300 of which passes through woods. About sixty miles west of Moscow is Borodino and Moyarsk—the scenes of two desperately contested and sanguinary battles between the French and the Russians, in 1812.

ENGLISH CHURCH in the Tchernicheffskoi Pereu lok. Service at 11 a.m. Books provided. Rev. John Whitaker, Chaplain.

DROSKIES.—The traveller should get his landlord or a friend speaking Russ to make a bargain for him, before he takes a droesky any distance.

GENERAL OBSERVATIONS.—The traveller will, of course, first of all go to see the Kremlin. He will find it a hill in the centre of the city, surrounded by a wall, and pierced by several gates. If he passes through the Red Place, he will see the Gate of St. Nicholas to the right, and the Holy Gate or Spos Vorota to the left. Over the gate is the miraculous picture of the Virgin; and the visitor must remember to pass through uncovered; but if his scruples will not allow him to uncover, he had better try another gate, as here there is a soldier posted to enforce obedience at the point of the bayonet. Before entering he will see to his left the famous church of St. Basil. From the terrace of the Kremlin a very good view is obtained. Proceeding through the Sposa Verota, the stranger finds on his right a square in which are the principal churches which should be visited. Close by is the palace, with its handsome suites of rooms and its noble halls of the orders of Sts. George, (white) Vladimir, (red) Andrew, (blue). The visitor is conducted from these halls to the dining-rooms, used only at coronations, and thence to the Council Hall of the Patriarchs. Near this place is the treasury, in which is a rich store of gold and silver plate, countless jewels of great value, state coaches, and arms. Singularly enough, though the Russians suffered so much by Napoleon, his is the only marble statue in the treasury. Near this building is the Arsenal, with its trophy guns, and the Senate House.

Visitors should by all means gain the views of Moscow from the Tower of Ivan Veliki in the Kremlin, from the Seminoff Monastery on the east, and from the Sparrow Hill on the south.

The time occupied by rail between St. Petersburg and Moscow is 20 hours; but this will shortly be accelerated. The carriages are fitted up with comfort and convenience, and ample time is allowed for refreshments.

CONVEYANCES.—Railway to St Petersburg an Nijn-Novogorod, Kolonna, and Serge Troitskol.

For Steam and other conveyances hence, see alphabetical list.

Odessa.—Pop. 100,000.—**HOTELS:**—**HOTEL DE L'EUROPE** said to be the best.

HOTEL DE RICHELIEU, in the busiest part of the town.

HOTEL DE ST PETERSBURG, having a fine view over the sea and port. **DE LONDRES. DE PARIS.** Droschki, two horses, 3^o kops. the hour.

It is situated on the North-western coast of the Black Sea, and is a fortified seaport in the government of Kherson, founded in 1792 by Catherine II. The harbour is an excellent one, and capable of accommodating a numerous fleet. The principal portion of the town is built upon the top of a long range of cliffs, which commands a splendid sea view. A public walk, planted with flowering trees and shrubs, extends along the top of the cliff, having the governor's house at one end, the Exchange at the other, and a statue of the Duc de Richelieu in the centre. The houses in the best localities are built of a soft, light-coloured stone, and roofed with sheets of iron, or painted wood. Its chief branch of trade consists of grain. Wool is also fast rising into importance. The carrying trade is performed chiefly in Austrian ships. The Italian, Russian, English, Grecian, Turkish, Swedish, and French vessels are also engaged in this trade. The inhabitants are chiefly Polish Jews, Italians, Greeks, and Germans, with a few French and English. It is a free port, and was formerly one of the cheapest towns in the world to live in. In it is a very important academic institution—the Richelieu Lyceum—having attached to its foundations professorships of Greek, the higher branches of science, together with natural and civil history. Its chief imports are sugars and other colonial products, cottons, silks, &c. The Cathedral of St. Nicholas will repay a visit, its interior being sumptuously decorated. Distance to Nicolaieff, about 80 Eng. miles. There are first-class steamboats from hence to the different ports on the Crimean and Asiatic coast, the Danube, Constantinople, and the Mediterranean. See Alphabetical list.

Riga.—**HOTELS:**—

ST. PETERSBURG; DE LONDRES; KING'S ARMS.

It is situated on the Dwina, about five miles from its mouth, in the Gulf of the Baltic, called the Gulf of Riga, or Livonia. It is a very strong town, and is capital of the Government of Livonia. Its commercial position is very high, being next to that of St. Petersburg. Foreign merchants carry on its trade, and those connected with the English Factory there enjoy the greatest share of the commerce. Corn, hemp, flax, iron, timber, masts, leather, and tallow, form the principal articles of export. There is a very large floating bridge over the Dwina, 2,600 feet long and 40 broad; this bridge is removed in winter, when the ice sets in. The population of Riga is estimated to be about 68,000.

ENGLISH CHURCH SERVICE, Chaplain, Rev. John Ellis.

CONVEYANCES—Railway to Dunaburg page 180, and thence to St. Petersburg, Warsaw, &c., p. 181.

Saratov is situated on the right bank of the Volga, proverbial for the industry of its inhabitants, which has raised it among the principal of the Russian cities, and created for it a flourishing trade. It has some very excellent buildings; and is divided into the upper and lower towns, the population of which is about 36,000. It has a handsome archiepiscopal palace, several elegant churches, a large bazaar, a gymnasium, and an Ecclesiastical seminary.

Cronstadt.—All vessels for St. Petersburg stop at Cronstadt. Previous to the travellers arrival here his passports have been given up to him, and they are of no further use till he shows himself at the Alien office, the sooner after his arrival the better; at Cronstadt officers come on board and remain till the arrival of the boat at St. Petersburg.

The stranger will not fail to notice the huge batteries which protect the entrance of the Neva,

especially the new one, when the fortresses are passed he will see on the left the mole where lie the old men-of-war in ordinary, and where also vessels of all nations are waiting to discharge cargo, the river presents a lively scene here, and frequently many British steamers are lying at anchor.

Proceeding up the river some little distance, on the right may be seen Peterhoff, the summer home of the Imperial family; very shortly after the glittering domes of St. Isaac, the Garrison Church, and the thin needle-like spire of the Admiralty are seen, and soon the steamer passes the bar. On the right may be noticed Mr. Baird's iron works, and the government ship-building shed, on the left the Corps de Mines museum, and immediately after the steamer stops at the landing-stage where, luggage is examined.

ENGLISH CHURCH SERVICE, Chaplain, Rev. Mr. McSwiney.

HUNGARY AND TRANSYLVANIA.

The mere name of this country to untravelled Englishmen bespeaks wildness; they suppose it to be immensely backward, whereas, they will find admirable roads in Transylvania, excellent diligences, good country inns, and scenery that may be classed amongst the prettiest in Europe. The climate is good, and the land so rich, that every thing grows in abundance with the smallest amount of cultivation.

Transylvania is rich in gold and other minerals. There are also many watering places, among which we may mention **RODNA**, a few miles to the north of Bistritz; **BORSZAK**, in the Carpathians; and **ELÖRTAK**, near Kronstadt. Those desirous of knowing the chemical analyses of the baths, cannot do better than consult a small work called "Reisebilder aus Siebenburgen," published in Hermanstadt.

The Hungarians are of Asiatic origin as their language betokens, and their music also, which is played chiefly by gipsies, and is beautiful, wild, and plaintive.

To enjoy Hungary it is absolutely necessary to speak German, which is universally understood. As in all warm climates, bed vermin exist—therefore it is well to take insect powder from Vienna, for the touts. The Hungarians themselves are very clean, but the Slavacks, Servians, Raxins, and Wallachs are not so.

The religions most prevalent are the Catholic, Greek, and Protestant; also the United Greek Church, i. e., the Greek Church under the authority of the Pope. The Protestants exist in three or four different sects, who do not agree very well among themselves.

Hermanstadt.—Pop.—20,000.

HOTEL.—STADT WEIN.

A clean well-paved town, with a curious gothic church much mutilated and disfigured. It is situated at the foot of the Carpathians. The surrounding scenery is pretty and in some places even grand. Being the capital town of Transylvania, there are many civil and military authorities resident here.

From Hermanstadt there is a very comfortable diligence to Clausenburg via Muhlenbach and Karlsburg. From Muhlenbach an excursion may be made in a country carriage to the Hartzeg valley and to the ancient Roman ruins at Gradiston, which appears to have been Trajan's capital.

Kaschau.—Pop.—9,000.

Capital of Upper Hungary and an episcopal city, noted for its fine gothic church built in the 13th century. It carries on a brisk trade with Poland.

There is a railway from hence to Temesvar, Batsiasch, and Vienna.

Klausenburg.—Pop.—25,000.

HOTEL NATIONAL.

A pleasant country town and capital of a district. It is thoroughly Magyar, and abounds with every variety of costume. There is an interesting gothic church. Good races are held here at the end of

July, the Hungarian nobleman being famed for their breed of horses. There is a diligence from here to Bistritz and Cernowitz, also to Maros-Vasarhely, for those who wish to visit the Czeklerland and different Carpathian watering-places. Diligence also to Grosswardein, whence there is a railway to Peth and Vienna.

Kronstadt.—Pop.—30,000.

A clean well-paved town at the foot of the Carpathians. The scenery in the neighbourhood is delightful. It is situated on a rich and highly cultivated plain, backed by mountains clad with foliage. The inhabitants are clean, educated, well-to-do, and picturesquely clad in the national costume, and make a very pleasing impression on the traveller. In fact one sees here the highest European civilization in an agricultural population, which remark will apply generally to Transylvania and Hungary.

Pretty excursions may be made from here. There are several small baths and watering-places in the neighbourhood. There is good shooting and fishing, perfectly free. The trout is delicious.

CONVEYANCES.—Diligence to Hermanstadt in 16 hours.

Peth.—For description of which see page 351.
Pressburg.—For description of which see p. 351

WALLACHIA.

There are two principal routes to Bucharest from Vienna, viz.: *via* Transylvania and *via* the Danube. The former is by Rail to Pesth and Arad, and thence by Diligence *via* Hermanstadt and Kronstadt, over the Carpathians to Bucharest. The second route is by way of the Danube, taking Rail to Batslach. There is some fine scenery near Orsova and Iron Gate on the Danube. About 12 miles from Orsova are the famous baths of Mehadia, the Hercules baths of the Romans. The scenery of this watering-place, which stands in a valley, is truly magnificent, and is well worth visiting for a day or two, taking the next Boat on to Giurjevo, where passengers land for Bucharest. There are plenty of Carriages and Diligences on to Bucharest—about 10 hours drive.

The Wallachians have no similitude whatever with the Hungarians. Wallachia was the Roman province Dacia, and the modern Wallachian language is a very near approach to the Latin. The National Music is rather Turkish in its character, and not by any means interesting.

Bucharest.—160,000.

HOTEL FIESKI.

BRITISH CONSUL, J. Green, Esq.

Bucharest is the capital of Wallachia, and stands in the centre of the great Wallachian plain, which is arid and uninteresting. It has a half Russian or Oriental appearance, with badly-paved streets; there are, however, some fine houses with gardens in one quarter of the town; but outside their very walls are Gypsy huts and dirt. The higher classes, as in Russia, all speak French. There are some 40,000 foreigners in Bucharest, mostly engaged in trade. There is an opera house with a

very fair Italian company, a decent public garden, military and agricultural schools, &c.

CONVEYANCES.—Diligences to Kronstadt, Arad, and Jassey.

Galatz.

HOTEL MULLER.

Galatz is the Danube port of the Black Sea, and has a large trade in grain. The population consists of all nations. The trade of this place will probably pass to Kustendjie, now that the Railway is open to Tchernavodo, connecting the Danube with the Black Sea, thus avoiding the dangerous passage of the Danube mouth.

POLAND

POLAND.—The Polish towns are nearly all built of wood, and miserable cottages or huts constitute the villages. The country is very fertile in corn; and supplies to a great extent both Holland and Sweden with that grain. It has also extensive pastures. Pest, Ochra, Chalcedony, Chaik, Agate, Cornelian, Onyxes, Jasper, Rock Crystals, Amethysts, Sapphires, Rubies, and even Diamonds, are found in Poland; as also Tale, Spar, Lapis, Calamanaris, Coal, Iron, Lead, and Quicksilver. Leather, Fur, Hemp, Flax, Saltpetre, Alum, Manna, Honey, and Wax, are likewise produced; and it is remarkable for the beauty of its breed of Cattle.

Cracow.—Situated on the left bank of the Vistula, 144 miles S.W. of Warsaw, in a fine valley, with a number of fine buildings, but narrow, irregular, and ill-paved streets. In its cathedral—regarded as the finest and most interesting church in Poland—are the tombs of kings and great men of the country, from Boleslaus the Frisian and Casimire the Just, to Joseph Poniatowski and Thaddeus Kosciusko. The university is one of the oldest in Europe, possessing a rich library and a botanic garden. It has a population of 25,000. The legislative power is vested in an Assembly of Deputies, chosen by the Communes and Executive, in a Senate consisting of twelve members, and a President, who is elected every year.

On a rock near the Vistula is the ancient Royal Palace, surrounded by brick walls and old towers, which form a kind of citadel. The University is one of the most ancient in Europe, possessing a fine library, and a botanic garden. Cracow communicates with its suburb of Padgoze, in Gallacia, by a bridge across the Vistula.

Though the city and suburbs occupy a vast tract of ground, they scarcely contain 26,000 inhabitants. The Great Square is spacious and well built, and many of the streets are broad and handsome, but an almost every building is the mark of raised

grandeur. The work of destruction was first commenced in 1702, when Charles XII. of Sweden took the city, and though his rude barbarism effected much Vandal desecration on the buildings and monuments therein, yet it had to suffer far more profanation from the Russians and the confederates. In the year 1794 the Poles, whose individual courage remained unshaken, raised their standard at Cracow, headed by the illustrious Kosciusko; and notwithstanding the almost total want of regular troops, succeeded in driving a combined force of Russians and Prussians from before Warsaw. But the Russians, under Suwarroff, poured into the country in such numbers as to make resistance hopeless; and the insurrection received a death-blow from the loss of Kosciusko, who was taken prisoner at the battle of Mazielowicz. Warsaw was stormed by Suwarroff, and 20,000 of its brave garrison and inhabitants brutally put to the sword. Poland's last hour had struck! she was no more! Her king was sent a prisoner to Russia. The remains of Kosciusko's veteran bands disdained to live under Muscovite dominion: they sought and found a home in the armies of France, and contributed by their valour to bring Napoleon in triumph to the Kremlin. Its independence, with 487 square miles of territory, was restored by the Congress of

Vienna, and a sort of a Republic created, under the joint protection of Russia, Prussia, and Austria, who exercise some partial authority in the legislation.

The monument erected to Kosciusko stands on the west, about a league from the city, and consists of a large artificial tumulus, raised by the people in 1820.

Great changes have, since 1814 been made in the constitution.

Warsaw.—It is built partly on a plain and partly on a gentle rise from the Vistula, extending with the suburbs of Kraka and Praga, over a vast extent of ground, and containing about 150,000 inhabitants.

The streets of this city are very spacious but ill-paved, and the churches and public buildings are large and magnificent. The suburbs present rather an uncount looking aspect, the houses being nothing more than mean, ill-constructed hovels. Its productive industry represents the manufacture of woollen-stuffs, carpeting, gold and silver ware, soap, tobacco, &c. There are also several wholesale mercantile houses employed in the import and export trades. There are two great fairs held here yearly—one in May, the other in November. They continue for three weeks, after the fashion of those at Leipsic and Frankfurt.

This city was besieged, in July 1794, by the King of Prussia, but he was compelled to raise the siege in September following. The Russians attacked the city in November, and took the suburb of Praga, after which the city at once surrendered, and was made over to the King of Prussia by the Russians.

Warsaw was the Vice-Regal residence, and the place of meeting of the Polish Parliament up to 1833, when, the Polish insurrection being unsuccessful, the political existence of the Poles was annihilated; since which Poland must be looked upon as a part of the Russian Empire. It is 170 miles S. of Königsberg and 180 E.N.E. of Breslau.

Wieliczka.—The salt mine at Wieliczka is the largest mine in the world, and dates back for 800 years of continuous working, though even at the then commencement of the labour traces of earlier workings were discovered. The total length of the mine is about 3 English miles, breadth about 2 miles, and depth about 900 feet; total

length of passages about 400 English miles. Descent and ascent is made by means of steps hewn the salt-rock, or, where intervals of earth formation occur, by wooden steps. The whole is filled in and strengthened by trunks of trees, which one may fairly state, that whole forests are thus used, so great is the quantity of timber in the mine. The salt has a preserving, almost a petrifying influence on the wood, so that near the surface of the mine—and which is necessarily hundreds of years old—appears as fresh and is as strong, or stronger, than the quite recent timber. Three descriptions of salt are found, varying in purity the finest being that found deepest—this is so pure that to the uninitiated a crystal of it would be mistaken for felspar, or almost for opaque glass. Various caverns made in the working are shown to visitors and lighted by means of Bengal lights, and some of these caverns have been ornamented by the workmen. One is a chapel, with an altar-piece and 3 figures, another is a hall used for dancing, &c. at fetes, and containing an orchestra lighted by several chandeliers made of the white salt crystals, which give the exact appearance of glass chandeliers. The hall is about 100 feet long, 40 feet wide, and 30 feet high, and is entered down a flight of steps with a figure at each side, one of Vulcan, the other of Neptune. There are, also, various obelisks cut from solid blocks of salt-rock, and of immense size, commemorative of the visits of emperors or other grandees. All the figures, &c. mentioned are hewn in the salt-rock, and executed by the workmen of the mine, and display considerable taste and skill. A blouse is lent to visitors to preserve their clothes from spoiling during the passage through the mine, which is, however, most scrupulously neat and clean, and this, the service of men, lights, &c. and the Bengal lights are charged for at a moderate rate. A guide, speaking German and Polish, is provided, and this person must be remunerated by the visitor. To get to the mines, persons must go to Cracow, whence there is a train; but as the trains are but twice daily it will be more convenient to drive from Cracow and return at his own convenience, as it is somewhat difficult to kill time at Wieliczka after the mine is explored, it being a mere village.

SWEDEN.

SWEDEN extends 1000 miles from N. to S., and 300 from E. to W. It is in general a very flat country; and from Gottenburg, in the W., to Stockholm, in the E., there is scarcely an acclivity to be seen.

It was formerly divided into five general parts:—Sweden proper, Gothland, Nordland, Lapland, and Finland, which were subdivided into provinces. The entire country is divided into twenty-three governments. The country is well watered by rivers, by numerous lakes and inland pieces of water, on which the palaces and villas are usually built. In winter the cold is not excessive, and in summer the heat is intense, but modified by the influence of a very serene air. In summer, all the rocks are quite covered with flowers, and the gardens plentifully abound in fruit. Horses, Cows, Hogs, Goats, Sheep, Elks, Reindeer, Bears, Wolves, Foxes, Wild Cats, and Squirrels are the animals principally found in the country. In some parts are rich silver and copper mines, and vast forests of timber-trees. Boards, Gunpowder, Leather, Iron, Copper, Tallow, Skins, Pitch, Resin, and Mastix, are the principal articles of export. The inhabitants are of a strong and vigorous constitution. The Swedish houses are generally constructed of wood, and exhibit very little art in their erection. They generally covers the roofs in many places, and the goats may be seen browsing from off the houses.

The form of the Swedish Government has frequently varied. It was elective Monarchy before the

cession of Gustavus I. In 1397, by the union of Calmar, it was stipulated that Denmark, Sweden and Norway should be ruled over by the same monarch, and hence Sweden became a mere tributary to the Danish kingdom. Gustavus Vasa rescued it from this degradation, and had the sovereignty of the puntry conferred upon him in 1523, and the crown made hereditary in his male issue, and afterwards extended to the female line in his family. In the regency of his great-grand-daughter the nobles assumed a power offensive to the clergy and people, and Charles XI. obtained a formal cession of the absolute sovereignty, which afterwards devolved on his son Charles XII. From this monarch the crown passed in succession to his sister Ulrica, who resigned it to her consort, Frederick I. Gustavus III., in 1772, effected a revolution, whereby he secured many of the royal prerogatives forced from the throne of Sweden since the reign of Frederick I., at which period it was regarded as the most limited monarchy in the world. This monarch fell in 1792, by the hands of an assassin, leaving his son, Gustavus Adolphus, a minor, who became of age in 1796. This prince was deposed on the 1st of May, 1809, and his uncle, the Duke of Soedermania, was called to the throne. This monarch's adoptive son dying, the Swedish Diet met to elect a successor, which they did, in the person of the brave Bernadotte, a French Marshal, Prince of Ponte Corvo. This person, though a Frenchman, yet fought against Bonaparte, with the allies, in 1813, and, in 1814, secured Norway to Sweden by the Treaty of Kiel.

Passengers by railway are recommended to make strict inquiries respecting arrivals and departures of Trains.

On arrival of the Express Train at Catherineholm, (half-way to Stockholm) there is an excellent table d'hôte ready; abundance of every thing, and well conducted; charge 1 dollar 50 öre, *is.* 8d.; stoppage allowed 15 minutes.

On the main line from Malmö to Stockholm is passed a little to the north east of the Ellnhu't station, a small wooden house painted the usual red colour, which was the birth-place of Linnæus.

In Sweden and Norway the tourist is often surprised at having two bills to pay on his departure from the Hotels—the one for the apartments he occupied, and the other for the restaurant.

The Established religion of Sweden is the Lutheran.

Money.—**RIKSMYNT CURRENCY.**—(One dollar is equal to 100 öre, being one third more than Riksgeld. 4 Riksdollars Riksmynt are equal to 1 specie dollar (Norwegian).)

Posting in Sweden.—The charge per Sw. mile per Horse is 1 Rixdollar, or 80 öre, at the country stations, and 1 Rixdollar, or 120 öre, at the fast stations, that is, when starting from the town. It is usual to give the boy who accompanies, 5 öre.

Arboga.—A town in Sweden situated on the Mälaren Lake. This Lake extends to Stockholm, and is remarkable for the great number of Islands with which it is studded, and for the beauty of its scenery.

CONVEYANCES.—Steamers to Ekilstuna, Strengnäs, Westerås, Stockholm, and Örebro.

For Railway see Time Tables, page 113.

Carlscrena.—A seaport in the South of Sweden. Steamers to Kalmar, Stockholm, Ystad, Copenhagen, Carlshamn, Åhus, Malmö, Gothenburg, Westervik, and Sodertelje.

Carlstad.—A town in Sweden, situated at the north of Lake Wenern. Distance to Christineham, 4½ S. miles, and about 22 from Christiania.

CONVEYANCES.—Steamers to the Wenern to Christineham, and also to Stockholm, Wenersborg, and Götterborg.

Christineham.—A town situated at the N.E. of Lake Wenern. See Carlstad and Örebro.

Fahlun, the capital of Dalecarlia, is 175 miles N.W. of Stockholm, containing a population of 5000. Its streets are long and wide. It is situated in the midst of a region of copper mines, extending about twenty-eight miles in length and seven in breadth. This wide space is enclosed, and partly penetrated by rocks of reddish granite, which, towards the middle, gradually merge into an un-crystalline rock, the greater part of which is composed of iron and copper pyrites. During many centuries these mines were the most productive in the world, yielding annually eight millions of pounds of pure metal. The present annual produce is thus estimated:—copper, 4,500 skip pounds; gold, 250

ducats; silver, 500 marks; lead, from 100 to 150 skip pounds; vitriol, 600 or 800 tons; ochre, 1000 tons; brimstone, 20 to 30 pounds. The ore is not rich, and the best is said to yield 20, but the poorest only 1¼ per cent. Railway to Gefle, see page 112.

Gefle.—**RAILWAY STATION HOTEL.**—

About 13,000 inhabitants, flourishing town, terminus of Gefle-Dala Railway (see page 111), situate on a bay of the Gulf of Bothnia, about 120 English miles by post road north of Stockholm.

Gotheborg or Gothenburg.—**HOTELS:**—**GARNI** near to the pier; **GOTA KALLARE BLUMS.** The Custom-house is near to the Steamboat Pier.

No examination of tourists' effects. The first train (Express) leaves an hour after the arrival of the Steamer from Copenhagen at 6 a.m. for Stockholm, arriving there at 5 30 p.m. (11¼ hours).

Hotel Garni is distant from the Railway Station three-quarters of a mile. No public conveyances at this hour are visible, the only assistance the traveller meets with are porters and barrowmen.

Is a large and handsome commercial town, situated on the left bank of the Gothaelf, near the sea, 245 miles W.S.W. of Stockholm. It has about 39,000 inhabitants, and enjoys a very active commerce. The ship canals pass through the town and are spanned by tasteful bridges. The two churches are noble buildings; the grand square is very fine, and in it is the beautiful bronze statue of Gustavus Adolphus. This may be called one of the most successful bronze statues erected in modern times. The visitor should climb to the top of one of the rocks behind the town; he will be well repaid by the extensive and beautiful view obtained.

GOtha CANAL.—There are quick steamers on this canal between Stockholm and Gothenburg, the fare is not high, and the living is both good and cheap. On the canal are many objects of interest; some five hours from Gothenburg are the fine falls or chutes of Trollhättan; sufficient time is allowed to see these and the splendid locks. Later is seen the pensive Lake Wetteren. The scenery generally is somewhat flat, the wood has the appearance of second growth, but the soil, especially near Stockholm, is charming, there is all the variety of lake and river, pretty islands, and bold promontories.

At Roxen there is a succession of locks, time is given to go and see the old monastery, where many of the Swedish kings lie buried, and where also interesting relics are shown. At Motala the celebrated engine manufactory can be visited. At Söderköping is a mineral spring of considerable reputation, sufficient time is allowed to explore the town which possesses some interest.

The scenery near Stockholm is very beautiful, and although the commanding position of the city is not so well seen when the entrance is made from the Gotha canal, as it is from the east side, still there is sufficient to make the assertion true, that this is one of the best placed cities in Europe.

CONVEYANCE.—Railway to Stockholm, page 113.

Gottland.—An Island belonging to and situated on the East coast of Sweden (magnificent ruins of town walls and churches). Chief town, Wisby, opposite Westerwik on the Swedish coast. We understand there is good sporting and fine scenery here.

Helsingborg.—A town on the Swedish coast opposite Helsingoer, which see.

Hernösand, an Episcopal city in Norrland; has a harbour, with a considerable trade. A Gymnasium, a College, a Botanic Garden, and a Printing Press, from which mostly all the books for the use of the Laplanders have been produced.

Jönköping.—HOTEL:—

JÖNKÖPING'S HOTEL, near the Station, large and tolerably comfortable. A rather pretty and flourishing town, at the southern extremity of Lake Weteren.

CONVEYANCE.—Railway, see page 112.

Kalmar.—A seaport on the S.E. coast of Sweden opposite the island of Eland. Distance to Färjestaden in Eland, about 5 English miles.

CONVEYANCES.—Steamers to Carlskrona, Carlskrona, Ahus, Ystad, Malmö, Landskrona, Helsingborg, Copenhagen, Gothenburg, Borgholm (Eland), Wisby, Oscarshamn, Westervik, Södertelje, Stockholm, and Lübeck.

Köping.—A town in Sweden situated on the north side of Lake Mälär. Distance to Stockholm, by land, about 14 Swedish miles; to Westerös, about 4½ Sw. miles. See Örebro.

Landskrona, the frontier town where luggage is examined.

Malmö.—HOTELS:—

HOTEL SWEA, **HOTEL GUSTAF ADOLF,** both good; Swea nearest the Landing-place, and the Railway Station. Luggage of passengers from Copenhagen examined. A seaport in the south of Sweden, situated nearly opposite Copenhagen. Distance to Lund about 1½ S. miles; to Ystad about 6 S. miles.

CONVEYANCES.—Steamers daily to Copenhagen &c. Railway. See page 112.

Mariestad.—Situated on the South side Lake Wenern, about 10 Eng. miles from the entrance to the Gotha Canal.

Morast, on the post road from Stockholm; Christiania. It lies on the Swedish frontier; the next station is Magnord in Norway.

Motala.—Situated on the N.E. side of Lake Wetteren.

CONVEYANCES.—Steamers to Stockholm, Gothenburg, and Carlskad.

Örebro.—Situated at the east end of Lake Hjelmar. Distance to Stockholm, by water, 27½ miles; by land, 20 S. miles; to Christianeham, six posts, about 10 S. miles. There is a Railway to Stockholm, Gothenburg, Alingsås, Borås, Skövde, Falköping, Jönköping on the Lake-Wetteren, Arboga on Lake Mälär, to Nora, and to Lund and Malmö.

CONVEYANCES.—Steamer to and from Stockholm twice a-week.

Philipstad.—Situated about 6 S. miles N.E. of Carlskad, and about the same distance north of Christianeham. See Carlskad.

Trollhättan.—A large district the people of which live in Indian red coloured houses. It can be called neither town nor village, carries on a brisk trade in timber and iron. The Waterfall, or rather succession of rapids here is very fine.

The Göthaelf is navigable from the sea to the Falls of Lilla Eder, a canal and locks lead past them to Akeröström and to the Falls of Trollhättan, where the navigation is continued by a canal along the river, which here rushes impetuously down a gorge, a height of 112 feet. Between the canal and the river there is a range of saw-mills belonging to a Glasgow company.

Stockholm.—HOTELS:—

HOTEL RYDBERG (the best), **KAHN'S HOTEL D'ANGLETERRE,** **HOTEL DE COMMERCE.**

Dinners can be had at the Hotel du Nord and the Hotel de Suede.

Common dinner throughout Sweden, soup, raw herrings, turnip, radish, salad, gin (a decanter is placed on every table where food is present, a small glass of which is taken before dining), butter, different kinds of fish, pudding, roast and boiled beef, potatoes, and celery, in the order enumerated. Warm baths 1 rix dollar, cold baths 25 öre.

Lies in a situation remarkable for its beautiful scenery. It is long, and irregularly constructed, occupying seven rocky islands, besides two peninsulas. Travellers all concur in one opinion, that Stockholm is one of the finest cities in Europe in position; it is not uncommon to call it the Venice of the North, and whilst it will not compare in detail with that fair city of the sea, yet its panoramic effect is quite equal. Numerous rocks of granite, rising boldly from the surface of the water, present a variety of beautiful views. The harbour of Stockholm is a very fine one, admitting ships of the largest burden. At its extremity rise several streets, one above the other, in the form of an amphitheatre; and at the summit is the palace—a magnificent building. The principal objects of

attraction are the Cathedral, the Bank, and the House of the Diet. This city also contains a very large number of literary and scientific institutions. The population is about 119,000.

There is here a Royal Academy of Science, founded by the celebrated Linnæus, associated with a few other learned men, in 1741; and also a Royal Academy of Arts. The Arsenal has within it an immense number of trophies and standards taken from different nations.

Stockholm, with the small territory surrounding it, constitutes a separate government. Manufactures of glass, china, silks, woollens, &c., are carried on here.

The visitor should lose no time in gaining the fine view from the tea garden at Mose Backe; he will be astonished at the numerous islands dotting the clear sea below; there is ever the charm of ships moving in or out; he will not fail to observe the beauty of the spires piercing the sky, nor the handsome museum just finishing, nor above all, the noble palace which towers above everything else, and is always a handsome object from whatever part Stockholm is looked at.

The best view of Stockholm is that obtained when sailing out towards the Baltic; fifty floating steam omnibuses ply between different parts of the town and to the environs. Four days a week steam boats start from Stockholm to Smedjebacken (in Dalacarla) by the Lake Mälaren, the Stromsholms Canal (with 26 locks and fine waterfalls), a number of small lakes. From Smedjebacken a railroad leads to Lake Wessman, on which a steamboat runs as far as Grängärdet. This is one of the prettiest channels in Sweden, and the whole of the trip can be done in three and a half days: every Sunday and Wednesday a steamboat starts at 9 a.m. for the Castle of Gripsholm, where the prisons of Eric XIII., John III., and Gustavus IV., (Adolph) are shown. A great number of historical portraits are kept here. The steamboat is back in Stockholm at 8 o'clock p.m.

Though the great charm of Stockholm is its situation, and the natural beauty of its environs, yet it is by no means destitute of artistic and historical features. The *Palace* is a large handsome building, with a basement of granite; it is built of carved stone, brick, and stucco; the inside contains an interesting gallery of paintings, mostly by Swedish artists; the arrangement of the rooms is tasteful; in them are to be seen the portraits of those who waited upon Bernadotte, praying him to be king; also, in accordance with the fashion of northern Europe, is to be seen the room as that king left it. There is a good library; it possesses a large bible of asses skin, and also a fine specimen of engrossing in Anglo Saxon, the work of an Englishman and his wife, left to the Monks at Canterbury on condition it should not leave that city. There is a sculpture gallery in the building, the gem is the Sleeping Endymion at the end of the gallery, a truly beautiful example of Greek art.

The *Cathedral* is a mixture of architecture more curious than beautiful, contains the sarcophagi and trophies of Gustavus Adolphus, and Charles

XII., beside, in Swedish porphyry, that of Charles XIV., John (Bernadotte), and also the crests of the knights of the Seraphim Order.

Church of *St. Nicholas*, near the palace, the oldest church, fine altar piece; the helmet and spurs of St. Olaf are to be seen here on a pillar. *Riddarhus* or house of assembly for the nobles. In front is the statue of Gustavus Vasa. Near this place is the statue of the founder of Stockholm, and part of the oldest house.

Museum.—Royal wardrobe, a collection of armour, knights on horseback, and infantry armed *cap-à-pie*, one very fine suit by Benvenuto Cellini. In the same building are many relics of Sweden's best kings, and their old clothes.

Museum of Northern Antiquities, well worth seeing; these various museums will be gathered together in the new building when complete.

Deer Park is a very pleasant drive in the suburbs; in it is a summer theatre, cafes, &c., also purphy vases, statues, &c.; it is a delightful place to ramble in after the heat of the day.

It is 290 E. miles from Sundsvall; 805 from Tornea; 41 from Upsala; 175 from Fahlun, by the Upsala road; 320 N.E. of Copenhagen; 1000 N.E. of Paris; and 900 N.E. of London.

The British Consul, F. C. Hunt, Esq., resides at Storgatan No. 1; Vice Consul, J. E. Embelton, Samsony Kornhamnsterg No. 51. The Post-office is in the Lilla Ny Gata No. 6., west of the palace.

CONVEYANCE.—Railway, page 112.

CAB OR DROSKEY FARES.—1 person the course, 75 öre; first hour, 1 R. D.; second hour, 85 öre; 2 persons the course, 1 R. D.; first hour, 1 R. D. 25 öre; second hour, 45 öre; 3 persons the course, 2 R. D.; the first, second, and third hour, 2 R. D.; the fourth hour, 1 R. D. 75 öre.

Most of the Steamboats start near the Packhus (Custom-house).

Upsala.—INNS:—

STADS NYA HOTEL.

HOTEL DE LA POSTE.

41 miles N.N.W. of Stockholm, built on a gentle height and part of an adjoining plain, in a level and fertile country. It has about 16,000 inhabitants—the greater portion of whom depend on the old and celebrated university, still enjoying a flourishing existence. It was founded in 1478, and is usually attended by about 1000 students, or alumni. The iron works of Løfst- and Dannemora, the iron of which is considered the best in Europe, are near Osterby, about 5 S. miles N.E. of Upsala.

Steamers to Stockholm every day, by the Mälars Lake.

Wenersborg.—Situated on the S. W. extremity of Lake Wenern, passed by the steamers from Gotheborg, contains an uninteresting Church. The place has a busy aspect, but there are few streets and little scenery.

Westeros.—A town on the north side of Lake Mälars. Distance to Stockholm about 13 S. miles.

CONVEYANCES.—Steamers to Stockholm, Strengnäs, Arboga, and Eskilstuna.

FINLAND.

The traveller from Stockholm to St. Petersburg has the advantage of seeing something of Finland. When he pays his fare, his Foreign Office Passport is taken from him, he must first obtain the visé of the Russian consul in Stockholm, he has to pay some 8s. or 9s. for a Russian one, and both are given up to him when near Cronstadt.

The sail is altogether a pleasant one, there are innumerable small granite islands covered with wood, and the sea has the appearance of a lake broken continually by land.

The boat first stops at

Abo (pronounced Obo) there is a rest of 12 hours allowed here, meals have to be taken on shore, the "Society's House" on the quay is the best. Abo covers a large extent of ground, the houses of painted wood, are low, the streets wide, and at right angles; the view should be obtained from the heights or from the top of the observatory, it is very pretty, there is the river through the town, the various coloured buildings; to the left a glimpse of the Gulf of Finland, and almost all round the broken granite surface covered with wood.

OBJECTS OF INTEREST:—The Cathedral, an old brick building, contains a fine organ, chapels with good iron-work gates, frescoes illustrating Finnish history, fine interior. The observatory. Tea gardens, where a good band usually plays. The castle at the entrance of the river.

The steamer usually arrives at 4 p.m., and leaves at 4 a.m., the morning following; in the evening it reaches

Helsingfors.—The traveller will not fail to notice the intricacy of the channel off here, he passes close under the strong fortress of Sweaborg, gains a good view of the men-of-war, gunboats, and stores, and soon arrives at the quay.

HOTELS.—*Society's house.*—**HOTEL DU NORD:**—Helsingfors is a handsome town on a granite foundation, much frequented as a watering-place in summer. The visitor will perhaps want to see the fortress, he will have to obtain permission from the commandant.

OBJECTS OF INTEREST:—The Cathedral, a new building in the form of the Greek Cross, situated in the great square, blue dome with stars, and some pillars, approached by a double flight of wide granite steps, inside is a fine altar piece by Neff. Ascend by all means to the outer gallery on top of the dome, there is a lovely view of water, rock, vegetation, and houses, in fact one of the most pleasing in northern Russia.

The two sides of the square on leaving the church are filled to the right, the University, and to the left, the Senate House.

Botanical gardens (free) and pleasant walks in the neighbourhood.

Museum in the University, good collection of Finnish minerals.

Estonia (Revel).—The traveller will have a few hours only allowed here, the approach from the sea very pleasing, he had better take a droshky to the new part on the heights, where he can drive amongst the villas, and down to the shore, where he can obtain good bathing, or he may scamper through the town.

OBJECTS OF INTEREST:—The Cathedral, first built in 1329, but many times destroyed by lightning; good specimens of Gothic, contains some fine sculpture.

St. Nicholas church, copy of the dance of death similar, or nearly so, to that at Lubeck, contains the body of a duke, some 150 years dead, in perfect preservation, he is buried in rich lace and velvet.

Revel is much frequented in summer as a watering place.

NORWAY.

In **NORWAY** the Railway is called Jernbane.

NORWAY is about 1100 miles in length, extending from the Naaze, in lat. 57.30, to the North Cape, in lat. 71.10. Its breadth is very unequal, varying from 40 to 280 miles, and is almost entirely a compact mass of mountains, or a mountain "plateau," with small erosions forming the valleys and plains. It is naturally formed into two divisions, namely, Northern and Southern. The Eastern half of the Southern portion is undulated or hilly, covered with forests and lakes. Norway is not populous in proportion to its extent, owing to its mountainous character and northern position. The valleys are generally occupied by firths or lakes, bordered in the lower parts, in the Southern part of the country, with meadows and cornfields, which extend upwards as far as the first acclivities of the mountains, then, as the ground becomes steeper, the pine forests raise their tall heads among inaccessible cliffs, and above all are seen the peaks covered with snow, or enveloped in clouds.

The superficial area of Norway is about 122,460 English square miles.; but it contains only 1/2 geographical square miles of tillable land. In climate it is less cold, but more moist and changeable, and generally less salubrious, than Sweden. Among the mountains the winter is long and severe. On the west coast the climate is milder than in the interior of the country, and the western and northern harbours are open the whole year: the weather is generally steady, being either good or bad for considerable periods. The summer is delightful, and very warm. The fisheries, particularly on the

rest coast, find employment and wealth for the natives, and supplies sailors for the Norwegian fleet; the finest sailors, however, come from the S.E. coast. The principal fish are cod, herrings, salmon, and lobsters. The general exports are dried fish, timber, planks, cobalt, Prussian blue, copper, iron, and ice.

Norway was formerly governed by its own hereditary sovereigns. On the death of Haakon V. in 1319, without male issue, his grandson in the female line, Magnus Smek, united in his person the kingdoms of Sweden and Norway. Olaf V., son of the celebrated Margaret, united the kingdoms of Norway and Denmark. Margaret succeeded her son in 1387. On her demise, the country, with Denmark and Sweden descended to her nephew, Eric. Sweden was afterwards separated from Denmark by Gustaf Vasa. In 1814, Norway was ceded by the King of Denmark to Sweden; but the people, not approving of this cession, rose in arms to prevent the entrance of the Swedish troops. The allies, after the conclusion of the war with France, supported Sweden. After some resistance the Norwegians consented; and a diet, assembled on the 20th October 1814, came to the resolution that Norway should be governed by the same King as Sweden, but as an independent state, preserving its constitution and laws, to which the King of Sweden assented.

The Steamer from Hamburg to Bergen touches at Christiansand (but does not wait the arrival of the Hull boat).

Money.—The Specie Dollar (paper or silver) containing 5 marks or orts of 24 sk. each, making 120 sk. The paper money comprises notes of 1 specie dollar (on white paper), 5 (blue), 10 (yellow), 50 (green), and 100 (red). The silver money comprises 1 sp. dollar; $\frac{1}{2}$ ditto; 1 mark or 24 sk.; $\frac{1}{2}$ mark, or 12 sk.; $\frac{1}{4}$ mark, or 6 sk. The small money consists of silver pieces of 4 and 2 sk., and copper coins of $\frac{1}{4}$, 1, and 2 sk. One skilling is equal to about $\frac{1}{4}$ d. English; 1 mark = 10 $\frac{1}{2}$ d.; and one specie dollar = about 4s. 6d. Exchange:—For £1 sterling from 4 dollars 40 sk. to 4 dollars 54 sk. The Swedish paper is not generally taken in Norway. They, however, usually take it at the hotels; and we understand that Messrs. Dybwad & Son, merchants in Ostre Gade, Christiania, will change it. The Norwegian sp. dollar is equal to about 4 Swedish Riksdollars-Riksgeld.

Weights.—10 skaalpund = 1 lispund; 20 lispund (or 320 skaalpund) = 1 skipprud. Butter, meat, and most of the products of the country are sold by the following weights:—2 mark = 1 skaalpund; 12 skaalpund = 1 bismerspund; 3 bismerspund = 1 vog.

Measure.—30 inches equal to 31 English. The most common measure is the Alen:—12 inches = 1 foot; 2 feet = 1 alen.

Posting in Norway.—The charge is 24 sk. spec. per Norwegian mile per horse at the country stations, and at the fast stations 36 sk. spec.; and 48 sk. from towns, besides about 6 sk. for the carriage, if the traveller is not provided with one himself. It is usual to give the boy who accompanies the carrier 4 sk. per mile for 1 horse; but should he have the care of more than one horse, 3 sk. per mile for each horse.

The Norwegian mile is nearly equal to 7 English miles.

Passports are entirely abolished.

Luggage.—The luggage of a traveller is very slightly examined in this country.

Language.—The language spoken is Norwegian, which is the same as Danish.

English Vice-Consuls are to be found in all the principal towns in Norway—Christiania, Bergen, Trondhjem, Christiansand, Stavanger, &c. Good maps may be procured at Christiania, and we would recommend the traveller to purchase one, as he will find it very useful in journeying through this country.

We recommend all Travellers to purchase "Bennett's Handbook," which is printed and sold by T. Bennett, 17, Store Strandgaden, Christiania, annually, price 3 marks, equal to 2s. 6d. It contains all the posting and boating stations on all the highways, their distances and charge for posting, (regulated by law.) It takes little room, being less than 100 pages.

Fishing.—This country is very much visited by anglers for the salmon fishing. In the north, the Tana, the Alten, and the Namsen. The Kauma near Molde, and the Topdals rivers in the South, are among the most famous; there are also many others well known, some slightly, and numbers still untried, in one or two rivers, as much as two or three thousands of pounds weight have been taken in a season with the fly, by a single rod. But, except to those who come very early, settling themselves in the best places, and who know the country well, the known good rivers will be found occupied, (some few are let) and many may be tried without success, and probably the season will be spent taking only two or three fish. Excellent trout fishing is to be met with in almost all parts. The lake fishing is also very good.

Waterfalls.—Vöring Foa, about 100 English miles south-east to Bergen, a large body of water falling in one mass 900 feet, generally considered the first fall in Norway. A steamer goes once or twice a week from Bergen to within a day's journey by row-boat, and on foot or horseback.

Kjukanfos, about 100 miles from Christiania, due west, two-thirds post, and one-third boat and pony-back; 650 feet high, a very large body of water falling in two parts, by some considered finer than the Vöring Foa. There are numbers of other very fine falls.

A FEW HINTS FOR TRAVELLERS TO NORWAY.

The most convenient way for Englishmen to travel to Norway is by Steamer from Hull, one of which goes every ten days to Bergen, and another every Friday evening to Christiansand and Christiania. Should one go to the last-mentioned place first, it will be advisable either to buy or hire a carriage at

Christiania, for although at many of the posting stations these conveyances can be procured, yet should it happen only occasionally that none are to be had, the traveller will deeply regret when he is jolted along in the "Stoi-kjærre" or common cart of the country, that he is not travelling in his own carriage. Besides which, the inconvenience and trouble of removing his luggage from one vehicle to another at every station, and the injury the luggage sustains by not fitting exactly to the various vehicles, will take away much from the pleasure of the tour. It may also be remarked that there are no vehicles of any kind better suited for carrying a large quantity of luggage than the carriole; that portmanteaus of almost any size can be fastened upon them, and very small carpet bags, merely for containing the necessary articles for passing the nights between two of the principal towns; large carpet bags are awkward, but still can be taken. Every traveller should, immediately on his arrival in Norway, procure a Handbook, which is published every year in English by Mr. Bennett of Christiania, and can be bought either at his house, or at any of the Booksellers at Christiansand, Bergen, and Thronhjelm. As the various stations alter so much every year, as new steamers are put on lakes, new roads and railways are constructed, this book is almost indispensable.

The parts of the country mostly visited by tourists are Thelemarken, Gudbrandsdalen, Romsdalen, Bergens Stift, Ringerike, the Mjosen Lake, and the North Cape. Perhaps one of the most beautiful tours for about a month is from Christiania to Thronhjelm, over the Dovre Fjeld, thence to Molde, through the Romsdal to Dombaas, back again to Veblungsnes, (the Romsdal well bears being passed through twice,) by land down to the Sogne Fjord, thence to Gudvangen, Vosevangen, Elde, the Vöringfos, (a waterfall of 900 feet), a few days on the Hardanger Fjord, back to Gudvangen, Særdalsoren, over the Fille Fjeld to Skolen, down by the side of the Randsfjord to Ringerike, and back to Christiania. Should time permit, a few days might be spent in the Sogne Fjord, (consult Murray and Bennett's Handbooks), and a tour might also be made from Ringerike to the Rinkeanos and Thelemarken. The first part of this tour, viz: from Christiania to Thronhjelm is by the railway to Eldsvold. From Lillestrommen, one of the stations, a railway has just been constructed along the river Glommen to Kongsvinger, on the Swedish frontiers. This line is to be continued through Sweden, to connect Christiania with Stockholm. From Eldsvold one goes by steamer on the Mjosen, the largest, and one of the most beautiful lakes in the country. The towns of Hamar on the eastern side, and of Gjøvik on the western, have lately been built, and are the termini of excellent roads leading into the different valleys; that from Gjøvik through Valdres, and over the Fille mountains, to Lærdalsoren, whence there is steam communication with Bergen. From Lillehammer on the northern end of the lake there goes a most excellent road through the beautiful valley of Gudbrandsdalen to Dambaas, where two roads branch off, one going northward over the Dovre mountains, passing Mount Snehetten to Thronhjelm, the other westward, along the river Rauma, down through the magnificent valley of Romsdal, passing the Romsdalshorn and Trollunderne, to Veblungsnes. Here there is steam communication with Molde, Aalesund, and Christiansand. If it be thought too fatiguing, or troublesome, to go by land from Thronhjelm to Molde, and thence to the Sogne Fjord, steamer to Bergen once a week, passing amongst the islands, but some of the most beautiful scenery in Norway will be omitted to be seen. This steamer however, touches at Christiansund, Molde, and Aalesund, so that part of the way may be done by sea if wished. From the Hardanger Fjord, pedestrians may go across the Hardanger mountains to the Rjiekantos, one of the most beautiful falls in Norway, situated at the foot of Mount Gausta, 6000 feet high, which is often ascended by travellers on account of the magnificent view from it. The scenery in that district, viz, Thelemarken, resembles Switzerland more than any other part of Norway does, and is therefore much visited by pedestrians. Hence to Christiania either by steamer through most picturesque lakes and canals to Sangesund, and then by steamer up the Christi-Fjord.

Or by land through Königsberg, taking the opportunity of visiting the celebrated silver mines, the rifle manufactory, and the mint, which supply the bank with money, and the army with rifles. If the traveller's time be unlimited, he might go from Thronhjelm by a weekly steamer to Hammerfest, the most northern town in Europe, from which place he might go to the North Cape, to Vardo, the most northern fortress in the world, and to Vadsø, not far from the Russian frontiers, the whole distance taking about a fortnight. In these northern regions, viz., at Bodo, Tromsø, Hammerfest, Aiten, Vardo, and Vadsø, the sun can be seen at midnight for some weeks before and after midsummer. There is no steam communication between Vadsø on the Norwegian frontiers of Russia, and Archangel, therefore it is necessary to return the same way, unless one prefers making a very troublesome journey with reindeer through Finmarken and Swedish Lapmark, down to the Gulf of Bothnia, when the Swedish and Finnish steamers are to be met with.

Bergen.—Hotel Scandinavia, the only one of any consequence; and a good lodging-house kept by Mr. Sontum.

A city and seaport of Norway, situated at the head of a deep bay on the west coast, 306 miles North-West of Christiania. It is a well-built town; almost all the houses are built of wood and neatly painted, and, when viewed from the sea, have a picturesque appearance; all the churches and some few of the houses are built of stone. It contains a cathedral

which is a fine old building, and six other churches, a castle, or rather fort, three hospitals, a prison, a correction-house, six establishments for the poor, a good national museum, five public libraries, a naval academy, a college, and various schools. It has manufactories of tobacco and porcelain, many distilleries, and some extensive rope-works. The fishery is, however, the principal business. The city is protected by several forts, with a garrison of 300 men. The harbour is safe and commodious.

flows, with deep water; but, owing to the rocks, is difficult of access. Population about 26,000. It carries on a trade in skins, tar, and dried fish. Steamer from Bergen up the Hardanger fiord, where some of the most romantic scenery of Norway is to be found, to the falls of Vöringen; also up the Sogne to Lærdalsören, and to Hamburg and Drontheim.

Christiania.—Hotel Victoria, Hotel du Nord, Hotel Scandinavia, Hotel d'Angleterre, Hotel Copenhagen.

The capital of Norway covers a considerable extent of land, and possesses a population of nearly 60,000. It is situated at the extremity of a fertile valley, forming a semicircular bend along the shore of the Bay of Björvirken, which forms the northern extremity of the Gulf of Christiania. It is divided into the city, the suburbs of Vaterland, Løpervigen, and Flerdingen, the fortress of Akershuus, and the old town of Oslo. The city was rebuilt in its present situation by Christian IV., after a plan designed by himself, and named after him. The streets, which are 40 feet broad, run at right angles to each other. The castle of Akershuus is built on a rocky eminence on the west side of the bay, at a short distance from the city. Oslo was the site of the old city, burnt in 1624; it contains the episcopal palace. The royal palace is the principal building, and was erected at a cost of £300,000. The houses are built of brick with but few exceptions, and the quarter inhabited by the higher classes is laid out regularly with spacious and handsome streets. Christiania is the seat of the government department, of the higher court of law, of the university, and the seminaries of high character; the principal of which is the military academy, or cadet institution, which contains an excellent library, a collection of models of mines, bridges, &c., and of all sorts of minerals. It contains 84 pupils, divided into four classes, who enter the army after having studied for four years, and passed a very rigid examination. The city carries on a considerable foreign trade, and contains a large proportion of the educated and refined classes, and of people of literary tastes. The University is a handsome new building, in which is the Museum of Natural History and of Northern Antiquities, and a library of 150,000 volumes. Christiania possesses an excellent harbour, and its principal exports are iron, deals, and oil cake. It is at the head of the Fjord, seventy-seven miles from the open sea. Oscarshald, a beautiful chateau belonging to the nation, about $3\frac{1}{2}$ English miles by land, and about $1\frac{1}{2}$ by water, deserves a visit.

The Post Office is in the Möller Gade; the English Consul, at his private residence, Munkedammen, in the outskirts of the city; and the offices of the Hull Steamer, are at Bruun's Gaard, in Store Strand Gade.

The Norwegian Trunk Railway begins at Christiania and ends at Lake Mjøsen, which extends towards the North West with a length of 77 English miles, in a straight line through some of the most fertile and beautiful tracts of the country up to the town of Lillehammer, in Gudbrandsdalen; a mountain valley which is rich in interesting scenes of nature, and through which goes the main road to the most northern regions of Norway. From

the town of Hamar, on the Møssén, (in the neighbourhood of which are the picturesque ruins of the old Hamar cathedral), another railway goes eastward to Elverum in the valley of Osterdalen, on the river Glorumen.

Steamers run on the Mjøsen Lake during the Summer, and their routes are in immediate connexion with the Railway Trains. An extremely interesting and agreeable journey of 133 English miles can thus be made in one day. The passage for the whole distance up the lake is 146 skillings, 1st class; and 100 skillings, second class.

Distance from Hull about 540 miles.

Christiansand.—A seaport of Norway and a considerable trading town, capital of a province of the same name, which is famous for iron mines. It is situated 27 miles E.N.E. of the Naze, with a fine fortified harbour, and a quarantine station, and is 210 miles from Christiania. It contains a college, a library, and a museum. The population is about 9500.

Christiansund.—In the district of Romedal, built on 3 islands, with a commodious harbour and wharf. The chief trade is in timber. It is 36 miles from Drontheim. The fisheries flourish here, and there is also an agricultural society. Population 4800.

Distance from Hull about 420 miles.

Drontheim.—(Throndhjem.)

Hotels.—Hotel d'Angleterre & Hotel Bellevue. There are plenty of good lodging houses.

Formerly the residence of the Norwegian kings, is situated on the shore of a vast fiord. The town is built wholly of wood, and has been seven times burnt to the ground. It contains a fine old cathedral, part burnt down in the beginning of the 16th century, which had been for centuries a noted place of pilgrimage. The Bank of Norway. There is also a college, a royal academy of sciences, a cabinet of natural history, a good public library, a seminary for the instruction of the Laps, and other institutions. Population 16,000. The environs are very beautiful, including the Leerfosse, i.e. the falls of the river Nid, about 3 miles south of the town. There is good salmon fishing in the neighbourhood.

Railway, see page 110.

Frederikstad.—Situated at the entrance to the Christiania Fiord. Excursions can be made to visit the falls of the Glommen, (Sarpfoss) about a Norwegian mile distant. Christiania can be reached in 9 hours.

Conveyances.—Steamers to Frederikshald, Moss, Dröbak, and Christiania.

Kongsvinger.—Lies $7\frac{1}{2}$ N. miles N.E. of Christiania, $3\frac{1}{2}$ N. miles from Morast, on the Swedish frontier, and about 50 N. miles from Stockholm. From Kongsvinger to Trögstad, one of the stations on the trunk railway. See page 111.

Lærdalsören.—At the east end of the Søgne Fiord. Distance to Bergen 17 $\frac{1}{2}$ and to Christiania 26 $\frac{1}{2}$ N. miles.

Lillehammer.—A town at the north end of Lake Mjøsen, on the high road to Throndhjem. Distance to Minde, 9 N. miles; to Throndhjem, 33 $\frac{1}{2}$ N. miles; to Christiania, about 15 $\frac{1}{2}$ N. miles.

Minde.—At the south end of Lake Mjøsen.

Molde.—On the N. W. coast. Some of the finest scenery in Norway is to be found on the routes to and from this town. Distance to Christiania, about 44 Nor. miles; to Christiansund, 6½ Nor. miles; and to Aalesund, 6½ Nor. miles.

CONVEYANCES.—Steamers to Bergen, Christiansand and Hammerfest.

Stavanger.—Sited on the West Coast Distance to Bergen, 18½ Nor. miles; to Christiania, by Flekkeford, Christiansand, Porsgrund, Horten and Drammen, 58½ Nor. miles.

CONVEYANCES.—Steamers to Bergen, Flekkeford Christiansand, Christiania and Hamburg.

DENMARK.

DENMARK is almost an uniformly level country. The kingdom is divided into two great divisions—the continental and the insular. The former consists of a long narrow peninsula, projected from Germany; and the latter of a number of islands, placed between that peninsula and the Kingdom of Sweden. The productive industry of Denmark is chiefly confined to agricultural produce.

The aspect of the Continental part is flat and undiversified, containing neither mountains nor rivers of any magnitude. The Kiel is the only canal of importance, it admits vessels of 120 tons burthen, and extends from the Baltic to the Eyder at Rendsburg, where the river becomes navigable, thus opening up a communication between the two seas, or through 105 miles of territory. This canal was commenced in 1777, and completed at an expense of £800,000. The lands are in general excellently cultivated, and rich in pasturage. The monarchy of Denmark is the oldest in Europe. Its regal puissance stands contemporaneously with the proudest epoch of the Roman Empire; and the advancement of the people in discipline and arms in the 10th century can be learned from the fact of their descent on England, and the complete subjugation of the country by them in the early part of the following century. In 1397, Norway by inheritance and Sweden by conquest, became united to Denmark, under Queen Margaret, denominated the "Semiramis of the North," on account of her heroism.

Money.—1 Mark is 16 Rigsbank Skill, in English money about 4d.; 6 Marks make 1 Rigsbank Dollar, about 2s. 3d.; 2 Rigsbank Dollars make 1 Dol. Spec. or 4s. 6d. English. Paper money is principally in use, the lowest note being 1 Rigsbank Dollar.

Altona.—*Stat.*—Contains about 30,000 inhabitants. It is seated on the north bank of the river Elbe, contiguous to Hamburg, which it was intended to rival. It is built on the side of a hill, which gives it the appearance of an amphitheatre, when viewed from the side of the river. The commerce of Altona, both inland and foreign, is considerable. It is the terminus of the Schleswig-Holstein Railway, and is connected by it with Kiel, on the Baltic.

The Railway Station is distant from Hamburg about two miles, but Omnibuses run between the terminus. Tourists' baggage is scarcely examined by the Customs officers.

CONVEYANCES.—Railway to Kiel in 3½ hours, page 109; from Hamburg to Berlin, see page 106.

Assens.—A town in Funen, on the sea coast. A constant communication is maintained between this and the Schleswig coast across the Lille (Little) Belt. See Nyborg, and Odensee.

Copenhagen.—**HOTELS:**—

THE PHENIX HOTEL—opposite the British Embassy is an excellent first-rate house.

HOTEL ROYAL.

HOTEL D'ANGLETERRE.

The Railway Station is immediately outside of the Fortification, and close to the Tivoli Gardens, distant from the principal Hotel (Phoenix and Angletterre) and the Steamboat Quay three-quarters of a mile or a mile.

This city is situated on the East coast of Zealand, where the small Isle of Arnaek forms a superb harbour. It is one of the finest cities of

Europe, and laid out in regular, though narrow streets, and adorned with very fine buildings, viz. several palaces, churches, the hospitals, Town-house, Exchange, and mansions of the nobility. The royal library contains 400,000 volumes, and the university 112,000. A large collection of northern antiquities adorn the rooms of the palace. It has a population of about 130,000, and is defended by a citadel, said to be impregnable; and also by several strongly defended forts, mounted with 1690 cannon. In the vicinity are very many beautiful and picturesque sights.

The streets are well paved. The Exchange is a beautiful Gothic building, built of brick, and stone quoins, after a design by Inigo Jones. It is surmounted by a singular spire, representing in its formation four dragons, with their twisted tails tapering upwards, after the fashion of a corkscrew, with their heads turned to the four points of the compass, and it has recently undergone thorough repair; the colouring in the large room is very chaste. The church of the Trinity has a very fine tower 200 feet high, and on its top there is an observatory. The Saviour's Church has a very curious winding staircase, and is surmounted with a tower 288 feet high. The church of the Holy Ghost, and Notre Dame, are very fine buildings. The interior of the latter will be found well worth a visit. In it are beautifully wrought marble statues of the twelve Apostles, Christ, and a kneeling Angel. They were executed by Thorwaldsen, and are supported by pedestals in full view. The prospects from any of these churches is magnificent.

in the extreme. Stretching out in chastely delineated symmetry before us is the city and harbour, surrounded by their bastions and windmills, the citadel, line-of-battle ships, frigates and corvettes, dockyards, arsenals, warehouses, palaces, parks, gardens, plantations, squares, streets, canals, and market-places; whilst the general population is industriously engaged with horses and vehicles in the ordinary avocations of a commercial life. A long wide plain, interspersed with forests and lakes, is seen to the Westward; whilst towards the East appears the blue sea, covered with craft of all description, with the coast of Sweden in the background.

A great many bathing places are to be found at Copenhagen, and the water of the Baltic is half salt and half fresh. We also find numerous theatres there, which are open every night, not even excepting Sunday. The Tivoli Gardens, outside the Western Gate, and the Alhambra Gardens, are among the chief objects of attraction. These are the nightly resort of a numerous portion of the people. In it is a very tastefully arranged conservatory, and an excellent band is in attendance and performs several delightful pieces of music. A small Comic Theatre, a Bowling Alley, Menagerie, a Museum of Curiosities, and numerous Cafés are to be found in the gardens.

The city itself is entered by four arched gateways, having drawbridges across the moat guarded by soldiers. A toll is demanded for horses and vehicles entering the city. Another object of attractive interest is the Royal Palace of Christiansborg, built of white stone, after the Italian style of architecture. The eye will be taken by the four colossal statues ornamenting its stupendous façade. Coloured silk damask and silver ornament its empanelled walls. The ball room should be particularly noticed; its walls and arched ceiling representing a pure white marble and gold. A colonnade is formed by the Corinthian columns on either side; chandeliers, with cut glass pendants and spangles, suspended from the ceiling and adorning it; the whole being reflected by the plate glass at either side. The floors are of oak, maple, and ebony, diamonded. The stables should also be visited: they contain stalls for 200 horses.

Near the Palace is the Maleri Samling (Picture Gallery) open from 11 till 3; and Thorwaldsen's Museum, open twice a week from 11 o'clock till 2, which is well worth a special notice, and the visitor will be able to spend hours in contemplating the beauty of the sculptors' work. The Museum itself is a hollow square, the outer walls are coloured in yellow ochre, with the reception of the sculptor and his works from Rome depicted on them. It contains an immense and beautiful collection of works, all being the creation of one man, who is thus spoken of in a work, entitled, *A Trip to Denmark*.

"Albert Thorwaldsen, the son of a poor ship-carpenter from Iceland, was born in Copenhagen 1770. His genius, at an early age, impelled him to Rome, where he arrived almost penniless; but, having soon afterwards obtained employment in Canova's studio, his talent very quickly developed itself in the beauty and genius of his designs. Ultimately, he took a studio of his own, and modelled his famed statue of "Jason," but, as he obtained no order for

it, he, in despair, determined to quit Rome, and return to Denmark. All his arrangements were made for that purpose, when Mr. Hope, of London, seeing the cast of "Jason," was so much struck with its beauty, that he immediately ordered it in marble.

"This turned the tide of Thorwaldsen's fortune, from that time his fame was established, and commissions poured in upon him. He then fixed his residence in Rome making occasional visits to Denmark, and finally settled in Copenhagen in the year 1838.

"With an ample fortune, elected President of the Academy of Arts, a suite of apartments allotted to him in the Palace of Charlottenborg, decorated with the highest orders of merit of his own country and others, and almost adored by every person who knew him, he now devoted himself to the duties of his honourable office.

"Having intimated his intention of presenting the casts of all his works, as well as several of his statues in marble, to his native town, a magnificent museum was erected for their reception by public subscription."

Thorwaldsen is buried in the yard in the midst of his works, a simple grave, with flowers ever freshly growing, is the beautiful monument in memory of him.

English Church Service is held in a room near the Museum.

The visitor should ascertain immediately on his arrival the days and hours the various exhibitions are open. It is said of Copenhagen, that "there are too many things to see and too few to see them," so the visitor will perhaps find that the Scandinavian Museum which he so much wished to see will not be open again during the next four days. At present the Scandinavian Museum and the Thorwaldsen collection are open twice a week. The woods at Charlottenlund are very fine. Open carriages start frequently on Saturday and Sunday afternoons from near the citadel, fare according to the number of passengers. A trip should be made to Elsinore by steamer or by rail.

DROSKEYS, 4 marks per hour, and 2 marks the course.

LUGGAGE is charged for at the small rate of 6 schillings for a carpet bag, 12 schillings for a portmanteau, and 4 schillings for a hat-box.

PRIVATE CARRIAGES per day, 15 to 20 marks; coachman's fee 1 to 2 marks.

TOLLS in the vicinity of the town, 1 mark; going to the Deer-park, 4 schillings; to Charlottenborg, 4 schillings.

BOAT HIRE.—To board a ship in the harbour, 1 mark.

BOAT PORTERS 1 mark.

RAILWAY PORTERS 1 mark.

PERMISSION CARDS to view Rosenberg Castle, 3 Rix Dollars, the guide, 2 marks. The Cathedral door opener, 3 marks. Thorwaldsen Museum free twice a week; a gift of 1 thaler to the guide gains admittance any day. Christianborg, Palace of the King, 3 dollars, 2 marks fee to the guide; Tivoli Gardens, and the Alhambra Gardens, entrance 1 mark to each.

STEAMBOATS for Gottenburg and Christiania leave the anchorage off the Admiralty pier at

11.30 a.m., arriving at the quay of the former place at 6 a.m. the following day, whence they proceed to the latter at 7 a.m., arriving about 9 or 10 p.m. at Christiania.

Railways, see pages 109, 110.

Flensburg.—The seat of Government, and chief town of the duchy of Schleswig; most beautifully situated on an arm of the Baltic, with fine deep harbour.—18,500 inhabitants. Considerable trade with the Baltic, Sweden, England, and West Indies.—19 oil mills, 2 corn mills, breweries, distilleries, sugar-refineries, iron-foundries, ropeworks, &c., &c., and especially since the introduction of English capital in the shape of railway, steam-ships, and gas-works, has become a place of great life, and a resort of travellers from all parts.

The diligence, with mails for Copenhagen and Jutland, leaves Flensburg every afternoon at 3.30, arriving in Flensburg every morning at 6. The diligence southwards to Rendsburg, &c., has been discontinued since the opening of the railway; for which see page 109.

British Vice-Consul—Edward Bird; Prussian Consul—C. P. A. Koch.

Kasch's Hotel, excellent and much frequented by English.

Stadt Hamburg, a very well-conducted commercial house.

Helsingør.—(English—Elsinore.)—IN N.—THE (CIRCUIT).

Population 7000. A town and large fortress in Sjælland, situated on the Sound opposite to Helsingborg on the Swedish Coast. This is the narrowest part of the Sound, it being only about 5 English miles across, and a ferry-boat crosses daily. It is famous as being the scene of the Tragedy of Hamlet. The fortress of Cronborg lies to the north of the town, and commands the entrance to the Sound. In the pleasure grounds of Marienlyst, the grave and garden of Hamlet are pointed out. These grounds command a fine view of the Sound and the coast of Sweden. Helsingør is 6 Danish miles from Copenhagen, whence there is frequent communication by Steamers as well as by rail. See page 110. The vessels also to and from Gotheborg and Copenhagen land and take in passengers here.

Husum.—A well-built town, the centre of a very extensive cattle-feeding and agricultural district. About 5000 inhabitants.

Railway trains three times a day to Rendsburg, Flensburg, and Tønnings.

Kiel.—Stat.—HOTELS:—BRANDTTS, and MARSHALLS.—An important city on the Baltic, in the duchy of Holstein. Its university was established in 1655, by Christian Albert, after whom it is named, and contains a library of 108,000 volumes, an observatory, and a museum of natural history. Kiel also contains a seminary for teachers, and other valuable institutions.

Passengers to Copenhagen (from Hamburg) take the boat here for Korsør, and then by rail to Copenhagen. The station is close to the quay, and distant from the steamboat pier a quarter of a mile; there are conveyances. If the luggage has not been examined at the Altona station, it undergoes that process at Kiel.

Travellers having a few hours to spare, will enjoy the ride to Belle Vue some three miles down the Baltic coast; the road is through an avenue of noble trees, or through a wood; dinner can be obtained at the hotel at Belle Vue, and at the bottom of the hotel grounds, the traveller may enjoy the luxury of a swim in the Baltic.

CONVEYANCES.—For Railway, see page 109. The last train from Altona arrives about 8.35 p.m.; the steamer leaves at 10 p.m. for Korsør, arriving there alongside the pier and railway station at 5.30 a.m. the following morning. Supper is prepared in the saloon of the steamer. Passengers requiring refreshment join the table d'Hôte immediately the vessel leaves the harbour at Kiel; charge, 1 thaler each. Steamers to Copenhagen, Stockholm, and St. Petersburg.

Kolding.—In the province of North Jutland. The ruins of the castle are worth visiting. Kolding lies on the road to Christiansfeldt and Hadersleben on the one hand, and Middelfart and Odensee on the other.

Korsør or Corstør.—A good Hotel, "Steer Belt," adjoins the booking-office. A sea-port in Sjælland, on the Great Belt. The first train leaves for Copenhagen at 7.15 a.m., arriving there in 4 hours; there are stoppages averaging from 10 to 15 minutes at Ringsted and Roeskilde. See page 109.

Moen.—The island of, called the Switzerland of Denmark. Population of the island about 12,000. It can be reached from Wordingborg in Zealand or Sieland. The steamers from Copenhagen to Kiel call at Wordingborg, and at the islands of Moen and Falster.

Nybørg.—A sea-port on the east coast of the island of Funen, on the Great Belt.

CONVEYANCES.—Conveyances to Odensee and thence to Middelfart or Assens, on the Little Belt Ferry across the Great Belt to Korsør, Railways thence to Roeskilde and Copenhagen.

Nyekiøping. A pretty little town in the island of Falster. The island of Moen can be visited from hence, via Grønsund, in Falster, and thence by ferry.

Odense.—A town in the island of Funen, containing a lyceum, two libraries and about 7000 inhabitants.

CONVEYANCES TO Assens, Middelfart and Nybørg.
Rendsburg.—A fortified town of great importance during the late war, situated on the Elder river, which forms the boundary between the duchies of Schleswig and Holstein. About 12,000 inhabitants. Railway trains twice a day to Kiel and to Hamburg, and three times a day to Tønnings, Husum, and Flensburg.

Bergmann's Hotel, Stadt Hamburg and Loket comfortable and good.

Roeskilde.—A town in Sjælland, the ancient capital of Denmark, 20 miles W. by S. of Copenhagen—a small town with only 1500 inhabitants containing a gothic cathedral, an excellent library, and the tombs of the royal family.

CONVEYANCES.—Railway to Copenhagen.
Slesøing, the capital of South Jutland.
Swendborg.—A little town in the island of Funen, well worthy of a visit. From that place

traveller can ferry over to the island of Thorseng, about half an English mile.

Tœnning.—4000 inhabitants.—The port whence almost all cattle are shipped from Denmark to England. The export of horned beasts has, during the last few years, amounted to about 20,000 head per annum by the steam-ships of the "General Steam Navigation" company. This is likely to become an important place, on account

of the new route to Copenhagen, opened by this company.

Railway trains three times a day to Husum, Flensburg, and Rendsburg; and Steamers from Flensburg to Copenhagen in correspondence.

CONVEYANCE.—Steamers, see Alphabetical list, Railway to Flensburg.

Jensen's Hotel, very comfortable, good wines, moderate charges.

TURKEY.

There are several routes from London to Constantinople which offer peculiar attractions to the general traveller, particularly that *via* Paris and Vienna, and thence to the Danube, the Black Sea, and the Bosphorus. Route.—Vienna to Constantinople in 98 hours by rail to Baslach, Danube steamer to Tchernavoda, rail to Kustendjie and Austrian Lloyds' Steamer to Constantinople, every Monday and Thursday at 6.30 a.m., returning from Constantinople every Monday and Saturday at 9 a.m., in 105 hours. Fare—1st Class, about £13.

The routes *via* Vienna and Trieste, and thence by the Austrian Lloyd's Steamers to Constantinople; or by the Rhine, Switzerland, Italy, and Malta are very pleasant; but too fatiguing and circuitous. The mere amateur tourist will find the Paris and Marseilles route agreeable and cheap.

Passengers by the Paris and Marseilles route should time their arrival at Marseilles so as to catch one of the direct steamers plying between that port and Constantinople. Those steamers leave Marseilles every Saturday at 4 p.m., calling only at Messina and Piræus (Athens), and make the passage in about eight days; so that a man need not be longer than ten days on the road.

The various routes from London to Paris and Marseilles being fully specified elsewhere, we have only to add that the journey from London to Marseilles (890 miles) can now be accomplished in 44 hours, allowing 10 hours' stay in Paris, or in 42 hours, with 3 hours' stay in Paris, as shown in the following table.—

STATIONS.	VIA DOVER AND CALAIS.			Tidal Train, via Boulogne. For times by this Train, which are variable, see p. 422.	Fares, First Class only, available 15 days from date of issue.
	No. 1 Train and Boat.	No. 2 Train and Boat.			
London.....dep...	6.55 a.m.	8.30 p.m.	...	Morning.	...
Paris.....{	8.0 p.m.	7.40 a.m.	...	Evening.	...
	Stay the night.	Stay 3½ hrs.	...	Stay the night.	...
Paris.....{	11.0 a.m.	11.0 a.m.	...	11.0 a.m.	...
Paris.....{	9.36 p.m.	9.25 p.m.	...	9.35 p.m.	...
Lyons....{			...	Stay 1 h. 45 m.	...
Lyons....{	10.30 p.m.	10.30 p.m.	...	10.30 p.m.	...
Marseilles...arr....	6.35 a.m.	6.35 a.m.	...	6.35 a.m.	£5 19

Passengers may stop at Dover and Calais (or Folkestone and Boulogne), Paris and Lyons.

London to Constantinople, including Railway fare to Marseilles, *via* South Eastern Railway, London Bridge, First Class *via* Calais, £20 10s. 8d.; *via* Boulogne, £20 4s. 6d.; Second Class *via* Calais, £14 17s. 8d.; Second Class *via* Boulogne, £14 13s. 2d.

By way of Cologne, Magdeburg, Leipsic, Prague, Vienna, and Trieste, the expenses will be, first class, about £20, second class, about £13 10s.

An excellent line of steamers leave London fortnightly for Constantinople, calling at Gibraltar, Malta, Smyrna, and occasionally at Syra. Fares:—First cabin, £15; second, £10. Agents in London, A. G. Robinson, 20, Mark Lane, and Smith, Sundin, & Co., Gracechurch Street. Agent in Constantinople: Mr. Henry Lamb, Perchembé Bazar.

Steam from Liverpool.—Messrs Burns & MacIver despatch steamers every ten days, calling at Gibraltar, Malta, and Syra. Fares, about £20. Passengers by this line can take a ticket for the voyage

out and home for £40, paying in addition, five shillings per day while staying at the different ports where the steamer calls, in case the passengers prefer living on board. This accommodation is found of great advantage to invalids. The average duration of the passage to Constantinople and home, including stoppages at intermediate ports, is under six weeks. The steamers of this line carry stewardesses. Agents at Constantinople, Messrs. C. & E. Grace, 5, Rue Omer, Perchembé Bazar.

Messrs. Papayanou Brothers' steamers run from Liverpool to Constantinople every ten days (see advertisement, page 538). Agents in Constantinople, Daniel Pappa & Co., 4, Halil Pacha Khas, Galata.

Messrs. Bibby & Co.'s steamers, from Liverpool to Constantinople, fortnightly. Agent at Constantinople, Edward Lafontaine, 2, Rue Ottoman Banque, Galata.

The Russian Trade and Navigation Co.'s steamers, from London to Constantinople, fortnightly. The Company's offices in Constantinople are at Moumhané; Baron Stielgar, local Director. All the steamers from England call at Gibraltar and Malta. Some of the London steamers call, before coming to Constantinople, at Smyrna. The average duration of the passage out is seventeen days.

In addition to the regular Marseilles weekly mail steamers to Constantinople, the Russian Trade and Navigation Co., and the Société des Phocéennes have each a steamer fortnightly. Passengers can proceed by the latter Companies' steamers at reduced fares, but the time occupied is so long that it is preferable to proceed by the Messageries' steamers.

The Belgian and Levant Companies' steamers leave Antwerp for Constantinople fortnightly, calling at several Mediterranean ports. These are very slow and badly appointed vessels. Agents at Constantinople, Messrs. Rampacher & Co., near Galata Custom House.

Austrian Lloyd's Steamers.—The Austrian Lloyd's steamers, for Trieste, calling at Syria and Corfu, leave Constantinople every Saturday, at 10 a. m., arriving on Thursday evening. Steamers for Trebizonde, calling at the Turkish ports on the Anatolian side of the Black Sea, leave Constantinople every Friday, at noon. Alexandria weekly, on Wednesdays, at 3 p. m., calling at Gallipoli, Dardanelles, Tenedos, Myrtilina, and Smyrna, every alternate Wednesday, touching at Rhodes, Cyprus, Beyrout, and the Syrian ports. These steamers arrive in Constantinople on Mondays. For Salonica and Volo they leave Constantinople fortnightly, at noon, on Saturdays. For Lago and Cavallo—fortnightly, on Tuesdays, at noon. See alphabetical list.

Messageries Impériales Steamers.—Marseilles—calling at Pireus and Messina, at the latter place receiving mails and passengers from Malta and Italy, leaving Constantinople every Wednesday, at 4 p. m., arriving on Sunday (see advertisement). For Smyrna and Syria—leaving Constantinople fortnightly, on Fridays, at 4 p. m. For the Danube—leaving Constantinople every Monday, at noon; this line is closed during the winter after the month of November. For Trebizonde—calling at the Turkish ports of the Anatolian side of the Black Sea, leaving Constantinople every Monday, at noon. For Salonica—calling at Gallipoli and the Dardanelles, every Friday, at noon.

Egyptian Steam Navigation Co.'s Steamers leave Constantinople for Alexandria DIRECT, calling at Dardanelles every alternate Thursday at 4 p. m.; length of passage, 3 days.

The Russian Trade and Navigation Co.'s Steamers.—For Odessa—leaving Constantinople every Tuesday, at 4 p. m.; Taganrog, Kertch, and Caffa—leaving Constantinople on Mondays, at 4 p. m., from April to November. Sebastopol passengers proceed from Constantinople by the Odessa steamer, on Tuesday. Passengers for Salonica, Volo, Monte and Santo—leave Constantinople fortnightly, on Thursdays, at 4 p. m. For Smyrna, Caramania, Cyprus, the ports of Syria and Alexandria—leaving Constantinople fortnightly, on Tuesdays, at 4 p. m. For Marseilles—fortnightly, on fixed day. Mr. Henry Lamb despatches English steamers fortnightly, to Odessa.

There are two lines of steamers from Marseilles to Malta. One of these is a direct line; the other touches at Genoa, Civita Vecchia, Naples, and Messina; and both are so arranged as to correspond at Malta with the packet proceeding indirectly to Constantinople. The departures take place weekly, and are very regular.

From Malta the steamer steers a direct course towards the Morea, the old land of the Messenians, passes between the two capes or headlands of Matapan on the left, and Cerito on the right, thence to east Cape Matea or St. Angelo, another bluff, mountainous cape on the left side. The steamer then bears somewhat towards the Greek coast, tending still towards the left-hand side, and passes in succession the ports and islands of classic Greece. The Marseilles steamer calling at the Pireus (Athens) through these seas, until he gradually approaches the entrance of the far-famed shores of the Dardanelles.

With the exception of one or two stoppages at the entrance of the straits, there is very little interest the tourist in the scenery through the Dardanelles. The shores are a succession of low hills, bare and monotonous, presenting no novelty to excite attention until the steamer reaches the now important town of Gallipoli, situated on the European side of the strait. A short distance beyond the Dardanelles gradually enlarge until the steamer enters the Sea of Marmora, when the tourist obtains his distant but first sight of Constantinople or the Queen of the East, situated on a tongue of land running into the sea.

As the steamer dashes on apparently with increased speed at the sight of the Queen of the East, the white buildings and minarets glittering in the sun are seen more distinctly, until the traveller distinguishes the celebrated mosque of Santa Sophia, the Sultan's palace, the entrance to the Bosphorus, and then the steamer suddenly turns a jutting point of land called the Seraglio Point, and glides at half speed

into the Golden Horn, or splendid harbour of Constantinople. At this moment, if the weather be fine and clear, the gorgeous panorama that opens to the view of the voyager is one of the most extraordinary it is possible to conceive or to describe. Accustomed as English travellers are to sea-views, the *coup d'œil* of the Golden Horn will elicit unqualified admiration. It is a bay or amphitheatre, surrounded by hills which are covered with buildings, domes, minarets, and fairy-palaces, down to the water's edge; those on the summits being intermingled with the foliage of cypress groves, and those on the shores appearing through the floating panorama of a thousand vessels in the harbour: ships, steamers, feluccas, and myriads of caiques, skimming in all directions. Added to which a clear blue sky, equally blue water, and a brilliant sun shining over the whole prospect, produces one of the most magnificent views in the world. The traveller, however, should take a protracted gaze at the enchanting scene, as this is unquestionably the fair side of the medal; for the instant he disembarks at Tophana quay, passes through dirty Galata, and ascends the steep unpaved street leading to Pera, the contrast will be as great as being transported from the Crystal Palace at Sydenham to the purlieus at Wapping. Hence we recommend him to take a long and lingering look at Constantinople from the sea before he lands.

Those who mean to confine their excursions to Stamboul and its vicinity, want no weapons; but those who mean to go inland had better provide themselves with some portable efficacious arms, such as the smaller size of Colt's or Deane's revolvers. There are too many bashi-bazonks about, to advise any one to leave the vicinity of Constantinople unarmed.

Travellers who wish to keep in good health should recollect that the climate in summer is changing from one extreme to another, and that the same day, even the same hour, may be intensely hot and cold. They should wear cotton shirts and flannel; their outer dress should be of light make and colour, as for India, but they should have some very warm and portable outer clothing, to provide against a sudden change of temperature. On coming here they should not adopt the Fez, which exposes novices to a *coup de soleil*, but they should wear white hats or caps, of such a make as to shelter the head and keep it cool. It should be recollected that the climate of Constantinople, with its thin, pure, and exciting air, is salubrious, but also very dangerous, and that persons of a full habit, or those that are intemperate, are liable to acute diseases of an alarming character. Catching cold very frequently leads to bronchitis and pneumonia; intemperance produces dysentery. The water should never be drunk pure, by persons newly arrived, but mixed with wine or coffee, and those that would be in very good health should profit from the hint the Turks take from the climate, and drink as much black coffee as possible. But as Turkish coffee is too strong for English palates, it should be thinned with water. Cold water mixed with coffee is a delightful and salubrious beverage—at least in this country—and those alone can appreciate it who have vainly sought to quench that consuming thirst from which all stragglers suffer in summer.

On arriving in the Bosphorus the best mode of landing is in one of the large boats, not a caique; the latter are exceedingly difficult to enter, particularly for ladies. Passengers' luggage has not now to be landed at the Galata custom-house. Passengers by the Marseilles steamers land at the French custom-house, attached to the offices of the Messageries Impériales. Commissioners from the different hotels are always on board the steamers on their arrival. The stranger ought to have determined on the hotel he intends to stop at previous to landing, and inquire for the commissionaire of the hotel, who will render him what assistance he may require in landing his luggage, passing through the custom house, and engaging hamals to carry it. A great improvement has taken place of late in the management of the hotels in Constantinople. The traveller will now find every attention paid to his comfort. The system is to charge so much per day for room, breakfast, and dinner, the price ranges from 12 to 17 francs; in addition there are in general, some extras which the traveller ought to ascertain on arrival. His merely saying the word is quite enough. The stranger should name the hotel he wishes to go to, and the hamal will conduct him. If more than one hamal seizes the luggage, they should be left to fight it out among themselves. If the luggage be really one man's luggage, the stranger will pay the same money to two or three which he would have paid to one, namely, five piastres. To avoid useless disputes the landlord should be told to pay the money.

Unless it is the visitors intention to make a lengthened stay in the city, it is better to remain at an hotel. In some of these an arrangement will be made by the landlord, at a reduced price, on staying for a lengthened period; but the principal Hotels do not make any abatement. Comfortable lodgings are difficult to be had, and can but be obtained by inserting an advertisement in the local English or French papers. Persons residing in lodgings will find it best to take their meals at a *restaurant* of which Pera has several excellent ones, the prices charged are reasonable, and the *cuisine* in the greater number French.

The money in circulation consists of the copper piastre, (*Grouch*), of 40 paras, $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ ditto. The silver coins are 30 para pieces, 60 do, $\frac{1}{2}$ Turkish shilling,—Turkish shilling and silver Medjeb, ($\frac{1}{2}$ Turkish lira.) The gold coins are the Turkish lira, $\frac{1}{2}$ and $\frac{1}{4}$ do. The gold monies of all European countries pass freely. There is no paper money at present in circulation. The Turkish lira passes for 100 piastres (18s.), the English Sovereign for 110 piastres the Russian Pol imperial 43 piastres, the French Napoleon, and Italian 20 franc piece for 86 piastre.

These hints will suffice to help a stranger over the difficulties of the first few days, and enable him, by settling down quietly, to live and learn the manners and customs of the Perote Franks.

Money.—The silver coin is as follows: Piastre (Ghrouh)—about 2d. English; $\frac{1}{2}$ do. (Irmi-para)—1d. English; $\frac{1}{2}$ do. (Onlouk)— $\frac{1}{2}$ d. English. Rubrah— $\frac{1}{4}$ d. English; Beschik 5 piastres = 1d.; 20 piastre-piece (old Ghazi)—about 4s.; 25 do.—4s. 2d.; 10 do.—2s.; 5 do.—1s. 1 $\frac{1}{2}$ d. An English £1 is equal 200 piastres.—Jeba.

POSTAL REGULATIONS AT CONSTANTINOPLE.—There are separate post offices established by the British, French, Austrian, Russian, and Greek governments. The Turkish post office, which is situated in Stamboul, only receiving letters and papers for Turkey.—The British post office at Galata, despatches a weekly mail every Wednesday, *via* Marseilles for England, the British Colonies, China, the United States, South America, Spain and Portugal. The rate of postage to the United Kingdom is 6d. per $\frac{1}{2}$ oz.; letters can be registered on payment of an additional 6d. Newspapers are charged 2d. Books and printed matter under 4 oz., 3d.; $\frac{1}{2}$ lb., 6d. The postage of $\frac{1}{2}$ oz. letters to the United States is 1s. 2d.; newspapers under 2 oz., 2d.; 4 oz., 4d. The receiving box is closed at 3 $\frac{1}{2}$ p.m. The English mail, *via* Marseilles, is due at Constantinople on Saturdays.—The French post office, Rue des Postes, Pera, despatches mails to France, the French Colonies, Italy, Belgium, North Europe, and America, every Wednesday, *via* Marseilles. Postage to France, $\frac{1}{2}$ franc per $\frac{1}{2}$ oz.; Newspaper 12 centimes. The receiving box is closed at 4 p.m.; but letters can be posted on board the steamer, (England included) up to the time of sailing. The Austrian post-office is situated opposite the French office; mails are despatched for all parts of Europe, including the United Kingdom, *via* Trieste, every Saturday morning, at 10 a.m. The receiving box closes at 8 a.m.; but letters can be posted on board the steamer up to the hour of departure. During the season, from March to November, mails are despatched for all parts of Europe, including England, by the Kustendjie route; letters may be posted up to 1.30 p.m., postage 4 $\frac{1}{2}$ piastres per $\frac{1}{2}$ oz. but letters can be posted on board up to the time of sailing, 3 p.m., on Mondays and Thursdays. The mails by this route arrive in Constantinople on Tuesday and Friday mornings. An Austrian overland post, is despatched every Wednesday, at 4 p.m. for Gallipoli, Dardanelles, Mytilene, Smyrna, Scio, the Syrian ports, and Alexandria, returning to Constantinople on Mondays. A French Mail is despatched for the same ports every alternate Friday, arriving in Constantinople on alternate Thursdays. The Russian post office is situated in the Consulate, Grand Rue de Pera; mails are despatched by all the Russian steamers, except those proceeding to Marseilles and London.—The Greek post office is at Moumhané, Capon; mails are despatched from this office by the Greek Company's steamers. The Messageries Impériales' and Austrian Lloyd's steamers convey mails to all the ports they visit, and also for Jerusalem, *via* Jaffa. The Turkey in Europe posts are despatched from the Imperial post office, every Monday evening at sunset. The Asiatic posts are despatched on Wednesdays. Letters must be prepaid. Registered letters charged double. Remittances in specie are transmitted by the different posts, and the amount insured at the central office. The Turkey in Europe posts are due at Stamboul on Sundays, and the Asiatic ones on Tuesdays. A Turkish steamer with a mail for Brousa, is despatched for Mondanah and Ghemlek, on Tuesdays and Fridays, returning on alternate days. The Ismidit steamer is despatched every morning at 8 a.m., arriving in Constantinople in the afternoon.

Constantinople. — (With Map in Special Edition.)

The immense increase which has taken place in the number of visitors to this capital, renders the present hotel accommodation totally inadequate; and it is much to be desired that a large establishment, on the plan of the new hotels of London and Paris, should be built. The parties embarking in such an enterprise would find a handsome return on their investment.

Hotels:

HOTEL D'ANGLETERRE.—Mr. J. Missirie, Proprietor.

HOTEL DE L'EUROPE. There are now two establishments of this name.

HOTEL DE BRANCE, in the Grande Rue, Pera.

HOTEL D'ORIENT, in the Petit Champ.

HOTEL DE FRANCE, in the Grande Rue, Pera.

BALTRE'S HOTEL, in the Grande Rue, Pera.

HOTEL DES COLONIES, in the Grand Rue, Pera.

RESTAURANTS—LUXEMBOURG, BAORN'S, CASINO, St. PETERSBURGH, INDES, ORIENTALS.

The principal European cafés in Pera are, Café de France, Palais des Fleurs Luxembourg, Croissant, Mollenster, Valeuri, Bellone, Hall Pasha; an excellent band performs in the gardens of the latter during the summer months.

Visitors are admitted to the Chamber of Commerce, Rue Omer, Perchembé Bazar. This establishment is well supplied with the chief English, American, Continental, and local papers. This place is frequented by the leading merchants of Galata. Refreshments supplied.

King's English Refreshment Rooms, near the British Post-Office. Ale, Porter, and hot and cold luncheons can be had at reasonable prices.

The British Literary and Scientific Institution, Pera, has an excellent Library and News-rooms which is supplied with English and local newspapers and periodicals; lectures are delivered weekly during the winter. A chess-club is held in the Institution. The rooms are open from 9 a.m., to 10 p.m.; strangers are admitted during their stay on the introduction of a member.

THE LEVANT HERALD, an English Newspaper, is published every Wednesday, in time for transmission to Europe, by the Marseilles steamer. A

daily Bulletin Edition is published at mid-day, containing the price of money, arrival and departure of steamers, and other useful information. Office, 319, Grand Rue, Pera.

THE JOURNAL DE CONSTANTINOPLE, the official paper, is published in French every evening.

THE COURIER D'ORIENT is published twice weekly in French. Newspapers are also published in Turkish, Armenian, Greek, Bulgarian, Arabic, Italian, and Spanish, (Jewish.)

PLACES OF WORSHIP.—The English Embassy Chapel, the Rev. C. B. Gribble, chaplain; service every Sunday morning at 11 a.m., afternoon, 3 p.m. The English Episcopal Chapel, the Rev. C. Curtis, Chaplain; service every Sunday at 11 a.m., in Turkish; and in the evening at 7 p.m. in English. Protestant service is also held in the Chapels attached to the Prussian, Dutch, and Swedish Legations. American Missionaries celebrate service in the English language every Sunday afternoon at 3 p.m., in the Chapel of the Dutch Legation. At Haakien, a suburb, English Episcopal service is celebrated every Sunday by the Rev. H. J. Knapp. There is a Church of England at Ortakien, a village on the Bosphorus, Rev. Mr. Whately, chaplain; and during the summer there is Episcopal service at Therapia every Sunday. The Established and Free churches of Scotland have several Missionaries to the Jews, but they do not have any service in English. At Bebek on the Bosphorus, the American Missionaries have service every Sunday in the Chapel attached to their Educational Establishment. There are numerous Roman Catholic Churches in Constantinople and its environs; the principal ones are St. Peter's and George, Galata; and Saints Anthony, Mary, and Louis, Pera. The Jews have several synagogues in different quarters, and there are a large number of Greek and Armenian churches.

Passports for Europe and Greece may be *vised* at the Legations or Consulates, preparatory to receiving the *visa* of the countries to be visited. Travellers desirous to travel in the interior of Turkey require a Firman or Tekereh, either of which can be obtained on application to the Legations or Consulates.

BANKERS.—The Imperial Bank of Turkey, Rue de la Banque, Perchembé Bazar. C. L. Hanson & Co., Perchembé Bazar. Allean, freres, Camondés & Co., Glavany, fils, Oppenheim & Co., Zarfis & Co., Baltazzi & Co.

ENGLISH PHYSICIANS.—Doctors Hoyland, Sarell, and Millingen.

ENGLISH BARRISTERS.—Messrs. Knight, McOan and W. Tinney.

SOLICITORS.—Richard Routh, 7, Rue Omer Perchembé Bazar. J. O'Connell, Hansens Ekam, Perchembé. H. Harvey *vis-a-vis*, the Bourse Galata.

BOOKSELLERS.—Messrs. Kohler, Brothers, Grand Rue de Pera; Schmitt & Co., Rue Osmani Medjid.

The city of the Grand Seigneur stands on the Western shore of the Thracian Bosphorus, and its situation is equally remarkable for beauty and security. A gently declivity, promontory, secured by narrow seas, at the East of Europe, stretches

out to meet the continent of Asia, from which its extreme point is separated by so narrow a strait, that in a quarter of an hour a boat can row from one continent to the other. This channel, which is called the Bosphorus, running about twenty miles from the Black Sea, between the beautiful shores of Europe and Asia, looks like a stately river, until it sweeps by the angle of Constantinople, and enters the Sea of Marmora. But just before it is lost in that sea it makes a deep elbow to the right, flowing between the triangle of Constantinople Proper, and its suburbs of Galata and Pera, and forming the port which is called the Golden Horn.

Stamboul is built on seven hills, which appear to rise above one another in beautiful succession. The ridge of the first hill is occupied by the Seraglio, behind which, a little on the reverse of the hill, the dome of Santa Sophia can be seen. The second hill is crowned by the mosque of Osmanich, whose dome is strikingly bold and lofty. The still grander mosque of Soliman the Magnificent, towers on the third hill; whilst an ancient aqueduct, whose bold arches have the happiest effect, unites the summits of the third and fourth hills. All these, intermingled with houses painted of different colours; the gilded domes, and the elegant and slender minarets crowned by the shining Crescent, impress the beholder with a high idea of the magnificence and splendour of Constantinople. Its situation upon these hills is not only the cause of its beauty, but of its salubrity, as it catches all the pleasant breezes from the Bosphorus, the Marmora, and adjoining plains of Thracia. It occupies the whole of a triangle, whose outline is fringed by old walls flanked by towers. Those on the side of the Sea of Marmora, and in some parts of the Golden Horn, have entirely disappeared. But on the land side there is a treble line of formidable ancient walls, which might easily be repaired. The interior of the city, however, but ill corresponds with the beautiful *coup d'œil* which it presents at a distance. "There is no city that promiseth so much and so deceiveth the expectation." It consists of an assemblage of dark and narrow streets, without names, badly paved, and choked up with dust or mud. Disembarking in one of the numerous caïques, the traveller will land at Galata quay, and a dragoman or interpreter will conduct him through this miserable thoroughfare to an hotel at Pera, the district appropriated to Europeans.

Galata lies on the water-side, and is the chief business quarter for foreign European merchants, who are confounded under the general name of Franks. They prefer it to Constantinople on account of its vicinity to the harbour. It resembles the very worst part of Wapping and other sea-faring purfious on the banks of our own capital. The steep and dirty unpaved street up the hill leads to

PERA, which is situated immediately above Galata, and stretches for more than two miles along the summit of a lofty hill. Pera has long been appropriated for the residence of the corps diplomatiques from the different nations of Europe, who have each of them a palace here. It is also the residence of the most wealthy merchants, who,

however, have not done much to render it a habitable place.

Pera is well supplied with shops where the traveller can procure anything he may require. Among those which can be well recommended are George Laurie, English tailor, in the Grande Rue, Pera. This leading establishment has an extended reputation throughout the Levant. Tomkin's British Warehouse, and I. Marengo's Drapery Establishment, are well supplied with English goods. There are several booksellers, and some first-rate Photographic establishments in Pera. The visitor can supply himself at several shops with excellent views of the Bosphorus and the environs of the capital.

The following brief catalogue of the sights of the capital, and directions how they may be most comically seen in point of time, will be of assistance to tourists.

The first thing will be to hire a valet-de-place, interpreter, or dragoman. The Agents for the different Steam Companies, and the Hotel keepers, can always recommend honest and intelligent interpreters. As the seraglio, the principal mosques and bazaars, are situated in the city of Constantinople, the traveller must descend the hill from Pera to Galata, and thence over the bridge of boats across the Golden Horn to Stamboul. The scene on this bridge defies description, from the strange combination of magnificent views with the extraordinary oriental crowd passing over the bridge jumbled together, and forming a wondrous kaleidoscope, as bewildering as it is novel and attractive.

MONDAY.—As there is nothing especially to be seen on this day, travellers can visit the Bazaars, Hippodrome, ascend the tower of the Serasker, or ride on horseback round the walls of the city. In the latter case they may procure good horses and carriages in Pera, or they can obtain horses at the extremities of the bridges; they should ride to the Mosque of Eyoub, and visit its fine tombs, taking care not to attempt to enter the Mosque, which is of such superior sanctity in the eyes of the Mussulman population, as to close it against Christians. The view of the Golden Horn from the Hill above Eyoub, is extremely beautiful. After this, the excursion round the city walls, as the seven Towers is very interesting, and near the latter the Greek Church of Buyuklee is worthy of a visit. The ride through Stamboul from the seven Towers is dull.

TUESDAY.—Admittance to the old Seraglio, the Mint, and the Ancient Costumes of the Janissaries, can only be had through application to the Legations, and it should be made a day or two previous to the intended visit. Permission can be obtained through the same source, for St. Sophia and the other Mosques. Access to the 1001 columns and similar places, is obtained at their entrance by means of the *open seasons* of the East, *Backsheesh* (fee.) The Firman or permit costs nothing, but the expense of the visit costs 800 to 1000 piastres, according to the number of places visited. Parties can generally be made up at the

principal hotels on applying to the proprietor, thereby lessening the individual expense. On visiting St. Sophia, and other places of a similar description, the visitor must take off his boots and walk in slippers, which he ought to bring with him.

WEDNESDAY.—The Bosphorus is the chief point of attraction of Constantinople. It is best seen in an excursion up it in a calque; a good one with three pair of oars will hold four persons comfortably, and will row to Buyukderé in favourable weather, in two and a half to three hours. In a larger boat, such as an Island calque, a party of travellers may go into the Black Sea as far as the Cyenian Rocks. Returning, they may land at the Sultan's Valley, (Unkiar Skelessi) on the Asiatic shore, drive up in an ox-carriage, ride on horseback, or make a foot excursion to the summit of the Giant's Mountain, whence there is a splendid view of the Black Sea and Bosphorus. At Therapia and Buyukderé there are excellent Hotels. At the first named the Hotel d'Angleterre, and at the latter, Lapiere's, where the traveller is recommended to pass a night, returning by steamer (leaving every hour) in the morning.

THURSDAY.—After an early breakfast, travellers may cross over to Scutari in a steamer from the bridge, or take a calque with two pair of oars at Tophané. At the wharf where they land they will find Arabas (carriages) and horses for an excursion through a part of the great Turkish Cemetery to the summit of Bulgarlu, whence is a magnificent view of Constantinople. At one o'clock the Buffayee Howling Dervishes hold a service in their convent, which is very desirable to see. A walk to the Great Barracks of the Sultan Selim affords a view of its vicinity. These Barracks are interesting from their connection with the name of Florence Nightingale, who superintended the Hospital, to which purpose the building was appropriated during the Crimean War. Immediately adjoining the Barracks the English Military Cemetery is situated, where upwards of 8000 of our countrymen are interred. Baron Marschetti's memorial column is worthy of inspection.

FRIDAY.—The Sultan, as Caliph Imaum of the Mussulman world, attends Mosque at noonday. Information respecting the Mosque which his Majesty deigns visiting, can be procured in the morning of the guard at Tophané. After witnessing the passage of the Cortège which accompanies the Sultan, a visit may be made to the neighbourhood of the Heavenly Waters (*Gout Sea*) of Asia, where generally from 1st July to 30th October, there is a large concourse of Mussulman visitors of both sexes.

SATURDAY.—The Traveller can go by the steamer of the previous evening to the Princess Islands in the Sea of Marmora, delightful spots, frequented in summer by the elite of Pera society. At Halki the best Hotel is the Hotel d'Orient, and at the neighbouring island, Prinkipo Geacomia is good although dear. The college at Halki, and the grave of Sir E. Baiton, the first English Ambassador, adjacent to it, are both entire. The Monasteries at Prinkipo are also interesting.

SCRAGLIO.—On the eastern promontory stands the palace and gardens of the Scraglio, which cover one of the seven hills. The imperial palace is enclosed with lofty walls, and the whole space is covered with suites of apartments, mosques, baths, gardens, and cypress groves. So many glittering domes, rearing their lofty heads above the verdant foliage and painted terraces, produce at a distance a very beautiful effect, which, however, is entirely lost upon a nearer inspection, for they are huddled together without symmetry or order. The principal entrance is on the west, through the Babahoomajan, or Sublime Porte, which is built of marble, and has a very heavy appearance. Within is the first court, which contains the Mint and the Vizier's divan: opposite is the Baba Salem, or gate of Health, which leads to the second court, where is the Audience chamber, in which Foreign Ambassadors were received by the Sultan in person. In this chamber is the Throne, which resembles a large four-post bed. The gate which terminates the second court is called Baba-Saadi, or the gate of Happiness, through which no stranger is allowed to pass. The furniture of the Palace consisted chiefly of the sofas spread round the room, the carpets, and the mirrors. The walls were wainscoted with jasper, veneered ivory, and mother-of-pearl, and the hangings were of silk and cloth of gold, with fringes strung with pearls and inferior jewels.

THE MOSQUES.—There are fourteen imperial mosques; sixty ordinary mosques, varying in size and beauty; and two hundred and more inferior mosques and mesadgrs; which latter are only distinguished as being places of worship, by having little minarets or towers contiguous to them. Of the mosques, the first place, both for magnificence and elegance of architecture, is due to the church of Santa Sophia, situated near the principal gate of the Scraglio. It was built by Constantine. Among the numerous pillars which adorn this mosque, are six of green jasper, which once supported the roof of the Temple of Diana at Ephesus; and eight of porphyry, that had been placed by Aurelian in the Temple of the Sun at Rome, but were removed hither by Constantine. The visitor should ascend the stairs and go up to the gallery, whence the view is exceedingly fine. The immense size of the building—the stupendous concave of the dome—the magnificence of the columns and varieties of marbles—the singular manner in which it is illuminated with globes of crystal and lamps of coloured glass, and ornamented with ostrich eggs, &c., produce a striking effect. On looking down, and observing the number of believers at prayers, kneeling in rows across the body of the mosque, with their faces towards Mecca, who are constantly bending up and down, touching the ground with their foreheads, and springing up again on their heels, the impression is by no means favourable to a European's gravity, however grave may be the effect on the Musselman. The most handsome mosque, after Saint Sophia, are, that of Mahomet II, which crowns one of the Seven hills, and stands upon the site of the celebrated church of the Apostles; that of Achmet I., constructed 610, at an enormous expense, and

has six minarets of great height and beauty; that of Bajazet, in which are twenty columns of remarkable size and value; viz. ten of verd-antique, four of jasper, and six of Egyptian granite; that of Solyman II, which is esteemed of superior symmetry and elegance. The mosque of Laleli, or the Tulip, is small, but very elegant, and was built by Sultan Mahmoud in 1753. It is wainscoted with veneered marble, and has two large embroidered tablets on which are represented the cities of Mecca and Medina. Every mosque has, in general, a large area in front, surrounded by a lofty colonnade of marble, with gates of wrought brass, and in the centre a fountain of polished marble. Adjoining to each is the sepulchral chapel of its founder, where his remains are deposited. Some of these tombs where the sultans, viziers, and great personages repose, are exceedingly pretty. In looking through the grated windows of these, the coffins, surmounted by shawls and turbans, and slightly elevated from the floor, with little lamps continually burning, and immense wax torches lighted on particular occasions, strike the eye with peculiar effect. The tomb of Sultan Mahmoud is a beautiful building, entirely composed of white marble, and only recently erected. The room is like a large saloon, well fitted up and carpeted; in the middle of the coffin or catafalque, surrounded by railings of mother-of-pearl, and covered with red velvet richly embroidered in gold. Four magnificent cashmeres are laid on the coffin, and generally there are crowds of women there at their prayers, with their yachmaks lightly folded, and only their eyes visible. A number of Turks in various costumes are also to be seen at prayers on their carpets. This is the most handsome tomb in Stamboul.

THE MINARETS form one of the most pleasing striking features in the architecture of Constantinople. Nothing, indeed, can surpass the effect produced on the nights of illumination at the Turkish capital, when long strings of lamps are hung in festoons from one to the other of these slender lofty towers. Near the summit of these minarets there is a little gallery, from which, at the five appointed seasons in the four-and-twenty hours, the Muezzin calls the Mahometans to prayer. Some of the grand mosques have two, others four, and one has even six of these minarets.

FOUNTAINS.—After the mosques, the public fountains are among the chief ornaments of this remarkable city. Some of these, indeed, with their marble fronts, elaborate arabesque ornaments, and Chinese-like roofs, are most beautiful objects. Their number is extraordinary. They meet you whichever way you direct your walk; they stand by every mosque—for before a Turk prostrates himself in prayer he must perform his ablutions. The water required to supply these fountains is immense, and is brought from artificial lakes near the forest of Belgrade, about twelve miles from the city. It is conveyed by means of subterranean aqueducts, and souterasi, or hydraulic pyramids, which latter are placed at regular distances, and ingeniously contrived to overcome the inequalities of surface presented by the country.

SLAVE MARKETS.—There is now no regular slave market in Constantinople. The fair Circassians and Georgians reside in the houses of the merchant to whom they are regularly consigned by their friends, and of these it is impossible for a Frank to obtain a glimpse, for the usual privacy of the harem is granted to them. The chief depot of the blacks is in a large court-yard attached to the mosque of Suleyman; while that of the white Circassian and Georgian girls is situated in the narrow streets facing the Mosque of Tophana.

THE BAZAARS, where all the business of Constantinople is transacted, are very extensive and numerous, and essentially Oriental in appearance. They consist of lofty cloisters or corridors, built of stone, and lighted by domes, which are admirably adapted for the climate, and in summer afford a pleasant retreat. Every trade has its particular quarter; and each dealer has a small shop in front, with a room behind for his wares. In one street nothing is to be seen but arms of different kinds; another is filled with jewels, diamonds and precious stones; some are lined with India stuffs, cashmeres, with brocade of silver and gold, &c., while numbers of streets are occupied by shoe makers, furrers, pipe makers, cooks, or confectioners, each being confined to a distinct district. The different trades are also appropriated to different nations, and each has the proper custom of his respective country. The Turks with their immense rolled turbans; the Persians with their high sheep-skin conical caps, and every other variety of head-dress. Then the passengers in every Oriental costume—Turks, Albanians, Egyptians, Circassians, merchants, sheikhs, dervishes, slaves, and water-sellers, &c.—give such a motley, yet picturesque appearance to these Bazaars, that they afford a constant source of amusement to the European. No spot in the world can boast of such an accumulation of valuable merchandise as the great Bazaars of Constantinople. They are perfect thorough-fares for horses, as well as for foot passengers. Not the least singular attraction are a number of Turkish women continually thronging these bazaars, in their feridjeh, or folding mantles, peeping through their yachmac, or veil, at the sight of a European.

DANCING DERVISHES—The Mevlees or (Dancing Dervishes,) have service in their Convent at Cassim Pasha every Sunday at 2 o'Clock. There are about twenty performers, with high, round, felt caps, and brown mantles. At a given signal they all fall flat on their faces, and rise and walk slowly round and round with their arms folded, bowing and turning slowly several times. They then cast off their mantles and appear in a species of long, full, bell-shaped petticoats, and jackets; their feet bare, and one after the other begin to spin; revolving, dancing or turning, for fifteen minutes with extraordinary velocity. It is a ludicrous exhibition, and excites feelings of ridicule and contempt. Moreover, instead of the Dervishes having that pious and devout appearance the monks of La Trappe and other orders have—inspiring a certain degree of respect, these religious dancers have a sly, cunning, repulsive look, peculiarly disgusting to

Europeans; and in fact, they are in very bad repute among the Frank population of Constantinople.

A HAN OR KHAN is a square surrounded by buildings with galleries all round, a tree or two in the middle, and a fountain or coffee-house in the corner. There are nearly two hundred of these places in Constantinople for the accommodation of merchants arriving by caravans. No charge is made for their use; but the rooms are entirely unfurnished, so that the occupier must bring his mattress, his little carpet, and such humble articles of cookery as he may require.

EXCURSION TO THE BOSPHORUS.—Every visitor from England will, no doubt, enjoy a sail up this celebrated strait, in one of the pretty little caïques, rowed by a couple of stout Turks. These men row very well and the trip is exceedingly pleasant. Or the excursion may be performed by the steamer. No voyager or artist has yet done justice to the beautiful scenery of the Bosphorus. The rounded outlines of the hills, the light rich green of the vegetation, the luxuriance of tree and flower and herbage, resemble the banks of Killarney or Windermere. For thirteen miles, the waters escaping from the Black Sea, now compressed by swelling hillocks to a breadth of little more than a mile, then expanding into sheets of four times that space across from shore to shore, gush along in a flood of dark blue, like the Rhone as it issues from the lake of Geneva, till they mingle with the sea of Marmora, passing in their course by a succession of wood and dale, ravine and hill side covered with the most profuse carpeting of leaf and blade, while kiosks and pleasure grounds, bastions and loopholed curtains, gay gardens, villas, mosques, and noble mansions, stud the banks in unbroken lines, from the very foot of the forts which command the entrance up to the crowning glory of the scene, where the Imperial city of Constantine, rises in many coloured terraces from the verge of the golden horn. The hills strike abruptly upwards to a height varying from 200 to 600 feet, and are bounded at the foot by a line of quays, which run along the European side from Pera to Buyukderé, about five miles from the Black Sea almost uninterruptedly. These quays are very numerous on the Asiatic side also. The villages by the water side are so close together, that Pera may be said to extend from Tophana to the forts beyond Buyukdera. All along the water's edge there are a succession of villas and palaces, and small kiosks, which remind the traveller of an Italian lake—Como or Orta. There are several palaces belonging to the Sultan, situated on such eminences as one sees on the Rhine or the Moselle, wherever a beautiful view is to be commanded. In the absence of all artistic impressions, the Turks are great admirers of nature. Fields and forests, blue water and skies, sunny air and bright flower gardens, are the great sources of their happiness. The state of listless dreaming into which the contemplation of these objects throws them they call *kef*. These little kiosks, dedicated to the idliest inactivity of mind and body, are perched about the hills of the Bosphorus, and there the Turk dreams away his leisure time, drinking

in the bright and lovely prospect around him, with only the bubbling of the Narghile to assist rather than intrude upon his contemplation.

The kiosks and residences of the Pashas, the retreats of opulence, line these favoured shores, and these dwellings succeed each other quite as numerous as the houses on the road from Hyde Park corner to Hammersmith, and at places such as Therapia and Buyukderé, they are dense enough to form large villages, provided with hotels, shops, cafés, and lodging-houses. The waters abound in fish, and droves of porpoises and dolphins disport in myriads on the surface of the Bosphorus, splashing and playing about in the plenitude of their strength and security, till a sword fish takes a dig at them, and sets them off curvetting and snorting like sea-horses. The shores of the Bosphorus are enlivened by the innumerable wicked-looking, felucca-rigged craft, darting by in all directions, and manned by wild, swarthy looking men, reminding one of Greek pirates, &c.

The prettiest spot to land at is a little village on the Asiatic side of the stream, above Therapia and Buyukderé, at the bend of the Bosphorus. From the summit of the hill above this village there is a fine view of the opposite or European shores of the Bosphorus, and even of the Black Sea, whence

“This grand sight, from off the Giant's Grave,
To watch the progress of those rolling seas
Between the Bosphorus, as they lash and lave
Europe and Asia.”

The return to Constantinople down the Bosphorus is delightful, going with the stream, and keeping close to the Asiatic side—glowing with all the purple glories of an Eastern sunset—the prospect is most enchanting the whole distance, until you turn round the angle of the Golden Horn, and reach the landing place of Tophana.

Broussa, or Prusa.—HOTELS:

HOTEL D'OLYMPÉ, well situated and comfortable. **STUBS**, clean, comfortable, and moderate.

This city is brought into easy reach of all travellers to the East, by the establishment of a line of steamers from Stamboul, which make the trip in about six hours to Moudania, (its port,) where horses and arabas are always to be had, with which they arrive here the same evening.—Broussa is as celebrated for the beauty of its position, at the foot of Mount Olympus, as it has always been famous for its hot sulphur and chalybeate baths, which are much resorted to by the natives and residents at Stamboul, but have not yet attracted sufficient attention in England. The invalid will here find three Hotels where every comfort may be had, and especially in that lately erected close to the

baths, in a most picturesque locality, occupied by Mon. Michel, who was for five years *chef de cuisine* in one of the Peninsular and Oriental Company's Steamers from Suez. An English Physician, Dr. Temple, is now resident here. Besides excursions up the mountain, there is much in the town of great interest in the study of Oriental life in all its freshness. The traveller should always bring sovereigns with him, as it is the coin most in repute, and generally commands a small premium.

Scutari.—It is a mile and a half across the Bosphorus from Galata to Scutari, which is situated on a sloping ground, and has a very picturesque appearance, from the mixture of trees, houses, mosques, and minarets, and is the most Oriental part of Constantinople. It usually serves as a rendezvous and an emporium to the caravans of Asia. The barracks used as the English military hospital during the Crimean war, the scene of Miss Nightingale's memorable labours, in ministering to our sick and wounded soldiers, is situated at Scutari and is well deserving of a visit. Steamers cross the Bosphorus every hour to Scutari and Kadikion. Scutari contains very extensive burying grounds, which are the handsomest in Turkey. These cemeteries extend for miles on the East and South of the town, towards the sea. Above these is the hill of Bulgartu, from which there is the finest panorama of Constantinople. Far as the eye can reach over the ridge of hills rolls the Black Sea; Therapia and Buyukdere on the Bosphorus; the castles of Europe and Asia, the Golden Horn, Pera, Galata, and Stamboul, all in one beautiful encircling panorama.

Adrianople.—The first European capital of the Turkish Empire, standing at the confluence of the Arda and Tunsha, with the Hebrus. It was built by the Emperor Hadrian. The principal object worthy of notice are—the Mosque of Selim, and the Bazaar of Ali Pasha. It is about 20 hours distant from Constantinople, and about 95 English miles from Philippoli. There is a Khan here.

Philippoli.—A town in European Turkey, situated on a small island formed by the Maritza. It contains a Mosque and a Bazaar. The town was nearly destroyed by an earthquake in 1818, at which time it contained a population of 30,000. Distance from Belgrade, about 65 hours; from Adrianople, 95 English miles.

Sophia.—A town in European Turkey situated on a beautiful plain on the Ixa, and surrounded with mountains. Travellers can find good accommodation here; and there are some hot baths celebrated for their medicinal properties. Distance from Philippoli, 26 hours.

ALGERIA.

Pop. for 1862—3,062,124. This comprises 33,444 Europeans, who have immigrated.

The French territory in Africa, denominated Algeria, extends along the Northern coast of the continent from Tarbaque on the East, to Milonia on the west, the Atlas mountains traversing the country in two principal chains, of which the greater, separating the cultivated regions from the boundless waste of Sahara, forms the natural limit of the country; the French have, however, now established two stations in the desert—Biskra and El Agouat. Several passes, abounding in scenery of majestic grandeur, exist in both the chains, the finest of which are the Teniah de Mousaiah, the Biban, and the El Kantara. Many rivers take their rise in the Atlas, but they are all too shallow and rapid for any purposes of inland navigation; the Cheliff is the most considerable, it rises at the foot of Mount Ouenneseria, and after a course of about 300 miles, falls into the Mediterranean, at Kol-Mita. The mineral wealth of the Mountains of Algeria is very great, copper especially exists in abundance. The native population, which may amount to 3,000,000, has been generally divided into four classes, viz:—the Kabyles, or Berbers; the Moors; the Arabs; and the Jews; the first may be considered as the original inhabitants of the country, and tradition describes them as the descendants of some of those nations who fled before the victorious Israelites; a portion of their territory in the province of Constantine, with a few miles of sea-coast near Bougie, is still independent, and is the only portion of Algeria which is now a closed country to the traveller. The Moors are descended from the ancient inhabitants of Mauritania; their complexions are lighter, and features fuller, than those of the Arabs, who are the descendants of that race of Mahometan warriors who conquered Mauritania, and their countenances to this day attest their Asiatic origin; many live in fixed abodes, but a still greater number are migratory, and are called Bedouins. The Jews are chiefly descended from those who, at different times, were driven out of Spain they live entirely in the towns, and are devoted to trade; they are intelligent but bear a very bad character for integrity; many here, as elsewhere, have acquired great wealth; their women are deservedly celebrated for their beauty and rich dresses.

The European civil population can hardly exceed 70,000; it is composed of French, Spaniards, Germans, Italians, and Maltese. The army consists of about 80,000. Algeria is about 700 miles in length, and from 100 to 150 in breadth. It costs the French £1,000,000 sterling annually.

Algeria has submitted to many masters; part of it formed the ancient kingdom of Numidia, and after the Romans, it successively acknowledged the sway of Vandal, Byzantine, and Arab, the latter yielding before the victorious arms of the Ottoman Empire, of which it was declared a regency, and remained so until the French Conquest: Oran however, for a short time owned the sway of Spain.

HISTORICAL SKETCH OF THE FRENCH CONQUEST.

After the European peace of 1815, M. Duval was named Consul-General at Algiers; he was born in the East, and understood the oriental languages, and the manners and customs of the inhabitants, but his policy was marked by great weakness, and he inspired none with confidence or respect. He consented, without making any objections, that the annual tribute paid by the African Company, established by treaty for the purposes of trade, should be raised from £24,000 to £80,000; and he also agreed that France should raise no forts or batteries around her factories—a privilege she had always reserved in her ancient treaties. Hussein Dey succeeded to the government in 1819, and was so emboldened by the repeated concessions of the French Consul-General, that he openly announced his intention, when a favourable opportunity occurred, of abolishing the African Company, and destroying its establishments. His conduct soon brought about a very hostile feeling, on the part of the French government, towards his own, which was much in-

creased by a dispute relative to a debt due from France to the house of Baori and Busnach of Algiers, which house was itself a debtor to the government of the regency. The final rupture, however, took place in 1827, when the Consul-General went to congratulate the Dey on the eve of the Bayram; a discussion having arisen, Hussein struck the Consul with his fan: the news of this outrage was received with the greatest indignation in Paris, and on the 5th of June, 1827, the Minister announced that a squadron had sailed from Toulon to demand satisfaction for the insult offered to the representative of France. This squadron was composed of a ship of the line, five frigates, two brigs, and some smaller craft—in all, thirteen sail; on the arrival of this force, the Consul and all French subjects embarked, and through the medium of the Sardinian Consul-General the following demand was made by the Commodore: 1.—The chief officers of the regency, with the exception of the Dey, will proceed on board the flag-ship, and make apologies

for that Prince to the French Consul. 2.—At a given signal, the French flag will be hoisted at the Ca-bah, and at the surrounding forts, and saluted with 101 guns. 3.—The property of French subjects embarked on board an enemy's ship is not to be seized. 4.—No vessels hoisting the French flag are to be visited by the Algerine corsairs. 5.—The Dey, by a special treaty, will execute, as far as his dominions are concerned, all conventions concluded between France and the Sublime Porte. 6.—The subjects of the following states are to be treated as French:—Tuscany, Lucca, and the Papal States. The Dey would not listen to these terms, and in his answer alluded to various violations of treaty on the part of France. A blockade then commenced, and the squadron was reinforced by three vessels of the line, and an Admiral appointed to the command. This state of things lasted till July 1829 when an incident occurred which sealed the conquest of the regency. The "Provence" ship of the line, and the brig "Alerte," hoisted signals demanding a parley, and anchored in the harbour of Algiers; the Admiral, accompanied by his secretary, an interpreter, some officers, and a guard of honour went ashore, and made arrangements with the minister of marine and foreign affairs for being presented to the Dey the following morning. Two interviews took place, and no satisfactory arrangements were concluded; in a few days they embarked, and sailed out of the harbour, the flags denoting parley still flying, consequently forbidding a resumption of hostilities, during which time they were repeatedly fired at by the town and fort batteries. This event decided the French government to take more energetic measures than had hitherto been adopted; and Charles X., at this time, becoming from day to day more unstable on his throne, welcomed heartily this unsettled state of Algerine affairs, and desired, through that channel, to turn the minds of his people from political questions at home to schemes of conquest abroad: the mass of the nation, however, doubted the policy of the expedition; with the army alone it was popular. Early in the year 1830, the principal dockyards of France equipped 11 sail of the line, 24 frigates, 7 corvettes, 27 brigs, 7 steamers, in all about 100 sail, which fleet was destined to carry over 37,000 men to the shores of Africa, besides which, many merchant ships were chartered to carry over military stores. The army was commanded by General de Bourmont, and the fleet by Admiral Duperré; the troops disembarked at *Idi Feruch*, about 13 miles west of Algiers, and after a hard-fought battle at *Stououli*, and the capture of the forts around the town, Algiers unconditionally surrendered; thus terminated the reign of Hussein, and the Turkish domination in Algeria. A war of nearly 20 years' duration has left France almost the undisputed master of the country; for since the surrender of Abd-el-Kader, the war against the natives has been confined to small expeditions for the punishment of a few refractory tribes. That extraordinary chief, who surrendered himself to France in 1847, was born in an encampment near Mascara, in the year 1806: his father took him to Mecca at the early age

of eight; and shewing great quickness of perception during his youth, much pains were bestowed on his education. Mohhy-ed-Din, his father, it appears, conceived the possibility of establishing an Arabian dynasty in Algeria, and such ideas were instilled into the mind of the young Abd-el-Kader; their discourses, however, on this subject, acquired too much publicity, and awakened the suspicions of the Bey of Oran, who arrested both father and son; but they were soon set at liberty on condition of quitting the country; they returned to Mecca, proceeding by land to Tunis, and from thence by sea to Alexandria; from Mecca they visited Bagdad, and in 1828 they returned home, to which step no opposition was made. They apparently renounced politics, leading a most austere and moral life, and gaining the respect of all. The state of anarchy amongst the Arabs, which followed the conquest of Algiers, afforded an opportunity for the gratification of Abd-el-Kader's ambition; he rallied around him the tribes of his immediate neighbourhood, placed himself at their head, and excited them by his poems, in the name of the Prophet, to resist the invaders; he was stimulated in his efforts by promises of aid from the Emperor of Morocco. His descent from Mahomet, and a pretended vision, in which he represented himself as sitting on a splendid throne, giving judgment amongst the Arabs, tended in no small degree to strengthen his influence. At length, having collected considerable forces, he attacked the garrison of Oran, and for some time compelled the French to remain within their defences. Treaties of peace were, at different times, concluded with him; but the restlessness of the Arabs, and the encroaching spirit of the French soon caused them to be broken; places which, after the dissolution of the government of the regency, acquired an independence of their own under the authority of the Emir, fell one by one into the hands of the French; such was the case with Tlemcen, Mascara, Mostaganem, and some others. He was at last considerably harassed, and was continually obliged to take refuge in the desert—he was accompanied by a numerous force of cavalry, and inflicted great loss on the French by appearing where he was least expected, and cutting off supplies; he continued, however, to harass the French till the end of 1847, when, finding his resources entirely exhausted, he offered to surrender himself to General de Lamoricière, on condition of being allowed to reside at Mecca or Alexandria; Abd-el-Kader performed his part of the contract, but the French government detained this brave man a close prisoner till 1852, when he was released by the Prince President of the Republic, and Broussa was agreed upon as his future residence. Since his surrender no opposition of any importance has been made to the French, and their territory may now be defined as composed of the four ancient provinces of the Regency—Algiers, Titeri, Constantine, and Oran; that of Titeri has now been united to Algiers,

The GOVERNMENT is vested in the hands of a governor-general and commander-in-chief; the three provinces, viz., Algiers, Oran, and Con-

stantine, are each under the command of a general of division; the civil department in each is under a *préfet*; but, practically, he is quite subordinate to the military authority.

CONVENIENCES.—Three departures, by steamer weekly, from Marseilles. The voyage is accomplished in forty-eight hours; two to Oran; average length of voyage, three days; two to Philippeville, in the province of Constantine, forty-eight hours. Steamers from Algiers to Oran, once a week; from Oran to Gibraltar and Tangiers, once a month; from Algiers to Philippeville and Bona, three times a month; from Bona to Tunis, once a month. Diligences from Algiers to Blida, three times a day, in five hours; from Philippeville to Constantine, three times a week, in about twelve hours; from Blida to Medeah, through the beautiful Gorge of the Chiffa, daily, in fine weather in about five hours; but the traveller is recommended to ride, by the bridle-road leading over the lesser Atlas through the magnificent pass of the Teniah de Mousaiah. These are the only certain lines of diligences; but carriages go, when the state of the roads and the weather permit, from Oran to Tlemcen, and from Algiers to Aumale: all other journeys must be performed on horseback.

HINTS TO TRAVELLERS.—Before making any extended journey into the interior, the English traveller should, through his consul, obtain an interview with the *chef de bureau Arabe*, who will give him a circular letter to the authorities on his route, in order that he may be enabled to get horses at places where none are to be hired. If the traveller is a sportsman, by all means let him take a gun, also a rifle, if he can conveniently do so. Pistols are quite unnecessary for purposes of self-defence; the roads are nearly every where free from danger, and where it exists the local authorities will always grant an escort.

PASSPORTS.—The traveller's national passport is good for a year, if *visé* in London, the *visa* of French and Algerine police, which is *gratia*, being alone necessary. The regulations respecting passports are strictly enforced in all the seaport towns, but in the interior the passport is never asked for.

MONEY.—Same as in France.

CLIMATE.—The climate north of the Atlas much resembles that of the south of Spain, but more rain falls during the winter months; the heat, from June to September, is excessive; south of the Atlas a more tropical climate exists, and rain rarely falls. It is a healthy country to those who avoid excess in eating and drinking, who rise and retire to rest early, and who avoid sleeping in marshy localities.

A good map of the country has been made up from the government surveys, and published by authority; it may be obtained in Paris or Algiers.

A traveller may leave Marseilles, and be back in a fortnight, after having seen Algiers, Blida, and Medeah, and the stupendous Teniah de Mousaiah, perhaps the most beautiful part of the Atlas Mountains.

Algiers.—This town is now the annual resort of many English families, who find in Algiers its

southern shore an equable temperature, the thermometer showing an average of 60 degrees Fahrenheit in the house, a clear and an elastic atmosphere, and a sunny sky, the effect of which upon the weakly and consumptive is to exhilarate; but it is more suitable to the earlier and inceptive state of pulmonary disease than to the later and more aggravated stage. The town is built on the slope of a hill, and has a magnificent appearance from the sea; its population exceeds 50,000. The lower part of the town is now laid out in the French style, in good streets, with arcades for foot passengers. The Place du Gouvernement is well planned, and on one side there is a very good statue to the memory of the late Duke of Orleans, who was a great benefactor to the city—he built the new grand mosque. The native quarters of the town are on the upper part of the hill, and must, of course, be visited; they abound in curious specimens of Moorish architecture, but the French are fast pulling them down. The court-yard of the governor-general's palace should be seen—permission is readily granted. The environs of Algiers are very picturesque; cabs and omnibuses ply in abundance all day. Algiers is a busy, cheerful town, and the variety of costume is exceedingly curious. The best dealer in Moorish curiosities and Algerian merchandise (Jewellery, &c.) is Mustapha Rayato, Place du Gouvernement, opposite to the New Mosque. His things are of the best quality. The mosques may always be entered, but you are expected to take your shoes off at the door. There is an excellent theatre, and a second has been built, destined for an Italian opera. Those who intend to winter in Algiers should leave England in October, and remain until the beginning or middle of May. The expense of the journey from London, first class, does not exceed £10 by way of Paris. The express leaves Paris at 7.45 p.m., due at Marseilles at noon the next day. The steamer of the Messageries Impériales leaves Marseilles for Algiers on Tuesdays, Thursdays, and Saturdays, at 2 p.m.; fare, 95 francs, including provisions.

HOTELS:—

L'ORIENT, Place du Gouvernement.

HOTEL DE LA REGENCE, Place du Gouvernement, good, but expensive.

HOTEL DE EUROPE, Place du Theatre, clean, comfortable and moderate; much frequented by English travellers.

Furnished apartments and furnished houses can be obtained in the town and suburbs. The most fashionable and healthiest locality is called Mustapha Supérieure, where houses can be hired from 250 francs and upwards, according to the size, the situation, and garden. Persons in delicate health should avoid the north-western suburbs (St. Eugene) which faces the north-east. Parties desiring information respecting apartments and houses should apply to Gaetan Zammit (British subject), Commissaire of the British Consular-General, Place de Chartres, who, for a tidying commission, will see that visitors are comfortably located.

ENGLISH CONSUL.—H. A. Churchill, Esq., C.B.

ENGLISH PHYSICIAN.—Thos. Cullaway, F.R.C.S.,
Maison Leinezin.

AN ENGLISH CHAPLAIN, appointed by the "Con-
tinental and Colonial Church Society," conducts
Divine Service during the Winter months in the
"Temple Protestants."

PHOTOGRAPHIC ARTIST.—Mons. Müller

Blida.—HOTEL DE LA REGENCE—good

A pretty town, of several thousand inhabitants,
at the foot of the lesser Atlas, thirty miles from
Algiers; the road from the capital crosses the beau-
tiful plain of the Metidja, and passes through the
flourishing French villages of Douera and Bouf-
farick. There is a bridle road equally good, but
rather longer, which passes several miles to the
eastward of Douera. The Gorge of the Chiffa
can be easily visited from Blida. To the magnif-
icent pass of the Teniah de Mousaliah is a ride of
eight hours. Riding horses and ladies' saddles can
be hired by the day or week, on reasonable terms.
A railway is now opened between Algiers & Blidah.
See about page 182-3.

Constantine.—HOTELS:—

HOTEL DE LA COLONIE.

HOTEL DE FRANCE.

HOTEL D'ORIENT.

The population is now about 37,000, chiefly
Arab. In the city itself there is little to see, but
its position on a precipitous rock is most singular;
it is the capital of the province. The easiest way
to reach Constantine from Algiers is to take the
steamer to Philippeville, and proceed from thence
by diligence. The land journey from Algiers oc-
cupies nine days, and the road passes through some
magnificent scenery; but there are too many dif-
ficulties to be encountered to recommend this route
at present, as the roads are frequently impassable;
the traveller is, consequently, obliged to retrace his
steps, and await a continuance of dry weather
before he can proceed. This state of things will
not last long, as the government employ large bo-
dies of the troops on the roads in all parts of the
country. The province of Constantine contains
many Roman remains, some of them in a high
state of preservation.

The road from Constantine to Guglina, (the
Oued Zinat) is very bad; it is scarcely passable
on mules, and should be avoided.

Medeah.—HOTEL:—

HOTEL DE FRANCE—tolerable.

A small but most beautifully situated town
in the lesser Atlas, several thousand feet above
the sea. There is outside the town an aqued-
uct of Roman construction, though little of the
original can be traced, owing to constant repairs.
The road to Blida rivals in beauty some of the
great passes of the Alps, with a more luxuriant
vegetation. The river Chiffa is crossed about ten
times; a good road is in course of construction.
At Medeah there are but two ladies' saddles, and
the charge for them is exorbitant.

Miliana.—HOTEL:—

HOTEL D'ISLY—clean, but dear, and the atten-
dance is bad.

A small town, fifty miles from Blida, and about
the same distance from Medeah. It is situated on

the slope of a mountain called by the Arabs the
Copper Mountain. From it there is a magnificent
view of the plain of the Cheliff, and the range of
the Great Atlas beyond. Lions are common in the
neighbourhood of Miliana.

Oran.—HOTELS:—

HOTEL MOUSSY—is good and comfortable

HOTEL DE FRANCE—good.

The capital of the province of that name. Pret-
tily situated on several hills, but an ugly town. The
harbour is six miles distant, and is called Mers-el-
Kebir (Arabic, Great Harbour.) The European
population of Oran is about 9000. English Consul
Charles Tulin, Esq.

A steamer leaves Oran for Algiers on the 15th
and 34th of each month, at 8 a.m., touching at
Mastaganem; fares, 1st class, 50f. 40c.; 2nd class,
33f. 60c. There is also a diligence leaves Oran for
Algiers every morning, fare, 5f. all parts of the
carriage, except the coupé, which is 85f. This,
however, is a long and fatiguing journey, very un-
interesting, as the country is flat until you get to
Millannah. There are frequent rivers to pass, with
miserable roads, between Relgiance and Millannah;
and only a heavy storm of rain will so enlarge the
rivers that, as there are no bridges, and only in two
places a ferry boat for the conveyance of passen-
gers, they are frequently obliged to remain all night
until the tide has fallen, either on the road or dil-
gence. The stations are Mastaganem, a nice town
on the sea coast, with a population of about 10,000.
It's more foreign in appearance than Oran, that is,
although the buildings are quite as modern and
European, there are a great many more Arabs.
The principal hotels and diligence offices are in
La Grande Place; every alternate day there are two
diligences leave for Relgiance, one at 11 a.m. and at
9 p.m.; the next day only one at 9 p.m. Relgiance
is a village containing nothing remarkable, but
every place has good barracks and plenty of mili-
tary. The diligence leaves Relgiance for Orleans-
ville, a small town of little interest to the traveller,
at 6 a.m., and Orleansville for Millannah at 4 a.m.
Millannah is beautifully situated, with fine moun-
tains in the back-ground, some of which are cover-
ed with snow. Most of the shops are kept by Arabs
or Jews. The diligence for Blidah leaves at 7 p.m.
The country between these places is picturesque.
Blidah, a small town about 30 miles from Algiers,
to which there is a railway conveyance three times
a day, viz., at 7 a.m., 12.30 p.m., and 5.30 p.m.,
arriving at Algiers at 8.35 a.m., 2.27 p.m., and 7.5
p.m.; fares, 1st class, 5f. 50c.; 2nd, 4f. 10c.; 3rd,
3f. The gorge of the Chiffa is a very magnificent
pass, resembling many parts of the Tyrol, only the
rivers in the Tyrol are rapid and clear; the Chiffa,
on the contrary, is generally muddy and dirty. It
lies between Blidah and Medeah; the road to Al-
giers is very beautiful and fertile.

Philippeville.—HOTELS:—

HOTEL DE FRANCE, very good.

HOTEL DE ORIENT

HOTEL DE LUXEMBOURG.

A very pretty healthy town where traveller
disembark for Constantine.

OVERLAND ROUTES TO INDIA.

The following Routes are extracted from BRADSHAW'S RAILWAY AND THROUGH ROUTES and OVERLAND GUIDE TO INDIA, TURKEY, EGYPT, CHINA, JAPAN, AUSTRALIA, and NEW ZEALAND, published annually, Price Five Shillings.

Travellers to India should provide themselves with copies of BRADSHAW'S THREE PRESIDENCIES OF THE INDIAN EMPIRE, each Presidency forming of itself a complete and separate Handbook, with Maps, Town Plans, Polymetrical Distance Tables, &c., neatly bound in Cloth, as follows:—BRADSHAW'S HAND-BOOK TO THE BENGAL PRESIDENCY, AND THE WESTERN PROVINCES OF INDIA, with splendid steel engraved Map of the Presidency, Price Ten Shillings. BRADSHAW'S HAND-BOOK TO THE MADRAS PRESIDENCY, with splendid steel engraved Map of the Presidency, Price Ten Shillings. BRADSHAW'S HAND-BOOK TO THE BOMBAY PRESIDENCY, AND THE NORTH WESTERN PROVINCES OF INDIA, with splendid steel engraved Map of the Presidency, Price Ten Shillings.

. The above form complete through Route and Descriptive Guides by Road, River, and Railway throughout the Presidencies of Bombay, Madras, Bengal, and the North Western Provinces,—containing, in addition, every information connected with the distances of Stations from Stations per Road, Railway, and River, Traveller's Bungalows, Territories, Civil, Military, and Naval Stations, Electric Telegraphs, Railways, Steam Navigation, Dawks, Tappal Stations, Post-Offices, Bazaars, Towns, Villages passed through, with a tersely condensed description of the Etymology, Superficial Contents, Physical Characteristics, Mountains, Rivers, Zoology, Commerce, Population, Manners, Revenue, Religion, History, and Antiquities of the Indian Territories, &c.

ROUTE via MARSEILLES.

For information respecting the Journey from London to Marseilles, *via* Paris, the hours of departure, modes of conveyance, cost, &c., see pages 44, 45, 46, and 47.

The railways have so considerably facilitated the performance of the journey from London to Marseilles, as to render it easy of accomplishment in a few hours. Thence travellers can proceed to Malta, Alexandria, and Constantinople, or to any of the intermediate ports, either rapidly *per* direct packets, or more leisurely *via* Italy, thereby visiting *en route* the most remarkable towns of that country—such as Genoa, Florence, Rome, Naples, &c.,—all of which will be found described in the GUIDE under the head of Italy, and the Routes laid down in "Bradshaw's Overland Guide to India."

The steam-ships of the "Administration des Services Maritimes des Messageries Impariales," Rue Notre-Dame-des-Victoires, convey the French

malls between Marseilles and the principal ports of the Mediterranean Sea. They average from 120 to 220 horse-power. For particulars in reference to Times and Fares, see alphabetical list of Steamers.

For notice of the different lines, *vis.*, the Italian, Levant, Greek, Egypt and Syrian, between Constantinople and Alexandria, and the various lines they correspond with, see alphabetical list of Steamers, pages 186 to 212, where the most ample information will be found recorded.

Passengers wishing to visit Genoa, Leghorn, Florence, Rome, Naples, and Messina, *en route* for Malta, or any destination beyond it, can embark in the packets of the line of Italy, leaving Marseilles every Thursday. They are privileged to stay at any of the intermediate stations, proceeding to their destination by subsequent packets, without a delay of four months. On re-embarking, they

are only entitled to such berths as are vacant when due notice of the departure is given at the company's office. The passage-money is always to be paid in advance, and in no case returned.

Passengers must strictly adhere to the printed regulations on board. They cannot have the exclusive occupation of a state-room, unless engaging all the berths therein. The tariff of luggage is given in pages of the *GUIDE* already referred to; and the following is the charge for *extra* luggage on board the packets, viz.:—10 frs. per 70 kilos. between Marseilles and Malta, and 25 frs. per 70 kilos. to any destination beyond Malta. Goods and merchandise are not admitted as luggage. **CARRIAGES** are charged as follows:—

Large size at 1½ fares of 1st class passages.
Small size (2 wheels) ditto. ditto.

In addition to the instructions given in reference to Passports, under the column of "General Instructions," at p. xxvii and xxxiii., the following tariff of charges will be found useful to the traveller:—French police *visé*, gratis; British, 2 frs. 80 c.; Italian, 4 frs.; Tuscan, 2 frs.; Roman, 3 frs. 50 c.; Neapolitan, 6 frs.; Greek, 1 fr. 50 c.; Russian, 6 frs.; Spanish, 5 frs. 50 c.; Dutch, 5 frs.; Belgian, 4 frs. 50 c.; Prussian, 4 frs.; Austrian, 3 frs. 90 c.; Swiss, 2 frs. 50 c.; Turkish, 2 frs. 50 c.; American, 10 frs. 50 c.; Danish, 5 frs.

NOTICE TO HOMEWARD TRAVELLERS RETURNING FROM INDIA.—The Steam communication between Kurrachee, Bushire, and Bassora, corresponding with the small steamers on the Tigris and the Euphrates, will convey the traveller to the different Overland Routes given in the "Overland Guide to India." The packets of the Marine Service of the "Messageries Nationales," on their return voyage from Alexandria, are accompanied by a Surgeon.

Few who have not explored Upper Egypt can conceive the deep interest appertaining to every feature of its historical character, or rightly analyse its territorial monuments and ruins.

ROUTE via TRIESTE.

GENERAL INSTRUCTIONS, &c.—BAGGAGE.—A recent regulation enables passengers for India, *vid* Trieste, who are encumbered with heavy baggage, to ship it at Southampton by one of the steamers leaving that port for Alexandria, but this must be done a fortnight in advance. By adopting this plan much trouble and annoyance will be saved and the Traveller need only take with him such portion of his baggage as he may require until his landing in

India, and the less he takes the better. Passengers returning from India should adopt a similar course, and leave the cumbersome portion of their baggage at Alexandria for shipment to Southampton. Much inconvenience, arising from delay, &c., will be avoided by parties forwarding keys of packages subject to duty, with the address of the owner, and the list and value of the contents, to 127, Leadenhall-street, London; or to Hickie, Borman, and Co., Oriental-place, Southampton. Personal baggage, when declared for transit at Ostend, can be forwarded to Trieste free of Custom-House examination. The same course is adopted in reference to baggage from Trieste, which need not be examined until arrival in London. It may be well to state that luggage declared for transit cannot be used until its arrival at its destination.

Passengers, on their arrival at Trieste from Alexandria, can have the extra quantity forwarded to England, &c., by giving the necessary instructions at Trieste. Two pounds per cwt. is the tariff to England, exclusive of Custom-House charges.

Passengers must not take sealed letters into Austria, such being contrary to the postal regulations of that country. Persons going to Trieste, *vid* Ostend and Vienna, are recommended to obtain a Foreign Office passport *visé* first by the Austrian Ambassador, and afterwards by the Belgian Consul, if *vid* Ostend. If there be different members of a family travelling together, their names can all be included in the one passport. (See pages xxxiii to xxxviii.)

MONEY.—Sovereigns, are the best to take from England. No paper money or Foreign coin, should be taken beyond the Austrian frontiers, as it will be refused.

Though we give, in connection with the furnished details of the various routes, the probable hours of arrival and departure of the different conveyances, yet we recommend, as a general course, that the tourist or traveller should refer himself to the Railway Time Tables and Alphabetical List of Steamers, to be found in their proper places in the Indian and Continental *GUIDE*, where he can accurately ascertain the exact hour.

We give the following *routes*, in order that the tourist may be enabled to choose such as he deems most worthy of his adoption.

ROUTES OUTWARD.

ROUTE 1.

London to Trieste, by Cologne, Dresden, and Vienna.—The distance is 1,507 miles, and the time

occupied five days sixteen hours. Fares: first class, £10 11s.; second class, £7 13s. 5d.; and third class, £5 13s. 10d. At Magdeburg the traveller can continue onward to Berlin, he can reach Vienna by rail, through Breslau, but the expense will be a little more than by the direct route.

ROUTE 2.

By Ostend, Cologne, Frankfurt, Ratisbon, the Danube, and Vienna, at the cost of £8 19s. 6d for first class, £6 10s. 2d. 2nd class, and £5 8s. 9d. 3rd class.

ROUTE 3.

By Mayence, Frankfurt, Ratisbon, Bruck, and Laibach.—London to Mayence, Railway and Steamboat, Mayence to Frankfurt by rail, Frankfurt to Ratisbon by rail, Ratisbon to Linz by steamer and diligence, Linz to Bruck by rail, Bruck to Laibach by rail, Laibach to Trieste by rail; Cost: 1st class, £7 16s. 8d.; 2nd class, £6 7s. 8d.; 3rd class, £6 3s.

ROUTE 4.

By Mannheim, Carlsruhe, Stuttgart, Augsburg, Munich, Salzburg, and Bruck.—Journey performed in 134½ hours. Cost: 1st class, £7 14s. 2d., 2nd class £6 3s. 6d.; 3rd class, £5 5s. 5d.

ROUTE 5.

By Ulm, Fussen, Innspruck, and Conegliano.—The journey is made in 142½ hours, at the cost of £6 11s. 8d. 1st class, and £5 9s. 10d. 2nd class.

ROUTE 6.

By Bale, Lucerne, Milan, Verona, and Venice. Cost: 1st class, £6 19s. 4d.; 2nd class, £5 8s. 10d. Time occupied, 127 hours.

ROUTE 7.

By Amiens, Paris, Geneva, and Milan. Cost: 1st class, £11 2s. 2d.; 2nd class, £9 4s. 8d. Time, 121 hours.

ROUTE 8.

By Hamburg, Berlin, Breslau, and Vienna. 1st class, £10 8s. 2d.; 2nd class, £7 9s. 3d.; 3rd class, £5 14s. 10d. Time occupied, 128½ hours.

Travellers anxious to enjoy the magnificent scenery between Vienna and Trieste, should proceed by the day train from Vienna to Gratz, where they should stop a short time and then proceed by day train to Adelsberg, to see the magnificent grotto close to the station.

ROUTES HOMEWARD.

ROUTE I.

Trieste to Venice, by steamer, in six hours. Venice to Milan by rail. Milan to Magenta, Novara,

and Arona by rail; Arona to Brieg and Martigny by diligence, over the Simplon; Martigny to Bouveret by rail, Bouveret to Geneva by steamer.

Milan to Como, by rail, in about two hours; thence by diligence to Lake of Lucerne, by the St. Gothard Pass, in 25 hours. Steamer in four hours down the Lake to Lucerne; thence to Bâle, by rail. From Bâle to Strasburg and Paris, by rail, in 12 hours.

ROUTE II.

Trieste, Vienna, Prague, Dresden, (to Berlin), Halle, and Cassel, by rail. Cassel to Frankfurt Mannheim, Nancy, and Paris—or Cassel to Hamm, Düsseldorf, and Aix-la-Chapelle, by rail—thence to London by rail and steamer.

At Cologne, Vienna, Berlin, and Breslau, the stations of the North and South Railways are at opposite ends of the town. The conveyance thereto and from, as the case may be, will cost, including toll on the bridge, 8 s. groshen. The station porter will be found useful to travellers, and his services can be secured for 6d.: for this trifle he will attend to the luggage, see it weighed, marked, and bring a ticket, which must be produced before the baggage will be given up on arrival at the station to which it is booked.

From Trieste, parties anxious to visit the Ionian Islands, Greece, Constantinople, Asia Minor, and Egypt, can do so at a comparatively small outlay. Travellers from Greece and the Ionian Islands are admitted to free *pratique*. Those from the Levant and Greece are accompanied by health officers, and the quarantine is performed on the voyage, so that passengers can now proceed on shore immediately on arrival at Trieste, provided the vessel has a clean bill of health. Tickets are available on all the lines for two months; and travellers may land at any port on the line, provided they inform the captain of their intention, and afterwards can proceed on by the Company's next vessel.

The departure of the Austrian Lloyd's *indirect* steamers to Alexandria, *via* Smyrna, takes place twice each month, in eleven days, at 4 p.m. To the Levant, every Thursday, at 4 p.m. To Greece, every Thursday, at 4 p.m. To Ancona, Brindisi, Ionian Islands, Patras, &c., across the Isthmus, to Athens and Syria, on every alternate Monday, at 4 p.m. To Dalmatia, on each Monday, at 4 p.m., excepting in the months from October to April, when the boat leaves every Monday, at 6 p.m. To Istria, on every Wednesday and Saturday, at 7 p.m. To Venice daily, at 6 a.m. From Trieste to Venice a first class return ticket may be had for £1 0s. 8d., and is valid for seven days.

Passengers embarking on board, or landing from the Austrian Lloyd's steamers, who require a boat

themselves must pay 2s.; several passengers on one boat, pay each 8d.; families, 4s.; and luggage—viz., trunks, boxes, mattresses, and portmanteaus, for each package, 2d.; hat-cases, carpet bags, &c., are free.

In Germany few travel 1st class, the 2nd being scarcely inferior to the English 1st class. In Belgium and Austria the 2nd class is pretty good; but travellers will exercise their own discretion in reference to this matter.

For further information see "General Instructions to Continental Travellers," pp. xxvii to xxxi.

Alexandria.—*Stat.*—**HOTELS:**—

ABBOT'S HOTEL is very good.

HOTEL DE L'EUROPE.—Good in every respect.

PENINSULAR AND ORIENTAL HOTEL, equally good.

HOTEL D'ANGLETERRE.—A very fair hotel and very reasonable. It often forms an acceptable refuge for overland passengers when the other hotels are full. The same may be said of two or three other hotels.

Alexandria, the ancient capital of Lower Egypt, situated on the Mediterranean, between the Lake Mæriotis and the Isle of Pharos. Few cities present more attractive features to the traveller than this. Its ruins, desolation, traditions, and departed glories, are alike worthy the student's consideration, who will find much to admire in its present appearance and position, as well as be delighted with the inspection of its antiquities. It is enclosed by walls of Saracenic structure, supposed to have been built by one of the successors of Saladin, in the 13th century. The original city was built by Alexander the Great, soon after the fall of Tyre, about 333 B.C., for a mighty purpose, and with a grand design, it realised the hopes of its founder, as, not long after its erection, it became the emporium, not only for merchandise, but also for all the arts and sciences of Greece. Strabo tells us that ancient Alexandria was 30 stadia in length from east to west, and 7 or 8 stadia even where narrowest. The circumference is 9 miles, but Pliny, including no doubt the suburbs, reckons it at 15 miles. Lake Mæriotis bathed the walls on the south, and the Mediterranean on the north. It was also intersected by straight parallel streets lengthways, and a free passage was left to the northern wind, which alone conveys coolness and salubrity into Egypt. At the gate near the sea, a street of 2,000 feet began and terminated at the Temple of Canopus. This street was decorated with magnificent houses, temples, and buildings. Along this extensive range the eye was never tired of gazing on its marble, the porphyry and obelisks which at some future day were destined to embellish Rome and Constantinople. The great street, the grandest in the world, was intersected by another of the same breadth, which formed a square of half a league in circumference at their junction. From the middle of this great place the two gates were to be seen at *coup d'œil*, as also vessels arriving and departing by full sail from the north and south. The Lake, which projected beyond the promontory of Lochras, occupied more than a quarter of the

city. Each of the Ptolomies added to its magnificence. It contained within its enclosure the Museum, an Asylum for learned men, groves, and buildings worthy of royal majesty, and a Temple, in which was deposited the body of Alexander in a gold coffin. This beautiful monument was violated by the infamous Seleucus Cibyofactus, who carried off the gold coffin, putting a glass one in its place. Alexandria also extended along the northern bank of the lake, and in its eastern view embraced the Gymnasium, with its portico of more than 600 feet long, supported by several rows of marble pillars. Without the gate of the Canopus there was a spacious circuit for chariot races, whilst beyond that the suburb of Nicopolis stretched along the sea shore, and seemed a second Alexandria. A superb amphitheatre was built there, with a race-ground for the celebration of the Quinquennialia. Such is the description left us of Alexandria by the ancients, but, above all, by Strabo.

The architect employed by Alexander in the construction of this city was the celebrated Dinocrates, who acquired such great reputation by building the Temple of Diana at Ephesus. Ptolemy Soter, one of Alexander's captains, was the first to render this city populous. He was appointed Governor of Egypt soon after the death of the Macedonian monarch, assumed the title of King, and made Alexandria the royal residence, A.C. 304 years. Ptolemy Philadelphus also added much to the embellishment and grandeur of Alexandria. In the first year of his reign, the celebrated watch-tower of Pharos was erected, which, when finished, was considered one of the wonders of the world. The tower was a large square structure of white marble, on the top of which fires were kept constantly burning, for the direction of sailors. The building cost, if Attic, 800 talents, or £165,000; if Alexandrian, twice that sum. A curious stratagem was resorted to by the architect of this tower to perpetuate his name in connection with it, and take all the glory to himself. Being ordered to engrave upon it the following inscription—"King Ptolemy, to the Gods the Saviours, for the benefit of Sailors"—instead of the king's name he substituted his own, and then, filling up the hollow of the marble with mortar, wrote upon it the above-mentioned inscription. In process of time, the mortar having fallen off, the following inscription appeared:—"Sostratus, the Cnidian, the son of Dexiphanus, to the Gods the Saviour of Sailors."

The Temple of Serapeum had within its verge the celebrated Alexandrian Library, containing 700,000 volumes. In collecting books for this library, the following plan was adopted, viz., to seize all those which were brought into Egypt by Greeks, or other foreigners. The books were transcribed by persons appointed for that purpose. The copies were then handed back to the proprietors, and the original laid up in the library. The works of Sophocles, Euripides, and Æschylus, were borrowed from the Athenians by Ptolemy Euergetus, who returned them the copies transcribed in as beautiful

a manner as possible, presenting them at the same time with £30,000 for the exchange.

This city, like all others of note in the early ages, was often the scene of terrible massacres. About 141 years before Christ, it was all but destroyed by Ptolemy Physcon. At this epoch nearly all the learned men fled to Greece, Asia Minor, and to the Islands of the Archipelago, where they revived learning, and the arts. From this period the fortunes of Alexandria were dimmed by feuds and scenes of carnage, until taken by Amron, who, astonished at the richness and grandeur of the city, wrote to the Caliph:—"I have taken the City of the West. It is of immense extent; I cannot describe to you how many houses it contains. There are 4,000 palaces, 4,000 baths, 12 000 dealers in fresh oil, 40,000 Jews who pay tribute, and 400 theatres, or places of amusement." From this period until the year 924 the city remained subject to the Caliphs, and then fell into the hands of the Magreblans. The chief thing which contributed to raise Alexandria to the pitch of extraordinary splendour which it enjoyed for so long a period, was its being the centre of commerce between the Eastern and Western world. And, though the revolutions which occurred in the government of Egypt, after it fell into the hands of the Mahometans, frequently affected this city to a very great extent, yet the excellence of its port, and the innumerable conveniences resulting from the East India trade to the different Governors of Egypt, preserved it from total destruction when in the hands of the most barbarous nations; and in the thirteenth century, when the European nations began to acquire a taste for the elegancies of life, the old mart of Alexandria again revived, and its port became celebrated once more as the centre of commerce. But its ancient greatness declined after 1499, when it became subject to the Turks, when a passage was discovered round the Cape of Good Hope by the Portuguese in that year. In the ruins of ancient Alexandria we behold a total wreck of vast grandeur, and the desolation which spreads around shows the utter fallacy of human greatness.

ALEXANDRIA MODERN.—The present city stands on a peninsula, situated between the two ports; and although a few years ago it presented little more than half-ruined houses and plies of rubbish, with the remains of a few magnificent edifices; still, at the present time, it is gradually assuming the appearance of a large populous city, many of its streets are wide, clean, and lined with rows of handsome houses. The present population is from 100 to 120,000. The commerce of Alexandria is still most extensive, as all the exports from and imports to Egypt pass through its port. The British and French Governments have Consuls at Alexandria, and there are several eminent British mercantile houses established there. There are also several wealthy Jewish merchants. The late extensive importation of cotton from Egypt has added considerable importance to Alexandria; as also the naval expeditions equipped there by the Pacha. It has two ports, viz: the old and the new one; the former of which is the best. The new one being clogged with sand; and in stormy

weather, vessels are subject to bilge: the bottom being rocky, the cable soon breaks, so that one vessel dashes against another, and many are lost. A fatal instance of this occurred many years ago, when forty-two vessels were dashed to pieces on the Mole, in a gale of wind from the north-west; since which numbers have been wrecked there.

The country about Alexandria is completely destitute of water, excepting that which is brought from the Nile by a canal of twelve leagues, every year, at the time of the inundation. Vaults and reservoirs are dug under the ancient city to receive the supply which must last until the next year. Some parts of the old wall are yet standing, and are flanked with large towers about 200 paces distant from the other; below are magnificent casements, which serve as galleries to walk in. The lower part of the towers contains a large square hall, the roof of which rests on thick columns of Thebes stone; and above this are several rooms, over which are platforms more than twenty paces square. These reservoirs are vaulted with much art; and though 2000 years have rolled by since their construction, they are still perfect. Only a few porphyry pillars and the front portico of Cæsar's palace remain; but they appear very beautiful. The palace of Cleopatra was built upon the walls facing the port, having a gallery on the outside supported by several fine columns. Not far from the palace are two obelisks, commonly called Cleopatra's Needles: they are of Thebes stone, and covered with hieroglyphics; one has been built over and lies completely buried; the other stands on its pedestal. One of these has been presented to the British government by the Egyptian government. These two obelisks are about sixty feet high by seven feet square, and it is supposed once decorated the palaces of the Ptolemies. Near the gates of Rosetta are five columns of marble, on the place formerly occupied by the porticos of the Gymnasium. The barbarism of the Turks has since destroyed the remainder of the colonnade. But the chief object of attention is Pompey's Pillar, situated about a quarter of a league from the southern gate: it is built of red granite: the capital, which is Corinthian with palm leaves, and not indented, is nine feet high; the shaft and upper member of the base are of one piece, of nearly ninety feet long, and nine feet in diameter. The base is a square of about fifteen feet on each side. This block of marble, sixty feet in circumference, rests on two layers of stones bound together with lead, but which has not prevented the Arabs from forcing out several stones to seek for imaginary treasure. The entire column, ninety-five feet high, is beautifully polished, but shivered a little at one side. Nothing can equal the majesty of this monument. Seen at a distance, it overtops the town, and serves as a signal for ships. The beauty of the capital, the height of the shaft, or the extraordinary simplicity of the pedestal excites unbounded admiration. The column was considered inaccessible until within the last half century, when, in a wild frolic, a party of English sailors, conceiving the project of emptying a barrel of punch on the top of it, scaled it by means of a rope. They dexterously availed themselves of the movements of a paper kite, by which they saw

ended in fastening a rope to the summit; and for this they ascended, and performed this great achievement. It has since been rendered more accessible. Dr. Madden mentions an English lady who breakfasted and wrote a letter on the top of it. Much research and fruitless study have been expended in attempting to discover in whose honour the pillar was erected. Denon on this subject expresses himself thus:—"After having observed that the column is very chaste both in style and execution; that the pedestal and capital are not formed of the same granite as the shaft; that their workmanship is heavy, and appears to be merely a rough caught, and that the foundations, made up of fragments, indicate a modern construction—it may be concluded this monument is not antique, and that it may have been erected either in the time of the Greek emperors or of the caliphs, since if the capital and pedestal are of sufficiently good workmanship to belong to the former of these periods, they are not so perfect but that art may have reached so far in the latter." The catacombs are also worth a visit. They begin at the extremity of the old city and extend some distance along the coast, forming the Necropolis, or City of the Dead. The excavation is from 30 to 40 feet wide, 200 feet long, and 25 feet deep, and is terminated by gentle inclivities at each end. One of these openings can be easily entered. Within there are no mummies; but the places which they occupied, and the order in which they were ranged, is still to be seen. Niches 6 inches square, sunk six feet horizontally, narrowed at the bottom, and separated from each other by partitions in the rock seven or eight inches thick, divides into checkers the two walls of this subterranean vault.

Alexandria was never considered formidable as a fortress; and in 1798, when Napoleon Buonaparte attacked it, it surrendered without a blow. The place where Sir Ralph Abercrombie fell is about four miles from the city, in the direction of Rosetta.

The Railway between Alexandria, Cairo, and Suez was opened. The distance is 130 miles to Cairo, and 90 miles from Cairo to Suez. It is the sole property of the government for the time being. The time occupied between Alexandria and Suez is about twelve hours when running through; but overland passengers usually stop a night at Cairo. For Fares and Departures, see page 182.

The engineers and drivers with the overland passengers are all English, under agreement between the Viceroy and the Peninsular and Oriental Co. Most of the others are Arabs. The road to Cairo was laid by Robert Stephenson, on iron sleepers, and is considered much smoother than any in Europe.

Passengers should take as few packages or articles with them on their route as possible, as they are solely responsible for such which should be kept under their own personal charge; but parties who intend stopping at Cairo are requested to give notice of their intention to the agents at Suez and Cairo, and deliver to both a list of their packages, but the necessary assistance may be given for the separation of their luggage. On landing from any

steamer, or embarking therein, First Class Passengers pay 1s., and Children and servants 6d. Parties are requested to embark only from the transit wharf.

Omnibuses are provided at the expense of the transit administration to and from the landing places and the hotel, and the hotel and railway at Alexandria. These conveyances will leave the hotels half an hour before the appointed time of starting.

MONEY.—Piastres, half-piastres, and khammas. A sovereign is worth 148 piastres current, 97½ Egyptian tariff; a shilling. 7½ current. Austrian dollars and zwansigers, and French 5fr. pieces, realize their full value.

Payments for transit fares, overweight of luggage, &c., must be made in English gold, Egyptian piastres, Spanish or Austrian dollars, napoleons or five-franc pieces, at the government rate of exchange (See Bradshaw's Overland Guide, page 96.) English bank notes will not be received. Passengers from India proceeding to Europe by the Austrian Lloyd's steamers, must separate their luggage from that of the booked-through passengers on its arrival at Alexandria, otherwise it will go on to Southampton.

The departure of the Austrian Lloyd's direct steamers from Alexandria for Trieste altogether depends on the arrivals of the mail packets at Suez. They generally leave for Trieste in a few hours after the arrival of the mails and passengers at Alexandria.

There are three lines of steamers to Syria and the Levant. Constantinople and the Black Sea! By the Russian steamers the fare from Egypt to Constantinople, touching at twelve places on the Syrian coast and in the Levant, is £16, the voyage occupying about 13 days. There are also Austrian and French boats, both of which have fixed times for sailing, while the Russian are uncertain.

English or Dutch subjects proceeding from India, China, or Java, *via* Trieste, to England or Holland, should obtain a passport from their respective Governments, and obtain the visés of the Austrian Consul, either at Bombay, Madras, Calcutta, Ceylon, China, Singapore, or Batavia, as the case may be.

ENGLISH CHURCH—There is a neat church in Alexandria, with a stated clergyman.

Boulac.—About one mile distant from Cairo, of which it is the port. Its appearance is not at all striking, as it possesses only one building worth notice—the palace of Ismael Pacha—a singular intermixture of Italian, Greek and Arabian architecture.

Cairo.—*Stat*—**HOTELS:**—

SHEPHEARD'S HOTEL.

HOTEL D'ORIENT.

HOTEL DES AMBASSADEURS.

RAILWAY HOTEL, near the Railway.

HOTEL DES PYRAMIDES.

HOTEL DU NIL.

HOTEL OLLIVIER.

At either of which information may be obtained respecting boat or caravan. Cairo may be fairly considered the point of departure for the Nile as

will as for the desert journey; the traveller will provide himself with a boat and all the necessaries for his voyage, better at Cairo than in Alexandria, besides saving the hire and expenses of his boat for at least half a month, the time employed between Alexandria and Cairo, with scarcely a single object of interest on that part of the voyage. Wines and provisions for the Nile or the desert will be as well provided in Cairo as in London. There is an Italian warehouse and biscuit bakery kept by Mr. Turnbull where the English traveller will find as great a variety of condiments as he can reasonably desire.

Cairo, the capital of Egypt, is situated in a plain at the foot of a mountain, in long. 32° E., lat. 30° N. It is entered by a pretty good road; and as approached, the city presents a very imposing appearance. Jawhar, a Moggrebin general, founded it in the middle of the tenth century, and named it "Alkahira," or the victorious. It soon became the residence of the Caliphs, and, consequently, the capital of that country. It is divided into the old and new cities. The new city is situated on a sandy plain, about 2½ miles from the old one, on the same side of the river. The citadel, rising above the lofty buildings, appears to issue forth from a grove of the richest foliage, and presents a most imposing appearance. The city should be viewed from it. The streets are narrow and unpaved, and the houses are gloomy. Each street has a gate, which is closed at nightfall. The number of inhabitants is about 300,000, though some travellers estimate it at 400,000. A canal, called Khalis, flows along the city from one end to the other, with houses on both sides. In its progress it forms very many small lakes, called *berks*, the principal of which lies in the great square near the castle. On its banks are built the most beautiful houses in the city, but, being dependent for its supply of water on the inundation of the Nile, it is dry for several months in the year, and covered with beautiful verdure. In the water season the barges and barks of the aristocracy may be seen constantly gliding up and down on its surface, especially in the evenings, when curious fireworks and a variety of music enliven the scene. Stone walls and handsome battlements, with very fine towers at every hundred paces, surround the modern city of Cairo, which is badly defended. The fortified palace, erected by Saladin in the 12th century, was the only place of defence in the city, and yet the Turks let it fall into ruin, until it was thoroughly repaired, not long since, by the Pacha. Guides and asses are in constant requisition to go up to it, passing on their way through the Bazaars, by the Mosque of Hassan, and through the gate memorable for the slaughter of the Mamelukes. Its principal apartment was a magnificent hall, environed with twelve columns of granite, of prodigious height and thickness, brought from the ruins of Alexandria. These sustained an open dome, under which Saladin distributed justice to his subjects. A magnificent view of the city, and above 20 miles along the Nile, including the ruins of Old Cairo, the suburb of Boulac, and Djah, site of Memphis, great Pyramids, Obelisk of Heliopolis,

ruins of Mataresh, Pyramids of Sakara, and the "Eternal Nile," is obtained from this palace. The Pacha does not now reside there, he having removed to a still more magnificent palace in the vicinity, which contains a pavilion 250 feet by 200 feet, each wall of which is adorned with colonnades of white marble. A Military College, and other institutions, have been founded lately, with the view and for the purpose of introducing European arts and improvements. In the city there are about 300 mosques, some of which have six minarets, and are adorned with beautiful granite columns, brought from Heliopolis and Memphis. The largest mosque is that of Azhar, standing in the centre of the city. The next in size is that of Sultan Hassan, the finest structure in modern Egypt, and extremely light and elegant. It is built in the form of a parallelogram, and has a deep frieze running round all the wall, adorned with Gothic and Arabesque sculpture. In the desert behind the citadel is an extensive Necropolis, in which there are many splendid tombs, including a magnificent one built by the Pacha for his family, adorned with five spacious domes. The Cemetery of the Mamelukes is the finest burial place in Egypt: it is not far from the city, and on the way of the Desert: the tombs present various forms, some of them being magnificent, having domes supported by finely carved transparent marble columns. At the distance of a mile, in another direction, are the tombs of the Caliphs: they are beautiful structures, being of the light and elegant style of the Saracenic architecture, and have some exquisitely worked domes and minarets. On the edge of the Desert, (which he was attempting to explore,) is Burkhardt's grave, under a small tombstone scarcely discernible. There are several Khaas and Caravanseries. These are in general several stories high, and are always full of people and merchandise, Cairo being the centre of the trade with the interior of Africa, and having caravans departing at intervals from it for Fezzan, Darfur, and other quarters.

Joseph's Well will also interest: it is situated in the fortified palace, and is said to have been made by King Mohammed 700 years ago, because the Egyptians attributed every thing to this remarkable character. The well is cut in a rock, and is 280 feet deep. The water is drawn to the top by means of oxen, placed on platforms at proper distances, which turn about the machine that raises it. Moors, Greeks, Turks, Jews and Copts constitute the population of this celebrated city, which contains 348 principal streets, 46 public squares, 11 bazaars, 148 schools, 300 public cisterns, 1,166 coffee houses, 65 public baths, 400 mosques, and one hospital for the mad and infirm. English hotels and lodging houses are established at Cairo. English medical men are also practising there.

OLD CAIRO.—Here we find very little to interest or amuse, except the Granaries of Joseph, which, as subject of special notice in the pages of Holy Writ, must deeply interest the Christian traveller.

It we also find a pretty church, used by the Christians and Copts, the latter being the original inhabitants of Egypt.

At Old Cairo there are two distinct and separate cemeteries for Roman Catholics and Protestants, both are in a very quiet situation, and very nicely kept, in the latter are several monuments to Indian officers, who have found a last resting-place here in their way home.

The apartment, called the Nileometer, built over against Old Cairo and above the river is worth notice: it admits the water, and a column, with lines at a distance of every inch, marks every two feet as far as thirty.

Should the traveller prolong his stay at Cairo for some days, and visit the Pyramids, he is recommended to take with him a guide and a supply of provisions and candles. In returning, he can visit the Isle of Rhoda and the Nileometer; Sakhara and the site of Memphis will require another day. The other objects worth seeing are the mosques, the Obelisks of Heliopolis (three hours ride), Shoubra, a palace of the Pacha (one hour's distance), Gardens of Rhoda, Petrified Forest, and the Tours Quarries. (See "Bradshaw's Overland Guide to India.")

Memphis, it will be remembered, was taken and sacked by Cambyzes, the Persian king; it was afterwards visited by Alexander the Great, previous to the foundation of Alexandria.

The final ruin of Memphis was accomplished by the Arabs, who used up its materials in building Old Cairo in 686.

Heliopolis, or the City of the Sun—the oldest perhaps in this land of antiquities—was a sort of sacerdotal and university town, where the illustrious Plato is said to have graduated. It consisted for the most part of temples and colleges. Nothing, however, of these now remain but a few isolated mounds, and one solitary obelisk said to have been erected by the Pharaoh mentioned in the history of Joseph.

ENGLISH CHURCH.—There is a stated clergyman in Cairo, and service is regularly held.

CAIRO TO SUZS.—By Railway. Suzs is not now the wretched place it was only a short time ago. English and French houses, offices, and warehouses have been erected in every direction, and the bazaars are assuming a respectable appearance. This is owing to the works for the Suzs Canal, and to the fresh water canal which has been carried to the town by the French, as well as the enormously increasing traffic of the Peninsular and Oriental Company overland.

HOTEL AT SUZS.—There is an excellent hotel kept by Mr. Schembrel, a Maltese, under the patronage of the Peninsular and Oriental Co. The wines, spirits, bottled ales, &c., are of first rate quality, supplied by the Company from their Steamers, and sold at about English prices.

THE RED SEA.—At the head of this sea lies Suzs. It is 1200 miles in length, and not more than 200 miles broad, in some parts not more than 30, being comparatively a long and narrow sea. The coral

reefs with which the channel bounds are very beautiful in appearance, though extremely dangerous to sailing vessels, but not so to steamers, which keep the middle of the sea.

The shores present scenes of desolation unparalleled on the face of nature. Neither verdure, grass, nor one green spot on which the eye could rest with pleasure can be seen. On the east side of the head of the Red Sea there is one opening, and only one, through which Mount Sinai may be seen. Overland passengers often mistake Catherine for Sinai.

Aden, a seaport of Arabia, called "The Gibraltar of the East." It was ceded to the East India Company after the unsuccessful treaty for Socotra, and has since been a scene of warfare. Here the steamer puts in for coal, during the shipping of which the voyagers have an opportunity of surveying the curious places about, and of refreshing themselves at the Hotel, where capital mutton and fruit are generally obtained. Leaving this station, they sail through the Straits of Babelmandel into the Indian Ocean.

Bombay is an island city and the seat of government for the Western part of India. It came into the hands of the English by the marriage of Charles II. with Catharine of Portugal, and was made over to the East India Company in 1688, at which time it became the seat of government of all their possessions on that side of Hindostan, which was previously at Surat. Bombay is now one of the three Presidencies by which our Oriental territories are governed. Its length from north to south is six and a half miles, and its breadth near the fort is about a mile and a half, separated from the mainland by an arm of the sea. In conjunction with the adjacent islands of Colaba, Salselte, Butcher's Island, Elephanta, and Carnjah, it has a commodious and well sheltered harbour. It contains a strong and capacious fortress, a city, dockyard, and marine arsenal. The best and finest merchant ships are built here of teak, which is brought from the neighbouring countries, being found more durable than the best English oak. The country in the vicinity is well wooded, but good water scarce; cocoa-nuts abound, and its markets are supplied with every delicacy.

The town of Bombay is nearly a mile in length from the Apollo gate to the Bazaar, and about a quarter of a mile broad in the widest part, from the Custom-House across the Green to Church gate, which lies in the centre between the Apollo and Bazaar gates. There are two gates towards the sea, which have commodious wharfs and cranes built out from each, with a landing-place for passengers. **Bombay Castle**—a regular quadrangle, built of hard and durable stone, having the advantage, in one of the bastions, of a large reservoir of water—is situated between these gates. The entire town is enclosed by fortifications after Vanban's System, erected by the Portuguese, and have been strengthened from time to time, as the place increased in importance. They are particularly strong towards the sea, the harbour being completely commanded by a range of batteries. Many large and beautifully-built houses are con-

tered in the space called the Green. The Church, which has a very neat and light appearance, stands in this locality, and on the left of its gate is the Government House, presenting a very showy appearance, and the Bazaar, which is crowded and populous, is on the right. The native merchants' houses of business are situated here. A conflagration, in 1803, nearly destroyed this portion of the town, and the Bazaar, Barracks, Custom-House, and several other public buildings were destroyed, and fears were entertained for the safety of the magazine. The trade and commerce of Bombay is very extensive. It carries on a valuable trade with the countries situated in the Arabian and Persian gulfs, the western coast of India, its eastern parts, and the islands in the eastern ocean, and an immense opium and wool trade with China, from which Government derives a large revenue. In 1808 the quantity of wool brought to Bombay for re-exportation amounted to 85,000 bales, of 375 lbs. each, which were partly procured from the country on the Nerbuddah. It also enjoys a considerable trade with Europe, and different parts of America. It contains about 220,000 inhabitants, three-fourths of which are Parsees, and the other fourth is composed of persons from almost every Asiatic nation.

Her Majesty's naval force consists of twenty fighting vessels, besides armed boats, despatch boats, and other craft. The annual expense for the maintenance of the Anglo-Indian army is about £10,000,000. The army, native and European, is distributed throughout the country at appointed stations, forming a chain of military posts, and keeping up a continual communication with the seats of the various Presidencies.

The Bombay Court of Judicature consists of a Chief Justice and one puisne judge, and its jurisdiction extends over all the territories subject to the Presidency. The climate is as salubrious as any in India, and Assurance offices require less premium on lives than for any other part of the empire.

The Government of Bombay is vested in a Governor and three Councillors, subject to the entire control of the Supreme Government of Bengal. The Queen appoints the Governor Members of the Council, the Commander-in-chief of the forces who, though not officially a Member of the Council, yet may receive such an appointment, in which case he takes precedence of all the other members.

The travelling distance from Bombay to Calcutta is 1,300 miles; to Delhi, 965; to Hyderabad, 480; to Madras, 770; to Poonah, 90; to Seringapatam, 620; and to Surat, 177 miles.

The tariff from Suez to Bombay is, for a person occupying a berth in cabin with two or three others, £60; for a married couple occupying a cabin on main deck, with a w.c., £185; without a w.c., £165; for children with their parents, five years old and under ten, £28; two years old and under

five, £14; for European servants, £25; for Nati servants, £15.

Ceylon.—An island of the Indian ocean, lying off the S.W. coast of the promontory of Hindostan from which it is separated by the Gulf of Mana and Palk's Strait. Its early history is involved in obscurity; but it is supposed to have ranked high among the cities of Asia, in population and influence, if it be the Taprobane referred to by Strabo, Ptolemy, Mela and Pliny. Little was known of Ceylon beyond its existence as an island, until it was visited by the Portuguese after the discovery of the passage by the Cape of Good Hope. It was in 1505 divided into many sovereignties which afterwards were merged into one, under the title of Candy. The Dutch expelled the Portuguese, and possessed themselves of the entire coast of the island for ten or twenty miles from the sea, and the whole of the north part of the island confining the dominion of the King of Candy directly to the interior. These possessions were surrendered to the English in 1796, having first sustained a siege of three weeks. In 1815 the British marched in with an armed force, and, after deposing the king, incorporated the whole island as a part of the British dominions.

The island is mountainous and woody, and divided into two parts by lofty mountains. Spices set in about October, and the hottest season is from January to April. The island abounds with various fine fruit, and produces pepper, ginger and cardamom, with different kinds of rice, which ripen successively after the other. One of the most remarkable trees in the island is the *talipot*, which grows straight tall and is as large as the mast of a ship; the leaves are so large as to cover fifteen men, and when dry they are round, and fold up like a fan; every soldier carries one, as it serves for his tent. But the most important of all its vegetable productions is the cinnamon tree, the bark of which is distributed over every part of the habitable globe. Topaz, garnets, rubies, ores of copper and iron, and veins of black crystal abound; and in addition to the various productions of Ceylon previously enumerated, connected with it is the pearl fishery, carried on in the Gulf of Manaar, which is considered the richest source of that article in the world; however it is a Government monopoly, and only opened periodically. There are likewise numerous other productions of considerable commercial importance.

Calcutta is the capital of Bengal, the seat of the Indian Government, and residence of the Governor-General of the British dominions in the East Indies. It is one of the largest and most beautiful cities of Asia, hence its sobriquet of "city of palaces," and the modern capital of Hindostan. It situated upon the river Hoogly, which forms the western channel of the Ganges, and is one of the principal of its numerous branches navigable by large vessels. Its name is derived from *Kali*, goddess, and *Cuttah*, a temple, dedicated by the Hindoos to *Caly*, the goddess of time, situated between the villages of Chultametty and Gobardpore where the agents of the English East India Company, in 1680, obtained permission of the

At Aurungzebe to establish a trading factory, which, in consequence of the disturbed state of the province of Bengal, they were allowed to fortify in 1690. The town stands on almost a perfect level of alluvial and marshy ground, covered with pleasure and stagnant pools about a century ago, which still betrays its unsoundness everywhere, and the cracks conspicuous in its best houses. The town is about 100 miles from the mouth of the river, the navigation of which is difficult, and is often dangerous, it being filled with numerous sand-banks, constantly shifting their position. In the mouth of the Hooghly to Diamond Harbour the scenery on both sides of the river is that of a perfect paradise.

As we advance up the river, however, the scene becomes quite animated, the shipping and bustle on the river increase, and the beautiful country-places on its banks announce the approach to the city. The town and suburbs extend about six miles up along the left bank of the river. An immense square is in the middle, which, together with the adjacent buildings, forms what is properly called the town of Calcutta. The intermediate square is the Esplanade. The Citadel of Fort William is the most regular fortress in India, but would re-

quire 10,000 men with 600 pieces of cannon to defend it. It was erected by Lord Clive, in 1757, immediately after the battle of Plassey. The Government House, the largest and most beautiful edifice in the town, was built by the Marquis of Wellesley, on the west of the Esplanade. In it the Governor-General resides, and here the Government business is transacted. The other public buildings are the Town House, Hall of Justice, Hospital, and Jail, (all of which are within the esplanade); two English, Portuguese, Greek, and Armenian churches, together with several small Hindoo pagodas, Mohammedan mosques, Sikh temple, &c. &c.

The traveller to India will, beside the places above described, find much to attract and interest in his wanderings through that land of sunbeams and of flowers. Several works are at present extant that will be an invaluable acquisition to him in his wanderings through the East, a choice selection of which will be found in "Bradshaw's Overland Guide to India," page 41; and for further information, he is advised to consult Messrs. Madden and Allen's catalogue of works on India, with whose history are identified so many interesting traditions and reminiscences of extraordinary interest.

TRAVELLERS' VOCABULARY

III

ENGLISH, FRENCH, GERMAN, and ITALIAN.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Travelling by Railroad and Steamboat.	Voyage par Chemin de Fer, et par Bateau à Vapeur.	Die Eisenbahn-u. Dampfschiff-Reise.	Viaggio sulle Strade Ferrate e sul Battello a Vapore.
Baggage—Luggage	Le baggagé	Gepäck	L'equipaggio
Baggage-receipt	Un reçu de baggagé	Gepäck-Schein	La ricevuta del bagaglio
Booking-Office	Le bureau	Einschreibebureau	L'ufficio
Brandy and Water	De l'eau et de l'eau-de-vie	Cognac und Wasser	Dell'acqua e del cognac
Does the train stop at intermediate Stations?	Le convoi s'arrête-t-il aux Stations intermédiaires?	Hält der Zug auf Zwischen-Stationen?	Il treno si ferma nelle stazioni intermedie?
First Class Carriage	Une voiture de première classe	Erste Wagenklasse	Una carrozza di prima classe
On Board	A Bord	Am Board	A Bordo
Railway	Le Chemin de Fer	Eisenbahn	La Strada Ferrata
Refreshment	Des rafraîchissements	Erfrischung	L'rifresco
Sleeping-berth	Couchette	Schlafstelle	Il letto
Station	Le débarcadère	Station (Bahnhof)	La stazione
Steward—Stewardess	Le maître d'hôtel—La femme de chambre	Schiffsaufwärter—Wärterin	Il locandiere—la cameriera
Third-Class Carriage	Une Wagon de troisième classe	Dritte Wagenklasse	Una carrozza di terza classe
Ticket	Un Billet	Billet	Il biglietto
To Start	Partir	Abgehen	Partire
On the Road.	En Route.	Auf der Landstrasse.	Sulla Strada.
Change Horses	Changer des chevaux	Pferde wechseln	Cambiare cavalli
Cigars	Des cigares	Cigarren	Zigari
Conductor	Le conducteur	Schirrmeister—Conducteur	Il conduttore
Return Carriage	Une voiture de retour	Retourwagen	Una carrozza di ritorno
Stop	Arrêter	Anhalten	Fermare
Stop!	Arrêtez! halte!	Halt!	Fermatevi!
Stop to dine—to breakfast	Arrêter pour dîner—pour déjeuner	Zum Mittagessen (zum Frühstück) anhalten	Fermarsi per pranzo—per fur colazione
Posting—The Post-Office.	Voyage en chaise de Poste.—La Poste au Lettres.	Die Extra-Post.—Brief-Post.	Viaggio per la Posta.—La Posta delle Lettere.
Closure of the Post	La clôture du bureau de poste	Postschluss	L'ufficio è chiuso
Distribution of Letters	La distribution des lettres	Brief-Ausgabe	La distribuzione delle lettere
Letter	La lettre	Brief	La lettera
Letter addressed to the Post office till called for	Une lettre, adressée poste-restante	Poste-Restante-Brief	Una lettera fermata posta
Post-Office	La poste aux lettres	Postamt	La posta delle lettere
Postage of a Letter	La port d'une lettre	Porto	Il porto d'una lettera
Postage Stamps	Timbres-poste	Poststempel	Il sigillo della posta
Put to the Horses	Atteler	Anspannen	Attacare
Single Letter	Une lettre non chargée	Einfacher Brief	Una lettera semplice
Custom-House.	La Douane.	Das Zollhaus—Mauth.	La Dogana.
Bonnet-box	Un carton à chapeau	Haubenschachtel	La Scatola da capelli
Box	Une caisse	Kiste	La Scatola di legno
Carpet-bag	Le sac de nuit	Reisesack	Il sacco da notte
Clothes	Des hardes	Kleidungsstücke	Abiti—panni
Custom-House Officer	Le Douanier	Zollbeamte	Il Doganiere
Dressing Case	Une nécessaire de toilette	Toilette	Un astuccio di toilette

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Duty	Le droit	Zoll	Il dazio
For my own use.....	Pour l'usage personnel..	Zum eigenen Gebrauch	Per proprio uso
Frontier	La Frontière	Grenze	La frontiera il confine
Hat-box	Un étui à chapeau.....	Hutschachtel	La Capelliera
Key	La clef	Schlüssel	La Chiave
Linen	Du linge	Leinzeug	La biancheria
Luggage	Les bagages.....	Gepäck	Il Bagaglio
Necessary Articles.....	Ojets de première néces- sité	Nothwendige Dinge	Oggetti indispensabil
Portmanteau	Un portemanteau—une valise	Mantelsack	Una valigia
Prohibited	Prohibé	Verboten	Proibito
Search	Visitor	Visitiren	Visitare
Things liable to Duty ..	Sujet aux droits.....	Zollbare Sachen.....	Sogetto al dazio
To Open	Ouvrir	Oeffnen.....	Aprire
To Plomb	Plomber	Plombiren	Piombare
To Shut	Fermer	Schliessen	Chiudere
To Wait	Attendre	Warten.....	Aspettare
Traveller	Le Voyageur	Reisender.....	Il viaggiatore
Trunk	Une malle	Koffer	Il baule
Worn Articles.....	Des objets qui ont servi	Gebrauchte Artikel	Oggetti usati
Passport and Police Office.	Bureau des Passports et de Police.	Pass. Polizei.	Ufficio de' Passaporti e di Polizia.
Have I anything to Pay ?	Y-a-t-il quelque chose à payer ?	Habe ich etwas zu zahlen?	E da pagare qualche cosa ?
I leave this evening	Je pars ce soir	Ich reise diesen	Parto questa sera
Merchant—Artist	Marchand—Artiste	Kaufmann—Künstler ..	Il negoziante. L'artista
Private Gentieman	Particulier	Privatmann.....	Il particolare
Scholar	Homme de lettres	Gelehrter	l'uomo di lettere
Stop	Séjourner.....	Verweilen	Restare, fermarsi
Vise the Passport	Viser le passeport	Pass visiren.....	Vidimare il passaporto
The Inn.	L'Hotel—L'Auberge.	Der Gasthof.	La Locanda.— L'Albergo.
A light.....	Une lumière	Licht.....	La lume
A quiet room	Une chambre où l'on soit bien tranquille	Ein ruhiges Zimmer	Una stanza fuori d'ogni rumore
Bed	Le lit	Bett	Il letto
Bottle of drinking water	Une carafe d'eau	Flasche Trinkwasser.....	Una bottiglia d'acqua la bero
Bread and Butter	Du pain avec du beurre	Butterbrod	Il panno con burro, di burro
Breakfast	Le déjeuner	Frühstück	La colazione
Brush the clothes	Brosser les habits	Kleider reinigen.....	Nettare spazzolare
Cold (boiled) Milk.....	Du lait froid (chaud).....	Kalte (heisse) Milch	Latte freddo (caldo)
Clean Towel	Une Serviette blanche ..	Reines Handtuch	Uno sciugamano netto
Clean the boots	Faire les chaussures	Stiefel putzen	Nettari i stivali
Cup	Une tasse	Tasse	La tazza
Double-bedded room	Une chambre à deux lits	Zimmer mit zwei Betten	La camera con due letti
Feather-bed	L'édreton	Federbett.....	Letto a suste
Foot-bath	Un bain de pieds	Fussbad	Il bagno ae piedi
Glass.....	Un verre (à boire).....	Glas	Il bicchiere
Hot water	De l'eau chaude.....	Heisses Wasser	Dell' acqua calda
Landlord	Le maître de l'hôtel	Wirth	Il padrone
Night-lamp	La veilleuse	Nachtlicht	Il lume da notte
Room	L'appartement	Zimmer	L'appartamento
Sheets	Les draps	Ueberzüge	I lenzuoli
Sitting-room	Le salon	Wohnzimmer	La sala
To call—to awaken	Réveiller	Aufwecken	Destarsi, svegliarsi
To light the fire.....	Allumer du feu	Einheizen.....	Accendere il fuoro
To Shave	Raser, se faire le barbe..	Rasiren.....	Farmi la barba
Waiter	Le garçon	Kellner.....	Il cameriere
The Dinner.	Le Diner.	Das Mittagessen.	Il pranzo.
Beefsteak	Beefsteak	Beef-steak	Cottoletta di manzo

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Beef	Du bœuf	Rindfleisch	Del manzo
Do. Boiled.....	Bœuf bouilli	do. gekocht	Manzo bollito
Do. Salt.....	do. salé.....	do. gesalzen	do. salato
Do. Hung	do. fumé.....	do. getrocknet.....	do. affumato
Do. Smoked	do. fumé.....	do. geräuchert.....	do. affumato
Do. Stewed	do. en ragôût	do. geschmort	do. stufato
Do. Roast	do. rôti (rosbif)	Rindsbraten	Del manzo arrosto
Beer	De la bière	Bier	La birra
Biscuit	Un biscuit	Zwieback	Il biscotto
Bottle	Une bouteille	Flasche—Bouteille	Una bottiglia
Brandy	De l'eau de vie	Cognac, Franzbranntwein	Dell'acqua—vite cognac
Bread	Du pain	Brod	Il pane
Burgundy	Vin de Bourgogne	Burgunder	Vino di Borgogna
Butter	Du beurre	Butter	Del burro—butirro
Cabbage	Du chou	Kohl	Del cavoli
Capon	Un chapon	Kapaun	Un capone
Cheese	Du fromage.....	Käse	Del formaggio
Chicken	Un poulet	Hühnchen	Un pollastro
Chocolate.....	Du chocolat.....	Chocolade	Della cioccolata
Chop	Une côtelette	Cotelette	Una cotoletta
Claret	Du vin de Bordeaux	Bordeauxwein	Del vino de Bordeaux
Coffee	Le café	Kaffee	Il caffè
Cup (tea or coffee).....	Une tasse (à thé, à café)	Obertasse	Una tazza de caffè
Decanter	Une carafe	Karaffe	Una caraffa
Dining room	La salle à manger	Speisezimmer	Il salone da pranzo
Egg	Un œuf	Ei	Della uova
Fish	Du poisson	Fisch	Del pesce
Fork	Une Fourchette	Gabel	La forchetta
Fowl—Poultry	Une volaille	Geflügel	Un pollo—pollame
French wine	Du vin de France	Franzwein	Vino di Francia
Game—Venison.....	Du gibier—De la venaison	Wildpret	Della cacciagione
Glass	Un verre	Glase	Un bicchiere
Grape	Du raisin	Weintraube	Dell'uva
Half a bottle of wine.....	Une demi-bouteille	Halbe Flasche Wein	Una mezza bottiglia
Ham	Un jambon	Schinken	Un presciutto
Have you a table d'hôte here?	Y-a-t-il une table d'hôte ici?	Haben Sie eine Table d'hôte hier?	C'è tavola rotonda quest'albergo?
Lamb	De l'agneau.....	Lammfleisch	Dell'agnello
Leg of Mutton	Un gigot	Hammelkeule	Uno cosciotto di castrato
Lemon	Un citron.....	Citron	Un limone
Lettuce	De la laitue	Lattich	Della lattuga
List of wines	La carte des vins	Weinkarte	La lista dei vini
Meat	De la viande	Fleisch	Della carne
Milk	Du lait	Milch	Del latte
Mineral water.....	De l'eau minérale	Mineralwasser	Dell'acqua minerale
Mulled beer.....	De la bière chaude	Warmbier	Birra calda
Mulled wine	Du vin chaud.....	Warmer wein.....	Vino bollente con aromi e zucchero
Mutton.....	Du mouton	Hammelfleisch	Del castrato
Mutton-chop	Une côtelette de mouton	Hammel-Cotelette.....	Una costoletta di castrato
Omelet	Une omelette	Eierkuchen	Una frittata
Oyster	Une hûtre	Auster	Un ostrica
Parmesan cheese	Du fromage de parmesan	Parmesankäse	Del Parmegiano
Pastry	De la pâtisserie	Mehlspeise	Della pasticceria
Peach	Une pêche	Pfirsich	Una pesca—persica
Pie.....	Un paté	Pastete	Un pasticcio
Poached egg	Des œufs pochés.....	Eier, gesetzte	Della uova affogate
Port	Du vin d'Operto	Portwein	Del vino di Porto
Potatoe.....	Des pommes de terre	Kartoffel	Delle patate—dei patate
Rat bit	Un lapin	Karinchon	Un coniglio
Roll	Un petit pain	Weissbrod (Semmel)	Un anette

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
lad.....	De la salade ..	Salat.....	Dell' insalata
lmon.....	Du saumon ..	Lachs.....	Del salmone
ndwich.....	Des sandwiches (tartines beurrées à la viande)	Fleischbutterbrod..... (Fleischbutter-schnitte)	I sandwich (fette di pane con della carne in mezzo)
nd up the dinner.....	Faites servir le diner ...	Lassen Sie anrichten ..	Ordinate il pranzo
erry.....	Du vin de Xérès ..	Xereswein.....	Del Scerri
irits.....	Des liqueur fortes, spiritueuses	Geistige Getränke.....	Bello spirito
oon.....	Une cuillère.....	Löffel.....	Un cucchiajo
gar.....	Du sucre.....	Zucker.....	Dello zucchero
umbler.....	Un grand verre.....	Bierglas.....	Un bicchiere
vegetables.....	Des légumes.....	Gemüse.....	Dei vegetali
ater.....	De l'eau.....	Wasser.....	Dell' acqua
ine.....	Du vin.....	Wein.....	Dell vino
Departure.	Depart.	Abreise.	Partita.
or the attendance.....	Pour le service.....	Für die Aufwartung.....	Per la servitu
ying the bill.....	Paiement du compte.....	Bezahlung.....	Per Pagare il conto
alling change.....	De la petite monnaie.....	Kleine Münze.....	Moneta piccola
want change for a gold Napoleon	Voudriez-vous me changer un Napoléon d'or?	Wechseln Sie einen Napoleon d'or	Avrei bisogno di cambiare un Napoleone d'oro
Letter-writing.	La Correspondance.	Das Briefschreiben.	La Correspondenza
pen.....	Une plume.....	Gänsefeder.....	Una penna
otting-paper.....	Du papier brouillard.....	Löschpapier.....	Della carta sugante
rection.....	L'adresse.....	Adresse.....	La direzione
velope.....	Une enveloppe.....	Umschlag.....	Una sopracarta
ster paper.....	Papier à lettre.....	Postpapier.....	La carta da lettere
ster to be left till called for	Poste restante.....	Post restante.....	Posta restante — lettere ferme in posta
st.....	La poste.....	Post.....	La posta
ailing-wax.....	De la cire à cacheter.....	Siegellack.....	La cera lacca
amps.....	Timbres de poste.....	Francomarke.....	Stampiglie per poste
eel pen.....	Une plume d'acier.....	Stahlfeder.....	Una penna d'acciajo
prepay Postage.....	Affranchir une lettre.....	Frankiren.....	Affrancare
afer.....	Un pain à cacheter.....	Oblate.....	Un' ostia
In a Town.	Dans une Ville.	In einer Stadt.	In una Città
ldress.....	L'adresse.....	Adresse.....	L'Indirizzo
othecary.....	Un apothicaire.....	Apotheker.....	Uno speziale
nk.....	La banque.....	Bank.....	La banca
bman.....	Le cocher.....	Droschkenkutscher.....	Cocchiere
b stand.....	Une station de voitures.....	Droschkenstation.....	Stazione di carrozze
lections of natural curiosities—of works of art	Un cabinet d'histoire naturelle — un musée	Naturalien — Kunst-sammlungen	I gabinetti di storia naturale — d'arti
stom House.....	La douane.....	Zollhaus.....	La dogana
ring house.....	Le restaurant.....	Speisehaus.....	La trattoria
erything worth seeing (curiosities)	Les curiosités—Tout ce qui mérite d'être vu	Merkwürdigkeiten.....	Tutto quello che merita da esser veduto
rden—Public walks.....	Le jardin public — La promenade publique	Garten—Öffentliche Spaziergänge	Le passeggiate pubbliche
over.....	Le gantier.....	Handschuhmacher.....	Il guantajo
ldsmith—Jeweller.....	L'orfèvre.....	Goldschmied—(Arbeiter)	L'orefice
otel.....	L'hôtel.....	Gasthof (Hotel).....	L'albergo
otel keeper.....	L'aubergiste.....	Gastwirth.....	L'albergatore
ney changer.....	Le changeur.....	Geldwechsler.....	Il cambiatore
lace.....	Le palais.....	Schloss (Palais).....	Il palazzo
lice magistrate.....	Le commissaire du quartier	Pollzei.....	Il commissario del rione
lice office.....	Le bureau de police.....	Pollzeibureau.....	L'ufficio di polizia
eatre.....	Le théâtre.....	Schauspielhaus.....	Il teatro
the best way.....	Le chemin le plus court	Der kürzeste Weg.....	Il cammino più corto
rn to the right—the left.	Tourner à droite — à gauche	Rechts (links)—wenden.	Volgersse a destra—a sinistra
wherwoman.....	La blanchisseuse.....	Wäscherin.....	Lalavandaja

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Hiring Furnished Lodging.	Pour louer un Appartement Meuble.	Eine Wohnung zu Miethen.	Per pigliare in fitto degli Appartamenti Mobiliati.
Blanket	Une couverture de laine.	Wollene decke	Una coperta di lana
Bottle	Une carafe — une bouteille	Flasche (bouteille)	Una bottiglia
Candle	La chandelle	Licht	Una candela
Candlestick	Le chandelier — le flambeau	Leuchter	Un candelieri
Chair	Une chaise	Stuhl	Una sedia
Chamber	Une chambre (qu'on ne peut chauffer)	Zimmer (Kammer)	Una camera
Coal	Du charbon de terre	Steinkohle	Il carbon fossile
Glass	Un verre	Glas	Un vetro ; cristallo
Key	La clef	Schlüssel	La chiave
Landlord	Le propriétaire	Hauswirth	Il padrone di casa
Room	Une chambre (qu'on peut chauffer)	Zimmer (Stube)	Una stanza
Snuffers	Les mouchettes	Putzschere — (Lichtschere)	Lo smoccolatojo
Soap	Le savon	Seife	Il sapone
Staircase	L'escalier	Treppe	La scala
Story	Un étage	Stockwerk	Un piano
Towel	Une serviette	Handtuch	Una sciugamano
Wax candle	Une bougie	Wachlicht	Una candela di cera
Water-closet	Le cabinet d'aisances	Abtritt	Il comodo ; necessario
In a Coffee-house.	Dans un Cafe.	Im Caffeehause.	In un Caffè.
A small cup of coffee	Une demi tasse de café	Kleine tasse caffè	Una chicchera di caffè
A glass of water with sugar	Une verre d'eau sucrée	Ein glas Zuckerwasser	Un bicchier d'acqua zucchero
Beer	De la bière	Bier	La birra
Coffee with hot milk	Du café au lait	Caffè mit heisser Milch.	Il caffè con latte
Glass of Cognac, negus, lemonade, punch	Un petit verre de Cognac, de vin chaud, de limonade, de punch	Glas Cognac, Bischof, Limonade, Punsch	Un bicchierino di Cognac, di vino caldo, di limonata, di poncio
Waiter	Le garçon	Kellner	Il cameriere
The Banker.	Le Banquier.	Der Banquier.	Col Banchiere.
Account	Compte	Rechnung	Conto
Advance	Avance	Vorschuss	Anticipazione
Advice	Avis	Bericht	Avviso
Bank note	Un billet de banque	Banknote	Biglietto di banco
Cash	Argent comptant	Baar Geld	Cassa
Check	Un bon au porteur	Anweisung	Un' ordine
Clerk	Un commis	Handlungsgehülfe	Uno scrivano
Course of exchange	Le cours du change	Wechselcours	Il corso del cambio
Gold	De l'or	Gold	L'oro
Letter of credit	Une lettre de crédit	Creditbrief	Una lettera di crediti
Receipt	Quittance	Quittung	Una ricevuta
The Theatre.	Le Theatre.	Das Theater.	Il Teatro.
Actor	Un acteur	Schauspieler	Un' attore
Actress	Une actrice	Schauspielerin	Un' attrice
Box	Une loge	Loge	Un palco — una loggia
Interlude	Une petite pièce	Zwischenspiel	Un intermezzo
Lobby	Le vestibule	Vorhalle	Il corridojo
Opera	Un opéra	Oper	Un' opera
Orchestra	L'orchestre	Orchester	L'orchestra
Pit	Le parterre	Parterre	La platea
Play-bill	Affiche	Theaterzettel	Il programma
Scenery	Les décors	Decoration	La decorazione
Stall	Une stalle	Gesperrter Sitz	Un posto numerato
Ticket	Un billet	Billet	Un biglietto
A Hackney-Coach. — A Cab.	La Voiture de louage — le fiacre — le cabriolet.	Ein Miethwagen — Fiaker — Droschke.	La Carozza d'andare.
Drive me to — Street No. —	Conduisez moi à la Rue — Numéro —	Fahrt mich nach der — Strasse — No. —	Conducite mi alla — Numero —

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Engage by the hour..... Hackney-coach	Prendre à l'heure	Stundenweise mietzen... Lohnkutsche	Prendere per ora Una carrozza da nolo, d'affitto Ritorno subito
I will be back directly...	Jé reviendral dans un instant	Ich komme gleich sur- ück	Fermatevi qui
Stôp here.....	Arrêtez	Halret hier	Quante devo dare?
What have I to pay? ...	Qu'al je à payer?	Was habe ich zu zahlen?	Quant' è il prezzo corsa?
What is the fare?	Quel est le prix de la course?.....	Was ist die taxe?	Per la toletta d'un Signore.
Gentleman's Toilet.	Dé la toilette d'un homme.	Herren Toilette.	Il cava-stivall Una spazzola Un collaro Un pettine Una cravatta Le musande Un cappotto Un fazzoletto Una camicia Le calze Un corpetto
Boot-jack.....	Le tirebotte.	Stiefelknecht	Per la toletta d'una signora.
Brush	Une brosse	Bürste	La cuffia
Collar	Un collet	Kragen	Una camicia
Comb	Un peigne	Kamm	Una camicetta
Cravat—neckcloth.....	Une cravate	Halstuch	Un guanto
Drawers	Des caleçons	Unterhosen.....	Un occhello—asele
Great-coat	Un surtout—un paletôt	Oberrock	Della tela
Handkerchief.....	Un mouchoir	Schnupftuch	La cuffia di matina
Shirt	Une chemise	Hemd	Un fazzoletto.
Stockings.....	Des bas	Strumpf	Una sottana—sotto veste
Waistcoat	Un gilet	Weste	Una scarpa
A Lady's Toilet.	Dé la toilette d'une dame.	Damen-Toilette.	Uno sciallo
Cap	Un bonnet	Hanbe	La veste gonella
Chemise	Une chemise	Hemd	La Lavandaja
Chemisette	Une chemisette	Chemisette	Un grembiato
Glove	Un gant	Handschuh	Un berretto
Lace hole (of stays)	Oeillet	Schnittloch	Una cuffia
Linen	Du linge	Leinwand	Una camicia da donna
Morning-cap	Le bonnet du matin	Negligéhaube	Un cello da camicia
Neckkerchief	Fichu	Halstuch	Deile calze di cotone
Petticoat	Jupe—jupon	Unterrock	Una cravatta
Shoe	Un soulier	Schuh	I panni sporchi
Shawl	Un châle	Shawi	l sottocalzon
Skirt	Le pân	Rock	Una veste—gonna
The Washerwoman.	La blanchisseuse.	Die Waschfrau.	Una veste da camera
Apron	Un tablier	Schürze	Dei corpetti di flanella
Cap (of a man)	Bonnet d'homme	Mütze	Far lavare la biancheria
Cap (of a woman)	Bonnet de femme	Haube	Una salvietta
Chemise	Une chemise de femme	Frauenhemde.....	Una berretta da notte
Collar	Un col de chemise.....	Kragen	Una cuffia da notte
Cotton stockings	Des bas de coton	Baumwollen-strümpfe ..	Una camicia da notte
Cravat	Une cravate	Halsbinde	Una sottana
Dirty linen	Le linge sale	Schmutzige Wäsche	Fazzoletto da accocchia
Drawers	Un caleçon	Unterhose	Lenzuoli
Dress, gown	Robe	Kleid	Una camicia da uomo
Dressing-gown	Une robe de chambre	Schlafrock	Un busto
Flannel waistcoat	Un gilet de flanelle	Flaneljacke	Un paio di calze
Linen to be washed	Faire blanchir du linge.....	Schmutz waschen	Raccomodare le camicie
Napkin.....	Une serviette	Serviette	
Night-cap (of a man) ...	Bonnet de nuit	Schlafmütze	
Night-cap (of a woman)	Une coiffe de nuit	Nachthaube	
Night-shirt	Une chemise de nuit.....	Nachthemde	
Petticoat	Un jupon	Unterrock	
Pocket handkerchief.....	Un mouchoir de poche... Des draps de lit	Schnupftuch	
Shirt	Une chemise d'homme	Betttücher	
Stays	Un corset	Mamshemde	
Stockings (a pair)	Un pair de bas	Schürteib	
To mend the shirts	Raccommoder les che- mises.....	Strümpfe (ein Paar).....	
Towel	Une serviette	Hemden waschern	
Trousers	Les pantalons	Handtuch	
		Beinkleider	

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Waistcoat	Un gilet	Weste	Un corpetto
Washing bill	La note du linge	Waschzettel	La notte della biancheria
Worsted stockings.....	Des bas de laine.....	Wollene Strümpfe	Delle calze di lana
The Physician.			
Ague, Fever	Une fièvre	Fieber	Una febbre—the <i>terzana</i>
Bath	Un bain	Bad	Un bagno
Barley water	De la tisane d'orge	Gerstenwasser	Dell' acqua d'orzo
Castor oil.....	Huile de ricin.....	Ricinus-Oel.....	Olio di ricino
Catarrh	Une catarrhe	Schnupfen	Un catarro
Cold	Le rhume	Erkältung	La flocaggine
Constipation	La constipation	Verstopfung	Una costipazione
Cough	La toux	Husten	La tosse
Diarrhœa.....	La diarrhée.....	Durchfall.....	La diarrea
Doctors' fee for a visit ...	Les honoraires d'un médecin pour une visite	Honorar für einen Besuch	Onorario ad un dottore per una visita
Emetic	Un émétique	Brechmittel.....	Un emetico
I feel myself very unwell	Je ne me sens pas très bien	Ich bin sehr unwohl.....	Non mi sento bene
Illness	La maladie	Krankheit	La malattia
Indisposition	Une indisposition	Unpässlichkeit	Un' indisposizione
Prescription.....	L'ordonnance.....	Recept	La ricetta
Purgative.....	Un purgatif.....	Abführungsmittel	Una purga
Rhubarb	De la rhubarbe	Rhabarber	Il reubarbaro
Shivering.....	Un frissonnement	Frösteln	Il brivido
Stomach-ache.....	Le mal estomac.....	Magenschmerzen	Il dolo di stomaco
Twice a day.....	Deux fois par jour.....	Zweimal täglich	Due volte il giorno
Days.			
Monday	Lundi	Montag	Lunedì
Tuesday	Mardi	Dienstag	Martedì
Wednesday	Mercredi	Mittwoch	Mercoledì
Thursday	Jeudi	Donnerstag	Giovedì
Friday	Vendredi	Freitag	Venerdì
Saturday	Samedi	Samstag	Sabbato
Sunday	Dimanche	Sonntag	Domenica
Numbers.			
One	Un.....	Eins	Uno
Two	Deux	Zwei	Due
Three	Trois.....	Drei	Tre
Four	Quatre	Vier	Quattro
Five	Cinq	Fünf	Cinque
Six	Six	Sechs	Sei
Seven	Sept	Sieben	Sette
Eight	Huit	Acht	Otto
Nine	Neuf	Neun	Nove
Ten	Dix	Zehn	Dieci
Eleven	Onze	Elf	Undici
Twelve	Douze	Zwölf	Dodici
Thirteen	Treize	Dreizehn	Tredici
Fourteen	Quatorze	Vierzehn	Quattordici
Fifteen	Quinze	Fünfzehn	Quindici
Sixteen	Seize	Sechszehn	Sedici
Seventeen	Dix-sept	Siebzehn	Diecisette
Eighteen	Dix-huit	Achtzehn	Dieciotto
Nineteen	Dix-neuf	Neunzehn	Dieciannove
Twenty	Vingt	Zwanzig	Venti
Twenty-five	Vingt-cinq	Fünf und zwanzig.....	Venticinque
Thirty	Trente	Dreissig	Trenta
Forty	Quarante	Fierzig	Quaranta
Fifty	Cinquante	Fünfzig	Cinquanta
Sixty	Soixante	Sechszig	Sessanta
Seventy	Soixante-dix	Seibenzig.....	Settanta
Eighty	Quatre-vingt	Achtzig	Ottanta
Ninety	Quatre-vingt-dix	Neunzig	Novanta
A Hundred	Cent	Hundert	Cento

LONDON AND F A R M I D,

VIA NEWHAVEN AND DIEPPE.

STATIONS.—Brighton Railway, London Bridge and Victoria. LONDON: 18, Fish Street Hill, City; 48, Racer Circus, Finsbury. NEWHAVEN: Railway Wharf, Dieppe; Quai Henri IV, 93 et 95. PARIS: 7, Rue de la Paix; Chemins de l'ouest Rue d'Amsterdam.

The 81, and 82, and 83, are taken Goods each Voyage. Silk Goods of all kinds can be Imported from France through Newhaven.

By the Swift and Powerful Steamers as under, (Wind and Weather permitting.) Bordeaux, Captain M. WHITE; Lyons, Captain H. STONE;

Marseilles, Captain PAYNE; Orleans, Captain WARE.

LONDON TO PARIS.						PARIS TO LONDON.					
Feb.	Trains leave Victoria St.	Trains leave London Bridge.	Steamer leaves Newhaven.	Trains arrive in Dieppe.	Trains arrive in Paris.	Feb.	Trains leave Paris.	Steamer leaves Dieppe.	Trains leave Newhaven.	Trains arrive at London Rr.	Trains arrive at Victoria St.
Thurs. 1	4 0 p.m.	4 5 p.m.	1 9 0 p.m.	2 6 45 a.m.	1 0 p.m.	Thurs. 1	12 10 a.m.	1 9 0 a.m.	1 5 25 p.m.	7 25 p.m.	7 30 p.m.
Fri. 2	6 35	6 40	2 9 35	3 6 45	1 0	Fri. 2	2 12 10	2 9 30	2 5 25	7 25	7 30
Sat. 3	6 35	6 40	3 10 10	4 6 45	1 0	Sat. 3	3 12 10	3 10 0	3 5 25	7 25	7 30
Mon. 5	6 35	6 40	5 11 15	6 6 45	1 0	Mon. 5	5 12 10	5 11 10	5 7 35	9 45	9 50
Tues. 6	6 35	6 40	6 11 50	7 6 45	1 0	Tues. 6	6 12 10	6 11 45	6 7 35	9 45	9 50
Wed. 7	6 4 0	6 4 5	7 6 30	8 6 45	1 0	Wed. 7	7 12 10	7 12 25 p.m.	7 7 35	9 45	9 50
Thurs. 8	6 4 0	6 4 5	8 7 20	9 6 45	1 0	Thurs. 8	8 12 10	8 6 10 a.m.	8 2 30	4 25	4 35
Fri. 9	6 4 0	6 4 5	9 8 35	10 6 45	1 0	Fri. 9	9 12 10	9 7 0	9 2 30	4 25	4 35
Sat. 10	6 35	6 40	10 10 0	11 6 45	1 0	Sat. 10	10 12 10	10 8 25	10 5 25	7 25	7 30
Mon. 12	6 35	6 40	12 10 a.m.	13 11 0	6 20	Mon. 12	12 10	12 11 0	12 7 35	9 45	9 50
Tues. 13	6 4 0	6 4 5	13 6 40 p.m.	14 6 45	1 0	Tues. 13	12 10	13 6 40	13 3 30	4 25	4 35
Wed. 14	6 4 0	6 4 5	14 7 20	15 6 45	1 0	Wed. 14	12 10	14 7 20	14 2 30	4 25	4 35
Thurs. 15	6 4 0	6 4 5	15 8 0	16 6 45	1 0	Thurs. 15	12 10	15 8 0	15 2 30	4 25	4 35
Fri. 16	6 4 0	6 4 5	16 8 35	17 6 45	1 0	Fri. 16	12 10	16 8 35	16 2 25	7 25	7 30
Sat. 17	6 35	6 40	17 9 15	18 6 45	1 0	Sat. 17	12 10	17 9 15	17 5 25	7 25	7 30
Mon. 19	6 35	6 40	19 10 35	20 6 45	1 0	Mon. 19	12 10	19 10 30	19 5 25	7 25	7 30
Tues. 20	6 35	6 40	20 11 20	21 6 45	1 0	Tues. 20	12 10	20 11 15	20 7 25	9 45	9 50
Wed. 21	6 35	6 40	21 12 5 a.m.	22 6 45	1 0	Wed. 21	12 10	21 12 noon	21 7 35	9 45	9 50
Thurs. 22	6 4 0	6 4 5	22 6 55 p.m.	23 6 45	1 0	Thurs. 22	12 10	22 12 50 p.m.	22 7 35	9 45	9 50
Fri. 23	6 4 0	6 4 5	23 8 10	24 6 45	1 0	Fri. 23	12 10	23 6 40 a.m.	23 3 30	4 25	4 35
Sat. 24	6 35	6 40	24 9 45	25 6 45	1 0	Sat. 24	12 10	24 8 0	24 5 25	7 25	7 30
Mon. 26	6 35	6 40	26 12 10 a.m.	27 11 0	6 20	Mon. 26	12 10	26 10 50	26 7 35	9 45	9 50
Tues. 27	6 4 0	6 4 5	27 6 40 p.m.	28 6 45	1 0	Tues. 27	12 10	27 6 40	27 2 30	4 25	4 35
Wed. 28	6 4 0	6 4 5	28 7 25	29 6 45	1 0	Wed. 28	12 10	28 7 20	28 2 30	4 25	4 35

Change of Money.—A Change of Money, for the accommodation of Passengers and the Public generally, is now established at the Office of the Company, 7, Rue de la Paix, Paris, which will be found very advantageous. † Passengers can go down by any previous Train and stop the night at Newhaven, where they will find excellent Hotel accommodations at very moderate prices. † Between Newhaven and London, Third Class Passengers can only go by Third Class Train. † Third Class Passengers must leave Paris at 10 30 p.m. † Passengers may also remain at Newhaven and go by other Trains.

— THE NEW STATION AT CHARING CROSS (West-End) OPEN for Traffic, and the Continental Mail Trains and Tidal Train run to and from that Station, calling at London Bridge each way.

SOUTH EASTERN RAILWAY.—London, Folkestone, and Dover.

SPECIAL EXPRESS DAILY DIRECT TIDAL SERVICE.—(1 and 2 Class.)

By Special Steamers and Express Trains, via Folkestone and Boulogne.

LONDON AND PARIS IN 11 HOURS, (Wind, Weather, and Tide permitting.)

The voyage being always made near high tide, passengers walk on board and on shore. Small boats are never used. London Terminal—Charing Cross & London Bridge. Paris Terminus—Place Bonaparte. * The arrival in Paris, & sailings for Calais & Boulogne, are in accordance with French Time—10 min. before English Time.

LONDON TO PARIS.						PARIS TO LONDON.					
FEB.	Leave London Charing Cross and Lon. B'dge	Leave Folk'stone Harbour.	Leave Boulogne.	Arrive Paris.	FEB.	Leave Paris. (homin de Fer du Nord.)	Leave Boulogne.	Leave Folk'stone Harbour.	Arrive London Lon. B'dge & Charing Cross.		
Thur. 1	9 5 a.m.	Noon	5 30 p.m.	1 11 0 p.m.	Thur. 1	8 0 a.m.	2 10 p.m.	4 40 p.m.	1 6 55 p.m.		
Fri. 2	9 5 ...	12 15 p.m.	5 30 ...	2 11 0 ...	Fri. 2	8 0 ...	2 10 ...	4 40 ...	2 6 55 ...		
Sat. 3	10 25 ...	1 0 ...	5 36 ...	3 11 0 ...	Sat. 3	8 0 ...	2 10 ...	4 40 ...	3 6 55 ...		
Sun. 4	9 10 ...	1 50 ...	5 30 ...	4 11 0 ...	*Sun. 4	8 0 ...	2 10 ...	4 30 ...	4 9 0 ...		
Mon. 5	11 15 ...	2 30 ...	5 30 ...	5 11 0 ...	Mon. 5	8 0 ...	2 10 ...	4 40 ...	5 6 55 ...		
Tues. 6	11 15 ...	2 30 ...	5 30 ...	6 11 0 ...	Tues. 6	8 0 ...	2 10 ...	4 40 ...	6 6 55 ...		
Wed. 7	11 15 ...	2 30 ...	5 30 ...	7 11 0 ...	Wed. 7	8 0 ...	2 10 ...	4 40 ...	7 6 55 ...		
Thur. 8	11 15 ...	2 30 ...	5 30 ...	8 11 0 ...	Thur. 8	8 0 ...	2 10 ...	4 40 ...	8 6 55 ...		
Fri. 9	11 15 ...	2 30 ...	5 30 ...	9 11 0 ...	Fri. 9	11 15 ...	4 28 ...	7 15 ...	9 9 30 ...		
Sat. 10	11 15 p.m.	3 50 ...	6 55 ...	10 11 30 ...	Sat. 10	11 15 ...	4 25 ...	7 15 ...	10 9 30 ...		
Sun. 11	1 5 ...	3 50 ...	6 55 ...	11 11 30 ...	*Sun. 11	Noon	6 30 ...	9 0 ...	11 11 15 ...		
Mon. 12	6 0 a.m.	8 30 a.m.	12 5 ...	12 5 45 ...	Mon. 12	Noon	6 50 ...	9 20 ...	12 11 25 ...		
Tues. 13	6 25 ...	9 0 ...	12 5 ...	12 5 45 ...	Tues. 13	Noon	7 30 ...	10 0 ...	13 12 15 a.m.		
Wed. 14	6 25 ...	9 0 ...	12 5 ...	14 5 45 ...	Wed. 14	7 0 a.m.	12 15 ...	2 45 ...	14 5 0 p.m.		
Thur. 15	8 15 ...	10 50 ...	1 55 ...	15 6 30 ...	Thur. 15	7 0 ...	12 15 ...	2 45 ...	15 5 0 ...		
Fri. 16	8 15 ...	10 50 ...	1 55 ...	16 6 30 ...	Fri. 16	8 0 ...	2 10 ...	4 40 ...	16 6 55 ...		
Sat. 17	9 5 ...	Noon	5 30 ...	17 11 0 ...	Sat. 17	8 0 ...	2 10 ...	4 40 ...	17 6 55 ...		
Sun. 18	9 10 ...	1 0 p.m.	5 30 ...	18 11 0 ...	*Sun. 18	8 0 ...	2 10 ...	5 30 ...	18 9 0 ...		
Mon. 19	10 55 ...	1 30 ...	5 30 ...	19 11 0 ...	*Mon. 19	8 0 ...	2 10 ...	4 40 ...	19 6 55 ...		
Tues. 20	11 15 ...	2 30 ...	5 30 ...	20 11 0 ...	Tues. 20	8 0 ...	2 10 ...	4 40 ...	20 6 55 ...		
Wed. 21	11 15 ...	2 30 ...	5 30 ...	21 11 0 ...	Wed. 21	8 0 ...	2 10 ...	4 40 ...	21 6 55 ...		
Thur. 22	11 15 ...	2 30 ...	5 30 ...	22 11 0 ...	Thur. 22	8 0 ...	2 10 ...	4 40 ...	22 6 55 ...		
Fri. 23	11 15 ...	2 30 ...	5 30 ...	23 11 0 ...	Fri. 23	8 0 ...	2 10 ...	5 40 ...	23 7 55 ...		
Sat. 24	11 15 ...	2 30 ...	5 30 ...	24 11 0 ...	Sat. 24	11 15 ...	4 25 ...	7 15 ...	24 9 30 ...		
Sun. 25	1 5 p.m.	3 50 ...	6 55 ...	25 11 30 ...	*Sun. 25	Noon	6 20 ...	9 0 ...	25 11 15 ...		
Mon. 26	6 0 a.m.	8 30 a.m.	12 5 ...	26 5 45 ...	Mon. 26	Noon	6 50 ...	9 20 ...	26 11 35 ...		
Tues. 27	6 25 ...	9 0 ...	12 5 ...	27 5 45 ...	Tues. 27	Noon	7 40 ...	10 10 ...	27 12 25 a.m.		
Wed. 28	6 25 ...	9 0 ...	12 5 ...	28 5 45 ...	Wed. 28	7 0 a.m.	12 18 ...	3 45 ...	28 5 0 p.m.		

Passengers can proceed from London to Paris by the Tidal Train, calling at Folkestone Harbour. Registered Luggage.—On returning from the Continent, Passengers are warned to register their Luggage at Folkestone, in accordance with the regulations of the Customs Officers. * The arrival in Paris, & sailings for Calais & Boulogne, are in accordance with French Time—10 min. before English Time.

REGULAR TRAINS BETWEEN LONDON AND FOLKESTONE AND DOVER.

London to Dover.	Week Days.								Sundays.									
	1,3 a.	1, 2	1, 2, 3	1 & 2	1 & 2	1 & 2	1, 2, 3, 1, M	1, 2, 3, 1, M	1, 2, 3	1 & 2	1, 2, 3, 1, M	1, 2, 3, 1, M	1, 2, 3	1, 2, 3				
Charing Cross	6 0	7 25	9 10	12 30	3 25	4 20	6 20	8 30	6 0	7 25	9 10	6 20	8 30	6 0	7 25	9 10	6 20	8 30
Blackfriars	6 15	7 30	9 20	12 30	3 33	4 30	6 35	8 35	6 2	7 30	9 20	6 2	8 30	6 15	7 30	9 20	6 30	8 35
London Bridge	9 55	...	12 40	3 20	5 35	6 50	9 45	...	9 55	...	12 40	3 20	5 35	9 55	...	12 40	3 20	5 35
Folk'stone H. a.	9 55	...	12 40	3 20	5 35	6 50	9 45	10 35	9 55	...	12 40	3 20	5 35	9 55	...	12 40	3 20	5 35
Dover	9 55	...	12 40	3 20	5 35	6 50	9 45	10 35	9 55	...	12 40	3 20	5 35	9 55	...	12 40	3 20	5 35

Baggage can be Registered from London and Folkestone respectively, every day during the month; and from Paris and Boulogne on all days except those marked thus (*), when it is examined at Folkestone. The holders of Through Tickets are allowed 56lbs. weight of Registered Baggage free of charge, and without any registration fee, except to & from Calais or Boulogne. All foreign articles must be declared to the Customs Officers. Any article registered, being merchandise, or not for the Owner's personal use, is liable to seizure. The Registered Luggage of Passengers who sleep at Folkestone can be had there, by giving the Baggage Ticket to the Commander before arriving in port.

Cleaning Baggage.—The Company employs an Officer, Mr. T. G. LEDGER, to pass Unregistered Baggage at Folkestone, without charge, where free of duty. Passengers desirous of employing him should be careful not to give their key to any one else. Omnibus to Boulogne.—No charge is made for the conveyance of Passengers with Tickets 1 and 2 Class Tickets between the Harbour and the Station.

Stopping Places.—The following times are allowed for Refreshment:—At Folkestone Harbour, 10 minutes; a warning bell will be rung 10 minutes before the Boat starts; Boulogne Station, 15 minutes; Amiens, 20 minutes. The Train also stops for other purposes at Nogent and Cappel, 3 minutes at each place.

SOUTH EASTERN RAILWAY.—Continued.

THROUGH NIGHT SERVICE. (1, 2, and 3 Class.) (Weather & Tide permitting.)

LONDON TO PARIS.

PARIS TO LONDON.

LONDON TO PARIS.				PARIS TO LONDON.							
FEB.	* Leave Charing Cross.	Date.	Leave Folkestone Harbour.	Leave Boulogne.	Arrive in Paris.	FEB.	Leave Paris.	Date.	Leave Boulogne.	Leave Folkestone Harbour.	Arr. Leam- ington & Charing Cross.
Thurs. 1	6 20 p.m.	1	10 30 p.m.	6 0 a.m.	1 25 p.m.	Thurs. 1	9 0 p.m.	1	10 20 p.m.	9 0 a.m.	14 30 a.m.
Fri. 2	6 20 ...	2	11 0 ...	6 0 ...	1 25 ...	Fri. 2	9 0 ...	2	11 0 ...	7 55 ...	10 25 ...
Sat. 3	6 20 ...	3	11 0 ...	6 0 ...	1 25 ...	Sat. 3	9 0 ...	3	11 0 ...	7 55 ...	10 25 ...
Sun. 4	6 20 ...	4	12 0 Mid	6 0 ...	1 25 ...	Sun. 4	5 10 ...	5	1 0 a.m.	7 55 ...	10 25 ...
Mon. 5	6 20 ...	5	6 12 30 a.m.	6 0 ...	1 25 ...	Mon. 5	5 10 ...	6	1 0 ...	7 55 ...	10 25 ...
Tues. 6	6 20 ...	7	1 15 ...	6 0 ...	1 25 ...	Tues. 6	5 10 ...	7	1 0 ...	7 55 ...	10 25 ...
Wed. 7	6 20 ...	8	1 45 ...	6 0 ...	1 25 ...	Wed. 7	5 10 ...	8	1 45 ...	7 55 ...	10 25 ...
Thurs. 8	6 20 ...	9	2 45 ...	9 0 ...	4 10 ...	Thurs. 8	5 10 ...	9	2 30 ...	7 55 ...	10 25 ...
Fri. 9	6 20 ...	10	4 0 ...	9 0 ...	4 10 ...	Fri. 9	5 10 ...	10	3 45 ...	7 55 ...	10 25 ...
Sat. 10	6 20 ...	11	6 0 p.m.	1 0 ...	9 30 a.m.	Sat. 10	10 0 ...	11	7 0 ...	6 30 p.m.	9 0 p.m.
Sun. 11	9 10 a.m.	11	6 0 p.m.	1 0 ...	9 30 a.m.	Sun. 11	10 0 ...	12	7 0 ...	11 55 a.m.	3 30 ...
Mon. 12	4 20 p.m.	12	7 30 ...	1 0 ...	9 30 ...	Mon. 12	10 0 ...	13	7 0 ...	11 55 a.m.	3 30 ...
Tues. 13	4 20 ...	13	7 30 ...	1 0 ...	9 30 ...	Tues. 13	10 0 ...	14	8 0 ...	11 55 ...	3 30 ...
Wed. 14	4 20 ...	14	8 0 ...	1 0 ...	9 30 ...	Wed. 14	9 0 ...	14	10 20 p.m.	9 0 ...	14 30 a.m.
Thurs. 15	6 20 ...	15	10 30 ...	6 0 ...	1 25 p.m.	Thurs. 15	9 0 ...	15	10 30 ...	9 0 ...	14 30 ...
Fri. 16	6 20 ...	16	10 30 ...	6 0 ...	1 25 ...	Fri. 16	9 0 ...	16	10 30 ...	9 0 ...	14 30 ...
Sat. 17	6 20 ...	17	11 0 ...	6 0 ...	1 25 ...	Sat. 17	9 0 ...	17	1 0 a.m.	7 55 ...	10 25 ...
Sun. 18	6 20 ...	18	11 0 ...	6 0 ...	1 25 ...	Sun. 18	5 10 ...	19	1 0 a.m.	7 55 ...	10 25 ...
Mon. 19	6 20 ...	19	12 0 Mid	6 0 ...	1 25 ...	Mon. 19	5 10 ...	20	1 0 ...	7 55 ...	10 25 ...
Tues. 20	6 20 ...	20	1 19 40 a.m.	6 0 ...	1 25 ...	Tues. 20	5 10 ...	21	1 0 ...	7 55 ...	10 25 ...
Wed. 21	6 20 ...	21	1 30 ...	6 0 ...	1 25 ...	Wed. 21	5 10 ...	22	1 30 ...	7 55 ...	10 25 ...
Thurs. 22	6 20 ...	22	2 15 ...	6 0 ...	1 25 ...	Thurs. 22	5 10 ...	23	2 30 ...	7 55 ...	10 25 ...
Fri. 23	6 20 ...	23	3 30 ...	9 0 ...	4 10 ...	Fri. 23	5 10 ...	24	2 30 ...	7 55 ...	10 25 ...
Sat. 24	6 20 ...	24	4 0 ...	9 0 ...	4 10 ...	Sat. 24	10 0 ...	25	7 0 ...	6 30 p.m.	9 0 p.m.
Sun. 25	9 10 a.m.	25	6 0 p.m.	1 0 ...	9 30 a.m.	Sun. 25	10 0 ...	26	7 0 ...	11 55 a.m.	3 30 ...
Mon. 26	4 20 p.m.	26	7 30 ...	1 0 ...	9 30 ...	Mon. 26	10 0 ...	27	7 0 ...	11 55 ...	3 30 ...
Tues. 27	4 20 ...	27	7 30 ...	1 0 ...	9 30 ...	Tues. 27	10 0 ...	28	8 0 ...	11 55 ...	3 30 ...
Wed. 28	4 20 ...	28	8 15 ...	1 0 ...	9 30 ...	Wed. 28	9 0 ...	29	10 20 p.m.	9 0 ...	14 30 ...

* Leaves Lond. By 5 min. after Charing Cross. † Runs to Lon. B'dg only.
 Third Class Through Tickets, London and Paris, are issued by the Night Service—fare 5s. Express CANNOT be reissued by Night Service.
 For Cabin fares only are charged by these boats in those cases where there is no full first-class accommodation. Holders of First Class THROUGH TICKETS using this service will, where the case arises, receive the difference of Boat Fare upon application on board.

BELGIAN AND GERMAN MAIL SERVICES.

LONDON to BELGIUM, GERMANY, the RHINE, &c. (Wind, Weather, and Tide permitting) both on Week-days and Sundays, by the Mail Trains and Boats.

From LONDON (via Calais).		From London (via Ostend).	
	1 & 2 CL.	1st class.	1 & 2 CL.
Charing Cross dep.	7 25 a.m.	8 30 p.m.	8 30 p.m.
London Bridge	7 30 ...	8 35 ...	7 30 ...
Dever	9 35 ...	10 40 ...	8 35 ...
Calais	12 10 p.m.	1 30 a.m.	4 45 p.m.
Ostend	3 0 ...	8 55 ...	7 2 ...
Brussels, North Sta. arr.	8 0 ...	7 12 ...	8 35 ...
Antwerp	9 15 ...	11 40 ...	9 45 ...
Brussels, South Sta. ...	10 20 ...	9 30 CL	10 2 ...
Verriers	2 10 a.m. 1 CL	12 55 p.m.	10 20 p.m.
Aix-la-Chapelle	3 25 ...	2 5 ...	2 10 a.m. 1 CL
Cologne	5 0 ...	4 0 1 & 2 CL	3 25 ...
			5 0 ...
To LONDON (via Calais).		To London (via Ostend).	
	1st class.	1st class.	1st class.
Cologne	11 40 a.m.	10 30 p.m.	10 30 p.m.
Aix-la-Chapelle	1 20 p.m.	12 5 Mid.	1 20 p.m.
Verriers	2 25 ...	1 36 1 & 2 CL	2 25 ...
Antwerp	1 & 2 CL	1 & 2 CL	1 & 2 CL
Brussels, North Sta. arr.	5 27 ...	8 0 ...	4 50 ...
Brussels, do. do. ...	5 0 ...	Ex 1 & 2 CL	5 27 ...
Brussels, South Sta. ...	5 25 ...	8 5 ...	5 0 ...
Ostend	11 20 p.m.	10 55 ...	6 0 p.m.
Calais	1 35 a.m.	1 10 p.m.	6 0 ...
Dever	4 30 1st CL	3 45 1 & 2 CL	1 & 2 CL
London Bridge	6 23 ...	5 45 ...	2 0 a.m.
Charing Cross	6 20 ...	5 50 ...	4 30 ...

§ Via Ghent. c Via Toumay and Jurbee.
 e Saturdays excepted.

See Notice on following page as to Mail Trains and Boats not waiting for 2nd passengers on Saturdays and as regards Sunday Trains.

SOUTH EASTERN RAILWAY.—(Continued.)

FIXED DAILY SERVICES TO AND FROM THE CONTINENT,

Via CALAIS AND OSTEND.

PARIS THROUGH SERVICES BY THE MAIL TRAINS AND BOATS.

LONDON AND PARIS, via DOVER AND CALAIS.

Paris and London, via Calais.—Passengers are recommended to Register their Baggage per South Eastern Mail Route to Charing Cross Station, which saves examination at Dover on the journey from Paris.

FROM LONDON.				TO LONDON.				Important Notice. The Mail Boats & Mail Trains do not wait for Passengers or Baggage after the Mails are loaded. The 4.30 a.m. and 4.45 p.m. London Mails start 15 mins. after arrival of boat, when late.
FROM	1 & 2 class Mail	1st class Mail		FROM	1 & 2 class Mail	1st class Mail		
Charing Cross d.	7 25 a.m.	8 30 p.m.	...	Paris .....dep.	7 20 a.m.	7 45 p.m.	...	
London Bridge,,	7 30	8 35	...	Amiens,,	9 9	9 35	...	
Dover { dep.	9 30	10 35	...	Calais { arr.	1 10	1 40	...	
Calais.....dep.	12 10 p.m.	1 30 a.m.	...	Dover .....dep.	3 45	4 30	...	
Amiens,,	3 35	4 55	...	London Br'dge a	5 45	6 25	...	
Paris .....arr.	6 6	7 30	...	Charing Cross,,	5 50	6 30	...	

Note.—Passengers by the 7.20 a.m. Train from Paris, on Week Days, can also leave Dover at 4.20 & 6.10 p.m., and the Passengers arriving by the 3.0 a.m. Boat from Calais, on Sundays, are conveyed by the Train leaving Dover at 4.20 a.m., arriving in London at 6.30 a.m.

The Company have now an Office in the Interior of the Railway Station, at Calais, for the issue of Through Tickets to Passengers, and the through Registration of Baggage. Parcels will also be forwarded from that Office.

PASSPORTS.—British subjects can now enter and travel through France without passport. The French Visa is not necessary for the Passports of Belgian Travellers provided with Through Tickets, in crossing the French Territory between Belgium and England, via Boulogne and Calais.

An Interpreting Conductor accompanies the Special Tidal Trains throughout, between Charing Cross and Paris.

REGULAR TRAINS BETWEEN BOULOGNE AND PARIS.

BOULOGNE TO PARIS.								PARIS TO BOULOGNE.							
English Miles.	1,2,3 class		1,2,3 class		1 & 2 class		1 & 2 class		English Miles.	1 cl. Exp.		1 & 2 class		1 & 2 class	
	1	2	3	1	2	3	1	2		1	2	1	2	1	2	3
—	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	—	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Boulogne ...dep.	1 0	6 0	9 0	12 5	5 30	6 30	8 10	Paris.....dep.	8 10	12 10	2 0	6 5	10 10	0	
Amiens,,	6 0	9 50	12 35	2 55	8 15	11 50	p.m.	Amiens,,	10 55	1 45	3 10	6 0	8 50	1 40	
109 Paris.....arr.	9 30	1 25	4 10	5 45	11 0	3 50	a.m.	109 Boulogne...arr.	1 20	5 10	6 40	9 25	11 30	5 0	

Boulogne Station is at Capcure, a short distance from the harbour. Omnibuses convey passengers from the Ostend House to the Station, where Refreshments can be obtained.

Fares: Boulogne to Paris.—1st Class, 28fr. 45c., or 22s 11d.; 2nd Class, 21fr. 35c., or 17s. 2d.; 3rd Class, 15 fr. 65c., or 12s. 6d. For Time Table and Tariff of Paris Daily Parcels Express for Merchandise Consignments of any weight, conveyed at Through Rates by Express Trains.—see Bills published separately.

REGISTRATION OF BAGGAGE.—Baggage can be registered to all the above places, except to such places and by such routes as are marked thus (*), in which exceptional cases it can be registered to Paris.

STOPPING PLACES.—Passengers can stop at each of the intermediate points for which there is a separate Coupon, and the Tickets are available between these points by any Train of the same Class.

THROUGH TICKETS to Paris are issued at Folkestone and Dover respectively, where also Baggage is registered at the following rates:—Folkestone to Paris, via Boulogne, 1st class, 31s. 8d.; 2nd class, 24s. 0d.; Dover to Paris, via Calais, 1st class, 37s. 10d.; 2nd class, 29s. 6d. Single and Return Paris Tickets are also issued at Red Hill (Région Junction) Reading and Hastings Stations, and the baggage of passengers taking such tickets can be registered at Folkestone or Dover.

Red Hill or Hastings to Paris, via Boulogne, 1st class £2 11s. 8d.; 2nd class £1 18s. 0d.; via Calais, £2 17s. 10d. and £2 2s. 6d.; Return (either route), £4 7s. and £3 7s. Reading to Paris, via Boulogne, £2 11s. 8d.; and £1 18s. via Calais, £2 19s. 4d. and £2 4s. 6d.; Return (either route), £4 10s. 6d. and £3 8s. 0d.

Through Tickets for London are issued at all the above places. Second Class Through Tickets are available by 1st Class Trains only on payment of the difference of Fare.

Children's Tickets.—Through Tickets to Paris are issued for Children under 6 years of age at Half Fares; and between London and Boulogne, Children not above Twelve Years travel at Half Fares.

Charges payable at Folkestone.—Loading or Shipping a 4-wheel Carriage, 10s. 6d.; a 2-wheel ditto, 6s. 6d. a Horse, 4s. 0d. Unpacking and packing each Carriage for Examination at Custom House, 2s. 6d.

Fares between Folkestone & Boulogne:—Chief Cabin, 8s. 6d.; Children, 4s. 3d. Fore Cabin, 6s. 6d.; Children, 2s. 3d. Carriages, 4 wheels, each £2 2s.; Carriages, 2 wheels, each £1 1s.; Horses, £1 5s.; Dogs, 2s. 6d.

Return Tickets (available for the same or following day, and from Saturday to Monday), 1st Class, 11s. 8d.; 2nd Class, 9s. 0d.

Steward's Fee.—The above Rates include Steward's Fee, a charge of 6d. being included for same in the fare.

BAGGAGE.—Passengers whose Baggage is not registered, will be charged 6d. each for landing at Folkestone.

Tickets.—Passengers are requested to pay their Fares and provide themselves with Tickets before going on board the Company's vessels. The Office for taking Tickets is at the Harbour Railway Station.

SIX CONTINENTAL SERVICES DAILY.—The Short Sea Route.—Rates for Through Tickets.

Offices for Tickets and Information.—London Bridge Station; West End, 40, Regent Circus; Paris, Terminus; 84, Place Bonapart; and 4, Boulevard des Italiens.

LONDON to	Single Tickets.			Ref. Tlc.			By what Route Available for			LONDON to			Ref. Tlc.			By what Route Available for		
	2s. 6d.	1s. 6d.	1s. 6d.	1 Cla.	2 Cla.	3 Cla.	1 Cla.	2 Cla.	3 Cla.	1 Cla.	2 Cla.	3 Cla.	1 Cla.	2 Cla.	3 Cla.	1 Cla.	2 Cla.	3 Cla.
Aix-la-Chap	3	2	5 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aix-la-Chap	3	19	13 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amsterdam	3	0	1 9 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amsterdam	3	5	6 2 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Antwerp	3	9	7 16 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Antwerp	2	6	6 13 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baden Baden	5	10	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baden Baden	5	0	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baden Baden	4	18	7 13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bale	5	4	9 3 17 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bale L. E.	5	12	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bale L. E.	4	18	2 11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bale R. B.	3	16	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beslach	3	9	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beslach	12	7	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berlin	6	12	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berlin	6	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bonn	3	3	1 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bonn	3	9	0 29 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Boulogne	1	8	6 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Boulogne	5	8	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Boulogne	5	5	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Breunswick	5	9	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Breunswick	5	6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brussels	3	8	9 15 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brussels	3	5	8 12 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Brussels	1	8	6 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Calais	8	15	7 16 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coblenz	8	15	7 16 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coblenz	8	13	6 13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coire	6	14	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cologne	3	9	5 21 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cologne	3	6	8 27 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Constance	6	4	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dresden	7	4	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dresden	7	0	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Frankfort O. M.	4	9	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Frankfort O. M.	4	4	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Frankfort O. M.	4	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Geneva	2	7	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Geneva	2	17	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ghent	2	1	11 8 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ghent	2	9	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanover	5	2	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanover	5	0	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harburg	6	13	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harburg	6	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harburg	6	13	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Held'g. R. B.	4	11	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Homburg	4	11	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Homburg	4	11	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Homburg	4	8	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Homburg	4	8	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

LONDON, BRIGHTON, & SOUTH COAST RAILWAY.

London to Jersey and St. Malo, Via Littlehampton.

The Screw Steamers, "IDA," "STAFFA," "VIGILANT," "HONFLEUR," and "KENNES," are appointed to Sail with Passengers and Merchandise, as under (Weather and unavoidable circumstances permitting), in connection with the London, Brighton, and South Coast Railway.

FEBRUARY, 1866.

LONDON TO JERSEY.				JERSEY TO ST. MALO.				
DATES.		Trains leave Victoria.	Trains leave London B'dge Station.	Steamer leaves Littlehampton.	DATES.	Steamer leaves Jersey.	Steamer leaves St. Malo.	
Friday	Feb. 2	7 55 a.m.	8 0 a.m.	12 0 noon.	Sunday	Feb. 4	6 30 a.m.	...
Monday	" 5	11 55 "	12 0 noon	3 0 p.m.	Wednesday	" 7	8 0 a.m.	...
Friday	" 9	11 55 "	12 0 "	4 0 "	Sunday	" 11	11 0 a.m.	...
Monday	" 12	2 55 p.m.	2 50 p.m.	8 0 "	Wednesday	" 14	8 0 a.m.	...
Friday	" 16	7 55 a.m.	8 0 a.m.	12 0 noon.	Sunday	" 18	6 0 a.m.	...
Monday	" 19	9 55 "	10 5 "	2 0 p.m.	Wednesday	" 21	7 30 a.m.	...
Friday	" 23	11 55 "	12 0 noon	4 0 "	Sunday	" 25	11 0 a.m.	...
Monday	" 26	2 55 p.m.	2 50 p.m.	8 0 "	Wednesday	" 28	7 30 a.m.	...

ST. MALO TO JERSEY.				JERSEY TO LONDON.			
DATES.		Steamer leaves St. Malo.		DATES.		Steamer leaves Jersey.	
Friday	February 2	...	6 0 a.m.	Friday	February 2	...	8 30 p.m.
Tuesday	" 6	...	7 0 "	Tuesday	" 6	...	1 0 "
Friday	" 9	...	10 0 "	Friday	" 9	...	2 30 "
Tuesday	" 13	...	3 0 "	Tuesday	" 13	...	6 0 "
Friday	" 16	...	5 0 "	Friday	" 16	...	8 0 "
Tuesday	" 20	...	7 0 "	Tuesday	" 20	...	10 0 "
Friday	" 23	...	10 0 "	Friday	" 23	...	2 0 "
Tuesday	" 27	...	3 0 "	Tuesday	" 27	...	6 0 "

FARES.—London and St. Malo, Single, 1 cl. 24s., 2 cl. 19s., Steerage, 18s.; Return, 1 cl. 86s., 2 cl. 28s. 6d., Steerage, 19s. 6d. London and Jersey, Single, 1 cl. 18s., 2 cl. 15s., Steerage, 10s.; Return, 1 cl. 27s., 2 cl. 22s. 6d., Steerage, 15s. Littlehampton and Jersey, Single, Cabin, 15s., Steerage, 8s.; Return, 22s. 6d. and 12s. Littlehampton and St. Malo, Single, Cabin, 18s., Steerage, 10s.; Return, 27s. and 15s. Jersey and St. Malo, Single, Cabin, 6s., Steerage, 4s.; Return, 9s. and 6s.

LONDON TO HONFLEUR, Via LITTLEHAMPTON. BEING SHORTEST ROUTE TO THE WEST AND SOUTH WEST OF FRANCE.

LONDON TO HONFLEUR.				HONFLEUR TO LONDON.	
DATES.	Trains leave Victoria Station.	Trains leave London Bridge Station.	Steamer leaves Littlehampton.	DATES.	Steamer leaves Honfleur.
Friday	Feb. 2	7 35 p.m.	7 40 p.m.	11	0 p.m.
Monday	" 5	7 35 "	7 40 "	12	0 night
Wednesday	" 7	11 55 "	12 0 noon	8	0 p.m.
Friday	" 9	11 55 "	12 0 "	4	0 "
Monday	" 12	3 55 p.m.	2 50 p.m.	8	0 "
Wednesday	" 14	3 55 "	2 50 "	9	0 "
Friday	" 16	7 35 "	7 40 "	10	0 "
Monday	" 19	7 35 "	7 40 "	12	0 night
Wednesday	" 21	9 55 a.m.	10 5 "	3	0 p.m.
Friday	" 23	11 55 "	12 0 noon	4	0 "
Monday	" 26	3 55 p.m.	2 50 p.m.	7	0 "
Wednesday	" 28	3 55 "	2 50 "	9	0 "

FARES—

Single Tickets.

Return Tickets available for One Month.

London to Honfleur, 1st Class, 21s. 2nd Class, 15s. Steerage, 8s. 1 Class, 21s. 6d. 2 Class, 22s. 6d. Steerage, 12s.
 Littlehampton to Honfleur " 13s. " 8s. " 19s. 6d. " 19s. 6d. " 19s. 6d.
 Children under 3 years of age, Free; 3 years, and under 12, Half Fare; 12 years, and above, Full Fare.
 For further particulars see Company's Time Bill.

BRIGHTON TERMINUS, February, 1866.

GEORGE HAWKINS, Traffic Manager. G.O.—16.

North German Lloyd.—BREMEN.**NEW YORK DIRECT.**

The Magnificent Clyde Built Steamers, carrying the United States Mail,

under BREMEN Flag.

NEW YORK.....	Capt. K. VON OTERINDORF...	3000 Tons—700 Horse Power.	
BREMEN	Capt. MEYER	3000	" " "
HANSA	Capt. VON SANTEN	3500	" " "
AMERICA.....	Capt. WESSELS	3000	" " "
HERMANN.....	Capt. WENKE.....	3000	" " "
DEUTSCHLAND.....	Capt.	3000	" " " Now Building.
UNION	Capt.	3000	" " " Now Building.

Are appointed to Sall from Southampton for New York, on the undermentioned dates:—

FEBRUARY 14th and 29th.

MARCH 14th and 29th.

RATES OF PASSAGE (payable in advance):—1st Class, Upper Saloon, 20 Guineas; 1st Class, Lower Saloon, 14½ Guineas.

These Steamers have been fitted especially for the conveyance of Passengers between Europe and the United States. They are replete with every comfort and convenience, and nothing has been spared in the arrangements of the Saloon and Cabin, to give satisfaction to all classes of Passengers. They have water-light compartments enclosing the Engines (so that, in the event of collision or stranding, the water would not reach them,) and the Pumps being free to work, the safety of the Vessel and Passengers would be secured.

For Freight and Passage apply to **PHILLIPPS, GRAVES, PHILLIPPS, & Co.**, Saint Dunstan's House, Saint Dunstan's Hill, E.C.; or to **KELLER, WALLIS, & POSTLETHWAITE**, Southampton; **LHERBETTE, KANE and Co.**, Paris and Havre; and **Messrs. OELRICHS and Co.**, New York. [L.o.—11.]

STEAM BETWEEN BREMEN, LONDON, AND HULL.

The well-known Steamers, **Adler**, **Mowe**, **Schwann**, **Schwalbe**, and **Condor**, leave **BREMEN** for **LONDON** every Thursday morning; **BREMEN** for **HULL**, every Monday morning; **LONDON** for **BREMEN**, every Thursday from Horsleydown, at 10 a.m. (weather permitting), embarking Passengers at Brunswick Wharf, Blackwall, at 12 o'clock precisely.

N.B.—Passengers must leave Fenchurch-street Station for Blackwall not later than the 11.30 a.m. Train. Extra Vessels when required. **HULL** for **BREMEN**, every Saturday evening.

These Steamers have been fitted with a Spacious Saloon on deck, for the better accommodation of Passengers.

FARES—Saloon, £2; Fore Cabin, £1; Deck, 10s. Return Tickets at a fare and a half. For particulars, apply to the Managers of the North German Lloyd, Bremen. Owners, **Messrs. Phillipps, Graves, Phillipps, & Co.**, Saint Dunstan's House, Saint Dunstan's Hill, E.C., or **Chaplin's Universal Office**, Regent's Circus, W., London. **Messrs. N. Veltmann & Co.**, in Hull. [L.O.—12.]

SWEDEN AND NORWAY.—Direct Route from London.

The well-known Screw Steamers "**Gustaf Wasa**," "**Newsky**," "**Azis**," and other first class Steamers (as the trade demands,) will leave London from off Horsleydown, for Gothenburg, every week. Fares—First Class, £3 8s.; Second Class, £2 2s. Return Tickets, issued at a Fare and a Half, Freight taken at considerably reduced rates.

Apply to **Messrs. A. LEFLER, & Co.**, Gothenburg; **CHAPLIN'S UNIVERSAL OFFICE**, London, W.; or to **PHILLIPPS, GRAVES, PHILLIPPS & Co.**, Saint Dunstan's House, Saint Dunstan's Hill, E.C., London.

N.B.—**P. G. P. & Co.**, also despatch steamers to Copenhagen and Stockholm from Alderman's Pier, every ten days during the season. [L.O.—13.]

LONDON, CHATHAM, AND DOVER RAILWAY.
PARIS, MARSEILLES, AND THE CONTINENT,
 BY THE ROYAL AND IMPERIAL MAIL STEAM-PACKETS.
 VIA DOVER AND CALAIS.—TWO SERVICES DAILY.

Shortest Sea Passage.

MARSEILLES IN 32 HOURS ONLY.

The new and magnificent Steamers the "Prince Imperial," and "La France," of the Royal and Imperial Mail Service convey Passengers with the Mails daily and every night between Dover and Calais, en route to Paris, Marseilles, Malta, Brussels, Antwerp, Cologne, &c.; leaving Dover for Calais every day at 9.35 a.m. and every night (Sundays included), at 10.40 p.m.—Calais for Dover every morning at 1.30 a.m., and every afternoon at 1.15 (Sunday included)

FEBRUARY, 1866.

		1 & 2 class. Day Service.	1st class. Night Service.	
FROM LONDON.	LONDON (Vic & Ludgate Hill) d.	7.25 a.m.	8.30 p.m.	...
	DOVER..... "	9.35 "	10.40 "	...
	CALAIS..... "	12.10 p.m.	1.30 a.m.	...
	PARIS..... art.	6. 0 "	7.20 "	...
	MARSEILLES..... "	3.45 "	6.36 "	...
TO LONDON.	PARIS..... dep.	7.20 a.m.	7.45 p.m.	...
	CALAIS..... "	1.10 p.m.	1.35 a.m.	...
	DOVER..... "	3.45 "	4.30 "	...
	LONDON (Vic. & Ludgate Hill) ar.	5.45 "	6.30 "	...

BRUSSELS, COLOGNE, & THE RHINE (via Dover and Calais.)

From LONDON.		Day Service.	Night Service.	To LONDON.		Night Service.	Day Service.
London (Vic. & Ludgate Hill) dep.		a.m.	p.m.	Cologne dep.		p.m.	a.m.
Dover		7 25	8 30			10 30	10 45
		9 25	10 40	Aix-la-Chapelle..... "		mid.	p.m.
		p.m.	a.m.			12 0	12 15
Calais		12 40	1 30	Antwerp .....		...	...
Lille		3 0	3 55			a.m.	3 30
Brussels		6 0	7 42	Brussels		7 15	8 0
Antwerp	arr.	...	10 7	Lille		10 30	11 20
		a.m.	p.m.			p.m.	a.m.
Aix-la-Chapelle..... "		3 25	2 5	Calais..... "		1 40	3 0
Cologne		5 0	4 9	Dover		3 45	4 30
				London (Vic. & Ludgate Hill) ar.		5 45	6 22

The above Trains are not Second Class throughout; but Second Class Tickets are available on payment of the difference of fare.

Fare, by the Steamers, First Class, 8/6; Second Class, 6/6. Children, half fares, including Steward's fee.

Return Tickets available for the same or following day, 1st Class, 12s., 2nd Class, 10s.

Through Tickets are issued to Calais, Paris, Brussels, and Cologne, available for Seven days from the date of issue. Fares by Railway and Steam-boat throughout.—

LONDON to CALAIS.....	1st Class	£1 8 6	2nd Class	£1 0 6
LONDON to PARIS		2 17 10		2 2 6
LONDON to BRUSSELS via Calais.....		2 8 2	via Calais	1 15 8
LONDON to COLOGNE		3 9 9		3 11 3

Return Tickets—London to Paris and back, available for one month. First Class, £4 7s.; Second Class, £3 7s. Offices, Agents, &c.—London, Chief Office, Victoria Station, City Office, 150, Cheapside, Dover. Admiralty Yard Calais. M. De Rheims, and Mr. Thomsett, Vice Consul and Lloyd's Agent. Paris, 20, Boulevard des Capucines Brussels. No. 94 bis, Montagne de la Cour. Cologne, Mr. Niesehn, 12, Friedrich Wilhelm, Strasse. Frankfurt. Mr. Schottenszelo, Hotel du Nord, Grande Gallus, Strasse.

Information relative to the Steam Boat Service, and Continental Travelling can be obtained either personally or by letter, at the Chief Office, Victoria Station.

Passengers should invariably register their Luggage through, direct from London to Paris, Brussels, and Cologne, by the Trains leaving London Victoria Station, at 1.35 a.m. and 9.30 p.m., and from Paris to London by the trains leaving Paris at 1.30 a.m., and 2.45 p.m. The Company will not be responsible in any way, for unregistered Luggage; the system of registering is adopted in order to facilitate the service, and to protect the passenger from portage imposition at Dover

See next page.

Continued from previous Page.

BRUSSELS, COLOGNE, HANOVER, HAMBURG, &c., AND THE RHINE VIA DOVER AND OSTEND,

By THE BELGIAN ROYAL MAIL Swift and Powerful Steamers, from

DOVER TO OSTEND, and from OSTEND TO DOVER,

performing the voyage in about five hours, and carrying the Prussian, Hamburg, and Dutch Mails.

A Steamer leaves **Dover** for **Ostend** every night (except Sunday) at 10.35 p.m., on the arrival of the Train, (1st Class Express) leaving the **Victoria West End Station** at 8.30 p.m., and **Ostend** for **Dover** every evening (except Saturday) at 7.45 p.m., on the arrival of the Train from **Brussels, Cologne, &c.** These Steamers convey, by day and night, the Sample Parcels, &c., of the Continental Express and others to and from Ostend.

Via **DOVER** and **OSTEND**.

* From LONDON.			* To LONDON.		
PLACES from	Day Service.	Night Service.	PLACES from	Day Service.	Night Service.
London (Victoria and Ludgate Hill Sta.) dep.	7 25 a.m.	8 30 p.m.	Cologne.....dep.	10 30 p.m.	11 50 a.m.
Dover.....arr.	9 25 "	10 35 "	Aix la Chapelle..... "	12 0 midnt	1 20 p.m.
Dover.....dep.	9 35† "	10 40† "	Brussels..... "	6 0 p.m.	5 0 "
Ostend.....arr. about	2 30 p.m.	4 30 a.m.	Ostend..... "	8 17 a.m.	7 45 "
Ostend.....dep.	4 45 "	*7 0 "	Dover.....arr. about	1 0 p.m.	2 0 a.m.
Brussels.....arr.	7 2 "	9 45 "	Dover.....dep.	3 45 "	4 30 "
".....dep.	10 20 "	.. ..	London (Victoria and Ludgate Hill Sta.) arr.	5 45 "	6 30 "
Aix la Chapelle..... "	3 25 a.m.	2 5 p.m.			
Cologne.....arr.	5 0 ..	4 0 ..			

† Sundays excepted.

‡ Sundays excepted.

† Saturdays excepted.

Fares by Through Tickets, at the **LONDON VICTORIA, & LUDGATE HILL STATIONS.**

	£ s. d.	£ s. d.
LONDON and OSTEND..... 1st Class.	1 15 3	2nd Class. 1 4 7
" " BRUSSELS.....	2 5 8	..... 1 12 1
" " AIX-LA-CHAPELLE... 2 19 1		..... 2 3 0
" " COLOGNE..... 3 6 8		..... 2 7 5

The Express Train leaving the **Victoria (West End)** and **Ludgate Hill (City) Terminal** at 7.20 a.m., carries 1st and 2nd Class Passengers; but where the Trains on the Continent are 1st Class only, Passengers must pay the difference of Fare—the 9.30 p.m. is 1st Class only.

The holders of Through Tickets are entitled **TO STOP** at all the principal towns en route, and to continue their journey at pleasure; the names of the towns are attached to the tickets.

Passengers are particularly requested to note that the Customs examination of all Registered Luggage from all parts of the Continent for **Victoria Station**, takes place at **Victoria**; but if for **Ludgate Hill**, at **Dover**, in the Custom House at the **Dover Station**.

OFFICES, AGENTS, AND CORRESPONDENTS OF THE MAIL STEAMERS.

Those marked * issue Direct Through Tickets.

* **LONDON**, Chief Office, **Victoria Station**, City Offices, 150, Cheapside, and **Ludgate Hill Station**.—***PARIS**, 30, Boulevard des Italiens.—*(**OSTEND**, M. Louis Carbon.—***BRUSSELS**, M. Piddington, Montagne de la Cour, and North Railway Station.—***COLOGNE**, Rheiniah Railway Station, and Mr. J. Niessen, 12, Freidrich Wilhelm Strasse, Frankfort O. M. Mr. J. Schottenfels, Hotel du Nord, Grosse Gallus Strasse.

See also Bradshaw's British Railway and Steam Navigation Guide.

No Passport required to enter or leave France, Belgium or Holland.—Commodious Waiting Rooms on the Quay at **OSTEND**, with Refreshments. Luggage examined in the same Building. Registered or unregistered baggage and luggage belonging to Passengers proceeding to or from Germany is not examined by the Belgian Customs, if declared for transit, at **Ostend, Cologne, or Aix-la-Chapelle**.—At **DOVER** and **OSTEND**, Luggage of Passengers arriving by Mails is NOW examined at any hour of the day or night.—The opening of the Admiralty Pier at **Dover** renders the use of small boats unnecessary.

J. S. FORBES, General Manager.

B. & S.—14]

Victoria Station, 1st February, 1866.

OSTEND AND DOVER. DAY MAIL SERVICE

(SUNDAYS EXCEPTED),

BY POWERFUL AND FAST GOVERNMENT STEAMERS.

THE NIGHT SERVICE CONTINUING AS BEFORE, See London, Chatham, and Dover
Advertisement, page 533; and South Eastern, page 527.

Routes to and from England, Belgium, The Rhine, & Germany:—

From LONDON.	(No Passports Required.)	To LONDON.
LONDON—Charing Cross } dep. 7.25 a.m.		COLOGNE, after arrival of Berlin, Hamburg, Vienna, Leipzig, Rhine, and Frank- fort Trains } dep. 10.20 p.m.
Do. London Bridge } " 7.25 "		
Do. Victoria Station } " 7.25 "		
Do. Blackfriars } " 7.25 "		
DOVER....." 9.30 "		BRUSSELS arr. 5. 0 a.m.
OSTEND .....arr. abt. 2.30 p.m.		" For Ostend dep. 6. 0 "
" For Brussels, &c. dep. 4.45 "		OSTEND " 8.17 "
BRUSSELS arr. 7. 0 "		DOVER arr. abt. 1. 0 p.m.
" For Cologne dep. 10.20 "		LONDON By South Eastern dep. 3.45 "
COLOGNE.....arr. 5. 0 a.m.		" London Bridge..... } arr. 5.45 "
" For the Rhine Frank- fort, Baden, &c..... } dep. 6. 0 "		" Charing Cross } arr. 5.45 "
" For Berlin, Hamburg, Leipzig, Vienna, } " 7. 0 "		" By London, Chatham...dep. 3.45 "
Trieste....." 7. 0 "		LONDON—Victoria Station, } arr. 5.45 "
		Do. Blackfriars....." 5.45 "

Through Tickets available for both the above Lines of Railway, Registration of Luggage—
Agents, &c. &c. the same as Night Service.

LONDON, 1st November, 1865.

NOTE.—The Continental Daily Parcels Express forwards Samples and Packages by the Day
and Night Mail Service; collects Amount of Invoices and Outcharges.—Office, 58, Gracechurch Street;
24, Regent Circus. Brussels: 77, Montagne de la Cour, and Railway Stations. (Universal Rates, gratis.)
[L. O.-15.]

GEE AND COMPANY'S

Steam Ships from Hull, will sail (weather and casualties excepted),

To Antwerp, every Wednesday evening; the Steam Ship *Alster*, or other First-
Class Steamers sail from Hull every Wednesday evening, as soon after 4 p.m. as the tide permits, and
from Antwerp for Hull every Saturday evening, after 10 p.m.

FARE.—First Cabin, 20s. RETURN TICKETS, 30s., available for one month. Steward's Fee, 2s. 6d.

Average passage, 22 hours from Port to Port.

To Hamburg.—The paddle-wheel Steamers *Helen M'Gregor*, *Emerald Isle*, or
other Steamer, every Saturday Evening, leaving Hamburg for Hull, every Saturday Evening.

For further particulars, please apply to GEE AND Co., 9, Pier Street, Hull; or to H. A. MARSHALL,
Antwerp; KIRSTEN AND Co., Hamburg; and G. E. MARSHALL, 28, Victoria Street, Manchester.
RAYDEN & REID, LONDON.

HULL, February, 1866.

[L. O.—14.]

LONDON AND PARIS.—Via NEWHAVEN and DIËPPE.

SHORTEST AND CHEAPEST ROUTE.

FARES THROUGHOUT.—Single Tickets, 1st Class, 30s.; 2nd Class, 22s.; 3rd Class, 16s.
RETURN TICKETS, First Class, 50s.; Second Class, 36s.; Third Class, 28s.,
 available for One Month.

These Tickets are available for seven days from the date of issue, thus giving passengers who do not desire to proceed direct to Paris, the opportunity of staying a short time at Dieppe or Rouen, and they are available by any of the ordinary trains, as well as by the special and express trains running in connection with the steamers.

LONDON TO DIEPPE.

THROUGH FARES.—Single Tickets, First Class, 20s.; Second Class, 14s.

Return Tickets, available for One Month. First Class, 30s.; Second Class, 21s.
NEWHAVEN TO DIEPPE—First Class, 13s.; Second Class, 10s.; **Return Tickets:** First Class, 20s.; Second Class, 14s. Horses, 40s.; Carriages, 40s.; Dogs, 3s.; Cats, 2s. 6d. When Horses, Carriages, Dogs, or Cats are conveyed without Passengers an additional charge is made of 2s. on each consignment.

THE BRIGHTON COMPANY'S NEW AND POWERFUL STEAMERS are intended to sail
 (wind and weather permitting)

AT THE TIMES STATED IN THE TABLE ON PAGE 535.

See also BRADSHAW'S GENERAL RAILWAY AND STEAM NAVIGATION GUIDE of Great Britain and Ireland, in the pages preceding the alphabetical list of the Sailing of Steamers for the present month.

Through Tickets from Newhaven to Paris, or from Dieppe to London, must be obtained at the Offices of the Company, Newhaven, or at Dieppe, 35, Quai Henri IV., as they are not issued on board the Steamer. Passengers' luggage, proceeding direct from London by the Train running in correspondence with the Steamer, must book their luggage for Paris direct, and it will then be disembarked immediately upon the arrival of the Steamer at Dieppe, and conveyed to the Railway Terminus, a charge of 1s. being made for such transport at the time of booking the luggage at the London Terminus. Each passenger is allowed 66lbs. of Luggage; any surplus will be charged one penny per lb. Passengers remaining at Dieppe until a later Train, must have their Luggage booked for Dieppe only, otherwise it will be sent on direct to Paris. Goods will be conveyed by these steamers DAILY each way. Passengers leaving Paris for London, must be at the Terminus half an hour before the time appointed for starting, to book their luggage. For further particulars, apply to A. D. BOSSON, 7, Rue de la Paix, Paris; 35, Quai Henri IV., Dieppe; 18, Fish Street Hill, near the Monument, London Bridge; 43, Regent Circus, Piccadilly, W.; or at any Station of the London, Brighton, and South Coast, or Paris and Dieppe lines of Railway.

[L.O.—17

Compagnie Marseillaise de Navigation à Vapeur.

MARC FRAISSINET PÈRE & FILS.

**DÉPARTS
DE MARSEILLE.**



**DÉPARTS
DE MARSEILLE.**

Gènes, Livourne, Civita-Vecchia et Naples:
Tous les Dimanches et tous les Mercredis, à 8 heures
du matin.
Nîmes et Gènes: Deux Départs chaque semaine, le
Mercredi et le Vendredi.

Cannes et Nice: Un Départ chaque semaine.
Agde: Deux Départs chaque semaine.
Cette: Départ tous les jours.

LIGNE DE CONSTANTINOPLE:

Départs les 1er, 11 et 21, de Marseille.
Service régulier sur Messine, Pirée, Syra, Volo,
salonique, Smyrne, Rodosto, Mer Noire,
Provinces Danubiennes.

LIGNE D'ALEXANDRIE:

Départs de Marseille le 15 et le 30.
Services réguliers sur Malte, Port-saïd, la Syrie
et Tous les Ports du Levant.

Pour Fret et Passage
s'adresser :

à MARSEILLE: à MM. MARC FRAISSINET père et fils, Place Royale, 6;
à PARIS: { à MM. HORACE BOUCHET & Cie, Rue de la Douane, 22;
à MM. CHAILLAN frères, Rue Grange-Batelière, 16

BROWNLOW, LUMSDEN, & CO.'S FIRST-CLASS STEAMERS

Are intended to ply from HULL as under,

(CARRYING POST-OFFICE LETTER-BAGS.)

(AS LONG AS THE NAVIGATION REMAINS OPEN.)

To **HAMBURG**, every Tuesday Evening. **FARES**—Best Cabin, 20s.; Return Tickets, 30s. Second Cabin, 10s.; Return Tickets, 15s. Goods also forwarded by the Steamers of Thursdays and Saturdays.

AGENTS AT HAMBURG—Pearson and Langnese.

To **ANTWERP**, the "Tiger," every Saturday evening, leaving Antwerp every Wednesday forenoon. **FARES**—First Cabin, 20s. Return Tickets, available for One Month, 30s.; Second Cabin, 10s.

AGENT AT ANTWERP—Vanden Bergh Fils.

To **GHENT**, via Antwerp, every Wednesday and Saturday.

To **DUNKIRK**, Steamers every Wednesday and Saturday Evening, leaving Dunkirk every Wednesday and Saturday. **FARES**—Best Cabin, 15s.; Second Cabin, 10s. Return Tickets, Fare and Half.

AGENTS AT DUNKIRK—C. Bourdon & Co.

To **ST. PETERSBURG TOWN**, direct.—First-class Steamers, with excellent accommodation for Passengers, Weekly during the Baltic season.

AGENTS AT ST. PETERSBURG—Thomson, Bonar, & Co.

Goods for all Continental Ports forwarded with care and despatch, if specially addressed to

BROWNLOW, LUMSDEN, & CO.,

February, 1866.

General Forwarding Agents, Hull. [A.C.—19]

A. LOPEZ & CO.'S TRANSATLANTIC MAIL STEAMERS

LEAVE CADIZ FOR THE

Canary Islands, Porto Rico, and Havannah,

The 15th and 30th of every Month; and Return from

HAVANNAH TO CADIZ,

Direct, the 15th and 30th.

PASSAGE MONEY.—From Cadiz to { Pto Rico, 1st Class, 140 dollars; 2nd Class, 90 dollars; 3rd Class, 45 dollars.
Havana, " 165 " " 110 " " 50 "

Further particulars of J. R. YGLESIAS & Co.,

Bond Court House, Walbrook, London.

[L.O.—20]

LIVERPOOL AND THE EAST.

SCREW STEAM-SHIPS.

The First-class British Steam-ships,

	Tons.		Tons.		Tons.
Agia Sofia	2000	Laconia	1500	Orontes	900
Arcadia	1800	Macedonia	2500	Thessalia	1400

SAILING }

For Malta, Alexandria, Beyrouf, and Alexandria.
For Malta, Syria, Constantinople, and Smyrna.
For Malta, Syria, Constantinople, and Salonica.

Carrying also Goods to Galatz and Ibrail, Varna, Odessa, and Trebizonde, at a through rate, by special agreement only, every ten days: have superior accommodation for passengers, and are provided with a Stewardess.

For freight or passage apply to PAPAYANNI BROTHERS, Fenwick Chambers, Fenwick Street, Liverpool.

[L.O.—21]

ANGLO-FRENCH STEAM-SHIP COMPANY, LIMITED.

GRIMSBY & HAMBURG TWICE A WEEK.

One of the Company's First-class Screw Steamers,

GRIMSBY, LORD CARDIGAN, or EUGENIE,

will be despatched every WEDNESDAY and SATURDAY NIGHT after the arrival of the last Trains from London, Liverpool, Manchester, and the West Riding; returning from HAMBURG on the following: TUESDAY and FRIDAY,

SUPERIOR ACCOMMODATION FOR PASSENGERS.

Fares—Best Cabin, £1 10s.; Out and Home, £2.

For further particulars as to Freight, &c., apply to JOHN SUTCLIFFE, Shipping Agent, Grimsby or to GEORGE COPLEY, General Manager, Royal Dock Chambers, Grimsby.
Royal Dock Chambers, Grimsby, September, 1863.

[s.c.—22

A. Lopez & Co.'s Mail Steamers,

DIRECT COMMUNICATION BETWEEN

PARIS AND MADRID

THROUGH TICKETS BETWEEN

Marseilles, Barcelona, Alicante, Madrid,
Malaga, Cadiz.

The Fine New Steamers "Madrid," "Alicante," "Marsella," are provided with every accommodation for passengers, and are celebrated for the regularity and rapidity of their passages.

WEEKLY VOYAGES.

FROM MARSEILLES

TO BARCELONA, ALICANTE, MALAGA, and CADIZ.

Leave MARSEILLES	Tuesday,	11 a.m.
Arrive at BARCELONA.....	Wednesday.	
Leave Do.	Do.	3 p.m.
Arrive at ALICANTE	Thursday.	
Leave Do.	Saturday,	11 a.m.
Arrive at MALAGA	Sunday.	
Leave Do.	Do.	5 p.m.
Arrive at CADIZ	Monday,	Morn.

FROM CADIZ

TO MALAGA, ALICANTE, BARCELONA, and MARSEILLES.

Leave CADIZ	Friday,	3 p.m.
Arrive at MALAGA	Saturday.	
Leave Do.	Do.	Noon.
Arrive at ALICANTE	Sunday.	
Leave Do.	Wednesday,	11 a.m.
Arrive at BARCELONA	Thursday.	
Leave Do.	Do.	4 p.m.
Arrive at MARSEILLES	Friday.	

F A R E S .

	Marseilles.			Madrid.			Barcelona.			Alicante.			Malaga.			Cadiz.		
	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class	1st class	2nd class	3rd class
MADRID	100	70	45	...	...	...	71	47	29	...	...	...	118	84	44	139	100	53
MARSEILLES .....	...	...	...	100	70	45	55	37	18	95	63	37	179	121	61	205	137	64
BARCELONA	86	37	20	71	47	29	...	...	...	63	42	24	134	89	45	161	106	55
ALICANTE	98	65	40	...	...	...	63	42	24	...	...	...	68	47	24	100	68	34
MALAGA	180	121	60	118	84	44	134	89	45	68	47	24	...	...	...	39	26	16
CADIZ	206	137	70	139	100	53	161	108	55	100	68	34	39	26	16	...	...	...

Further particulars at Mr. C. A. Saavedra, 97, Rue de Richieu, et 27, Passage des Princes. MARSEILLES, Place Royale, and at Mr. E. Oberst, Rue de Rome, No. 90. MADRID at Mr. J. Moreno, Calle de Alcalá, No. 28 and at other agents of the Company at the different ports.

L.O.—13

LONDON AND SOUTH WESTERN RAILWAY.

LONDON & PARIS, via Southampton, Havre, & Rouen.

EVERY MONDAY, WEDNESDAY, AND FRIDAY.

THE CHEAP AND PICTURESQUE ROUTE

For Havre, Honfleur, Caen, Trouville, Rouen, and Paris.

Through Tickets are available for 4 days (inclusive of day of issue), with privilege of breaking the journey at Winchester, Farnborough (for Aldershot Camp), Southampton, Havre, and Rouen.

FARES THROUGHOUT:—1st class, 28s; 2nd class, 20s. Steward's Fees 3s and 1s. Return Tickets, available for a month, 1st class, 50s.; 2nd class, 36s. For other Fares, see Bills. Passengers can register their luggage through to Paris.

REGULAR SERVICE BETWEEN LONDON AND PARIS. THE MAIL ROUTE FOR HAVRE.

By the swift and powerful Mail Steam Ships, "Southampton" and "Havre."

LONDON TO PARIS.—The latest Train (1st and 2nd class) for the Steamers, leaves Waterloo Bridge Station at 8.30 p.m., and Kensington Station at 7.40 p.m., every Monday, Wednesday and Friday, but Passengers may travel by any previous train.

The Steamers leave SOUTHAMPTON DOCKS for HAVRE, every Monday, Wednesday, and Friday, at 11½ p.m.

Train leaves HAVRE for PARIS:—1st class, 11.0 a.m. 2nd class, 11.0 a.m.

Train arrives in PARIS:—1st class, 4.30 p.m. 2nd class, 6.30 p.m.

PARIS TO LONDON.—The latest Trains for the Steamers leave Paris (St. Lazare Station), every Monday, Wednesday, and Friday, as follows, but Passengers may travel by any previous train.

February.	Last Trains for Steamer, leave St. Lazare Station, Paris, for Havre.		Steamer leaves Havre for Southampton.	Date.	Train leaves Southampton for London.	Trains arrive in London Waterloo Station.
	1st class.	2nd class.				
Friday	2 6 0 p.m.	12 0 noon	11 30 p.m.	3	9 45 a.m.	12 7 p.m.
Monday	6 0 "	12 0 "	11 30 "	6	9 45 "	12 7 "
Wednesday	6 0 "	12 0 "	12 0 night	8	9 45 "	12 7 "
Friday	9 8 0 a.m.	7 0 a.m.	6 30 p.m.	10	7 0 "	9 45 a.m.
Monday	12 0 noon	12 0 noon	8 30 "	13	7 0 "	9 45 a.m.
Wednesday	14 6 0 p.m.	12 9 "	11 30 "	15	9 45 "	12 7 p.m.
Friday	16 6 0 "	12 0 "	11 30 "	17	9 45 "	12 7 "
Monday	19 6 0 "	12 0 "	11 30 "	20	9 45 "	12 7 "
Wednesday	21 6 0 "	12 0 "	11 30 "	22	9 45 "	12 7 "
Friday	23 8 0 a.m.	7 0 a.m.	6 0 "	24	7 0 "	9 45 a.m.
Monday	26 12 0 noon	12 0 noon	8 30 "	27	7 0 "	9 45 a.m.
Wednesday	28 6 0 p.m.	12 0 "	11 30 "	29	9 45 "	12 7 p.m.

Honfleur.—There is communication once or twice daily by Steamers between Havre and Honfleur. Passengers can book through from Waterloo Bridge Station, London, to Honfleur (via Havre), and vice versa. FARE, 1st class, 21s. 6d; 2nd class, 17s. RETURN TICKETS, available for a month, 1st class, 37s.; 2nd class, 27s.

Caen.—The Steamers between Havre and Caen sail daily each way. Through Tickets are issued between London (Waterloo Bridge Station), Honfleur, and Caen, and vice versa, via Havre. FARE, 1st class, 25s. 6d; 2nd class, 18s. 6d. RETURN TICKETS, available for a month, 1st class, 40s.; 2nd class, 30s.

Trouville.—Steamers sail daily between Havre and Trouville.

LONDON AND GUERNSEY, JERSEY, AND ST. MALO.

THE MAIL ROUTE TO THE CHANNEL ISLANDS.

Remarkable as being the only Norman possessions of the British Crown, and for their romantic Coast Scenery. Shortest Sea Passage. The Quickest and Best Route by Direct Service by the Royal Mail Steam Ships.

ROUGH FARES FROM LONDON:—1st class, 31s.; 2nd class, 21s.; double Journey Tickets available for One Month, 45s. and 3s.; from Southampton, 18s. and 12s.; double Journey Tickets available for One Month, 30s. and 20s.; Children, half fares (dock dues included.) Steward's Fees, 1st class, 2s.; 2nd class, 1s. Single Journey Tickets available for Four Days, with the privilege of stopping at Farnborough (for Aldershot Camp), Winchester, and Southampton.

The Royal Mail Steam ships "Normandy" and "Brittany," will leave Southampton Docks, for Guernsey and Jersey, on Mondays, Wednesdays, and Fridays, at a quarter before 12 midnight, latest train from Waterloo Bridge Station at 8½ aft., and from Kensington at 7.40 aft.; but Passengers may travel by any previous train.

The Return Packets leave Jersey for Guernsey and Southampton at a quarter before 7 morning (Greenwich Time) every Monday, Wednesday, and Friday, calling at Guernsey about one and a half hour afterwards. Passengers (under ordinary circumstances) can reach London at 10 o'clock on the evenings of the same days that they leave the Islands.

[SEE NEXT PAGE.]

LONDON AND SOUTH WESTERN RAILWAY—Continued.

ADDITIONAL FACILITIES, via SOUTHAMPTON.

Passengers by the last Train leaving Waterloo Bridge Station at 8½ p.m., are conveyed through in the Railway cars into the Southampton Docks alongside the Steamers, and their luggage placed on board without any trouble or additional expense.

French Interpreter accompanies the Guard in this Train. A French Interpreter is also in attendance in the Southampton Docks on the arrival of the Steamers from Havre, Guernsey, Jersey, and St. Malo.

Through Service between Southampton and St. Malo (via Jersey.)

The New Fast, and Powerful Steam Ships "St. Malo" and "Griffin," will sail as follows:—

Southampton to Jersey direct and St. Malo, Every Tuesday and Thursday, at 6 p.m. Last Trains from Waterloo: 1 & 2 class, 3.10 p.m., 3rd class, 1.10 p.m.; but Passengers may travel by any previous Train.	}	Jersey to St. Malo.	
		Saturday Feb. 3 | 8 0 a.m.	Saturday Feb. 17 | 6 0 a.m.
		Wednes. " 7 | 9 0 a.m.	Wednes. " 21 | 8 0 "
		Saturday " 10 | 11 0 a.m.	Saturday " 24 | 11 0 "
		Wednes. " 14 | 2 0 p.m.	Wednes. " 28 | 2 0 p.m.

St. Malo to Southampton (via Jersey.)

St. Malo to Jersey.				Jersey to Southampton Direct.			
Friday Feb. 3	...	...	4 30 a.m.	Friday Feb. 3	...	...	10 30 a.m.
Tuesday "	6	...	7 0 "	Tuesday "	6	...	11 30 "
Friday "	9	...	9 0 "	Friday "	9	...	2 0 p.m.
Tuesday "	13	...	3 0 "	Tuesday "	13	...	2 0 "
Friday "	16	...	4 30 "	Friday "	16	...	10 0 a.m.
Tuesday "	20	...	6 30 "	Tuesday "	20	...	11 30 "
Friday "	23	...	9 0 "	Friday "	23	...	2 30 p.m.
Tuesday "	27	...	3 0 "	Tuesday "	27	...	7 0 a.m.

The Railway is now Open between St. Malo and Rennes.

LONDON AND SOUTH WESTERN RAILWAY COMPANY.

**The Direct Service.—HONFLEUR to LONDON,
Via SOUTHAMPTON.**

FEBRUARY, 1866.

THE London and South Western Railway Company's Steamers will sail with Merchandise, Southampton to Honfleur, three times weekly, returning from Honfleur direct to Southampton, as follows:—

Friday February 2nd	.....	10 0 p.m.	Friday February 16th	.....	9 0 p.m.
Monday "	5th	1 0 "	Monday "	19th	1 0 "
Wednesday "	7th	2 0 "	Wednesday "	21st	2 0 "
Friday "	9th	4 0 "	Friday "	23rd	3 0 "
Monday "	12th	6 0 "	Monday "	26th	6 0 "
Wednesday "	14th	8 0 "	Wednesday "	28th	8 0 "

Honfleur is in daily direct communication by Goods Trains with Lisieux, Caen, Bayeux, St Lo, Carcanten, Isigny, Cherbourg, Falaise, Argentan, Alençon, Le Mans, Sille-le-Guill, Montsur, Almenches, May Litre, Vitre, Evron, Connors, Laval, Sees, &c.

Goods conveyed at Low Through Rates to and from Honfleur, &c., without any additional charges for Dock Dues, Clearing, &c., at Southampton.

Goods for Honfleur, &c. should be directed in full, per "London and South Western Railway and Steam Boat," via Southampton, and, to ensure the lowest possible charges, addressed to the care of E. K. CORKE, Southampton.

For further particulars apply to Mr. ENAULT, Honfleur; Mr. LANGSTAFF, 47, Grand Quay, Havre; Mr. LEACH or Mr. WILLIAMS, 53, King William Street, London Bridge; or to

Mr. E. K. CORKE, Steam Packet Superintendent, Railway Station, Southampton.

February 1st, 1866.

By Order, ARCHD. SCOTT, Traffic Manager,

[L.O.—24.

Waterloo Station.

THE MARITIME POSTAL SERVICE OF GENOA.

PEIRANO, DANOVARO, & CO.

FROM GENOA TO NAPLES, and Vice Versa.

Departure from Genoa to Leghorn and Naples, every day at 11 p.m.

Departure from Naples to Leghorn and Genoa, every day at 7 a.m.

FROM GENOA TO NAPLES, ANCONA, and Vice Versa.

Departure from Genoa to Leghorn, Naples, Reggio, Messina, Catania, Gallipoli, Corfu, Brindisi, Bari, Tremiti, and Ancona, every Saturday, at 11 p.m.

Departure from Ancona per Tremiti, Bari, Brindisi, Corfu, Gallipoli, Catania, Messina, Reggio, Napoli, Livorno, and Genoa, every Friday, at 11 a.m.

Notice.—On the voyage to and from Ancona the Steamers will alternatively call at Paola, Pizzo, Cotrone, Rossano, Taranto, and Manfredonia.

FROM NAPLES TO CATANIA, and Return.

Departure from Naples to Paola, Pizzo, Messina, and Catania, every Friday, at 5 p.m.

Departure from Catania to Messina, Pizzo, Paola, and Naples, every Monday, at 11 a.m.

FROM GENOA TO NICE, and Vice Versa.

Departure from Genoa per Oneglia, Porto Maurizio, and Nice, every Tuesday and Friday, at 9 a.m.

Departure from Nice per Porto Maurizio, Oneglia, and Genoa, every Monday and Friday, at 9 a.m.

FROM GENOA TO MARSEILLES, and Vice Versa.

Departure from Genoa, per Marseilles direct, every Wednesday, at 6 p.m.

Departure from Marseilles to Genoa direct, every Tuesday, at 5 p.m.

For further particulars, apply at the principal Office of the Company in Genoa, Strada Carlo Alberto, Palazzo-Danovaro and, in England, at the Company's Agents,

C. A. PELLAS & CO.,

42, ST. MARY AXE,

LONDON, E. C.

STEAMERS TO NEW YORK TWICE A WEEK.



LIVERPOOL, NEW YORK, & PHILADELPHIA

STEAM-SHIP COMPANY'S

FULL-POWERED BRITISH IRON SCREW STEAM-SHIPS,
CARRYING THE UNITED STATES MAILS,

CITY OF ANTWERP	(Building)
CITY OF PARIS	(Building)
CITY OF LONDON	Capt. J. MIREHOUSE.
CITY OF BOSTON	Capt. KENNEDY.
CITY OF NEW YORK	Capt. R. LEITCH.
CITY OF BALTIMORE	Capt. P. McGUIGAN.
CITY OF WASHINGTON	Capt. S. BROOKS.
CITY OF MANCHESTER	Capt. J. J. HALCROW.
CITY OF DUBLIN	Capt. J. EYNON.
CITY OF CORK	Capt. H. MANNING.
CITY OF LIMERICK	Capt. T. C. JONES.
EDINBURGH.....	Capt. T. F. ROSKELL.
ETNA	Capt. H. TIBBIS.
KANGAROO	Capt. W. BRIDGMAN.
BOSPHORUS	Capt. G. LOCHHEAD.
CITY OF DURHAM	Capt. W. R. PHILLIPS.

One of the above or other vessels are intended to sail in 1866,

From LIVERPOOL for NEW YORK
Calling at Queenstown to embark Passengers and
Despatches, and with liberty to call at an inter-
mediate Port.

Every Wednesday, & alternate Friday and
Saturday.

From NEW YORK for LIVERPOOL

Calling at Queenstown to land all Passengers for
Ireland, and Despatches,—delay about one hour,

Every Saturday and Wednesday.

~~~~~

RATES of PASSAGE from Liverpool and Queenstown to NEW YORK :

**CABIN PASSAGE** by the Mail Steamers sailing every Wednesday, Fifteen Guineas, Seventeen Guineas, and Twenty-One Guineas, according to the accommodation in the State Rooms, all having the same privileges in the Saloon.

**CABIN PASSAGE** by the Friday's and Saturday's Steamers, Fifteen Guineas.

**FORWARD PASSAGE** Includes an unlimited supply of Provisions, cooked and served up by the Copmany's Stewards.

*Passengers can be forwarded on the most advantageous terms to the principal towns in the United States, Canada, and British Columbia.*

Tickets are issued by the undersigned for Passages from New York to Liverpool or Queenstown. These Steamers carry "Phillips' Patent Fire Annihilators," and are built in water-tight compartments.

An experienced Surgeon is attached to each Steamer.

Drafts issued on New York for £1 and upwards, free of charge.

Freight £3 per ton and 5 per cent. primage to New York; and Unmanufactured Goods, &c., will be taken subject to agreement, payable here or in New York, at the current rate of Exchange for Bankers, Bills, on the date of arrival of the respective steamers. Parcels 5s. and upwards, according to size and value, will be received till Six p.m. of the day before sailing.

Apply in New York to JOHN G. DALE, at the Company's Offices, 15, Broadway; in Philadelphia, to JOHN G. DALE, at the Company's Offices, 109, Walnut Street; in London, to EIVES & MACAY, 61, King William Street; in Paris, to JULES DECOUE, 48, Rue Notre Dame des Victoires, Place de la Bourse; in Havre, to MARCEL & CO.; in Antwerp, to J. P. KREMER & Co.; in Hamburg, to J. G. KIRSTEN; in Manchester, to GEORGE STONIER; in Dublin, to CORNELIUS CARLETON; in Belfast, to JOHN M'KEE, 63 and 65, Donegal Quay; in Cork, to D. O. MEARD; in Queenstown, to C. & W. D. SHYMOUR & Co.; in Glasgow, to ALEXANDER MALCOLM, JUN., 13 Dixon street; and, in Liverpool, to

**WILLIAM INMAN, 62 & 63, Tower Buildings South, 22, Water Street.**

LIVERPOOL, February, 1866.

T.F.—96

# HAMBURG TRAFFIC.

## STEAM COMMUNICATION

### BETWEEN HULL AND HAMBURG,

(UNLESS THE NAVIGATION BE INTERRUPTED BY ICE.)

The following First Class Steamers are intended to sail from the Humber Dock corner as follows:—

From **HULL**.—"Excelsior," CAPTAIN NEWTON, 3rd and 17th February; "Harlequin," CAPTAIN DYSON, 10th and 24th February.

From **HAMBURG**.—"Harlequin," 2nd and 16th February; "Excelsior," 9th and 23rd February.

Intending Passengers must apply to the Agents, **Lofthouse, Glover, & Co., Hull; Nisole and Gauthier, Hamburg.** Excellent accommodation for Passengers, Horses, Cattle, and Carriages.

**PASSAGE MONEY.**—First Cabin, 20s.; Return Ticket, £1 10s. Second Cabin, 10s.; Return Ticket, 15s.; allowing four weeks on the Continent. Return Tickets available by Tuesday, Friday, and Saturdays' Steamers. Average Passage, 36 hours.

## HULL AND DUNKIRK.

Steamers for **Dunkirk** every Wednesday and Saturday, and **Dunkirk** for **Hull** every Wednesday and Saturday, according to tide.

**PASSAGE MONEY.**—First Cabin, 15s.; Return Ticket, £1 2s. 6d., available for one month. Average Passage, 21 hours. The very best accommodation for Passengers, Carriages, and Horses. Goods taken at through-rates to and from Switzerland and Northern towns of France. **Dunkirk Agents**—C. Bourdon & Co.

For further information, apply to the Agents,  
Hull, February, 1866.

LOFTHOUSE, GLOVER, AND CO., HULL;  
C. BOURDON & CO., DUNKIRK. [s.c.—7]

## LONDON TO HAMBURG.

The splendid fast Steamers, "**Castor**," Captain J. SCHNADE, 800 tons, and "**Planet**" Captain C. F. NOMENS. One of the above Steamers will leave from off Horsleydown, with Goods and Passengers, for Hamburg, every Friday morning. **FARES.**—Saloon, £3; Fore Cabin, £1 5s. Merchandise and Parcels insured and forwarded if addressed to **DROLENVAUX** and **BREMEN**. No. 10, Water Lane, Tower Street of whom may be had full particulars as to Freight and Passage. [L.O.—25.]

## ANTWERP, BRUSSELS, COLOGNE, HAMBURGH, BERLIN, LEIPZIG, DRESDEN, &c.

SEA PASSAGE, FIVE HOURS ONLY.

**THE ANTWERP COMPANY'S** renowned Steam Ship, **Baron Oxy**, 800 Tons Burthen, and 320 Horse Power (with new boilers and entirely restored, and re-decorated), J. H. FERROUX, Commander, leaves the St Katherine's Steam Wharf, near the Tower, every Sunday, at 11 o'clock (noon), returning from Antwerp every Wednesday at 12 o'clock noon. Travellers going by this Steamer may proceed by the Railroad via Antwerp & Cologne to Hamburgh, Berlin, Leipzig, Dresden, &c., with the short Sea Passage of 5 hours only. The Fares to Cologne are, 24fr. 95c. (£1.), first-cl.; 18fr. 40c. (14s. 9d.) second; 12fr. 40c. (10s.) third. The general accommodation for Passengers on board this splendid Steam Ship, as well as her spacious Ladies' and Private Cabins, are entirely unequalled. **FARES.**—Chief Cabin, £1, 7s.; Fore Cabin, 20s.; Children under 10 years half-price. Four-wheeled Carriages, £4, 4s.; Two-wheeled Carriages, £3; Horses, £3, 3s. The Ship takes in her Cargo off Iron Gate Stairs, and nothing is received on board without an order from the Agents. For Freight apply to the London Agents, Messrs. LIGHTLY and SIMON; and to secure berths, at the Office, 123, Fenchurch Street (E.C.), and 33, Regent's Circus, Piccadilly (W.), where (as well as at the Wharf) every information may be obtained. Horses and Carriages belonging to Passengers may be sent to the Wharf up to one hour of the time of starting.

Applications at Antwerp to be made to Mr. MAXIMILIEN VANDENBERG, Managing Director, or to Mr. VANDENBERG, File, Ship Broker; and at Brussels, to Mr. S. YATTE, 80, Montagne de la Cour. There is a Regular Communication by Railroad between Antwerp and Rotterdam.

[L.O.—25]

# FIRST CLASS SCREW STEAM SHIPS

(SAILING SEVERAL TIMES EACH MONTH.)

**From LIVERPOOL to the MEDITERRANEAN.**

## TURKISH LINES.

TO GIBRALTAR, MALTA, SYRA, CONSTANTINOPLE, AND SMYRNA.

Taking Cargo at Through Rates to Salonica, Trebizond, Kustendjie, and Varna.

**ITALIAN LINE.**—TO GIBRALTAR, GENOA, LEGHORN, NAPLES, AND ALEXANDRIA.

**EGYPTIAN LINE.**—TO GIBRALTER, MALTA, AND ALEXANDRIA.

## SICILIAN AND ADRIATIC LINE.

TO GIBRALTAR, PALERMO, MESSINA, CORFU, ANCONA, TRIESTE AND VENICE.

|                |                 |                     |                 |
|----------------|-----------------|---------------------|-----------------|
| Palmyra.....   | (Now Building.) | Kedar .....         | CAPT. HARRISON. |
| Malta .....    | CAPE DUBLINS.   | Tarif .....         | (Now Building.) |
| Allep .....    | " LANGLANDS.    | Ostrich .....       | CAPT. DAVIES.   |
| Tripoli .....  | " BELL.         | Corstia .....       | " LE MESURIERE  |
| Alpha .....    | " HUNTER.       | Sidon .....         | " MCMICKEN.     |
| Morocco .....  | " MUIR.         | Palestine .....     | " LAWSON.       |
| Marathon ..... | " LEITCH.       | Balbec .....        | " KELLY.        |
| Olympus .....  | " MARTYN.       | British Queen ..... | " EDMONDSON.    |
| Hecla .....    | " MACARTHUR.    | Stromboli .....     | " HAINS.        |
| Atlas .....    | " INGLAS.       | Penguin .....       | " BRYCE.        |

These Vessels have handsome and comfortable cabin accommodation, and carry Stewaresses.

For full information apply to G. & J. BURNS, Glasgow; or,

BURNS & MACIVER, 1, RUMFORD STREET, LIVERPOOL [T.F.—30]

# ROYAL WEST INDIA MAIL STEAM PACKET COMPANY.

**West India Islands, Mexico, Colon, or Aspinwall, Panama, Central American and South Pacific Ports, San Francisco, and British Columbia.**

THE COMPANY'S STEAMERS LEAVE

## SOUTHAMPTON,

With Her Majesty's Mails on the 2nd and 17th of each Month, conveying Passengers and Parcels, also Specie and Goods, under through Bill of Lading, for any of the places mentioned above. For particulars apply to Captain VINCENT, Superintendent, Southampton, or to

J. M. LLOYD, Secretary.

**Royal Mail Steam Packet Company, 55, Moorgate Street, London.**

AGENTS IN PARIS:—Pritchard and Monneron, 4, Rue Rossini; Havre: Marcal and Co., 5, Quai Videcoq; HAMBURG: Messrs. Hundelker and Abegg.

## Brazil and River Plate Mail Steamers:—

The Royal Mail Steam Packets also leave SOUTHAMPTON on the 9th of each Month, carrying Her Majesty's Mails, Passengers, Cargo, Specie, &c., for Lisbon, Cape de Verde, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres. For further particulars apply as above. [L. O.—31.]

# UNITED STATES MAIL STEAMERS

FROM

# HAMBURG to NEW YORK,

CALLING AT SOUTHAMPTON.

THE MAGNIFICENT, FULL-POWERED, CLYDE-BUILT STEAM-SHIPS, BELONGING TO THE  
HAMBURG AMERICAN PACKET COMPANY,

|                 | Tons. | Horse Power. |
|-----------------|-------|--------------|
| Saxonia .....   | 2,500 | 600          |
| Bavaria .....   | 2,400 | 500          |
| Borussia .....  | 2,200 | 500          |
| Teutonia .....  | 2,400 | 500          |
| Germania .....  | 2,900 | 600          |
| Allemania ..... | 2,500 | 600          |

## ARE APPOINTED TO SAIL

### FROM HAMBURG.

|          |      |      |
|----------|------|------|
| FEBRUARY | 3·d  | 17th |
| MARCH    | 3rd  | 17th |
| "        | 17th | 31st |
| "        | 31st |      |

### FROM SOUTHAMPTON.

|          |     |      |
|----------|-----|------|
| FEBRUARY | 7th | 20th |
| MARCH    | 7th | 21st |
| APRIL    | 4th |      |

### FROM NEW YORK.

|          |      |      |
|----------|------|------|
| FEBRUARY | 3rd  | 17th |
| MARCH    | 3rd  | 17th |
| "        | 17th | 31st |
| "        | 31st |      |

## RATES OF PASSAGE, Including Provisions:—

| From Hamburg to<br>New York. | From Hamburg to<br>Southampton. | From Southampton to<br>New York. |
|------------------------------|---------------------------------|----------------------------------|
| £ s. d.                      | £ s. d.                         | £ s. d.                          |
| Upper Saloon... 22 10 0      | Upper Saloon... 4 0 0           | Upper Saloon... 20 0 0           |
| Lower Saloon... 15 0 0       | Lower Saloon... 2 10 0          |                                  |
| Steerage ..... 9 0 0         | Steerage ..... 1 5 0            |                                  |

Through Tickets issued from Paris to New York, 1st Class, 565fr., 2nd Class, 400fr., 3rd Class 240fr; also from Havre to New York, 1st Class, 550fr., 2nd Class, 400fr., 3rd Class, 230fr.

The steamers are built in Water-tight Compartments, and carry each an experienced Surgeon. The Passenger accommodation and Dietary of this line are unexceptionable; and the vessels have become celebrated for the rapidity and regularity of their passages across the Atlantic, being among the fastest Steamers afloat:—

For Freight and Passage, apply to the Agents at

|                  |                                                              |
|------------------|--------------------------------------------------------------|
| Hamburg.....     | AUG. BOLTEN (Wm. Miller's Successor), 37, Admiralat Strasse. |
| Antwerp .....    | H. J. A. TELGHUYS, 2, Quai Jordaens.                         |
| London.....      | SMITH, SUNDIUS, & Co., 17, Gracechurch Street, E.C.          |
| Southampton..... | SMITH, SUNDIUS, & Co., 4, Oriental Place.                    |
| Havre .....      | A. BROSTROM & Co., 12, Quai de Lille.                        |
| Paris .....      | A. CHATEAUNEUF JEUNE, 8, Boulevard Montmartre.               |
| New York .....   | KUNHARDT & Co., 45, Exchange Place.                          |

L.A.—31.



## SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

## FRENCH MAIL STEAM PACKETS.

Paris, 22, Rue Notre Dame des Victoires; Marseille, 16, Rue Cannebière; Bordeaux, 36, Quai de Bacalaa. Information to be obtained at Liverpool of Messrs. G. H. Fletcher, & Co.; and of Messrs. B. W. & H. Horne, 4, Moorgate Street, London, E.C., where Berths may be secured, and Through Tickets are issued to Marseille and Bordeaux, and Specie, Merchandise, and Parcels are received and forwarded.

## Departures from BORDEAUX.

On the 25th of each Month, for Lisbon, St. Vincent, Goree (Senegal), Pernambuco, Bahia, Rio de Janeiro. Monte Video, and Buenos Ayres.

## Departure from MARSEILLES

On the 19th of every Month, at 2 p.m., Overland Mail for Messina, Alexandria, Aden, Point de Gallie, Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon Hong Kong, and Shanghai.

On the 9th of every Month, at 2 p.m., Overland Mail for Messina, Alexandria Aden, Seychelles, Reunion, Mauritius.

To LEGHORN, CIVITA VECCHIA, NAPLES, and MESSINA, every Thursday To ALEXANDRIA, touching at MESSINA, on the 9th, 19th, and 29th of every Month.

To PALERMO, MESSINA, SYRA, SMYRNA, RHODES, MESSINA, ALEXANDRETTA, LATAKIA, TRIPOLI, BEYROUT, JAFFA and ALEXANDRIA, 8th, 18th, and 28th, of every month, returning from Alexandria 28th, 8th, and 18th

To ALGIERS, every Tuesday and Saturday.

To VALENCIA and ORAN, every Wednesday.

To STORA, BONA, and TUNIS, every Friday.

To CONSTANTINOPLE and Piræus, every Saturday.

## From CONSTANTINOPLE

To GALLIPOLI, DARDANELLES, METELIN, and SMYRNA, 3rd, 13th and 23rd, of every month, returning from SMYRNA, 8th, 18th, and 24th.

To GALLIPOLI DARDANELLES, SALONICA, every Friday, returning from SALONICA every Tuesday

To the Ports of the Black Sea, every Monday.

## Observations on the Mediterranean and Black Sea Services.

Living.—The 1st and 2nd Class Passengers living is included in the price of the Passage, and is invariable, no matter what the length of passage may be. Passengers of the 3rd and 4th class pay as per agreement with the "Economic."

Baggage.—1st class, 100 kilos, free; 2nd class, 60 kilos; 3rd class, 30 kilos. The excess is charged according to the Tariff of each locality.

Children.—From 2 to 10 years of age, half fare for passage and living. They sleep with the persons who accompany them. One bed is allowed for two children. No charge is made for those under 2 years of age.

Passage by Short Stages.—Passengers are allowed to land at one or more intermediate places and continue their passage by the succeeding packets of the Company during the term of four months.

Return Tickets.—Passengers taking out and home Tickets (except deck passengers,) and paying the fare in advance, are allowed a reduction of 10 per cent on the passage money only, and of 20 per cent on the Italian line. Return Tickets are available for four months.

Family Tickets.—Families consisting of three persons, and taking three passages, one of which is first class, are allowed a reduction of 10 per cent, and of 30 per cent on the Italian line.

These Return and Family Tickets are not granted on the Algerian lines, and the discount is off the passage money only.

## Observations on the Atlantic Services.

Living is included in the Passage Money. Each Cabin Passenger is allowed 4 cwt. of luggage free, children paying half passage 2 cwt. and those paying quarter passage 1 cwt. and passengers between Decks 2 cwt. All over those weights will be charged according to the Company's Tariff.

Passengers are requested to address their Luggage in full. It is expressly forbidden to ship Merchandise as Luggage. Children under 2 years of age are free; those from 3 to 8 years pay quarter passage; those from 8 to 12 half passage.

Passengers must call at the Office of the Company at Bordeaux, at least 4 hours before their departure, to deposit their passports.

Cabin Passengers can stop at one or more intermediate Ports, and continue their journey by the following Packet. Return Tickets available for one year are granted with a reduction of 25 per cent on transatlantic passages, and 20 per cent on the other line.—Not transferable.

Servants of passengers are received as passengers between Decks, or can be admitted to Special Cabins at a reduction of 20 per cent on the Fore-Cabin Passage.

Berths are considered as taken, as soon as the Passage Money is paid. Should the passenger afterwards not go half the Passage Money will be forfeited as indemnity to the Company.

# OVERLAND ROUTE.

## INDIA and EGYPT,

Via

**I T A L Y.**

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT.

The Società Anonima Italiana di Navigazione Adriatico Orientale, under contract to carry the Direct Mails, despatch, as under, their  
**FIRST-CLASS ENGLISH BUILT STEAMERS,**  
**"Cairo," "Brindisi," "Principe di Carignano," or**  
**"Principe Tomaso,"**

BETWEEN

**ANCONA, BRINDISI, AND ALEXANDRIA**

This Route affords facilities which no other does either in going or returning from Egypt.

The Company have arranged to run

### Special Trains between Ancona and Brindisi.

In **GOING** to **EGYPT**, the Traveller can leave **LONDON** or **PARIS 12 HOURS** after the Departure of the India Mail from either place, and arrive at **ALEXANDRIA** before its arrival.

In **RETURNING** from **EGYPT**, a Special Train is arranged to leave **BRINDISI** so that a **SAVING** of time (of possibly **66 HOURS**, and always **12 HOURS**) may be effected.

Average passage, **ANCONA** to **BRINDISI**, 28 hours.

" " " to **TRIESTE**, 28 "

" " **BRINDISI** to **ALEXANDRIA**, 62 "

The Vessels also prolong their Voyage to **TRIESTE** from **ANCONA**.

For further particulars, apply to

**FLORENCE**, VIA **MONTABELLO**, 42.

**PARIS**, RUE DE L'UNIVERSITE, 106.

**LONDON**, Messrs. **PALMER**, 44, Eastcheap, E.C. [D. & R. M.]

[SEE NEXT PAGE]

**OVERLAND ROUTE—Continued from previous page.**

The Vessels of the Company sail as follows:—

From ANCONA for BRINDISI, on the 6th, 13th, 21st, and 29th of each Month, at 3 a.m.

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month, at 3.0 p.m.

**ALEXANDRIA**

FOR

**BRINDISI, ANCONA,**

AND

**TRIESTE,**

Within Three hours after the sailing of the P. and O. Steamer, which usually leaves on the 5th, 19th, 20th, and 29th of each Month.

The Arrivals at and Departures from Alexandria are in coincidence with those of the Steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

The Direct Mail Trains to meet the SPECIAL TRAINS which start from Ancona at 8 p.m. on the 6th, 13th, 21st, and 29th, are timed to leave the undermentioned places as follows:—

|          |                                       |              |
|----------|---------------------------------------|--------------|
| LONDON   | on the 4th, 11th, 19th, and 27th..... | at 7.25 a.m. |
| PARIS    | " 4th, 11th, 19th, and 27th.....      | at 8 0 p.m.  |
| LYONS    | " 5th, 12th, 20th, and 28th.....      | at 5.30 a.m. |
| GENEVA   | „ 5th, 12th, 20th, and 28th.....      | at 6.20 a.m. |
| TURIN    | „ 6th, 13th, 21st, and 29th.....      | at 6. 0 a.m. |
| FLORENCE | „ 6th, 13th, 21st, and 29th.....      | at 9.30 a.m. |

The Steamers start 3 Hours after the arrival of the Special Train at Brindisi.

Travellers not intending to embark, can travel by the Special Trains between Ancona and Brindisi, and *vice versa*.

**F A R E S .**

|                                                   | 1st Class | 2nd Class | 3rd Class. |
|---------------------------------------------------|-----------|-----------|------------|
| Trieste to Ancona (not including Provisions)..... | 40fr.     | 30fr.     | 15fr.      |
| " Brindisi (including Provisions).....            | 100fr.    | 75fr.     | 40fr.      |
| " Alexandria " .....                              | 320fr.    | 230fr.    | 100fr.     |
| Ancona to Brindisi " .....                        | 60fr.     | 45fr.     | 25fr.      |
| " Alexandria " .....                              | 300fr.    | 225fr.    | 100fr.     |
| Brindisi to Alexandria " .....                    | 275fr.    | 200fr.    | 90fr.      |

And Vice Versa.

# GREAT LUXEMBOURG RAILWAY

THE SHORTEST, THE CHEAPEST, AND QUICKEST ROUTE  
From London to the Baths of Germany, the Rhine, and Switzerland  
(via Brussels), the Meuse, and the Moselle.

## ROUTES FROM LONDON TO BRUSSELS.

1 Route.—Leave London Bridge Station at 7.35 morn., and 8.30 night; Victoria Station at 7.30 morn., and 8.30 night, via Dover and Calais; reach Brussels at 6.45 night, and 9.45 morn. Fare £2 9s. 9d.

2 Route.—Leave London Bridge Station at 1.35 morn., and 8.30 night; or Victoria Station at 7.30 morn., and 8.30 night, for Dover and Ostend; reach Brussels at 6.45 night, and 9.45 morn. Fare £2 5s. 8d.

3 Route.—Leave London by Steamer from St. Katherine's Wharf, on Sunday, Tuesday, or Thursday mornings, for Antwerp, thence by Rail to Brussels. Fare £1 10s.

4 Route.—Leave London by Steamer from St. Katherine's Wharf, on Wednesday and Saturday mornings, for Ostend, thence by Rail to Brussels. Fare £1 6s. 8d.

Travellers proceeding by the way of Calais, are recommended to book to Brussels only and thence to their destination.

The annexed Tables show the fares from London and from Brussels to the following destinations:—  
1st.—FROM LONDON TO BRUSSELS.

| Via Ostend,<br>Per Steamer<br>Direct. |         | Via Antwerp,<br>Per Steamer<br>Direct. |         | Via Dover and<br>Calais. |         | Via Dover and<br>Ostend. |         |
|---------------------------------------|---------|----------------------------------------|---------|--------------------------|---------|--------------------------|---------|
| 1st Cl.                               | 2nd Cl. | 1st Cl.                                | 2nd Cl. | 1st Cl.                  | 2nd Cl. | 1st Cl.                  | 2nd Cl. |
| s. d.                                 | s. d.   | s. d.                                  | s. d.   | s. d.                    | s. d.   | s. d.                    | s. d.   |
| 26                                    | 8       | 20                                     | 10      | 30                       | 0       | 22                       | 3       |
| 45                                    | 10      | 34                                     | 7       | 43                       | 4       | 31                       | 4       |

2nd.—FROM BRUSSELS TO LUXEMBOURG,  
TREVES, and COBLENTZ.

2nd.—FROM BRUSSELS TO NANCY,  
STRASBOURG and BALE.

| From<br>Brussels to<br>Luxembourg. |         | From<br>Brussels to<br>Treves. |         | From<br>Brussels to<br>Coblentz. |         |
|------------------------------------|---------|--------------------------------|---------|----------------------------------|---------|
| 1st Cl.                            | 2nd Cl. | 1st Cl.                        | 2nd Cl. | 1st Cl.                          | 2nd Cl. |
| fr. c.                             | fr. c.  | fr. c.                         | fr. c.  | fr. c.                           | fr. c.  |
| 18                                 | 40      | 13                             | 80      | 24                               | 15      |
| 18                                 | 40      | 18                             | 5       | 39                               | 15      |
| 39                                 | 15      | 24                             | 5       | 31                               | 11      |
| 27                                 | 6       | 19                             | 11      | 15                               | 5       |
| 14                                 | 9       | 11                             | 1       | 31                               | 11      |
| 27                                 | 6       | 19                             | 11      | 15                               | 5       |

| From<br>Brussels to<br>Nancy. |         | From<br>Brussels to<br>Strasbourg. |         | From<br>Brussels to<br>Bale. |         |
|-------------------------------|---------|------------------------------------|---------|------------------------------|---------|
| 1st Cl.                       | 2nd Cl. | 1st Cl.                            | 2nd Cl. | 1st Cl.                      | 2nd Cl. |
| fr. c.                        | fr. c.  | fr. c.                             | fr. c.  | fr. c.                       | fr. c.  |
| 30                            | 33      | 23                                 | 45      | 46                           | 70      |
| 35                            | 70      | 35                                 | 70      | 62                           | 35      |
| 47                            | 40      | 49                                 | 8       | 27                           | 11      |
| 24                            | 4       | 18                                 | 9       | 37                           | 4       |
| 28                            | 7       | 49                                 | 8       | 27                           | 11      |

Routes from BRUSSELS—To Luxembourg, Treves, the Banks of the Moselle, Coblentz, and the Rhine.

From Treves passengers can proceed to Coblentz and the Rhine by the Steamers on the Moselle, which leave Treves every morning at 6 for the latter city, or by Rail, following the picturesque banks of the Sarre, and the romantic line *via* Kreuznach and Bingen.

Routes from BRUSSELS—To Metz, Nancy, Strasbourg, and Switzerland.

Passengers leaving Brussels by the 6.30 a.m. and 12.30 noon trains, arrive at Metz at 6.25 and 10.25 p.m., whence they start at 6.49 and 10.55 p.m., and reach Nancy at 8.40 p.m. and 12.50 a.m.

Passengers leaving Brussels at 12.30 noon, will find a train in correspondence at Nancy at 1.30 a.m. for Strasbourg, where it arrives at 7.0 a.m.; and they can continue their journey to Bale at 7.45 a.m., arriving there at 12.30 noon.

Routes from BRUSSELS—To Aix la-Chapelle and Cologne, by Namur and Liege.

Return from Cologne by the same route to Brussels:

| Departure from Brussels. | Arrival at Cologne. | Departure from Cologne. | Arrival at Brussels. |
|--------------------------|---------------------|-------------------------|----------------------|
| 6.30 a.m.                | 2.30 p.m.           | 9.15 a.m.               | 3.20 p.m.            |
| 12.30 noon               | 6.30 p.m.           | 10.30 p.m.              | 8.0 a.m.             |
| 2.15 p.m.                | 9.45 p.m.           |                         |                      |
| 7.30 p.m.                | 4.40 a.m.           |                         |                      |

The Great Luxembourg Railway offers facilities for Excursions in Belgium, as well as for Tours to the Rhine and the Moselle, to France and Switzerland. See Bradshaw's Continental Map, line No. 73, showing the numerous points of Junction of the Great Luxembourg Railway, and the important lines connected with the East of France and Germany; Switzerland and Italy; Bavaria and Austria.

See Time Tables, pages 72 and 73.

Through Tickets issued and every information given at the Office of the Company,  
94 bis, Montagne de la Cour, Brussels. J. SUFFELL, Agent. (24)

# BRADSHAW'S THROUGH ROUTE & OVERLAND GUIDE TO INDIA, EGYPT, AND CHINA;

OR,

## The Traveller's Manual of How to Reach and How to Live in the Three Presidencies of India.

### Opinions of the Press.

From the *Bombay Telegraph and Courier*.

This is an excellent work, replete with information. To the traveller it is indispensable, and, as a work of reference, it is invaluable to men of all classes. No subject of importance to the traveller, is left untouched. The hints on arrival in India are invaluable, and must have been written by some one who has had considerable experience of the Bombay Presidency. We have no hesitation in saying it is worth double its advertised price.

From the City Article of *The Times*.

A most opportune and valuable work for Residents in, and Travellers to, India, &c.

From the *Observer*.

With such a Guide-book as that which the world-  
famed Bradshaw has now produced, those who may be compelled to make the journey may do so with far greater pleasure than heretofore. Every thing is laid down with so much clearness and precision, that the book cannot fail to prove of immense service to travellers.

From the *Globe*.

A king of Guide-books and condensed mental outfit for India. It must be the production of a combination of wise men from the East, for no man could possibly have the various knowledge contained between these red covers lodged within his own brain, and ready for use on the spur of the moment.

From the *Morning Herald*.

Those who know by experience how difficult it is to obtain correct information on every point connected with a journey to India or China, will welcome this small, though well-arranged and compact volume, most cordially. It is a perfect treasury of information for those about to visit India, either for purposes of pleasure or occupation.

From the *Sun*.

No traveller in India, or resident in that country, should be without one of these concise and invaluable compendiums of useful and practical instruction.

London: W. J. ADAMS (Bradshaw's Guide Office), 59, Fleet-street, E. C.

Manchester: BRADSHAW & BLACKLOCK, 106, Cross-street, and all booksellers in the United Kingdom.

Calcutta, Bombay, and Madras: JEHANGEER NUSSERWANJEE & Co.

China, Shanghai: C. S. COMPTON, Esq., North China Herald.

Hongkong: GEORGE HOLMES, Esq.

From the *Morning Chronicle*.

This *Overland Bradshaw* is the "Murray" of the East. It is at once the most curious and the most business-like book ever printed. Its maps and tables are of the highest order of interest and utility.

From the *Morning Advertiser*.

This work supplies a want that has long been felt by Oriental travellers, namely, a compact, but at the same time full and accurate summary of all the information practically required by those who have to proceed from Europe to any part of the eastern hemisphere accessible by steamer or rail.

From the *Spectator*.

This is one of the most complete Guides ever published, for the utility, variety, and extent of its information.

From the *Standard*.

It will be an indispensable companion for all civil and military servants, and, perhaps, the most valuable present which could be made to any young man just starting for India.

From the *Economist*.

It has almost every kind of information about India, and the journey thither, that can be conceived as compressed into a very closely-printed five-shilling volume.

From *Bell's Weekly Messenger*.

We have already called attention to his very valuable traveller's manual, when we spoke of it in very high terms; which praise we can only repeat on the appearance of a Second Edition, which combines all the useful and valuable matter of the first, in combination with many additions and improvements.

From *Bell's Life in London*.

The value of this *Overland Bradshaw*, as a companion, not only to travellers, but also to the future Indian Government officials, cannot be over-stated.

The following ADVERTISEMENTS are arranged in the Alphabetical Order of the Towns irrespective of Geographical Position.

## AIX-LA-CHAPELLE.

**HOTEL DU GRAND MONARQUE.—DREMEL'S HOTEL at AIX LA CHAPELLE**—This magnificent and large Hotel, for Families and single Travellers, continues to maintain its European reputation for being the favoured residence of travellers of all nations. The proprietor, Mr FRITZ DREMEL, obtained this unusual patronage by the cleanliness and comfort of his apartments, (all the beds being of new construction,) the richness and excellence of its viands and wines, added to his attention and civility of the attendants. Table d'Hôte at 1 and 5 o'clock.

The new Bath House attached to the Hotel also belongs to Mr. Dremel. It has extensive accommodation, and its proximity is a great advantage to visitors. Hot, Cold, Shower, and Tepid-sulphurous Baths at a few minutes' notice. The Baths are supplied direct from the Mineral Springs. [10]

**HOTEL NUELLENS**, opposite the Fontaine Eliza, and situated in the most fashionable part of the city, has great attractions to tourists and travellers. This house possesses excellent accommodation for single persons or large families, and the Cuisine department will afford satisfaction to the most fastidious taste. Extract from the 18th Edition of Murray's Hand-Book—This Hotel, in the best situation, &c. &c., is recommended as capital. Table d'hôte at 1½ and 4 o'clock.

Mr. Dremel, the well-known landlord of the "Grand Monarque" Hotel is also proprietor of the Hotel Nuellens, and personally superintends the management of both. Mr. Dremel spares no expense or efforts to render the accommodation of these superior first-class Hotels preferable to all others for Families and Gentlemen visiting Aix-la-Chapelle. [10]

**HOTEL de l'ELEPHANT.—Mr. F. Schlemmer, Proprietor.**—This hotel delightfully situated opposite the Fountain Eliza and Eurgarten in the centre of the town, offers great advantage to visitors from its being attached to an adjoining Bath house. It is comfortably furnished and recommended for its cleanliness; good table and reasonable prices. For families or single persons desirous of staying during the winter, the most advantageous arrangements can be made for board and lodging. [10]

**KAISERBAD, BAINS DE L'EMPEREUR, M. F. DREMEL, Proprietor.**—This new and splendid Bath Establishment has been recently fitted up in the most comfortable and elegant manner, to afford extensive accommodation at all seasons. It has 80 Rooms, 33 Baths, Douche and Vapour Baths, &c. [11]

## ALGIERS.

**HOTEL DE LA REGENCE**.—Place du Gouvernement. This Hotel, the largest and handsomest in Algeria, is in the most admirable situation of the town. It forms a long, massive, detached building, between the streets Bab-el-Oued, and Cleopatra, and the Street Mahor. It is the only one having a southern aspect, with a fine view of the sea and surrounding country.

Handsome, large, and middling size apartments for families, on the first, second, and third floors. Single rooms on the same floors. Restaurant, table d'hôte, and service à la Carte. Prices really moderate. [42]

## ALICANTE.

**HOTEL FONDA DEL VAPOR**.—This large and well-known Hotel is situated on the Quay, and commands one of the finest views of the Harbour. The accommodation will be found most comfortable, and the prices exceedingly moderate. Board and Lodging from 6s Shillings and upwards per day, according to the size of the apartments. [43]

## AMIENS.

**HOTEL DU RHIN, PLACE ST. DENIS**, close to the Railway Stations, Amiens. This Hotel is situated in the handsomest part of the town, and is extensively patronised by the English Nobility, Clergy and Gentry. It is particularly recommended for its extreme cleanliness, domestic comfort, and moderate charges. The apartments are well arranged for families, and single persons. They are all large and airy; some of them are so disposed as to look over a handsome garden and others on a beautiful square. N.B.—Attendance punctual, table excellent, and superior wines. Omnibuses to and from each Train. [45]

**HOTEL DE FRANCE ET D'ANGLETERRE, 23, Rue Royale**—by M. BRULÉ-GLÈNE—Persons visiting or passing through Amiens will find this Hotel combines superior accommodation, with the most moderate scale of charges. It is one of the oldest establishments on the Continent; and, having recently been newly furnished and decorated, it offers great comfort and agreeableness. Mr. Brulé-Glène is desirous that every attention be paid to the comfort of English Travellers. Families and Gentlemen accommodated with convenient suites of apartments, or single rooms, well furnished. Attendance is good. Refreshments of the first quality, and Wines of the best vintage, at moderate prices. [44]

## AMSTERDAM.

**BRACK'S DOELEN HOTEL**—Situated in the centre of the Town, and most convenient for Visitors on pleasure or business. It commands a splendid view of the Quays, &c.; and, being conducted on a liberal scale, it is patronised by the highest classes of society in Holland. It is also much frequented by English Travellers for the comfort and first-rate accommodation it affords, as well as for the invariable civility shown to visitors. Cold and warm baths may be had at any hour—arrangements for hire—Table d'Hôte at half-past 4. or dinner à la carte. [46]

**HARDENBERG'S ENGLISH AND COMMERCIAL HOTEL**, by the name of The Old Bible, is well conducted and moderate, and is much frequented by English and American travellers. It is situated in the Warmoes straat. The "Times" and "Illustrated News" taken in. [47]

## ANGOULEME (Charente, France).

**GRAND HOTEL DU PALAIS, Place du Murier**—Mr. VALLANTIN, Proprietor.—This first-class Hotel for Families and Gentlemen is admirably situated, and affords excellent accommodation at reasonable prices. [48]

## A N T W E R P.

### NOTICE TO TRAVELLERS ON THE CONTINENT.

**THE HOTEL DE L'EUROPE**, in the **PLACE VERTE**, next the Post-Office known for many years as the **HOTEL DU PARC**, has been much enlarged and improved by the present Proprietor having built a splendid *Salle à Manger*, capable of dining upwards of 120 persons and added many be-rooms and sitting-rooms entirely new furnished; re-decorated it, and fitted it up with every English comfort; pledges himself to spare no exertions to render it one of the most popular hotels on the Continent. Excellent Table d'Hôte. A Choice selection of Wines. Hot and Cold Baths at any hour. Coach-house and Stabling. English and French Newspapers. [49]

**HOTEL DU GRAND LABOUREUR**, Place de Meir.—This old-established and highly recommended hotel, which has been considerably enlarged, is situated in the finest and healthiest square of the city of Antwerp; its cleanliness, and the excellency of the table d'hôte and wines, added to the attention and civility shown to all visitors, have made it deservedly popular. Hot and Cold Baths. English and French Newspapers. [50]

**HOTEL DE HOLLANDE**, Rue de l'Etuve, close to the London and Hull Steam Boat Wharf. This Hotel, being considerably enlarged and newly furnished, is highly recommended to English travellers, who will find every accommodation. Choice Wines of the best vintages. English Daily and Weekly Newspapers. Every attention is paid to travellers by the host, who speaks English; who, being well acquainted with the Continent, can furnish every information to travellers. Table d'Hôte at 1 and 4 o'clock. Private dinners at all hours. [51]

**STAR HOTEL**, Comb Street, 43, in the centre of the town; well fitted up to afford every comfort to English travellers and others. Smoking and Sitting Rooms Table d'Hôte. French Restaurant at any hour. Choicest Wines: English Alea. Moderate prices. Loose Boxes, Carriages and Horses, single and double, let out by the hour or day. The Proprietor, **A. FRETIN**, who speaks English, will be glad to give every information that lies in his power. [52]

## A R N H E I M, H O L L A N D.

**HOTEL DE BELLE VUE**.—**C. S. FROHNHAUSER**, Proprietor.—Known as one of the finest hotels in Holland, situate near the Railway Station and the banks of the Rhine on one of the most elevated points of the country; this Hotel commands the most extensive and picturesque views in the Netherlands. The accommodation is both elegant and comfortable. Patronised by the Queen Dowager of Holland. Table d'Hôte, Hot and Cold Baths, Good Stabling. The prices are—Bed and Breakfast, 1st class, 2 fl.; 2nd class, 1 fl. 50 kr. Persons staying some time can be accommodated on the following terms, from 4 fl. 50 kr. to 3 fl. 50. kr. per day, exclusive of wine. [53]

## B A D E N - B A D E N.

### BATHS OF BADEN.

**THE SEASON** commences the 1st of May, and continues to the 31st of October. The Official List—"The Baden Blatt Amtliche Fremden Liste," shows that more than 600,000 thousand tourists, belonging to all classes of Society, visit Baden every year. Railway from Paris to Baden-Baden in twelve hours. See Advertisement in Bradshaw's *Monthly Continental Guide* of June, July, August, and September, of 1859, 1860, and the following years; see also French Advertisements of June, 1864. [54]



**BADEN-BADEN—Continued.**

**VICTORIA HOTEL**—F. and PH. GROSHOLZ, Proprietors. This is one of the finest built and best furnished Hotels, having twenty-six balconies and two turrets, and containing 40 rooms and saloons, for Families or Single Persons, delightfully situated in an open space, close to the Kursaal. It has three sides front, and commands charming views. It is reputed for its excellent Table d'Hôte, the superior quality of the Wines, and as being in every respect one of the best kept hotels.

Prices as moderate as in any other first-rate Hotel. Table d'Hôte at 5 o'clock, 8s.; Breakfast, 4d.; Tea, 16d. [55]

**HOTEL DE COUR DE BADE.** (Badischer Hof.) *Not to be confounded with the Hotel de la Ville de Bade opposite the Railway Station.* A first rate and large establishment with extensive Gardens, Warm, Mineral, and other Baths, enjoying a well-merited reputation for its great comfort and attention. It is patronised by the most distinguished families.

Manager, Mr. F. ZIEGLER.

[56]

**HOTEL DE RUSSIE.**—G. JUNG, Proprietor.—This first-class Hotel has been greatly enlarged and improved, and a beautiful Garden added to it. It is most delightfully situated near the Kursaal and Railway Station, is patronized by the *élite* and fashionable visitors to Baden-Baden. English Families will find this a very desirable residence, at which there is a choice of large or small Apartments, well furnished and comfortable; and no expense is spared to render the Hotel deserving their patronage. The Hotel is celebrated for its *cuisine*, cleanliness, and good attendance. Visitors staying at this Hotel can hear the Band playing on the Promenade very distinctly. English Newspapers.

[57]

**HOTEL ROYAL.**—Mr. VAL KAH, Proprietor.—This very excellent and newly built Establishment, combining all the modern improvements, is situated in close proximity to the *Trinkhalle* and the Kursaal. Table d'Hôte at 1 and 5 o'clock. Prompt attendance; choice Wines. Prices moderate.

[58]

**HOTEL DE HOLLANDE.**—A. ROESSLER, Proprietor.—This favourite and first-class Hotel, situated near the Kursaal, Promenade, and Theatre, commands one of the most charming views in Baden. The increase of business rendering it necessary to enlarge the Hotel, which now consists of more than a hundred sleeping apartments, elegant sitting-rooms, and a garden for the use of visitors. It is conducted under the immediate superintendance of the Proprietor, who endeavours, by the most strict attention and exceedingly moderate prices, to merit the continued patronage of English visitors. Galignani's and other Journals. The Wines of this Hotel are reputed of the best quality in Baden. Fixed moderate charges for every thing.

Breakfast, Café, 36 kreutzers; Tea, 42 krs. Table d'Hôte at One, 1 fl. 24 kr.; at Five, 1 fl. 48 kr. Mr. ROESSLER, retaining sole Proprietor, will spare no pains to deserve the confidence of English Travellers. Open during the winter. English is spoken. [59]

**HOTEL DE LA VILLE DE BADE.**—Proprietor, Mr. Edward Roessler.—This Hotel, delightfully situated near the Station, and commanding views of the picturesque scenery, is entirely and newly furnished in the most elegant and comfortable manner. It will be found deserving the patronage of English Travellers, for its superior accommodation, and the attention shown to them by the proprietor. Advantageous arrangements can be made with families and single persons intending a long stay.

[64]

**BAGNERES DE LUCHON, PYRENEES.**

**GRAND HOTEL BONNE-MAISON ET DE LONDRES**, opposite the Thermal Establishment or Bath-rooms. This favourite and first rate Hotel affords extensive accommodation of the best description for a large number of visitors. It is delightfully situated, and will be found most comfortable for Families or Gentlemen. Mr. VIDAL Jun., Proprietor.

[60]

## BERLIN.

**HOTEL DE ROME**, under the Tilleuls No. 39, Berlin, Proprietor Adolphe Mühlhng, one of the first and largest Hotels of the Capital; highly recommended, well kept and clean, comfortable. Excellent Table d' Hôte and Restaurant. Baths, Carriages, German, French, and English newspapers at the Hotels. All languages spoken. [61]

**HOTEL D'ANGLETERRE**, 2, PLACE ANDER BAUACADEMIE. Situated in the finest and most elegant part of the town next to the royal palaces, museums, and theatres. Single Travellers and large families can be accommodated with entire suites of apartments consisting of splendid saloons, airy bed-rooms, &c., all furnished and carpeted in the best English style. First rate table d'hôte, baths, equipages, guides. *Times* and *Galignani's Messenger* taken in. Only one year open, this hotel has already become the rendezvous of the most distinguished families. [62]  
**R. Siebelist, Proprietor.**

**HOTEL DE FRANCFORT**, 45, KLOSTERSTRASSE, situated in the middle of the town—Very moderate charges; highly recommended to families and single gentlemen. [63]

**HOTEL ROYAL UNTER DEN LINDEN**, No. 3, and corner of Wilhelm Street.—Mr. Friedrich Lange, Proprietor. This Hotel is in the best situation of the town, near the Promenade, the King's Theatre, the Museum, &c.; it is most elegantly furnished, and offers good accommodation for all classes of travellers. Saloons and large apartments for Families. Waterworks and Baths in the Hotel. Carriages. Table d'hôte at 3. Private dinners and suppers at any hour. Good English cuisine, and French restaurant in an elegant saloon. Prompt attendance and moderate prices. [64]

## BIARRITZ.

**HOTEL DE FRANCE**.—Delightfully situated, and having a branch establishment of a hundred rooms directly facing the sea—close to the Baths. This magnificent and very extensive establishment is fitted up in a very superior style, and conducted in a manner to deserve the recommendation given of it to English Travellers in Murray's Hand-books for France—for comfort, civility, and attention which nothing can surpass. The Proprietor, M. GARDEBES, speaks English, and keeps carriages for excursions in the Pyrenees and Spain. Table d'hôte. Private dinners at a very moderate charge. [65]

**HOTEL D'ANGLETERRE**, facing the Sea.—Excellent accommodation; moderate charges. The Proprietor speaks English, and keeps a fine stock of Port and Sherry. [66]

## BONN.

**THE GOLDEN STAR HOTEL**.—This first-rate and unrivalled Hotel, patronised by the English Royal Family, the English Nobility, and Gentry, is the nearest Hotel to the Railway Terminus, and to the landing places of the Rhine Steam-boats. The Proprietor, M. J. SCHMIDT, begs leave to recommend his Hotel to English Tourists. The apartments are furnished and carpeted throughout in the best English style, and the charges are moderate. Apartments during the winter at moderate prices. The *London Times* and *New York Herald* taken in during the whole year. So excellent plans to be found in the different sitting-rooms. [67]

**GRAND HOTEL ROYAL**.—This excellent Hotel, one of the best on the continent, patronised by H.M. the King Leopold of the Belgians, and by the Royal Family of England; and recently the Prince and Princess of Wales, the Princes Alfred and Arthur, has favoured this hotel with their visit; and the Proprietor has been honoured with the household of the Prince Alfred, during the time of his study at Bonn.

This Hotel is charmingly situated on the Banks of the Rhine, commands the most beautiful view of the Seven Mountains, facing the landing-place of the Rhine steamers, and near the railway station. This hotel combines every comfort with moderate charges; and its situation is so convenient, that travellers will find it a highly agreeable place of residence, or of temporary sojourn, to which a splendid garden of four acres long, laid out in the English style, will greatly contribute. For families or other persons desirous to stay for the winter, the most advantageous arrangement can be made for board and lodging. Table d'hôte at half-past 1 and 5 o'clock. Mr. Ermekiel, proprietor. [68]

## BONN—Continued.

**GRAND HOTEL DE BELLE VUE**, Proprietor, M<sup>me</sup>. N. STAMM. Under the patronage of King William I. of Prussia, who favoured this hotel with his visit in May, 1864. This first-rate Hotel, lately fitted up in a most superior manner for the accommodation of English travellers, and delightfully situated on the banks of the Rhine, in the immediate vicinity of the Railway Station and the landing-places of the Steamers, with large Gardens, and a charming view of the Seven Mountains, will be found a very desirable place for a longer stay in Bonn. It offers every comfort and attention, combined with cleanliness and moderate prices.

The English Club under the Presidency of Rev. M. Anderson, is in one of the saloons of the Hotel. Excellent Table d'Hôte at 1 and 5 o'clock. Advantageous arrangements can be made by Single Persons or Families remaining for a period. [69]

## BORDEAUX.

**HOTEL DES QUATRES SŒURS—PLACE DE LA COMEDIE**. This Hotel is deservedly recommended as being well situated and most comfortable. The prices of the apartments and refreshments are reasonable, and a printed copy of them is placed in each room for the information of visitors. [70]

**BORDEAUX.—HOTEL DE NANTES, QUAY LOUIS XVIII., No. 6.**—First-class Hotel, most delightfully situated, facing the Port, in the centre of the City, near the Promenades, the Bourse, and Theatre. Is fitted up in a most superior style, has a good Restaurant, and a large stock of Wines. Large and small Apartments for Families and Gentlemen. Sitting-room for conversation, &c. Attendants speaking several languages. [71]

**HOTEL DES PRINCES ET DE LA PAIX.**—This first-rate Hotel has just been entirely furnished, and contains apartments arranged with the greatest care and elegance. Its situation is admirable, and its accommodation excellent. It is honoured with the patronage of the best society, and recommends itself to English travellers. [72]

## BOULOGNE-SUR-MER.

**HOTEL DE L'EUROPE.**—This splendid, first-rate Establishment, situated on the Quay, opposite the Steam-packet Station, the Custom-house, and the Railway Terminus, affords every accommodation to Travellers. Apartments with airy Bed-rooms. Fine Gardens, Warm Baths, Stabling, Lock-up Coach-houses, &c. Prices:—Drawing-rooms, 4 to 6 frs. per day; Bed-rooms, 2 frs. per Bed per night; Table d'Hôte Dinners, 3 frs.; Breakfast, 1 fr. 50 c. to 2 frs. The Times Newspaper daily. Smoking-Room. The carriage of the Hotel attends Travellers at the arrival of the Steamers and Trains, and conveys them gratis to the Hotel. Agreements are made by the week. [74]

**BRIGHTON and MARINE HOTEL, EDWARD LECERF, Proprietor.**—A large First Class Hotel—best situation in the town, facing the sea and the Etablissement des Bains, the garden of which is separated from the Hotel by the road only. Visitors to this Hotel have the advantage of hearing from their own rooms the military band which plays in the garden. The Hotel has been newly furnished. [75]

**HOTEL DES BAINS ET DE BELLE VUE.**—First class hotel for families and gentlemen—situated Rue de l'Écu, No. 69 and 71, and on the port facing the Railway Station kept by Mr. E. Muntou-Houssé, successor to Mr. N. Lemesurier. Table d'Hôte at 5½ o'clock, exclusively for the residents in the hotel. Large and small apartments at moderate charges. Hot and cold sea-water baths, and vapour baths. Carriages in attendance at the arrival of all Trains and Steamers. Mr. Aimé Hannon, Custom House Agent for the establishment. [76]

## BOULOGNE-SUR-MER—Continued.

**HOTEL BRITISH, 5, RUE D'ASSAS, Mr. L. Cuné, Proprietor.**—This Hotel situated near the Port, the Railway Station, and Theatre; combines home comfort with modern charges. The apartments are well arranged for families and single persons. Table d'Hôte at Half-past Five o'clock, 3 frs.; Breakfast, 2 frs.; Bed-room, 2 frs. Private Dinner at any hour. Hot and Cold Baths in the house. Smoking Saloon. English and French Newspapers. Boarders taken in, by the Week, at moderate terms. [77]

**PACKHAM'S HOTEL DU LOUVRE.**—The nearest to the Paris Terminus. A first-class Hotel, having accommodation for 200 persons. Excellent Table d'Hôte at 6 o'clock. Bedrooms from 2 to 3 francs per night. Good double-bedded rooms, (twenty feet square) with a sea view, for two persons, £4 per week; Breakfast, Luncheon, Dinner, Tea or Coffee, with attendance included. Families booked from London to Paris will always find time to dine at this Hotel from its proximity to the Station as Dinner or Refreshments are always ready upon the arrival of the Steamers. The Hotel Omnibuses convey passengers from the Steamers to the Hotel, and vice versa, gratuitously. A delightful Promenade, a distance of one mile from the Hotel to the end of the pier, is offered to residents. Advantageous arrangements made with families by the week, month, or year; board, fire, light, and attendance included. Private Carriages if required. Families wishing to forward heavy luggage are informed that it can be warehoused free of charge until their arrival or further instructions. This Hotel is conducted on similar principles to its fellow Hotel at Paris, especially respecting the graduated charges for rooms. Hip and foot Baths without any charge. Good Stabling and loose boxes. Mr. Packham undertakes to procure "Chateaux" and houses for rent or purchase. Banker's cheques or orders on agents discounted at the Hotel, or office known as the Royal Exchange on the Fort. G. Packham, Junior; Custom House for the Establishment. [78]

**BOULOGNE-SUR-MER.—HOTEL D'ANGLETERRE.**—This Hotel is replete with every comfort; noted for its cleanliness, attention, and moderate charges. Pleasantly situated near the sea. Apartments for large or small families secured on arrival. H. HODGKINSON, Proprietor. [79]

**GRAND HOTEL CHRISTOL.**—This vast and splendid Establishment situated on the Port, the finest promenade of the town, near the Railway Terminus and the Steam-packet Station, recommends itself to notice by the reputation of its good *cuisine*, its choice Wines, the comfort of the Apartments, and the care given to the attendance. Conversation, Reading, and Music-room. English and French newspapers. Divan Saloon exclusively reserved for Smokers. Billiard-room. Warm Baths. Table d'Hôte at six o'clock. Private Dinners and Breakfasts for families and residents in the Hotel. Journey from Boulogne to Paris 5 hours. [80]

**HUGHES'S ROYAL HOTEL, No. 1, RUE D'ASSAS, corner of Rue d'Assas and Rue de l'Écu;** established in 1826, by the present Proprietress, Mrs. HUGHES, combines home comforts with moderate charges. It is close to the Public Offices, Railway and Port, and within six minutes walk of any part of Boulogne. Families boarded. Table d'Hôte at half past 5 o'clock. [81]

**HOTEL DU NORD—M. MUHLBERQUE, Proprietor.** First-class Hotel, situated in the Rue de l'Écu, in the centre of the town; highly recommended to English families and single travellers. H. M. the Emperor of France has resided here. [82]

**HOTEL DU PAVILLON IMPERIAL DES BAINS DE MER.**—Mr. Bourgois, Proprietor. This large and splendid hotel, having been frequently patronised and honoured by the visits of their Majesties, the Emperor and Empress, was selected by them for the residence of H. M. Queen Victoria on her visit to Boulogne. This hotel is established on a most extensive scale, and is fitted up in the superior style of the first and best class hotels in England. Situated by the sea side, it commands fine views of the sea, and yet it is sheltered from the east winds. It is unique, the old Hotel de Pavillon, and now forms an unrivalled establishment, capable of accommodating a large number of visitors. Hot and Cold Baths. An excellent Sea-bathing establishment, Machinery &c. attached to the hotel. Table d'Hôte at 6 o'clock. The prices of this first class hotel will be found unexceptionable. Mr. Bourgois, the proprietor of this hotel, has been appointed by the Municipal Council, Director of the Bath Establishment. [73]

**BOULOGNE-SUR-MER—Continued.**

Boulogne-Sur-Mer. Nos. 44, 46, 62, 83, 93, and 103, Grande Rue,  
1, Rue du College, and 4, Rue Desille.

**GEORGE HOWE, English Restaurateur**, in consequence of the increasing support he continues to receive from Families visiting Boulogne, begs to state for the information of those who have not yet done so, that the arrangement, which after 16 years experience, he has found most agreeable, is to furnish a sitting and as many bed rooms as may be required, Bed, Table Linen and washing thereof. knives, forks, spoons, glass and china—with attendance, kitchen fire and Board of *his* servants. The Family Dinner to consist of Soup or Fish, Joint and Poultry, or a made Dish with Vegetables, Tart, or Pudding.

G. H. has in his employ first-rate Cooks. Dinner is always served in the sitting room at the hour desired here is no Table d'hôte, every thing is provided fresh each day, under the personal inspection of G. H. and of the best quality. The servants (chiefly English) are civil and well ordered, and as much at the control of the occupiers as if they were their own, and in each house, is one especially appointed for extra requirements. The Dinner is the only meal G. H. undertakes to provide. The usual agreement is by the week, and no notice is necessary before leaving, payment to the day of so leaving, only, is required to be included in the bill.

As the terms must always be matter of arrangement, by sending particulars of what number of persons the party consists including children, and if the latter, whether a separate dinner is required for them, how many beds and rooms, &c. Information would at once be forwarded as to price.

There are no *Extras whatever* except for wines or fires for sitting room, and which can be supplied by G. H. or not. All postages pre-paid. [83]

**BRITISH LIBRARY AND READING ROOMS.**

**M E R R I D E W,**  
**BOOKSELLER AND STATIONER.**

ENGLISH BOOKS SUPPLIED CARRIAGE AND DUTY FREE.

Bi-Weekly Parcels from London.

ADDRESS BOOK of ENGLISH RESIDENTS kept at 60, Rue Napoleon, near the port.  
PIANOS ON HIRE. [L.o. 84]

**B R E M E N.**

**HOTEL DE L'EUROPE.**—C. A. Schulze, Proprietor. One of the best hotels in the north of Germany, is situated on the Boulevard, close to the station, post-office, and exchange. The rooms are carpeted and furnished in the best English style. English and French Journals are taken in. Advantageous arrangements can be made with families remaining any length of time. Warm and Cold Baths. [86]

**HILLMANN'S HOTEL.**—One of the first Hotels in Germany, close to the Railway Station. Superior first rate accommodation for Families and Gentlemen. An elegant office-room attached to the hotel, which is supplied with a great selection of English, French, and German newspapers. [85]

**B R U G E S.**

**HOTEL DE COMMERCE**, near the Grande Place and the Railway Station, has long been favourably known to English families for its well-furnished and splendid apartments, its excellent accommodations, good cuisine and wines. An elegant omnibus conveys travellers to and from a Railway Station. The proprietor, in recommending this old-established Hotel to the notice of visitors, begs they will not permit themselves to be misled by touters. [87]

**HOTEL DE FLANDRE.**—This old-established Hotel will be found equally desirable for Families, single Travellers, or parties visiting Bruges on business or pleasure, in consequence of its central situation and comfortable accommodation. Murray's Hand-Book recommends a House for "its moderate charges," adding that the Table d'Hôte is at 1 o'clock, and that the Fish dinners on Fridays are renowned. Travellers are recommended not to confound this Hotel with another of the same name situated opposite the Railway Station. [88]

# NEW ROUTES TO THE RHINE & SWITZERLAND,

BY THE GREAT LUXEMBOURG RAILWAY,

From Brussels to Namur and Cologne, the Baths of Germany, Treves, Coblenz, Strasburg, and Biele.

## 1 ROUTE.

Leave *Charing Cross* or *London Bridge Station* at 7.25 *morn.* or 8.30 *night*, or *Victoria* and *Blackfriars Station* at 7.25 *morn.* or 8.30 *night*, for *Dover* and *Calais*—reach *Brussels* at 6 *evening* or 7.12 *morn.* Fare, £2 5s. 10d.

## 2 ROUTE.

Leave *Charing Cross* or *London Bridge Station* at 7.25 *morn.* or 8.30 *night*, or *Victoria* and *Blackfriars Station* at 7.25 *morn.* and 8.30 *night*, for *Dover* and *Ostend*—reach *Brussels* at 7.12 *morn.* and 6 *evening.* Fare £2 3s. 4d.

## 3 ROUTE.

Leave *London* by *Steamer* from *St. Katherine's Wharf*, on *Sunday, Tuesday, or Thursday mornings*, for *Antwerp*; thence by *Rail* to *Brussels.* Fare, £1 8s.

## 4 ROUTE.

Leave *London* by *Steamer* from *St. Katherine's Wharf*, on *Wednesday* and *Saturday mornings*, for *Ostend*; thence by *Rail* to *Brussels.* Fare £1 6s. 8d.

AS Brussels is now the centre from whence the great lines of Railway communicate with the principal towns of the north and south of Germany, Switzerland, and France it has become a favourite place of resort with English travellers en route to or from England. Express Trains leave Brussels at 9.45 a.m. and 10 p.m., via Malines; or at 12.30 noon, by Namur and the picturesque route of the Meuse, for Cologne in six hours, in correspondence with trains thence to Bremen, Berlin, Dresden, Frankfurt, Vienna, and all the Baths of Germany.

An Express Train also leaves Brussels at 6.30 a.m. and 12.30 noon, by the new route through the Ardennes for Treves and the Moselle, to Coblenz, or direct to Strasburg and Bale. In addition to these advantages which Brussels affords, of being the high road to the above places, it is one of the most beautiful cities in Europe, which no one should pass without visiting, if they can possibly spare the time.

Omnibuses convey Passengers from the Railway Terminus, Brussels, to the Hotel; Fare 7d.; Cab, 1 50 to 2 francs.

## BRUSSELS HOTEL ACCOMMODATION.—HOTEL DE L'EUROPE.

THE HOTEL DE L'EUROPE is most conveniently situated for travellers arriving by the trains from Calais, Ostend, Antwerp, or Cologne, or for those proceeding from Brussels to the Rhine or Baths of Germany. Families or gentlemen wishing to break the journey from London to Cologne, or to Treves on the Moselle, can arrive at and depart from the Hotel de l'Europe with the greatest facility, and at a considerable saving of expense for conveyances and portmanteau luggage. An omnibus conveys passengers from the Hotel for the 12.30 train in five minutes to the Luxembourg Station. The Nobility, Clergy, Private or Commercial Gentlemen, from England, Scotland, and Ireland, may always rely upon having the best accommodation the HOTEL DE L'EUROPE affords, and of receiving all the attention which the personal superintendance of the proprietor can offer. Few Hotels are more favourably situated than this is, on the sunny side of the beautiful *Place Royale*, near the *Park* and *Boulevards*, the *Museum*, and *English Church*. It is thoroughly comfortable, and not expensive, and is noted for its excellent accommodation, its first-rate *Table d'Hôte*, the great attention paid to Visitors, and its moderate charges. Families and gentlemen can pre-engage rooms by letter or telegram, and always have the best choice by proceeding direct to the Hotel immediately on the arrival of the train. Tourists and parties merely passing through Brussels, or wishing to spend only a few hours in the interval between the departure of Trains, can have refreshments or dinners at any hour. Visitors are requested to give their names upon arrival to prevent delay in the delivery of their letters, and if they have been addressed "Peste Restante" to be sent for. Friendliness of Prices in every room; and the proprietor, who speaks English fluently, pledges himself to protect visitors during their stay from imposition in any shape. Apartments en suite, quiet and private for families; sitting rooms and Bed Rooms en suite; pleasant and comfortable rooms, scrupulously clean, for tourists, private or commercial gentlemen, visiting Brussels on business or pleasure.

Prices.—Suites of Rooms, overlooking the beautiful *Place Royale*, from 8 fr. and upwards per day, according to the number of rooms, first or second floor; small Sitting Room and Bed Room, from 5 fr. per day; Bed Rooms from 3 fr. Sponge, Hip, and Foot Baths. Smoking and Reading Rooms. The Times and other Papers. English Circular and Bank Notes exchanged.

Prices of Refreshments.—Plain Breakfast or Tea, 1s. 3d.; with two chops, Steak, Ham and Eggs, or Omelette 2s. 6d. *Table d'Hôte* Dinner, 4 fr. (3s. 4d.); Dinners at any hour, before or after *Table d'Hôte*, in Dining-rooms. Private Sitting-room, 5fr. (4s.) *Dejeuners a la Fourchette*, or Suppers, from 3 to 4 fr., or a la Carte, according to what is ordered.

Notice.—Gentlemen intending to honour the HOTEL DE L'EUROPE with their patronage, are respectfully requested to allow themselves to be deterred from so doing by persons on board steamers, in trains or omnibuses, or by means of porters at the stations, interested in other establishments.

WATERLOO. } The English four-horse Mail Coaches start from this Hotel for Waterloo every morning at half-past 9, and return to the Hotel at 4 in the afternoon. In the for the *Table d'Hôte* at Five o'clock. Private Carriages for Waterloo, 25 fr. every expense included.

## BRUSSELS—Continued.

**HOTEL DE FLANDRE**, Place Royale.—This First-rate old established and highly recommended Hotel has been considerably enlarged, and elegantly furnished, and has a new dining saloon which is the admiration of every visitor. The situation of the Hotel de Flandre in the Place Royale, its capital table d'Hôte and Wines, added to the attention and civility shown to all visitors, have made it deservedly popular. Passengers are recommended not to permit themselves to be misled by Touters, or to be put down at the wrong Hotel by omnibus conductors. Mr. C. Baesten, Proprietor. [90]

**HOTEL DE BELLE VUE, PLACE ROYALE**.—This unrivalled Establishment, under the superintendence of Mr. E. DREMEL, maintains its European reputation, and recommends itself to the patronage of the Nobility, Gentry, and Travellers, indiscriminately of all Countries. Carriages belonging to the Hotel may be had for visiting the town or the environs of Brussels. [91]

**THE GRAND HOTEL DE SAXE, RUE NEUVE, 77 and 97**, is admirably situated, near the Boulevards, Theatres, and Railway Stations, and offers to Families and Single Travellers, spacious, comfortable, and airy Apartments, newly furnished and decorated. There is also a garden for the use of visitors.

FIXED PRICES.—Breakfast, 1½ franc. Table d'Hôte at five o'clock, 3 francs. Sitting Rooms, 3 to 10 francs. Bed Rooms, 1½ to 2½ francs. Excellent Wines, and good attendance.

From the 1st October, families can be accommodated with board and lodging during the winter months, at exceedingly reasonable terms; living as privately, with all the comforts, and other advantages, not to be had at a boarding house.

The Reading Room is supplied with Foreign Newspapers, including the London Times and New York Herald.

The Waterloo Coach leaves the hotel at 9.30 every morning. Places can be engaged at the hotel or of the porter. E. KERVAND, Proprietor. [92]

**HOTEL DE L'UNIVERS**, situated in the centre of the City, near to both the North and South Railway Stations.—Proprietor, M. SCHILDKNECHT. This old-established Hotel, having undergone an entire change under the new proprietor, is respectfully recommended to visitors and travellers. The large garden, magnificent *Salle à manger*, in addition to the numerous sleeping-rooms and private apartments, combined with moderate charges, make this Hotel a very desirable residence after travelling. The luxury of Bathing is greatly facilitated at this establishment, water being laid on in all parts of the house. Table d'Hôte at 5 o'clock, which continues to deserve the same celebrity it has hitherto enjoyed. Waterloo Coach every morning at half-past 9 o'clock. [93]

**HOTEL DE FRANCE, RUE ROYALE**, opposite the Park—M. ALEXANDRE, Proprietor. First-rate Hotel, and one of the oldest in the town; recommendable to travellers for its good situation. Good Table and Wines. Large and small Apartments. Private Dinners. Table d'Hôte at Five o'clock. Arrangements made with families. French, English, and German spoken. [94]

**HOTEL DE HOLLANDE**.—This old-established Hotel is well known for its extreme cleanliness, domestic comfort, good living, and moderate charges. The Proprietor, Mr. LEVAUX, respectfully assures English families and travellers they will find this Hotel a very desirable residence after the fatigue of a journey from its retired, though central, situation—the quiet order and regularity with which it is conducted presenting a favourable contrast with the generality of other Hotels. [95]

**HOTEL DE LA GRANDE BRETAGNE, Place Royale**. The fine situation and southern aspect of this Hotel, recommend it to travellers visiting this beautiful city. Fixed Prices:—Bed-rooms, 1 fr. 30 c., to 2 fr. Beautiful Saloons, from 3 fr. to 5 fr. Breakfast, 1 fr. 25 c. Dinner—Table d'Hôte, at 2 and 5 o'clock, for 2 fr. 50 c., and 3 fr. Excessively moderate arrangements are made with families during the winter months. [96]

**HOTEL WINDSOR, 14, Rue de la Regence, Place Royal**. This Hotel is situated in the healthiest part of Brussels, and deserves the attention of travellers for its cleanliness and moderate prices. Bedrooms from 1.50 to 2 francs, according to the floor. Comfortable apartments, consisting of a saloon with 2, 3, or 4 bedrooms, from 6 to 10 francs per day. Breakfasts, comprising tea or coffee, bread and butter, eggs or cold meat, 1 fr. 50 c. Private Dinners from 3 frs. and upwards. Table d'Hôte at 5 o'clock. Very advantageous terms made for the winter season. Excellent Wines at very reasonable prices. Boarders taken by the week or month. Conveyances for Waterloo can be had in the hotel. The Waterloo coach leaves the hotel at 9.45 every morning. [97]

## BRUSSELS—Continued.

## HOTEL MENGELLE, RUE ROYALE,

First-class House, near the North Station, Boulevards, and the Park.

TABLE D'HÔTE AND RESTAURANT. SUPERIOR CUISINE.

LARGE AND SMALL APARTMENTS FOR FAMILIES. MODERATE PRICES. [98]

**HOTEL DES CHATELER**, Petite rue du Bouchers, combines economy with comfort. Beds, 1fr. to 1fr. 50c. Breakfast, Tea, each 1 franc. Private Dinners at all hours, 2 frs. 50c.; or the Table d'Hôte at half-past Four, 2 francs. Wines of the best vintages. This establishment has been considerably enlarged to meet the increased patronage of English Travellers. Madame Callo, the landlady is English. Attendance 50 cents per day. The "Times" and other newspapers taken in.

**ENGLISH CONVENIENCES.**—The Waterloo Coaches call at this Hotel every morning to take up Passengers. Travellers are cautioned not to allow themselves to be taken to another house of a similar name, Callo, but to insist on being conducted to the "HOTEL DES CHATELER," kept by Mr. CALLO. [99]

**HORTON'S PRINCE OF WALES COMMERCIAL INN and TAVERN**, and **CHOP HOUSE.**—Rue Villa Hermosa, the first street on the right hand of the Montagne de la Cour, descending from the Place Royale. Dinners at shortest notice, soups, mock turtle, oxtail, &c., rumpsteaks, chops, devilled kidneys, Welsh rabbits, Life guards, Scots grays, &c., at all hours. Barclay, Perkins & Co.'s stout and alea. East India pale ales, and Campbell's Edinburgh ale, iced on draught. The Times and other English papers, New York Herald and Porter's Spirit of the Times. Tickets can be had for the Waterloo coaches. [100]

**CARTER'S COMMERCIAL HOTEL and TAVERN**, established Fifty Years, 16 & 18, PLACE DU MUSÉE, PLACE ROYALE, has every accommodation and comfort for single Travellers and Families, at moderate charges. Mr. and Mrs. CARTER, who are English, will pay every attention to the wants and wishes of their visitors. Private Apartments for Families, with Board. English Newspapers. Bass's Ale, Barclay's Stout, and Aitchison and Co.'s Scotch Ale, always on draught. [101]

**WELLS' ENGLISH HOTEL**, 1, Rue du Commerce, Quartier Léopold.—M. WELLS begs respectfully to call the attention of the public to his highly and well-furnished first-class Hotel, situated in the most aristocratic part of the town. This well-established Hotel is suitable for families and parties visiting Brussels. Travellers to and from the continent will find every accommodation at this Establishment. A "Chef de Cuisine." Good attendance. Wines selected from the choicest stocks. [433]

**ENGLISH BOARDING HOUSE**, 47, AVENUE DE LA TOISON D'OR.—This long-established house, situated in the most fashionable and healthy quarter of Brussels, is still conducted by an English Lady, and offers to visitors and families all the advantages of an English and Continental house, combining society, comfort, and a good table, upon moderate terms. For particulars, apply 47, Avenue de la Toison d'Or, Boulevard de Waterloo, Brussels; or 80, Harley Street, Cavendish Square, London. [102]

**PRIVATE BOARDING-HOUSE**, No. 1, Rue de Vienne, and 126, Chaussée de Wavre, near the Quartier Leopold. Miss ADOLPHINE STEVENARK receives Families by the week, month, or year, who are provided with comfortable board and lodgings in private apartments. Terms very moderate; most respectable references can be given. [103]

**ENGLISH BOARDING-HOUSE, BRUSSELS**, 34, BOULEVARD DE WATERLOO, in the most salubrious and fashionable parts of the Boulevards, and near the King's Palace, and the new English Church. This house is conducted on English principles, and offers to families the advantages of a good table, and the comfort of a home. Conducted by Mrs. ELDER. Furnished apartments may be had. References can be had of Miss Sayer, 30, Montagu Street, Portman Square, London. [104]



## BRUSSELS—Continued.

## ENGLISH DISPENSING CHEMIST, CH. DELACRE,

86, MONTAGNE DE LA COUR, A BRUXELLES.

**MESSRS SAVORY AND MOORE, OF LONDON**, think it proper to inform the English nobility and gentry travelling in Belgium, that, in consequence of the high reputation their medicines have obtained, disgraceful attempts are continually made to substitute spurious and inefficacious preparations under the same name, as genuine medicines, and to guard against these impositions they have appointed **MR. CH. DELACRE** their Sole Agent in BELGIUM. [105.]

**BRUSSELS.—FURNISHED AND UNFURNISHED HOUSES AND APARTMENTS** of every description, may be obtained in BRUSSELS or its environs, without any expense to the hirer, by applying to **Ms. SCOTT**, 17, Rue des Petits Carmes, Rue de Namur. Every care and attention will be paid to the character and respectability of the occupiers of the apartments recommended. Inquiries by Post will meet with an immediate reply.

English Ales, Wines, Spirits, Soda Water, &amp;c.

[106]

2, PLACE ROYALE.



PLACE ROYALE, 2.

### THE OLDEST ESTABLISHED HOUSE AGENCY IN BRUSSELS.

**FAMILIES** intending to reside in Brussels or its environs, requiring either Houses or Apartments, furnished or unfurnished, are recommended to apply either personally or by letter to **M. STEVENS**, General House Agent and Wine Merchant, who will give the fullest information gratis. Bass's Pale Ale, English Stout in bottles, choice stock of Wines and Spirits. [107.]

**MILLINERY: MADAME COCHE-SHIRMER**, 79, Montagne de la Cour, near the Place Royale. The assortment of articles for the Toilette is constantly supplied with the latest Parisian fashions, and whether for Trouseaux, Coiffures, Layettes, Flowers, &c.; every article will be found of a superior quality and of exquisite work. [108]

**LACE MANUFACTORY.**—Ladies desirous of purchasing the genuine Brussels and Valenciennes Lace, or Mechlin Point, are invited to visit the Celebrated Establishment of **Mr. VANDERKELEN BRESSON**, No. 248, and No. 1, Rue du Marquis, near the Cathedral of St. Gudule, where they may witness the process of manufacturing lace of the finest texture, and inspecting an Unrivalled Stock of Royal Black Lace, and various articles of the Richest and Newest Patterns, at fixed prices. **Mr. V. B.** is the recipient of the Prize Medal of the Great Exhibition, the Gold Medal of the Belgian Government, and was awarded the first medal at the late Universal Exhibition at Paris. Visitors should be particular in not mistaking the House, or confounding this Establishment with others, which may be easily avoided, **AS THE NAME IS ON THE DOOR.** Successors **M. O. De Vergnies et Scours.** **Mr. V. B.** was also awarded the First Class Medal at the Paris Exhibition. [109]

**TAILOR.—J. N. COLARD AND Co's., ESTABLISHMENTS IN BRUSSELS.—No. 11,** Rue Neuve; 42, Rue de la Madeleine, and 2, Rue Duquesnoy. **MESSRS. COLARD** employ the most able workmen in the Trade, and are thus enabled to keep the greatest variety of Garments of the latest fashions and novelties, at the most moderate prices. English Travellers are respectfully invited to visit these Establishments, where English is spoken. This Firm has Branch Establishments at Antwerp, No. 1, Canal aux Fromages; at Charleroi, Rue des Chaudronniers, coin de la place Verte; at Ghent, 16, Rue des Champs; at Namur, 69, Rue de l'Ange; at Liege, 66, Rue de la Cathedrale; at Mons, 66, Rue de la Chaussée; and supplies Goods for exportation to all parts of the world. [110]

**BRUSSELS—Continued.**

**THE OLD ENGLISH BANK AND EXCHANGE OFFICE, 8, Rue Royale, Brussels**  
 Mr. JOSEPH BIGWOOD, late **SALTER & BIGWOOD** respectfully informs travellers that this Bank and Exchange Office, Insurance and House Agencies, continue at the above address.—Bigwood's Old English Bank corresponds with the Union Bank of London, the firms of Messrs. Charles Hoare and Co., Messrs. Martin and Co., Oriental Bank Corporation, London; and Messrs. Duncan and Co., New York. [111]

**ENGLISH READING-ROOM AND CIRCULATING LIBRARY.—**  
**FROMENT, BOOKSELLER AND STATIONER, No. 22, RUE BELLIARD** (formerly Montagne de la Cour), opposite the Evangelical Chapel. Established twelve years. Large Circulating Library. Newspapers for Sale and for Hire. Stationery and Printing of every description. [112]

**GROCER AND WINE MERCHANT.**

**D. GERARD, 28, Rue de Namur, Place Royale.** English and French Groceries of the best qualities. Huntley and Palmer's Reading biscuits. English cheese of a superior description. Pickles, Mustard, Spices, &c., &c. Old Bordeaux and other Wines, Brandies, Schiedam, &c., at the lowest possible prices. [113]

**WATCHMAKER—J H. Wittfeld, Rue des Fripiers, No. 42.**

The proprietor of this establishment having learnt the business in Switzerland, and acquired a knowledge of every branch of the trade, he has an assortment of the best watches of every description, as Chronometers, Duplex, Anexe. Cylinder, independent fixed second hands, Patek's system, winding up without key, ladies enamelled watches, jewelled and manufactured by the best makers of Geneva and Locle. Jewellery of the latest fashion and best taste, large collection of chains, guards, watch keys, &c. Second hand watches bought or exchanged. [114]

**OPTICIAN AND OPTICAL INSTRUMENT MAKER.**

**MR. CERF, Civil Engineer, 59, Rue de la Madeleine, manufacturer of**  
 Microscopes, of double Opera Glasses, Military, Naval, and Travellers' Telescopes; Mathematical and Meteorological Instruments for Natural Philosophy, &c. [115]

**BRUNSWICK.**

**HOTEL D'ANGLETERRE.**—This long-established and first-rate Hotel keeps up its superiority for real comfort and cleanliness under the present Proprietor, Mr HERMANN BARTELS, who has lately fitted up the rooms in elegant style, and continues to ensure the preference given so long to this house, particularly by the English Nobility and Gentry. [116]

**CAEN, NORMANDY.**

**HUMBY'S HOTEL FOR FAMILIES AND GENTLEMEN, No. 12, PLACE D'ARMES,** is the only English Hotel in Caen; situated in the healthiest part of the town, facing an open Green, commanding a beautiful view of the River Orne, and the surrounding country; one minute's walk from the Caen and Havre Steam Packet Office, within ten minutes' walk of the Paris, Le Mans, and Cherbourg Railway Station, five minutes' from the centre of the town, and only eight miles from the sea-side. The Hotel is remarkably clean and comfortable. Charges moderate. N.B.—"Times," and Paris papers daily, and a Private Reading-room. Omnibuses to and from all trains. [117]

**CALAIS.**

**THE BUFFET HOTEL** at the Railroad Station, is convenient to travellers, from its proximity to the landing place of all the Steam Packets. Situate in the terminus, it is joined to the Passport and Customs offices. Every comfort in rooms, beds and attendance. Charges moderate. Hot joints, soups, &c., on the arrival of every Train and Steamer. Families will find accommodation night and day. [118]

**CALAIS—Continued.**

**HOTEL DESSEIN.**—L. DESSEIN, the Proprietor, has the honour to inform his numerous patrons, and travellers in general, that since the 1st of JANUARY 1861, his establishment has been transferred to the HOTEL QUILLAC, which has been entirely newly done-up, and which has taken the name of "HOTEL DESSEIN." The premises of the old Hotel Dessein having been purchased by the town of Calais, it ceases to be an hotel for travellers. [119]

**CANNES.****BAINS DE MER.****GRAND HOTEL DE CANNES.**

This magnificent Establishment, the most important of all those on the coast of the Mediterranean, has the finest situation in Cannes, in a park of two miles length, extending to the sea.

The Hotel commands the most splendid view of the Montagnes de Esterée, des Iles de Lerins, and the gulf de la Napoule.

Sea Baths establishment in the Hotel.

Reduced prices during the Bath season.

[120]

**HOTEL DE GENÈVE**, situated in the vicinity of the Railway Station and the Sea. Rooms and Apartments for Families. Good Table d'Hôte. Arrangements are made for the Winter season. English spoken.—Ed. SCHMIDT, Proprietor. [121.]

**GRAND HOTEL DE BELLE VUE ET DU PAVILLON.**—This Hotel is situated on the west side of the town, and is surrounded by a large Garden, with a splendid view of the Sea. "Salon de Conversation." Billiards, Baths, Carriages, &c., in the Hotel. [122.]

**GRAND HOTEL DE PROVENCE**, on the new Boulevard, the finest situation in the town. Apartments for families. Baths and Carriages in the Hotel. English supervision. [123.]

**ENGLISH HOUSE, ESTATE, AND GENERAL AGENCY,**  
RUE DE FREJUS,

DIRECTED BY JOHN TAYLOR, WINE MERCHANT.

In the SAME ESTABLISHMENT will be found AN ENGLISH READING-ROOM. [124.]

## CASSEL, HESSE.

**HOTEL DE L'EMPEREUR ROMAIN.**—This celebrated and extensive Hotel is now conducted by Mr. BERNARD LANG, who has particularly directed his attention to secure to his guests, true English comfort. Table d'Hôte at 1 o'clock. Dinners and Suppers, in private rooms, served at any hour. For the convenience of Families, all kinds of Carriages are kept at this Establishment. Terms moderate. English and most of the Continental languages spoken, and English and other papers taken in. For the quality of its Wines this house enjoys the highest reputation. [125]

## CHAMBERY.

**HOTEL DE FRANCE,** Quay Nesin—Mr. CHIRON, Proprietor. A new establishment, in an open, airy situation, close to the Railway Station. Large and small apartments, scrupulously clean. Table d'hôte at 11 and 6 o'clock. [126]

## CHERBOURG.

**HOTEL DE L'UNIVERS,** Mr. FAUTRAD, Proprietor. A first-class Establishment. The apartments are most comfortably furnished; Sitting and Drawing-rooms; Table d'Hôte; Private Dinners; Conversation and Reading Room; Excellent Accommodation; Terms Moderate. Choice Wines. French and English Newspapers. English spoken. [127]

## COBLENTZ.

**HOTEL DE BELLE VUE.**—Mr. M. HOCHÉ, Proprietor.—This favourite and first-class Hotel with which the Hotel des Trois Suisse, entirely refitted, has recently been incorporated, is pleasantly situated, close to the landing-place of the steam-boats, facing the Rhine, and commanding a most beautiful view of the Castle of Ehrenbreitstein—This magnificent establishment is fitted up in a very superior style, and conducted in a manner to deserve the patronage it enjoys among the English nobility and gentry, who will find it a most desirable residence for comfort and accommodation—which nothing can surpass—and for civility and attention. [128]

**THE ANCHOR HOTEL.**—WILH. PRANG, Proprietor. The nearest to the landing-place of the Steamers, and commanding a magnificent view of the Rhine and the Fortress of Ehrenbreitstein. The proprietors of this old-established Hotel, in soliciting the patronage of the English public, assure Families and single Travellers, that they hope to merit their confidence by attention and moderate charges. Good carriages for long and short excursions. N.B.—The Omnibus of the Hotel awaits the arrival of every Train. [129]

**HOTEL DU GEANT.**—M. SCHURTZ, Proprietor.—This well-known and favourite first-class hotel is delightfully situated opposite the castle of Ehrenbreitstein; it is the nearest to the landing-place of the Steamers, and commands a most beautiful view of the Rhine and surrounding country. This highly recommended establishment combines superior accommodation with moderate prices. [130]

**HOTEL ZUR TRAUBE,** close to the landing-place of the Steamers and the Hotel du Geant.—Mr. J. DEWALD recommends his second-class hotel to the patronage of travellers for its excellent accommodation and great attention. The most moderate charges. French and English spoken. Fixed prices—Lodgings, 1 fr. 50 c.; Breakfast, 1 fr.; Table d'Hôte, 2 fr. [131]

## COLOGNE.

**HOTEL DISCH,** in BRIDGE-STREET.—This first-class well known Hotel is most centrally situated close to the Cathedral, the Central Railway Station for Berlin, Paris, Brussels, Calais, and Bonn Railways, the Quay of the Rhine Steamers, the new Tubular Bridge over the Rhine, &c. Superior Accommodation and Comfort will be found here for Families, Tourists, and Gentlemen passing through Cologne en route to or returning from the Rhine, the North of Germany, &c. Messrs. DISCH & CAPELLI keep a large assortment of the best stock of Rhine and Moselle Wines for wholesale.—The Hotel Omnibus conveys Passengers to and from the Railway Stations. [132]

## COLOGNE—Continued.

**THE HOTEL DE HOLLANDE** is delightfully situated opposite the starting and landing place of the Rhine steamers, and in the vicinity of the Berlin Railway Station. The apartments are furnished with English comfort, being carpeted throughout, and suited to large families, as well as single gentlemen. It offers, from its belvedere, built in the veranda style, as well as from its windows, the finest view of the Rhine, and a panorama of Cologne. The accommodation will be found to combine comfort and cleanliness, a perfect *cuisine* and exquisite wines—attentive servants—and moderate charges.—Omnibuses and private carriages attached to the Hotel. [133]

**COLOGNE.—HOTEL DU NORD, Mr. MANN, Proprietor.**—Situated near the Railway Station, the Cathedral, and the new Bridge, affords unrivalled accommodation for Families and Gentlemen. The rooms are large, airy, and commodious, and elegantly furnished. The charges exceedingly moderate, and English visitors may rely upon receiving the utmost attention and civility. [134]

**HOTEL DE BELLE VUE.—MR. DREMEL, Proprietor.** This first class and splendid hotel is situated by the side of the Rhine, at Deutz, opposite Cologne, and commands beautiful views of the Cathedral of Cologne. The accommodation is unsurpassed, there being extensive suites of apartments elegantly furnished for Families, and comfortable rooms, saloons, &c., for Gentlemen. Patronized by Her Majesty Queen Victoria and Prince Albert. Owing to the completion of the New Bridge and Central Railway Station, Deutz has become a desirable residence for Visitors. Within a few minutes' walk or ride of the Central Station, it is quiet and free from the noise of that locality. Omnibuses to and from each train. During the summer months a band of music plays in the garden of the Hotel. [135]

**GRAND HOTEL VICTORIA, COLOGNE.**—This first-class Hotel is, without exception, one of the handsomest and most elegant hotels of Germany. From the time it was opened it has been patronised by the Reigning Sovereigns, who have passed through Cologne. It is situated on the "Heumarkt" near the landing-place of the Rhine Steamers, the new Bridges, the Cathedral, and Railway Stations. Excellent *Cuisines*. Table d'Hôte; choice Wines, Carriages and Omnibuses at the Hotel. Fixed and moderate prices. [136]

**HOTEL DU DOM, situated in view of the Cathedral, one minute from the Central Railway Station, and opposite the New Rhine Bridge; central to the Curiosities also; both excellent and very reasonable (breakfast, 1 fr.; dinner, 2½ fr.; chamber, 1½ to 2 fr.) in the elegant Café joined to the Hotel, are English, French, Russian, Italian, Dutch, and German Journals.** [137]

**HOTEL FREDERICH HOF, by P. Joos**—Very much frequented by English Travellers. Fixed Prices. Lodging, 1 fr. 50c.; Breakfast, Tea or Coffee, Bread and Butter, 1 fr.; Table d'Hôte Dinner at 1 o'clock, 2 fr.; Private Dinners at any hour, 3 fr.; Beefsteaks, Roast Beef, Mutton Chops, with Potatoes, each person 1 fr. Situated in the most beautiful part of the city, corner of the Casino Platz and Peppin Strasse, near the Cathedral, and between Central Railway and Steamboat Station, five minutes' walking distance from each, near the English Protestant church. Mr Joos can give useful advice and information to travellers going up the Rhine to Switzerland. [138]

**HOTEL ERNST, FRANKGASSE 3 and 5, COLOGNE.**—This first-class new-established Hotel is most conveniently situated in the centre of the town, facing the Cathedral, and at one minute's walk from the central Station for all parts of the continent. The proprietor of this Hotel, in soliciting the patronage of railway travellers, assures families, tourists, and commercial gentlemen, that he hopes to merit their confidence by attention, cleanliness, and moderate charges. C. ERNST. [139]

## DARMSTADT.

**HOTEL TRAUBE (GRAPES)**—A first-class and well-known Hotel, elegantly and most comfortably furnished. The situation is exceedingly pleasant, and close to the Ducal Palace. The accommodation will be found most suitable to English Families or Gentlemen visiting Darmstadt. [140]

**HOTEL DARMSTADTSEER HOF.**—A First-rate Hotel of old standing, superior accommodation for Gentlemen or Families. Two Coffee-Rooms, excellent Table d'Hôte, Suites of Apartments, with every comfort in the English style, at moderate charges. L. WIENER, Prop. N.B.—This Hotel has been established more than half a century ago by the father of the present Proprietor. A lengthened residence in England enables Mr. WIENER to give especial satisfaction to English travellers. [141]

## DIEPPE.

## GRAND HOTEL IMPERIAL DE DIEPPE.

Charmingly situated on the beach. The nearest hotel to the English steamers. Of the highest class and comfort.

Carriages belonging to the hotel to let per day or per month.



Specially distinguished by the Emperor's authority to bear the title "Imperial," and by the Emperor's arms. Inclusive terms for the winter months (November till June), 6s. 6d. per day (wine excepted). [143.]

Private Sitting-Rooms for Families, Children, and Servants half-price.

**GRAND HOTEL DES BAINS**, fronting the Sea, the Bath Establishment, and close to the Custom House, is unrivalled for its situation and its excellent accommodation. For many years this favourite Hotel has been patronized by the majority of English visitors to this fashionable watering-place of "La Belle Normandie." The Proprietor, Mr. MORGAN, is most obliging. Prices will be found very moderate. Table d'Hôte at 6 o'clock. [144]

**THE QUEEN VICTORIA'S AND NORTH HOTEL**, upon the QUAI HENRI QUATRE, with'n 200 yards of the Landing Pier of the Newhaven Steamers, and only five minutes' walk to the Railway Station. This Hotel continues to enjoy its long-established reputation for cleanliness and prompt attention, and offers English visitors every comfort they can desire. The Proprietress, Mrs. GUIBON, speaks English. Arrangements made with families by week or by month, for the winter season. Table d'Hôte at 6 o'clock. [145]

**HOTEL ROYAL, FACING THE BEACH.**—The Bathing Establishment and the Parade, is one of the most pleasantly situated Hotels in Dieppe, commanding a beautiful and extensive view of the sea. Families and gentlemen visiting Dieppe will find at this establishment elegant, large, and small apartments, and the best of accommodation at very reasonable prices; the refreshments, &c., are of the best quality. Table d'Hôte and private Dinners. [146]

**HOTEL DE LONDRES**, kept by Mr. Courteling; late Proprietor, Mr. Petit.—This old-established and fine hotel is situated on the Quay Henri IV., close to the Custom House and Newhaven Steamers. The present proprietor has recently entirely restored the hotel, and has spared no expense in fitting it up both elegantly and comfortably. Strict attention is paid to cleanliness and prompt attendance. This hotel is ten minutes' distance from the Railway Station. Carriage belonging to the hotel is always in attendance for passengers at the arrival of the Steam Packets, to convey passengers and their baggage to the hotel without charge. Arrangements by the week or month for the winter season, on moderate terms. French and English daily newspapers. [147]

**HOTEL DE LA PLAGE.** Delightfully situated directly facing the Sea, and close to the Baths. Madame Crevier is unremitting in her attention to the comfort of her visitors. Elegantly-furnished lofty apartments for large and small families. Old Wines and first-rate Cuisine, with very moderate charges. French and English spoken. Terms made for the Winter season. [148]

## DIJON.

**HOTEL DE LA CLOCHE**, Mr. GOISSET, Proprietor. This Hotel continues to enjoy its old-established reputation, and offers English visitors all the accommodation they can desire. It is situated close to the Railway Station, and the objects of attraction in the town. Suites of Apartments. Good Table d'Hôte. Carriages for drives. [149]

**HOTEL DU PARC**, Mr. RIPARD, Proprietor.—Has been newly furnished and entirely re-fitted throughout. Large and small Apartments. Garden behind the Hotel. Ask for the Hotel Omnibus of the Hotel du Parc which awaits the arrival of all the Trains. [150]

**HOTEL DU JURA**, near the Railway Station and the Cathedral. Saloons, Apartments and Rooms for Families. Table d'Hôte. Carriages for hire by the hour, at 1fr. 50c. per hour. Omnibuses at each Train to convey passengers to the Hotel. Great attention paid to English visitors. Mr. David, Proprietor. [151]

## D R E S D E N .

**HOTEL DE SAXE.**—This greatly renowned and remarkable first-rate Hotel, kept by Mrs Dorn and her two Sons, has been recently enlarged and embellished; it contains now Two Hundred and Fifty comfortable Front Rooms with Two Hundred Beds; and is situated in the centre of the town, on the New Market, in the vicinity of the Royal Theatre, the well-known Brühl'sche Terrasse, the Picture Gallery, the Royal Palace, &c., and will be found deserving the patronage of the English nobility and gentry. Table d'Hôte in the large and airy Dining-room, which Table d'Hôte is known to be the best in the town. During the winter season the most fashionable Concerts are performed there. Private Dinners and *à la carte* at any hour. Three elegant Carriages belonging to the Hotel, to be let at the common tariff. Warm and Cold Baths in the house. In winter, Apartments are let at a moderate price for Families and Single Gentlemen, and no efforts will be spared to render their residence here as pleasant and comfortable as possible. [152]

**HOTEL DE ROME (STADZ ROM),** situated on the new Market, kept by M. BUCHER, formerly Manager at the "Nord Hotel" in Cologne, affords unrivalled accommodation for Families and Gentlemen. The Rooms are airy and elegantly furnished, the charges moderate. Boarders taken in by the week or month. [153]

**HOTEL DE BELLE VUE.**—Messrs. KAYSER AND FRANKE, Proprietors. This fine large Establishment, situated on the banks of the Elbe, between the two beautiful bridges facing the Theatre, the Museum, and Catholic Cathedral, adjoining the Brussels Terrace, and opposite the Royal Palace and Green Vault, contains one hundred front rooms. These apartments combine elegance and comfort, and most of them fronting either the Theatre Square, or public Walks and Gardens of the Hotel, command fine views of the river Bridges, and distant Mountains. The gardens of the Hotel afford its guests an agreeable and private promenade. Table d'hôte at one and five o'clock. Private dinners at any hour. To Families or Single persons desirous of taking apartments for the winter, very advantageous arrangements will be offered, and every effort made to render their residence in the Hotel pleasant and comfortable. [154]

**VICTORIA HOTEL**—CARL WEISS, Proprietor. This first-rate Establishment, situated near the great Public Promenade, combines comfort with elegance, and has the advantage of possessing a spacious and beautiful garden. Two superior Table d'Hôtes daily. Private Dinners at any hour. During the winter, Board and Lodging at very moderate prices. [155]

**HOTEL ZUM KRONPRINZ:** Crown Prince Hotel. Proprietors, Messrs. Moritz and Schulze. This splendid first-class hotel is situated in the most beautiful street in Dresden, the *Hauptstrasse*, near all the principal railway stations. Being one of the largest hotels in Saxony it offers a variety of accommodation, a large number of bed-rooms, numerous private sitting rooms, elegant saloons, &c., comfortably furnished, combining the best of accommodation for families, or single gentlemen at moderate charges. Table d'hôte at one o'clock. Private Dinners at any hour. Advantageous arrangements made with visitors for Board and Residence during the winter. [151]

## Magazine of Jewellery, Gold and Silver Manufactures.

**MAURICE ELIMEYER,** Jeweller to the Royal Court of Saxony, Jeweller &c., to HER MAJESTY THE QUEEN OF ENGLAND, and Jeweller to the Ducal Court of Saxe-Coburg-Gotha,

No. 1, at the Corner of the New Market, opposite the old Royal Picture Gallery and the Hotel de Berlin.

Recommended by a splendid Assortment of rich and tasteful, set and unset Jewellery. Objects of Fancy and Ornaments in Gold and Silver,

Any orders will be executed with the most careful attention. [156]

## BANKER AND EXCHANGE OFFICE.

**MR. PHILIP ELIMEYER, 7, WILSDRUFFERGASSE** gives the highest rate of Exchange for Bank Notes, Post Bills, or Circular Notes; and all Foreign Monies can be exchanged at this establishment to the best advantage. Mr. Elimeyer readily affords English travellers every information they may require as to the proper money for the journey they intend going. [157]

## DUSSELDORF.

**HOTEL BREIDENBACH.**—**Mr. CAPELLAN, Proprietor.**—This favourite and well-known Hotel, is in the best and most agreeable part of the Allee—the principal promenade of the town, close to the beautiful Park, and a short distance from the landing place of the steamers. It is most centrally situated, about midway between the Railway Stations for Aix-la-Chapelle, Cologne, Elberfeld, and Berlin. It is also within a few doors of Mr. Schulte's Exhibition, or Gallery of Modern Paintings.

Her Gracious Majesty Queen Victoria, and Prince Albert, honoured this Hotel with their presence *en route* to Berlin, August, 1858. Extensive accommodation for Families and Gentlemen. [158]

**HOTEL DE L'EUROPE**, opposite the Cologne, Minden, Berlin, Dutch, and Elberfeld Railway Stations, near the Rhine. This first-rate and highly recommended Hotel, between the two largest Promenades, quite freely situated, with a tower, wherefrom one has a beautiful view over the town and country, has elegant rooms for Families and single Gentlemen. The waiters speak French and English. The prices are moderate, and arrangements made with Families during the winter months. Proprietress, Mme. E. GOETZER; F. RERTZ, Chargé d'Affaires. [153]

## FLORENCE.

**HOTEL DE LA VILLE.**—**Lango L' Arno Nuovo.**—Patronised by H.R.H Prince Alfred. This hotel, formerly the Palace Filigay, situated on the Arno, with a southern aspect, is fitted up in the English style, for the comfort of English families, and may truly be considered one of the finest in Italy. The rooms are large and airy, and well-ventilated for large or small families, and for single gentlemen. Table d' hôte. Baths in the hotel. English papers. Fixed prices De Lodomez, Proprietor. [160]

**HOTEL D'EUROPE.**—**G. SALERNO, Proprietor.** This Hotel is situated in the finest part of the town, on the place Santa Trinita, and affords extensive and comfortable accommodation. Large and small apartments, and single bed-rooms. Table d'Hôte. The prices are moderate, and arrangements made with Families during the Winter months. [161]

**GRAND HOTEL NEW YORK** situated Lungo L'Arno, with a southern aspect, and at some distance from the Waterfall, which is disagreeable to most travellers. This Hotel is fitted up in the English style for the comfort of Families, and may be truly reputed as one of the best in Italy. The Rooms are adapted for large and small Families, and also for single Gentlemen. Table d'Hôte. Baths in the Hotel. Reading Rooms. Good attendance and very moderate charges. [162]

**HOTEL ROYAL DEL' ARNO**, kept by X. ROY.—First-rate Hotel, situated in the centre of the town (Long Arno Acciajoll), containing apartments well furnished, and rooms from two francs and upwards per day. Very good Table d'Hôte at 4fr. 60c.; Breakfast 1fr. 60c. &c. It may be recommended as one of the good Hotels at Florence. [163]

**HOTEL NUCCI ET PENSION DE MILAN**, 12, Rue de Cerratani, has a south aspect, close to the Cathedral, and near the Railway Station, the best situation in the centre of the City. It is conducted on the English system for cleanliness and comfort. Table d'Hôte and Baths in the Hotel. Moderate charges. [164]

## FONTAINBLEAU.

**HOTEL DE LONDRES.**—**MR. LAPOTAIRE, Proprietor.**—This establishment is situated in a beautiful locality. The apartments are large and airy, and elegantly furnished. Families and single gentlemen will find this Hotel affords excellent accommodation. Assiduous servants. A superior Table d'Hôte and good Wines. [165]



## FRANKFORT-ON-THE-MAINE.

**THE ROMAN EMPEROR**, an Hotel of European celebrity, much frequented by English travellers; distinguished for its elegance, comfort, and attention. Charges moderate. Proprietors, Messrs. Lohr and Alten. [167]

**HOTEL DE BRUXELLES**, OTTO HUMBERT, Proprietor. This Hotel contains 80 well-furnished Rooms, with 180 Beds, from 1 florin per bed; very comfortable Hot Baths at any time; large Garden; good Table d'Hôte at fl. 1-12. Situated the nearest to the Railway Station. Moderate charges. English spoken. [168]

**HOTEL ZUM WEISSEN SCHWAN**.—The White Swan Hotel.—MR. BEIGER, Proprietor.—This old-established Hotel is fitted up in a first-class style, is most centrally situated for Families, Commercial and Private gentlemen. It has a most elegant and spacious Dining-Room, Drawing-Rooms, and private apartments, equal to any hotel in Frankfort. Mr. Beiger, from his long experience in the business, feels confident of giving satisfaction to his guests, who will find the whole arrangements of the Hotel such as will meet their approbation. Warm and Cold Baths. English spoken. [169]

**UNION HOTEL, FORMERLY HOTEL WEIDENBUSCH**.—Notice is respectfully given to Travellers that the Hotel Weidenbusch, kept by the undersigned for the last nine years, and with great success, will, after the 1st. June, be called the Union Hotel.

The establishment has undergone extensive alteration and improvements, the greater part of the furniture being new, and adapted to suit the requirements and taste of the present day.

The proprietor avails himself of this opportunity to state, that he trusts his endeavours to promote the comforts of his guests will insure him a continuance of the patronage of the public.

MR. BRUNO STRUBELL, PROPRIETOR.

[170]

**LANDSBERG HOTEL**.—Noblemen and Gentlemen who may be pleased to honour me with their patronage, will find every convenience and comfort in my Hotel. With other advantages are combined those of the promptest and most civil attendance; (for which, indeed the Landsberg has long been famed throughout Germany); an extensive stock of the choicest wines ranging back to the oldest practicable date; an *excellent cuisine*; spacious coffee-rooms; a hundred and fifty bed-chambers, (many with double beds,) with a number of elegantly furnished private sitting-rooms; and the *strictest integrity and moderation* with regard to charges. Licensed Commissioners are constantly at hand. There are Private Carriages on the premises. FRED. ORTENBACH, Landlord. [166]

## FREIBURG IN BRESGAU, DUCHY OF BADEN.

**HOTEL ZÄHRINGER HOF**.—This Establishment is now transferred to the NEW ZÄHRINGER HOF, opposite the Railway Station, which has been newly built expressly for the Hotel, and has been fitted up in the most comfortable manner possible. It commands a beautiful view of the Black Forest and Voeges mountains, and will be found a most desirable and pleasant residence. Baths in the Hotel. French and English Newspapers. English spoken. Moderate Prices. Board during the Winter. English Church Service on Sundays. Proprietor, G. H. SOMMER. [172]

**DEUTSCHER HOF—HOTEL D'ALLEMAGNE**, GUSTAVE RETFUS, PROPRIETOR.—This Hotel, conducted during the last fifteen years by Mr. Retfus, continues to be the favourite residence of English travellers—the Proprietor, having resided in England, is acquainted with their habits, and is always ready to assist them in their travelling arrangements. The house has lately been much enlarged, and is highly praised in all the English and German Hand-books for its cleanliness and moderate charges. *Pension* at an economical rate. Very fair Trout-fishing can be obtained by Mr. Retfus. English divine service twice on Sunday. The Hotel is beautifully situated on an open Square, not far from the Station, and near the Cathedral and the Schloesberg (Ludwigsboche). Carriages and Horses to the Hoellenthal are procured at fixed prices. [171]

## FRIEDRICHSHAFEN.

**HOTEL NESTLE.—ZUM SCHWAN.—PROPRIETOR, MR. NESTLE.**—Lately honoured by the visit of H.R.H. the Prince of Wales, the Prince and Princess of Prussia. The Hotel commands a fine view of the Lake and the Alps; is situated eight doors from the Railway Station, and only twelve from the Port. There is also a New Establishment bordering the Lake—Refreshment Rooms, Terrace, Boats, &c.—opposite the Hotel and belonging to it. [173]

## GENEVA. (SWITZERLAND.)

**HOTEL de L'ECU.**—This unrivalled and admirably conducted hotel has long enjoyed an extensive and high reputation among English Travellers. Situated in the finest part of the town, and facing the lake, it commands a beautiful view of the environs. Its accommodation is of a superior a character, that tourists will find it a highly desirable place of residence or of temporary sojourn. Table d'Hôte at 1 o'clock, 4fr.; at 5 o'clock, 4fr. Arrangements made with families during the winter months at very reasonable charges. [174]

**HOTEL DES BERGUES, MESSRS. WACHTER AND ADRION, Proprietors.**—Patronized by His Royal Highness the Prince of Wales, and His Royal Highness the Prince Alfred. The Hotel, one of the largest in Geneva, is in a delightful situation—looking on the lake—near the English Church and the General Railway Station, and it is the ONLY Hotel from which there is an uninterrupted view of Mont Blanc and the Alps. Families, or Single Gentlemen, will find every accommodation and comfort which a first-class Hotel can afford, at the same time all the attentions which the personal superintendence of the Proprietors can offer.—There are Tables d'Hôte at 1, 5, and 8 o'clock. Private Dinners at any time. Bath Establishment lately organized in the Hotel. [175]

**HOTEL DE LA METROPOLE, managed by Mr. W. WOLBOLD.**—This large and excellent Establishment, containing 200 well-furnished Bed and Sitting Rooms, in every variety, is situated in the most favourable position of the town, opposite the English Garden, and enjoying the finest view over the Lake in its fullest extent. A pleasant Reading-room, where the principal English, American, French, and German newspapers are to be seen. An elegant Coffee and Smoking Room; in fact, every comfort travellers expect from a first-rate Hotel, is provided for them. In consequence of its good ventilation, the Hotel is agreeably cool in summer, and exceedingly warm in winter. Charges very moderate; and pensions in winter. Table d'Hôte three times a-day, at 1, 4, and 7 o'clock. Omnibus, belonging to the Hotel, to and from the Station for every Train. Private Carriages always ready in the Hotel. [176]

**HOTEL DE LA COURONNE.**—Situated on the Grand Quai, in an excellent position. Mr. Ch. Aldinger, proprietor, begs leave to inform Travellers that he has added to his Establishment a fine and extensive building, situated on the Quai du Rhone, from whence is a fine view of the Lake and of Mont Blanc. The apartments are most comfortable for families or single gentlemen. Good Stabling and Coach-houses. [177]

**HOTEL VICTORIA, by T. BERTHUNDS.**—This hotel is situated in one of the most beautiful parts of the town, near the English Church, and close to the Railway Station, Steamers Office, and the Diligence for Chamounix. Its comfort and cleanliness recommend it particularly to English travellers. Table d'Hôte; Private Dinners at very moderate prices; English, French, German, and Italian spoken. [178]

**GENEVA.—MAISON MALLET—FAMILY BOARDING-HOUSE.**—Situated on the Grand Quai, next to the Hotel Metropole, and overlooking the English Garden. From the balconies the view looks up the Lake of Geneva, with the Volron and Jura mountains on either side. The position combines the advantages of both the country and town, and the house is fitted up with attention to English comfort. Terms:—From 5 to 6 francs a-day, (or from £1 8s. 6d. to £11s. a-week). Mme. PICARD has resided in England. [179]

**HOTEL DE GENEVE, ET PENSION, Mr. A. RATHGEB, Proprietor,** situated in one of the finest parts of the Town (Rue du Mont Blanc), near the English Church, close to the Railway Station and Office for the Steamers. It commands a beautiful view of Mont Blanc and the Alps. Families and Single Gentlemen will find every accommodation and comfort. Table d'hôte at 1 and 5 o'clock. Private dinners at any hour. For Families arrangements can be made by the year at favourable prices. Public Drawing-Room. English Newspapers. [180]

## GRAND HOTEL BEAU RIVAGE ET D'ANGLETERRE.

**T**his splendid Establishment, just constructed on a great scale, has the advantage of being the most pleasantly situated Hotel of Geneva, on the Quai du Mont Blanc, near the English Church, Steamboat Landing, and the General Railway Station. It is surrounded by the Alps Gardens, and near most of the finest walking places. From the two delightful terraces, and from each window of the Hotel, the Mont Blanc, the Lake, and the Town can be seen in their fullest extent. The Hotel contains a beautiful Dining-room, a Reading-room Conversation Saloon, and 130 well-furnished Bed-rooms and Apartments, with 15 Balconies. Charges are very moderate. Reduced prices for protracted stay; and *Pensions* in Winter. Omnibuses from and to the Station for every train. Table d'Hote at 1, 5, and 8 o'clock. [181]

## GRAND HOTEL DE LA PAIX.

**T**his magnificent Hotel, situated on the Quai du Mont Blanc, from which there is a splendid view of the Lake and the Mont Blanc, is newly opened by M. KOHLER, formerly Proprietor of the HOTEL DE L'ECU; it contains large suites of apartments and spacious rooms, all luxuriously furnished. English travellers will find this Hotel one of the most agreeable residences of Geneva. [182]

## A la Ville de Paris, 67 Rue du Rhone, Geneve.

### MAISON BLUM, FRERES.

Branch establishments at Lausanne, Vevey, Yverdon, Neuchatel, Bienne, and Zurich. Ready made clothes for Gentlemen and children, orders to measure at the shortest notice, and warranted of the most fashionable cut. Plaids, railway rugs, shirts, collars, cravats, and English macintoshes. Good choice of cloths of all descriptions. [183]

**PATEK PHILIPPE & CO.**, Geneva Watch Manufacturers, honoured with Medals from the London, New York, and Paris Universal Exhibitions. In the workshops every separate part of a watch is made from the rough metal to the entire completion of the watch. Plain and complex Watches and Chronometers, definitively regulated for the pocket, winding up and setting to time, with or without a key. [184]

**WATCHES AND JEWELLERY.**—A. Malignon, 6, Rue de la Corraterie first floor. This being one of the oldest manufacturing establishments in Geneva, is reputed for the excellent quality and workmanship of its articles. An extensive and select variety of Jewellery and Watches of the best description. [185]

**SWISS ARTICLES**, Sculptured in Wood, or Painted; Views and Costumes of Switzerland. Gouache Paintings, articles in Ivory and Buckhorn, Dried Flowers from the Mountains of Mont Blanc, Maps in Relief of Switzerland and Mont Blanc, Large Depot of Chamonix Stones, Crystal, Amethysts, and Onyx.

A large choice of Albums, containing the most remarkable Views of Switzerland and Mont Blanc. M. CHARNAUX, HOUSE OF THE THREE KINGS, PLACE BEL AIR. [186]

**CIGARS.**—Maison des Trois Rois, Place Bel Air, No. 2, near the Post-office. Tobacco and Cigars of all the Régies. Importer direct of Havannah Cigars. Great assortment of Pipes and Cigar Tubes. Rare Cigars, warranted genuine.—M. J. PIGUET. [187]

**ENGLISH CHEMIST AND DRUGGIST**, 2, Place des Bergues. Geo. Baker informs the English and American visitors and residents, that he has at the present moment a large and select stock of English Patent and all other Medicines. Perfumery, tooth, nail, and hair brushes of the best manufacture, Lawrence's hair gloves, belts, and sponges. Soda, Saratoga, Seltzer, and all mineral waters. Every article of the best quality, and prices moderate. [188]

## GENOA.

**HOTEL DE LA CROIX DE MALTE.**—Messrs. COUSINS, BOTTACHI, & Co., Proprietors.—This Hotel is situated in the centre of the town, commands a view of the sea, and is the nearest to the Steam Packet Wharf. It has lately been much enlarged and embellished, and all the modern improvements conducive to comfort have been introduced, to render this Establishment worthy of the patronage of the English Nobility and Gentry. [189]

**HOTEL D'ITALIE** (kept by Madame TEA)—formed out of the **RACERS PALACE**, VIA DEL CAMPO, No. 10—is perhaps the cleanest and best situated in Genoa; it has been fitted up recently in a way to insure every English and foreign comfort, with moderate charges. Table d'Hôte, Coffee and Smoking Rooms. The front windows command the finest view over the Harbour, the Light-house, and the Eastern part of the town. [190]

**HOTEL DE FRANCE**—kept by J. ISOTTA.—This hotel is admirably situated in the centre of the city, at the Palazzo Adorno, at the corner of the Piazza di Bianchi, and has a good view of the Port and the Exchange. Every accommodation for travellers and families. Large and small apartments. A good Table d'hôte, and Private Dinners, a la carte. Omnibuses at the railway station to convey travellers to the hotel. Mr. Isotta is also proprietor of the Hotel Nazionale, near the railway station, a quiet and comfortable house, equally well conducted. This hotel is much frequented by English families who make any stay at Genoa, for its beautiful situation. [191]

**HOTEL ROYAL** (*ci-devant* de Londres), a first-rate house, commanding a beautiful view of the Sea and the environs. The Hotel is highly recommended for its cleanliness, comfort, excellent cooking, and moderate charges. Madame PEROZZO, being English, is unremitting in her attention to travellers. The London Times newspaper taken in daily. An Omnibus belonging to the Hotel will be found at the Railway Station. [192]

**MANUFACTORY AND DEPOT**  
OF  
**SILVER AND GILT FILIGREE WORKS**  
OF  
**EMILIO FORTE,**  
**No. 155, VIA OREFICCI, GENOA.**

Prize Medal Awarded—London Exhibition  
The Gilt Articles are Warranted Double Gilt.

[193]

## G H E N T.

**HOTEL ROYAL, PLACE D'ARMES.** This Hotel is situated in the centre of the Town, contiguous to all the public establishments, and Railway Station. Travellers will find every comfort at this Hotel, and experience prompt attention from the attendants. Arrangements made with families at very moderate prices during the Winter Season. [194]

**HOTEL DE VIENNE.**—Kept by MR. ROSSMAN, proprietor of the Hotel de Flandre, Bruzes. This Hotel is admirably situated in the centre of the town, near the celebrated cathedral of St. Bayon, and the principal public buildings. The *cuisine* and wines are of first rate quality, and the Hotel de Vienne affords excellent accommodation for families or gentlemen at moderate prices. Table d'Hôte at 1 and 5 o'clock. Omnibus to and from the trains. Fare 75c., luggage included. [195]

**HOTEL DE LA POSTE.**—PLACE D'ARMES. Mr. Dubus, late Proprietor of the Hotel de Flandre, begs to inform English Travellers that he has removed to the above well-known, first-rate, and beautifully situated Establishment, which affords extensive and superior accommodation for families and single gentlemen. In taking the above-named Hotel de la Poste, Mr. Dubus is enabled to offer suitable accommodation to the most opulent families, and to commercial gentlemen, and pledges himself to spare no exertions to deserve the patronage of all classes of travellers. [196]

## G R E N O B L E .

**CHARREARD'S HOTEL DE L'EUROPE, PLACE GRENETTE.** Post Horses, and Coaches to Aix-les-Bains, Allevard, Uriage, la Motte les Bains, la Salette. The best accommodation for Families; Private Rooms, and Table d'Hôte. Travellers are recommended on arriving at the Station to take the Omnibus of the Bureau de Ville, which is next door to the Hotel.

[197]

## T H E H A G U E .

**HOTEL BELLE VUE.**—C. J. Van Velsen, Proprietor.—This favourite and first-class hotel, pleasantly situated opposite the Royal park, in the most delightful part of the Hague, commanding a most beautiful prospect near the promenade and public buildings, is refitted up in a very superior style, and will be conducted by the new proprietor, in a manner to render it deserving the extensive patronage it enjoys among the nobility and gentry of the Continent. English travellers will find it a most desirable residence for comfort and accommodation, which nothing can surpass, and for civility and attention. In addition to the beautiful rural scenery in front of the house, there is a fine extensive garden. Arrangements made by the month on favourable terms. English and Foreign newspapers. Table d'Hôte. Baths in the house.

[198]

**HOTEL PAULEZ, Korte Voorhout; and the HOTEL DE L'EUROPE, Lange Hout Straat.**—These two first-rate Hotels, situated in the finest quarter of the City, in the vicinity of the Theatre Royal, the Museum, and the Park, cannot be too highly recommended for their accommodation, the excellence of their Table d'Hôte and Wines, added to the attention and civility shown to all Travellers. Proprietor. F. PAULEZ.

[199]

**HOTEL DU VIEUX DOELEN.**—Mr. VAN SANTEN, J.J., Proprietor. This old-established and most comfortable Hotel is extensively patronised by Travellers on account of its superior Accommodation, its handsome and well furnished Apartments, and splendid Saloons—for its admirable situation and beautiful Garden; as also for the quality of the Wines and Refreshments, the Table d'Hôte and Restaurant, and the general civility of the Attendants.

EXCELLENT COUSINE.

[200]

## H A M B U R G .

**STREIT'S HOTEL.**—Superior first class Hotel for Families and Gentlemen, admirably situated on the Jung fernstieg, commanding extensive views of the Alster Basin, and is most centrally situated for visitors; unrivalled accommodation, combining comfort and elegance, with all the luxuries of home. This hotel has for a number of years secured a patronage of the highest respectability, and Mr. Streit, the proprietor, will spare no endeavours to give satisfaction. Table d'hôte at 4 o'clock.

[201]

**ENGLISH HOTEL.—ADMIRALTY STRASSE,**—situate in the centre of the town, only three minutes' walk from the Exchange and Harbour. Affords excellent accommodation at moderate charges. Visitors whose business may be in the city, will find this Hotel most convenient from its central position. Particular attention bestowed on the sleeping apartments, which are quiet, clean, and comfortable. Refreshments of all kinds at moderate charges. Hot joints, Soup, Fish, from 1 o'clock daily. Luncheon, Chops and Steaks, at all hours. Commercial gentlemen visiting Hamburg will find this a desirable residence, and the landlord, Mr. Bargstedt, ready to afford any information. First-rate Wines, Spirits, Ale, Porter, &c.

[202]

## H A N O V E R .

**UNION HOTEL, MR. C. M. REISS, PROPRIETOR.**—This well-known first-class and favourite Hotel, for private families and gentlemen, is beautifully and cheerfully situated right opposite the Railway station. Elegance and comfort combined. English and French spoken. The utmost attention and civility. A regular Table d'Hôte, and private dinner to order. Baths in the house. Private carriages always ready. English and French newspapers.

[204]

## HANOVER—Continued.

**HOTEL ROYAL**, immediately opposite the General Railway Station, Bremen, Berlin, Brunswick, Cologne, Hamburg, &c., admirably situated, in the best part of the city. The *Cuisines* and Wines are of first-rate quality, and the accommodation excellent for single travellers. The Reading-Room is well supplied with Newspapers and Periodicals. A beautiful garden for the use of visitors.

**CONTINENTAL EDUCATION, HANOVER.**—**HERR & MADAME VOIGT** who have studied under eminent professors, receive a limited number of Young Ladies, to whom education, comfort, and improvement, they devote their unwearied attention. Sunday is observed in England, and one of the most experienced Physicians in Hanover is engaged to watch over the health of the Pupils. For Prospectuses giving terms and references, apply at Bradshaw's Guide Office, 59, Fleet Street, London, E.C. [L.O.—50]

## HAVRE.

**HOTEL DE L'EUROPE.** Rue de Paris. The situation of this well-known and old-established Hotel is central and convenient for every part of Havre, from its immediate vicinity to the Theatre, the Exchange, the Docks, and the Quays. Visitors will find superior accommodation at reasonable prices. It can be highly recommended for its comfort, cleanliness, and excellent Table d'hôte, &c. The Railway Booking Office is next door to the Hotel. Restaurant à la Carte. [20]

**HOTEL DE BORDEAUX, RUE DE PARIS AND PLACE DU THEATRE**, the most commercial and the finest part of the town. First-rate Restaurant. Table d'Hôte. Large and small apartments. Recommended to English families and tourists. [20]

**HOTEL ET BAINS FRASCATI.**—This very good Hotel, situated on the banks of the Sea, and surrounded with a beautiful Garden, is open all the year. Visitors may find here large and small well-furnished Apartments at moderate charges. Hot and cold, salt or fresh water Baths. Hydrotherapie. Reading Saloon supplied with foreign newspapers. [20]

## HEIDELBERG.

**HOTEL DE L'EUROPE.**—Propriétaire, M. JOSEPH SCHRIEDER.—This splendid Establishment, recently constructed in the Anlage (the public promenade), is recommended for the convenience and the beauty of its situation, and for its view on the castle. It will be found to possess the comfort, elegance, and superior attendance of the best continental hotels. There is suitable accommodation for Nobility, Families, or single Travellers on business or pleasure, and arrangements can be made by day, week, or month, at moderate prices. Very reduced prices for protracted visits and the winter season. English, French, and Italian spoken. Newspapers of all countries taken. N.B.—M. Schrieder begs to state that he was formerly the proprietor of the Hotel Schriedera, named after him and keeps its name up to this day. Travellers who wish to honour him with their patronage, are respectfully solicited to inquire for the Hotel de l'Europe. [21]

**MULLER'S VICTORIA HOTEL and PENSION**—formerly known as Müller's Family Hotel—close to the Railway Station on the Anlage, the most fashionable part of the town; commands a magnificent view of the castle and mountains and enjoys the patronage of the English nobility and gentry, both on account of the excellence of its cuisine, and the cleanliness and airiness of its apartments. The garden, which is very large, and situated on the side of the mountain, is a great advantage to families. The house is elegantly furnished after the English style, and the terms are very moderate. This hotel is also mentioned in Murray's Hand-book. The Reading-room supplied with English newspapers. Advantageous arrangements can be made with families intending a longer stay. [21]

**HOTEL DE RUSSIE, ANLAGE, No. 35.**—This new and elegantly furnished first-class Hotel and Pension, for Families and Gentlemen is highly recommended. Situated near the Railway Station, and the celebrated old Castle. A LARGE GARDEN AND HOT AND COLD BATHS attached to the house. Piano. English papers. The fixed prices very moderate, Board and Lodging 4, 5, and 6 frs., a day. [21]

## HEIDELBERG—Continued.

**HOTEL DU PRINCE CHARLES.** Kept by C. H. SOMMER, in the Market place, near to the Castle, with the finest view of it. This hotel patronised by their Royal Highnesses the Prince of Wales and Prince Alfred, is without question the best situated and most frequented in the town; it possesses an excellent cuisine and is favourably known for its clean and airy bed rooms, good attendance, and very reasonable prices. Large and small apartments of all descriptions for families and single gentlemen. Reading-room supplied with the London Times, Pall Mall's Messenger and American papers, etc. Superior tables d'hôte at 1 and 5 o'clock. Mr. Sommer exports wines to England at moderate prices. Baths in the Hotel. Arrangements can be made for Board and Lodging during the winter, deservedly recommended. [213]

**THE ADLER (or EAGLE) HOTEL,** in the Grand Place, commands a beautiful view of the celebrated Castle of Heidelberg. English and American Families and single Gentlemen will find this house one of the most comfortable, combining excellent accommodation with cleanliness and moderate charges.—(See Murray, page 531.) Elegantly furnished apartments of all descriptions. Piano, Baths, Carriages, London Times, and two table d'hôtes at 1 and 5 o'clock, are found in the hotel, which is superintended by Mr. Lehr himself, who speaks English and French, as do the servants.

There is also a fine pond of Trout in the yard of the Hotel, where they are always to be had fresh. [214]

**HOTEL DE HOLLANDE,** quiet and delightfully situated on the banks of the Neckar, and commanding a fine view of the opposite romantic mountain scenery, the nearest to the landing-place of the Steam-boats and close to the Castle. Mr. Spitz, the proprietor, well known for his solicitude to promote the comforts of his guests, has lately, at considerable expense, purchased a large building on the banks of the Neckar, contiguous to his hotel, and has converted the same into a beautiful garden for their exclusive use. Table d'Hôte at 1 and 5 o'clock. English and French spoken. Terms moderate. [215]

**COURT OF BADEN HOTEL—(BADISCHER HOF).** Mr. L. BIERINGER, Proprietor. This first-rate Establishment, situated in the centre of the town, at an equally convenient distance from the Railway Station and Castle, possesses the advantage of a beautiful garden, and is particularly renowned for its superior accommodation, excellent table, genuine Wines, cleanliness, and moderate charges. The English Church and Post-office are close to. Reading-room, which is supplied with English and American Newspapers. Mr. L. BIERINGER, the proprietor, who speaks English, as well as his attendants, is anxious to make travellers as comfortable as possible. Most advantageous arrangements are made for Board and Residence during the winter months.—(See "Murray," page 531. [216]

**HOTEL SCHRIEDER—RAILWAY HOTEL,** at the issue of the Stations—No cab nor omnibus wanted. This Hotel consists now of 120 Bed-rooms, elegant Sitting-rooms and a Garden round the house, with a view on the Castle from every side. The Hotel Schrieder has been recently honoured by their R.H. the Prince and the Princess of Wales, the Prince Arthur, and the Prince Louis of Hesse, with the Princess Alice. It is conducted under the immediate superintendance of the Proprietor, Mr. OTTO KUHN, who endeavours, by the most strict attention, great comfort, and moderate prices, to deserve the patronage of English visitors. Travellers are requested not to attend to conductors of Omnibuses. Elegant Carriages at a very low fixed tariff [209]

## HOMBOURG.

**HOTEL D'ANGLETERRE,** near the Kursaal.—MR. A. HEINZE, Proprietor. Quietly situated, and replete with every comfort and accommodation, with moderate charges. The hotel is conducted with the strictest regard to the comfort and accommodation of Visitors, Families or Single Gentlemen. Spacious apartments, airy and comfortable. Private Sitting-rooms and good Bedrooms. Excellent cuisine. Table d'Hôte at 1 o'clock, 1 fl., and 5 o'clock, 1 fl. 30 kr. English spoken. [217]

**HOTEL VICTORIA,** close to the Springs and the Kursaal, is one of the finest and best situated Hotels. The Proprietor, M. GUSTAVE WEIGANA, who has been for many years in first-class Hotels in London, offers to English travellers a good house, with every comfort. Excellent Table d'Hôte and good Wines, at moderate charges. Sponge Baths. [218]

## HYERES.

**GRAND HOTEL DU PARC,** formerly "Château Farnoux," late residence of Her Majesty, Marie Christine de Bourbon, Queen of Spain. First-class Hotel, combining every comfort desirable. Apartments facing the South. Fine Garden and vast park. Magnificent situation, contiguous to the Casino. Table d'Hôte, Dinners "à la carte." Moderate charges. [219]

## KEHL (NEAR STRASBOURG).

**HOTEL DE L'AGNEAU BLANC.—POST HOUSE.—M. LOBSTEIN.**—An old-established and well-known hotel is highly recommended in Murray's and other Guides and will be found deserving the continued patronage of English visitors. Persons desirous of Strasbourg can leave their luggage at this house, to avoid the examination of it in that town. Carriages are always ready to convey parties on excursions, &c.

## LAUSANNE.

**HOTEL GIBBON (1st Class) MR. RITTER, PROPRIETOR.**—Is situated on one of the most beautiful sites in Switzerland, and commands admirable views of the splendid scenery around Lausanne. This well-known and extensively patronized Establishment has been recently newly furnished with all the elegance and regard to comfort, to which English travellers are accustomed, and being conducted under the immediate superintendence of Mr. Ritter, will be found to afford very superior accommodation. [21]

## BETWEEN LAUSANNE AND OUCHY.

**HOTEL BEAU RIVAGE.**—This splendid Establishment, just constructed on a grand scale, is situated on one of the most beautiful spots on the shore of the Lake of Geneva, surrounded by an English Park and Garden; it is near the Steamboat landing and the English Church, within ten minutes' walk of the Railroad Station and the City. Its superior interior arrangements, the comfort of its Private Apartments, Public Parlours, and Reading Rooms, will offer all desirable attractions to travellers. Reduced prices for protracted stays and for the Winter season. Constant communication with the City and Railroad Station by Omnibus. [22]

**HOTEL DE L'ANCRE at OUCHY, NEAR LAUSANNE,** commanding a beautiful view of the Lake of Geneva, the picturesque Alps of Savoy, and the surrounding valleys, has been put in complete repair, and newly furnished. A *Pension* is kept at the option of families, with every comfort, and moderate charges. The Steamers between Geneva, Villeneuve, and Savoy pass daily. The Omnibus for Lausanne passes the Hotel many times during the day. Lord Byron made his residence at many different times, and wrote the "Prisoner of Chillon," in this Hotel, in the time of the father of the present Proprietor. N.B. Mrs. Romget is English. [23]

## LEIPSIK.

**HOTEL DE POLOGNE.—Messrs. GROSSBERGER and KUHLE** beg to call the attention of Visitors to Leipzig to their well-known commodious Establishment, situate in the centre of the town, near the Railway Station and Theatre, replete with every comfort, and containing 136 Bed-rooms, Two large and elegant Saloons, Reading Room, Refreshment Room, and Bathing Rooms. Terms moderate. Suitable accommodation for Nobility, Families or Single Travellers, on business or pleasure. [24]

## LIEGE.

**HOTEL DE SUEDE (proprietor Mr. Dalimier),** one of the finest and best in Belgium, and the most frequented at Liege, is admirably situated, facing the Royal Theatre, the Boulevards, and nearest the Railway Station and Steam Boats. Patronised by Travellers of all nations; it possesses an excellent cuisine, and is favourably known for its scrupulous cleanliness, good attendance, and reasonable prices.—Large and small Apartments, combining every domestic comfort. Hot Baths to be had.

The dining saloon is splendid and elegant, and well supplied with foreign Newspapers, including the London Times. English spoken. [25]



**LIEGE—Continued.**

**HOTEL D'ANGLETERRE, Place du Theatre—Mr. CLUCK, Proprietor.**—This large and fine Hotel—the nearest to the Railway Station and Steam Packets—is situated in the most salubrious part of the town, contiguous to the Promenades and Public Establishments. It is celebrated for its cleanliness, good attendance, and reasonable prices. Excellent large and small well furnished Apartments, suitable for Families or Single Travellers. Fixed Prices. Superior Cooking, and Table d'Hôte very good. [226]

ENGLISH, FRENCH, AND GERMAN SPOKEN.

**LILLE.**

**HOTEL DE L'EUROPE, Nos. 30 and 32, RUE BASSE.**—This well-known Establishment is situated in the centre of the public buildings, close to the Theatre and Railway Terminus. It has been entirely restored, and newly furnished throughout. Large and small apartments. Large sitting-rooms, and dining-rooms. Reading and smoking-rooms. Baths. Omnibus to and from all the trains. Proprietor, Mr. ARNOUX (successor to Mr. FERRU), who also keeps the Buffet at the station. [227]

**LINZ.**

**HOTEL ERZHERZOG KARL.**—On the Danube, opposite the landing-place for all Steamers up and down the river. This first-class old-established Hotel has been entirely new furnished and provided with every comfort travellers can require. Commanding the finest views on the Danube and Mountains from the Apartments and Dining Saloons. The "Times" and other papers. Pension on most moderate terms from September to May. The Proprietor, Mr. MANSCHNER, recommends his Establishment to English and American travellers. English, French, and Dutch spoken. Omnibuses from the Hotel attend every Train. [228]

**LUGANO, SWITZERLAND.**

**HOTEL ET BELVEDERE DU PARC**—Kept by A. BEHA.—This first-class Hotel contains 150 Sleeping-rooms and Saloons, all elegantly furnished; "Salons de réunion;" an English chapel; and one of the most beautiful Gardens in the country. The Hotel is very agreeably situated for the two seasons. During the winter the Hall and landings are warmed. [229]

**LUXEMBOURG.**

**HOTEL DE L'EUROPE, Mr. WESTER DUMOULIN.**—This Hotel will be found to afford good and comfortable accommodation for Families and Gentlemen stopping at Luxembourg on their way to Treves and the Moselle, or to Bala. Very good rooms, 1fr. 50c., 2fr., and 3fr. Breakfast—Coffee or Tea with bread and butter, 1fr. 25c. Table d'Hôte at one o'clock, 3fr.; Private Dinners at any hour, 4 frs. Omnibus to and from the Station. [230]

**HOTEL DE COLOGNE.**—Mr. WURTH, Proprietor.—This old-established Hotel is situated in the centre of the town, and an omnibus conveys passengers to and from all the Trains. The accommodation will be found commodious and comfortable, the Rooms excessively clean, the *cuisine* good, and the prices moderate. The hotel is entirely re-furnished, and carriages for excursions can be had here. [231]

---

 LYONS.
 

---

**GRAND HOTEL DE LYON,  
RUE IMPERIAL, AND PLACE DE LA BOURSE, LYONS.**

**TWO HUNDRED BED-ROOMS, AND TWENTY SALOONS, in ever**  
 Variety; Large and small Apartments for families, elegantly furnished; Saloons for Official  
 receptions; Conversational and Reading Rooms; Coffee and Smoking Divan; Baths; Private Carriages  
 Omnibuses; Restaurant; Service in the Apartments, *à la Carte*, or at fixed prices.

**ALL LANGUAGES SPOKEN.**

The GRAND HOTEL DE LYON is too important and too well known to require injudicious praise:  
 it suffices to state that it cost nearly THREE MILLIONS OF FRANCS, and that the accommodation  
 is of so comfortable and luxurious a character as to attract the notice of all visitors.

Although the GRAND HOTEL DE LYON affords the most elegant accommodation for the highest  
 classes, it is frequented by visitors of the humblest pretensions. Rooms at 2frs., very comfortably  
 furnished.

TABLE D'HOTE at 4frs. In consequence of the Proprietors having contracted with the Bordoux  
 and Burgundy wine growers for supplies of their best wines, qualities of the first vintages may be had  
 at this hotel at moderate prices. Since the Hotel has been in the hands of new proprietors instead of  
 a company, the reduction they have made in the prices precludes them from paying fees to the cab  
 and coach drivers at the Railway Station. Travellers are therefore requested to bear in mind that the  
 Grand Hotel de Lyons is situated in the centre of the Rue Imperial, near the Bank of France, and  
 opposite the Palace of the Bourse. [231]

**HOTEL COLLET, Mr. COLLET, Proprietor.** This well conducted Hotel, situated  
 Rue Imperial, near the Place Belle Cour, has been newly and elegantly furnished, and is  
 deservedly recommended for its comfortable accommodation. Apartments for Families. An Inter-  
 preter, who speaks several Languages. [233]

**HOTEL DE L'UNIVERS, at fifty yards from the Railway Station of Perruche.**  
 Entrance on the Cours Napoleon. Excellent accommodation for English families. Spacious and  
 comfortable Bed-rooms and Drawing-rooms. English and German spoken by the landlady and  
 servants. [234]

**HOTEL DE L'EUROPE, Place Belle Cour, and Quai de la Saone. Mr.**  
 Crepeux, aîné, Proprietor.—The excellent accommodation and comfort of this long-established  
 house commend themselves to all Visitors; its situation on the Quay of the Saone is one of the most  
 central and delightful, commanding a view of the charming scenery of Lyons. The Apartments are  
 excellent and well-furnished, the Cuisine recherchée, the Table d'Hôte proverbially good, and prices  
 moderate. English Spoken. [235]

**HOTEL DE PROVENCE ET DES AMBASSADEURS.**—This Hotel,  
 situated in the finest part of the town, recommends itself by its high reputation, and the im-  
 provements newly made in the house. Large and small Apartments and Rooms. Spacious Saloon.  
 Restaurant saloon; Reading-room; Baths. Stable and coach-house. Carriages, &c., in the Hotel.  
 Interpreter. [236]

---

 M A C O N .
 

---

**HOTEL DE L'EUROPE.—MR. WEISS, Proprietor.** Macon, situated on  
 the direct route between Paris and Geneva, or Paris and Turin. English Families and Gentlemen  
 may rely on always finding excellent accommodation at the Hotel de l'Europe, which is beautifully  
 situated by the river side, and commands fine views of Mount Blanc and the Alps. Omnibuses and from  
 each train. Private carriage also if ordered. [237]

**HOTEL DES ETRANGERS, opposite the Railway Station.**—The situation of  
 this Hotel offers great facilities to travellers, who can reach it in a few steps. Large and small  
 apartments.

N.B.—Passengers are recommended not to allow themselves to be deterred from going to this  
 Hotel by Omnibus conductors. DUVERNET, Proprietor. [238]

**MADRID.**

**HOTEL PENINSULARES**; No. 15, Calle Alcalá, close to the Puerto del Sol, and the Post-Office. Charges moderate; large and small apartments; table d'hôte at 5 and 7 o'clock; travellers boarded at a fixed price per day. This first-class hotel has also the premises directly opposite, which have been expressly constructed to afford superior accommodation for Families. Travellers are requested to pay no attention to the assertions of porters, &c. at the Diligence Offices, who are often instructed by other parties to say the Hotel Peninsulares is full, or too far off. [339]

**HOTEL DE LAS CUATRO NACIONES**, 10, CALLE MAYOR, within a little distance of the Puerta del Sol. French Restaurant. Every accommodation. Good Beds, and Apartments unexceptionable. Dinner at Table d'hôte, 14 Reals. [240]

**HOTEL DE LOS PRINCIPES,**

11 &amp; 12, PUERTA DEL SOL, MADRID.

In this Establishment, one of the first in Europe, and frequented by the nobility of Spain, France, and England, every possible accommodation is to be found. The attendants, natives of all countries, are civil and obliging; the Table d'Hôte is of the most superior description; and the Apartments, which are elegantly furnished, and decorated with one hundred and forty balconies, have a good view of the celebrated Puerta del Sol. Bath Rooms have been fitted up, replete with every convenience, at moderate prices; and the Reading-room is supplied with the principal papers of Spain and other countries. [241]

**MANNHEIM.**

**HOTEL DE L'EUROPE**, MR. W. HILLENGASS, Proprietor.—This delightfully situated Establishment is strongly recommended to the notice of families and travellers visiting Mannheim. During the winter, arrangements are made for board and lodging, according to agreement, on moderate terms. This Hotel, recently refitted and newly furnished, possesses an excellent reputation for its comfortable accommodation, its good refreshments, and choice wines. [242]

**MARSEILLES.****GRAND HOTEL DE MARSEILLES,**

RUE DE NOAILLES (continuation of Cannebiere.)

**THIS** splendid Hotel, opened a few months since by the Proprietors of the **HOTEL DES COLONIES**, which for 15 years has held the first place in Marseilles. In consequence of the immense number of persons patronizing the Hotel, although vast, still its accommodation became unequal to the traffic. The **GRAND HOTEL DE MARSEILLES** was in consequence established, and answers in all respects to the requirement of the public. The splendid apartments (in suites or separately) are furnished in the most approved style of luxury and comfort, every modern invention and plan having been employed in building and laying out the floors, rivalling for attendance, elegance, and comfort, the largest hotels of Paris and London. Besides 150 rooms, at 2, 3, 4, 5 frs. and upwards per day, there are handsome Drawing, Lounging, and Reading Rooms. Baths and Smoking Rooms. Carriages and Omnibuses in the Hotel. Interpreters. French and English Newspapers. Table d'Hôte and Restaurant. The situation is altogether exceptional, having a view of the celebrated Allées de Mulhan, the port and Cannebiere, and is close to the Railway and Steam-packet Offices. [244]

**HOTEL DES AMBASSADEURS**.—Travellers visiting Marseilles for business or pleasure, are recommended to patronise this Hotel, as being both highly respectable and comfortable, conveniently and pleasantly situated near the steam-packets, diligence and post-offices, with a fine view of the port. It is furnished in a superior style, and the living will be found first-rate, at as moderate prices as in inferior hotels. Clean w. c. The attendance is good, and English, German, Italian, and Spanish are spoken. The Times daily, and Bell's Life. [245]

**GRAND HOTEL DE L'UNIVERS AND DE CASTILLE**, St. Ferreol St. and Jeune Anachards St.—This Hotel, already very well known, has just been enlarged with all the space formerly occupied by the Post-office, and, as well by its advantageous situation, as by the comfort of its rooms, commends itself to travellers and English families, who will always find there excellent Table d'Hôte and Wines; large Garden, spacious Dining Saloon, Private Rooms for Families, Reading and Music Rooms, Baths, Cabs, and Interpreters for every language.

A Shower Bath in each apartment.

[246]

## MARSEILLES—Continued.

## GRAND HOTEL NOAILLES,

RUE NOAILLES CANNABIÈRES PROLONGÉE.

AS the "GRAND HOTEL" at Paris, this establishment the largest of the Hotels of Marseilles, offers to visitors every comfort and elegance desirable.

Independently of the rooms and saloons of such an establishment there is also a large and splendid "Salle-à-manger" for 900 persons: this saloon is surrounded with a terrace and gallery.

A large and beautiful garden facing the south, the only one in the Rue Noailles, gives entrance to 13 Restaurant Saloons, Breakfast Saloons, or Saloons for private dinners or à la carte, open at any hour—so are the Reading Room, Conversation Room, Smoking Room, &c.

The Proprietors of the "Grand Hotel Noailles" have combined all that can make their hotel an agreeable residence for travellers; excellent cuisine, scrupulous cleanliness, good attendance, interpreters for every language. Carriages and Omnibuses at each train.

To all these advantages of position, luxury, and comfort, &c. must be added great moderation of terms. [247.]

## CHARMING WINTER RESIDENCE ON THE SEA-SIDE.

HOTEL VICTORIA AND DES BAINS DE MER, AU PRADO, within three miles of the centre of the Town, on one of the finest Promenades, surrounded with mountains, forming, as it were, a frame to a magnificent landscape. Its situation is one of the most salubrious and picturesque. The HOTEL VICTORIA offers to visitors and persons of weak health all the comforts of a home. Very comfortable apartments in the part of the Hotel which has a direct southern aspect, and also a view of the sea. *Salons de Réunion*; foreign and French newspapers; very nice garden; charges moderate. Favourable arrangements can be made for the winter season. Prado's Omnibus Station opposite the Hotel; four departures hourly. [248]

HOTEL BEAUVAN.—Kept by Mr. TEISSIER, successor of Mr. SCHUMACHER.—This Hotel, entirely re-fitted, recommends itself by its comfort, good attendance, and exceptional situation by the Sea-side; near the Exchange Office, the Theatre, the Railways, and the Messageries Impériales. Rooms richly furnished. Salons de reception; Restaurant Saloon. Interpreter for all European languages. Omnibuses and Carriages in the Hotel. [249]

## GRAND HOTEL DU LOUVRE ET DE LA PAIX,

RUE NOAILLES (CANNABIÈRE extended.)

ECHALLIER and FALQUET, Proprietors.

THIS most vast and splendid Hotel, fitted up with every modern appliance and luxuriously furnished, contains 950 Sleeping Rooms, 20 Saloons, facing the South, Banqueting Saloon, Table d'Hôte Room and Restaurant; Public Drawing-room. *Times*, *Morning Post*, *Galignani*, *Illustrated London News*, *Punch*, and many other papers. Baths on each floor. Omnibuses of the Hotel at the arrival and the departure of all Trains. Charges moderate. The prices of the rooms vary from 2 to 20 francs. The prices of the Hotel are posted on each room. Visitors can have a good Sleeping-room, Breakfast, Table d'Hôte Dinner, Lights, and Attendance, from 9 francs a-day, according to the floor. A very comfortable Machine Wagon Saloon (known in England as a *Bed*) mounts up visitors to each floor. [250.]

GRAND HOTEL DES COLONIES.—This first-rate Establishment is situated in the centre of the town, Rue Vaçon and Rue Saint Fériel, near the Exchange, the Theatre, and the Post-Office. Large and small apartments for Families. Nice Garden. Baths in the Hotel. [251.]

## MAYENCE.

**HOTEL DE HOLLANDE**—Ferd. Budingen, Proprietor.—Opposite the landing-place of the Rhine steamers, and near the Railway Station, is most pleasantly situated, and is one of the best on the Rhine for the accommodation of English families and tourists. Mr. Budinger, the new proprietor, has newly furnished the hotel throughout, and hopes, by unremitting attention, and moderate prices, to merit the patronage of English travellers. Mr. Budingen exports the best Rhine and Moselle Wines to England. [252]

**RHEINISCHER HOF**.—The Rhine Hotel.—Mrs. HAENLIN, Proprietress. This well-known and favourite first-class Hotel is most conveniently and admirably situated near the Railway Terminus, and the Landing-Place of the Rhine Steamers, and commands an extensive view of the Rhine and Taunus Mountains. This highly recommended Establishment combines superior accommodation with moderate charges. [253]

**HOTEL D'ANGLETERRE**.—HENRY SPECHT, Proprietor.—This elegant, first-rate Hotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, is the nearest hotel to the landing-place of the steam-boats, and close to the stations of the Frankfort, Wiesbaden, Bavarian, Cologne, Bâle, and Paris railways. It affords from its balconies and rooms extensive and picturesque views of the Rhine and mountains. English comfort. Table d'hôte. This Hotel is reputed for its superior Rhenish and Bordeaux wines, sparkling Hock, which Mr. Specht exports to England at wholesale prices. English Times and Illustrated News, French and German newspapers. [251]

## MENTONE (ALPES MARITIMES).

**MENTONE (Alpes Maritimes).**

**GRAND HOTEL D'ANGLETERRE**. Excellent accommodation for Families or Gentlemen intending to pass the Season at Mentone. [255]

**HOTEL PENSION ANGLAISE**, M. CLERCY, Proprietor.—This unrivalled large Family Hotel is most beautifully situated, and commands an extensive and delightful view of the sea and surrounding country. It has been recently enlarged and improved, and can be highly recommended as deserving the patronage of English travellers. Visitors taken, *en Pension*, for the winter season, at from 8 to 10 francs a-day. Hot and Cold Baths. Drawing, Reading, and Smoking Rooms. Large garden. English spoken. [256]

**HOTEL DES ÎLES BRITANNIQUES,**

SITUATED IN FULL SOUTH,

FREE FROM WIND, AND OVERLOOKING THE SEA.

THIS NEWLY-RESTORED HOTEL ENJOYS AN EXCEPTIONAL POSITION.

TABLE D'HÔTE.

PRIVATE BOARD.

SMALL PAVILLONS.

STABLE AND COACH-HOUSE.

257.]

MAURICE ROSNOBLET, PROPRIETOR.

**HOTEL DE LA GRANDE BRETAGNE**—F. DAZIANO, Proprietor.—This Hotel, of which the HOTEL D'ANGLETERRE at Bordighera is a branch, is situated in the most sheltered and salubrious part of Mentone. It has a full southern aspect, commanding a fine sea view, and will be found replete with every comfort. Terms moderate. [258]

## MENTONE—Continued.

**HOTEL DE LA MÉDITERRANÉE, Avenue Victor Emman**

This new and first-rate Hotel is situated full South, with view of the Sea. Families will find it a most desirable residence for its comfort and cleanliness. Boarders taken in by the Week, Month, or Season. "Salon de Conversation," Reading-room, with English and Foreign papers. The Servants speak English and other languages. N.B.—The English church is in the garden. [254]

**CERCLE DES ETRANGERS AND CASINO, open from the 1st**

October until the end of May.—This magnificent Establishment is situated within ten minutes' walk from the town, in the ancient Palace of the Princes of Monaco. It is surrounded with a beautiful Garden or Park, where families and children will find every kind of amusement. Persons desirous to spend the winter season at Menton, will find this Casino a very agreeable residence.

The Proprietor, M Gilliot, will open, in the beginning of November, a New Hotel, which will be called HOTEL BELLE VUE, after its fine and agreeable situation. No trouble will be spared to render it comfortable and elegant. [254]

**M E T Z .**

**HOTEL DE L'EUROPE, MR. MONIER, Proprietor.**—This first-rate Hotel, much frequented by Families and Gentlemen, situated in the finest part of the town, near the Railway Station and Promenade, is replete with every comfort, the apartments are tastefully and elegantly furnished. It is celebrated for its cleanliness, good attendance, and reasonable prices. Saloons, Reading and Refreshment rooms, Table d'Hôte at 1 and 5 o'clock; Breakfasts and Dinners at all hours. Advantageous arrangements made with Families during the Winter Season. In front of the Hotel there is a fine extensive garden and large court-yard. Baths and carriages in the Hotel. Omnibuses and carriages belonging to the Hotel convey passengers to and from the Railway Station. English, French, Italian, and German spoken. [261]

**GRAND HOTEL DE METZ**—First-class Establishment, recommendable in every respect. Table d'Hôte at 11 a.m. and 6 o'clock; Private Service at any hour; Restaurant *a la carte*. Apartments complete for Families. M. CANAUX, Proprietor. [260]

**M I L A N .**

**GRAND ROYAL HOTEL, only two stories high, kept by G. BRUSCHETTI,** who, having been frequently in England, is well acquainted with the comforts required by travellers. He can also afford them every information regarding the different roads. Excellent Table d'Hôte; Baths, Carriages, &c. A large collection of Antique and Modern Pictures, by the best and most admired painters, are to be seen in the hotel. N.B.—Please to observe BRUSCHETTI'S GRAND ROYAL HOTEL. The new English Church is within thirty yards of the Hotel. [263]

**MILAN, LOMBARDY.—HOTEL DE LA GRANDE BRETAGNE,**—Vital Biganzoli, situated CORNICE DELLA PALLA, 3327, near the Duomo. Large and small apartments; Table d'Hôte delicately and abundantly served; Single Rooms for Bachelors; Lock-up Coach Houses; Baths; Galligiani's Messenger taken in; English and French spoken. The Hotel is recommended in Murray's Handbook, and is well known to all travellers who have honoured it hitherto, for its reasonable prices, great comfort, and excellent situation. [264]

**HOTEL ST. MARC, 5, Rue del Pesce, kept by ALEX. BAZZI AND SONS, JOSEPH AND JEAN.**—This Hotel is situated close by the Post, the Cathedral, the Theatre, and Royal Palace, and offers every accommodation and comfort for single travellers and families. Large and small apartments and single bed-rooms. Table d'hôte, private dinners and *a la carte*, at moderate prices. Reading-room supplied with Italian, English, French, and German newspapers. Bath. Arrangement for families can be made. French, English, and German spoken. Omnibus at the Railway Station belonging to the Hotel. [265]

## MILAN—Continued.

**HOTEL CAVOUR**, Place Cavour, just opposite the Public Gardens, Mr. SUARD & Co., Proprietors.—This new and magnificent Establishment is fitted up with every modern appliance, and situated in the finest and the most pleasant part of the city, close to the Station, the Grand Theatre, the National Museum, and the Protestant Church. The interior is perfect, and comprises Baths on each floor, a Smoking-room, and a Reading-room supplied with foreign newspapers. Excellent Table d'Hôte. Charges moderate. Omnibuses of the Hotel at the arrival of all Trains. [366]

**GRAND HOTEL DE LA VILLE**.—T. BARR, Proprietor. This excellent first-class Hotel, situated in the finest part of the city, opposite St. Charles', and close to the Cathedral and public gardens. Honoured for many years with the patronage of the Nobility and Gentry of all nations, it is recommended for its clean and comfortable apartments, excellent cuisine, and attentive service. Table d'Hôte, Reading-room, &c.—(See Murray's Guide.) [367]

**HOTEL DE MILAN**.—This Hotel contains Two Hundred Rooms for Single Persons or Families, furnished with the greatest care. Restaurant Saloon. Breakfast, Lunch, Dinner, &c., private, at fixed prices, or à la carte, at any hour.—Mr. CH. GUSSE, Proprietor. [363]

## MONTREUX, (SWITZERLAND,)

(LAKE OF GENEVA.)

**PENSION D'HAUTERIVE**, kept by M. STEMPER HOOK.—This Hotel, newly furnished, is situated in an elevated position, near the landing place of the Steamboats, and the Railway Station. This Establishment offers to families who will honour it with a visit, a most agreeable residence, not only for its great comfort, but also for the mild and salubrious climate of the locality, and the extensive view of the lake of Geneva and the Alps. Mr. Stempel Hook is English. [368.]

## MOSCOW.

**HOTEL HAMBURG**, on the Loubianka; Mrs. BILLET, Proprietress. An exceedingly well-conducted establishment, where the visitor is sure to find the comfort and cleanliness of a good English hotel, with reasonable charges. English, French, and German spoken. [269]

## MULHOUSE.

**HOTEL ROMAN**, kept by M. M. ROMANN, Brothers.—This establishment, one of the best in every respect, entirely and newly re-furnished, recommends itself to English families and single Tourists, who will find here the comfort of the best hotels on the Continent. Omnibuses to and from each Train. [270]

## MUNICH.

**HOTEL DE BAVIERE, PROMENADE PLATZ**.—This first-rate old-established, and highly recommended Hotel, has been considerably enlarged and elegantly furnished. The manager will leave nothing undone to give the utmost satisfaction to those who may honour him with their patronage. Table d'Hôte at 1 and 5 o'clock. Carriages and Baths in the Hotel. Careful attendance. Moderate fixed charges. English newspapers. Omnibus to and from each train. [271]

**ENGLISH COURT HOTEL, WITTELSBAKER-PLATZ**.—This recently opened first-rate Establishment is situated in the most fashionable part of the town, and is furnished in the newest and most elegant style. Hot and Cold Baths. Carriages in the Hotel. Careful attendance. Moderate charges. Omnibuses to and from each Train. [272]

## MUNICH—Continued.

## THE FOUR SEASONS HOTEL,

**SITUATE** No. 4, Maximilian Strasse; one of the most magnificent streets in Germany, Mr. A. SCHMOK, Proprietor.—This Family Hotel has been recently constructed, and is elegantly furnished in the newest and most fashionable style. It is situated near the Royal Palace, the theatres and post-office, and contains 200 large and small apartments, all of them having a view of the magnificent new street. English, American, and Foreign newspapers. Hot and cold baths. An Omnibus to and from each train. [271]

## NAMUR.

**NAMUR.—HOTEL D'HARSCAMP.**—This Hotel, reputed for many years as one of the best in Belgium, for its respectability, its Wine of the best quality, and its Viands of the best description, is situated in the most central part of the town, and combines elegance with every comfort. A fine Garden, adjoining the Hotel, for the special use of visitors, renders it a most desirable residence. Hot and Cold Baths in the house. English spoken. The charges are moderate. An Omnibus, belonging to the Hotel, is in attendance at the arrival of all the Trains. The Landlord, M. F. HOOGER, in his capacity of Wholesale Wine Merchant, exports Wines of all vintages. [272]

**HOTEL DE BELLE VUE.**—Mr. HENRI FROHLICH, Proprietor.—Among the Hotels for which Belgium is celebrated, the Hotel de Belle Vue de Namur has always been considered as one of the best. The Proprietor spares no pains to render it deserving of this character and to make English Travellers comfortable on reasonable terms. Fixed prices, Bedrooms, 1fr. 50c. to 2fr. according to the floor. Breakfast, 1fr. Table d'hôte, 2frs. This hotel is situated in the most healthy part of the town, commanding a fine view of the citadel and adjacent country. N.B. There is an elegant drawing-room with piano and music for the special use of visitors. Hot and cold baths in the house. The Cuisine department will be found excellent, and the Wines very superior. An Omnibus belonging to the hotel conveys passengers to and from the Railway Station and Steamboats. [276]

**HOTEL DE HOLLANDE,** Mr. Louis Reuff, Proprietor. This Hotel has long been known to English Travellers for its comfortable accommodation, good Table d'Hôte, excellent wines, and moderate prices. It is most centrally situated, within a few minutes of the Railway Station. French, English, Dutch, and German spoken. [274]

## NANCY.

**HOTEL D'ANGLETERRE,** MR. KELLER, PROPRIETOR, *situated opposite the Railway Station at Nancy,* and near Mr. Elie Baillie's, English banker, will be found to afford travellers good accommodation at moderate charges. Table d'Hôte. Mr. Keller, Proprietor, takes English money at current exchange. Gallnani's Messenger and other newspapers. [277]

## NANTES.

**HOTEL DE GENEVE, 5, PLACE DE L'ECLUSE**—Kept by Mr. VANCHER, (Swiss)—Apartments with a Saloon, 5 frs. per day. Rooms, Restaurant at fixed prices, or à la Carte. Table d'Hôte. Omnibuses at the Station. [278]

## NAPLES.

**HOTEL CROCELLI**—Situated in the healthiest and cleanest part of the town, commands the most splendid and extensive Views of Mount Vesuvius and the Bay of Naples. This superior first-class Hotel is conducted on a liberal scale, and advantageous arrangements are made with Families remaining any length of time. Table d'Hôte. English and French papers. [279]



## NAPLES—Continued.

**WASHINGTON HOTEL**, close by the Villa Reale, Protestant Chapel; warranted free from unpleasant odours. Highest accommodation and reasonable terms. English Housekeeper, and English Female Attendants for Ladies. First-rate Kitchen. Table d'Hôte, f. 50 c. [280]

## NEUCHATEL.

**HOTEL DE BELLE VUE**.—Situated on the banks of the beautiful Lake, it commands most extensive panoramic views of the Alps from Mount Blanc to the summit of the Appenzels. This new Hotel is most elegantly and comfortably furnished throughout, and will be found to afford first-rate accommodation at reasonable charges. [281]

## NICE.

**HOTEL DE LA GRANDE BRETAGNE**, M. HENRY BREZZI, Proprietor.—This Hotel, which occupies the first rank at Nice, has just been again enlarged by fresh apartments, and the addition of a magnificent Ball-room, which had the honour of being inaugurated by the first English society of the town on the occasion of the marriage of the Prince of Wales. The position of this Hotel is most delightful. The English Promenade, the English Church, and the pretty "Jardin les Plantes," where the Band plays twice a-week, at two o'clock in the afternoon, are opposite this vast Establishment, which faces the south, and has a fine view of the sea. The testimonies given by the families who have resided in the Hotel is the best and strongest assurance of its comfort. The Proprietor is recommended for his attention and civility. Apartments and Board at very moderate prices. Excellent Table d'Hôte. There are in the Hotel the two finest Saloons, intended for Balls and Concerts. [283]

**HOTEL DES ANGLAIS**.—Belonging to the Mediterranean Hotel Company Limited. Situated in the best part of the noble Marine Parade, called the Promenade des Anglais, at the corner of the public garden. Large and small apartments facing the South, (and of which every window commands a sea view.) Moderate charges. Reading-room, billiard-room, and smoking-room. Belvedere on the roof. Hot and cold baths. English, French, and German waiters. An excellent Table d'Hôte.

For further particulars apply to the Manager of the Hotel, or to the Secretary of the Company, No. 1, Dove Court, Old Jewry, London. (A special omnibus of the Hotel attends the railway station.) [284.]

**NICE.—GRAND HOTEL DU LOUVRE**.—This new first-class Establishment, situated in one of the best parts of Nice, in the Rue Grimaldi, is honoured by the first families of Europe. M. ENRICO NAPOLEON, Proprietor, is unremitting in his attention to Travellers. Large and small Apartments for Families and Gentlemen. Board by the week and month. English and Foreign Papers. The Table d'Hôte is known as one of the best of the town. [285]

## CHAUVAIN'S GREAT HOTEL.

OPEN ALL THE YEAR.

FULL SOUTH.

[286.]

**HOTEL DES ETRANGERS**, kept by M. J. SCHMITZ, situated full South, with a nice Garden; large and small Apartments elegantly furnished. Single Rooms from 2frs. and upwards. Table d'Hôte at 4frs., wine included. All other charges moderate. Baths in the house. English Newspapers. Omnibuses to and from each Train. [287.]

**HOTEL DE FRANCE**.—This well-known first-class and favourite Hotel, for private families and gentlemen, is beautifully situated, Quai Massena, near the English Church and the "Promenades des Anglais." One of the best Tables d'Hôte at Nice. Private Dinners at all times. Elegance and comfort combined. The utmost attention and civility. English, American, and French newspapers. Charges moderate. Omnibus from and to the station for Railway and Steamers. [288]

## NICE—Continued.

**GRAND HOTEL DE NICE, QUARTIER CURABACEL, kept by M. M. KRAFT.** (Bernerhof, Suisse.)—This splendid first-class Hotel, the only one situated in the middle and most salubrious part of the town, surrounded by spacious gardens, commanding a fine view across the town, its environs, and the Sea, offers to visitors superior accommodation at terms similar to those in Switzerland. [297]

**HOTEL VICTORIA, kept by MR. F. ZICCHITELLI**—situated Promenade des Anglais. It faces the south, and has a magnificent view of the Sea. This first-rate Hotel will be found to afford every comfort for English Families, at moderate prices. [299]

## NISMES.

**GRAND HOTEL DU LUXEMBOURG.—MR. A. GUIBAL, Proprietor.** This first-class Hotel for Families and Gentlemen is situated on the promenade de l'Esplanade, and the place de la Couronne, opposite Pradiers beautiful fountain. The accommodation at this Hotel and Restaurant is first-rate in every respect, but the charges are moderate. Baths in the Hotel. Carriages for visiting the environs of Nismes. [298]

## NUREMBERG.

**HOTEL DU NORD (HOTEL SCHULTHEIS).**—This new and first-class Hotel, the nearest to the Railway, is in the most beautiful part of the town. Elegant Apartments and Rooms for Families and Single Gentlemen—a large and fine Garden in the Hotel. English and French papers. Omnibus charges being just as high as the far more comfortable and speedy conveyance of cabs, no omnibus is sent to the Railway Stations. [295]

**RED HORSE HOTEL—ROTHES ROSS.**—Proprietor, Mr. P. Galinberti.—This excellent and old-established hotel, newly and elegantly furnished with every comfort, is highly recommended. It is celebrated for its rich and Italian cookery, and is situated in the centre of the town, in view of St. Sebald's church, and near the castle. Omnibus to and from each train. [296]

**HOTEL DE BAVIERE.**—This first-rate and superior Hotel, situated in the centre of the town, close to the River, is highly spoken of by English and American travellers for its general comfort and moderate charges. [294]

## OSTEND.

**THE SHIP HOTEL.**—A comfortable clean house, situated on the Quay, facing the landing-place of the Steamers from Dover and London. Mr. PLADDY, the new landlord, having considerably improved this Hotel, it will be found to afford excellent accommodation for Families or single Travellers at moderate prices. A large and convenient dining-room has just been added. Mr. P. will be most happy to afford English visitors any information they may require. [297]

**MERTIAN'S NEW HOTEL**—close to the harbour, commands a very fine view of the Sea. Omnibuses convey passengers from the Steam-packets or Trains to this Hotel, which is always open on their arrival, and at which the best of refreshments and accommodation can be had at the following moderate prices. Mr. Mertian having been honoured for many years with the patronage of English travellers, while co-proprietor of the Hotel d'Allemagne from 1846-53, has spared no expense to render his new Hotel Mertian equal to the best on the Continent, and worthy their future patronage. It is elegantly furnished throughout, contains 80 Bed-rooms, numerous sitting-rooms, and a Dining-room for 150. [298]

## OSTEND—Continued.

**HOTEL FONTAINE.**—This hôtel is situated in the Longue Rue, near the King's Palace, the Kursaal, and Casino, nearest to the sea. It is patronised by the nobility and gentry, and frequently has the honour of receiving Princely visitors. It contains a large number of apartments, handsomely furnished (overlooking a garden), and a new and extensive dining-room of noble dimensions, ornamented with a fine collection of paintings.

This hotel is one of the finest establishments in the country. An omnibus belonging to the hotel conveys passengers to and from the trains. This hotel remains open all the winter season. The Proprietor is also Director of the Bathing Establishm<sup>t</sup>. [299]

## PARIS.

**GRAND HOTEL BOULEVARD DES CAPUCINES ET PLACE DE L'OPERA**, opposite the Rue de la Paix, and the Place Vendôme, containing 700 rooms, from 4 to 25 fr.; 70 saloons, from 5 to 30 fr.; Dining-room, for 300 persons; Table d'Hôte. Breakfasts and Dinners à la carte, and in private apartments. This large Hotel, situated in the fashionable part of Paris, unites every improvement, combining luxury with comfort. [300]

**GRAND HOTEL DU LOUVRE**, situated in the most central part of Paris, Rue de Rivoli and the Place du Palais Royal.—600 rooms and 70 saloons, dining-room richly decorated; rooms for the Restaurant. Reading-room, where the Paris and Foreign newspapers are to be had; also a choice of the best periodical publications of literature. Sitting-rooms for conversation, games, and music. Coffee-room, with billiard-tables on the ground-floor. Smoking-room. Baths at every hour of the day. Coaches in the Hotel, elegant carriages to order. Omnibuses, taking to any railway station; letter-box. Table d'Hôte at 6 o'clock, 7 fr. Dinners à la carte in the Restaurant, or in the rooms, at any time of the day. The prices of the rooms vary from 3 to 20 fr.; those of the saloons from 4 to 20 fr. Visitors can have a Room, Breakfast, Table d'Hôte, Dinner, Lights, and Attendance. [301]

**MAISON MEUBLEE (PRIVATE HOTEL), RUE SCRIBE No. 1.**  
**Large and Small Apartments for Families.**

This magnificent establishment, which is quite special and unique in Paris, is situated next the Grand Hotel and is under the same management. It is principally adapted to those persons who desire to make a stay of some duration in the capital. [302]

**HOTEL DES DEUX MONDES ET D'ANGLETERRE**

8, RUE D'ANTIN.

Near the Tuileries, Place Vendôme, and the Boulevards. This magnificent first class Hotel, recently constructed and elegantly furnished in the newest and most fashionable style, surrounded by Gardens, justifies the preference accorded to it by Families and Gentlemen, for the splendour and comfort of its apartments, its excellent *cuisine*, and the care and attention shown to all who honour the Hotel with their patronage. Large and small apartments, and single rooms, at moderate charges. Private restaurant, splendid coffee-rooms, saloons, reading and smoking rooms. Letter-box, interpreters, horses, elegant carriages, omnibuses for the railways. [303]

**GRAND HOTEL DE BADE, 32, Boulevard des Italiens, and No. 6, Rue du Helder.**—This hotel, situated in the finest part of Paris, has recently been newly furnished throughout. Large and Small Apartments for Families and Gentlemen, at prices varying from 2 to 40 francs per day. Dejeuner à la carte; Table d'hôte at 6 o'clock (5 francs, Wine included); Dinners à la carte, or per person, in the Restaurant or the Apartments.—Messes. DU BOIS & MORIN, Proprietors. [304]

## PARIS—Continued.

**LAWSON'S HOTEL BEDFORD, No. 17, and 19, RUE DE L'ARCADE, near the Madeleine Church (formerly Rue St. Honore).—**This Hotel has long been known to English travellers for its comfort and many advantages. The Proprietor, in acknowledging with grateful past favours, begs to assure his numerous patrons, that he has spared no expense to provide his with every convenience and comfort in this establishment. The Hotel is situated in the quiet and beautiful quarter of the Madeleine, free from noise and bustle; and it is within a minute's walk of the Champs Elysées, the Railway Station, and the Boulevards. Table d'Hôte at 5 o'clock daily, in the Theatre. Moderate charges, and good attendance. [20]

**HOTEL DE LILLE ET D'ALBION,  
223—RUE ST. HONORE—223,  
PARIS.**

**M. AND MDME. LEBAS** beg to inform their numerous friends that they have REMOVED to their New, Large, and Elegantly-Furnished Hotel, situated between the hotel and the Rue Castiglione. The New Hotel is replete with every comfort, at the same moderate charges for which the Hotel de Lille and Albion has been so long and so favourably known. [20]

**HOTEL DE RIVOLI, 202, RUE DE RIVOLI, Mr. MARTIN, Proprietor.—**This Hotel, delightfully situated, just opposite the Emperor's private gardens at the Tuilleries, in the vicinity of the Palais Royal and the fine Promenade of the Champs Elysées, offers to travellers of all countries every advantage and comfort requisite in a first-class hotel. Large and small apartments elegantly furnished. Single Rooms, 3 frs. and upwards. Meals served in the apartments either à carte or à prix fixe. Baths in the Hotel. Terms moderate. All languages spoken. [20]

**SAINT JAMES'S HOTEL, 211 (formerly 323), RUE ST. HONORE.—**This fine Establishment, lately embellished and refurnished in the most tasteful manner, may now be ranked with the first in Paris. Previously known to Tourists by a different name, the SAINT JAMES'S HOTEL is now certain to obtain the approval of English Visitors from its very central and beautiful situation. Placed between a vast court and pretty garden, it insures complete tranquillity to its guests and its splendid *Salle à Manger*, Drawing-room, and Smoking-room, all elegantly fitted up, less nothing to be desired by its numerous patrons. Amongst the advantages offered, may be mentioned: Private entrance to the Gardens of the Tuilleries, a first-rate Table d'Hôte, a restaurant à la carte, Hot Cold, and Shower Baths, together with a most efficient staff of obliging and attentive servants, who speak English. Prices will be found most moderate. Rooms from 3 frs. [20]

**HOTEL DE LA PLACE DU PALAIS ROYAL (formerly HOTEL DES TRON EMPEREURS), 170, RUE DE RIVOLI, facing the Place du Palais Royal and the Louvre, near the Tuilleries, the Theatres, and the Place de la Bourse. Large and small apartments for private diners. Rooms from 3 frs., and upward. Saloons from 6 frs., and upward. Very fine *Salle à Manger*. Table d'Hôte at 4 frs. Service "à la Carte" in the apartments. "Salons de Musique et de Conversation" Reading-Rooms. French and foreign newspapers. Carriages. Interpreter. [20]**

**HOTEL DES ETRANGERS, DE LA RUE VIVIENNE, 3, RUE VIVIENNE, M. LEPANT, the new Proprietor and successor to Mr. Gerard, near the Palais Royal, the Bourse, the Boulevards, and the Theatres. Restaurant—Table d'Hôte, Baths, Carriages. Large and small well-furnished apartments. Bed-rooms at 2 & 6 francs. French, English, and German newspapers. MR. LEPANT requests gentlemen and families who are recommended to this Hotel, not to allow themselves to be misled by touts or other interested persons, who frequently deceive passengers by conducting them to other establishments of the same name as the above respectable Hotel. Les bureaux du Telegraph sont dans l'Hotel. [21]**

**HOTEL DE CALAIS, 5, Rue Neuve des Capucines; the finest situation in Paris, near the gardens of the Tuilleries and the Boulevards. The proprietor, Mr. Hauser, conversant with English habits. To accommodate his numerous guests, he has lately enlarged the Hotel. The Table d'Hôte and attendance are first rate. Arrangements are made for board and lodging by the day, week, or month. Charges moderate. English newspapers. The proprietor speaks English, and spares no endeavour to make travellers comfortable [21]**

**HOTEL VIOLET, 79 Passage Violet, Faubourg Poissonniere.—**Mme. V. MOREL and P. PREVOST, Proprietors—is situated near the northern end of the Strasburg Railway Terminus in Paris, and is recommended for its moderate charges. Table d'Hôte. The Hotel Violet is especially frequented by English and German merchants, who find it exceedingly comfortable. [21]

PARIS—Continued.

**HOTEL DE NORMANDIE, 240, RUE ST. HONORE.**—The above Hotel possesses advantages for travellers rarely to be met with. It is in the vicinity of the principal Public Establishments, in the most favourable situation for pleasure as well as business, and it is the constant aim of the Proprietor to merit patronage by affording every comfort at the most moderate charges. Each Visitor may be furnished with a Bed-room, Breakfast, Dinner at Table d'Hôte, with a bottle of good Burgundy Wine, at 5s. 6d. and 6s. per day, including light and servants.  
N.B.—English spoken by the landlord and servants. [313]

**LONDON AND NEW YORK HOTEL.**—13, Place du Havre, Mr. Charodon, Proprietor.—Visitors coming to Paris will find this Hotel most conveniently situated, within a few minutes' walk from the Madeleine Church and the Champs Elysées, facing the Railway Station for Versailles, St. Cloud, the Bois de Boulogne, Dieppe, and Havre. English Attendants, English Papers taken in. Airy and comfortable Rooms from 1s. 8d. to 4s. per day. Plain Breakfast 1s. Family Dinners served at 6 o'clock, including excellent Claret, at 2s. 10d. a head. Arrangements made to include every thing from 5s. 6d. to 7s. 6d. a day. Night Porters in attendance. [314]

**GRAND HOTEL DE LYON, No. 12, RUE DES FILLES ST. THOMAS,** with a large frontage in the Rue Richelieu, and near the Bourse, to which has recently been added the adjoining Hotel Espagne. No hotel is better situated for travellers who visit Paris for pleasure or business. Small and large Apartments for Families, also single Bed-rooms from 2 fra. to 4 fra. (Bed for one night only is charged double price.) Board and lodging (including a Bed-room attendance, Servants, Light, Breakfast, Dinner and Tea.) 7s., 8s., and 9s. Arrangements made by the week or month with persons who spend the winter, or make a prolonged stay in Paris. Table d'Hôte at 3 fra. 50 c. wine included. Private breakfast and dinner.  
N.B., the landlord, being in communication with the principal Hotels throughout France and Europe, recommends those best suited to travellers. Omnibuses for all parts of Paris: also to and from every Train. English, German, and Spanish spoken. [315]

**HOTEL FOLKESTONE, No. 9, Rue Castellane, Paris.** Near the Madeleine, the Boulevards, the Tuilleries, and the Champs Elysées. Families and gentlemen visiting Paris will find at the above hotel the comfort of home, together with every thing calculated to render their sojourn agreeable. English Breakfasts at 1fr. 50c. and 2fr. Diner à la carte ou à la Table d'Hôte. Apartments for families, and bed-rooms comfortably furnished at moderate terms. English spoken by the landlord and servants. [316]

**HOTEL VOUILLEMONT, 15, Rue Boissy d'Anglais** (formerly des Champs Elysées), near the Madeleine, MR. VALLER, Proprietor.—This Hotel is situated in the finest quarter of Paris, near the Place de la Concorde, between the Boulevards, the garden of the Tuilleries, and the Champs Elysées.  
It is particularly recommended for being well conducted, and the elegant manner in which it is furnished.

Visitors will find every thing most comfortable, and Families can be served in private saloons, appropriated for that purpose. All the attendants speak English and German. [317]

**GRAND HOTEL MIRABEAU, 8, RUE DE LA PAIX.**—This Hotel has been patronised during the last century by the first families in Europe. Splendid Saloon for Table d'Hôte, 5 fra. Saloons for Private Dinners, at 5 and 6 francs and upwards, and *a la Carte*. Large and small Apartments at all prices, according to the floor and size. The Hotel has been entirely re-fitted, and made one of the most comfortable in Paris. [318]

**HOTEL DU PRINCE REGENT,**  
10, RUE ST. HYACENTHE, ST. HONORE.

Situated near the Tuilleries and the Place Vendôme: recommended for its extreme Cleanliness and Moderate Prices: £2. 5s. a week, or 6s. 8d. per day, every thing included. Bed Rooms from 1s. 8d. and above; Breakfast, with meat, 1s. 8d.; Dinner, 2s. 11d., wine included. English newspapers and English Servants. [319]

**FAMILY HOTEL, 6, RUE CASTIGLIONE, NEAR THE TUILERIES GARDENS.**—MRS. VVE. GAUTHIER begs to inform visitors to Paris that she has just opened a FAMILY HOTEL for board and residence. This establishment is most conveniently arranged for small apartments and single rooms, and is comfortably furnished. A large and small Sitting-room for conversation. Charges by the day or by the week. French, German, and English spoken. Newspapers. [320]

## PARIS—Continued.

**HOTEL DE FRANCE and DE BATH, Mr. Jh. MONNOYEUR, Proprietor,**  
Rue St. Honoré, corner of the Rue Castiglione and the Place Vendôme, in the immediate vicinity of the Tuileries Gardens, the Champs-Elysées, and the Boulevards. First-rate house; large and comfortable apartments handsomely furnished; good attendance, and moderate prices. Restaurant à la Carte and private dinners. [328]

**HOTEL DE CASTIGLIONE, 12, RUE CASTIGLIONE,** situated between the Tuileries Garden and the Place Vendôme, M<sup>me</sup>. NORMAND, Proprietress for a great number of years. An old-established house, well known for its comfort and good attendance. Large and comfortable apartments, comfortably furnished, by the month, week, or day. Prices moderate. Single Bed-rooms at 3 fra and upwards. Excellent Breakfasts, Luncheons, and Teas. Dinners served à la carte, or à la table d'hôte much per head. Table d'Hôte at 4 fra. [329]

### HOTEL MEURICE, 228 Rue di Rivoli,

**IMMEDIATELY** opposite the Gardens of the Tuileries.—This old-established (founded in 1815), universally renowned First-class Hotel, replete with every comfort and convenience, having every variety of accommodation, and most delightfully situated in the centre of Paris. Now belonging to the London and Paris Hotel Company, with Mr H. Schenrich as Manager, merits more than ever the patronage of good society anxious to enjoy true comfort during their visit to the French metropolis. [330]

**HOTEL DU CHEMIN DE FER DU NORD, PLACE DU CHEMIN DE FER DU NORD,** opposite the Terminus of the Northern (Calais and Boulogne, &c.) Railway. 100 Rooms and Saloons, from 2 francs to 6 francs per day. Saloons for private dinner. Restaurant à la carte, Reading Room with the Paris and Foreign Newspapers. Sitting Room for conversation and music. Coffee Rooms with Billiards. Omnibuses opposite the Hotel, to convey Passengers to any Railway Station, Post Office, or Telegraph Office. Special arrangements with gentlemen wishing to learn the French language. Attendants speaking several languages. [331]

### HOTEL DU PRINCE ALBERT,

5, Rue St. Hyacinthe. St. Honore, 5,

Near the Tuileries and St. Roch's Church.—Highly recommended by English visitors. Rooms from 2 to 3 fra. per day. Plain breakfast, at 1 fr. 25c. There is no Table d'Hôte, so that visitors can dine at any of the various Restaurants of Paris, and at their own time and price. [332]

**HOTEL MIROMENIL—41 Rue MIROMENIL, Faubourg Saint Honore,** near the Madeleine, the Park Monceaux, and the Champs Elysées. Recommended for its good accommodation, its comfort, and its moderate prices. Large and small apartments for families, from 5 fra. per day. Rooms from 2 fra. to 4 fra. per day, service included. Arrangements by months. Breakfast and Dinner at any time. Especially frequented by English families. English and Italian spoken. [333]

### DINER EUROPEEN — PALAIS-ROYAL

Galerie de Valois, 13<sup>e</sup> PARIS.

#### SALONS ET CABINETS DE SOCIÉTÉ.

Diners à 3 fr. 75, avec une bouteille de vin.  
Déjeuners à 1 fr. 90, avec une 1/1 bouteille de vin.  
Service parfait.—Entrée particulière, rue de Valois, 17.

#### SALOONS AND PRIVATE ROOMS.

Dinners, with a bottle of wine, 3 fra. 75 c.  
Breakfasts, with half a bottle of wine, 1 fr 90 c.  
Perfect attendance.—Private entrance, rue de Valois, 17 [334]

**HOTEL ET RESTAURANT SAINT QUENTIN, 27, Rue St. Quentin,**  
This Hotel, situated near the Northern and Eastern Railways, and all the Boulevards, every comfort to travellers at moderate prices. A comfortable room, with breakfast, dinner, and a bottle of excellent wine may be had for 7 francs 50 cents, service included.—P.S.—In order to avoid trouble to travellers, the proprietor takes charge of their luggage at the Station. [335]

PARIS—Continued.

**ENGLISH HOUSE, ALLIANCE HOTEL, 24, Rue d'Amsterdam, facing the Havre and Dieppe Station, is recommended to English travellers for all comforts and cleanliness. Plain Breakfast; 10d.; English Dinners from 1 to 2 fr. Hot Joints ready at all hours; best Ales and Porter on draught; airy and comfortable Rooms, from 1s. 8d. to 4 fr. per day. English papers taken in.** [330]

**HOTEL DU RHIN,**

PARIS—4, PLACE VENDÔME—PARIS.

Large and Small Apartments, from 3, 4, and 5 francs per day. Grand Restaurant *à la carte*. Table d'Hôte, at 4 francs.—M. MARCHAL, Proprietor. [331]

**GRAND HOTEL DE LA HAVANE, 44, RUE DE TREVISE—Misses L. and C. ABBY, Proprietresses.**—This Hotel is particularly recommended for its comfort and the cleanliness of its Apartments and Bed-rooms, its situation in the most central part of business, at 50 yards from the new Lafayette Street, and near the Northern, Western, and Eastern Railways, at a few minutes from the principal Boulevards and Theatres. Table d'Hôte at 5½ o'clock. Breakfast and Dinner *à la carte*. Terms moderate. English, Spanish, and German spoken. [332]

**HOTEL CHATEAUBRIAND.**

**SELECT Boarding-house for Families and Single Persons.** Well furnished and clean Apartments. Conveyance free to the centre of Paris—77, Rue du Petit Parc, Porte Maillot, Avenue de l'Imperatrice. [333]

**HOTEL DE PARIS AND D'ALBION, 41, Rue Caumartin, M. Bellé, Proprietor.**—Board and Lodging at £2 5s. per week, or 6s. 5d. per day, every thing included. Bed-rooms from 1s. 8d.; Breakfast, with meat, 1s. 8d.; Dinners, 2s. 10d., wine included. The greatest attention paid to travellers. English newspapers. This Hotel is situated in the centre of Paris, near the Tuileries' Gardens, the new French Opera, the Church of the Madeleine, and the Boulevard. English Servants. [334]

**HOTEL TRONCHET.**

22, RUE TRONCHET,

**KEPT by M. THEODORE, who was formerly in the "Bureau" of Meurice's Hotel.** This Hotel is particularly recommended for its airy situation (near the Madeleine), its comfort, cleanliness, and moderate charges (7s. a day, all included). Table d'Hôte. [335]

**GREAT CARROUSEL HOTEL,**

**256, RUE St. Honoré, 256, near the Tuileries, the Louvre, and the Palais Royal.** English and French house. The Proprietor offers great advantages to travellers in Paris—6s. 8d. per day each person, comprising Lodging, Breakfast, and Dinner in private apartments, or in the dining saloon. Bordeaux Wine, Lights, and Service. Large and small apartments, elegantly furnished, and Bed-rooms from 1s 8d. Meals served in the apartments and *à la carte*. English and German servants. Interpreters for families, 5s. per day. Drawing-room; Smoking-room. Foreign Journals. [336]

**HOTEL VENDOME, 1, PLACE VENDÔME.—The Proprietor M. Cesar Hazneré, having enlarged and handsomely decorated the Hotel, to give satisfaction to the nobility, gentry, and his friends, can offer superior apartments for large and small families, as also single rooms if required. A good Restaurant "à la Carte," or by head. A trial is solicited to assure future patronage.** [337]

**MAISON DE FAMILLES, Faubourg St. Honoré, 190, near St. Philippe du Roule, the Park, Monceau, and the Champs Elysées, in the most aristocratic part of the town.** Large and small apartments richly and comfortably furnished, from 3 francs per day. Private pension, or in family, with a Box for the Theatres, Carriage, and Servant. "Salons de Réunion," private Saloons. Newspapers, Books, Piano, and Tea, 1200 francs a year. The same family house, with splendid apartments, and carriages, 4, Avenue de l'Imperatrice. [339]

## PARIS—Continued.

**PARIS, CHAMPS ELYSEES.**—An English Lady, long resident in Paris, receives (*en Pension*) Families, and Single Ladies and Gentlemen, to whom she offers the comforts of a well-appointed home, by the week or month. Southern aspect on the Avenue, North on the Garden. Terms moderate. References exchanged. Address to Mrs. TAYLOR, 138, Avenue des Champs Elysees. [340]

**HOTEL BERGERON**, 11, Rue du 29 Juillet, en face des Tuileries, près la place Vendôme. Kept by M. Martin. Apartments and rooms very comfortable at moderate prices. Table d'Hôte and private dinner at 2fr. 50c. Advantageous arrangements made with families. Good house, well recommended in every respect. [341.]

**HOTEL NAVARIN**, 8, Rue de Navarin.—Very quiet house, consisting of two stories only, situated in the most airy part of Paris, in the centre of the town, near the Boulevards and the Theatres. Apartments, Rooms, and Saloons newly decorated. Garden; Spring of Water and Cascades. Family Pension; Board and Lodging—per person, 200 frs. a month, 50 fr a week, 8 frs. a day. Dining Room on the ground floor.

Restaurant; Table d'Hôte at 3 frs. Baths in the Hotel. [342]

**HOTEL DE LONDRES**, 6, Rue St. Hyacinthe, St. Honoré, Quarter of the Palais Royal and the Tuileries, M. BERTHA, Proprietor.—Board and Lodging, 6s. 8d. a day, everything included. Arrangements are made for families. Extreme attention paid to travellers. English and Italian servants. [425]

**BOARD AND LODGING**, 9, Rue de l'Oratoire, Champs Elysees.—A family from Geneva, offers to ladies, gentlemen, and families, Board and Lodging, with all the comforts of home. Price moderate. References exchanged. [343]

**PARIS—BRADSHAW'S ILLUSTRATED GUIDE** through PARIS and its ENVIRONS, exhibiting in a novel and comprehensive form all that can be seen and how to see it. With a New Steel Engraved Map of Paris, showing all the new streets and latest improvements; also numerous well executed steel engravings illustrative of the French Metropolis. Price 2s. 6d. cloth; in boards without engravings, 1s. 6d.

THIZARD AINE, RUE DE RIVOLI  
L. NICOU D BELLINGER, 212, RUE DE RIVOLI [L. O. 342]

**ANGLO-FRENCH PHRASE BOOK.**—BRADSHAW'S complete ANGLLO-FRENCH PHRASE BOOK, for travellers and students. With a Vocabulary of the most useful words—English and French Tables of Coins, Weights and Measures—the modes of addressing the Dignitaries of England and France, letters, notes of invitation, &c. Price, 32mo, cloth, 1s.

L. NICOU D BELLINGER, 212, RUE DE RIVOLI  
THIZARD AINE, RUE DE RIVOLI [L. O. 344]

**EDWARD SPRENT,**  
HOUSE, ESTATE, AND COMMISSION AGENT,  
Respectfully invites FAMILIES VISITING PARIS, to apply to him for FURNISHED APARTMENTS, HOTELS, OF BOARDING-HOUSES.

Every information gratis, and pains taken to ensure economy and comfort.

4, Rue de la Ferme des Mathurins, near the Boulevards and the Madeleine, PARIS [345]

**W. S. KIRKLAND & Co.**, 27, RUE DE RICHELIEU, receive Subscriptions and Advertisements for "THE TIMES," and all other English Newspapers, Magazines, and Periodicals. Prices on demand. English Books at London prices. A parcel twice a-week from London, and by weekly from New York. Commissions executed for all kinds of English articles, samples and patterns supplied. London office, 23, Salisbury Street, Strand. [346]



## PARIS—Continued.

## MADAME CLEMENCON, 8, RUE PORT MAHON.

**S**TAYMAKER to several Courts. It is to this house that we owe the invention of the "*Corps Pompadour*," so necessary to stout persons; and the "*demi corps chateleine*," which give so much grace, elegance, and dignity. MADAME CLEMENCON, as mistress of her profession, is capable of affording additional grace to every form, and of combining all the freedom required for the promotion of health. [347]

## KRAMER, JEWELLER TO THE EMPRESS, 31, Rue Neuve, St. Augustin.

This House is well-known for the Taste, Elegance, and Workmanship, as well as for the Extensiveness and rich Assortment of its Stock, consisting of JEWELLERY of every description, DIAMONDS, &c. [348]

G U E R L A I N ,  
P E R F U M E R T O T H E E M P R E S S ,

15, RUE DE LA PAIX, 15.

[349]

10—RUE CASTIGLIONE—10,  
PARIS.



2—RUE DE LA PAIX—2,  
PLACE VENDOME.

**JOHN ARTHUR & Co.,**

Agents to the British and American Embassies,

BANK AND EXCHANGE OFFICE,

HOUSE, ESTATE, AND GENERAL COMMISSION AGENTS, AND WINE MERCHANTS,

10, RUE CASTIGLIONE, and 2, RUE DE LA PAIX.

Successor to his father.—Established Thirty Years.

**N.B.—FURNISHED APARTMENTS AND PENSIONS.**

**ORIENTAL, AMERICAN, AUSTRALIAN, AND GENERAL TRANSIT  
AGENCY AND WORLD EXPRESS.**

A DAILY "PARCEL EXPRESS" TO AND FROM LONDON, AND WEEKLY TO AMERICA.

**INFORMATION GRATIS.**

[350]

**M R . B A R W I S ,**

SURGEON DENTIST,

10, RUE D'ALGER, PARIS,

A few doors from the Rue de Rivoli, Patentee for an improvement in mounting pieces and sets of ARTIFICIAL TEETH, combining economy with beauty and durability. At home from 10 to 6. [351]

**OPTICAL INSTRUMENTS.**

**T**HE Establishment of the late celebrated Civil Engineer, CHEVALLIER, 15, PLACE DU PONT NEUF, sole successor DUCRAY CHEVALLIER, Manufacturer of Microscopes, of improved double Opera Glasses, Military Telescopes, Telescopes of all kinds, Mathematical, Meteorological Instruments for Natural Philosophy, the Navy, &c., author of the "*Conservateur de la vue; de l'Essai sur l'art de l'ingenieur*," etc. Inventor of the Jumelles centrées (Improved Opera Glasses). [352]

## POMPEII.

**DIOMEDE HOTEL AND RESTAURANT.**—Mr. F. PROSPERI, Proprietor, Immediately opposite the Railway Station. Comfortable accommodation and excellent table at reasonable prices. The best of wines. [353]

## PRAGUE.

**GOLDEN ANGEL.—GOLDENER ANGEL.**—Newly restored; situated near the Railway Station, the Theatre and Imperial Post-office. English and French newspapers. FERDINAND STICKEL Proprietor. [354]

**HOTEL D'ANGLETERRE.**—(Englescher Hof.) Proprietor Mr. F. Huttig. This first rate establishment is much frequented by English travellers for its moderate charges, comfort and cleanliness. It is situate near the Railway Station and Post Office. Table d'hôte 4 o'clock Dinner à la carte, or at fixed price at any hour. English newspapers. English and French spoken [354]

## ROTTERDAM.

**ADLERS HOTEL DES PAYS BAS**, situate in the most central part of the City, affords extensive and excellent accommodation for Families and Gentlemen. Large Dining-rooms for Table d'hôte or Private dinners. Upwards of Sixty Bed-rooms, comfortably and elegantly furnished.

Mr. ADLER trusts his proverbial attention to his guests, and knowledge of the English language, will continue to render him deserving of the patronage of English travellers. [356]

**NEW BATH HOTEL.**—Passengers and Families visiting or returning from the Rhine, will find the best of accommodation at this Hotel. It is near the landing and embarking place of the Steam-boats, and offers great advantages from its proximity to the Quay. A person from the Hotel is always in attendance on the arrival of every Packet, to afford information and assistance [357]

**HOTEL STADS HERBERG.**—Proprietor, H. Leygraaff. The above Hotel is delightfully situated facing the Park, the most fashionable promenade of Rotterdam, in close proximity to the landing-places of the various steamers, and at no great distance from the Rhenish and Dutch Railway Stations. The arrangements of the establishment are especially adapted to tourists. Families desiring quiet, cleanliness, and civil and prompt attendance will have their views fully met. A capacious concert-room and a billiard-table are attached. Table d'hôte and wines of the choicest vintages at moderate charges. English, French, and German spoken. [358]

## ROUEN.

**SMITH'S ALBION HOTEL, QUAI DE LA BOURSE, No. 16.** Mr. L. Roger, Proprietor, returning his grateful thanks for the patronage this Hotel has so long been favoured with, begs to inform Travellers who visit the fine old city of Rouen, that it is his constant study to render his Hotel worthy of the reputation it has enjoyed, of comfortable accommodation with reasonable prices. It has been recently enlarged and splendidly fitted up, and now contains large and small apartments.—Restaurant and Table d'Hôte.—Omnibuses belonging to the Railway convey passengers to and from the Hotel. [359]

**GRAND HOTEL D'ANGLETERRE**, on the Quay.—MR. H. DELAFOSE, Proprietor. This Hotel is distinguished for the salubrity of its situation and the comfort of its arrangements. It is situated on the Quay facing the Bridges, and commands the finest view of the Seine, and the magnificent scenery encircling Rouen, that it is possible to imagine. Travellers will find at this first-rate establishment every comfort—airy Rooms, good Beds, Refreshments and Wines of the best quality at moderate prices. An excellent Table d'Hôte at half-past five, price 3fr. Restaurant à la carte. Mr. Delafosse speaks English, and has English servants. An excellent Descriptive Guide of Rouen can be had of Mr. Delafosse [360]

## SALTZBOURG.

**HOTEL DE L'ARCHDUKE CHARLES.** Mr. Ignace Baurfield, proprietor. This splendid Establishment is delightfully situated, commanding a magnificent view of the surrounding scenery. It is conducted in a superior style, and offers such accommodation for elegance and comfort as cannot be surpassed. French and English spoken. [362]

**HOTEL NOELBOECK.**—This new and well-furnished Hotel, situated opposite the Railway Station, commands extensive views from four different points of the Mountain, the River Salva, and the Town. Large and small Apartments for Families and single Gentlemen. Reasonable prices. A beautiful Garden. English and French papers. Carriages in the hotel. [363]

**HOTEL DE L'EUROPE,** near the Railway Station.—This first-rate Hotel, newly opened by Mr. L. Jung, formerly proprietor of the Hotel des Trois Allés, is entirely furnished with the greatest elegance, and is surrounded with a nice garden commanding one of the finest views which can be had. It contains 120 rooms, all fitted up in the best taste. A large Dining-room; Reading-room; Conversation-room; Smoking-room. Pension from the 15th of September until the 1st of July on the most advantageous terms. This Hotel is recommended to English travellers as one of the best in Germany. Divine Service every Sunday in the Hotel. [361]

## SCHWALBACH (Nassau).

**HOTEL THE DUKE OF NASSAU,**

Proprietor.—J. WILHELMY.

**THIS FIRST CLASS HOTEL,** Patronized by the Nobility and Families of the first distinction in England and on the Continent, delightfully situated near the mineral springs, baths, and public promenades, commanding fine views of the surrounding country, consists of suites of elegantly furnished apartments for Families and Gentlemen, replete with comfort and reasonable charges. Wines of the first vintage. The Times newspaper, and Punch regularly taken. [364]

## STRASBOURG.

**HOTEL DE PARIS.**—MR. J. DIEMER, Proprietor of this unrivalled Establishment, respectfully offers his grateful acknowledgments to the English Nobility and Gentry for their continued patronage, and avails himself of this occasion to assure Travellers visiting Strasbourg that no efforts will be spared on his part to render their sojourn at the above Hotel both comfortable and satisfactory. Charges moderate. Breakfast, 1fr. 50c. *Table d'Hôte* at 1 o'clock, 3fr., and at 6 o'clock, 4fr. Breakfasts and Dinners *à la carte* at all prices. Rooms from 1fr. 50c. to 4fr., lights included. Pension from 6fr. to 8fr. per day. [365]

**HOTEL DE LA MAISON ROUGE.**—GRANDE PLACE.—This old-established Hotel will be found equally desirable for Families or single Travellers, in consequence of its central situation, comfortable accommodation, and moderate charges. And the Proprietor, in returning thanks to the Public for their liberal patronage, ventures to hope for their continued support. *Table d'Hôte* at 12½ and at 6. Dinners and Breakfasts *à la Carte*. Wines of excellent vintage. Omnibuses convey Passengers to and from the Railway Station and Steam-boats. [366]

**HOTEL D'ANGLETERRE.**—MR. CH. BRAUN, Proprietor. This Hotel is situated immediately opposite the terminus of the central Railway Station for France and all parts of the Continent, and adjoins the Post-office. It is near the Theatre in the centre of the town. The accommodation at this Hotel is most comfortable, and suitable for families or single gentlemen. The prices are moderate. [367]

## STUTT GART.

**HOTEL MARQUARDT** is situated in the finest part of the town, in the beautiful Place Royal near the Railway Station, the Post-office, the Theatre, the Royal Gardens, opposite the Palace, and facing the new Odeon. This hotel will be found most comfortable in every respect, the apartments are elegantly furnished and suitable for families or single gentlemen. *Table d'Hôte* at 1 and 5 o'clock. French and English newspapers. Gme. Marquardt, Proprietor. [368]

## TOULON.

**GRAND HOTEL DE LA CROIX DE MALTE.**—Mr. N. VACILACHI, Proprietor. This well known first-rate establishment, situated on the Place, is patronised by the highest English families. Superior accommodation. Comfortable suites of Apartments and single Rooms. Advantageous terms by the month. A special Omnibus, with the name of the Hotel upon it, takes the travellers and their luggage to and from every Train. The proprietor speaks English. [370]

**HOTEL DE LA CROIX D'OR**, situated on the Place, will be found exceedingly comfortable in every respect. Southern aspect. Large or small apartments for families or single gentlemen. Mr. Durbec trusts the general arrangements and extreme cleanliness of the hotel will continue to deserve the patronage of English travellers visiting Toulon. w. o. perfect. Travellers are requested to ask at the Station for the Omnibus with the name of the hotel. Very reduced prices for families or single travellers who wish to spend the winter season or only one month. Galignani's Messenger regularly taken. [369]

## TOURS.

**GRAND HOTEL D'ANGLETERRE**, newly established in December, 1859, is situated in the finest part of the town, on the Boulevard, opposite the Marshals' Palace, close to the Railway Station; with all the comforts that may be desired, and all the Apartments comfortably and elegantly furnished. Views on the Garden with a Jet. Advantageous terms by the week or month. Excellent Table d'Hôte at 6 o'clock. Breakfasts and Dinners *à la Carte*. [373]

**HOTEL DE BORDEAUX**, comfortable and first-rate establishment, situated on the Boulevards and the Rue de Nantes, near the Railway Station, in the best part of the town; especially frequented by Families. Baths and Carriages in the Hotel. Pension by Week or by Month. Omnibuses to and from each Train. English spoken. [373]

**THE HOTEL DE L'UNIVERS.**—One of the first Hotels between Paris and Madrid, is situated on the Boulevard, in the prettiest and most agreeable part of the town, close to the Railway Station. The comforts of this Establishment correspond with the splendour of the exterior. Mr. DUCHEMIN, the proprietor, has received the highest testimonials from families who sojourned at his Hotel in their visits to the beautiful Tour-raine, and from Travellers who have passed the winter at Tours. The large and small apartments are equally well furnished, and kept with the greatest care. There is a reading-room in the Hotel, supplied with French and foreign newspapers. An excellent Table d'Hôte at half-past 5. Omnibuses to and from every Train. English spoken. [374]

**GRAND HOTEL DU FAISAN.**—Considerably enlarged—9, Rue Royale, near the Loire. This fine and beautifully situated hotel is extensively patronised by Families and Gentlemen, for its superior accommodation, extreme cleanliness, excellent table and wines—and the great attention shown to Visitors. Having a southern aspect overlooking the garden, it commands a fine view of the Rue Royale (the Promenade) and principal Shops. Terms moderate per week or month. Foreign and English Newspapers. Large and small apartments. Elegant carriages for excursions. Omnibus to and from the trains. English spoken. Information given respecting town or country houses. [371]

## TREVES, ON THE MOSELLE.

Route from London to Brussels, thence by Great Luxemburg Railway.

No other City of Germany or Northern Europe, possesses such extensive Relics of Antiquity.

**THE HOTEL DE TREVES** is a first-rate house for Families and Gentlemen; the accommodation is most comfortable and elegant, and the charges not unreasonable. Moselle Wine of the best quality. [375]

**HOTEL LA MAISON ROUGE** (formerly the **HOTEL DE VILLE**), with its celebrated Latin inscription:—

"*Ante Romam Treveris Stabit annis mille trecentis.*"

Has been considerably enlarged since 1862, and offers great advantages for large families or tourists. Apartments from 1fr. 50c. to 6fr. The London Times.—Proprietor, JOSEPH BECKER. [376]

## TURIN.

**HOTEL DE LA LUGIRIE**—Recommends itself to the notice of English families from its central situation, cleanliness, and general arrangements. The Restaurant is recherché, and most moderate in charges. The Omnibus of the Hotel will be found at every Train. The proprietor neglects no opportunity of seeing every attention paid to his guests. [377]

**HOTEL DE L'EUROPE**, situated PLACE DU CHATEAU, opposite the King's Palace. This first-class Hotel is entirely refurnished, to afford great comfort, and in the best taste, by its new Proprietors, Messrs. BORATTI and CASALEGGIO. There is an excellent Table d'Hôte at 8½ o'clock; it is much frequented, and the charges are moderate. An Omnibus of the Hotel will be found at every train. [378]

**HOTEL FEDER**—formerly the Palais de Sonnar—Rue St. Francois de Paul, corner of the Rue de Po.—The position of this Hotel is particularly open and healthy; and from its consisting of Suites of Apartments for Families and Gentlemen, it is peculiarly suited to English Travellers, by whom it has long been patronised. It offers extreme cleanliness and comfort, combined with elegance and economy. English spoken. Mr. Feder is likewise proprietor of the Hotel Feder at Genoa, and of the Hotel de France at Nice. [379]

## ULM.

**HOTEL DE RUSSIE (RUSSISCHER HOF)**.—CARL HEINRICH, Managing Director.—This splendid and first-rate Establishment, situated opposite the Post-Office, twenty paces from the Railway Station, and close to the Promenade, is elegantly and comfortably furnished. Employs first-rate cooks. Foreign papers of all sorts. Charges moderate. Advantageous arrangements made with Families or Single Persons remaining for a period. [380]

## VENICE.

**HOTEL BARBESI—PALACE ZUCHELLI.**

**KEPT** by MR. BARBESI, who personally superintends its management. Superior accommodation.—Large and small apartments, and rooms elegantly furnished for families or single gentlemen. The HOTEL BARBESI is situated near the Place St. Marc, and having a fine garden, and extensive views over the sea, will be found a desirable residence. Arrangements on reasonable terms made with visitors intending to remain a few weeks. Table d'Hôte. Reading-room, overlooking the Grand Canal, supplied with English, American, French, and German Newspapers. Hot and Cold Baths. English spoken. [382]

**BAUER'S GRAND HOTEL DE LA VILLE**, situated in the Palazzo Loredan, on the Grand Canal, not far from the Post-office, may be recommended to English travellers of any rank. Magnificent apartments and well-furnished rooms; excellent Meals and Wines. Salt and Fresh Water Baths. Sitting and Reading Rooms, and Saloons. This Hotel combines every comfort desirable, with moderate charges. [383]

**DANIEL'S ROYAL HOTEL**.—This Hotel, so extensively and favourably known for the excellence of its management, accommodation, and attendance, and for its moderate charges, has just been enlarged, repaired, and refitted. It commands a fine view of the Promenade near St. Mark's Square. There is a Table d'Hôte. Interpreters for all (the European) languages. [384]

**GRAND HOTEL DE L'EUROPE**, kept by Messrs. MARSEILLES, BROTHERS.—This first-rate hotel is situated in the finest part of Venice, and was formerly the Guistiniani Palace, was newly restored in 1857, with all the comfort that can be desired. Visitors to this beautiful city will find this establishment worthy of patronage. Excellent Table d'Hôte. Private Dinners at fixed prices; good attendance. English, French, German, and other languages spoken. [381]

## VERONA.

**HOTEL DE LA TOUR DE LONDRES.**—One of the finest Establishments in Verona, which has recently been enlarged, renovated, and newly furnished. A new Dining Room has been added, and the Hotel is improved in every respect. Large and small apartments for Families or Gentlemen, and the prices are reasonable. [286]

**HOTEL T. R. DES DEUX TOURS,** kept by M. PAUL BARBESI.—This Hotel is the first, the most spacious, and the most convenient in the town. It is situated on the Place St. Anastasia, the most central in Verona. Elegant Sitting-Rooms and Sleeping Apartments furnished in the most comfortable manner. Large and small Apartments for families and single gentlemen. Table d'hôte. Omnibuses to and from the Station. All languages spoken. [285]

## VERVIERS.

**HOTEL DU CHEMIN DE FER.**—Mr. C. RENSONNET, Proprietor.—This most comfortable and reasonable hotel, situated immediately facing the Railway Station, will be found exceedingly convenient for travellers desirous of making a short stay at this part of their journey. The Hotel du Chemin de Fer has been extensively patronized by numerous families of distinction, and affords excellent accommodation. French, English, German, and Dutch spoken. [387]

## VEVAY. (Switzerland.)

**HOTEL MONNET,** dit des 3 Couronnes. MESSRS. SCHOTT, & Co. Proprietors, and Successors to Mr. Monnet. This large and first-class establishment, situated close to the lake, affords superior accommodation for families and gentlemen. It is extensively patronized for its comfort and cleanliness. Persons remaining some time will find this a most desirable residence; and from October 15 to June 1, they can live here moderately *en pension*. Reading-room well supplied with papers. All languages spoken. [284]

## VICHY LES BAINS, FRANCE.

**HOTEL DE L'UNIVERS,** Maison Chabassiere, à Cannes.—This well-known and first-class Hotel, deservedly recommended by English travellers, is conveniently situated between the Railway Terminus and Mineral Springs, and combines comfort with moderate charges. The Table d'Hôte is most liberal. Public Saloon with Pianos. Private Breakfasts, Dinners, and Rooms. If required. Good Coach-house, Stabling, and Garden. Mr. and Mme. CHABASSIERE spare neither trouble nor expense to render this Hotel preferable to all others for Families and Gentlemen visiting Vichy. English, German, Spanish, and Italian spoken. [329]

**HOTEL GUILLERMEN**—Proprietor, GERBAUD. This old-established first class Hotel has been fitted up with every comfort to render it a desirable residence for English visitors. Mr. and Madame Gerbaud are always on the spot, and devote unremitting attention to the Hotel in all its branches. [289]

## VIENNA.

**THE ARCHDUKE CHARLES HOTEL.**—A. SCHNEIDER'S is a large and excellent first-rate establishment, much frequented by English travellers for its moderate charges, comfort and cleanliness. It is centrally situated, and near the theatres. There is no Table d'Hôte at this or any other hotel in Vienna, but dinners à la Carte are supplied at all hours. English spoken by all the servants. The only Hotel in Vienna where English Travellers can see the "Times" and "Galliers Messenger." [301]

## VIENNA—Continued.

**HOTEL EMPEREUR ROMAIN.**—This first-class hotel is situated in the healthiest part of Vienna, and deserves the attention of travellers for its cleanliness, moderate prices, and well-aired apartments, part of them overlooking a large garden. This hotel is recommended to the patronage of the nobility and gentry, and travellers of all nations. Excellent cuisine *à la carte*, and first-rate private dinners at any hour of the day. English, American, French, and German newspapers. English spoken by all the waiters. Messrs. Steinenger & Dotzler, Proprietors. [892]

**HOTEL OF THE GOLDEN LAMB.**—Leopoldstadt. Proprietors, T. & F. Hauptmann. The hotel is situated in the most healthy part of the Austrian capital, in the Tagerzelle, leading to the Prater-street, the fashionable promenades. It commands fine views of the banks and quays of the Danube, and is close to the piers of the Hungarian and Turkish steamers, as well as to the northern railway station. It has 160 elegantly furnished rooms, forming suites of comfortable apartments for large and small families. The cuisine is excellent. Times, Galligian's Messenger, American, French, Italian, and all German newspapers. Baths, Stable, and Coach-house. English spoken by all the servants. [893]

**THE EMPRESS ELISABETH HOTEL.**—KAISERIN ELISABETH.—Proprietors, Heugl and Zwölfer. This Hotel is situated in the centre of the Austrian capital, near St. Stephen's square, and much frequented by English and American families for many years past; has been entirely and thoroughly repaired, and all its apartments newly and elegantly furnished by its new proprietors. Handsome dining-rooms, and dining-hall, with garden, reading and smoking rooms, have been added: English, American, and French papers on file. Private dinners and *à la carte* at all hours of the day. English waiters and commissioners in attendance. Charges moderate. Cuisine superior. [394]

**GRAND HOTEL NATIONAL, LEOPOLD SQUARE, 18, Taborstrasse.**—Two Hundred Chambers, from 50 cts. to 5 fls. Table d'Hôte. Restaurant Saloon. Choice Wines. Dinners *à la carte*, in the Saloon or in the Apartments. Reading and Conversational Rooms. Saloons for Fêtes and Music. Galligian's Messenger. Newspapers and Periodicals. Coffee Room; Billiard and Smoking Rooms. Handsome Carriages. Letter Box. Telegraphic Office in the Hotel, open all Night. Photographer. Attendants speaking all European Languages. Much and Mayer, proprietors. [395]

**HOTEL MUNCH.**—This Hotel is a large splendid building, a first-rate Establishment, very much frequented by English travellers, situated on the New Market, close to the Imperial Palace and the Theatres; contains many sitting-rooms, large and small apartments, and bath-rooms, and is furnished in a most elegant and comfortable style. "The Times" and "Galligian's Messenger" are taken in, besides the best French and German newspapers. The Dining-room is the most spacious and handsome in Vienna. Excellent cuisine. Dinners *à la carte* at any hour. English spoken by all the servants. [396]

## WATERLOO.

**THE LION MOUNT HOTEL AND MUSEUM,** in the centre of the Battle-Field, at the foot of the Lion Mount, kept by Mrs. VERALEWOCK, a niece of the late Sergeant Cotton, is now fitted up with every accommodation for parties visiting the Field of Waterloo. Visitors who may wish to remain to pass a few days, will find this Establishment most comfortable. The Museum connected with the Hotel contains the only real relics found on the Field, and Mrs. VERALEWOCK, the proprietress, furnishes books, plans, and views of the field, at the most reasonable price. [397]

## WIESBADEN, BATHS OF.

**VICTORIA HOTEL (formerly HOTEL DURINGER).**—The Proprietors take this opportunity of assuring the Nobility and Gentry that they will spare no exertions or expense to render their Hotel in every respect a comfortable residence for the best class of Travellers, and to give every satisfaction for the elegance and comfort of the apartments, for its excellent Cuisine, good attendance and conscientious moderate charges. For situation and agreeable residence this Hotel will be found superior to any other at this watering place.—HELBADH & HOLZAPFEL, Proprietors. Hot and Cold Baths. [399]

## WIESBADEN—Continued.

**ENGLISCHER HOF—HOTEL D'ANGLETERRE;** Proprietor, **JOS. BERTHOLD**, near the Promenade and Kochbrunnen. Mineral Water Baths supplied by the Kochbrunnen; large and small Apartments for Families, and excellent Bedrooms for single Gentlemen. The House has been known for many years among the *élite* of English Visitors to Wiesbaden, and it still conducted in its ancient style of comfort and elegance. Highly recommended by the author of the "Bubbles of the Brunnen of Nassau," and Murray's Hand-book. Price very moderate. After the season, Apartments, including kitchen, &c., are let at this Hotel on the same terms as private apartments in the town. [406]

**ROSE HOTEL AND BATH HOUSE, ALTEN & HAEFFNER**, Proprietors.—This first-rate Hotel, close to the Kursaal and the Theatre, surrounded by its extensive beautiful gardens, and the newly-erected Drinking Gallerie, is the only Hotel supplied with Baths from the principal Spring (Kochbrunnen). Quiet and airy situation, extreme cleanliness, with English confort and reasonable charges. See Murray's Handbook, 1860, page 501. English "Times," French and German papers. Table d'Hôte at 1 and 5 o'clock. [401]

**HOTEL DE FRANCE, SCHILLER SQUARE**, near the Kursaal and the Promenade; Proprietor, **J. HUBER**.—This newly-built Hotel, with all the modern improvements, is greatly recommended for its most elegantly furnished rooms, good attendance, and scrupulous cleanliness. Table d'Hôte; Private dinners. Garden. Advantageous terms for Winter residence. [408]

**FOUR SEASONS HOTEL AND BATH-HOUSE—HOTEL ZAIS**, Doctor ZAIS, Proprietor. A first-class Establishment, in the best and the most delightful situation, forming the corner of the great Square, opposite the Kursaal, the Theatre, the Promenades, close to the Boiling Spring, the Drinking Gallery, and very near the new English Chapel. The Hotel contains two hundred large and small apartments, newly furnished in the most elegant and comfortable style. The Bathing Establishment is fitted out with the best accommodations, and supplied from a very powerful hot mineral Spring. Table d'Hôte at One and Five o'clock. Large stock of the choicest Hocks in wholesale. [408]

**HOTEL DE NASSAU.—MR. GOETZ, PROPRIETOR.** A first-rate, well-furnished, quiet hotel, in the Great Square, opposite the Kursaal, and close to the theatre. Charge reasonable. (Murray's Handbook, 1862, page 211.) Mineral and cold baths, of all descriptions, newly fitted up in the English style. Galignani and other journals. Table d'hôte at One and Five o'clock. [396]

**BLACK BEAR HOTEL and BATH-HOUSE—OTTO FREYTAG**, Proprietor—close to the Mineral Springs, the Theatre, and the Kursaal. This first-class Establishment, surrounded by a large and charming garden, contains 140 Rooms and Saloons most elegantly and comfortably furnished, and 60 neatly fitted-out Bathing Cabinets, more than any other house in Wiesbaden; is well known to English Travellers for attentive service, scrupulous cleanliness, and modern charges. Private Dinners and "Dinners à la Carte," at any hour. English, French, and German newspapers. Pension during the winter months. [404]

**PRIVATE BOARDING-HOUSE,**  
 CONDUCTED BY AN ENGLISH LADY:  
**LOUISEN STRASSE, No. 2, WIESBADEN.** [L.A.—2]



## DOVER.



## ROYAL SHIP HOTEL, DOVER,

Conducted by the Dover Hotel Company, Limited,

## FACING THE SEA,

Adjoining the Terminus, and in connection with the London, Chatham, and Dover Railway.

Mrs. BOOTH, the Manager, is prepared to make arrangements on moderate terms with Families to Board and Lodge them, at fixed prices, for periods of not less than a week, excepting during the months of July, August, and September.

Offices of the Company, 33, Great Winchester Street, E.C.

W. BATTYE, Secretary. [406

## LONDON.

## THE INTERNATIONAL HOTEL,

LONDON BRIDGE RAILWAYS TERMINI.

**T**RAVELLERS visiting London to and from the Continent will find unusual convenience in this extensive recently erected Hotel, which adjoins the London and Brighton and the South Eastern Railways Stations, is in close proximity to the river Thames, and within seven minutes' distance of Charing Cross.

It combines the comforts and cleanliness and all the recent improvements of the best West End Hotels, with very moderate charges; a considerable reduction being made to travellers engaging their rooms by the week.

It possesses an unusually handsome Coffee-room, Reading, Billiard, and Smoking Rooms, comfortable suites of quiet airy Apartments, and direct Telegraphic communication.

Suites of Apartments, Private Sitting or Bed Rooms may be ensured by writing beforehand to

**MR. ALBERT GEARING, MANAGER.**

[L.O.—407

## TO CAPITALISTS—MISCELLANEOUS SHARE EXCHANGE.

LONDON OFFICES, 31, REGENT STREET, S.W.;

MANCHESTER OFFICES, ROYAL INSURANCE BUILDINGS.—ESTABLISHED 1854.

**H**ANNAM'S INVESTMENT CIRCULAR for the current month will be sent Post free on application, from either of the above Offices. It contains about 200 distinct classes of Shares, many of them very great bargains, unattainable through any other channel. Dividends may be safely secured, varying from 8 to 20 per cent.—Address, W. HANNAM & Co., Shareholders and Dealers, as above. [3 B. & B.



# SUPERIOR FURNITURE

BEDS, BEDDING, CARPETS, and  
CURTAINS, at

**T. H. FILMER & SONS.**

31, 32, & 34, Berners-street, London, W.

**T. H. FILMER and SON** respectfully call attention to their old-established Manufactory and Ware-rooms, the prices being the same as frequently charged for inferior goods.

An Illustrated Priced Catalogue sent post free.

## HOLLOWAY'S PILLS.—THE BEST FRIENDS.

**W**HEN Bad Health overtakes mankind, what would not be given to be free from it? Holloway presents to all Invalids the means of recovering their health and renewing falling strength for a mere trifle. His Pills invariably produce the most satisfactory results where the digestion, circulation or nerves are at fault. The Pills purify the blood, balance its circulation, strengthen the stomach, induce healthy action in the liver, and overcome all painful affections of the intestines, upon which they gently but effectually operate as aperients. Illnesses of the most alarming character, which have withstood all other treatment, have gradually yielded to a course of Holloway's Pills, which will ever prove the Invalid's safest friend.

Professor Holloway's Establishment, 244, Strand, London. [L.C.—410

## R. E. SIMPSON & Co.,

Patentees and Manufacturers  
of the

CELEBRATED

LOCK-STITCH

## Sewing Machines.

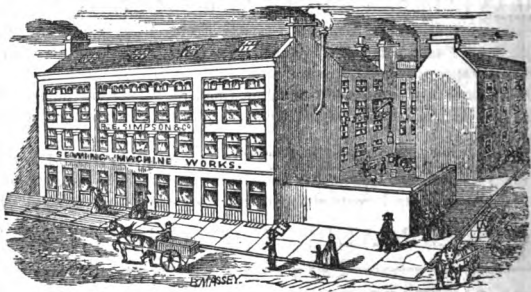
**THESE** Machines are suitable for all manufacturers, according to size and design. They will Bind, Braid, Hem, Cord, Quilt, &c., by self-adjusting gauges. The principle upon which they work, and the great mechanical nicety observed in the fitting, renders them durable, easy to work, little like y to get out of order, and free from that harsh jarring motion so common in inferior Machines. In

reference to **FAMILY SEWING MACHINES**, we would respectfully acquaint the Ladies of the United Kingdom, that no greater mistake could be made by them, than in purchasing Family Sewing Machines suitable only for light work. The great majority of such Machines of the present day are perfectly unfit, from lack of power, to do one half the Family Sewing. Our **NEW No. 1 FAMILY MACHINE** has been specially made to overcome this difficulty, and it does it most effectually. Besides Binding, Braiding, Hemming, Cording, &c., it will sew with perfect ease the finest Cambric, or 16 ply of Linen; the greatest range of any Family Machine in the world.

Purchasers taught in a few hours gratis; and Prospectus, with Testimonials and Samples of work, sent free on application.

Glasgow: Maxwell-street.

Edinburgh: 10, Cockburn-st.



**R. E. SIMPSON & Co., 116, Cheapside,  
E. C.**

[S. & T.—411

**DOUBLE GUNS, Breech Loaders,**  
 &c., Superior Fowlingpieces (complete),  
 10 to 35 Guineas. First-rate Double Guns, in  
 pairs, barrels to interchange. Improved Breech  
 Loaders, 15 to 35 Guineas. Enfield Rifles, 90s.  
 and upwards. Improved Revolvers, 5 guineas  
 and upwards. E. M. REILLY & Co., Gun-  
 makers, 502, New Oxford Street, London,  
 W.C.; Branch Establishment, 315, Oxford  
 Street, W., near Regent Circus.



## THE EUROPEAN BANK, LIMITED.

HEAD OFFICE:—83, KING WILLIAM STREET, E.C.

**CAPITAL £4,000,000, IN 80,000 SHARES OF £50 EACH.**

SUBSCRIBED CAPITAL, £2,146,700. PAID UP CAPITAL, £644,490.  
 RESERVE FUND £31,393.

### DIRECTORS.

**CHARLES BYE COLCHESTER, Esq., CHAIRMAN.**

**VICE-ADMIRAL BURNBY.** SIR ROBERT W. CARDEN. SIR JAMES CARMICHAEL, BART.  
 R. P. HARDING, Esq. W. VAUGHAN MORGAN, Esq. F. B. B. NATUSCH, Esq. J. IRVING PASCOE, Esq.  
 JAMES D. THOMSON, Esq. THEODORE TUBINI, Esq. CHARLES WHETHAM, Esq.

**LOCAL COMMITTEE—** { S. W. JOSEPHUS JITTA, Esq., (Messrs. J. Jitta & Zonen,) Amsterdam.  
 HOLLAND. { J. H. SCHRÖDER, Esq., (Messrs. H. B. Schröder & Co.,) Amsterdam.

**General Manager.—BRIGHT WOOL.**

**London** (Head Office), 83, King William Street, E.C., **RICHARD PRICE**, Deputy Manager. **Paris**, 6, Boulevard des  
 Capucines, **WILLIAM ZIMMERN**, Acting Manager. **Marseilles**, 22, 24, Boulevard Notre Dame, **DAVID DE LEON COHEN**,  
 Manager. **Amsterdam**, Dam-Hoek, Nieuwendijk, **W. J. HOLSBOER**, Manager. **Rotterdam**, Bier-Straat, Westsijde,  
 E. **REXBURG**, Manager. **Dublin**, 3, College Green, **GEORGE AMOS TUCKER**, Manager.

**Secretary—FREDERICK NALDER.**

**CURRENT ACCOUNTS** opened, and all Banking business transacted on the usual terms adopted by other London  
 Bankers.

**DEPOSITS** of £10 and upwards received from the General Public, subject to the customary rates of interest. On sums  
 deposited for fixed periods, an increased rate will be allowed.

The Bank grants **DRAFTS** and **LETTERS OF CREDIT** for large and small amounts upon its Branches, Agents, and  
 Correspondents in all parts of the World.

**FOREIGN BILLS** negotiated at the exchange of the day; those drawn for collection forwarded for payment in due  
 course.

**CIRCULAR NOTES** issued. **COUPONS** of dividend and interest, payable out of the United Kingdom, purchased.

**FOREIGN NOTES** and **MONEY** bought and sold.

The Bank executes orders for the purchase and sale of securities on the London Stock Exchange and on the Continental  
 Bourses.

The Agency of English and Foreign Banks undertaken.

**BRIGHT WOOL, General Manager.**

## INDIA (NOW READY.)

### BRADSHAW'S

## THREE PRESIDENCIES OF THE INDIAN EMPIRE,

Each Presidency forming of itself a complete and separate Handbook, with Maps, Town Plans,  
 Polymetrical Distance Tables, &c., neatly bound in Cloth, Price Ten Shillings each.

LONDON: W. J. ADAM'S, 59, FLEET STREET;  
 MANCHESTER: BRADSHAW AND BLACKLOCK, 106, CROSS STREET;  
 And through all Booksellers in the United Kingdom, the Continent, India, and the Colonies.

BY APPOINTMENT  
TO H. R. H. THE PRINCE OF WALES.

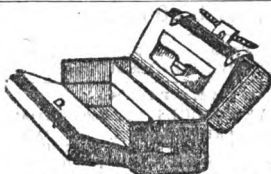


## ALLEN'S PORTMANTEAUS

37, WEST STRAND, LONDON, W.C.  
ILLUSTRATED CATALOGUES of 500 ARTICLES Post Free.



ALLEN'S PATENT  
BAG.



ALLEN'S PATENT  
Quadruple Portmanteau.



ALLEN'S PATENT  
DESPATCH-BOX CASE



SOLID LEATHER  
DRESSING CASE.



ALLEN'S  
FITTED  
BAG



RAILWAY  
PORTMANTEAU.



ALLEN'S NEW  
DRESSING BAG.



LADY'S WARDROBE  
PORTMANTEAU.



ALLEN'S SOLID  
MAHOGANY  
DRESSING-CASE

ALSO

ALLEN'S BARRACK FURNITURE CATALOGUE,  
POST FREE.

PRIZE MEDAL AWARDED, 1862,  
FOR GENERAL EXCELLENCE.

No. 415.



























































HDI



HB 2QM4 I



BRADSHAW.