AUGUST, 1862.

THE OVERLAND & MAIL ROUTE TO INDIA, &c.

SOUTH EASTERN RAILWAY.

(LONDON, FOLKESTONE, & DOVER.)

TIME TABLES

OF THE

SHORT SEA & MAIL ROUTES

TO

THE CONTINENT.

SEVEN SERVICES DAILY.

LONDON AND PARIS:

Double Tidal Service each way Daily,

VIA FOLKESTONE AND BOULOGNE,

BY SPECIAL EXPRESS TRAINS AND STEAMERS,

ACCOMPLISHING THE JOURNEY IN 9½ HOURS.—*See Handbills.*

Reduction in the Continental Through Ticket Fares.

LONDON & PARIS (by the Express Tidal Service) **IN 9½ HOURS.**

MARSEILLES IN 32 HOURS. | BRUSSELS IN 12 HOURS.

COLOGNE IN 19 HOURS.

Through Tickets and Registration of Baggage to the principal Continental Cities and Towns.

MONTHLY PARIS RETURN TICKETS—Via BOULOGNE or CALAIS:

First Class.....£3 12 0 Second Class.....£2 12 0

Third Class Through Tickets by Night Service, 20s.

CONTENTS:—

THE SPECIAL TIDAL SERVICE IS SHEWN AT PAGES 6 and 7.

	PAGE
Rates for Through Tickets	2, 3
Places where Passengers holding Through Tickets can break the journey	4
Through Rates for Parcels and Merchandise	5
Special Tidal Services	6—7
Through Night Service	8, 9
Steam Packets	10
London and Paris, via Calais	10
Belgian and German Through Services	10
London and Lyons and Marseilles	11
" **Bordeaux and Bayonne**	11
" **Switzerland, via Strasbourg**	12
" **the Rhine**	12
London and Geneva and Italy	13
" **Vienna and Constantinople**	13
" **Belgium and Holland**	14, 15
" **Belgium and Germany**	16, 17
Registration of Baggage Regulations	18
General Information to Continental Passengers	18, 19, 20
List of Continental Towns	21
Continental Parcels Expresses	22—23
Bullion, Valuable and other Parcels Rates	24
Goods and Parcels for the Continent	25
Cab Fares	26, 27
General Information	28

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 COMPANY BE RESPONSIBLE FOR DELAY, OR ANY CONSEQUENCES ARISING THEREFROM, NOR FOR THE INFORMATION GIVEN AS REGARDS THE TRAINS OF OTHER RAILWAYS.

PRICE ONE PENNY.

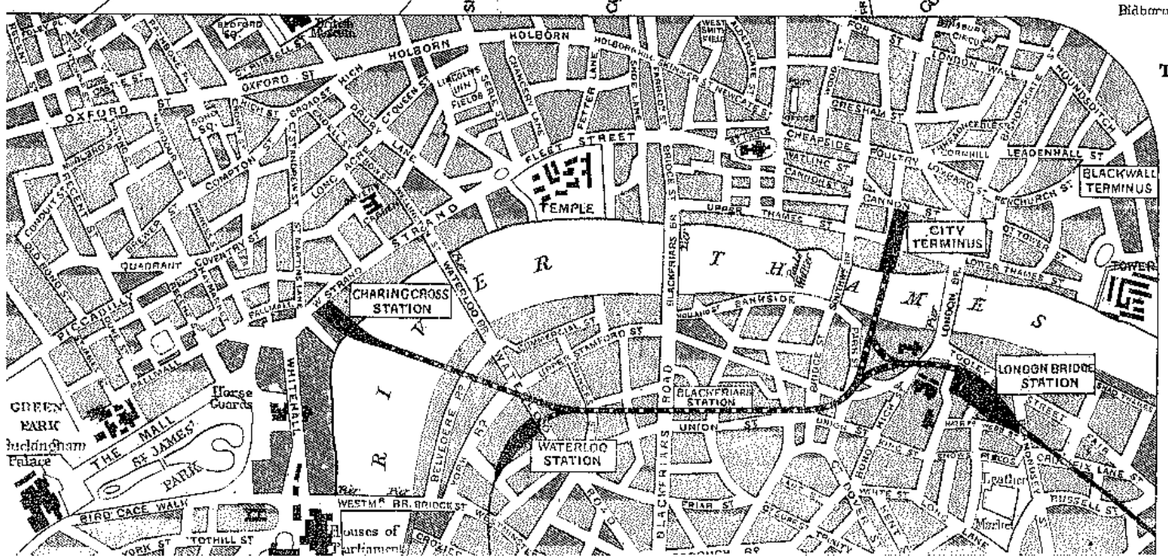
M'Corquodale & Co., Union Hall, Borough (S.E.)

THE SOUTH EASTERN RAILWAY.

AND ITS BRANCHES.

THE RAILWAY CLUB
112 HIGH HOLBORN
W.C.1.
LONDON

LONDON
CHARING CROSS
BRICKLAYERS ARMS
NEW CROSS
SPA ROAD
COMMERCIAL DOCKS
DEPTFORD
GREENWICH
BLACKHEATH
ANGERSTEIN'S WHARF
CHARLTON
WOOLWICH
WOOLWICH ARSENAL
PLUMSTEAD
ABBEY WOOD
BELVEDERE
ERITH
DARTFORD
GREENHITHE
NORTHFLEET
GRAVESEND
HIGHAM
STROOD
CHATHAM
CUXTON
SNODLAND
AYLESFORD
MAIDSTONE
EAST FARLEIGH
YALDING
WATERINGBURY
SEVEN OAKS
TUNBRIDGE
TUNBRIDGE WELLS
PADDOCK WOOD
MARDEN
STAPLEHURST
HEADCORN
PLUCKLEY
ASHFORD
HAM STREET
APPLEDORE
RYE
WINCHELSEA
ROBERTSBRIDGE
BATTLE
HASTINGS
ST LEONARDS
ETCHINGHAM
TICEHURST
WADHURST
FRANT
READING
WOKINGHAM
WELLINGTON COLLEGE
BLACKWATER
FARNBOROUGH
ALDERSHOT CAMP
ASH
GUILDFORD
CHILWORTH
DORKING
BETCHWORTH
BOX HILL
REIGATE TOWN
SHALFORD
COMSHALL
CATERHAM JUNC.
CATERHAM
MERSTHAM
RED HILL
WARLINGTON
CROYDON
BECKENHAM
SHORTLANDS
BROMLEY
BICKLEY
SYDENHAM
EDENBRIDGE
GODSTONE
PENSHURST
CANTERBURY
WHITSTABLE
MARGATE
RAMSGATE
MINSTER
STURRY
GROVE FERRY
SANDWICH
DEAL
DOVER
WYE
CHARTHAM
CHILHAM
SMEETH
HYTHE
FOLKSTONE
BOULOGNE



CONTINENTAL RAILWAYS
In Connection with
THE SOUTH EASTERN RAILWAY.
NORTH SEA
ADRIATIC SEA
MEDITERRANEAN SEA
LONDON
PARIS
BRUSSELS
COLOGNE
HAMBURGH
BERLIN
BRESLAU
WARSAW
DRESDEN
PRAGUE
VIENNA
MUNICH
STUTTGARD
STRASBURG
CARLSRUHE
FRANKFORT
DIJON
LYONS
GENEVA
TURIN
MILAN
VENICE
GENOA
MARSEILLES
AVIGNON
BORDEAUX
TOURS
ORLEANS
ROUEN
AMIENS
BOULOGNE
CALAIS
DOVER
FOLKESTONE
ANTWERP
ROTTERDAM
AMSTERDAM
THE HAGUE
BREMEN
HANOVER
MAGDEBURG
BRUNSWICK
MAYENCE
MANHEIM
DARMSTADT
METZ
NANCY
CHAUMONT
COLMAR
BALE
CHAMBERY
SZEGEDIN
TRIESTE

RATES FOR THROUGH TICKETS.

Passengers are respectfully informed, that they will save themselves from trouble, as well as the risk of detention and inconvenience, by availing themselves of **Through Tickets** at one of the places named underneath, nearest to their starting point.

LONDON TO	Single Tickets. 1st Class. £ s. d.	Single Tickets. 2nd Class. £ s. d.	Single Tickets. Mixed. 1, 2 Class. £ s. d.	Ret. Tickets. 1st Class. £ s. d.	Ret. Tickets. 2nd Class. £ s. d.	Period for which Available.	By what Route Available.
							Via
Aix-la-Chapelle	3 0 0	2 5 3	...	...	...	1 Month	Calais
Aix-la-Chapelle	2 16 4	2 1 0	...	...	...	Do.	Ostend
Amsterdam	3 3 7	2 8 2	...	...	...	Do.	Calais
Amsterdam	3 0 6	2 4 7	...	...	...	Do.	Ostend
Antwerp	2 6 8	1 15 2	...	...	...	Do.	Calais
Antwerp	2 3 7	1 11 6	...	...	...	Do.	Ostend
Augsburg	6 0 5	...	...	...	...	Do.	Calais, Cologne, & Bruchsal
Augsburg	5 15 0	...	...	...	...	Do.	Ostend do. do.
*Baden-Baden	5 7 0	...	...	...	...	30 Days	Calais and Paris*
Baden-Baden	4 17 2	...	...	...	...	Do.	Ostend
Baden-Baden	3 9 1	2 12 0	...	...	...	15 Days.	Boulogne
*Bale	4 15 1	3 11 8	...	...	...	15 Days *via* Boulogne or Calais, and 30 Days	Boulogne and Paris*
*Bale	5 1 3	3 16 2	...	...	...		Calais and Paris*
Bale	5 9 5	...	...	...	...		Ostend
Bale	4 12 8	3 9 0	...	...	...		Do. and Luxemburg
Basiasch	12 17 1	...	10 3 11	...	...	1 Month	Calais
Basiasch	12 12 4	...	9 19 2	...	...	Do.	Ostend
Berlin	6 14 0	...	5 12 6	...	...	Do.	Calais
Berlin	6 9 2	...	5 7 2	...	...	Do.	Ostend
Bonn	3 10 0	2 12 6	...	...	...	Do.	Calais
Bonn	3 6 4	2 8 4	...	...	...	Do.	Ostend
*Bordeaux	5 0 0	...	...	...	...	15 Days	Boulogne*
*Bordeaux	5 6 1	...	...	...	...	Do.	Calais*
*Boulogne	1 5 0	0 19 0	...	1 15 0	1 5 0	7 Days	—
*Boulogne	...	...	...	2 0 0	1 10 0	1 Month	—
Bremen	5 6 6	...	4 14 3	...	...	Do.	Calais
Bremen	5 1 9	...	4 9 7	...	...	Do.	Ostend
Brunswick	5 8 3	...	4 14 10	...	...	Do.	Calais
Brunswick	5 3 6	...	4 10 0	...	...	Do.	Ostend
Brussels	2 5 10	1 14 7	...	...	...	Do.	Calais
Brussels	2 3 4	1 11 4	...	...	...	Do.	Ostend
Calais	1 5 0	0 19 0	...	2 0 0	1 10	7 Days single, 1 Month return	—
*Carlsruhe	5 9 4	...	...	...	...	1 Month	Calais and Paris*
Carlsruhe	3 10 9	2 13 3	...	...	...	15 Days.	Boulogne
Coblence	3 15 3	2 16 5	...	...	...	1 Month.	Calais
Coblence	3 11 3	2 12 0	...	...	...	Do.	Ostend
Cologne	3 7 8	2 10 7	...	...	...	Do.	Calais
Cologne	3 4 0	2 6 6	...	...	...	Do.	Ostend
Dresden	7 0 3	...	5 16 2	...	...	Do.	Calais
Dresden	6 15 6	...	5 11 3	...	...	Do.	Ostend
Francfort O.M.	4 7 0	...	4 2 2	...	...	Do.	Calais
Francfort O.M.	4 2 7	...	3 17 9	...	...	Do.	Ostend
Fribourg	3 11 2	2 13 6	...	...	...	15 Days.	Boulogne
*Geneva	5 4 3	...	...	...	...	1 Month.	Do.*
Ghent	2 1 1	1 11 1	...	...	...	Do.	Calais
Ghent	1 17 11	1 7 5	...	...	...	Do.	Ostend
Hanover	5 1 11	...	4 10 6	...	...	Do.	Calais
Hanover	4 17 2	...	4 5 10	...	...	Do.	Ostend
Harburg	5 14 6	...	5 0 2	...	...	Do.	Calais
Harburg	5 9 10	...	4 15 4	...	...	Do.	Ostend
*Heidelberg (R.B	5 14 4	...	...	...	...	30 Days	Calais and Paris*
Heidelberg (R.B	4 8 1	...	...	...	...	Do.	Ostend
Heidelberg	3 14 2	2 15 8	...	...	...	15 Days.	Boulogne
Homburg	4 9 0	...	4 3 6	...	...	...	Calais
Homburg	4 4 8	...	3 19 2	...	...	...	Ostend
Leipsic	6 8 5	...	5 8 5	...	...	1 Month	Calais
Leipsic	6 3 8	...	5 3 8	...	...	Do.	Ostend
Liege	2 13 1	2 0 2	...	...	...	Do.	Calais
Liege	2 0 0	1 16 2	...	...	...	Do.	Ostend
Louvain	2 4 5	1 12 2	...	...	...	Do.	Ostend
Magdeburg	5 18 9	...	5 1 10	...	...	Do.	Calais
Magdeburg	5 14 1	...	4 17 1	...	...	Do.	Ostend
Malines	2 2 7	1 10 9	...	...	...	Do.	Ostend
*Mannheim	5 11 9	...	...	...	...	Do.	Calais and Paris*
Mannheim	3 13 10	2 15 5	...	...	...	15 Days	Boulogne
*Marseilles	6 5 6	...	...	...	...	Do.	Do.*
*Marseilles	6 11 8	...	...	...	...	Do.	Calais*
Mayence	4 3 0	3 2 1	...	...	...	1 Month	Calais
Mayence	3 18 0	2 17 0	...	...	...	Do.	Ostend

Registration of Baggage.—Baggage can be registered to all the above places, except to such places and by such routes as are marked thus (*), in which exceptional cases it can be registered to Paris.

RATES FOR THROUGH TICKETS—continued.

LONDON TO	Single Tickets. 1st Class. £ s. d.	Single Tickets. 2nd Class. £ s. d.	Single Tickets. Mixed. 1, 2 Class. £ s. d.	Ret. Tickets. 1st Class. £ s. d.	Ret. Tickets. 2nd Class. £ s. d.	Period for which Available.	By what Route Available.
							Via
*Milan	7 5 0	5 13 3	...	...	...	Do.	Boulogne*
*Munich	7 0 8	...	...	...	...	Do.	Calais and Paris*
Munich	6 6 0	...	...	...	...	Do.	Calais, Cologne, and Bruchsal
Munich	6 0 8	...	...	...	...	Do.	Ostend do. do.
Munich	...	...	...	...	...	...	—
Offenbourg	3 7 2	2 10 6	...	...	...	15 Days	Boulogne
Ostend	1 11 9	1 3 1	...	...	...	7 Days	—
Paris	2 8 2	1 16 6	...	3 12 0	2 12	7 Days single, 1 calendar month return	Boulogne; return by Boulogne or Calais
Paris	2 14 4	2 1 6	...	...	...	7 Days	Calais
Pesth	10 17 2	...	8 14 0	...	...	1 Month	Calais
Pesth	10 12 4	...	8 9 3	...	...	Do.	Ostend
Pforzheim	3 12 10	2 14 9	...	...	...	15 Days.	Boulogne
Prague	7 17 4	...	6 9 3	...	...	1 Month.	Calais
Prague	7 12 8	...	6 4 5	...	...	Do.	Ostend
Rotterdam	2 14 7	2 1 5	...	...	...	Do.	Calais
Rotterdam	2 11 6	1 17 10	...	...	...	Do.	Ostend
*Salzburg	7 16 1	...	...	...	...	Do.	Calais and Paris*
Salzburg	7 0 7	...	...	...	...	Do.	Calais, Cologne, and Bruchsal
Salzburg	6 15 3	...	...	...	...	Do.	Ostend do. do.
Salzburg	...	...	...	...	...	...	—
*Strasburg	3 5 2	2 9 2	...	...	...	15 Days *via* Boulogne or Calais, and 30 Days *via* Ostend	Boulogne and Paris*
*Strasburg	4 19 3	3 14 8	...	...	...		Calais and Paris*
Strasburg	4 17 2	...	...	...	...		Ostend
Stuttgart	5 3 10	...	...	...	...	1 Month	Calais, Cologne, and Bruchsal
Stuttgart	4 18 6	...	...	...	...	Do.	Ostend do. do.
Turin	6 11 11	5 3 3	...	...	...	Do.	Boulogne*
*Utrecht	3 0 1	2 5 8	...	...	...	Do.	Calais
Utrecht	2 17 0	2 2 1	...	...	...	Do.	Ostend
Verviers	2 15 3	2 1 8	...	...	...	Do.	Calais
Verviers	2 12 2	1 17 11	...	...	...	Do.	Ostend
Vienna	9 5 1	...	...	...	...	Do.	Calais and Paris*
*Vienna	8 10 2	...	...	...	...	Do.	Do. Cologne and Bruchsal
Vienna	8 5 2	...	...	...	...	Do.	Ostend do. do.
Vienna	9 16 2	...	7 18 3	...	...	Do.	Calais
Vienna	9 11 5	...	7 13 5	...	...	Do.	Ostend
Vienna	...	...	...	...	...	...	—
Wiesbaden	4 4 4	...	4 0 4	...	...	Do.	Calais
Wiesbaden	3 19 11	...	3 16 0	...	...	Do.	Ostend
Vienna to Kustendje	9 11 7	6 15 2	8 15 0	...	...	Do.	Calais and Paris
Constantinople	13 0 0	9 1 4	12 3 6	...	...	Do.	Do. and Cologne Ostend and do.

Registration of Baggage.—Baggage can be registered to all the above places, except to such places and by such routes as are marked thus (*), in which exceptional cases it can be registered to Paris.

No allowance can be made for Through Tickets, either Single or Return, if not used within the time for which they are issued.

Stopping Places.—Passengers can stop at each of the intermediate points for which there is a separate Coupon, and the Tickets are available between these points by any Train of the same Class.

Third Class Through Tickets, by **Night Service.**—Fare **20s.**

Baggage cannot be registered by the Night Service.

Through Tickets to Paris are issued at Folkestone and Dover, respectively, at the following Rates:—Folkestone to Paris, via Boulogne, £1 11s. 10d. 1st Class; £1 4s. 2d. 2nd Class; Dover to Paris, via Calais, £1 17s. 10d. 1st Class; £1 8s. 6d. 2nd Class.

Paris Tickets, Single and Return, are also issued at **Red Hill and Reading** (Reigate Junction) Stations, and the Baggage of Passengers taking such Tickets can be registered at Folkestone or Dover.

		1 Cl.	2 Cl.
Red Hill to Paris,	via Boulogne	£2 8 2	£1 16 6
Do. do.	via Calais	2 14 4	2 1 0
Do. do.	Return (either route)	3 12 0	2 12 0
Reading to Paris,	via Boulogne	£2 11 0	£1 19 0
Do. do.	via Calais	2 18 2	2 4 4
Do. do.	Return (either route)	4 16	3 0 9

Steward's Fee.—The above Rates, *via* Boulogne and Calais, and by the Ostend Night Service of the Belgian Government Steamers) include Steward's Fee; a charge of 6d. being included for same in the Fare.

Through Tickets for London are issued at all the above places except **Marseilles. Second Class Through Tickets** are available by **First Class Trains** only on **payment** of the **difference of Fare.**

FARES between **Folkestone** & **Boulogne,** and **Dover** & **Calais,** or between **Dover** & **Ostend,** either way:—

	via F'stone and B'logne, or Dover and Calais.	Via Dover and Ostend.		Via F'stone and B'logne, or Dover and Calais.	Via Dover and Ostend.
Chief Cabin	£0 8 6	£0 15 0	Carriages, 4-wheel, each	£2 2 0	£3 3 0
Do. Children	0 4 3	0 7 6	Do. 2-wheel, each	1 1 0	2 2 0
Fore Cabin	0 6 6	0 10 0	Horses	1 5 0	2 2 0
Do. Children	0 3 3	0 5 0	Dogs	0 2 6	0 3 6
Double Tickets (available for the same or following day, and from Saturday to Monday)			First Class	0 11 0	1 2 6
			Second Class	0 9 0	0 15 0

Charges payable by Passengers at Folkestone—Landing or Shipping a 4-wheel Carriage, 10s. 6d.; a 2-wheel ditto, 5s.; a Horse, 4s. Unpacking and packing each Carriage for Examination at Custom House, 2s. 6d.

TICKETS.—Passengers are requested to pay their Fares and provide themselves with Tickets before going on board the Company's vessels. The Offices for taking Tickets are—FOLKESTONE: at the Harbour Railway Station; DOVER: at the Railway Office.

PLACES WHERE PASSENGERS HOLDING THROUGH TICKETS, CAN BREAK THE JOURNEY.

LONDON TO	By what Route.	STOPPING PLACES.
AIX-LA-CHAP..	Calais	Same as Brussels (via Calais); also Brussels (or Malines) Louvain, and Liege. Same as Brussels (via Ostend), and Peplinster; also Malines, Louvain, and Liege.
AIX-LA-CHAP..	Ostend	
AMSTERDAM ..	Calais	Same as, and including Utrecht.
AMSTERDAM ..	Ostend	
ANTWERP	Calais	Same as, and including Ghent.
ANTWERP	Ostend	
AUGSBURG....	Calais, Cologne, and Bruchsal	Same as Stuttgart.
AUGSBURG....	Ostend do. do.	
BADEN-BADEN	Calais & Paris	Via Paris: Same as Strasburg, also Kehl. Via Ostend: Same as Bonn; also Rolandseck, Coblence, Capellen-Stolzenfels, Bingen, Mayence, Heidelberg, Bruchsal, and Carlsruhe.
BADEN-BADEN	Ostend	
BADEN-BADEN	Boulogne	Same as, and including Paris; also Chalons and Nancy.
BALE	Boulogne and Paris	Same as, and including Strasburg, or via Mulhouse. Same as, and including Paris (Amiens excepted); also Troyes, Vesoul, and Mulhouse.
BALE	Calais & Paris	
BALE	Ostend	
BALE	Do. & Luxemburg	Bruges, Ghent, Brussels, Namur, Nancy, Strasburg.
BASIASCH	Calais	Same as, and including Pesth; also Szegedin.
BASIASCH	Ostend	
BERLIN	Calais	Same as, and including Magdeburg.
BERLIN	Ostend	
BONN	Calais	Same as, and including Cologne.
BONN	Ostend	
BORDEAUX....	Boulogne	Same as, and including Paris.
BORDEAUX....	Calais	
BOULOGNE....	..	At Folkestone.
BOULOGNE....	..	
BREMEN.....	Calais	Same as, but exclusive of Hanover.
BREMEN.....	Ostend	
BRUNSWICK ..	Calais	Same as, and including Hanover.
BRUNSWICK ..	Ostend	
BRUSSELS	Calais	Dover, Calais, Lille, (or Valenciennes), Mouscron (or Quievrain), Ghent (or Jurbise), or Dover, Ostend, Bruges, Ghent.
BRUSSELS	Ostend	
CALAIS	..	At Dover.
CARLSRUHE ..	Calais & Paris	Via Paris: Same as Strasburg; also Oos.
CARLSRUHE ..	Boulogne	Same as, and including Paris; also Chalons and Nancy.
COBLENCE	Calais	Same as, and including Cologne and Bonn, Rolandseck (or Remagen).
COBLENCE	Ostend	
COLOGNE	Calais	Same as, and including Aix-la-Chapelle.
COLOGNE	Ostend	
DRESDEN	Calais	Same as, and including Leipsic.
DRESDEN	Ostend	
FRANCF'T O.M.	Calais	Same as, and including Coblence; also Capellen-Stolzenfels, Bingen, Mayence, and Castel.
FRANCF'T O.M.	Ostend	
FRIBOURG	Boulogne	Same as, and including Paris; also Chalons & Nancy,
GENEVA	Boulogne	Same as, and including Paris; also Macon.
GHENT	Calais	Dover, Calais, Lille, Mouscron; or Dover, Ostend, Bruges.
GHENT	Ostend	
HANOVER	Calais	Via Calais—Dover, Calais, Lille; (or via Ostend—Bruges) Ghent, Malines, Liege, Aix-la-Chapelle, Cologne, Deutz, Minden.
HANOVER	Ostend	
HARBURG	Calais	Same as, and including Hanover.
HARBURG	Ostend	
HEID'LB'G R.B	Calais & Paris	Via Paris: Same as Strasburg; also Oos and Carlsruhe. Via Ostend: See Baden.
HEID'LB'G R.B	Ostend	
HEID'LB'G R.B	Boulogne	Same as, and including Paris; also Chalons and Nancy.
HOMBURG	Calais	Same as Stuttgart.
HOMBURG	Ostend	
LEIPSIC	Calais	Same as, and including Magdeburg.
LEIPSIC	Ostend	
LIEGE	Calais	Same as, and including Louvain.
LIEGE	Ostend	

LONDON TO	By what Route.	STOPPING PLACES.
LOUVAIN.....	Ostend	Same as, and including Malines.
MAGDEBURG..	Calais	Same as, and including Brunswick; also Oschersleben.
MAGDEBURG..	Ostend	
MALINES	Ostend	Same as, and including Brussels.
MANNHEIM ..	Calais & Paris	Same as, and including Heidelberg.
MANNHEIM ..	Boulogne	Same as, and including Paris; also Chalons and Nancy.
MARSEILLES..	Boulogne	Folkestone and Boulogne (or Dover and Calais), Amiens, Paris, Dijon, and Lyons.
MARSEILLES..	Calais	
MAYENCE	Calais	Same as, and including Coblence; also Bingen.
MAYENCE	Ostend	
MILAN.....	Boulogne	Same as Turin.
MUNICH	Calais & Paris	
MUNICH	Calais, Cologne, and Bruchsal	Same as, & including Carlsruhe; also Bruchsal, Stuttgart, Ulm, and Augsburg.
MUNICH	Ostend do. do.	
MUNICH		
*OFFENBURG	Boulogne	Same as, and including Paris; also Chalons and Nancy.
OSTEND	..	At Dover.
PARIS	Boulogne, return by Boulogne or Calais	Folkestone and Boulogne (or Dover and Calais) and Amiens.
PARIS	Calais	
PESTH.....	Calais	Same as, and including Prague; also Brunn and Marchegg.
PESTH.....	Ostend	
PFORZHEIM ..	Boulogne	Same as, and including Paris; also Chalons and Nancy.
PRAGUE	Calais	Via Calais: Dover, Calais, Lille, Ghent, Brussels, Malines, Liege, Aix-la Chapelle, Cologne, Deutz, Minden, Hanover, Brunswick, Oschersleben, Magdeburg, Leipsic, Dresden, Bodenbach; or via Ostend: Dover, Ostend, Bruges, Ghent, Malines, Liege, and the subsequent places above-named.
PRAGUE	Ostend	
ROTTERDAM ..	Calais	Same as Brussels; also Antwerp.
ROTTERDAM..	Ostend	
SALZBURG	Calais & Paris	Same as, and including Munich; also Rosenheim.
SALZBURG	Calais, Cologne, and Bruchsal	
SALZBURG	Ostend do. do.	
SALZBURG		
STRASBURG ..	Boulogne and Paris	Same as, and including Paris; also Chalons and Nancy.
STRASBURG ..	Calais & Paris	
STRASBURG ..	Ostend.	
STRASBURG ..	Boulogne	
STUTTGART ..	Calais, Cologne, and Bruchsal	Malines, Liege, Aix-la-Chapelle, Bonn, Rolandseck, Coblence, Stolzenfels.
STUTTGART ..	Ostend do. do.	Bruges, Ghent, Malines, Liege, Aix-la-Chapelle, Bonn, Rolandseck, Coblence, Stolzenfels.
TURIN.....	Boulogne	Same as Paris; also Macon, Culoz, St. Innocent, St. Jean de Maurienne, and Suse.
UTRECHT	Calais	Same as, and including Rotterdam.
UTRECHT	Ostend	
VERVIERS	Calais	Same as, and including Liege.
VERVIERS	Ostend	
VIENNA'	Calais & Paris	Same as, and including Salzburg; also Linz.
VIENNA	Calais, Cologne, and Bruchsal	
VIENNA	Ostend do. do.	
VIENNA	Calais	Same as, and including Prague; also Brunn.
VIENNA	Ostend	
VIENNA		
WIESBADEN ..	Calais	Lille; and same as Stuttgart.
WIESBADEN ..	Ostend	Bruges, Ghent; and same as Stuttgart.
VIENNA to KUSTENDJE ..	Calais & Paris	Marchegg, Pesth, Basiasch, and Czernawoda.
	Do. & Col'gne	
CONST'NT'PLE.	Ostend & do.	

PARCELS FORWARDED AT THROUGH RATES

TO ALL PARTS OF THE CONTINENT,

Via Folkestone and Boulogne—Dover and Calais—and Dover and Ostend.

A NEW PARCELS AND MERCHANDISE SERVICE,

FOR CONSIGNMENTS OF ANY WEIGHT, WITH

Reduced and Revised Through Rates, and increased Quickness of Transit,

Between LONDON & PARIS:

By this Service Parcels forwarded from London in the Afternoon are delivered the following day in Paris, where the Customs Examination takes place, thus avoiding any detention at Boulogne.

RATE for a 2 lb. Parcel, LONDON TO PARIS, 1s. 4d.; all Railway Charges included.

ALSO,

THE CONTINENTAL PARCELS' EXPRESS,

LONDON, AND THE PRINCIPAL CITIES AND TOWNS IN THE UNITED KINGDOM,

TO AND FROM

BELGIUM, HOLLAND, PRUSSIA, AUSTRIA, THE GERMAN STATES, POLAND, RUSSIA, &c.,

Conveys Parcels with the Mails, up to 200 lbs., via Ostend, and 12 lbs., via Calais.

NEW TARIFF OF THROUGH RATES FOR VALUE PARCELS BETWEEN LONDON & PARIS.

RATES, ALSO, FOR VALUE PARCELS, TO AND FROM BELGIUM,

WHICH INCLUDE INSURANCE (SEA RISK EXCEPTED)

See TARIFF and TIME TABLE of CONTINENTAL PARCELS' SERVICES.

THROUGH RATES

FOR UNINSURED PARCELS AND MERCHANDISE,

Between London and Paris, via Folkestone and Boulogne,

By Passenger (*Grande Vitesse*) Trains, under the direct sanction and control of the South Eastern and Northern of France Railway Companies. These Rates include all Charges for Shipping, Landing, &c. (Customs' Duties, Entries, and Stamp excepted), at the respective Ports, and delivery at either end (within the usual limits.)

Parcels are also forwarded to almost all the Principal Towns on the Continent, at Through Rates.

WEIGHT.									AMOUNT. £	s.	d.
From	0	to	2 lbs.,	or	0	to	1	kilo.	0	1	4
.. ..	2	,,	10	,,	,, 1	,,	5	,, ...	0	2	0
.. ..	10	,,	20	,,	,, 5	,,	10	,, ...	0	3	2
.. ..	20	,,	30	,,	,, 10	,,	15	,, ...	0	4	5
.. ..	30	,,	40	,,	,, 15	,,	20	,, ...	0	5	2
.. ..	40	,,	50	,,	,, 20	,,	25	,, ...	0	6	0
.. ..	50	,,	60	,,	,, 25	,,	30	,, ...	0	6	10
.. ..	60	,,	70	,,	,, 30	,,	35	,, ...	0	7	7
.. ..	70	,,	80	,,	,, 35	,,	40	,, ...	0	8	5
.. ..	80	,,	90	,,	,, 40	,,	45	,, ...	0	9	2
.. ..	90	,,	100	,,	,, 45	,,	50	,, ...	0	10	0
.. ..	100	,,	120	,,	,, 50	,,	60	,, ...	0	12	0
.. ..	120	,,	140	,,	,, 60	,,	70	,, ...	0	14	0
.. ..	140	,,	160	,,	,, 70	,,	80	,, ...	0	16	0
.. ..	160	,,	180	,,	,, 80	,,	90	,, ...	0	18	0
.. ..	180	,,	200	,,	,, 90	,,	100	,, ...	1	0	0
Above	200—per 20			,,	,, 0	,,	10	,, ...	0	2	0

Small Parcels 12 lbs. and under (or 6 kilos.) are forwarded by the Night Mails, *via* Calais, and are delivered the following morning, at a Through Charge of 2s. 6d. per Parcel up to 7 lbs.; & 3s. 6d. above 7 & under 12 lbs.

OFFICES IN LONDON:

TERMINUS—LONDON BRIDGE.

WEST END ..... Mr. KING..... **40, Regent Circus, Piccadilly.**

CITY ..... Mr. LEFEBURE ..... **Northern of France Railway Office, 20, Moorgate Street.**

OFFICES IN PARIS:

NORTHERN OF FRANCE RAILWAY TERMINUS..... **Place Roubaix.**

SOUTH EASTERN RAILWAY OFFICE..... **4, Boulevard des Italiens.**

SPECIAL EXPRESS DAILY DIRECT TIDAL SERVICE,

BY SPECIAL STEAMERS AND SPECIAL EXPRESS TRAINS.

FIRST AND SECOND CLASS TICKETS ARE AVAILABLE BY THIS SERVICE.

Two Services Daily in addition to Night Service, for which see pages 8 and 9.

LONDON & PARIS,

Via Folkestone & Boulogne (Wind, Weather, and Tide permitting). **The Quickest, Cheapest, & Short Sea Route.** The Voyage by this Service being always made near high tide, Passengers walk on board and on Shore. Small boats are never used.

LONDON TERMINUS—London Bridge.

NOTE.—The hours of arrival in Paris, and of sailing from Calais and Boulogne, are in accordance with French time—ten minutes in advance of English time.

VICTORIA.....CAPTAIN PAUL.
EUGENIE.....CAPTAIN JENKINS.
LORD WARDEN .....
PRINCESS HELENA .....

THROUGH TIDAL SERVICE.

AUGUST.	FIRST DAY SERVICE. Leave London.	Leave Folkestone Harbour.	Leave Boulogne.	Arrive in Paris.	Dates.	SECOND DAY SERVICE. Leave London.	Leave Folkestone Harbour	Leave Boulogne	Arrive in Paris.
Friday 1	8 45 a.m.	11 10 a.m.	2 20 p.m.	6 50 p.m	1	10 25 a.m.	12 50 p.m.	4 0 p.m.	8 30 p.m.
Saturday 2	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	2	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Sunday 3	10 25 ,,	12 50 p.m.	4 0 ,,	8 30 ,,	3	1 30 p.m.	3 50 ,,	7 0 ,,	11 30 ,,
Monday 4	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,	4	1 30 ,,	3 50 ,,	7 0 ,,	11 30 ,,
Tuesday 5	11 20 ,,	1 50 ,,	5 0 ,,	9 30 ,,	5	1 30 ,,	3 50 ,,	7 0 ,,	11 30 ,,
Wednesday 6	1 30 p.m.	3 50 ,,	7 0 ,,	11 30 ,,	6	2 30 ,,	5 0 ,,	8 5 ,,	12 35 a.m.
Thursday 7	6 20 a.m.	8 30 a.m.	1 20 ,,	5 50 ,,	7	2 30 ,,	5 5 ,,	8 5 ,,	12 35 ,,
Friday 8	6 30 ,,	8 45 ,,	11 45 a.m.	4 15 ,,	8	3 10 ,,	5 30 ,,	8 40 ,,	1 10 ,,
Saturday 9	6 30 ,,	8 45 ,,	11 45 ,,	4 15 ,,	9	4 10 ,,	6 30 ,,	9 40 ,,	2 10 ,,
Sunday.....10	7 50 ,,	10 10 ,,	1 20 p.m.	5 50 ,,	10	8 45 a.m.	11 10 a.m.	2 20 ,,	6 50 p.m.
Monday 11	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	11	9 50 ,,	12 15 p.m.	4 0 ,,	8 30 ,,
Tuesday 12	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	12	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Wednesday 13	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	13	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Thursday 14	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	14	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Friday 15	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	15	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Saturday 16	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	16	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Sunday 17	10 25 ,,	12 50 p.m.	4 0 ,,	8 30 ,,	17	1 30 p.m.	3 50 ,,	7 0 ,,	11 30 ,,
Monday 18	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,	18	1 30 ,,	3 50 ,,	7 0 ,,	11 30 ,,
Tuesday 19	11 20 ,,	1 50 ,,	5 0 ,,	9 30 ,,	19	1 30 ,,	3 50 ,,	7 0 ,,	11 30 ,,
Wednesday 20	1 30 p.m.	3 50 ,,	7 0 ,,	11 30 ,,	20	2 20 ,,	4 55 ,,	8 5 ,,	12 35 a.m.
Thursday 21	1 30 ,,	3 50 ,,	7 0 ,,	11 30 ,,	21	3 5 ,,	5 25 ,,	8 5 ,,	12 35 ,,
Friday 22	6 40 a.m.	9 0 a.m.	1 20 ,,	5 50 ,,	22	2 30 ,,	5 5 ,,	8 5 ,,	12 35 ,,
Saturday 23	6 30 ,,	8 45 ,,	11 45 a.m.	4 15 ,,	23	3 10 ,,	5 30 ,,	8 40 ,,	1 10 ,,
Sunday.....24	6 30 ,,	8 45 ,,	11 45 ,,	4 15 ,,	24	4 10 ,,	6 30 ,,	9 40 ,,	2 10 ,,
Monday 25	7 50 ,,	10 10 ,,	1 20 p.m.	5 50 ,,	25	8 40 a.m.	11 0 a.m.	2 20 ,,	6 50 p.m.
Tuesday 26	7 50 ,,	10 10 ,,	1 20 ,,	5 50 ,,	26	9 55 ,,	12 15 p.m	4 0 ,,	8 30 ,,
Wednesday 27	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	27	9 55 ,,	12 15 ,,	4 0 ,,	8 30 ,,
Thursday 28	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	28	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Friday 29	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	29	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Saturday 30	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	30	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,
Sunday 31	8 45 ,,	11 10 ,,	2 20 ,,	6 50 ,,	31	10 25 ,,	12 50 ,,	4 0 ,,	8 30 ,,

Passengers are recommended to be careful to Register their Luggage, per **SOUTH EASTERN RAILWAY**, so as to avoid its examination at Dover.

Baggage can be registered from London and Folkestone respectively, every day during the month; and from Paris and Boulogne on all days except those marked thus (*), when it is examined at Folkestone. The holders of Through Tickets are allowed 56 lbs. weight of registered Baggage, free of charge, and without any Registration Fee. All foreign articles must be declared to the Customs' Officers. Any article registered, being merchandise, or not for the owner's personal use, is liable to seizure. The registered Luggage of Passengers who desire to stop at Folkestone, can be had there, by giving the Baggage Ticket to the Commander before arriving in Port.

Clearing Baggage.—The Company employs an Officer, Mr. T. G. LEDGER, to pass unregistered Baggage at Folkestone *without charge*, where free of duty. Passengers desirous of employing him should be careful not to give their keys to any one else.

An Interpreting Conductor accompanies the Special Tidal Trains throughout.

TRAINS between LONDON and FOLKESTONE or DOVER.

Passengers holding Through Tickets, either by way of Folkestone and Boulogne, or Dover and Calais, can proceed by *any* of these Trains, but Second Class Tickets are only available by First Class Trains on payment of the Excess.

DOWN.	WEEK DAYS.												SUNDAYS.						
	a. m.	a. m.	a. m.	a. m	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	a. m	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.
London .....depart	6 30	7 30	8 45	9 30	10 30	12 30	2 30	4 30	6 30	8 35	8 55		6 30	7 30	8 30	9 30	6 30	8 35	8 55
Folkestone or Dover arrive	10 15	9 25	12 15	11 30	1 10	3 0	5 15	6.50	9 20	10 35	11 25		10 15	9 25	11 15	11 30	9 20	10 35	11 25

For Trains between BOULOGNE and PARIS, see next page.

SPECIAL EXPRESS DAILY DIRECT TIDAL SERVICE,

BY SPECIAL STEAMERS AND SPECIAL EXPRESS TRAINS.

FIRST AND SECOND CLASS TICKETS ARE AVAILABLE BY THIS SERVICE.

Two Services Daily in addition to Night Service, for which see pages 8 and 9.

PARIS & LONDON,

Via Folkestone & Boulogne (Wind, Weather, and Tide permitting). **The Quickest, Cheapest, & Short Sea Route.**

The Voyage by this Service being always made near high tide, Passengers walk on board and on shore. Small Boats are never used.

PARIS TERMINUS—Place Roubaix.

PRINCESS CLEMENTINE.....CAPTAIN E. DANE.
PRINCE ERNEST .....CAPTAIN MORTLEMAN.
PRINCESS MAUDE .....CAPTAIN GOODBURN.
QUEEN OF THE FRENCH .....CAPTAIN
QUEEN OF THE BELGIANS ...CAPTAIN ROBINSON.
PRINCESS MARY .....CAPTAIN DANE.

THROUGH TIDAL SERVICE.

AUGUST.	FIRST DAY SERVICE. Leave Paris.	Leave Boulogne.	Leave Folkestone Harbour.	Arrive in London.	Dates.	SECOND DAY SERVICE. Leave Paris.	Leave Boulogne.	Leave Folkestone Harbour.	Arrive in London.
Friday 1	7 0 a.m.	12 15 p.m.	2 20 p.m.	4 25 p.m	1	9 10 a.m.	2 25 p.m.	4 30 p.m.	6 35 p.m
Saturday 2	9 10 ,,		4 30 ,,	6 35 ,,	2	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,
		2 25 ,,							
*Sunday 3	9 10 ,,	2 25 ,,	4 50 ,,	6 55 ,,	3	11 15 ,,	4 30 ,,	6 50 ,,	8 55 ,,
Monday 4	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,	4	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,
Tuesday 5	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,	5	1 20 p.m.	6 35 ,,	8 40 ,,	10 45 ,,
Wednesday..... 6	11 15 ,,	5 15 ,,	7 20 ,,	9 25 ,,	6	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
Thursday..... 7	1 20 p.m.	6 35 ,,	8 40 ,,	10 45 ,,	7	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
Friday 8	7 0 a.m.	12 15 ,,	2 20 ,,	4 25 ,,	8	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
Saturday 9	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	*9	2 20 ,,	8 15 ,,	10 20 ,,	12 25 a.m.
*Sunday.....10	7 0 ,,	12 15 ,,	2 30 ,,	4 35 ,,	10	2 20 ,,	9 15 ,,	11 30 ,,	1 30 ,,
Monday 11	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	11	9 10 a.m.	2 25 ,,	4 30 ,,	6 35 p.m.
Tuesday 12	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	12	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Wednesday 13	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	13	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Thursday.....14	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	14	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Friday 15	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	15	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Saturday 16	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,	16	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,
*Sunday.....17	9 10 ,,	2 25 ,,	4 50 ,,	6 55 ,,	17	11 15 ,,	4 30 ,,	6 50 ,,	8 55 ,,
Monday 18	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,	18	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,
Tuesday 19	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,	19	1 20 p.m.	6 35 ,,	8 40 ,,	10 45 ,,
Wednesday 20	11 15 ,,	4 40 ,,	6 45 ,,	8 50 ,,	20	1 20 ,,	6 35 ,,	8 40 ,,	10 45 ,,
Thursday 21	1 20 p.m.	6 35 ,,	8 40 ,,	10 45 ,,	21	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
Friday 22	1 20 ,,	6 35 ,,	8 40 ,,	10 45 ,,	22	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
Saturday 23	7 0 a.m.	12 15 ,,	2 20 ,,	4 25 ,,	23	2 20 ,,	7 35 ,,	9 40 ,,	11 45 ,,
*Sunday 24	7 0 ,,	12 15 ,,	2 30 ,,	4 35 ,,	24	2 20 ,,	8 15 ,,	10 40 ,,	12 45 a.m.
Monday 25	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	25	2 20 ,,	8 45 ,,	10 50 ,,	12 55 ,,
Tuesday 26	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	26	9 10 a.m.	2 25 ,,	4 30 ,,	6 35 p.m.
Wednesday 27	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	27	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Thursday 28	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	28	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Friday 29	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	29	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
Saturday 30	7 0 ,,	12 15 ,,	2 20 ,,	4 25 ,,	30	9 10 ,,	2 25 ,,	4 30 ,,	6 35 ,,
*Sunday.....31	9 10 ,,	2 25 ,,	4 50 ,,	6 55 ,,	31	11 15 ,,	4 30 ,,	6 35 ,,	8 40 ,,

* Baggage examined at Folkestone Harbour. Passengers have the option of proceeding from Folkestone by any other Train.

Stopping Places.—The following times are allowed for Refreshments:—At **Folkestone Harbour**, 10 minutes (a warning Bell will be rung 10 minutes before the Boat starts); **Boulogne Station**, 15 minutes; **Amiens**, 15 minutes. The Train also stops for other purposes at Noyelle and Creil—3 minutes at each place.

Omnibus at Boulogne.—No charge is made for the conveyance of Passengers with 1st and 2nd Class Through Tickets between the Harbour and the Station.

PASSPORTS.—British Subjects can now enter and travel through France without Passports. The French *Visa* is not necessary for the Passports of **Belgian Travellers** provided with **Through Tickets**, in crossing the French Territory between Belgium and England, *via* Boulogne and Calais.

An Interpreting Conductor accompanies the Special Tidal Trains throughout.

TRAINS between FOLKESTONE or DOVER and LONDON.

Passengers holding Through Tickets, either by way of Boulogne and Folkestone, or Calais and Dover, can proceed by *any* of these Trains, but Second Class Tickets are only available by First Class Trains on payment of the Excess.

UP.	WEEK DAY.												SUNDAYS.						
	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.	a. m.	p. m.	p. m.	p. m.	p. m.
Folkestone or Dover dep.	2 0	4 30	6 30	8 5	9 10	11 45	12 20	2 0	3 45	5 15	5 30	7 30	2 0	4 30	7 15	3 45	5 15	5 30	7 30
London .....arrive	4 30	6 30	10 10	10 30	12 0	2 0	3 30	5 0	5 45	7 45	9 10	10 0	4 30	6 30	10 15	5 45	7 45	9 5	10 0

For Trains between PARIS and BOULOGNE, see next page.

THROUGH SECOND, OR NIGHT SERVICE,

(1, 2, 3 Class),

Via FOLKESTONE and BOULOGNE,

Third Class Through Tickets, London and Paris, by Night Service.—Fare 20s.

LONDON & PARIS.

AUGUST.	Leave London.	Dates.	Leave Folkestone Harbour.	Leave Boulogne.	Arrive in Paris.
Friday 1	8 55 p.m.	2	12 40 a.m.	6 0 a.m.	1 20 p.m.
Saturday 2	8 55 ...	3	1 20 ...	6 0 ...	1 20 ...
Sunday 3	8 55 ...	4	2 0 ...	6 0 ...	1 20 ...
Monday 4	8 55 ...	5	3 0 ...	6 0 ...	1 20 ...
Tuesday 5	8 55 ...	6	4 30 ...	9 50 ...	4 5 ...
Wednesday .. 6	4 30 ...	6	7 30 p.m.	11 0 p.m.	4 45 a.m.
Thursday 7	4 30 ...	7	7 30 ...	11 0 ...	4 45 ...
Friday 8	4 30 .	8	7 30 ...	11 0 ...	4 45 ...
Saturday 9	4 30 ...	9	7 30 ...	11 0 ...	4 45 ...
Sunday 10	6 30 ...	10	10 0 ...	6 0 a.m.	1 20 p.m.
Monday 11	8 55 .	11	Midnight	6 0	1 20 ...
Tuesday 12	8 55 ...	12	Midnight.	6 0 ...	1 20 ...
Wednesday ..13	8 55 ...	13	Midnight.	6 0 ...	1 20 ...
Thursday 14	8 55 ...	14	Midnight	6 0 ...	1 20 ...
Friday 15	8 55 ...	16	12 30 a.m.	6 0 ...	1 20 ...
Saturday ... 16	8 55 ...	17	1 0 ...	6 0 ...	1 20 ...
Sunday 17	8 55 ...	18	2 0 ...	6 0 ...	1 20 ...
Monday 18	8 55 ...	19	2 40 ...	6 0 ...	1 20 ...
Tuesday 19	8 55 ..	20	4 0 .	9 50 ...	4 5 ...
Wednesday ..20	8 55 ...	21	5 0 ...	9 50 ...	4 5 ...
Thursday 21	4 30 ...	21	7 30 p.m.	11 0 p.m.	4 45 a.m.
Friday 22	4 30 ...	22	7 30 ...	11 0 ...	4 45 ...
Saturday 23	4 30 ...	23	7 30 ...	11 0 ...	4 45 ...
Sunday 24	6 30 ...	24	10 0 ...	6 0 a.m.	1 20 p.m.
Monday 25	6 30 ...	25	10 0 ...	6 0 ...	1 20 ...
Tuesday.....26	6 30 ...	26	10 0 ...	6 0	1 20 ...
Wednesday ..27	8 55 ...	27	Midnight.	6 0 ...	1 20 ...
Thursday 28	8 55 ...	28	Midnight.	6 0 ...	1 20 ...
Friday 29	8 55 ...	29	Midnight.	6 0 ...	1 20 ...
Saturday 30	8 55 ...	31	12 20 a.m.	6 0 ...	1 20 ...
Sunday 31	8 55 ...	1	1 0 ...	6 0 ...	1 20 ...
September.					
Monday 1	8 55 ...	2	2 0 ..	6 0 ...	1 20 ...
Tuesday .. 2	8 55 ...	3	2 50 ...	6 0 ...	1 20 ...

STEAM PACKET SERVICE.

Dates.	Leave Folkestone. a.m.	a.m.	p.m.	p.m.
1	...	11 10	12 50	...
2	12 40	11 10	12 50	...
3	1 20	...	12 50	3 50
4	2 0	...	12 50	3 50
5	3 0	...	1 50	3 50
6	4 30	...	3 50... 5 0	7 30
7	...	8 30	5 5	7 30
8	...	8 45	5 30	7 30
9	...	8 45	6 30	7 30
10	10 10	11 10	...	10 0
11	...	11 10	12 15	Mid.
12	...	11 10	12 50	Mid.
13	...	11 10	12 50	Mid.
14	...	11 10	12 50	Mid.
15	...	11 10	12 50	...
16	12 30	11 10	12 50	...
17	1 0	...	12 50	3 50
18	2 0	...	12 50	3 50
19	2 40	...	1 50	3 50
20	4 0	...	3 50	4 55
21	5 0	...	3 50... 5 25	7 30
22	...	9 0	5 5	7 30
23	...	8 45	5 30	7 30
24	...	8 45	6 30	10 0
25	10 10	11 0	...	10 0
26	...	10 10	12 15	10 0
27	...	11 10	12 15	Mid.
28	...	11 10	12 50	Mid.
29	...	11 10	12 50	Mid.
30	...	11 10	12 50	...
31	12 20	11 10	12 50	...

Baggage cannot be registered by the Night Service.

Fore Cabin Fares *only* are charged by these Boats; and Holders of First Class **Through Tickets** using this Service will receive the difference of Boat Fare upon application on board.

REGULAR TRAINS BETWEEN

The following Trains run on the **Northern of France Railway,**

Distance English Miles.		1, 2 & 3 Cl. Omnibus.	1, 2 & 3 Cl. Omnibus	1 & 2 Cl. Semi-direct	1 & 2 Cl. Omnibus.	1 & 2 Cl. Fast.	1, 2 & 3 Cl. Omnibus.	1, 2 & 3 Cl. Omnibus.
...	**Boulogne** .....dep.	1 0 a.m.	6 0 a.m.	9 50 a.m.	10 0 a.m.	5 30 p.m.	6 30 p.m.	8 10 p.m.
169	**Paris** .....arr.	9 25 ...	1 20 p.m.	4 5 p.m.	5 5 p.m.	11 0 ...	3 50 a.m.	3 50 a.m.

Fares: Boulogne to Paris—First Class, 28 fr. 45 cents, or 22s. 11d.; Second Class, 21 fr. 35 cents, or 17s. 2d.; Third Class, 15 fr. 65 cents, or 12s. 6d.

See pages 6 and 7 for **Special Tidal Service** between London and Boulogne and Paris.

THROUGH SECOND, OR NIGHT SERVICE,

(1, 2, 3 Class),

Via BOULOGNE and FOLKESTONE,

Third Class Through Tickets, Paris and London, by Night Service.—Fare 20s.

PARIS & LONDON.

AUGUST.	Leave Paris.	Dates.	Leave Boulogne.	Leave Folkestone Harbour.	Arrive in London.
Friday 1	6 45 p.m.	2	1 45 a.m.	6 30 a.m.	10 10 a.m.
Saturday 2	6 45 ...	3	1 45 ...	7 15 ...	10 15 ...
Sunday 3	6 45 ...	4	2 0 ...	6 30 ...	10 10 ...
Monday 4	6 45 ...	5	3 0 ...	6 30 ...	10 10 ...
Tuesday 5	9 45 ...	6	4 45 ...	9 15 ...	Noon.
Wednesday .. 6	9 45 ...	7	5 45 ...	9 15 ...	Noon.
Thursday 7	11 55 ...	8	7 0 ...	11 45 ...	2 0 p.m.
Friday 8	Noon.	8	8 15 p.m.	2 0 ...	4 30 a.m.
Saturday 9	3 45 ...	9	10 50 ...	2 0 ...	4 30 ...
Sunday 10	3 45 ...	10	10 50 ...	2 0 ...	4 30 ...
Monday 11	3 45 ...	11	10 50 ...	2 0 ...	4 30 ...
Tuesday 12	3 45 ...	12	10 50 ...	2 0 ...	4 30 ...
Wednesday ..13	3 45 ...	13	11 30 ...	6 30 ...	10 10 ...
Thursday 14	6 45 ...	15	1 45 a.m.	6 30 ...	10 10 ...
Friday 15	6 45 ...	16	1 45 ...	6 30 ...	10 10 ...
Saturday 16	6 45 ...	17	1 45 ...	7 15 ...	10 15 ...
Sunday 17	6 45 ...	18	2 0 ...	6 30 ...	10 10 ...
Monday 18	6 45 ...	19	2 45 ...	6 30 ...	10 10 ...
Tuesday 19	9 45 ...	20	4 45 ..	9 15 ...	Noon.
Wednesday ..20	9 45 ...	21	5 15 ...	9 15 ...	Noon.
Thursday 21	9 45 ...	22	6 10 ...	9 15 ...	Noon.
Friday 22	11 55 p.m.	23	7 0 ...	11 45 ...	2 0 p.m.
Saturday 23	Noon.	23	8 15 p.m.	2 0 ...	4 30 a.m.
Sunday 24	Noon.	24	8 15 ...	2 0 ...	4 30 ...
Monday 25	3 45 p.m.	25	10 50 ...	2 0 ...	4 30 ...
Tuesday 26	3 45 ..	26	10 50 ...	2 0 ...	4 30 ...
Wednesday ..27	3 45 ...	27	10 50 ...	2 0 ...	4 30 ...
Thursday 28	3 45 ...	28	10 50 ...	2 0 ...	4 30 ...
Friday 29	3 45 ...	29	11 30 ...	6 30 ...	10 10 ...
Saturday 30	6 45 ...	31	1 45 a.m.	7 15 ...	10 15 ...
Sunday 31	6 45 ...	1	1 45 ...	6 30 ...	10 10 ...
September.					
Monday 1	6 45 ...	2	1 45 ...	6 30 ...	10 10 ...
Tuesday 2	6 45 ...	3	3 0 ...	6 30 ...	10 10 ...

STEAM PACKET SERVICE.

Dates.	Leave Boulogne. a.m.	a.m.	p.m.	p.m.
1	...	...	12 15	2 25
2	1 45	...	2 25	4 30
3	1 45	...	2 25	4 30
4	2 0	...	2 25	4 30
5	3 0	...	4 30	6 35
6	4 45	...	5 15	7 35
7	5 45	...	6 35	7 35
8	7 0	...	12 15 ... 7 35	8 15
9	...	...	12 15 ... 8 15	10 50
10	...	...	12 15 ... 9 15	10 50
11	...	...	12 15 ... 2 25	10 50
12	...	...	12 15 ... 2 25	10 50
13	...	...	12 15 ... 2 25	11 30
14	...	...	12 15	2 25
15	1 45	...	12 15	2 25
16	1 45	...	2 25	4 30
17	1 45	...	2 25	4 30
18	2 0	...	2 25	4 30
19	2 45	...	4 30	6 35
20	4 45	...	4 40	6 35
21	5 15	...	6 35	7 35
22	6 10	...	6 35	7 35
23	7 0	...	12 15 ... 7 35	8 15
24	...	...	12 15 ... 8 15	8 15
25	...	...	12 15 ... 8 45	10 50
26	...	...	12 15 ... 2 25	10 50
27	...	...	12 15 ... 2 25	10 50
28	...	...	12 15 ... 2 25	10 50
29	...	...	12 15 ... 2 25	11 30
30	...	...	12 15	2 25
31	1 45	...	2 25	4 30

Baggage cannot be registered by the Night Service.

Fore Cabin Fares *only* are charged by these Boats; and Holders of First Class **Through Tickets** using this Service will receive the difference of Boat Fare upon application on board.

BOULOGNE AND PARIS.

of which Passengers by any of the Boats may avail themselves.

Distance English Miles.		1 Cl. Exp.	1, 2 & 3 Cl. Semi-direct.	1, 2 Cl. Semi-direct.	1, 2 & 3 Cl. Semi-direct.	1, 2 & 3 Cl. Semi-direct.	1, 2 & 3 Cl. Semi-direct.	1, 2 & 3 Cl. Omnibus.
...	**Paris** .....dep.	*8 0 a.m.	10 0 a.m.	12 0 noon.	2 0 p.m.	5 20 p.m.	10 0 p.m.	12 20 a.m.
169	**Boulogne**.....arr.	1 30 p.m.	5 10 p.m.	5 40 p.m.	9 25 ...	12 0 M'nt	6 0 a.m.	9 25 ...

Boulogne Station is at Capecure, a short distance from the Harbour. Omnibuses convey Passengers from the Custom House to the Station, where Refreshments can be obtained.

* The **8.0 a.m.** Train from Paris is available for Second Class Through Tickets.

SAILING OF STEAM PACKETS.

(Wind, Weather, and Tide permitting.)

Folkestone to Boulogne, 25½ miles (see pages 6 & 8 for times, which vary with the tide), one hour thirty-five minutes.

Boulogne to Folkestone. (see pages 7 and 9) under 2 hours.

Dover to Calais, 21½ miles, daily at 9.40 a.m. and 10.40 p.m., in 2 hours.

Calais to Dover, daily, at 2.0 a.m., and 1.30 p.m., in 2 hours.

Dover to Ostend, 65 miles, daily, except Sunday, at 10.30 p.m. and noon, in 6 hours.

Ostend to Dover, daily, at 9.0 a.m., and (except Saturday) 7.0 p.m., in 6 hours.

LONDON & PARIS

Via DOVER and CALAIS.

N.B.—The Mail Trains on this Railway, in immediate connexion, run to and start from the side of the Mail Packets on the Admiralty Pier at Dover.

FROM LONDON. PLACES TO.	No. 1. 1st Class Mail	No. 1. 1st Class Express	No. 2. 1st Class Mail	No. 2. 1st Class Express
London .....dep	*7 30 a.m.		8 35 p.m.	
Dover Pier .....arr.	9 30	...	10 35	...
Do. .....dep.	9 35	...	10 40	...
Calais ..... „	12 10 p.m.		1 30 a.m.	
Amiens ..... „	3 35	...	4 55	...
Paris.....arr.	6 0	...	7 20	...

TO LONDON. PLACES FROM.	No. 1. 1st Class Mail	No. 1. 1st Class Express	No. 2. 1st Class Mail	No. 2. 1st Class Express
Paris ....dep.	7 20 a.m.		7 45 p.m.	
Amiens ... . „	9 14	...	9 35	...
Calais .....arr.	1 10 p.m.		1 35 a.m.	
Do. .....dep.	1 30	...	2 0	...
Dover Pier..... „	*3 45	...	*4 30	...
London .....arr.	5 45	...	6 30	...

* These Trains are 1st and 2nd Class between London and Dover.

NOTE.—Passengers by the 7.20 a.m. Train from Paris, on Week Days, can also leave Dover at 5.15 p.m., arriving in London at 7.45 p.m.; and the Passengers arriving by the 2.0 a.m. Boat from Calais **on Sundays**, are conveyed by the Train leaving Dover at 4.30 a.m., arriving in London at 6.30 a.m.

IMPORTANT NOTICE.—The Mail Boats and Mail Trains do not wait for Passengers or Baggage after the Mail Trains are loaded. The Postmaster General requires that the 4.30 a.m. Mail Train for London be started from Dover 15 minutes after the arrival of the boat, when late; so that all luggage which is not in the Train at the expiry of that time, must wait for the next Ordinary Train.

BELGIAN AND GERMAN THROUGH SERVICES.

LONDON to BELGIUM, GERMANY, the RHINE, &c. (Wind, Weather, and Tide permitting), both on Week-days and Sundays, by the Mail Trains and Boats.

FROM LONDON.

PLACES TO.	Via CALAIS. 1, 2 cl. a.m.	1, 2 cl. a.m.	1 class p.m.	Via Ostend. 1, 2 cl. a.m.	1 class. p.m.
London .....dep.	7 30	*9 30	8 35	7 30	8 35
Dover..... „	9 35	11 45	10 40	9 35	a10 40
	p.m.	p.m.	a.m.	a.m.	
Calais ..... „	12 20	2 25	1 45	...	...
				p.m.	a.m.
Ostend ..... „	...	...	...	8 45	7 10
Lille ..... „	2 35	4 40	5 30	...	...
bBrussels, N. Sta. arr.	6 45	9 20	9 55	6 45	9 55
eBrussels, South S. „	9 25	9 25	noon.	...	...
			1 class.		
dBrussels, N. Sta. dep.	10 0	10 0	9 30	10 0	9 30
			a.m.		
Antwerp ..... arr.	8 15	10 55	10 7	10 55	10 7
	1 class.	1 class.	p.m.	1 class.	
Aix-la-Chapelle... .. „	3 5	3 5	2 20	3 5	2 20
Cologne .....arr.	4 40	4 40	4 5	4 40	4 5

TO LONDON.

PLACES FROM.	Via CALAIS. 1 class. a.m.	1 class p.m.	1 class, p.m.	Via Ostend. 1 class. a.m.	1 class p.m.
Cologne .....dep.	10 0	10 30	10 30	10 0	10 30
		Mid.	Mid.		Mid.
Aix-la-Chapelle ..... „	11 30	12 0	12 0	11 30	12 0
	p.m.			p.m.	
Antwerp ..... „	3 30	...	...	3 30	...
		a.m.	a.m.		a.m.
Brussels, N. Sta....arr.	3 50	5 0	5 0	3 50	5 0
		1, 2 cl.	1, 2 cl.		
Brussels, do. ...dep.	5 30	6 15	...	3 40	6 15
Brussels, South S, „	5 15	6 15	8 0	...	...
			p.m.		
Lille ..... „	10 50	11 5	1 25	...	...
Ostend ..... „	...	...	...	e6 30	8 30
	a.m.	p.m.			
Calais..... „	2 0	1 30	3 45	..	...
				a.m.	p.m.
Dover..... „	4 30	3 45	7 30	2 0	3 45
London .....arr.	6 30	5 45	10 0	4 30	5 45

*** Tickets to Paris not issued by this Train.**

a Sundays excepted. b Via Ghent. c Via Tourney and Jurbise. d Via Douai and Valenciennes. e Saturdays excepted.

See above Notice as to Mail Trains and Boats not waiting for Passengers or Baggage; and as regards Sunday Trains.

Passengers holding Through Tickets, either by way of Folkestone and Boulogne, or Dover and Calais, can proceed by *any* of the Trains, but Second Class Tickets are only available by First Class Trains on payment of the Excess.

PARIS TO LYONS AND MARSEILLES.

(The OVERLAND ROUTE to INDIA.)

FARES from Paris. 1 Cl. f. c.	2 Cl. f. c.	3 Cl. f. c.	Eng Miles from London to Paris.			1 Cl. Exp.	1, 2, 3 Cl.	1 Cl. Exp.	1 Cl. Exp.			
...	...	...	...		London.....	See Time	Table,	page 10	..	...	...	...
...	...	...	265		Paris							
...	...	...	From Paris.		Paris .....dep.	11 5 a.m.	1 45 p.m.	7 45 p.m.	8 0 p.m.	...	...	...
			Miles.	Kilos.								
35 30	26 45	19 40	195	314	Dijon..... „	6 0 p.m.	11 10 „	1 24 a.m.	2 35 a.m.	...	...	...
49 40	37 5	27 15	273	440	Macon ..... „	8 38 „	2 38 a.m.	3 38 „	5 17 „	...	...	...
57 35	43 5	31 55	318	511	Lyons.....arr.	10 5 „	4 30 „	4 50 „	6 50 „	...	...	...
...	...	...	...	...	„ (Perrache Station) dep.	10 45 „	5 30 „	5 20 „	7:30 „	...	...	...
83 10	62 30	45 70	461	742	Avignon ..... „	3 40 a.m.	2 25 p.m.	9 38 „	12 58 p.m.	...	...	...
96 65	72 50	53 10	536	863	Marseilles.....arr.	6 36 „	5 30 „	12 (noon	3 45 „	...	...	...

MARSEILLES AND LYONS TO PARIS.

FARES from Marseilles. 1 Cl. f. c.	2 Cl. f. c.	3 Cl. f. c.	Eng. Miles from Marseilles. Miles	Kilos.		1, 2, 3 Cl.	1 Cl. Exp.	1, 2, 3 Cl.	1 Cl. Exp.			
...	...	...			Marseilles .....dep.	7 25 a.m.	11 30 a.m.	9 15 p.m.	10 30 p.m.	...	...	...
13 55	10 20	7 40	75	121	Avignon ..... „	11 18 „	2 20 p.m.	1 57 a.m.	1 27 a.m.	...	...	...
36 30	29 45	21 55	219	353	Lyons.....arr.	7 58 p.m.	7 24 „	9 25 „	7 0 „	...	...	...
...	...	...	...	...	„ (Perrache Sta.)..dep.	9 15 „	8 5 „	11 0 „	7 40 „	...	...	...
47 25	35 45	25 95	263	423	Macon ..... „	11 21 „	9 44 „	1 39 p.m.	9 13 „	...	...	...
61 25	46 5	33 70	341	549	Dijon ..... „	3 2 a.m.	12 28 a.m	5 56 „	12 7 p.m.	...	...	...
95 65	72 50	53 10	538	863	Paris .....arr.	12 5 p.m.	6 50 „	4 5 „	6 30 „	...	...	...
...	...	...	...	...	Paris	See Time	Table,	page 10.	...	...	...	...
...	...	...	801	1289	London.....							

Fares from Paris to Marseilles, 96f. 65c. First Class; 72f. 50c. Second Class; 53f. 15c. Third Class.

STEAMERS FROM BORDEAUX.

MESSAGERIES IMPERIALES—IMPERIAL MAILS—DEPARTURE 20th OF EVERY MONTH

For BUENOS AYRES, calling at **Lisbon, Cape de Verd, Pernambuco, and Rio Janeiro.**

See page 9; for departure of Trains to Bordeaux.

PACKETS LEAVING MARSEILLES.

For Malta, touching at Genoa, Leghorn, Civita Vecchia, Naples, and Messina ..... Every Thursday (Messageries).

For Civita Vecchia and Naples, DIRECT ..... Every Saturday (Neapolitan), and Monday (Messageries).

For Malta, DIRECT.. On the 5th, 12th, 20th, and 28th of every month, by Peninsular and Oriental Company's Steamers; but when the 3rd, 10th, 18th, and 26th of the month (the dates for leaving Southampton) happen on Sunday, the departures from Marseilles take place a day later than the dates here given. Every alternate Sunday (Messageries).

For Palermo, DIRECT..... Every alternate Saturday.

For Messina, DIRECT ..... Every Saturday.

For Nice ..... Every Wednesday and Saturday.

For Corsica (Bastia and Ajaccio) ..... Every Friday and Sunday.

For Africa (Algeria) ..... Every Tuesday, Wednesday, and Friday.

For Pyreus, Dardanelles, Constantinople, Varna, Galatz, &c. ..... Messageries' Imperiales Steamer every Saturday.

NOTE—The Company does not guarantee the accuracy of the times here stated; but they are merely given as the best information possessed on the subject.

Information respecting the Steam Packet Services of the Messageries Imperiales may be had at 4, Moorgate Street, where Berths can be secured and Through Tickets are issued to Marseilles.

PARIS TO BORDEAUX AND BAYONNE.

Fares fm. Paris. 1 Cl. f. c.	2 Cl. f. c.	3 Cl. f. c.			1 Cl. Exp.	Omnibus 1, 2, 3 Cl.	Omnibus. 1, 2, 3 Cl.	1 Cl. Mail.	Direct. 1, 2 Cl.	Omnibus. 1, 2, 3 Cl.
...	...	...	...	London.....	See Table	page 10.	...	...	...	...
...	...	...	...	Paris						
				Paris .....dep.	9 10 a.m	12 0 p.m.	1 45 p.m.	8 45 p.m.	10 0 p.m.	11 15 p.m.
13 55	10 15	7 45	...	Orleans ..... „	11 45 „	3 20 „	6 10 „	11 10 „	1 20 a.m.	3 5 a.m.
19 95	14 95	10 95	...	Blois ..... „	1 7 p.m.	4 52 „	8 1 „	12 18 a.m.	2 53 „	4 40 „
26 20	19 65	14 40	...	Tours ..... „	2 23 „	7 0 „	9 52 „	1 20 „	4 40 „	7 10 „
37 20	27 90	20 45	...	Poitiers ..... „	4 32 „	10 25 „		3 24 „	7 18 „	10 45 „
49 85	37 40	27 40	...	Angouleme ..... „	7 13 „	1 20 a.m.	...	5 55 „	10 6 „	2 10 p.m.
64 75	48 55	35 60	...	Bordeaux.....arr.	9 59 „	4 31 „	...	8 20 „	1 21 p.m.	6 21 „
					Sleep.	1 Class.				Sleep.
From Bordeaux.			...	Bordeaux .....dep.	6 15 a.m.	9 30 a.m.	...	9 30 „	3 0 „	6 15 a.m.
16 60	12 45	9 10	...	*Dax ..... „	11 19 „	1 15 p.m.	...	1 15 p.m.	7 50 „	11 19 „
22 20	16 65	12 20	...	†Bayonne .....arr.	1 0 p.m.	2 25 „	...	2 25 „	9 25 „	1 0 p.m.

BAYONNE TO BORDEAUX AND PARIS.

					Omnibus 1, 2, 3 Cl.	Exp. 1st Cl.	Omnibus. 1, 2, 3 Cl.	Omnibus. 1, 2, 3 Cl.	Omnibus. 1, 2, 3 Cl.	Omnibus. 1, 2, 3 Cl.
...	...	...	...	Bayonne .....dep.	8 30 p.m.	10 15 a.m.	6 30 a.m.	8 30 p.m	8 30 p.m.	8 30 p.m
...	...	...	...	Dax ..... „	5 12 „	11 25 „	8 12 „	5 12 „	5 12 „	5 12 „
...	...	...	...	Bordeaux .....arr.	9 50 „	8 10 p.m.	1 25 p.m.	9 50 „	9 50 „	9 50 „
					Sleep.					
					1, 2, 3 Cl.	Exp. 1 Cl.		1, 2, 3 Cl.	1 Cl. Mail	1, 2 Direct
...	...	...	...	Bordeaux .....dep.	9 50 a.m	5 40 p.m.	...	12 0 a.m.	8 5 a.m.	8 25 a.m.
...	...	...	...	Angouleme ..... „	1 15 p.m.	8 32 „	...	4 25 „	11 16 „	11 47 „
...	...	...	...	Poitiers ..... „	4 20 „	10 43 „	...	7 50 „	1 41 p.m.	2 35 p.m.
...	...	...	...	Tours ..... „	8 5 „	12 40 a.m.	6 15 a.m.	11 45 „	3 26 „	5 27 „
...	...	...	...	Blois ..... „	9 59 „	1 51 „	8 15 „	1 44 p.m.	4 55 „	7 12 „
...	...	...	...	Orleans ..... „	11 55 „	2 50 „	10 35 „	3 50 „	6 15 „	9 0 „
...	...	...	...	Paris .....arr.	3 0 a.m.	5 15 „	2 50 p.m.	7 39 „	8 55 „	11 55 „
...	...	...	...	Paris	See Table	page 10	...	...	...	...
...	...	...	...	London.....						

* Depart from Dax and Aire every day, by Messageries Imperiales.
† Communications by Diligence with **Biarritz**, the Summer Residence of the Emperor.
‡ Daily Communications by Diligence with **Madrid** and principal (large cities of Spain.

Diligence, for **Pau.**

PARIS TO BALE, via STRASBOURG.

English Mls. from Paris.		1st, 2nd, and 3rd Class.	1st Class Express.	Mail 1st Class.	1st, 2nd, and 3rd Class.	1st, 2nd, and 3rd Class.	Fares from Paris. 1st Cl.	2nd Cl.	3rd Cl.
...	**London** ....dep.	See	Tables	page 10.			...	...	...
...	**Paris** ....arr.								
...	Paris ....depart	6 45 a.m.	8 30 a.m.	8 10 p.m.	9 0 p.m.	11 35 p.m.	15 40	11 95	8 75
...	Epernay ....arrive	10 58 „	11 17 „	11 12 „	12 55 a.m.	3 48 a.m.	19 25	14 45	10 60
...	Reims * .... „	12 30 p.m.	12 30 p.m.	...	...	5 „	...	...	...
108	Chalons ....depart	12 24 „	12 3 „	12 4 „	1 54 „	5 0 „	19 40	14 55	10 65
220	Nancy ....arrive	6 7 „	8 38 „	4 8 „	7 19 „	10 49 „	39 55	29 65	21 25
312	**Strasbourg** .... „	10 45 „	6 45 „	7 30 „	Noon.	3 40 p.m.	58 20	42 1	30 99
...	Strasbourg ....depart	...	...	7 45 „	12 45 p.m.	6 20 „	...	...	...
401	**Bale** ....arrive	...	...	12 30 p.m.	6 0 „	9 40 „	72 0	54 0	39 60

* Branch Line—change at Epernay.

Via MULHOUSE.

English Mls. from Paris.		Semi-direct 1, 2, 3 Class.	Mail 1st Class.	Omnibus 1, 2, 3 Class.			Fares from Paris. 1st Cl.	2nd Cl.	3rd Cl.
...	**Paris** ....depart	7 0 a.m.	7 55 p.m.	10 0 p.m.	...	...	18 70	14 5	10 30
104	Troyes .... „	12 10 p.m.	11 52 „	2 50 a.m.	...	...	29 35	22 0	16 15
164	Chaumont .... „	3 1 „	2 14 a.m.	5 34 „	...	...	42 65	32 0	23 45
257	Vesoul .... „	6 45 „	5 8 „	9 22 „	...	...	55 0	41 25	30 25
304	**Mulhouse** .... „	10 15 „	8 0 „	1 10 p.m.	...	...	...	...	...
322	**Bale** ....arrive	11 25 „	9 5 „	2 15 „	...	...	58 70	44 40	32 30

N.B.—Buffets at Troyes and Chaumont; 15 minutes allowed for Refreshments.

BALE TO PARIS, via STRASBOURG.

		1, 2, 3 Class.	Direct. 1 & 2 Cl.	1 & 2 Class.	Mail. 1st Class.	1st & 2nd Class.			
...	**Bale** ....depart	...	4 35 a.m.	8 0 a.m.	...	...	...	...	...
89	**Strasbourg** ....arrive	...	10 0 „	11 20 „	...	...	...	...	...
			Express.						
...	Strasbourg ....depart	5 30 a.m.	10 15 a.m.	12 35 p.m.	5 25 p.m.	9 0 p.m.	...	...	...
94	Nancy .... „	10 13 „	1 22 p.m.	5 28 „	8 44 „	1 23 a.m.	...	...	...
206	Chalons .... „	4 8 p.m.	5 9 „	11 40 „	1 0 a.m.	6 49 „	...	...	...
...	Reims * .... „	3 10 „	5 0 „	9 40 „	12 10 „	...	...	...	...
...	Epernay .... „	5 9 „	6 6 „	12 33 a.m.	1 45 „	7 50 „	...	...	...
312	**Paris** ....arrive	10 25 „	8 50 „	4 15 „	5 0 „	11 55 „	...	...	...

* Branch Line—change at Epernay. N.B.—Buffets at Epernay and Nancy; 15 minutes stoppage for Refreshments.

Via MULHOUSE.

		1st, 2nd, and 3rd Class.	Direct 1 & 2 Cl	Mail 1st Class.					
...	**Bale** ....depart	...	8 0 a.m.	8 30 p.m.	...	...	...	...	...
19	**Mulhouse** .... „	5 20 a.m.	11 40 „	5 0 „	...	...	...	...	...
68	Vesoul .... „	8 38 „	3 16 p.m.	7 57 „	...	...	...	...	...
143	Chaumont .... „	12 32 p.m.	7 28 „	11 7 „	...	...	...	...	...
202	Troyes .... „	3 21 „	10 28 „	1 22 a.m.	...	...	...	...	...
304	**Paris** ....arrive	9 45 „	3 15 a.m.	5 20 „	...	...	...	...	...

LONDON TO THE RHINE.

English Mls. from London		1 & 2 Exp.	1, 2, 3 Class.	Exp. 1st Cl.	1, 2, 3 Class.	1, 2, 3 Class.	1, 2, 3 Class.	1 & 2 Exp.	1, 2, 3 Class.	1, 2, 3 Class.		Rates from Cologne. 1st Cl.	2nd Cl.	3rd Cl.
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		s. g.	s. g.	s. g.
...	**London** ....dep. {a	7 30	...	..	....	...	...	8 35	...	..	...	...	...	...
	{b	9 30	...	...	...	...	...	8 35	...	...	...	...	...	...
393	**Cologne** ....arrive	4 40	...	...	...	...	...	4 5	...	...	...	...	...	...
	Cologne ....depart	5 30	6 40	9 0	9 20	11 45	2 45	5 15	7 15	10 10	...	...	...	...
411	Bonn .... „	6 7	7 35	9 36	10 19	12 50	3 50	6 8	8 15	10 55	...	20	15	10
451	Coblence .... „	7 25	9 20	10 45	12 5	2 35	5 35	7 35	10 0		...	70	52½	35
455	Stolzenfels (Ems) „	7 35	9 30	10 58	12 16	2 46	5 46	7 45		...	...	75	56	38
470	St. Goar .... „	8 17	10 12	..	1 0	3 30	6 30	8 26	...	...	...	100	75	50
477	Bingen .... „	9 15	11 22	12 15	2 0	4 30	7 30	9 20	...	...	...	120	90	60
505	**Mayence** ....arrive	10 0	12 15	12 55	8 0	5 20	8 30	10 10	...	...	...	147	110	70½
526	**Francfort A.M.** „	11 30	2 5	2 5	...	6 45	10 20	...	...	...	...	...	...	...

a Via Calais. b Via Ostend.

THE RHINE TO LONDON.

English Mls. from Mayence		1, 2, 3 Class.	1, 2, 3 Class.	1, 2, 3 Class.	1, 2 Exp.	1, 2, 3 Class.	1, 2, 3 Class.	1, 2 Exp.	1, 2, 3 Class.	1, 2 Exp.	1, 2, 3 Class.	Rates from Mayence. 1st Cl.	2nd Cl.	3rd Cl.
		a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	s. g.	s. g.	s. g.
	Francfort A.M. dep	...	...	4 40	7 30	...	10 10	11 40	...	4 15	6 20	...	...	...
...	**Mayence** .... „	...	...	6 10	8 45	...	11 40	2 20	3 25	5 40	8 30	...	...	...
38	Bingen .... „	...	...	6 55	9 30	...	12 45	3 30	4 20	6 30	9 35	27	20	10½
55	St. Goar .... „	...	...	7 37	10 11	...	1 31	...	5 4	7 6	10 19	47	35	20½
50	Stolzenfels (Ems). „	...	...	8 20	10 52	...	2 15	4 42	5 46	7 46	11 1	72	55	32½
54	**Coblence** .... „	...	6 40	8 35	11 5	12 0	2 30	4 56	6 10	8 0	11 10	77	57½	35½
94	Bonn .... „	5 40	8 30	10 10	12 25	1 43	4 18	6 15	8 1	9 25	...	127	95	60½
112	Cologne ....arrive	6 50	9 25	10 55	1 0	2 40	5 15	7 0	8 55	10 10	...	147	110	70½
...	**Cologne** ....depart	...	10 0	...	...	...	...	...	...	10 30	...	...	...	...
505	**London** ..arrive {a	...	6 30	...	...	...	...	...	...	5 45	...	...	...	...
	{b	...	4 30	...	...	...	...	...	...	5 45	...	...	...	...

a Via Calais. b Via Ostend.

PARIS TO GENEVA & NEUFCHATEL.

STATIONS.	1, 2, & 3 Class.	Exp. 1st Class.	1, 2, & 3 Class.	
Paris ....dep.	1 45 p.m.	8 40 p.m.	10 40 p.m.	..
Macon ....arr.	2 29 a.m.	5 45 a.m.	12 50 „	..
Ditto ....dep.	5 0 „	6 0 „	8 5 „	..
Amberieu .... „	7 50 „	7 40 „	5 15 „	..
Geneva ....arr.	11 50 „	10 40 „	9 15 „	..
Ditto ....dep.	1 24 p.m.	11 4 „		..
Lausanne ....arr.	8 50 „	1 0 p.m.	...	..
Neufchatel .... „	6 15 „	3 21 „	...	..
Zurich .... „	4 45 a.m.	9 45 „		..

STATIONS.	1, 2, & 3 Class.	1, 2, & 3 Class.	Exp. 1st Class.	1, 2, & 3 Class.
Zurich ....dep.	...	...	...	5 15 a.m.
Neufchatel .... „	...	...	9 22 a.m.	12 21 p.m.
Lausanne .... „	...	10 25 a.m.	Noon.	2 52 „
Geneva ....arr.	...	11 54 „	1 34 p.m.	4 18 „
Ditto ....dep.	6 20 a.m.	1 0 p.m.	3 50 „	4 35 „
Amberieu .... „	10 35 „	5 20 „	7 20 „	9 0 „
Macon ....arr.	12 57 p.m.	7 22 „	8 46 „	10 40 „
Ditto ....dep.	1 30 „	9 20 p.m.		11 21 „
Paris ....arr.	4 5 a.m.	6 15 a.m.		12 5 „

PARIS TO TURIN, MILAN, & VENICE, via MACON, CHAMBERY, AND MONT CENIS.

STATIONS.	1, 2, 3 class.	Exp. 1 class.	1, 2, 3 class.	1, 2, 3 class.
Paris ....dep.	1 45 p.m	8 40 p.m.	...	10 40 p.m.
Macon ....arr.	2 29 a.m.	5 40 a.m.	...	12 50 ...
Ditto ....dep.	5 0 „	6 0 „	...	3 5 ...
Culoz ....arr.	9 25 „	8 53 „	...	6 50 ...
	1, 2, 3 class.			
Ditto ....dep.	9 54 a.m.		3 46 p.m.	7 35 ...
Aix-les-Bains .... „	10 34 „		4 27 ...	8 35 ...
Chambery .... „	11 12 „		5 3 ...	9 10 ...
Montmelian .... „	11 38 „		5 29 ...	...
St. Michel .... „	1 52 p.m.		7 44 ...	...
	Mont Cenis		*Mont Cenis*	*Diligence.*
Suse ....arr.	1 0 a.m.		5 0 a.m.	...
Ditto ....dep.	1 25 „		6 0 ...	11 30 a.m.
Turin ....arr.	2 45 „		7 50 ...	1 15 p.m.
Milan .... „	9 50 „		12 15 p.m.	6 40 „
			Sleep.	
Ditto ....dep.	1 5 p.m.		5 55 a.m.	...
Venice ....arr.	11 18 „		4 49 p.m.	...

STATIONS.	1 class.	1, 2, 3 class.
Venice ....dep.	10 30 a.m.	5 0 a.m.
Milan ....arr.	9 40 p.m.	2 40 p.m.
	Sleep.	
Ditto ....dep.	8 28 a.m.	6 20 ...
Turin .... „	12 40 p.m. 5 5 p.m	11 20 ...
Suse ....arr.	2 40 7 5 ...	1 10 a.m.
	Diligence *Mont Cenis.*	*Mont Cenis.*
	1, 2, 3 class.	
Ditto ....dep.	7 20 p.m.	1 20 a.m.
St Michel ....arr.	4 0 a.m.	10 30 ...
Ditto ....dep.	4 36 ...	11 0 ...
Montmelian .... „	6 42 ...	1 4 p.m.
Chambery .... „	7 11 ...	1 35 p.m. 3 55 p.m
Aix-les-Bains .. „	7 43 ...	2 7 .. 4 41 ...
Culoz ....arr.	8 20 ...	2 44 ... 5 28 ...
		1, 2, 3 cl. Express.
Ditto ....dep.	8 51 ...	3 31 p.m. 5 51 p.m.
Macon ....arr.	12 37 p.m.	7 22 ... 8 46 ...
Ditto ....dep.	1 39	11 21 ... 9 20 ...
Paris ....arr.	4 5 a.m.	12 5 ... 6 15 a.m.

LONDON AND PARIS TO VIENNA.

STATIONS.	1st Mail Express.	1st Mail Express.	1, 2, 3 Class Semi-direct.
London ....dep	8 35 p.m.	7 30 a.m.	...
Paris ....arr	7 20 a.m.	6 0 p.m.	...
Ditto ....dep	8 30 „	8 10 „	9 0 p.m.
Chalons .... „	12 3 p.m.	12 4 a.m.	1 54 a.m.
Nancy .... „	3 46 „	4 16 „	7 13 „
Strasburg-ville arr	6 45 „	7 30 „	Noon.
Kehl .... „	7 0 „	7 45 „	1 7 p.m.
	1 & 2 Cl.	1 Cl.	
Ditto ....dep	8 5 p.m.	9 0 a.m.	2 0 „
Oos (Baden-Baden arr	9 25 „	10 20 „	3 45 „
Ditto ....dep	9 0 „	10 6 „	3 37 „
Carlsruhe ....arr	9 59 „	10 50 „	4 35 „
Ditto ....dep	10 56 a.m.		4 45 „
Bruchsal ....arr	11 24 „		5 24 „
Ditto ....dep	11 40 „		5 40 „
Stuttgard ....arr	1 30 p.m.		*3 35 „
Ditto ....dep	1 45 „		5 15 a.m.
Ulm ....arr	4 20 „		9 0 „
Ditto ....dep	4 50 „		10 0 „
Augsburg ....arr	6 50 „		1 20 p.m.
Ditto ....dep	7 5 „		1 50 „
Munich ....arr	8 30 „		*3 50 „
Ditto ....dep	9 0 p.m.	*10 10 a.m.	6 30 a.m.
Rosenheim ....arr	10 50 „	12 45 p.m.	8 25 „
Salzburg .... „	1 15 a.m.	4 14 „	11 0 „
Ditto ....dep	2 0 „	5 45 „	11 30 „
Linz ....arr	5 15 „	10 5 „	3 30 p.m.
Ditto ....dep	5 30 „	10 30 „	3 55 „
Vienna ....arr	10 0 „	5 30 a.m.	9 15 „

STATIONS.	1, 2, 3 Cl.	1 & 2 Mail Exp.	1, 2, 3 Cl.
Vienna ....dep	7 0 a.m.	4 15 p.m.	4 30 p.m.
Linz ....arr	12 25 p.m.	8 50 „	4 20 „
Ditto ....dep	12 50 „	9 15 „	4 40 „
Salzburg ....arr	4 30 „	12 45 a.m.	9 0 a.m.
Ditto ....dep	5 0 „	1 15	9 50 „
Rosenheim ....arr	7 25 „	3 30 „	1 30 p.m.
Munich ....arr	9 30 „	3[illegible] „	4 10 „
Ditto ....dep	10 0 „	6 0 „	6 0 „
Augsburg ....arr	11 25 „	7 20 „	*8 0 „
Ditto ....dep	11 30 „	7 25 a.m.	
Ulm ....arr	1 50 a.m.	9 15 „	
Ditto ....dep	2 10 „	9 30 „	
Stuttgard ....arr	4 40 „	11 45 „	
Ditto ....dep	5 0 „	Noon.	
Bruchsal ....arr	7 0 „	1 47 p.m.	
Ditto ....dep	7 10 „	1 58 „	
Carlsruhe ....arr	7 38 „	2 25 „	
Ditto ....dep	7 45 „	2 34 „	
Oos (Baden-Baden arr	8 20 „	3 45 „	
Ditto ....dep	8 34 „	3 15 „	
Kehl ....arr	9 35 „	4 34 „	
(French time) ....dep	9 8 „	4 18 „	

	Exp. 1st Class.	1st Mail Express.	1, 2, 3 Cl. Omnibus.
Strasburg ....dep	10 15 a.m.	5 25 p.m.	9 0 p.m.
Nancy ....arr	1 14 p.m.	8 36 „	1 13 a.m.
Chalons .... „	5 9 „	1 0 a.m.	6.49 „
Epernay .... „	5 41 „	1 37 „	7 40 „
Ditto ....dep	6 6 „	1 45 „	7 50 „
Paris ....arr	8 50 „	5 0 „	11 55 „
Ditto ....dep	...	7 20 a.m.	7 45 p.m.
London ....arr	...	10 0 p.m.	6 30 a.m.

* Sleep here.

Refreshment can be had at nearly all the above Stations.

The Baggage is examined at Kehl and Salzburg.

LONDON TO BELGIUM AND HOLLAND.

Via OSTEND.

STATIONS.										
			Exp. 1 cl. p.m.							Exp. 1,2 cl. a.m.
LONDON BRIDGE										
London .....dep.	...	...	8 35	...	...	...	...	...	...	7 30
Dover ..... arr.	...	...	10 35	...	...	...	...	...	...	9 30
Dover .....dep.	...	...	* 10 40	...	...	...	...	...	...	9 35
Ostend ..... arr.	...	...	4 45	...	...	...	...	...	...	p.m. 3 45
		1,2 cl a. m.	Exp 1,2 cl. a. m.		1,2 cl a. m.		1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	Exp. 1,2 cl p. m.
Ostend .....dep.	...	5 15	7 10	...	9 15	...	12 0	...	5 30	3 45
Ghent..... arr.	...	7 15	8 25	...	11 15	...	2 0	...	7 30	4 55
Via ALOST										
Ghent.....dep.		1,2 cl a. m.			1,2 cl a. m.		1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	Exp. 1,2 cl p. m.
Alost ..... „	...	7 15	...	...	11 30	...	2 10	5 0	7 35	4 59
Brussels (Nord) arr.	...	8 5	...	...	12 15	...	3 0	5 45	8 25	5 49
	...	9 0	...	...	1 5	...	4 0	6 45	9 20	6 45
Via MALINES										
Ghent.....dep.	1,2 cl a.m.		Exp. 1,2 cl a.m.		1,2 cl a. m.		1,2 cl p.m.		1,2 cl p.m.	
Malines (Junc.) .. arr.	5 0	...	8 25	...	11 30	...	2 10	...	5 0	...
Brussels (Nord) „	6 36	...	9 30	...	1 50	...	4 35	...	8 15	...
	7 30	...	9 55	...	2 20	...	5 20	...	9 0	...
Brussels (Nord) dep.	1,2 cl a. m.	Exp. 1 cl. a.m.		1,2 cl a. m.	1,2 cl a. m.	Exp. 1 cl. p. m.	1,2 cl p. m.	1,2 cl p. m.	1 & 2 cl. p.m.	
Malines (Junc.) .. „	6 30	9 15		10 45	1 30	3 15	4 30	7 0	9 45	...
Antwerp ..... arr.	6 55	9 40		11 15	1 55	3 35	5 0	7 30	10 15	...
	7 42	10 7		12 0	2 40	4 5	5 42	8 15	10 55	...
Antwerp .....dep.	1,2 cl a. m.			1,2 cl p.m.		1,2 cl p. m.	1,2 cl p. m.			
Moerdyck ..... arr.	7 50	...	...	12 20	...	4 15	5 50	...	...	...
Dordrecht ..... „	9 55	...	...	2 30	...	6 25	8 55	...	...	...
Rotterdam..... „	10 55	...	...	3 30	...	7 25		...	...	...
	12 10	...	...	4 45	...	8 40	...	...	...	...
Rotterdam.....dep.	Exp 1,2 cl p. m.	1,2 cl p. m.	* 1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	1,2 cl a. m.	Exp. 1,2 cl a. m.	1,2 cl a. m.	
	12 25	2 20	4 5	5 50	7 50	9 0	6 30	8 15	10 30	...
Utrecht ..... arr.	1 25	3 20	5 35	7 20	9 25	11 0	7 55	9 10	12 0	...
Arnheim ..... „	...	4 35	7 25	9 0	11 15		9 55	10 25	2 10	...
Amsterdam .... „	2 15	4 30	6 30	8 10	10 30	...	9 15	10 0	1 10	...
Rotterdam.....dep.	1,2 cl p.m.	1,2 cl p.m.		1,2 cl p.m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl a.m.	1,2 cl a.m.	1,2 cl a.m.	
Delft..... arr.	1 40	3 35	...	5 45	8 0	9 50	7 5	9 5	10 35	...
Lahaye ..... „	2 10	3 55	...	6 14	8 31	10 20	7 35	9 35	11 6	...
Harlem ..... „	2 24	4 14	...	6 30	8 49	10 35	7 51	9 49	11 24	...
Amsterdam .... „	3 44	5 55	...		10 31		9 35	11 9	1 5	...
	4 10	6 25	...	...	11 0	...	10 5	11 35	1 35	...

* Not on Sundays.

Via CALAIS.

STATIONS.										
			Exp 1 cl. p.m.					Exp 1,2 cl a. m.	Exp 1,2 cl a. m.	
LONDON BRIDGE										
London .....dep.	...	...	8 35	...	...	...	...	7 30	9 30	..
Dover ..... arr.	...	...	10 35	...	...	...	...	9 25	11 30	..
Dover .....dep.	...	...	10 40	...	...	...	...	9 35	11 35	..
Calais.....dep.	...	...	1,2 cl a. m. 1 45	...	...	...	1,2 cl a.m. 6 15	1,2 cl p.m. 12 20	Exp 1,2 cl p.m. 2 25	..
Lille ..... arr.	...	...	3 45	...	...	...	9 35	2 10	4 20	..
Lille .....dep.	...	...	1,2 cl a. m. 5 30	...	1,2 cl a.m. 8 30	...	1,2 cl a.m. 11 20	1,2 cl p.m. 2 35	1,2 cl p.m. 4 40	..
Mouscron ..... arr.	...	...	6 15	...	9 14	...	12 5	3 20	5 25	..
Mouscron .....dep.	...	...	6 30	...	9 50	...	Exp 1,2 cl. 12 25	Exp 1,2 ci 3 40	5 45	..
Ghent..... arr.	...	...	8 15	...	11 20	...	2 10	4 50	7 25	..
Via ALOST										
Ghent.....dep.		1,2 cl a. m.			1,2 cl a. m.		1,2 cl p. m.	1,2 cl p.m.	1,2 ci p. m.	
Alost ..... „	...	7 15	...	...	11 30	...	2 10	5 0	7 35	..
Brussels (Nord).. arr.	...	8 5	...	...	12 15	...	3 0	5 45	8 25	..
	...	9 0	...	...	1. 5	...	4 0	6 45	9 20	..
Via MALINES										
Ghent.....dep.	1,2 cl a. m.		Exp 1,2 cl a. m.		1,2 cl a. m.		1,2 cl p. m.		1,2 cl p. m.	
Malines (Junc.)..... arr.	5 0	...	8 25	...	11 30	...	2 10	...	5 0	..
Brussels ..... „	6 36	...	9 30	...	1 50	...	4 35	...	8 15	..
	7 30	...	9 55	...	2 20	...	5 20	...	9 0	..
Brussels (Nord)..dep.	1,2 cl a. m.	Exp. 1 cl a. m.		1,2 cl a. m.	1,2 cl a. m	Exp 1 cl. p. m.	1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	
Malines ..... „	6 30	9 15		10 45	1 30	3 15	4 30	7 0	9 45	..
Antwerp ..... arr.	6 55	9 40		11 15	1 55	3 35	5 0	7 30	10 15	..
	7 42	10 7		12 0	2 40	4 5	5 42	8 15	10 55	..
Antwerp .....dep.	1,2 cl a. m.			1,2 cl p.m.		1,2 cl p. m.	1,2 cl p. m.			
Moerdyck ..... arr.	7 50	...	...	12 20	...	4 15	5 50	...	..	..
Dordrecht ..... „	9 55	...	...	2 30	...	6 25	8 55	...	..	..
Rotterdam..... „	10 55	...	...	3 30	...	7 25		...	..	..
	12 10	...	*	4 45	...	8 40	...	...	..	..
Rotterdam.....dep.	Exp 1,2 cl p. m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl a. m.	Exp 1,2 cl a. m.	1,2 cl a.m.	
	12 25	2 20	4 5	5 50	7 50	9 0	6 30	8 15	10 30	..
Utrecht ..... arr.	1 25	3 20	5 35	7 20	9 25	11 0	7 55	9 10	12 0	p. m.
Arnheim ..... „	...	4 35	7 25	9 0	11 15		9 55	10 25	2 10	..
Amsterdam .... „	2 15	4 30	6 30	8 10	10 30	...	9 15	10 0	1 10	..
Rotterdam.....dep.	1,2 cl p.m.	1,2 cl p.m.		1,2 cl p.m.	1,2 cl p.m.	1,2 cl p.m.	1,2 cl a.m.	1,2 cl a.m.	1,2 cl a.m.	
Delft..... arr.	1 40	3 25	...	5 45	8 0	9 50	7 5	9 5	10 35	..
Lahaye ..... „	2 10	3 55	...	6 14	8 31	10 20	7 35	9 35	11 6	..
Harlem ..... „	2 24	4 14	...	6 30	8 49	10 35	7 51	9 49	11 24	..
Amsterdam .... „	3 44	5 55	...		10 31		9 35	11 9	1 5	..
	4 10	6 25	...	...	11 0	...	10 5	11 35	1 35	..

Via CALAIS and JURBISE.

STATIONS.					
	Exp. 1 cl. p.m.	Exp. 1,2 cl a. m.	Exp. 1,2 cl a. m.		
LONDON BRIDGE					
London .....dep.	8 35	7 30	9 30	..	..
Dover ..... arr.	10 35	9 25	11 30	..	..
Dover .....dep.	10 40	9 35	11 35	..	..
Calais .....dep.	1,2 cl a. m. 1 45	1,2 cl p. m. 12 20	1,2 cl p. m. 2 25	..	..
Lille ..... arr.	3 45	2 10	4 20	..	..
Lille .....dep.	1,2 cl a. m. 7 20	1 & 2 cl. p.m. 4 40		..	..
Mouscron ..... arr.	8 8	5 25		..	..
Mouscron .....dep.	8 20	5 55		..	..
Tourney ..... „	9 5	6 30		..	..
Jurbise..... „	10 30	8 5		..	..
Brussels (S.) .... arr.	n'n.	9 25		..	..

NORD STATION.

	Exp. 1 cl p. m.	1 & 2 cl. p.m.			
Brussels (Nord) dep.	3 15	9 45		..	..
Malines .... „	8 35	10 15		..	..
Antwerp ..... arr.	4 5	10 55		..	..
Antwerp .....dep.	1,2 cl p.m. 4 15	..	..	..	..
Moerdyck ..... „	6 25	..	..	..	..
Dordrecht ..... „	7 25	..	..	..	..
Rotterdam..... arr.	8 40	..	..	..	..
Rotterdam.....dep.	1,2 cl p.m. 9 0	..	..	..	..
Utrecht ..... arr.	11 0	..	..	..	..
Arnheim ..... „		..	..	..	..
Amsterdam .... „	...	..	..	..	..
Rotterdam..... dep.	1,2 cl p.m. 9 50	..	...	..	..
Delft..... arr.	10 20	..	...	..	..
Lahaye..... „	10 25	..	...	..	..
Harlem ..... „		..	...	..	..
Amsterdam .... „	...	..	...	..	..

HOLLAND AND BELGIUM TO LONDON.

Via OSTEND.

STATIONS.										
		1,2 cl p.m.	1,2 cl p.m.	1,2 cl a.m.		1,2 cl a.m.	1,2 cl a.m.		1,2 cl p.m.	1,2 cl p.m.
Amsterdam ....dep.	...	4 30	7 45	...	...	7 0	9 0	...	11 40	2 30
Harlem ..... „	...	5 5	8 20	...	...	7 34	9 30	...	12 14	3 0
Lahaye ..... „	...	6 43	9 58	8 10	...	9 13	10 40	...	1 48	4 15
Delft..... „	...	7 2	10 17	8 29	...	9 32	11 5	...	2 7	4 33
Rotterdam..... arr.	...	7 30	10 45	8 55	...	10 0	11 30	...	2 35	5 0
		Sleep	Sleep							
Amsterdam ....dep.	...	Exp 1,2 cl a. m. 6 25	1,2 cl a. m. 8 30	1,2 cl a. m. ...	...	Exp 1,2 cl a. m. 8 20	1,2 cl a. m. 11 [illegible]	...	Exp 1,2 cl p. m. 12 30	1,2 cl p. m. 2 40
Arnheim ..... „	...	6 5	7 45	...	...	7 45	10 20	...	12 0	1 55
Utrecht ..... „	...	7 40	9 45	5 50	...	9 5	12 2[illegible]	...	1 20	3 40
Rotterdam..... arr.	...	8 40	11 10	8 20	...	10 0	1 50	...	2 35	5 10
		Sleep	Sleep							
Rotterdam.....dep.	...	...	1,2 cl a. m. 4 30	1,2 cl a. m. ...	...	1,2 cl a. m. 10 30	...	...	1,2 cl p. m. 3 10	...
Dordrecht ..... „	...	...	5 45	...	...	11 45	...	...	4 25	...
Moerdyck ..... „	...	...	7 0	6 15	...	1 0 p.m.	...	...	5 45	...
Antwerp ..... arr.	...	...	8 50	10 10	...	2 50	...	...	7 37	...
Antwerp .....dep.	...	1,2 cl a. m. 6 15	Exp 1 cl. a. m. 9 15	1,2 cl a. m. 10 30	1,2 cl p.m. 1 10	Exp 1 cl. p. m. 3 30	...	...	1,2 cl p. m. 4 30	1,2 cl p. m. 10 30
Malines (Junc.) .. arr.	...	6 55	9 43	11 10	1 50	3 58	...	...	5 10	8 25
Brussels (Nord) arr.	...	7 30	10 5	11 45	2 15	4 20	...	...	5 45	9 0
Via ALOST.										
Brussels (Nord) dep.	Exp 1,2 cl a. m. 6 15	1,2 cl a. m. 7 35	1, 2 cl. 11 45 a.m.		1,2 cl. p. m. 2 25		1,2 cl p. m. 5 3[illegible]	1,2 cl p. m. 8 10	...	...
Alost ..... „	6 45	8 25	12 35 p.m.		3 15	...	6 2[illegible]	9 0	...	...
Ghent ..... arr.	7 15	9 15	1 25 „		4 5	...	7 10	9 50	...	...
Via MALINES.										
Brussels (Nord) dep.		1,2 cl a. m. 6 30	1, 2 cl. 10 45 a.m.		...	Exp 1 cl. p. m. 8 40	1,2 cl p. m. 4 45	...	...	...
Malines (Junc.) .. „	...	7 0	11 15 „		...	4 0	5 15	...	...	...
Ghent ..... arr.	...	9 15	1 25 p.m.		...	5 5	7 0	...	...	...
Ghent.....dep.	Exp 1,2 cl a. m. 7 15	1,2 cl a. m. 9 15	1, 2 cl. 1 30 p.m.		Exp. 1 cl. 5 5 p.m.		1,2 cl p. m. 7 10	...	...	...
Ostend..... arr.	8 30	11 15	3 35 „		6 30 „		9 15	...	...	...
Ostend..... dep.	9 0 p.m.	...	...	...	Exp. 1,2 cl 7 0 p.m.			...	...	...
Dover ..... arr.	3 0	...	...	...	...		...	...	...	...
Dover ..... dep.	3 45	...	...	...	2 0 a.m.		...	...	...	...
London ..... arr.	5 45	...	...	...	4 30 „		...	...	...	...
LONDON BRIDGE.	p.m.				a.m.					

† Not on Saturdays.

Via CALAIS and GHENT.

STATIONS.										
			1,2 cl p.m.	1,2 cl p. m.	1,2 cl a. m.		1,2 cl a. m.	1,2 cl a. m.		
Amsterdam ....dep.	...	...	4 30	7 45	...	...	7 0	9 0	...	...
Harlem ..... „	...	...	5 5	8 20	...	...	7 34	9 30	...	...
Lahaye ..... „	...	...	6 43	9 58	8 10	...	9 13	10 40	...	...
Delft..... „	...	...	7 2	10 17	8 29	...	9 32	11 8	...	...
Rotterdam..... arr.	...	...	7 30	10 45	8 55	...	10 0	11 30	...	...
			Sleep	Sleep						
Amsterdam ....dep.	...	...	Exp 1,2 cl a. m. 6 25	1,2 cl a. m. 8 30	1,2 cl a. m. ...	...	Exp 1,2 cl a. m. 7 34	1,2 cl a. m. 11 5	...	...
Arnheim ..... „	...	...	6 5	7 45	...	...	7 45	10 20	...	...
Utrecht ..... „	...	...	7 40	9 45	5 50	...	9 5	12 20	...	...
Rotterdam .... arr.	...	...	8 40	11 10	8 20	...	10 0	1 50	...	...
			Sleep	Sleep						
Rotterdam.....dep.	...	...	...	1,2 cl a. m. 4 30	1,2 cl a. m. ...	1,2 cl p. m. ...	1,2 cl a. m. 10 30	...	...	...
Dordrecht ..... „	...	...	...	5 45	...	...	11 45	...	...	...
Moerdyck ..... „	...	...	...	7 0	6 15	...	1 0	p. m.	...	...
Antwerp ..... arr.	...	...	...	8 50	10 10	...	2 50	...	...	...
Antwerp .....dep.	...	...	1,2 cl a. m. 6 15	Exp 1 cl. a. m. 9 15	1,2 cl a. m. 10 30	1 10	Exp 1 cl. p. m. 3 30	...	...	...
Malines (Junc.) .. „	...	...	6 55	9 43	11 10	1 50	3 58	...	...	...
Brussels (Nord).. arr.	...	...	7 30	10 5	11 45	2 15	4 20	...	...	...
Via ALOST.										
Brussels (Nord)..dep.	...	Exp 1,2 cl a. m. 6 15	1,2 cl a. m. 7 35	1, 2 cl. 11 45 a.m.		1,2 cl p.m. 2 25	...	1,2 cl p.m. 5 30	...	...
Alost ..... „	...	6 45	8 25	12 35 p.m.		3 15	...	6 20	...	...
Ghent ..... arr.	...	7 15	9 15	1 25 „		4 5	...	7 10	...	...
Via MALINES.										
Brussels (Nord)..dep.	...	...	1,2 cl a. m. 6 30	1, 2 cl. 10 45 a.m.		...	Exp 1 cl. p. m. 3 40	1,2 cl p. m. 4 45	...	...
Malines (Junc.)..... „	...	...	7 0	11 15 „		...	4 0	5 15	...	...
Ghent ..... arr.	...	...	9 15	1 25 p.m.		...	5 5	7 0	...	...
Ghent.....dep.	1,2 cl a. m. 6 0	Exp 1,2 cl a. m. 7 30	1,2 cl a. m. 9 20	...	1,2 cl p.m. 1 25	1, 2 cl. 5 10 p.m.		1,2 cl p.m. 7 10	...	...
Mouscron ..... arr.	8 10	8 23	10 55	...	3 0	7 0 „		8 50	...	...
Mouscron ..... dep.	8 40	1, 2 cl. a.m. 11 28		...	3 20	7 15 „		9 5	...	...
Lille..... arr.	9 18	„ 12 15		...	4 5	8 0 „		9 45	...	...
Lille .....dep.	11 5	„	Exp 1,2 cl p.m. 1 25	1,2 cl p.m. 1 30	6 45		10 50 p.m.		...	...
Calais ..... arr.	1 0	p.m.	3 35	4 55	10 10		12 55 a.m.		...	...
Calais ..... dep.	1 30	„	p.m. 3 45	...			2 0 a.m.		...	...
Dover ..... „	Exp. 1,2 cl 3 45	p.m.	1,2 cl 7 30	...			Exp. 1 & 2 cl. 4 30 a.m.		...	...
London ..... arr.	5 45	„	10 0	...			6 30	„	...	...

Via CALAIS and JURBISE.

STATIONS.					
			1,2 cl p.m.	1,2 cl a. m.	
Amsterdam ....dep.	...	...	7 45	7 0	...
Harlem ..... „	...	...	8 20	7 34	...
Lahaye ..... „	...	...	9 58	9 13	...
Delft ..... „	...	...	10 17	9 32	...
Rotterdam ..... arr.	...	...	10 45	10 0	...
			Sleep		
Amsterdam ....dep.	...	...	1,2 cl p. m. 8 30	Exp 1,2 cl a. m. 8 20	...
Arnheim ..... „	...	...	7 45	7 45	...
Utrecht ..... „	...	...	9 45	9 5	...
Rotterdam..... arr.	...	...	11 10	10 0	...
			Sleep		
Rotterdam.....dep.	...	...	1,2 cl a. m. 4 30	1,2 cl a. m. 10 30	...
Dordrecht ..... „	...	...	5 45	11 45	...
Moerdyck ..... „	...	...	7 0	1 0	...
Antwerp ..... arr.	...	...	8 50	2 50	...
Antwerp .....dep.	...	1,2 cl a. m. 6 15	Exp 1 cl. a. m. 9 15	Exp 1 cl. p. m. 3 30	...
Malines (Junc.) .. „	...	6 55	9 40	3 55	...
Brussels (Nord) arr.	...	7 30	10 5	4 20	...

BOGARDS STATION.

Brussels .....dep.	1,2 cl a. m. 6 15	1,2 cl a. m. 8 0	1,2 cl p. m. 1 0	1,2 cl p. m. 5 15	...
Jurbise..... „	7 45	9 20	2 30	6 45	...
Tourney ..... „	9 15	10 45	4 5	8 25	...
Mouscron ..... arr.	9 50	11 20	4 40	9 0	...
Mouscron .....dep.	10 0	11 28	4 48	9 5	...
Lille ..... arr.	10 40	12 15	5 32	9 45	...
Lille .....dep.	11 5	Exp 1,2 cl 1 25	6 45	10 50	...
Calais ..... arr.	p.m. 1 0	3 35	10 10	12 55	...
Calais ..... dep.	1 30	3 45	2 0 a.m.		...
Dover ..... arr.	8 0	5 15	3 40 „		...
Dover .....dep.	Exp 1,2 cl 3 45	1,2 cl 7 30	Exp 1,2 cl 4 30 a.m.		...
London ..... arr.	5 45	10 0	6 30 „		...
LONDON BRIDGE.	p.m.	p.m.	a.m.		

LONDON TO BELGIUM AND GERMANY.

STATIONS.	Via OSTEND.											
				1,2 cl a. m.	Exp 1 cl. p. m.							Exp 1,2 cl a. m.
London Bridge												
London.....dep.	.	.	.	.	8 35	.	.	.	.	.	.	7 30
Dover ..... „	.	.	.	.	10 40	.	.	.	.	.	.	9 35
Ostend ..... arr.	.	.	.	.	4 45 a. m.	.	.	.	.	.	.	3 45 p. m.
					Exp 1,2 cl a. m.			1,2 cl a. m.	1,2 cl p. m.		1,2 cl p. m.	Exp 1,2 cl p. m.
Ostend .....dep.	.	.	.	5 15	7 10	.	.	9 15	N'n.	.	5 30	3 49
Ghent..... arr.	.	.	.	7 15	8 25	.	.	11 15	3 0	p.m.	7 30	4 55
Via ALOST.				1,2 cl a. m.				1,2 cl a. m.	1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.	Exp 1,2 c. p. m.
Ghent.....dep.	.	.	.	7 15	.	.	.	11 30	2 10	5 0	7 35	4 59
Alost..... „	.	.	.	8 5	.	.	.	12 15	3 0	5 45	8 25	5 49
Brussels (Nord) arr.	.	.	.	9 0	.	.	.	1 5	4 0	6 45	9 20	6 45
Via MALINES.			1,2 cl a. m.		Exp 1,2 cl a. m.			1,2 cl a. m.	1,2 cl p. m.	1,2 cl p. m.		
Ghent.....dep.	.	.	5 0	.	8 25	.	.	11 30	2 10	5 0	.	.
Malines (Junc.)..... arr.	.	.	6 36	.	9 30	.	.	1 50	4 35	8 15	.	.
Brussels (Nord) arr.	.	.	7 30	.	9 55	.	.	2 20	5 20	9 0	.	.
		1,2 cl a. m.	1,2 cl a. m.	Exp. 1 cl.		1,2 cl a. m.	Exp 1 cl. p. m.	1,2 cl p. m.	1,2 cl p. m.	Exp. 1, 2 cl.		
Brussels (Nord) dep.	.	.	6 45	9 30	a.m.	11 0	.	1 15	4 45	10 0	p.m.	
Malines (Junc.)..... „	.	.	7 15	9 55	„	11 30	.	1 50	5 15	10 25	„	
Louvain ..... „	.	.	8 0	10 25	„	12 5	.	2 30	5 55	10 55	„	
Liége..... „	.	7 15	10 10	12 5	p.m.	2 15	3 15	4 40	8 5	1 0	a.m.	
Verviers..... arr.	.	8 20	11 20	12 50	„	3 25	3 50	5 50	9 15	1 40	„	
	1,2 cl a. m.	1,2 cl a. m.	1,2 cl a. m.	Exp. 1 cl.		Exp. 1 cl.		1,2 cl p. m.	1,2 cl p. m.	Exp. 1 cl.		
Verviers .....dep.	5 30	8 45	11 30	1 20	p.m.	4 10	p.m.	6 10	9 30	2 5	a.m.	
Aix-la-Chapelle arr.	6 40	10 20	12 35	2 20	„	5 10	„	7 25	10 30	3 5	„	
	a. m.	a. m.	p. m.	Exp. 1,2 cl				p. m.				
Aix-la-Chapelle dep.	7 0	10 35	12 40	2 30	p.m.	5 15	„	7 35	.	3 10	„	
Cologne ..... arr.	8 50	12 30	2 30	4 5	„	6 35	„	9 25	.	4 40	„	
Central Station.												
										Exp. 1, 2 cl. a.m.	1 & 2 cl. a.m.	
Central Station.				Exp. 1,2 cl		1 & 2 cl.						
Cologne .....dep.	.	.	.	7 15	p.m.	.	.	.	.	7 0	.	
Deutz (Cologne) ... „	.	.	.	.		9 0	p.m.	.	.	.	8 0	
										p.m.	p.m.	
Minden ..... arr.	.	.	.	12 9	a.m.	5 45	a.m.	.	.	12 43	5 35	
Hanover ..... „	.	.	.	1 28	„	8 25	„	.	.	2 30	8 0	
Bremen ..... „	.	.	.	10 15	„	10 15	„	.	.	5 35	10 0	
Harbourg ..... „	.	.	.	7 30	„	1 25	p.m.	.	.	8 50		
Brunswick..... „	.	.	.	2 49	„	11 15	a.m.	.	.	4 7	.	
Magdebourg ..... „	.	.	.	4 55	„	3 10	p.m.	.	.	6 33	.	
Berlin ..... „	.	.	.	7 45	„	8 0	„	.	.	9 45	.	
Leipzig ..... „	.	.	.	8 35	„	8 35	„	.	.	9 30	.	
Dresden ..... „	.	.	.	Noon.		12 30	a.m.	.	.	12 30	a.m.	
Prague ..... „	.	.	.	6 45	p.m.	5 55	„	.	.	5 55	.	
Vienna ..... „	.	.	.	7 56	a.m.	3 12	p.m.	.	.	3 12	p.m.	

STATIONS.	Via CALAIS.											
		Exp 1 cl. p. m.	1,2 cl a. m.	1,2 cl a. m.		Exp 1,2 cl a. m.	Exp 1,2 cl a. m.	1,2 cl p. m.				
London Bridge												
London.....dep.	.	8 35	.	.		7 30	9 30	.	.			
Dover ..... „	.	10 40	.	.		9 35	11 35	.	.			
Calais ..... „	.	1 45	.	6 15	12 20	2 25	.	.	.			
Lille ..... arr.	.	3 45	.	9 35	2 10	4 20	.	.	.			
		1,2 cl a. m.		a. m.	p. m.	p. m.						
Lille .....dep	.	5 30	8 30	11 20	2 35	4 40	6 0	.				
Mouscron ..... arr.	.	6 15	9 14	12 5	3 20	5 25	6 45	.				
		a. m.	a. m.	p. m.	Exp 1,3 cl p. m.	p. m.	p. m.					
Mouscron.....dep.	.	6 30	9 50	12 25	3 40	5 45	7 10	.				
Ghent..... arr.	.	8 15	11 20	2 10	4 50	7 25	8 45	.				
Via ALOST.				1,2 cl a. m.	1,2 cl p. m.	1,2 cl p. m.	1,2 cl p. m.					
Ghent.....dep	.	.		11 30	2 10	5 0	7 35	.	.			
Alost ..... „	.	.		12 15	3 0	5 45	8 25	.	.			
Brussels (Nord)... arr.	.	.		1 5	4 0	6 45	9 20	.	.			
Via MALINES.	1,2 cl a. m.	Exp 1,2 cl a. m.	1,2 cl a. m.	1,2 cl p. m.	1,2 cl p. m.							
Ghent.....dep.	5 0	8 25	11 30	2 10	5 0	.	.					
Malines (Junc)..... arr.	6 36	9 30	1 50	4 35	8 15	.	.					
Brussels (Nord) arr.	7 30	9 55	2 20	5 20	9 0	.	.					
	1,2 c. a. m.	Exp 1 cl. a. m.	1,2 cl p. m.	1,2 cl p. m.	Express. 1, 2 class.							
Brussels (Nord) dep.	6 45	9 30	1 15	4 45	10 0	p.m.	.	.				
Malines (Junc.)..... „	7 15	9 55	1 50	5 15	10 25	„	.	.				
Louvain ..... „	8 0	10 25	2 30	5 55	10 55	„	.	.				
Liége..... „	10 10	12 5	4 40	8 5	1 0	a.m.	.	.				
Verviers ..... arr	11 20	12 50	5 50	9 15	1 40	„	.	.				
	a. m.	p. m.	p. m.	p. m.	Exp. 1 cl.							
Verviers .....dep.	11 30	1 20	6 10	9 30	2 5	a.m.	.	.				
Aix-la-Chapelle arr.	12 35	2 20	7 25	10 30	3 5	„	.	.				
	p. m.	Exp 1,2 cl p. m.	p. m.									
Aix-la-Chapelle dep.	12 40	2 30	7 35	.	3 10	„	.	.				
Cologne ..... arr.	2 30	4 5	9 25	.	4 40	„	.	.				
Central Station.												
Central Station.		Exp 1,2 cl p. m.			a. m.	a. m.						
Cologne .....dep.	.	7 15	.	.	7 0	.	.					
Deutz (Cologne) ... „	.	.	.	.	p. m.	8 0	.	.				
Minden ..... arr.	.	12 9	a.m.	.	12 43	5 35	p. m.	.				
Hanover ..... „	.	1 28	.	.	2 30	8 0	.	.				
Bremen..... „	.	10 15	.	.	5 35	10 0	.	.				
Harbourg ..... „	.	7 30	.	.	8 50		.	.				
Brunswick..... „	.	2 49	.	.	4 7	.	.	.				
Magdebourg ..... „	.	4 55	.	.	6 33	.	.	.				
Berlin ..... „	.	7 45	.	.	9 45	.	.	.				
Leipzig ..... „	.	8 35	.	.	9 30	.	.	.				
Dresden ..... „	.	N'n.	.	.	12 30	a. m.	.	.				
Prague ..... „	.	6 45	p. m.	.	5 55	.	.	.				
Vienna..... „	.	7 56	a. m.	.	3 12	p. m.	.	.				

STATIONS.	Via CALAIS and JURBISE.							
	Exp 1 cl. p. m.	Exp 1,2 cl a. m.	1,2 cl p. m.	Exp 1,2 cl a. m.				
London Bridge.								
London.....dep.	8 35	7 30	.	9 30				
Dover ..... „	10 40	9 35	.	11 35				
Calais..... „	1 45	12 20	12 45	2 25				
Lille..... arr.	3 45	2 10	4 0	4 20				
		1 & 2 cl.						
Lille .....dep.	1,2 cl 7 20	4 40	p.m.					
Mouscron ..... arr.	8 8	5 25	„					
	1,2 cl a. m.	1 & 2 cl.						
Mouscron .....dep.	8 20	5 55	p.m.					
Tournay ..... „	9 5	6 30	„					
Jurbise ..... „	10 30	8 5	„					
Brussels ..... arr.	N'n.	9 25	„					
Bogards Station.								

NORD STATION.

	1,2 cl p. m.	Exp. 1 & 2 cl.						
Brussels ....dep.	1 15	10 0	p.m.					
Malines ..... „	1 50	10 25	„					
Louvain ..... „	2 30	10 55	„					
Liege..... ... „	4 40	1 0	a.m.					
Verviers ... . arr.	5 50	1 40	„					
	1,2 cl p. m.	Exp. 1 cl.						
Verviers .....dep.	6 10	2 5	a.m					
Aix-la-Chapelle arr.	7 25	3 5	„					
	1,2 cl p. m.	Exp. 1 cl.						
Aix-la-Chapelle dep.	7 35	3 10	a.m.					
Cologne ..... arr.	9 25	4 40	„					
Central Station.								
		Exp. 1, 2 cl. a.m.	1, 2 cl. a.m.					
Central Station.								
Cologne .....dep.	.	7 0	.					
Deutz (Cologne) ... „	.	.	8 0					
		p.m.						
Minden ..... arr.	.	12 43	5 35					
Hanover ..... „	.	2 30	8 0					
Bremen ..... „	.	5 35	10 0					
Harbourg ..... „	.	8 50						
Brunswick..... „	.	4 7	.					
Magdebourg ..... „	.	6 33	.					
Berlin ..... „	.	9 45	.					
Leipzig ..... „	.	9 30	.					
		a.m.						
Dresden ..... „	.	12 30	.					
Prague ..... „	.	5 55	.					
		p.m.						
Vienna ..... „	.	3 12	.					

GERMANY AND BELGIUM TO LONDON.

STATIONS.	Via OSTEND.											
		1,2 cl p. m	Exp. 1,2 cl p. m			Exp. 1,2 cl p. m.	1,2 cl a. m.					
Vienna .....dep.	.	.	1 30	.	.	7 0	.	.	.	.	.	.
Prague..... „	.	.	10 34	.	a. m.	8 17	.	.	.	.	.	.
Dresden ..... „	.	6 15	4 15	a. m.	p. m.	2 45	6 30	.	.	.	.	.
Leipzig ..... „	.	10 0	7 0	.	.	6 0	12 15	p. m.	.	.	.	.
Berlin ..... „	.	10 30	7 30	.	.	7 45	N'n.	.	.	.	.	.
Magdebourg ..... „	a. m.	2 9	10 28	.	.	10 40	4 20	.	.	.	.	.
Brunswick ..... „	.	4 55	12 52	p. m.	a. m.	12 45	8 15	.	.	.	.	.
Harbourg ..... „	.	.	7 40	a. m.	p. m.	7 0	11 25	a. m.	.	.	.	.
Bremen ..... „	a. m.	5 0	11 0	.	.	7 10	.	.	.	.	.	.
Hanover ..... „	.	6 55	2 21	p.m.	a. m.	2 2	10 30	p. m.	.	.	.	.
Minden ..... „	.	10 30	4 0	.	.	3 18	12 50	a. m.	.	.	.	.
Deutz, Cologne..... arr	p. m.	8 40	.	.	.	.	9 50	.	.	.	.	.
Cologne..... „	.	.	9 45	.	.	8 15	.	.	.	.	.	.
Central Station.												
	1,2 cl a. m.	Express 1 class			Exp 1 cl a. m.	Express 1 class		1,2 cl a. m.	1,2 cl a. m.	1,2 cl p. m.	1,2 cl p. m.	
Central Station.												
Cologne .....dep.	.	10 30	p.m.		9 45	10 0	a.m.	7 10	11 40	2 50	.	.
									p. m.			
Aix-la-Chapelle „	7 55	12 0	a.m.	.	11 15	11 30	„	9 10	1 50	4 55	7 45	.
Verviers ..... arr.	8 45	12 50	„	.	11 55	12 10	p.m.	10 5	2 50	5 45	8 35	.
	a. m.	Express 1,2 class		1,2 cl a. m.	p. m.			p. m.	p. m.	p. m.	p. m.	
Verviers .....dep.	9 0	1 35	a.m.	6 25	12 15	12 30	„	12 45	3 15	6 10	8 55	.
Liége..... „	10 0	2 15	„	7 25	12 50	1 10	„	1 45	4 15	7 10	9 55	.
Louvain ..... „	.	4 0	„	9 45	.	2 55	„	4 0	6 35	9 15	.	.
Malines Junction... arr.	.	4 35	„	10 25	.	3 25	„	4 45	7 20	9 50	.	.
Brussels (Nord) „	.	5 0	„	11 0	.	3 50	„	5 20	7 55	10 25	.	.
Via ALOST.		Exp 1,2 cl a.m.	1,2 cl a.m.	1,2 cl a.m.		1,2 cl p.m.		1,2 cl p.m.	1,2 cl p.m.			
Brussels.....dep.	.	6 15	7 35	11 45	.	2 25	.	5 30	8 10	.	.	.
Alost..... „	.	6 45	8 25	12 35	.	3 15	.	6 20	9 0	.	.	.
Ghent ..... arr.	.	7 15	9 15	1 25	.	4 5	.	7 10	9 50	.	.	.
Via MALINES.			1,2 cl a. m.	1,2 cl a. m.			Exp 1 cl p. m.	1,2 cl p. m				
Brussels.....dep.	.	.	6 30	10 45	.	.	3 40	4 45	.	.	.	.
Malines Junction ... „	.	.	7 0	11 15	.	.	4 0	5 15	.	.	.	.
Ghent..... arr.	.	.	9 15	p.m. 1 25	.	.	5 5	7 0	.	.	.	.
		Exp 1,2 cl a. m.	1,2 cl a. m.	1,2 cl p. m.			Express 1 class	1,2 cl p. m.				
Ghent.....dep.	5 45	7 15	9 15	1 30	.	5 5	p.m.	7 10	.	.	.	.
Ostend..... arr.	8 0	8 30	11 15	3 35	.	6 30	„	9 15	.	.	.	.
	1, 2 cl					1 & 2 cl						
Ostend .....dep.	9 0	a.m	.	.	.	*7 0	p.m.	.	.	.	.	.
Dover ..... arr.	3 0	p.m.	.	.	.	1 15	a.m.	.	.	.	.	.
Dover ..... dep.	3 45	„	.	.	.	2 0	„	.	.	.	.	.
London ..... arr.	5 45	„	.	.	.	4 30	„	.	.	.	.	.
London Bridge.												

* Not on Saturdays.

STATIONS.	Via CALAIS.											
		1,2 cl p. m.	Exp. 1,2 cl p. m.			Exp. 1,2 cl p. m.	1,2 cl a. m.					
Vienna .....dep.	.	.	1 30	.	.	7 0	.	.	.	.	.	.
Prague..... „	.	.	10 34	.	a. m.	8 17	.	.	.	.	.	.
Dresden ..... „	.	6 15	4 15	p. m.	p. m.	2 45	6 30	.	.	.	.	.
Leipzig..... „	p. m.	10 0	7 0	.	6 0	12 15	p. m.	.	.	.	.	.
Berlin ..... „	.	10 30	7 30	.	.	7 45	N'n.	.	.	.	.	.
Magdebourg..... „	a. m.	2 9	10 28	.	.	10 40	4 20	p.m.	.	.	.	.
Brunswick..... „	.	4 55	12 52	a. m.	12 45	8 15	.	.	.	.	.	.
Harbourg ..... „	.	.	7 40	p. m.	7 0	11 25	a. m.	.	.	.	.	.
Bremen ..... „	.	5 0	11 0	.	7 10	.	.	.	.	.	.	.
Hanover ..... „	.	6 55	2 21	a. m.	2 2	10 30	p. m.	.	.	.	.	.
Minden ..... „	.	10 30	4 0	.	3 18	12 50	a. m.	.	.	.	.	.
Deutz, Cologne..... arr.	p. m.	8 40	.	.	.	9 50	.	.	.	.	.	.
Cologne ..... „	.	.	9 45	.	8 15	a. m.	.	.	.	.	.	.
Central Station												
Central Station		Express 1 class				Express 1 class		1,2 cl a. m.				
Cologne .....dep.	.	10 30	p.m.		10 0	a.m.		7 10				
Aix-la-Chapelle „	.	12 0	a.m.	.	11 30	„		9 10				
Verviers ..... arr.	.	12 50	„	1,2 cl a. m.	12 10	p.m.		10 5				
		Exp 1,2 cl a. m.						p. m.				
Verviers .....dep.	.	1 35	a.m.	6 25	12 30	„		12 45				
Liége..... „	.	2 15	„	7 25	1 10	„		1 45				
Louvain ..... „	.	4 0	„	9 45	2 55	„		4 0				
Malines (Junc.)..... arr.	.	4 35	„	10 25	3 25	„		4 45				
Brussels (Nord) „	.	5 0	„	11 0	3 50	„		5 20				
Via ALOST.		Exp. 1,2 cl a. m.	1,2 cl a. m.	1,2 cl a. m.	1,2 cl p.m.			1,2 cl p.m.				
Brussels (Nord)...dep.	.	6 15	7 35	11 45	2 25	.		5 30				
Alost..... „	.	6 45	8 25	12 35	3 15	.		6 20				
Ghent ..... arr.	.	7 15	9 15	1 25	4 5	.		7 10				
Via MALINES.			1,2 cl a. m.	1,2 cl a. m.		Exp 1 cl p.m.	1,2 cl p.m.					
Brussels (Nord) dep.	.	.	6 30	10 45	.	3 40	4 45					
Malines (Junc.)..... „	.	.	7 0	11 15	.	4 0	5 15					
Ghent..... arr.	.	.	9 15	1 25	p.m.	5 5	7 0					
	1,2 cl a. m.	1,2 cl a. m.	a. m.	p. m.	1, 2 class		p. m.					
Ghent.....dep.	6 0	7 20	9 20	1 25	5 10	p.m.	7 10					
Mouscron ..... arr.	8 10	8 23	10 55	3 0	7 0	„	8 50					
	1, 2 class						p.m.					
Mouscron ..... dep.	8 40	a.m.	11 28	3 20	7 15	„	9 5					
Lille ..... arr.	9 18	„	12 15	4 5	8 0	„	9 45					
			1,2 cl p. m.	1,2 cl p. m.								
Lille .....dep.	1, 2 class 11 5	a.m.	1 25	6 45	1, 2 class 10 50	p.m.						
Calais..... arr.	1 0	p.m.	3 35	10 10	12 55	a.m.						
			p. m.		1 & 2 class.							
Calais .....dep	1 30	„	8 45		2 0	a.m.						
Dover .....arr.	3 0	„	5 30		3 40	„						
Dover.....dep.	3 45	„	7 30		4 30	„						
London..... arr.	5 45	„	10 0		6 30	„						

STATIONS.	Via CALAIS and JURBISE.							
	1,2 cl p. m.	Exp 1,2 cl a. m.		Exp 1,2 cl p. m.	1,2 cl a. m.			
Vienna .....dep.	.	1 30	.	7 0	.			
				a. m.				
Prague..... „	.	10 34	.	8 17	.			
		a. m.		p. m.				
Dresden..... „	6 15	4 15	.	2 45	6 30			
					p. m.			
Leipzig..... „	10 0	7 0	.	6 0	12 15			
Berlin ..... „	10 30	7 30	.	7 45	N'n.			
	a. m.				p. m.			
Magdebourg..... „	2 9	10 28	.	10 40	4 20			
	a. m.	p. m.			a. m.			
Brunswick ..... „	4 55	12 52	.	12 45	8 15			
		a. m.		p. m.	a. m.			
Harbourg ..... „	.	7 40	.	7 0	11 25			
	a. m.				p. m.			
Bremen ..... „	5 0	11 0	.	7 10	.			
		p. m.			a. m.	p. m.		
Hanover ..... „	6 55	2 21	.	2 2	10 30			
					a. m.			
Minden ..... „	10 30	4 0	.	3 18	12 50			
Deutz, Cologne..... arr.	8 40	.	.	.	9 50			
Cologne ..... „	.	9 45	.	8 15	.			
Central Station.	p.m.	.						
		Exp. 1 cl.			Exp. 1 cl.			
Central Station								
Cologne ..... dep.	10 30	p.m.	.	10 0	a.m.			
Aix-la-Chapelle „	12 0	a.m.	.	11 30	„			
Verviers .... arr.	12 50	„	1,2 cl a. m.	12 10	p.m.			
		Exp. 1,2 cl.	a. m.					
Verviers .....dep.	1 35	a.m.	6 25	12 30	„			
Liége..... „	2 15	„	7 25	1 10	„			
Louvain ..... „	4 0	„	9 45	2 55	„			
Malines Junction... arr.	4 35	„	10 25	3 25	„			
Brussels (Nord) „	5 0	„	11 0	3 50	„			

BOGARDS STATION.

	1,2 cl a. m.	1,2 cl a. m.	1,2 cl p. m.	1, 2 class				
Brussels (B) ... ..dep.	6 15	8 0	1 30	5 15	p.m.			
Jurbise..... „	7 45	9 20	2 30	6 45	„			
Tournay ..... „	9 15	10 45	4 5	8 25	„			
Mouscron ..... arr.	9 50	11 20	4 40	9 0	„			
Mouscron ..... dep.	10 0	11 28	4 48	9 5	„			
Lille ..... arr.	10 40	12 15	5 32	9 45	„			
	a. m.	p. m.	p. m.					
Lille .....dep.	11 5	1 25	6 45	10 50	„			
	p. m.	p. m.						
Calais..... arr.	1 0	3 35	10 10	12 55	a.m.			
Calais.....dep.	1 30	3 45		2 0	a.m.			
Dover .....arr.	3 0	5 30		3 40	„			
Dover.....dep.	3 45	7 30		4 30	„			
London..... arr.	5 45	10 0		6 30	„			

GENERAL INFORMATION

TO

CONTINENTAL PASSENGERS.

REGISTRATION OF PASSENGERS' BAGGAGE TO AND FROM THE CONTINENT.

GENERAL NOTICE.—**The registration of Baggage** saves the Passenger from all trouble and expense of landing and shipping the Baggage and conveying it between the Train and Boat, Harbour Dues, and other imposts hitherto made; secures an allowance (25 kilos, or 56lbs.) of Baggage free of charge, also the privilege of paying before departure the charge for the conveyance of Excess Baggage, according to a Fixed Through Rate. This registration may be made to the place of destination, or from any Station to any other Station on the Continent at which the Through Ticket allows the traveller to stop; but where the Passenger intends to stop short of the final destination shewn by his Through Ticket, he should register only to the first point at which he desires to break the journey.

Baggage is registered by all Through Services, but only on the production of the Passenger's *Through Ticket* at the Registration Office, ten minutes before the time fixed for the departure of the Train. Passengers are recommended to register their Baggage, in all cases, by the Mail Trains, otherwise it may be detained at the landing port for the following Train. The Company cannot undertake to register Baggage, unless the Passenger, with the Baggage and Through Ticket, be on the Platform of the Station 10 minutes in advance of the time fixed for the departure of the Train. The Baggage Ticket must be given up before the Baggage can be delivered at destination. Each package should have the name and address of the owner distinctly marked thereon, and all old luggage labels should be removed. *Merchandise* registered as Baggage is liable to detention and seizure by the Customs; and Passengers are hereby cautioned against registering articles of the description of Merchandise, or that are not for personal use. Passengers should personally claim their Baggage on arriving at the point to which registered, and give notice immediately to the Station Master if anything is wrong, giving a list of the contents of any packages missing.

The Company will not be responsible in any way:—For Baggage not claimed within twenty-four hours of its arrival at destination, after which time a charge for its storage will be made; nor for any Baggage not duly registered; nor for any detention, delay, or loss arising from the Passenger not having been present at the examination of the Luggage at any of the Custom House Towns herein mentioned.

For damage to Baggage, whether by fire, the sea, or otherwise, except where the package exhibits outward signs of injury, and only so far as the interior damage corresponds with the external injury, and is attributable to the same cause.

For damage, whether arising from delay, loss, injury, or any other cause, beyond 7 fr. 50 cs. per kilo. (or 2lbs.), whatever may be the contents; at which rate compensation will be paid for damage, after deducting the weight of the portion duly to hand; nor for damage other than may have occurred during the time the Baggage was in the Company's possession.

For damage arising from defective packing, or caused by the fault of the passenger, or person acting for him; nor for damage which it was not in the power of the Company to prevent.—For articles conveyed as Baggage, other than those contemplated by the Company's Acts of Parliament.—For the consequences arising from any package, registered as Baggage, containing merchandise; and the owner will be held liable for all loss the Company may sustain from a disregard of this caution. This regulation applies also to any such articles shipped as unregistered Baggage.

Customs Examination.—Passengers are required to be present at the examination of their Baggage by the Customs' Officers at the different Frontiers. The Companies do not undertake any duty in connexion with such examination on the Continent, nor to be responsible for same, nor for any delay or loss arising from Passengers not having been present at the examination at any of the Custom House Towns named herein. Passengers are especially requested to note, that Baggage registered for the German Stations will not be forwarded beyond Cologne, until examined by the Customs there, which can only be done in the presence of the Owner or person acting for him. Passengers who cannot possibly attend at this examination should mark on their Baggage—"Care of the South Eastern Railway Agency,"—"Aux Soins de l'Agence du South Eastern Railway," and attach a complete declaration of contents. Passengers, in this case, could either call for their Baggage, or send their Baggage Ticket to Mr. Uytborck, at Brussels, who would forward the articles to any address mentioned. Wearing Apparel, unaccompanied by the Owner, is liable, in Belgium and Germany, to a duty of about 1s. 6d. per 100lbs. weight.

Passengers who register their Baggage for COLOGNE, and who subsequently desire to have it at Brussels, should claim it at Mouscron, where, as a favour, it may be given up by the Station Master.—At MOUSCRON Passengers are required to say by what route they wish to proceed—either viâ Ghent or Tournay—in order that the Baggage may be put into the proper Wagon.

Baggage Inwards.—Baggage being conveyed from the East *westward*, destined for *Belgium*, is examined at Verviers. Baggage *passing through* Belgium for either France or England, is not examined at all by the Belgian Customs.

Baggage registered at Cologne for London will be examined at Verviers, should the traveller subsequently determine on stopping in Belgium. If desirous to stop in France, his Baggage will be examined there, and not in Belgium.

Baggage from Belgium, booked direct to London, viâ Calais, by Ghent and Mouscron, or by Tournay and Mouscron, is free from examination at the French frontiers; but Baggage for London, viâ Quievrain and Valenciennes, is examined by the French Customs at Valenciennes.—The Baggage will be examined at London in all cases, except where conveyed by the Boat leaving Ostend at 9.0 p.m., when it will be examined at Dover; unless the Passenger elects to have it forwarded by the 4.30 a.m. Train from Dover, in which case it will be examined at London. Baggage is never examined at London on Sunday. Where there is time, the Baggage can be examined at the Ports (Dover or Folkestone), if so desired by the owner; but, in that case, the Baggage Ticket should be handed to the Commander before disembarking.

Baggage Outwards.

Baggage registered to	Via	Will be examined at
Paris	Boulogne or Calais	PARIS.
Brussels, Ghent, Malines, Antwerp, Louvain, Liege, and Verviers	Calais	MOUSCRON, or QUIEVRAIN.
Ditto ditto	Ostend	OSTEND.
Aix-la-Chapelle	Calais	AIX-LA-CHAPELLE.
Ditto	Ostend	Ditto.

Baggage registered to	Via	Will be examined at
Cologne, Bonn, Coblence, Mayence, and Frankfort (O.M.)	Calais	COLOGNE
Ditto ditto	Ostend	Ditto.
Amsterdam, Rotterdam & Utrecht	Calais	ROOSENDAEL.
Ditto ditto	Ostend	Ditto.
Any German Station, including Austria	.....	COLOGNE.

Austrian Stations.—Prague, Vienna, Pesth, and Basiasch, will be examined a second time at Bodenbach or (if proceeding by the Munich Route) at Salzburg.

The Baggage of Passengers with Through Tickets for the German or Turkish Stations, *via* Paris, can only be registered as far as Paris; so that Passengers on arriving there, will have to provide for the transport of their Baggage to the Station of the Eastern of France Railway, and its re-registry at that Station, to destination.

Baggage registered for Brussels, or any place not beyond Verviers, when unclaimed by owner, will be found at Brussels; and for any place beyond Verviers, will be found in such a case at Cologne. In this case there will be a trifling expense for Customs' formalities.—Baggage for Paris, Brussels, and Cologne can be registered at Dover.—The Baggage of Passengers holding Second Class Tickets can only be registered by the 8.30 p.m Train, on the payment of the difference of Fare.—The Baggage of Passengers by the 7.25 a.m. Mail Train will not be allowed to accompany them from Calais, unless Registered.

GENERAL INFORMATION—*continued.*

Rate of Charge for Excess Weight of Registered Baggage, and the Trains by which Registration takes place.

NOTE.—Baggage is registered **for London** by all through Services at similar rates to those given below.

	Charge.	Trains.
Boulogne ..	½d. per lb. for excess over 100 lbs. 1st Class, & 60 lbs. 2nd Class; also 1s. per package **to Calais additional**....	Tidal Trains.
Calais		7.30 a.m.; 9.30 a.m.; and 8.35 p.m.
Paris.....	For every 10 lbs. or fractional part of 10 lbs. over 56 lbs. for each ticket, 1s. 6d.	7.30 a.m.; 8.35 p.m.; and Tidal Trains.
Strasburg .. **Bale** ..... **Marseilles**.. **Turin** ..... **Milan**	Same: registration only to Paris	Same.
Ostend.....	For every 10 lbs. as above. 1s. 4d.	8.35 p.m. 7.30 a.m.
Brussels....	For every 10 lbs. as above: *via* Calais. 1s. 6d. / *via* Ostend. 1s. 4d.	9.30 a.m., & 8.35 p.m., *via* Calais; and 7.30 a.m. 8.35 p.m., *via* Ostend.
Ghent	1 6 / 1 4	7.30 a.m. & 8.35 p.m. *via* Calais; and 7.30 and 9.30 a.m., and 8.35 p.m. *via* Ostend.
Antwerp....	1 6 / 1 4	
Malines	1 6 / 1 4	
Louvain....	1 6 / 1 4	
Liege	1 6 / 1 4	

	Charge. For every 10 lbs., as above *via* Calais.	*via* Ostend.	Trains.
Verviers.....	1 6	1 4	7.30 a.m. & 8.35 p.m. *via* Calais, 7.30 a.m. & 8.35 p.m. *via* Ostend
Rotterdam	1 11	1 9	
Utrecht	2 4	2 1	7.30 a.m. 9.30 a.m. and 8.35 p.m. *via* Calais, and 7.30 & 8.35 p.m. *via* Ostend.
Amsterdam	2 4	2 1	
Aix-la-Chapelle	1 9	1 7	
Cologne	1 11	1 9	
Bonn	2 0	1 10	
Coblence	2 2	2 0	
Mayence.....	2 4	2 1	
Frankfort O.M.	2 6	2 3	
Hanover.....	2 11	2 8	
Bremen	3 1	2 10	
Harburg.....	3 4	3 1	
Brunswick	3 1	2 10	
Magdeburg	3 4	3 2	
Berlin	3 9	3 6	
Leipsic	3 7	3 5	
Dresden.....	3 10	3 7	
Prague	4 8	4 1	
Vienna.....	5 1	4 11	
Pesth	5 6	5 4	
Basiasch	6 5	6 2	

The Postmaster-General requires that the 4.30 a.m. Mail Train for London be started from Dover 15 minutes after the arrival of the Boat, when late; so that all Luggage which is not in the Train at the expiry of that time must wait for the next Ordinary Train.

The Company provides an Officer to pass Baggage.—Passengers by the Boulogne route are earnestly requested, for their own protection, to avail themselves of the Company's Officer at Folkstone (Mr. T. G. Ledger), who makes no charge for passing Baggage free of duty, and to give their keys to him alone. They are at liberty to pass their own entries, or employ other agents, should they prefer doing so; but the Company is in no way responsible for any detention or inconvenience that may arise from other than their Officer being employed.

Forwarding of Baggage left for Examination.—Passengers arriving either at Folkstone or Dover, who proceed by the first Train and leave their Baggage to be passed, can have it forwarded to London Bridge Station at 1s. per package, in addition to the charge of the Company for excess weight; and, if so ordered, the Baggage will be sent to their address in London at an additional charge of 6d. per package under 56lbs., and 8d. per package if above that weight.

Unregistered Baggage.—Passengers with Baggage, not registered, who desire that it proceed with them in the Train, should *claim it on the Platform*, see it correctly ticketed and placed in the Train after its arrival at the Station from the Custom House; and it must be distinctly understood, that whether the Baggage is cleared by the Passenger himself, the Company's Officer, or other Agent, it will not be forwarded unless this rule be strictly adhered to. At Dover, Passengers must pay the Town Porters for the conveyance of Baggage (not registered) between the Station and Boat. Passengers whose Baggage is not registered will be charged Sixpence each for landing or shipping at Folkstone. First Class Passengers are allowed 100 lbs. of Baggage; Second Class, 60 lbs.; and Third Class 56 lbs., free of charge, such Baggage being of the description mentioned in the Company's Acts of Parliament. The Company are in no way responsible for any Articles other than of the description mentioned, unless booked and paid for separately. Children who pay half fare are allowed half the foregoing quantity. Overweight will be charged ¼d. per lb. for any distance under 40 miles; ½d. per lb. for 40 miles, and any distance exceeding 40 miles; and ½d. per lb. for conveyance by the boat between Folkestone and Boulogne, and Dover and Calais.

Children's Through Tickets.—Children under 6 years of age can be booked to Paris at half fares. Children under 7 are booked at half fare between Paris and Marseilles. The free allowance of Luggage on that Line is 30 kilos. adults; 15 kilos. children. On the Belgian and German Railways, two children under 10 years, travelling together, will be booked at one whole fare. One child by itself must pay full fare. Children under 2 years of age are free. Children up to 12 years travel at half fare between **Boulogne** or **Calais**, and any **Station on the South Eastern Railway.** Children under 3 are free.

Special Boats to convey Passengers and Despatches to Boulogne or Calais, can be had at Folkstone, on the shortest notice, by applying to the General Manager, at the London Bridge Terminus of the South Eastern Railway, or to the Harbour Master at Folkstone.

The Mail Boats and Mail Trains do not wait for Passengers or Baggage after the Mails are loaded. The other Trains and Boats do not await each other when detained by stress of weather or casualty.

French Money can be obtained in exchange for English Money, at the rate of 25 fr. for One Sovereign, on application at the Harbour Office, Folkstone. There is also an Exchange Office in the Station at Calais.

Tickets to be kept in readiness.—Passengers should have their Tickets ready to shew at the *Stair landing* at the Steam Boats before going on Board, and to deliver on *leaving the Boats.*

Servants.—A Second Class Carriage for Servants, travelling with their Employers, is attached to First Class Express Trains, except the Two Hour Mail Trains.

No Gratuities allowed to be received.—Passengers are respectfully requested not to give Fees to any of the Company's Servants.

Complaints.—Every attention will be given to any Complaints which Passengers may have to make. They should be made to an Officer of the Railway on the spot, and also communicated to the General Manager.

Refreshments at Folkstone.—Pasengers are requested to take notice, that a Warning Bell will be rung in the Waiting Room at Folkstone, 10 minutes before the boat starts, unless the Train should be delayed on the road. This notice is intended to prevent Passengers from hurrying on board without refreshments.

Passports are issued by the Foreign Office Passport Agents at Folkestone and Dover. For information required by the Traveller on this subject, see p. 26.

Conductors.—The Tidal Trains are accompanied by a Through Conductor, who also acts as Interpreter.

English Customs.—Foreign Goods, subject to duty, *packed within articles of apparel*, or otherwise concealed, are, as well as the articles IN WHICH THEY MAY BE PLACED, liable to forfeiture; and Passengers are therefore apprised that the forfeiture in all such cases will be strictly enforced, *unless* the attention of the examining officer be called thereto, *and the Goods duly declared* previously to the opening of the Packages.

GENERAL INFORMATION—*continued.*

Boulogne Station is at Capecure, a short distance from the Harbour. Omnibuses convey Passengers from the Custom House to the Station, where Refreshments can be obtained.

A Carriage for the exclusive use of Ladies is reserved both on the South-Eastern and Northern of France Railways.

Invalid Carriages.—On the Lyons Railway there are "Coupé lits" for sick travellers. There is no carriage specially adapted for Invalids on the Northern Line, and the Ordinary Carriage has places for 8 passengers.

BELGIUM AND FRANCE.

Passengers should be at the Station ten minutes before the time of starting, and be provided with the exact amount of their fare, to avoid the delay caused by receiving change.

Smoking is expressly forbidden in 1st and 2nd class carriages; in most Trains there are smoking carriages.

Luggage must be taken to the station a quarter of an hour before the time of starting. It can be insured by payment of an additional sum of ten centimes on 100 francs' worth. Travellers are requested to remove all old addresses, and have their own very legibly written. They may not take any luggage into the carriages, weighing more than 50lbs., and only such as can be placed under the seats without inconvenience.

Customs.—Notwithstanding the above regulations, all trunks or parcels which have to pass a frontier, must be given up at starting, and are conveyed in the 'customs' truck. This regulation applies even to hat boxes and necessaries. Any luggage kept in the carriages up to any frontier town—for instance, Verviers—must be rebooked there, and is sent on by an after train, as express goods.

Some French Goods,—as New Clothes, Millinery, Printed or Dyed Cotton, Woollen and Linen Fabrics, Silk, &c.,—are charged at a reduced rate of duty on entering Belgium. But, to obtain this reduction, it is necessary to have a certificate, termed "*certificat d'origine*," from the French Customs, and to present this with the goods at the Belgian Customs. On this system, Silk, for instance, pays 4 francs, instead of 10, for each kilogramme. Travellers can obtain the necessary paper at the *Bureau de la Douane*, at Paris.

Dogs are put in the baggage waggon, and pay 3rd class fare.

Through Tickets are delivered at the Brussels (north), Antwerp, and Ostend stations, for Berlin, Leipsic, Dresden, and Hamburg. These tickets are available for a month, and allow the traveller to stop at the principal towns in Belgium & Germany. At the Cologne Railway Station, Travellers proceeding North may obtain Tickets, and have their luggage booked for Dusseldorf, Minden, Bremen, Hanover, Luneburgh, Hamburg, Brunswick, Magdeburg, Potsdam, Berlin, Halle, Leipsic, Dresden, &c.; and travellers arriving from these places, and proceeding to Belgium, France, or England, can obtain tickets, and have their luggage booked at the Deutz Station, Cologne. Special Omnibuses attend both Stations.

No Second Class Tickets are issued by the 8.30 p.m. (Night Mail), which is only First Class from London to Dover; but Second Class Passengers can proceed to Dover by the 6.30 p.m. Train, and travel by that class where there are Second Class Trains on other Lines. Where, in any case, the Trains are not Second Class throughout, holders of Second Class Tickets must pay the difference of Fare. Through Second Class Tickets are available by Mail or Express Trains, on paying the additional sum of 7s. 4d. to Dover, and 7s. to Folkestone.

PASSPORTS.

FOREIGN OFFICE, *April 21st*, 1858.

Notice is hereby given, that in order to facilitate still further the obtaining of passports by British subjects desiring to proceed to the Continent, passports will henceforth be issued to any British subject who shall produce or send to the Passport Department of the Foreign Office, or to any one of the undermentioned agents at the outports, a certificate of his identity, signed by any mayor, magistrate, justice of the peace, minister of religion, physician, surgeon, solicitor, or notary, resident in the United Kingdom. Every such certificate must bear the signature of the person in whose behalf it is granted; and when it is forwarded to the Foreign Office by post, it must, if it be required that the passport should be sent by return of post to the person who granted the certificate, in order that he may deliver it to the applicant for the passport, be accompanied by a post-office order for the amount of the fee; or if forwarded by post to an agent at an outport, the postage must be prepaid. But an agent at an outport will only deliver passports to persons applying for them there in pursuance of such certificate, but will not send them by post to any person whatsoever. The applications for the passport must be addressed "To the Chief Clerk of the Foreign Office, London," and should have the word "Passport" conspicuously written upon the cover. The names of the agents who have been appointed to issue Foreign Office passports at the under-mentioned ports are—

At Dover	Samuel Metcalf Latham, Esq.	At Devonport	Thomas H. Hewker, Esq.
At Folkestone	Francis M. Faulkner, Esq.*	At Hull	John England, Esq.
At Birmingham	George A. Everett, Esq.	At Lowestoft...	B. M. Bradbeer, Esq.
At Liverpool...	Nathan Litherland, Esq.	At Newcastle-on-Tyne ...	Edward Glynn, Esq.

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

Austrian Legation, Chandos House, Cavendish Squar
Bavarian Legation, 8, Hill Street, Berkeley Square.
Belgian Consulate, 53, Gracechurch Street.
French Consulate, 36, King William Street, City.
Netherlands Consulate, 20½, Great St. Helens.
Portuguese Consulate, 5, Jeffrey's Square.
Russian Consulate, 32, Great Winchester Street.
Sicilian Consulate, Albemarl Street, Piccadilly.
Spanish Consulate, 1 Cushion Court, Old Broad Street, E.C.
Turkish Embassy, 1, Bryanston Square.

FRANCE—Notice to British Subjects visiting France.—British Subjects are admitted into France upon the simple declaration of their nationality, without a Passport or other formality. Those of them, however, who intend to use the privilege (accorded to Foreigners provided with Passports) of admission to the **Public Institutions** in France should have their visiting Cards stamped, on arrival at either **Boulogne** or **Calais**, by the Agent of the French Government appointed there for the purpose; or procure a card conferring the same advantages, by application at the Préfecture of Police in Paris. The French *Visa* is not necessary for the Passports of **Belgian Travellers** provided with **Through Tickets**, in crossing the French Territory between Belgium and England, *via* Boulogne and Calais.

Belgium.—English visitors to Belgium must be provided with Passports; which are to be obtained in London.

The *visa* for Belgium (*not obligatory*) to Foreign Office and all other Passports, can only be obtained at 53, Gracechurch Street; fee, 8s. 6d.

A Permit to embark is not required at Ostend.

Holland.—A Foreign Office Passport is necessary. The *visa* may be obtained at the Ambassador's, on giving a day's notice and leaving the Passport; or at the Consul's on application, on payment of a fee of 6s.

Prussia.—British subjects are now allowed to enter the Prussian dominions with a Foreign Office passport, without the countersignature of the Prussian Ambassador or Consul, but the *visa* of the Ambassadors or Consuls of each of the countries through which they may pass must be obtained.

Austria.—British subjects must be provided with a Foreign Office passport, countersigned by the Austrian Ambassador, and by the Ambassadors or Consuls of each of the countries through which they may pass. The Austrian *visa* may be obtained, gratis, between the hours of 12 and 3, at the Austrian Legation, 7, Chandos Street, Cavendish Square.

Italy.—Before entering the Papal States, the Passports of British subjects must be *vised* by the Papal Consul or Nuncio resident in the Capital last visited by him. The Austrian *visa* is available for the Venetian States, and Lombardy. The Tuscan and Neapolitan should be obtained in London. In Seaport Towns the *visa* of the British Consul is necessary. The Traveller, before quitting Rome on his return, should obtain the *visa* of the representatives of the various dominions through which he purposes to travel.

Sardinia.—Consulate, 31, Old Jewry. *Visa* to Foreign Office Passport not necessary.

*Issued by the Foreign Offic Agent, F. M. Faulkner, Esq., at his Office, near the Pavilion Hotel, Folkestone. *Visas* can also be obtained at the French and other Consuls. The French Consul has an Office in the Waiting-room, and is in attendance one hour before the steamer starts.

Foreign Office Passports can be prepared to be ready on the arrival of the Tidal Trains, on application being previously made to Mr. Faulkner, Folkestone, enclosing the fee of 2s.

PARCELS CAN BE FORWARDED AT A THROUGH RATE

TO THE

UNDERMENTIONED TOWNS ON THE CONTINENT,

BY

THE SOUTH EASTERN RAILWAY.

FRANCE.

Agde
Agen
Aix
Alais
Alzonne (Dep. Aude)
Amboise
Amiens
Ancenis
Ancy-le-Franc
Andrezieux
Angers
Arcachon
Argentan
Argenton
Arras
Arles
Augoulême
Auxerre
Auxonne
Avignon
Bâle
Bar-le-Duc
Bar-sur-Aube
Bayeux
Bayonne
Beaune
Belfort
Belleville-sur-Saône
Beziers
Besançon
Blois
Bordeaux
Boulogne
Bourges
Beaugency
Brunoy
Caen
Calais
Cambrai
Carcasonne
Castelnaudry
Castelsarrasin
Cette
Chagny
Chalais
Chalons-sur-Marne
Chalon-sur-Saône
Chartres
Chateauroux
Chateau Thierry
Chatellerault
Chaumont
Cherbourg
Colmar
Commercy
Coutras
Corbeil
Dax
Dieppe
Dijon
Dôle
Douai
Dunkerque
Epernay
Epinal
Etampes
Fécamp
Feurs
Flamboin
Fontainebleau
Forbach
Givors
Gray
Gretz
Havre
Hazebrouck
Hermé
Issoudun
Joigny
Juvisy
La Ferté-sous-Jouarre
Lamothe
Langon
Langres
La Reole
La Roche
La Rochelle
La Souterraine
La Teste
Laval
Le Guetin
Le Mans
Libourne
Lille
Limoges
Lison
Longueville
Luneville
Lyons
Vaise
Perrache
Guillotière
Mâçon
Marmande
Marseilles
Meaux
Melun
Metz
Moissac
Montauban
Montbard
Mont de Marson
Montelimart
Montereau
Montpellier
Morcenz
Mülhouse
Nancy
Nangis
Nantes
Narbonne
Nevers
Niort
Nuits
Nimes
Orange
Orleans
Paris
Perigueux
Perpignan
Poitiers
Pont à Mousson
Provins
Rambouillet
Reims
Rennes
Rive de Gier
Roanne
Rochefort
Roubaix
Rouen
Ruffec
St. Avold
St. Benoit
St. Chamond
St. Dizier
St. Etienne
St. Florentin
St. Maixent
St. Maure
St. Michel
St. Nazaire (Var)
Do. (Loire Inf.)
St. Omer
St. Quentin
Salins
Sarrebourg
Savenay
Saverne
Schelestadt
Sens
Strasbourg
Tain
Tarascon
Thann
Thionville
Tonneins
Tonnerre
Toulon
Toulouse
Tourcoing
Tournus
Tours
Toury
Troyes
Valognes
Valence
Valence d'Agen
Valenciennes
Versailles
Vesoul
Vienne
Vierzon Ville
Villefranche (Rhône)
Do. (Haute Garonne)
Vitry le Français
Wissembourg

BELGIUM.

Aeltre
Ans
Antwerp
Ath
Audeghem
Bary
Bloemendael
Boussu
Braine-le-Comte
Brugelette
Bruges
Brussels
Buggenhout
Charleroy
Chatelineau
Chaudfontaine
Chênée
Chievres and Attres
Contich
Courtray
Deynze
Dolhain
Duffel
Ecaussines
Ensival
Fexhe
Floreffe
Ghent
Gosselles
Haerlebeke
Hal
Hasselt
Hautpré
Havinnes
Jemmapes
Jurbise
Landen
Lens
Leuze
Liege
Ligne
Louvain
Luttre
Maffles
Malderen
Malines
Manage
Marchiennes
Mons
Mouscron
Moustier
Namur
Nêchin
Nessonvau
Ostend
Pepinster
Plasschendael
Quiévrain
Roux
Ruysbroeck
St. Ghislain
St. Trond
Soignies
Tamines
Templeuve
Termonde
Tirlemont
Thulin
Tournay
Tubise
Vertryck
Verviers
Vilvorde
Waereghem
Waremme
Wetteren

PRUSSIAN, GERMAN, AUSTRIAN, and RUSSIAN TOWNS.

Aix-la-Chapelle
Annaberg
Augsburg
Baden-Baden
Bamberg
Barmen
Basle (Rhine)
Berlin
Bonn
Brandenberg
Bremen
Breslau
Brunswick
Burtscheid
Carlsruhe
Chemnitz
Coblentz
Cologne
Copenhagen
Cracow
Crefeld
Dantzig
Dresden
Dusseldorf
Elberfield
Erfurt
Frankfort O.M.
Frankfort-on-the-Oder
Gladbach
Glauchan
Gorlitz
Gotha
Halle (ou la Salle)
Hamburg
Hamm
Hanover
Heidelberg
Heilborn
Kiel
Klagenfurt
Konigsberg
Leipzig
Linz
Lubeck
Magdeburg
Mannheim
Mantua
Mayence
Memel
Meurs
Milan
Montjole
Moscow
Mulheim
Munich
Munster
Neuss
Neuwied
Nuremberg
Odessa
Olmütz
Pesth
Petersburg, St.
Posen
Potsdam
Prague
Prestburg
Salzburg
Stettin
Stralsund
Stuttgard
Tilsit
Treves
Trieste
Ulm
Venice
Vienna
Viersen
Warsaw
Weimer
Wurzburg
Zittau

HOLLAND.

Amsterdam
Arnheim
Breda
Dordrecht
Gouda
Moerdyk
Rotterdam
Utrecht

And to any other place on the Continent,—but without Through Rates.

CONTINENTAL PARCELS' EXPRESSES,

Via Dover and Calais, Dover and Ostend, and Folkestone and Boulogne.

THREE SERVICES DAILY.

Under the Immediate control of the Railway Companies and Administrations Concerned.

The South Eastern Railway Company beg leave respectfully to announce, that they have made arrangements for extending the facilities hitherto afforded by them, for the transmission of Parcels at Through Rates, between this Country and the Continent.

The Company, with the co-operation of the Northern of France Railway Company, have organized, for the first time,

A NEW AND IMPROVED PARCELS AND MERCHANDISE SERVICE,

VIA FOLKESTONE AND BOULOGNE,

With INCREASED QUICKNESS of TRANSIT, and a REDUCED and REVISED SCALE of THROUGH RATES,

(including all charges for Shipping, Landing, and Agents' Commission, except for Customs' Duty, Entries, and Transit Charges—where Parcels are forwarded in transit), for consignments of any weight between London and Paris, and up to 200 lbs. weight to **Lyons, Marseilles, and other Principal Towns in France, from London, and the Large Towns of the United Kingdom; and from the Continent to English Destinations.**

By these arrangements, the Express Trains, and Daily Fast Steamers, of the quickest Route between London and Paris, will be made available for both large and small Parcels, at Rates on the lowest scale, and contrasting favourably with the Rates by any other mode of Transit.

The Paris Parcels' Express

offers a means of Transit between the two Capitals, for small parcels, whether samples or merchandise, by the Mail Trains, *via* Dover and Calais, at the low Through Rate of 2s. 6d. up to 7 lbs. weight, and 3s. 6d. up to 12 lbs. weight, with an additional charge for Merchandise Parcels required to be entered at the Customs of 6d., where the value is under £5; 1s., if exceeding that value and under £50; 1s. 6d., if over £50 and under £100; 2s. 6d. if over £100.

These Parcels will be received up to 7.0 p.m. at London Station, to be delivered the following morning in Paris; and will be received in Paris at the Northern Railway Station, Place Roubaix, up to 3.30 p.m., and at 4, Boulevard des Italiens, up to 1.45 p.m. Parcels forwarded from Paris in the evening, will be delivered the next morning in London.

The Continental Parcels' Express

London, and the Principal Cities and Towns in the United Kingdom, to and from **Belgium, Holland, Prussia, Austria, the German States, Poland, Russia, &c.,** conveys Parcels with the Mails, up to **200 lbs., via Ostend,** and **12 lbs. via Calais.**

THE RATES for VALUE PARCELS

to and from Belgium, which include Insurance (Sea Risk excepted), have been considerably reduced, and particular attention is called to the altered Scale of Charges given herein.

To meet more fully the convenience of Customers, the Company have made arrangements for the Continental Parcels of all kinds being received at the various Receiving Offices in London mentioned in the next page, as well as at London Station; and it is requested that the Parcels left at those Receiving Offices, be addressed, specially, "Via South Eastern Railway."

Offices abroad where Parcels are received—: PARIS, 4, Boulevard des Italiens, up to 2.0 p.m., and the **Northern Railway Station, Place Roubaix, up to 3.15 p.m.; BRUSSELS, 74, Montagne de la Cour; COLOGNE, 3, Freidrich Wilhelm Strasse;** and at all the **principal Stations of the Northern of France and the Belgian Government Railways,** and the **Royal Prussian Post Offices.**

PARCELS ARE RECEIVED AT THE FOLLOWING OFFICES, LONDON :—

The South Eastern Railway Company's Offices—

London Bridge Station (Continental Parcels' Office). | **40, Regent Circus, Piccadilly.** | **147, Cheapside.**

20, Moorgate Street (the Office of the Northern of France Railway Company).

Messrs. Chaplin & Horne's Receiving Offices, viz.—

Spread Eagle, Gracechurch-street	up to 4.20 p.m	The Ship, Charing Cross	up to 3. 0 p.m.
Swan with Two Necks, Gresham-street	" 4.10 ...	Universal Office, Regent Circus	" 3.20 ...
Cross Keys, Wood-street, Cheapside	" 4. 0 ...	Golden Cross, 33, Regent Circus	" 2.20 ...
Bolt-in-Tun, Fleet-street	" 3.45 ...	Old White Horse Cellar, Piccadilly	" 3.15 ...
White Horse, Fetter Lane	" 1.50 ...	213, Oxford-street, Hyde Park	" 1.20 ...
George and Blue Boar, Holborn	" 1.45 ...	Griffin's Green Man and Still, Oxford-street	" 1.30 ...
Golden Cross, Charing Cross	" 3.30 ...	Universal Office, 90, Borough	" 4. 0 ...

Also, at the following Receiving Offices—

Phœnix, King William-street	up to 4.40 p.m.	New White Horse Cellar (Hatchett's), Piccadilly,	up to 3.15 p.m.
The White Lion Cellar, Gracechurch-street	" 4.35 ...	Gloster Coffee House, Oxford-street	...
11, Gracechurch-street	" 4.30 ...	Great Northern Railway Office, Oxford-street	" 1.20 ...
16, Fish Street Hill	" 4.30 ...	Moore's Green Man, Oxford-street	" 1.30 ...
Flowerpot, Bishopsgate-st. (corner of Threadneedle-street	" 4.20 ...	Blue Posts, 6, Tottenham Court Road	" 1.40 ...
Four Swans, Bishopsgate-street	" 4.20 ...	Kingston's Office, Southampton-street, Fitzroy Square	" 1. 0 ...
65, Aldgate	" 4. 0 ...	14, Pentonville road, Islington	" 4.30 ...
Belle Sauvage, Ludgate Hill	" 4. 0 ...	64, Westminster Bridge Road	" 2.40 ...

And at all Stations on the South Eastern Railway.

PARCELS ARE ALSO RECEIVED AT THE FOLLOWING RECEIVING OFFICES IN

Liverpool ..... Mr. Smyth, Walmer Buildings; and Mr. Thurston, Lime Street Station, and 2, Dale Street.
Manchester ..... 126, Market Street.
Leeds ..... Mr. Staley, 186, Briggate.
Sheffield ..... Mr. Henstock, 14, Market Street.
Nottingham ..... Mr. Haynes, 16, Bridlesmith Gate.
Leicester ..... Mr. Weare, Gallowtree Gate.
Lincoln ..... 175, High Street, (next door to the Great Northern Hotel.)
Leamington ..... Mr. Bell, Bath Street.
Birmingham ... Swan Office, High Street.
Bradford ..... Midland Railway Company.
Edinburgh & Glasgow ..... Caledonian Railway Company.
Derby ..... Mr. W. Wallis, Bell Hotel, Sadler Gate.
Dublin ..... Mr. Fishboure, Bachelors' Walk.
Belfast ..... Ulster Railway Company.

Parcels and Merchandise for any part of Europe, not included in the foregoing arrangements, without limit of weight, if consigned to the care of the South Eastern Railway Company, will be conveyed to Boulogne, whence the Agent of the Company there will forward the same to destination.

For all further particulars, see Book of Tariffs, to be had at the above Offices,—Price One Penny.

See page 22 for List of Places on the Continent to which Parcels can be sent.

SCALE OF RATES CHARGED UNDER THE NEW TARIFFS.

ORDINARY PARCELS.

PARIS, via Calais, up to 7 lbs., 2s. 6d.; 7 to 12 lbs. 3s. 6d.; by Paris Parcels Express.

CALAIS, up to 7 lbs., 1s. 6d.; 7 to 12 lbs. 2s. 0d.

BY CONTINENTAL PARCELS' EXPRESSES

FROM LONDON TO	lbs. 2	lbs. 4	lbs. 7	lbs. 10	lbs. 14	lbs. 20	lbs. 30	lbs. 40	lbs. 50	lbs. 60	lbs. 70	lbs. 80	lbs. 90	lbs. 100	lbs. 120	lbs. 140	lbs. 160	lbs. 180	lbs. 200
***Paris**, via Boulogne	1 4	2 0	2 0	2 0	3 2	3 2	4 5	5 2	6 0	6 10	7 7	8 5	9 2	10 0	12 0	14 0	16 0	18 0	20 0
Lyons, via Boulogne	..	2 9	3 3	3 9	5 10	6 10	9 1	11 1	13 3	15 2	17 2	18 11	23 1	27 4	31 2	35 2	39 1	43 0	46 11
Marseilles, via B'logne	..	2 11	3 11	4 5	7 3	8 3	11 1	13 10	16 7	19 4	22 1	24 10	28 6	29 6	34 1	38 8	43 3	47 10	52 5
Any Town in **Belgium** via Ostend	..	3 3	3 11	3 11	4 6	4 6	6 8	8 6	10 3	12 1	13 10	15 8	17 6	19 3	21 2	24 6	27 10	31 2	34 5
Cologne, via Ostend	..	3 8	4 6	4 6	5 4	5 4	7 10	10 1	12 3	14 6	16 8	18 10	21 1	23 3	26 0	30 1	34 3	38 4	42 5
Boulogne	..	1 0	1 3	1 6	1 9	2 3	2 9	3 3	3 9	4 3	4 9	5 3	5 9	6 3	7 3	8 2	9 3	10 3	11 3

* **For Time Table of Through Parcels and Merchandise Service** between **London and Paris,** see Small Bill issued by the Company.

LONDON AND BOULOGNE.

REDUCED RATES for FISH and FRESH MEAT, ON AND AFTER 1st MAY:—

SALMON and FRESH MEAT ... ... **3s. 0d. per cwt.**

SEA FISH ... ... **2s. 0d.** "

Fresh Fish, not being Sea Fish, can now be forwarded daily by the Tidal Train and Passenger Boat at the above Through Rates from London to Boulogne Harbour, *including Dues.*

Fresh Meat and Sea Fish sent by Passenger Boat is still subject to the contingency of an additional charge for *extra* Harbour dues, but can be forwarded by Tidal Train and *first Merchandise Boat* at the same through rate as fish, without any additional charge for Harbour dues.

The articles must be at the London Bridge Station at least half an hour previous to the departure of the Train, or they will not be forwarded.

N.B.—All Goods, Horses, Cattle, and other Animals, conveyed by the Company, by Sea, or on the Continent, are conveyed subject to the Special Conditions issued by the Company for such conveyance. Fragile Parcels are conveyed only at Owner's risk, unless upon Payment of an additional charge of half the ordinary Rates for Parcels under £10 value. Parcels above that value will be charged the Special Rate provided by Carrier's Act.

DIRECTIONS TO SENDERS OF PARCELS.

Every Parcel should be addressed fully and legibly, and carefully wrapped up and corded.

It must be accompanied by a declaration of contents, weight, and value, signed by the sender, who is responsible for the correctness of same, and liable for the consequences of any false or erroneous statement therein. Forms will be supplied on application at any of the Booking Offices, or the Declaration may be made on the Cover of the Parcel.

Articles of Value forming Value Parcels must be contained in bags sewn on the inside, or in packages tightly closed with a cord at each extremity, on which there must be a seal in wax or lead, or in cases or casks of sufficient strength, corded and sealed. The declaration must bear a corresponding seal.

Parcels must not contain letters. When several Parcels are packed together, Double Rates will be charged. Prepayment of Carriage is optional, except in cases of Packed Parcels, which must be prepaid.

If any Parcel be refused, the carriage both ways, and Customs' duties, if any, as well as all other expenses, will be charged to the sender, and payment strictly enforced.

The Company are not liable for the loss of, or injury to, any uninsured Parcel, the value of which exceeds £10, or for fire, or sea risk, in any case.

Complaint should be made at once to the General Manager at the London Bridge Terminus, in case of any delay, loss, or irregularity as regards Parcels, in order that immediate enquiry may be made, otherwise the Company will not be responsible.

Care should be taken that the Parcels are sent to the Company's Offices given herein; and addressed—To be forwarded by SOUTH EASTERN RAILWAY, via Calais, Ostend, or Folkestone, as the case may require.

For more detailed directions, see small book of Tariffs.

Note—A charge of five per cent is made on sums "paid on," exceeding £2; no charge for sums under that amount.

CONVEYANCE OF BULLION
VALUABLE AND OTHER PARCELS AND MERCHANDISE, TO AND FROM THE CONTINENT.

RAILWAY CLUB HIGH HOLBORN LONDON

TARIFF of THROUGH RATES between LONDON and PARIS,

Via FOLKESTONE and BOULOGNE,

For BULLION, SPECIE, and VALUABLE PARCELS,

Including **Insurance** within limit of the declared value, but **not Sea Risk**; also, Booking, Customs' formalities, and delivery:—

	Per £40.				Minimum Charge.					
	s.	d.		f.	c.	£	s.	d.		f.	c.
For Sums under £400, at per £40 or 1000 francs	2	8	or	3	25	0	2	8	or	3	30
£400 and under 800, do. do. do.	2	3	,,	2	75	1	6	5	,,	33	0
800 do. 4000, do. do. do.	1	10	,,	2	25	2	4	0	,,	55	0
4000 and upwards do. do. do.	1	7	,,	2	0	9	0	0	,,	225	0

The charge for collection in Paris is, for Silver, a halfpenny per £40; Gold, a farthing, with minimum of fivepence per consignment.

Bullion is only received in **London** at London Bridge Station, and 4, Moorgate Street, City. In **Paris**, at the Northern of France Railway Station, 21, Place Roubaix; Central Office of ditto, 21, Rue du Bouloy, and 31, Rue Coquillière; and at the South Eastern Railway Office, 4, Boulevard des Italiens.

VALUABLE PARCELS' TARIFF.

LONDON to BELGIUM (via Calais and Dover, and vice versa.)

£ £	£ s. d.	£ £	£ s. d.
Below —... 40	0 3 1	From 200 to 240	1 2 0
From 40 to 80	0 7 8	,, 240 ,, 280	1 4 10
,, 80 ,, 120	0 11 6	,, 280 ,, 320	1 7 8
,, 120 ,, 160	0 15 4	,, 320 ,, 360	1 10 6
,, 160 ,, 200	0 19 2	,, 360 ,, 400	1 13 4

Above £400.....2s. 0d. per every additional £40, or portion of £40.

The above Charges will be a guide to the Rates for other places on the Continent.

Rates between London and Boulogne, or Calais, for Bullion, Specie, and Valuable Parcels.

These are conveyed from LONDON to BOULOGNE, *via* Folkestone, and *vice versa*, at the following rates, INCLUDING DELIVERY IN LONDON, and also INCLUDING INSURANCE against loss (except arising from Civil Commotion or the Queen's Enemies), but NOT sea risk.

Not exceeding ... ,, ... £40... ... ... 2s. 0d.					
Above £40 and not exceeding 60... ... ... 3s. 0d.		Above £200 and not exceeding £240 ... ... 12s. 0d.			
,, 60 ,, 80... ... ... 4s. 0d.		,, 240 ,, 280 ... ... 14s. 0d.			
,, 80 ,, 120... ... ... 6s. 0d.		,, 280 ,, 360 ... ... 16s. 0d.			
,, 120 ,, 160... ... ... 8s. 0d.		,, 360 ,, 440 ... ... 18s. 0d.			
,, 160 ,, 200... ... ... 10s. 0d.		,, 440 ,, 520 ... ... 20s. 0d.			
Above £520 and not exceeding £800 ... ... 4s. 2d. per cent.					
,, 800 and under 4,000 ... ... 3s. 2d. ,,					
£4,000 ,, 20,000 ... ... 3s 0d. ,,					
20,000 ,, 30,000 ... ... 2s. 9d. ,,					
30,000 ,, 40,000 ... ... 2s. 6d. ,,					
40,000 ,, 50,000 ... ... 2s. 3d. ,,					
£50,000 and upwards ... ... 2s. 0d. ,,					

In the case of Consignments above £520, fractional parts of £100 will be charged as £100.

LOCAL RATES FOR SILVER.

LONDON to DOVER, or any Intermediate Station:—

Under £50	2s. 6d.	£100 and under £200.....	7s. 6d
£50 and under £100	5s. 0d.	Above £200.....	2s. 6d. per cen

Watches, to or from London Station, are charged double the rates for ordinary Parcels; but not less than Value Parcels' Rate.

GOODS AND PARCELS FOR THE CONTINENT.

The Company undertake the conveyance of Goods Daily to Boulogne for all parts of the Continent, through the Goods Department at Bricklayers' Arms, where all information as to Rates, &c., can be obtained, either by personal application or by letter addressed to Mr. E. B. Noden, Goods Manager. For these the Company at present can only give Rates to Boulogne, whence the Agent of the Company there, Mr. Thomas Barnard, will forward the consignments to destination.

Goods and Parcels from the Continent, consigned to the South Eastern Railway, will be received by the Company's Officers at Folkstone, and delivered or forwarded as addressed, with care, economy, and despatch.

No charge for entry will be made on Small Parcels on which no dues have been paid.

Warehousing.—WAREHOUSE RENT will be charged on all Packages remaining at the Warehouse after the expiration of one week.—The Rate to be the same as charged by the Queen's Bonded Warehouses in London.

Merchandise admitted by Customs.—By a recent decision of the English Customs, the Express Parcels under 12 lbs. weight, via Calais, both by the "Continental Parcels Express" and the "Paris Parcels Express," are no longer limited to **Samples**; all Articles legally admissible, **including Merchandise,** being permitted to pass through the Custom House at Dover without detention. This important concession will give facilities to the Public never hitherto enjoyed, combining low rates (without the expense of intermediate Agents) and rapid transit.

Prohibitions by French Government.—The Public are informed that Parcels containing any of the following descriptions of Articles cannot be forwarded to France except by Post, under a penalty of from 150 to 3,000 francs:—Letters, whether the Seals be broken or not; Newspapers, Periodicals, Handbills, Circulars, whether Printed, Lithographed, or Autographed; Prospectusses, Papers of Value, under 2 lbs. in weight; Law Papers and Documents of every description, under 2 lbs. in weight.

The exceptions to the above, and which may be forwarded as Parcels in the usual manner, are:—Papers of Value, above 2 lbs. in weight; Law Papers and Documents, above 2 lbs. in weight; Maps and Plans.

N.B.—The Company will not be responsible for the consequences arising from any infringement of the above French Postal Regulations by the Senders of Parcels.

All Parcels must be accompanied by a Statement of Contents and Value.

For Rates, and directions as to the mode of sending Parcels, and all information, see the Company's Tariffs, which can be had on application at any of the Offices named, or to the General Manager, London Terminus.

Parcels should be addressed, "To be forwarded by the South Eastern Railway."

AGENTS AND OFFICES OF THE COMPANY ON THE CONTINENT.

OFFICE.	NAME OF AGENT	WHERE SITUATED.
BOULOGNE	Mr. BARNARD	**18, Quai des Paquebots.**
CALAIS	Mr. BOULET	**Railway Station.**
PARIS	Mr. BINGLEY	**4, Boulevard des Italiens.**
OSTEND	Mr. UYTBORCK	**19, Quai de l'Empereur.**
BRUSSELS	Mr. UYTBORCK	**74, Montagne de la Cour.**
ANTWERP	Mr. MICHEL KRYN	**3, Rue de la Place Verte.**
GHENT	Mr. HOSTE	**43, Rue des Champs.**
LIEGE	Mr. CH. MICHEL	**Rue de la Place Verte.**
ROTTERDAM	Mr. W. VAN ELST	**187, Boomptjes.**
UTRECHT	At the RAILWAY STATION	.....
AMSTERDAM	Mr. M. J. VANDER HULST	**452, J. J. Singel.**
AIX-LA-CHAPELLE	Mr. MAYER	**43, Buchel.**
COLOGNE	Mr. UYTBORCK	**3, Friederich Wilhelm Strasse.**
BONN	MM. COHEN and SOHN	**453, Market Place.**
COBLENCE	Mr. R. F. HERGT	**Bookseller, 18, Rheinstrasse.**
MAYENCE	Mr. Victor VONZABERN	**Bookseller.**
WIESBADEN	Mr. P. W. KAESEBIER	**12, Langgasse.**
FRANCFORT (O.M.)	Mr. JOS. BAER	**18, Ross Markt [Opposite Gutenberg's Monument], Repository of Ancient and Modern Books.**
HAMBURG	L. F. MATHIES & CO.	**4, Rodings Markt.**
BERLIN	A. ASCHER & CO.	**Booksellers, 20, Unter den Linden.**

And at the Stations of the Northern of France, and Paris and Lyons Railway Companies; also (for Parcels, via Calais) at all the Belgian Government Railway Stations, and the Royal Prussian Post Offices.

FARES FOR HACKNEY CARRIAGES,

TO OR FROM SOUTH EASTERN RAILWAY (LONDON BRIDGE STATION),

WITHIN A CIRCLE OF 4 MILES RADIUS FROM CHARING CROSS, MEASURED BY AUTHORITY OF THE COMMISSIONERS OF POLICE.

NOTE.—L signifies London-bridge; S, Southwark-bridge; Wat, Waterloo-bridge; W, Westminster-bridge; V, Vauxhall-bridge

FARES FOR ONE-HORSE CARRIAGES.

1.—BY DISTANCE.—For Two Persons, sixpence per mile, or part of a mile. If carriage discharged beyond four miles of Charing Cross, one shilling for every mile or part of a mile **beyond such radius.** No back fare can be demanded. When a carriage is detained by the hirer, a sum of sixpence for every complete fifteen minutes so detained (over and above the fare by distance), can be claimed.

2.—BY TIME.—For Two Persons, for any time not exceeding one hour, two shillings. For every fifteen minutes or part of fifteen minutes, after the first hour, sixpence. No back fare can be demanded. Driver hired by time must drive at the rate of four miles per hour, but if required to drive **faster, then** a further sum of sixpence for every mile or part of a mile beyond four miles, done within the hour, must be paid.

3.—BY TIME OR DISTANCE.—Fares for more than Two Persons.—When more than two persons are carried, one sum of sixpence is to be paid for each person above the number of two, for the **whole hiring** (no matter what the time engaged or distance travelled), in addition to the fares by distance or time for two persons. Two children under ten years of age count as one adult.

4.—LUGGAGE.—If only **two** persons travel, no extra payment is allowed for a reasonable quantity of luggage, whether placed inside or outside; but if more than two persons travel inside, and more luggage is conveyed than can be carried inside, then twopence for each box or package carried **outside.**

5.—TICKETS.—Every driver is bound to deliver a Ticket, bearing the number of the carriage, to hirer.

6.—One mile is 1760 yards.

Fares: French		TO OR FROM		Fares: Engl.	
fr.	c.			s.	d.
3	75	Acacia-road, *Avenue-road*	L	3	0
3	15	Albany-st, Regent's-pk, *Barracks*	L	2	6
1	25	Aldersgate-street, *Barbican* ...	L	1	0
3	15	Alpha-road., *St. John's Wood* ...	L	2	6
2	50	Audley-street, South, *Mount-street*	L	2	0
2	50	Baker-street, Portman-sq, *King-st.*	L	2	0
3	15	Baker-street, Upper, *New-road*	L	2	6
0	65	Bank of England	L	0	6
0	65	Bankruptcy Court, *Basinghall-st.*	L	0	6
3	15	Battersea Bridge, *Beaufort-street*	W	2	6
3	15	Battersea, *The Old Church*		2	6
3	75	Bayswater, *Petersburgh-place* ...	L	3	0
1	90	Bedford-square, N.W.	L	1	6
2	50	Belgrave-square, N.W.	W	2	0
2	50	Berkeley-square, N.W. ...	Wat	2	0
1	90	Bethnal Green, *The Church* ...	L	1	6
0	65	Bishopsgate-street, *Houndsditch*	L	0	6
1	25	Blackfriars Bridge, *Chatham-place*	L	1	0
0	65	Blackfriars-road, *Charlotte-street* ...		0	6
1	90	Bloomsbury-square, N.W. ...	L	1	6
2	50	Bond-street, *Oxford-street*	L	2	0
1	90	Bond-street, *Piccadilly* ...	Wat	1	6
3	15	Botanic Gardens, *Regent's-park* ...	L	2	6
1	25	Bricklayer's Arms, *Old Kent-road* ...		1	0
1	90	British Museum	L	1	6
2	50	Brixton, *The Church*		2	0
3	15	Brixton Rise, *The Telegraph*		2	6
1	90	Broad-street, *High-st, St. Giles's* ...	L	1	6
3	15	Brompton-square, N.W.	W	2	6
2	50	Brook-street, *Davies-street*		2	0
1	90	Brunswick-square, N.W.	L	1	6
3	15	Bryanstone-square, N.W.... ...	L	2	6
1	90	Buckingham-gate, *St. James's-pk.*	W	1	6
3	15	Cadogan Pier, *Chelsea*	W	2	6
2	50	Cadogan-place, *Pont-street* ...	W	2	0
1	25	Camberwell Gate		1	0
1	90	Camberwell Green		1	6
1	90	Cambridge Heath Gate	L	1	6
3	15	Cambridge-square, N.W. *Hyde-pk.*	L	2	6
2	50	Camden Town, *Mother Red Cap*	L	2	0
2	50	Cavendish square, N.W.	L	2	0
1	25	Chancery-lane, *Holborn*	L	1	0
1	90	Charing Cross, *The Statue* ...	Wat	1	6
0	65	Cheapside, *Wood-street*	L	0	6
2	50	Chelsea Hospital	W	2	0
2	50	Chesham-place, N.W.	L	2	0
2	50	Chester-square, N.W., *Pimlico*	W	2	0
1	25	Christ's Hospital, *Newgate-street*	L	1	0
1	90	City-road, *Macclesfield-street* ...	L	1	6
3	15	Clapham Common, *The Plough* ...		2	6
2	50	Clarendon-sq, N.W., *Somer's Town*	L	2	0
1	25	Clerkenwell Green	L	1	0
0	65	Coal Exchange	L	0	6
1	90	Commercial Docks, *Plough Bridge*		1	6
1	90	Commercial-road East, *Margt.-st.*	L	1	6
0	65	Corn Exchange, *Mark-lane* ...	L	0	6
1	90	Covent-garden, *Gt. Russell-st.*	Wat	1	6
3	15	Cremorne Gardens	V	2	6
3	15	Cumberland-terrace, *Regent's-pk.*	L	2	6
0	65	Custom House	L	0	6
3	15	Dorset-square, N.W., *New-road*	L	2	6
1	90	Downing-street	W	1	6

Fares: French.		TO OR FROM		Fares: Engl.	
fr.	c.			s.	d.
3	15	Dulwich, *Halfmoon-lane, Red Post-la.*		2	6
2	50	Eaton-square, N.W., *Pimlico* ...	W	2	0
2	50	Ebury-street, *Coleshill-street* ...		2	0
2	50	Eccleston-square, N.W., *Pimlico*	W	2	0
1	25	Elephant and Castle, *Newington* ...		1	0
2	50	Euston-square, N.W., *New-road*	L	2	0
1	25	Exeter Hall, *Strand*	Wat	1	0
		Exhibitions:			
2	50	Colosseum, *Regent's-park* ...	L	2	0
2	50	Cyclorama, *Albany-street* ...	L	2	0
1	90	Egyptian Hall, *Piccadilly*	Wat	1	6
1	90	Gal. of Illus., 14, *Regent-st.*	Wat	1	6
2	50	Mad. Tussaud's, 58, *Baker-st.*	L	2	0
2	50	Polytechnic Inst., *Regent-st.*	L	2	0
3	75	Eyre Arms, *St. John's Wood* ...	L	3	0
3	75	Finchley-road, *The Swiss Cottage* ...		3	0
1	25	Finsbury-square, N.W.	L	1	0
2	50	Fitzroy-square, N.W., *New-road*	L	2	0
1	25	Fleet-street, *Fetter-lane* ...	L	1	0
3	75	Fulham-road, *Stamford Bridge*	W	3	0
5	15	Gloucester-square, N.W.	L	2	6
1	90	Golden-square, *Regent-street*	Wat	1	6
1	25	Goswell-street, *Compton-street* ...	L	1	0
2	50	Gower-street, *New-road*	L	2	0
1	25	Gray's Inn Gate, *Holborn*	L	1	0
1	90	Greenwich, *Road to, Kender-street*		1	6
2	50	Grosvenor-place, *Chapel-street*	W	2	0
2	50	Grosvenor-square, N.W.	L	2	0
2	50	Grosvenor-street, Up., *Park-street*	L	2	0
0	65	Guildhall, *City*	L	0	6
2	50	Hackney, *Well-street, Mare-street*	L	2	0
4	40	Hammersmith Gate	W	3	6
4	40	Hammersmith, *Cornwall-road*	W	3	6
3	75	Hampstead, *High-street, Heath-st.*	L	3	0
2	50	Hanover-square, N.W.	L	2	0
3	15	Hanover-terrace, *Regent's-park*	L	2	6
2	50	Harley-street, *Weymouth-street*	L	2	0
3	15	Hereford-sq, N.W., *Old Brompton*	W	2	6
3	75	Highgate-hill, *Archway Tavern*	L	3	0
1	25	Holborn-hill, *Hatton-garden* ...	L	1	0
		Hospitals:			
1	25	Bethlehem, *St. George's-fields* ...		1	0
1	90	Charing C., *Agar-st, Strand*	Wat	1	6
3	15	Consumption, *Brompton* ...	W	2	6
2	50	German, *Dalston*	L	2	0
0	65	Guy's, *High-street, Borough* ...		0	6
1	25	King's College, 7, *Portugal-st.*	L	1	0
3	75	Lock, *Harrow-road* ...	L	3	0
1	25	London, *Whitechapel-road*	L	1	0
1	90	London Fever, *L'pool-rd, Islin.*	L	1	6
1	90	Lying-in, *Endell-st, Long-acre*	L	1	6
1	25	Lying-in, General, *York-road*		1	0
1	25	Lying-in, London. *Old-street*	L	1	0
3	15	Lying-in, Queen's, *New-road*	L	2	6
1	90	Middlesex, *Charles-street* ...	L	1	6
1	90	Royal Free, *Gray's-inn-road*	L	1	6
1	25	St. Bartholomew's, *Smithfield*	L	1	0
1	25	St. Luke's, *Old-street*	L	1	0
3	15	St. Mary's, *Cambridge-pl, Pad.*	L	2	6
0	65	St. Thomas's, *High-st, Borough*		0	6

Fares for Hackney Carriages—*continued.*

Fares: French.		TO OR FROM		Fares: Engl.	
fr.	c.			s.	d.
		Hospitals—*continued.*			
1	90	University, *Gower-street* ...	L	1	6
1	90	Westminster, *Broad Sanctuary*	L	1	6
1	90	Hungerford Market	L	1	6
2	50	Hyde Park Corner, *The Lamp Post*	L	2	0
3	15	Hyde Park Gardens	L	2	6
3	15	Hyde Park-square, N.W. ...	L	2	6
1	90	Islington, *The Angel*	L	1	6
1	90	Kennington Gate		1	6
4	40	Kensal Green, *The Church*	L	3	6
3	75	Kensington, *The Church*	W	3	0
3	75	Kensington Crescent	W	3	0
3	15	Kensington Gardens, *Hopwood's-gate*		2	6
3	15	Kensington Gardens, *Kensington-gate*		2	6
3	75	Kilburn Gate	L	3	0
1	90	King's Cross	L	1	6
1	90	Kingsland-road, *Canal Bridge* ...	L	1	6
3	15	King's-road *Man in the Moon*	W	2	6
0	65	King William-st., City, *Cannon-st.*	L	0	6
2	50	Knightsbridge, *Sloane street* ...	W	2	0
1	25	Lambeth Marsh, *Bridge Road* ...		1	0
0	65	Leadenhall-street, *East India House*	L	0	6
1	90	Leicester-square, N.W. ...	Wat	1	6
1	25	Lincoln's-inn, *Serle-street*	L	1	0
0	65	Lombard-street, *Birchin-lane* ...	L	0	6
0	65	London Bridge, *Adelaide-place*	L	0	6
1	25	London Docks	L	1	0
1	90	Long-acre, *St. Martin's-lane* ...	L	1	6
3	15	Lord's Cricket Ground	L	2	6
2	50	Lowndes-square, N.W.	W	2	0
1	25	Ludgate-hill, *Farringdon-street*	L	1	0
3	15	Maida-hill, *Aberdeen-place* ...	L	2	6
2	50	Manchester-square, N.W. ...	L	2	0
0	65	Mansion House, *City*	L	0	6
0	65	Mark-lane, *Fenchurch-street* ...	L	0	6
1	25	Mile-end-gate	L	1	0
1	90	Mile-end-road, *Jews' Cemetery* ...	L	1	6
1	25	Mint, *Tower-hill*	L	1	0
3	15	Montague-square, N.W.	L	2	6
0	65	Moorgate-street, *London Wall* ...	L	0	6
3	15	New-road, *Lisson-grove*	L	2	6
2	50	New-road, *Portland-road* ...	L	2	0
2	50	New-road, *Tottenham-court-road*	L	2	0
		News Offices:			
1	25	Advertiser, M., 127, *Fleet-street*	L	1	0
1	25	Daily News, *Bouverie-st, Fleet-st*	L	1	0
1	25	Globe, 127, *Strand* ...	Wat	1	0
1	25	Herald, M., *Catherine-street* ...	L	1	0
1	25	Post, M., *Wellington-st, Str*	Wat	1	0
1	25	Standard, *Shoe-lane, Fleet-st.*	L	1	0
1	25	Sun, 112, *Strand*	Wat	1	0
1	25	Times, *Printing-house-square*	L	1	0
3	75	Notting-hill-square, N.W. ...	L	3	0
1	25	Obelisk, *St George's-fields*		1	0
1	25	Old Bailey, *Central Criminal Court*	L	1	0
0	65	Old Broad-street, *Winchester-street*	L	0	6
3	15	Onslow-square, *Brompton*, N.W.	W	2	6
2	50	Oxford-street, *Edgeware-road* ...	L	2	0
2	50	Oxford-street, *Regent-circus* ...	L	2	0
1	90	Oxford-street, *Tottenham-court-rd.*	L	1	6
3	15	Oxford-square, *Hyde-park*, N.W.	L	2	6
1	90	Pall-mall, *George-street* ...	Wat	1	6
2	50	Park-lane, *Mount-street* ...	Wat	2	0
2	50	Park-square, *Regent's-park*, N.W.	L	2	0
4	40	Parson's-green, *Munster-house*	W	3	6
1	90	Peckham, *Vestry-hall*		1	6
3	15	Peckham-rye-road, *East Dulwich* ...		2	6
2	50	Piccadilly, *Half Moon-street* ...	Wat	2	0
1	90	Piccadilly, *Haymarket*	Wat	1	6
2	50	Portland-place, *Duchess-street* ...	L	2	0
2	50	Portland-street, Gt, *Portland-road*	L	2	0
2	50	Portman-square, N.W.	L	2	0
1	25	Post-office, *St. Martin's-le-Grand*	L	1	0
1	90	Queen's square, *Bloomsbury*, N.W.	L	1	6
1	90	Queen's-sq, *Westminster*, N.W.	W	1	6
		Railways:			
1	25	Eastern Counties, *Shoreditch*	L	1	0
1	90	Eastern C., *Mile-end, Cam.-rd.*	L	1	6
1	90	Great Northern, *King's-cross*	L	1	6

Fares: French.		TO OR FROM		Fares: Engl.	
fr.	c.			s.	d.
		Railways—*continued.*			
3	15	Great Western, *Paddington*	L	2	6
0	65	London & S'wall, *Fenchurch-st.*	L	0	6
1	90	L. & S'wall, *Shadwell, Ch.-rd.*	L	1	6
	...	Lon., Brighton, & S. Coast, *Lon. B.*		...	
2	50	Lon. & N. Western *Euston-sq.*	L	2	0
1	25	Lon. & S. Western, *Waterloo-rd.*		1	0
1	90	Lon. & S. Western, *Nine Elms*		1	6
1	90	Lon. & S. Western, *Vauxhall*		1	6
2	50	North Lond., *Broadw., Cam.T*	L	2	0
2	50	North London, *Caledonian-rd.*	L	2	0
2	50	North Lon., *Islington & Highbury*	L	2	0
2	50	North London, *Kingsland* ...	L	2	0
	...	South Eastern, *London Bridge*		...	
1	25	S. Eastern, *Bricklayers' Arms*		1	0
1	90	Red Lion-square, N.W.	L	1	6
1	90	Regent's-sq, *Gray's inn-rd*, N.W.	L	1	6
2	50	Regent-street, *Langham-place* ..	L	2	0
1	90	Regent-street, *Piccadilly* ...	Wat	1	6
1	90	Russell square, N.W.	L	1	6
3	15	Rutland-gate, *Hyde-park*	W	2	6
1	90	St. George's-square, *Thames Bank*	V	1	6
1	90	St. James's-square, N.W. ...	Wat	1	6
1	90	St. James's-street, *King-street*	Wat	1	6
1	25	St Katherine's Docks	L	1	0
2	50	St. Pancras Workhouse, *King's-rd.*	L	2	0
1	25	St. Paul's C'yard, *Paul's Chain*	L	1	0
2	50	Sloane-square, *Sloane-street* ...	W	2	0
2	50	Sloane-street, *Hans-street*... ...	W	2	0
1	25	Smithfield, West, *Long-lane* ...	L	1	0
1	90	Soho-square, N.W.	L	1	6
0	65	Southwark Bridge, *Queen-street-pl.*	S	0	6
1	25	Spitalfields, *The Church*	L	1	0
1	90	Stepney-green, *King John's Palace*	L	1	6
2	50	StokeNewington-rd, *Wellington-rd.*	L	2	0
1	25	Strand, *Wellington-street*	Wat	1	0
1	90	Tavistock-sq, *St. Pancras*, N.W.	L	1	6
1	25	Temple Bar	L	1	0
		Theatres:			
1	90	Adelphi	Wat	1	6
1	25	Astley's		1	0
1	25	City of London, *Norton Folgate*	L	1	0
1	90	Cov.-garden, I. Op., *Bow-st.*	Wat	1	6
1	90	Drury Lane...	L	1	6
1	90	Haymarket	Wat	1	6
1	90	Italian Opera, *Haymarket*	Wat	1	6
1	25	Lyceum, *Wellington-st, Str.*	Wat	1	0
3	15	Marylebone, *Church-st, Padin.*	L	2	6
1	25	Olympic, *Wych-street*	L	1	0
1	25	Pavilion, *Whitechapel-road* ...	L	1	0
1	90	Princess's *Oxford-street* ...	L	1	6
1	90	Queen's, *Tottenham-court-rd.*	L	1	6
1	90	Sadler's Wells, *Islington* ...	L	1	6
1	90	St. James's, *King-street* ...	Wat	1	6
1	25	Standard, *Shoreditch*	L	1	0
1	25	Strand	L	1	0
1	25	Surrey, *Blackfriars-road* ...		1	0
1	25	Victoria, *New Cut, Lambeth* ...		1	0
3	15	Thurloe-square, *Brompton*, N.W.	W	2	6
1	90	Torrington-sq, *Bloomsbury*, N.W.	L	1	6
1	90	Tottenham-court-rd, *Francis-st.*	L	1	6
0	65	Tower of London	L	0	6
3	15	Trafalgar-square, *Brompton*, N.W.	W	2	6
4	40	Uxbridge-road, *Goldhawke-road* ...	L	3	6
1	90	Vauxhall Bridge, *Bridge-road* ...	V	1	6
1	90	Vauxhall Gardens		1	6
2	50	Victoria-park, *Bonner's Hall Gate*	L	2	0
1	90	Victoria-st, W'ster, *Artillery-row*	W	1	6
3	75	Walham-green, *The Church* ...	W	3	0
2	50	Warwick-square, *Pimlico*, N.W.	W	2	0
1	25	Waterloo Bridge, *Lancaster-pl.*	Wat	1	0
3	15	Westbourne-terrace, *James-street*	L	2	6
3	75	West Lond. Cemetery, *Brompton*	W	3	0
1	25	Westminster Bridge, *Bridge-street*	W	1	0
1	90	Westminster, *Houses of Parliament*	W	1	6
1	90	Whitehall, *Horse Guards*	W	1	6
2	50	Wimpole-street, *Gt. Marylebone-st.*	W	2	0
3	15	York & Albany, *Regent's-park* ...	L	2	6
3	15	Zoological Gardens, *Regent's-park*	L	2	6
1	25	Zoological Gardens, *Surrey*		1	0

LONDON & PARIS

IN 9½ HOURS,

BY THE ACCELERATED SPECIAL EXPRESS DAILY DIRECT TIDAL SERVICE:

Via FOLKESTONE and BOULOGNE.

TWO SPECIAL SERVICES EACH WAY DAILY.

The Shortest, Quickest, and Cheapest Route.

A THROUGH NIGHT SERVICE between LONDON & PARIS,

Via FOLKESTONE and BOULOGNE.

For Hours of Departure (which are variable) of both the above Services, see Time Book and Bills.

SEVEN THROUGH SERVICES DAILY BY THE SHORT SEA & MAIL ROUTE.

The Continental Mail Trains of this Company run *to* and start *from* alongside of the Mail Packets on the Admiralty Pier, Dover.

General Reduction in the Rates for Through Tickets.

LONDON AND PARIS RETURN TICKETS;

	First Class.	Second Class.
By either Boulogne or Calais	£3 12 0	£2 12 0

Third Class Through Tickets by the **Night Service**...**20s.**

Belgium, Germany, Holland, the Rhine, &c.,

BY THE APPOINTED MAIL TRAINS,

THREE SERVICES DAILY, VIA DOVER & CALAIS;

NEW DAY SERVICES—Leaving London at 7.30 a.m., via Ostend and via Calais; and 9.30 a.m. via Calais; and 8.35 p.m. via Dover and Ostend.

THROUGH TICKETS ISSUED AND BAGGAGE REGISTERED

(With a free allowance of 56lbs. each Passenger)

TO & FROM THE PRINCIPAL CONTINENTAL CITIES & TOWNS,

IN MANY OF WHICH THERE IS

AN AGENT OF THE COMPANY.

THE PARCELS EXPRESSES

CONVEY PARCELS

TO NEARLY ALL CONTINENTAL DESTINATIONS,

AT THROUGH RATES, AS QUICKLY AS THE MAILS.

A REDUCED and REVISED SCALE of THROUGH RATES for PARCELS and MERCHANDISE, OF ANY WEIGHT, between LONDON and PARIS.

A New Through Tariff between London & Paris, for Bullion and Value Parcels; also, Rates for Value Parcels between London and Belgium.

MERCHANDISE FORWARDED TO BOULOGNE.

FOR ALL INFORMATION, SEE TIME BOOK AND BOOK OF TARIFFS.

For the convenience of persons residing at a distance from a Station, a copy of this Time Book (the only one authorized by the Company), can be delivered at their residences, through the Post Office, each month, by a remittance of 30 Postage Stamps, for a Year's Subscription, to the Publishers, Messrs. M'Corquodale & Co., Union Hall, Union-street, London (S.E.).

LONDON BRIDGE STATION,
SEASON 1862.

C. W. EBORALL, General Manager.