

From May 1st until September 30th 1914

BELGIAN·STATE·RAILWAYS·AND·MAIL·PACKETS·

ENGLAND·CONTINENT

3 SERVICES·
DAILY·...



3 HOURS·SEA
PASSAGE·



LONDON OFFICES 53·GRACECHURCH·ST·E·C.
72·REGENT·STREET·W.

DOVER-O STEND
ROYAL MAIL ROUTE

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BELGIAN STATE RAILWAY * * * *

*** * * * AND MAIL PACKET SERVICE**

THE ROYAL BELGIAN MAIL ROUTE

TO THE

CONTINENT

(**via DOVER-OSTEND**)

Three Services daily — Three Hours Sea Passage.

**TIME TABLES AVAILABLE FROM MAY 1st
AND UNTIL SEPTEMBER 30th 1914.**

While every endeavour is made to secure the accuracy of the international Time Tables published in this book, no responsibility is incurred for any errors in the time tables

SOLE OFFICIAL GUIDE

**London to Brussels,
COLOGNE, BERLIN, RUSSIA,
The Rhine,
EMS, WIESBADEN, MUNICH,
SOUTH GERMANY, AUSTRIA, TURKEY, EGYPT,
Switzerland,
BALE, LUCERNE, BERNE, GENEVA,
Italy,
MILAN, ROME, NAPLES, BRINDISI.**

Belgian Booking Offices { **53, GRACE CHURCH ST., LONDON, E. C.** Telephone 4627 central
72, REGENT STREET, LONDON, W. Telephone 3670 Regent.
NORTHUMBERLAND HOUSE & PIER, DOVER. Telephone 257.

BELGIAN STATE RAILWAYS OFFICE, 47, Cannon Street, London E. C.
TÉLÉPHONE 5711 Central.

ANGLO-GERMAN SERVICES — FAST TRAINS.

a/ London (Charing Cross) dep. 9.0 p. m., Ostend dep. 3.25 a.m. Cologne arr. 9.51 a.m. Connection for The Rhine, Frankfort o/M, Munich, Triest, Berlin, Bremen and Hambourg; b/ Cologne dep. 10.5 a.m. with connection from Triest, Munich, Frankfort o/M — Ostend (Q) dep. 3.30 p.m. London (Charing Cross) arr. 10 p.m.

OFFICIAL PRICE LIST

OF REFRESHMENTS and MEALS

On Board the Belgian State Mail Steamers between Ostend and Dover

Restaurant Service managed by the International Sleeping Car Cy.

Luncheons, at fr. 4.00, are served on board the Steamers starting from Ostend Quay at 10.47 a.m. and from Dover at 11.00 a.m. Menu: Hors-d'œuvre, eggs or omelet, hot meat, vegetables, cold meat, dessert.

Dinners, at fr. 5.00, are served on board the boat starting from Dover at 4.15 p. m. Menu: Soup, hors-d'œuvre, fish, two courses of meat, vegetables, entremets, dessert.

Victuals	s. d.	Table Waters	s. d.
Bread	0 1	Lemonade, per bottle	0 6
Breakfast (Coffee or Tea), with Milk, Sugar, Bread and Butter	1 0	Soda Water (Schweppes)	0 6
Coffee or Tea, and Sugar (large cup)	0 6	Apollinaris, per bottle	1 2½
Coffee and Sugar (small cup)	0 4	" ½ " "	0 7½
Chocolate (large cup)	0 8	" ¼ " "	0 6
Chocolate, with Bread and Butter	1 2½	Bel-Val, per bottle	1 0
Two Eggs (soft boiled)	0 6	" ½ " "	0 6
" " with Bread and Butter	0 10	Spirits	
Beef tea or soup	0 5	Gin, per glass of 3 centilitres..	0 2
" with Bread and Butter	0 6	Schiedam, "	0 2
" with Eggs	0 6½	Cognac, "	0 3
Two Sardines (bread and butter)	0 8	Whisky	0 6
Butter	0 2½	Fine Champagne Saugé... ..	0 10
Cold Roast Beef, with Bread and Butter... ..	1 2½	Bénédictine..	0 7½
Ham, with two fried Eggs	1 2½	Grand Marnier	0 7½
Ham (per portion), with Bread and Butter	1 2½	Rhum Saint-James	0 5
Beef tongue, with Bread and Butter... ..	1 2½	Grog	0 6
Cheese Sandwiches... ..	0 5	Whisky, in original bottles (6 centil.)	1 2½
Meat Sandwiches	0 6	Cognac " (7 ")	1 7½
Cheese, Bread and Butter	0 7½	Wines	
1 small Biscuit (English size)	0 ½	Sherry, per glass of 6 centilitres... ..	0 5

Meals to be cooked (weather permitting)

Hot Roast Beef, with Potatoes and Bread	1 2½
Beef (joint) with Potatoes and Bread	1 5
Beefsteak, with Potatoes and Bread... ..	1 5
Roast Veal, with Potatoes and Bread	1 5
Sirloin with Potatoes and Bread... ..	1 7½
Two Mutton Chops, with Potatoes and Bread	1 7½
Roast (Chicken) ¼, with Potatoes and Bread	2 0
" (") ½, " " "	4 0
" (") whole, " " "	8 0
Salad (per portion)	0 6
Green Peas (per portion).	0 10
Green beans " " " " " " " " " " " "	0 10
Asparagus' heads (per portion)	1 2½
Omelet, plain (3 eggs)	0 10
Sweet omelet " " " " " " " " " " " "	0 10
Jelly " " " " " " " " " " " "	1 2½
Rhum " " " " " " " " " " " "	1 2½
Fish and vegetables (prices according to season).	

Special dishes (oysters, turbot, game, etc.) can be obtained on condition they are ordered from the Company direct 24 hours in advance; the prices are to be agreed upon beforehand between the consumers and the Company.

Beers &c.

Bavarian (Bock), per bottle	1 0
" " ½ " " " " " " " " " "	0 6
Pale-Ale Whitbread, per bottle..	1 0
" " ½ " " " " " " " " " "	0 6
Stout " per bottle.	1 0
" " ½ " " " " " " " " " "	0 6
Ginger Ale, bottle..	0 6

Porto, " " " " " " " " " " " "	0 5
Sherry, ¼ bottle	1 2½
Porto, ¼ " " " " " " " " " " " "	1 2½
Médoc, per " " " " " " " " " " " "	2 5
" ½ " " " " " " " " " " " "	1 2½
Margaux, per " " " " " " " " " " " "	4 0
" ½ " " " " " " " " " " " "	2 0
Graves, per " " " " " " " " " " " "	3 2½
" ½ " " " " " " " " " " " "	1 10
Brauneberger, per " " " " " " " " " " " "	2 5
" ½ " " " " " " " " " " " "	1 5
Hochheimer, per " " " " " " " " " " " "	2 10
" ½ " " " " " " " " " " " "	1 7½
Tisane Sleeping Car, per " " " " " " " " " " " "	4 10
" ½ " " " " " " " " " " " "	2 5
Mumm Extra Dry, per " " " " " " " " " " " "	12 0
" ½ " " " " " " " " " " " "	6 5
" ¼ " " " " " " " " " " " "	3 7½
Mumm Cordon Rouge per " " " " " " " " " " " "	12 10
" ½ " " " " " " " " " " " "	6 10
Montebello, maximum sec, per " " " " " " " " " " " "	10 5
" ½ " " " " " " " " " " " "	5 7½
Biscuits..	0 3
Chocolate a large box	0 10
" a small box	0 5

Fruits

(Prices according to season and quality).

Cigars and Cigarettes

(Prices according to brands).

FOREIGN MONEY.

NOTICE. — Foreign Money is accepted in payment of Refreshments on board the Belgian State Mail Steamers as follows: —

1 Pound Sterling (Gold or Notes)... ..	Frs. 25.00	100 Mark (Paper)	Frs. 122.00
1 Shilling	" 1.25	10 Dutch Florins	" 20.55
20 Mark (Gold)	" 24.50	2½ " " " " " " " " " " " "	" 5.10
10 " " " " " " " " " " " "	" 12.25	1 Dutch Florin (Paper or Silver)	" 2.055
1 " (Silver)	" 1.225	5 Roubles (Gold)	" 13.00
5 " (Paper)	" 6.10	7½ " " " " " " " " " " " "	" 19.50
20 " " " " " " " " " " " "	" 24.40	10 " " " " " " " " " " " "	" 26.00
50 " " " " " " " " " " " "	" 61.00	15 " " " " " " " " " " " "	" 39.00

N. B. — This notice is published in the restaurants and bars in French, Flemish, German, and English (on one sheet). English money can be obtained from the bar staff at the rate of the day. A complaint-book is deposited in the cabin of the captain.

5 new Turbine Steamers : „Princesse Elisabeth“, „Jan Breydel“, „Pieter De Coninck“, „Stad Antwerpen“ and „Ville de Liège“ are now running.

THE CHEAPEST RAILWAY FARES

IN THE WORLD

(2890 miles for 10^s/5^d)

(A) SEASON TICKETS AVAILABLE 5 DAYS

SEASON TICKETS are issued at all Belgian stations and in England at the addresses below, available 5 days, enabling the holder to travel on the whole Belgian railway system 2,890 miles (over the State lines and on all other Companies lines, together 4,650 kilometres), as often as desired during 5 days at the following low prices:

- 13.00 francs (= 10/5 shillings = 2 \$ 60 cents), 3rd class;
- 23.00 francs (= 18/5 shillings = 4 \$ 60 cents), 2nd class;
- 35.00 francs (= 28 shillings = 7 \$), 1st class, reserved compartments or saloon cars.

(B) SEASON TICKETS AVAILABLE 15 DAYS

Similar SEASON TICKETS available 15 days are issued at the following prices:

- 23.50 francs (= £ 0-18-10 = 4 \$ 70 cents), 3rd class;
- 41.00 francs (= £ 1-12-10 = 8 \$ 20 cents), 2nd class;
- 61.50 francs (= £ 2- 9- 3 = 12 \$ 30 cents), 1st class, reserved compartments or saloon cars.

An unmounted Photograph of the Holder, measuring about one and a half inches square, must be supplied to be affixed to all the above mentioned season Tickets.

Deposit. — A deposit of 4/ is also required on each ticket. This amount will be refunded at any Belgian Railway Station if the ticket is given up not later than 12 o'clock noon on the day following the last date for which it is valid, or on board the Dover-Ostend steamers.

CHEAP 17 DAYS RETURN TICKETS, from London to Ostend, very suitable in connection with these popular Season Tickets, are now issued, daily, at the following return fares:

- I class £ 2-0-0.
- II class £ 1-10-0.
- III class £ 1-0-0.

SEE ALSO YELLOW PAGE IV.

APPLY FOR THE SEASON TICKETS:

BIRMINGHAM	Mr F. O. Hayward, 36, Union Passage.
BOLTON:	Messrs Dean & Dawson Ltd, 2, Bradshawgate.
BRADFORD:	" " " 83, Market Street.
CARDIFF:	" " " 67, St-Mary Street.
DEVONPORT	" Curtiss and Sons, 60, St-Aubyn Street.
DONCASTER:	" Dean & Dawson Ltd, 57, High Street.
DOVER:	Belgian Mail Packet Offices, Northumberland House, Strond Street also Admiralty Pier (Telephone No 257).
EDINBURGH	Mr. John Frame, 63, Princes Street.
GLASGOW:	Mr. John Frame, 144, Buchanan Street.
GRIMSBY:	Messrs Dean & Dawson Ltd, 156, Cleethorpe Road.
HALIFAX:	" " " 24, Southgate.
HUDDERSFIELD:	" " " 49, New Street.
HULL:	" " " 7, King Edward Street.
LEEDS:	" " " 46, Boar Lane.
LEICESTER	" " " Gallowtreegate & 1, Eastgate.
LINCOLN:	" " " 321, High Street.
LIVERPOOL	" " " 38, Lord Street.
LONDON	Mr. John Frame, 6, South John Street. Belgian Mail Packet Offices, 53, Gracechurch Street E. C. (Tel. 4627 Central) and 72, Regent Street W (Tel. 3670 Regent). London and North Western Railway, Piccadilly Circus W. (*) Messrs Dean & Dawson Ltd, 82, Strand W. C. and branch offices. Mr. John Frame, 92, Southampton Row. W. C.
MANCHESTER:	Messrs Dean & Dawson Ltd, 53, Piccadilly.
NEWCASTLE-ON-TYNE:	Messrs Dean & Dawson Ltd, 89, Grey Street.
NOTTINGHAM:	Messrs Dean & Dawson Ltd, 3, Upper Parliament St. and 10, Alfreton Road.
OLDHAM:	" " " 2, Mumps.
PLYMOUTH:	" Curtiss and Sons, Tavistock Road.
PORTSMOUTH	" " " Pearl Buildings, Commercial Road
PRESTON:	Mr. John Frame, 91, Fishergate.
ROTHERHAM:	Messrs Dean & Dawson Ltd.
RYDE:	Messrs Curtiss and Sons, Esplanade.
SHEFFIELD:	" Dean & Dawson Ltd, 42, Fargate.
SOUTHAMPTON:	" Curtiss and Sons, 28, Queens Terrace.
STOCKPORT:	" Dean & Dawson Ltd, St. Petersgate.
WREXHAM:	" Dean & Dawson Ltd, 5, High Street.
IN BELGIUM:	at all railway stations.

(*) Or the following L. & N. W. Ry offices on giving 3 days notice: **BIRMINGHAM**, Stephenson Place, New Street Station; **DUBLIN**, 4, Eden Quay; **LIVERPOOL**, Lime Street Station. **MANCHESTER**, 67, Market Street and London Road Station.

For further information only, apply: Mr P. DEFRANCE, Commercial Representative of the Belgian State Railway, 47, Cannon Street. London E.-C. (Telephone 5711 Central.)

CHEAP EXCURSIONS TO BELGIUM

IN CONNECTION WITH LONG DATE EXCURSIONS

FROM THE NORTH OF ENGLAND

(from May to October inclusive)

A.) FROM LONDON

On presentation at the Belgian State Railway Offices, 53, Gracechurch Street, London E. C. and 72, Regent Street, London W., of the return halves of their Excursion Tickets, passengers taking above Excursions to London will be able to obtain cheap Tickets from London via Dover-Ostend as follows

	I	II	III
London to Ostend and back	31/10	23/10	15/9 available 8 days
London to Brussels and back	51/8 (*)	33/6 (*)	21/6 (*) » 15 »

These tickets are available by the 2.5 p. m. and 9.0 p. m. trains from Charing Cross. Beyond Dover, tickets are available by any boat and by any train of corresponding class. On the return journey, the tickets are available by any train of corresponding class on any day within their validity.

Passengers will be allowed to break their journey with Brussels tickets at Ostend, Bruges and Ghent. Hand luggage only free.

For through bookings and dates of Long Date Excursions from the North of England, see handbills issued by the Northern Companies (Great Northern Ry, London and North Western Ry, Midland Ry, Great Central Ry, Great Western Ry.)

(*) From June 2d.

B.) FROM DOVER (SEE YELLOW PAGE IV)

CHEAP EXCURSION TICKETS to OSTEND

Are issued daily from May 1st until October 31st, at the stations of the County of Kent here under mentioned, available to return within 3 days at the following prices :

1° St Leonards, Hastings, Tunbridge Wells, Tonbridge, Maidstone, Sevenoaks, Paddock Wood, Hawkhurst and Bexhill to Ostend and return.	Ist. cl. rail. Ist. cl. steamer.	III. cl. rail. IIst. cl. steamer.
	20 s/0d.	13 s/6d.
2° Margate, Ramsgate, Deal, Canterbury, Ashford, Sittingbourne, Faversham, Herne Bay and Broadstairs to Ostend and return.		
	15 s/6d.	10 s/0d.

The 1st. class tickets are available for all steamers, the 2nd. and 3rd. class tickets, however, only for the steamers leaving Dover at 4.15 and 11.0 p. m. and Ostend at 3.30 p. m. and 10.58 p. m. The 1st Class Tickets are available by all Trains and Boats. The 3rd Class tickets are available by any Train of corresponding class, and by any Boat with the exception of the 11.0 a. m. Boat, Dover to Ostend, and the 10.37 a. m. Boat, Ostend to Dover. The Tickets will also be available on Sundays, and Passengers should consult the Local Time Tables. The Boat Service is the same on Sundays as on Week-Days. The Validity of the Tickets is 3 Days, including the day of issue, but Passengers may return from Ostend by the 10.58 p. m. Boat on the third day, arriving at destination in the morning of the fourth day. Hand Luggage (in Passenger's own charge) only allowed. Passengers must find their own way between Dover Harbour and Dover Pier (5 minutes).

Tour N° 2. — BANKS OF THE SCHELDT (30 days).

Tour N° 7. — BANKS OF THE MEUSE, NAMUR, DINANT,
BANKS OF THE LESSE, GROTTUES ROCHEFORT,
HAN (30 days).

SEE WHITE PAGES 35 AND 42.

5 NEW TURBINE STEAMERS

EXCURSIONS TO BELGIUM (CONTINUED)

**WEEK END TICKETS
LONDON TO OSTEND & BACK.**

1st Cl., 31/10; 2nd Cl., 23/10; 3rd Cl., 15/9.

Cheap Tickets 1st and 2nd cl. issued **ALL THE YEAR ROUND** every Friday, Saturday or Sunday, and 3rd class issued on Saturdays only, available until the following Tuesday.

First and Second Class tickets are issued by the Trains leaving Charing Cross at 9.0 a. m., 2.5 p. m. and 9.0 p. m., every Friday, Saturday and Sunday; and are available to return from Ostend by any Boat up to the 10.58 p. m. Boat Tuesday Night.

THE THIRD CLASS CHEAP TICKETS are ONLY issued by the 2.5 p. m. and 9.0 p. m. Trains from Charing Cross every Saturday, available to return by any Boat from Ostend up to the 10.58 p. m. Boat Tuesday Night; and by any Third Class Train Dover to London up to the 3.40 a. m. Boat Train Wednesday Morning.

**BANK HOLIDAY TICKETS
LONDON TO OSTEND & BACK.**

1st Cl., 31/10; 2nd Cl., 23/10; 3rd Cl., 15/9.

Cheap Tickets available for 8 days issued at Easter, Whitsuntide, August Bank Holiday and at Christmas. Hand luggage only allowed free of charge with the above tickets. Ask for special handbills.

LONDON TO BRUSSELS & BACK.

1st Cl., { 49/9; 51/8(*); 2nd Cl., { 31/6; 33/6(*); 3rd Cl., { 20/3; 21/6(*).

AVAILABLE 15 DAYS

Cheap Tickets available for 15 days issued at Easter, Whitsuntide, August Bank Holiday and at Christmas. Hand luggage only allowed free of charge with the above tickets; ask for special handbills.

(*) From June 2d.

LONDON - OSTEND

Cheap 17 days Return Tickets

ISSUED DAILY THROUGHOUT THE YEAR

RETURN FARES:

1st Cl., 40s. 2nd Cl., 30s. 3rd Cl., 20s.

CHILDREN

1st Cl., 20s. 2nd Cl., 15s. 3rd Cl., 10/9.

Tickets allow break of journey at Dover, and are available for the Return Journey any time during 17 days. Hand Luggage only allowed free.

CIRCULAR TOUR — LONDON-BRUSSELS-PARIS-LONDON.

(From MAY 1st Until OCTOBER 31st.)

Cheap Circular Tickets, available for 30 days, are now issued Daily (Sundays included) from LONDON to BRUSSELS (via Ostend), BRUSSELS to PARIS, and PARIS to LONDON (via Calais or Boulogne)

1st Class, £4 7s. Od.; 2nd Class, £3 3s. 6d.; 3rd Class, £2 3s. Od.

The Journey can also be made in the reverse direction if desired. Passengers may travel by any Service according to Class.

No Free Allowance of Luggage.

CHEAP RETURN TICKETS from DOVER

AVAILABLE FOR 15 DAYS FROM ANY FRIDAY OR SATURDAY

Allowing OUTWARD AND RETURN journeys to be made by any service on any day within validity. From May until October inclusive.

HAND LUGGAGE ONLY ALLOWED FREE OF CHARGE

RETURN FARES from DOVER to	1st cl.	1st Boat 2nd Rail	2nd cl.	2nd Boat 3rd Rail
OSTEND (Also issued on the boats on Fridays and Saturdays).	9/-	»	7/2	»
BLANKENBERGHE via Bruges With liberty to break the journey at OSTEND and BRUGES.	13/2 13/10	11/3 11/11	9/5 10/-	8/7 9/-*
BRUGES With liberty to break the journey at OSTEND.	11/8 12/-	10/6 10/11	8/8 9/1	8/2 8/5*
GHENT With liberty to break the journey at OSTEND and BRUGES	16/2 17/4	12/10 14/-	11/- 12/1	9/7 10/2*
BRUSSELS With liberty to break the journey at OSTEND, BRUGES and GHENT.	21/11 23/10	15/10 17/10	13/11 16/-	11/4 12/6*
ANTWERP With liberty to break the journey at OSTEND, BRUGES, GHENT, BRUSSELS and MALINES.	26/- 28/8	17/11 20/6	16/- 18/8	12/7 14/2*
NAMUR With liberty to break the journey at OSTEND, BRUGES, GHENT and BRUSSELS	27/1 30/11	18/6 21/4	16/9 19/6	12/11 14/9*
LIÉGE With liberty to break the journey at OSTEND, BRUGES, GHENT, MALINES, LOUVAIN and BRUSSELS	31/11 34/11	20/11 24/2	19/1 22/4	14/4 16/5*
WATERLOO Are not issued at Christmas. With liberty to break the journey at OSTEND, BRUGES, GHENT and BRUSSELS.	23/10 22/2	» »	15/- 17/4	11/11 13/4*

These tickets are arranged for starting from Dover. When commenced from London, the holder must purchase tickets to and from Dover at the Railway station. Passengers taking excursion tickets to Belgium are not bound to start on the first day or return on the last day of validity but may travel any day within the period for which their tickets are available. The return fares from London to Dover are as follows :

	1st class.	2nd class.	3rd class.
Ordinary Train :	£ 1. 2. 9;	£ 0. 16. 4;	£ 0. 12. 11.
Boat Express :	£ 1. 17. 3;	£ 1. 5. 4;	. . .

* From June 2d.

BANK HOLIDAY TICKETS

At Easter, Whitsuntide, August Bank Holiday, and Christmas above tickets, with a validity of 15 days complete, are issued at special dates. See special handbills.

COMBINATION TICKETS

FOR

CHEAP CIRCULAR TOURS

ON THE

Continent of Europe

(RUNDREISE-BILLETS)

The Belgian State Railways draw the attention of the Public to the arrangements made with the other Continental Railways, by which Tickets for Tours at specially reduced fares are issued to Passengers travelling to the Continent by the Ostend Route.

The principal advantage of these Tickets is that a Passenger may choose his own route to almost any Station in Belgium, Germany, Austria, Hungary, Switzerland, Italy, France, Holland, Denmark, Sweden, and Norway (they are not issued to Russia, Spain or Portugal).

Application for quotation of fares, should be sent to the Belgian Booking Offices, 53, Gracechurch Street, London E. C. and 72, Regent Street, London W., and Northumberland House, Dover.

For Specimen Tours and further information, see pages 114 to 121.

COLOGNE

MAY-OCTOBER 1914

Exhibition of ART in HANDICRAFT, INDUSTRIES, COMMERCE & ARCHITECTURE

(DEUTSCHE WERKBUND-AUSSTELLUNG)

From The « Times », March 10th 1914

« Cologne is preparing for the world an exhibition which, especially for English visitors, will also be an education The exhibition, which will be opened in May, on the bank of the Rhine facing the City, is intended to display the progress which has been made in the last 10 years in Germany towards the ideal combination of good workmanship with good taste. . . . The exhibition as a whole will illustrate, on the one hand, the production of beautiful surroundings, whether in the street or in the house, which modern town-planning and domestic architecture, nowhere more successfully developed than in Cologne, has as its aim; and, on the other, the application to every sort of material and object, however common, of taste in design and honesty in workmanship. *As such it should be a worthy object of pilgrimage for all lovers of the beautiful in every day life.* »

THE ROUTE TO COLOGNE

is via Dover-Ostend — 3 Services Daily (1st & 2nd Class).

LONDON (Charing Cross). Dep.	9. 0 a.m.	2. 5 p.m.	9. 0 p.m.
COLOGNE Arr.	11.24 p.m.	5.40 a.m.	9.51 a.m.
COLOGNE Dep.	4.41 ^A a.m.	10. 5 a.m.	6.13 p.m.
LONDON (Charing Cross). Arr.	5.10 p.m.	10. 0 p.m.	5.43 a.m.

A. Train de luxe (1st class only).

For further particulars apply to the Agency for Traffic Department, Adam House, 16a, John Street, Adelphi, London, W. C.

LEIPZIG

EXHIBITION OF GRAPHIC ARTS

1914

The shortest way from London to Leipzig is via **Dover-Ostend-Liege-Aix.**

BELGIUM.

❖

«...Belgium is generally considered as the cradle of lace and provides this precious article for the entire Universe: all the great lace merchants depend on her for their supplies...»

❖



In proportion to its size Belgium is the most tickly populated country in Europe, its population per square mile being 3 times that of France and nearly double that of England. A comparison of the Customs returns of various countries reveals the fact that commercially, Belgium occupies the premier position as regards the value of imports and exports per 1,000 inhabitants.

Comparatively unknown up to within half a century ago, merely on the threshold of colonial expansion, Belgium may justly be proud of those efforts which have resulted in her attaining her present first rank position in the world of economics, a result attributable to the unflinching energy and commercial enterprise of her people and the confidence inspired by the good repute of her manufacturers and merchants, and lastly, to the world-wide reputation of her products.

Belgium's industrial activity is displayed in almost every direction: coal mines, iron works, copper mines, stone quarries, blast furnaces, steel works, zinc works, glass blowing, and the manufacturing of plate glass, sugar refineries, etc., etc., Belgian rails, Belgian rolling stock, window and plate glass, and other glass ware of Belgian manufacture are found in the markets of every country in the world.

There are now in Belgium 18 engineering works at which locomotives are made, 21 building passenger carriages, and 34 building goods wagons, with an aggregate annual output of 765 locomotives, 8,000 passenger cars and 25,000 wagons. The value of the rolling stock exported being £ 7,760,000 in 1907.

Belgian capital is invested in innumerable foreign and colonial undertakings; railway concessions are held by Belgians in Egypt, China, Persia, etc.

It has been calculated that no less than £ 28,000,000 (140,000,000 dollars) of Belgian capital have been sunk in developing and working the vast natural resources of the Russian Empire this sum representing the aggregate capital of the 105 concerns of Belgian origin in that country, of which 43 relate to the operation of coal and iron mines, petroleum wells, or various metal and glass works, whilst 16 relate to tramways.

H. M. the King of Siam has entrusted the reorganization of the administrative affairs of his kingdom to Belgian hands, ten of the latter filling high posts in the Siamese Courts of Justice. In Egypt again the Courts of Justice are the scene of further Belgian successes of this kind. In Persia the Customs are in the capable hands of Belgians.

Turkey also finds employment for members of the same nationality.

In Belgium, agriculture and horticulture are two very important industries and every year students and specialists from every part of Europe visit the principal centres of Belgium's activity in these branches. Belgian schools of agriculture, horticulture, cookery, etc., are well attended by foreigners and in Ghent, the growing of flowers and ornamental plants is a fine art and enjoys a well deserved reputation all over the world.

The environs of Brussels are famous for the hothouse grapes which are appreciated

by « gourmets » in this country and abroad and also for the well known Brussels chickens.

Belgian cart and van horses are the best in the world and obtain high prices on foreign markets.

Belgian flax, retted in the river Lys, called the « Golden River », is the finest in existence.

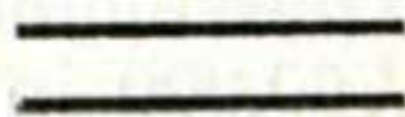
Another fact illustrates in a striking manner the enterprising spirit of the Belgians : Belgium was the first European continental nation to establish a state railway and in proportion to her area she has now a greater mileage of railways than any other country. The greater portion (2,530 miles) of her railway system (2,890 miles) is under State management and the low scale of fares in operation may be gauged from the fact that for a sum barely exceeding 2 dollars (or 10 s. 5 d.) a season ticket can be obtained covering journeys on the whole Belgian lines in any direction during a period of 5 days. A similar ticket for a period of 15 days costs 4 dollars 70 cents (or 18 s. 10 d.); whilst for an expenditure of 25 cents daily it is possible to travel for a whole twelvemonth at any time (day or night) upon any part of the 2,530 miles of the State railways. (For fuller details of these tickets see yellow pages).

The illustrations show that the comfort of the passenger is well looked after on the Belgian railways. On the other hand, from its geographical position, Belgium is the natural route for travel from England to most of the Continental cities.

An express service of up-to-date Steamers runs between Dover and Ostend in connection with the State Railways and connects England with the Continent. This steamer service is also State owned and State managed. Such facilities as these make it just to claim that for English and American travellers no country is so easy of access as Belgium.

The country is divided into two distinct regions, the western and northern portions being made up of wide plains which, especially in Flanders, are of unequalled fertility : the inhabitants are of Flemish race and language. To the east and south, where the Walloons are to be found, is a land of wood and mountain, with escarped cliffs, mysterious horizons : the grand valleys of the Meuse, Lesse, Houyoux, Amblève, Ourthe, Semois and the rugged summits of the Ardennes ranges. This, in the present day, is also the home of various industries, such as coal mines, smelting furnaces, iron foundries, glass works, machine factories, and the like; while Flanders still maintains the arts and fabrics for which Flemish towns have so long been famous, no less than for their extraordinary development of artistic architecture arising from a long-established prosperity and the sumptuous taste of the people. The cathedrals of such towns as Bruges, Ghent, Brussels and Antwerp, to be noticed presently, are not only magnificent buildings, but contain priceless treasures of paintings and sculpture of the great Masters of the Flemish school of art, while some of the town halls and public markets are no less magnificent, and are crowned by bell-towers which symbolise the aspirations of freedom and independence.

From the tourist's point of view no country can be said to be more accessible, less expensive to reach, more moderate in its hotel and other charges, or, with regard to its size, more interesting than little Belgium. And nowhere in Europe is railway travelling cheaper or the service of trains more convenient than in Belgium.



TOURS IN BELGIUM

BELGIAN WATERING PLACES

The reputation enjoyed by the seaside resorts of Belgium is in a great part due to their fine stretches of soft sand which extend from the Dutch coast to that of France, that is to say for a distance of about 35 miles. The rocks and pebbles such as one finds at nearly every other seaside place are here entirely absent.

The Belgian beaches, which are unrivalled as regards their absolute safety for children, who can build sand castles there to their heart's content, free from all danger, are not only the finest in Europe in this respect, but derive added charm from the

handsome villas which extend, as far as the eye can reach, along the sea fronts of Ostend, Blankenberghe, Heyst, etc., combining to render these places ideal holiday resorts. The bewildering variety of styles of architecture displayed in these villas, the luxurious accommodation afforded by the balconies and the inviting aspect of the numerous terraces fill the visitor with admiration. If entertainments are approximately the same everywhere, then certainly one can enjoy a vacation more cheaply in Belgium than anywhere else.



One point of comparison which anyone can appreciate is the cheapness of railway travelling. As every one knows, Belgium is entitled to the credit of being the first Continental country to establish railway; at the present day Belgium possesses in proportion to its size the greatest railways mileage of any country in the world.

As an example of the cheap facilities for travelling, a season ticket available for 5 days and entitling the holder to travel in any and every direction throughout Belgium, over the whole of the Railway lines (over 2800 miles), costs only 35 francs, 7 \$ or £ 1-8-0 1st class (« compartiments réservés » or saloon cars); 23.00 francs, 4 \$ 60 cents or 18/5 2nd class, and 13.00 francs, \$ 2 60 cents or 10/5 3rd class.

Similar tickets available 15 days cost less than double the above fares.

The Season tickets are obtainable in England at the principal Tourist Offices and of the official Agents of the Belgian State Railway (a list of which is given in this booklet) or **in London at the Belgian State Booking Offices, 53, Gracechurch Street, E. C. and 72, Regent Street, W.**

In addition to these season tickets the London and provincial Offices and Agencies issue a variety of tourist tickets to all parts of Belgium and Europe at reduced rates, as well as numerous excursion tickets to Ostend (see yellow pages).

The following is a short description of the watering places on the Belgian Coast which are specially favoured by bathers: from Ostend to La Panne, close to the French frontier, and from Ostend to Knocke-Zoute, near the Dutch border.

These termini are connected by a light railway running along the coast and affording a convenient and rapid means of communication between the various bathing resorts. Nothing is therefore more easy than to organise a series of delightful excursions in this neighbourhood.

OSTEND

(Inquiry Office, Place d'Armes, Ostend; also Administration Communale.)

Ostend, the Summer residence of the Royal Family of Belgium, occupies, beyond all question, the premier position amongst the bathing resorts of Europe and its ever increasing influx of visitors of all nationalities has indisputably established its claim to the title of **Queen of watering places**. Ostend is a town overflowing with gaiety and affording all the diversions of the great cities. During the Summer Season the town is the rendez-vous of an important and fashionable colony of strangers, arriving from all parts of the world, in all about 250,000, most of whom are English and Americans. Its popularity may be in some measure attributed to its numerous facilities of commu-

nication, for in addition to the great international expresses which run throughout the year between Ostend and the chief cities of Europe, there are special fast services between London and Ostend (three services daily each way) and during the summer between Paris and Ostend, etc.

For the convenience of passengers from London crossing between Dover and Ostend, five new turbine steamers have been built which embody all the latest improvements made in the shipbuilder's art, e. g. modern ventilation, electric lighting, and instalment of wireless telegraphy on board by which constant communication with the shore is maintained. A fleet of ten packet boats ensures three services daily each way between England and the Continent.

A new road from Paris to Ostend has been completed, which is designed specially for the convenience of motor cars and cycles, and enable the distance between these two towns to be covered in a few hours.

The bathing is unique; no other sands afford such an animated scene. The bathing machines are tastefully painted, and are drawn into and from the water by horses. It is not unusual in the month of August for 6,000 persons to bathe daily.

Indeed the beach, composed of smooth, fine sand forms an immense soft, velvety carpet whereon a gaily dressed crowd disports.

The scene on the sands is delightful, especially at bathing time: innumerable children building sand castles, troops of bathers of both sexes, the multitude of bathing machines; the myriads of bright flags of all colours fluttering gaily in the wind; all these evidences of joyous life attract and captivate the visitor.

The digue of Ostend along the sea front is the longest and finest in the world, extending from the pier to far beyond the King's villa, a distance of over three miles. Its entire length is lined with elegant and palatial villas, as well as with numerous first-class hotels, such as are only met with in capital towns.

The town itself, with its 40,000 inhabitants, possesses a large number of hotels of all classes. Concerts, at which the best artists of all countries appear, dances, theatrical entertainments, races, children's fetes, regattas, etc., follow each other without interruption.

The estacade (or pier) at Ostend is an immense promenade running for a distance of 600 metres into the sea and it attracts numerous visitors anxious to see the Belgian mail boats pass, or to watch, on the distant waters, the numberless boats sail by in every direction. The departure and return of the fishing fleet is another very interesting sight. Speaking of the fishing fleet, it is perhaps hardly necessary to remind our readers of the great reputation of the Ostend oysters, which are in such great demand by epicures of all nations.

The Kursaal is an extremely elegant building, covering an area of 10,000 square metres on the « digue » or sea front, and is a favourite rendez-vous with visitors. It possesses a vast concert hall, reading rooms, correspondence rooms, drawing rooms, a ball room, a restaurant and refreshment bars. When a great fete is to be given the various apartments can be converted into a single hall of enormous dimensions, capable of accommodating upwards of 10,000 people. The windows and glazed panels are so disposed that from every part of the building a fine marine view is possible, and from the terrace which overlooks the sea front, it is possible to enjoy the sea view while listening, to the concert going on in the hall.

Immediately behind the Kursaal, there is a very pretty park of 7 hectares in extent. The new town, which is rapidly outgrowing the old, extends from the Kursaal to Mariakerke — a neighbouring town recently annexed to Ostend. In this part the late King Léopold II has built a group of pavilions forming a veritable summer palace, and in the neighbourhood many beautiful buildings have recently been erected. Ostend is now the favorite summer residence of T. M. King Albert and Queen Elisabeth of Belgium and their family.

On the other side of the « Chalet du Roi » (King's Cottage) and of the Wellington Hippodrome an elegant and attractive new district, called « Ostend Extension » is growing up. Here is the Royal Palace Hotel, surrounded by a beautiful Park. The Royal Palace Hotel, the finest on the Coast, is a kind of modernised, colossal Louis XIV Castle near the King's chalet, within a stone's throw of the Hippodrome Wellington, not far from the pigeon shooting stand in the most modern, up-to-date and aristocratic part of Ostend. A covered gallery, 300 yards long and divided in two in its whole length by a glass partition containing several doors, enables visitors to walk alongside the sea while remaining sheltered from the wind.

A magnificent lounge leads to a large « Salle des Fêtes », furnished and decorated in the purest XVIIth century style, capable of containing 2,000 persons. During the season numerous balls, concerts and entertainments are given in this Hall and attract all the distinguished visitors staying at Ostend. In the handsome restaurant, where meals are served at separate tables, special bay windows opening automatically enable visitors to dine while seated at the sea front. In the evening thousands of electric lamps in the artistically painted ceiling throw a dazzling light of this large hall

and contribute, with the lavish decorations, to produce a most charming impression on the visitor. An excellent band is in constant attendance at the hotel.

Ostend possesses also a mineral water spring, the remarkable curative properties of which are well known. Its marvellous results have been thoroughly experienced and controlled by medical men for numerous diseases. The spring was met with at a depth of 300 metres on sinking an artesian well in the Park for the Waterworks of the town during the years 1858-1859. The quantity of water it may give is variable, as it is the case also for all mineral or thermal springs rushing out the soil at a great depth, and may be termed as being about 120.000-160.000 litres within every 24 hours. By its chemical features and therapeutic qualities, the Ostend mineral water belongs among the most efficacious and most remarkable chloruretted, sodic, sulphuretted, alcalinous, arsenical, lithinic, silicious and boracic mineral waters of Europe.



Near the Hippodrome Wellington, two splendid polo grounds have been laid out, where international polo matches are held, in which the best teams of Europe and America take part.

A) THE COAST FROM OSTEND TO THE FRENCH FRONTIER.

Raversyde o/Sea. Stopping place of the electric tram *Ostend-Middelkerke*. A pretty little sea-side resort of promising future. H. M. the King owns here a chalet in the Norwegian Style, surrounded by a splendid Park on the dunes.

Middelkerke. A few kilometres further is Middelkerke which is situated upon the line of light railway connecting Ostend with Nieuport. There is also a good service of electric trams running along the coast between Ostend, Middelkerke and Westende. Many pretty modern villas skirt the large terrace which occupies the sea front for the distance of one kilometre; behind this cluster of modern houses is the village proper, spreading itself upon the road followed by the light railway.

Middelkerke attracts those who desire a quiet and inexpensive villegiature, with the advantages afforded by the immediate proximity of Ostend. Visitors will find varied recreations at the kursaal during the season.

Several good hotels and numerous boarding houses render a long stay there inexpensive as well as comfortable. The sanitary conditions of the town are perfect; the drinking water is of the best quality and, in short, this resort is held in very high esteem by bathers.

Here also is the famous home for sick children which has been built and is managed by the administration of the « Hospices de la ville de Bruxelles » thanks to the generosity of Viscount Roger de Grimberghe.

It is a pleasant reflection to think that these little invalids are so well cared for as they are at this establishment, and the Viscount has earned the warmest praises of humanity for his work in this direction.



For further information, apply to the Administration Communale.

Westende. This is a charming place situated about 14 kilometres from Ostend and 4 kilometres from Nieuport and is the terminus of the electric tram from Ostend.

Nieuport-Bains. Throughout the summer there is a special fast service of trains between Brussels and Nieuport-Bains, via Ghent, Deynze, Dixmude and Nieuport-Ville. In front of the State railway station of **Nieuport-Ville** is the light railway station, at the corner of the rue Longue, which is the principal thoroughfare in the town. Going down the rue Longue one sees, on the left hand side, the Hôtel de Ville (Town Hall); turning to the right and passing down the street which opens directly opposite the Town Hall the visitor emerges in the « Grand'Place », one side of which is formed by the Church built in 1163 and possessing a remarkable interior. The Church, the Market (les Halles) and the Town Hall constitute the chief architectural features of **Nieuport-Ville**. **Nieuport-Bains** is lighted by electricity. Those who seek rest and a family holiday will find there everything they could wish for; a very pretty beach, a marine parade some 1,500 metres in length, charming residences, good hotels with a modest tariff, fine avenues and delightful walks. At the end of the pier, which runs 1,500 metres into the sea, there is a pavilion which is much frequented by visitors. It is very interesting to watch the shrimp fishers who ply their calling on horseback, and the fish market is always abundantly supplied with the various products of the fisheries.

There are easy means of communication between Nieuport-Bains and the neighbouring localities of Furnes, Coxyde, La Panne, etc.

Groenendijk-Plage. This is a very promising new watering place, on the outskirts of Nieuport-Bains, with a vast expanse of picturesque dunes and a splendid « digue » one kilometre in length. Pretty villas and hotels are being built and the plan of allotment has been conceived so as to maintain entirely the natural, peculiar and unequalled character of the dunes. **Groenendijk-Plage** is provided with very pure drinking water, perfect sanitary arrangements, electric light, a kursaal, an estacade, a bathing service, well chosen entertainments and a vast and well appointed aviation-ground.

For further information apply to the « Société anonyme de Groenendijk-Plage, Place Collignon, 12, Schaerbeek-Bruxelles », or to the « Secrétaire communal of Oostduinkerke ».

Oost-Duinkerke-Bains. A new seaside resort which has made much progress recently. The beach is level, the dunes high and intersected here and there by deep dales through which appear charming landscapes. Pretty villas have already been erected along the beach. Several hotels have been built and a great many visitors can find there every modern comfort, while the charges are very moderate. A train is run between the village and the sea in connection with each call of the steam tram.

For further information, apply to the Town Clerk of Oostduinkerke, or to the Société Civile des Dunes d'Oost-Duinkerke et de Coxyde, 98, rue Neuve de Gand, at Bruges, or to M. Van de Velde, géomètre du Cadastre at Furnes.

Coxyde-Plage. 7 kilometres from the French frontier lies the watering-place of Coxyde-Plage, connected with Furnes by light railway (6 kilometres). Its healthy air and its situation is delightful amidst the fine dunes which extend from Nieuport to the French frontier. These dunes, the highest on the sea-shore, are wooded on an area of 20 hectares. Nowhere are the dunes more picturesque; the district is overlooked by the « Hoogen Blikken », the most elevated spot on the Belgian coast.



The dunes are intersected by avenues paved with brickwork which lead to the villas and to the village, lying about 2 kilometres from the coast; the chief occupations of the inhabitants are agriculture and fishing and it is interesting to watch the shrimp fishers on horseback. The watering-place of Coxyde-Plage has a very brilliant future before it and combines the double advantage of country and seaside; there are already some hundred villas and several comfortable hotels nestling amid one of the most beautiful hollows in the sand hills.

For booklets and further information (free) apply to the « Société Anonyme Coxyde-Plage », 56, rue Royale, Brussels.

La Panne. This Charming place lies half way between Coxyde-Plage and the French frontier amidst the fine dunes which extend both sides. Many charming landscapes, numerous pretty villas erected in the sands of the dunes attract visitors. La Panne is connected with Furnes by a light railway (seven kilometres) and with the frontier station Adinkerke (Belgian State Railway), by a horse driven tramway (3 kilometres). Its proximity to France combines to make La Panne, one of the most agreeable bathing places along the coast.

B) THE COAST FROM OSTEND TO THE DUTCH FRONTIER.

Den Haan (Le Coq-sur-Mer). This pretty watering place lies distant some 12 kilometres from Ostend and 8 from Blankenberghe (20 minutes by electric tram sheltered from the sea winds). The beach is fine and a good motor car road between Ostend and Blankenberghe passes through Le Coq.

The sands are very fine and the numerous villas and cottages surrounded by trim and well kept gardens built on the summit and on the slopes of the sand hills give the place a most picturesque appearance.

Thanks to the munificence of Leopold II, late King of the Belgians, Coq-sur-Mer has been provided with one of the finest Golf Links on the Continent, forming an admirable course of 18 holes. The Pavilion is of English design, and is quite perfect of its kind.

Wenduyne. A short distance from Blankenberghe — is situated **Wenduyne**, a charming sea-side resort of recent creation, which owes its growing popularity to the neighbourhood of Blankenberghe. The place is a great attraction to those who love a quiet and inexpensive holiday resort, to which are added the advantages of close proximity to Blankenberghe and Ostend. These two towns may be reached in 8 or 30 minutes respectively by an electric tramway. The beach is very fine, surrounded by rugged dunes, covered with firs and Canadian poplars. The great Promenoir-Rotonde with its glass covered gallery affords a pleasant shelter in rainy or boisterous weather.

Wenduyne has drinking water supplied by waterworks, a drainage system, public and private electric lighting, a splendid park. It attracts the families, as may be seen by its commodious first class hotels offering every comfort and by the pretty villas and the quaint cottages scattered everywhere. The Bathing is a municipal service. The number of baths taken exceeds 50.000 during the season.

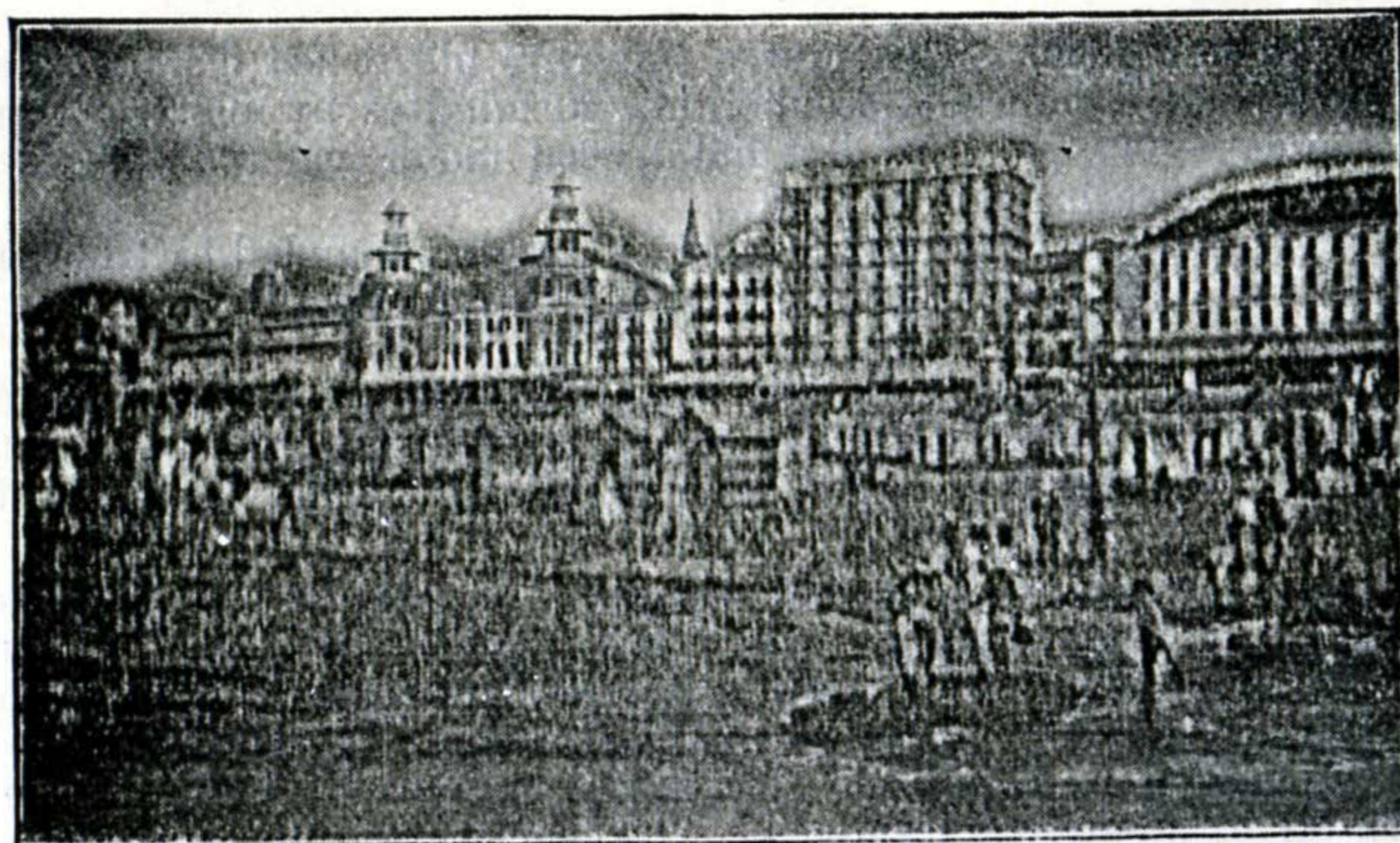


A brick sea wall defends the land against the encroachments of the waves; and from the observatory, built upon its summit, one can obtain a magnificent view of the entire surrounding country. As at Uytkerke, there are at Wenduyn school houses which afford accommodation to numerous children from the large towns who are as happy as the day is long inhaling the invigorating air and bathing in the sea.

An establishment of a special character, similar to the Hospice Roger de Grimberghe at Middelkerke, is provided for the cure of children suffering from rickets.

Further information can be had free on application to the Town-clerk at Wenduyn.

Blankenberghe. This pretty and popular sea-side resort is situated some



BLANKENBERGHE. — THE BEACH.

presenting a charming vista of various styles of architecture — stretches uninterrupted for a distance of 2 kilometres.

Everywhere the view proclaims elegance and comfort. The hospitality of its inhabitants, together with the total absence of conventionality so delights tourists from abroad that they repeat their visits every year.

21 kilometres from **Ostend**, with which town it is connected both by light railway and by the Belgian State Railway (by the latter via Bruges).

Blankenberghe is visited each year by upwards of 35,000 bathers. Its superb beach, with its fine, firm sand, its pretty sea front encircling the dunes, its hotels, pavilions, villas and cafés —

Without doubt Blankenberghe ranks second only to Ostend as one of the most charming seaside resorts in Belgium.

The chief occupation of the inhabitants of Blankenberghe is in the fisheries and there is always an abundance of excellent fish, such as soles, turbot, haddock, cod, flounder, plaice, skate, etc. Blankenberghe is famous for its mussels which are small, but fat, almost equalling oysters in merit. The reputation they enjoy is well deserved. The fisher folk have retained many of their ancient customs together with their antiquated but picturesque dress. With them fashion brings no change, they are today the same as they were ages ago and many tourists find their appearance and manners an interesting subject for study and observation.



BLANKENBERGHE. — THE SEA FRONT.

Zee-Brugge. Not far from Heyst and looking towards Blankenberghe is to be seen a gigantic mole extending into the sea : that is the port of Zeebrugge.

This semicircular mole, 2,500 metres in length, encircles a roadstead of 138 hectares. It protects a wall of 1,721 metres in length with a platform of 74 metres broad, bearing the harbour plant sheds extending over 9,500 square metres, railway lines, electric cranes, etc. The Lancashire and Yorkshire and North Eastern Railways maintain a regular steamship service between Hull and Zeebrugge during the holiday season, giving facilities to people residing in the north of England and Scotland for reaching Belgium and the Continent.

Zeebrugge is also reached by the State railway and by the light railway Ostend-Heyst and may become an important sea-bathing resort.

A bathing service has been established since 1907.

Along the sea a digue has been built where villas and hotels have been erected. The principal amongst them is the new Palace Hotel built by the Harbour Board, to provide suitable accommodation for passengers arriving and departing by sea. It is fitted with every modern convenience, and summer visitors to the Coast will also find it a suitable headquarters for their stay. The light railway service running along the coast, affords a cheap and speedy means of conveyance to and from the numerous bathing resorts situated between Ostend and Knocke, on the Dutch frontier.

Heyst-sur-Mer, which is within a three hours' journey from Brussels, and twenty minutes from Blankenberghe by the electric tram, ranks third in importance amongst Belgian Bathing resorts. It is a favourite watering place with well-to-do families for whom the gaiety of Ostend and Blankenberghe has little attraction. It offers excellent accommodation at a cost which is well within the means of all. Its sea front, which is very extensive, is lined with pretty villas and hotels of every class, built in simple yet elegant style. There is a small fishing fleet consisting of about 100 smacks of antique type which make both beach and sea a charming scene of animation, which is further added to by the frequent passing of transatlantic liners entering or emerging from the mouth of the Scheldt which lies between Breskens and Flushing and is easily discernable beyond Knocke and the Zwyn. The market of Heyst is held every Tuesday and presents a lively scene, which is a favourite rendez-vous with lady visitors in the town.

For further information (gratuitous), apply to the « Administration communale of Heyst-s/Mer ».

Duinbergen. Between Knocke and Heyst, the pretty watering place of Duinbergen is found nestling amid one of the most beautiful hollows in the sand hills. It is a rapidly growing resort with a promising future, thanks to its pretty villas and comfor-

table hotels, as well as its charming modern cottages, surrounded by well kept gardens, scattered among the dunes.

Duinbergen possesses a good supply of drinking water and perfect sanitary arrangements. It is lighted by electricity.

Everything combines to make this spot a great favourite with artists and those in quest of country scenery, together with the advantages offered by sea-side places and the comfort of modern cities.

For further information (free of charge), apply to M. Donat Van Caillie, administrateur de la Société de Duinbergen at Bruges.

Knocke & The Zoute. This quiet resort is noted among all the watering-

places on the coast for the immensity of its beach and its refreshing and inexpensive villegiature. The Zoute is, in reality, an extension of Knocke towards the North East, and comprises the dunes from there to the dutch frontier.

The vast extent of undulating dunes, the charming rural village of Knocke and hamlet of The Zoute combine to make a picturesque and delightful scenery. The beach is rapidly growing in repute and attracts many visitors.

A magnificent promenade stretches over a distance of two kilometres on the summit of the « Digue », which is skirted by attractive villas and numerous hotels of all classes, among which there is an imposing « Grand Hotel », containing 300 suites of apartments with pretty bay windows overlooking the sea and drawing-rooms, lighted by electricity. Zoute-Knocke, which is both a rural and seaside



BLANKENBERGHE.

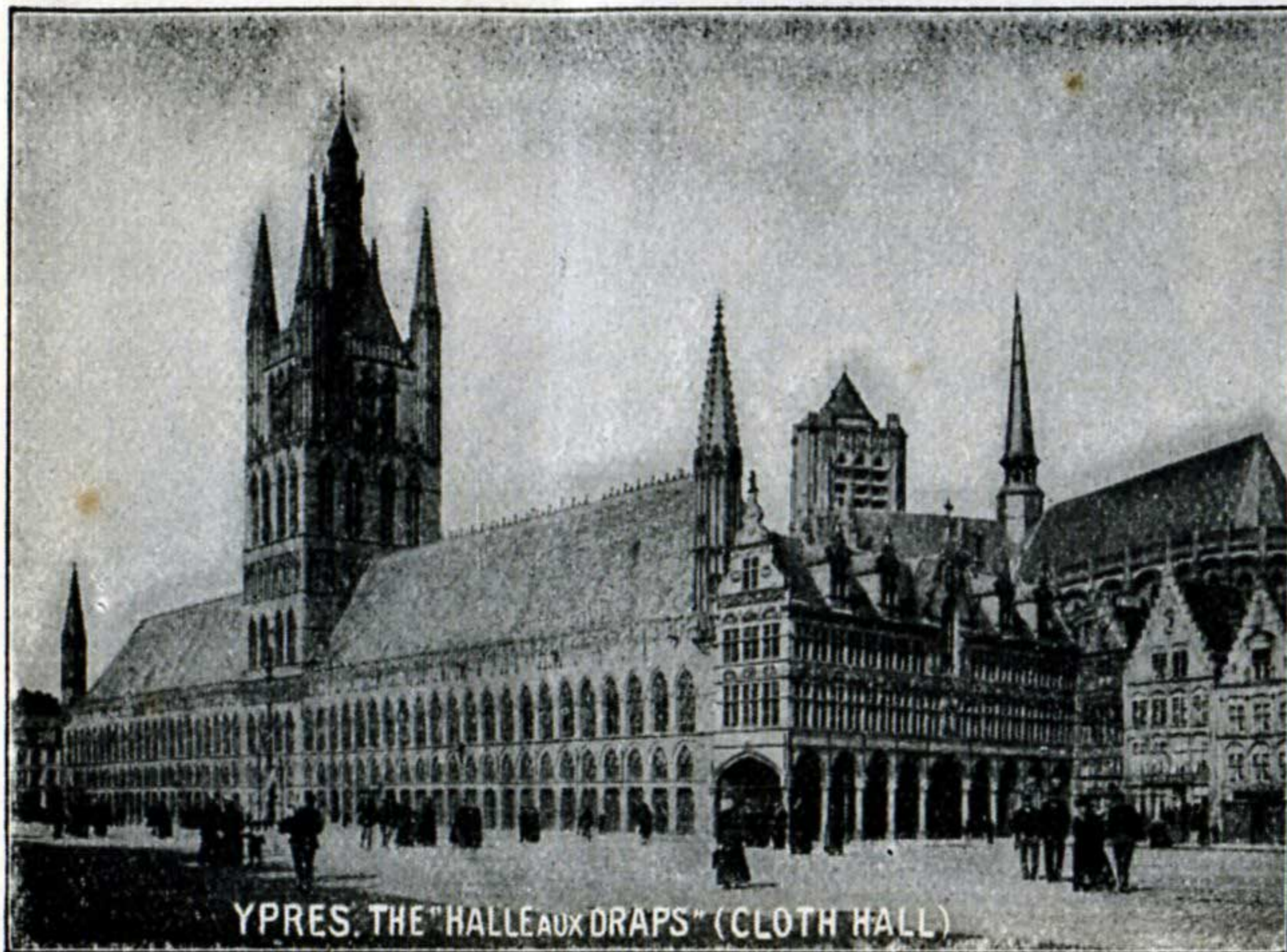
resort, is the starting place for pleasant excursions into Holland; it has first-rate grounds for golf and tennis, and is connected by electric tram with the State Railway Station at Heyst (10 minutes) via Duinbergen, and with Blankenberghe and Ostend. For further information, apply to the Administration Communale.

YPRES

Ypres.— In the year 1247 Ypres had a population of 200,000 inhabitants, which at that time was enormous, but towards the 16th century the wealthy cloth manufacturers, with their work-people, emigrated to England. The town, however, has pre-

served all its fine old buildings, among which may be noted the Halle aux Draps, the Belfry, and the Maison Communale (the latter is an enormous building of the Pointed style of architecture, designed with the best possible taste, and the wood-work of the interior is very beautifully carved): the Hôtel de Ville, in which is a fine room called

the *Chambre des Echevins*; the *Museum Mergelynck*, an old private house most interesting to visitors; and the *Church of St. Martin*, which contains the curious remains of the furniture and many valuable treasures from the ancient Cathedral.



YPRES. THE "HALLE AUX DRAPS" (CLOTH HALL)

BRUGES

The « *Roya* », an association formed for promoting the comfort of tourists visiting Bruges has its Enquiry Office (free): Parvis St-Sauveur and issues Ticket-Books at the moderate price of five francs entitling the holder to visit all the museums public buildings and art treasures of Bruges.

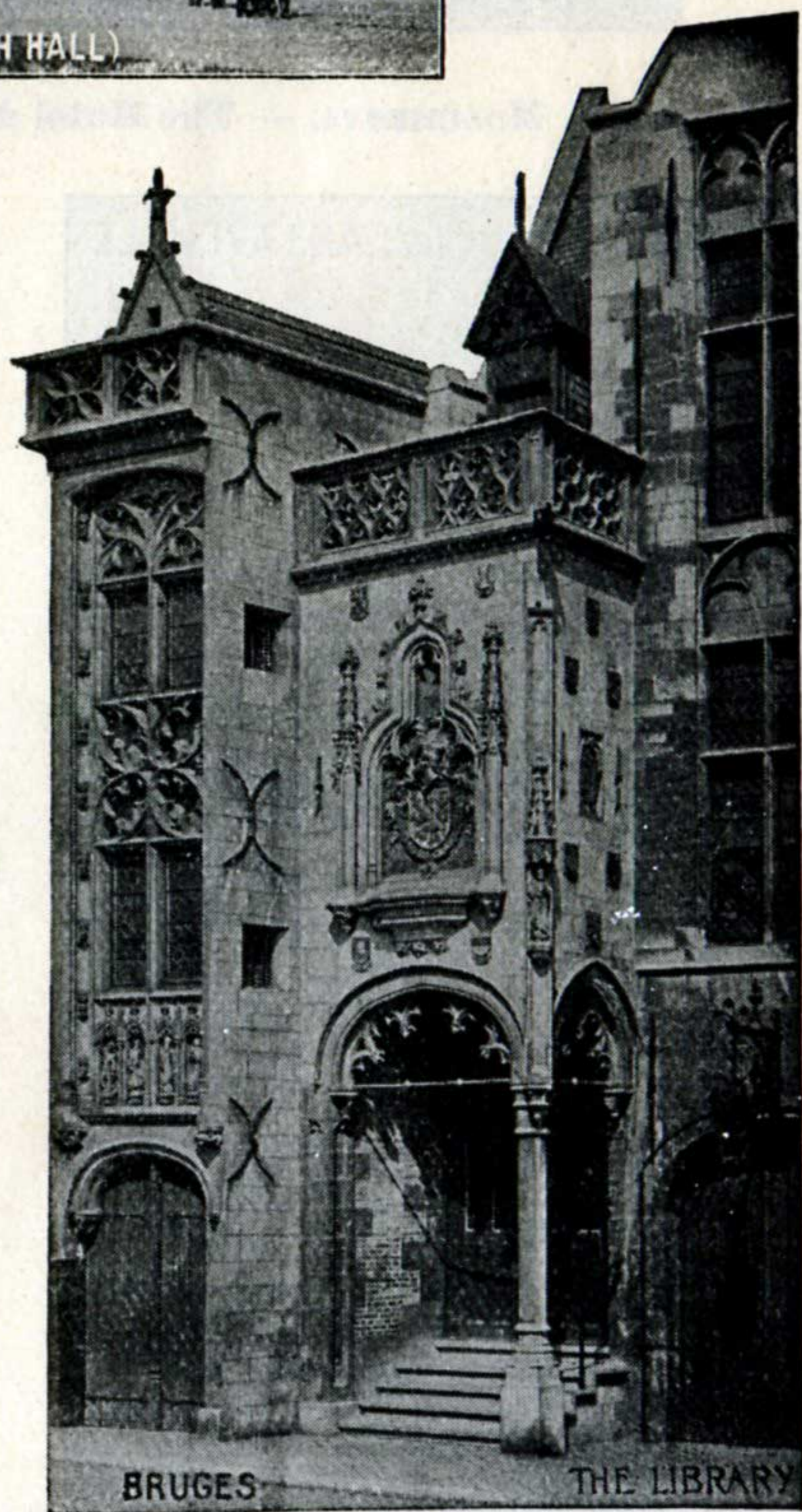
Bruges the old « *Venice of the North* », presents a very great historical interest. It is, without contest, the most beautiful of the Belgian mediæval towns.

In the zenith of its glory and splendour, in the 14th and 15th centuries, Bruges had a population exceeding 200,000 inhabitants. The town was at that time the great staple place for the trade of Northern Europe. All hanseatic towns had there their factories. Vessels of all countries unloaded here their rich cargoes and often more than 150 ships entered into the large docks in a single day.

The commercial and industrial prosperity of Bruges was only equalled by its artistic treasures, a great part of which, maintained with a religious pride, constitute at the present time the charm and chief attractions of the old Flemish city.

There is but one Bruges in the world: every year thousands of strangers come to admire its striking architectural features, its picturesque sights, its numberless artistic treasures, precious relics of its former splendour.

The principal cause of the down fall of Bruges was the filling up by sand of its natural harbour, the « *Zwijn* ». But its communication with the sea is regained now through the gigantic deep water harbour built at Zeebrugge, on the seacoast and the great maritime canal connecting this port with the town, where docks, wharves, warehouses, electric cranes and a maritime station occupying 28 hectares, furnished with all the necessary implements for sea traffic have been provided.



BRUGES

THE LIBRARY



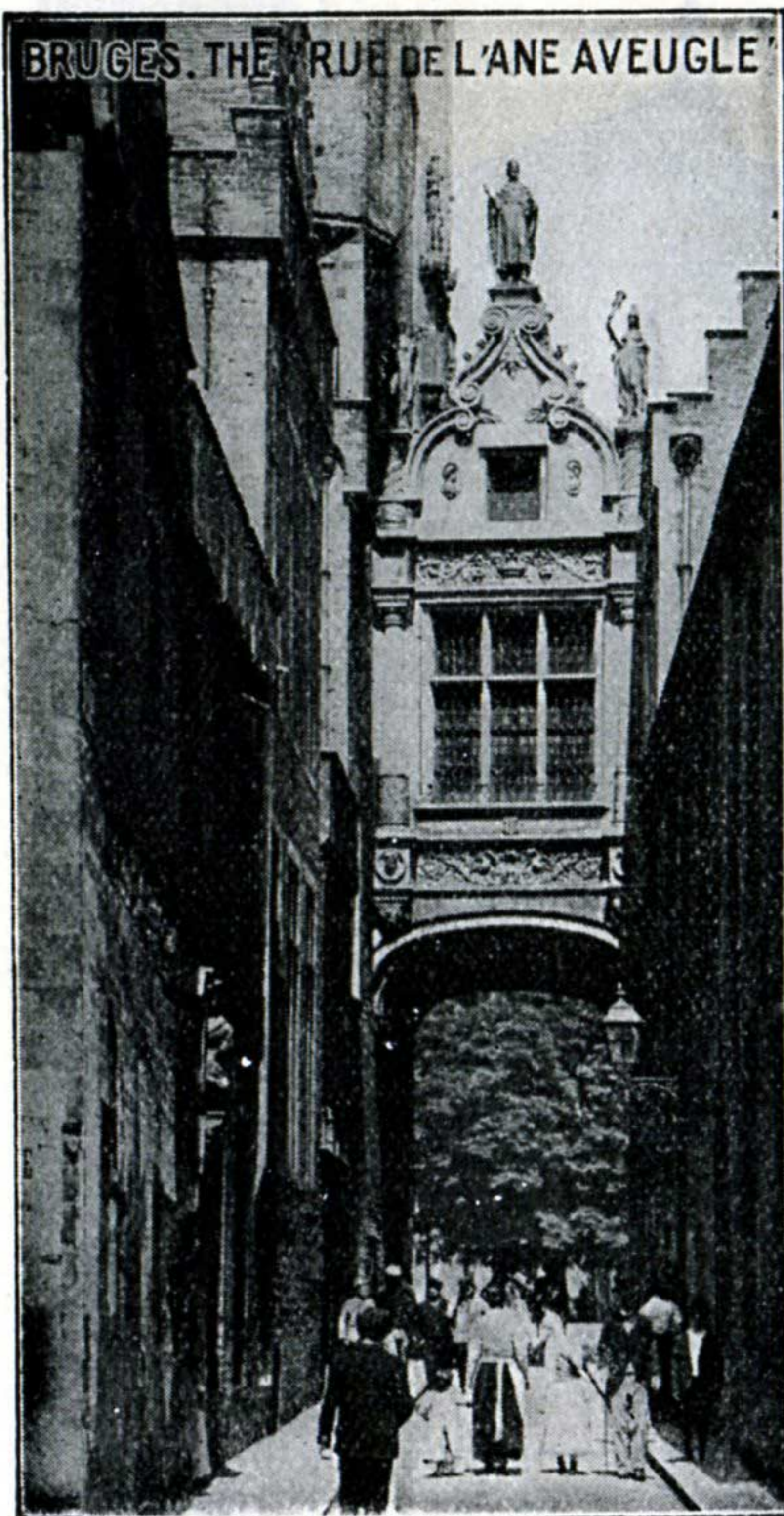
BRUGES. THE COURTS OF JUSTICE AND THE TOWN HALL.

PRINCIPAL MONUMENTS. — The **Hotel de Ville** (14th century) with its magnificent « Salle des pendentifs ». This charming edifice is very typical of the Flemish town halls, which have been compared, with much reason, to shrines of stone.

The **Belfry** (1248) is a good example of gothic architecture and holds a chime of 49 bells. This bold tower, rising from the huge mass of the **Halles**, points in the sky of Flanders as an imperishable glorification of liberty and independence of the communes of old. **Gruuthuuse** (1430-1470). An old manor with a splendid collection of laces.

Hopital Saint-Jean (12th century), where are to be seen some of the most admirable master-pieces of the painter Memlinck and especially the celebrated Shrine of Sainte Ursule. The **Poorters-logie** (15th century), where are kept the Archives of the State. The **Tonlieu** (15th century), now occupied by the Public Library.

CHURCHES. — The **Cathedral of Saint-Sauveur** (13th century) where the Chapel Ambulatory and the Choir-chapels are much admired. In the church are to be seen pictures of the masters Pourbus, Van Orley, Lanceloot Blondeel, Van der Goes, Van Oost, etc., the brass memorial plate of Walter Coopman, the arms of the knights of the Golden Fleece. **Notre-Dame** (12th century). — Marble tombs of Charles the Bold and Mary of Burgundy, Statue of the Virgin attributed to Michael Angelo. Pictures of Gerard David, Pourbus, Van Oost, Van Orley, Claeissens, etc. **Saint-Jacques**,



erected about the middle of the 13th century and enlarged during the 15th and 16th centuries. Pictures of Pourbus and other painters of the Flemish school.

Chapelle du Saint-Sang (15th century) and the Crypt of Saint-Basile (12th century). Magnificent Shrine of the Holy Blood, paintings by Flemish masters.

Jerusalem church (1430). Church of St-Gilles (13th century). Church of Ste-Anne (16th century).

Statues. — Memlinck, Jan van Eyck, Simon Stevin, Breydel and De Coninck.

Museums. — Museum of Antiquities, Grand'Place. Museum of old Paintings, rue Sainte-Catherine : pictures of Gerard David, Van Eyck, Memlinck, Hugo Van der Goes, Lanceloot Blondeel. Museum of modern Paintings, Quai des Teinturiers : important pictures of Suvée, Odevaere, Kinsoen, Van der Donckt, Coosemans, Claeys, etc. Museum of the Hospices civils, rue des Chartreuses : old pictures, furniture, iron works, brass and tin. Museum of the Potterie, Quai de la Potterie : old pictures, furniture, iron works and brass.

The tourist will find a number of useful notes and many illustrations in the brochure entitled : « Bruges in two days : 1 fr. 50 » by the chanoine Duclos (editors : Vandevyvere-Petit, Bruges).

GHENT

An **Official Information Office** under the supervision of the City Administration has its rooms near the Cathedral.

The city of Ghent (210.000 inhabitants) is situated at the confluence of the Leie (Lys) and the Scheldt; the arms of these two rivers, together with several canals, divide the town into numerous islets united by 65 bridges



Ghent is in direct communication with the North Sea by means of the Terneuzen Canal which is sufficiently deep to admit the passage of ships of large tonnage.

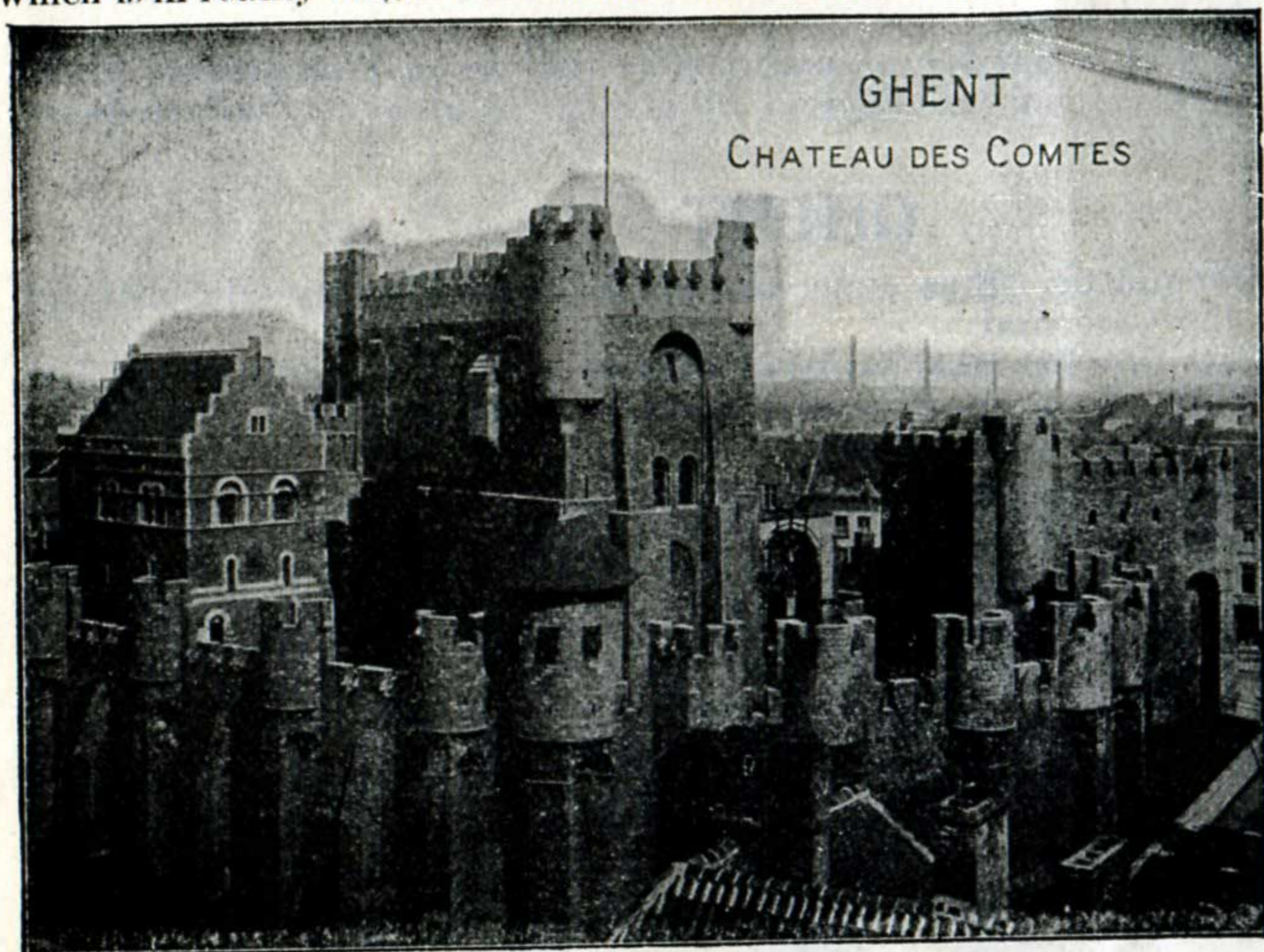
The principal industries are spinning, weaving, and the construction of machinery; but Ghent is also well known on account of its numerous horticultural establishments, and a great number of its gardeners have gone over to England to manage hothouses there.

During the 15th and 16th centuries, Ghent was considered the most important town in Flanders, and almost in Northern Europe. The Emperor Charles V, who was born here in 1500, held the great Flemish city in especial esteem, as one of the chief jewels of his crown. His punning boast to Francis I of France concerning Ghent is well known. « Je mettrais votre Paris dans mon Gand » (« I could put your Paris into my Ghent », said the Emperor. Ghent in French is pronounced like « gant » « glove »).

The place is rich in historical associations, some of them especially interesting to Englishmen. Here was born, in 1340, John of Gaunt (or Ghent), the son of Edward III, and Philippa of Hainault, the « time-honoured Lancaster » of Shakespeare, and father of King Henry IV. The Counts of Flanders were inaugurated at Ghent, and there, in 1467, Charles the Bold, the last Duke of Burgundy, was crowned. Two of the chief worthies of Ghent were Jacques Van Artevelde and his son Philip. The former, a brewer and a

leading citizen, took the part of Edward III, in that king's claim to the French throne, while the Counts of Flanders took the opposite side. Edward considered the brewers of Ghent a most valuable ally. Jacques Van Artevelde was ultimately slain in a riot of the citizens, who objected to his design for setting up the son of Edward III, as Count of Flanders. His son, Philip Van Artevelde, was Captain-General of the people of Ghent, and their leader in a civil war against Bruges. After a brilliant and victorious career he was killed in the battle of Rosbecque fought against the French, in 1382.

The principal objects of interest are the *Hôtel de Ville* (a very fine old building, containing a chapel, a Gothic chamber, and the Salle des Mariages); the *Belfry*, with its wonderful carillon and tower, surmounted by a dragon in gilded copper which is in reality larger than an ox; the *Cathedral of St-Bavon* (XIIth-XVIth century)



containing numerous fine examples of the old masters; the *Statue of Jacques van Artevelde*, friend and ally of Edward III of England, in the Place du Vendredi, the scene of all the great events in the history of Ghent quite close to it is an enormous *Canon* of the 15th century.

The « *Château des Comtes* » (1180) very interest-

ing; the « *Ruins of St-Bavo's Abbey* »; the two « *Béguinages* » (Convent of Beguines) inhabited by 500 and 250 beguines, street and houses of the XVIIth century — entrance free); the *Fine Arts Museum* in the *Park*.

Itinerary from the station Gand-Sud: Rue de Flandre : *Statue of Lieven Bauwens*, who introduced the spinning industry on the Continent; *Geeraard Duivelsteen* (castle of Gérard the Devil) [1250], with a splendid crypt (entrance fee : 1 person, 30 centimes; group of 7 to 10 persons, 2 francs); **St-Bavo's**, the Cathedral, one of the most richly adorned churches in Belgium : 12 monumental tombs of bishops, by the best sculptors of the XVIIth and XVIIIth centuries : 8 enormous candelabra among which 4 splendid Italian ones (beginning of the XVIth c.) rich stalls in mahogany [1767]; splendid marble altars : numerous master-pieces of Flemish painting, among which Fr. Pourbus, *Jesus among the doctors*; Rubens, *St-Bavo*; Hubert and Jan Van Eyck, **Adoration of the Lamb** [1432], which is considered the noblest work of the old Flemish school; the pulpit, L. Delvaux's master-piece [1745]; under the choir, vast crypt with tombs and paintings. (1 person fr. 0.50, 6 to 10 persons, 3 fr.; open from 10.30 a. m. to 12 and 2.30 to 4. On Sundays from 10.15 to 11, and from 12.15 to 1, entrance free.)

In the **Rue du Refuge**, close to the front entrance of St-Bavo's, the house called **Achter-Sikkel** [1500]. **Rue Haut-Port :** houses called the *Voor-Sikkel* [1300 and 1474]; the *Black Moor* [1474]; the *Big Moor* [1474]; *St-Jorishof* [1476]; **Townhall**, gothic front [1518-1560], front in renaissance style [1595-1622]. Inside : great hall, chapel, council-hall, gothic staircase, armoury-hall, States-chamber with paintings : *Maria-Theresia in her lace-dress*, by Martin van Meytens, *Joseph II*, by Lion, *the prince Eugène de Savoie*, *Charles of Lorraine*, etc. (Tip to the porter); **Belfry** (beg. of the XIVth C.) (1 person, 1 fr.; 2 or 6 persons, 2 fr.), chime, copper dragon [1378] on the top. Next to the Belfry, the *Mammelokker* [1741] and the *Drapers'-Hall* with crypt (*Ratskeller*) [1425]. **Rue de Catalogne :** **St-Nicolas' Church** [XIIIth c.]. **Marché aux Grains :** central *Post Office* [1906]; houses in renaissance style. **St-Michael's Bridge** [1907]: fine prospect on the place and the gothic buildings; *St-Michael's church* [XVIIth c.]. Van Dyck, the *Crucifixion*; G. de Craeyer, *Ascension of the Virgin*; Zegers, the *Flagellation*. **Place St-Michel. Rue des Servantes. Quai au Blé :** on the pavement between houses numbered 12 and 13 splendid prospect on the *Post-Office*, the **House** (or Guildhall) of *Free-Boatmen* [1532] a masterpiece of late gothic style; the *House of Corn-Measurers*

[1698]; the **Spijker** [XIIIth c.]; *St-Nichola Tower* and the *Belfry*. On the *Quai au Blé* stands the *House of Boatmen* [1740]. **Pont aux Herbes** : View of the old *Harbour*. **Place au Foin** (Haymarket) : the second *Spijker* [XIIIth c.]. **Marché aux Légumes** (Vegetable market) : former *Slaughterhouse* [1410]. **Pont de la Boucherie**. **Place Sainte-Pharaïlde** *Houses* of XVIth and XVIIth c.; *Fish market* [1689]. On this square Protestants were burned or beheaded in the XVIth c.; **Castle of the Counts of Flandre** [1180]; the inferior part of the keep, is the primitive Castle (Xth c.); 3 underground prisons, splendid crypt; from the top of the keep, fine panoramic view of the town; house of the count, etc. (October-March : 10 to 4, April-September 10 to 6; fr. 0.50 1 person, 2 fr. 5 at 10 persons). **Pont de la Décollation** : on this bridge criminals were beheaded in the Middle-Ages. **Avenue de la Cour**.

Cour du Prince : through the gate of the palace in which Emperor Charles V was born. **Chemin du Rabot** : *Rabot* (or Water-Tower) built in 1488, in commemoration of the retreat of Emperor Frederik III and his son Maximilian, after the former had been besieging the town for forty days. **Floating-bridge**. **Quai Saint-Antoine**. **Rue de l'Académie** : through **Rue d'Argent**. **Rue Ste-Marguerite**. **Rue longue des Pierres** : **Museum of Antiquities**, silver [1483] and brass tomb-slabs [1350, 1607, etc.], the finest collection of artistic wrought iron objects in Belgium, furniture, etc. **Rue de la Monnaie** : View of the *Count's Castle*. **Quai de la Grue** : *Houses* of the XVIIth c. **Pont du Laitage** : *Big cannon* [XVth c.] : caliber 26 inches; length, 4 1/2 yards. **Marché du Vendredi** the scene of the principal events in the town's history; *statue*

of the famous popular leader Jacob Van Artevelde; het *Torentje* (or Guildhall of the tanners, end of XVth c.); *St-Jacob's church* (beginning of XIIIth c.). **Rue Neuve St-Jacques**. **Pont Neuf**. **Rue Van Eyck** (*Pass the two bridges*) : **Ruins of St-Bavo's Abbey** (end of XIIth c. and XIIIth c.); inside, museum of stone objects (open. April to September from 10 to 6 o'clock; October to March from 10 to 4 o'clock; 1 person 0.50 fr., 5 to 10 persons 2 fr.)

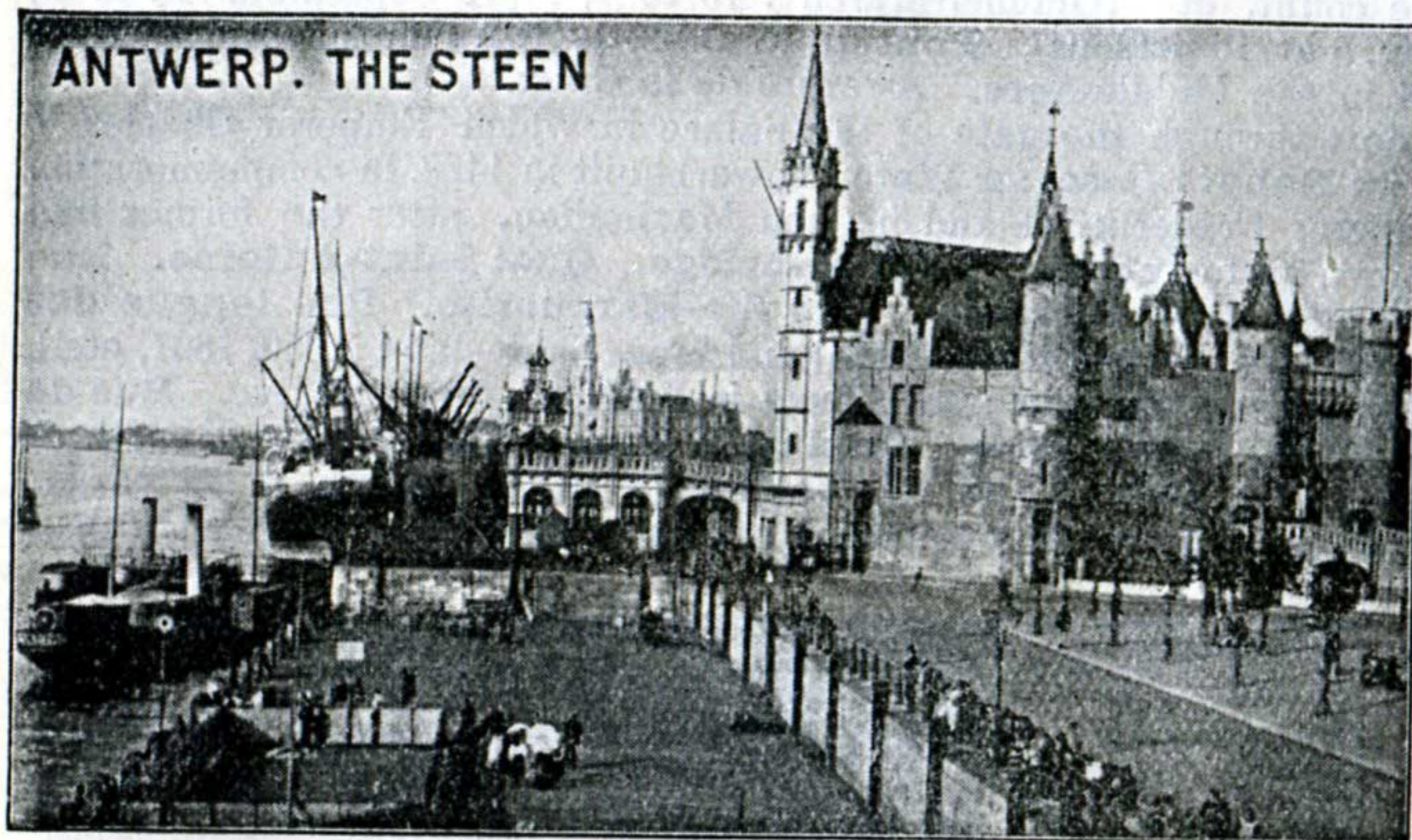


Romanic and gothic sculpture; the finest collection of old tombstones in the whole world. **Pont Van Eyck**. **Rue Porte aux Vaches**. **Place Artevelde** : *St-Anna's church*. **Rue longue des Violettes**. **Béguinage** : (*Convent of Beguines* with fine church and green; streets and houses of the XVIIth c., inhabited by 250 beguines (dress of the XIIIth c. entrance free). Electric tram [n° 2] to the *Marché-aux-Grains*. On foot or by carriage through *rue des Champs*. **Place d'armes** : *Theatre, Exchange, Wauxhall*, symphony concerts at 8.30 p. m. **Place du Commerce** : *Court of Justice*, [1846]; *statue* of the lawyer Metdepenningen. **Pont des Récollets**. **Quai aux Tilleuls**. **Pont Sainte-Agnès**. **Coupure**. **Rue Kluyskens**. **Rommelaere-Institute** [1904] : *Civil Hospital* [1878], *University Institutes*. **Boulevard des Hospices** : fine gable of the *Byloke* a masterpiece of brick-building XIVth c.). **Boulevard de la Citadelle** : *Monument* of the burgomaster de Kerchove. **Parc** : **Fine Arts Museum** (10 centimes), splendid Brussels tapestry work; pictures by Rubens, Van Dyck, De Craeyer, Duchâtel, Rembrandt, Key, F. Hals, Van Utrecht, Baertsoen, Buysse, Claus, C. and X. de Cock, L. de Winne, Frederic, Struys, Vanaise; sculptures by Vinçotte, Jef Lambeaux, P. de Vigne, A. Dillens, Lagae, Meunier, Rodin. **Avenue des Arts** : *Leopold-Barracks* [1906]. **Plaine St-Pierre** : *St-Peter's church* (beginning of XVIIth c.). **Rue neuve St-Pierre**. **Rue de l'Agneau** : Station : Gand Sud.

ANTWERP.

On the Scheldt the first port of Belgium (300,000 inhabitants), has a very peculiar appearance, with its old houses and its numerous statues of the Holy Virgin placed at the corners of the streets. It is one of the most important Continental sea-ports, and is noted for its churches and statues. The lapidaries of Antwerp are celebrated for their skill in diamond cutting. The great masters of the Flemish school of art born in Antwerp are : Quentin Metsys, Rubens, Van Dyck, the two Teniers,

Floris, Jordaens, de Craeyer, DeKeyser, Leys, Wappers. The port of Antwerp is the starting point of a great number of maritime services by which it is put in communication with the whole world; and there is a daily service by which an intense intercourse be-



tween London and the Continent by way of Harwich (Great Eastern Railway) is entertained.

The steamers of the Great Central Railway run thrice weekly between Grimsby and Antwerp, the Lancashire and Yorkshire Railway Company's steamers run thrice



ANTWERP. — MUSEUM.

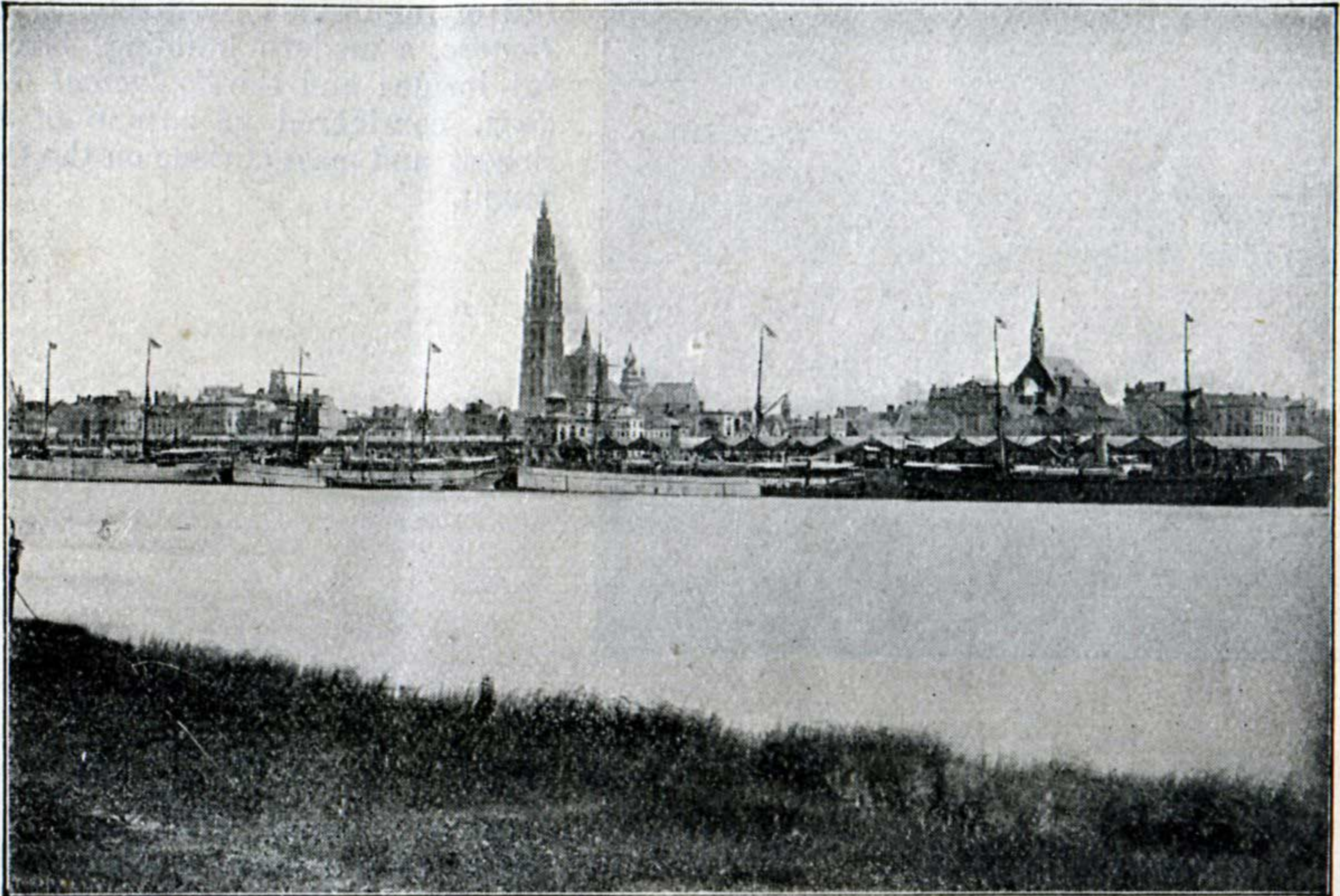
weekly between Antwerp and Goole (each way) and those of the Red Star Line run every week between New-York and Antwerp and every fortnight between Boston and Antwerp.

The **Red Star Line** is the only direct route between the United States of America and Belgium and its services from New-York and Philadelphia to Antwerp (the former via Dover, the latter via Gravesend-London), afford to all Americans the advantages of transatlantic travel on modern steamers enabling the passenger to land at Antwerp, the first port of Belgium, or at Dover (England) and thence crossing in three hours' sea passage to Ostend, the queen of European watering places, by the « Royal Belgian Mail Packets ». The **Red Star Line** has a large fleet of fine passenger steamers, viz.

	Tonnage		Tonnage		Tonnage
Lapland (twin screw)	18,694	Vaderland (twinscrew)	12,017	Menominee.	6,918
Finland	12,760	Zeeland	11,904	Manitou . . .	6,848
Kroonland	12,760	Marquette	7,056	Mesaba	6,833

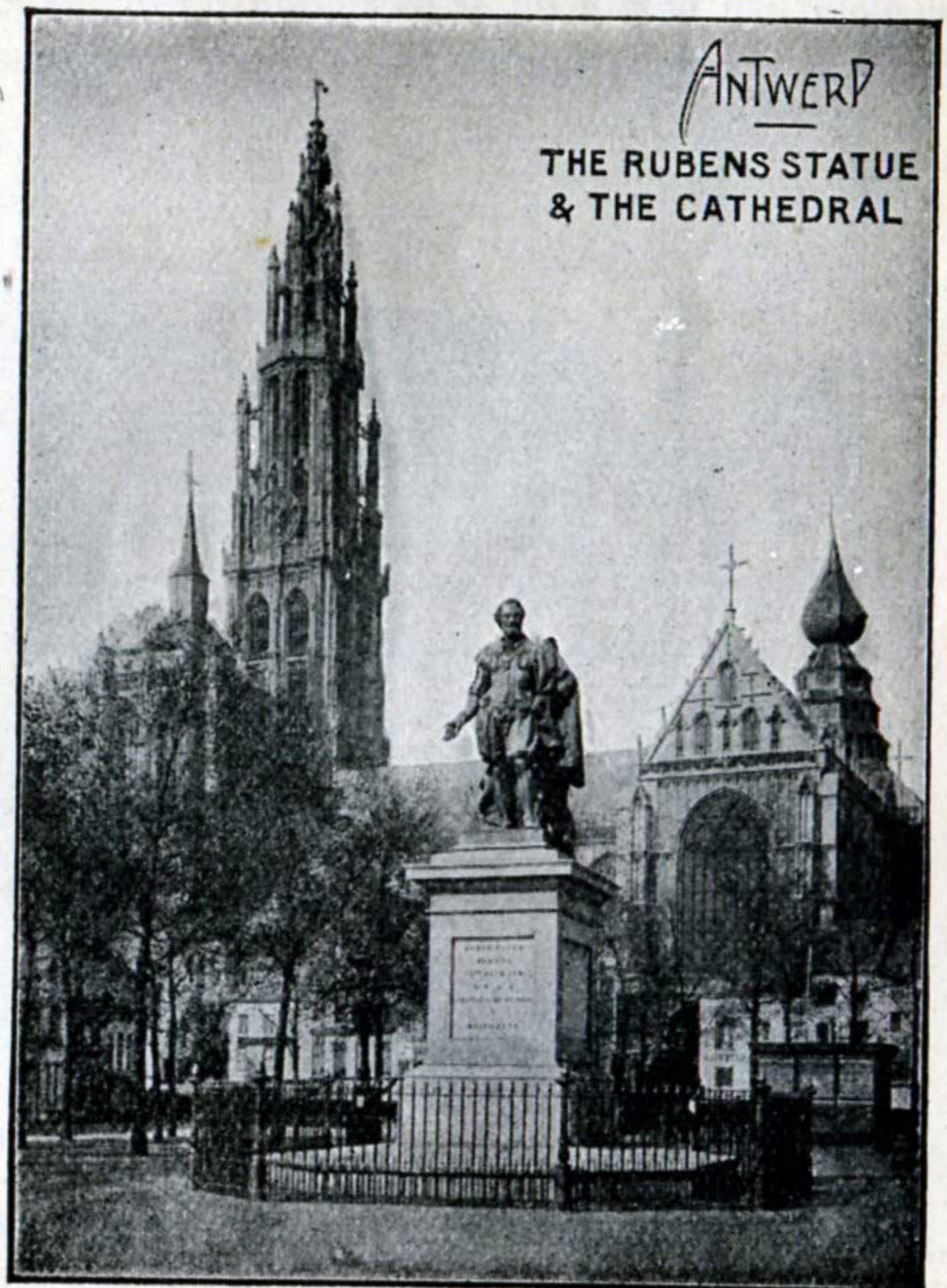
ANTWERP : Red Star Line, 22, Kammenstraat.

DOVER : George Hammond & Co 2, Strond Street.



PRINCIPAL SIGHTS: — The *Place Verte*, in the centre of which is the statue of Rubens, and on one side the *Cathedral*, which is considered to be one of the finest Gothic buildings in Europe. The interior of this splendid building contains, among many other magnificent treasures, numerous masterpieces of Rubens, Murillo, and Otto Venius. The trellis-work tower, especially beautiful, is 123 metres high; it contains harmonious chimes; 616 steps lead up to the top (fee 50 centimes). At the foot of the tower is the famous canopied drawwell by Quentin Metsys (1490). In the centre of the *Grand'Place* is the celebrated *Fontaine du Brabo*, by Jef Lambeaux, and on one side the *Hôtel de Ville*.

The *Eglise St-Paul* contains some superb paintings by Rubens and Van Dyck; the *Eglise St-Jacques*, a perfect museum of artistic treasures, full of beautiful marble, sculpture, woodwork and a great number of valuable paintings; the *Musée de Peinture* contains many famous





paintings by Rubens, Van Dyck, Teniers, Jordaens, Decrayer, Wappers, Leys, the great masters of the Flemish school; the *Musée Plantin*, the printing office of the celebrated printer Christopher Plantin (1514-89), a curious Flemish building of the 16th century, unique of its kind, of especial interest not only to those connected with printing and engraving but to all lovers of XVth century houses and furniture; the *Musée du Steen*, an ancient prison, full of lugubrious recollections; the *Bourse*, a modern building, beautiful inside; and the *Zoological Gardens*, considered to be one of the richest and most curious on the Continent.

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BRUSSELS

Brussels. (An official Enquiry Office concerning Brussels, managed by the "Brussels Attractions Society", has been established, 19, Passage du Nord where visitors can obtain all information free). — The capital of Belgium (half a million



inhabitants), is wonderfully clean and well built and is one of the most elegant cities in Europe. It is bright and healthy, full of interesting museums and works of art, and historical associations with the past; it also has the merit of being thoroughly up-to-



BRUSSELS. — HÔTEL DE VILLE.

date in all that civilisation and modern science can suggest and carry out for the improvement and adornment of a town. It is surrounded by pretty, shady, and spacious boulevards, and is divided into two parts, the high town and the lower town, between which runs a tunnelled river, on which are the Boulevards du Nord, Anspach, and du Hainaut. The most important of the thoroughfares ascending from the lower to the higher town commences near the Bourse and takes the names of rue Marché-aux-Herbes, rue de la Madeleine and Montagne de la Cour, to the Place Royale. Much luxury and taste are displayed every where, and **Brussels lace and jewellery** (of Parisian taste, but less expensive), are sold in numerous shops. The production of lace in Brussels is valued at millions of francs per annum.

Living is cheap in Brussels, and it is a fact that in almost every case a franc will buy as much as a shilling in England. Hotels, apartments, and pensions can be found at all prices, and expenses can be roughly reckoned at 5s. to 10s. a day for board and lodging, except at the most expensive hotels. There is a very large English colony in Brussels. Art holds a prominent place in Brussels and there are plenty of schools for all its branches. Brussels is one of the chosen homes of music and singing. The outdoor concerts during the summer in the *Park* or in the *Bois de la Cambre*, in the afternoon, and at the *Waux Hall*, in the evening, are delightful. The *Théâtre de la Monnaie* has long been celebrated for its admirable opera performances. The *Conservatoire* is the recognised training-place for singers and violinists, and a first prize from the Brussels Conservatoire is regarded as a high distinction by musical people throughout Europe and America.

Itinerary in the town. — Start from the Place de la Bourse, and, after visiting the Bourse, the interior of which is richly decorated, turn into the Rue au Beurre, behind the edifice, and proceed to the *Grand'Place*, 355 feet long and 230 wide, the finest square in Europe, a marvel of architectural beauty, each house being a gem in itself; on the Grand'Place are two superb monuments, the **Hôtel de Ville**, a most remarkable building, almost lace-like in effect, with a lovely tower covered with stone trellis-work, and ascended by 407 steps, the interior being noted for the richness of its decoration (fee to all the rooms, 50 centimes — five pence—), and, opposite the Hôtel de Ville, the **Maison du Roi** (formerly the Halle au Pain), which has a marvellous façade and contains the *Musée Communal*.

BRUSSELS. GRAND'PLACE (NORTH SIDE)

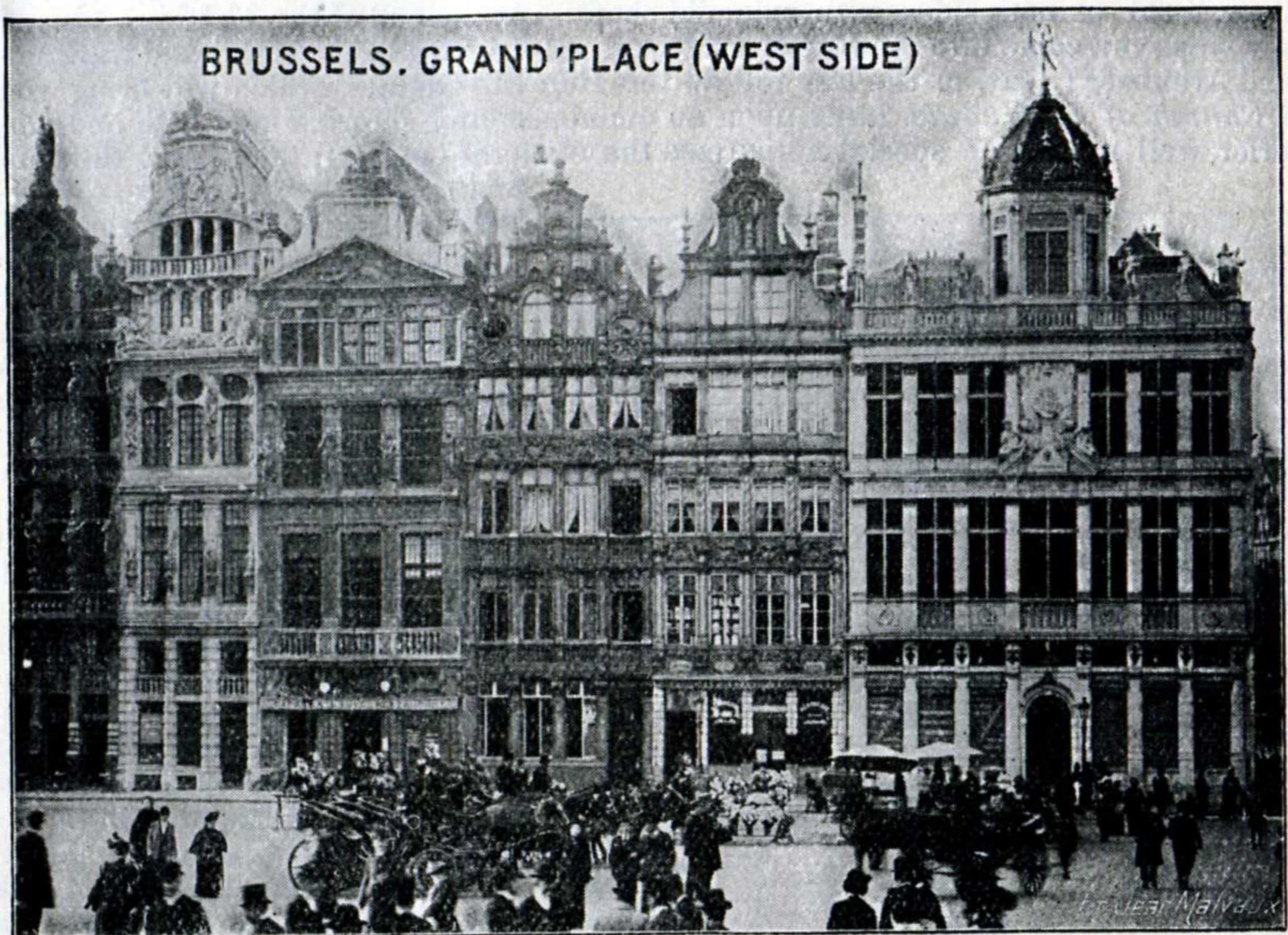


The most important of all the houses on the Grand'Place is the **Maison du Roi**, or Broodhuis, rebuilt in 1882 according to the original plans. It was erected in the 11th cent. to serve as a bread depot, but was afterwards occupied by the Government officials. In front of this house (Maison du Roi) were beheaded, by order of the Duke of Alva, 25 of the most noble in the land, including the Count of Egmond and the Count of Horne or Hoorn, who spent their last night in it. Next day, 5th June 1568, they were led to the scaffold by a flooring extending from the balcony.

Standing with the back to the *Hôtel de Ville*, we have, in the left corner, in the Rue de la Tête-d'Or, « *Le Renard* », the house of the silk-mercens and haberdashers. Panels with cupids in relief, busily handling silk, extend across the front, under a massive balcony supported by caryatides and brackets. Next to it is the *Maison des Bateliers* (*House of the boatmen*), built in 1697. On the upper story is Neptune with his tritons, and over them, under the gable, two cannons, each guarded by a sailor. The adjoining house, No. 5, « *La Louve* », belonged to the archers, now to the masons. Above the centre window is a group representing the she-wolf suckling Romulus and Remus; hence the name. On the second story are four statues, and on the top stands a phoenix renewing its existence. Adjoining, is No. 4 « *La Brouette* », the house of the guild of carpenters, built in 1697. The first two stories rest on attached columns with gilt crests and the third on five caryatides partly gilt. Next comes No. 3 : « *Le Sac* », the house of the guild of printers and booksellers, built in 1697. The façade has three tiers of attached columns, the centre tier being twisted. Under the gable is a short thick cylinder resembling a sack, on which are the names of Furst, Gutenberg and Scheffer, and over it is a medallion with their profiles. Then comes the *Maison des Boulangers* which is twice as wide as the surrounding buildings. It was erected in 1697 from the draw-

ings of Jean Cosyns, a Brussels architect. The trophy which adorns the centre of the façade principally consists of the bust of Charles II, King of Spain. Over the door is the bust of St. Aubert, patron of the bakers.

At the other or right-hand corner of the Hôtel de Ville, adjoining the Clock tower, is the Rue Charles Buls; at the corner is the *Maison de l'Etoile* which was the Maison



des Echevins (House of Aldermen) before the Hôtel de Ville was built. It was originally a wooden structure and was rebuilt in stone from the old plans. Next is «*the Cygne*», built by the corporation of *Butchers* in 1523, and rebuilt by them in 1695. A swan is over the door. Next the *Cygne* is the *Maison des Brasseurs* (House of the brewers), surmounted by an equestrian statue by Jacquet, of Prince Charles of Lorraine, Governor of the



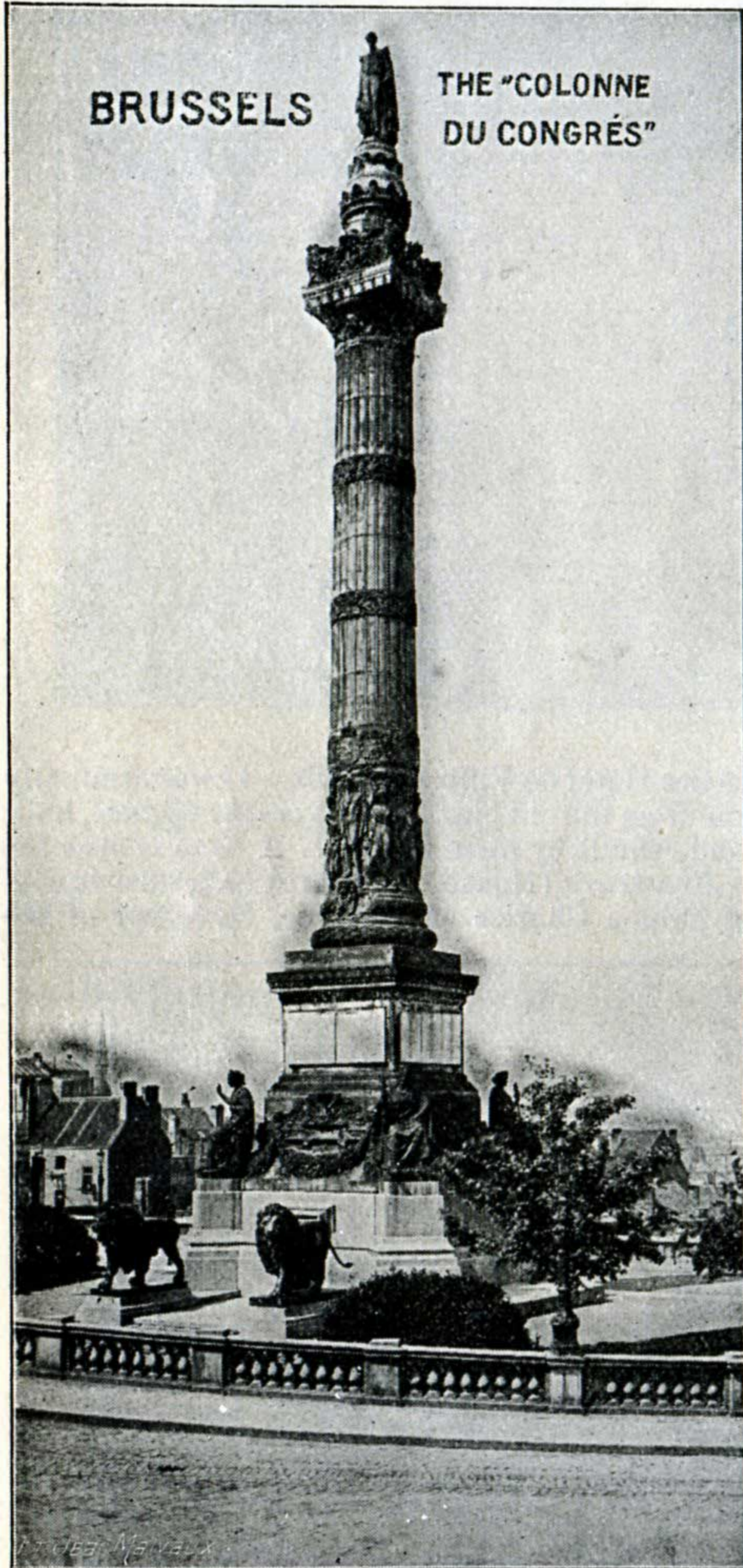
BRUSSELS. — THE COURTS OF JUSTICE.

Netherlands from 1741 to 1780. Between the two upper stories are three panels, with cupids making and drinking beer. Occupying the entire S. E. side of the «*Place*» is what was formerly the *Hall of Weights and Measures*. It is ornamented with busts,

reliefs and tall fluted pilasters. Next to it, in the Rue de la Colline, is « *La Balance* », with two negroes supporting a balcony. Under the soffit of the arch are two cupids, one with scales, the other with a trumpet. On the opposite side to the Hôtel de Ville is No. 25, « *the Taupe* », belonging to the tailors' guild, with richly-gilt pilasters. Next it is No. 24, « *the Pigeon* », or painters' hall, with four lion's heads in relief on the wall.

The Rue de la Colline will take you to the *Galeriées St-Hubert*, a glass-covered gallery, lined on both sides with splendid shops. At the end of the *Galeriées*, ascending a few steps you come into the Rue de l'Ecuyer. Here, turn to the right, and walk up the Rue d'Arenberg; next, to the left follow the Rue Ste-Gudule, which will bring you to the *Church of Ste-Gudule*, built upon an eminence, and showing out well, and has an interior well worthy of special notice (see the elaborate pulpit); then leave the church,

and, ascending the Place, follow the Rue du Treurenberg, at the back of the church; this street will bring you in a few moments to the Rue Royale; turn to the right, towards the beautiful Park, and skirting the railings you will soon reach the *Place Royale*, with the statue of Godefroid de Bouillon; the *Museum of Modern Paintings* is adjacent to the Place Royale (left corner of the Place, when standing with the back to the church); the *Museum of Old Paintings* opposite the Palace of the Comte de Flandre in the Rue de la Régence, is close by the Place Royale and has a beautiful sculptured entrance (it contains many excellent examples of the work of the artists who made Belgium famous); on leaving this Museum, follow the Rue de la Régence, and passing in front of the *Church of Notre-Dame du Sablon* proceed to the *Square du Petit-Sablon*, surrounded by lovely screenwork of forged iron, with 48 elegant pillars, each surmounted by a bronze statue — a work of such beauty that it is considered one of the artistic gems of the world —. In the middle of the Square are the statues of Counts Egmont and Hornes, surrounded by eight others; and at the back of the Square is the *Hôtel du Duc d'Arenberg*, which contains a fine collection of artistic treasures (apply to the porter). Still keeping along the Rue de la Régence see also the *Synagogue*, and the *Conservatoire de Musique*, the *Palais de Justice*, a huge building at the extremity of the Rue de la Régence, on a plateau overlooking the town, and visible from all points, is perhaps the most colossal, if not the finest, building in Europe.



It was begun in 1866 on the plans of *Poelaert* (pupil of Visconti, the architect of the Louvre) who, however did not live to see its completion; it was finished under the superintendence of the engineer *Wellens*, and solemnly opened on Oct. 15th 1883. Altogether it took but seventeen years to build this gigantic edifice whose dimensions recall the immense constructions of ancient Egypt and Assyria, by which indeed *Poelaert* is said to have been inspired.

Built by the Government with the co-operation of the Chambers, the Province of Brabant, and the City of Brussels, its total cost, including the decoration of the interior, was no less than £ 2,000,000. It covers an area of about 6 1/2 acres, including the

eight court yards, which supply it with air and light. A good idea may be had of its extent by comparing it with the Law Courts at London, which cover an area of 3 2/3 acres, or with the Basilica of St. Peter's at Rome, which extends over an area of 5 1/2 acres.

After the visit of the *Palais de Justice*, retrace your steps along the Rue de la Régence and the Place Royale, to the *Place des Palais* on which is the King's Palace.

Now enter the Park, leaving the Palace directly behind you; in front of you, in the distance, is the *Chambre des Représentants* (Chamber of Representatives). (To visit it, apply to the Concierge.)

Then follow the Rue de la Loi, on the left, turn down the Rue Royale on the right until you come to the *Colonne du Congrès*. Hence, still keeping the Rue Royale, (at one end is the Eglise St-Jacques, on the Place Royale, and at the other end the Ste-Marie Church) you reach the *Boulevard du Jardin Botanique*. The *Botanical Gardens* are open all day.

Walk down the Boulevard du Jardin Botanique; on the left is St-John's Hospital. Thence two minutes walk brings you to the Place Charles-Rogier on which is the North Station. Then follow the Rue Neuve, opposite the station; take the third street on the left which will bring you to the *Place des Martyrs*.

Next, take in the corner of the Place des Martyrs, the Galerie du Commerce leading, on the right to the Rue Neuve, in front of the Passage du Nord. Follow the Rue Neuve as far as the Place de la Monnaie where is the *Théâtre de la Monnaie* opposite the General Post Office.

From the Place de la Monnaie follow the Rue des Fripiers, the continuation of the Rue Neuve, until the Bourse, our starting point, is reached. Now, take in front of the Bourse, the **Boulevard Anspach** (a magnificent thoroughfare lined with many restaurants) leading to the North station; passing the *Place de Brouckere* (with the beautiful Anspach monument), surrounded by cafés and restaurants, take the Boulevard du Nord, ending at the Place Rogier (North Station). Here on the right (at the Boulevard Botanique) take the electric tramway until the *Rue de la Loi*; here change for the *Parc du Cinquantenaire* (at the top of the Rue de la Loi). Here is the *Musée du Cinquantenaire*, containing antiquities, art treasures, and reproductions of the finest sculptures which is well worth a visit, and the most magnificent Arch commemorating the 75th Anniversary of Belgium's independence (between the Parc du Cinquantenaire and the Avenue de Tervueren).

Not far from here is the *Natural History Museum* in the *Parc Léopold*, in which may be seen several unique specimens of the Iguanodon, a gigantic antediluvian animal found in Belgium; the *Musée Wiertz*, containing a collection of the paintings of this master, is close by.

Take the electric tram to the Porte de Namur (here is the Fountain de Brouckere) and change for the *Porte de Hal*. This building dates as far back as the year 1381, and is now a Museum of ancient armouries and relics of the past.

There is no more pleasant excursion in the neighbourhood of Brussels than a visit to the beautiful *Park of Tervueren* (here is the Congo museum). This charming spot is easily reached by an electric tramway running through shady and charming woods; the *Bois de la Cambre*, reached by tram from the Place Royale (departure every 3 minutes),



BRUSSELS. "GODEFROID DE BOUILLON" (STATUE ON THE PLACE ROYALE)

is also a lovely park abounding in ravines and rustic glades: avenues run through the heart of the forest enabling one to drive for over 2 hours through the most delightful scenery.....



BRUSSELS. THE ARCH OF THE 75TH ANNIVERSARY. (PARC DU CINQUANTENAIRE)

CLOSE TO THE AVENUE DE IERVUEREN.

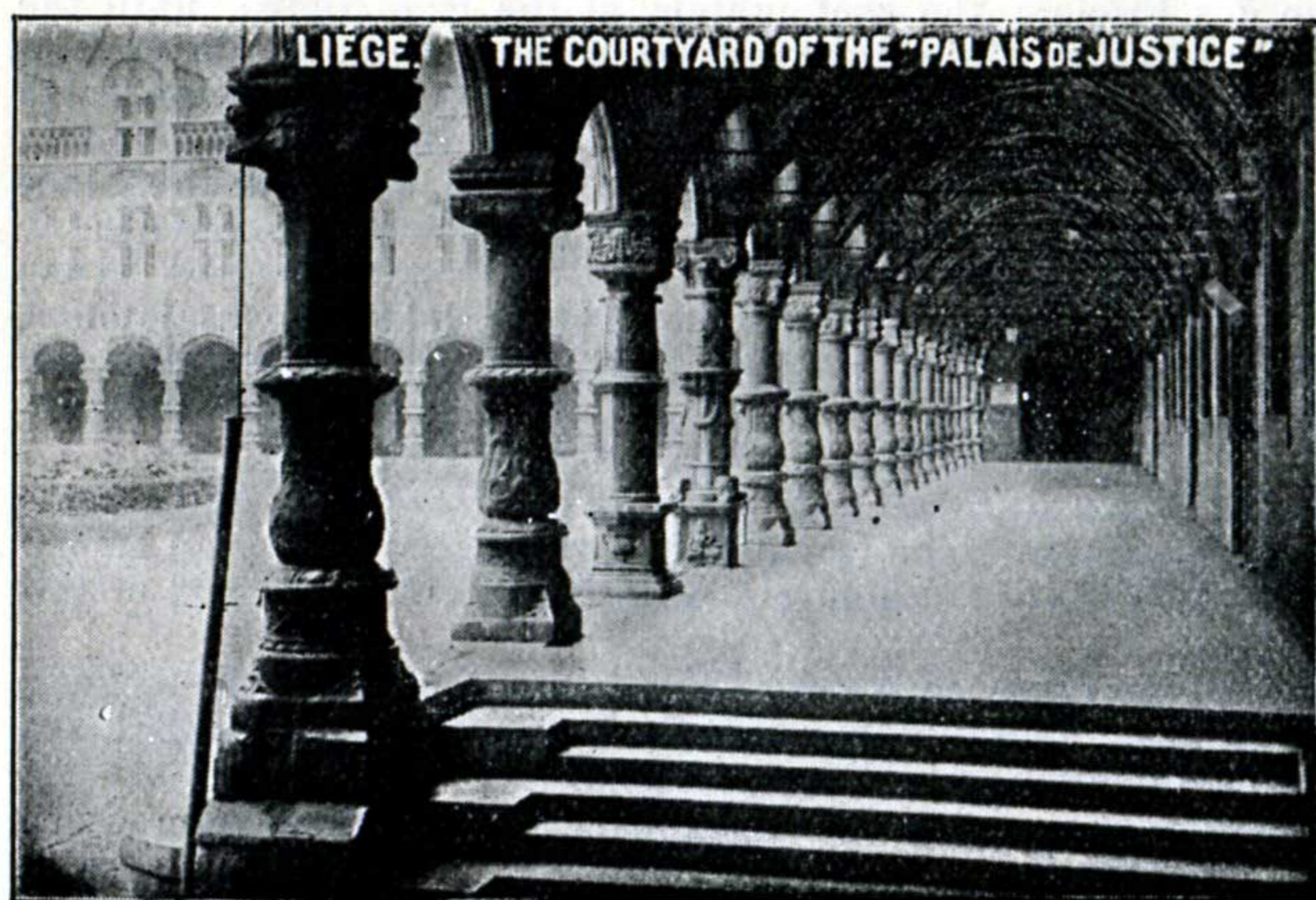
The *Parc de Laeken* (tram from the Place Rogier, North Station) which is a Royal Residence, provided with splendid new palaces, thanks to the munificence of King Leopold II, contains a monument of Leopold I, a Chinese tower and exhibition, a Japanese palace, and the fountain of Jean de Bologne.

Within thirty or forty minutes' journey by rail from the Brussels Midi station is the Battlefield of Waterloo.

LIÉGE

(For special informations as regards Liège, apply Pavillon Ville de Liège, Square d'Avroy, Liège.)

Liège. — On the Meuse, picturesquely situated at the foot of a mountain in a nest of foliage, is celebrated for its fire-arms, and called the Birmingham of Belgium. It is a commercial place of recognized importance and a centre of extraordinary activity



LIÉGE. THE COURTYARD OF THE "PALAIS DE JUSTICE"

through its numerous and powerful coal mines, its blast furnaces, its factories and foundries, its copper and zinc works, its arms factories known all over the world, its crystal and glass works, its cycle and motor car factories and its numerous iron and steel works of every description.

Amongst the most important works of the district must be mentioned the estab-

lishment of the Société J. Cockerill, whose only rivals are Krupp and Creusot, the Crystal

Works of Val-St-Lambert, the Vieille-Montagne Works where the **sine** industry originated and has developed so rapidly that it has become one of the most important producing centres in the World, the National Arms factory, the Electricity Works, etc.

Liège is also celebrated for its University, especially as regards the scientific departments, and the Montefiore Technical Institute has a world-wide reputation. Through the various alterations it has recently undergone Liège to-day is quite a modern city, and the important works now in progress will give the necessary finish justified by its ever increasing importance.

THE CHIEF SIGHTS ARE: — The *Palais des Princes Evêques*, a magnificent building, which is now the Palais de Justice and the residence of the provincial government; the courts are marvels of architecture, and one of them has a great resemblance to the wonderful Court of Lions of the Alhambra at Granada in Spain. Arcades supported by hundreds of columns of blue stone are fantastically decorated.

The *Cathedral* dates from the year 968, and contains a beautiful pulpit and several works of art. The *Eglise St-Jacques* (splendid interior). The *University* contains a valuable library and a rich collection of coins and medals, and is connected with the Botanical Gardens, noted for the fine collection of palm trees.

A visit to the town would not be complete without taking a trip to Seraing by steamer, which enables one to obtain a view of the town and its surroundings.

The Cockerill factory at Seraing is well known, nearly 12,000 people being employed at the works. Here especially one finds the fruits of the keen and energetic disposition of the Walloon, ever alert to improve by labour the resources which nature has placed at his command.

« Nowhere was I more struck by this than during a visit which, through the courtesy of the director, I was able to pay to the Cockerill factory at Seraing. »

» Thousands of workmen are employed in the ironworks belonging to the Company. »

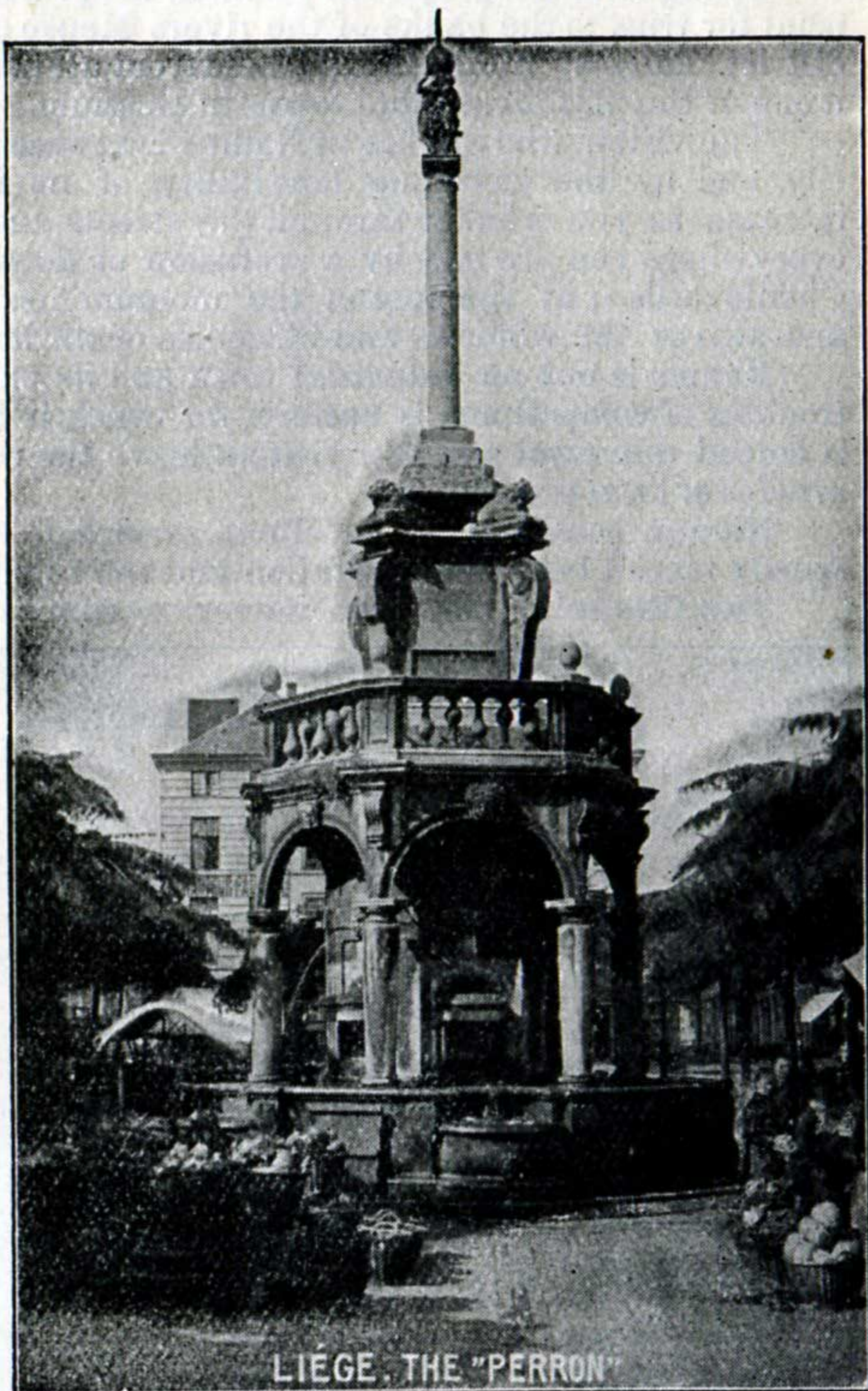
» Steamboats, such as those running on the Dover to Ostend Line, engines and rails are the chief objects of construction. »

» The Bessemer process of converting steel may be seen here to perfection: and as one gazes at the workmen, like the Vulcans or Cyclops of heathen mythology, stripped to the waist, their hard, dust-begrimed forms trickling with sweat beneath the sweltering rays of the glowing August sun and the yet fiercer blaze of the furnace, one remembers that they are the descendants of the turbulent Liégeois of mediæval times who took and gave hard knocks with equal zest in the cause of freedom. »

» To Cockerill was due the introduction of steam engines on the Continent. »

(*Belgium and the Belgians*, by Cyril Scudamore.)

It is at Jehay-Bodegnée, not far from Liège, that the illustrious Zenobe Gramme, the inventor of the electric dynamo, was born.



NAMUR AND ITS CITADEL

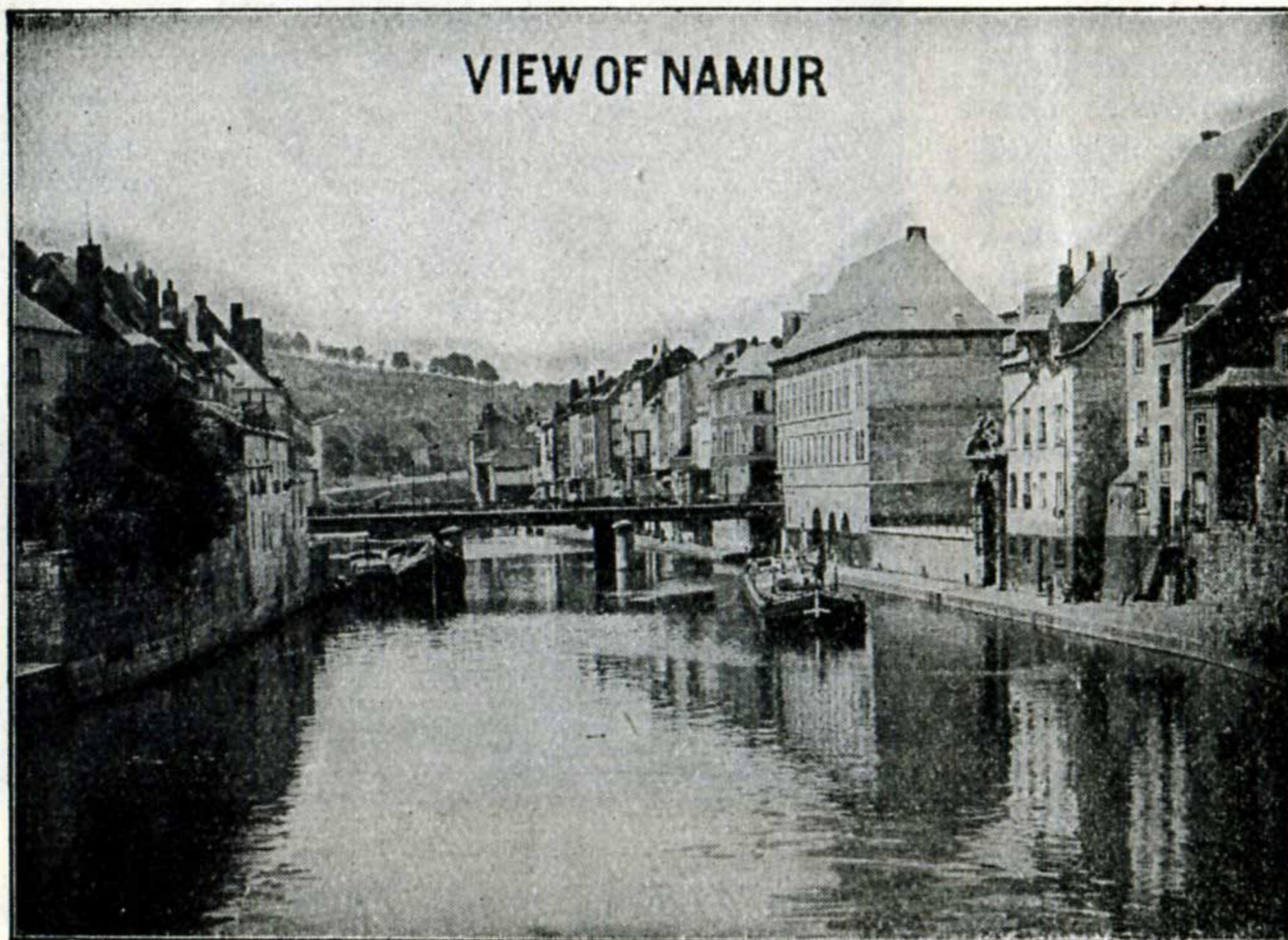
Owing to its geographical position, the pretty town of **Namur** is the natural starting point for trips to the banks of the rivers Meuse and Lesse and the picturesque Ardennes district. The fast international trains from all parts of the Continent call there and make it one of the most accessible towns in Belgium.

The visitor who alights at Namur is at once struck by the elegant appearance of the city and by the charming hospitality of its inhabitants. This pleasant impression increases as you wander through the streets and penetrate into the interior of the town; everywhere you are met by a profusion of flowers and foliage: in the parks, along the « boulevards », at the foot of the monuments, even in baskets round the lamp posts and also at the windows and balconies of the houses of the citizens.

Namur is not an industrial town and its only staple trade, which has survived the troubles of competition, is cutlery, for which it has always been famous. Its reputation is indeed universal and few visitors leave the city without securing one of these useful articles of local production.

Namur possesses an excellent service of electric tramways providing cheap and speedy transit between the station and the Citadel and also all parts of the town.

The Citadel. The town is overlooked by the imposing mass of rocks and the high



VIEW OF NAMUR

NAMUR. — THE RIVER SAMBRE.

walls of the old Citadel. The latter is now transformed into a spacious park of over 150 acres, accessible by road and by electric tram; at the summit of the Citadel is a huge and magnificent stadium where olympic games, opera performances, horse shows, etc. take place frequently during theseason.

Visitors have free access to all parts of these

vast fortified works, from the dungeons and the now obsolete military defence works recalling the drawbridges, posterns and loopholes of the Middle Ages to the immense subterranean passages and halls situated in the angle formed by the junction of the rivers Meuse and Sambre. This is the old territory of the "Aduatics" and the cradle of the town of Namur, the only part of the Citadel occupied in the early history of the city. Shady and secluded walks, rustic seats placed in carefully chosen positions and several public establishments including the excellent and well appointed *Hôtel de la Citadelle*, combine to make this part of Namur an ideal resort. Nothing is to be compered with the impression produced on the tourist by **the view on the surrounding country, from the top of the Citadel where the air is pure and bracing.** The Grand *Hôtel de la Citadelle*, which has been brought thoroughly up to date, is now an English concern and visitors will find there numerous attractions and every modern comfort at popular prices.

Among the principal monuments of Namur, the following are worthy of note :

The Church of Saint Loup. The interior is in admirably carved marble.

The Cathedral of Saint Aubin bright and elegant edifice, its "Crucial Vessel", is a true imitation of St-Peters' of Rome, possessing all the elegance and beautiful lines belonging to the Renaissance style. Contains two good pictures by Van Dyck ("Crucifixion", and "Visitation"), also "The martyrdom of St Etienne", by Jordaens.

The Archeological Museum is of worldwide fame and, with that of Stockholm, is the richest in Europe.

At the **Enquiry Office** of the *Syndicat d'Initiative de Namur*, near the station, every

information may be obtained, free of charge, regarding hotels, steamboat services, carriages, motor cars, principal walks in the neighbourhood, etc., etc.

HOTELS. The hotel charges in Namur are moderate and Namur may be chosen as the principal centre for excursions in the Meuse and Lesse districts and for the grottoes of Han.

The Meuse, between Namur and Givet.

a) From Namur to Dinant.

The scenery here is most picturesque, especially in the valley of the Meuse between Namur and Dinant. This magnificent river is charming, and impresses one with its grace like the Rhine itself; it flows through a fairy-like landscape to which nothing, else can be compared, and winds through a constant succession of stately old mansions, fine modern country houses, and coquettishly pretty pleasure houses with their red and white roofs half hidden in masses of foliage.

There are indeed few finer sights than that which tourists can enjoy, comfortably seated on the deck of the steamer « Namur-Touriste ». From the end of May, to October, generally, this steamer leaves Namur at 8.45 a. m., calling at most of the localities on the way, and is due at Dinant at 12.15 p. m. In the reverse direction, the steamer leaves Dinant at 1.30 p. m. reaching Namur at 4.40 p. m. Single fare 1st cl. fr. 2.00, 2nd cl. fr. 1.40.

Additional service during July and August: depart from Namur at 2.30 p. m. arriv. Dinant at 6 p. m. In the reverse direction dep. from Dinant at 9.15 a. m. arr. Namur at 12.30 p. m.

Starting from the spot called *Port-Grognon*, the steamer passes, in succession, the Citadel and the promenade of *La Plante* (on the right); *Jambes* the charming tree-shaded suburb of Namur (on the left); the village of *Wepion* with its houses spreading along the bank of the river (on the right); the huge and precipitous *Rocher de Neviau* (on the left); the isle of *Dave*, the village of the same name, with its beautiful château and park (on the left); *Taillefer* and the valley and stream bearing the same name leading to the *Fonds de Lustin*.

From the plateau which crowns the *Roche de Taillefer*, and where formerly stood the *Chestia* (a fortified castle), the view spreads over an immense panorama.

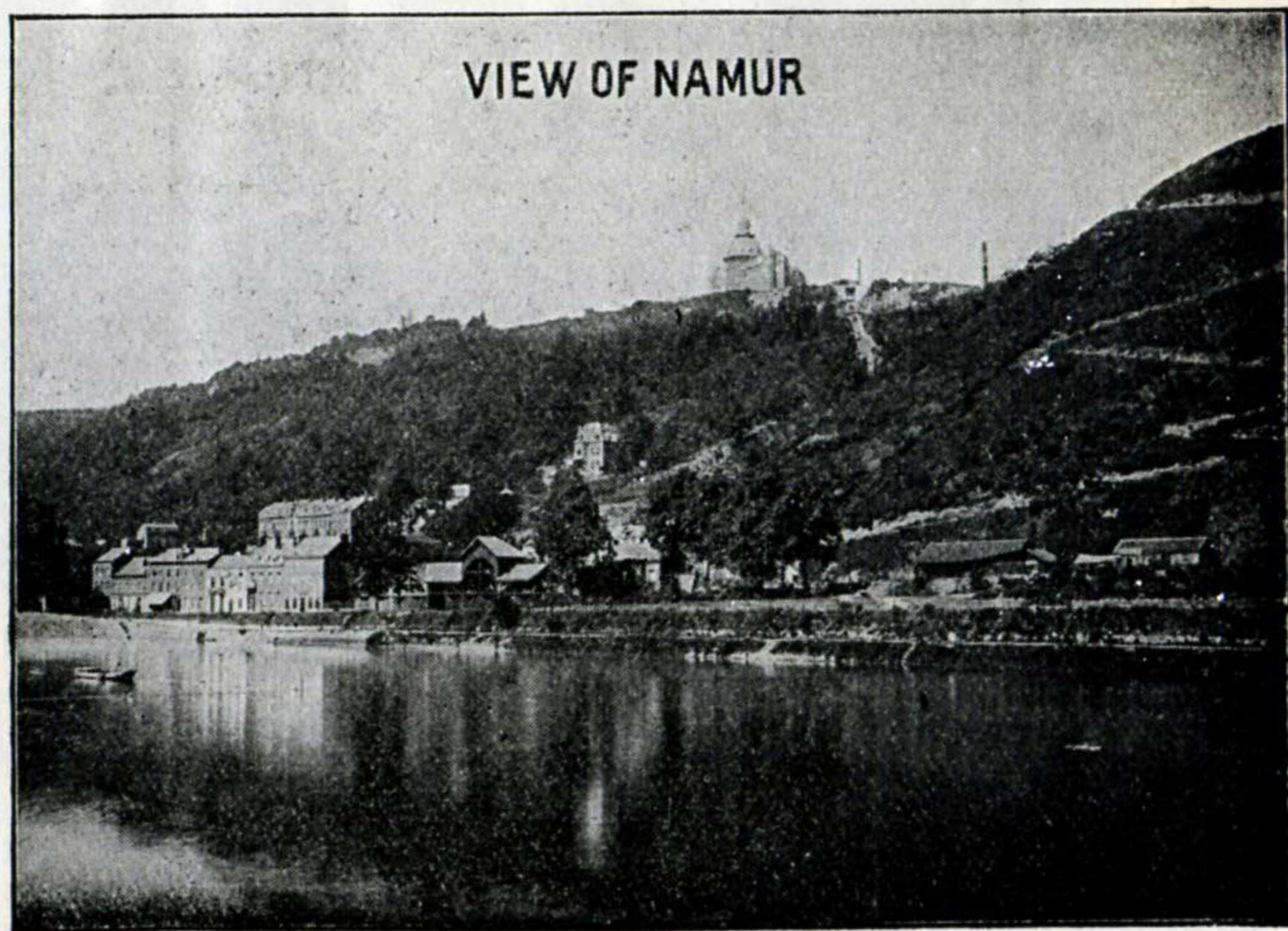
Here the river takes a sharp turn, running along the wooded slope of *Walgrappe* (on the right) and the village of *Profondeville*.

Facing *Profondeville*, on the opposite bank, stands the imposing mass of the *Rochers de Frêne*, through which the railway is carried by a tunnel. The view from the top of these cliffs is simply remarkable. Traces of fortifications, Roman coins, etc., have been found on the plateau above them.

The steamer soon passes under the iron bridge across the Meuse near *Lustin Station* (on the left); on the opposite bank, *Burnot* at the mouth of the stream bearing the same name and which has its source near *St. Gerard*.

A little further on is *Rivière*, on the same bank; then the Meuse takes a sharp turn again, enclosing *Godinne* (on the left, the church of which is worth seeing.

Opposite is *Rouillon* (bridge) and *Annevoie*, with its park and waterworks; further on, the famous *Roche aux Corneilles*, so named from the crowd of rooks hovering around it and which is easily recognised by the ruins surmounting it; the *Château de Hun* is



VIEW OF NAMUR

NAMUR. — THE RIVER MEUSE.

seen next; on the other bank, the *Roche de Fidevoie*, pierced by the railway; beyond is *Yvoir*, the charming resort, at the confluence of the Meuse and the Bocq, into which, not far from there, falls the rivulet *Crupet*.

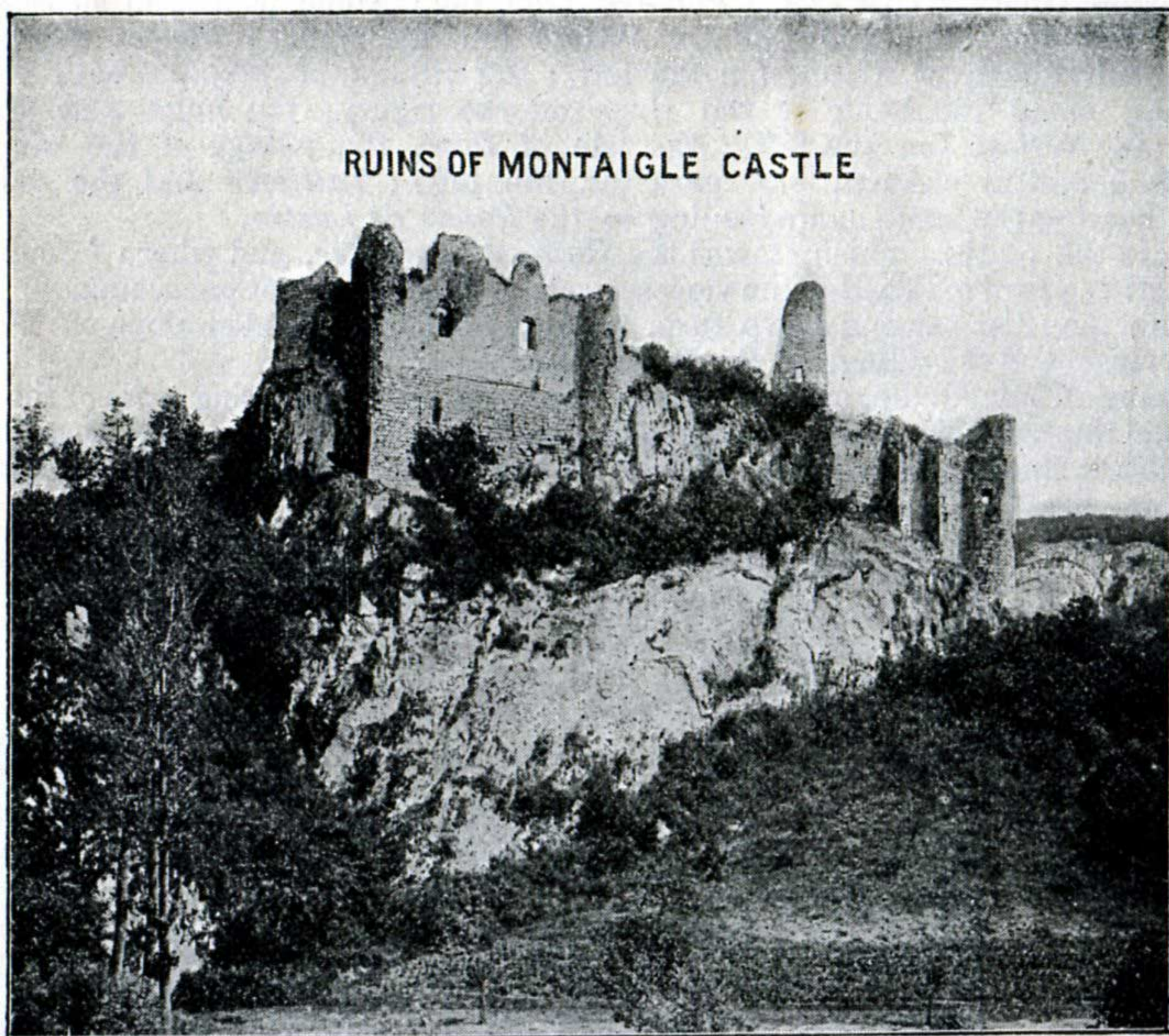
Yvoir is quite a centre of charming walks, drives and excursions. *Yvoir* is connected with *Anhee* by a bridge practicable for carriages.

The railway crosses the Meuse beyond *Yvoir* on a bridge having a foot-way; on the left bank, off the village of *Moulins*, facing the *Rochers de Champale*, which are crowned by the plateau of *Evrhailles*, the beautiful valley of the *Molignée* is discovered; the valley is commanded by the ruined *Château de Montaigle*, and the abbey of *Maredsous*.

At the end of the ridge of the *Rochers de Champale*, stands the *Tour des Geronsarts*, a sort of square dungeon dating from the Roman period; then the imposing *Castle of Poilvache*, dating from the tenth century and very interesting to visit. The ruins of *Poilvache*, still covering an area of nearly four acres, crown a precipitous rock, commanding a magnificent and extensive view.

The houses of *Houx* ranged in a line along the Meuse, are next seen. From *Houx* to *Bouvignes* (left bank), the river is broken by frequent islets covered with a rich vegetation. The ruins of the *Donjon de Crèveœur* then come into view; they are interesting as they call to mind the heroic legends connected with *Bouvignes*, once the rival of *Dinant*, and celebrated like the latter for the manufacture of chased copper wares (called from the place *dinanderies*) and for the animosity which led to bloody and long-continued feuds between the two towns.

Facing the *Donjon de Crèveœur*, on the opposite bank of the Meuse, at the entrance



RUINS OF MONTAIGLE CASTLE

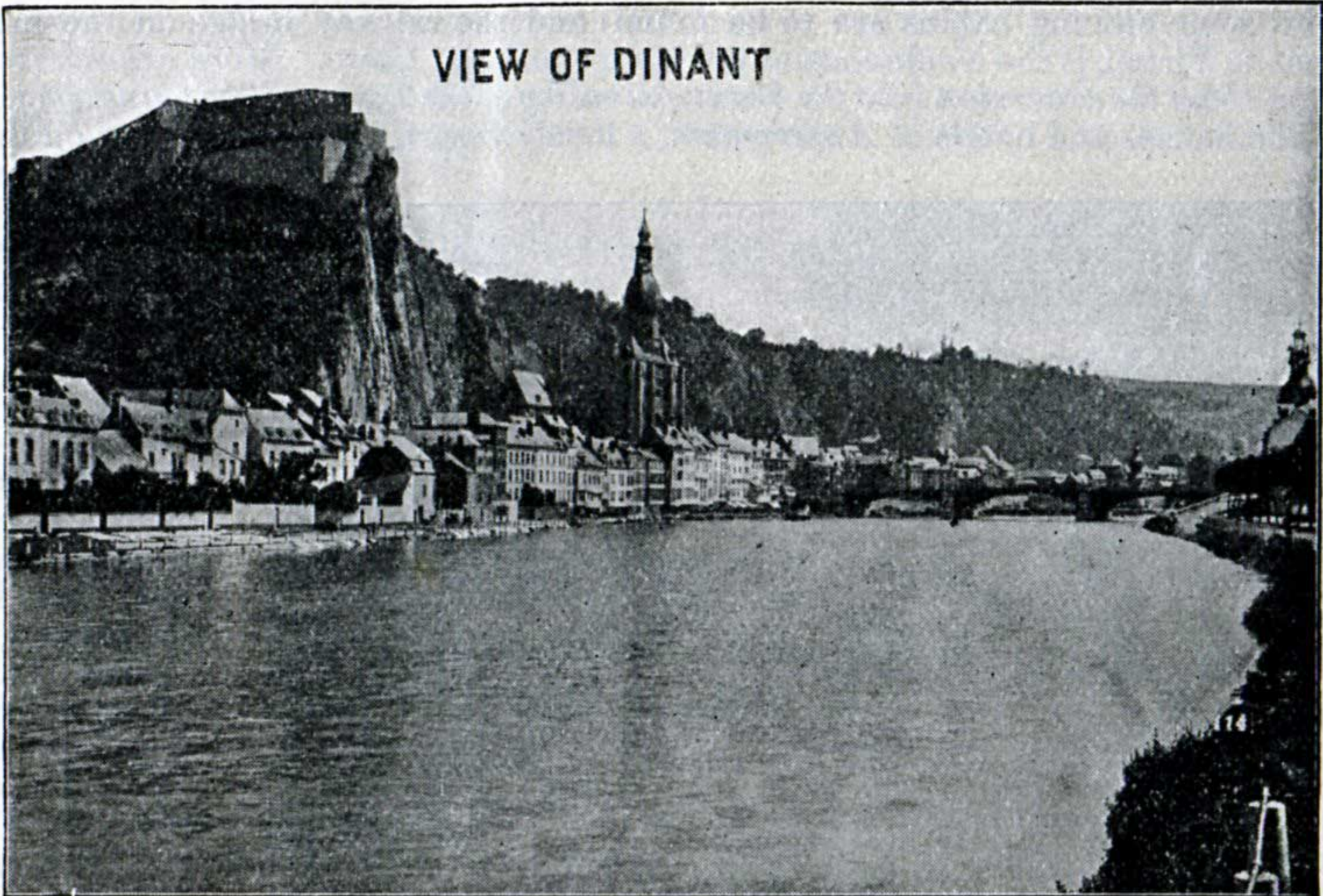
to the *Fonds de Lefse*, once stood the tower of *Montorgueil* erected by the citizens of *Dinant* to annoy those of *Bouvignes*.

Finally come in sight the citadel of *Dinant* and the bulb-shaped steeple of the church emerging from the long range of houses which borders the Meuse; a few more turns of the wheels, and the steamer has completed the journey, anchoring close to the bridge. Here is the starting point of the steamboats plying between *Dinant* and *Hastière* from July 15th to September 15th. (Departure at 9.15 a. m. and 2.30 p. m. with call at *Anseremme* and *Waulsort*. Departure on the return journey from *Hastière* at 10.45 a. m. and 5 p. m.; duration of the journey 1 1/2 hour. Fares: from *Dinant* to *Anseremme* two pence, from *Dinant* to *Waulsort* 5 pence, from *Dinant* to *Hastière*, 8 pence).

Dinant. — With many spacious hotels, largely patronized by visitors, is a neat and charming little town. Hotel charges are moderate, and one may have « pension » at from 7 to 8 francs per day, and even for less if a long visit be arranged, for this pretty

place is one of the principal centres in the Meuse and the Lesse districts. It is situated on the banks of the Meuse at the foot of a high rock, on the top of which is a fort reached by 408 steps cut out of the rock. Commencing at the back of the church, from whence there is an exquisite view, nothing is to be compared with the impression produced on the tourist by the ravishing valley and the delightful scenery that surrounds the town. In the picturesque gardens of the Casino, with its terraces rising one above the other up top of the rocks, orchestral concerts are given which enhance the attractiveness of the place.

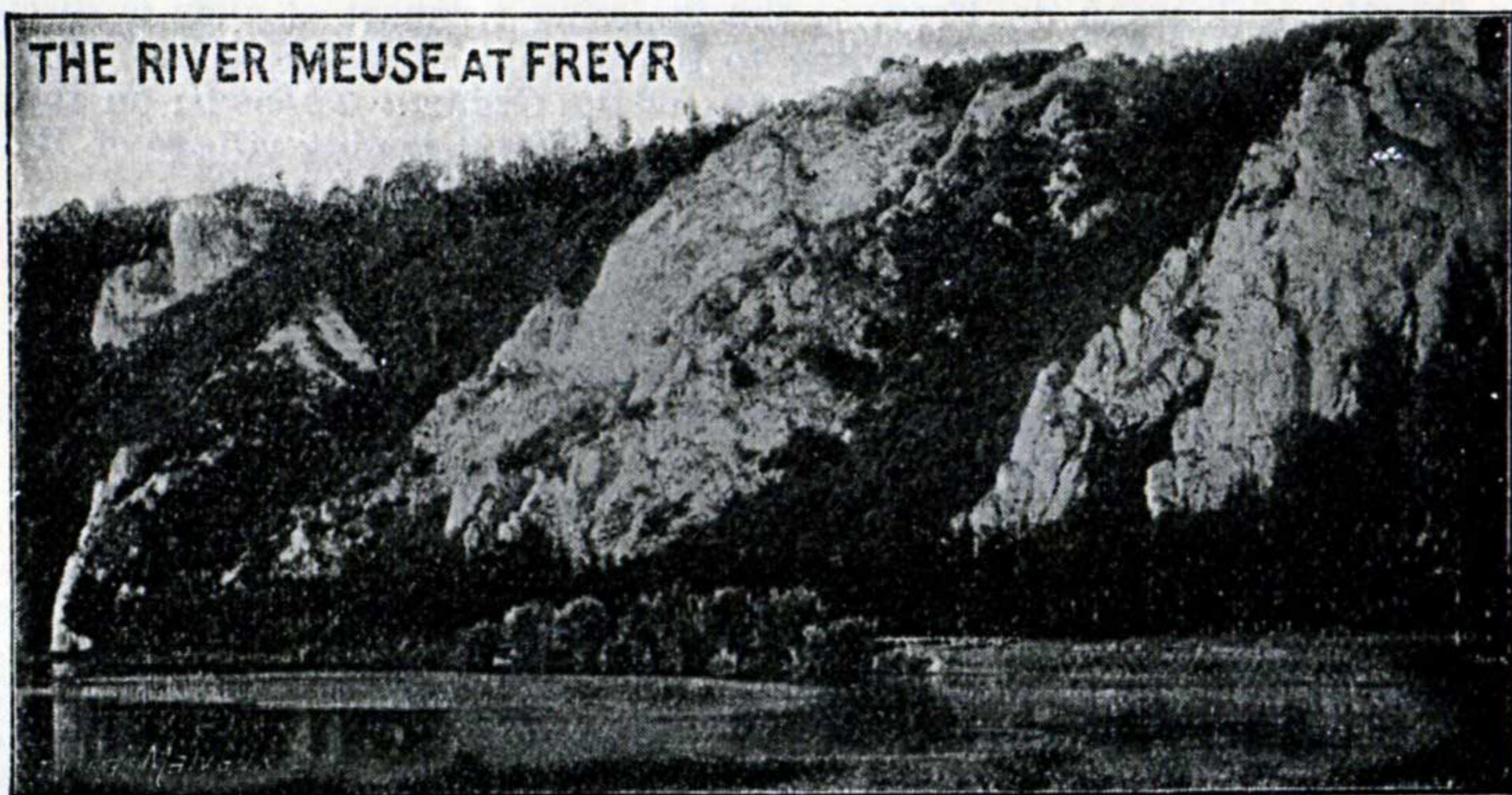
The old church, with its curious bulb-shaped steeple, stands out from the long row of houses on the side of the river, and gives the town a very picturesque appearance.



Near the Casino is the small grotto of Montfat (admission fr. 1.50) reached by a winding path. Another grotto was discovered in 1904 near the terminus of the steam tram from Dinant to Florennes; this grotto is now open to the public (admission fr. 2.50).

In summer, a new express service, with through carriage between Brussels, Dinant, and Hastière, shortens the journey to 2 hours.

On account of its exceptional situation and its picturesque surroundings, and the



facility of visiting the environs by boat, coach or canoe, Dinant is a favourite resort and a centre of charming excursions and walks to points of interest, such as Montaigle, Poilvache, Bouvignes, Les Fonds de Leffe, Furfooz, Chateau Thierry, the Grotte de Freyr, Anseremme, the Chateau de Walzin (see illustration, page 43), the Rocher Bayard, the Royal Castles of Ardenne (see page 44), and of Ciergnon, Waulsort, Yvoir (noted for

trout fishing) and Foy Notre Dame (pretty church with beautiful carved oak pannels, and a ceiling containing 145 pictures on pannelled oak). (See page 43.)

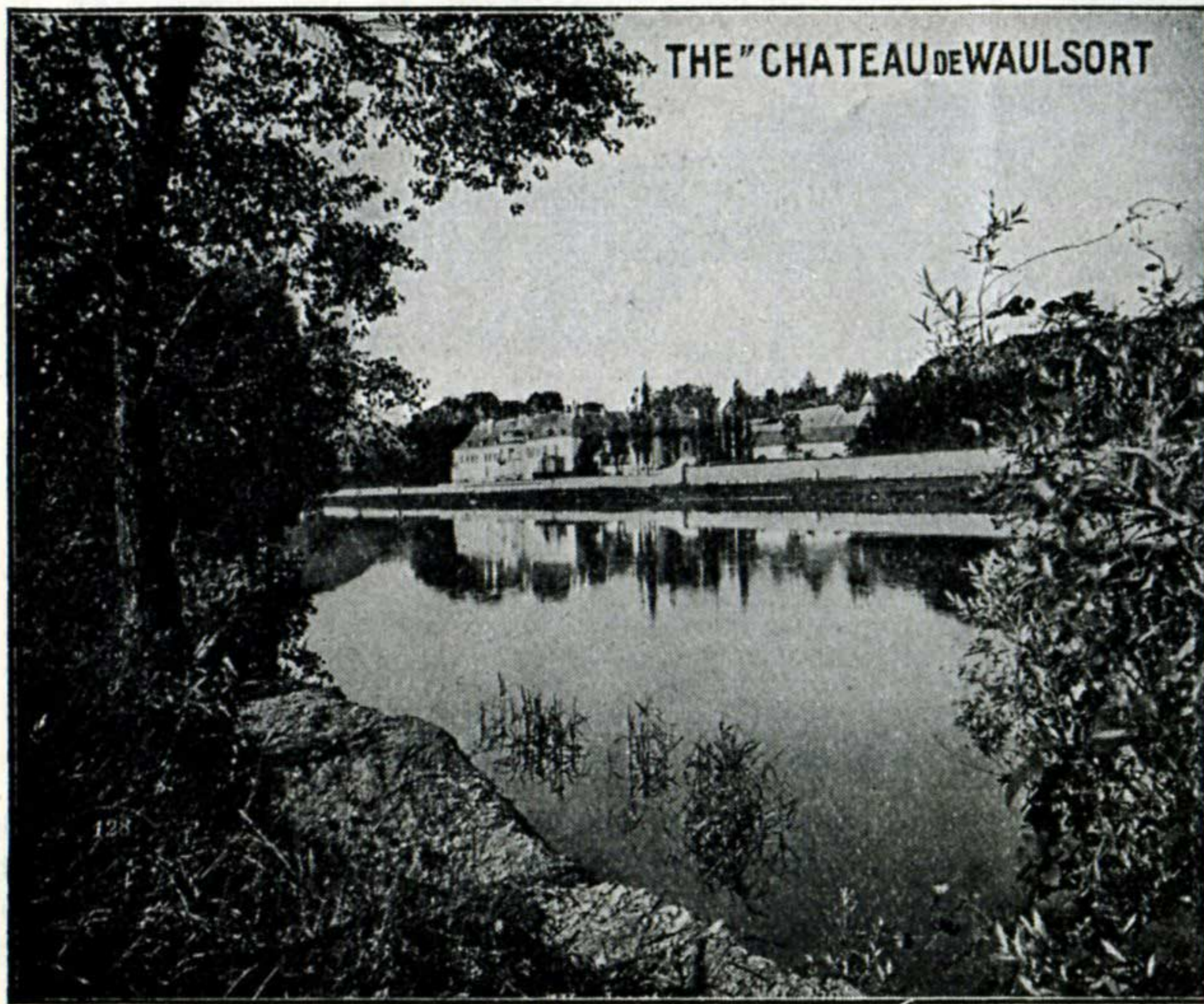
Dinant, Namur, and its neighbourhood are visited by numerous tourists from all countries, and many English families stay here during the summer season.

But let us resume our excursion up stream towards Givet.

b) From Dinant to Givet.

Starting from Dinant bridge, the boat goes towards Anseremme, passing the quaint looking front of the Town Hall of Dinant, and the prison, facing which is Neffe, the suburb of Dinant. On the right bank soon comes in sight the curious *Roche à Bayard*, a gigantic pinnacle rising by the water of the village of Anseremme. Between the islet (where some bathing cabins are to be found) and the railway bridge on the line from Dinant to Virton, is the confluence of the Meuse and the Lesse. *More exhaustive information about the excursion into the beautiful valley of the Lesse will be found, pages 42-44.*

The houses and hotels of *Anseremme*, a lovely resort, are seen in a row on the right



bank, then we pass under the iron bridge of the Lesse railway and we observe on the right (left bank of the river) the tunnel pierced through the *Rocher d'Anseremme* to carry the railway from Dinant to Givet, and, further on, the beautiful park designed by Le Nôtre, and the *Château de Freyr*. The park and orangery may be visited, and one is struck by the beauty of a double row of time-honoured trees, the tops of which meet and

form a canopy of foliage. The majestic beauty of this natural portico is impressive.

Facing the « *Château de Freyr* », the imposing rampart of cliffs is disclosed cut through by the *Ravin du Colebi* leading to the plateau of Falmignoul. On the right curving bank of the river are seen the ruins of the *Château Thierry*; on the opposite bank, the station and the *Château de Waulsort*. The charming village of *Waulsort* is a resort patronized every year by thousands of rest-seeking people.

Again the river forms a more pronounced curve, flows by the *Cliffs du Chameau* and the boat soon arrives at *Hastière*, the end of the trip.

Hastière is on both banks, *Hastière-Lavaux* on the left and *Hastière par delà* on the right, both are connected by a bridge across the Meuse.

This town, as well as *Waulsort*, is a favourite resort and the hotels are always well patronised (full board from 4 frs).

Hastière is 8 kilometres from *Givet*, a French town near the frontier.

Grottoes of Han and Rochefort. — Among all the excavations hollowed by nature in the bowels of the earth, the Grotto of Han (which is lighted by electricity) is one of the most curious. This cave, 3,000 metres long, consists of a series of vast halls connected by galleries or passages. The grotto is entered by the *Trou du Salpêtre* (Saltpetre Hole), where visitors are met by guides carrying lamps with double wicks. The principal halls are: the *Galerie du Précipice*, the *Salle du Trophée*, the *Cascade*, the *Abîme*, the *Mystérieuse*, the *Portique*, the *Mosquée*, the *Merveilleuse* and the *Alhambra*, the *Place d'Armes* (a refreshment bar is found here) and the *Salle du Dôme*. This latter is 150 metres long, 140 metres wide and 120 metres high and is very impressive in its greatness. To leave the grotto, visitors enter a boat in the *Salle d'embarquement* (see illustration page 44) and are slowly rowed out of the cave through the *Passage du Diable*. The lamps are extinguished, and a speck of light is seen, which gradually

increases, until daylight is reached; the effect on coming out of the grotto is incomparable. At this moment a cannon is fired, and the sound can be heard for many seconds reechoing through the vaults. (This Grotto is visited by nearly 100,000 tourists every year.)

Rochefort is the station for the Grotto of Han, from which it is distant 10 kilometres; a light railway runs from Rochefort (station) to the entrance of the caves of Han (fares fr. 1.70 1st cl. and fr. 1.20 2nd cl.) and, during the season, an omnibus service is organised between Rochefort Station and the Grottoes of Han (Omnibus fare, there and back fr. 1.50 or 2 francs).

The visit to the Grottoes of Han occupies two hours; charge for admission 8 francs.

The entrance to the Grottoes of Rochefort is in the centre of the locality, 200 metres from the railway station, therefore of easy access. The admission is 6 francs, and the visit occupies two hours. The Grottoes were discovered in 1865 and are remarkable for the beauty and variety of their stalactites and stalagmites. They are lighted by electricity. Together with those of Han they are considered the most beautiful grottoes in Europe. A maze of galleries leads to the chief halls, the principal being: the Val d'Enfer, the Salle du Sabbat, the Palais de Bagdad, the Salle des Obélisques, etc.

Although Han and Rochefort can be reached by rail, many tourists prefer to make the journey by road from Dinant (fare, from 4 to 6 francs, according to the number of travellers). The two grottoes (Han and Rochefort), may be visited for 10 francs (double ticket).

Spa. — Is a small but charming town, celebrated for its mineral waters and pure air. It has good Hotels, Restaurants, and Cafés. It is quite a centre of gaiety and



SPA. — THE BATHS.

pleasure, from twenty to thirty thousand people staying here every year during the season. From time immemorial, Spa has been a fashionable resort of crowned heads and princes from every part of Europe, and it was the favourite summer residence of the late Queen of the Belgians. The town is situated in a nest of foliage, and is surrounded by vast English-like gardens, from whence may be seen the most picturesque landscapes.

In the eighteenth century the industry of wood painting began to flourish. The taste and style of the different epochs are reflected in the decoration as well as in the form of the objects produced by artists whose names are still famous, such as Xhrouet, Leloup, Dagly, and Gernay. This industry still flourishes but, like so many other original things, it suffers from a vulgar eclecticism which has diminished its former merit.

MINERAL WATERS AND BATHS. — The mineral waters of Spa are cold, ferruginous, bicarbonated (1280 c³ bicarbonate of iron per litre). There are 8 wells of clear, sparkling

water which contains important ferruginous principles, making these springs among the best mineral waters of Europe.

Baths of mineral water are given in the Bathing Establishment, one of the most comfortable on the Continent since the improvements made in 1905. These baths act by the carbonic acid gas they contain in large quantity (1200 c³ per litre). At the hydropathic establishment, hot and cold douches of mineral or soft water, vapour baths for rheumatic or gouty patients mud baths, etc., are obtainable.

THERAPEUTICS. Anæmia and chlorosis, functional uterine troubles, sterility, neurasthenia, heart diseases (gaseous baths), debility consequent on sojourn in hot climates.

CONTRA-INDICATIONS. Constipation due to organic changes, plethorism, tuberculosis.

THE SPRINGS. The most important spring is the Pouhon Pierre-le-Grand, situated in the centre of the town; very close to it is the Spring Prince de Condé. In a circuit of 3 kilometres starting from the Pouhon Pierre-le-Grand are the other springs: the Tonnelet, the Sauvenière, the Groesbeck, the Géronstère, the Barisart. The Marie-Henriette is exclusively used for the Baths.

The Spa Cure has a tonic influence upon the general health and the blood through its chalybeate water used internally, upon the vascular organs and the heart through its gaseous baths, upon the nervous system through its internal treatment, baths and hydrotherapeutic treatment and upon the pelvic organs through its sitz-baths and mud-baths.

Moreover the cure is made under the most favourable hygienic conditions, and in a climate the very tonic effect of which is of itself efficacious.



The Casino contains saloons, reading rooms, and a splendid ball-room where dances and concerts are frequently given. The town orchestra performs twice daily in the Kiosks on the public promenade. Among other attractions may be mentioned:— The Theatre (comic operas, comedies), the Race Course, Cycling Track, Lawn Tennis Grounds, Pigeon - Shooting, Horse Shows, Golf,

Cricket, etc., Fêtes, Firework displays, Fishing, Shooting, Boating, Riding, etc.

WALKS AND DRIVES. — Spa possesses a splendid park, « le Parc de Sept heures » (literally the seven o'clock walk). — It is here that one can find coolness during the heat of the day, under the shade of the old elm trees and many charming arbours. In the immediate vicinity of the town one can enjoy numerous delightful walks; the lovely scenery to be found cannot fail to call forth the admiration of the tourist. There are the Promenade Meyerbeer which descends into a ravine full of shade and freshness; the Promenade des Artistes, much admired by painters, and frequented for the purposes of sketching, where the musician Meyerbeer composed his opera « Robert le Diable »; the Promenade d'Orléans, where H. R. H. the Duchess of Orleans, the mother of Louis-Philippe, King of France, was fond of wandering; the Promenade des Montagnes; the classical Tour des Fontaines, to which may be added a visit to Lake Warfaaz, la Promenade des Français, les Montagnes Russes, le Boulevard des Anglais, le Ruy de Chassion, le Ruy de Heppe, la vallée de Folifaz, la vallée de la Hoëgne, la Promenade Raikem, etc. Further information may be obtained free at the Bureau de Publicité, Spa.

Excursions. — From Spa a charming excursion may be made through the deep valley of the Hoëgne, at the bottom of which a stream runs its capricious course through heaps of large stones and rocks. This marvellous valley is much admired by tourists and was one of the favourite walks of the late Queen Marie-Henriette of Belgium. In the neighbourhood of the town many charming spots are to be found, also celebrated ruins, etc., all of which are worth a visit. Among these the most attractive are: The *Cascade de Coo* (page 48), the ruins of the *Château de Franchimont*, the lake and *Barrage de la Gileppe* (page 49), the *Grotto of Remouchamps*, the

Château des Quatre fils Aymon, Stavelot and its ancient Abbey, *Les fonds de Quarreux* (page 45), etc.

CASCADE DE COO. — This excursion is specially interesting, on account of the picturesque scenery between Spa and Coö (see page 48).

The lac de la Gileppe is reached by a shady road through the woods (page 49).

THE ARDENNES

The Ardennes, called a miniature Switzerland, form the most picturesque part of Belgium, and are composed of a group of mountains and valleys abounding with views alternately wild, graceful, and rural.

On a rough and rugged land one finds luxuriant old forests with thick vegetation, green fields, charming hills, clear rivulets flowing peacefully through the valleys and also, in contrast, wild uplands with dashing torrents, shut in by bare rugged rocks.

The inns are everywhere noted for their cleanliness and extreme cheapness, the « pension » being from 6 to 7 francs per day, including bedroom, meals, light and service; for a lengthened stay often from 4 to 5 francs.

Messrs. Thos Cook & Son say: « The Ardennes district of itself offers attractions »
 » both varied and great. The artist knows it as a district of richly wooded heights »
 » and dells; of rugged rocks crowned by crumbling ruins; fertile valleys occupied by »
 » flourishing villages, and of hamlets which look as if no breath of political or other »
 » convulsion had ever disturbed the quiet of their sparse inhabitants. The archæolo- »
 » gist knows it as having furnished the scientific world with evidences of all ages, from »
 » the pre-historic downwards. The historian knows it as meriting more than any »
 » other part of the Continent the title of « Battlefield of Europe »: Gauls, Belgæ, »
 » Romans, Franks, Vandals, Huns, Normans, having in turn left tangible evidence »
 » of their sometime presence in this portion of the *Gallia Transalpina* of classic history. »
 » The romancist also knows it by its inexhaustible store of interest in the legends »
 » of its countless ruined castles and the traditions of its « caverns ». And when »
 » tourists have driven through the sylvan beauty of the « Forest of Arden », immor- »
 » talized in « As You Like It »; visited the alabaster halls of the marvellous grotto »
 » of Han, and steamed down the such lovely river as the Meuse, they too will know »
 » it as an attractive and beautiful district that has supplied them not only with »
 » renewed health and energy, but also with an inexhaustible store of delightful »
 » recollections. »

The most pleasant tours, by reason of the variety and novelty of the country they embrace, are those mentioned under No 4, pages 35 to 40. (Banks of the Ourthe) No 8, pages 44-49 (Banks of the Amblève, Spa). No 9 (Banks of the Meuse, the Lesse, the Semois) pages 49-53.

This part of the Ardennes, which extends to within the Grand Duchy of Luxemburg, offers special attractions to those making a walking tour.

Dover to Waterloo and Back

Tickets issued for Easter, Whitsuntide and August Bank Holiday also on Fridays and Saturdays, from May to the end of October, available 15 days, by any boat and train of corresponding class (*), with liberty to break the journey at OSTEND, BRUGES, GHENT and BRUSSELS.

1st Class, 23/10; 2nd Class, 15/—; 3rd Class, 11/11

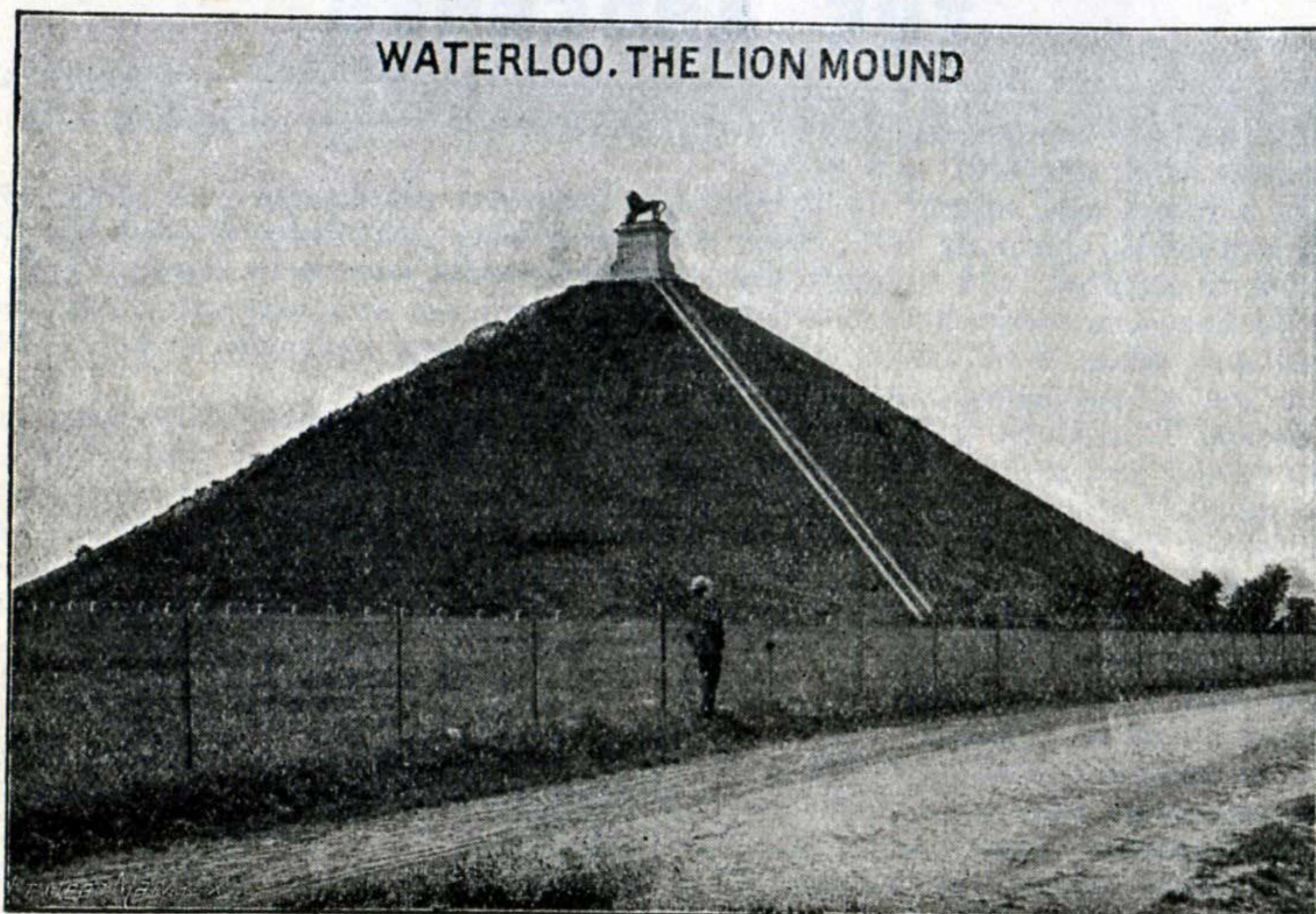
PLACES TO VISIT : Ostend, Bruges, Ghent, Brussels (see pages 3 to 24) and Waterloo.

(a) **By Train** : From the gare du Midi to Braine-l'Alleud (light railway from Braine-l'Alleud station to the Lion). Passing through the village of Waterloo, notice should be taken of the monument to the memory of the Marquis of Anglesey, the church with its historic rotunda, containing numerous monuments erected to the memory of officers killed in the battle. Opposite the church is the Museum. At the Joli Bois are the tombs of Lieut.-Col. Stables and Major A. Rawley-Heyland. Close by *Mont-St-Jean*, where Wellington placed his reserves during the battle, are two monuments : to the right that erected to the memory of Col. Gordon, A. D. C. to the Duke of Wellington, killed during the battle; and to the left that to the Hanoverian officers, 42 of whom were found dead on the field. The *Waterloo Lion*, cast by *John Cockerill* from the bronze cannons taken by the Allied Forces, is erected on a mound on the exact spot

Hand baggage only allowed free of Charge with the above tickets.

(*) Available by « *train de luxe* », on payment of the excess fare.

where the Prince of Orange was wounded. The summit of the mound, which is 146 feet high, is reached by a flight of 236 steps, and commands a fine view of the battle-field, which extends on an open plain. On the right is the *Château de Hougoumont*, on the left the farm of *La Belle Alliance*, then the farm of *La Haie Sainte*, and the village of *Plancenoit*, where the Prussians appeared at the decisive moment of the battle. The return can be made by train from Waterloo or from Braine-l'Alleud.



(b) By Coach : From the Place Royale at 10 a. m. daily for Waterloo-Lion. Hougoumont, Belle-Alliance—and back to Brussels, arriving 4.30 p. m. Fare 7 francs, and 1 franc for the coachman.

(c) Other Brakes leave Cook's Office, 41, rue de la Madeleine, at 9.45 a. m. daily during the season, driving along the Avenue Louise and the Military Road through the village of Waterloo where Wellington's headquarters and the old church will be visited then on to the farm of Mont-St-Jean and the Anglo-Netherland Lion; a descriptive lecture of the battle is given by the guide.

Lunch, can be taken at 1.30 p. m., after which a visit will be made to the interesting Panorama of the battle. Leaving at 3.0 p. m. the carriages go to the old Hougoumont Farm, for a visit to its interior, the Chapel, the old well and the orchard.

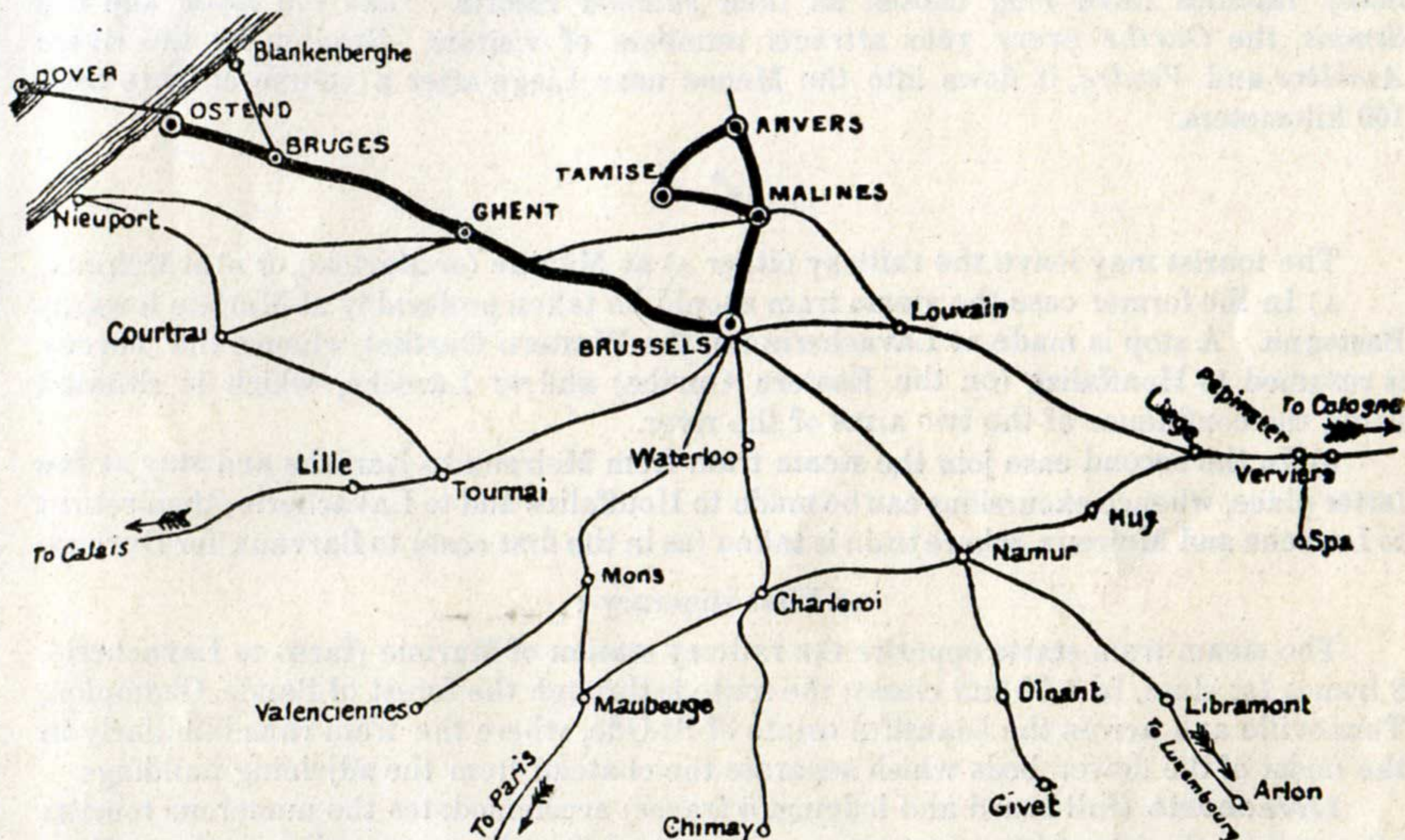
The route home leads through the Forest of Soignes and the beautiful Bois de la Cambre, the hotels being reached in time for table d'hote dinner. This drive extends over a distance of 35 miles of most interesting scenery.

Fare (Exclusive of Luncheon including Admissions, Fees and Services of an efficient Guide) : 8 shillings (10 frs).

TOUR No 2. — BANKS OF THE SCHELDT (30 Days).

Dover, Ostend, Bruges, Ghent, Brussels, Malines, Tamise, Antwerp, Malines, Brussels, Ghent, Bruges, Ostend, Dover, or *vice versa*. (Between Tamise and Antwerp by boat). Issued daily, from March 5th until October 31st.; no free allowance of registered luggage.

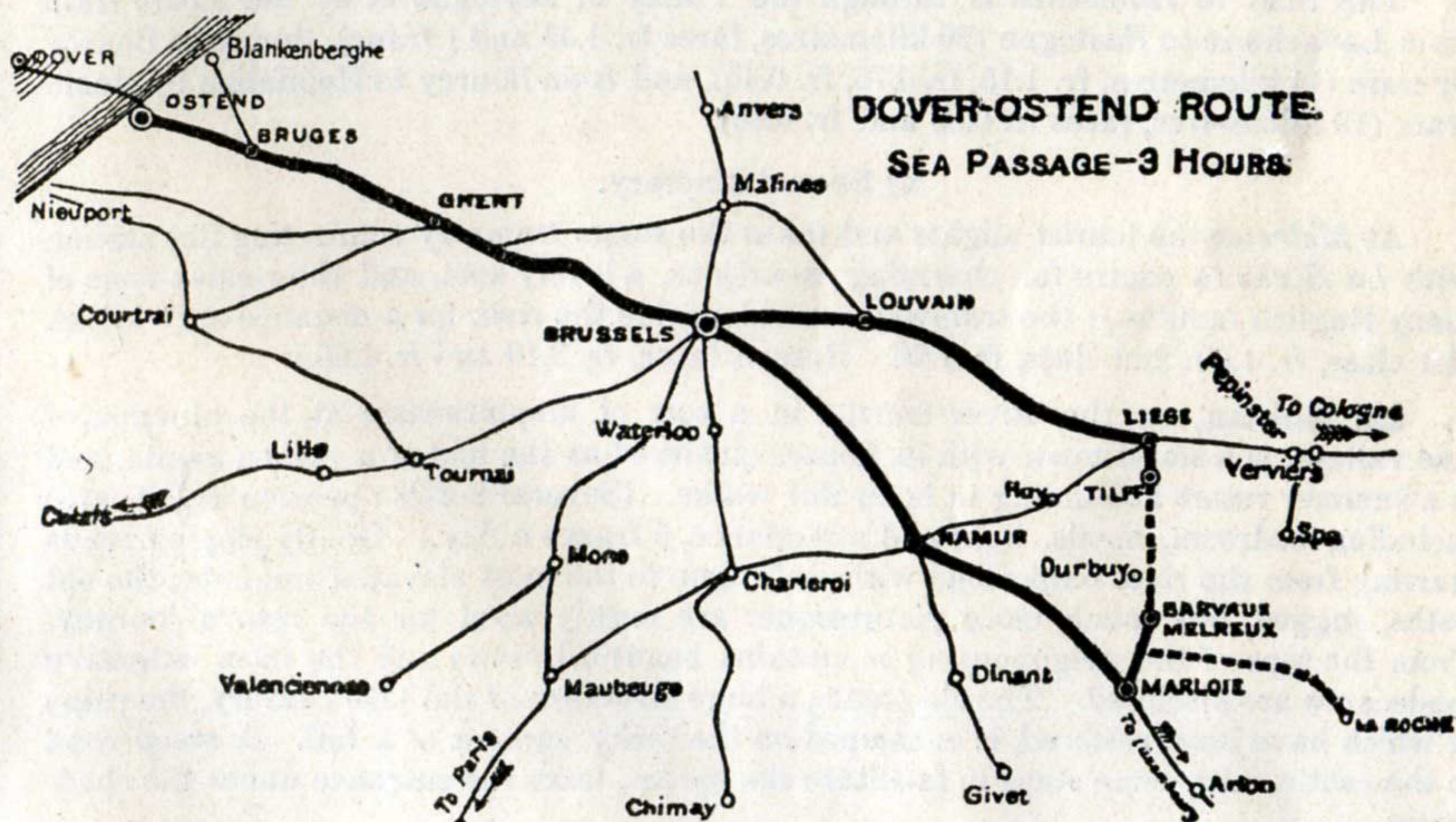
1st Class. £ 1. 16. 11; 2nd Class. £ 1. 8. 11; 3rd Class. £ 1. 2. 11



PLACES TO VISIT. — Ostend, Bruges, Ghent, Brussels, Malines, Antwerp. (Refer to pages 3 to 24).

TOUR No. 4. — BANKS OF THE OURTHE, LA ROCHE AND DURBUY

Dover, Ostend, Bruges, Ghent, Brussels, Namur, Marche, Melreux, Barvaux, Tilff, Liege, Brussels. Ghent, Bruges, Ostend, Dover or *vice-versa*.



PLACES TO VISIT. — Ostend, Bruges, Ghent, Brussels, Namur. (Refer to pages 3 to 27.)

The River Ourthe. — The river Ourthe, a tributary of the Meuse, runs down the high plateaus of the Ardennes and is fed by numerous streamlets during its course. Now it flows through winding passes and solitary hollows, wearing out the base of steep cliffs, now across wide meadows. As the larger portion of its banks is skirted by good roads, tourists are often at liberty to follow the river in all its windings. It passes through charming places (Houffalize, La Roche, Durbuy, Esneux, Tilff), which many families have long chosen as their summer resorts. Like the *Lesse* and the *Semois*, the *Ourthe* every year attracts numbers of visitors. Swollen by the rivers *Amblève* and *Vesdre*, it flows into the Meuse near Liege after a course of more than 160 kilometers.

* * *

The tourist may leave the railway either **A)** at Marche (or Marloie), or **B)** at Melreux.

A) In the former case the steam tram should be taken preferably at Marloie towards Bastogne. A stop is made at Lavacherie (on the Western Ourthe), whence the journey is resumed to Houffalize (on the Eastern Ourthe) and to Laroche, which is situated below the confluence of the two arms of the river.

B) In the second case join the steam tram from Melreux to Laroche and stay at the latter place, whence excursions can be made to Houffalize and to Lavacherie; then return to Laroche and Melreux, where train is taken (as in the first case) to Barvaux for Durbuy.

A) First itinerary :

The steam tram starts opposite the railway station of Marloie (fares to Lavacherie, 2 francs 1st class, fr. 1.50 2nd class); the route is through the forest of Bande, Champlon, Tenneville and across the beautiful estate of St-Ode, where the tram runs familiarly in the midst of the flower beds which separate the chateau from the adjoining buildings.

Lavacherie (full board and lodging, 5 francs) accommodates the numerous tourists attracted by the beautiful surrounding country and the charming walks in the valleys of St-Ode, Baseille, Wyompont and the Laval. The mineral water spring of the « Bonne Dame St-Ode de Lavacherie » is another favourite with visitors to this district; an excellent view of the tortuous valley of the river Ourthe is obtained here.

While staying at Lavacherie, pleasant excursions may be organised to St-Hubert, Bastogne and Laroche. St-Hubert may be reached by a good path winding through the beautiful forest of Freyr; it is distant 11 kilometres from Lavacherie. The distance from the latter place to Houffalize is 28 kilometres and to Laroche 16 kilometres.

The road to Houffalize is through the Valley of Bertogne or by the steam tram from Lavacherie to Bastogne (20 kilometres, fares fr. 1.45 and 1 franc), thence to Bourcy by train (11 kilometres, fr. 1.15, fr. 0.75, fr. 0.45), and from Bourcy to Houffalize by steam tram (12 kilometres, fares fr. 0.85 and fr. 0.60).

B) Second itinerary.

At *Melreux* the tourist alights and takes the steam tramway connecting this station with *La Roche* (a centre for charming excursions, a lovely spot, and the rendez-vous of many English families); the tramway runs alongside the river for a distance of 20 kilom. (1st class, fr. 1.60; 2nd class, fr. 1.20. Return fares, fr. 2.10 and fr. 1.60.)

La Roche, on the River Ourthe in a sort of amphitheatre at the junction of five valleys, is a small town with its houses clustered at the foot of a ruined castle, and is a summer resort abounding in beautiful walks. (Several hotels: pension full board) including bedroom, meals, light and attendance, 5 francs a day.) Gently sloping roads starting from the river banks lead without fatigue to the most elevated summits; the old paths, rugged but much more picturesque, are mostly used for the return journey. From the tops of the neighbouring mountains beautiful views and the most extensive landscapes are disclosed. The old castle, a huge structure of the 11th century, the ruins of which have been restored, is encamped on the rocky summit of a hill. A steep road to the castle, with some steps to facilitate the ascent, leads the entrance under the clock tower.

From *La Roche* there are pleasant walks and drives, for instance:

1st.) To *Corumont*, where in bygone days the chair of Pepin (a recess cut in the rock)

was pointed out to visitors; to *Beausaint*, to the *Vallée de la Bronze*, to the hollows and cliff of *the Pouhon*, and to *Petit Halleux*.

2nd. To the *Mill of Rompré*, at *Villez*, to the Roman Villa rising in terraces from the *Ourthe*, to the *Mill of Lohan*, at *Maboge*, to the *Cheslet*.

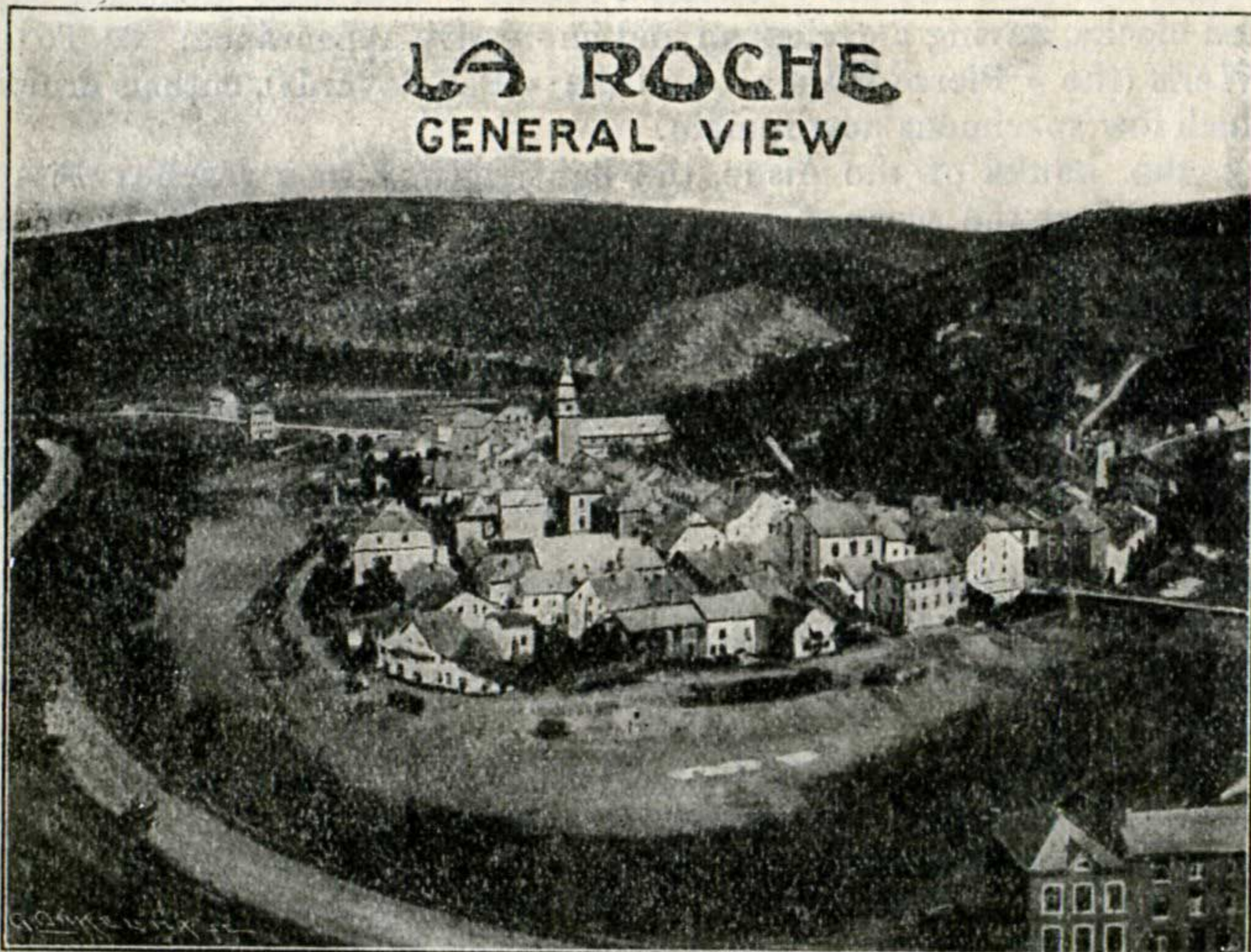
3rd.) To the *Tombs*, to *Mierchamps*, *Vecmont* and to the *Moulin (Mill) de Waz*.

4th.) To the *Fonds Royen*, to *Cielle*, *Samrée*, *Diable Chateau*.

5th.) To *Houffalize*.

This last excursion, if made on foot there and back, occupies two days, but the return journey may be accomplished in one day by carriage. A mail coach starts from *La Roche* at noon, reaching *Wibrin* at 2.30 p. m., and *Houffalize* at 4.30 p. m. In the reverse direction it starts from *Houffalize* at 5.30 a. m. (or 5 a. m. on market days at *La Roche*.) Distance 26 1/2 kil., fare 2 fr. 60.

The distance from *La Roche* to *Houffalize* along the bank of the *Ourthe* is more than 40 kilometres, but there are good roads by which pedestrians can cover it in five hours: 1st, *via* *Nisramont*, *Engreux*, *Ollomont*, *Tilly*, and *Mormont*; 2nd, *via* *Villez*,



Maboge, *Berismenil*, *Nadrin*, *Ollomont*, and *Mormont*.

Both routes are equally interesting; they present an uninterrupted succession of slopes, foliage, cliffs, admirable points of view, and elevated table-lands, commanding extensive landscapes.

The Banks of the Aisne. — It is now possible to make the following excursion owing to the construction of a new « vicinal railway ». Tourists take the road followed by the mail coach (diligence) « *Laroche-Samrée* », a splendid shaded walk through a forest of imposing and lofty trees and dark fir-plantations; on their feet, at the bottom of a hollow pass, a pretty brook rolls down in the direction of *Laroche*. Abandoning *Samrée* (550 metres) tourists proceed on the left to *Dochamps*, a pretty village whose white houses are placed in rows one above the other on the mountain. A cross way passing through the wood, somewhat before reaching the mile-tone 76, leads to *Benasse* (574 metres high), from where tourists enjoy a majestic panorama.

At *Dochamps*, travellers proceed by a new « vicinal » light railway from which some picturesque sceneries and all the unexpected charms of the pretty *banks of the Aisne* are disclosed. The train runs through the girdle of the beautiful wood surrounding *Dochamps*, reaches (on the right) the magnificent beech-trees that in a few years will unfortunately fall under the axe of the wood-cutter.

Numerous brooklets roll down the mountains and mingle their crystal waters with the clear waters of the Aisne. Not far from the Vicinal station of Forge, at La Plez, a centre of the iron industry in the middle ages, an excellent mineral spring, called « Pouhon de Bergister » is disclosed. This spring is very well known by the hunters and anglers of the country.

Tourists soon reach *Amonines*, an important village whose houses are built in a delightful disorder on the slope of the hill.

Now they are at *Blier*, with its ancien manor-house and its magnificent castle and then reach *Erezée*, a pretty village slumbering in the greenery on a hill under the shadow of mountains rising gradually from 336 metres to 400, 450 and 500 metres. The spot is charming, and tourists staying there will not be disappointed. (Accommodation 4.50 fr. per day).

Erezée, claiming the title of pearl of the banks of the Aisne, is situated in the centre of one of the most picturesque and attractive regions, formerly unknown owing to the lack of means of communication; the number of its visitors is growing every year.

Other possible tours from here are numerous, namely: 1° To the captivating valley of the Estinale, abounding with fish, specially with trout; 2° To the black rocks of Bronhey, Eveux, Sawheid and the « Roches à Frênes » with their menacing superposed and disjointed blocks, having a cyclopean and impressive appearance; 3° To the « Dolmens » of Wéris (the « Pierre Halma » and the « Pas Bayard »), curious druidic monuments of which few specimens now remain.

Leaving the banks of the Aisne, the light railway soon reaches Fisenne and Soy (old castles). Here the scenery changes suddenly, and the tourists are in a magnificent open plain with fertile fields. In the foreground, on the mountains, rises the elegant spire of Oppagne; on the other side of the Ourthe is the castle of Deulin, and in the back-ground travellers see the first part of the Condroz. Here also an extensive view of the plain of Melreux is disclosed; embracing the picturesque village of Ny with its old castle and its pretty church. Travellers soon join at Hotton the « vicinal railway » of the banks of the Ourthe for Laroche or may go on to Melreux (station of the State Railway).

This excursion can be infinitely varied by tourists; alighting from the vicinal « railway » at Amonines, they may resume their way to Bette and Rendeux (banks of the Ourthe); from Soy they reach Hampteau (banks of the Ourthe) by the hollow pass of Melines.

At Dochamps tourists, weary of main roads and well known resorts may go on to the elevated plains of the Ardennes soon reached by the « vicinal railway ».

Lamormenil (540 metres high), Freyneux (480 metres), where accommodation may be obtained for 4,50 fr. per day, Odeigne, Grandmenil, Manhay, not far from the « Baraque de Fraiture » (651 mètres), are very pretty villages with white houses having tatched roofs of primitive simplicity. Here travellers meet a charming brook, rolling its waters between two green slopes, and there they disclose a sea of moors and wild plants thwarting the horizon. At this attractive spot, tourists will enjoy the impressive charm of the high Ardennes.

From Manhay, the « vicinal railway » proceeds to Werbomont (not far from the pretty valley of the Lienne), and to Ferrières, St-Roch (ancient abbey of Bernardfagne) and Xhoris in the neighbourhood of the beautiful castle of Fanson; there it reaches Comblain-la-Tour and joins the line of the Ourthe.

Comblain-la-Tour. — Pretty locality situated at 5 kilometres from Hamoir, on both banks of the Ourthe, is skirted by five huge straight masses of rock. The view of the surrounding country from those heights is an admirable one and embraces picturesque spots. It is a very frequented tourist resort, having delightful walks in the neighbourhood. From Comblain-la-Tour an excursion may be made to St-Roch (8 kilometres), a resort of pilgrims, having also a boarding school.

Houffalize. — This is a favourite summer resort (several hotels: pension, including bedroom, meals, light and attendance, 5 francs a day), built on terraces rising from the river. On the top of an abrupt cliff are still to be seen the remains of an old castle dating from the 9th century. The neighbourhood offers very picturesque scenery: here, a dense forest and precipitous cliffs crowned by vast

table-lands; there fresh and flowery valleys, through which the river capriciously winds its way.

To return to La Roche, the tourist who came by way of *Nisramont* should follow the right bank as far as Nadrin, and then make for the *Herou*, the legendary rock, from which the winding river is seen below. This is one of the most deservedly popular spots in the whole Ardennes district.

When the road is not rendered impassable by the rise of the Ourthe, the bank of the river may be followed as far as the junction of the two branches. Between the Herou and La Roche are seen the cliffs of the *Cheslet*, and then, between Maboge and Villez, not far from Lohan, the *Cresse du Corbeau* comes into view.

From La Roche back to Melreux by steam tramway, and at Melreux the journey is resumed by rail to Barvaux.

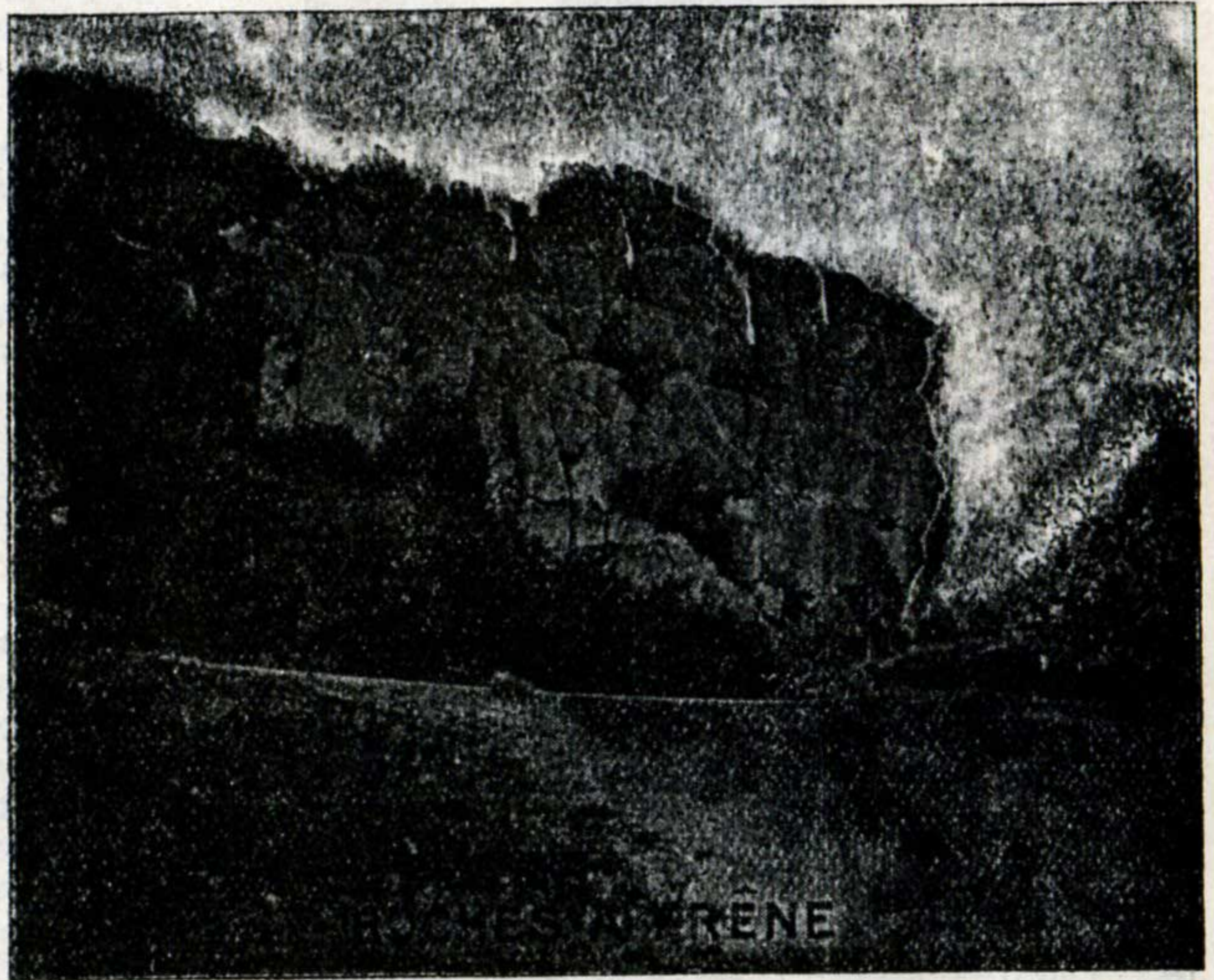
From Barvaux there is a lovely walk in following the banks of the Ourthe as far as Durbuy; this place is visited by numerous tourists.

Durbuy. — Hotels: pension (full board) bedroom, meals, light and attendance, 5 francs a day. A road, about 5 kilom. in length, leads from Barvaux

to Durbuy, but pedestrians may save twenty minutes by taking a cross-way beside an old chapel.

The mail coach plying between Barvaux station and Ocquier conveys travellers in half an hour to Durbuy fare, 50 centimes (5 pence). Here a surprise is in store, for suddenly the grounds fail, sink under one's feet, and, at the bottom, in a nest of foliage among pools with darkened shapes, you see a cluster of houses, a little town slumbering under the shadow of a mountain rising straight up like a wall, a manor house proudly situated on a rocky mound, the spire of a church, a bridge, a rivulet crossing the meadow — all suddenly disclosed. This beautiful glimpse of Durbuy is one of the most striking sights in the Ardennes. From Durbuy, the walk is continued by way of *Palenge* the *Fonds Vedeur* and *Tohogne*, to the hamlet of *Logne* commanded by an imposing ruined castle on a rising ground. At *Bomal*, between Barvaux and *Logne*, the *Ourthe* is joined by the *Aisne*, a stream flowing across *Roche à Frêne*, *Aisne* and *Juzaine*; here the cliffs present strange fantastical forms and outlines. Beyond *Logne*, down stream, we pass by the pretty ravine of *Sy*, a very primitive vale named also *Vallon des Corneilles* (Crow Valley), and the majestic belt of the *Rochers de Sy*. Further on is *Hamoir*, an important village situated at the junction of the *Ourthe* and the *Neblon*; *Hamoir* is a centre of excursions to *Xignesse*, *Filot*, *My* and *Verlaine*. Beyond *Hamoir* are the numerous stone-quarries by which the configuration of the beautiful cliffs on the banks of the river is so unhappily marred; 5 kil. from *Hamoir* and 3 kil. from *Comblain-au-Pont* is *Comblain-la-Tour* at the foot of precipitous cliffs, on one of which rises the ivy clad tower of an ancient church.

From the cemetery which surrounds this tower, a splendid panoramic view is enjoyed. The neighbouring cliffs assume an imposing appearance; above one of them, in a wood, is a grotto which may be explored. Scarcely a kilometre further down is the *Rivage* railway station, where the *Ourthe* railway is joined by the *Amblève* line. One of the finest prospects in this district is that from above the *Tunnel of Fraiture*, between *Rivage* and *Ilotte*: the view embraces the *Ourthe* and *Amblève* valleys and commands the junction of the two rivers gracefully winding through meadows and joining at *Doux-Flamme*. The road follows the course of the *Ourthe* on the left bank, and the tourist has scarcely left *Rivage* when he reaches *Chanshe*,



and the village of *Poulseur* picturesquely commanded on one side by the ruined castle of Poulseur with two ivy-clad square towers, and on the other by the ruins of the legendary *Château de Monfort*. Poulseur, surrounded by numerous and immense limestone and slate quarries, is connected by a steam tramway with *Sprimont* (8 kilom.) and is 5 kilom. from *Esneux*. (If preferred, one may travel from Durbuy-Barvaux to Esneux by rail.)

LIÉGE. STATUE OF CHARLEMAGNE



Esneux. — Is the finest spot in the lower Ourthe Valley. Its houses are scattered, from the top to the base, on a lofty rocky promontory. Communication between the upper and lower parts of the village is by a flight of steps commencing at the church. From the upper part a magnificent view strikes the beholder. At Esneux, there are a large number of country houses, fine chateaux, and hotels for the accommodation of the numerous guests and visitors who resort there during the season.

Tilff. — Two miles further on is Tilff, a charming spot, with its houses dotted here and there on the water's edge. Its numerous walks and drives, fine chateaux and its grotto lying at the corner of the abrupt cliff surmounted by the *chateau de Brialmont* make it an interesting and pleasant summer residence.

From Tilff to Liège by rail.

Liège. (See pages 24-25.) — From Liège, steamboats to Seraing, 1st cl. 30 cts, 2nd cl. 25 cts. Steamboats to Visé and back, 1st cl. 1 fr., 2nd cl. 70 cts. Steamboats to Maestricht and back, 1st cl. 1.50 fr., 2nd cl. 1.10 fr. Steam tramway to Jemeppe.

Numerous express trains run between Liège and Brussels covering the whole distance in about 1 1/2 hours.

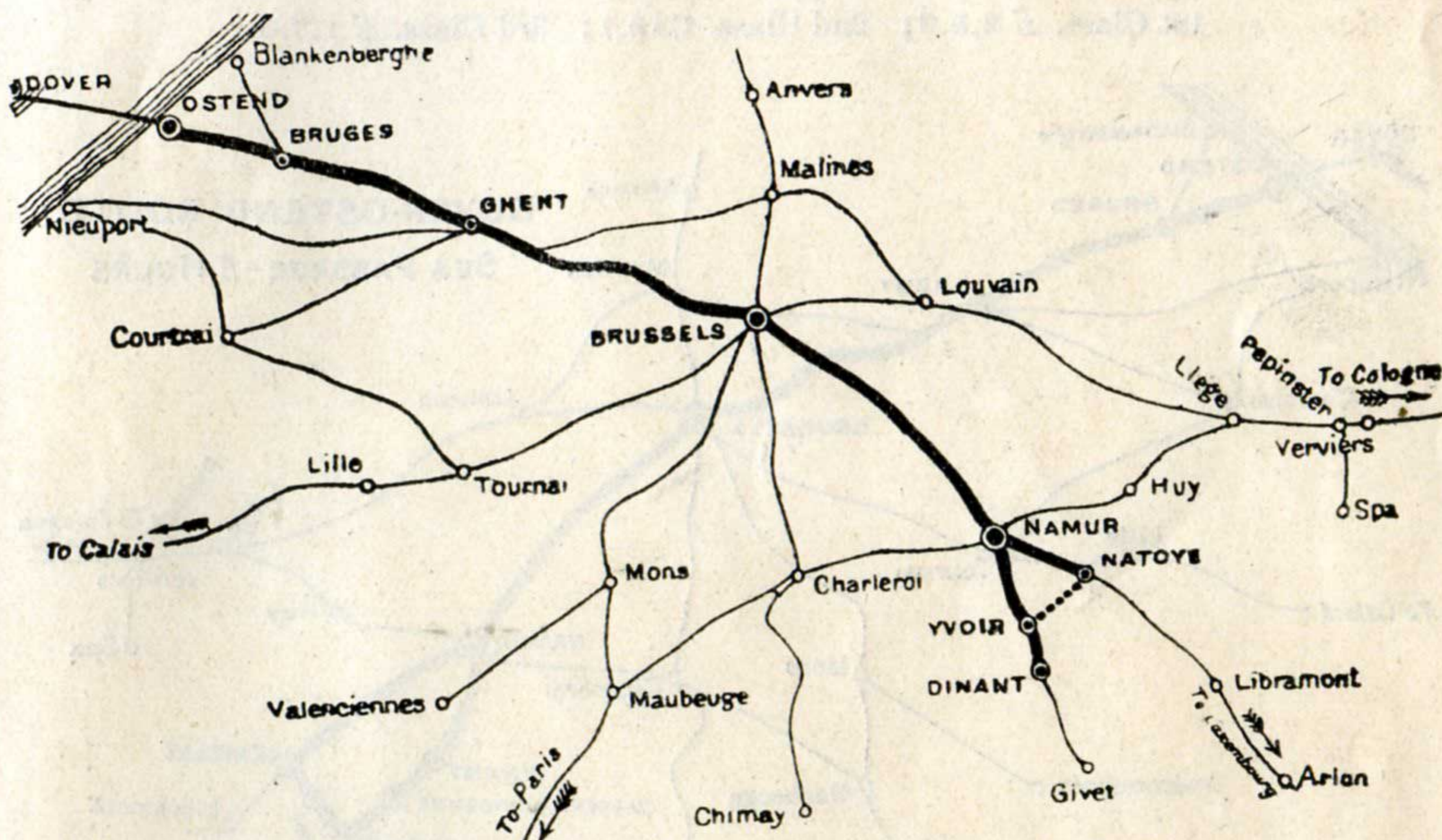
TOUR No. 6. — BANKS OF THE BOCQ

Dover, Ostend, Bruges, Ghent, Brussels, Natoye, Yvoir (from Natoye to Yvoir by road along the Bocq), Dinant, Namur (rail or boat), Brussels, Ghent, Bruges, Ostend, Dover.

Leave train at Natoye. A road almost facing the station leads through the Bois Henrard (wood) to Vincon, and after passing the pond, goes on direct towards the south-west, and descends to Spontin, on the banks of the river. Spontin is an antique village with a very interesting and delightfully situated Castle, formerly belonging to the family of Beaufort-Spontin, and entirely surrounded by the River Bocq. From Spontin to Dorinne, Purnode, Evrehailles. From Evrehailles to Yvoir one can go direct, keeping to the higher road; or by the northern route (indicated by sign-post before you enter Evrehailles) leading to Bauche (water mill).

From the water mill of Bauche, a half-mile walk, following the rivulet Crupet towards

the north, takes the tourist to the village of Crupet and its old castle. We should thence follow the banks of the river to Yvoir. The distance is between 9 and 12 miles. From Yvoir to Dinant, either by rail or by the right bank of the Meuse (a most enjoyable walk), passing by the Rochers de Champale (a pathway shaded by trees runs at the foot of the rocks from Yvoir Station, and affording a delightful stroll in hot weather), the Ruins of Poilvache, Houx, Leffe; on the other bank a good view of Bouvignes and the Ruins of Crèveœur (5 miles).

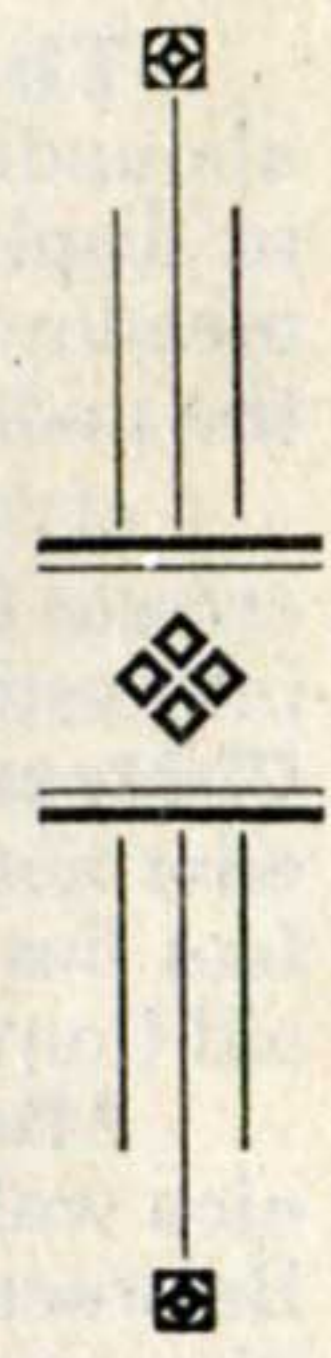
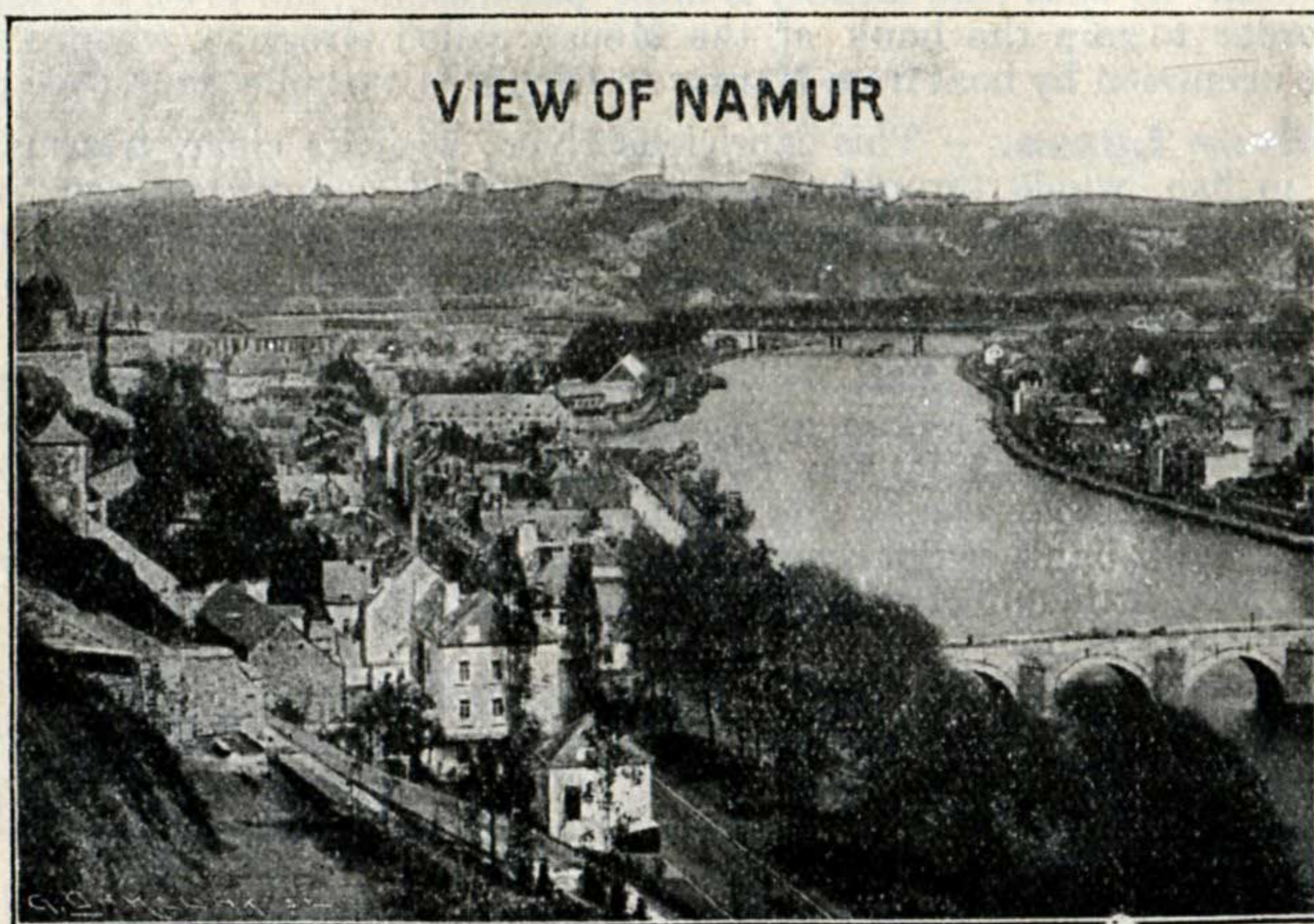


PLACES TO VISIT. — Ostend, Bruges, Ghent, Brussels, Namur (pages 3 to 27.)

N. B. — Luncheon can be had at Natoye, Spontin, Evrehailles; refreshments at Houx or Bauche; beds at Yvoir and Spontin.

Dinant. (See pages 28, 29, 30.)

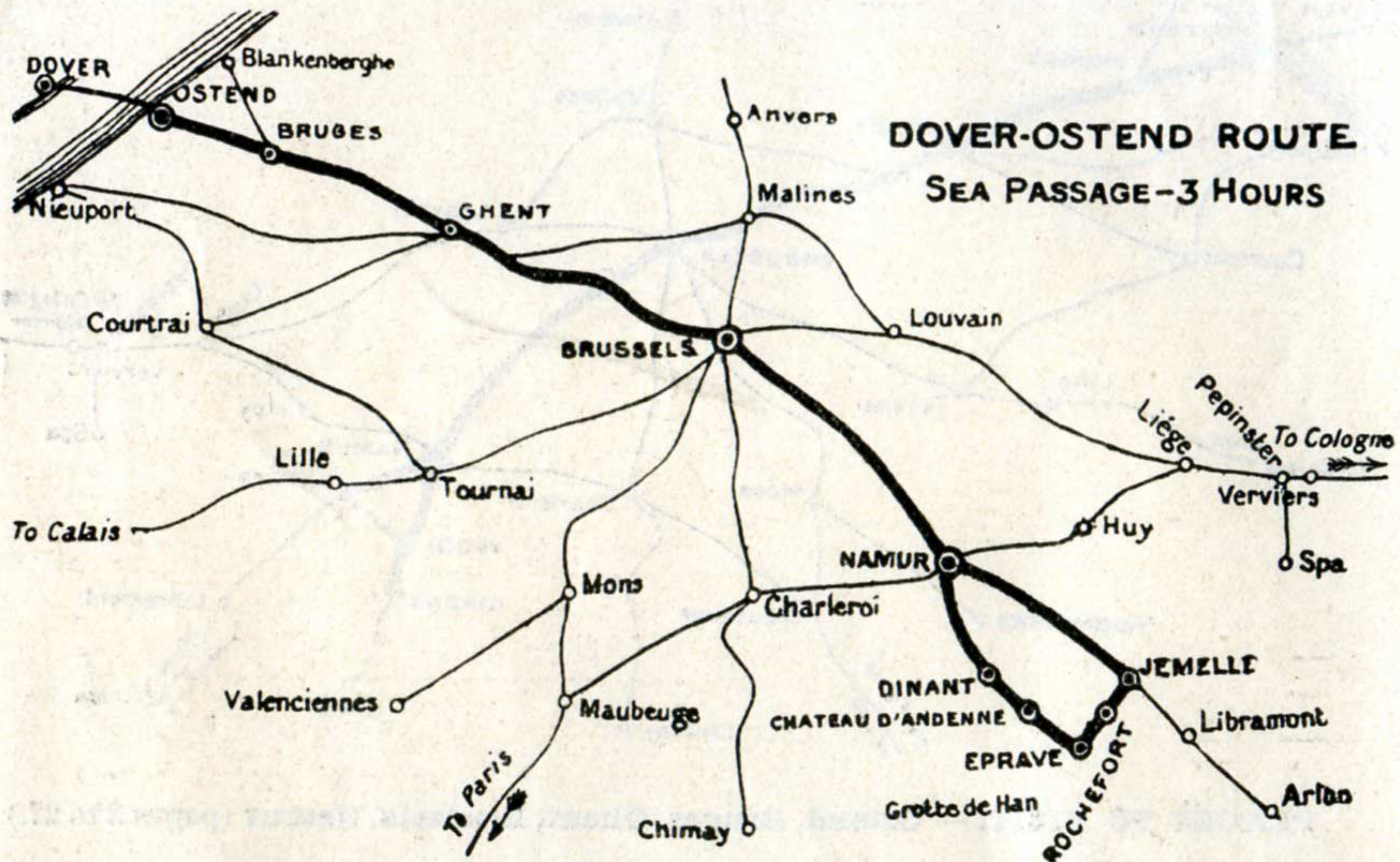
VIEW OF NAMUR



TOUR No. 7. — BANKS OF THE MEUSE, DINANT, BANKS OF THE LESSE, AND GROTTOS OF ROCHEFORT AND HAN (30 Days).

Dover, Ostend, Bruges, Ghent, Brussels, Namur, Dinant, Houyet, Château d'Ardenne, Han and Rochefort (Grottoes), Brussels, Ghent, Bruges, Ostend, Dover. (*Between Namur and Dinant by rail or boat*). Issued daily from 15th March until 31st October. No free allowance of registered baggage.

1st Class. £ 2.5.9; 2nd Class. 1.15.1; 3rd Class. £ 1.7.0.



PLACES TO VISIT. — Ostend, Bruges, Ghent, Brussels, Namur. (See pages 3 to 27) Dinant. (See pages 28-30.) Château de Walzin, Château d'Ardenne. (See pages 42-43.) Grottoes. (See page 30.)

Train can be taken at Brussels, either at the Nord Station or at the Quartier Léopold Station; a new Express service between Brussels and Dinant (through carriages) Calling at Namur shortens the journey to 1 1/2 hour. If the tourist prefers travelling from Namur to Dinant by boat (the scenery is most picturesque), the town of Namur must be crossed in order to gain the bank of the Meuse, called Grognon, whence the steamers leave. The excursion by boat from Namur to Dinant is most pleasant. (See pages 28-29.)

The River Lesse. — This capricious river, with its clear, transparent waters abounding in fish, winds through a picturesque, wild country, where Nature seems to display all its splendour before our eyes. Here the river flows through lovely meadows, there it is engulfed in the gorges of abrupt cliffs, all the while running in the midst of admirable scenery.

(1) **The River Lesse by Rail.** — On leaving Dinant, the line first follows and then crosses the Meuse by the Anseremme Bridge, from which point to Houyet (the most interesting part of its course) the river winds its way through steep banks. The **Château of Walzin** soon comes into sight (railway station); the castle is built on an enormous cliff (right bank of the river) overhanging a deep gulf of the Lesse. At the foot lies the pretty little mill of Walzin; a little further along the cliff, are the ruins of the old Convent of Caverenne.

After passing Chaleux and Furfooz the train reaches Gendron-Station (from here a nice walk to **Foy-Notre-Dame** whose pretty church contains 145 paintings on wood). Between Gendron and Houyet is the private station of the **Château Royal d'Ardenne** (See page 48). The walk from Furfooz to Houyet near the Château Royal d'Ardenne can be made in two hours.

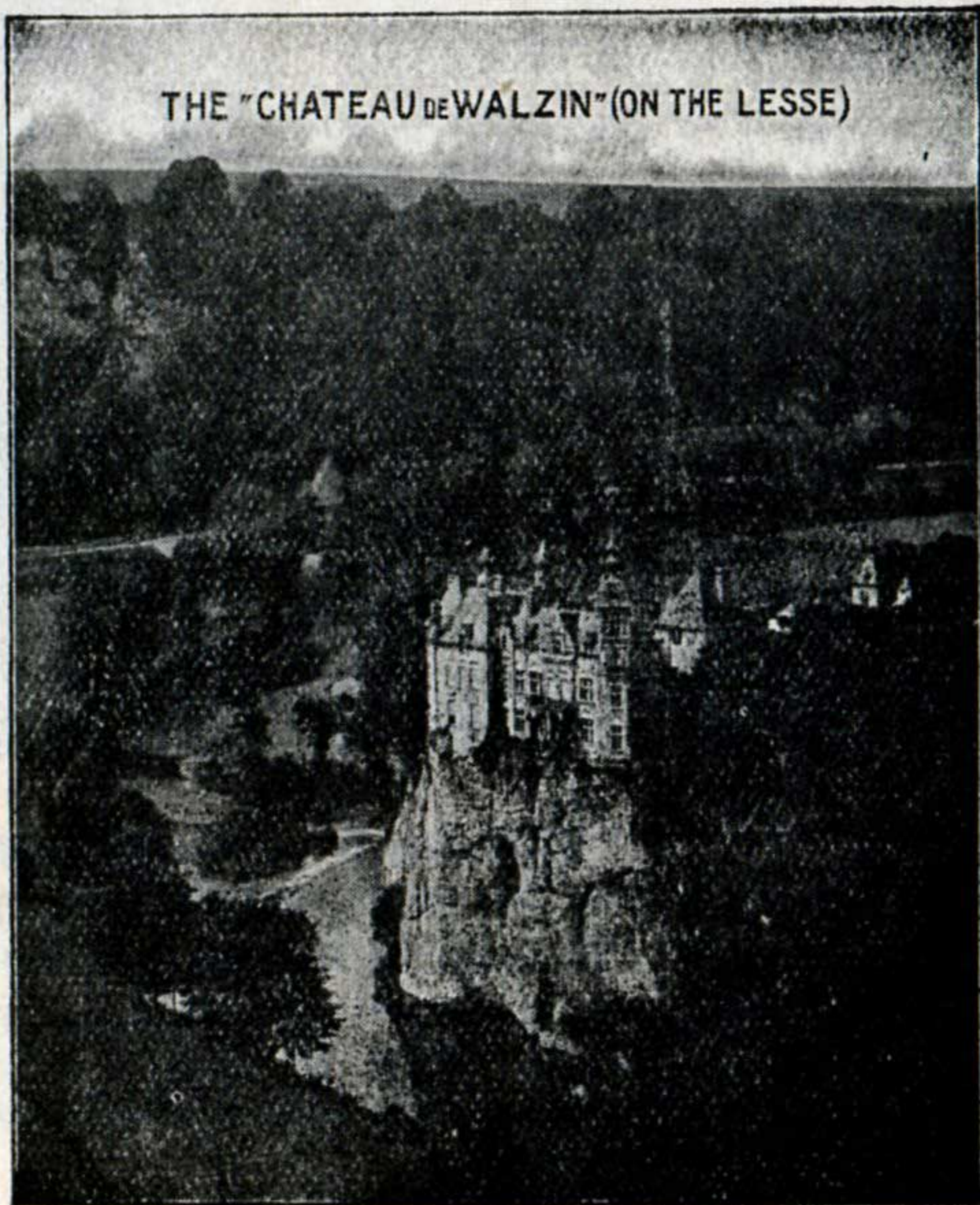
After leaving the Château d'Ardenne, Houyet and Eprave are reached, the latter being the nearest railway station for the Grottes de Han — thence to Rochefort, page 30.

(2) **The River Lesse Walking Tour.** — For pedestrians a day's walk through the valley of the Lesse affords one of the most beautiful excursions in the Ardennes.

Leave Dinant early in the morning and take the road through the curious *Roche à Bayard* to ANSEREMME as far as Pont St. Jean, the confluence of the Lesse and the Meuse; follow the right bank of the Lesse along the electricity works; Further on the road cross the river a first time and again at Pont à Lesse; somewhat further, cross the river by ferry boat, close to the Mill of *Walzin* and walk on the left bank.

The *Chateau de Walzin*, (right bank see above illustration), stands at the summit of an enormous cliff overhanging a deep gulf of the Lesse, on the right bank the *Roche al' Penne* is seen surmounted by the ruined convent of *Caverenne*.

A little further on, the road leads to a ford; crossing this and following the right bank, the tourist soon discovers on the opposite side the hamlet of *Chaleux*, easily recognized by the cliffs facing it and among which rises the *Chandelle* (candle) thus named on account of its peculiar shape. *Chaleux*; here is the prehistoric *Cavern of Chaleux*, 18 metres above the level of the river. The district abounds in traces of the remotest antiquity. Re-crossing the Lesse, and walking through the hamlet, the tourist may enjoy an exquisite view on the right bank. Ferry boat. *Rochers de Furfooz*, on the right bank. This is a most beautiful spot; several prehistoric caverns have been discovered in the cliffs of *Furfooz*. Bones of human beings and of animals of the reindeer age have been found here and are now exhibited at the Museum in Brussels. On the plateau surmounting the *Montagne de la Fontaine* is the *Roman Camp* where coins and objects recalling the period of the Roman occupation have been found. Follow the right bank until the rivulet *Celles* is reached; follow this rivulet as far as *Wève*. A path leads to *Foy-Notre-Dame* a pretty church whose ceiling contains 145 paintings on wood. At *Wève* there are three routes: take the middle one, passing the *Château de Wève*, thence to *Gendron*, returning to the Lesse by the rivulet *Yvoigne*, through the Royal Park of Ardenne, under the *Tour du Rocher* — further on is *HOUYET*, and the road to the *Château d'Ardenne*.



THE CHATEAU DE WALZIN (on the Lesse).

The Château Royal d'Ardenne — Within 10 1/2 hours journey from London is the *Château of Ardenne*, built by King Leopold II, amid surroundings affording the most striking contrast with the soft outlines of English scenery. The air of seclusion which is attached to this stately seigneurial domain appeals strongly, by its peculiar charms, to English and American visitors. From the summit of the *Tour Léopold*, built by the first Belgian monarch of that name, you have the panorama of the park, with its meadows, masses of flowers, and inviting thickets, that has tempted the brush of many a painter. In the little *Yvoigne*, there is excellent trout-fishing. There are fish too in the ponds of *Wesly*, where swarms of dragon-flies flutter.

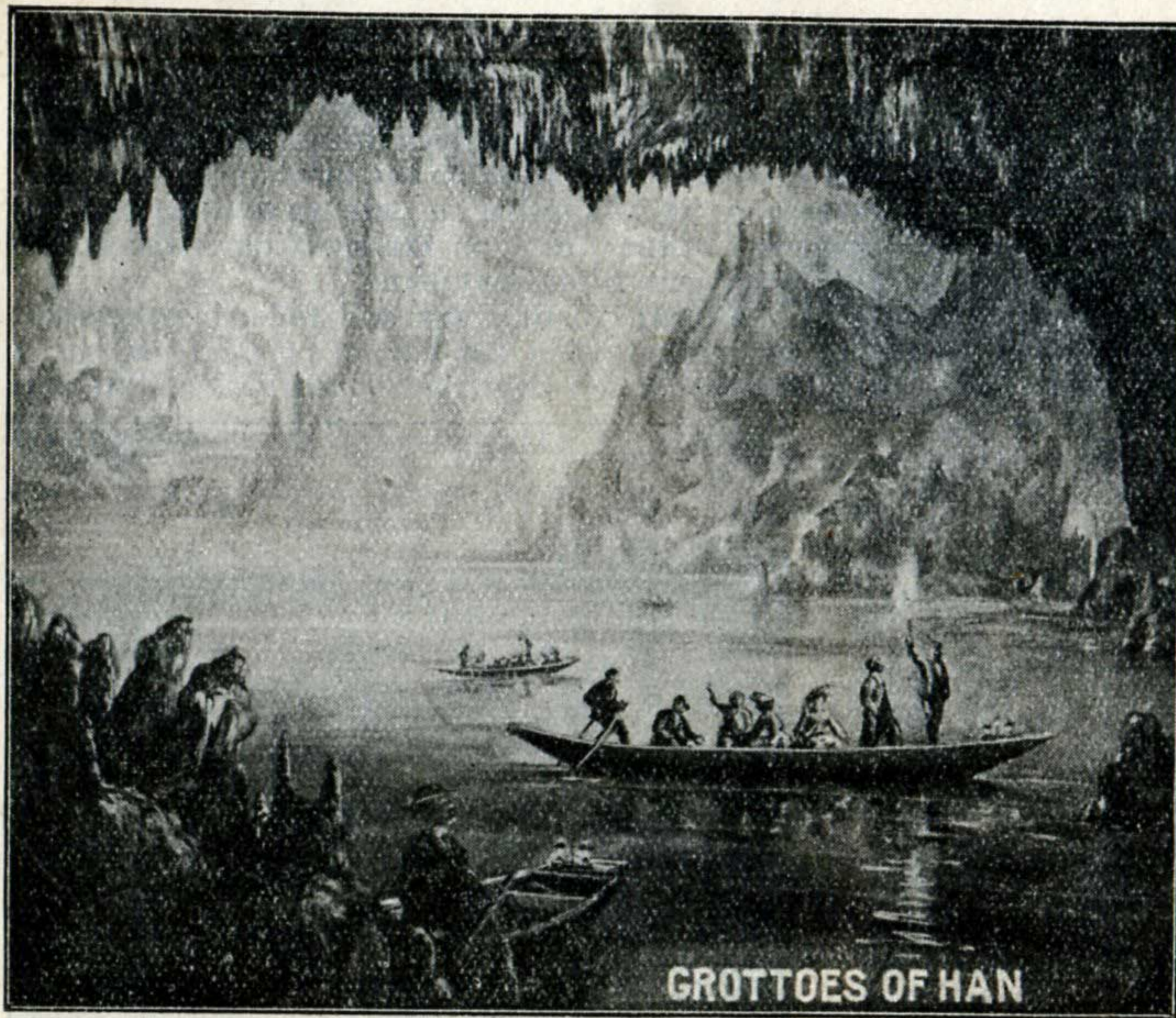
Near *Château d'Ardenne* is the station of **Houyet**; here the railway branches off to *Beauraing* and to *Jemelle*; at *Jemelle* it joins the line from Brussels to *Arlon*. Owing to its charming situation, *Houyet* is rapidly becoming a well patronized centre.

From *Houyet* to the *Grottes de Han* (about 14 miles) by the winding banks of the *Lesse* — at this point less interesting.

There is a shorter way by the left bank, passing *Hour-la-Petite*, *Hour-la-Grande*, *Havenne Wanlin*; cross the bridge to *Ciergnon* (Royal *Château*), *Jamblinne*, *EPRAVE*, *HAN-SUR-LESSE* (grottoes), and *ROCHEFORT* (grottoes). (For description of the grottoes see p. 30.)

The famous *Grottes de Han* (see illustration page 44) and the other marvels of nature which abound in the Belgian *Ardennes*, attract thousands of visitors year after year. Omnibus and light railway trains run every hour between *Rochefort* and *Han* (for fares see page 31).

Rochefort is interesting, its environs being most beautiful. For description of the *Grottes de Rochefort*, see page 31. From *Rochefort* we take the train again to

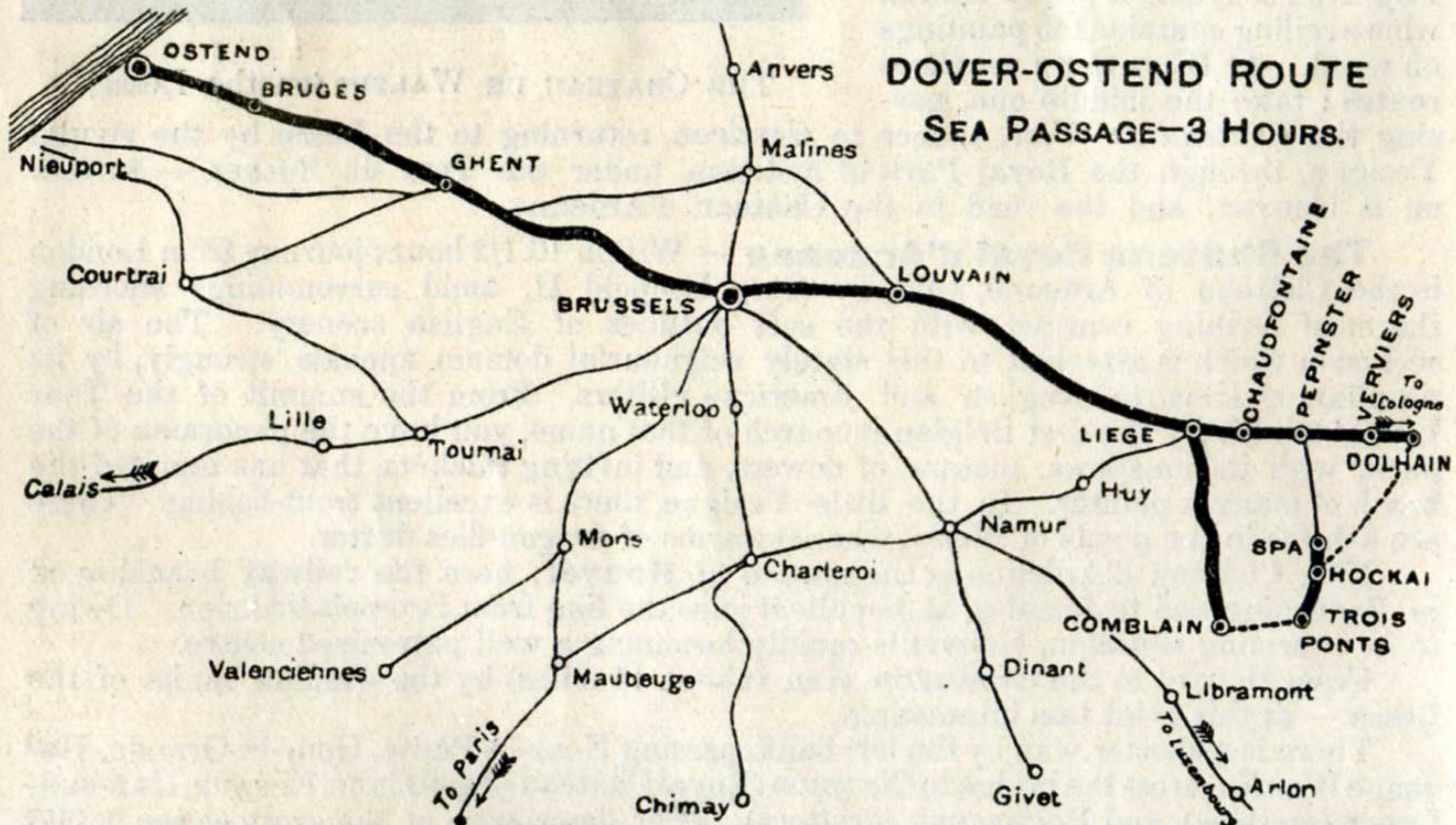


Jemelle, where it is necessary to change for the express train to Namur and Brussels on the homeward journey.

Travellers on their way to Germany, England or Switzerland can easily visit the Grottoes by staying five hours at Jemelle.

TOUR No 8 — BANKS OF THE AMBLÈVE, GROTTO OF REMOUCHAMPS, CASCADE OF COO, SPA, BARAQUE MICHEL, AND GILEPPE DAM.

Dover, Ostend, Bruges, Ghent, Brussels, Liège, Comblain-au-Pont, Trois-Ponts, Spa, Hockai, Baraque Michel, Barrage de la Gileppe, Dolhain, Chaudfontaine, Liège, Brussels, Ghent, Bruges, Ostend, Dover. (*Between Comblain and Trois-Ponts, Hockai and Dolhain, by road.*)

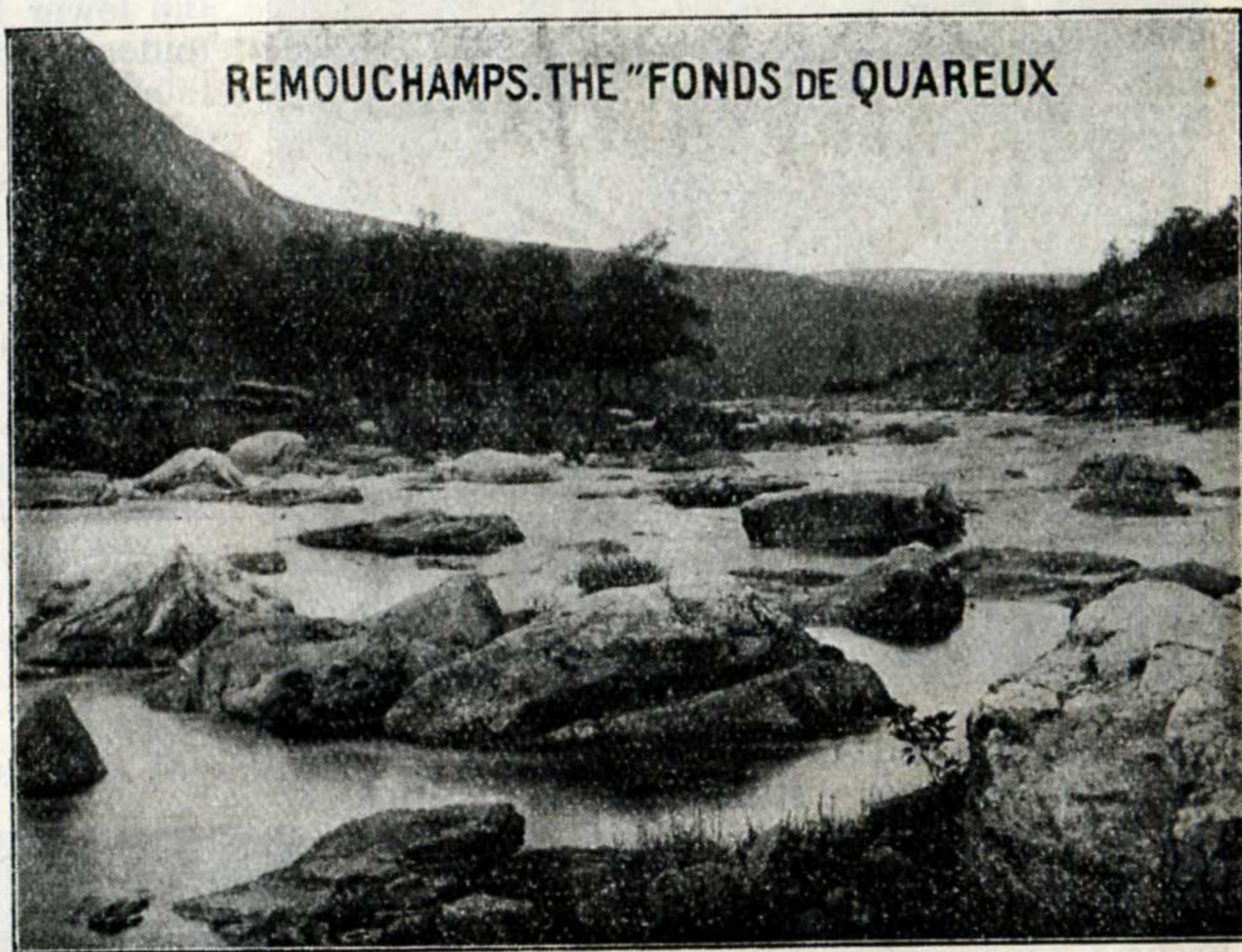


PLACES TO VISIT : Ostend, Bruges, Ghent, Brussel, Louvain, Liège. — (See pages 3-25.)

The Amblève.— This river is perhaps more beautiful than the Ourthe. The cliffs, straight as walls, crowned by the ruins of the Château d'Amblève, the wild gorges of the hollows of Quarreux, the superb panorama of the Vaux-Renard, and the CASCADE DE COO are, to the fascinated eye of the tourist, like so many stage scenes. The train, after starting from Liège, passes Colonstère, from which the forts of

Boncelles and Embourg are seen; TILFF, the charming spot with its houses by the water's edge; ESNEUX, the pearl of the lower Ourthe Valley, finely situated, partly on and partly at the base of a rocky promontory, and finally *Rivage*. A few steps from Rivage station, at Doux-Flamme, is the junction of the Amblève with the Ourthe. A railway runs from Comblain to Trois-Ponts, along the Amblève, often crossing the river and passing Martinrive, the ruins of *Amblève*, the old Château of Les Quatre Fils Aymon, AYWAILLE, proud of its picturesque situation, Remouchamps and the superb Château de Montjardin (at Aywaille and Remouchamps, several inns and hotels); REMOUCHAMPS (Grottes), also a much appreciated summer resort; *Nonceveux*; **Quarreux** one of the wildest spots of the Amblève Valley; STOUMONT, La Gleize, Cascade de Coq, Coq, *Trois-Ponts*, about 35 kilom. The journey by rail from Rivage to Trois-Ponts takes 1 1/4 hour. But the road along the Amblève is a long day's walk. It is therefore better to break the excursion once or twice « en route ». The pedestrian, leaving Rivage station, takes on the left the road towards *Fraiture*, as far as the tunnel opposite Liotte station; from here a magnificent panoramic view is obtained, stretching far away through the Ourthe and Amblève valleys. Turning to the right, he should proceed towards Comblain, cross the bridge on the Amblève, and follow the road leading to Aywaille. Comblain is proudly encamped on a rocky eminence, clothed with verdure, and commanded by a square tower. A road leads sharply to the tower,

the remnant of an ancient Manor, and the view from the summit richly rewards the tourist for the ascent. Now the road along the Amblève is in a pretty valley, commanded on the left by the plateau of Sprimont and on the right by that of Oneux. The farm house of Hal-leux soon comes in view, then **Martinrive** and, in a bend of the river, the *Belle Roche*, a very elevated rocky mass. In the neighbourhood of Martinrive station are the ruins of the **Amblève**



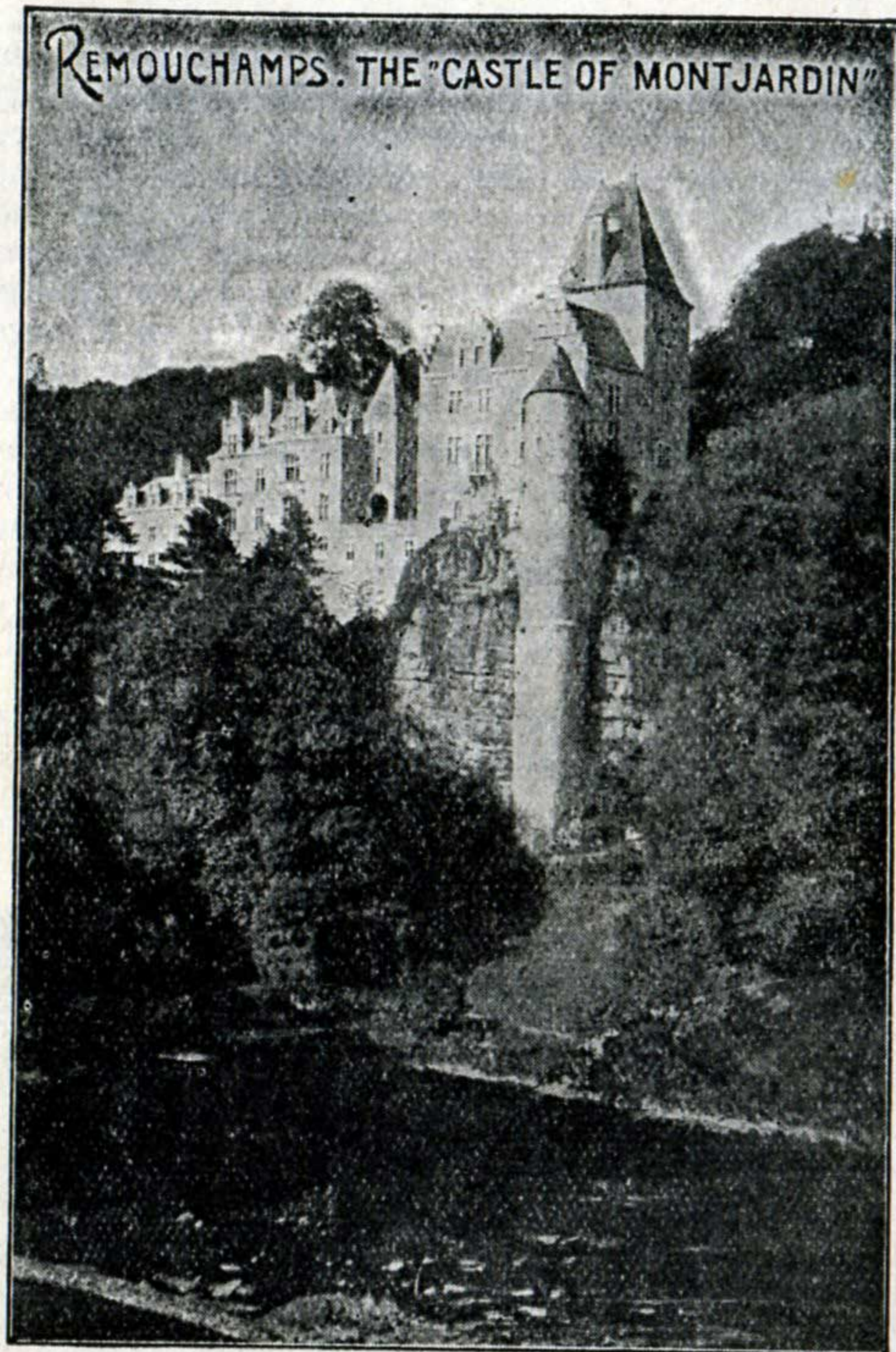
REMOUCHAMPS. THE "FONDS DE QUAREUX"

Castle. To get there direct, the river should be forded, but the circuitous route by Aywaille, two kilometres further on, is preferable. A winding path leads to the top of the rock (which divides the fortress in two), and to a square hole, cut out of the rock : here stood the Gibbet. At the foot of the precipitous cliff, the river flows in a rapid course through the saw-mills of Raborive. 9 kilometres from Rivage appears the small town of

Aywaille. — So very proud of its picturesque situation, its beautiful walks to Bomal and Harzé, its fine viaduct (160 metres in length and 22 metres in height) its magnificent view of *Remouchamps* and the superb *Château of Montjardin* which well deserves this picturesque appellation. The tourist's attention is immediately drawn to the ancient castle the base of which seems to be rooted in the cliff on the river's edge. Its square dungeon surmounted by the sharp points of its weather-cocks, its pavilion and its slender round turret, resting on a wall which seems to be its lower extension, the luxuriant vegetation which surrounds it, the beautiful rocky river which washes it, and the new Château, built in the background, all these combine to give the whole domain a remarkable seigneurial appearance and to make it one of the finest spots in the country. Aywaille is a beautiful spot much visited during the season and contains several hotels; it is commanded by the « *Corniche* », a beautiful rocky mass to which access is gained by a path rising from behind the Gendarmerie, and continued in a straight line through the hamlet of *Sur la Heid*. A magnificent view is obtained from the summit of the Quarries of Sougné.

Remouchamps. — Is 2 kilometres further up the river, at the junction

of the roads from Louveigné, Aywaille and Spa, through La Reid. It is a much appreciated summer resort and contains many hotels.



Grotto of Remouchamps.

— This important grotto lies in the centre of the village, about 5 minutes distant from the railway station. Together with the Grotto of Han, it is one of the most remarkable natural curiosities of the country. Its internal accommodation has been improved throughout in 1912, so that access to all parts is safe and easy, the visit being now a charming ramble without any fatigue whatever. The long subterranean river is followed on boat, through a range of galleries, recently discovered on the lower level of the cave. This underground boat-trip is unparalleled in Europe.

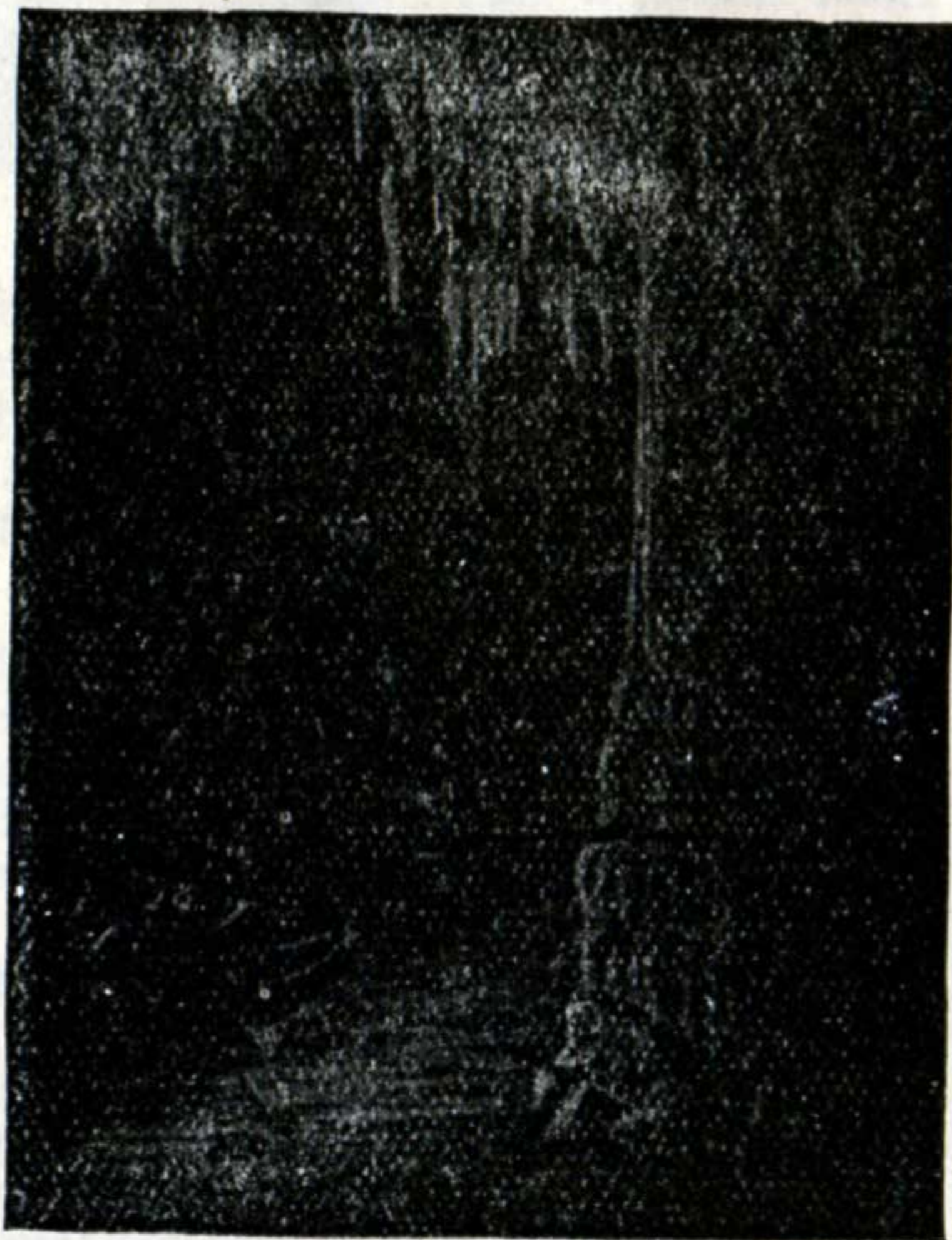
The galleries on the upper level are entered first, by the bed abandoned by the river, which emerges now 10 to 15 metres lower. These upper galleries, richly adorned by nature, show profusely the stalactites and stalagmites which give a gorgeous decoration especially to the wonderful *Salle des Fées*, the *Salle de la Vierge*, the *Salle de la Dame Blanche*, the *Salle du Lac*, the *Grande Galerie*, and the gigantic Cathedral, one of the most overwhelming and majestic caves ever known, discovered in

1912. At the end of the upper cave, a substantial staircase leads down to the banks of the river "Rubicon", the course of which is followed by means of bridges fastened to the cliffs or hanging on vaults, incomparable in beauty by their sumptuous natural ornaments.

Thereafter the visitors go down the "Rubicon" by boat; this boat-trip is quite unique and one of the most poetic and impressive. Since 1913, the grotto is lighted by electricity throughout and most magic effects are produced by it.

The visit to the grotto takes 1 1/2 hours. Admission : 5 Francs. Reduced prices for parties and educational establishments.

The *Vallon des Chantoirs*. Going up the dry vale that ends at the Amblève, close to the entrance of the Grotto of Remouchamps, a range of curious gapes will be seen on the ground. These gapes, named "Chantoirs", are produced by the loss of some rivulets, which disappear here suddenly in the soil. The Chantoirs of Sècheval, Adseux, Rouge-Thier and Grandchamps are remarkable and among them the Chantoir de Grandchamps is the most interesting. It is 30 metres deep and in the rainy season, the rivulet leaps in the gape by a cascade, forming three successive falls, among luxuriant vegetation, and disappears in the ground by a cleft in the rock. The waters of all these chantoirs join together underground and form the



GROTTO OF REMOUCHAMPS.

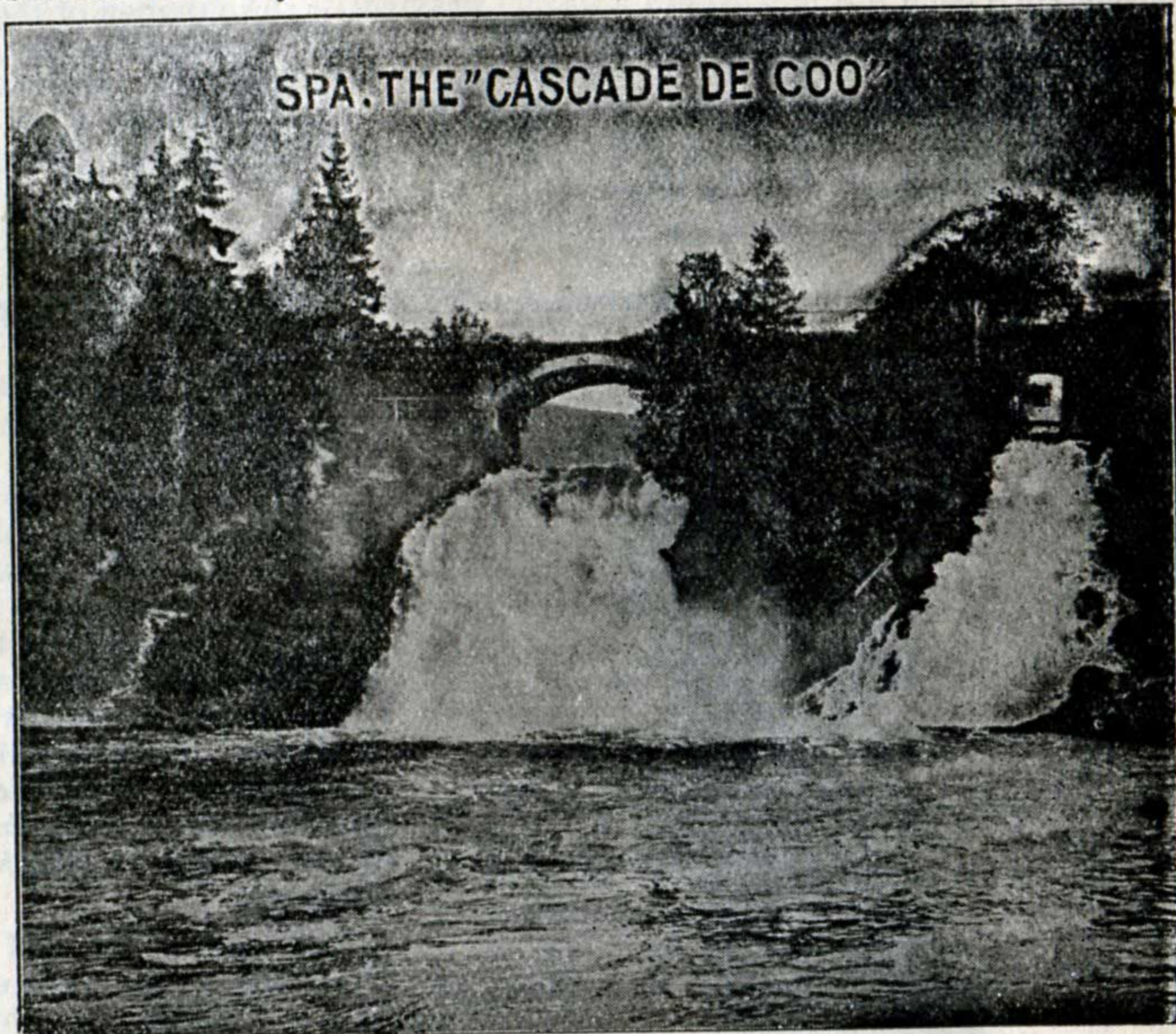
« LE PALMIER. »

"Rubicon", which flows through the grotto of Remouchamps. Beyond Remouchamps, the Amblève winds in and out very prettily and is in consequence spanned by the railway three times within a short distance. In order to avoid the windings of the road along the river, the tourist should walk up the very steep path leading to the mountainous crest which is pierced by the railway tunnel and where the *Croix du Thier* is to be seen (from here an exquisite panoramic view of Nonceveux is obtained), then the path leading from the plateau to the river is taken towards Sedoz.

The *Vallon des Chaudières*. This extremely picturesque vale, in which runs the rivulet named "Ninglinspo", ends in the valley of the Amblève, opposite the "Hôtel de la Chaudière", about 700 mètres above the railway halt of "Nonceveux." Going up a foot-path along the Ninglinspo, soon the "Chaudière" is reached, a circular basin, hollowed out in the rock by the whirling waters of two rivulets which fall into it.

Going further up for 2 kilometres the torrentlike "Ninglinspo" which winds among lofty wooded slopes the "Bain de Diane" is reached. This is the prettiest and largest circular basin of that kind in Belgium. It is over 2 metres in depth and about 5 metres wide. Like the Chaudière, it is hollowed out in the rock by the whirling of the waters which run into it. Beyond Sedoz are the *Fonds de Quarreux*, one of the wildest spots in the Amblève Valley. The river there forms a rapid, its waters rushing

through a maze of huge blocks of stone fallen from the neighbouring mountains. At sunset, this country presents a really fairy-like appearance. The road still continues along the river. The highway ascending to the village of Stoumont, presents some panoramas of imposing grandeur. At the railway station Lorcé, a road leads to the *Chevron Mineral Waters* (Hotel-sanatorium) near Targnon (a small village) a new road



SPA. — THE CASCADE DE COO.

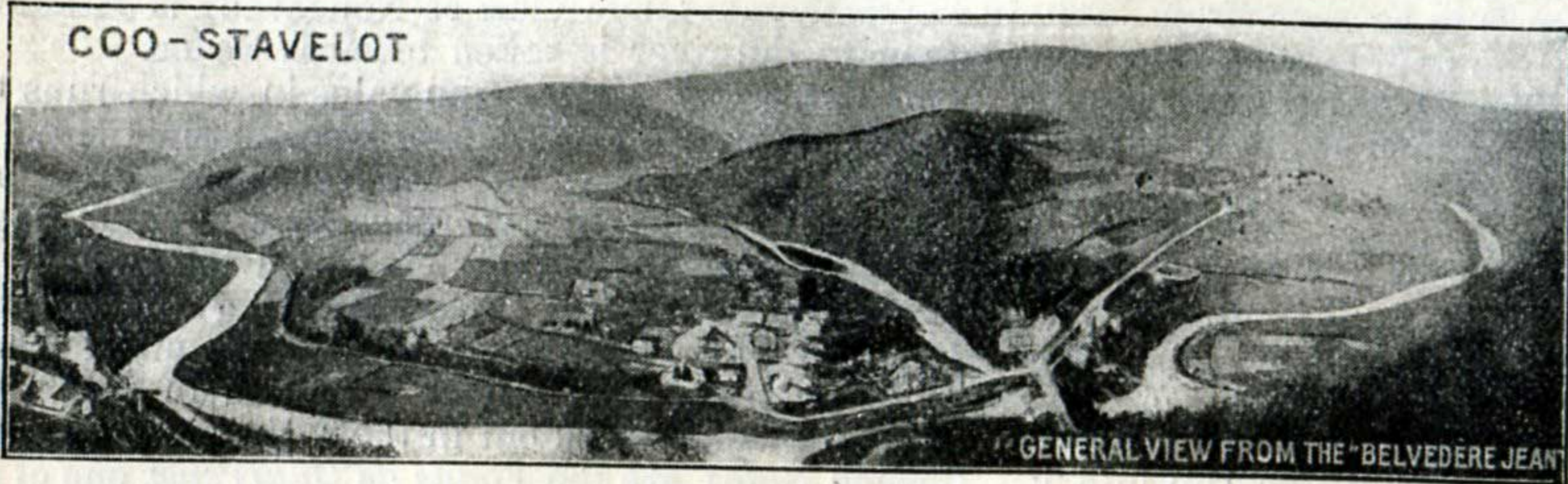
branches off which crosses the river and leads to the hollows of the *Lienne*, a stream descending from the *Baraque de Fraiture* (the highest point in the province of Luxemburg, at an altitude of more than 600 metres). The stream follows a rapid course through the rocks scattered in its bed and the level at its source is more than 400 meters higher than at its mouth, though the distance is only a few kilometres.

Not far from Targnon is *Stoumont*, an important village (with an hotel) surrounded by quarries and connected with *La Gleize* by a good road winding through the wood, and passing the *Chapelle Sainte-Anne*. From this road some fine glimpses may be obtained of the hollows of *Lavenne* (right bank), of *La Rive* and *La Vaux Renard* (left bank). Here are *Werimont* and the stream *Bougoumont*, further on *Roanne Coö* (containing several hotels) and finally the beautiful Cascade de Coö.

Cascade de Coö. — Part of the Amblève is here precipitated from the rock. The rapidity of the fall, the dull noise of the waters breaking against the rocks below, the beautiful effects produced on them by the light of the sun, all combine to captivate the beholder. The mountain, which rises majestically on the right bank of the river, may be ascended by a winding path, along which rustic seats have been placed, till the *Belvedere Jean* is reached, from which some of the prettiest scenery in Belgium may be enjoyed. The ranges of hills which are disclosed to the view, their graceful grouping, the prospect of the river winding its way across this majestic lands-

cape, unite to form a delightful picture. The little hamlet of *Ster*, the culminating point, lies a little further on, and on its right is *Parfondruy* on the road to

Stavelot, — picturesquely situated about 5 kilometres from the cascade and one of the oldest boroughs of the country (good hotels: including bedroom, meals, light and



attendance from 4 and 5 francs a day). Stavelot is the junction of the numerous highways to *Malmédy*, *Montjoie*, *la Baraque Michel*, *Francorchamps*, *Spa*, *Coo*, *Saint-Vith*, *Trois-Ponts*. A diligence runs from Stavelot to Malmédy (distance 9 kilom., fare 90 centimes, dep. 6.45 a. m., arr. 8.05 a. m. and dep. 4.45 p. m. arr. 6.05 p. m. From Malmédy to Stavelot, dep. 5.30 a. m. and 2.10 p. m. The second service is not run on Sundays and holidays).

Spa. (See pages Nos 31-33.)

From Spa to the Baraque Michel and the Gileppe Dam;



A) **Route for pedestrians (a guide is necessary).**— At the station of *Hockai* the tourist leaves the railway to visit the *Barrage de la Gileppe* by way of the *Baraque Michel* (the highest point in Belgium). The distance from Hockai station to the Baraque Michel is 8 kilometres by the Belgian and 10 kilometres by the German route (fee by either route 3 francs). However, this walk across the moor (for which a guide is necessary) and to which must be added the distance from the Baraque Michel to the Barrage de la Gileppe is rough and somewhat fatiguing.

B) **Journey by rail:** — Many tourists prefer the journey by rail from Spa to Dolhain via Pepinster-Verviers and thence (from Dolhain) by vicinal (light railway) to Goë (Bethane station) (20 minutes; fares 35 and 25 centimes); a few minutes walk from here is the beautiful

Barrage de la Gileppe (Gileppe Dam).

This is one of the most important works of the kind in Europe, and was erected to form a reservoir of the water of the river Gileppe, in order to supply the numerous cloth factories at Verviers. The dam is formed by a wall of masonry 82 metres long at the base, and 66 metres broad; the top of the wall being 235 metres long, and surmounted by a colossal lion of stone 13 1/2 metres high and weighing 1,276 tons. The reservoir covers 120 acres and contains 17 million cubic feet of water. The scenery is splendid. The lately constructed dam on the Nile

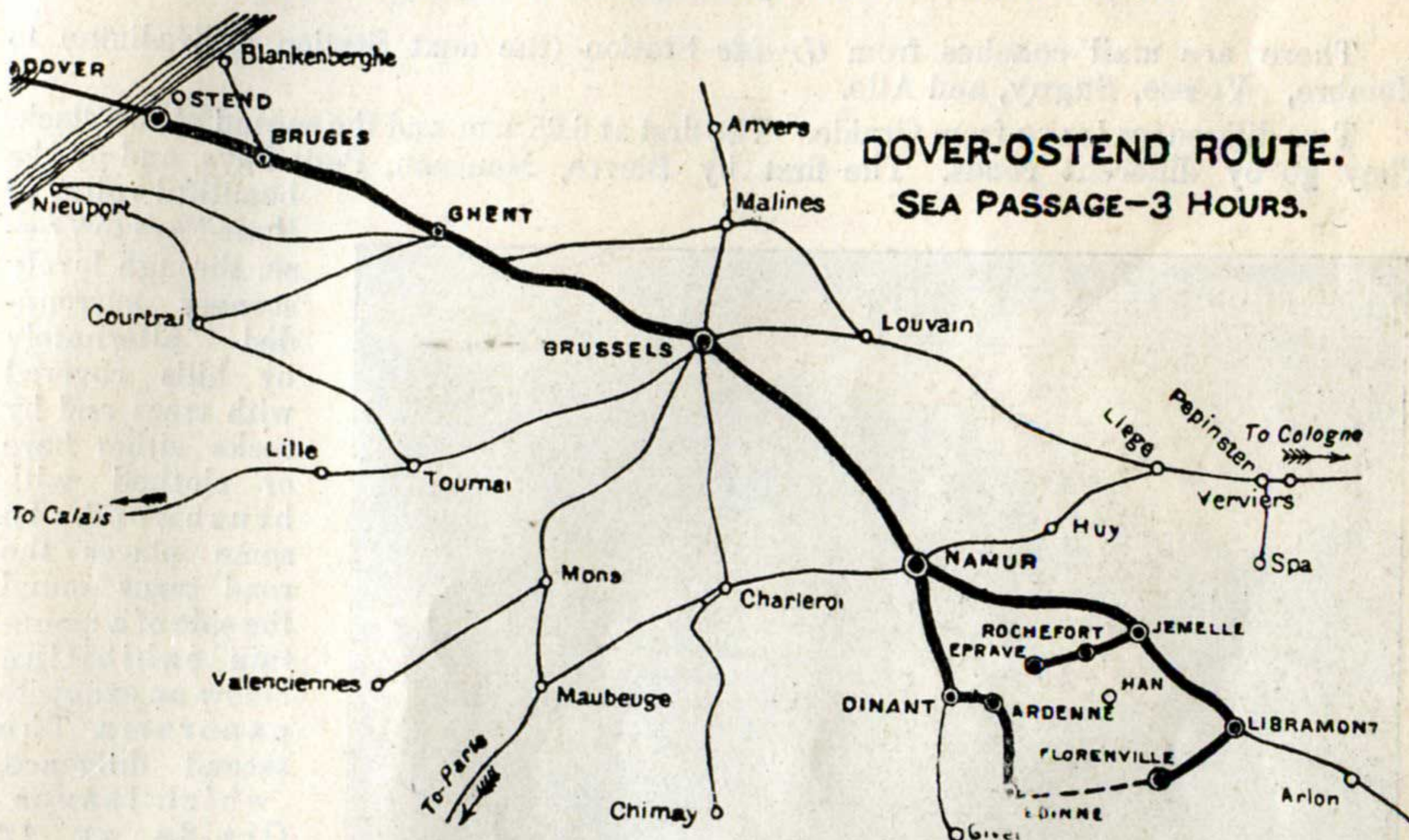
at Assouan (Egypt) is 130 feet high and 80 feet broad at the base; the dam on the Gileppe is 154 feet high and 216 feet broad.

After leaving the Gileppe the tourist may visit Dolhain, a manufacturing town; Limbourg, formerly a ducal town, perched upon a rock; Verviers (pop. 60,000) forming together with its suburbs an extensive cloth manufacturing town.

The distance from Verviers to Liège is covered in 40 minutes by rail, along the valley of the Vesdre, through numerous tunnels. The journey may be broken at

Chaufontaine, a charming spot, much frequented by foreigners, who come here to use mineral and hot water springs which have most beneficial effects on those suffering from gout, rheumatism, liver complaints, etc. At **Liège** (see pages 24, 25) the tourist has the choice of numerous fast trains by which Brussels is reached in about 1/2 hours.

TOUR No. 9. — BANKS OF THE MEUSE, THE LESSE, AND THE SEMOIS, RUINS OF THE ABBEY OF ORVAL, AND GROTTOS OF ROCHEFORT AND HAN.



The Semois. — There is no river in Belgium which has such a winding course as the Semois. The tourist is charmed by a succession of changing and most unexpected turns through wild forest scenery alternating with lovely meadows and picturesque hills. One is met by some fresh surprise at every step, and can revel in most beautiful views which seem to unwind themselves continuously. During the last few years, good roads have been made, and excellent inns and comfortable hotels open their hospitable doors to an ever-increasing number of tourists who delight in this charming centre of holiday land. In addition to this, the recently constructed "Vicinal" railway from Gedinne to the river Semois (to Bohan and the French frontier one way and to Alle in the other direction) has greatly facilitated a visit to these districts.

PLACES TO VISIT: Ostend, Bruges, Ghent, Brussels, Namur (See pages 3 to 27). Dinant by boat from Namur. (See pages 27-30.) From BRUSSELS to HOUYET as per Tour No. 7, change train at DINANT for ANSEREMME, CHATEAU D'ARDENNE, and HOUYET; the train runs along the River Lesse (see page 42). Some trains from HOUYET proceed to ROCHEFORT and JEMELLE, others run to Gedinne. Enquiry should be made at HOUYET. Take here the train for Gedinne or Graide.

From GEDINNE there are several modes of reaching FLORENVILLE. The journey may be made by rail, but as this excursion has been especially planned for those who prefer a four or five days' walking tour through the charming VALLEY OF THE SEMOIS the following itinerary is recommended:

The journey by train from Houyet to Gedinne takes about one hour.

From the latter station to Vresse, Membre or Alle tourists may travel by the new « vicinal » (light) railway, by diligence or by carriage.

A. By « vicinal » (light) railway.

This new line, opened in 1913, starts from Gedinne station and leads to Vresse, where one branch continues towards Membre (later this line will be extended to Bohan and

connected with the French line from Haute Rivière to Monthermé), the other branch leading to Alle.

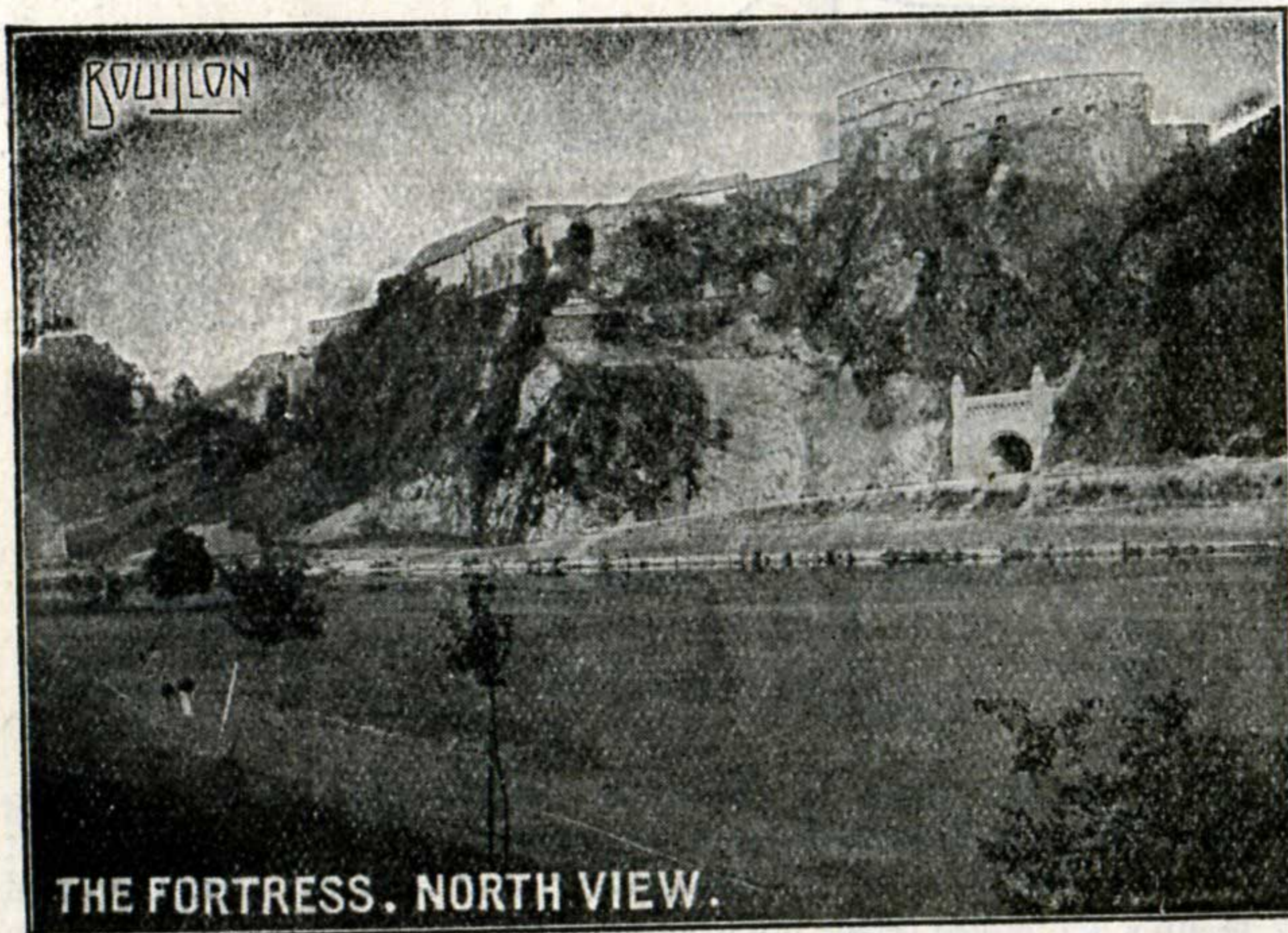
From Gedinne the line at first follows the road opposite the station, then passes through fields and rejoins the road below the village, runs again along the road passing through Louette St-Pierre and Houdremont, (the latter well known for its monthly horse and cattle fairs), leaves the road again, follows the valley of the stream Le Fayoit, passes through Nafraiture, skirts Orchimont, prettily situated on a steep hill, rejoins and follows the road as far as Vresse, (180 inhabitants) at the confluence with the stream Bellefontaine. This journey (Gedinne-Vresse) takes just over an hour and two trains cover the distance in 60 minutes (see the "Inaicateur Officiel").

Fares.		I cl.	II cl.
Gedinne-Vresse.	. . . . . Frs	1.55	1.10
Gedinne-Alle.	. . . . . "	2.05	1.15
Gedinne-Membre	. . . . . "	1.75	1.25

B. By Diligence.

There are mail coaches from *Graide* Station (the next Station to Gedinne) to Membre, Vresse, Sugny, and Alle.

Two diligences leave from Graide. The first at 6.25 a. m. and the second at 12 o'clock. They go by different roads. The first by Bièvre, Monceau, Petit-Fays, and by the



beautiful valley of Petit-Fays to Vresse, through lovely scenery surrounded alternately by hills covered with trees and by rocks either bare or clothed with brushwood. In some places the road turns round the side of a mountain exhibiting below an exquisite panorama. The second diligence, which leaves Graide at 12 o'clock, passes by Baillamont and Orsy (fares 1 fr. 80 cent. to Vresse and 2 fr. 10 to Alle).

C. By carriage.

The inns in the neighbourhood of Graide station are well provided with conveyances for passengers.

Carriages can be hired of Dumay at Bièvre, and of Mongin at Alle and at Gedinne, also at Arnould Gehenot's at Gedinne, and at Magnée and Dujoux's at Gedinne (station). The usual price is :

From Graide to Alle	. . . . . (distance 20 kil.)	1 horse	8 fr.	2 horses	15 fr.
Graide to Vresse,	. . . . . " 15 "	"	6 to 7 fr.	"	10 to 12 fr.
Gedinne (station) to Alle		"	12 fr.		
Gedinne (station) to Vresse		"	10 fr.		

Distance : Graide to Alle via Gros-Fays, 17 kilometres.

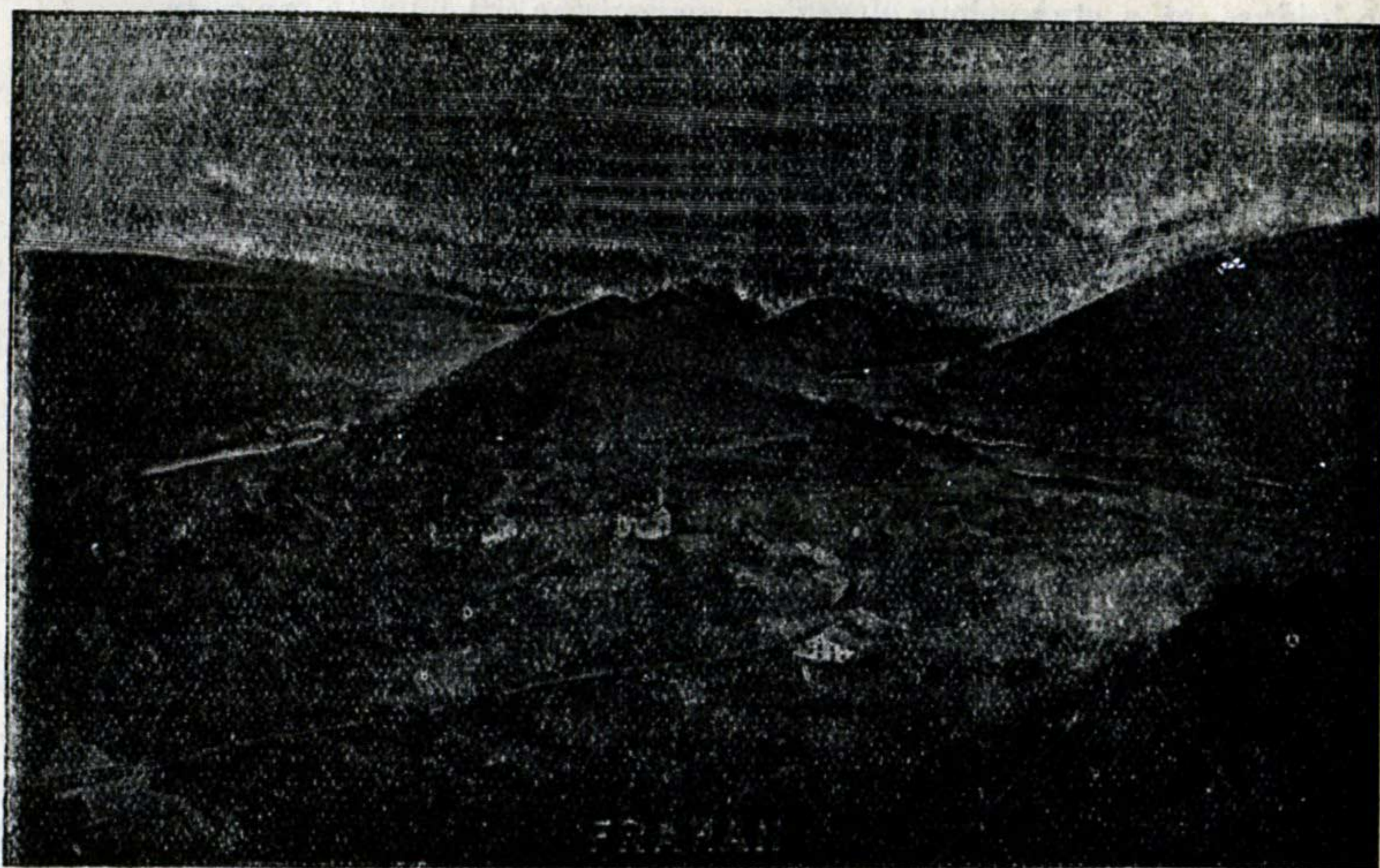
If walking, on leaving GEDINNE Station, which is situated in the suburb of GRIBELLE, take the road to GEDINNE, passing the highway sign-posts (indicating kilometres I, II and III) from GEDINNE to LOUETTE-ST-PIERRE, sign-posts IV and V, and thence through HOUDREMONT (sign-posts VI, VII and VIII). Between sign-post X and XI the road attains its greatest elevation (1,394 feet), whence there is a view of the summit of the CROIX SCAILLE (1,650 feet) and of the FRENCH ARDENNES. At sign-post XI leave on the left the road branching off to NAFRAITURE, and descend the main road towards the stream at the foot. Between sign-posts XIV and XV the road almost

touches French territory. Ascending again over the heights in the direction of sign-post XVI, a magnificent view is obtained over the SEMOIS VALLEY, where MEMBRE is reached after a walk of 20 kilometres.

Membre, a charming hamlet, on the right bank of the river, 4 kilometres



below *Vresse*. From *Membre*, the road runs along the right bank of the river Semois, to **Alle**, passing through *Vresse* (*Membre* to *Vresse*, 4 kilometres. *Vresse* to *Alle*, 6 kilometres). The road runs through *Chairiere*, a small village; *Mouzaive* lies on the opposite bank. **Alle** is surrounded by hills and is a much frequented summer resort. Large and



good hotels; pension 5 francs (4 shillings), room, meals, light and service included. It is a centre of excursions to the battle-field of Sedan, also accessible from Bouillon (see

further on). Alle is 8 kilometres distant from Corbion, on the « vicinal » line from Bouillon to Sedan.

From Alle to Bouillon, about 4 hours walk, the road is by way of Rochehaut. From the heights of Rochehaut may be seen the pretty little hamlet of Frahan, lying below in a magnificent peninsula, and the Ferme Laviot, a farm house with its ferry; this is one of the finest positions in the Semois district, from whence there is an exquisite view. Two roads lead from Rochehaut to Bouillon, one of them via Poupehan and Corbion, and the other via Botassart.

Poupehan (about 4 kilom. from Rochehaut) is a pretty village situated in a graceful bend of the river and sheltered by enormous rocks upon one of which is the « pulpit »; from this spot, a magnificent view is obtained. Corbion is 2 kilom. distant from Poupehan. The road via Botassart (from Rochehaut to Botassart 6 kilometres) runs through wooded hollows. Botassart forms part of Ucimont, a village of 400 inhabitants.

The castle which stands at the summit of a mountain commands the valley from an elevation of more than five hundred feet. The view from here is as magnificent as that obtained from the hills of Rochehaut.

The little town of **Bouillon**, coming suddenly in sight in a very wild country, makes a strong impression on the tourist.

The following sights are worth a visit: *The Allée des Soupirs*, a pretty avenue of linden-trees; the fortress of the *Château de Bouillon*, with its triple circuit of walls built on a succession of terraces, and its casemates, vaulted rooms, etc.

The following sights are worth a visit: *The Allée des Soupirs*, a pretty avenue of linden-trees; the fortress of the *Château de Bouillon*, with its triple circuit of walls built on a succession of terraces, and its casemates, vaulted rooms, etc.



BOUILLON. THE "ROCHE DES PENDUS"

Two bridges, at a stupendous elevation, connect the citadel with the town.

Here are pointed out to visitors the *Chair of Godefroid de Bouillon* and that of his aide-de-camp. In 1870, upwards of 6,000 wounded soldiers of the Franco-German war were accommodated in this château.

Bouillon is the natural starting place for walks and drives to many points of interest, such as the *Tour de Cordemois*, the *Rochers du Diable et de la Hottée*, *Corbion* (a little frontier village); the site of the *Ramonettes*, the *Roche des Fées* and the *Chalet*; the *Ferme des Mouches*: the *Château des Amerois*, a royal castle; *Bazeilles* and *Sedan*. The town is connected with the neighbouring localities by mail-coach services. A steam tramway runs from here to the State Railway Station at Paliseul and to Sedan.

Leaving Bouillon and following the bank of the Semois along the rock crowned by the castle, very pretty views are disclosed. After an hour's ascent, *Dohan* is reached. *Dohan*, a charming village standing on a terrace of rocks, crowned by a precipitous cliff rising from the Semois, is much frequented for the admirable sights and delightful promenades in the immense *Forest of Bouillon*.

Proceeding along the river, the tourist arrives at the *Roche percée* (the pierced rock) supporting the mountain, which is crowned by the *Plateau de Hultai*, then at the Hayons, at the beautiful *Vallée des Alleines*, and finally at *Auby* (a little hamlet belonging to the village of Cugnon) situated on a very high plateau from which there is an immense panoramic view.

From Auby to *Mortehan*, the distance is 6 kilometres; the *Grotto of St-Remacle* is passed, then the pretty village of *Cugnon*, situated in a beautiful bend of the river, opposite Mortehan, this latter place lying in a long and narrow rocky peninsula. The gulf of Mortehan may be seen below the *Moulin Linglay* (Linglay mill).

Herbeumont is situated on the Semois, 3 kilometres above Mortehan and 15 kilometres from Bertrix Station, on the railway line from Virton to Dinant. This station is connected by a mail-coach service with *Herbeumont* (see Belgian time-tables,

Indicateur officiel des chemins de fer belges). Herbeumont is a bright and large village, and a much frequented summer resort. Its castle, at the summit of a wooded eminence, is worthy of notice on account of the remaining vestiges of its military architecture dating from the 12th century. From there, the Semois is seen winding in and out several times in a most capricious manner through a vale hemmed in by giddy escarpments.

In the neighbourhood, the tourist can visit a cavern (not quite easy of access) also the slate quarries of Wilboroche, Maljoyeux and Fauxloup, the *Aise* and *Muno* Valleys, the hamlet of Longueville, the *Ravine of Burzai*, the small château and the ponds of *Epioux*.

The *Priory of Conques*, which in bygone days belonged to the Abbey of Orval, is charmingly situated in a sort of amphitheatre on the bank of the Semois, about 2 kilom. from Herbeumont. A good road connects this place with *Florenville*. The distance can be covered in 3 hours; but the road by way of Sainte-Cécile, Chassepierre, and Laiche, though longer, is less monotonous. Although the village of Sainte-Cécile is only 8 kilometres from Herbeumont, it is advisable to walk along the Semois in broad daylight only, considering that the river flows in a wild valley where roads are not always passable.

On leaving Sainte-Cécile, the tourist perceives *Florenville* with its church of yellow stone overlooking the whole landscape.

Florenville has wide streets and an immense square and is provided with good hotels; its origin dates from the 12th century. At 12 kilometres W. of Florenville is *Muno* near the frontier, not far from the *Château des Amerois*; at 8 kilometres S. of Florenville, at the termination of a fine road through the forest, lie the extensive ruins of **Orval Abbey**. Carriages for this excursion may be hired at Florenville, at a cost of 6 francs for one to four persons. The drive occupies 1 hour going and 1 1/4 hour returning. The general



aspect of these ruins is less imposing than that of the ruins of Villers-la-Ville, but Orval was much more extensive, wealthy and populated. The monastery formed an enclosure of 52 acres and owned upwards of 300 villages, hamlets and farms. It was founded during the 6th century and destroyed in 1793.

The tourist should not leave Florenville without visiting what is left of the ancient stronghold in the pretty village of **Chiny**, dating from the 10th century. There he will rejoin the river under the cliff supporting the ruins of the castle. Several ferry-men organize excursions on the Semois, which flows between **Chiny** and **Lacuisine** in a wild valley where nature reigns supreme and only some wild birds such as herons and kingfishers are to be seen.

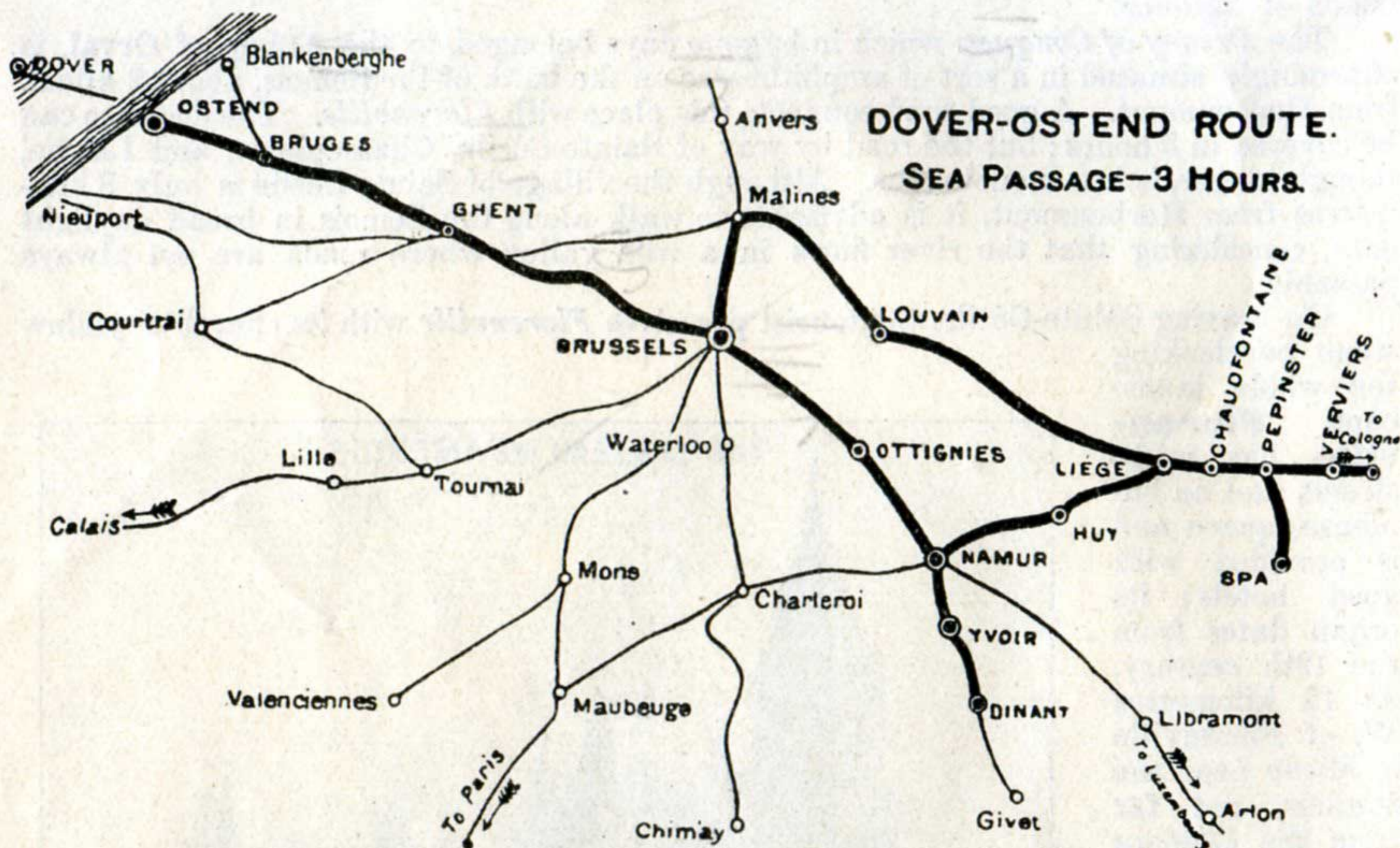
Numerous trains connect Lacuisine with Libramont on the railway line from Arlon to Brussels.

Those wishing to visit the marvellous *Grottoes of Rochefort and Han* must change trains at Jemelle and alight at Rochefort. International fast trains stop at Jemelle and bring tourists back to Namur and Brussels in a few hours.

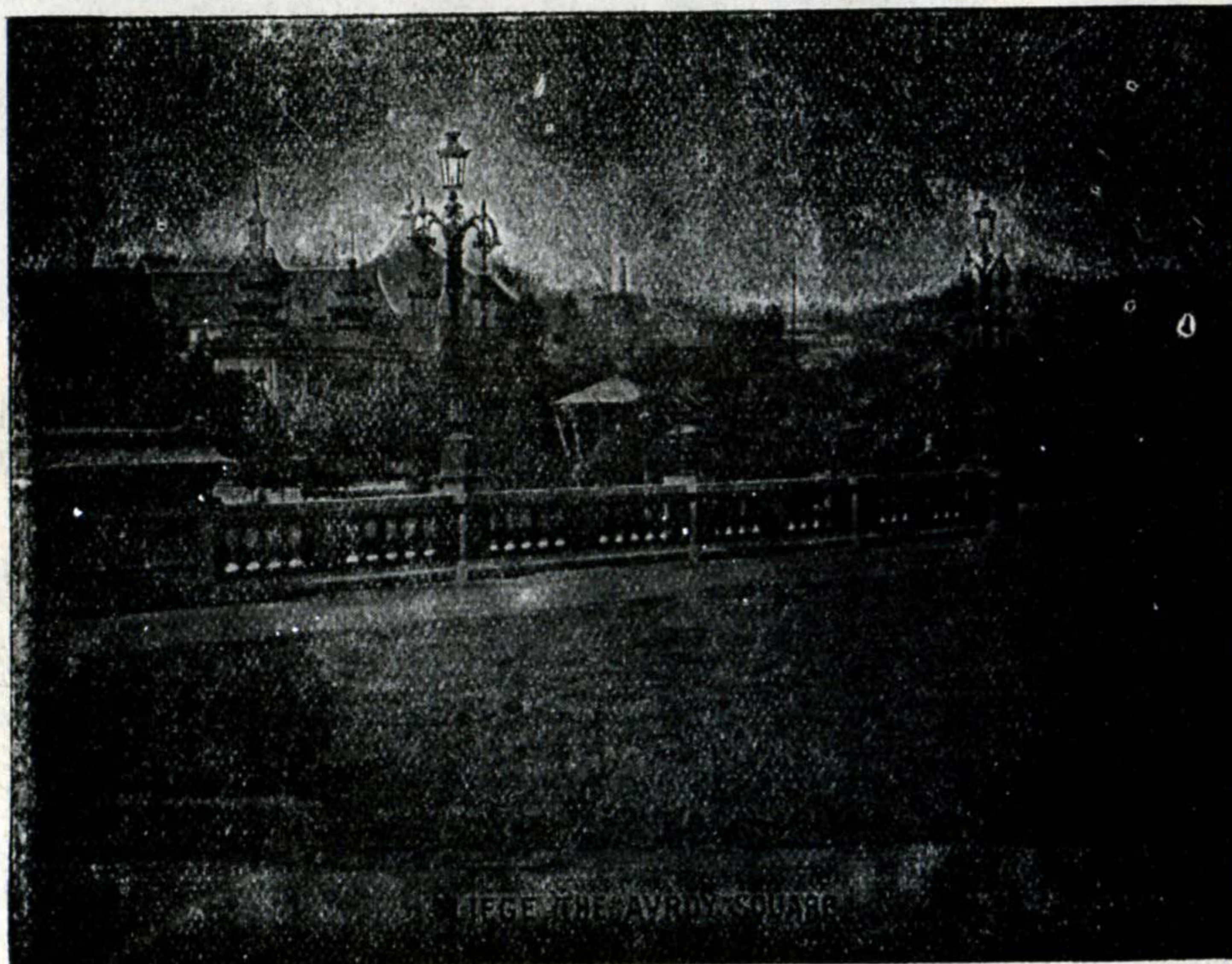
TOUR No. 10. — BANKS OF THE MEUSE.

Dover, Ostend, Bruges, Ghent, Brussels, Malines, Louvain, Liège, Chaudfontaine, Verviers, Pepinster, Spa, Chaudfontaine, Liège, Huy, Namur, Dinant back to Namur, (*Between Namur and Dinant, one way by rail and one way by steamer, or both ways by rail*). Brussels, Ghent, Bruges, Ostend, Dover.

This excursion is especially arranged for tourists who do not care to walk long distances, or prefer to visit the more interesting cities by rail only.



PLACES TO VISIT. — Ostend, Bruges, Ghent, Brussels (See pages 3 to 24) Louvain, Liège (See pages 25-26). Spa, Chaudfontaine (See pages 31-49), Namur, Dinant (See pages 25 to 30). On the road, which runs along the Meuse from Liège to Namur, one should visit Huy and take a drive through the pretty valley of the Houyoux to *Pont de Bonne* and Modave. The Houyoux is very picturesque.



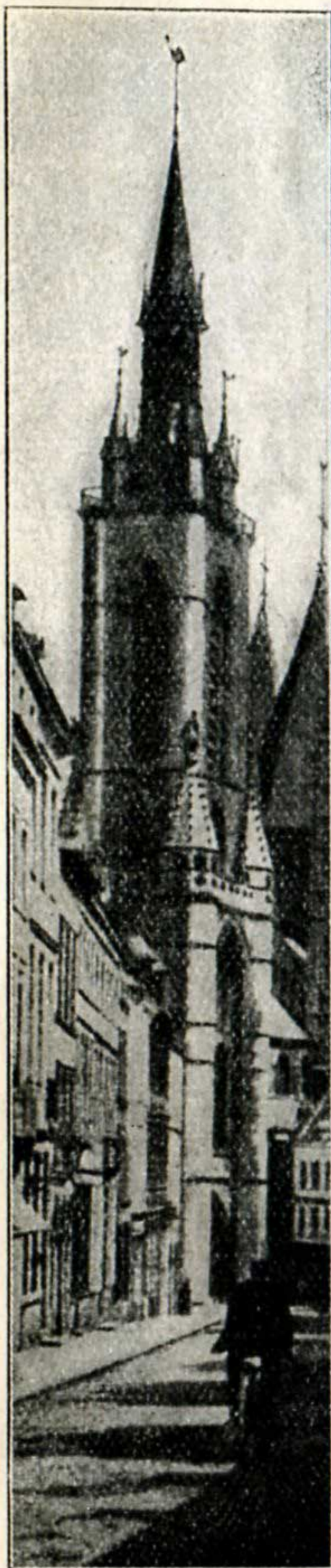


MONS

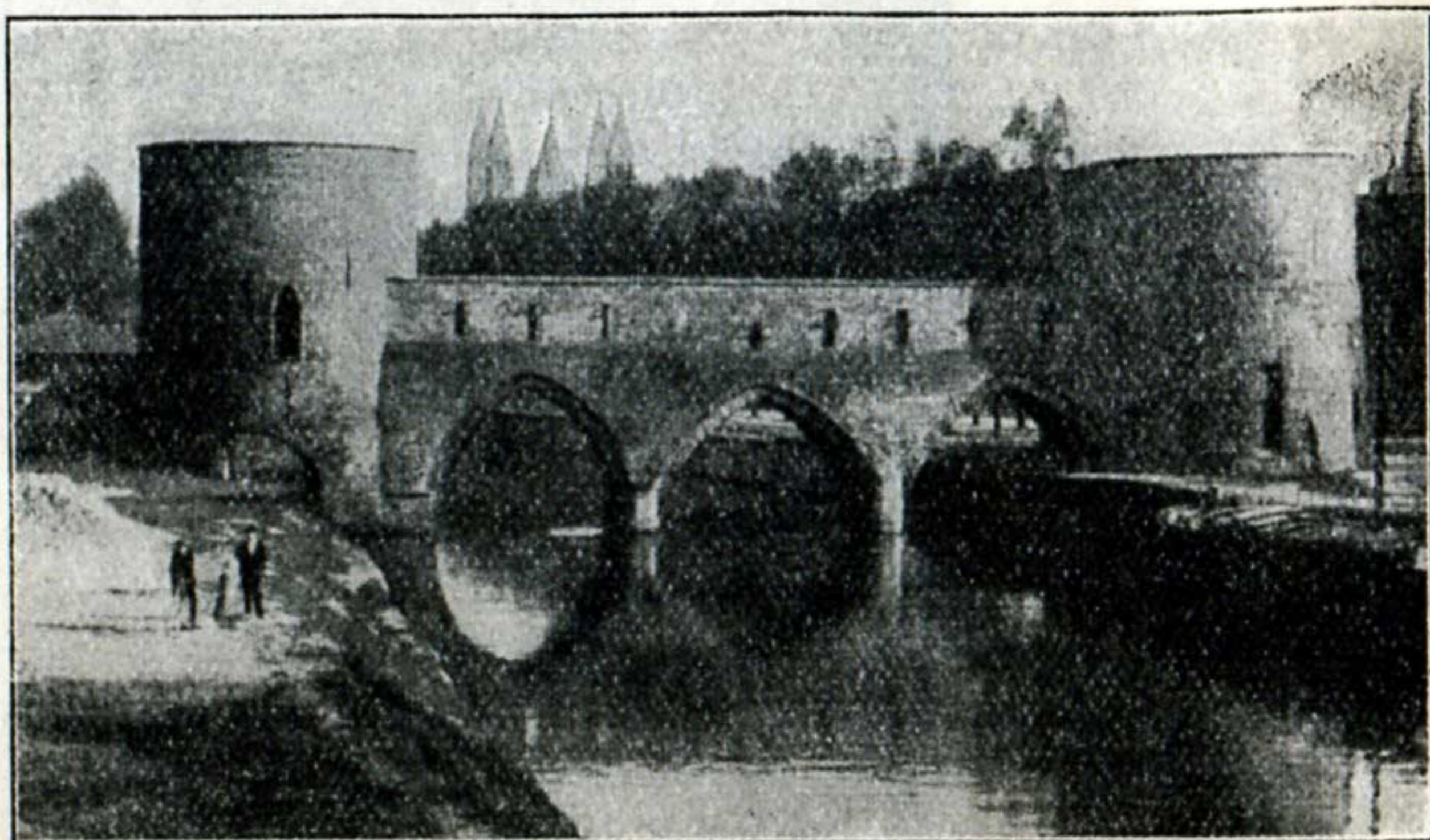
Mons (30,000 inhabitants), chief-town of the province of Hainaut, is situated in the centre of the important colliery district known under the name « le Borinage », on the line Brussels-Paris at a short distance from the frontier.

The most conspicuous edifice in the town is the S.-Waudru Cathedral, a Gothic Church from the XVth century. The Town-Hall belongs to the ogival architecture. An elegant belfry overlooks the whole town. In front of the railway station stands the statue of Leopold I. Some steps further, in the direction of the Grand Place, on the right, is to be seen the statue of the astronomer Houzeau. In the Park a statue has been erected to commemorate the famous musical composer Roland de Lattre (born at Mons in 1520), and at a short distance further, on the Boulevard de l'Est, stands an equestrian statue of Baldwin IX, count of Hainaut and Flanders who was afterwards Emperor of Constantinople. A special Inquiry Office for foreign travellers is open at the Town-Hall.

TOURNAI



TOURNAI.
THE BELFRY.



TOURNAI. — FORTIFIED BRIDGE.

Tournai, one of the most ancient cities of the country and the Turnacum of the Romans, became in the 5th cent. the seat of the Merovingian Kings.

In mediæval times, it was a centre of intellectual life and at all periods of its history, industry and art were flourishing there. The *Cathedral* is one of the most conspicuous churches, combining both the Romanesque and the Gothic styles. The five towers encircling it, give to this building its peculiarly striking character. The treasury contains pieces highly renowned in the goldsmith's art, especially Romanesque and Gothic shrines; ivories of the 8th cent. tapestries, etc. [Worth visiting are also the churches of St.-Piat (10th cent.), St.-Quentin (11th cent.), St.-Nicolas (13th cent.), La Madeleine (13th cent.); the towers of Ste.-Marguerite (14th cent.) and of St.-Jean (15th cent.)]

Some curious remnants of the old ramparts are still left: the tower of Henri VIII, the towers of Marwis and the "Pont des Trous", a fortified bridge, with pointed arches, flanked by massive towers and thrown over the Scheldt at the end of the city.

Near the church of St.-Brice, in the *tomb of Childeric*, died 481, many pieces of great interest have been found; one of them is deposited in the church, some others in the Museum of the city. The *Hôtel de Ville* (1750) is built within a great Garden-Park. The *Museum of Fine Arts, Decorative Arts and Antiquities* is located in the old *Halle aux Draps*, on the Grand'Place. The *Belfroi*, a very fine and slender tower is the oldest belfry in Belgium (1197).

Under Louis the XIVth the town has undergone a complete transformation and whole streets still remain from this period; remarkable houses of the Romanesque, Gothic and Renaissance style are also preserved.

N. B. At the Syndicat d'Initiative "Tournai-Tournaisis" the Guide book "Tournai Ville d'art" may be had free on application, or post free for 1 penny.

MALINES

Malines is situated on the river Dyle and has 60,000 inhabitants. Its railway station is an important point of junction of the lines for Holland, Germany, England and France. It was the seat of the "Grand Conseil" instituted by Charles the Bold and dissolved at the time of the French revolution; it was also, in the 16th century, the official residence of Margaret of Austria, aunt of Charles V, who held her court there. The numerous mediæval houses and buildings, as well as the magnificent gothic cathedral and other ancient churches, with their interesting sculptures and their pictures by Rubens, Van Dyck and other masters, recall the ancient glory of Malines. The chimes concerts, universally reputed, draw to this town great numbers of dilettanti and tourists taking delight in listening, by a summer's evening spent at the foot of the cathedral's tower, to the crystalline tones of the bells moved by the nimble and skilful hands of the master of chimes, Jef Denyn. Malines is the city of chimes and, in this respect, unrivalled.

Information, Time Books, Illustrated Guides (gratuitous), and Through Tickets may be obtained as follows:—

1. IN AMERICA

AT ANY OF THE OFFICES OF THOS. COOK & SON, AND

At any of the offices of the American Express Company

New-York ... Mr. Frank C. Clark, Official Agent, Times Building, Broadway & 42nd Street.
San-Francisco.. Jules Clerfayt, 884, Market Street.

2. IN THE UNITED KINGDOM

At any of the offices (of Thos. Cook & Son) and agencies of the

"Continental Daily Parcels Express," also:

Aberdeen	Polytechnic Touring Association, 48, Union Street.
Bath	Great Western Ry Station.
Belfast...	Thos Cook & Son, 27, Royal Avenue.
Birmingham	F. O. Hayward (Official Agt) (4)-(6) — Tourist Office, 36, Union Passage. Thos Cook & Son, Stephenson Place, 64, Corporation Street; and 161, Soho Road, Handsworth; London & North Western Ry Office, Stephenson Place; Midland Railway Office, 31, New Street; New Street and Snow Hill Railway Stations.
Bolton	Dean & Dawson Ltd 2 Brads hawgate.
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Cardiff...	Thos Cook & Son, 2, Duke Street; Great Western Ry Stations. Mrs Dean & Dawson Ltd, 67, St-Mary Street.
Devonport...	Curtiss & Sons Ltd (4)-(6) — 65, St-Aubyn Street.
Doncaster	Messrs Dean & Dawson Ltd, 57, High Street.
Dover	Mr. Van Hercke, Special Agent (Information only); Continental Daily Parcels Express Offices on the Pier, also Northumberland House, Strond Street (Opposite S. E. & C. Ry Harbour Station) (6); tickets, registration of luggage, cabins, information, etc. Teleph. n° 257.
Dublin	Thos Cook & Son, 118, Grafton Street; London & North Western Ry Office, Eden Quay; North Wall and Westland Row Ry Stations.
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LONDON	Belgian State Railway and Mail Packet Offices for tickets, illustrated guides (free), information, etc., 53, Gracechurch Street E. C. (telegr. add. « Vitesse Grace London », tel. 4627 central) and 72, Regent Street, W. (telegr. add. « Expresado Piccy London », tel. 3670 Regent). London & North Western Ry Office, Piccadilly Circus, W. (1)-(2); Thos Cook & Son's Office, Ludgate Circus, E. C. and branch offices.

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Manchester. ...	Dean & Dawson, Ltd (4)-(6) — 53, Piccadilly. Thos Cook & Son, Victoria Bridge, 61, Market Street, 79, Stretford-Road and Midland Hotel. London & North Western Ry Office, 67, Market Street; Midland Ry Office, 47, Piccadilly; Exchange, Central, London Road and Victoria Stations; The Polytechnic Touring Association, Royal Exchange (Tower intrance). Messrs Dean & Dawson, Ltd, 89, Grey Street.
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Swansea	Great Western Ry Station.
Wakefield	Kirkgate and Westgate Stations.
Wrexham	Messrs Dean & Dawson, Ltd, 5, High Street.

3. ON THE CONTINENT

At any offices of Thos. Cook & Son, also :

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Augsburg	Verein zur Hebung des Fremden Verkehrs in Augsburg und Umgebung;
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Bad-Reichenhall	Filiale der Bay-risches Handelsbank;
Baden-Baden ...	Mr. Ludwig Schick (4) — Louisenstrasse, 2.
Bale	Mr. N. (3). — Commercial Representative of the Belgian Railways, Leimenstrasse, 57 (Time Books and information only).
Belgrade	Schenker & Co (5) — Information only. Kralja Petra ulica, 9. Telegr. address: « Schenker Belgrade ».
Berlin	Railway Stations; or Internationales Reisebureau, 57, 58, Unter den Linden; or Reisebureau der Hamburg-Amerika Linie, 8, Unter den Linden (1)-(2) — Telegraphic address: « Weltreisen Berlin ». or Weltreise-Bureau: « Union », Thomas Cook & Son), Unter den Linden, 22. Telegraphic address: Reiseunion Berlin. or Mr. Fabritius (3) — Commercial Representative of the Belgian State Railways, Grossbeerenstrasse, No 5 (Time Books and information only). Telegraphic address: « Fabritius Grossbeerenstr., 5, Berlin ».
Bordeaux	Agence Lubin (6) — 42, Cour de l'Intendance.
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Cologne.	Railway Station; Mr. A. Vrancken, 49, am Leystapel; Sleeping Car Office. M. Lippmann, 1, Domkloster (1)-(2).
Constantinople..	Schenker & Co (5) — Information only. 34-37, Keuprulu Han. Telegraphic address « Schenker Constantinople ».

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Dusseldorf	Emile Hess (4)-(1)-(2) — 10, Wilhelmsplatz (Ecke Kaiser Wilhelmstrasse).
Eger	Schenker & Co (5) — 26, Bahnhofstrasse. Telegr. address: « Schenker Eger ».
Elberfeld	Mr. Detollenaere, Commercial Representative of the Belgian State Railways, Augustastrasse, 51 (Time Books and information only). Telegraphic address: « Detollenaere Elberfeld »
Florence	Messrs. Jacky Maeder & Co (4). — Goods traffic only. Mr. F. Henry Humbert (1)-(2) — 20, Via Tornabuoni.
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Geneva... ..	Ch. Ackermann (1) — rue d'Italie, 1.
Göteborg... ..	Nordisk Reisebureau, Palace Hôtel.
Grenoble	Moulard et Michelin, rue Docteur Mazet (4) — Goods traffic only.
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Hamburg	Dean & Dawson Ltd, 21 Alsterthor.
Homburg	MM. Menges et Mulder, Louisenstrasse, 72.
Koenigsberg I/Pr	Transport Act. Ges. S. Eichelbaum (1) — Goods traffic only.
Lauzanne	Perrin & Co (4) — 12, place St-François.
Leipzig... ..	Uhlmann & Co (4) — Goods traffic only.
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Lucerne... ..	H. Meiss & Co (Norddeutscher Lloyd).
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Milan	Mr. Gondrand, via Danto & Galerie Victor Emmanuel. Cesar Mangili (4) — Goods traffic only.
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Montreux	H. Meiss & Co (Norddeutscher Lloyd).
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Through Bookings are arranged for the convenience of the Passengers, and the Belgian Administration give notice that they incur no responsibility of any kind beyond what arises in connection with their own Stations, Trains, Boats, etc., in consequence of passengers being « booked » to travel over the Railways of other Companies. Nor will the Administration be responsible for the information given as regards the Trains and Boats of other Companies, nor for the Trains or Boats being delayed or not meeting the Trains shown in connection: nor for any consequences that may result to a passenger thereby. The Administration incur no liability on account of the late arrival of Companies Trains or Steamers running in connection with their Services.

Travellers in Belgium. — For complete information concerning the Official Belgian Time Tables, apply for the « *Indicateur Officiel des trains* », at London addresses, 53, Gracechurch Street, E. C.; 72, Regent Street, W. and 17, Cannon Street, E. C. Price 3 d, by post 7 d.

The route by Dover and Ostend to Belgium, Germany, Austria-Hungary, Switzerland, and Italy is the shortest by nearly seventy miles, as well as the cheapest and most convenient and agreeable for families with regard to the Customs and non-changing of trains. The Mail Service is performed by the Belgian Government's superior paddle and turbine steamers conveying the Mails for Belgium, Holland, the German Empire, Austria, Switzerland, Italy, Russia, Denmark, Norway, and Sweden.

Switzerland and Italy. — New rapid services have been organised between London and Switzerland and Italy *via* Dover and Ostend. There are, therefore, Three Daily Express Services, all the year. The Ostend Route is thus rendered not only the best served in its connections but also the most advantageous as regards the number of its through communications, the rapidity of the various services it provides and the comfort and moderate fares which it offers to travellers. (See pages 119 to 125 for Combined Coupon Books, and yellow pages in summer issue for special excursion trains to Zurich, Berne and Lucerne).

Russia. — Special tickets to Russia. (See page 112.)

The magnificent new Steamers *Stad Antwerpen, Ville de Liège, Princesse Elisabeth, Jan Breydel, Pieter De Coninck* (turbine steamers) *Princesse Clémentine, Rapide, Léopold II, Marie-Henriette, Princesse Henriette* are now running.

On page 71 will be found a description of the new turbine mail-steamers « *Jan Breydel* » & « *Pieter De Coninck* », the fastest Channel steamers afloat. They entered the service in May-June 1910 and are already great favourite with Channel passengers. They are slightly larger and more powerful than the SS. « *Princesse Elisabeth* » Their interior decoration and upholstery is even more elaborate than on the other mail steamers of the Belgian Government.

The speed of the five turbine steamers is over 24 knots; they are, therefore, the fastest channel turbine steamers afloat. The mean speed of the « *Léopold II* » is 22 knots and that of the « *Princesse Clémentine* » and the « *Marie-Henriette* », 22 2/10 knots. The paddle steamers of the fleet are thus undoubtedly placed in the position of being the fastest paddle steamers in the world.

Three departures daily (Sundays included) between Dover and Ostend —
From Dover (Admiralty Pier) to Ostend, 11 a. m. 4.15 p. m. 11.0 p. m. —
From Ostend (Quay Station) to Dover, 10.37 a. m. 3.30 p. m. and 10.58 p. m. immediately on arrival of Mail and Boat Express Trains in correspondence with the Steamers.

Punctuality. — Every exertion is made to secure the punctuality of the trains and boats, but their arrival or departure at the times stated will not be guaranteed; nor will the Belgian Administration be responsible for delay, or any consequences arising therefrom, whether caused by the state of the weather, the tide, or otherwise, nor for the information given as regards the trains of other Railway Companies, &c.

Stewardesses. — Each Boat is provided with stewards and stewardesses.

Refreshments and Meals can be obtained on board at moderate prices. (See Price list in front of the book). The management has been entirely changed and is in the experienced hands of *The International Sleeping Car and Express Trains Company*.

Hotel: A new Hotel affording all modern conveniences and comforts is now open at the Ostend Quay Station and is managed by the International Sleeping Car Company.

Continental Express Trains from London. — Passengers from London travel by the South Eastern and Chatham Railway, leaving London (Charing Cross Station) as follows:

1st Day Service.	2nd Day Service.	Night Service.
9 0 a. m.	2 5 p. m.	9 0 p. m.

Between London and Dover. — Through Tickets to and from London, giving the right to stop at any station between London and Dover, and at the principal Continental stations *en route*, are available by South Eastern and Chatham Railway, and may be had at the BELGIAN TICKET OFFICES, 53, GRACECHURCH STREET, LONDON, E. C.; 72, REGENT STREET, LONDON, W.; and also at CHARING CROSS STATION.

Third class Passengers. — The 2.5 p. m. and 9.0 p. m. Boat Trains are for First, Second and Third Class Passengers travelling to and from the Continent only, except where otherwise stated. Passengers holding Third Class Tickets and wishing to proceed by the 11.0 a. m. steamer from Dover should travel by previous Local Train to Dover, as shown in the Tables. On Sundays Third class Passengers holding Through Tickets between London and the Continent, or vice versa, may travel by the following Trains: — 9.0 a. m. 2.5 p. m. and 9.0 p. m., London to Dover, or 3.40 a. m., 3.20 p. m. and 7.55 p. m. Dover to London. Local Third Class Tickets are not available by any of the Boat Trains under any circumstances. — Passengers holding 2nd or 3rd class Through Tickets can travel First Class on board the Steamers between Dover and Ostend and vice versa, on payment of 2/— extra only, for each passage. A comparison of the Second Class Through Rates, with the addition of this supplementary

fare, will suffice to show that the Dover-Ostend Route is in most cases the cheapest of the Anglo-Continental Services. Third class Passengers for Brussels and Switzerland, leaving Dover at 11 a. m., at 4.15 p. m., and 11 p. m. arrive in Brussels at 5.20 p. m., 10.31 p. m. and 5.25 a. m. and in Bale at 5.50 a. m., 11.15 a. m. 5.31 p. m. respectively. (Through carriages, Third Class Ostend-Bale and vice versa).

At Ostend, the railway being extended from the Station to the New Quay, passengers step into and alight from the Railway carriages as at the Admiralty Pier, Dover, with the advantage of being immediately under shelter. At the landing place is a buffet restaurant, and a new Hotel, managed by the International Sleeping Car Company.

At Dover, the Trains leave the Pier shortly after the arrival of both night and day boats. For the convenience of Passengers by the Ostend Route, an Office has been opened on the Dover Admiralty Pier, close to the Ostend Landing Stage, for the sale of Tickets and Registration of Luggage to the Continent. This Office is open daily, Sundays included: For the 11 a. m. boat, from 9.45 a. m.; for the 4.30 p. m. boat, from 2.45 p. m.; for the 11.0 p. m. boat, from 10.15 p. m.

Sunday Train Services. — All the Continental through services from and to London stations in connection with the Ostend boats, run on Sundays, Christmas Day, Good Friday and Bank Holidays as usual.

Rates for Through Tickets (see pages 106 to 111).

Excursion and rundleise Tickets. — Excursion tickets to Ostend, Blankenberghe, Bruges, Brussels, Waterloo, Liège, Namur and Antwerp. — *« Rundleise »* Tickets see pages 119 to 125. The chief advantage of these tickets is for people who, having planned out their route beforehand, wish to know the exact cost of their journey — and also for commercial travellers visiting towns and villages for which none but local tickets are issued.

Steamboat Fares, Dover and Ostend :

Passengers (For excursion fares, see yellow pages) Single, First Class, 9/—; Second class, 7/2; Return, First Class, 15/—; Second Class, 12/—. Return Tickets available for 30 days. **Children**, between 4 and 10 years of age, half fare in each direction. Two children travel together with one adult's ticket, either single or return. **Dogs**, 4/7 each. These tickets (for sea Passage only) may be had on board the steamers, also at Northumberland House, and at the Office on the pier, Dover. **Corpses**, £1.10s.8d.

The price above-mentioned for the transport of corpses represent the charges for sea-passage only and does not include the charges for shipping and landing, wharfage, crange and Customs formalities. It is for the sender or the consignee to take the necessary steps themselves for the shipping and landing of these consignments at their own cost and risk, or to arrange either with the Continental Daily Parcels Express or other shipping firm for undertaking this work.

Further information will be supplied on application to the Belgian Office, Northumberland House, Dover, or to Ostend (Quay) Station.

As consignments of this description viz. Corpses, may not be conveyed by all steamers the public is requested to notify them some time in advance.

Private Cabins (in addition to first class fare), *Princesse Clementine only*, 7 frs (5 s. 8 d.) Double Cabin, 14 f. (11 s. 3 d.). On the New Boats the *Stad Antwerpen, Ville de Liège, Jan Breydel, Pieter de Coninck, Princesse Elisabeth, Princesse Henriette, Léopold II, Princesse Clementine, Rapide* and *Marie-Henriette*, the extra charge for Cabins is as follows: — Double Cabin 14 fr. (11s. 3d.); Special Cabins, 28 fr. (£ 1.2s. 5d.); Stateroom, 75 fr. (£3.) The *Rapide, Princesse Henriette*, have no special Cabins.

Applications for these cabins must be made to Friend & Co., Strond Street, Dover, or to the Station Master, Ostend (Quay).

Cycles. Bicycles, booked locally between London and Dover or *vice versa*, by the Continental Boat Express Trains are charged 3 s. each. Cycles, when shipped and landed by passengers are carried exclusively at owner's risk, and pay, for sea passage only, between Dover and Ostend or *vice versa*, as follows: 1 seat, 1/6; with two, three, or four seats, 3/—; with five seats and upwards, 4/6. These fares must be paid on board the boat to the ticket collector. Cycles not in crates are carried exclusively at owner's risk and owners must assist in taking cycles to and from the trains. On the Belgian State Railways bicycles are carried, under same conditions, at a fixed rate of 7 d. from station to station. When conveyed separately and unaccompanied, bicycles will be charged at ordinary parcels rate.

Bicycles and Tricycles can now be registered via Ostend to towns in Austria, Belgium, Germany, Holland, Switzerland. They are treated as ordinary luggage, but are subject to extra charges as follows: —

	Bicycles.	Tricycles or Tandem Bicycles.
From London via Ostend, to Belgian towns	3 7	7 2
" " " " and Herbesthal or Bleyberg to Germany, and via Germany, except to Russian towns and Trieste	3 7	7 2
" " " " and Sterpenich, to Colmar, Luxembourg, Metz, Mulhouse, Strassburg, Zabern and Bale	3 7	7 2
" " " " and Kiel to Copenhagen	5 3	13 0
" " " " and Lubeck to Copenhagen	5 0	13 8

From Dover, cycles can be registered at Friend & Co's Offices to any of the towns mentioned on pp. 109-112 & 114 (except those in Russia) as ordinary baggage at the rates there given but are subject to extra charges as below :

	Bicycles.	Tricycles or Tandem Bicycles.
To Belgian towns	1 7	3 2
" beyond Belgium except to Russia and Denmark	1 7	3 2
" Copenhagen via Kiel-Korsor	3 0	10 8
" " Vamdrup-Nyborg-Korsör	2 9	7 3
" " Warnemunde-Gjedser	2 10	7 3

Duty on Cycles entering Belgium accompanied by owners is charged at the rate of 10 % on the value, but will be refunded at any frontier when leaving Belgium upon production of receipt for payment made. Cyclists who belong to clubs having entered into special arrangements to that effect with the Belgian Customs authorities at Brussels, will not be charged duty on production of the required documents for identification.

Motor Cycles (motor-bicycles and tricycles). — Motor Cycles, not packed, are carried between Dover and Ostend and vice-versa at the Anglo-Belgian express tariff rates charged on actual weight and increased by 50 %. For instance a bicycle weighing 50 kilos will be charged 4s. 1d. and a tricycle weighing 80 kilos 6 s.

First class Tickets; « Voitures-Salon » Tickets; « Compartiments Réservés » Tickets. — First class International Tickets, and « Reserve » Tickets, for local services, are available in the first class carriages of the International trains, in the « Voitures-Salon », and in the « Compartiments réservés » of the local trains, without extra charge.

Circular Tours on the Continent. — A great variety of Cheap Trips and Circular Tours, with option for the tourist to combine his own itinerary, for Belgium, Holland, Germany, Switzerland, Italy, France, Austria, Hungary, Denmark, Sweden and Norway will be found at pages 119 to 125 and yellow pages. Apply for particulars and tickets : in London at 53, Gracechurch Street, E. C., and 72, Regent Street, W.; and, in Dover, Northumberland House.

Cheap Excursions to Switzerland. — Trips at very low fares are organised every year in July and August for Switzerland (see yellow pages VI & VII).

Parties. — Tickets, with reduction of about 50 % on ordinary fares, are issued all the year round to members of parties travelling twenty in number to Belgium and thirty in number to Switzerland. Apply for particulars 53, Gracechurch Street, E. C., 72, Regent Street, W., and 47, Cannon Street E. C. London, or Friend & Co, Dover.

Season Tickets, available for 5 and 15 days, which enable the holder to travel as often as he likes all over Belgium in every direction on all the Belgian Railway lines (2,890 miles in extent) are issued in England (see addresses yellow page 1) and at all Belgian stations at the following prices :

13.00 francs (10s/6—2 \$ 60) 3rd class.	| 35.00 francs (£ 1-8-0) 1st class, compartment reserved or saloon cars).
23.00 francs (18s/5—4 \$ 60) 2nd class.	

An unmounted photograph of the holder, measuring 1 1/2 ins square must be supplied to be affixed to the ticket. About a quarter of an hour's notice should be given to obtain the season tickets.

Similar Season Tickets available 15 days are issued at the following prices.

23.50 francs (18/10 shillings = 7 \$ 10 cents) 3rd class.
41.— " (£ 1-12-10 shillings = 8 \$ 2 cents) 2nd class.
61.50 " (£ 4-9-3 shillings = 12 \$ 30 cents) 1st class, reserved or saloon cars.

Children. *This notice refers only to ordinary and not to excursion or season tickets.* — On the Belgian State Mail Packets, children under 4 years of age, who do not occupy a separate seat, travel free; two children between 4 and 10 can travel together with one ticket, single or return. One child alone travels at half price in each direction, as half return tickets are not issued between Dover and Ostend. No reduction on excursion fares.

Direct communication between England, Belgium, Germany, Switzerland and Austria (Russia and Italy excepted) : —

Children under 4 years of age are carried free; two children above 4 and under 10 can travel with one ticket, single or return; one child alone between 4 and 10 pays half fare. No reduction on excursion fares. These arrangements, hold equally good for single or return tickets and round-trip tickets. See page 79 fares for third class children's tickets between London-Ostend, London-Brussels, and London-Antwerp.

Ladies travelling alone will find ladies' compartments on most of the Belgian State Trains, and, **Stewardesses** for ladies' attendance on all steamers.

Heating or Foot Warmers. — All first, second, and third class carriages are steam heated in winter or fitted with foot warmers (free of charge).

Dogs. — Dogs, if in baskets or cases, can be registered from Dover to Belgian stations as ordinary baggage, on a minimum weight of 30 kilos. In consequence of an Order of the Board of Agriculture which came into effect on the 15th of September 1897, no dog is on and after that date allowed to be landed at Dover without a Licence from the Board obtained previous to the landing. Any person landing or attempting to land a dog in contravention of this Order is liable to the penalties imposed under the Customs Act of 1894, and the dog will be forfeited under and according to the same Act. Any application for a Licence is to be made in writing to the Secretary, Board of Agriculture, 4 Whitehall Place, London, S. W. on the Belgian State Railways dogs not in baskets or crates travel with a 3rd class ticket, from station to station.

Invali Chairs, for carrying invalids from platform to carriage, can be obtained free of charge at Antwerp (Central), Brussels, Blankenberghe, Bruges, Ghent (South), Heyst, Liège (Guil.), Louvain, Namur Ostend, Spa and Tournai. — A Portable Arm Chair may be had also at Dover Pier and at Ostend Quay for carrying invalids from the train to the boat and *vice versa*.

At the Buffet at Brussels (Nord). — Meals at fixed prices and à la carte from 11.30 a. m. (Luncheon fr. 1.50. Dinner fr. 3.00 and 3.50.) These meals consist of:
Luncheon at fr. 1.50: meat, potatoes and vegetables, cheese, bread two glasses of beer.

Dinner at fr. 3.00: soup, hors-d'œuvre, two courses of hot meat, potatoes and vegetables or salad, bread, dessert, a half-bottle of claret or a bottle of beer.

Dinner at fr. 3.50: soup, hors-d'œuvre, two courses of hot meat, potatoes and vegetables, cold chicken or ham with salad, bread, dessert, a half-bottle of claret or a bottle of beer.

Dinner Baskets are supplied in the train at Malines and at Brussels-Nord stations to passengers leaving Ostend at 4.5 p. m. for Cologne and at 4.20 p. m. for Bâle, but notice must be given to the guard of the train at Ostend. (Price 3s. 7 1/2d., including wine or beer.) Dinner Baskets are also supplied in the trains at Brussels (North and Midi stations), Namur and Liège, at certain train mentioned in the time tables. A Dinner Basket may be had at Metz and Strasburg (price 2s. 6d., wine included); notice to be given to the guards at Forbach or Saarburg. Telegraphic orders are sent free. The Dinner Baskets supplied at Malines or at Brussels (Nord) contain: eggs or fish, cold meat, chicken (hot or cold), salad or jam, dessert, bread, and either half a bottle of claret or a bottle of beer.

Restaurant Cars — A Restaurant Car is attached to the Nord Express, to the Ostend-Vienna Express, to the trains leaving Brussels for Strasbourg at 10.20 a. m. and Strasbourg for Brussels at 5.31 a. m., to the train leaving Brussels for Bâle at 6.8 a. m., and to the train leaving Bâle for Brussels at 10.5 a. m.; also to the train leaving Brussels for Herbesthal at 5.0 p. m., to the train leaving Verviers for Brussels at 10.56 a. m., to the train leaving Ostend for Herbesthal 4.5 p. m. to the train leaving Herbesthal for Ostend 9.59 a. m. and to the train leaving Brussels for Munich at 5.45 a. m., and Munich for Brussels at 7.25 a. m.

Claims — Passengers are requested to make known to the « Direction de l'Exploitation des Chemins de fer de l'Etat Belge », Rue de Louvain, 13, Brussels or to 47, Cannon street, London, any case of delay or irregularity in the Boat or Railway Service, in order that it may be inquired into. All Stations and Boats are provided with claim books, in order to receive any complaints from passengers respecting the quality of the provisions, &c, or any incivility or want of attention on the part of the Boat or Railway Servants.

Lost or Unclaimed Property is sent to the « Bureau des objets trouvés » at the Brussels (Quartier Léopold) Station.

Illustrated Pamphlets (gratuitous) will be sent free on application. (See addresses in London and Dover, page 61.)

Continental Time — When the clocks of English, Belgian, and Dutch Railway Stations show 12.0 noon the railway clocks of the following countries show.

Austria ... 1. 0	France ... 12 0	Luxemburg 1. 0	Russia ... 2. 0	Switzerland.. 1. 0
Bulgaria... 2. 0	Germany.. 1. 0	Norway ... 1. 0	Servia ... 1. 0	Turkey (Con-
Denmark.. 1. 0	Hungary... 1. 0	Portugal.. 11.23	Spain.. ... 11.45	stantinople) 2. 0
Egypt ... 2. 0	Italy... ... 1. 0	Roumania 2. 0	Sweden ... 1. 0	» (Salonica).. 1. 0

Belgian Railway Time is now reckoned, as in Italy & in France, from midnight to midnight (24 hours system). The morning hours are reckoned in the same manner as in England, but after 12.0 noon the hours are numbered 13 o'clock, 14 o'clock and so on to 24 o'clock, which is midnight. The time tables and station clocks of the Belgian State Railways are arranged accordingly.

Language — Most of the guards and some of the *employés* at the principal railway stations in Belgium speak English, German, Flemish and French.

Illustrated Post Cards — On board the Boats the ticket collectors sell, for one halfpenny, official illustrated post cards stamped for Belgium; and for one penny, official illustrated post cards stamped for foreign countries.

Post and Telegraph office on board. A Letter Box is placed on board every steamer. Collections are made on arrival at Ostend and Dover, so as to ensure a quick dispatch of the letters, etc. whatever their destination. — **Marconigrams.** — All the Mail Steamers of the Dover-Ostend Line are fitted with the Marconi system of wireless telegraphy, which places them in direct telegraphic communication with the shore stations established at Nieuport (Belgium) and North-Foreland (England).

This system is placed at the disposal of the public, and is much appreciated by passengers travelling by the Dover-Ostend Route, as it enables them to send telegraphic messages during the crossing between Ostend and Dover and vice versa.

A special radiotelegraphic service has been established for a trial on board of the mailsteamers: Princesse Elisabeth, Jan Breydel, Pieter De Coninck, Stad Antwerpen, Ville de Liège and Princesse Clémentine.

By this service, passengers leaving Ostend at 10.47 a. m. or at 3.30 p. m., may gratuitously secure seats to be held at their disposal in 1st or 2^d class in the trains running from Dover Pier in connection with these mailsteamers.

For all information concerning wireless service or charges, please apply to the wireless operator on board the Boats.

Lavatory Carriages, free, on all trains in connection with the boats at Ostend.

Through Carriages are run from Ostend, in connection with the Mail Boats from Dover, as follows:—

Thrice Daily, Ostend to Cologne, and back.

Thrice Daily, Ostend to Bâle, and back.

Daily, Ostend to Berlin, and back.

Daily, Ostend to Vienna, and back.

Daily, Ostend to Budapest, and back.

Daily, in Summer, Ostend to Coire, and back.

Daily, Ostend to Milano and back.

Daily, Ostend to Genoa, and back.

Daily, Ostend to Munich, and Nuremberg.

Daily, Ostend to Bad-Nauheim (in summer) and back.

Daily, Ostend to Ulm, and back.

Thrice Weekly, Ostend to Constantza and back, for Constantinople.

Four times Weekly, Ostend to Constantinople and back.

Twice Weekly, Ostend to Wirballow (St-Petersburg) and back.

Once Weekly, Ostend to Warsaw, and back.

First Class Carriages are attached to all international trains. On the LOCAL trains in Belgium, 1st class Carriages have been withdrawn and "**Voitures Salon**" or "**Compartiments réservés**" have been substituted. Passengers holding First class International Tickets, may travel in these "**Voitures-Salon**" and "**Compartiments réservés**" without payment of additional fare. Passengers with *second class tickets* desiring to avail themselves of a similar privilege must provide themselves with special "**supplément**" tickets which can be procured at the Railway booking offices at a cost of 3 centimes per kilometre. This supplementary fare must be paid beforehand at the booking office.

"**Train de luxe**," consisting exclusively of sleeping cars, and Restaurant-Saloon-Cars are running between Ostend and Wirballen (St-Petersburg), Ostend and Warsaw, Ostend and Vienna, Ostend and Budapest, Ostend and Constantza (for Constantinople), Ostend and Constantinople. (see pages 73-74.)

Sleeping Cars. — Sleeping Cars are attached to the Nord Express, to the Ostend-Vienna-Budapest-Constantinople Express, to the train leaving Ostend for Bale at 8.46 p. m. (from June 15 th.) to the train for Bale leaving Ostend at 4.20 p. m., to the train leaving Bale for Ostend at 7.25 p. m. (from June 15th) and at 11.30 p. m. to the train for Cologne leaving Ostend at 8.40 p. m., and to the train for Ostend, leaving Cologne at midnight.

Sleeping Car compartments for two or four persons. Each seat is converted into a bed during the night journey. 1st class and, on some lines, 2nd class passengers may make use of the cars on payment of an additional charge. Each carriage contains a separate lavatory for ladies and gentlemen.

Supplementary Tickets for beds (see list of fares page 121). These can be procured from the conductor on the Sleeping Car; but it is recommended to book in advance, when possible, by sending the amount of the Supplementary Ticket, as well as the booking fee, to the address of one of the Company's Agencies. In the event of an application being refused, owing to all the places being taken, the money received will be refunded, less the cost of postage or telegram.

LUGGAGE AND CUSTOMS EXAMINATION.

Notice. — Passengers are requested to see that old labels are removed from their luggage, and to have their name and address distinctly marked on each package. They will receive a check ticket for all registered luggage, which must be given up on delivery of the luggage at destination.

Free Allowance. — On all ORDINARY tickets:

A) From London and Dover to Belgium each passenger is allowed 56 lbs. registered luggage free of charge throughout if registered through to destination. A child is allowed 28 lbs. free.

B) From London and Dover to Countries beyond Belgium each passenger registering luggage through to destination is allowed 56 lbs. free as far as the Belgian-German frontier, but passengers who register their luggage to an intermediate station in Belgium,

are not granted any free allowance of luggage when re-registering from such intermediate station. In the latter case the registration rates are then based on local tariffs allowing no free luggage.

Children travelling to Germany and destinations beyond (except Russia-Scandinavia) with Children's tickets will be treated the same as adults, but two children travelling with one adult's ticket will only be counted as one adult.

No free allowance with excursion tickets at reduced fares nor with Rundreise tickets. For rates for excess luggage and registration fee, see pages 106 to 112.

German luggage Tariff. — Free registered luggage is no longer granted in Germany and new tariffs have been prepared for the conveyance of baggage to and from England. The German Railway Administrations have adopted a complicated tariff calculated according to 15 zones of 50 kilometres each with fixed charges for each zone and multiples of 25 kilogrammes; the charges are reduced on a sliding scale according to the number of passengers travelling together on one registration up to a maximum in certain cases of eight passengers.

Enquiries relating to registrations should state the destination to which the luggage is to be registered, the approximate weight of the luggage, and the number of tickets which will be taken.

Registration of Luggage. — Luggage can be booked between London or Dover and the stations on the Continent for which through tickets are issued.

In London, baggage is registered at Charing Cross, by boat trains from that station (see the time table page 78).

In Dover, luggage is registered until one hour before the fixed time of departure of the boat at Messrs Friend & Co's, (Northumberland House opposite Harbour station) official agency of the Belgian State Railway. For the convenience of passengers a second booking office is kept open daily, Sundays included, on the Admiralty Pier, close to the Ostend landing stage from 9.45 a. m. for the 11 a. m. boat; from 2.45 p. m. for the 4.30 p. m. boat, and from 10.15 p. m. for the 11.0 p. m. boat.

I. Customs Examination in the Carriages. — The Dover-Ostend Route is the easiest and most convenient with regard to the Customs regulations. Passengers without luggage to be examined by the Belgian Customs, and those who carry nothing liable to Customs duties, are not bound to alight from the carriage when crossing the Belgian frontier, unless specially requested to do so by the officials. The same regulation applies to passengers with any kind of hand luggage containing only things necessary to them during the journey and which the Customs officials can examine in the train.

II. Exemption from any examination. — The registered luggage of through passengers travelling direct by rail across Belgium, is exempted from any examination by the Customs officials, if booked for a station beyond Belgian territory.

III. Luggage from the Continent to England. — Hand luggage is examined on the pier at Dover or in the railway carriages.

Luggage registered to Dover, if not cleared on the pier, is examined at the Town Station unless booked to the Harbour Station.

Luggage registered to London (Charing Cross) is examined at Charing Cross.

If booked to another London station, baggage must be cleared at Dover unless the passenger has the destination altered by application to one of the company's officials. Such luggage if not cleared at Dover, is forwarded to Charing Cross, by a subsequent train at the Company's convenience.

Luggage registered to Victoria, Charing Cross, Holborn or Dover stations, which is not claimed within 24 hours of its arrival, will be subject to the usual Cloak Room charge of 2d. per package, to cover storage during the day of arrival and the following day, and 1d. for each succeeding day or part of day, during which it remains unclaimed.

IV. Luggage from England to the Continent.

A — All luggage registered from London or Dover to Belgian stations is examined once only, at Ostend. Passengers are particularly requested to attend personally the Customs examination of their luggage as soon as they leave the steamer at Ostend (Quay), as otherwise their luggage is liable to be left behind. Baggage registered for Brussels, when unclaimed by owner at Ostend, will be found later on at Brussels (Entrepôt).

B — Examination of luggage registered for countries beyond Belgium will take place:

(a) At Herbesthal (German frontier), for luggage registered to Aix-la-Chapelle, Cologne, or to German and foreign stations beyond Cologne, over Herbesthal route;

(b) At Aix-la-Chapelle T., for luggage registered to Aix-la-Chapelle *via* Bleyberg route, or stations beyond Aix-la-Chapelle *via* Bleyberg route;

(c) At Bettingen, for luggage registered to Luxemburg or German stations beyond, over the Sterpenich route;

(d) At Bale (Swiss frontier), for luggage registered to Swiss or Italian stations.

It should be borne in mind that for the accommodation of travellers, luggage registered in transit through Belgium is not examined by the Belgian Customs, nor by the German Customs, in case of through registered luggage to Switzerland and Italy.

Passports. — British subjects are free to enter Belgium, Denmark, Sweden, and Norway without passports. Passengers for Alsace-Lorraine, and those for Switzerland, Italy, South Germany, Austria, &c., passing through Alsace-Lorraine, are not affected by the passport regulations, provided that they travel by the Dover, Ostend, Brussels, and Luxemburg route. It makes the Dover-Ostend route the easiest and most convenient and agreeable for families with regard to the Customs and Passport regulations. Passports are indispensable for Russia and Turkey, and must be duly « viséd » in London at the Consulates of these Countries.

Applications for Foreign Office Passports must be made in writing, addressed to the Chief Clerk, Foreign Office, London, with the word « PASSPORT » on the cover. The charge on the issue of a Passport, whatever number of persons may be named in it, is 2 s. Passports are granted only to British-born subjects or to naturalized foreigners. They are issued at the Foreign Office between 11 and 4 on the day following that on which the application for the Passport has been received at the Foreign Office. A Passport cannot be issued on behalf of a person *already abroad*; such person, being a British-born subject, should apply for one to the nearest British Mission or Consulate. The bearer of every Passport should sign his name clearly as soon as he receives it; as otherwise the *visa* may be refused, or the validity of the Passport questioned abroad.

PASSENGER BOOKING ARRANGEMENTS FROM THE North and West of England to the Continent.

Passengers can be booked through from Bath, Birmingham, Bristol, Bradford, Cardiff, Dublin, Edinburgh, Exeter, Glasgow, Halifax, Leeds, Leicester, Liverpool, Manchester, Nottingham, Plymouth M. B., Sheffield, Swansea and Wakefield to Antwerp (Gare Centrale), Bruges, Brussels (Nord), Ghent, Ostend and Verviers by means of a ticket to London connected with a coupon book from London to destination.

Between Dover and London, passengers holding through tickets to London may travel at their option either by the South Eastern section (Charing Cross Station) of the South Eastern and Chatham Railway or the Chatham Section (Victoria, Herne Hill, Holborn Viaduct and St-Paul's Stations). — They are also allowed to have the station of arrival at London changed on their registered luggage, by asking one of the agents of the said Companies for this to be done, immediately after the arrival of the boat at Dover Pier.

Transfer Across London.

Passengers booked through to the Continent via the London & North Western Railway (London terminus: Euston Station) are allowed to use free of charge the Company's trains running between Willesden Junction, Kensington (Addison Road), Broad Street, and Victoria Station (London Brighton & South Coast Railway).

Passengers by the Midland Railway (London terminus: St-Pancras Station) holding through tickets to or from the Continent are allowed to use free of charge the omnibuses running between St-Pancras Station and Charing Cross Station. A reasonable quantity of luggage is allowed free of charge.

Parties of four or more adult passengers holding through tickets (other than excursion tickets) travelling by Great Northern Railway (for distances not less than 100 miles North of London) to the Continent will be conveyed free with a reasonable amount of luggage by omnibus between King's Cross and Charing Cross Stations on timely notice being given to the station master at King's Cross or at any Great Northern Station.

Passengers travelling through between the Great Central System (London Terminus: Marylebone) and the South Eastern and Chatham Railway, can avail themselves of the following means of transit between the Terminal Stations in London:

Between Marylebone and Charing Cross.

By the Baker Street and Waterloo Tube Railway direct to Trafalgar Square Station. Fare 2 d.

AVAILABILITY OF THROUGH TICKETS FROM THE NORTH OF ENGLAND. —

A) North of London. From London & North Western Railway, Midland Railway, Great Northern Railway, Great Central Railway and Great Western Railway stations to London:

ORDINARY TICKETS. — Singles and Outward Halves of Return Tickets, 10 days. Return Halves of Return Tickets, six months.

TOURIST TICKETS. — Outward Halves, on day of issue only; Return Halves, 45 days. No Break of Journey being allowed between starting station and London, either going or returning.

R) Between London and Belgium. Single tickets, 7 days. Return tickets, one month.

CHILDREN. — A) Between North and West of England and London: Children under 3 years of age are conveyed free. Children over 3 and under 12 years of age are charged at half fares (single or return). B) Beyond London: Children under 4 years of age are conveyed free; children between 4 and 10 years of age are conveyed at half fares (single or return).

LUGGAGE. FREE ALLOWANCE OF REGISTERED LUGGAGE. — A) Between North and West of England and London, with each 1st, 2nd or 3rd class ticket respectively 150 lbs, 120 lbs or 100 lbs.

B) From London to the Continent, 56 lbs per ticket, on South Eastern and Chatham Railway and on the Belgian lines.

MODERN TRAVELLING

The Mail Packets and the Rolling Stock of the Belgian State.

To Belgium belongs the honour of being the first Continental nation which established a Railway. This took place as far back as the year 1834. The first line of railway was opened to the public in the year 1835. Considering its size, Belgium has the largest mileage of railways of any country.

The greater part of these railways belongs to the State, and it will be found that the fares are certainly lower than on any other railway in the world; a season ticket, price £ 1.8.0, 1st class; 18s./5d., 2nd class, or 10s./5d., 3rd class, will frank the tourist over the whole railway net-work of Belgium (2,890 miles) in extent and enable him to travel during 5 days over the whole of Belgium, as often as he likes.

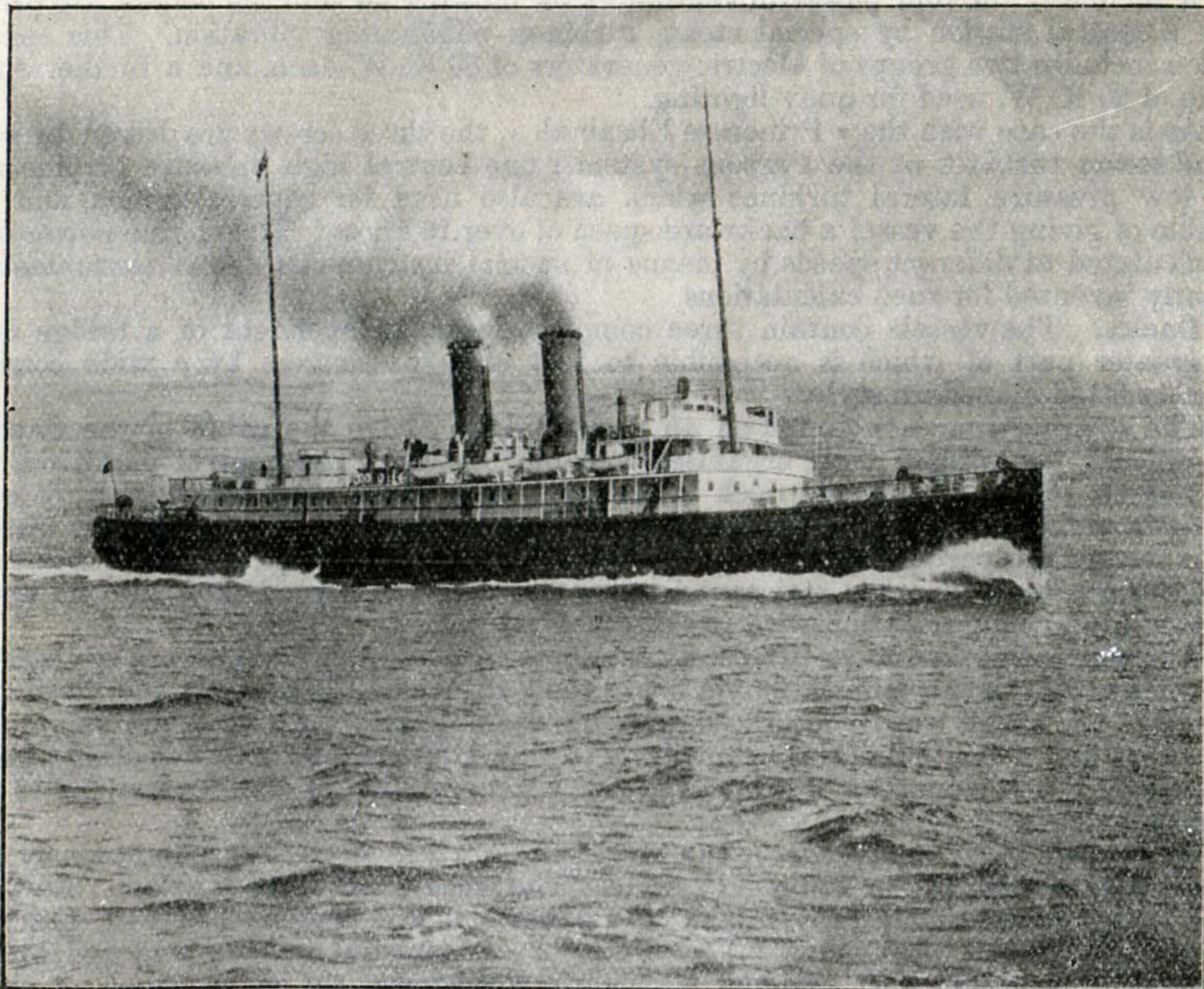
Similar season tickets available 15 days are issued at the following prices £ 2.9.3, 1st class; 1.12.10, 2nd class; 18/10 3rd class.

Its geographical position making Belgium the high road between Great Britain and Central Europe induced the Government to connect the two countries by a fast boat service between Ostend and Dover.

The new steamers "Stad Antwerpen", "Ville de Liège", "Jan Breydel", "Pieter De Coninck", "Princesse Elisabeth", "Princesse Clementine", "Rapide", "Léopold II", "Marie-Henriette", "Princesse Henriette", constructed either in the dock yards of Messrs. Denny Brothers, at Dumbarton, or in those of Cockerill & Co., an old English firm carried on in Belgium, perform thrice daily the journey between Ostend and Dover in three hours. They are all fitted with electric light, the wireless telegraphy (Marconi system), and all the latest improvements and with their luxurious saloons, spacious promenade decks, elegant cabins, and great speed of 21 to 24 knots an hour, may be considered perfect models of modern naval construction, as may be seen from the following description of the "Jan Breydel" and "Pieter De Coninck", the fastest Channel steamers afloat.

THE FIVE NEW TURBINE MAIL-STEAMERS

" PRINCESSE ELISABETH ", " JAN BREYDEL ", " PIETER DE CONINCK ",
 " STAD ANTWERPEN " & " VILLE DE LIÈGE "
 OF THE DOVER-OSTEND SERVICE



THE NEW TURBINE STEAMER " JAN BREYDEL ".

It is almost superfluous to remind that the mail steamers "Princesse Elisabeth", "Jan Breydel", "Pieter De Coninck", "Stad Antwerpen" and "Ville de Liège", have become the greatest public favourites of all the vessels engaged in the Cross-Channel service. This distinction is due to their great speed to their nautical properties, their elegant lines and the comfort they afford to passengers. *The world's record for speed, which the first of them held before the advent of the great Trans-atlantic liners "Lusitania" and "Mauretania", has not yet been taken away from her by any of the many passenger steamers connecting England with the Continent.*

Animated by these splendid results, the Government did not hesitate to incur fresh expenditure in order to enhance still further the reputation of their mail service with

England, by installing on board their new steamers the very latest improvements and introducing the very last word in comfort. The principal dimensions of the mail steamers: "Jan Breydel" and "Pieter De Coninck" running since 1910 are as follows:

Length over all, 361 ft. 3 in. or 110.11 m. Length at water line, 348 ft. or 106.07 m.

Moulded breadth, 40 ft. or 12.19 m. Depth to upper deck, 23 ft 3 in. or 7.08 m.

Mean draft, 10 ft or 3.05 m.

The foremost decorators have been called in to furnish their luxurious saloons.

The hull, which is built entirely of steel in accordance with Veritas Rules, is subdivided into ten water-tight compartments in such a way that if either of these compartments is filled with water, the safety of the vessel is in no wise endangered. This safeguard is still further enhanced by the fact that the doors of the water-tight compartments are closed by the new Stone Lloyd system which can be operated by hydraulic power from the wheel-house, and controlled by means of an indicator board showing automatically and at any time the position of each of these doors. The vessels are furnished with eight life-boats suspended from davits of the Welin system, which is both rapid and sure; the steamers are also equipped with the full set of rafts and life-saving implements prescribed by the latest regulations of the Board of Trade relating to vessels of this category. The electric sailing lights are controlled from the wheel-house by means of a switch board shewing automatically the extinction of either of the lights. The Captain has also at his disposal a tachometer and a recording instrument giving the number of revolutions of the engine, likewise a megaphone and two electric projectors intended to facilitate the entrance into harbour and to scan the surface of the sea during the hours of darkness. If we add that the steamers have two rudders, four steam capstans and a *wireless telegraphic outfit of the Marconi system*, one will agree that the most up-to-date measures have been taken to render navigation as safe as possible and to facilitate the landing of passengers. The numerous electrical apparatus installed on board, including the four powerful ventilators for blowing air into the boilers, are driven from a central station by special steam turbines, eliminating vibration. This central station includes two groups of electric generators of 80 K. W. each, and a further small group of 20 K. W. used for quay lighting.

As is the case with the « *Princesse Elisabeth* », the three screws are driven by compound steam turbines of the Parsons system: one central high pressure turbine and two low pressure lateral turbines which are also used for reverse motion and are capable of giving the vessel a backward speed of over 16 knots. The engine power may be calculated at different speeds by means of special instruments called torsionmeters, recently invented for such calculations.

Decks. The vessels contain three complete decks, independent of a bridge deck the greater part of which is accessible to first class passengers by a wide corridor superbly fitted in modern style.

The steering gear is mounted on an upper bridge above the cabin of the Captain and officers, ensuring a well organised look-out system. The central part from the upper deck to the promenade deck is occupied by a large steel superstructure comprising from forward to aft, a smoking-room, a spacious passage with a staircase leading to the restaurant, parqueted with small polychrome slabs of rubber, a **ladies' boudoir**, **20 private cabins**, another staircase leading down to the second-class saloons and a **royal saloon** communicating with two **special cabins**.

All these rooms have been fitted with the same care and the same regard to elegance and comfort as the accommodation on board the « *Princesse Elisabeth* »; the woodwork consists of the rarest woods decorated with handsome inlaid-work, and the sumptuous upholstery and delicate paintings contribute to make this steamer a new floating palace. In this connection it may be of interest to give a general idea of the decorations of the principal saloons.

On board the "*Jan Breydel*", the **royal saloon** has been very sumptuously and luxuriously carried out in Louis XIV style. The wood-work of its panels in rose-wood is lined with mottled mahogany inlaid with palisander and lemon-wood with brackets and old-gold bronze ornaments. The walls of the **special cabins** attached to this saloon are decorated with polished mahogany wood-work, set off by panels of plum-pattern rose-wood. The upholstery of the furniture and the curtains are carried out in rich velvet in Louis XVI style.

The **smoking-room**, situated in the forward part of the great central superstructure, is a large apartment nearly 8.50 m. in length by 4.80 m. in width; it gives the impression of leasurely ease, and is furnished with comfortable lounges covered with Morocco leather, alternating with round tables of polished wood; the floor is laid with rubber. The wood-work, of plum-pattern walnut, alternating with tulip-wood inlaid with satin wood, giving the room a distinguished cachet and a very harmonious colouring.

Five large photographs fitted into the walls represent animated and picturesque scenes from the Colony of the Congo.

An **English bar**, with ice-box and shelves, has been fitted up along the rear wall.

The artistically decorated ceiling contains a skylight in the shape of a dome made up of polychrome glass; it is situated above a well with a balustrade of polished wood, looking right down into the restaurant.

The ladies' boudoir, which gives direct access to the lower ladies' saloon, is separated from the smoking-room by the spacious corridor leading to the restaurant.

The walls, with delicate inlaid-work representing idyllic landscapes, are lined with rose-wood and padouck wood decorated with mosaics and beadings of satin-wood. The sofas and lounges are upholstered with striped velvet; the curtains of doors and windows are of damask silk ornamented with silk braid.

The lighting in day time is amply assured by four large windows and a handsome skylight with polychrome glass. Large mirrors are suspended above the sofas as well as above the staircase leading down to the lower saloon.

The restaurant, as on board the « Princesse Elisabeth » is a large saloon over 18 metres in length, and is capable of seating 100 passengers at a time. This room appears to be much larger even, owing to the reflection of its furniture in a large mirror tastefully placed against the rear wall; its base is ornamented by a large basket of flowers and the tone of the pictures on the ceiling which seem like a continuation of the polished-wood decorations of the walls. These decorations are extremely sumptuous and treated in the so-called « modern » style. Their artistic ornamentation comprises 12 panels painted on canvas, *which constitute a veritable picture gallery, each of them representing a faithful reproduction of some famous picture dating from the old Flemish school up to the time of Rubens*; the portrait of the artist, painted after consulting the most authoritative sources, has been reproduced in a medallion inset in one of the top corners of each picture. The ports are situated in large recesses surmounted by floral decorations set in the neighbouring walls; additional light is admitted by a large skylight, taking the shape of a dome, decorated with frosted panes ornamented with gold lines. The floor is covered with a Brussels carpet of a colour to match the walls and furniture. If we add that all the special and important installations connected with the kitchen and the buffets have been carried out with a view to comfort, cleanliness and freshness combined, in accordance with the suggestions of a Company whose experience in this direction is unrivalled, we think we have said enough to convince the reader that this superb vessel is in no way behind her predecessors and will amply justify the favour of the public.

In short the T. S. « Princesse Elisabeth », « Jan Breydel », « Pieter De Coninck », « Stad Antwerpen » and « Ville de Liège » are the finest vessels of the Dover-Ostend Line. The following table shows how they compare with other turbine boats.

STEAMERS	ROUTE	Length	Breadth	Depth	Speed
		METRES	METRES	METRES	KNOTS
« Mauretania » ...	Liverpool-New-York	240. »	26.80	18.30	26.03
« Paris »	Newhaven-Dieppe	91.50	10.83	—	25.07
« Lusitania » ...	Liverpool-New-York	240. »	26.80	18.30	25.04
« Ben-My-Chree »	Liverpool-Douglas	114.30	14.02	5.33	24.75
« Jan Breydel » ..	Dover-Ostend (Belgian State)...	106.07	12.80	7.08	24.9
« Pieter de Coninck »	Dover-Ostend (Belgian State)...	106.07	12.80	7.08	24.29
« Princ. Elisabeth »	Dover-Ostend (Belgian State)...	104.85	12.80	7.08	24.003
« Stad Antwerpen »	Dover-Ostend (Belgian State)...	91.44	10.98	6.40	24. »
« Ville de Liège » ...	Dover-Ostend (Belgian State)...	91.44	10.98	6.40	24. »
« Newhaven » ...	Newhaven-Dieppe	92. »	10.55	4.47	24. »
« Viking. »	Liverpool-Douglas	106.68	12.80	4.90	23.53
« Riviera »	Dover-Calais	96. »	12.50	7.45	23.02
« Manxman »	Heysham-Douglas	101.80	13.13	5.26	23.004
« Invicta »	Dover-Calais	94.79	12.22	4.77	22.935
« Onward »	Folkestone-Boulogne	94.84	12.22	4.77	22.54
« Saint-David » ...	Fishguard-Rosslare.	106.68	12.53	5.03	22.50
« Londonderry » .	Heysham-Belfast	100.73	12.82	5.21	22.29
« The Queen » ...	Dover-Calais	94.41	12.19	4.75	21.730
« Dieppe »	Newhaven-Dieppe	83.51	10.56	4.20	21.643
« Brighton »	Newhaven-Dieppe	83.36	10.41	4.29	21.37
« Princess Maud »	Stanraer-Larne	91.50	12.22	4.81	20.66

The new turbine Steamers « Stad Antwerpen » and « Ville de Liège »

The new mail-steamers « Stad Antwerpen » and « Ville de Liège » are fully equal to their predecessors, the « Princesse Elisabeth », the « Jan Breydel » and the « Pieter de Coninck », as regard speed, safety and comfort.

The Ostend-Dover Line disposes now of five steamers running over 24 knots and constituting by far the fastest fleet of all Channel Services between England and the Continent.

The two new steamers are a decisive advance in matter of comfort, as these vessels are fitted with the anti-rolling system, devised by the engineer Frahm, which practically prevents ships rolling at sea.

This device consists of two tanks, placed one on each side of the ship, as far as possible from the centre and communicating by means of a connecting passage. The tanks contain a convenient volume of water, which is displaced by the moving of the vessel.

This water, which always runs towards the lowest tank does not flow instantaneously from one side to the other; it remains more or less behind. The main quantity of moving water lags behind the movements of the ship so that it finds itself always on the side which is about to rise, and in this way the water contained in the tanks compensates to a great extent, at every moment, the effect of the waves upon the hull and thus tends to stop the rolling originated by the sea.

Among all the mailboats plying between England and the Continent, the new turbine Steamers « Stad Antwerpen » and « Ville de Liège » are the first fitted with the Frahm anti-rolling tanks and give to the passengers of the Ostend-Dover Line conditions of comfort never yet attained in the cross Channel services.

The passenger accommodations of the new steamers is practically the same as on the other turbine steamers « Princesse Elisabeth », « Jan Breydel » and « Pieter De Coninck ».

Nothing has been neglected by the Belgian Government to make their steamers models of safety. Wireless telegraphy of the Marconi system, keeps a continuous connection between the steamers and the whole world; it will be noted that the Ostend-Dover line was the first to fit its ships with wireless telegraphy.

The fine turbine mail steamers are divided into ten watertight bulkheads. The watertight doors in these bulkheads are under the control of the captain who can operate them from the bridge by means of the well known Stone system.

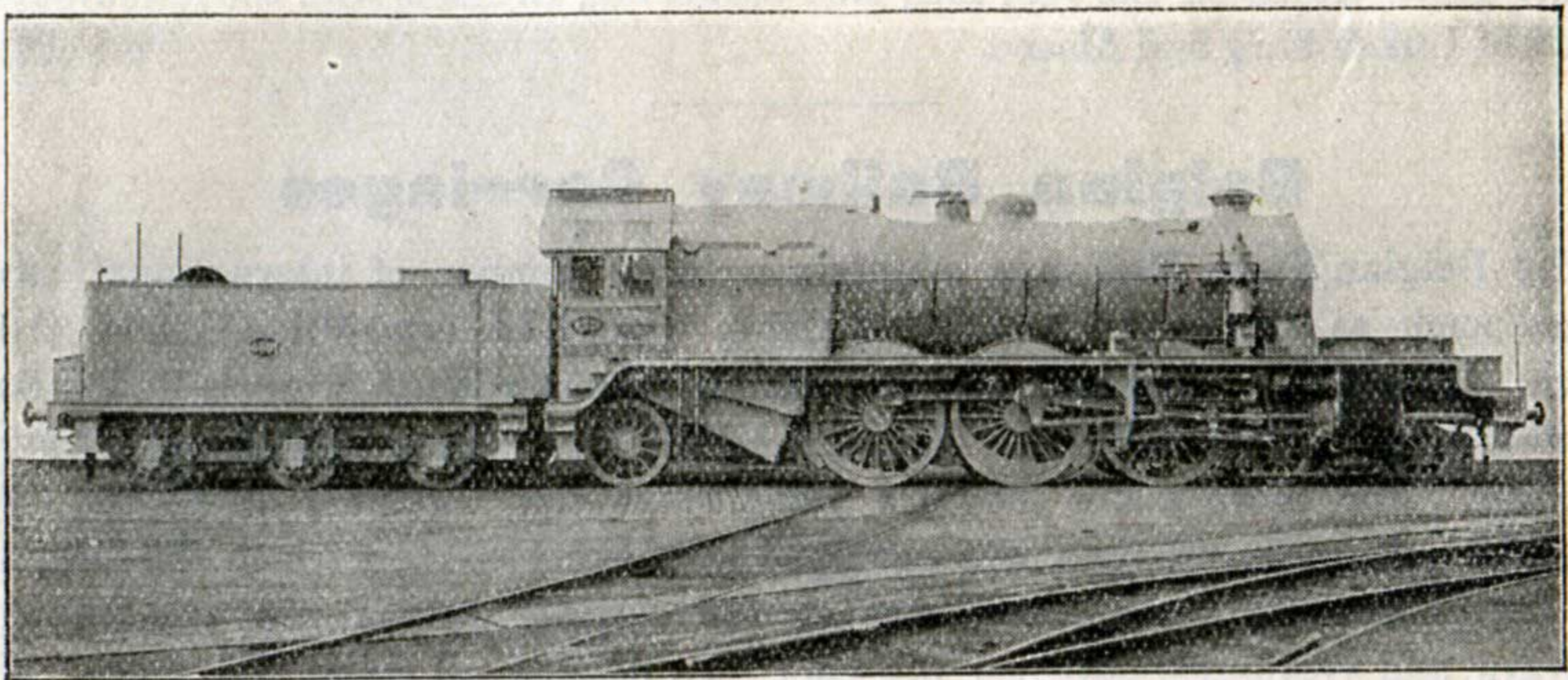
The steamers are fitted with life boats and life saving appliances required by the latest Board of Trade regulations.

Another important feature for safety is afforded by the possibility for these steamers to run astern at a speed of 16 knots.

Numbers of Steamers exceeding 22 knots speed in the British and foreign Merchant fleets (according Lloyd's Register 1913-1914)

United Kingdom.	23	France	4
Belgium (Dover-Ostend line)	8	Holland... ..	3
Germany	5		

BELGIAN LOCOMOTIVES FOR EXPRESS TRAINS.



The Belgian State Railways use two new types of locomotives for hauling their express trains on the main lines.

The locomotive type 9, on « Flamme's » system has six coupled wheels, 6 ft. 6 in. in diameter, and a front-bogie; its weight is 80 tons in full working order. The boiler, of a capacity of 1.676 gallons, has a grate surface of 32.29 square feet, capable of burning 29 1/2 cwts. of coal per hour.

This engine, designed by Mr. Flamme, Head of the Locomotive and Rolling Stock Department of the Belgian State Railways, works on a novel principle which has given excellent results, and has since been adopted by many companies. The mechanism comprises four high-pressure cylinders of equal dimensions, in which the steam develops all its energy in one single expansion. The temperature of the steam is previously raised to 662° Fahr. in a superheater on Schmidt's system arranged in the large flue occupying the upper part of the boiler.

Belgium was the first country to try and adopt this system of superheater, which is now applied in hundreds of Belgian locomotives and thousands of engines on most of the large European railway systems.

Superheated steam possesses a considerable power of expansion, which serves to reduce the consumption of water and coal and to increase the power of the engine.

Thanks to the large diameter of its wheels, the locomotive type 9 easily attains a speed of 75 miles per hour. It is used on the international trains running between Ostend and Brussels and on the line from Brussels to Germany.

In 1910, the Belgian Railways introduced another series of locomotives. These are engines of the « Pacific » type, called type 10, « Flamme's » system. They weigh 101 1/2 tons in full working order and develop a mean tractive power of 14 3/4 tons. They are the heaviest and most powerful passenger locomotives in the world.

The boiler has a cylindrical shell 5 ft. 11 in. in diameter and a grate surface of 54 square feet which can hold 29 1/2 cwts. of incandescent fuel.

In the tests made with the dynamometric car of the Belgian State Railways the locomotive type 10 developed 2.300 HP. Like the « type 9 » engine, it has three driving axles with wheels 6 ft. 6 in. in diameter and a front-bogie, but it has, besides, a trailing axle.

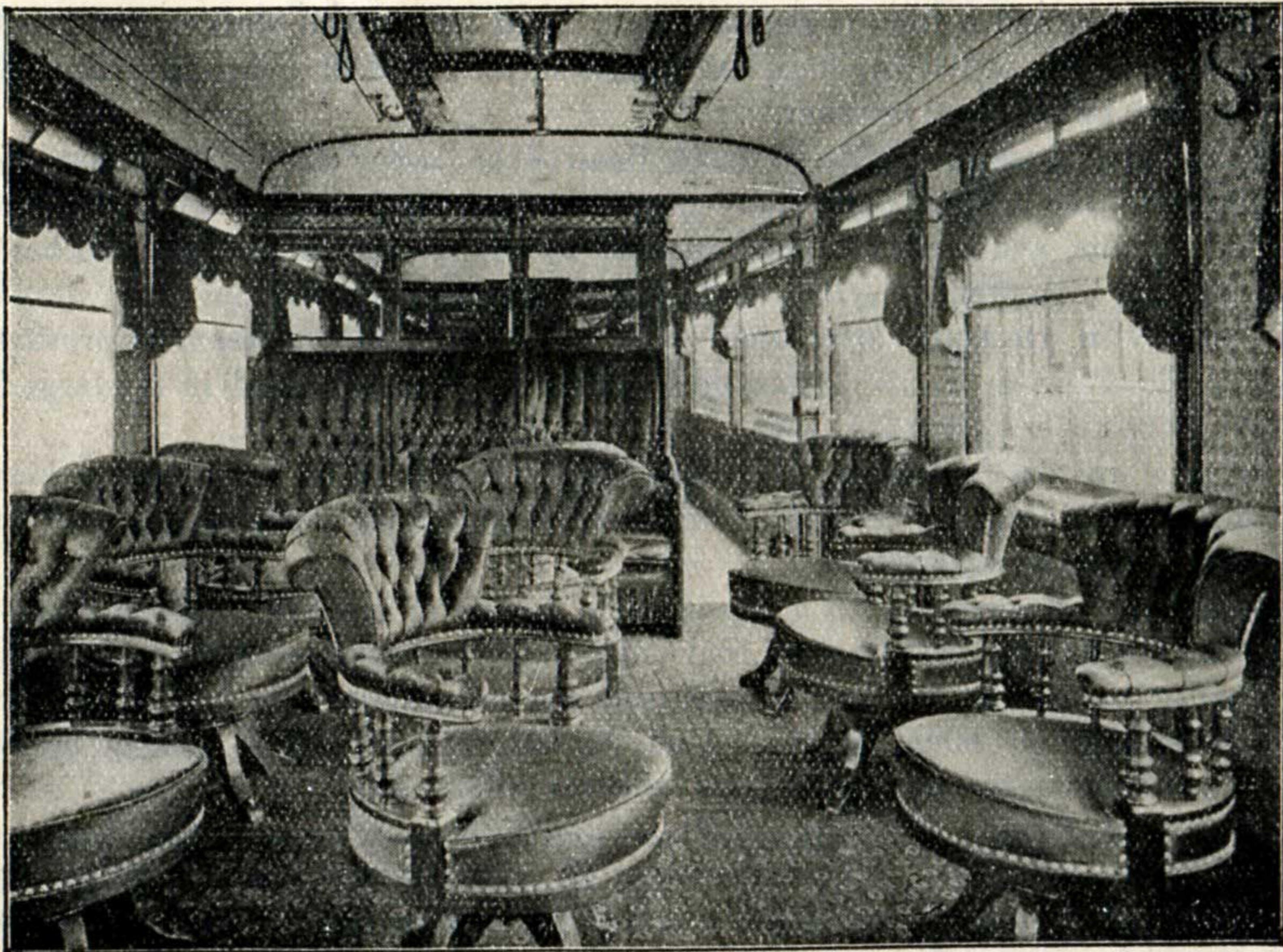
It serves to haul the through-trains on the lines from Brussels towards Luxemburg and Germany, as well as for the heaviest express trains running between Ostend and Brussels.

The Belgian Railway Board has also had some new goods locomotives built, type 36 on « Flamme's » system. These have six axles, of which five are driving axles, with

wheels 4 ft. 9 in. in diameter. Their weight in full working order is 102 $\frac{1}{2}$ tons, and they develop a mean tractive power of 20 $\frac{1}{2}$ tons. They hold the record as to weight and power among all goods locomotives of a similar type stoked with coal. They haul the fast goods trains on the very hilly line connecting Brussels with the manufacturing districts of Luxemburg and Alsace.

Belgian Railway Carriages

The Belgian State Railways maintain a large number of international through services, such as those from Ostend to Coire, Ostend-Lucerne-Milan-Genoa, Ostend-Munich, Ostend-Ulm, Brussels-Altona, Brussels-Amsterdam, Brussels-Baden-Baden, Brussels-Berlin, Brussels-Paris; Antwerp-Amsterdam, Antwerp-Cologne, Antwerp-Paris, etc. For these trains they use magnificent cars mounted on bogies. These coaches, of quite a recent type, are equipped with every comfort which the most fastidious traveller could desire; they are on the corridor system with communicating gangways and vestibules between the cars. To deaden all noise, the coach body is built with double walls of wood, lined internally with fire-proofed cork, so that one can converse in the carriages as easily as in a drawing room. The suspension of the cars has been most particularly studied and the cars run very smoothly.



Each car contains 3 first-class and 4 second-class compartments communicating with the corridor by sliding doors. On the end-platforms there is, on one side, a lavatory for ladies only, and on the other side a lavatory and W. C. for gentlemen.

The compartments are upholstered most comfortably and luxuriously fitted and decorated in perfect taste. The seats, very soft and elastic, are fitted with flexible springs and covered with red pressed plush in the first class, and with olive green plush in the second class. They are sufficiently deep, and the form of the back has been designed so as to enable the passengers to stand long journeys without fatigue. The compartments are arranged for six persons only, viz. each side with a "canapé" for two persons, separated from a seat for one by a movable arm-rest and a head-rest. At each end there are, besides head-rests, arm-rests of a special design which, during the

night, may be converted into pillows. Above the back of each seat, there are frames containing mirrors and colour photographs of the most notable places and sights of Belgium. Higher up, there are two racks, one for luggage, and a smaller one for sticks, umbrellas, etc.

On the length-way side of the carriage, small folding tables are fixed, enabling the passenger to take notes, or deposit his journals or other small objects. In the first class the compartments are lined with panels of moulded maple, framed in mahogany. The roof is lined with decorated linoleum. All the ornamental fittings, ash-trays, electrolier door-handles, coat hooks, etc., are of polished bronze, harmonising most excellently with the colour of the upholstering and carpets.

The corridor is lighted by large windows with movable plateglass sashes.

Alarm handles, enabling passengers in an emergency to cause the train to stop immediately, are provided in each compartment and in the corridor. The carriages are lighted by electricity. A special arrangement permits passengers to break the circuit and extinguish, if desired, the light in their compartment.

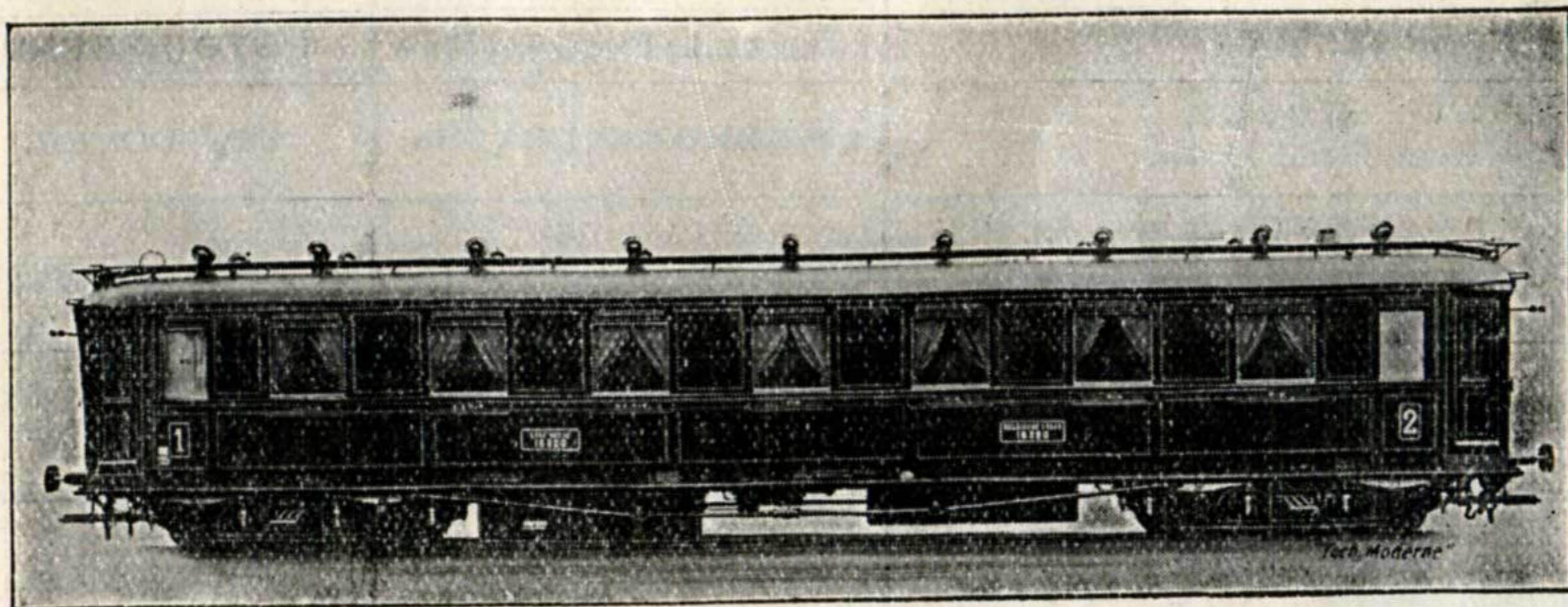
The heating of the carriages is effected by steam; it can be regulated as desired by each passenger and permits maintaining, in the coldest weather, a minimum temperature of 68° Fahr.

These few words will suffice to show that the new rolling stock of the Belgian State Railway is most luxurious and ensures to the travellers every comfort desirable for a journey of some duration.

Set trains.

Antwerp, the great commercial centre of Belgium, is 28 miles only from Brussels. This proximity of the capital to the great port necessarily involves constant intercourse and a very heavy passenger traffic between the two towns. Consequently the necessity arose of creating between them a very quick direct train service and to equip these trains with special rolling stock designed with a view to giving every satisfaction to the public.

The problem presenting itself was to convey within a minimum of time a maximum number of passengers, between Brussels and Antwerp and vice-versa, while affording them nevertheless the comfort they are accustomed to and moreover ensuring absolute safety. The Belgian Railways have solved the problem by providing for this service two special set trains running between these two towns only. Each of them is made up of 7 carriages, viz. one reserved coach (first class), 2 second-class, 2 third-class, and 2 luggage-vans. These carriages are permanently coupled and form a whole maintaining a continuous service in either direction. They are very long and spacious and mounted on bogies, ensuring exceedingly smooth and noiseless running. Their internal equipment is very comfortable whichever class is travelled in. The public have very quickly appreciated the comfort and convenience afforded by these trains and use them in preference to any other.



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B) 72, Regent St., W	« Expresado Piccy, London »	3670 REGENT.
DOVER		
Northumberland House.	« FRIEND & C ^o , DOVER ».	257 DOVER.
BRUSSELS		
Agence Continentale et Anglaise, 4 et 5, Place Surllet de Chokier.	« VITESSE, BRUXELLES ».	A 7279 BRUSSELS.
OSTEND		
Agence Continentale et Anglaise, Station-Quai.		
BALE		
Agence Continentale et Anglaise. 3, Hölbein Strasse.		

LONDON AND CONSTANTINOPLE

BY

The Daily Ostend-Budapest-Express.

Communication between **London, Vienna, Budapest and the Orient**, is considerably improved by the running of the **OSTEND-BUDAPEST-EXPRESS train "de Luxe"**, consisting exclusively of Sleeping Cars and Restaurant Saloon Cars, running through between **Ostend** and **Budapest**. The number of berths being limited, passengers are advised in order to avoid disappointment, to book their seats beforehand. To be able to travel by this train it is necessary to book a First Class Express Ticket, and a Supplementary Ticket of the Sleeping Car Company according to list of fares posted up in the carriages. (See fares page 121.)

Ostend-Carlsbad. — From 15th May to 15th September of each year a Through Sleeping Car Service is run daily between **Ostend-Nuremberg-Carlsbad** in connection with the **OSTEND-BUDAPEST-EXPRESS**, and from 16th May to 16th September between **Carlsbad-Nuremberg-Ostend**. No change of carriages between Ostend and Carlsbad.

Ostend-Marienbad. — From 15th May to 15th September of each year a Through Sleeping Car Service is run daily between **Ostend-Nuremberg-Marienbad** in connection with the **OSTEND-BUDAPEST-EXPRESS** and from 16th May to 16th September between **Marienbad-Nuremberg-Ostend**. No change of carriage between Ostend and Marienbad.

Ostend-Constantinople. — The **DAILY-OSTEND-VIENNA-BUDAPEST-EXPRESS** runs through (a) thrice a week from **Ostend** to **Constantza (Roumania)** and vice-versa, where it connects with a steamer of the Roumanian Government to and from **Constantinople**, and (b) four times weekly from **Ostend** to **Constantinople** and vice-versa via **Belgrade, Sofia**. Travellers who avail themselves of this new train effect a considerable saving in the fare.

(a) via **Verciorova Constantza**

(a) via **Constantza Verciorova**

No change of carriage between Ostend and Constantza.

London (Charing Cross) & Ostend dep.	Sunday, Tuesday and Friday.
Vienna & Budapest ... arr.	Monday, Wednesday and Saturday.
Bucharest & Constantza »	Tuesday, Thursday and Sunday.
Constantinople.. ... »	Wednesday, Friday and Monday.

Constantinople dep.	Tuesday, Thursday and Saturday.
Constantza & Bucharest »	Wednesday, Friday and Sunday.
Budapest & Vienna ... »	Thursday, Saturday and Monday.
Ostend & London... .. arr.	Friday, Sunday and Tuesday.

(b) via **Belgrade Sofia**

(b) via **Sofia Belgrade**

No change of carriage between Ostend and Constantinople.

London (Charing Cross) & Ostend dep.	Mond., Wednesday, Thursday and Saturday.
Vienna & Budapest »	Tuesday, Thursday, Friday and Sunday.
Belgrade & Sofia... »	Wednesday, Friday, Saturday and Monday.
Constantinople ... arr.	Thursday, Saturday, Sunday and Tuesday.

Constantinople ... dep.	Wednesday, Friday, Sunday and Monday.
Sofia & Belgrade ... »	Thursday, Saturday, Monday, and Tuesday.
Budapest & Vienna »	Friday, Sunday, Tuesday, and Wednesday.
Ostend & London arr.	Saturday, Monday, Wednesday and Thursday.

THREE DAILY EXPRESS TRAINS, CORRIDOR CARRIAGES, LONDON TO SWITZERLAND and ITALY

all the year round without extra fare :

Three Daily Express Services

in both directions, between London, Ostend, Brussels, Alsace-Lorraine, Switzerland and Italy.

(Through carriages Ostend-Bale and vice-versa.)

Connections : at Strasburg, to and from the Black Forest; at Bale, to and from the whole of Switzerland; at Milan, to and from Venice, Genoa, Bologna, Florence, Rome, Naples, Brindisi, &c.; at Brindisi, for Egypt, every Friday and Sunday and the 15th and 30th of every Month; every Sunday for Bombay, British India, French India, Persia, by the Indian Mail; for Ceylon, the Straits Settlements, Annam, Cambodia, Tonquin, Cochinchina, China, Japan, Dutch Indies and Australasia, every alternate Sunday from October 13th; for Zanzibar, and Mozambique, every fourth Sunday from October 20th; at Naples, for Egypt, every Thursday; for Australia every fourth Sunday from October 9th; for the Dutch Indies, every alternate Friday from October 4th; for China, every alternate Friday from October 4th; for Zanzibar and Mozambique, every 13th and 30th of each Month.

DAILY THIRD CLASS SERVICES FOR SWITZERLAND.

Third class passengers for Switzerland, leaving Dover by the 11 a. m. steamer arrive in Bale next morning at 5.50 a. m. Those leaving by the night boat arrive in Bale next afternoon at 5.37 p. m. Through carriages, 1st, 2nd, and 3rd class, between Ostend and Bale and *vice versa* all the year round.

Special excursions on fixed dates in July and August.

CHEAP RETURN TICKETS ask for special handbills or see yellow page.

Dover to Berne and Back	2ND CLASS.	£ 3-0-5	3RD CLASS	£ 2-0-8
Dover to Zurich and Back	"	" 3-0-5	"	" 2-0-8
Dover to Lucerne and Back.	"	" 3-0-5	"	" 2-0-8

See pages 114-121 combined coupon books for Switzerland.

LONDON, ALEXANDRIA, CAIRO (EGYPT) VIA DOVER-OSTEND-TRIEST

Daily Service Ostend-Triest via Munich

Since the opening of the Tauern Bahn, communication between London, Ostend, and Egypt, is considerably improved.

Every Friday, a luxurious and fast steamer of the Austrian Lloyd leaves Triest for Alexandria at 1.0 p. m. (corresponding departure from London [Charing Cross] every Wednesday at 9.0 p. m.) arriving on the following Monday at Alexandria (2.0 p. m.) and Cairo 6.0 p. m.

From Alexandria to Cairo (130 miles), Express trains in 3 hours.

— RETURN JOURNEY —

From Cairo, daily at 9.30 a. m., arriving Alexandria 12.45 p. m.; depart 3.0 p. m. Thursday arriving Triest at 1.0 p. m. Saturday. From Triest, daily express service to London.

BELGIAN STATE RAILWAY AND MAIL PACKET SERVICE.
LONDON to the IMPORTANT TOWNS of the CONTINENT,
VIA OSTEND.

London dep.	9 0 a.m.	—	9 0 p.m.	Amsterdam.. .. dep.	7 20 a.m.	4 1 p.m.	—
Ostend.. »	4 20 p.m.	—	3 42 a.m.	Ostend.. »	3 30 p.m.	10 58 »	—
Amsterdam.. .. arr.	12 34 a.m.	—	11 22 »	London arr.	10 6 »	5 43 a.m.	—
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Antwerp.. dep.	7 57 a.m.	12 46 a.m.	8 15 p.m.
Ostend.. »	4 5 p.m.	8 47 »	3 42 a.m.	Ostend.. »	10 37 »	3 30 p.m.	10 58 »
Antwerp.. arr.	6 28 p.m.	11 58 »	6 47 »	London arr.	5 10 p.m.	10 6 »	5 43 a.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Bâle dep.	5 52 a.m.	10 22 a.m.	11 40 p.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	7 55 p.m.	10 58 p.m.	10 47 a.m.
Bâle arr.	5 43 a.m.	11 20 a.m.	5 36 p.m.	London arr.	10 6 »	5 43 a.m.	5 10 p.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Berlin.. dep.	8 0 a.m.	10 58 p.m.	9 34 p.m.
Ostend.. »	3 32 p.m.	8 41 »	3 25 a.m.	Ostend.. »	10 58 p.m.	3 30 »	3 30 »
Berlin.. arr.	7 29 a.m.	3 48 »	6 12 p.m.	London arr.	5 43 a.m.	10 6 »	10 6 »
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Brussels dep.	—	a.m.	a.m.
Ostend.. »	3 32 p.m.	8 41 »	3 42 a.m.	Ostend.. »	—	8 6	11 37
Brussels arr.	5 12 »	10 25 »	5 24 »	London arr.	—	10 47	3 30
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.			5 10	10 6
Ostend.. »	4 40 p.m.	3 42 a.m.	—			p.m.	p.m.
Bucharest arr.	6 34 »	11 25 »	—				a.m.
London dep.	9 0 a.m.	9 0 p.m.	—	Bucharest dep.	12 50 p.m.	Wed., Fri. & Su.	6 5 p.m.
Ostend.. »	4 40 p.m.	3 42 a.m.	—	Ostend.. »	10 47 a.m.	Fri. Sun. & Tue.	10 58 »
Budapest arr.	11 5 »	2 0 p.m.	—	London arr.	5 10 p.m.	»	5 43 a.m.
London dep.	9 0 a.m.	9 0 p.m.	—	Bupadest dep.	6 50 a.m.	—	2 0 p.m.
Ostend.. »	4 40 p.m.	3 42 a.m.	—	Ostend.. »	10 47 »	—	10 58 »
Budapest arr.	11 5 »	2 0 p.m.	—	London arr.	5 10 p.m.	—	5 43 a.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Cologne... .. . dep.	4 41 a.m.	10 5 a.m.	6 13 p.m.
Ostend.. »	4 5 p.m.	8 41 »	3 25 a.m.	Ostend.. »	10 47 »	3 30 p.m.	10 58 »
Cologne... .. . arr.	11 24 »	5 40 a.m.	9 51 »	London arr.	5 10 p.m.	10 6 »	5 43 a.m.
via Constantza.				via Constantza.			
London dep.	9 0 a.m.	Sunday, Tuesday & Friday.	—	Constantinople. dep.	3 0 a.m.	Tuesday, Thursday & Saturday.	—
Ostend.. »	4 40 p.m.	»	—	Ostend.. »	10 47 »	»	—
Constantinople. arr.	12 0 p.m.	Wednesday, Friday & Monday.	—	London arr.	5 10 p.m.	Friday, Sunday & Tuesday.	—
via Belgrade.				via Belgrade.			
London dep.	9 0 a.m.	Mond., Wedn., Thurs., Satur.	—	Constantinople. dep.	5 20 p.m.	Wedn., Frid., Sund., Mond.	—
Ostend.. »	4 40 p.m.	»	—	Ostend.. »	10 47 a.m.	»	—
Constantinople. arr.	1 12 »	Thur., Satur., Sund., Tuesd.	—	London arr.	5 10 p.m.	Satur., Mond., Wedn., Thursd.	—
London dep.	9 0 a.m.	—	9 0 p.m.	Frankfort o/M.. dep.	1 1 a.m.	2 18 p.m.	—
Ostend.. »	4 36 p.m.	—	3 25 a.m.	Ostend.. »	10 47 »	10 58 »	—
Frankfort o/M.. arr.	3 26 a.m.	—	1 57 p.m.	London arr.	5 10 p.m.	5 43 a.m.	—
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Geneva dep.	1 0 a.m.	—	5 7 p.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	10 58 p.m.	—	10 47 a.m.
Geneva arr.	1 13 »	7 22 »	1 8 a.m.	London arr.	5 43 a.m.	—	5 10 p.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Hamburg. dep.	7 39 a.m.	11 14 p.m.	2 45 p.m.
Ostend.. »	4 5 p.m.	8 41 »	3 25 a.m.	Ostend.. »	10 58 p.m.	3 30 »	10 47 a.m.
Hamburg. arr.	6 55 a.m.	2 28 »	5 3 p.m.	London arr.	5 43 a.m.	10 6 »	5 10 p.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Lucerne... .. . dep.	7 0 a.m.	—	8 58 p.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	10 58 p.m.	—	10 47 a.m.
Lucerne... .. . arr.	8 59 a.m.	1 56 »	8 15 p.m.	London arr.	5 43 a.m.	—	5 10 p.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Milan dep.	—	2 40 p.m.	11 40 p.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	—	10 47 a.m.	10 58 »
Milan arr.	3 5 »	8 15 »	6 22 »	London arr.	—	5 10 p.m.	5 43 a.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Munich dep.	7 5 a.m.	4 30 p.m.	10 18 p.m.
Ostend.. »	4 40 p.m.	8 41 »	3 25 a.m.	Ostend.. »	10 58 p.m.	10 47 a.m.	3 30 »
Munich arr.	11 15 p.m.	8 55 »	8 55 p.m.	London arr.	5 43 a.m.	5 10 p.m.	10 6 »
London dep.	9 0 a.m.	Wed. Sat.	9 0 p.m.	St. Petersburg.. dep.	7 45 p.m.	Wed. & Sat.	11 0 p.m.
Ostend.. »	3 32 p.m.	»	3 42 a.m.	Ostend.. »	3 30 »	»	10 58 »
St. Petersburg.. arr.	10 30 p.m.	Frid. Mon.	8 15 a.m.	London arr.	10 6 »	Frid. Mon.	5 43 a.m.
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Strasbourg dep.	1 40 a.m.	12 33 p.m.	5 52 a.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	10 47 »	10 58 »	3 30 p.m.
Strasbourg arr.	3 27 a.m.	8 24 a.m.	3 19 p.m.	London arr.	5 10 p.m.	5 43 a.m.	10 6 »
London dep.	9 0 a.m.	—	9 0 p.m.	Vienna dep.	12 0 a.m.	10 5 p.m.	9 0 a.m.
Ostend.. »	4 40 p.m.	—	3 42 a.m.	Ostend.. »	10 47 »	10 58 »	3 30 p.m.
Vienna arr.	6 0 »	—	7 10 p.m.	London arr.	5 10 p.m.	5 43 a.m.	10 6 »
London dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	Zurich dep.	7 16 a.m.	11 35 a.m.	9 12 p.m.
Ostend.. »	4 20 p.m.	8 47 »	3 42 a.m.	Ostend.. »	10 58 p.m.	3 30 p.m.	10 47 a.m.
Zurich arr.	8 42 a.m.	3 29 »	8 0 p.m.	London arr.	5 43 a.m.	10 6 »	5 10 p.m.

JOURNEY BETWEEN LONDON AND

Amsterdam in 14 hours.	Bucharest ... in 52 hours.	Geneva in 24 hours.	St. Petersburg in 51 hours
Antwerp ... » 9 »	Budapest ... » 37 »	Hamburg ... » 19 »	Strasbourg ... » 15 »
Bâle... .. » 18 »	Cologne... .. » 11 »	Lucerne... .. » 20 »	Vienna. » 29 »
Berlin » 21 »	Constantinople 71 »	Milan... .. » 27 »	Warsaw » 32 »
Brussels. ... » 8 »	Frankfort o/M. 17 »	Munich » 23 »	Zurich.. » 19 »

SOUTH EASTERN & CHATHAM RAILWAY

THROUGH CARRIAGE SERVICES

between DOVER and

Great Western, London and North Western & Midland.

Companies' systems on Weekdays (Bank Holidays excepted)

TIMINGS SUBJECT TO ALTERATIONS

FROM DOVER

Great Western Railway.			Midland Railway			London & North West. Ry.		
From Ostend	arr.	a.m. 3 0	From Ostend .	arr.	a.m. 3 0	From Ostend	arr.	a.m. 3 0
Dover Harbour	dep.	11 5	Dover Harbour	dep.	10 50	Dover Harbour	dep.	10 50
Reading	{ arr.	p.m. 2 34	Herne Hill	{ arr.	p.m. 1 2	Herne Hill	{ arr.	p.m. 1 2
	{ dep.	3 5		{ dep.	1 5		{ dep.	1 8
Oxford	arr.	3 38	Bedford	arr.	3 7	Willesden-junction	{ arr.	1 36
Banbury	»	4 34	Leicester	»	4 15		{ dep.	2 20
Leamington-Spa	»	5 0	Nottingham	»	4 35	Rugby	arr.	3 48
Birmingham (S H)	»	5 45	Derby	»	4 55	Stafford	»	4 49
Wolverhampton (L L)	»	6 10	Manchester ctl	»	6 25	Crewe	»	5 23
Shrewsbury	»	7 19	Chesterfield	»	5 25	Stockport	»	6 8
Chester	»	8 30	Sheffield	»	5 47	Manchester (London rd.)		6 23
Birkenhead (Woodside).	»	9 15	Leeds	»	6 57			
By Ferry.			Bradford	»	7 34			
Liverpool Lan- ding stage	»	9 30						

TO DOVER

Great Western Railway.			Midland Railway			London & North West. Ry.		
Liverpool (Lan- ding stage). By Ferry	dep.	a.m. 8 50	Bradford	dep.	a.m. 9 40	Manchester London rd.	dep.	a.m. 10 15
Birkenhead (Woodside).		9 5	Leeds	»	10 15	Stockport	»	10 25
Chester	»	9 42	Sheffield	»	11 8	Crewe	»	11 5
Shrewsbury	»	11 0	Chesterfield	»	10S 25	Stafford	»	11 40
Wolverhampton (L L)	»	11 48	Manchester ctl	»	10X 10	Rugby	»	p.m. 12 48
Birmingham (S H)	»	p.m. 12 15	Derby	»	11Z 38	Willesden- -junction	{ arr.	2 12
Leamington-Spa	»	12 50	Nottingham	»	11 30		{ dep.	2 25
Banbury	»	1 19	Leicester	»	p.m. 12 25	. . . . .	
Oxford	»	1 54	Bedford	»	12 35	. . . . .	
Reading	{ arr.	2 31						
	{ dep.	2 50	Herne Hill	{ arr.	2 58	Herne Hill	{ arr.	2 55
				{ dep.	3 2		{ dep.	3 2
Dover Harbour	arr.	5 44	Dover Harbour	arr.	5 7	Dover Harbour	arr.	5 7
Depart for Ostend		p.m. 11 0	Depart for Ostend		p.m. 11 0	Depart for Ostend		p.m. 11 0

S. 9 55 a.m on Saturdays

X. 9 20 a.m on Saturdays

Z. 10 54 a.m on Saturdays

SOUTH EASTERN AND CHATHAM RAILWAY.

LONDON AND DOVER

TIMINGS SUBJECT TO ALTERATIONS.

DOWN.	From LONDON via TONBRIDGE (WEEK DAYS).																
	1.2.3	1.2.3	1.2	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	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3
	a.m	a.m	A	a.m	a.m	N	S	A	S				N				A
Charing Cross. dep.	...	7 0	9 0	9 7	11 5	12 5	1 5	2 5	2 7	3 25	4 25	4 30	5 25	...	7 15	9 0	9 45
Cannon Street »	5 24	7 3	...	...	...	...	...	...	...	...	4 33	...	5 34	6 15	7 26	...	10 0
Dover (Town) arr.	9 11	...	10 35	11 28	1 45	2 50	...	3 54	4 17	...	6 15	...	7 57	...	9 36	10 35	12 30
Id. (Harbour) »	...	10 20	...	...	...	...	3 3	...	...	5 32	...	...	...	8 42	...	...	...
Id. (Pier) »	...	...	10 40	...	...	...	...	3 59	...	...	...	6 0	...	...	...	10 40	...

DOWN	From LONDON via TONBRIDGE (SUNDAYS)																
	1.2.3	1.2		1.2.3		1.2.3		1.2.3	1.2.3	1.2.3							
	a.m	A		a.m		A		p.m									
Charing Cross. dep.	7 50	9 0	...	10 2	...	2 5	...	7 15	9 0	9 15	...	...	...	...	...	...	...
Cannon Street »	8 5	...	...	...	...	...	...	...	...	9 25	...	...	...	...	...	...	...
Dover (Town) arr.	10 43	10 50	...	12 15	...	3 54	...	10 4	10 45	12 4	...	...	...	...	...	...	...
Id. (Harbour) »	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Id. (Pier) »	...	10 55	...	...	...	3 59	...	...	10 50	...	...	...	...	...	...	...	...

UP.	From DOVER via TONBRIDGE (WEEK DAYS)																			
	1.2.3	1.2	1.2.3	1.2.3	1.2.3	1.2	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3			1.2.3	1.2.3	1.2	1.2.3	1.2.3	1.2.3	
	a.m	A	a.m	a.m	a.m	a.m	a.m	a.m	a.m	...	a.m			p.m	p.m	A	p.m	p.m	p.m	A
Dover (Pier) dep.	...	...	...	...	...	8 20	...	...	...	...	...	...	...	...	...	3 20	...	...	...	7 55
Id. (Harbour) »	...	3 45	...	...	...	8 45	...	9 45	...	11 5	...	...	...	...	...	...	...	...	...	...
Id. (Town) »	1 45	...	5 10	6 30	7 0	...	...	9 15	...	...	...	...	...	12 50	2 50	...	4 15	4 40	8 0	...
Cannon Str. arr.	3 50	...	8 27	...	9 35	...	10 0	11 40	...	...	1 45	...	...	3 5	...	...	6 48	...	...	...
Char. Cross. »	5 43	8 38	9 0	...	10 15	10 8	11 51	1 12	...	2 0	...	...	...	5 35	5 10	6 58	7 29	10 6	10 6	...

UP.	From DOVER via TONBRIDGE (SUNDAYS)																			
	1.2.3	1.2.3	1.2.3	1.2	1.2	1.2.3		1.2.3	1.2.3	1.2.3			1.2.3	1.2.3	1.2.3					
	a.m	A	a.m	a.m	p.m	A		p.m					p.m	p.m	A					
Dover (Pier) dep.	...	3 45	...	...	...	3 20	...	...	...	...	...	...	...	...	7 55	...	...	...	...	...
Id. (Harbour) »	...	...	...	...	...	...	...	...	...	7 50	...	...	...	...	...	...	...	...	...	...
Id. (Town) »	1 45	...	6 55	...	...	4 52	...	6 0	...	...	...	...	...	...	...	...	...	...	...	...
Canon Street ... arr.	3 52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charing Cross... »	...	5 40	10 7	...	...	5 10	6 58	...	8 48	10 20	10 0	...	...	...	...	...	...	...	...	...

DOWN.	From LONDON via CHATHAM (WEEK DAYS)										SUNDAYS										
	1.2.3	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	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3	1.2	1.2.3	1.2.3	
	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	p.m	p.m	p.m	p.m	a.m	a.m	a.m	p.m
Victoria dep.	5 50	...	7 45	9 15	10 45	11 0	12 20	1 30	2 15	2 50	4 20	5 0	...	5 35	5 35	7 45	8 50	10 45	11 0	8 20	
Holb Viaduc »	5 45	6 40	7 40	9 10	10 40	...	12 15	1 25	2 8	...	4 15	...	5 10	5 28	5 28	7 40	8 45	10 40	...	...
St Paul's dep.	5 47	6 42	7 42	9 13	10 42	...	12 16	1 27	2 10	...	4 17	...	5 12	5 30	5 30	7 42	8 47	10 42	...	...
Herne Hill »	6 5	6 57	7 55	9 27	10 56	...	12 28	1 40	2 27	...	4 30	...	...	5 45	5 45	7 57	9 5	10 55	...	...
Chatham. »	6 55	...	8 55	10 13	...	...	1 20	2 32	3 16	...	5 21	...	...	6 35	6 35	8 4	10 28	...	...	9 11
Cant. rbury »	8 12	...	10 13	10 56	12 33	...	2 23	3 30	4 21	...	6 18	...	6 52	7 39	8 9	9 51	11 30	12 21	...	9 57	
Dover (Priory) arr.	9 2	...	10 53	11 32	1 11	...	2 58	4 9	5 4	...	6 54	...	7 29	8 13	8 39	10 2	12 10	12 47	...	10 33	
Dover (Hrbr.) »	9 5	10 20	10 56	11 36	1 15	...	3 14	12 5	7 5	7 6	5 6	6 59	7 32	8 17	8 42	10 22	12 13	12 51	...	10 35	
Dover (Pier.) »	...	...	...	...	...	12 45	...	...	...	...	...	...	...	...	...	...	...	12 45	...	...

UP	To LONDON via CHATHAM (WEEK DAYS)										SUNDAYS									
	1.2.3	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	1.2.3	1.2.3	1.2.3	1.2.3	1.2.3	1.2	1.2.3	1.2.3		
	a.m	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m	p.m	p.m	a.m	a.m	p.m	p.m	p.m	p.m		
Dover (Pier) dep.	...	...	...	...	...	...	...	...	...	5 20	...	...	...	...	...	5 20	...	...	...	...
Dover (Hrbr.) »	6 20	8 27	9 0	9 05	9 45	11 52	1 20	3 40	...	5 55	7 15	8 55	9 46	12 55	...	6 30	7 10	...	...	...
Dover (Priory) »	6 24	8 31	...	9 09	9 51	11 57	1 25	3 44	A	5 59	7 19	8 59	9 38	...	A	6 34	7 14	...	...	...
Canterbury arr.	6 59	8 58	...	9 39	10 29	12 38	2 34	23	...	6 30	7 58	9 38	...	...	...	7 2	7 52	...	...	...
Chatham... »	8 8	9 42	...	10 34	11 40	1 35	3 15	5 12	...	7 30	8 59	10 47	...	...	...	7 44	8 50	...	...	...
Herne Hill »	9 45	10 43	...	11 29	1 21	2 30	4 18	6 3	...	8 22	9 47	11 42	12 21	4 23	...	8 37	9 44	...	...	...
St. Paul's. »	9 55	10 55	...	11 42	...	2 44	4 35	6 17	...	8 39	10 0	11 55	...	4 40	...	8 51	9 58	...	...	...
Holb. Viaduct	9 58	10 57	...	11 44	...	2 46	4 37	6 20	...	8 41	10 3	11 57	...	4 44	...	8 58	10 0	...	...	...
Victoria ... »	9 56	10 52	11 0	11 38	1 32	2 40	4 28	6 10	7 10	8 32	9 56	11 50	12 30	4 36	7 5	8 47	9 54	...	...	...

A. Continental Express via Ostend. The above Time Tables are given only as information and without any responsibility. ✕ 3rd Class Through Service to or from Ostend, Brussels, Antwerp, See also page 84. L Change at London-Bridge. N Not on Saturdays. S Saturdays only. † Leaves at 8.0 am on Mondays. ‡ 30 minutes earlier on Saturdays.

THROUGH SERVICE LONDON, OSTEND, BRUGES, GHENT, BRUSSELS and back.

London: (Charing Cross) dep.	1 2 3 p.m.		1, 2 Class.		1-2-3 p.m.		1-2-3 p.m.		1-2-3 p.m.		1-2-3 p.m.	
	9 0	11 0	9 0 a.m.	11 0 a.m.	3 10	3 32	3 10	3 32	3 10	3 32	3 10	3 32
Dover
Ostend (Q.)... dep.
Ostend
Bruges
Ghent
Alost
Brussels (N.)

THIRD CLASS BOOKINGS See also pages 110-112	SINGLE		RETURN		AVAILABLE	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	days.	days.
London to Ostend (adult)	0 13 1	1 3 8	1 3 8	1 3 8	60	60
" " " (child)	0 7 0	0 12 7	0 12 7	0 12 7	60	60
" " " (adult)	Special	0 1 0	0 1 0	0 1 0	17	17
" " " (child)	Return	13 10	10 9 9	10 9 9	17	17
" " " (adult)	0 17 5	1 4 9	1 4 9	1 4 9	30	30
" " " (child)	0 17 0	1 13 9	1 13 9	1 13 9	30	30
" " " (adult)	0 19 0	1 15 8	1 15 8	1 15 8	30	30
" " " (child)	0 15 8	0 17 0	0 17 0	0 17 0	30	30
" " " (adult)	0 18 1	1 14 3	1 14 3	1 14 3	30	30
" " " (child)	0 17 9	1 10 1	1 10 1	1 10 1	30	30
" " " (adult)	0 17 9	1 15 10	1 15 10	1 15 10	30	30
" " " (child)	0 13 10	1 10 10	1 10 10	1 10 10	30	30

M Departure from Ostend-Quai 3.20 p.m. during May.
A Third Class Passengers from England for Brussels and Antwerp can travel by this train.
B Ostend-Vienna Express, consisting of Sleeping-Saloon and Restaurant Cars.
C Nord Express, consisting of Sleeping, Saloon, and Restaurant Cars.
D Conveys passengers for England only.
VS Voiture-Salon (See page 75).
VSR Saloon-Restaurant Car + Conveys only passengers with international tickets.
• Ghent (St-Pierre).
♦ to Duisburg.
✱ From May 30.

LONDON, OSTEND, ROTTERDAM, AMSTERDAM, and Back.

LONDON dep.	a.m	9 0	p.m	9 0	...
Dover dep.		11 0	11 0	...	
Ostend (Quay) dep.	p.m	4 20	3 42	...	
Antwerp (Central) dep.		6 54	6 47	...	
Roosendaal (h. oc.) dep.		7 56	7 10	...	
Roosendaal (h. oc.) arr.		8 45	7 59	...	
Roosendaal dep.	a.m	9 29	8 50	...	
Dordrecht arr.		10 13	9 28	...	
Rotterdam (Porte Delft) arr.		10 41	9 58	...	
The Hague arr.		11 27	10 24	...	
Haarlem arr.		12 24	...	...
Amsterdam (Cent. St.) arr.		12 34	11 22	...	
Roosendaal dep.	p.m	9 26	8 44	...	
Utrecht (via Tilbourg) arr.		11 35	10 56	...	
Amsterdam (West. P.) dep.		12 17	11 40	...	
Amsterdam (Cent. St.) dep.		12 32	11 55	...	
Amsterdam (Cent. St.) dep.	a.m	7 20	4 1		
Amsterdam (Wesp.P.) dep.		7 35	4 16		
Utrecht (via Tilbourg) dep.		8 13	4 54		
Roosendaal arr.		10 25	7 3		
Amsterdam (Cent. St.) dep.	a.m	8 0	4 15		
Haarlem dep.		7 32	2 46		
The Hague dep.		8 50	5 13		
Rotterdam (Bourse) dep.		9 26	5 47		
Dordrecht dep.		9 50	6 10		
Esschen (h. oc.) arr.		10 27	7 4		
Esschen dep.		10 47	7 29		
Antwerp (Central) arr.		11 18	8 2		
Antwerp (Central) dep.	p.m	12 46	8 15		
Ostend (Quay) dep.		3 30	10 58		
Dover dep.	a.m	7 55	3 45		
LONDON dep.		10 6	5 43		

* Through Carriages between Ostend and Brussels and Amsterdam

♠ Dutch time.

BRUSSELS, LIÈGE, SPA, AIX-LA-CHAPELLE, COLOGNE. LOCAL SERVICES. (See also page 82 for through services.)

	F	VS	VS	VS	WR	1-2-3	1-2-3	1-2-3	1-2-3	VS	VS	D	NE	OV	VSR	C
	1.2	2-3	2-3	2-3	1-2	1-2-3	1-2-3	1-2-3	1-2-3	2-3	2-3	1-2-3		VSR	2-3	
	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	p.m	p.m	p.m
Brussels-Nord.dep	5 45	7 31	8 17	9 18	10 10	10 54	1 16	1 32	3 3	4 33	4 41	5 0	5 22	6 38	6 46	11 24
Louvain. arr.	6 12	...	*	9 52	10 38	...	1 46	2 3	3 32	...	5 10	5 27	5 50	...	7 15	11 54
Liege dep.	7 24	9 3	9 53	11 22	11 46	12 24	3 15	3 28	5 26	4 6	4 40	6 47	6 58	8 6	8 52	1 23
Pepinster dep.	7 55	9 39	10 25	11 56	...	1 51	3 51	4 4	5 45	6 39	7 17	7 28	...	...	9 33	2 4
Spa dep.	8 36	10 17	10 53	12 33	...	2 31	4 20	4 40	6 14	7 11	7 51	8 0	...	...	10 53	...
Verviers (Ouest) dep.	A8 7	9 43	10 35	12 7	12 21	A1 14	A4 2	A4 21	5 55	6 50	7 27	A7 40	A7 49	A8 47	9 47	2 20
Herbesthal E dep.	9 22	...	11 19	...	1 57	2 29	5 40	5 40	7 35	8 44	...	8 58	9 7	10 5	11 39	3 35
Aix-la-Chapelle dep.	10 4	...	12 54	...	2 44	3 8	6 19	6 19	8 21	...	...	9 48	9 37	10 43	12 18	4 15
Cologne. dep.	11 14	...	2 24	...	4 34	4 19	7 40	7 40	10 28	...	...	11 1	10 46	11 52	a.m	5 40

A—Verviers Est. C—Sleeping Car, Ostend-Cologne (1st and 2nd Class). D—Restaurant Car, Brussels-Herbesthal. E—Central European Time. F—Restaurant Car, Ostend-Cologne. NE—Nord Express, 1st Class extra fare. OV—Ostend-Vienna Express, 1st Class extra fare. VSR—Saloon and Restaurant Car. VS—Voiture-Salon (Saloon Car.) See page 63. * Change at Pepinster.

COLOGNE, AIX-LA-CHAPELLE, SPA, LIÈGE, BRUSSELS. LOCAL SERVICES. (See also page 82 for through services.)

	VSR	1-2-3	1-2-3	NE	1-2-3	1-2-3	a.m	p.m	1-2-3	1-2-3	1-2	WR	E
	a.m	a.m	a.m	a.m	a.m	a.m	a.m	p.m	p.m	p.m	p.m	p.m	a.m
Cologne dep.	4 41	6 0	7 56	8 7	6 48	9 10	11 26	12 37	1 44	3 12	4 19	6 13	12 5
Aix-la-Chapelle... dep.	5 56	7 37	9 12	9 23	9 33	10 32	12 56	2 46	3 16	4 29	5 47	7 27	1 32
Verviers A (Ouest) dep.	5 51	7 51	9 11	9 23	9 46	10 53	1 9	3 0	3 25	4 30	5 43	7 31	1 37
Spa dep.	...	7 10	8 47	...	...	10 20	12 51	2 43	2 43	...	...	6 34	...
Pepinster dep.	...	8 3	9 22	...	9 59	11 5	1 18	3 12	3 34	...	WR	7 40	1 45
Liege dep.	6 28	8 35	9 53	10 7	10 44	11 36	1 49	3 47	4 6	5 7	6 32	8 7	2 16
Louvain... .. dep.	...	9 57	10 57	...	1 35	...	3 15	5 9	5 35	6 28	...	9 12	3 26
Brussels-Nord ... arr.	7 52	10 25	11 26	11 31	2 5	1 32	3 44	5 44	6 8	6 57	8 0	9 45	3 56

A—Greenwich Time. WR—Restaurant Car. Cologne-Brussels. E—Sleeping Car, Cologne-Ostend (1st and 2nd Class). NE—Nord-Express, 1st Class extra fare. OV—Ostend-Vienna Express, 1st Class extra fare. VSR—Saloon and Restaurant Car. VS—Saloon Car. (See page 63.) † Depart from Verviers (Est).

For further information concerning Local Service, apply for "Indicateur officiel des trains" Price 3d; by post 7d. (See page 59.)

SPA.

LONDON, DOVER, OSTEND, SPA. — SPA, OSTEND, DOVER, LONDON.

(THROUGH SERVICE.)

	1-2-Ost-S.			1-2 WR	1-2-3 VSR	LX	1-2 Ostend-Munich.	1-2 Brussels-Munich.	1-2-3		1-2-3 Cologne-Brussels.	1-2-3 Via Malines	1-2-3 Via Malines
	a.m	p.m	a.m						p.m				
London Charing Cross ... dep.	9 0	9 0							8 47	10 20	10 20	6 34	
Dover... ..	11 0	11 0							9 15	10 42	10 42	7 5	
Ostend (Quay) ...	4 5	4 20	4 40						9 22	11 37	11 37	7 11	
Brussels (Nord) { arr.	Via	6 3	6 14						arr.			7 23	
Liège..	7 28	8 52							dep.			7 25	
Pepinster.. ...	7 58	9 33							arr.			7 57	
Spa	8 7	10 27							dep.			10 56	
London— Charing Cross ... arr.	8 33	10 50							arr.	3 30		10 58	
										7 55		3 45	
										10 6		5 43	

Through carriage.

LONDON, OSTEND, AIX-LA-CHAPELLE, COLOGNE.

THROUGH SERVICE.

(For local service, see page 81.)

	a.m		A	p.m	O	a.m	a.m	...	...	...	...	...	...
	A	lux											
London— Charing Cross .. d.	9 0		A	2 5		9 0							
Dover	11 0		A	4 15		11 0							
Ostend (Quay) ...	3 32	4 5		8 41	3 25	3 42							
Ghent (St. P.)... ..	4 21	5 1		5 26		4 35							
Malines..		5 52											
Brussels (N.) ... { a.	5 12	PR		6 14	10 25	5 24							
Louvain	5 22	WR		6 38	11 24	5 45							
Herbesthal (h.E.C.) { d.	5 52			11 57	8 4	9 22							
Aix-la-Chapelle(G.c) { a.	9 7	9 30		10 5	3 35	8 22	9 45						
Cologne	9 18	9 50		10 24	3 56	8 41	10 4						
	9 37	10 9		10 43	4 15	9 51	11 14						
	10 46	11 24		11 52	5 40								
	p.m				a.m								

	A		N	1-2-3 cl.	p.m	...	...	...	...
	a.m	a.m							
Cologne d.	4 41	A8 7		10 5 a.m.	4 19 p.m	6 13			
Aix-la-Chapelle(G.c) { a.	5 56	9 23		11 23 >	5 47 >	7 27			
Herbesthal (h. c.)... { d.	6 16	9 43		11 43 >	6 7 >	7 47			
Louvain	6 19	9 53		11 50 >	6 9 >	7 54			
Brussels (N.) ... { a.	7 52	11 31		1 12 p.m.	8 0 >				
Malines	8 6	11 37			8 40 >				
Ghent (St. P.)... ..						9 21			
Ostend (Quay). ...	8 58	12 25				10 9			
Dover... ..	10 47	3 30				10 58			
London— Charing Cross ... a.	3 20	7 55				3 45			
	b 10	10 6		10 6 >	5 43 a.m	5 43			
	p.m	p.m			a.m				

By all trains through carriages between Ostend and Cologne (lavatories and improved accommodation).

A — Train « de luxe » exclusively consisting of restaurant-saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first-class express ticket, and a supplementary ticket of the Sleeping Car Company, according to the list of fares posted up in the carriages.

B — Restaurant Car Cologne-Ostend.

N — Nord Express.

O — Sleeping Car Ostend-Cologne.

PR — Dinner baskets. see page 63.

VSR — Saloon and

Restaurant Car. See page 63.

WR — Restaurant Car.

For further information concerning Local Service, apply for « Indicateur Officiel des trains », price 3d; by post 7d. (see time-table 36 and 37).

LONDON, OSTEND, HAMBURG, SWEDEN, NORWAY

London ... dep.	9 0 a.m.	2 5 p.m.	9 0 p.m.	9 0 p.m.	
Dover ... »	11 0 »	4 15 »	11 0 p.m.	11 0 »	...
Ostend ... »	WR 4 5 p.m.	8 41 »	3 25 a.m.	3 42 a.m.	...
Cologne ... { arr.	11 24 »	5 40 a.m.	9 51 »	11 14 »	...
{ dep.	WL		a.m.	p.m.	
Bremen ... »	11 40 »	7 3 »	10 6	1 50 »	...
Hamburg (H) { arr.	5 2 a.m.	12 44 p.m.	3 22 p.m.	7 48 »	...
{ dep.	6 55 »	2 28 »	5 3 »	9 42 »	...
Altona ... »	7 5 »	3 37 »	5 21 »	11 10 »	...
Kiel .. »	7 19 »	3 51 »	5 39 »	11 28 »	...
Korsör .. { arr.	9 5 »	5 29 »	7 25 »	1 16 a.m.	...
{ dep.	9 15 »	...	...	1 32 »	...
Copenhagen. { arr.	2 38 p.m.	...	...	7 30 »	...
{ dep.	3 0 »	...	...	8 3 »	...
arr.	4 48 »	...	...	10 4 »	...
Thr. Carr. Cologne-Altona.					
Copenhagen. dep.	7 50 p.m.	...	...	11 5 a.m.	...
Malmö ... »	9 30 »	...	...	12 45 p.m.	...
Stockholm ... arr.	8 49 »	...	...	6 53 a.m.	...
Thr. & Rest. Car Colog.-Altona.					
Copenhagen. dep.	WL 9 5 p.m.	...	...	10 55 a.m.	...
Helsingborg »	10 42 »	...	...	12 24 p.m.	...
Göteborg ... arr.	4 20 a.m.	...	...	6 34 »	...
Christiania ... »	12 0 »	...	...	...	...

NORWAY, SWEDEN, HAMBURG, OSTEND, LONDON

Christiania ... dep.	...	5 45 p.m.	...	...	...	
Goteborg. ... »	10 0 a.m.	1 33 a.m.	...	...	...	
Helsingborg.. »	3 57 p.m.	7 0 »	...	...	...	
Copenhagen... arr.	5 33 »	8 27 »	...	...	...	
Stockholm ... dep.	10 0 p.m.	8 30 p.m.	...	...	...	
Malmö ... »	1 40 »	8 10 a.m.	...	...	...	
Copenhagen... »	3 10 »	9 40 »	...	...	...	
Copenhagen... arr.	1^o & 2^e cl. Kiel-Brussels. WR Hamburg-Brussels.	LX	WL and Thr. Carr. Altona-Cologne. 1-2 cl. Cologne-Brussels.	WR & Thr. Carr. Altona-Cologne					
Korsör ... { arr.		7 50 p.m.				12 55 p.m.	
{ dep.		9 46 »				2 44 »	
Kiel... { arr.		10 0 »				2 55 »	
{ dep.		4 55 a.m.				8 25 »	
Altona ... »		5 27 »				9 0 »	...	6 31 a.m.	2 24 p.m.
Hamburg(H) { arr.		7 10 »				10 46 »	2 29 a.m.	8 25 »	4 7 »
{ dep.		7 30 »				11 4 »	2 42 »	8 44 »	4 25 »
Bremen ... »		7 39 »				11 14 »	2 45 »	9 59 »	4 31 »
Cologne ... { arr.		9 29 »				1 9 a.m.	4 20 »	11 44 »	6 27 »
{ dep.	3 2 p.m.	7 10 »	10 2 »	5 48 p.m.	11 49 »				
Ostend ... »	6 13 »	8 7 »	12 5 a.m.	6 13 »	12 5 a.m.				
Dover ... »	10 58 »	3 30 p.m.	10 47 »	10 58 »	10 47 »				
London ... arr.	3 45 a.m.	7 55 »	3 20 p.m.	3 45 a.m.	3 20 p.m.				
	5 43 »	10 6 »	5 10 »	5 43 »	5 10 »				

For further information respecting time table of Trains in Sweden see: « Tägtid-Tabellen » (Swedish time tables); publishers: jernvägs föreningen, Stockholm. **WL** Sleeping-Car Cologne-Altona. **WR** Restaurant-Car Ostend-Herbesthal.

LONDON to BERLIN, RUSSIA, SIBERIA, MANDCHOURIA.

(Important! For BERLIN (Potsdam), see also page 86.)

London Charing Cross. dep	9 0a.m.	p.m. 2 5	9 0p.m.	WR	...	...
Dover	11 0 "	4 15	11 0 "	...	...	...
Ostend (Quay) .	3 32p.m.	8 41	3 42a.m.	10 54a.m.	a.m. 11 2	...
Brussels (Nord) .	5 22 "	11 24	5 45 "	3 8p.m.	1 32p.m.	...
Aix-la-Chapelle { arr	9 37 "	4 15	8 41	p.m. 3 12	p.m. 3 17	6 19
dep	9 39 "	4 20	8 43	↓	4 9	6 26
M. Gladbach ... arr	↓	↓	...	↓	4 51	...
Dusseldorf ... "	↓	↓	...	↓	4 33	...
Crefeld ... "	↓	↓	...	↓	↓	...
Cologne ... { arr	10 46 "	5 40	11 14 "	4 19	↓	7 40
dep.	10 58 "	7 20	12 58p.m.	4 24	↓	9 42
Dusseldorf ... arr.	11 33 "	7 55	1 33 "	↓	4 56	10 18
Duisburg ... "	11 55 "	8 17	1 56 "	↓	5 20	10 41
Essen ... "	12 18a.m.	8 44	2 24 "	↓	5 54	11 9
Dortmund ... "	12 52 "	9 21	3 1 "	↓	6 29	11 47
Hamm ... "	...	9 52	3 32 "	6 30	6 29	a.m. 12 21
Bielefeld ... "	2 17 "	10 47	4 28 "	7 32p.m.	1 24	...
Hanover ... "	3 49 "	12 13	5 56 "	8 53 "	3 12	...
Stendal ... "	5 46 "	"	7 41 "	...	5 24	...
Berlin (Friedr. Str.)..	7 29 "	3 48	9 24 "	12 21a.m.	7 19	...
" (Schles. St.)..	7 41 "	4 4	9 40 "	12 36 "	7 36	...
Berlin (Friedr. St.). dep	7 32a.m.	...	11 15p.m.	...	a.m. 8 17	10 35a.m.
Schneidemühl.. arr.	11 19 "	...	3 6a.m.	...	11 40	2 10p.m.
Dirschau ... "	1 41p.m.	...	5 40 "	...	p.m. 2 2	4 32 "
Dantzig ... "	2 42 "	...	6 25 "	...	2 42	5 15 "
Koenigsberg ... "	3 51 "	...	8 14 "	...	4 14	7 14 "
Insterburg.. "	...	...	9 56 "	...	5 34	8 50 "
Eydtkuhnen ... "	5 50 "	...	10 52 "	...	6 27	10 8 "
Wirballow dep from } arr.	7 1 "	...	12 21p.m.	...	7 53	11 30 "
Wirb. S Petersb.time } dep	7 46 "	...	3 0 "	...	8 40	1 15a.m.
Vina arr.	10 48 "	...	6 28 "	...	11 52	9 4 "
Dunabourg. ... "	1 45a.m.	...	10 14 "	...	a.m. 2 52	2 40p.m.
Gatschina... "	9 48 "	...	7 26a.m.	...	10 54	5 14a.m.
St-Petersburg ..	10 30 "	...	8 15 "	...	11 35	6 25p.m.
Berlin (Schles.St.) dep	7 52a.m.	...	11 21p.m.	11 39p.m.	a.m. 9 57	...
Frankfurt o/Oder. arr	9 0 "	...	12 26a.m.	↓	" 11 5	...
Posen "	11 27 "	...	3 1 "	↓	p.m. 1 51	...
Thorn "	1 29p.m.	...	5 28 "	5 34a.m.	" 4 3	...
Alexandrowo ... "	1 52 "	...	6 15p.m.	...	" 4 53	...
Warsaw (Wiener Bh.) "	7 14 "	...	1 22 "	...	a.m. 1 29	...
Warsaw (Brestor Bh) dep.	8 30p.m.	...	a.m. 9 52	3 25p.m.	...	...
Lukow... .. arr	10 46 "	...	p.m. 12 20	5 43 "	...	...
Brest-Litowsk.. "	12 20a.m.	...	" 1 53	7 10 "	...	...
Minsk "	7 6 "	...	" 10 6	2 23a.m.	...	...
Smolensk ... "	12 59p.m.	...	a.m. 4 51	8 19 "	...	...
Moscow (Brest) "	8 25 "	...	p.m. 1 25	4 0p.m.	...	...
Moscow (Koursk) dep.	Wed 9 10p.m.	...	...	5 30p.m.	9 37p.m.	...
Toula arr.	Thurs 12 27a.m.	...	...	9 58 "	2 59a.m.	...
Samara... .. "	Thurs 10 1p.m.	...	...	12 55a.m.	11 57 "	...
Omsk "	Sat.. 3 47 "	...	...	3 5 "	12 20a.m.	...
Krasnoiarsk ... "	Mon 1 43a.m.	...	...	7 52p.m.	2 20 "	...
Irkoutsik ... "	Tues 5 10 "	...	...	6 30a.m.	5 45p.m.	...
Mandchouria ... "	Wed 7 24p.m.	...	...	8 4 "	6 54a.m.	...
Kharbine "	Thurs 3 50 "	...	...	9 25 "	10 55 "	...
Vladivostok ... "	Frid 1 35 "	...	...	4 45p.m.	11 35p.m.	...
Kwan-Chenzee (for Pekin, Dalny, etc.).	Frid 12 5a.m.	...	...	2 10 "	10 55 "	...

● Depart. from Ostend Station.

A — Train « de luxe » exclusively consisting of restaurant-saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first-class express ticket, and a supplementary ticket of the Sleeping Car Company, tickets must be taken in advance at 20 Cockspur St., sw. VSR — Saloon-Restaurant Car. W. R. — Restaurant Car. W. L. — Sleeping Car.

Baggage. — Each Passenger is allowed 112 lbs. of baggage free between London and Moscow and all far Eastern cities, when holding Through International Tickets. Passengers are requested to note that the times shown above are those of St-Petersburg except when otherwise shown which vary considerably from local times.

Russia and Siberia — For Tickets see pages 107-108.

MANDCHOURIA, SIBERIA, RUSSIA and BERLIN to LONDON

(Important! From BERLIN (Potsdam), see also page 87.)

Vladivostok dep.	Wed....12 15 p.m.	...	5 35 a.m.	...	...
Kharbine... .. »	Thurs... 9 35 a.m.	...	11 5 a.m.	...	...
Mandchouria.. .. »	Frid.... 7 4 a.m.	...	4 59 p.m.	...	...
Irkoutsik »	Sat ...10 20 p.m.	...	7 50 p.m.	...	...
Krasnoiarsk... .. »	Mond.. 3 12 a.m.	...	7 43 a.m.	...	...
Omsk »	Tues... 1 22 p.m.	...	12 39 a.m.	...	...
Samara »	Thurs.. 7 24 a.m.	...	2 13 »	...	...
Toula »	Frid.... 5 41 a.m.	...	6 33 »	...	...
Moscow arr.	Frid.... 9 10 a.m.	...	11 5 »	...	...
» dep.	Friday { 10 15 a.m.	...	1 45 p.m.	6 0 p.m.	...
Smolensk... .. »	Friday { 5 52 p.m.	...	9 32 »	2 40 a.m.	...
Minsk »	Friday { 11 51 »	...	3 34 a.m.	9 43 »	...
Brest-Litowsk »	Friday { 6 55 a.m.	...	10 37 »	5 35 p.m.	...
Lukow... .. »	Friday { 8 44 »	...	12 17 p.m.	7 23 »	...
Warsaw... .. { arr.	Friday { 10 50 »	...	2 25 »	9 40 »	...
» { dep.	Saturday { 12 22 pm	...	5 12 »	11 52 p.m.	6 17 a.m.
Alexandrowo... .. »	Saturday { 3 49 »	...	10 30 »	4 10 a.m.	11 36 »
Thorn... .. »	Saturday { 4 52 »	...	11 36 »	5 21 »	12 40 p.m.
Posen... .. »	Saturday { 7 7 »	...	2 6 a.m.	↓	3 20 »
Frankfurt o/Oder. »	Saturday { 9 32 »	...	4 39 »	↓	6 7 »
Berlin(Schles.Stat.)arr.	Saturday { 10 38 »	...	5 51 »	11 10 »	7 12 »
St. Petersburg dep.	luxes	...	11 0 p.m.	...	7 5 p.m.
Gatschina... .. »	Wed.Sat. 7 45 pm	...	11 54 »	...	7 49 »
Dunabourg »	Wed.Sat. 4 17 am	...	8 41 a.m.	...	3 25 a.m.
Vilna. »	Wed.Sat. 7 8 »	...	12 15 p.m.	...	6 14 a.m.
Wirballow.. .. »	Wed.Sat. 10 19 »	...	4 24 »	...	9 9 »
Eydtkunen { arr.	Wed.Sat. 10 24 »	...	4 29 »	...	9 14 »
» { dep.	Wed.Sat. 11 0 »	...	5 52 »	...	10 7 »
Insterburg.. .. »	Thursd. 11 55 »	...	7 0 »	...	...
Koenigsberg... .. »	Thursd. 1 23 pm	...	8 26 »	...	12 1 p.m.
Dantzig... .. »	Thursd. 2 54 »	...	10 14 »	...	1 26 »
Dirschau »	Thursd. 3 55 »	...	11 10 »	...	2 6 »
Schneidemühl arr.	Thursd. 6 48 »	...	1 50 a.m.	...	4 23 »
» dep.	Thursd. 6 53 »	...	1 55 »	...	4 28 »
Berlin(Friedr.Stat)B arr.	Thursd. 10 53 »	...	5 50 »	...	7 38 p.m.
Berlin (Schles. Stat.) dep.	10 45 pm	...	8 43 a.m.	3 22 pm	9 18 p.m.
» (Friedr. Str.) »	10 58 »	...	8 59 »	3 39 »	9 34 »
Stendal... .. »	12 53 am	...	10 46 »	6 58 »	11 32 »
Hanover. »	3 7 »	6 30 a.m.	12 45 p.m.	8 20 »	1 53 a.m.
Bielefeld »	4 41 »	8 19 »	2 23 »	9 13 »	3 35 »
Hamm »	...	9 19 »	3 17 »	9 44 »	4 33 »
Dortmund... .. »	6 7 »	9 50 »	3 48 »	10 21 »	5 6 »
Essen. »	6 41 »	10 32 »	4 26 »	10 43 »	5 44 »
Duisbourg.. .. »	7 4 »	...	4 49 »	11 4 »	6 15 »
Dusseldorf. »	7 27 »	11 17 »	5 12 »	11 39 »	6 39 »
Cologne.. .. { arr.	8 2 »	11 55 p.m.	5 48 »	12 5 »	7 15 »
» { dep.	8 7 »	1 44 WR	6 13 WR	...	10 5 »
Crefeld... .. dep.	↓	↓	↓	...	...
Dusseldorf.. .. »	↓	↓	↓	...	...
M. Gladbach... .. »	↓	↓	↓	...	...
Aix-la-Chapelle... { arr.	9 20 »	3 10 p.m.	7 24 p.m.	1 29 a.m.	11 19 a.m.
» { dep.	9 23 »	3 16 »	7 27 »	1 32 »	11 23 »
Brussels. dep.	11 31 »	6 8 »	...	3 56 »	...
Ostend... .. arr.	...	7 40 »	...	...	...
Ostend (Quay) ... { arr.	1 15 pm	...	10 56 »	7 28 a.m.	3 23 p.m.
» { dep.	3 30 »	...	10 58 »	...	3 30 »
Dover dep.	7 55 »	...	3 45 a.m.	...	7 55 »
London —					
Charing Cross. ... »	10 6 »	...	5 43 »	...	10 6 »

Steamers in connection with the Trans-Siberian-Express. — Leave **Vladivostok** Tuesday at 12.0 p.m. Arrive **Tsuruga** (Japan) Thursday at 6.0 a.m. Leave **Tsuruga** Friday at 5.0 p.m. Arrive **Vladivostok** Saturday at 10.0 a.m. Leave **Vladivostok** Sat. at 12.0 a.m. Arrive **Nagasaki** Mond. at 1.0 p.m. Leave **Nagasaki** Saturday at 6.0 p.m. Arrive **Shanghai** Wedn. according to tide. Leave **Shanghai** Frid. according to tide. Arrive **Nagasaki** Sund. at 6.0 a.m. Leave **Nagasaki** Sund. at 2.0 p.m. Arrive **Vladivostok** Tuesd. at 4.0 p.m.

Passengers who are unable to leave London before the Saturday previous to their departure from Moscow are advised to travel by the Nord Express via St. Petersburg. By this Service the baggage is examined on the Train, whereas by the Service via Warsaw the baggage is examined at the Russian Frontier (Alexandrovo), and is often delayed in which case the Train connections are missed at Warsaw and Moscow.

LONDON and OSTEND to BERLIN (POTSDAM) and CASSEL, GOTHA, ERFURT, LEIPZIG, DRESDEN, PRAGUE, VIENNA.

(Important! FOR BERLIN, see also page 84.)

LONDON — Charing-Cross dep	9 0pm	...	...	...	...	9 0a.m	2 5p.m
Dover... .. »	11 0 »	...	♀	♀	♀	11 0 »	4 15 »	
Ostend »	3 25a.m	3 42a.m	...	7 5a.m	11 2a.m	2 30p.m	4 5p.m	
Brussels { arr.	Via Malines	5 24 »	...	10 45 »	1 20p.m	4 51 »	10 25 »	
Cologne { dep	Via Malines	5 45 »	...	10 54 »	1 32 »	5 0 »	11 24 »	
... .. arr.	9 51a.m	11 14 »	...	4 19p.m	7 40 »	11 1 »	11 24p.m	
COLOGNE. ... dep	10 10a.m	12 58p.m	...	4 24p.m	9 42p.m	11 33p.m	7 20a.m	
Dusseldorf ... arr.	10 47 »	1 33 »	...	...	10 18 »	12 9a.m	7 55 »
Dortmund ... »	12 16p.m	3 1 »	...	...	11 47 »	1 42 »	9 21 »
Hannover ... »	3 20 »	5 56 »	...	8 53p.m	3 12a.m	4 32 »	12 13p.m	
Brünswick ... »	4 35 »	7 43 »	...	10 39 »	4 19 »	5 29 »	2 34 »	
COLOGNE... .. dep	4 51p.m	12 41p.m	1 30p.m	4 24p.m	8 18p.m	11 20p.m	8 42a.m	9 6a.m
Elberfeld... .. arr.	5 49 »	1 41 »	2 22 »	5 10 »	9 20 »	12 16a.m	9 29 »	10 9 »
Barmen »	5 58 »	1 48 »	2 32 »	5 18 »	9 49 »	12 29 »	9 37 »	10 20 »
Schwerte »	6 46 »	3 18 »	3 21 »	...	10 41 »	1 11 »	...	11 12 »
Altenbeken ... »	12 53a.m	2 22 »	12 16p.m	1 40p.m
Brünswick. ... »	2 42 »	...
Altenbeken ... dep	12 57a.m	1 58p.m
Seessen »	3 6 »	4 21 »
Magdeburg ... arr.	5 49 »	6 30 »
Brünswick. ... dep	4 42p.m	7 59p.m	...	10 48p.m	4 28a.m	5 37a.m	2 57p.m	...
Eilsleben »	...	8 56 »
Magdeburg ... arr.	6 2 »	9 21 »	...	12 7a.m	5 52 »	6 46 »	4 0 »	...
Magdeburg ... dep	6 40p.m	9 31p.m	...	12 25a.m	5 57a.m	6 56a.m	4 5p.m	6 40p.m
Potsdam... .. »	8 29 »	11 15 »	...	2 50 »	7 38 »	8 29 »	5 36 »	8 29 »
Berlin (Potsdam).. arr.	8 56 »	11 42 »	...	3 20 »	8 3 »	8 54 »	6 1 »	8 56 »
COLOGNE (Hbf.) dep	10 14a.m	1 30p.m	...	5 56p.m	8 18p.m	11 20p.m	6 0a.m	
Elberfeld... .. arr.	10 59 »	2 22 »	...	6 56 »	9 20 »	12 16a.m	6 55 »	
Schwerte »	12 6p.m	3 21 »	...	8 7 »	10 41 »	1 11 »	7 53 »	
Arnsberg »	...	4 12 »	...	8 59 »	...	2 30 »	8 36 »	
Soest .. ... .. »	...	...	...	...	11 31 »	...	...
Altenbeken ... »	...	...	...	...	12 53a.m	...	...
Warburg »	...	5 48 »	...	10 40 »	1 41 »	6 3 »	10 8 »	
Cassel... .. »	...	6 48 »	...	11 48 »	2 52 »	7 50 »	11 6 »	
Eisenach »	...	8 33 »	...	2 17a.m	...	9 42 »	1 25p.m	
Gotha... .. »	...	9 7 »	...	2 40 »	Via Nordhausen	10 19 »	2 1 »	
Erfurt. »	...	9 30 »	...	3 13 »	...	10 44 »	2 25 »	
Weimar »	...	9 54 »	...	3 41 »	...	11 10 »	2 51 »	
Leipzig (Hbf.). »	...	11 34 »	...	5 37 »	8 9 »	12 50p.m	4 28 »	
COLOGNE dep	10 14a.m	12 58p.m	...	...	9 42p.m	11 33p.m	...
Hannover.. ... arr.	2 55p.m	5 56 »	...	...	3 12a.m	4 32a.m	...
Brünswick ... »	4 35 »	7 43 »	...	...	4 19 »	5 29 »	...
Magdeburg ... »	6 2 »	...	...	...	5 52 »	6 46 »	...
Halle... .. »	7 25 »	10 41 »	...	...	7 38 »	8 28 »	...
Leipzig (Hbf.). »	8 6 »	11 30 »	...	...	8 19 »	9 6 »	...
Leipzig (Hbf.) dep	8 40p.m	11 58p.m	...	6 24a.m	8 43a.m	9 32a.m	1 15p.m	5 0p.m
Dresden (Hbf.) arr.	10 14 »	1 43a.m	...	8 13 »	10 26 »	11 20 »	2 55 »	6 36 »
Bodenbach. ... »	...	3 40 »	7 59 »
Prague »	2 41a.m	6 22 »	3 45p.m	...	10 57 »
Vienna (N. W.) »	8 0 »	● 2 5p.m	9 36 »	...	§ 6 55a.m

♀ Depart. from Ostend (Station). ● Arr. to Vienna (Nord bahnhof).

§ Arr. to Vienna (Stsbf.).

**VIENNA, PRAGUE, DRESDEN, LEIPZIG, ERFURT, GOTHA,
CASSEL and BERLIN (POTSDAM) to OSTEND and LONDON.**

(Important! FROM BERLIN, see also page 85.)

Vienna (N. W.) dep	8 50a.m	...	☼ 4 15p.m	9 40p.m	● 10 0p.m	...		
Prague »	2 43p.m	...	10 35 »	11 30 »	5 55a.m	...		
Bodenbach ... .. »	...	...	1 20a.m	...	8 35 »	...	
Dresden (Hbf.) »	7 10 »	8 6p.m	3 41 »	8 0a.m	10 25 »	...		
Leipzig (Hbf.) arr.	9 5 »	9 41 »	5 29 »	9 55 »	12 5p.m	...		
Leipzig (Hbf.) dep	...	10 35p.m	...	5 55a.m	6 57a.m	10 25a.m		
Halle.. ... .. »	...	...	...	6 37 »	7 34 »	11 5 »	
Magdeburg »	...	11 50 »	...	8 0 »	9 39 »	12 43p.m		
Brünswick »	...	1 18a.m	...	9 42 »	11 12 »	2 19 »		
Hannover »	...	2 28 »	...	11 32 »	12 45p.m	3 42 »		
COLOGNE. arr.	...	7 40 »	...	3 56p.m	5 48 »	8 40 »		
Leipzig (Hbf.) dep	...	9 45p.m	11 55p.m	7 9a.m	9 5a.m	12 15p.m	12 47p.m	
Weimar ... .. »	...	...	1 54a.m	8 42 »	11 7 »	...	3 33 »
Erfurt »	...	via Nordhausen	2 16 »	9 4 »	11 29 »	via Nordhausen	4 6 »	
Gotha »	...	2 46 »	...	9 31 »	11 56 »	...	4 51 »	
Eisenach. »	...	3 13 »	...	9 57 »	12 20p.m	...	5 55 »	
Cassel »	...	3 0a.m	7 30 »	11 50 »	3 0 »	5 18p.m	8 10 »	
Warburg »	...	3 54 »	8 25 »	12 45p.m	3 58 »	6 19 »	9 1 »	
Altenbeken... .. »	...	4 41 »	...	...	4 50 »	7 1 »	9 40 »
Soest.. »	...	5 54 »	...	...	6 2 »	8 7 »	10 54 »
Arnsberg ... .. »	...	...	10 4 »	2 23 »	...	...	...
Schwerte. »	...	6 40 »	10 50 »	3 13 »	6 57 »	...	11 44 »	
Elberfeld »	...	7 55 »	12 9p.m	4 12 »	8 22 »	9 42 »	12 40a.m	
COLOGNE (Hbf.)... .. arr.	...	8 54 »	12 59 »	5 8 »	9 20 »	10 26 »	1 36 »	
Berlin (Potsdam) dep	...	9 26p.m	10 13p.m	...	7 12a.m	...	1 0p.m	
Potsdam.. »	...	9 50 »	10 37 »	...	7 36 »	...	1 24 »	
Magdeburg... .. arr.	...	11 20 »	12 10a.m	...	9 10 »	...	2 55 »	
Magdeburg dep	...	11 24p.m	12 14a.m	...	9 39a.m	...	2 59p.m	
Eilsleben »	...	11 58 »	...	...	10 8 »	...	...
Brünswick arr.	...	12 48a.m	...	...	11 3 »	...	4 18 »
Magdeburg dep	...	...	↓	...	...	11 7a.m	...
Seessen .. ... .. »	...	...	2 37a.m	...	...	1 28p.m	...
Altenbeken... .. arr.	...	...	4 37 »	...	...	4 30 »	...
Brünswick dep	...	WL	...	...	...	...	4 28p.m
Altenbeken... .. »	...	...	4 41a.m	...	...	4 50p.m	7 1 »
Schwerte. »	...	5 41a.m	6 40 »	...	...	6 58 »	...
Barmen... .. »	3 8p.m	6 36 »	7 38 »	8 4a.m	4 44p.m	7 51 »	9 33 »	
Elberfeld »	3 15 »	6 42 »	7 55 »	8 13 »	4 52 »	8 22 »	9 42 »	
COLOGNE arr.	3 56 »	7 45 »	8 54 »	9 12 »	5 41 »	9 20 »	10 26 »	
Brünswick dep	9 42a.m	1 18a.m	...	...	11 12a.m	...	4 36p.m
Hannover »	11 32 »	2 28 »	...	...	12 45p.m	...	6 58 »
Dortmund »	...	5 35 »	6 26a.m	7 40a.m	3 48 »	...	9 44 »	
Dusseldorf »	...	7 4 »	8 6 »	9 12 »	5 12 »	...	11 4 »	
COLOGNE. arr.	3 56p.m	7 40 »	8 42 »	9 48 »	5 48 »	...	11 39 »	
Cologne... .. dep	4 19p.m	7 56a.m	9 10a.m	10. 5a.m	6 13p.m	6 13p.m	12 5a.m	Lx
Brussels... .. arr.	8 0 »	1 26 »	1 3p.m	via Malines	via Malines	9 45 »	3 56 »	4 41a.m
Brussels... .. dep	8 40 »	1 13p.m	5 40 »	7 52 »
Ostend »	10 58 »	3 30 »	...	3 30p.m	10 58p.m	...	10 47a.m	8 6 »
Dover »	3 45a.m	7 55 »	...	7 55 »	3 45a.m	...	3 20p.m	...
LONDON — Charing-Cross.. .. arr.	5 43 »	10 6 »	...	10 6 »	5 43 »	...	5 10 »	...

☼ Depart. from Vienna (F. J. B. F.).

● Depart. from Vienna (Stsbhf.).

LONDON and OSTEND to THE RHINE, EMS, WIESBADEN, BLACK FOREST,* TIROL, BADEN-BADEN,* LAKE OF CONSTANCE,* BAVARIA, and SOUTH OF GERMANY.

* See also pages 100 and 101.

London—			A										
			a.m.	p.m.									1st-2nd cl. Brussels- Cologne.
Charing Cross ..	dep.	9 0 am	9 0	2 5		9 0 p.m.							
Dover	»	11 0 »	11 0	4 15		11 0 »							
Ostend	»	† 4 5 pm	4 40	8 41		a.m. 3 25		3 42 a.m.					
Brussels ...	»	... 1st-2 cl. Ostend-Cologne.	6 38	11 24		...		WR. 5 45 »		WR. 10 54 am			PR 1 32 pm
Cologne. ...	arr.	11 24	11 52	5 40		9 51		11 14 »		4 19 pm			7 40 »
			2nd cl. Ostend-Cologne. W. L. & ... 1st and										
Right Bank of Rhine.	Cologne.. ... dep.	1 58 am		a.m. 8 8		10 6 a.m.		WR a.m. 11 27		p.m. 3 43		p.m. 6 13	
	Troisdorf ... arr.			8 30				p.m. 4 5				6 45	
	Niederlahnstein »			10 1				1 0		5 30		8 20	
	Ems ... »			11 19				1 48		6 16		8 59	
	Niederlahnstein dep.			10 5				1 4		5 33		8 24	
	Rüdesheim .. arr.			11 1				...		6 26		9 25	
	Biebrich ... »			11 32				2 18				9 56	
	Wiesbaden ... »	5 8 »		11 42		12 52 p.m.		2 26		7 5		10 2	
	Kastel (Mayence) arr.	5 30 »		11 56		1 17 »		2 44		7 19		10 19	
	Frankfort o/M ... »	6 7 »		p.m. 12 34		1 59 »		3 19		7 56		10 54	
Hombourg ... »			1 25				3 55		8 53		11 43		
Bad Nauheim ... »			1 33				4 29		9 38		11 56		
								I-II Antwerp-Brussels- Wiesbaden Brussels-Hanau					
Left Bank of Rhine.	Cologne.. ... dep.	1 58 am	11 57	6 17	9 32	10 4	11 20	12 10	12 32	2 31	5 56	8 2	10 33
	Ronn arr.	2 33 »	12 32	6 54	10 7	10 39	11 54	12 45	1 14	3 6	6 33	8 37	11 7
	Remagen ... »			7 31	11 15	11 32	1 17		1 50	4 20	7 0	9 1	11 57
	Bad Neuenahr »			8 14	11 41	12 18	2 35		2 35	5 13	8 55	10 47	...
	Coblence (H.) ... »	3 30 »	1 27	8 27	11 4	11 35	12 48	1 41	2 39	4 3	7 40	9 45	12 2
	Ems »			9 13	11 44	12 34	1 48	2 54	3 34	4 32	8 59	11 9	12 56
	Coblence (H.) ... dep.	3 36 »	1 28	8 33	11 9	p.m.	12 51	1 45	2 54	4 8	7 44	9 50	12 7
	Bingerbrück ... arr.			9 12	12 9		1 47	2 41	4 2	5 4	8 44	10 46	1 3
	Bingen... .. »			9 49	12 15		1 54	2 53	4 11	5 10	8 56	...	1 16
	Mayence »	5 25 »	2 48	10 26	12 43		2 22	3 21	4 39	5 38	9 24	11 16	1 44
Frankfort o/M... »	6 7 »	3 26	11 16	1 36		3 7	4 8	5 29	6 33	10 7	12 10	2 34	
													a.m.
Cologne. dep.	1 58 a.m.		a.m. 6 17	a.m. 9 32		a.m. 11 20		p.m. 12 10	p.m. 12 32	p.m. 2 31		8 2 p.m.	
Mayence »	5 30 »		10 34	12 52		1 13		3 23 »	4 50	5 45	11 25 »		
Mannheim... .. arr.	6 45 »		11 59	2 1	2 22	4 34 »	7 4	6 59	12 32 a.m.				
Heidelberg.. .. »	7 35 »		12 27	2 29	2 50	4 57 »	6 23	7 35	1 0 »				
Bruschal... .. »					3 40	5 38 »			1 35 »				
Carlsruhe »	8 6 »			2 51	3 58	6 0 »	7 10	8 0	2 11 »				
*Oos.. »	8 35 »			3 23	4 33	6 39 »	7 42	8 40	2 53 »				
*Baden-Baden. ... »	8 46 »			3 41	4 48	6 58 »	7 54	8 58	3 3 »				
*Offenburg... .. »	9 8 »			3 57	5 12	7 21 »	8 20	9 28	3 35 »				
*Friburg (in Brisgau) »	10 5 »			4 46	6 6	8 2 »	9 19	10 27	4 37 »				
*Bâle (Baden station) »	11 0 »			5 37	7 1	8 54 »	10 15	11 23	5 37 »				

* See also pages 104 and 105.

† Dinner Baskets (see page 63).

A—Ostend-Vienna-Express. Train « de luxe » exclusively consisting of restaurant-saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first class express ticket, and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages.

VSR Saloon-Restaurant-Car. WR Restaurant-Car. PR Dinner-Basket see page 63.

**TIROL, LAKE OF CONSTANCE,* BLACK FOREST,* BADEN-BADEN,*
BAVARIA, SOUTH OF GERMANY,
WIESBADEN, EMS, and THE RHINE to OSTEND and LONDON.**

* See also pages 100 and 101

† Bale (Baden station) ... dep.	...	8 1a.m.	9 48a.m.	10 45 a.m.	5 34 p.m.	...	11 57p.m	...	
† Friburg (in Brisgau)... »	...	8 56 »	10 39 »	11 45 »	6 31 »	...	12 54a.m	...	
† Offenburg ... »	4 14a.m	9 56 »	11 28 »	12 54 p.m.	7 24 »	12 59 p.m.	1 51 »	...	
† Baden-Baden... »	5 20 »	10 31 »	11 50 »	1 0 »	7 50 »	1 30 »	2 15 »	...	
† Oos ... »	5 35 »	10 41 »	12 3p.m	1 26 »	8 2 »	1 41 »	2 26 »	...	
† Carlsruhe ... »	6 48 »	11 22 »	12 43 »	1 58 »	8 39 »	2 17 »	3 5 »	...	
Bruchsal ... »	...	...	...	...	...	2 41 »	3 24 »	...	
Heidelberg ... »	7 24 »	11 54 »	12 19 »	2 19 »	9 1 »	2 59 »	4 21 »	...	
Mannheim (via Billis) »	7 53 »	12 18p.m	1 34 »	2 51 »	9 38 »	3 57 »	4 40 »	...	
Mayence ... arr.	9 13 »	1 27 »	2 51 »	3 59 »	A 11 5 »	5 28 »	5 56 »	...	
Cologne ... »	12 48p.m	4 40 »	6 5 »	10 30 »	4 35 »	10 30 »	9 50 »	...	
		A	WL	WR					
Left Bank of Rhine.	Frankfort-o/M ... dep.	6 9 p.m.	1 1 a.m.	1 44a.m	5 20a.m	8 30a.m	...	12 15p.m	1 51p.m
	Mayence ... »	6 58 »	1 39 »	2 38 »	6 10 »	9 20 »	...	1 0 »	2 54 »
	Bingen... »	7 29 »	...	3 4 »	6 41 »	9 48 »	...	1 30 »	3 21 »
	Bingerbruck ... »	7 35 »	...	3 10 »	6 48 »	9 55 »	...	1 36 »	3 40 »
	Coblenz (H.) ... arr.	8 36 »	3 1	4 7 »	7 59 »	10 56 »	...	2 45 »	4 34 »
	Ems ... dep.	7 56 »	...	...	6 20 »	10 12 »	...	...	3 9 »
	Coblenz (H.) ... »	8 40 »	3 5 »	4 11 »	8 3 »	11 1 »	12 6 p.m.	3 10 »	4 38 »
	Bad-Neuenahr »	8 26 »	...	...	7 51 »	11 8 »	12 49 »	2 21 »	3 39 »
	Remagen ... »	9 28 »	...	...	8 48 »	11 44 »	1 17 »	2 54 »	4 9 »
	Bonn ... »	9 55 »	4 1 »	5 8 »	9 16 »	12 13p.m	1 59 »	4 6 »	5 32 »
Cologne.. ... arr.	10 30 »	4 35 »	5 42 »	9 50 »	12 48 »	2 55 »	4 40 »	6 5 »	
		Vienna- Ostend Express	1-2-3 cl. Cologne-Ostend.		1-2 cl. Cologne-Ostend				C
Right Bank of Rhine.	Bad Nauheim ... dep.	a.m				6 21a.m	8 42 a.m.	10 25a.m	1 9p.m
	Hombourg... »	4 12				7 16 »	9 2 »	11 50 »	1 49 »
	Frankfort-o/M ... »	5 2				7 58 »	10 0 »	12 30p.m	2 18 »
	Kastel (Mayence) ... »	5 37				8 35 »	10 32 »	1 0 »	2 57 »
	Wiesbaden ... »	5 55				8 56 »	10 50 »	1 17 »	3 15 »
	Biebrich ... »	6 3				9 3 »	...	...	...
	Rüdesheim... »	6 34				9 34 »	11 24 »	1 51 »	3 45 »
	Niederlahnstein arr.	7 35				10 37 »	12 17 p.m.	2 44 »	4 37 »
	Ems ... dep.	6 29				10 12 »	11 52 a.m.	...	4 11 »
	Niederlahnstein »	7 39				10 41 »	12 31 p.m.	2 46 »	4 41 »
Troisdorf ... »	9 8				12 9p m	1 45 »	...	...
Cologne.. ... »	9 30				12 31 »	2 17 »	4 32 »	6 8 »	
		WL 1st and 2nd cl. Cologne-Ostend	A Nord-Express		1-2-3 cl. Collog.-Ostend				WR
Cologne ... dep.	a.m.	4 41 a.m.	8 7 a.m.	10 5a.m		3 12 p.m.	6 13 p.m.		
Brussels ... »	5 40	8 6 »	11 37 »	...		8 40 »	...		
Ostend ... arr.	7 28	9 52 »	1 15 p.m.	3 23p.m		10 26 »	10 56 »		
Dover ... dep.	...	10 47 »	3 30 »	3 30 »		10 58 »	10 58 »		
London :	...	3 20 p.m.	7 55 »	7 55 »		3 45 a.m.	3 45 a.m.		
Charing Cross ... arr.	...	5 10 »	10 6 »	10 6 »		5 43 »	5 43 »		

A — Ostend-Vienna-Express. Train « de luxe » exclusively consisting of restaurant-saloon and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first class express ticket, and a supplementary ticket of the Sleeping Car Company, according to the list of fares posted up in the carriages. † Via Billis.

C Through Carr. I-II cl., Hanau-Antwerp, Hanau-Brussels, Bad-Nauheim-Ostend. **WL** Sleeping-Car. **WR** Restaurant-Car.

LONDON and OSTEND to ALEXANDRIA (EGYPT), and CAIRO.

(a) Via Munich-Triest (Tauern Railway), (b) Via Vienna-Triest.

(a) Via MUNICH (The short route).

LONDON :		9 0 a.m.		9 0 p.m.		...		...
(Charing Cross) ...	dep.	11 0 »		11 0 »		...		...
Dover ...	»	4 40 p.m.		3 25 a.m.		3 42 a.m.		11 2 a.m.	
Ostend (Quay) ...	»	4 5 p.m.		Via Malines		5 24 »		1 20 p.m.	
Brussels (N.) ...	{arr.	6 14 »		5 45 »		10 54 a.m.		1 32 »	
Liège (G.) ...	{dep.	6 38 »		7 28 »		12 39 »		3 36 »	
Cologne... ..	»	8 11 »		7 34 »		4 19 p.m.		7 40 »	
Frankfurt o/M... ..	{arr.	11 52 »		11 24 »		5 56 »		8 2 »	
Wurzburg	{dep.	11 57 »		1 58 a.m.		10 7 »		12 8 a.m.	
Bad Kissingen... ..	»	3 26 a.m.		6 7 »		11 11 »		12 21 »	
Wurzburg	arr.	3 36 »		6 17 »		2 1 a.m.		2 44 »	
Nurnberg	dep.	5 50 »		8 48 »		2 8 »		2 51 »	
Ansbach... ..	{arr.	8 18 »		11 53 »		...		4 52 »	
Treuchtlingen	{dep.	7 56 »		...		...		6 0 »	
Augsburg... ..	arr.	8 2 »		10 30 »		3 53 »		...	
Munich (C.)... ..	»	8 58 »		11 19 »		4 49 »		7 9 »	
Rosenheim	»	10 8 »		12 22 p.m.		6 10 »		...	
Freilassing... ..	»	11 15 »		1 14 »		7 20 »		9 24 »	
Bad Reichenhall... ..	{dep.	1 40 p.m.		5 40 »		8 15 »		9 30 »	
Salzburg... ..	arr.	2 35 »		6 37 »		...		10 33 »	
Bischofshofen	»	4 0 »		8 40 »		10 39 »		12 14 p.m.	
Bad Gastein... ..	»	4 35 »		9 26 »		11 30 »		12 44 »	
Villach	»	4 15 »		8 55 »		10 50 »		12 28 »	
Triest	»	...		1 29 »		12 20 pm		...	
Alexandria	{dep.	...		2 52 »		1 48 »		...	
Cairo... ..	arr.	...		4 45 »		3 48 »		...	
	»	...		9 1 »		8 11 »		...	
	»	...		Friday 1 0 p.m.		...		...
	»	...		Monday 2 01 »		...		...
	»	...		Tuesday 6 0 »		...		...

● Depart from Ostend (station).

(b) Via VIENNA.

LONDON :		C		9 0 p.m.		...		...
Charing Cross... ..	dep.	9 0 a.m.		9 0 p.m.		...		...
Dover	»	11 0 »		11 0 »		...		...
Ostend (Quay)	»	4 40 p.m.		3 42 a.m.		...		...
Brussels (N.)... ..	{arr.	6 14 »		5 24 »		...		...
Cologne... ..	{dep.	6 38 »		5 45 WR		...		...
Frankfort-o/M... ..	{arr.	11 52 »		11 14 »		...		...
Vienna (Westbahnhof)... ..	{dep.	11 57 »		11 27 a.m.		...		...
» (Sudbahnhof)	»	3 26 »		3 19 p.m.		...		...
Bruck-sur-Mur	arr.	3 36 »		3 36 »		...		...
Graz... ..	»	6 0 »		7 10 »		...		...
Marburg... ..	»	...		8 45 a.m.		...		...
Laibach... ..	»	7 20 p.m.		12 5 p.m.		...		...
St. Peter... ..	»	10 30 »		1 3 »		...		...
Abbazia-Mattuglia	»	11 23 »		2 19 »		...		...
Fiume... ..	»	12 24 a.m.		5 31 »		...		...
Divacca... ..	»	3 14 »		7 20 »		...		...
Nabresina	»	4 53 »		9 57 »		...		...
Triest	{dep.	Daily		Daily		...		...
Alexandria	arr.	5 22 »		8 19 »		...		...
Cairo... ..	»	5 57 »		8 52 »		...		...
	»	6 25 »		9 15 »		...		...
	»	Friday 1 0 p.m.		...		...		...
	»	Monday 2 0 »		...		...		...
	»	Tuesday 6 0 »		...		...		...

C The Daily Ostend-Vienna Express (see page 96).

WR Restaurant-Car.

CAIRO, ALEXANDRIA (EGYPT) and TRIEST to OSTEND & LONDON.

(a) Via Munich. (b) Via Vienna.

(a) The short Route via MUNICH and the Tauern Bahn.

Cairo.. dep.	Thursd. 9 30 a.m	...	...
Alexandria dep.	" 3 0 p.m	...	...
Triest arr.	Sunday 4 0 p.m	...	...
Triest dep.	6 0 "	...	...
Villach dep.	10 22 "	...	...
Bad Gastein... .. dep.	12 36 a.m	...	...
Bischofshofen dep.	1 37 "	...	...
Salzburg.. dep.	3 25 "	12 14 p.m	7 20 "
Bad-Reichenhall... .. dep.	...	11 45 a.m	7 2 "
Freilassing dep.	3 33 "	12 28 p.m	7 34 "
Rosenheim dep.	5 16 "	3 4 "	9 0 "
Munich (C) arr.	6 25 "	4 0 "	10 0 "
Munich (C) dep.	7 5 "	4 30 "	10 18 "
Augsburg... .. dep.	7 59 "	5 22 "	11 11 "
Treuchtlingen dep.	9 6 "	...	12 21 a.m
Ansbach.. dep.	9 56 "	7 14 "	1 19 "
Nurnberg arr.	...	...	...
Nurnberg dep.	...	...	...
Wurzburg dep.	11 25 "	8 33 "	2 41 "
Bad Kissingen. a	9 45 "	6 30 p.m	...
Wurzburg dep.	11 37 "	10 38 "	2 50 a.m
Frankfort o/M arr.	2 3 p.m	12 47 a.m	...
Frankfort o/M dep.	2 18 "	1 1 "	...
Cologne... .. arr.	6 8 "	4 35 "	9 50 "
Cologne... .. dep.	6 13 "	4 41 "	● 10 5 "
Brussels (N.)... .. arr.	Via	7 52 "	2 5 p.m
Brussels (N.)... .. dep.	Malines	8 6 "	...
Ostend (Quay) arr.	10 56 p.m	9 52 "	3 23 p.m
Dover dep.	3 45 a.m	3 20 p.m	7 55 "
London (Charing Cross) arr.	5 43 "	5 10 "	10 6 "

W. R. Munich-Brussels 1st & 2d cl. Munich-Ostend
W. L. Triest-Munich
Vienna-Ostend Express

(b) Via VIENNA.

Ostend-Vienna Express. C			
Cairo.. dep.	Thursday	9 30 a.m.	...
Alexandria dep.	"	3 0 p.m.	...
Trieste arr.	Sunday	4 0 "	...
Trieste dep.	Daily	6 35 p.m	8 45 p.m
Nabresina dep.	"	7 9 "	9 15 "
Divacca... .. dep.	"	7 34 "	10 7 "
Fiume... .. dep.	"	5 20 "	8 27 "
Abbazia-Mattuglia dep.	"	5 41 "	8 46 "
St. Peter dep.	"	8 30 "	10 46 "
Laibach... .. dep.	"	9 55 "	12 11 a.m
Marburg.. dep.	"	12 48 a.m	3 15 "
Graz... .. dep.	"	2 3 "	4 34 "
Bruck-sur-Mur dep.	"	3 1 "	5 36 "
Vienna (Südbahnhof) arr.	"	6 30 "	9 10 "
Vienna dep.	...	...	...
(Westbahnhof). dep.	C Daily.	12 0 p.m	8 30 p.m
Frankfort o/M arr.	"	12 47 a.m	12 0 a.m
Frankfort o/M dep.	"	1 1 "	2 18 p.m
Cologne... .. arr.	"	4 35 "	6 8 "
Cologne... .. dep.	"	4 41 "	6 13 "
Brussels (Nord)... .. arr.	"	7 52 "	Via
Brussels (Nord)... .. dep.	"	8 6 "	Malines
Ostend (Quay) arr.	"	9 52 "	10 56 p.m
Ostend (Quay) dep.	"	10 47 "	10 58 "
Dover dep.	"	3 20 p.m	3 45 a.m
LONDON—			
Charing Cross.. arr.	"	5 10 "	5 43 "

C — See page 96.

● — WR & Through Carriages 1, 2 & 3 cl. Cologne-Ostend.

LONDON and OSTEND to BAVARIA and the TYROL.

See also pages 102 and 103.

LONDON—		Ostend-Vienna Epress			◆ 1. 2. cl. WR Ostend-Munich.			
Charing Cross dep.	9 0 a.m.	9 0 a.m.	2 5p.m.	9 0 p.m.	9 0 p.m.	...	...	...
Dover	11 0 »	11 0 »	4 15 »	11 0 »	11 0 »	...	...	...
Ostend	4 5 p.m.	4 40 p.m.	8 41 »	3 25 a.m.	3 42 a.m.	WR	11 2 ●	...
Brussels (Nord) »	7 31 p.m.	6 38 »	11 24 »	via Malines	5 45 »	10 54 a.m.	1 32 p.m.	...
Cologne.. ... { arr.	11 24 »	11 52 »	5 40 a.m.	9 51 a.m.	11 14 »	4 19 p.m.	7 40 »	...
{ dep.	1 58 a.m.	11 57 »	8 8 »	10 6 »	11 27 »	5 56 »	8 2 »	...
Frankfort o/M { arr.	6 7 »	3 26 a.m.	12 34 p.m.	1 59 p.m.	3 19 p.m.	10 7 »	12 8 a.m.	...
{ dep.	6 17 »	3 36 »	2 23 »	2 23 »	3 36 »	11 11 »	12 21 »	...
Wurzburg arr.	8 48 »	5 50 »	4 36 p.m.		5 51 »	2 1 a.m.	2 44 »	...
Bad Kissingen dep.	11 53 »	8 18 »	8 15 »		8 15 »	...	7 6 »	...
Wurzburg »	8 58 »	6 8 »	4 45 »		5 56 »	2 8 »	2 51 »	...
Nurnberg { arr.	...	7 56 »	...		...	...	4 52 »	...
{ dep.	...	8 2 »	...		...	...	6 0 »	...
Ansbach. arr.	10 30 »	...	6 13 »		7 38 »	3 53 »	...	...
Treuchtlingen... »	11 19 »	8 58 »	...		8 27 »	4 49 »	7 9 »	...
Augsburg »	12 22 p.m.	10 8 »	...		9 33 »	6 10 »	...	...
Munich (Cent. Sta.).. »	1 14 »	11 15 »	8 55 »		10 25 »	7 20 »	9 24 »	...
			Ostend-Cologne.		WR Brussels-Munich.	Through Carriages, 1st & 2nd cl. Brussels to Cologne	Sleeping Car Cologne-Munich.	
Munich Cent. Sta.).. dep.	5 40 a.m.	1 40 a.m.	9 30 p.m.		11 45 p.m.	8 15 a.m.	9 30 a.m.	
Rosenheim arr.	6 37 »	2 35 p.m.	...		12 40 a.m.	...	10 33 »	
Freilassing... .. »	8 40 »	4 0 »	11 58 »		2 10 »	10 39 »	12 14 p.m.	
Bad Reichenhall... »	9 26 »	4 35 »	12 39 a.m.		...	11 30 »	12 44 »	
Salzburg »	8 55 »	4 15 »	12 8 »		2 20 »	10 50 »	12 28 »	
Bischofshofen... arr.	...	...	1 29 »		3 46 »	12 20 p.m.	...	
Bad Gastein. ... »	...	...	2 52 »		5 1 »	1 48 »	...	
Villach... .. »	...	...	4 45 »		6 50 »	3 48 »	...	
Triest ... .. »	...	...	9 1 »		11 25 »	8 14 »	...	
Alexandria... .. dep.	...	...		Friday	1 0 p.m.	...	...
(for Cairo) arr.	...	...		Monday	2 0 »	...	...
Munich (Cent. Sta.).. arr.	...	WR 1 30 p.m.	and	WL 10 40 p.m.	...	WR 9 40 a.m.		
Kufstein »	...	2 54 »	WR	12 15 a.m.	...	11 15 »		
Innsbruck »	...	4 30 »	WR	2 12 »	...	12 56 p.m.		
Brenner... .. »	...	6 6 »	WR	3 48 »	...	2 32 »		
Franzensfeste ... »	...	6 58 »	WR	4 38 »	...	3 24 »		
Bozen-Gries. ... »	...	8 10 »	WR	5 51 »	...	4 33 »		
Meran »	...	9 36 »	WR	7 17 »	...	5 54 »		
Triente »	...	9 24 »	WR	7 12 »	...	5 46 »		
Ala... .. »	...	10 17 »	WR	8 8 »	...	6 38 »		
Verona... .. »	...	10 55 »	WR	10 0 »	...	7 40 »		
Venice »	...	4 25 a.m.	WR	12 30 p.m.	...	11 30 »		

BERLIN-FRANKFORT (O.)-BRESLAU.

Berlin (Fried.) .. dep.	6 29 a.m.	8 36 a.m.	12 47 p.m.	2 25 a.m.	4 39 p.m.	7 33 p.m.	11 42 p.m.	...
Berlin (Sches. B.) »	6 47 »	8 54 »	1 2 »	2 43 »	4 57 »	7 45 »	12 0 a.m.	...
Frankfort (Oder) arr.	7 56 »	10 4 »	2 13 »	3 55 »	6 6 »	...	1 8 »	...
Sommerfeld ... »	9 6 »	11 12 »	3 20 »	via Posen	7 16 »	...	2 16 »	...
Sagan »	9 51 »	11 50 »	3 53 »	via Posen	7 51 »	...	2 53 »	...
Liegnitz »	10 52 »	12 58 p.m.	4 58 »	via Posen	8 49 »	11 8 »	3 57 »	...
Breslau... .. »	11 48 »	2 0 »	5 53 »	8 1 »	9 45 »	12 0 »	4 50 »	...

WR Restaurant Car. V.S.R. Saloon Restaurant Car. WL Sleeping Car.

◆ The Cairo Express dep. Wednesday evening from London.

● Depart. from Ostend station.

THE TYROL, and BAVARIA to OSTEND and LONDON.

See also pages 102, 103

Venice dep.	...	12 10 a.m.	8 0 a.m.	6 10 p.m.
Verona »	...	4 42 »	10 20 »	9 2 »
Ala »	...	WR 6 30 »	11 55 »	10 57 »
Triente »	...	7 39 »	12 47 p.m.	11 47 »
Meran »	...	7 37 »	12 48 »	11 15 »
Bozen-Gries... .. »	...	9 0 »	2 14 »	1 2 a.m.
Franzensfeste »	...	10 30 »	3 43 »	2 36 »
Brenner »	...	11 52 »	5 10 »	3 58 »
Innsbruck »	...	12 54 p.m.	6 19 »	4 58 »
Kufstein »	4 3 p.m.	2 35 »	8 5 »	6 33 »
Rosenheim »	5 16 »	3 4 »	8 37 »	7 3 »
Munich (Cent. Stn.) arr.	6 25 »	4 0 »	9 40 »	7 57 »
Alexandria dep.	Thursday 3 0 p.m.	...	...	...
Triest {	Sunday 4 0 »	...	...	...
arr.	6 0 »	...	...	7 40 a.m.
dep.	10 22 p.m.	...	...	12 23 p.m.
Villach »	12 36 a.m.	...	...	WR 2 49 »
Badgastein »	1 37 »	...	...	4 1 »
Bischofshofen ... .. »	...	...	...	...
Salzburg dep.	3 25 »	12 14 p.m.	...	7 20 »
Bad Reichenhall »	...	11 45 a.m.	...	7 5 »
Freilassing »	3 33 »	12 28 p.m.	...	7 34 »
Rosenheim »	5 16 »	3 4 »	...	9 0 »
Munich (Cent. Stn.) arr.	6 25 »	4 0 »	...	10 0 »
	W L Triest-Munich.			
Munich (Cent. Stn.) dep.	WR			
Augsburg »	7 5 a.m.	4 30 p.m.	...	10 18 p.m.
Treuchtlingen »	7 59 »	5 22 »	...	11 11 »
Ansbach... .. »	9 6 »	...	...	12 21 a.m.
Nürnberg {	9 56 »	7 14 »	...	1 19 »
arr.	↓	↓	...	↓
dep.	11 25 »	8 33 »	...	2 41 »
Wurzburg arr.	9 45 »	6 30 »	...	...
Bad Kissingen. dep.	11 37 »	10 38 »	...	2 50
Wurzburg arr.	2 3 p.m.	12 47 a.m.	...	↓
Frankfort o/M. {	2 18 »	1 1 »	...	9 50
arr.	6 8 »	4 35 »	...	10 5
dep.	6 13 PR	4 41 »	...	via Malines
Cologne {	9 45 »	7 52 »	...	3 23 p.m.
arr.	10 56 »	9 52 »	...	7 55 »
dep.	3 45 a.m.	3 20 p.m.	...	...
Brussels (N.) arr.	...	5 10 »	...	10 6 »
Ostend ... .. »	...	...	...	...
Dover dep.	...	...	...	...
LONDON —	...	...	...	...
Charing Cross	...	...	...	...
	Through Carriages 1st & 2nd cl. Munich-Ostend.	Vienna-Ostend Express.		W L Munich-Cologne.

BRESLAU-FRANKFORT (O.)-BERLIN.

Breslau.. dep.	3 30 a.m.	6 5 a.m.	9 14 a.m.	...	11 28 a.m.	3 25 p.m.	6 9 p.m.	11 57 p.m.
Liegnitz. »	...	7 2 »	...	...	12 25 »	4 24 »	7 11 »	12 56 a.m.
Sagan »	...	8 5 »	...	...	1 38 »	5 36 »	8 12 »	2 4 »
Sommerfeld »	...	8 37 »	via Posen	2 6 »	2 9 »	6 5 »	8 56 »	2 43 »
Frankfort (Oder) »	6 31 »	9 44 »	1 22 »	3 1 »	3 14 »	7 9 »	10 5 »	3 53 »
Berlin (Sch. B.). arr.	7 35 »	10 50 »	2 32 »	4 5 »	4 25 »	8 16 »	11 14 »	5 8 »
Berlin (Friedr.). »	7 45 »	11 8 »	2 47 »	4 23 »	4 40 »	8 34 »	11 29 »	5 26 »

WR Restaurant Car Munich-Brussels.

PR Dinner Baskets, see page 63.

VSR Saloon Restaurant car.

WL Sleeping Car.

The Daily London-Ostend-Carlsbad Express.

ALSO

FRANZENSBAD, BAYREUTH and MARIENBAD.

LONDON— Charing Cross dep.	9 0 a.m.	A 9 0 a.m.	2 5 p.m.	9 0 p.m.	...	...
Dover dep.	11 0 »	11 0 »	4 15 »	11 0 »	...	...
Ostend (Quay) dep.	PR 4.5 p.m.	LX 4 40 p.m.	8 41 »	3 25 a.m.	...	11 2 a.m E
Brussels (Nord).. ... arr.	Via	6 14 »	10 25 »	Via	...	1 20 p.m.
... .. dep.	Malines.	6 38 »	11 24 »	Malines	...	1 32 »
Cologne.. dep.	11 22 p.m.	11 52 »	5 40 a.m.	9 51 »	...	7 40 » PR
... .. dep.	1 58 a.m.	11 57 »	6 17 »	10 4 »	...	8 11 »
Frankfort o/M... .. arr.	5 56 »	3 28 a.m	11 15 »	2 11 p.m.	...	...
... .. dep.	6 17 »	3 34 »	2 6 p.m.	2 23 »	...	...
... .. arr.	11 27 »	7 56 »	7 0 »	7 0 »	...	...
Nurnberg dep.	1 5 p.m.	8 25 »	8 47 p.m.	...	...	...
Schnabelwaid arr.	2 28 »	...	10 14 »	...	...	...
Bayreuth.. dep.	3 21 »	...	10 42 »	...	...	...
Eger dep.	3 48 »	11 9 »	12 57 a.m.	...	...	10 46 a.m.
Franzensbad... .. dep.	4 19 »	11 37 »	...	...	...	10 37 »
Carlsbad dep.	5 31 »	12 21 p.m	...	...	...	12 31 p.m.
Eger. dep.	5 47 p.m.	11 28 a.m.	...	...	...	11 28 a.m.
Marienbad... .. arr.	6 39 »	12 2 p.m.	...	...	...	12 2 p.m.

A — Through Sleeping and Baggage Cars from the Boat at Ostend to Carlsbad and Marienbad without change, from May 15th to September 15th. Restaurant Car between Ostend and Nurnberg. The « Ostend-Carlsbad and Marienbad Express » forms a section of the « Ostend-Vienna » Express. Passengers booked through to destination. Baggage placed in through baggage car at Ostend. Hand Baggage examined in the cars at Eger. The last departure from Ostend will take place on September 15th. **E** — Depart. from Ostend Station — Sleeping-Car. **WSR** — Saloon-Restaurant-Car.

London-Ostend-Antwerp-Dusseldorf-Berlin-Hamburg.

(See also pages 83, 84 and 86.)

LONDON Charing Cross. dep.	...	9 0 a.m.	...	...	...
Dover dep.	...	11 0 »	...	...	...
Ostend (Q.)... .. dep.	1 32 p.m.	3 20 p.m.	...	...	...
Ghent (S.-P.) dep.	2 30 »	4 51 » ●	...	...	...
Antwerp (C.) arr.	3 34 »	6 17 »	...	...	...
Antwerp (C.) dep.	3 43 »	6 33 »	...	...	...
Hamont.. arr.	5 1 »	8 7 »	...	...	...
Budel arr.	5 4 »	8 10 »	...	...	...
Ruremond arr.	5 24 »	8 30 »	...	...	...
... .. dep.	5 39 »	8 45 »	...	...	...
... .. arr.	6 14 »	9 31 »	...	...	...
Dalheim. arr.	6 35 »	9 57 »	...	...	...
... .. dep.	7 15 »	10 37 »	...	...	...
Rheydt... .. dep.	7 30 »	10 48 »	...	...	...
Munchen-Gladbach. ... arr.	7 52 »	11 12 »	...	...	...
... .. arr.	7 57 »	11 17 »	...	...	...
Munchen-Gladbach. ... dep.	8 4 »	11 33 »	...	...	...
Neuss arr.	8 20 »	11 49 »	...	...	...
Dusseldorf... .. dep.	8 36 »	12 4 a.m.	...	...	...
Elberfeld dep.	9 36 »	1 15 »	...	...	...
Barmen... .. dep.	9 49 »	1 29 »	...	...	...
Hagen dep.	10 20 »	2 8 »	...	...	...
Schwerte dep.	10 41 »	...	...	...	...
Munchen-Gladbach. ... dep.	8 0 »	11 26 p.m.	...	...	...
Duisburg arr.	8 52 »	12 16 a.m.	...	...	...
Duisburg dep.	10 43 »	12 33 »	...	...	...
Essen arr.	11 9 »	12 59 »	...	...	...
Oberhausen.. dep.	...	...	...	...	...
Dortmund dep.	11 47 »	1 42 »	...	...	...
Hannover dep.	3 12 »	4 32 »	...	...	...
Berlin (Fried.)... .. dep.	7 19 »	8 54 »	...	...	...
Duisburg dep.	8 54 p.m.	12 42 a.m	...	...	...
Munster.. arr.	10 49 »	2 30 »	...	...	...
Bremen... .. dep.	...	5 2 »	...	...	...
Hamburg dep.	...	6 55 »	...	...	...

● Depart from Ghent (S.).

The Daily Carlsbad-Ostend-London Express.

ALSO

MARIENBAD, FRANZENSBAD & BAYREUTH to OSTEND & LONDON

Marienbad... .. dep.	A 4 50 p.m.	4 32 p.m.	...	10 4 a.m.
Eger arr.	5 20 "	5 36 "	...	10 50 "
Carlsbad dep.	4 52 p.m.	4 52 p.m.	1 25 a.m.	11 26 a.m.
Franzensbad... .. "	5 53 "	6 43 "	1 53 "	12 32 p.m.
Eger. "	6 7 "	6 33 "	3 46 "	1 55 "
Bayreuth.. ... .. "	...	...	5 53 "	2 33 "
Schnabelwaid ... .. "	...	...	6 26 "	3 22 "
Nurnberg { arr.	8 23 "	1-2-3 cl. Cologne- Ostende via Cassel. WR 9 10 a.m. 10 5 a.m. 1 3 p.m. Via Malines 3 23 p.m. 3 30 " 7 55 " 10 6 "	7 30 "	4 34 "
... .. { dep.	8 49 "		9 20 "	6 28 "
Frankfort o/M.... .. { arr.	12 46 a.m.		1 28 p.m.	11 22 "
... .. { dep.	1 1 "		2 18 "	1 44 a.m.
Cologne. { arr.	4 35 "		6 8 "	5 41 "
... .. { dep.	4 41 "		6 13 "	6 0 "
Brussels (Nord). { arr.	7 52 "		10 5 a.m.	10 25 "
... .. { dep.	8 6 "		3 23 p.m.	...
Ostend... .. { arr.	9 52 "		3 30 "	10 56 p.m.
... .. { dep.	10 47 "		7 55 "	10 58 "
Dover "	3 20 p.m.	...	3 45 a.m.	...
LONDON— Charing Cross arr.	W. L. 5 10 "	...	5 43 "	...

A — Daily Train « de luxe », forming a section of the Ostend-Vienne Express exclusively consisting of Restaurant-Saloon Cars and Sleeping Cars. Through Sleeping and Baggage Cars from Marienbad, and Carlsbad to Ostend from May 16th to September 16th, and from Nuremberg to Ostend during the Winter Season. The number of passengers is limited. To be admitted it is necessary to have a first-class express ticket, and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages. The last departure from Marienbad and Carlsbad will take place on September 16th. **WR** Restaurant Car Herbesthal-Ostend. **PR** Dinner baskets, see page 63, **WL** Sleeping Car.

Hamburg-Berlin-Dusseldorf-Antwerp-Ostend-London.

(See also pages 83, 85 and 87.)

Hamburg dep.	11 14 p.m.	...	...	...
Bremen "	1 9 a.m.	...	...	...
Munster "	4 7 "	...	...	...
Duisburg arr.	6 3 "	...	...	...
Berlin (Fried.) dep.	10 28 p.m.	...	...	...
Hannover "	2 22 "	...	...	...
Dortmund "	...	7 40 a.m.	...	...
Oberhausen ... .. "	...	...	...	...
Essen "	...	8 24 "	...	...
Duisburg arr.	...	8 47 "	...	...
Duisburg dep.	...	Ostend. 9 5 a.m.	...	...
Munchen-Gladbach ... arr.	...	9 55 "	...	...
Swerte dep.	5 44 a.m.	Dortmund- ...	Dusseldorf- ...	...
Hagen "	6 2 "	7 40 a.m.	...	...
Barmen "	6 36 "	8 19 "	...	...
Elberfeld "	6 54 "	8 27 "	...	...
Düsseldorf... .. "	7 26 "	9 17 "	...	...
Neuss "	7 45 "	9 34 "	...	...
München-Gladbach ... arr.	8 1 "	9 50 "	...	...
Munchen-Gladbach ... dep.	8 9 a.m.	1-2-3 cl. 10 0 a.m.	...	...
Rheydt "	8 17 "	10 7 "	...	...
Dalheim { arr.	8 38 "	10 29 "	...	...
... .. { dep.}	8 39 "	10 31 "	...	...
Ruremond... .. arr.	7 59 "	9 51 "	...	...
...	8 34 "	10 25 "	...	...
Hamont { arr.	8 57 a.m.	10 46 a.m.	...	...
... .. { dep.	9 16 "	11 3 "	...	...
Antwerp (C.) arr.	10 48 "	12 23 p.m.	...	...
Antwerp (C.) dep.	12 31 p.m.	...	...	...
Ghent "	1 35 "	...	...	...
Ostend (Q.)... .. arr.	2 34 "	...	...	...
Dover "	7 55 "	...	...	...
LONDON— Charing Cross arr.	10 6 p.m.	...	...	...

LONDON and OSTEND to VIENNA, BUDAPEST, CONSTANTZA & CONSTANTINOPLE.

THRICE WEEKLY

(For service via **BELGRADE** and **SOFIA** (Four times Weekly) see page 98.)

	Cologne.	A Ostend Budapest Express.				
LONDON—						
Charing Cross..	dep. 9 0 a.m.	9 0 a.m.	9 0 p.m.	9 0 p.m.	...	...
Dover....	11 0 "	11 0 "	11 0 "	11 0 "	...	...
Ostend (Quai) ...	PR 4 5 p.m.	4 40 p.m.	3 25 a.m.	3 42 a.m.	...	11 2 a.m.
Brussels (Nord) ...	arr. Viâ Malines.	6 14 "	Viâ Malines	5 24 "	WR	1 20 p.m.
	dep. 11 24 p.m.	6 38 "	9 51 "	5 45 WR	10 54 a.m.	PR 1 32 "
Cologne ...	arr. 11 24 p.m.	11 52 "	10 3 "	11 14 a.m.	4 19 p.m.	7 40 "
	dep. 1 58 a.m.	11 57 "		11 27 "	5 56 "	8 18 "
Bonn ...	arr. 2 33 "	12 32 a.m.		Viâ Rudesheim.	6 33 "	
Coblence Hauptb ...	3 30 "	1 27 "		Rudesheim.	7 4 "	
Mayence ...	6 7 "	2 48 "		1 57 p.m.	9 24 "	
Frankfort o/M...	dep. 8 29 "	3 26 "		2 22 "	10 7 "	
Offenbach ...	8 53 "	4 0 "		3 36 "	11 11 "	
Hanau ...	9 17 "	4 22 "		3 48 "	11 29 "	
Aschaffenburg...	10 47 "	5 50 "		4 3 "	11 44 "	
Wurzburg....	12 28 p.m.	7 46 "		4 26 "	12 10 a.m.	
Furth ...	12 41 "	7 56 "		5 51 "	2 1 "	
Nurnberg ...	dep. 12 51 "	8 15 "		9 11 "	4 39 "	
Ratisbonne ...	arr. 2 27 "	10 15 "		9 22 "	4 52 "	
Passau...	4 15 "	12 7 p.m.		9 40 "	5 30 "	
Wels ...	6 5 "	2 18 "		11 38 "	7 10 "	
Linz ...	6 42 "	2 56 "		1 20 a.m.	9 17 "	
Amstetten ...	7 44 "	3 57 "		3 7 "	...	
St. Pölten ...	8 45 "	...		3 35 "	...	
Vienna B (westbahnhof)..	9 55 "	6 0 "		4 45 "	...	
	dep. 6 19 "	6 19 "		5 52 "	...	
Vienna (Ostbahnhof) ...	arr. 6 44 "	6 44 "		F 7 10 "	...	
	dep. 6 51 "	6 51 "		7 50 "	...	
Marchegg ...	arr. 7 38 "	7 38 "		9 25 "	...	
Presbourg...	8 4 "	8 4 "		10 13 "	...	
Budapest ..	11 5 "	11 5 "		10 45 "	...	
	dep. 11 45 "	11 45 "		2 0 p.m.	...	
Szegedin ...	arr. 2 55 a.m.	2 55 a.m.		2 40 "	...	
Temesvar-Josefstad ...	4 50 "	4 50 "		6 8 "	...	
Herkulesfurdö...	8 47 "	8 47 "		8 22 "	...	
Orsova...	9 20 "	9 20 "		12 32 a.m.	...	
	dep. 9 30 "	9 30 "		12 56 "	...	
Verciorova...	arr. 9 40 "	9 40 "		1 11 "	...	
	dep. 10 50 "	10 50 "		1 20 "	...	
Palota ...	arr. 11 52 "	11 52 "		2 58 "	...	
Craiova...	1 32 p.m.	1 32 p.m.		4 0 "	...	
Slatina...	2 54 "	2 54 "		5 42 "	...	
Bucharest ...	6 34 "	6 34 "		7 15 "	...	
	dep. 6 47 "	6 47 "		11 25 "	...	
Saligny...	arr. 9 55 "	9 55 "		4 30 p.m.	...	
Constantza...	11 5 "	11 5 "		8 22 "	...	
	arr. 11 30 "	11 30 "		9 55 "	...	
Constantza (Port) ...	12 0 "	12 0 "		10 0 "	...	
Constantinople...	...	...		...	...	...

A — Train « de luxe » exclusively consisting of restaurant saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have an express ticket, and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages.

F Travellers for beyond Vienna to Budapest, Bucharest, &c., must proceed to the Staatsbahnhof station.

PR — Dinner Baskets. **WR** — Restaurant Car Brussels-Munich.

● Monday, Wednesday and Saturday

CONSTANTINOPLE, CONSTANTZA, BUDAPEST, VIENNA TO OSTEND AND LONDON

THRICE WEEKLY.

(For service via **SOFIA** and **BELGRADE**, (Four times Weekly), see page 99).

Station	Type	Time	Notes	A Budapest-Ostend Express,	
				Tuesd and Saturday.	Thursd.
Constantinople ...	dep.	...	...	3 0 p.m.	...
Constantza (Port) ...	arr.	...	...	5 0 a.m.	...
Saligny ...	dep.	...	...	8 0 "	6 15 a.m.
Bucharest. ...	arr.	...	...	9 23 "	7 58 "
Slatina ...	dep.	...	...	12 35 p.m.	12 20 p.m.
Craiova ...	arr.	...	...	12 50 "	6 5 "
Palota. ...	dep.	...	...	4 31 "	10 38 "
Vercierova ...	arr.	...	...	5 52 "	12 7 a.m.
Orsova ...	dep.	...	...	7 45 "	2 3 "
Herkulesfurdö ...	arr.	...	...	8 40 "	2 56 "
Temesvar-Josefstadt	dep.	...	...	7 50 "	2 16 "
Szegedin ...	arr.	...	...	8 0 "	2 25 "
Budapest (Westbahnhof)	dep.	...	...	8 20 "	3 3 "
Presbourg. ...	arr.	...	...	8 51 "	3 36 "
Marchegg. ...	dep.	...	...	1 8 a.m.	7 48 "
Vienna (O.bahnhof)	arr.	...	...	2 56 "	9 59 "
Vienna B (Westbahnhof)	dep.	7 20 a.m.	9 0 a.m.	6 10 "	1 25 p.m.
St. Poelten ...	arr.	8 35 "	...	6 50 "	2 0 "
Amstetten ...	dep.	9 54 "	...	9 49 "	4 57 "
Linz ...	arr.	11 14 "	...	10 18 "	5 27 "
Wels ...	dep.	11 54 "	...	11 4 "	6 20 "
Neumarkt. ...	arr.	12 27 p.m.	...	11 9 "	...
Passau ...	dep.	1 35 "	...	11 35 "	...
Ratisbonne ...	arr.	3 20 "	...	12 0 "	10 5 "
Nurnberg.. ...	dep.	4 55 "	...	2 5 p.m.	11 18 "
Furth... ...	arr.	8 55 "	...	3 6 "	12 18 a.m.
Wurzburg ...	dep.	9 5 "	...	3 41 "	1 21 "
Aschaffenburg ...	arr.	11 5 "	...	5 17 "	1 49 "
Hanau ...	dep.	12 29 a.m.	...	6 53 "	3 30 "
Offenbach. ...	arr.	12 51 "	...	8 30 "	5 12 "
Frankfort o/M ...	dep.	1 5 "	...	8 49 "	6 47 "
Mayence... ...	arr.	1 23 "	...	8 58 "	7 7 a.m.
Coblence (Hauptb.) ...	dep.	1 44 "	...	8 58 "	7 16 "
Bonn... ...	arr.	2 38 "	...	10 38 "	9 15 "
Cologne ...	dep.	4 11 "	...	12 0 "	11 0 "
Brussels (Nord) ...	arr.	5 8 "	...	12 21 a.m.	11 21 "
Ostend (Quay) ...	dep.	5 42 "	...	12 47 "	11 35 "
Dover. ...	arr.	6 0 "	...	1 1 "	11 55 "
LONDON—				1 39 "	12 30 p.m.
Charing Cross ...	dep.	10 6 "	...	3 5 "	2 18 "

A— Train « de luxe », exclusively consisting of restaurant-saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first class express ticket, and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages.

C— Travellers from beyond Vienna to Ostend must proceed to the Westbahnhof-Station.

●— Thursday, Saturday, and Monday.

P. R Dinner Baskets.

LONDON and OSTEND to VIENNA, BUDAPEST, BELGRADE, SOFIA & CONSTANTINOPE.

FOUR TIMES WEEKLY

(For service via **BUCHAREST, CONSTANTZA** see page 96.)

Ostend-Constantinople. — The **DAILY OSTEND-BUDAPEST-EXPRESS** runs through (a) thrice a week from Ostend to Constantza (Roumania, where it connects with a steamer of the Roumanian Government to Constantinople (see page 96) and (b) four times weekly from Ostend to Constantinople, via Belgrade, Sofia.

(a) via VERCIOROVA-CONSTANTZA

London & Ostend	dep. Sunday, Tuesday & Friday.
Vienna & Budapest. ...	arr. Monday, Wedn. & Saturday.
Bucharest & Constantza ...	Tuesd., Thursd. & Sunday.
Constantinople... ..	Wednesday, Friday & Monday.

(b) via BELGRADE-SOFIA

London & Ostend. dep.	Monday, Wednesday, Thursday & Saturday.
Vienna & Budapest ...	Tuesday, Thursday, Friday & Sunday.
Belgrade & Sofia... ..	Wednesday, Friday, Saturday & Monday.
Constantinople. ...	arr. Thursday, Saturday, Sunday & Tuesday.

(b) via Belgrade-Sofia.

LONDON. —					
Charing Cross	dep.	9 0a.m	9 0a.m	9 0p.m	9 0p.m
Dover	"	11 0 "	11 0 "	11 0 "	11 0 "
Ostend (Quai)	"	PR 4 5p.m	4 40p.m	3 25a.m	3 42a.m
Brussels (Nord). ...	arr. dep.	Via Malines	6 14 "	—	5 24 "
Cologne.	arr. dep.	11 24p.m	6 38 "	Y	5 45 "
Bonn	arr. dep.	1 58a.m	11 52 "	9 51 "	11 14 "
Coblence (Hauptst.).	arr. dep.	2 33 "	11 57 "	10 4 "	11 27p.m
Mayence	arr. dep.	3 30 "	12 32a.m	10 38 "	PR 1 32p.m
Frankfort o/M... ..	arr. dep.	6 7 "	1 27 "	11 34 "	7 40 "
Offenbach	arr. dep.	8 29 "	2 48 "	1 7p.m	8 18 "
Hanau	arr. dep.	8 53 "	3 26 "	1 57 "	3 19p.m
Aschaffenburg.. ...	arr. dep.	9 17 "	3 36 "	2 23 "	3 36 "
Wurzburg... ..	arr. dep.	10 47 "	4 0 "	3 7 "	3 48 "
Furth	arr. dep.	12 28p.m	4 22 "	4 36 "	4 3 "
Nurnberg	arr. dep.	12 41 "	5 50 "	6 49 "	4 26 "
Ratisbonne.. ...	arr. dep.	12 51 "	7 46 "	7 0 "	5 51 "
Passau... ..	arr. dep.	2 27 "	7 56 "	7 0 "	9 11 "
Wels	arr. dep.	4 15 "	8 15 "	...	9 22 "
Linz.	arr. dep.	6 5 "	10 15 "	...	9 40 "
Amstetten... ..	arr. dep.	6 42 "	12 7p.m	...	11 38 "
St. Poelten.. ...	arr. dep.	7 44 "	2 18 "	...	1 20a.m
Vienna (Westbahnhof)	arr. dep.	8 45 "	2 56 "	...	3 7 "
Vienna (Ostbahnhof) ...	arr. dep.	9 55 "	3 57 "	...	3 35 "
Marchegg	arr. dep.	7 50a.m	6 0 "	...	4 45 "
Fresbourg... ..	arr. dep.	9 10a.m	6 19 "	...	5 50 "
Budapest (Ost.)	arr. dep.	1 40p.m	6 44 "	...	7 10 "
Belgrade	arr. dep.	3 20 "	6 51 "	...	...
Nisch	arr. dep.	10 38 "	7 38 "	...	...
Usküb.	arr. dep.	11 15 "	8 4 "	...	...
Salonica... ..	arr. dep.	6 6a.m	11 5 "	...	...
Zaribrod	arr. dep.	10 42p.m	11 30 "	...	...
Sofia	arr. dep.	7 29 "	5 58a.m	...	...
Sarembey	arr. dep.	9 11a.m	6 13 "	...	...
Philippopoli	arr. dep.	10 40 "	11 22 "	...	...
Tirnova.	arr. dep.	12 40p.m	...	...	...
Mustapha-Pacha	arr. dep.	4 25 "	1 32p.m	...	...
Andrinople.	arr. dep.	6 7 "	2 40 "	...	...
Constantinople.	arr. dep.	8 35 "	4 38 "	...	...
		10 41 "	8 40 "	...	...
		11 25 "	10 14 "	...	...
		10 11a.m	1 0a.m	...	...
			2 31 "	...	...
			4 16 "	...	...
			1 12p.m	...	...

(A) Ostend-Budapest Express. Daily.

Wednesday, Friday, Saturday, Monday.

Thurs. Satur. Sunday, Tues.

WL Francfort-Vienna. WR Brussels-Munich 1-2 cl. Ostend-Munich. 1 & 2 cl. Ostend-Cologne.

Via Kudesheim. Via Cassel-Weimar-Gera-Eger.

PR 1, 2 & 3 cl. Brussels-Cologne.

A. — Train de luxe exclusively consisting of restaurant saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have an express ticket and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages.
⊖ — Via Bruck on Leita.
F. — Travellers for beyond Vienna to Budapest, Bucharest, &c., must proceed to the Staatsbahnhof station.
PR. — Dinner Baskets, see page 63. ● — Tuesday, Thursday, Friday and Sunday.
WL. — Sleeping Car.

CONSTANTINOPLE, SOFIA, BELGRADE, BUDAPEST, VIENNE, to OSTEND and LONDON. FOUR TIMES WEEKLY

(For service via **CONSTANTZA** and **BUCHAREST**, see page 97.)

Constantinople-Ostend. — The **DAILY OSTEND-BUDAPEST-EXPRESS** runs through (a) thrice a week from **Constantza** (Roumania) to **Ostend**, connecting at **Constantza** with a steamer of the Roumanian Government from **Constantinople**, and (b) four times weekly from **Constantinople** to **Ostend** via **Belgrade, Sofia.**

(a) via CONSTANTZA-VERCIOROVA

Constantinople dep. Tuesday, Thursday & Saturday.
Constantza & Bucharest Wednesday, Friday & Sunday.
Budapest & Vienna. Thursday, Saturday & Monday.
Ostend & London arr. Friday, Sunday & Tuesday.

See page 101.

(b) via SOFIA-BELGRADE.

Constantinople... .. dep. Wednesday, Friday, Sunday & Monday.
Sofia & Belgrade.. Thursday, Saturday Monday & Tuesday
Budapest & Vienna... .. Friday, Sunday, Tuesday & Wedn.
Ostend & London... arr. Saturday, Monday, Thursday & Wedn.

		(b) via Sofia-Belgrade.				
Constantinople dep.	...	...	...	Wednes.	5 20p.m	6 28p.m
Andrinople ... .. »	...	...	...	Friday.	3 2a.m	5 0a.m
Mustapha-Pacha ... .. »	...	...	...	Sunday.	4 25 »	6 50 »
Tirnova ... .. »	...	...	...	Monday.	5 56 »	8 42 »
Philippopoli... .. »	...	...	...		8 45 »	11 35 »
Sare nbey ... .. »	...	...	...		10 16 »	1 6p.m
Sofia ... .. »	...	...	...	Thurs-	2 6p.m	5 40 »
Zaribrod {arr.	...	...	...	day,	3 52 »	7 30 »
Salonica {dep.	...	...	...	Satur-	3 0 »	6 45 »
Usküb ... .. »	...	...	...	day,	...	6 5a.m
Nisch... .. »	...	...	...	Monday.	...	7 10p.m
Belgrade {arr.	...	...	...	Tuesday	5 11p.m	10 40 »
Budapest (Ost.) {dep.	...	...	...		10 25 »	4 51a.m
Presbourg {arr.	...	...	...		10 39 »	5 41 »
Vienna (Ostbahnhof)... {dep.	...	...	...	A	6 10a.m	1 0p.m
Vienna (Westbahnhof) {arr.	...	...	...		6 50 »	2 5 »
St. Pölten... .. {dep.	7 20a.m	9 0a.m	...	C	9 49 »	...
Amstetten »	8 35 »	...	...		11 4 »	6 40 »
Linz »	9 54 »	...	...		11 9 »	...
Wels »	11 14 »	...	...		11 35 »	7 25 »
Passau »	1 35p.m	...	...		12 0 »	10 5 »
Ratisbonne »	3 20 »	...	...		...	11 18 »
Nurnberg {arr.	4 55 »	...	...		2 5p.m	12 18a.m
Furth... .. {dep.	8 55 »	...	...		3 6 »	1 21 »
Wurzburg »	9 5 »	...	...		3 41 »	1 49 »
Aschaffenburg »	11 5 »	...	...		5 17 »	3 30 »
Hanau »	12 29a.m	...	...		6 53 »	5 12 »
Offenbach »	12 51 »	...	...		8 30 »	6 47 »
Franckfort o/M {arr.	1 23 »	...	...		8 49 »	7 7 »
Mayence {dep.	1 44 »	...	...		8 58 »	7 16 »
Coblence (Hbf.) »	2 38 »	...	...		10 38 »	9 15 »
Bonn... .. »	4 11 »	...	...		12 0p.m	11 0 »
Cologne {arr.	5 42 »	...	...		12 21a.m	11 21 »
Brussels (Nord) {dep.	6 0 »	8 54a.m	...		...	11 35 »
Ostend (Quai) {arr.	10 25 »	R9 10 »	10 5a.m†		12 47 »	11 55 »
Dover arr.	3 23 »	1 3p.m	Via Malines		1 1 »	12 30p.m
LONDON —	3 30 »	...	3 23p.m		1 39 »	2 18 p.m
Charing Cross »	7 55 »	...	3 30 »		3 5 »	Via Rudesheim
	10 6 »	...	7 55 »		4 1 »	6 8 p.m
		...	10 6 »		4 35 »	6 13
		...			4 41 »	Via Malines.
		...			7 52 »	10 56p.m
		...			8 6 »	10 58 »
		...			9 52 »	3 45a.m
		...			10 47 »	
		...			3 20p.m	
		...			5 10 »	

WR. Munich-Brussels.

(A) Budapest-Ostend Express. Daily Service.

A. — Daily train « de luxe » exclusively consisting of restaurant-saloon cars and sleeping cars. The number of passengers is limited. To be admitted it is necessary to have a first-class express ticket, and a supplementary ticket of the Sleeping Car Company, according to list of fares posted up in the carriages.
C. — Travellers from beyond Vienna to Ostend must proceed to the Westbahnhof Station.
✕ Budapest (Ostbahnhof).
† Through carriages 1-2 & 3 cl. Cologne-Ostend.

LONDON and OSTEND to STRASBURG and SWITZERLAND. (LUCERNE, GOTHARD, BERNE, GENEVA).

Three express Trains Daily from London. (See also page 102)

LONDON	p.m.	9 0 p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		
Charing Cross dep.	2 5	9 0 p.m.	...	...	...	...	9 0 a.m.			
Dover	4 15	11 0 »	...	...	...	...	11 0 »			
Ostend (Quai) ..	8 47	B 3 42 a.m.	...	...	...	...	A 4 20 p.m.			
Brussels (Nord) ..	10 31	5 24 »	...	...	PR	...	6 3 »			
Brussels (Q.-L.) »	11 28	6 8 »	7 49	10 20 a.m.	...	...	PR 6 35 »			
Namur	11 40	6 20 »	8 3	10 33 »	...	...	6 47 »			
Kleinbettingen. } (W.I.T.) { arr.	12 40	7 17 »	9 3	11 28 »	...	...	PR 7 43 »			
tingen. } (G.I.T.) { dep.	3 19	10 1 »	11 48 p.m.	2 13 p.m.	...	...	10 23 »			
Luxembourg ..	4 19	11 1 »	12 48 »	3 13 »	...	...	11 23 »			
Thionville ...	4 34	11 16 »	1 3 »	3 28 »	...	...	11 43 »			
Metz	4 51	PR 11 36 »	1 23 »	3 48 »	...	...	12 1 a.m.			
Strasbourg. ...	5 33	12 15 p.m.	1 56 »	4 26 »	...	...	12 39 »			
Colmar	6 :	12 44 »	2 22 »	4 54 »	...	...	1 5 »			
Mulhouse ..	8 24	PR 3 19 »	4 41 »	7 12 »	...	...	3 27 »			
Bale (Central stat.) ..	9 14	3 26 »	5 15 »	7 21 »	...	...	3 35 »			
	10 :	4 20 »	6 11 »	8 9 »	...	...	4 25 »			
	10 47	5 1 »	6 51 »	8 43 »	...	...	5 9 »			
	11 20	5 36 »	7 22 »	9 13 »	...	...	5 12 »			
Bale dep.	12 2	6 10 p.m.	7 25 p.m.	9 45	...	...	7 0 a.m.	8 25 a.m.		
Olten arr.	12 56	7 4 »	8 42 »	10 38	...	...	7 53 »	9 17 »		
† Lucerne	1 56	8 15 »	...	11 42	...	...	8 59 »	10 23 »		
Arth Goldau ...	2 42	9 37 »	...	12 22	...	...	...	...
Brunnen ... ..	...	10 2 »	...	...	...	...	...	...
† Fluëlen	3 30	10 20 »	...	...	...	...	...	11 25 »		
Erstfeld	3 42	10 35 »	...	...	...	...	...	11 37 »		
Goeschenen ...	4 10	...	...	...	...	...	...	12 31 p.m.		
Airolo ... ..	...	...	...	...	...	...	...	12 54 »		
Bellinzona ...	5 34	...	...	3 33	...	...	12 25 p.m.	1 57 »		
Bale (Central stat.) dep.	1 50	3 38 p.m.	6 10 p.m.	9 45 p.m.	7 0 a.m.	7 15 a.m.	8 25 a.m.	10 40 a.m.	11 20 a.m.	12 2 p.m.
Olten arr.	2 43	4 31 »	7 4 »	10 38 »	7 53 »	8 7 »	9 17 »	11 49 »	12 13 p.m.	12 56 »
Lucerne	3 49	6 15 »	8 15 »	11 42 »	8 59 »	9 55 »	10 23 »	1 40 p.m.	1 12 »	1 56 »
Alpnachstadt ..	4 47	...	8 52 »	...	...	...	11 53 »	...	...	...
Meiringen ...	7 1	...	...	...	...	...	2 35 p.m.	...	...	...
Brienz	7 32	...	...	...	...	...	3 8 »	...	...	...
Interlaken ...	9 17	...	...	...	...	...	4 47 »	...	...	...
Bale (Central stat.) dep.	p.m. 1 42	3 38 p.m.	6 20 p.m.	12 0 p.m.	7 15 a.m.	8 25 a.m.	10 40 a.m.	7 40 a.m.		
Olten arr.	2 35	4 31 »	7 20 »	1 0 a.m.	8 7 »	9 17 »	11 49 »	8 41 »		
Berne	4 12	5 50 »	9 5 »	2 35 »	9 32 »	12 50 p.m.	1 40 p.m.	10 25 »		
Thoune ... ..	...	6 50 »	10 37 »	...	...	...	2 30 »	...		
Interlaken ...	...	7 46 »	...	...	...	...	3 7 »	...		
Fribourg (Suisse)	4 59	6 50 »	10 7 »	3 24 »	10 34 »	...	2 52 »	12 5 p.m.		
Lausanne ...	6 14	8 7 »	11 27 »	4 44 »	11 55 »	...	4 32 »	2 0 »		
Genève	7 29	9 15 »	1 2 a.m.	6 10 »	1 13 p.m.	...	6 0 »	4 5 »		
Bale (Central stat.) dep.	p.m. 2 8	...	6 44 p.m.	...	...	...	7 25 a.m.	...		
Délémont ... arr.	3 15	...	7 28 »	...	...	...	8 13 »	...		
Sonceboz	4 36	...	8 28 »	...	...	...	9 10 »	...		
La Chaux-de-Fonds ...	7 12	...	9 56 »	...	...	...	10 13 »	...		
Bienne	5 3	...	8 50 »	...	...	...	9 32 »	...		
Neuchatel ...	6 34	...	9 37 »	...	...	...	10 16 »	...		
Yverdon	7 21	...	10 20 »	...	...	...	10 58 »	...		
Lausanne ...	8 7	...	11 2 »	...	...	...	11 40 »	...		
Genève	9 0	...	12 10 a.m.	...	...	...	12 52 p.m.	...		
Lausanne ... dep.	R p.m. 5 59	...	11 40 p.m.	a.m. 5 58	R a.m. 7 20	9 10 a.m.	R 12 15 p.m.	2 15 p.m.		
Vevey arr.	6 7	...	11 58 »	6 15	7 37	9 26 »	12 32 »	2 42 »		
Montreux ...	6 18	...	12 9 a.m.	6 24	7 47	9 36 »	12 43 »	2 57 »		
St-Maurice ...	6 47	...	12 44 »	6 57	8 15	10 15 »	1 27 »	3 50 »		
Brigue	8 35	...	2 33 »	8 35	10 2	12 2 p.m.	3 29 »	6 25 »		
Domodossola ..	9 43	...	3 40 »	9 32	10 55	1 0 »	4 30 »	7 33 »		
Milano	11 55	...	6 25 »	p.m. 12 2	p.m. 1 30	3 45 »	7 40 »	11 15 »		

A A through Third-Class carriage, Ostend to Bale, is attached to this train, Dinner Baskets, containing complete Dinner and Wine, are served in the carriages in Brussels (Nord Station) but notice must be given to the Guard at Ostend. Telegraphic orders are sent without charge to the traveller. Price 3s 8d.

B Dinner Basket may be had at Metz and at Strasbourg (price 2s. 6d., Wine included), notice to be given to the Guards at Luxembourg.

† Tickets *via* Dover and Ostend for beyond Lucerne by the Gothard Route are available between Lucerne Fluëlen and *vice versa* by Rail of Steamer.

PR Dinner Baskets, see page 63. **WL** Sleeping Cars. **WR** Restaurant Car.

VSR Saloon-Restaurant Car.

SWITZERLAND and STRASBURG to OSTEND and LONDON. (GENEVA, BERNE, GOTHARD, LUCERNE).

Two Express Trains daily for London.

(See also page 103.)

Milano... .. dep.	6 15 a.m.	...	8 45 a.m.	10 45 a.m.	4 0 p.m.		4 55 p.m.	11 45 p.m.
Domodossola ... »	8 48 »	a.m.	11 17 »	1 35 p.m.	6 50 »	R	7 25 »	2 35 a.m.
Brigue... .. »	10 15 »	6 45	12 40 p.m.	3 5 »	8 12 »		8 53 »	4 5 »
St. Maurice.. .. »	12 15 p.m.	9 37	2 10 »	4 52 »	9 50 »		10 28 »	5 46 »
Montreux »	1 8 »	10 29	2 39 »	5 29 »	10 21 »		11 4 »	6 15 »
Vevey... .. »	1 22 »	10 43	2 50 »	5 41 »	10 31 »		11 14 »	6 25 »
Lausanne arr.	1 45 »	11 2	3 10 »	6 0 »	10 50 »		11 33 »	6 45 »
Geneva.. .. dep.	7 15 a.m.		10 47 a.m.	12 43 p.m.	5 22 p.m.		...	...
Lausanne »	8 17 »		11 35 »	1 50 »	6 43 »		...	...
Yverdon »	9 7 »		12 22 p.m.	2 45 »	7 25 »		...	...
Neuchâtel... .. »	9 53 »		1 5 »	3 50 »	8 10 »		...	5 0 a.m.
Bienne »	10 45 »		1 40 »	5 21 »	8 52 »		...	6 17 »
La Chaux-de-Fonds	10 13 »		12 53 »	4 18 »	8 30 »		...	5 20 »
Sonceboz »	11 16 »		2 20 »	5 53 »	9 21 »		...	7 0 »
Délémont »	12 13 p.m.		3 50 »	7 16 »	10 17 »		...	8 37 »
Bâle (Centr.Stat.) arr.	1 3 »		5 7 »	8 23 »	11 2 »		...	9 40 »
Genève dep.	5 38 a.m.	7 0 a.m.	10 10 a.m.	12 43 p.m.	5 7 p.m.		9 0 p.m.	1 0 a.m.
Lausanne »	7 10 »	8 17 »	11 24 »	R 2 18	6 18		10 34 »	2 25 »
Fribourg (Suisse) »	8 36 »	9 50 »	12 54 p.m.	4 0	7 52		12 5 a.m.	4 4 »
Interlaken »	...	7 40 »	11 40 a.m.	2 0	4 6		...	...
Thoune »	...	8 33 »	12 35 p.m.	3 16	4 55		...	...
Berne »	9 22 »	10 45 »	1 35 »	5 1	5 50		12 35 »	5 0 »
Olten »	10 39 »	12 5 p.m.	3 0	6 47	7 6		...	7 28 »
Bâle (Centr.Stat.) arr.	11 35 »	1 5	3 55 »	7 50	8 8		...	7 25 »
Interlaken.. .. dep.	...	...	a.m.	...	8 22 a.m.	10 14 a.m.	...	12 47
Brienz... .. »	...	...	...	...	10 28 »	11 43 »	...	2 23
Meiringen... .. »	...	...	5 35	...	10 56 »	12 10 p.m.	...	2 50
Alpnachstadt... »	...	a.m.	7 43	...	11 19 p.m.	2 21 »	...	5 1
Lucerne »	5 5 a.m.	7 0	8 0	9 55	12 42 p.m.	2 2 »	...	7 0
Olten »	6 13 »	8 1	10 6	10 54	3 0 »	3 12 »	...	8 7
Bâle (Centr.Stat.) arr.	7 10 »	8 57	11 25	11 47	3 55 »	4 6 »	...	9 0
Bellinzona... .. dep.	12 55 p.m.	WR	5 25 p.m.	...	...	12 46 a.m.	2 30 a.m.	...
Airolo »	2 26 »	...	6 57 »	...	...	2 37 »	4 23 »	...
Goeschenen »	2 50 »	...	7 20 »	...	...	...	4 46 »	...
† Fluelen »	3 36 »	...	...	...	...	...	...	...
Brunen »	3 51 »	...	...	...	...	3 56 »	...	...
Arth Goldau »	4 13 »	...	8 28 »	...	...	4 20 »	6 10 »	...
† Lucerne »	4 57 »	...	8 58 »	...	...	7 0 a.m.	...	9 55 a.m.
Olten »	6 2 »	...	10 10 »	...	...	8 1 »	...	10 54 »
Bâle arr.	6 58 »	...	11 3 »	...	...	8 57 »	...	11 47 »
Bâle (Centr.Stat.) dep.	7 40 p.m.	Through Carriage 1, 2 & 3 cl. Bale-Ostend; 1-2 cl	11 40 p.m.	...	a.m.	...	10 22 a.m.	12 15 p.m.
Mulhouse »	8 13 »	...	12 11 a.m.	...	...	...	10 56 »	12 45 »
Colmar »	8 32 »	...	12 45 »	...	...	...	11 33 »	1 18 »
Strasbourg } arr.	9 56 »	...	1 34 »	...	...	...	12 25 p.m.	2 9 »
Metz } dep.	10 15 »	...	1 40 »	...	...	...	12 33 »	2 18 »
Thionville... .. »	12 39 a.m.	...	4 0 »	...	...	...	3 4 »	4 44 »
Luxemburg »	1 7 »	...	4 26 »	...	...	...	3 30 »	5 10 »
Klein- (C.E.T.) »	1 50 »	...	5 9 »	...	...	...	4 24 »	5 58 »
bettingen (W.E.T.) »	2 12 »	...	5 30 »	...	...	...	4 48 »	6 20 »
Sterpenich } arr.	1 15 »	...	4 30 »	...	...	...	3 48 »	5 20 »
Namur } dep.	1 43 »	...	4 32 »	...	...	...	3 50 »	5 22 »
Namur arr.	4 13 »	...	4 54 »	...	...	...	4 12 »	5 40 »
Brussels (Q.L.)... »	5 13 »	...	7 21 »	...	...	...	6 51 »	8 14 »
» (Nord) } arr.	5 26 »	...	8 15 »	...	...	...	7 55 »	9 14 »
Ostend (Quai) ... } dep.	5 40 »	...	8 28 »	...	...	...	8 11 »	9 26 »
Dover »	7 28 »	...	8 46 »	...	...	...	8 40 »	...
London. Charing Cross ... arr.	...	...	10 29 »	...	...	...	10 26 »	...
...	...	...	10 47 »	...	...	...	10 58 »	...
...	...	...	3 20 p.m.	...	...	...	3 45 a.m.	...
...	...	...	5 10 »	...	...	...	...	...
...	...	...	10 6	...	...	...	...	...

C—Available for Third-class Passengers from Stations beyond Luxemburg. **E**—Dinner Baskets may be had at Strasbourg and at Metz (price 2s. 6 d., wine included). Notice to be given to the Guards at Forbach or Saarburg. **WL**—Sleeping Car. **WR & R**—Restaurant Car.

† Tickets *via* Dover and Ostend for beyond Lucerne by the Gothard Route are available between Lucerne and Fluelen and *vice versa* by Rail or Steamer.

VSR Saloon-Restaurant Car.

**LONDON & OSTEND to STRASBURG, SOUTH of GERMANY & SWITZERLAND,
(BADEN-BADEN, Black FOREST, STUTTGART, BAVARIA, TYROL),
(ZURICH, LAKE of CONSTANCE, ARLBERG).**

Three Express Trains daily from London. (See also pages 88, 89, 100, 101.)

LONDON										
Charing Cross.. dep.		9 0 a.m.	...	9 0 p.m.	2 5 p.m.	...	
Dover		11 0 "	...	11 0 "	4 15 "	...	
Ostend (Quay) ...		4 20 p.m.	...	*3 42 a.m.	8 47 "	...	
arr.		6 3 "	...	5 24 "	10 31 "	...	
Brussels (Nord	VSR Ostend-Jemelle. WL & Through Carriages 1.2.3. cl. Ostend-Bâle.									
} dep.		6 35 "	...	6 8 "	...	7 49 a.m.	10 20 "	11 28 "	12 10 "	
Brussels (Q. L.)		6 47 "	...	6 20 "	...	8 3 "	10 33 "	11 40 "	12 33 "	
Namur		7 43 P R	...	7 17 "	...	9 3 "	11 28 p.m.	12 40 a.m.	1 49 "	
Kleinbet-tingen... }		W.E.T. arr.	10 23 "	...	10 1 "	...	11 48 "	2 13 "	3 19 "	5 5 "
} C.E.T. arr.		11 23 "	...	11 1 "	...	12 48 p.m.	3 13 "	4 19 "	6 5 "	
} dep.		11 43 "	...	11 16 "	...	1 3 "	3 28 "	4 34 "	6 15 "	
Luxemburg... ..		12 3 a.m.	...	11 36 "	...	1 23 "	3 48 "	4 51 "	6 35 "	
Thionville		12 39 "	...	12 15 p.m.	...	1 56 "	4 26 "	5 33 "	7 22 "	
Metz		1 5 "	...	12 44 "	...	2 22 "	4 54 "	6 2 "	7 52 "	
Saarburg... ..	2 25 "	...	2 15 "	...	3 39 "	6 11 "	7 20 "	9 24 "		
Strasbourg	3 27 "	...	3 19 "	...	4 41 "	7 12 "	8 24 "	10 31 "		
} dep.	6 48 "	...	3 50 p.m.	...	6 21 "	...	9 0 a.m.	...		
Triberg	9 0 "	...	5 42 "	...	8 38 "	...	11 10 "	...		
Constance... ..	11 33 "	...	8 5 "	...	11 14 "	...	1 36 "	...		
			Bâle.							
Strasbourg... .. dep.		3 44 a.m.	5 56 a.m.	...	4 57 p.m.	10 42 p.m.	9 35 a.m.	...		
Baden-Baden... ..		4 50 "	6 58 "	...	5 58 "	12 8 a.m.	10 53 "	...		
Carlsruhe... ..		4 57 "	7 9 "	...	6 8 "	12 18 "	11 7 "	...		
Stuttgart		6 40 "	9 2 "	...	7 46 "	3 6 "	12 57 p.m.	...		
Ulm		8 13 "	10 57 "	...	9 26 "	4 51 "	2 48 "	...		
Augsburg... ..		9 24 "	12 12 "	...	10 34 "	6 19 "	4 12 "	...		
Munich.		10 16 "	1 7 "	...	11 27 "	7 20 "	5 10 "	...		
Salzburg		12 45 p.m.	4 0 "	...	2 20 a.m.	10 50 "	8 55 "	...		
Vienna... ..		6 0 "	9 55 "	...	8 15 "	7 55 p.m.	6 10 a.m.	...		
			Restaurant to Zurich and Brussels to							
Strasbourg dep.	Orient express.	3 35 a.m.	...	3 26 p.m.	5 15 p.m.	7 21 p.m.	9 14 a.m.	10 55 p.m.		
Colmar arr.		4 25 "	...	4 20 "	6 11 "	8 9 "	10 9 "	11 57 "		
Mulhouse		5 9 "	...	5 1 "	6 51 "	8 43 "	10 47 "	12 43 "		
Bâle (Central St.)		5 43 "	...	5 36 "	7 22 "	9 13 "	11 20 "	a.m.		
Bâle (Baden St.) dep.	Through Carriage Ostend-Coire. 1.2. cl.	7 10 a.m.	...	...	8 16 p.m.	...	1 19 p.m.	...
Schaffausen ... arr.		8 58 "	...	...	10 14 "	...	2 56 "	...
Constance... ..		10 1 "	...	...	11 14 "	...	4 3 "	...
Bâle... .. dep.	Restaurant Car	6 50	8 50	6 15 p.m.	9 39 p.m.	R 11 35 a.m.	1 37 p.m.	...		
Zurich arr.		8 42	10 33	8 0 "	11 25 "	1 15 p.m.	3 29 "	...		
Ragatz		10 58	1 57	11 6 "	...	4 20 "	6 15 "	...		
Landquart		11 9	2 5	11 18 "	...	4 32 "	6 23 "	...		
Landquart dep.	Through Carriage 1. 2. 3. cl. Ostend - Bâle	11 37	2 35	6 25 p.m.	...	5 5 p.m.	6 51 p.m.	...		
Davos Platz... .. arr.		2 10	5 2	8 57 "	...	7 35 "	9 25 "	...		
Filisur		3 18	5 47	9 42 "	...	...	...	...
Landquart dep.	Through Carriage 1. 2. 3. cl. Ostend - Bâle	11 12	2 10	11 21 p.m.	...	4 35 p.m.	6 27 p.m.	...		
Coire... .. arr.		11 27	2 25	11 38 "	...	4 53 "	6 42 "	...		
Filisur		1 58	5 0	...	...	7 32 "	9 40 "	...
St-Moritz... ..	3 35	6 40	...	...	9 15 "	10 20 "	...	

* Dinner Baskets may be had at Metz and Strasbourg (price 2s. 6d., Wine included), notice to be given to the Guards at Luxemburg, — A Dinner Baskets, containing complete Dinner and Wine (price 3/8) are served in the carriages at Brussels (Nord Station), but notice must be given to the Guard at Ostend. Telegraphic orders are sent without charge to the traveller. See page 67. — C Available for 3rd class passengers for stations beyond Luxemburg. — PR Dinner Baskets see page 63. — WL Sleeping Car. — V.S.R. Saloon-Restaurant-Car. LX Orient-Express Train de Luxe.

SWITZERLAND and STRASBURG to OSTEND and LONDON.
(TYROL, BAVARIA, STUTTGART, BLACK FOREST, BADEN-BADEN, ARLBERG)
LAKE of CONSTANCE, ZURICH.)

Two Express Trains Daily for London. (See also page 88, 89, 100, 101.)

St. Moritz dep.	...	A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	2 15 p.m.	...	...	9 5 a.m.	12 0 p.m.	6 40 p.m.
Filisur "	...		3 46 "	5 40 a.m.	...	10 30 "	1 19 "	8 3 "
Coire... .. "	12 3 p.m.		5 50 "	7 50 "	4 0 a.m.	1 20 p.m.	3 20 "	10 0 "
Landquart arr.	12 15 "		6 2 "	8 2 "	4 12 "	1 37 "	3 33 "	10 27 "
Filisur... .. dep.	...	...	...	5 49 p.m.	...	...	...	...
Davos Platz ... "	10 30 a.m.	...	5 45 a.m.	6 50 "	11 0 a.m.	...	...	...
Landquart... .. arr.	12 10 p.m.	...	7 50 "	8 57 "	12 59 p.m.	...	...	...
Landquart dep.	12 18 p.m.	A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	6 6 p.m.	8 5 a.m.	...	4 14 a.m.	1 41 p.m.	...
Ragatz "	12 29 "		6 15 "	8 15 "	...	4 24 "	1 53 "	...
Zurich "	2 33 "		9 12 "	WR 11 35 "	8 25 a.m.	7 16 "	5 22 "	...
Bale (Central Stat.) arr.	4 12 "		10 58 "	1 18 p.m.	10 25 "	9 3 "	7 45 "	...
Constance dep.	2 10 p.m.	A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	6 40 p.m.	7 47 p.m.	...	7 12 a.m.	...	...
Schaffausen ... "	3 7 "		7 34 "	9 22 "	...	8 6 "	...	...
Bale (Baden Stat.) arr.	4 52 "		9 6 "	11 43 "	...	9 41 "	...	...
Bale (Central Stat.) dep.	7 40 p.m.		11 40 p.m.	11 40 p.m.	E 10 22 a.m.	...	...	...
Mulhouse "	8 13 "	12 11 a.m.	12 11 a.m.	10 56 "	...	...	...
Colmar "	8 54 "	12 45 "	12 45 "	11 33 "	...	...	...
Strasbourg arr.	9 56 "	1 34 "	1 34 "	12 25 p.m.	...	...	...
Vienne dep.	10 20 p.m.	A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	7 20 a.m.	...	...	8 40 p.m.	...	...
Salzburg "	9 5 a.m.		2 25 p.m.	7 20 p.m.	...	...	3 25 a.m.	...
Munich "	2 50 p.m.		5 20 "	10 25 "	...	...	7 0 "	...
Augusburg "	3 45 "		6 12 "	11 17 "	...	...	7 52 "	...
Ulm... .. "	5 12 "		7 31 "	12 38 a.m.	5 0 a.m.	...	9 10 "	...
Stuttgart... .. "	6 49 "		9 17 "	2 19 "	D 6 58 "	...	10 52 "	...
Carlsruhe "	8 36 "		11 10 "	4 9 "	9 5 "	9 44 a.m.	12 46 p.m.	...
Baden-Baden ... "	8 54 "		11 25 "	4 20 "	9 20 "	9 50 "	1 0 "	...
Strasbourg arr.	10 0 "		12 28 a.m.	5 34 "	10 45 "	11 44 "	2 8 "	...
Constance dep.	2 10 p.m.		A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	7 32 p.m.	...	...	9 16 a.m.	...
Triberg "	4 40 "	9 57 "		...	...	11 52 "	...	
Strasbourg arr.	6 53 "	11 55 "		...	...	1 43 p.m.	...	
Strasbourg dep.	10 15 p.m.	A through 3rd class carriage, Bale to Ostend, is attached to this train reserved exclusively for international travellers also 1-2 cl. car. Coire-Ostend.	1 40 a.m.	5 52 a.m.	12 33 p.m.	2 18 p.m.	7 30 a.m.	
Saarburg... .. "	11 22 "		2 47 "	6 55 "	VSR 1 10 "	3 28 "	8 39 "	
Metz... .. "	12 39 a.m.		4 0 "	8 24 a.m.	3 4 "	4 44 "	10 10 "	
Thionville "	1 7 "		4 26 "	8 51 "	3 30 "	5 10 "	10 42 "	
Luxemburg... .. "	1 50 "		5 9 "	9 38 "	4 24 "	5 58 "	11 27 "	
Klein- (C.E.T. dep.	2 12 "		5 30 "	10 0 "	4 48 "	6 20 "	11 54 "	
bettingen (W.E.T. "	1 12 "		4 30 "	9 0 "	3 48 "	5 20 "	10 54 "	
Sterpenich ... { arr.	1 15 "		4 32 "	9 2 "	3 50 "	5 22 "	10 56 "	
... { dep.	1 43 "		4 54 "	9 17 PR	4 12 "	5 40 "	11 6 "	
Namur arr.	4 13 "		7 21 "	11 43 "	6 51 "	8 14 "	1 47 p.m.	
Brussels (Q.-L.)... "	5 13 "		8 15 "	12 40 p.m.	7 55 "	9 14 "	3 6 "	
... (Nord) { dep.	5 26 "		8 28 "	12 55 "	8 11 "	9 26 "	3 22 "	
... { dep.	5 40 "		8 46 "	1 13 "	F 8 40 "	...	...
Ostend (Quai)... { arr.	7 28 "		10 29 "	3 1 "	10 26 "	...	...
... { dep.	...	10 47 "	3 30 "	10 58 "	...	...
Dover "	...	3 20 p.m.	7 55 "	3 45 a.m.	...	...
London Charing Cross .. arr.	...	5 10 "	10 6 "	5 43 "	...	...

C — Available for Third-class Passengers from Stations beyond Luxemburg.
E — Dinner Basket may be had at Strasbourg and at Metz (price 2s. 6d. wine included). Notice to be given to the Guards at Forbach or Saarburg. **F** — Buffet at Brussels (Nord Station). Ask for Price List of Refreshments and Meals. (See page 63). — **VSR** Saloon-Restaurant-Car Strasbourg-Brussels. — **WR** Restaurant-Car.

LONDON to the ITALIAN LAKES and ITALY via St. GOTTHARD.

Three Through Express Services Daily from London.

LONDON— Charing Cross ... dep.	9 0a.m	...	...	2 5p.m	9 0p.m	...
Dover... .. dep.	11 0a.m	...	...	4 15 "	11 0 "	PR
Ostend (Quai) ... "	PR 4 20p.m	...	...	8 47 "	A 3 42a.m	...
Brussels (N.) { arr.	6 3 " VSR	...	...	10 31 "	5 24 "	...
" (Q.-L.).. { dep.	6 35 "	...	...	11 28 "	6 8 "	10 20a.m
Namur... .. "	6 47 PR	...	...	11 40 "	6 20 "	10 33 "
Kleinbet- (W.E.T.)a.	7 43 "	...	...	12 40a.m	7 17 "	11 28 "
tingen. (C.E.T.) "	10 23 "	...	...	3 19 "	10 1 "	2 13p.m
" d.	11 23 "	...	...	4 19 "	11 1 "	3 13 "
Luxemburg... .. arr.	11 43p.m	...	...	4 34 "	11 16 "	3 28 "
Metz. "	12 1a.m	...	...	4 51 "	11 36 "	3 48 "
Strasbourg "	1 5 "	...	...	6 2 "	12 44p.m	4 54 "
Bale. { arr.	3 27 "	...	...	8 24 "	3 19 "	7 12 "
" { dep.	5 43 "	...	...	11 20 "	5 36 "	9 13 "
Olten "	7 0 "	8 25a.m	...	12 20 "	6 10 "	9 45 "
†Lucerne "	7 53 "	9 17 "	...	12 56 "	7 4 "	10 38 "
Goeschenen "	8 59 "	10 23 "	...	1 56 "	8 15 "	11 42 "
Airolo "	11 1 "	12 31p.m	...	4 10 "	...	2 5a.m
Bellinzona... .. "	...	12 54 "	...	5 34 "	...	3 33 "
Locarno "	12 25p.m	1 57 "	...	6 42 "	...	4 12 "
Luino... .. "	1 25 "	3 18 "	...	7 40 "	...	5 20 "
Lugano... .. "	1 17 "	3 15 "	...	7 40 "	...	5 20 "
Chiasso... .. "	1 54 "	3 22 "	...	7 0 "	...	4 26 "
Côme "	2 11 "	3 44 "	...	7 43 "	...	5 5 "
Milano "	3 5 "	4 40 "	...	8 15 "	...	5 26 "
						6 22 "
						WL
						Bâle-Genoa
Milano dep.	WR 6 20p.m	...	9 45a.m	WL 11 35p.m	2 50p.m	WR 7 5a.m
Verona... .. "	9 12 "	...	12 14p.m	2 10a.m	5 13 "	9 15 "
Padua "	10 43 "	...	1 34 "	3 42 "	6 44 "	10 35 "
Venice... .. "	11 30 "	...	2 15 "	4 25 "	7 30 "	11 15 "
Milano dep.	3 30p.m	...	8 0p.m	7 5a.m	...	...
Bologna... .. { arr.	7 0 "	...	11 51 "	10 17 "	...	...
" { dep.	WL 7 25 "	...	12 27a.m	10 30 "	...	...
Ancôna... .. "	11 13 "	...	3 37 "	2 55p.m	...	...
Foggia... .. "	6 0a.m	...	9 23 "	10 23 "	...	...
Brindisi.. .. "	11 50 "	...	1 30p.m	...	...	...
Milano dep.	WR 10 0a.m	...	3 30p.m	8 0p.m	WL 9 0p.m	WL 10 50p.m
Plaisance arr.	11 2 "	...	4 32 "	9 6 "	9 58 "	12 2a.m
Parma "	12 4p.m	...	5 33 "	10 13 "	10 50 "	1 10 "
Modena... .. "	12 57 "	...	6 26 "	11 12 "	...	2 10 "
Bologna... .. { arr.	1 34 "	...	7 0 "	11 51 "	12 15a.m	2 49 "
" { dep.	2 3 "	...	WL 7 30 "	...	12 31 "	3 25 "
Florence arr.	5 18 "	...	11 10 "	...	3 26 "	6 52 "
Rome "	10 55 "	...	6 45a.m	...	8 50 "	1 5p.m
Milano dep.	WL 6 40a.m	7 16a.m	9 15a.m	3 35p.m	5 0p.m	WR 7 0p.m
Pavia arr.	...	8 4 "	9 54 "	4 10 "	5 33 "	...
Genoa { arr.	9 20 "	10 55 "	12 20p.m	6 45 "	8 21 "	9 45 "
" { dep.	9 52 WR	...	1 0 "	7 25 WL	...	WL 11 55 "
Pisa... .. "	1 26p.m	...	5 20 WR	11 50 "	...	1 45a.m
Leghorn... .. "	2 2 "	...	6 4 "	12 33a.m	...	2 19 "
Civita-Vecchia.. "	5 47 "	...	10 23 "	5 15 "	...	6 32 "
Rome "	7 15 "	...	11 50 "	7 0 "	...	7 55 "
Rome dep.	7 30a.m	10 0a.m	WR WL 1 40p.m	12 25a.m	...	WR 6 0p.m
Naples... .. arr.	12 5 "	2 10p.m	6 0 "	6 20 "	...	10 5 "
						WL 8 0p.m
						12 0 "

A — Dinner Baskets may be had at Metz and at Strasbourg (price 2 s. 6 d., wine included). Notice to be given to the Guards at Luxemburg. **C** — Available for 3rd Class Passengers for Stations beyond Luxemburg.
 † Tickets *via* Dover and Ostend for beyond Lucerne by the Gothard Route are available between Lucerne and Fluëlen and *vice versa* by Rail or Steamer.
PR—Dinner Baskets, containing complete Dinner and Wine (price 3/8) are served in the carriages at Brussels (Nord Station), but notice must be given to the Guard at Ostend, before the train starts. Telegraphic orders are sent without charge to the traveller. See page 63.
WL — Sleeping Car. **VSR** — Restaurant Car Ostend-Jemelle. **WR** — Restaurant Car.

ITALY and the ITALIAN LAKES to LONDON, via St. Gothard.

Two Through Express Services Daily to London

Naples dep.	WL 7 25 a.m.	WR 9 55 a.m.	1 45 p.m.	3 10 p.m.	WR 7 25 p.m.	WL 4 25 a.m.	
Rome... .. arr.	11 35 »	2 25 p.m.	5 45 »	8 25 »	11 35 »	8 25 »	
Rome... .. dep.	...	WL 9 0 p.m.	WR 1-2 cl. Genoa-Ostend	...	WR 8 0 a.m.	WL 11 55 p.m.	6 10 p.m.
Civita-Vecchia »	...	10 22 »	...	...	9 5 »	1 16 a.m.	7 45 »
Leghorn »	...	2 9 a.m.	...	...	1 53 p.m.	5 24 »	8 53 »
Pisa »	...	2 37 »	...	...	WL 2 35 »	6 5 »	12 27 a.m.
Genoa... .. { arr.	...	6 40 »	...	...	7 20 »	10 25 »	4 10 »
» .. { dep.	...	6 55 »	WR 9 10 a.m.	...	...	11 10 »	5 25 »
Pavia... .. »	...	10 1 »	11 42 »	...	...	...	...
Milano arr.	...	10 55 »	12 10 p.m.	...	...	1 55 p.m.	8 50 »
Rome... .. dep.	WR 2 45 p.m.	WL 9 5 p.m.	WL 6 5 p.m.	WR 11 39 »	WR Rome-Florence.	9 0 a.m.	WL 11 50 p.m.
Florence... .. »	9 15 »	2 15 a.m.	...	2 41 a.m.	2 25 p.m.	6 20 a.m.	...
Bologna { arr.	12 39 a.m.	5 14 »	...	2 55 »	5 39 »	9 35 »	...
» .. { dep.	1 20 »	5 33 »	...	3 29 »	6 8 »	10 17 »	...
Modena »	1 58 »	6 11 »	...	4 26 »	6 42 »	10 57 »	...
Parma »	3 2 »	7 5 »	...	5 25 »	7 42 »	11 58 »	...
Plaisance »	4 25 »	8 5 »	...	6 45 »	8 40 »	1 5 p.m.	...
Milano arr.	6 0 »	9 10 »	...	...	9 50 »	2 25 »	...
Brindisi dep.	6 18 a.m.	WL 12 0 p.m.	WL 5 24 p.m.	...	...	...	...
Foggia »	12 5 p.m.	4 30 »	8 40 »	...	...	...	...
Ancona »	8 45 »	11 5 »	5 15 a.m.	...	...	...	...
Bologna { arr.	12 45 a.m.	2 30 a.m.	9 57 »	...	...	...	...
» .. { dep.	1 20 »	2 55 »	10 17 »	...	...	...	...
Milano arr.	6 0 »	6 45 »	2 25 p.m.	...	...	...	...
Venice dep.	WL 12 10 a.m.	8 0 a.m.	2 0 p.m.	WR 6 10 p.m.	...	9 30 a.m.	...
Padua »	1 2 »	8 41 »	2 42 »	6 55 »	...	10 14 »	...
Verona »	2 45 »	10 5 »	4 15 »	8 25 »	...	WR 11 46 »	...
Milano arr.	6 10 »	12 25 p.m.	6 40 »	11 15 »	...	2 15 p.m.	...
Milano dep.	WR 9 35 a.m.	2 40 p.m.	9 50 p.m.	11 40 p.m.	...	...	...
Como... .. »	10 42 »	3 42 »	10 52 »	12 39 a.m.	...	...	...
Chiasso »	11 10 »	4 4 »	11 17 »	1 5 »	...	...	...
Lugano »	11 52 »	4 38 »	11 55 »	1 42 »	...	...	...
Luino »	11 1 »	4 8 »	8 14 »	12 15 »	...	...	...
Locarno »	11 0 »	4 10 »	11 2 »	...	...	...	...
Bellinzona »	12 55 p.m.	5 25 »	12 46 a.m.	2 30 »	...	...	...
Airolo... .. »	2 26 »	6 57 »	2 37 »	4 23 »	...	...	...
Goeschenen »	2 50 »	7 20 »	...	4 46 »	...	...	...
» .. { arr.	4 43 »	8 58 »	4 50 a.m.	6 40 a.m.	...	...	...
† Lucerne { dep.	4 57 »	9 10 p.m.	7 0 a.m.	...	9 55 a.m.	...	...
» .. { arr.	6 58 »	11 3 »	8 57 »	...	11 47 »	...	...
Bale { dep.	7 40 »	11 40 »	10 22 »	...	12 15 p.m.	5 52 a.m.	...
Strasbourg »	10 15 »	1 40 a.m.	* 12 33 p.m.	...	2 18 »	8 21 »	...
Metz »	12 39 a.m.	4 0 »	* 3 4 »	...	4 44 »	9 38 »	...
Luxemburg »	1 50 »	5 9 »	4 24 »	...	5 58 »	10 0 »	...
Kleinbettingen (CET) { arr.	2 12 »	5 30 »	4 48 »	...	6 20 »	9 0 »	...
» .. (WKT) { dep.	1 12 »	4 30 »	3 48 »	...	5 20 »	9 2 »	...
Sterpenich { arr.	1 15 »	4 32 »	3 50 »	...	5 22 »	9 17 »	...
» .. { dep.	1 43 »	4 54 »	4 12 »	...	5 40 »	11 43 »	...
Namur arr.	4 13 »	7 21 »	6 51 »	...	8 14 »	12 40 p.m.	...
Brussels (Q.-L.) »	5 13 »	8 15 »	7 55 »	...	9 14 »	12 55 »	...
» (Nord) { arr.	5 26 »	8 28 »	8 11 »	...	9 26 »	1 13 »	...
» .. { dep.	5 40 »	8 46 »	8 40 »	...	...	3 1 »	...
Ostend (Q.) { arr.	7 28 »	10 29 »	10 26 »	...	...	3 30 »	...
» .. { dep.	...	10 47 »	10 58 »	...	...	7 55 »	...
Dover »	...	3 20 p.m.	3 45 a.m.	...	...	...	...
LONDON—	...	...	...	...	...	...	...
Charing Cross arr.	...	5 10 »	5 43 »	...	...	10 6 »	...

* A Dinner Basket may be had at Strasbourg and Metz (price 2s 6d wine included). Notice to be given to the Guards at Forbach or Saarburg. C — Available for 3rd Class Passengers from stations beyond Luxemburg. F — Buffet at Brussels (Nord Station). Ask for price list of refreshments and meals.

† Tickets via Dover and Ostend for beyond Lucerne by the Gothard Route are available between Lucerne and Fluelen and vice versa by Rail or Steamer.

WR Restaurant Car. WL Sleeping Car.

RATES FOR THE THROUGH TICKETS FROM LONDON.

Break of journey allowed at principal stations mentioned on the tickets.

Tickets are issued and dated in advance at 53, Gracechurch Street, London E. C. and at 72, Regent Street, W.

In addition to the following List of Tickets at Ordinary Fares, there exists a large variety of Coupon Books which can be made up to suit passengers requirements. (See pages 114 to 121)

STATION.	TIME TABLES Page	1st	2nd	3rd	ROUTE and principal stations where break of journey is allowed. Stop allowed at any English station.	DAYS valid.	Baggage per 20 LBS. s. d.
		Class.	Class. †	Class.			
Aix-la-Chapelle..... Do return.	81 82	£ s. d. 2 10 3 4 8 5	£ s. d. 1 15 2 3 2 6	...	Ostend, Bruges, Ghent, Brussels or Malines Liège, Verviers, thence (1) Herbesthal or (2) Bleyberg.	15 60	......
Amsterdam..	81	from	Dover,	see page	115.	...	...
Antwerp (**)... Do return.	80 80	1 18 7 3 8 9	1 7 2 2 8 11	17 2 1 10 1	Ostend, Bruges, Ghent, Brussels; or Ghent, Malines; or Termonde, Boom.	7 30	2 3 ...
Baden-Baden Do return.	102 103	3 19 3 7 4 2	2 14 5 4 19 3	... ...	Ostend, Bruges, Ghent, Brussels, Namur, Je- melle, Arlon, Luxemburg, Metz, Strasburg, Appenweier, Oos.	15 60	......
Bâle..... Do return.	100 to 105	4 5 2 7 15 11	2 17 8 5 5 10	... ...	Ostend to Brussels (see Brussels), thence Namur, Jemelle, Arlon, Luxemburg, Metz, Strasburg, Mülhausen.	15 60	......
Bayreuth..... Do return.	94 95	5 0 1 See page	3 5 6 113	... ...	Ostend, Cologne.	15...	......
Berlin..... Do return.	84 87	5 2 2 9 12 3	3 6 10 6 5 9	... ...	Ostend to Aix (see Aix) thence (1) Cologne, Hanover, Stendal; or (2) Krefeld or Neuss, Hanover, Stendal; or (3) Cologne or Neuss, Magdeburg, Potsdam.	15 60	......
Berne..... Do return.	100 101	4 13 3 from Dover,	3 3 4 see p. 113	... ...	Ostend to Bâle (see Bâle), thence via Olten, Burgdorf; stop at any Swiss station	15 ...	3 3 on £ 1 3 on G.
Bonn..... Do return.	88 89	2 18 7 5 5 0	2 0 7 3 13 4	... ...	Ostend to Cologne (see Cologne), thence direct.	15 60	......
Bremen..... Do return.	83 83	4 2 3 7 12 5	2 15 7 5 3 4	... ..	Ostend to Aix (see Aix), thence (1) Cologne, Dusseldorf, (2) or Neuss, Dusseldorf, (3) or Neuss, Hochfeld; (4) or Crefeld, Hochfeld, thence Oberhausen, Haltern.	15 60	......
Bruges..... Do return.	79 79	1 10 4 2 15 8	1 1 6 2 0 0	13 10 1 4 9	Ostend.	7 30	1 9 ...
Brussels (**). Do return.	79 to 82	1 18 1 3 8 0	1 6 10 2 8 4	17 0 1 9 9	Ostend, Bruges, Ghent, via Alost.	7 30	2 3 ...
Carlsbad..... Do return.	94 95	from	Dover,	see page	109. See Karlsbad.	30...	......
Carlsruhe..... Do return.	87 100 88 101	4 2 0 7 9 6	2 15 8 5 1 10	... ...	See Baden-Baden.	15 60	......
Cassel..... Do return.	86 87	3 18 2 ...	2 12 11 ...	... ...	See Aix; thence to Elberfeld (1) via Cologne, Ohligs, or (2) via Neuss, thence to Cassel, via Soest or via Arnberg.	15...	......
Charleroi.....		from	Dover,	see page	109.	...	2 6
Chiasso..... Do return.	100 101 10 6 2	from	Dover,	see page	109. See Bâle, thence via St-Gothard.	... 60	3 3 on £ 2 7 on G.
Christiania... Do return.	83 83	8 18 5 17 17 9	5 18 1 11 17 1	... ...	Ostend, Brussels, Hamburg, see Copenhagen thence via Gothenburg.	30 60	6 0 0. £. 1 4 0-6.
Coblence..... Do return.	88 89	3 4 7 5 17 0	2 4 4 4 0 9	... ...	See Cologne, thence Bonn, Rolandseck or Re- magen.	15 60	......
Coire..... Do return.	100 101	5 1 6 from Dover,	3 9 1 see p. 113	... ..	See Bâle, thence via Zurich, Landquart.	... ...	3 3 on £ 1 8 on G.
Cologne..... Do return.	82 82	2 16 3 5 0 5	1 18 11 3 10 0	... ...	Ostend, Bruges, Ghent, Louvain (via Malines or via Brussels), Liège, Herbesthal, Aix.	15 60	......
Constantinople	97 to 100	from	Dover,	see page	109.	...	...
Copenhagen. Do return.	83 83	6 3 1 13 7 7	4 3 11 8 17 4	... ...	See Hamburg, thence (1) Altona, Kiel, by sea to, Korsör, Roskilde, or (2) Warnemünd, Gjedser, Copenhagen.	30 60	4 6 on £. 1 4 on G.
Darmstadt .	..	3 13 11	2 10 3	...		...	...
Davos Platz.	100 101	from	Dover,	see page	109	...	3 3 on £. 2 1 on G.
Dresden..... Do return.	86 87	5 10 11 10 9 8	3 11 5 6 15 0	... ...	See Leipzig, thence via Riesa. Return tickets are valid via Riesa or Meissen-Leisnig.	15 60	† ...
Düsseldorf... Do return.	84 to 87	2 18 3 ...	2 0 5 ...	... ...	See Aix, thence via Neuss or via Cologne.	15...	......

Passengers with Second-class Through Tickets can travel *Saloon* on the Steamers between Dover and Ostend, on payment of 2s each voyage. This supplementary ticket can be obtained either when purchasing the ticket or on the steamers. Reduction made in favour of *Children*, see page 62.

Each Passenger registering Luggage through to destination is allowed 56 lbs, free of charge. (Children 28 lbs only) in England & Belgium, see pages 64-65.

***) 3rd Class Service and Fares, see page 79.

STATION.	TIME TABLES Page	Class.			ROUTE and principal stations where break of journey is allowed. Stop allowed at any English station.	DAYS valid.	Baggage per 20 LBS. s. d.
		1st	2nd	3rd			
Eger.....		£ s. d.	£ s. d.	£ s. d.	See Nürnberg for routes.	15	s. d.
Do return.	95	9 14 0	6 8 2	...		60	...
Elberfeld.....	86	2 19 6	2 1 2	...	See Aix, thence via Cologne or via Neuss.	15	...
Do return.	87	...	...	...		...	...
Ems.....	88	3 5 8	2 5 0	...	See Cologne, thence by either Rhine bank to Coblenz, or Ehrenbreitstein, thence direct.	15	...
		...	...	...		60	...
Florence.....		7 13 0	5 4 0	...	See Milan, thence via Bologna.	20	...
Frankfurt o M..	88	3 14 5	2 10 6	...	See Cologne, thence (1) via Coblenz, Bingen, Mayence, or (2) Ehrenbreitstein, Rudesheim, or (3) Ehrenbreitstein, Ems, Limburg. The Rhine may be crossed at any point and journey resumed on the other bank.	15	...
Do return.	89	6 16 8	4 13 2	...		60	...
Freiburg i/B	88	4 2 6	2 16 0	...	See Strassburg, thence Appenweier, Offenburg.	15	...
Do return.	89	7 10 6	5 2 6	...		60	...
Geneva.....	100 101	...	...	...		...	...
Ghent.....	79	1 13 9	1 3 10	15 2	Ostend, Bruges.	7	2 0
Do return.		3 1 0	2 3 8	1 7 0		30	...
Hamburg.....	83	4 11 9	3 1 4	...	See Bremen.	15	...
Do return.		8 11 5	5 14 9	...		60	...
Hanover.....	84	4 1 7	2 15 1	...	See Aix, thence via (1) Cologne, Ohligs, Hamm or (2) Cologne, Dusseldorf, or (3) Neuss or (4) Crefeld.	15	...
Do return.	85	7 11 0	5 2 4	...		60	...
Heidelberg...	88	3 18 6	2 13 1	...	See Cologne, thence Bingerbrück or Rudesheim, thence (1) Bingen, Mainz, Grossgerau (or Frankfurt), Darmstadt; (2) Bingen, Mainz; Lampertheim (or Ludwigshafen), Mannheim. (3), Kastel, Frankfurt, Darmstadt.	15	...
Do return.	89	7 4 10	4 18 4	...		60	...
Herbesthal...		2 7 7	1 13 5	...		7	2 11
Do return.		4 3 3	2 18 9	...		30	...
Nomburg v d. R.....	88	3 15 8	2 11 5	...	See Frankfurt, thence direct.	15	...
Do return.	89	6 19 3	4 15 0	...		60	...
Innsbrück.....		See page 121	...	...		...	...
Karbin.....	Adult.	33 6 0	21 10 2	...	{ via Ostend-Berlin-Alexandrowo. via Ostend-Berlin-Wirballen.	3	10/3
	Child.	12 7 0	7 18 5	...		Mths	on Excess
	Adult.	34 15 0	22 12 4	...		3	19/11
	Child.	13 1 1	8 9 1	...		Mths	on Excess
Karlsbad.....	94	5 8 8	3 11 10	...	See Nürnberg, thence to Eger.	30	2 10 on R.
Do return.	95	from	Dover	...	see page 113	..	1 8 on G.
Kissingen....	92 93	4 9 3	2 19 8	...	Ostend, Cologne	15	...
Lausanne.....	100 101	from	Dover.	...	see page 114.	...	...
Leipzig.....	86	5 0 7	3 5 10	...	See Aix, thence (A) via Cologne, Hanover, Brunswick, Magdeburg, (B) via Crefeld, Dusseldorf, Duisbourg, (C) via Neuss, Elberfeld, Hagen, (1) Soest to Nordhausen via Cassel, or (2) Soest to Magdeburg via Hildesheim, or Kreiensen, or (3) Soest, to Eisenach via Cassel.	15	...
Do return.	87	9 9 0	6 3 9	...		60	...
Liège.....	82	2 5 1	1 11 6	...	Ostend, Louvain (via Malines or Brussels).	7	2 9
Do return.		3 19 0	2 15 11	...		30	...
Lucerne.....	100	1 12 4	3 2 8	...	See Bâle, thence Olten, Sursee (stop at any Swiss station)	15	3 3 on R.
Do return.	101	from Dover	see p 114	...		..	1 3 on G.
Magdeburg...		4 10 5	3 0 5	...	Ostend, Bruges, Ghent.	15	2 3
Do return.		8 8 8	5 13 0	...		60	...
Mannheim...	88	3 17 1	2 12 4	...	See Cologne, thence via (1) Bingen, Mayence, Frankfurt (or Gross Gerau), or Bingen, or Rudesheim, Kastel, Frankfurt, thence Lampertheim; or (2) Bingen, Mayence, Darmstadt, thence Friedrichsfeld; or (3) Bingerbrück, Münster, Neustadt, Ludwigshafen, or Lampertheim.	15	...
Do return.	89	7 2 0	4 16 9	...		60	...
Marienbad..	94 95	5 6 3	3 10 1	...	Ostend, Cologne, Nurnberg (see Nürnberg).	30	2 10 on R. 1 7 on G.
Mayence.....	88 94	3 11 0	2 8 10	...	See Cologne, thence by Rhine bank.	15	...
Do return.	89 95	6 9 10	4 9 9	...		60	...
Metz.....	100	3 1 0	2 2 6	...	See Brussels, thence Namur, Jemelle, Luxembourg.	15	...
Do return.	to 105	5 7 6	3 15 6	...		60	...
Milan.....	104	6 0 11	4 2 8	...	See Bâle, Lucerne or Immensee, Chiasso; break at any Swiss station.	20	3 3
Do return.	105	10 16 9	7 8 6	...		60	2 9
Mons.....		from	Dover	...	Ostend, Bruges, Ghent, thence via Brussels, or via Braine.	...	2 4
Do return.		See page 114	...	...		...	...
Moscow.....	84	10 7 6	6 17 9	...	See Berlin, thence via Alexandrowo, Warsaw	30	6 5 on R.
Do return.	85	20 2 10	13 7 7	...	Brest or Kalisch.	60	2 3 on G.

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Each Passenger registering Luggage through to destination is allowed 56 lbs. free of charge (children 28 lbs only) in England & Belgium, see pages 64-65. † A fee of -/5 per, Registration to be paid for carriage across Leipzig.

STATION.	TIME TABLES Page	Class.			ROUTE and principal stations where break of journey is allowed. Stop allowed at any English station.	DAYS valid.	Baggage per 20 LBS.
		1st	2nd	3rd			
		£ s. d.	£ s. d.	£ s. d.		s. d.	
Moscow..... (Child).....		4 5 2 8 4 0	2 16 3 5 3	...		30 60	6 5 0. L. 2 3 0. G.
Munich..... Do return.	90 93	5 5 9 9 19 5	3 9 10 6 11 9	...	(1) See Cologne, thence by either Rhine Bank to Mayence, Frankfort or Darmstadt-Ansbach or Nurnberg. (2) See Mayence, thence via Stuttgart, Ulm.	15 60	
Nagasaki.....	adult	43 7 8	29 17 11	...	} via Ostend-Berlin-Alexandrowo.	3	22/8
	child	17 9 2	12 2 1	...		mths	on Excess
	adult	44 16 9	31 0 1	...	} via Ostend-Berlin Wirballen.	4	23/0
	child	18 3 3	12 12 9	...		mths	on Excess
Namur..... Do return.	100 to 105	2 2 1 3 14 5	1 9 6 2 12 9	...	Ostend, Bruges, Brussels.	4 30	2 6
Nauheim.....	88	3 17 1	2 12 2	...	See Cologne, thence via Frankf. or Stomburg.	15	
Nürnberg..... Do return.	92 93	4 11 9 8 11 5	3 1 4 5 14 9	...	See Cologne, thence Cologne to Coblenz, or Cologne to Ehrenbreitstein; Coblenz or Ehrenbreitstein to Bingerbrück, or to Bingen, or to Rudesheim, or to Ems; thence Bingerbrück, Mainz, Darmstadt, Babenhausen, Aschaffenburg, Wurzburg; or Rudesheim, Kastel (or Mainz), Francfort; or Ems, Limburg, Francfort, Aschaffenburg, Wurzburg.	15 60	
Ostend (**)... Ostend (Ret.) Do return	79 82	1 8 7 2 0 0 2 12 9	1 0 4 1 10 0 1 18 1	0 13 1 1 0 0 1 3 8	Dover.	7 17 60	1 4
Rome..... Do return.	104 105	8 9 6 15 14 5	5 14 6 10 12 5	...	See Bale, thence via Chiasso, (1) Genoa, (2) Florence, (3) Parma, Sarzana, also via Luino, Genoa.	20 60	3/3 0. L. 4/4 0. G.
Shanghai.....	Adult.	46 9 7	32 19 9	...	} via Ostend-Berlin-Alexandrowo.	3	21/9
	Child.	19 0 1	13 13 0	...		mths	on Excess
	Adult.	47 18 7	34 1 11	...	} via Ostend-Berlin-Wirballen.	3	27/5
	Child.	19 14 2	14 3 9	...		mths	on Excess
Spa..... Do return	82	2 7 1 4 2 5	1 12 11 2 18 3	...	See Liège.	7 30	2 9
St-Moritz....		6 1 11	4 2 8	...	See Coire, thence via Thusis.		
St-Petersburg Do return.	84 85	10 7 9 20 3 5	6 17 9 13 7 6	...	See Berlin, thence via Königsberg, or via Bromberg-Danzig, or Francfort o/Oder, Posen-Thorn, Insterburg.	30 60	5 2 0. L. 2 11 0. G.
St-Petersburg (Child).....		4 11 3 8 16 3	3 0 5 5 16 7	...		30 60	5 2 0. L. 2 11 0. G.
Stockholm...	83	8 3 4	5 8 7	...	See Copenhagen thence Malmoor Helsingborg.	30	6/10 0. L. 1/4 0. G.
Strasbourg.... Do return	100 to 105	3 14 3 6 14 2	2 10 10 4 12 1	...	See Metz.	15 60	
Stuttgart..... Do return	88 89	4 8 8 See page	2 19 4 115	...	See Heidelberg, thence via (1) Bruchsal, Bretten, or (2) via Elberbach, or Sinsheim, Jagstfeld.	15 ...	
Tournai..... Do return		from See page	Dover 111	...	Ostend, Bruges, Ghent.	...	2 3
Trieste..... 93	92	8 0 3	5 1 8	...	Ostend, Cologne, Aschaffenburg, Munich, or Bischofshofen, or Cologne, Stuttgart, Munich, Schwaizach-St-Veit, Badgastein, Villach-Rosenbach.	30	2 10 0. L. 3 2 0. G.
Tsourouga...	Adult.	41 15 9	28 5 11	...	} via Ostend-Berlin-Alexandrowo.	3	21/1
	Child.	16 13 2	11 6 1	...		mths	on Excess
	Adult.	43 4 9	29 8 1	...	} via Ostend-Berlin-Wirballen.	3	21/9
	Child.	17 7 3	11 16 9	...		mths	on Excess
Verviers..... Do return.	81	2 6 9 4 1 9	1 12 8 2 17 9	...	Ostend, Bruges, Ghent, Brussels, or Ghent, Malines, Louvain, Liège.	7 30	2 9
Vienna..... Do return.	96 to 99	7 0 3 13 8 7	4 9 4 8 10 10	...	(1) via Darmstadt (see Darmstadt), Babenhausen, Aschaffenburg, or (2) via Francfort o/M. (see Francfort), Hanau, Aschaffenburg, thence Nürnberg, Vienna, or (3) Aschaffenburg, Würzburg, Treuchtlingen, Munich, Salzburg.	30 60	2 10 0. L. 2 8 0. G.
Vladivostok	Adult.	37 16 10	24 6 11	...	} via Ostend-Berlin-Alexandrowo.	3	20/8
	Child.	14 13 8	9 6 7	...		mths	on Excess
	Adult.	39 5 10	25 9 2	...	} via Ostend-Berlin-Wirballen.	3	2 4
	Child.	15 7 10	9 17 3	...		mths	on Excess
Wiesbaden... Do return.	88 89	3 11 0 6 9 10	2 8 10 4 9 9	...	See Cologne, thence by either Rhine bank to destination.	15 60	
Zurich..... Do return.	102 103	1 11 9 from Dover	3 2 9 p. 111-114	...	See Bale, thence via Stein, Brugg; stop allowed at any Swiss station.	15 ...	1 2 0. G. 3 3 0. L.

† Passengers with Second-class Through Tickets can travel *Saloon* on the Steamers between Dover and Ostend, on payment of 2s. each voyage. The supplementary ticket can be obtained either when purchasing the ticket or on the steamers. Reduction made in favour of *Children* see page 62.

Each Passenger registering Luggage through to destination is allowed 56 lbs. free of charge (children 28 lbs. only). in England & Belgium (See page 64 & 65) except with the 17 day London-Ostend return tickets.

(**) 3rd Class Service and Fares, see page 79.

See next page for rates of through tickets from Dover.

RATES FOR THROUGH TICKETS FROM DOVER.

For Third Class Tickets, see page 114. Tickets are issued and dated in advance at Northumberland House opposite S. E. & C. R. Harbour Station Dover, also at the London offices.

STATION. For routes see pages 106, 107, 108.	SINGLE TICKETS			RETURN TICKETS.			Baggage for every 22 lbs (10 kilos).	
	1st Class.	÷ 2nd Class.	No. of Days available.	1st Class.	÷ 2nd Class.	No. of Days available.	§ I.	II.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		s. d.	s. d.
†Aix-la-Chapelle (Aachen Hauptbahnhof oder Aachen-West) ...	1 10 3	1 1 11	15	2 9 8	1 15 11	60	...	...
‡Alexandrowo ... (see page 116)	...	...	30	...	...	60	2 3	2 1
Amsterdam <i>via</i> Rotterdam Delft ... or Gouda <i>via</i> Utrecht	1 9 3	1 1 8	7	...	...	...	0 5	1 7
†Antwerp ...	0 19 4	0 14 3	7	1 11 4	1 3 3	30	...	1 5
Baden (Aargau) ...	3 10 8	2 8 1	15	...	...	...	1 1	2 5
†Bâle <i>via</i> Luxemburg ...	3 5 0	2 4 1	15	5 16 8	3 18 11	60	...	...
Barmen (or Unterbarmen) ...	1 19 9	1 8 0	15	3 8 6	2 8 2	60	...	...
Bayreuth ...	3 19 10	2 12 0	15	...	...	...	...	...
Bellinzona ...	4 11 10	3 2 11	15	7 19 8	5 9 1	60	2 3	2 5
Berlin ...	4 1 11	2 13 4	15	7 12 10	4 18 9	60	...	...
Berne ...	3 14 0	2 10 6	15	6 11 2	4 9 1	60	1 3	2 5
Blankenberghe ...	0 12 2	0 9 5	7	0 19 10	0 15 5	30	...	1 0
Bonn ...	1 18 6	1 7 3	15	3 6 1	2 6 8	...	...	...
Bremen ...	3 2 1	2 2 1	15	5 13 3	3 16 5	60	...	...
Breslau ...	5 7 3	3 9 6	15	...	...	...	...	...
Brindisi ...	8 2 0	5 9 2	20	...	...	...	4 7	2 5
†Bruges ...	0 11 1	0 8 8	7	0 18 2	0 14 3	30	...	0 11
†Brussels ...	0 18 10	0 14 0	7	1 10 6	1 2 8	30	...	1 5
Bucarest <i>via</i> Predeal ...	10 1 10	6 9 5	15	...	...	...	*4 4	2 0
» » Verciorova ...	10 1 10	6 9 5	15	See page 116	...	...	*4 7	2 0
Budapest ...	7 12 2	4 16 4	15	See page 116	...	...	*4 3	2 0
Carlsbad ...	4 9 6	2 18 11	15	8 8 0	5 10 0	60	1 8	2 0
Cassel ...	2 18 0	1 19 6	15	5 5 1	3 11 1	60	...	...
‡Charkow <i>via</i> Alexandrowo or Kalisch	See page 112	...	30	See page 112	...	60	2 3	5 11
Charleroy ...	1 2 0	0 16 1	7	1 15 9	1 6 2	30	...	1 8
Chiasso ...	4 16 7	3 6 3	15	8 8 9	5 15 5	60	2 7	2 5
Christiania <i>via</i> Ostend-Hamburg ...	7 19 2	5 5 2	15	14 19 3	9 16 8	45	1 4	5 2
» » Ostend-Berlin ...	8 9 9	5 12 6	15	...	...	...	1 10	4 11
Christiania <i>via</i> Ostend-Berlin or Hamburg ...	...	...	...	16 0 3	10 11 5	45	...	...
Coblenz (R. or M.) ...	2 4 6	1 10 11	15	3 18 0	2 14 0	60	...	...
Coire ...	4 2 3	2 16 3	15	7 4 5	4 18 5	60	1 8	2 5
†Cologne ...	1 16 3	1 5 7	15	3 1 7	2 3 3	60	...	...
Constantinople <i>via</i> Belgrade ...	12 8 8	8 1 8	15	...	...	...	*4 10	4 4
**Constantinople <i>via</i> Verciorova and Constantza ...	12 17 11	8 5 3	15	...	...	...	*5 2	2 0
**Constantinople <i>via</i> Predeal and Constantza ...	12 17 11	8 5 3	15	...	...	...	*4 9	2 0
Constantza <i>via</i> Predeal ...	10 13 11	6 17 3	15	...	...	...	*4 7	2 0
» » Verciorova ...	10 13 11	6 17 3	15	...	...	...	*5 0	2 0
Copenhagen <i>via</i> Ostend-Hamburg ...	5 3 10	3 11 1	15	9 16 7	6 14 2	45	1 4	3 3
» » Ostend-Berlin ...	6 0 8	3 19 10	15	...	...	...	1 11	3 2
Copenhagen <i>via</i> Ostend-Berlin or Hamburg ...	...	...	...	11 10 4	7 11 8	45	...	...
Courtrai ...	0 14 4	0 10 11	7	1 3 4	0 17 10	30	...	1 1
Crefeld <i>via</i> Rheydt ...	1 17 3	1 6 3	15	3 3 7	2 4 8	60	...	...
Creuznach ...	2 9 11	1 14 10	15	...	...	...	...	...
Darmstadt ...	2 14 0	1 17 0	15	4 17 2	3 6 1	60	...	...
Davos Dorf ...	4 11 7	3 2 5	15	...	...	...	2 0	2 5
Davos Platz ...	4 12 4	3 2 11	15	8 0 5	5 9 0	60	2 1	2 5
Dortmund <i>via</i> Rheydt or Grevenbroich ...	2 5 3	1 11 5	15	...	...	...	...	...
Dresden (Neu or Altstadt) ...	4 10 7	2 17 11	15	8 10 2	5 7 11	60	...	...
Duren ...	1 12 7	1 3 5	15	2 14 2	1 18 11	60	...	...
Dusseldorf ...	1 18 3	1 7 1	15	3 5 7	2 6 3	60	...	...

† For Third Class Fares, see page 114. ‡ Tickets for Russia, see pages 107-108. ÷ § * See page 111.

** These fares include food and charge for couches on steamers between Constantza and Constantinople also landing fee at Constantinople.

RATES FOR THROUGH TICKETS FROM DOVER — *Continued.*

STATION. For routes see pages 106, 107, 108.	SINGLE TICKETS.			RETURN TICKETS.			Baggage for every 22 lbs (10 kilogs).	
	1st Class.	÷ 2nd Class.	No. of Days available.	1st Class.	÷ 2nd Class.	No. of Days available.	§ I.	II.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		s. d.	s. d.
Eger...	4 3 10	2 15 2	15	...	...	...	...	...
‡ Ekaterinoslaw via Alexandrowo or Kalish ...	See page 112			See page 112			2 3	5 8
Elberfeld (Doppersberg or Steinbeck)	1 19 5	1 7 10	15	3 7 11	2 7 10	60	...	...
Ems...	2 5 8	1 11 8	15	4 0 3	2 15 5	60	...	...
Essen (B. M. or Rh.)	2 2 10	1 9 10	15	...	...	...	...	...
Florence ...	6 13 9	4 11 8	20	11 18 9	8 4 5	60	3 10	2 5
Frankfort o/M.	2 14 3	1 17 1	15	4 17 7	3 6 4	60	...	...
Franzensbad...	4 4 3	2 15 6	15	...	...	...	...	...
Freiburg 1/B...	3 2 3	2 2 5	15	...	...	...	...	...
Furth. ...	3 10 11	2 7 5	15	6 10 11	4 7 0	60	...	...
Genoa ...	5 17 5	4 0 10	20	10 4 3	7 0 3	60	3 4	2 5
† Ghent ...	0 14 6	0 11 0	7	1 3 7	0 18 0	30	...	1 2
Gladbach (M.) via Rheydt...	1 15 8	1 5 3	15	3 0 4	2 2 8	60	...	...
Godesberg...	1 19 0	1 7 7	15	3 7 1	2 7 3	60	...	...
Hagen ...	2 3 0	1 10 0	15	3 15 1	2 12 2	60	...	...
Hague via Delft. ...	1 6 6	0 19 7	7	...	...	...	0 3	1 7
» » Gouda ...	1 6 6	0 19 7	7	...	...	...	0 3	1 7
Hamburg-Altona (Verbindungsbahn)	3 11 7	2 7 10	15	6 12 1	4 7 10	60	...	...
Hannover...	3 1 5	2 1 8	15	5 11 11	3 15 6	60	...	...
Heidelberg via Cologne ...	2 18 4	1 19 8	15	5 5 9	3 11 6	60	...	...
Homburg v. d. H. ...	2 15 7	1 18 0	15	5 0 1	3 8 1	60	...	...
‡ Kiew via Alexandrowo or Kalisch...	See page 112			See page 112			2 3	4 10
Kirn...	2 13 3	1 16 4	15	4 15 7	3 4 11	60	...	...
Kissingen...	3 9 1	2 6 2	15	...	...	...	...	...
Landquart...	4 1 2	2 15 6	15	7 2 8	4 17 2	60	1 7	2 5
Lausanne...	4 2 0	2 16 1	15	7 4 0	4 18 1	60	1 8	2 5
Leipzig...	4 0 3	2 12 3	15	...	...	...	...	...
† Liège ...	1 5 10	0 18 8	7	2 1 7	1 10 2	30	...	1 11
Locarno. ...	4 13 7	3 4 2	15	...	...	...	2 4	2 5
† Louvain ...	1 0 2	0 14 10	7	1 12 8	1 4 1	30	...	1 6
Lucerne ...	3 13 1	2 9 10	15	6 9 9	4 8 1	60	1 3	2 5
Lugano...	4 15 3	3 5 4	15	8 5 3	5 13 0	60	2 6	2 5
Luxemburg ...	1 15 9	1 5 7	15	2 18 2	2 1 9	60	...	...
Magdeburg ...	3 10 2	2 6 11	15	...	...	...	...	...
† Malines... ..	0 18 4	0 13 8	7	1 9 10	1 2 2	30	...	1 5
Mannheim via Cologne ...	2 16 11	1 18 10	15	5 2 11	3 9 11	60	...	...
Marienbad...	4 7 1	2 17 2	15	8 3 2	5 6 6	60	*1 8	2 0
Mayence ...	2 11 3	1 15 9	15	4 11 7	3 3 7	60	...	...
† Metz... ..	2 0 11	1 9 0	15	3 8 6	2 8 8	60	...	...
Milan ...	5 1 8	3 9 10	20	8 19 3	6 2 10	60	2 11	2 5
Mons... ..	1 0 5	0 15 0	7	1 13 1	1 4 5	30	...	1 6
‡ Moscow (M. B.) via Alexandrowo..	See page 112			See page 112			2 3	5 7
Mulhouse ...	3 2 7	2 2 8	15	5 11 11	3 16 0	60	...	...
Munich...	4 5 6	2 16 3	15	8 0 0	5 4 8	60	...	...
† Namur... ..	1 2 10	0 16 8	7	1 17 0	1 7 1	30	...	1 8
Naples ...	7 19 2	5 7 7	20	14 14 11	9 18 7	60	4 6	2 5
Nauheim (Bad) ...	2 16 11	1 18 9	15	...	...	...	...	...
Nurnberg...	3 11 7	2 7 10	15	6 12 1	4 7 10	60	...	...
‡ Odessa via Alexandrowo or Kalisch	See page 112			See page 112			2 3	5 5
Ostend... ..	0 9 0	0 7 2	7	0 15 0	0 12 0	30	...	0 6
Ragatz...	4 0 7	2 15 1	15	7 1 9	4 16 6	60	1 7	2 5
† Riga (R. O. E.) via Wirballen-Dwinsk	See page 112			See page 112			3 0	3 8
† » » Wirballen-Murawjewo	See page 112			See page 112			3 0	3 5
Rome ...	7 10 3	5 1 8	20	13 17 0	9 6 9	60	4 4	2 5

† For Third Class Fares, see page 114.

‡ Tickets for Russia. see pages 107-108.

÷ § * See page 111.

RATES FOR THROUGH TICKETS FROM DOVER — Continued.

STATION. For routes see pages 106, 107, 108	SINGLE TICKETS.			RETURN TICKETS.			Baggage for every 22 lbs (10 kilos).	
	1st	÷ 2nd	No. of Days available.	1st	÷ 2nd	No. of Days available.	§ I.	II.
	Class.	Class.		Class.	Class.		s. d.	s. d.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		s. d.	s. d.
Rotterdam	1 5 2	0 18 7	7	...	...	...	0 3	1 7
St. Gall	3 19 1	2 14 1	15	6 19 4	4 14 10	60	1 6	2 5
St. Moritz	5 2 8	3 9 11	15	8 17 0	6 0 1	60	2 5	2 5
‡ St. Petersburg <i>via</i> Wirballen ...	See page 112		30	See page 112		60	3 0	4 4
Salonica	12 5 2	8 1 7	15	...	...	...	*3 11	4 4
Salzburg	4 18 10	3 3 2	15	...	...	...	...	...
Samaden	5 1 4	3 9 0	15	...	...	...	2 4	2 0
Sophia	11 0 0	7 3 3	15	...	...	...	*4 1	3 2
† Spa	1 7 10	1 0 0	7	2 5 0	1 12 6	30	...	2 0
Stockholm <i>via</i> Ostend-Hamburg ...	7 4 0	4 15 10	15	13 17 1	9 3 8	45	1 4	5 0
» » Ostend-Berlin	7 12 5	5 0 4	15	...	...	...	1 11	4 9
» » Ostend-Berlin or Hamburg ... ..	...	...	...	14 13 10	9 12 10	45	...	...
† Strassburg	2 14 1	1 17 4	15	4 15 0	3 5 3	60	...	...
Stuttgart <i>via</i> Cologne	3 8 5	2 5 10	15	6 6 0	4 3 10	60	...	...
Termonde	0 16 5	0 12 3	7	1 6 8	1 0 0	30	...	1 3
Tournai	0 16 8	0 12 5	7	1 7 0	1 0 3	30	...	1 5
Turin	5 12 0	3 17 1	20	9 13 3	6 12 9	...	3 4	2 5
Venice	6 7 5	4 7 8	20	11 4 3	7 14 4	...	3 8	2 5
† Verviers	1 7 6	0 19 10	7	2 4 3	1 12 0	30	...	2 0
Vienna <i>via</i> Herbesthal and Passau ...	6 1 1	3 16 5	15	11 11 2	7 5 1	60	2 8	2 0
» » Namur and Sterpenich ... ..	...	...	...	...	...	...	4 3	2 4
‡ Warsaw <i>via</i> Alexandrowo or Kalisch	See page 112		30	See page 112		60	2 3	2 8
Wiesbaden	2 10 10	1 15 5	15	4 10 9	3 2 11	60	...	...
Zurich	3 12 6	2 9 5	15	6 8 10	4 7 5	60	1 2	2 5

† For Third Class Fares, see page 114. ‡ Tickets for Russia, see page 112.

Each passenger registering luggage through to destination is allowed 56 lbs. free of charge in Belgium, Russia and Scandinavia only (see pp. 64-65).

Rates in Column. I. are charged on the TOTAL weight of luggage registered and IN ADDITION to the rates in Column. II. which are charged on any excess weight over and above 56 lbs.

÷ Passengers with Second-class Through Tickets can travel *Saloon* on the Steamers between Dover and Ostend on payment of 2s. each voyage. This supplementary ticket may be obtained either when purchasing the ticket or on board the steamers. Reduction made in favour of *Children*, see page 62.

* Supplementary fees are charged for registrations from Dover to destinations beyond Vienna as follows:—

By the « Orient Express », the « Ostend-Constantinople Express », on the « Ostend-Budapest Express »:—

For Budapest... ..	10 d.		For Salonica and Sophia	2s. 5d.
For Bucarest, Constantza and Constantinople <i>via</i> Constantza. ...	1 s 10 d.		For Constantinople <i>via</i> Belgrade.	3s. 3d.

By Ordinary trains:—

For Budapest... ..	nil.		For Salonica and Sophia... ..	3 d.
For Bucharest and Constantza	2 d.		For Constantinople <i>via</i> Belgrade or <i>via</i> Constantza.	4d

Registration fee in all cases—5d.—

Extra fee when luggage is registered beyond Germany by the « Nord Express », or « Ostend-Vienne-Express » — 10d. Supplementary charges for Cycles when booked as ordinary luggage, see pages 61 and 62.

For further information respecting registration of luggage at Dover, see pages 64 & 65.

Rates for Through tickets From Dover To Russia, Siberia, China and Japan.		EXPRESS TRAINS		ORDINARY TRAINS	No. of Days avail- able.	BAGGAGE for every 22 lbs.		
		1st Class.	2nd Class.	3rd Class.		§ I.	§ II	
		£ s. d.	£ s. d.	£ s. d.				
Alexandrowo, <i>via</i> Berlin-Thorn.	Adults. {	Single.	5 13 3	3 13 5	2 7 7	30	2/3	2/1
	Return.	10 15 5	6 18 10	4 9 4	60			
	Children. {	Single.	2 16 9	1 16 10	1 4 0	30		
	Return.	5 7 8	3 9 6	2 4 10	60			
Charkow, <i>via</i> Alexandrowo or Kalisch.	Adults. {	Single.	9 4 5	6 0 9	3 11 6	30	2/3	5/8
	Return.	17 17 11	11 13 7	6 17 1	60			
	Children. {	Single.	3 14 7	2 8 9	1 10 0	30		
	Return.	7 3 4	4 13 3	2 16 9	60			
Ekaterinoslaw, <i>via</i> Alexandrowo or Kalisch.	Adults. {	Single.	9 5 3	6 1 6	3 11 6	30	2/3	5/8
	Return.	17 19 7	11 15 1	6 17 1	60			
	Children. {	Single.	3 14 9	2 8 11	1 10 0	30		
	Return.	7 3 9	4 13 8	2 16 9	60			
Kiew, <i>via</i> Alexandrowo or Ka- lisch.	Adults. {	Single.	8 12 9	5 13 9	3 6 9	30	2/3	4/10
	Return.	16 14 5	10 19 6	6 7 9	60			
	Children. {	Single.	3 11 8	2 7 0	1 8 9	30		
	Return.	6 17 7	4 9 10	2 14 5	60			
Moscow, <i>via</i> Berlin-Alexandrowo- Brest.	Adults. {	Single.	9 8 2	6 4 11	3 11 0	30	2/3	5/7
	Return.	18 5 5	12 1 11	6 16 3	60			
	Children. {	Single.	3 15 6	2 9 10	1 9 10	30		
	Return.	7 5 4	4 15 5	2 16 6	60			
Odessa, <i>via</i> Alexandrowo or Ka- lisch.	Adults. {	Single.	9 1 6	5 19 6	3 9 9	30	2/3	5/5
	Return.	17 12 0	11 11 0	6 13 9	60			
	Children. {	Single.	3 13 10	2 8 5	1 9 6	30		
	Return.	7 1 10	4 12 7	2 15 11	60			
Riga, <i>via</i> Berlin - Wirballen - Dwinsk.	Adults. {	Single.	8 14 5	5 14 7	3 10 11	30	3/-	3/8
	Return.	16 17 10	11 1 4	6 16 1	60			
	Children. {	Single.	3 18 0	2 11 4	1 12 6	30		
	Return.	7 10 4	4 18 6	3 1 11	60			
Riga, <i>via</i> Berlin - Wirballen - Mu- rawjewo.	Adults. {	Single.	8 8 0	5 9 5	3 9 8	30	3/-	3/5
	Return.	16 4 10	10 10 10	6 13 7	60			
	Children. {	Single.	3 16 6	2 10 1	1 12 2	30		
	Return.	7 7 3	4 16 0	3 1 3	60			
St-Petersburg, <i>via</i> Berlin - Kö- nigsberg - Wirballen.	Adults. {	Single.	9 8 6	6 4 10	3 14 9	30	3/-	4/4
	Return.	18 6 0	12 1 10	7 3 10	60			
	Children. {	Single.	4 1 8	2 14 0	1 13 6	30		
	Return.	7 17 6	5 3 9	3 3 10	60			
Warsaw, <i>via</i> Alexandrowo or Kalisch.	Adults. {	Single.	6 12 5	4 6 5	2 13 9	30	2/3	2/8
	Return.	12 13 10	8 4 11	5 1 9	60			
	Children. {	Single.	3 1 6	2 0 1	1 5 6	30		
	Return.	5 17 4	3 16 1	2 7 11	60			

§ Rates in column. I. are charged on the TOTAL weight of luggage, registered and IN ADDITION to rates in column. II., which are charged on any excess weight, over and above 56 lbs.

Through Booking of Passengers to BELGIUM, via DOVER-OSTEND. (See also pages 106 to 108.)

THROUGH FARES from:	Antwerp.			Bruges.			Brussels.			Ghent.			Ostend.			Verviers.		
	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
	Bath ... (Great West. Ry.)	sh. 56.2	sh. 35.11	sh. 26.0	sh. —	sh. —	sh. —	sh. 55.8	sh. 35.7	sh. 25.10	sh. —	sh. —	sh. —	sh. 46.2	sh. 29.1	sh. 21.11	sh. —	sh. —	sh. —
Birmingham. Mid., L. & N. W. Ry	92.9	60.7	41.11	47.8	30.8	23.0	92.0	60.0	41.7	—	—	—	76.9	49.9	35.6	—	—	—
Birmingham. ... (G. W. Ry)	55.11	36.4	26.4	78.11	52.6	37.3	55.5	36.0	26.2	33.0	33.0	33.0	45.11	29.6	22.3	64.1	41.1	41.1
Bradford ... (Mid. Ry, G.N. Ry)	92.0	61.5	42.7	47.5	30.6	22.11	91.3	60.10	42.3	56.2	56.2	56.2	76.0	50.7	36.2	105.0	70.3	70.3
Bristol ... (G. W. Ry)	55.8	36.2	26.3	78.11	52.2	37.1	55.2	35.10	26.1	32.10	32.10	32.10	45.8	29.4	22.2	63.10	41.8	41.8
Cardiff ... (G. W. Ry)	92.0	61.1	42.5	57.1	37.4	—	91.3	60.7	42.1	55.10	55.10	55.10	76.0	50.3	36.0	105.0	69.11	69.11
Dublin (North Wall). L. & N. W. Ry	104.6	70.2	51.4	91.5	61.3	—	103.9	69.1	51.2	64.11	64.11	64.11	88.6	59.4	44.11	117.6	79.0	79.0
Dublin (Westland Row). ...	57.10	36.9	26.10	—	—	—	57.4	36.5	26.8	—	—	—	47.10	29.11	22.9	—	—	—
Edinburgh {Mid. Ry, L. & N. W. Ry}	94.9	61.10	43.2	—	—	—	94.0	61.3	42.10	—	—	—	73.9	51.0	36.9	—	—	—
Edinburgh {Gr. N. Ry, Gr. Centr. Ry}	63.10	39.9	29.10	—	—	—	63.4	39.5	29.8	—	—	—	53.10	32.11	25.9	—	—	—
Exeter ... (G. W. Ry)	102.9	65.7	46.11	—	—	—	102.0	65.0	46.7	—	—	—	86.9	54.9	40.6	—	—	—
Glasgow {Mid. Ry, L. & N. W. Ry}	88.4	51.0	41.1	80.1	45.4	37.9	87.10	50.8	40.11	47.8	47.8	47.8	78.4	44.2	37.0	96.6	56.6	56.6
Glasgow {G. N. Ry, G. C. Ry}	135.6	80.7	61.11	122.5	71.8	56.7	134.9	80.0	61.7	75.4	75.4	75.4	119.6	69.9	55.6	148.6	89.5	89.5
Leeds ... {Mid. Ry, G. N. Ry}	91.10	56.6	46.7	83.7	50.10	43.3	91.4	56.2	46.5	53.2	53.2	53.2	81.0	49.8	42.6	100.0	62.0	62.0
Leeds ... {Gr. Centr. Ry}	140.3	88.1	69.5	127.2	79.2	64.1	139.6	87.6	69.1	82.10	82.10	82.10	124.3	77.3	63.0	153.3	96.11	96.11
Leicester ... {Mid. Ry, G. N. Ry}	96.1	59.10	49.10	87.10	54.2	46.6	95.7	59.6	49.8	56.6	56.6	56.6	86.1	53.0	45.9	104.3	65.4	65.4
Liverpool {Mid. Ry, L. & N. W. Ry}	145.6	92.8	73.10	132.5	83.9	68.6	144.9	92.1	73.6	87.5	87.5	87.5	129.6	81.0	67.5	158.6	101.2	101.2
Liverpool {G. N. Ry, G. C. Ry}	66.10	41.3	31.4	—	—	—	66.4	40.11	31.2	—	—	—	56.10	34.5	27.3	—	—	—
Manchester {Mid. Ry, G. N. Ry}	106.9	67.10	49.2	—	—	—	106.0	67.3	48.10	—	—	—	90.9	57.0	42.9	—	—	—
Manchester {G. C. Ry}	96.7	60.2	50.2	88.4	54.6	46.10	96.1	59.10	50.0	56.10	56.10	56.10	86.7	53.4	46.1	105.0	65.8	65.8
Nottingham. {Mid. Ry, G. N. Ry}	146.3	92.11	74.1	133.2	84.0	68.9	145.6	92.4	73.9	87.8	87.8	87.8	130.3	82.1	67.8	159.3	101.6	101.6
Nottingham. {Gr. Centr. Ry}	64.1	42.7	32.7	56.1	36.11	—	63.10	42.3	32.5	39.3	39.3	39.3	54.4	35.9	28.6	72.6	48.0	48.0
Plymouth ... (G. W. Ry)	103.3	69.8	50.10	90.2	60.9	—	102.6	69.1	50.6	64.5	64.5	64.5	87.3	58.10	44.5	116.3	78.6	78.6
Plymouth ... {Mid. Ry, G. N. Ry}	51.7	35.8	25.2	43.4	29.6	—	51.1	34.10	25.0	31.10	31.10	31.10	41.7	28.4	21.1	59.9	40.8	40.8
Plymouth ... {G. C. Ry}	86.3	59.8	40.10	73.2	50.9	—	85.6	59.1	40.6	54.0	54.0	54.0	70.3	48.10	34.5	99.3	68.6	68.6
Sheffield {Mid. Ry, L. & N. W. Ry}	67.7	43.8	33.8	59.4	38.0	30.4	67.1	43.4	33.6	40.4	40.4	40.4	57.7	36.10	29.7	75.9	49.2	49.2
Sheffield {G. N. Ry, G. C. Ry}	107.6	70.11	52.1	94.5	62.0	46.9	106.9	70.4	51.9	65.8	65.8	65.8	91.6	61.1	45.8	120.6	79.9	79.9
Swansea ... (G. W. Ry)	63.1	42.7	32.7	54.10	36.11	29.3	62.7	42.3	32.5	39.3	39.3	39.3	53.1	35.9	28.6	71.3	48.1	48.1
Fishguard Harbour (G. W. Ry)	101.6	69.8	50.10	88.5	60.9	45.6	100.9	69.1	50.6	64.5	64.5	64.5	85.6	58.10	44.5	114.6	78.6	78.6
	54.11	37.5	27.5	46.8	31.9	—	54.5	37.1	27.3	34.1	34.1	34.1	44.11	30.7	23.4	63.1	42.11	42.11
	90.9	62.8	43.10	77.8	53.9	—	90.0	62.1	43.6	57.5	57.5	57.5	74.9	51.10	37.5	103.9	71.6	71.6
	75.8	45.8	35.9	—	—	—	75.2	45.4	35.7	—	—	—	65.8	38.10	31.8	—	—	—
	118.9	73.7	54.11	—	—	—	118.0	73.0	54.7	—	—	—	102.9	62.9	48.6	—	—	—
	59.6	40.3	30.3	51.3	34.7	—	59.0	39.11	30.1	36.11	36.11	36.11	49.6	33.5	26.2	67.8	45.9	45.9
	96.9	66.5	47.7	83.8	57.6	—	96.0	65.10	47.3	61.2	61.2	61.2	80.9	55.7	41.2	109.9	75.3	75.3
	71.4	43.6	33.7	63.1	37.10	30.3	70.10	43.2	33.5	40.2	40.2	40.2	61.4	36.8	29.6	79.6	49.0	49.0
	112.9	70.10	52.2	99.8	61.11	46.10	112.0	70.3	51.10	65.7	65.7	65.7	96.9	60.0	45.9	125.9	79.8	79.8
	81.4	47.0	37.1	—	—	—	80.10	46.8	36.11	—	—	—	71.4	40.2	33.0	—	—	—
	126.3	75.4	56.8	—	—	—	125.6	74.9	56.4	—	—	—	110.3	64.6	50.3	—	—	—

3rd class to London and 2nd class beyond.

THIRD CLASS TICKETS FROM DOVER.

STATION.	Single.	Days availab.	Return.	Days availab.	STATION.	Single.	Days availab.	Return.	Days availab.
Aix-la-Chapelle	£ s. d. 0 15 2	15	£ s. d. 1 4 8	60	Louvain... ..	£ s. d. 0 11 1	7	£ s. d. 0 17 10	30
Antwerp... ..	0 10 9	7	0 17 3	30	Lucerne	1 14 0	15	2 19 5	60
Bâle	1 9 5	15	2 12 3	60	Luxembourg... ..	0 17 6	15	1 8 4	60
Berne	1 14 6	15	3 0 1	60	Malines	0 10 4	7	0 16 8	30
Blankenberghe	0 7 10	7	0 12 8	30	Metz	0 19 8	15	1 12 9	60
Brindisi	3 12 11	20	—	—	Milan... ..	2 7 6	20	4 1 5	60
Bruges	0 7 5	7	0 12 0	30	Mons... ..	0 11 2	7	0 18 0	30
Brussels	0 10 7	7	0 17 0	30	Namur	0 12 2	7	0 19 7	30
Charleroy-Sud	0 11 10	7	0 19 0	30	Naples	3 11 10	20	6 10 4	60
Chiasso	2 5 9	15	3 17 8	60	Ragatz	1 17 9	15	3 5 0	60
Colmar	1 6 11	15	2 7 4	60	Rome... ..	3 7 11	20	6 2 6	60
Cologne	0 17 8	15	1 9 8	60	Saint-Gall	1 17 0	15	3 3 11	60
Coire... ..	1 18 7	15	3 6 3	60	Sarreburg	1 2 9	15	1 18 11	60
Courtrai	0 8 9	7	0 14 0	30	Spa	0 14 2	7	1 2 9	30
Davos Platz... ..	2 1 9	15	3 11 4	60	Strasbourg	1 4 11	15	2 3 4	60
Florence... ..	3 1 7	20	5 8 6	60	Termonde	0 9 7	7	0 15 5	30
Genoa.. ..	2 14 8	20	4 12 10	60	Tournai	0 9 8	7	0 15 7	30
Ghent	0 8 10	7	0 14 2	30	Turin	2 12 0	20	4 7 10	—
Landquart	1 18 0	15	3 5 5	60	Venice	2 19 0	20	—	—
Lausanne	1 18 5	15	3 6 1	60	Verviers... ..	0 14 0	7	1 2 6	30
Liège	0 13 4	7	1 1 5	30	Zabern	1 3 7	15	2 0 7	60
Locarno	2 4 2	15	—	—	Zurich	1 13 9	15	2 19 0	60

Tickets are issued and dated in advance :— In Dover, at Messrs. Friend & Co., at Pier and Northumberland House, Strand Street. In London, at 53, Gracechurch Street, E. C.; and 72, Regent Street, W.

FARES.

COMBINED COUPON-BOOKS.

COMBINED TICKETS ON THE BELGIAN, DUTCH, GERMAN, FRENCH, AUSTRIAN, SWISS, ITALIAN, &c., LINES OF RAILWAYS.

via Dover-Ostend-Dover and via Dover-Ostend-Calais-Dover.

Passengers can have these tickets for practically any itinerary. Period of validity 60, 90 or 120 days according to distance travelled. No free allowance of registered luggage.

See special notice on page 115 as to ordering these tickets, which have to be made up specially for each passenger, thus necessitating previous notice being given.

Although « *Rundreise* » or « *combiné* » tickets have, for many years past, been issued by the Belgian State Railways at their London Office, 53, Gracechurch Street, E. C., as well as at their other offices, 72, Regent Street, London, W., and Northumberland House, Dover, and have been largely used by the public, still it is difficult to understand why they have not met with a wider patronage from the thousands of tourists who wish to spend their holidays in Continental travel with the smallest expenditure of money, time, and trouble.

If, for instance, it were possible in England to buy one ticket at a considerably lower cost than a series of tickets at the ordinary fares, which would be available for a tour from London to Dover, thence to Hastings, Portsmouth, the Isle of Wight, Southampton, Exeter and the West of England, the Lake District, and back to London by Scarborough and the East Coast route, or for any similar tour, many would gladly avail themselves of the privilege and-at the same time save themselves the trouble of re-booking. But while such tickets do not exist in Great Britain, on the Continent a traveller by the Dover Ostend Route can choose his own route, and procure a ticket which will give him the right to stop not only at the principal stations on the main lines, but at any out-of-the-way places that he may select. Nor is he confined to one particular country, but he can continue his tour uninterruptedly through all those countries which have adopted the « *Rundreise* » Ticket System, viz., Belgium, Holland, Germany, Austria, the Balkan States, Turkey, Switzerland, Denmark, Norway, Sweden, France, Italy and Sicily.

With these tickets there is a free allowance of 56 lbs. of registered luggage from London or Dover to Belgian destinations and vice versa, *provided through registration take place*, beyond Belgian handbaggage only is allowed free.

Passengers applying for their tickets at the Belgian State Railways and Mail Packet Offices 53, Gracechurch Street E. C., 72, Regent Street, W. and at Dover, can at the same time give instructions to the Continental Daily Parcels Express, whose offices are in the same buildings, for the forwarding of their luggage to any part of the Continent either by Mail Service or Grande Vitesse.

The chief advantage, of « Rundreise » tickets, is for people who, having planned out beforehand their route, wish to know the exact cost of their journey — and also for commercial travellers visiting towns and villages for which none but local tickets are issued.

Validity. I. — On the Belgian Railways tickets are issued for tours which must comprise a *complete circuit* of at least 250 kilometers (155 miles) of railway, and are available 30 days. II. — On Belgian and Netherland lines together, for tours of 400-600 kilometers (250 to 375 miles), they are available 30 days; for 600-3,000 kilom. 60 days; over 3,000 kilometres, 90 days. III — On the Belgian, Netherland, German, Swiss, &c lines, they are available for 600-3,000 kilomet. 60 days; for 3,000-5,000 kilom., 90 days; over 5,000 kilom., 120 days.

Luggage.

Break of journey. At any station mentioned on the ticket. If stoppage is made at other stations, it is necessary to get the coupon for that section stamped by the station-master immediately after leaving the train. In Switzerland and Germany break of journey is allowed at any railway station without formality.

Rhine Steamers. The sections Cologne-Bonn, Bonn-Coblence, Coblence-St-Goar, St-Goar-Bingen (Rüdesheim), and Bingen-Mayence are available by rail on either side of the Rhine or by steamer, but each section must be travelled entirely by rail or entirely by boat. By rail, passengers are allowed to stop at intermediate stations, but by steamers at the above-mentioned places only. First and second class coupon holders may travel Saloon on the Express Steamers upon payment of the following supplementary charges on board: — 50 Pfg. Cologne to Bonn or Bingen to Mayence; 1 mark Cologne or Bonn to Coblence or Coblence to Mayence; 2 marks Cologne or Bonn to Bingen or Mayence.

SPECIAL NOTICE

« Rundreise » tickets can be obtained at the London Office, 53, Gracechurch Street, E. C., and 72, Regent Street, W., subject to from six hours notice, but at least 24 hours notice must be given to the Dover Office, Messrs Friend & Co. Northumberland House.

The following are specimens of these Combined Tickets, with rates from Dover. If these tours should be required as from London, the prices will be increased as follows: —

By Boat Express trains: I Return £ 1 18 6; II Return £ 1 5 8.

By Ordinary trains: I Return £ 1 2 9; II Return £ 0 16 4; III Return 12/11.

They can be supplied for tours including all the important Towns in Belgium, Holland, Austria, Germany, Switzerland, Hungary, France, Italy, &c.; and further rates can be obtained on application.

The tickets for the following tours have been combined in the most economical manner for passengers *from* England *to* the Continent, but it should be noted that it is not always possible to make up the tickets at the same rates *from* Continental stations *to* England for passengers residing on the Continent.

A. — Tours via Dover-Ostend-Dover.

Amsterdam. — Dover, Ostend, Bruges, Ghent, Termonde-Malines or Brussels-Malines, Antwerp, Rotterdam, The Hague, Haarlem, Amsterdam, Utrecht, Tilburg, Rosendaal, Antwerp, Malines-Termonde or Malines-Brussels, Ghent, Bruges, Ostend, Dover.

From Dover: First Class: £ 3 0 5; Second Cl.: £ 2 4 6; Third Cl.: 1 13 3.
(Available 60 days).

Ardennes and Luxemburg. — Dover, Ostend, Bruges, Ghent, Brussels, Namur, Luxemburg, Trèves, Echternach, Diekirch, Kautenbach, Wilz, Benonchamps, Bastogne*, Houffalize, La Roche, Melreux, Jemelle, Namur, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 3 17 3; Second Cl.: £ 2 14 6; Third Cl.: £ 1 19 1
(available 60 days).

Baden-Baden. — Dover, Ostend, Brussels, Cologne, Coblence, Bingen, Mayence, Darmstadt or Mannheim, Heidelberg, Carlsruhe, Baden-Baden, Appenweier, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 6 6 6 Second Cl.: £ 4 3 10; Third Cl.: £ 2 18 2
(Available 60 days).

* From Bastogne to Melreux by road or vicinal Railway at the expense of the holder.

Bâle (A). — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, and back by the same route.

From Dover: First Class: £ 5 16 8; Second Cl.: £ 3 18 11; Third Cl.: £ 2 12 3
(Available 60 days).

Bâle (B). — Dover, Ostend, Brussels, Cologne, Coblenz, Mayence, Darmstadt or Mannheim, Heidelberg, Karlsruhe, Freiburg, Bâle, Mulhouse, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover: First Class: £ 7 1 9; Second Class: £ 4 14 6; Third Cl.: £ 3 4 10
(Available 60 days).

Bayreuth. — Dover, Ostend, Brussels, Cologne, Rudesheim, Kastel, Frankfort-on-Main, Wurzburg, Bamberg, Bayreuth, Nurnberg, Wurzburg, Frankfort or Darmstadt, Mayence or Kastel, Bingen, Coblenz, Cologne, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 7 11 4; Second Cl.: £ 5 1 5; Third Cl.: £ 3 7 1 (Avail. 60 days).

Berlin and Vienna. — Dover, Ostend, Brussels, Cologne, Dusseldorf-Hanover, or Elberfeld-Magdeburg, Berlin, Dresden, Bodenbach, Prague, Brunn, Vienna, Linz, Passau †, Regensburg, Nurnberg, Wurzburg, Frankfort-on-Main or Darmstadt, Mayence, Bingen, Coblenz, Bonn, Cologne, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 13 6 6; Second Cl.: £ 8 15 2; Third Cl.: £ 5 17 7
(Available 90 days).

Berne. — Dover, Ostend, Bruges, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, Olten, Berne, and back by the same route.

From Dover: First Cl.: £ 6 11 2; Second Cl.: £ 4 9 1; Third Cl.: £ 3 0 1 (Avail. 60 days).

Black Forest and Constance. — Dover, Ostend, Bruges, Brussels, Liège, Cologne rail or steamer to Mayence, Heidelberg, Karlsruhe, Offenburg, Triberg, Villingen, Donaueschingen, Singen, Radolfzell Ueberlingen, Lindau, Bregenz, rail or steamer to Constance, Schaffhausen (Rhinefall), Koblenz, Bâle, Strasburg, Metz, Luxemburg, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 8 9 6; Second Cl.: £ 5 13 0; Third Cl.: £ 3 17 1 (Avail. 60 days).

Budapest. — Same tour as Vienna, extended from Vienna to Pressburg, Budapest, and back.

From Dover: First Cl.: £ 14 12 10; Second Cl.: £ 9 11 6; Third Cl.: £ 6 2 8
(Available 90 days).

Bukarest. — Same tour Vienna, extended from Vienna to Pressburg, Budapest, Temesvar, Orsova, Bukarest, and back.

From Dover: First Cl.: £ 20 11 6; Second Cl.: £ 13 10 11; Third Cl.: £ 8 2 8
(Available 120 days).

Carlsbad. — Dover, Ostend, Bruges, Ghent, Brussels or Malines, Louvain, Aix-la-Chapelle, Cologne, Bonn, Coblenz, Bingen, Mainz (between Cologne and Mainz by steamer or by rail on either side of the Rhine), Frankfort-on-Main or Darmstadt, Aschaffenburg, Wurzburg, Nurnberg, Schnabelweid, Eger, Carlsbad, and return to Dover by the same route.

From Dover: First Cl.: £ 8 10 10; Second Cl.: £ 5 14 1; Third Cl.: £ 3 14 6 (Avail. 60 days).

Chamonix, Simplon and Milan. — Same tour as Bâle (A) extended from Bâle to Berne, Lausanne, Geneva, Chamonix, break and rejoin at Martigny, Sion, Brigue, Iselle, Domodossola, Arona, Milan, Como, Chiasso, Lugano, Bellinzona, Fluelen, Lucerne, Bâle.

From Dover: First Cl.: £ 9 14 1; Second Cl.: £ 6 12 11; Third Cl.: £ 4 8 8 (Avail. 60 days).

Coire. — Same as Zurich extended to Coire.

From Dover: First Cl.: £ 7 4 5; Second Cl.: £ 4 18 5; Third Cl.: £ 3 6 3 (Avail. 60 days)

Cologne and Amsterdam. — Dover, Ostend, Brussels, Louvain, Liège, Aix-la-Chapelle, Cologne, Crefeld or Dusseldorf, Utrecht, Amsterdam, Haarlem, The Hague, Rotterdam, Antwerp, Malines-Termonde, or Malines-Brussels, Ghent, Bruges, Ostend, Dover.

From Dover: First Cl.: £ 4 3 10; Second Cl.: £ 3 0 1; Third Cl.: £ 2 2 10
(Available 60 days).

Cologne, Cassel and Thuringia. — Dover, Ostend, Bruges, Ghent, Brussels, Louvain, Liège, Aix-la-Chapelle, Cologne, Cassel, Bebra, Eisenach, Gotha, Erfurt, Weimar, Jena, Saalfeld, Lichtenfels, Coburg, Meiningen, Cassel, Cologne, Aix-la-Chapelle, Brussels, Ostend, Dover.

From Dover: First Cl.: £ 7 16 9; Second Cl.: £ 5 4 11; Third Cl.: £ 3 10 3
(Available 60 days).

† From Passau to Linz and from Linz to Vienna, and *vice versa*, by rail or boat on the Danube.

Copenhagen. — Dover, Ostend, Brussels, Cologne, Dusseldorf, Munster, Bremen, Hamburg, Kiel*, Korsoer, Copenhagen, Korsoer, Nyborg, Strib, Frederica, Flensburg, Hamburg, Bremen, Munster, Dusseldorf, Cologne, Aix-la-Chapelle, Liège, Louvain, Brussels, Ostend, Dover.

From Dover: First Class: £9 16 7; Second Cl.*: £6 14 2 (Available 45 days).

Davos. — Dover, Ostend, Bruges, Ghent, Brussels, Namur, Luxembourg, Metz, Strasburg, Mulhouse, Bâle, Zurich, Ragatz, Davos, and back by the same route.

From Dover: First Cl.: £8 0 5; Second Cl.: £5 9 0; Third Cl.: £3 11 4 (Avail. 60 days).

Dresden. — Dover, Ostend, Brussels, Cologne, Elberfeld-Cassel, or Dusseldorf-Hanover-Braunschweig-Magdeburg, Leipzig, Dresden, Chemnitz, Plauen i/V, Hof, Bamberg, Wurzburg, Frankfort-on-Main, Mayence, Bingen, Coblenz, Bonn, Cologne, Aix-la-Chapelle, Liège, Louvain, Brussels, Ostend, Dover.

From Dover: First Cl.: £8 19 5; Second Cl.: £5 19 10; Third Cl.: £3 19 6 (Avail. 60 days).

Engadine and Lugano. — Same tour as Bâle (A) extended from Bâle to Zurich, Ragatz, Coire, Thusis, Samaden, St. Moritz‡, Chiavenna, Colico, Menaggio, Porlezza, Lugano, Ponte Treza, Luino, Locarno, Bellinzona, Goeschenen, Fluelen, Lucerne, Bâle.

From Dover: First Cl.: £9 2 8; Second Cl.: £6 8 1; Third Cl.: £4 2 4 (Avail. 60 days).

Frankfort-on-Main. — Dover, Ostend, Brussels, Cologne, Coblenz, Bingen or Rudesheim, Mayence or Kastel, Frankfort-on-Main, and back by the same route.

From Dover: First Cl.: £4 19 6; Second Cl.: £3 6 7; Third Cl.: £2 4 11 (Avail. 60 days).

Geneva. — Same tour as Bâle (A) extended from Bâle via Berne, or Neuchatel to Lausanne, Geneva, and back by the same route.

From Dover: First Cl.: £7 14 6; Second Cl.: £5 5 4; Third Cl.: £3 10 0 (Avail. 60 days).

Genoa. — Same tour as Italy (via Chiasso) extended from Chiasso to Como, Milan, Voghera, Genoa and back.

From Dover: First Cl.: £10 4 3; Second Cl.: £7 0 3; Third Cl.: £4 12 10 (Avail. 60 days).

Goeschenen. — Same tour as Bâle (A) extended from Bâle, *via* Koblenz, to Schaffhausen, Zurich, Lucerne, Fluelen, Goeschenen, break and rejoin at Meiringen, Brienz, Giessbach, Interlaken, Thun, Berne, Bâle.

From Dover: First Cl.: £7 16 0; Second Cl.: £5 5 10; Third Cl.: £3 10 3 (Avail. 60 days).

Gothard, Zermatt and Geneva. — Same tour as Bâle (A) extended from Bâle to Lucerne, Fluelen, Goeschenen (Furka Pass), ||Brigue, Viege, Zermatt, Viegett, Sion, St Maurice, Villeneuve, Montreux, Vevey, Lausanne‡‡, Geneva**, Lausanne, Neufchatel or Berne, Bâle.

From Dover: First Cl.: £9 3 6; Second Cl.: £6 12 4; Third Cl.: £4 6 6 (Avail. 60 days).

Harz-Mountains. (A). — Dover, Ostend, Brussels, Cologne, Duisburg-Dortmund-Hamm-Hanover, or Elberfeld-Soest-Hamel-Hildesheim, or Elberfeld-Soest-Kreiensen-Goslar-Vienenburg, Braunschweig, and back by the same route.

From Dover: First Cl.: £6 5 10; Second Cl.: £4 2 4; Third Cl.: £2 15 5 (Avail. 60 days).

Harz-Mountains (B). — Dover, Ostend, Brussels, Cologne, Hamm, Hanover, Braunschweig, Bôrsum, Vienenburg, Harzburg, break and rejoin at Nordhausen, Cassel, Cologne, Aix-la-Chapelle, Brussels, Ostend, Dover.

From Dover: First Cl.: £6 11 5; Second Cl.: £4 6 11; Third Cl.: £2 18 0 (Avail. 60 days.)

Heidelberg. — Dover, Ostend, Brussels, Cologne, Coblenz, Bingen, thence to Heidelberg, either direct *via* Mayence-Mannheim, or Mayence-Darmstadt, and back by the same route.

From Dover: First Cl.: £5 10 6; Second Cl.: £3 12 10; Third Cl.: £2 9 0 (Avail. 60 days).

Innsbruck (A). — Dover, Ostend, Brussels, Cologne, Coblenz, Mayence, Darmstadt, or Frankfort-on-Main, Wurzburg, Ansbach, Munich, Kufstein, Innsbruck, Feldkirch, Sargans, Zurich, Bâle, Mulhouse, Strasburg, Metz, Luxembourg, Namur, Brussels, Ostend, Dover.

From Dover: First (1): £9 19 8; Second Cl.: £6 14 3; Third Cl.: £4 10 2 (Avail. 60 days).

Innsbruck (B). — Dover, Ostend, Bruges, Ghent, Brussels or Malines, Liège, Cologne, Mainz, Frankfort or Darmstadt, Wurzburg, Ansbach, Munich, Rosenheim, Kufstein, Innsbruck, Landeck, Feldkirch, Bregenz, direct, or *via* Lindau, to Constance, Radolfzell, Singen, Black Forest Rly, Triberg, Offenburg, Appenweier, Strasburg, Luxembourg, Namur, Brussels, Bruges, Ostend, Dover.

From Dover: First Cl.: £9 17 10; Second Cl.: £6 12 5; Third Cl.: £4 9 4 (Avail. 60 days).

* Second Class Tickets include First Class on Steamers between Kiel-Korsoer, Korsoer-Nyborg, and Strib-Frederica.

‡ From St. Moritz to Chiavenna (Swiss Post Diligence) at the expense of the holder.

** From Lausanne (Ouchy) to Geneva, and *vice versa*, by rail or steamer.

|| From Goeschenen to Brigue by Swiss Post Diligence. Fares not included in the prices.

†† The coupons, Viege-Zermatt, can be used from 15th May to 30th September only.

‡‡ From Lauzanne (Ouchy) to Montreux, or Villeneuve respectively, and *vice versa*, by rail or steamer.

Interlaken. — Same tour as Bâle (A), extended from Bâle to Berne, Thun Interlaken, Giessbach, Brienz, Meiringen, Alpnachstad, Lucerne, Bâle.

From Dover : First Cl.: £7 4 6; Second Cl.: £4 19 3; Third Cl.: £3 5 0 (Avail. 60 days).

Italy (via Chiasso). — Same tour as Bâle (A), extended from Bâle to Lucerne, Fluelen, Goeschenen, Bellinzona, Lugano, Chiasso, and back by the same route.

From Dover : First Cl.: £8 8 9; Second Cl.: £5 15 5; Third Cl.: £3 17 8 (Avail. 60 days).

Italy (via Chasso and Ala). — Dover, Ostend, Brussels, Luxemburg, Strassburg, Bâle, Lucerne, Fluelen, Bellinzona, Lugano, Chiasso, Milan, Brescia, Verona, Ala, Trento, Bozen, Innsbruck, Kufstein, Munich, Ansbach, Würzburg, Frankfort-on-Main or Darmstadt, Mayence, Bingen, Coblenz, Bonn, Cologne, Aix-la-Chapelle, Liege, Brussels, Ostend, Dover.

From Dover : First Cl.: £11 15 3; Second Cl.: £7 19 11; Third Cl.: £5 9 4 (Avail. 60 days).

Lausanne. — Same tour as Bâle (A), extended from Bâle via Berne, or Neuchâtel to Lausanne and back by the same route.

From Dover : First Cl.: £7 4 0; Second Cl.: £4 18 1; Third Cl.: £3 6 1 (Avail. 60 days).

Leipzig. — Dover, Ostend, Brussels, Cologne, Elberfeld-Cassel, or Dusseldorf-Hanover-Braunschweig-Magdeburg, Leipzig, Erfurt, Frankfort-on-Main, Mayence; Bingen-Coblenz, Bonn, Cologne, Aix-la-Chapelle, Brussels, Ostend, Dover.

From Dover : First Cl.: £7 16 3; Second Cl.: £5 4 6; Third Cl.: £3 9 1 (Avail. 60 days).

Lötschberg and Milan. — Same tour as Bâle (A), extended as follows: Bâle Berne, Thun, Spiez, Frutigen, Kandersteg, Lötschberg Tunnel to Brigue, Simplon Tunnel to Domodossola, Arona, Milan, Como, Chiasso, Lugano, Bellinzona, St-Gothard Tunnel to Fluelen, rail or lake steamer to Lucerne, Olten, Bâle: First Cl.: £9 1 9; Second Cl.: £6 4 10; Third Cl.: £4 3 0; (Available 60 days).

Lucerne. — Same tour as Bâle (A), extended from Bâle to Lucerne and back.

From Dover : First Cl.: £6 9 9; Second Cl.: £4 8 1; Third Cl.: £2 19 5 (Avail. 60 days).

Lucerne, Interlaken, and Geneva. — Same tour as Bâle (A), extended, from Bâle to Lucerne, Vitznau, Rigi, Vitznau*, Lucerne, Alpnachstad, Meiringen Brienz, Giessbach, Interlaken, Grindelwald, Wengern Alp, Lauterbrunnen], Interlaken, Thun, Berne, Fribourg, Lausanne, Geneva, Lausanne**, Neuchâtel, or Berne, Bâle.

From Dover : First Cl.: £9 9 10; Second Cl.: £6 18 5; Third Cl.: £4 12 6 (Avail. 60 days).

Lugano. — Same tour as Bâle (A), extended from Bâle to Lucerne, Fluelen, Goeschenen, Bellinzona, Locarno, Luino, Ponte Tresa, Lugano, Porlezza, Menaggio, Como, Chiasso, Lugano, Bellinzona, Goeschenen, Fluelen, Lucerne, Bâle.

From Dover : First Cl.: £8 18 8; Second Cl.: £6 6 1; Third Cl.: £4 2 8 (Avail. 60 days).

Luxemburg. — Dover, Ostend, Bruges, Ghent, Brussels, Namur, Luxemburg and back by the same route.

From Dover : First Cl.: £2 18 2; Second Cl.: £2 1 9; Third Cl.: £1 8 4 (Avail. 60 days).

Metz. — Same tour as Luxemburg extended from Luxemburg to Metz and back.

From Dover : First Cl.: £3 8 6; Second Cl.: £2 8 8; Third Cl.: £1 12 9 (Avail. 60 days)

Milan. — Same tour as Italy (via Chiasso) extended from Chiasso to Como, Milan and back.

From Dover : First Cl.: £8 19 3; Second Cl.: £6 2 10; Third Cl.: £4 1 5 (Avail. 60 days).

Montreux. — Same tour as Bâle (A), extended from Bâle via Berne, or Neuchâtel, Lausanne, Vevey, Montreux • (Château de Chillon), Vevey, Lausanne, Neuchâtel, or Berne, Bâle.

From Dover : First Cl.: £7 9 7; Second Cl.: £5 1 11; Third Cl.: £3 7 7 (Avail. 60 days).

Munich. — Dover, Ostend, Bruges, Ghent, Brussels or Malines, Louvain, Aachen, Cologne, Bonn, Coblenz, Bingen, Mayence (between Cologne and Mayence by steamer or by rail on either side of the Rhine), Frankfort-on-Main, or Darmstadt, Aschaffenburg, Würzburg, Ansbach, Munich, and return to Dover by the same route.

From Dover : First Cl.: £8 2 10; Second Cl.: £5 8 11; Third Cl.: £3 12 4 (Avail. 60 days).

Munich and Stuttgart. — Dover, Ostend, Brussels, Cologne, Coblenz, Bingen, Mayence or Kastel, Frankfort-on-Main or Darmstadt, Würzburg, Ansbach, Munich, Augsburg, Ulm, Stuttgart, Karlsruhe, Appenweier, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover : First Cl.: £8 12 8; Second Cl.: £5 16 5; Third Cl.: 3 19 6 (Avail. 60 days).

Nurnberg, Munich and Heidelberg. — Dover, Ostend, Brussels, Cologne Bingen or Rudesheim, Mayence or Kastel, Frankfort-on-Main or Darmstadt, Würzburg

* The coupons, Vitznau—Rigi, can be used from 1st May to 15th October only.

** From Lausanne (Ouchy) to Geneva, and *vice versa*, by rail or steamer.

] The coupons, Lauterbrunnen — Wengern Alp — Grindelwald and *vice versa*, can be used from 1st June to 30th September only.

• From Lausanne (Ouchy) to Montreux, or Villeneuve respectively, and *vice versa*, by rail or steamer.

Nurnberg, Munich, Augsburg, Ulm, Stuttgart, Bruchsal, Heidelberg, Darmstadt or Mannheim, Mayence, Coblenze, Cologne, Brussels, Ghent, Bruges, Ostend, Dover.

From Dover : First Cl.: £8 3 5; Second Cl.: £5 9 3; Third Cl.: £3 12 9 (Avail. 60 days).

Prague. — Dover, Ostend, Brussels, Cologne, Dusseldorf-Hanover-Braunschweig-Magdeburg or Elberfeld-Cassel, Leipzig, Dresden, Bodenbach, Prague, Carlsbad, Eger, Nurnberg, Wurzburg, Frankfort-on-Main or Darmstadt, Kastel or Mayence, Bingen, Coblenze, Bonn, Cologne, Aix-la-Chapelle, Liège, Louvain, Brussels, Ostend, Dover.

From Dover : First Cl.: £10 5 9; Second Cl.: £6 16 0; Third Cl.: £4 9 6 (Avail. 60 days).

Rhine Black Forest, and Lucerne. — Dover, Ostend, Brussels, Cologne, Coblenze, Mayence, Heidelberg, Karlsruhe, Baden-Baden, Offenburg, Triberg, Singen, Schaffhausen (Rhinefall), Zurich, Zug, Arth Goldau, Rigi †, Vitznau ‡, Lucerne, Bâle, Mulhouse, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover : First Cl.: £8 11 6; Second Cl.: £5 18 3; Third Cl.: £4 1 6 (Avail. 60 days).

Rhine, Lucerne, Gothard, and Interlaken. — Same tour as Bâle (B), extended from Bâle to Lucerne, Vitznau, Rigi ‡, Arth Goldau*, Brunnen, Goeschenen, Fluelen, Lucerne, Alpnachstad, Meiringen, Brienz, Giessbach, Interlaken, Grindelwald, Wengern Alp, Lauterbrunnen ||, Interlaken, Thun, Berne, Bâle.

From Dover : First Cl.: £10 5 11; Sec^d Cl.: £7 7 3; Third Cl.: £4 19 11 (Avail. 60 days).

Rigi and Gothard. — Same tour as Bâle (A), extended from Bâle to Lucerne, Vitznau, Rigi ‡, Arth Goldau†, Goeschenen, Fluelen, Lucerne, Bâle.

From Dover : First Cl.: £7 17 6; Second Cl.: £5 11 6; Third Cl.: £3 15 4 (Avail. 60 days).

Rome. — Same as Milan extended to Bologna-Florence Genoa-Pisa, Rome and return

From Dover : First Cl.: £15 7 3; Second Cl.: £10 10 1; Third Cl.: £7 0 9 (Avail. 90 days).

Rome and Venice. — Same as Milan extended to Genoa, Pisa, Rome, Florence, Bologna, Padua, Venice, Verona, Milan.

From Dover : First Class : £16 7 6; Second Class : £11 4 0; Third Class : £7 9 6. (Avail. 90 days).

Rotterdam. — Dover, Ostend, Bruges, Ghent, Termonde-Malines or Brussels-Malines, Antwerp, Dordrecht, Rotterdam and back by the same route.

From Dover : First Cl.: £2 12 2; Second Cl.: £1 18 4; Third Cl.: £1 9 1 (Avail. 60 days).

Sion, Martigny, Chamonix, and Geneva. — Same tour as Bâle (A), extended from Bâle to Lucerne, Alpnach, Brunig, Meiringen, Brienz, Interlaken, Spiez, Frutigen — break and rejoin at Leuk, Sion, Martigny break and rejoin at Chamonix, Geneva, Lausanne, Neuchatel or Berne, Bâle.

From Dover : First Cl.: £8 2 4; Second Cl.: £5 11 6; Third Cl.: £3 13 11 (Avail. 60 days).

St-Moritz. — Same tour as Coire extended to St-Moritz.

From Dover : First Class : £8 17 0; Second Class : £6 0 1; Third Class : £3 16 8.

Stockholm. — Dover, Ostend, Bruges, Ghent, Brussels, Liège, Aix-la-Chapelle, Cologne, Dusseldorf, Munster Bremen, Hamburg, Kiel, Korsoer, Copenhagen, Malmo, Stockholm, and back by the, same route.

From Dover : First Class†† : £13 12 9; Second Class‡‡ : £9 4 7 (Available 90 days).

Strasburg. — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg, and back by the same route.

From Dover : First Cl.: £4 15 0; Second Cl.: £3 5 3; Third Cl.: £2 3 4 (Avail. 60 days).

Stuttgart. — Dover, Ostend, Brussels, Cologne, Coblenze, Bingen, Mayence, Darmstadt or Mannheim, Heidelberg, Bruchsal, Stuttgart, and back by the same route.

From Dover : First Cl.: £6 8 8; Second Cl.: £4 4 2; Third Cl.: £2 16 9 (Avail. 60 days).

Stuttgart and Karlsruhe. — Dover, Ostend, Brussels, Cologne, Coblenze, Bingen, Mayence, Darmstadt or Mannheim, Heidelberg, Bruchsal, Stuttgart, Karlsruhe, Appenweier, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover : First Cl.: £6 17 7; Sec^d Cl.: £4 12 3; Third Cl.: £3 3 1 (Avail. 60 days).

Swiss and Italian Lakes and Milan. — Same tour as Bâle (A) extended from Bâle to Lucerne, Fluelen, Goeschenen, Bellinzona, Locarno, Luino, Arona, Milan, Como, Menagio, Porlezza, Lugano, Bellinzona, Goeschenen, Fluelen, Lucerne, Bâle.

From Dover : First Cl.: £9 5 6; Second Cl.: £6 10 6; Third Cl.: £4 5 6 (Avail. 60 days).

† The coupons, Arth Goldau — Rigi, can be used from 15th May to 15th October only.

‡ The coupons, Vitznau—Rigi, can be used from 1st May to 15th October only.

* The coupons, Rigi—Arth Goldau, can be used from 15th May to 15th October only.

|| The coupons, Grindelwald—Wengern Alp—Lauterbrunnen, can be used from 1st June to 30th September only.

†† On the journey between Malmo and Stockholm, travellers by the night trains with first class tickets have to pay a supplement of 10 kronen for each seat occupied.

‡‡ Second class tickets include first class on steamers between Kiel—Korsoer, and Copenhagen—Malmo.

Trèves. — Dover, Ostend, Brussels, Cologne, Bonn, Coblenze, Cochem, Bullay, Trèves**, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover: First Cl.: £4 11 2; Second Cl.: £3 3 1; Third Cl.: £2 4 7 (Avail. 60 days).

Turin. — Same tour as Bâle (A), extended from Bâle to Lucerne, Fluelen, Goeschenen, Bellinzona, Pino, Luino, Laveno Mombello, Novara, Vercelli, Santhia, Turin, and back by the same route.

From Dover: First Cl.: £9 16 9; Second Cl.: £6 15 0; Third Cl.: £4 9 8 (Avail. 60 days).

Venice. — Same tour as Italy (viâ Chiasso) extended from Chiasso to Como, Milan, Verona, Padua, Venice and back.

From Dover: First Cl.: £11 4 3; Second Cl.: £7 14 4; Third Cl.: £5 3 0 (Avail. 60 days).

Vienna. — Dover, Ostend, Brussels, Cologne, Coblenze, Kastel or Mayence, Frankfort-on-Main or Darmstadt, Wurzburg, Nurnberg, Regensburg, Passau, Linz, Vienna †, and back by the same route.

From Dover: First Class: £11 9 5; Second Class: £7 9 11; Third Class: £4 18 9 (Available 60 days).

Vienna and Munich. — Dover, Ostend, Brussels, Cologne, Coblenze, Mayence, Frankfort-on-Main or Darmstadt, Wurzburg, Nurnberg, Regensburg, Passau, Linz, Vienna, Linz †, Attnang, Salzburg, Rosenheim, Munich, Ulm, Stuttgart, Karlsruhe, Strassburg Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover: First Cl.: £12 9 3; Sec^d Cl.: £8 4 1; Third Cl.: £5 10 4 (Avail. 60 days.)

Vienna and Salzburg. — Same route on outward journey as Vienna; Vienna, Amstetten, Selzthal, Ischl, Strobl, St. Wolfgang, St. Gilgen, Scharfling, Mondsee ‖, Salzburg, Bischofshofen, Innsbruck, Landeck, Bregenz, Constance §. Schaffhausen ¶, Waldshut, Bale, Mulhouse, Strasburg, Metz, Luxemburg, Namur, Brussels, Ostend, Dover.

From Dover: First Cl.: £13 15 0; Second Class ♀: £9 2 10; Third Class: £6 0 6 (Available 90 days).

Zürich. — Dover, Ostend, Bruges, Ghent, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, Zürich, and back to Dover by the same route.

From Dover: First Cl.: £6 8 10; Sec^d Cl.: £4 7 5; Third Cl.: £2 19 0; (Avail. 60 days).

B. — Tours via Dover-Ostend-Calais-Dover.

Brussels and Paris. (Available 60 days.)

Dover, Ostend, Bruges, Ghent, Brussels, Mons, Feignies, Paris, Calais, Dover.

From Dover: First Class: £3 8 9; Second Cl.: £2 11 10; Third Cl.: £1 19 8

Brussels, Strassburg and Paris. (Available 60 days.)

Dover, Ostend, Bruges, Ghent, Brussels, Namur, Luxembourg, Diedenhofen, Metz, Strasburg, Deutsch-Avrincourt, Paris, Calais, Dover.

From Dover: First Class £6 0 2; Second Class: £4 6 0; Third Cl.: £3 1 9

Rhine, Moselle and Paris. (Available 60 days.)

Dover, Ostend, Bruges, Ghent, Brussels or Malines, Louvain, Liège, Aix-la-Chapelle, Cologne, Bonn, Coblenze, Trèves, Diedenhofen, Metz, Noveant, Paris, Calais, Dover.

From Dover: First Class: £5 17 0; Second Cl.: £4 3 9; Third Cl.: £3 0 6

Rhine, Frankfort o/M. and Paris. (Available 60 days.)

Dover, Ostend, Bruges, Ghent, Brussels or Malines, Louvain, Liège, Aix-la-Chapelle, Cologne, Bonn, Coblenze, Bingen, Mayence, Frankfort, Heidelberg, Karlsruhe, Strasburg, Deutsch-Avrincourt, Paris, Calais, Dover.

From Dover: First Class: £7 0 3; Second Class: £4 17 7; Third Cl.: £3 9 3

Cologne, Frankfort o/M. Bâle and Paris. (Available 60 days.)

Dover, Ostend, Bruges, Ghent, Brussels or Malines, Louvain, Liège, Aix-la-Chapelle, Cologne, Bonn, Coblenze, Bingen, Mayence, Frankfort o/M., Bâle, Delle or Alt-Münsterol, Paris, Calais, Dover.

From Dover: First Cl.: £7 12 10; Second Cl.: £5 4 3; Third Cl.: £3 13 9

Frankfort o/M, Bâle, Geneva and Paris. — (Available 60 days.)

Dover, Ostend, Bruges, Gend, Brussels or Malines, Louvain, Liège, Aix-la-Chapelle, Cologne, Bonn, Coblenze, Bingen, Mayence, Frankfort, o/M., Bâle, Berne or Neufchâtel, Lausanne, Geneva, Paris, Calais, Dover.

From Dover: First Class: £8 12 0; Second Class: £6 0 9; Third Cl.: £4 4 1

Bâle (C). — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg,

Mulhouse, Bale, Delle or Alt-Munsterol, Chaumont, Laon, Lille, Calais, Dover.

From Dover: First Class: £6 12 3; Second Class: £4 12 6; Third Cl.: £3 5 9

(Available 60 days.)

** From Coblenze to Trèves by rail only.

† From Passau to Linz and from Linz to Vienna, and *vice versa*, by rail or boat on the Danube.

‖ From Strobl to St. Gilgen and from Scharfling to Mondsee by rail or boat. (By boat from 1st June to 30th September only.) § From Bregenz to Constance by boat either direct or *via* Lindau-Friedrichshafen.

¶ From Constance to Schaffhausen by rail or boat on the Rhine. — ♀ Between Ischl & Salzburg 1 cl.

Quotations for other Tours at proportionate rates will be supplied.

Bâle & Paris. — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, Delle or Alt-Münsterol, Paris, Calais, Dover.

From Dover: First Cl.: £6 13 11; Second Cl.: £4 14 0; Third Cl.: £3 6 10 (Avail. 60 days.)

Berlin, Munich, and Paris. — Dover, Ostend, Brussels, Cologne, Düsseldorf, Ham, Hanover, Stendal, Berlin, Munich, Stuttgart, Strasburg, Nancy, Paris, Calais, Dover.

From Dover: First Cl.: £11 15 1; Second Cl.: £8 1 0; Third Cl.: £5 11 0 (Avail. 60 days.)

Engadine, Italian Lakes, and Simplon. — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, Zürich, Ragatz, Coire, Thusis, Samaden, St. Moritz, † Chiavenna, Colico, Menaggio, Porlezza, Lugano, Ponte Tresa, Luino, Laveno, Baveno, Domodossola, Iselle, Brigue, Lausanne, Pontarlier, Paris, Calais, Dover.

From Dover: First Cl.: £9 12 11; Second Cl.: £6 19 8; Third Cl.: £4 14 1 (Avail. 60 days.)

Holland, Cologne, and Paris. — Dover, Ostend, Bruges, Ghent, Brussels, Malines, Antwerp, Rotterdam, The Hague, Haarlem, Amsterdam, Utrecht, Dusseldorf, or Crefeld Cologne, Aix-la-Chapelle, Jeumont, Paris, Calais, Dover.

From Dover: First Cl.: £5 16 6; Second Cl.: £4 4 5; Third Cl.: £3 0 5 (Avail. 60 days.)

Lucerne, Interlaken, and Paris. — Dover, Ostend, Brussels, Namur, Luxemburg, Metz, Strasburg, Mulhouse, Bâle, Lucerne, Brunig, Interlaken, Berne, Neufchâtel, Paris, Calais, Dover.

From Dover: First Cl.: £7 13 4; Second Cl.: £5 8 10; Third Cl.: £3 16 1 (Avail. 60 days.)

Milan, Simplon, and Paris. — As above to Bâle thence Lucerne, Flüelen, Goeschenen, Bellinzona, Chiasso, Milan, Arona, Domodossola, Iselle, Brigue, Visp, Martigny, || Villeneuve, Montreux, || Lausanne, Pontarlier, Paris, Calais, Dover.

From Dover: First Cl.: £9 8 5; Second Cl.: £6 13 10; Third Cl.: £4 13 0 (Avail. 60 days.)

St Gothard and Riviera. — As above to Milan, thence Genoa, San Remo, Bordighera, Monte Carlo, Mentone, Monaco, Nice, Cannes, Toulon, Marseille, Lyon, Paris, Calais, Dover.

From Dover: First Cl.: £11 10 6; Second Cl.: £8 3 9; Third Cl.: £5 12 3 (Avail. 60 days.)

Venice, Rome, and Paris. — As above to Milan, thence Verona, Venice, Padua, Bologna, Florence, Rome, Pisa, Genoa, Turin, Modane, Paris, Calais, Dover.

From Dover: First Cl.: £15 19 6; Second Cl.: £11 5 9; Third Cl.: £7 12 6 (Avail. 90 days.)

Vienna, Tyrol, and Venice. — Dover, Ostend, Brussels or Malines, Cologne, Bingerbrück, Mayence, Aschaffenburg, Nürnberg, Passau, Linz, Vienna, Amstetten, Salzburg or Selzthal, Bischofshofen, Innsbruck, Bozen, Verona, Venice, Milan, Arona, Simplon, Lausanne, Paris, Calais, Dover.

From Dover: First Cl.: £16 5 9; Second Cl.: £11 2 0 Third Cl.: £7 9 3 (Avail. 90 days.)

† From St. Moritz to Chiavenna (Swiss Post Diligence) at the expense of the holder.
|| From Villeneuve to Lausanne by rail or from Villeneuve to Ouchy by steamer.
Quotations for other Tours at proportionate rates will be supplied.

SLEEPING CAR SERVICE

Supplementary Fares for Sleeping Berths.

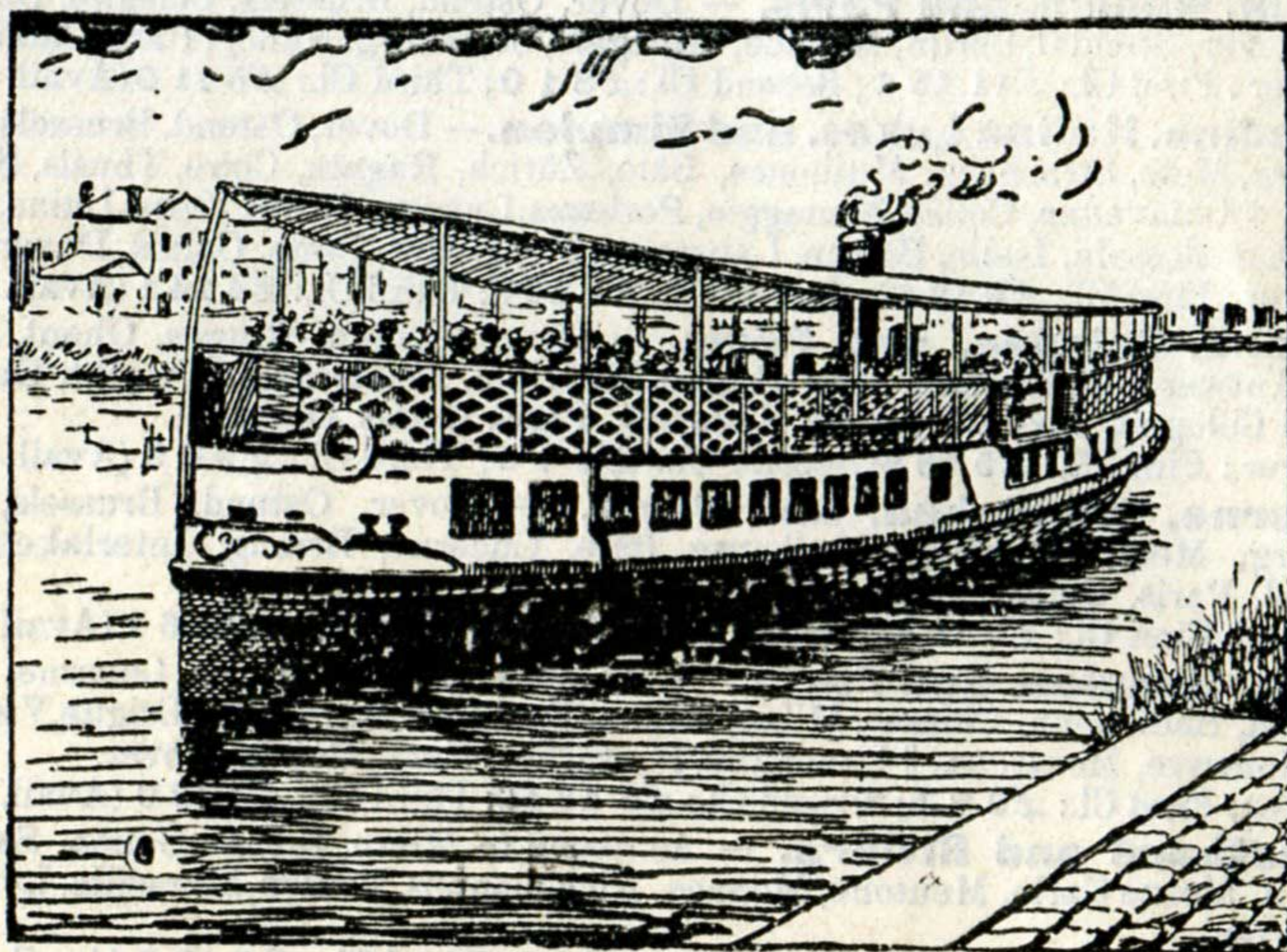
Express Trains (Ordinary Daily Service).	1st Class.		2nd Class.		Trains de Luxe.	1st Class.		
	s.	d.	s.	d.				
Ostend to Bale	14	5	11	6	Ostend to Brussels	2/10	Nord and Ostend-Vienna trains de luxe. Nord Exp.	
» Brussels	4	10	3	10	» Aix-la-Chapelle	6/5		
» Cologne	8	0	6	5	» Cologne	8/0		
» Luxemburg	8	0	6	5	» Hanover	18/0		
» Metz	9	7	7	8	» Berlin	26/0		
» Strasburg	12	0	9	7	» Eydkuhnen	49/10		
» Liege	6	5	5	2	» St. Petersburg	71/8		
» Verviers	6	5	5	2	» Carlsbad	23/2		Carlsbad-Exp.
» Diedenhofen	8	10	7	1	» Eger	22/0		»
» Colmar	12	10	10	3	» Bonn	8/10		Ostend-Vienna Express.
Bale to Frankfort	8	0	6	0	» Coblenz	10/1	»	
» Innsbruck	10	6	8	5	» Frankfort	13/1	»	
» Vienna	14	10	11	3	» Würzburg	16/2	»	
Berlin to Vienna	12	0	9	6	» Nürnberg	18/6	»	
» Dresden	3	0	—	—	» Vienna	29/7	»	
Milan to Florence	11	6	—	—	» Constantinople	78/5	Orient-Express.	
» Rome-via Florence	17	3	—	—	» Constantza	72/8	Ostend-Vienna Constantza Express.	
» Venice	8	3	—	—	» Bucharest	68/0	»	
					» Budapest	40/5	»	

N. B. — The above-mentioned fares represent the nett charges when berths are booked on the trains, but if berths are reserved in advance at the agencies of the International Sleeping Car Company the usual booking fees are to be added.

STEAM NAVIGATION ON THE MEUSE (BELGIUM)

The Palace Steamer Luxe NAMUR-DINANT-TOURISTE

Steamboat Company, Namur-Dinant



Office: AV. PRINCE ALBERT, 23, NAMUR
— Téléphone 524 —

NAMUR, DINANT

Between Namur and Dinant, the Meuse, with its wild rocky scenery, crowned by wooded hills, its ruined castles, noble mansions, its charming white villas and roseclad slopes, invites comparison with the beauties of the Rhine and the Moselle.

Service the 21 May till 30 September.

	a.m.	p.m.		a.m.	p.m.	◆	▲
Namur	8.45	2.30	Dinant..	9.15	1.00	p.m.	p.m.
Yvoir... ..	11.10	4.55	Yvoir	10.10	1.55	2.25	3.25
Dinant	p.m. 12.15	6.00	Namur..	p.m. 12.30	4.15	2.45	5.45

▲ Sundays. ◆ Not on Sundays.

Navigation will be stopped between the 15 and 29 June for the river works on the Meuse.

MOSELLE STEAM NAVIGATION

Head Office : COBLENZ

SUMMER TIME TABLE from May 20th until October 1st 1914.

DAILY SERVICE

from TRIER to COBLENZ.			Fares from Trier		from COBLENZ to ZELL.		
Distance	DOWN		in shillings				
kil.	...dep	...arr.	1st cl.	2nd cl.	...dep	...arr.	
0	Trier	7 0a.m	2/3	1/5	Coblentz... ..	9 00a.m	
36 9	Trittenheim	9 15 »	...	...	Brodenbach	12 00 »	
40 5	Neumagen.	9 30 »	...	...	Hatzenport	12 15 »	
58 0	Mülheim	10 30 »	...	...	Moselkern	12 45p.m	
62 9	Berncastel.	11 0 »	3/8	2/4	Treis	1 30 »	
68 7	Zeltingen... ..	11 30 »	...	...	Cochem	3 00 »	
72 7	Uerzig..	11 45 »	4/4	2/8	Beilstein... ..	4 15 »	
85 3	Trarbach... ..	12 15p.m	...	...	Alf	6 30 »	
98 3	Traben.	12 30 »	5/10	3/3	Zell	7 15 »	
104 3	Punderich..	1 30 »	...	...	from ZELL to TRIER.		
110 3	Zell.	2 0 »	6/5	4/10	Zell	6 0a.m	
131 3	Zell.	2 0 »	...	...	Punderich	7 0 »	
140 8	Alf..	2 30 »	6/9	4/4	Traben	8 30 »	
151 8	Beilstein	3 45 »	...	...	Trarbach	8 45 »	
157 8	Cochem	4 45 »	8/4	5/5	Uerzig,	10 15 »	
163 8	Treis	5 15 »	...	...	Zeltingen	10 45 »	
165 8	Moselkern..	5 45 »	...	...	Berncastel	11 30 »	
190 3	Hatzenport	6 5 »	...	...	Mülheim	12 noon	
	Brodenbach	6 15 »	...	...	Neumagen	2 15p.m	
	Coblentz	7 45 »	9/4	7/—	Trittenheim... ..	2 45 »	
					Trier... ..	7 0 »	

LIST OF HOTELS

Aachen — Henrion's Corneliusbad Hotel.

Aachen — Henrion's Rosenbad Hotel. — In communication with Corneliusbad Hotel and Henrion's Grand Hotel.

Aachen — Hotel du Dragon d'Or. — Rue Camphausbad. 7-9. Close to the Kurhaus and Museum, and opposite the Baths.

Aachen — Hotel Grand Monarque. — First Class, near the Casino and the thermal establishment. Every modern comfort. Moderate prices.

Aachen — Nuellen's Hotel. — Opposite the Elisenbrunnen.

Aachen — Restaurant Elisenbrunnen.

Aachen — Union Hotel. — Opposite the Rhenish Railway Station.

Aachen — Hotel du Nord. — Near the Rhenish Railway Station.

Aachen — Hotel Kaiserhof. — 160 bed rooms. Central heating. Electric lighting. Lift.

Aachen — Wilhelms Hof. — First class. Central position, right opposite the Elisenbrunnen modern comfort, Electric light, lift. Rooms from 3.50 Mark including tea or coffee in the morning.

Aachen Burtscheid — Hotel Badehaus Carlsbad. — Near the Railway Station.

Aberdeen — Grand Hotel. — Union Terrace Gardens. Two hundred bedrooms. Electric light. Luxury and real comfort.

Aberdeen — Palace Hotel. — First class. Under the management of the Great North of Scotland Railway Company.

Augsburg — Palast Hotel zu den Drei Mohren. — One of the best hotels of South Germany, Comfortable rooms. Good cooking. Excellent wines. Cheapest prices. Rooms from Two Mark upwards.

Baden-Baden — Victoria Hotel. — First class. Most beautiful situation. First class cooking. Best wines. Principally frequented by English and Americans. Moderate charges. Lift. Electric light. Pension.

Baden-Baden — Hotel d'Angleterre. — First class family hotel, combining every modern comfort with moderate charges. Beautiful situation. Lift. Baths. Electric light throughout.

Baden-Baden — Französischer Hof. — First class. Lift. Facing Kurhaus. Modern comfort. Moderate charges.

Baden-Baden — Holland Hotel, with Annexe Beau Séjour. — Close to the Kurhaus. Park. Lift.

Baden-Baden — Peter's Hotel zum Hirsch. — Family Hotel. Near Kurhaus. Lift.

Baden-Baden — Hotel de l'Europe. — First class family hotel. Beautiful situation. Two lifts. Electric light throughout.

Baden-Baden — Hotel Drei Könige. — Well-known hotel. Moderate prices. Garden. Verandah, Lift. Baths.

Baden-Baden — Minerva Hotel. — With two charming villas. Lichtenhaler Allee.

Baden-Baden — Hotel de Russie. — First class. On the promenade. Lift. Garden. Electric light.

Baden-Baden — Park Hotel — Highest and healthiest situated. First class hotel. Baths. Lift. Electric light,

Baden-Baden — Hotel Zähringer Hof. — First class hotel. One hundred and seventy bedrooms. Thirty-eight balconies. Garden. Mineral baths. Lift.

Baden-Baden — Hotel Terminus. — Opposite station. Open all the year. Modern House. Fine situation. Every comfort. Moderate charges. Restaurant and Terrace autogarage.

Bale — Hotel Euler. — First class hotel. Close to the Central Station. Gardens and terraces. Lift.

Bale — Hotel Schweizerhof. — First class. Facing Central Station. Refurnished with modern comfort. Quiet. Vast terrace and garden. Excellent cooking. Moderate charges. Lift.

Ballater (near Balmoral) — Loirston House. — Greatly enlarged and improved. Special boarding terms. Golfing. Posting.

Bamberg — Hotel Belle Vue. — Modern comfort. Electric light. Moderate charges.

Beaulieu (Between Monte-Carlo and Nice). Hotel Bristol. — Open from January to April.
Pavillon Bristol. — Open from November to May. First class.

Berlin — Grand Hotel Belle Vue and Thiergarten Hotel. — First class hotel, opposite the Potsdam Bahnhof. Lift. Electric light. Comfortable rooms from 3 marks.

Berlin — Monopol Hotel. — First class. 200 rooms. Opposite Friedrichstrasse Station. Electric light. Steam heating. Lifts. Bedrooms from 3 marks (including lights and attendance).

Berlin — Hotel "Wilhelmshof". — 44, Wilhelmstrasse, W. — Near Anhalter and Potsdamer Stations. Quiet. Home like, Comfortable., French and Gorman cuisine. Rooms from Two Marks upwards.

Berlin — Hotel Continental. — Opposite Central Station (Friedrichstrasse). Quite new. Modern comfort. Electric light Restaurant.

Berlin — Grand Hotel de Rome. — 39, Unter den Linden. First class. Electric light. Lift. Well-known cuisine. Moderate prices.

Berlin — Hotel Kaiserhof. — Wilhelm Platz. First class. Modern comfort.

Berlin — Palast Hotel. — Leipziger and Potsdamer Platz, Quiet. First class. One hundred and twenty rooms. Modern comfort. Electric light Central heating.

Berlin — Westminster Hotel. — 17-18, Unter den Linden. First class. Modern comfort, Electric light Moderate charges.

Berlin — Hotel Britannia. — Friedrichstrasse 50/51 S. W. First class. Modern comfort. Electric light. Lift.

Berlin — Hotel Saxonia, 10, Königgratzerstrasse. First class; close to Potsdamer and Anhalter stations; latest improvements, new management. 150 Beds & sitting-rooms from 3 mark,

Berlin — Hotel Prinz Albrecht, Prinz Albrechtstrasse, 9. 4 minutes from the Anhalt and Potsdam Stations. First class. Rooms from 2.50 mark upwards Central heating. Electric light. Lift.

Berne — Bernerhof. — First class hotel. The most important and the best situated in the town. Two minutes walk from the station. Electric light. Lift. Moderate charges.

Bielefeld — Hotel zu den Drei Kronen. — First class hotel, in the centre of the town. Electric light. Bath-rooms. Omnibus meets all trains.

Birmingham — Grand Hotel. — Colmore Row. First class. Special suites of banquet, dining and ball rooms for private and public dinners, &c. Electric light. Lifts.

Birmingham — Great Western Hotel. — Colmore Row, adjoining Great Western Station. First class hotel and restaurant. Every comfort and convenience.

Birmingham — Colonnade Hotel and Restaurant. — New Street, close to New Street Station. London and North Western and Midland Railways. In the centre of the City.

Birmingham — Cobden Hotel. — Centrally situated and well appointed. 120 bedrooms. Elevator. Bed and attendance, 2s. 6d. per night.

Birmingham — "Hen and Chickens" Hotel. — New Street. Central situation. Electric light and elevator. Bed and attendance, 3s. per night.

Birmingham — Victoria Temperance Hotel. — Corporation Street. Central and pleasant situation. Passenger lift.

Birmingham — Bullivant's Commercial Hotel. — High Street and Carr's Lane.

Birmingham — The Metropole. — High Street. First class restaurant, luncheon and tea rooms. High class luncheons, dinners, teas, and suppers a speciality.

Birnam — Dunkeld, N.B., The Birnam Hotel. — High class family hotel, on the banks of the River Tay. Refurnished throughout. Good salmon and trout fishing. Posting.

Bologne — Grand Hotel Brun. — First class house. Heated by hot air. Omnibus meets all trains. Wine restaurant.

Bologne — Hotel du Buffet de la Gare.

Bournemouth — Burlington Hotel, Boscombe. — The leading high class hotel. Acres of gardens sloping to the Sea. Surrounded by fragrant pine woods. Garage.

Braunschweig — Hotel Monopol. — First class hotel. Opposite the railway station. Elegantly furnished. Bath rooms. Restaurant. Coffee and wine rooms.

Bremen — Hillman's Hotel. — On the Wall Promenade.

Bremen — Hotel de l'Europe. — First class family hotel. One hundred and fifty bed and sitting rooms. Electric light. Lift and bath rooms.

Breslau — Hotel du Nord. — Opposite the Central Bahnhof. First class hotel. Electric light in all rooms.

Breslau — Hotel Goldene Gans. — First class hotel, in the centre of the town. Electric light. Lift. Moderate prices.

Breslau — Hotel Monopol. — First class. Purveyors of HH. the Prince Royal of Saxe-Meiningen.

Brindisi — Grand Hotel International. — First class. Renewed. Moderate tarif. Opposite P. and O. Steamers' Quay.

Cairo — Ghesireh Palace Hotel. — Formerly the Palace of the Khedive Ismail. The most luxurious in the world.

Cassel — Hotel du Nord. — First class hotel. Opposite the railway station. Hot or cold baths. Conveyances.

Cassel — Hotel Köning Von Preussen. — Purveyors to the Court.

Cassel — Lahnstein's Hotel Royal. — Opposite the Station. First class. Restaurant. Modern comforts.

Caux S/Montreux — Grand Hotel de Caux. — Situated 3,600 feet above the sea level. Open all the year round. Lift. Electric light.

Chemnitz — Hotel Römischer Kaiser. — First class hotel. Electric light.

Chemnitz — Hotel Stadt Gotha. — First class hotel of long standing. Situated in the best position of the town. Electric light.

Christiania — Grand Hotel.

Christiania — Victoria Hotel. — First class in town honoured by the usual stay of royal and high class travellers.

Coblence — Monopol Hotel. — First class. Every modern comfort. Near the stations. Nice position.

Coblence — Giant Hotel. — First class. Opposite the landing place of the Rhine Steamers. Lift. Electric light. Omnibus at station.

Coblence — Central Hotel. — First class hotel. Opposite the Rhine Railway Station. Moderate charges.

Coblence — Grand Hotel Belle Vue. — First class. Every comfort. Lift. Moderate charges.

Cobourg — Bahnhof's Hotel. — New Building. Electric light. Central heating. Winter garden.

Cologne — Hotel Continental. — First class hotel, overlooking the Cathedral Square, and adjoining the Central Station. Electric light. Lift. Wine restaurant.

Cologne — Hotel du Nord. — First class. Post, telegraph, and railway ticket office. Electric light. Lift.

Cologne — Hotel Disch. — First class. Near the Cathedral and the Station. Lift. Electric light. Steam heating.

Cologne — Dom Hotel. — The most fashionable in Cologne. Opposite the Cathedral and the Station.

Cologne — Hotel Grosser Kurfürst. — First class. Opposite Station and Cathedral. Electric light. Lift. Central heating. Rooms from M. 3.

Cologne — Hotel Ewige Lampe. — Opposite the Central Stations and the Dom.

Cologne. — Monopol Hotel. — New first class house, the most fashionable of the town, splendid wine restaurant, all the latest comforts.

Cologne — Hotel Fränkischer Hof. — Komödienstrasse, 32-36. Near the Dom. Moderate prices. Electric light. Central heating. Restaurant.

Constantinople — Pera Palace Hotel. — Commanding lovely views of the Golden Horn and Stamboul.

Crefeld — Hotel Herfs. — 101, Ostwall. Close to the Railway Stations. In the best part of the town. Omnibus. Telephone.

Darmstadt — Hotel Darmstadter Hof. — First class hotel, with every comfort. English style. Moderate charges.

Dortmund — Hotel zum Römischen Kaiser. — Wine establishment.

Dresden — Hotel Belle Vue. — Opposite Royal Palace, Cathedral, Picture Gallery. First class. Splendid position on the river opposite the Opera. Electric light. Lift. Baths.

Dresden — Hotel Bristol. — Bismarkplatz, 5-7. At the Hauptbahnhof, Rooms from 2 Marks upwards, incl. lights and attendance. Reading, smoking, and bath rooms. Lift. Electric light in all rooms.

Dresden — Hotel zum Kronprinz. — First class. Comfortably furnished. Near the Picture Gallery. Green Arch, and Court Theatres. 3 minutes from Railway Stations, Moderate prices. Lift.

Dresden — Grand Hotel Union. — First class. Bismark Square, next Central Stations. Patronised by English and American families. The finest part of Dresden. Lift. Electric light.

Dublin — Gresham Hotel. — One hundred and twenty bedrooms. Spacious saloon on ground floor, splendid ballroom. Electric light throughout. Moderate tariff.

Dublin — Hotel Metropole. — Opposite the General Post Office. The most modern and comfortable hotel in the City, Passenger lift. Restaurant. Moderate charges.

Duisburg a/Rh. — Hotel Berliner Hof. — First class Hotel adjoining the Central Bahnhof.

Düsseldorf — Hotel Breidenbacher Hof. — First class hotel of old standing.

Düsseldorf — Hotel Royal. — First class hotel. Best wine restaurant in Düsseldorf.

Düsseldorf — Arthus Hof. — Adjoining the Apollo Theater. Comfortable hotel. Moderate charges. American Bar, Bodega, Café, large roofgardens

Edinburgh — Princes Street Station Hotel. — Caledonian Ry, commands splendid view of Princes Street and Castle. Railway Booking office in the hotel.

Edinburgh — Waverley Station Hotel. — (North British Ry Cy.)

Edinburgh — Cockburn Hotel. — Conducted on temperance principles. Elevator and Electric light.

Eisenach — Rohrigg's Hotel zum Grossherzog von Sachsen. — Adjoining the exit to the Railway Station. Wine establishment. Purveyors to the Court and to the Grand Duke of Saxony.

Elberfeld — Hotel Weldenhof. — First class hotel.

Ems — Hotel d'Angleterre. — First class. Opposite the Royal Baths. Park. Lift. Electric light.

Ems — Hotel Darmstädter Hof. — First class Hotel, facing the Kurgarten, close to the Kurhaus Springs and Baths. Electric light. Lift.

Ems — Prinz von Wales und Römerbad. — First class. Facing the Kurgarten and Kurhaus. 90 rooms. Own Mineral Spring and Bath house. Lift.

Ems — Hotel des Quatre Saisons. — First class. Facing the Kurgarten and Casino. Springs. Baths at the hotel. Moderate charges. Pension. Lift.

Ems. — The Four Towers Private Hotel. — Situated in the centre of the Park. Connected with the Royal Bath House.

Ems — Hotel de Russie. — First class. Rooms from 2s. Pension from 6s.

Ems. — Establishment for inhalations, Heyer (Herzog von Leuchtenberg). — Situated in the best part of the town, opposite the Royal Bathing Establishment and the Public Gardens.

Ems — Hotel Königliches Kurhaus. (Royal Kurhaus). — With 4 Mineral springs & 23 mineral baths in connexion through covered halls with the Kursaal. Electric light. Lift.

Essen a/Ruhr — Hotel Essener Hof.

Fearnan, Loch Tay — Tign au-Loan Temperance Hotel. — Beautifully situated on the north shore of Loch Tay. Trout fishing. Lovely scenery. Board £25s. per week. Attendance included.

Forfar — Yarman's Hotel. — Opposite Railway Station. First class family and commercial hotel.

Frankfurt A/M. — Frankfurter Hof, Kaiserplatz. — The leading Hotel and Restaurant in the town. Finest position in the Very Centre; only a few minutes from the Central Railway Station. Renovated throughout. Fixed prices for rooms, including breakfast and attendance. Electric light.

Frankfurt A/M. — Hotel du Cygne. — First class. Electric light. Lift. Bath-rooms. Central heating. Central situation. Close to the Theatre and the Palm Garden.

Frankfurt A/M. — Grand Hotel National. — First class. Opposite the Station. Moderate prices. Modern comfort. Electric light. Steam heating. Tariff in all rooms. Lift. Good cuisine and wines.

Frankfurt A/M. — Hotel Pariser Hof. — Good position, centre of the town (Schillerplatz. Moderate prices. Tramways to any part of the town.

Frankfurt A/M. — Hotel Monopol-Metropole. — New first class family house, situated opposite the Central Station. Garden Terrace. Palm Court. Apartments and single rooms with Bath. Every modern comfort.

Frankfurt A/M. — Hotel Englischer Hof. — The newest splendid building.

Frankfurt A/M. — Hotel Impérial, Am Operplatz. — First class; apartments and single rooms with bath. — High class Restaurant. American Bar.

Frankfurt A/M. — Hotel de Russie. — Opposite the Central Railway Station. First class hotel. Lift. Electric light. Every modern comfort.

Frankfurt A/M. — Hotel Continental. — First class, opposite the Central station. Lift. Electric light. Central heating. Baths. Every modern comfort.

Frankfurt A/M. — Esplanade Hotel. — First class, opposite the New Theatre, Separ. Apartments and single rooms with bath. Dinners, etc. apart. American Bar. Grill Room.

Frankfurt A/M. — Hotel Union (Weidenbusch). — First class. New building. Every modern comfort. Centre of the town (Steinweg). Moderate prices.

Frankfur A/M. — The Carlton Hotel. — Opposite the Central Station opened 1907 hot & cold running water in every room.

Friedrichsroda I/Th. Hotel and Villa Belle Vue. — Opened in 1872. Pension. Electric light. Omnibus at station.

Freiburg I/Baden. — Hotel Sommer zum Zahringer Hof. — First class, opposite the Railway Station. Lift. Electric lighting. Bath rooms. Connected with Hotel Sommer, Badenweile, in Brisgau,

Freiburg I/Brisgau. — Europe Hotel. — First class. Close to the Station surrounded by gardens. Moderate prices. Electric light and steam heating.

Friedrichshafen (Lake Constance). — Hotel Deutsches Haus. — First class.

Friedrichshafen (Lake Constance). — Kurgartenhotel. — 1st Class House open all the year round. Latest comfort. Finest situation. Own Automobile and Motoboat. Tennis, Fishing. 1/4 mile from the Count Zeppelin airship wharf.

Gênes, — Grand Hotel de Gênes. — Electric light. Lift.

Gênes. — Grand Hotel Isotta. — First class hotel. Every modern comfort. Railway Booking Office in the hotel.

Genève. — Hotel Beau Rivage. — Popular and fashionable first class hotel.

Genève. — Hotel Metropole. — High-class hotel with every modern comfort, facing the English Garden. 200 bedrooms and saloons. Moderate prices. Pension arrangements for a protracted stay.

Genève. — Grand Hotel des Bergues. — Occupies the best central position in Geneva. Entirely refurnished with every modern comfort.

Genève. — Hotel d'Angleterre. — First class. On the shore of the Lake, facing Mont Blanc. Lift. Electric light. Baths. Moderate charges.

M. Gladbach-Hotel Herp. — In the centre of the city. First class. Omnibus.

Glasgow. — Buchanan Street Station Hotel. — Bed and attendance from 2s. 6d. Breakfasts from 1s. 6d.

Glasgow. — Central Station Hotel. Caledonian Railway. — Central Station Hotel.

Glasgow. — Victoria Hotel. — Telephone 3740.

Glasgow. — Steel's Hotel. — Under new management. Electric light.

Gillon s/Montreux. — Grand Hotel du Rigi Vaudois. — Excellent hotel, with every modern comfort. Situated over 2,000 feet above the sea level. Shady park. Lift. Electric light.

Görlitz. — Hotel Vier Jahreszeiten. — First class hotel opposite the Station. Electric light in all rooms. Good cooking. Moderate prices.

Göteborg. — Hotel Eggers (Hotel Christiania). — First class. Centre of the City. Close to the railway station. 100 rooms. Electric light. Lift.

Göteborg. — Hotel Haylund.

Göteborg. — Hotel Yöta Källure.

Greenock. — Ardentlenny Hotel.

Halle A/S. — Hotel zur Stadt Hamburg. — First class. Centre of the town, near University. Baths. Omnibus.

Hamburg. — Strelts Hotel.

Hanover. — Hotel Bristol. — First class hotel. Magnificently furnished. Opposite the Station and close to Post Office and Theatre. Lift.

Hanover. — Hotel Royal. — Opposite Central Station. French cooking. Restaurant *à la carte*. Wine establishment.

Hanover. — Kasten's Hotel.

Heidelberg. — Hotel de l'Europe. — First class family hotel in the centre of the extension. Gardens belonging to the hotel opposite the Park. Quiet. Modern comforts. Pension.

Heidelberg. — Hotel Prinz Carl. — The nearest hotel to the Castle and the funicular rail. Railway tickets issued and luggage registered at the hotel.

Heidelberg. — Hotel Victoria. — First class. Beautiful situation, near the town garden. Large terrace. Pension.

Heidelberg. — Schloss-Hôtels. — First class. Close to the Castle ruins. Splendid position in the midst of extensive own gardens. View of Castle ruins and Neckar-Valley. All the latest improvements.

Hohwald (Alsace) — Hotel and Bains du Hohwald. — Air cure in the centre of the Vosges 600 mètres above sea level. Pension. Electric light.

Homburg Bad. — Hotel Metropole. — Most fashionable house. Electric light. Large and shady park. Lift. Purveyor to H. R. H. the Grand Duke of Mecklenburg-Strelitz and Saxony-Weimar.

Homburg Bad — Royal Victoria Hotel. — The largest at Homburg. Also 3 splendid villas, in garden, with private apartments. Electric light. Lift. Winter Season-Hotel Provence, Cannes.

Homburg Bad. — Hotel Belle Vue. — First class. Facing the Kurgarten. Lift. Electric light. Baths.

Homburg Bad. — Ritter's Park Hotel — First class. Opposite the Park. Lift. Baths. Electric light. Honoured by the usual stay of Royal Families.

Homburg Bad. — The Grand Hotel. — Best situated. Best appointed. All comforts.

Interlaken. — Grand Hotel Beau Rivage. — Large first class hotel. 200 rooms. Quiet and open position in the centre of a fine park. Splendid view. All modern improvements.

Interlaken. — Grand Hotel Victoria. — 450 beds; and **Grand Hotel Jungfrau.** — 300 beds. Grill room. Pension arrangements. Restaurant.

Karlsruhe. — Germanie Hotel. — First class. Near the station. Lift. Comfortable.

Keswick. — The Borrowdale Hotel. — Charmingly situated at the head of Derwentwater. Refurnished with sanitary arrangements. Most reasonable terms per day or week. Post & Telegraph Office.

Keswick. — The Lodore Hotel. — First class family hotel, at the head of the Lake. Tariff very moderate. Boarding terms. Boating. Fishing. Steam yacht. Omnibus meets all trains.

Kiel. — Holst Hotel. — Castlegarden.

Kiel. — Hotel zum Kronprinzen. — First class. Three minutes walk from the Station. Restaurant.

Kissingen Bad. — Hotel de Russie. — First class. Overlooking the kurgarten, and opposite the mineral spring and baths. 120 bedrooms, 20 saloons. Splendid garden. Special drawing room for ladies.

Kissingen Bad. — Hotel Sanner. — 120 rooms, 20 balconies. Near the springs and baths. The hotel is a detached residence, and is situated in a quiet part of the town. Latest improvements. Omnibus.

Kissingen Bad. — Hotel Metropole. — Family hotel. First class. 80 rooms and saloons. From 2.50 Marks per day. Pension from 6 Marks. Omnibus from station.

Kissingen Bad. Königl., Curhaus Hotel. — First class. One hundred and sixty rooms. Mineral waters. Baths. Pension arrangements.

Kissingen Bad. — Villa et pension Liebeskind. — Open position, near the theatre and kurgarten the baths, and the springs Tennis. Croquet lawn. Fishing and boating.

Königsberg I/Pr — Das Deutsche Haus Hotel. — First class hotel. Carriages and conveyances for passengers' luggage at the Station.

Königsberg I/Pr. Hotel de Prusse — First class. 50 elegantly-furnished rooms. In connection with a large restaurant, situated in the prettiest part. Rooms from 2 Marks. Table d'hôte, 2 Marks.

Kreuznach Bad — Hotel Royal d'Angleterre. — First Class. Modern comforts. Mineral bath. Tennis court. Pension. For tariff and information, apply to Manager.

Kreuznach Bad. — Kurhaus Hotel. — Position unique dans le grand parc. 65 chambres. En communication avec l'établissement de bains. Billiards. Lift.

- Langen Schwalbach Bad — Hotel Allee Saal.** — First class. Close to the Kursaal and Springs.
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- Lausanne — Grand Hotel Richemond.** — First class. Splendid position, in the midst of extensive gardens. View of the lake and mountains. Modern comforts. Baths, Douches. Lift.
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- Lausanne — Hotel Victoria.** — High class pension, noted for its comforts. Large shady gardens, with view of the lake and mountains.
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- Leipzig — Hotel de Prusse.** — First cl. On the horse market, overlooking the promenade, Augustus Platz, museum, and theatre. 130 rooms from 2 Marks upwards. Lift. Electric light. Restaurant.
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- Leipzig — Hotel Sedan.** — First class. Opposite the railway stations. Electric light. Central heating. Lift. One hundred and fifty bed and bath-rooms.
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- Leipzig — Hotel Kaiserhof.** — First class. Opposite the railway station, the theatre, the Crysta Palace and the museums. Usual residence of the Royale Families. Electric light in all rooms. Lift.
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- Leipzig — Hotel Hauffe.** — First class in all respects. See Baedeker's Guide.
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- Leipzig — Hotel Stadt Rom.** — First class. Close to the theatre, post and telegraph office, and railway stations. Electric light.
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- Leith — Old Ship Hotel.**
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- Lindau — Hotel Bayerischer Hof.** — First class. Comfortable. Beautiful view on the lake and the Alps. Close to the station and harbour.
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- Lisbon — Avenida Palace Hotel.** — A luxurious first class hotel, in the heart of the city adjoining the railway station. Moderate tariff. Pension.
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- Loch Lomond — Rowardennan Hotel.** — Foot of Ben Lomond.
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- London — Hotel Burlington, Cork Street.** — Family Hotel of the best type. Quiet situation, one minute from Bond Street. Patronised by the Nobility.
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- London — Buckingham Palace Hotel.** — Overlooking the Royal Residence. Suits with private baths. Thoroughly modernised and renovated.
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- London — Waldorf Hotel.** — Aldwych, Strand. Central for all parts of London. Bedrooms with bathrooms attached. Exchange Phone in all bedrooms, palm court the rendez-vous of fashionable London, G. C. Schnieder, manager.
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- Lucerne — Hotel Schweizerhof et Luzernerhof.** — Splendid situation on the quay and promenade. 600 beds. Hydraulic lift and electric light. Schweizerhof open all the year. Central heating.
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- Lucerne — Hotel St-Gothard et Terminus.** — Opposite the station. Open all the year. 240 beds. from 3 frs. upwards. Lift. Electric light. Modern comfort.
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- Lucerne — Hotel Victoria et d'Angleterre.** — First class. On the new Pilate boulevard. Quiet and central position, near the station. Lift. Electric light. Steam heating in all rooms. French restaurant.
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- Maloja Palace (Haute Engadine), Suisse.** — 1er ordre. Altitude, 1,800 mètres au bord du lac Silo. Atmosphère d'une pureté exceptionnelle.
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- Mannheim — Park Hotel.** — First class. New splendid building with every comfort. Finest situation. Electric light. Lift. Central heating. Omnibus.
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- Mannheim — Hotel Pfälzer Hof.** — First class, in the centre of the town. Electric ligh. Lift. Steam heating.
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- Mayence — Hotel d'Angleterre.** — First class. The fashionable first class house on the Rhine.
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- Mayence. — Hotel de Hollande.** — First class. Comfortably furnished. Close to the landing place of the Rhine steamers. Omnibus from to and all trains. Throughout steam heating.
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- Mayence — Hotel Rheinischer Hof.** — First class. Overlooking the Rhine. Close to the steamboats.
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- Melrose — The Station Hotel.** — Nearest from the Station.
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- Melrose — Abbey Hotel.**
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- Méran.** — South Tyrol. Grand Hotel Meraner Hof. First class. Unique position in a large park. Opposite the Curhouse. Open all the year round.
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- Milan — Grand Hotel Milan.** — Every comfort. Lift. Electric light. Railway booking office and agency of the Wagon-Lits Company.
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- Milan — Hotel Cavour.** — Opposite the public gardens. Excellent table d'hôte. Omnibuses meets all trains. Railway booking office. Winter garden. Electric light. Moderate terms.
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- Milan — Hotel de la Ville.** — First class establishment on the Corso Victor-Emmanuel. View of the cathedral. Railway booking office. Winter garden.
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- Milan — Regina Hotel Rebecchino.** — First cl. restaur. In the centre of the town, near the post and telegraph offices, the theatres, and the music halls. Moderate prices. Board. Omnibuses.
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- Moffat — " Annandale Arms " Hotel.** — First class family hotel and posting establishment. Omnibus meets all trains.

Montreux — Hotel Breuer. — Excellent hotel, open all the year round. Every modern comfort. Situated in the most sheltered part of the country. Electric light. Lift. Omnibuses.

Montreux — Hotel Beau Rivage. — First class family hotel. Moderate comforts. Moderate charges. Fine position.

Montreux — Hotel Continental. — Splendid establishment. Modern comforts. In the most charming and quiet position. Shady garden on the banks of the lake. Lift. Electric light. Baths. Winter garden.

Montrose, N. B. (Scotland). — Central Hotel. —

Mulhouse (Alsace) — Hotel Central. — First class. One hundred and fifteen rooms. Electric light throughout. Three "tables d'hôte". Large café and magnificent garden. Omnibuses.

Munich — Hotel de l'Europe — First class. Opposite the Central Railway station. Modern comforts. Lift. Electric light. Heating by steam. Connected with the Café Restaurant Bristol.

Munich — Hotel Engländer Hof. — First class. Central position, opposite the post and telegraph offices, the theatres, and the Royal Residence. Pension. Omnibus. Bath rooms. Telephone.

Munich — Hotel Rhenischer Hof. — First class. At the Railway Station. Electric Light.

Munich — Bavarian Hotel. — First class. Entirely renewed. Beautiful winter garden. Steam heating. Electric light. Lifts.

Munich — Park Hotel. — First class, with every modern comfort. In the finest part of the town. Open since August, 1898.

Munich — Hotel Belle Vue. — First class. Near the Station, in one of the finest places of the town (Karlsplatz). Greatly enlarged and newly furnished.

Munich — Grand Hotel Continental. — Ist class. Finest and quietest situation on the Maximilian Platz. Lift. Electric light.

Munich Hotel 4 Jahreszeiten (4 Seasons). — Ist Class, in the Centre of the City. Near the Royal Théâtre, Museum, &c. Every modern comfort.

Munich — Hotel Wolff. — First class. Family Hotel at the Railway Station. Electric Light. Lift. Every modern comfort. Greatly enlarged and newly furnished.

Munster I/W. — Hotel zum König von England. — First class. Wine establishment.

Munster-am-Stein Bad — Hotel & Pension Zipp. — First class. Modern comforts. Moderate charges. Excellent cooking. Large garden.

Naples — Grand Hotel du Vésuve. — First class. Fine position in Naples, and facing the landing place of the Steamers. View of Vesuvius and of the Bay.

Nauheim Bad — Hotel Augusta Victoria. — Family house. First cl. Only hotel opposite the Springs Baths and salines. Splendid situation. Newly built. One hundred fifty rooms. Electric light. Lift.

Nauheim Bad — Sprengel's Park Hotel. — First class. Near springs and baths. In best position. Well recommended.

Nauheim Bad — Hotel Bristol. — First class. Opposite the baths in the Park. Lift. Electric light. Steam heating. Omnibuses meet all trains.

Naye s/Montreux — Grand Hotel des Rochers de Naye. — First class. 6,700 feet above sea level. Splendid view of the Lake of Geneva and Alps. Beautiful walks. "Table d'Hôte" or "à la carte".

North Berwick (Scotland) — The Royal Hotel. — First class, adjoining station. Magnificent views from all rooms of Firth of Forth. Terms moderate.

Nürnberg — Hotel Victoria. — Opposite the Central Railway Station. Every provision against fire. Modern comforts. Electric light. Large wine and beer restaurant.

Nürnberg — Württemberg Hof.

Oban — Craig Ard Hotel.

Osnabrück — Hotel Joh. Caspar Dutting. — First class. In the centre of the town.

Osnabrück — Hotel Schaumburg, zum Krümmen Ellenbogen. — First class. Modern comforts. Near the Station. Restaurant.

Oeynhausén Bad — The Kurh6tel. — Family House; only hotel opposite the baths and springs moderate charges; pension.

Pallanza (Lago Maggiore Italie) — Grand Eted Hotel. — First class. In its own grounds on the Lake. Lift. Moderate charges.

Piza — Grand Hotel & Hotel de Londres. — Electric lift. Moderate charges.

Prague — Hotel Erzherzog Stephan. — Rebuilt in 1904. Prettily situated in the Town. Every comfort possible. Coupons. English spoken.

Pyrmont — Grand Hotel des Bains.

Reichenhall Bad — Kurkaus Achselmannstein. — Established 1845. 450,000 square feet. 100 rooms. Conversation saloons. Marble Baths. Beautiful Kurpark. Theatre. Colonnades. Post-office.

Reichenhall Bad — Hotel Louisenbad. — First class family hotel, with adjoining villa. Prettily situated opposite the Kurgarten. Best French cuisine. Electric light.

Reichenhall Bad — Grand Hotel Burkert. — First class family house in the « Cur » Park. Electric light. Lift. Baths.

Reichenhall Bad — Hotel and Pension Lilienbad. — Bath establishment. First Class.

Rigi Kulm — Hotel Rigi Kulm.

Rotheray — Royal Hotel. — First class. Opposite the pier. — Moderate tariff. Telephone no 44.

Rüdesheim — Hotel Jung. — First class. Opposite the Railway Station. View on the Rhine. Wine growers.

Rüdesheim. — Hotel Darmstaedter Hof. — Ist class. Opposite the pier. Moderate charges. Rooms comfortable and airy. Electric Light. Tariff on application.

St. Fillans — Drummond Arms Hotel. — Commodius hotel, beautifully situated at the foot of Loch Earn. Well adapted for families and tourists. Boats and carriages for hire.

St. Goar a/Rheim — Hotel Lillie. — First class. Splendid situation. Modern comforts. Forty rooms.

St. Leonards-on-sea. — Alexandra Hotel. — First class. (Centre of Parade.) Due South. Facing sea. Electric light. Lift. Modern Lounge.

St-Petersburg — Grand Hotel, rue Gogol 18-20. — Strictly first class. Family and commercial, 120 rooms. Modern, sanitary. Omnibus meet Trains and Steamers. Specially noted cuisine and cellars.

Soden-Bad a. Taunus — The Kurhaus Hotel. — Situated in the finest park of the Kurpark, and fitted with all modern comforts. Open all the year round.

Stettin — Hotel de Prusse. — Louisenstrasse, 10-11. — First class hotel of long standing. Good cooking. Terms moderate.

Stockholm — Grand Hotel.

Stockholm — Hamburger Börs. — 6. Jacobsgatan. — Ist class. With café-restaurant, central position; May-September.

Stockholm — Hotel Continental.

Stockholm — Hotel Rydberg.

Stranraer — George Hotel — (Under Royal patronage.) Famed as most comfortable. Bus meet trains and Irish steamers. Posting. Billiards. Moderate charges.

Strasburg Hotel Christoph. — Quite new; first class: facing the railway station. Lift, Electric light, steam-heating, baths, magnificent restaurant in English style.

Strasburg — Hotel National. — First class. Facing the Station. Very good table d'hote and restaurant « à la carte ». Lift, baths, and douches. Electric trams to all parts of the town.

Strasburg. — Hotel de Paris. — The largest and most comfortable hotel in Strasburg, situated in the finest part of the town. Electric light throughout. Lift.

Stuttgart — Hotel Marquardt. — Direct entrance from the Station. First class. 280 rooms. Electric light. Central heating. Two elevators. Baths.

Stuttgart — Hotel Silber, — First class. One hundred rooms. Electric light. Lift. Baths. Central heating. Moderate charges.

Stuttgart. — **Hotel Victoria.** — First class. New. Near the Railway Station. English comforts. Electric light.

Therapia Bosphorus. — **Summer Palace Hotel.** — 15 miles from Constantinople. The favourite summer resort for the *élite* of the Society of the Turkish capital. Regular service Therapia-Constantinople.

Triberg. — **Black Forest Hotel.** — 715 mètres above sea level. Near the celebrated cascade. World wide reputation. Every English comfort. Known for first class cooking. Excellent wines.

Trier — **Hotel Porta Nigra** — Situated opposite the old "Porta Nigra" in the prettiest part of the Promenade, in the centre of the town. First class modern comforts. Newly opened.

Vevey. — **Grand Hotel de Vevey.** — First class. Large park. Lift. Electric light.

Vienna. — **Hotels Meisel & Schadn.** — 1, Kärnthner Strasse, 22, Neuer Markt, 2. — First class hotel. Modern comforts. Lift. Electric light. Baths rooms. Telephone.

Wiesbaden. — **Hotel Metropole.** — First class. Near Station and Kurhaus. 150 rooms. Lift. Steam heating. Electric light. Mineral baths. Rooms from Mk. 3.50, including attendance.

Wiesbaden. — **Rose Hotel.** — First class. Modern comforts. Fine situation. Lift. Electric light. Steam heating. Beautiful baths supplied from the principal spring, the « Kochbrunnen. »

Wiesbaden. — **Hotel and Baths, Schwarzen Book.** — 100 rooms. Fine position. Garden. Two Lifts. Baths from the « Kochbrunnen. » Electric light. Central heating.

Wiesbaden. — **Hotel du Nord.** — Wilhelmstrasse, 6. — First class. In fine situation, next to the Station and Kurhaus. Lift. Baths. Electric light. Pension.

Wiesbaden. — **Hotel de la Belle Vue.** — Wilhelmstrasse, 26. — First class. Facing the park. Electric light throughout. Garden. Pension. Bath. Trout fishing. Moderate charges.

Wiesbaden. — **Hotel Kaiserhof et Augusta Victoria Bad.** — First class. Modern comforts. One hundred and sixty rooms. Lift. Electric light. Steam heating. Tennis. Croquet.

Wiesbaden. — **Hotel Nassauerhof.** — Magnificent hotel with every modern comfort. Large lofty bathinghouse. Restaurant. Dependency: Hotel Oranien. All first class.

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London & North Western Railway.

THROUGH SERVICE NORTH OF ENGLAND

from and to the

Via LONDON (Euston Station) DOVER and OSTEND (Week Days)

Subject to alterations.

Glasgow (Cent.) dep.	a.m.	a.m.		p.m.	night	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.
Edinburgh(Pr.St.) »	...	10 0		...	...	...	...	10 45	...	...	...	...
Dublin (N. Wall.) »	...	10 5		...	...	...	...	10 50	...	...	...	...
Do. (Westland Row) ... »	8 00	...	Luncheon and Tea Car Express	...	...	...	...	...	...	...	...	...
Liverpool (Lime St.) ... »	...	...	Dining cars	...	...	...	...	...	...	...	...	...
Manchester (Lon. Rd.) ... »	...	...	Dining cars	4 5	...	...	...	...	...	...	...	...
Birmingham (New Str.)... »	...	...	Dining cars	4 10	11 55	...	...	...	...	...	...	...
London (Euston) arr.	5 40	6 20	6 20	8 10	5 50	6 0	7 30	7 10	12 0	1 15	1 25	1 40
LONDON :												
Charing Cross dep.	9 0 p.m.				9 0 a.m.				2 5 p.m.			
Dover (Pier) ... »	11 0 »				11 0 »				4 15 »			
Ostend (Quay) ... »	3 25 a.m.	3 42 a.m.		3 20				3 32	4 5	4 40	8 41 p.m.	
Ostend ... »	...	...		...				X	...	X	...	
Bruges ... »	...	4 3 »		...				luxe	4 29	luxe	9 3 »	
Ghent (Sud) ... arr.	...	4 35 »	♠	4 19				...	4 49	...	9 35 p.m.	
Malines.. ... »	...	...		...				...	5 52	...	...
Brussels (Nord) dep.	...	5 24 »		5 20				...	...	6 14	10 25 »	
Louvain ... »	...	5 45 »		...				...	...	6 38	11 24 »	
Louvain ... arr.	5 4 »	6 12 »		...				...	6 19	...	11 57 »	
Liege (Guillem.) »	6 6 »	7 24 »		...				...	7 31	...	1 36 a.m.	
Pepinster ... »	...	7 55 »		...				...	7 58	...	2 4 »	
Spa ... »	...	8 36 »		...				...	8 33	...	...
Verviers (Ouest) (W. E. T.) »	♥ 6 49 »	8 7 »		...				...	♥ 8 13	♥ 8 47	...	
Herbesthal (d) (G. E. T.)... arr.	8 4 »	9 22 »		...				...	9 28	10 5	3 35 »	
Herbesthal (d) (G. E. T.)... dep.	8 22 »	9 45 »		...				...	9 18	10 24	3 56 »	
Aix-la-Chapelle (G.C.) ... arr.	8 41 »	10 4 »		...				...	9 37	10 43	4 15 »	
Cologne.. ... »	9 51 »	11 14 »		...				...	10 46	11 24	5 40 »	
Strasbourg .. »	...	3 19 p.m.		...				...	3 27 a.m.	...	8 44 »	
Bale. ... »	...	5 36 »		...				...	5 43 »	...	11 15 »	

Bale.. ... dep.		11 40 p.m.							5 52 a.m.		10 22 a.m.	
Strasbourg .. »		1 40 a.m.							8 21 »		12 33 p.m.	
Cologne.. ... »		4 41 »						X 8 7 a.m.	10 5 a.m.		6 13 »	
Aix-la-Chapelle (G.C.) »		5 56 »						9 23 »	11 23 »		7 27 »	
Herbesthal (G.E.T.).. arr.		6 16 »						9 43 »	10 43 »		7 47 »	
Herbesthal (G.E.T.).. dep.		6 19 »						9 53 »	10 50 »		7 54 »	
Verviers (O.) (d) (W.E.T.) »	♦	5 51 »						♦ 9 23 »	11 25 »		7 29 »	
Spa ... »		...						...	...		6 36 »	
Pepinster ... »		...						...	...		7 10 »	
Liege (Guill.) »		6 28 »						10 7 »	12 6 p.m.		8 1 »	
Louvain ... »		...						...	1 12 »		...	
Brussels (N.) arr.		7 52 »						11 31 »	...		...
Brussels (N.) dep.		8 6 »						11 37 »	...		...
Malines ... »		...						...	1 39 »		9 21 »	
Ghent (Sud).. »		...						...	♠ 2 27 »		10 6 »	
Bruges ... »		9 32 »						...	3 3 »		10 36 »	
Ostend (Quay) arr.		9 52 »						1 12 p.m.	3 27 »		10 56 »	
Ostend (Quay) dep.		10 37 »						3 30 »	3 30 »		10 58 »	
Dover (Pier) »		3 20 p.m.							7 55 p.m.		3 45 a.m.	
LONDON :												
Charing Cr. »		5 10 »							10 6 »		5 43 »	

London Euston ... dep.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	Midnight	Midnight	Midnight	a.m.	a.m.	a.m.	a.m.
Birmingham (N. St.) »	...	...	8 55	...	...	...	...	...	...	...	...	...	...	...	10 45	...
Manchester (L.Rd.).. »	...	9 35	...	1 10	*1 10	...	...	...	...	...	...	...	12 10	12 33	...	...
Liverpool (L. St.) ... »	9 30	...	...	12 40	...	...	...	...	...	...	...	...	12 13	12 33	...	...
Dublin (W. Row)... »	...	...	...	...	a.m.	...	...	...	...	...	...	...	...	5 30	...	...
Do. (N. Wall) »	...	...	...	...	6 0	...	...	...	...	...	...	...	...	...	...	...
Edinburgh (Pr. St.) »	...	...	...	...	...	...	a.m.	...	...	...	...	...	...	...	...	a.m.
Glasgow (Cent.) ... »	...	...	...	...	6 45	...	...	...	...	...	...	...	...	...	...	6 15

§ Not on Mondays. X Train de Luxe, exclusively composed of Restaurant-Saloon Cars and Sleeping Cars. The number of berths is limited. To be admitted it is necessary to have a first-class express ticket, and a supplementary ticket of the Sleeping Car Company according to list of fares posted up in the carriages. ♠ 3rd class. ♠ Depart de Gand (St-Pierre). ♥ Arrive Verviers (Est). ♦ Depart Verviers (Est). * Saturdays only to Manchester, arrive at Edinburgh 6 50 on Sundays. The London and North Western Railway Company's service is week-days only. A Sunday Morning arrival. ● Arrive à Gand (St-Pierre). A On Saturday night passengers for Edinburgh leave Euston at 12 0 night. B On Saturday passengers leave Birmingham 5 30 p.m. C On Saturday night passengers for Liverpool leave Euston at 12 5 night.

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VIA DOVER OSTEND**

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W. F. JACKSON, *General Manager*.

EDINBURGH, *March 1914*.

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Through Bookings to and from the Continent,
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BY THE NEW ROUTE, AS UNDER :—

STATIONS.	WEEK DAYS										SUNDAYS			
	Express.	Newspaper Express.	Breakfast and Luncheon Car Express.	Luncheon Car Express	Luncheon Car Express	Restaurant Car Express	Restaurant Car Express	Dining Car Express.	Express.		Express.	Luncheon Car Express	Express A.	Express.
LONDON (Marylebone)	a.m. 12 40	a.m. 2 40	a.m. 8 45	a.m. 10 0	noon 12 15	p.m. 3 15	p.m. 4 45	p.m. 6 20	p.m. 10 0	...	a.m. 12 40	a.m. 11 15	p.m. 5 30	p.m. 11 45
Leicester (Central) arr.	2 45	4 30	10 59	12 9	2 31	5* 4	7 4	8 14	12 15	...	2 45	1 22	7 44	2 4
Nottingham (Victoria) »	3 22	4 59	11 34	12 38	3 6	5*50	7 38	8 43	12 50	...	3 22	1 59	8 15	2 44
York »	...	9 18	1 32	3 5	7 9	7 37	...	1 5	...	...	...	5 6	...	...
Sheffield (Victoria) »	4 16	5 53	12 28	1 32	4 1	6 12	8 47	9 36	1 52	...	4 15	2 53	9 8	...
Huddersfield »	...	10 18	1 41	2 22	5 18	7 29	...	10 29	...	...	...	8 4	10 24	...
Halifax »	...	11 10	2 18	3 5	6 24	8 1	...	11 10	...	...	...	9 27	10 47	...
Bradford (Exchange) ... »	...	10 55	2 21	2 51	6 3	8 32	...	11 2	...	...	...	10 3	11 5	...
MANCHESTER (Lond. Rd.)	Fridays only. 9 B 53	1 38	3 25	5 18	7 † 25	10 21	10 58	3 28	...	...	...	4 10	10 25	...

STATIONS.	WEEK DAYS										SUNDAYS			
	Express.	Breakfast Car Express	Express.	Breakfast and Luncheon Car Express.	Luncheon Car Express		Restaurant Car Express	Restaurant Car Express	Dining Car Express.	Express		Express.	Luncheon Car Express	Express A.
MANCHESTER (Lond. Rd.) dep	a.m. ...	a.m. 1 45	a.m. ...	a.m. 7 40	a.m. 10 0	a.m. ...	p.m. 2 15	p.m. 3 40	p.m. 5 0	p.m. 10 25	...	a.m. 6 50	p.m. 12 35	p.m. 5 † 35
Bradford (Exchange) »	...	...	...	6 38	10 0	...	1 35	2 43	5 0	9 17	...	...	...	4 0
Halifax ... .. »	...	...	...	6 12	9 44	...	1 20	2 55	4 47	8 55	...	...	...	4 28
Huddersfield.. ... »	...	...	...	7 37	10 33	...	2 13	3 30	5 27	9 54	...	7 40	...	5 0
Sheffield (Victoria) »	...	5 30	6 50	8 48	11 21	...	3 25	4 55	6 21	11 57	...	9 50	1 55	6 43
York.. ... .. »	...	...	3 53	...	8 17	10 23	12 15	2 55	...	10 0	...	...	12 35	...
Nottingham (Victoria).. »	5 18	7 35	8 12	9 40	12 14	12 27	4 18	5 59	7 14	12 † 53	...	11 30	2 52	7 37
Leicester (Central) »	6 12	8 11	9 0	10 9	12 50	1 15	4 47	6 34	7 46	1 † 32	...	12 10	3 31	8 11
LONDON (Marylebone) arr.	9 48	10 27	11 55	12 3	3 0	4 47	6 46	8 50	9 55	3 47	...	2 28	5 40	10 17

* Slipcarriage. † Runs on Sundays but not on Mondays. ‡ Manchester (Central). § Arrives at 11.39 p.m. on Saturdays. ¶ Will not run on May 31st.

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"	Messrs John SUTCLIFFE & SON.	Rotterdam. Messrs. RUYSS & CO., 7, Veerhaven.
Hamburg...	Mr. H. C. ROVER, Holzbrücke, 9.	Or from the offices of Messrs DEAN & DAWSON

Every information as to Freight, Rates, &c., will be given on application to Messrs. John Sutcliffe & Son, Grimsby; 9, Albert Square, Manchester; 7, Chapel Street, Liverpool; 3 & 4, Aitken Chambers, Cannon Street, Birmingham; 24, Charles Street, Bradford; 31, Moorgate Street, London, E. C.; or to Mr J. Rostern, Chief Goods Manager, Great Central Railway, Marylebone Station London.

For further particulars, see Great Central Company's Continental Time Table.

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OSWESTRY, 1914.

S. WILLIAMSON, General Manager.

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The ROYAL & PICTURESQUE ROUTE to the HIGHLANDS of SCOTLAND IS VIA ABERDEEN

Express trains, equipped with luxurious corridor lavatory carriages lighted by electricity, run between Aberdeen and Inverness, in direct connection with the trains to and from London and all parts of England and Scotland.

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Tourist tickets are issued during the season from May to October, available for return within six months from London (Euston, King's Cross, and St. Pancras), Liverpool, Manchester, Leeds, Sheffield, and all principal stations in England and Scotland, including Edinburgh, Glasgow and Dundee, to Ballater (for Balmoral and Braemar), Cruden Bay, Elgin, Forres, Nairn, **Inverness**, Dingwall, Strathpeffer, Kyle of Lochalsh for Skye and the Western Isles), Wick, Thurso, and other places in the North of Scotland.

Passengers holding Tourist Tickets to Elgin or Stations North thereof can break their journey at Inverurie, Turriff, Banff, Huntly, Keith, Craigellachie, Cullen, Buckie, or any Station on the direct route of the Tour.

Golf. — There are excellent Golf Courses at many places on the Railway, a full list of which may be obtained on application. The Company's 18 hole Golf Course at Cruden Bay has recently been extended and improved, and is one of the finest in the Kingdom. There is also a Ladies' Course of 9 holes.

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Travel Books, Tourist Programmes, and all information free on application to **MR. W. DEUCHAR**, Passenger Superintendent, Aberdeen, or to

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Aberdeen, 1914.

GEORGE DAVIDSON, General Manager.

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JAMES COWIE, Secretary and Manager, Midland Railway Northern Counties Committee, Belfast, Ireland

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GOLFERS will find Links of the highest order at Bridge-of-Weir, Kilmacolm, Johnstone, Stevenston, West Kilbride, Largs, Bogside, Gailes, Barassie, Troon, Prestwick and Turnberry. For descriptive notes on the various Links served by the Company's Trains, see the Guide to the Golfing Resorts issued by the Company (By Post 1^d).

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ZEEBRUGGE (QUAY) » Mondays & Thursdays.

JUNE 27th to OCTOBER 2nd, 1914

HULL (N. E. R. Riverside Quay) depart Tues., Thurs., & Sats.
ZEEBRUGGE (QUAY) » Suns., Weds., & Fridays.

THROUGH CORRIDOR EXPRESS BOAT TRAINS run between the principal towns on the Lancashire & Yorkshire and North Eastern Railways and Hull (N. E. R. Riverside Quay) Station, enabling passengers to pass direct between the trains and steamer under cover. Passengers' Luggage is transferred free of charge from train to steamer and vice versa. The inconveniences usually associated with a journey to the Continent are thus obviated by the very excellent arrangements in operation.

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Through fares are in operation between the principal towns in the North and Midlands of England, and arrangements are in force for the Through Registration of Luggage.

BERTHS ON STEAMER. Applications for berths on the outward journey should be made to Mr. C. R. Cameron, L. & Y. and N. E. Joint Steamship Agent, 3, Nelson Street, Hull, (Telephone No. 845 Hull). Telegraphic address « Limited, Hull ».

LITERATURE &c. Continental Timetables and literature relating to the Hull and Zeebrugge Service may be obtained from Mr. A. Watson, Superintendent of the Line, Lancashire & Yorkshire Railway, Manchester, or the Passenger Manager, Continental Agency, North Eastern Railway, York.

John A. F. Aspinall, General Manager, L&Y Rly.

May 1914.

A. Kaye Butterworth, General Manager, N.E. Rly.

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Glasgow to Oban, Fort-William, Inverness, and Intermediate Places (*via* Mull of Kintyre). — From Shed 38 (Lancefield Quay), every Tuesday and Friday at 11 a.m.; train (Central Station) to Greenock at 3-50 p.m. From Oban every Wednesday and Saturday about 8-0 a.m. Banavie, every Monday and Thursday at 6-0 a.m.; from Inverness every Tuesday and Friday at 6-0 a.m. Fort-William, about 6-0 p.m. Oban, Wednesday and Saturday about 10 a.m.

Glasgow to Oban, Tobermory, Mallaig, Kyle of Lochalsh, Portree, and Stornoway, Lochmaddy (*via* Tobermory), **Tarbert (Harris)** (*via* Portree). From Shed 38 (Lancefield Quay), every Monday and Thursday, at 11 a.m.; train (Central Station) to Greenock at 5-20 p.m., calling (weather permitting) at Caignure, Lochaline, Salen, Eigg, Armadale, Isle, Ornsay, Glenelg, Balmacara, Kyleakin, Broadford, etc. From Oban every Tuesday and Friday at 8-0 a.m., Mallaig about 3-0 p.m., Kyle about 10-0 p.m. and Portree on Wednesday and Saturday about 6-0 a.m.

Oban, Sound of Mull, and Tobermory. — Leaves Oban Daily (except Sunday) about 1-15 p.m., and on Tuesday, Thursday, and Saturday, at 5-10 p.m.; returning from Tobermory Daily at 8-0 a.m. for 12-35 p.m. train. To Salen (Loch Sunart) every Tuesday and Friday at 12-30 p.m. Returning from Salen every Wednesday and Saturday at 6-0 a.m.

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Oban (Railway Pier) to Tobermory, Kilchoan, Coll, Tiree, and Bunesan. — The Royal Mail Steamer leaves Oban every Monday at 5-30 a.m., and Wednesday and Friday at 6 a.m., calling as above; returning from Bunesan every Tuesday, Thursday and Saturday at 3-30 a.m. Passengers from Oban for Kilchoan, Coll, Tiree, and Bunesan change at Tobermory. This sailing may be altered without notice. Passengers should therefore inquire beforehand.

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Stornoway, Kyle of Lochalsh, and Mallaig. — The Royal Mail Steamer leaves Stornoway Daily (Saturday excepted) at 10-20 p.m.; returning from Mallaig Daily (Sunday excepted) at § 11-48 a.m.; Kyle of Lochalsh at 2-15 p.m.

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▲ Vaderland.. Sat. 16 May.. 4.— p.m.	§ Kroonland.. Sat. 29 Aug... 8.30 a.m.
§ Kroonland.. Sat. 23 May.. 10.— a.m.	§ Finland..... Sat. 5 Sept.. 1.— p.m.
§ Finland..... Sat. 30 May.. 2.— p.m.	§ Lapland..... Sat. 12 Sept.. 3.— p.m.
§ Lapland..... Sat. 6 June. 11.— a.m.	§ Vaderland.. Sat. 19 Sept.. 1.— p.m.
§ Zeeland..... Sat. 13 June. 2.— p.m.	§ Kroonland.. Sat. 26 Sept.. 7.30 a.m.
§ Kroonland.. Sat. 20 June. 10.— a.m.	§ Finland..... Sat. 3 Oct... 12.30 p.m.
§ Vaderland.. Sat. 27 June. 1.30 p.m.	§ Lapland..... Sat. 10 Oct... 2.— p.m.
§ Lapland..... Sat. 4 July.. 9.30 a.m.	§ Zeeland..... Sat. 17 Oct... 10.— a.m.
§ Finland..... Sat. 11 July.. 1.15 p.m.	▲ Vaderland . Sat. 24 Oct... 2.30 p.m.
§ Zeeland..... Sat. 18 July.. 9.— a.m.	§ Kroonland.. Sat. 31 Oct... 10.— a.m.
§ Vaderland.. Sat. 25 July.. 1.15 p.m.	§ Finland..... Sat. 7 Nov.. 1.— p.m.
§ Kroonland.. Sat. 1 Aug.. 9.— a.m.	§ Lapland..... Sat. 14 Nov.. 9.— a.m.
§ Finland..... Sat. 8 Aug.. 1.15 p.m.	§ Zeeland..... Sat. 21 Nov.. 1.30 p.m.

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o Mesaba..... Thursd. 14 May.. 2.— p.m.	o Manitou..... Thursd. 3 Sept... 12.—noon
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o Manitou..... Thursd. 11 June. 2.— p.m.	o Menominee Thursd. 1 Oct... 11.— a.m.
o Marquette... Thursd. 25 June. 2.— p.m.	o Manitou..... Thursd. 15 Oct... 9.— a.m.
o Menominee Thursd. 9 July . 2.— p.m.	o Marquette... Thursd. 29 Oct... 9.— a.m.
o Manitou..... Thursd. 23 July . 1.— p.m.	o Menominee Thursd. 12 Nov... 8.— a.m.
o Marquette.. Thursd. 6 Aug... 1.—p.m.	o Manitou..... Thursd. 26 Nov... 8.— a.m.
o Menominee Thursd. 20 Aug... 12.—noon	

§ Are fitted with Wireless Telegraph System and carry, 1., 2. and 3. class passengers. ▲ Carry 1., 2. and 3. class passengers and do not call at Dover. o Carry only 2. class passengers for Boston.

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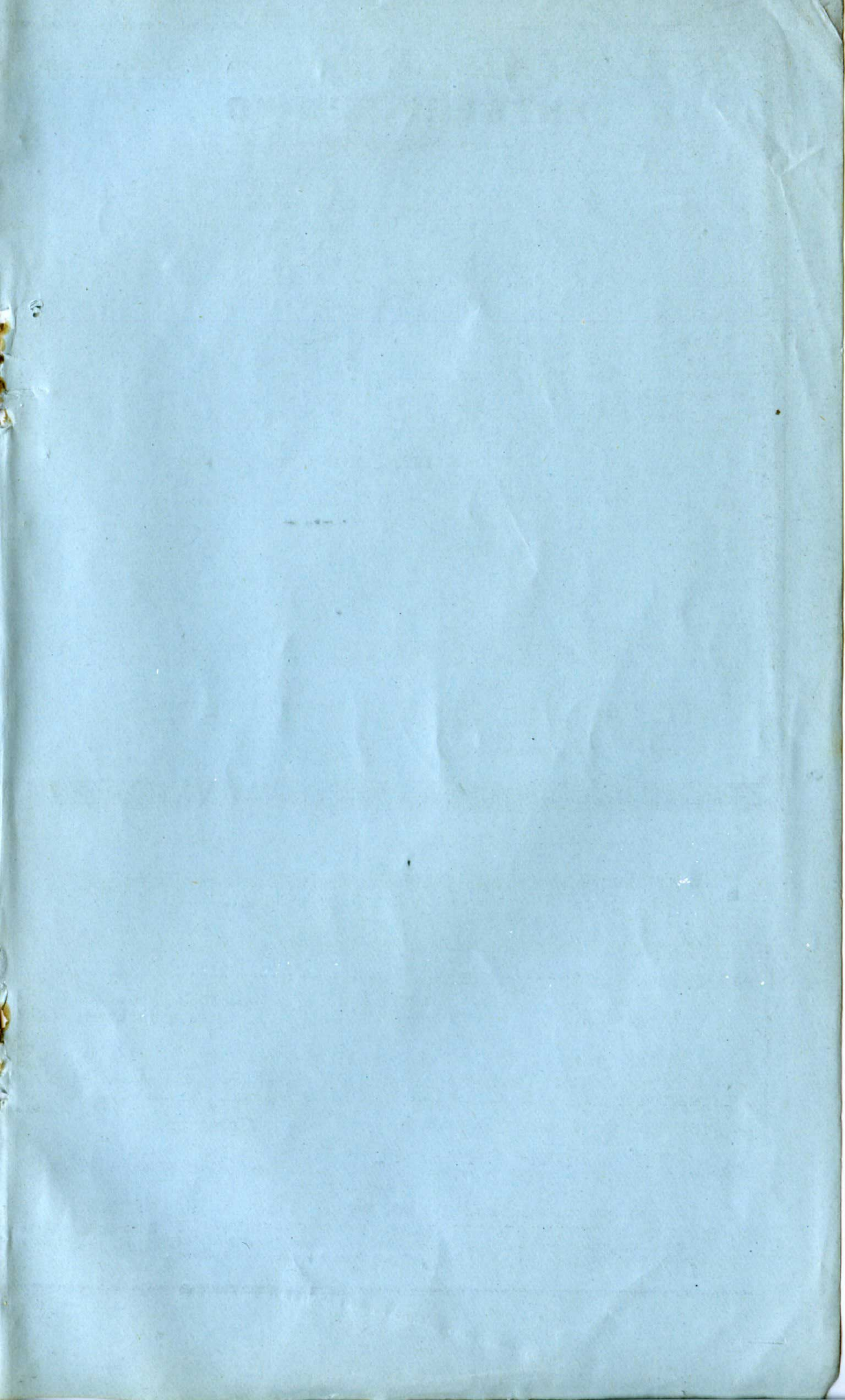
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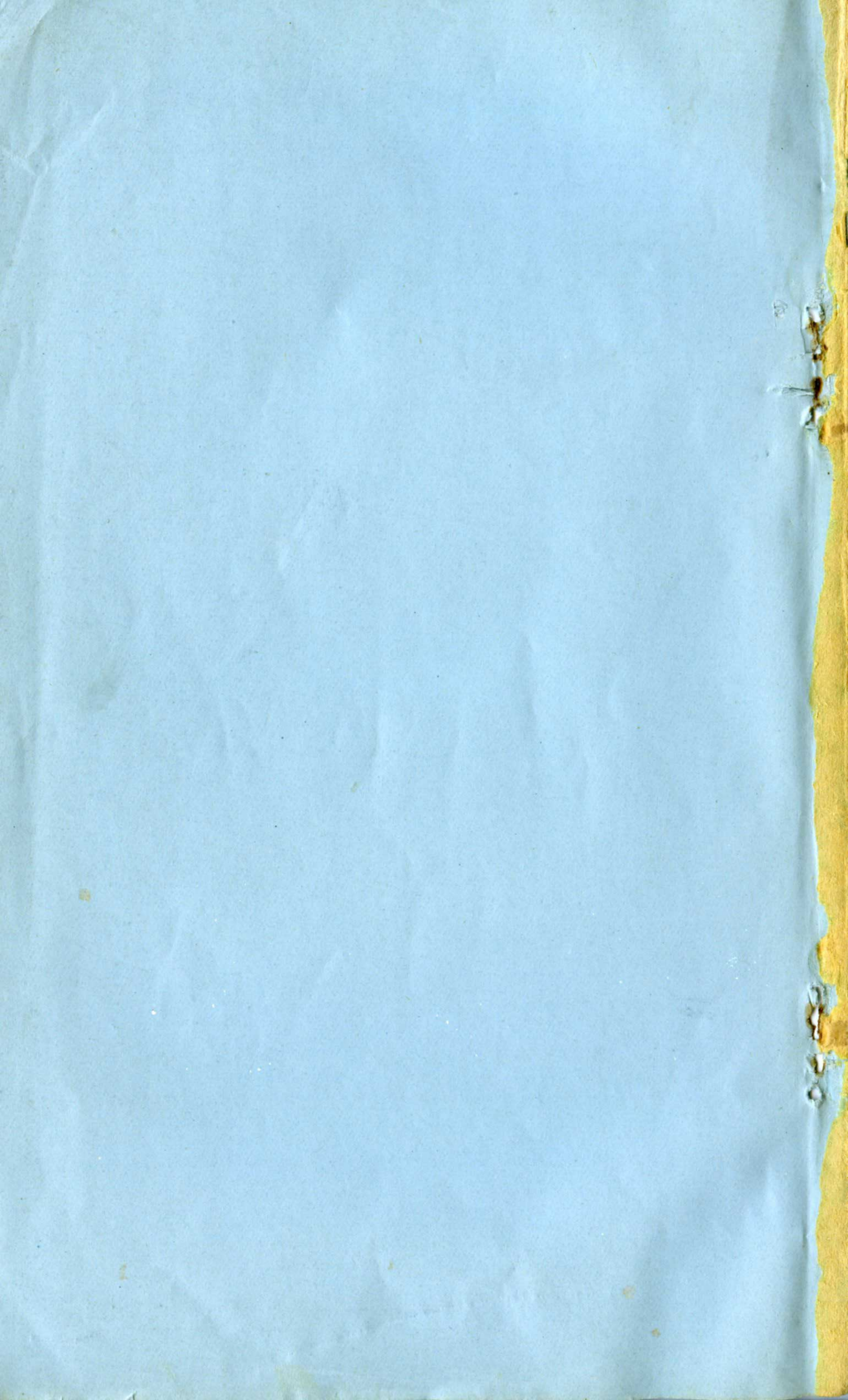
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FERRUGINOUS MINERAL WATERS

BICARBONATED AND COLD

THE RICHEST IN THE WORLD

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AND



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THE OFFICIAL GUIDE

TO

Belgium & the Continent of Europe

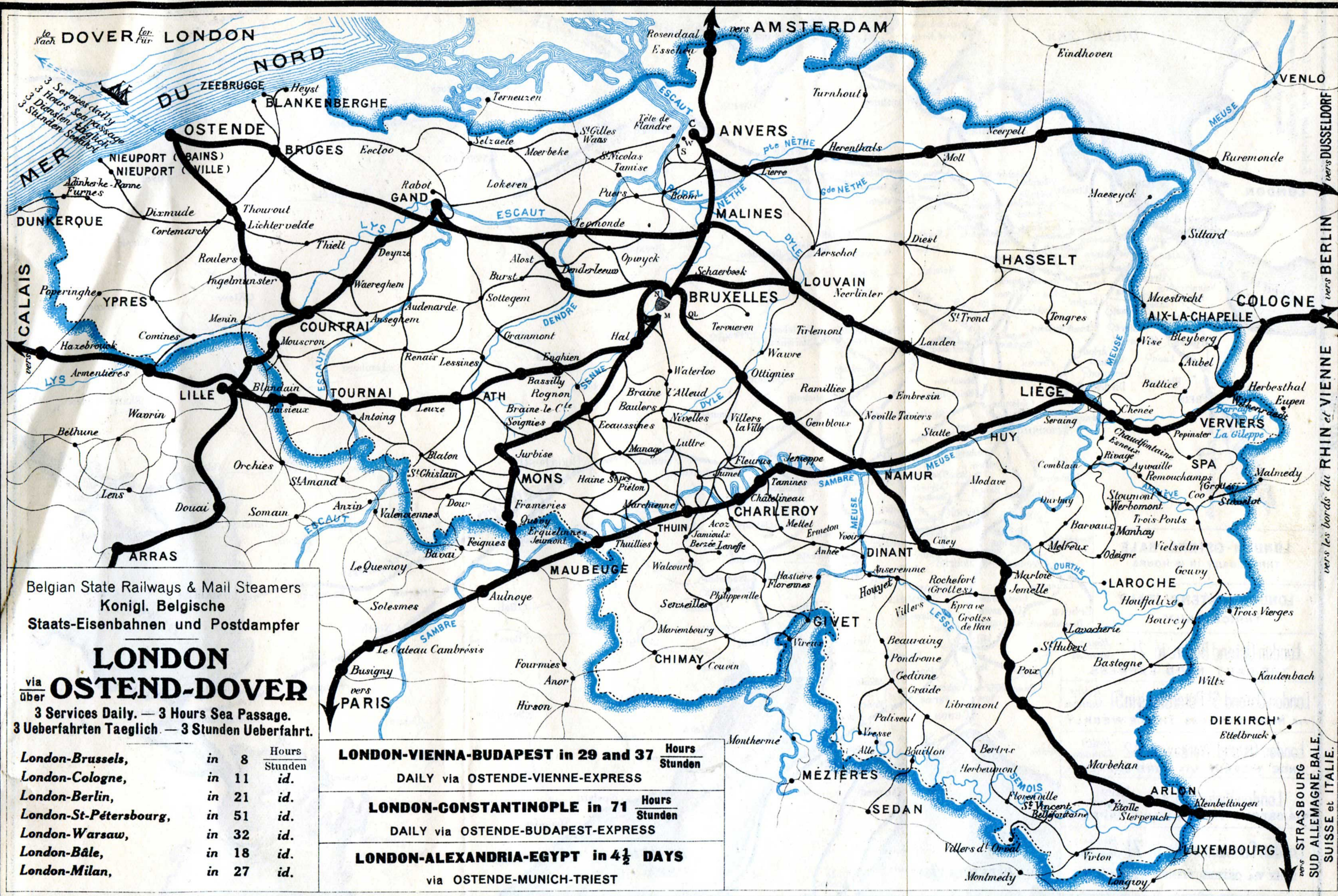
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MAY 1914



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 3 Services Daily. — 3 Hours Sea Passage.
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London-Brussels,	in 8	Hours
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London-St-Petersbourg,	in 51	id.
London-Warsaw,	in 32	id.
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LONDON-VIENNA-BUDAPEST in 29 and 37	Hours
DAILY via OSTENDE-VIENNE-EXPRESS	Stunden
LONDON-CONSTANTINOPLE in 71	Hours
DAILY via OSTENDE-BUDAPEST-EXPRESS	Stunden
LONDON-ALEXANDRIA-EGYPT in 4½ DAYS	
via OSTENDE-MUNICH-TRIEST	

GOODS TRAFFIC WITH ENGLAND :

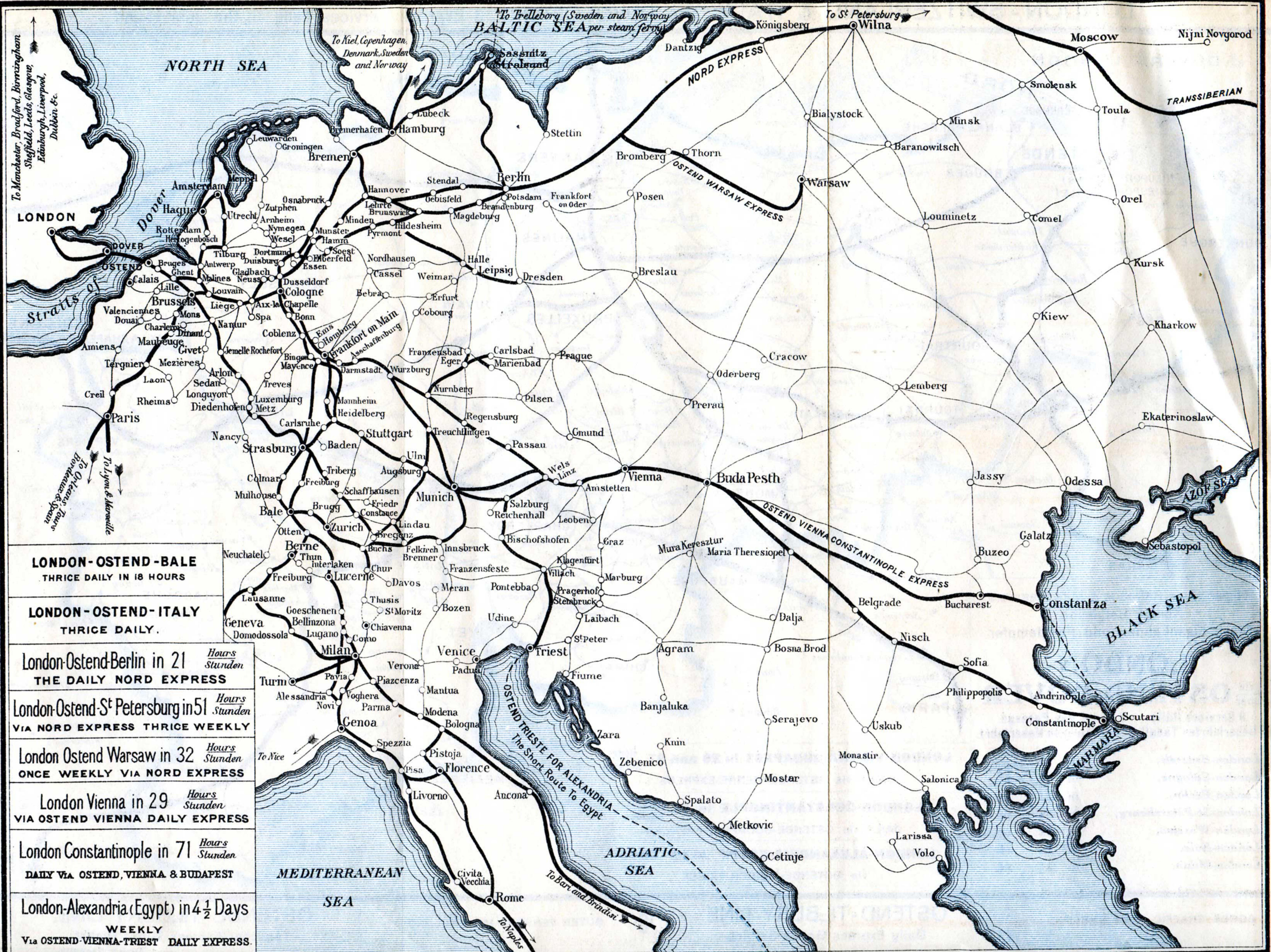
OSTEND-TILBURY LINE
 Daily Express Goods Service



GÜTER VERKEHR MIT ENGLAND :

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 (Täglicher Express Güter Dienst)
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MAY 1914



LONDON - OSTEND - BALE
THRICE DAILY IN 18 HOURS

LONDON - OSTEND - ITALY
THRICE DAILY.

London-Ostend-Berlin in 21 ^{Hours} _{Stunden}
THE DAILY NORD EXPRESS

London-Ostend-St Petersburg in 51 ^{Hours} _{Stunden}
VIA NORD EXPRESS THRICE WEEKLY

London Ostend Warsaw in 32 ^{Hours} _{Stunden}
ONCE WEEKLY VIA NORD EXPRESS

London Vienna in 29 ^{Hours} _{Stunden}
VIA OSTEND VIENNA DAILY EXPRESS

London Constantinople in 71 ^{Hours} _{Stunden}
DAILY VIA OSTEND, VIENNA & BUDAPEST

London-Alexandria (Egypt) in 4 1/2 Days
WEEKLY
Via OSTEND-VIENNA-TRIEST DAILY EXPRESS.

FIRST DAY BOAT SERVICE DOVER-OSTEND FROM ENGLAND TO THE CONTINENT (MAY 1914)

MAIL EXPRESS leaves LONDON (Charing Cross Station) 9. 0. a. m. MAIL BOAT leaves DOVER 11. 0. a. m.

TRAIN 52 (NORD EXPRESS) Dep. OSTEND (Quay) 3.32 p. m. daily for BERLIN; Wednesday & Saturday for ST. PETERSBURG; Monday for WARSAW.
 Ab. OSTEND (Quay) 3.32 n. m. täglich für BERLIN; Mittwoch u. Samstag für ST. PETERSBURG; Montag für WARSAU.



Bagage Berlin (1) Restaurant Berlin (1) Sleeping Car Berlin (1) Sleeping Car Berlin (1) Bagage Brussels

(1) Wednesday & Saturday for St. Petersburg; Monday for Warsaw.

TRAIN 88 (GERMAN MAIL) Dep. OSTEND (Quay) 4. 5. p. m. ZUG 88 (DEUTSCHER POSTZUG). Ab. OSTENDE (QUAY Bahnhof) 4. 5. n. m.



I & II cl Spa (x) Post Cologne I & II cl. Cologne I & II cl. Cologne Restaurant Cologne I & II cl. Herbesthal I & II cl. Herbesthal Post Herbesthal Bagage Herbesthal

(x) Additional carriage in summer only.

TRAIN 2 (SWISS and ITALY EXPRESS) Dep. OSTEND (Quay) 4.20 p. m. ZUG 2 (SCHWEIZER u. ITAL. EXPRESS). Ab OSTENDE (Quay Bahnhof) 4.20 n. m.



Bagage Bâle III cl. Bâlo I & II cl. Bâle (•) I & II cl. Genève I & II cl. Genoa I & II cl. Colre Sleeping Car Bâle Restaurant (•) Arlon Bagage Brussels

(•) Additional does not run but in case of need.

(x) Jemelle
 (•) from July 1st until September 30th
 (x) from October 1st until June 30th

TRAIN 50 (OSTEND-VIENNA EXPRESS) Dep. OSTEND (Quay) 4.36 p. m. daily for BUDAPEST; Monday, Wednesday, Thursday & Saturday for CONSTANTINOPLE; Sunday, Tuesday & Friday for CONSTANZA.
 Ab. OSTEND (Quay) 4.36 n. m. täglich für BUDAPEST; Montag, Mittwoch, Donnerstag u. Samstag für CONSTANTINOPLE; Sonntag, Dienstag u. Freitag für CONSTANZA



Bagage Wels Restaurant Wels Sleeping Car Vienna Sleeping Car Budapest (•) Sleeping Car (x) Carlsbad Sleeping Car (x) Marienbad Sleeping Car Nurnberg (•) Bagage Budapest (•) Bagage (x) Carlsbad

(•) To Constantinople, Monday, Wednesday, Thursday and Saturday; to Constanza, Sunday, Tuesday and Friday
 (x) From May 15th until September 15th
 (•) From September 16th until October 30th

MAY 1914

SECOND DAY BOAT SERVICE DOVER-OSTEND FROM ENGLAND TO THE CONTINENT (MAY 1914)

TRAIN leaves LONDON (Charing Cross) 2. 5. p. m. — MAIL BOAT leaves DOVER 4. 15. p. m.

GERMAN TRAIN 92 leaves OSTEND (Quay Station) 8. 41. p. m.

DEUTSCHER ZUG 92 ab OSTENDE (Quai Bahnhof) 8. 41. n. m.



Herbesthal Cologne Cologne Cologne Brussels Brussels

SWISS TRAIN 10 (also SOUTH GERMANY) leaves OSTEND (Quay Station) 8.47 p. m.

SUD-DEUTSCHLAND u. SCHWEIZER ZUG 10; ab OSTENDE 8.47 n. m.



Bâle Ulm Milan (x) Bâle Bâle Jemelle Brussels
 (x) From July 1st until September 15th

NIGHT BOAT SERVICE DOVER-OSTEND FROM ENGLAND TO THE CONTINENT

TRAIN FROM LONDON (Charing Cross) 9. 0. p. m. — MAIL BOAT FROM DOVER 11. 0. p. m.

GERMAN TRAIN 64 from OSTEND (Quay Station) 3.25 a. m.

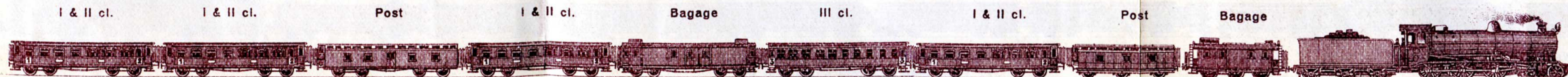
DEUTSCHER ZUG 64; ab OSTENDE (Quay Bahnhof) 3.25 v. m.



Cologne Cologne Cologne

SWISS & GERMAN TRAIN 4 from OSTEND (Quay Station) 3.42 a. m.

SCHWEIZER u. DEUTSCHER ZUG 4; ab OSTENDE-Q. 3.42 v. m.



Munich (x) Bad. Nauheim Francfort-o/M. (x) Lucerne Bâle Bâle Bâle Brussels Brussels
 (x) From May 1st until September 30th (x) From July 1st until September 30th

MAY 1914