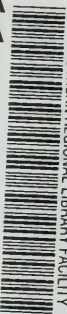


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INFORMATION
for Travellers and Residents

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2
INDIA, BURMA,
AND
CEYLON.

Information
For Travellers and Residents.

WITH FOUR MAPS.

PUBLISHED BY
THOS. COOK & SON,

*Originators of the European Excursion and Tourist System.
Established 1841.*

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For Complete List of Branch Offices and Agencies, see pp. 201-4

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INTRODUCTION.

THIS handbook is published with the view of affording in a compact form a variety of useful information for Travellers going to or returning from India, Burma, and Ceylon, and for Tourists or Residents in those countries, on all matters appertaining to travel in the East, and from the East to any part of the globe.

With Offices and Correspondents in every quarter of the world, we are prepared to extend exceptional facilities to Travellers, and are enabled to offer unequalled advantages as Bankers, Army, Civil Service, Colonial, Shipping, and Forwarding Agents.

Acting under the special authority of the Government of India, and of the Secretary of State for India, as well as of the Railway Administrations of India and Australasia, and being the recognised Agents of the principal lines of steamers and of the railways in all parts of the world, it will be evident that our Passenger and Tourist system, based on an experience of seventy years, may be relied on as complete and practical.

In our Army Agency, Banking and Exchange Departments in Bombay, Calcutta, Colombo, Rangoon, Hong

1472689

Kong, Shanghai and Yokohama, we are in a position to transact every description of business on favourable terms. (See pp. 2, 3, 60, 64, 71, 82, 122, 123, 138, 143, 173, 175, 179.)

Our numerous representatives are prepared to render useful assistance to Passengers and Residents; our Interpreters, in uniform, will be found in various large cities and Tourist centres; and at both European and Eastern ports our baggage clerks meet steamers to assist in the clearance of baggage through the Customs.

Our offices in Hong Kong, Shanghai and Yokohama have already been found of considerable convenience to Eastern travellers. These offices are fully dealt with on pp. 172, 175, 179.

The information contained in the following pages has been revised to the date of publication, but changes and modifications, over which we have no control, may occur at any time, *and all fares and conditions published herein are subject to alteration without notice.* We shall esteem it a favour if those who use this book will point out any inaccuracies or deficiencies, for correction in future editions.

THOS. COOK & SON.

LUDGATE CIRCUS,

LONDON, 1912.

SPECIAL NOTICE.

THOS. COOK & SON give notice that the arrangements shown in this Book are made by them in their capacity as Agents only. All tickets for conveyance by Rail, Steamboat, Boat, Coach, Carriage, Diligence, or Car, over advertised routes are issued by them as Agents for the Companies or Proprietors advertising such routes. In all other cases the arrangements are made by them as Agents for the Passengers. THOS. COOK & SON shall not be held in any way liable for any loss, accident, delay, or irregularity which may occur or be occasioned by reason of any defect in any vehicle, or through the negligence or default of any Company or person concerned in the carrying out of their arrangements not in their actual employment, nor for articles left in carriages on the drives named in this book.

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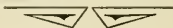
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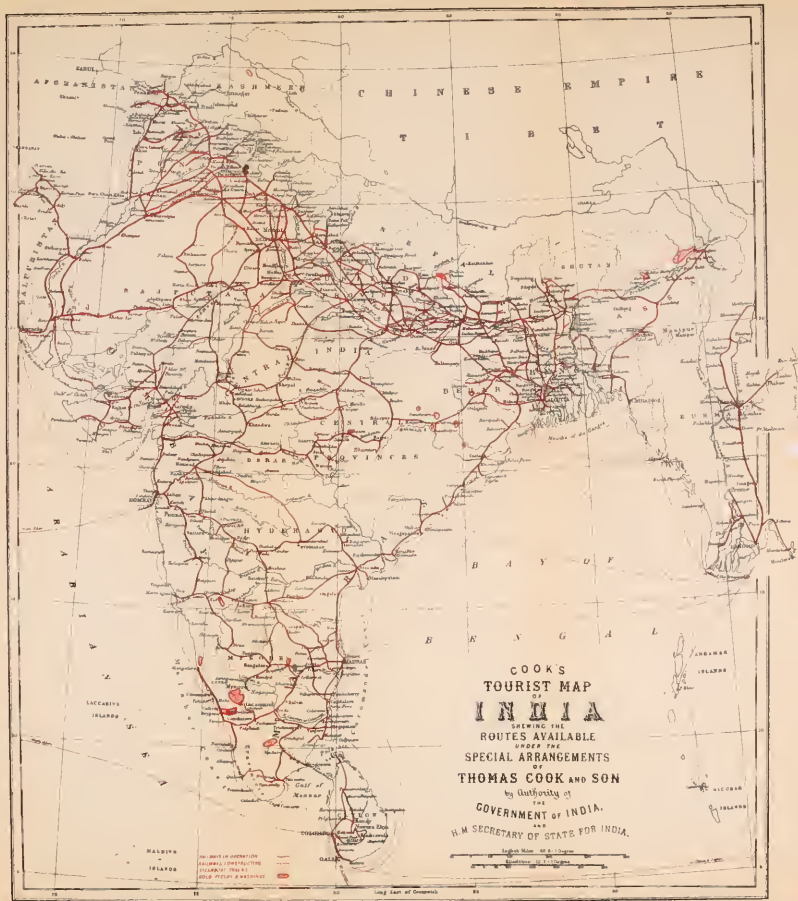
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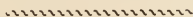






INDIA, BURMA, AND CEYLON

Information for Travellers and Residents.



PART I.

INFORMATION FOR TRAVELLERS TO INDIA, Etc.

IN consequence of the development in the number and size of steamers running between England and India, and owing also to the reduction of fares and to the superior accommodation now obtainable, the traffic is not so strictly confined to certain short periods of the year as was formerly the case. Speaking generally, however, it may be said that the *Outward Passenger Season* commences in September and continues until February, during which time the steamers are full, and passages should be secured at least some weeks in advance.

We sometimes have enquiries on the subject of outfit, but many of our readers who have already paid one or more visits to India will not need any information on this head.

To those travellers visiting India for the first time, say between November and March, the following simple outfits may be recommended:—For men, ordinary summer clothing as worn in England, tweed and flannel suits (coats made to wear without waistcoats if desired), morning and

dress suits of thin black cloth, white and flannel shirts, flannel sleeping suits (pyjamas), woollen drawers and vests, linen collars, merino socks, light walking boots, brown shoes, a light and a heavy overcoat. Rubber-soled shoes (no heels) for shipboard. Pith or sun hats and umbrellas should be purchased in Bombay.

Ladies travelling in India need not burden themselves with a large quantity of baggage. Morning and evening dresses such as would be worn at home in spring and summer, a plentiful supply of underclothing (white and coloured), serge and cotton skirts, silk and cotton blouses, will be found good wear. Washing can be done at short notice everywhere in India.

On the outward voyage, and in the northern parts of India, warm clothing, overcoats, and rugs, and for ladies warm dresses, jackets, and underclothing, rugs and wraps, will be required.

The cool season in the plains of India extends from the end of October to March, and from March to June the Hill districts are enjoyable places of resort. The Rains (S.W. Monsoon) generally set in early in June, after a period of intense heat, and continue for ten or twelve weeks.

Passage Department.—We shall be happy to advise passengers as to the most convenient route, and to secure passages and berths, without charge for commission, by any line of steamers that may be selected.

Passengers are recommended to forward us their instructions at the earliest possible moment, so that we may secure the best available accommodation and register names for places in the Sleeping Car between Calais and Brindisi or Calais and Marseilles if required.

Shipping and Forwarding Department.—We arrange to collect and ship baggage, as fully explained on pp. 13, 37, 140.

Transports and Passenger Steamers met on arrival, and every assistance rendered on board by our representative, who will also undertake the clearing and forwarding of baggage.

Banking Department.—We issue Circular Notes and Letters of Credit, payable at any of *our own offices*, and by our Correspondents throughout the world. We also supply Indian Currency and other Foreign Moneys at

favourable rates, issue drafts on our various offices, and make Telegraphic remittances. We open current accounts and make advances against approved securities ; purchase and sell stocks and shares, and undertake Banking transactions of every kind. (See pp. 60, 64, 71, 82, 122, 138, 173, 175, 179, 188.)

Agency Department.—The Agency of Army Officers, of Civil Servants and others connected with India or the Colonies, undertaken on the usual terms. (See pp. 123, 143.)

Embarking from or landing at British Ports.—Travellers to and from the East, the Cape, or Australia, embarking or landing at Liverpool, Plymouth, Southampton, Dover, or London, are informed that, as official Agents to the MIDLAND RAILWAY, we issue travelling tickets from and to most of the principal towns and tourists resorts of England, Scotland, and Ireland. The Midland Railway Company's Express trains and connections serve most of the places of industrial and tourist interest, and comfortable and expeditious travel is ensured by this route.

Information for Travellers from India to any part of the World will be found on pp. 138-193.

LINES OF STEAMERS TO INDIA, THE FAR EAST, AUSTRALASIA.

Passengers booked, and Berths secured, by any of the principal lines of steamers between Europe, Egypt, India, Burma, Ceylon, Straits, China, Japan, Australasia, among which are the following :—

- Aberdeen* from London to Australia, *via* South Africa.
- Anchor* from Liverpool to Egypt, Bombay and Karachi.
- Anchor-Brocklebank* from Liverpool to Egypt and Calcutta.
- Austrian-Lloyd* from Trieste and Brindisi to Egypt, India, China, and Japan.
- Bibby* from Liverpool and Marseilles to Egypt, Ceylon, and Burma.
- Blue Funnel Line* from Liverpool to Australia, *via* South Africa.
- British India* from London to Egypt, India, Ceylon, East Africa, Mauritius, Queensland, etc.
- Canadian Australian* to Hawaiian Islands, Fiji, New Zealand and Australia, *via* Vancouver.

Canadian Pacific Railway and Steamship Lines to China and Japan, *via* Vancouver.

Ellerman's City from Liverpool to Egypt and Calcutta, frequently calling at Colombo and occasionally at Madras.

Ellerman's City and Hall from Liverpool to Egypt, Bombay and Karachi.

Federal-Houlder-Shire from Liverpool (or London) to Australia and New Zealand, *via* South Africa.

Glen from London to Egypt, Straits, China, and Japan.

Great Northern S.S. from Seattle, U.S.A., to Japan and China.

Henderson Line from Liverpool to Egypt and Burma.

Messageries Maritimes from Marseilles to Egypt, East Africa, India, Ceylon, Australia, China, and Japan.

Natal from London to South and East Africa and India.

Nederland from Southampton and Genoa to Egypt, Ceylon, Straits, Sumatra, and Java.

New Zealand Shipping from London and Plymouth to Tasmania and New Zealand (*via* South Africa).

Nippon Yusen Kaisha from London and Marseilles to Egypt, Ceylon, Straits, China, and Japan; also from Seattle, U.S.A., to Japan and China.

Norddeutscher-Lloyd from Southampton, Gibraltar, Genoa, and Naples, to Egypt, Ceylon, Straits, China, Japan, and Australia.

Oceanic S.S. Co. from San Francisco to Hawaiian Islands, Samoa, and Australia.

Orient Line from London, Gibraltar, Toulon, Naples and Taranto to Egypt, Ceylon, and Australia.

Pacific Mail from San Francisco to the Hawaiian Islands, Japan, and China (calling about every five weeks at Manila).

Peninsular and Oriental from London, Gibraltar, Marseilles, Malta, and Brindisi, to Egypt, India, Ceylon, Straits, China, Japan, and Australia.

Peninsular and Oriental Branch Service from London to Australia, *via* South Africa.

Queensland from London to Queensland direct.

Rotterdam-Lloyd from Southampton and Marseilles to Egypt, Ceylon, Sumatra, and Java.

R.M.S.P. Shire Line (Japan) from London to Straits, China, and Japan.

Shaw, Savill, and Albion from London and Plymouth to Tasmania and New Zealand (*via* South Africa).

Societa Nazionale, etc., from Venice, Brindisi, Genoa and Naples to Egypt and India.

Toyo Kisen Kaisha from San Francisco to the Hawaiian Islands, Japan and China.

Trasatlantica.—Liverpool, Barcelona, etc., to Egypt, Ceylon, Straits, and Manila. (Philippine Islands).

Union S.S. Co. of New Zealand from San Francisco to Tahiti, New Zealand, and Australia.

White Star from Liverpool to Australia, *via* South Africa.

Wilson from Hull to Bombay and Karachi.

"Cook's Ocean Sailing List, with Hints to Intending Travellers by Sea" (gratis), furnishes full information regarding fares and dates of sailing of steamers, etc., to all parts of the world.

Round-the-World Tours by all Routes.

FARES FROM ENGLAND TO INDIA, Etc.

ROUTES TO BOMBAY AND KARACHI.

		1ST CL.	2ND CL.
		£ s. d.	£ s. d.
1. London (Tilbury), P. & O. Mail Steamer, Gibraltar, Marseilles, Port Said, and Aden, to BOMBAY.			
Single Journey		£46 & £52*	£32 & £38*
(Via Colombo one way) Return, available for 24 months		£69 & £78*	£48 & £57*
2. London, Paris, Turin, Bologna, Ancona, Brindisi, P. & O. Mail Steamer, Port Said, Suez, and Aden, to BOMBAY.			
<i>Via Calais.</i> Single Journey	{	51 10 2*	....
		and	
	{	57 10 2*	....
3. London, Paris, Lyons, Marseilles, P. & O. Steamer, Port Said, Suez, and Aden, to BOMBAY.			
Single Journey { including ordinary train {		48 15 2*	34 12 11*
		54 15 2*	and
			40 12 11*
	{ inc. P. & O. special train {	51 10 2*	....
		57 10 2*	....
<i>Via Calais.</i> {			
Return, available for 24 months .. {		76 10 4*	54 5 10*
		85 10 4*	and
			63 5 10*
	in- {	82 0 4*	....
cluding P. & O. special" {		and	
		91 0 4*	....

* The Steamship Company's surtax of 10 per cent. must be added to the steamer portion of these fares.

FARES FROM ENGLAND TO INDIA, Etc.—continued.

ROUTES TO BOMBAY AND KARACHI—continued.

4. London, Paris, Turin, Genoa; thence by Società Nazionale, etc., Steamer to BOMBAY.		1ST CL.	2ND CL.
		£ s. d.	£ s. d.
<i>Via Calais.</i>	Single Journey	37 6 1 and upwards.	28 5 10
	Return, available for 24 months	59 12 2 and upwards.	45 1 8
<i>Via Dieppe.</i>	Single Journey	35 8 2 and upwards.	27 14 3
	Return available for 24 months	57 16 4 and upwards.	43 18 6
5. London, Paris, Turin, Genoa, Pisa, or Bologna, Florence, Rome, Naples; thence by Società Nazionale, etc., Steamer to BOMBAY.			
<i>Via Calais.</i>	Single Journey	39 4 4 and upwards.	29 10 0
	Return, available for 24 months	63 8 8 and upwards.	47 10 0
<i>Via Dieppe.</i>	Single Journey	38 6 6 and upwards.	28 18 6
	Return, available for 24 months	61 13 0 and upwards.	46 7 0
6. London, Calais, Paris, Avricourt, Munich, Salzburg, Tauern Tunnel, Trieste; thence Austrian-Lloyd Steamer to BOMBAY or KARACHI.			
	Single Journey, Mail Service ..	42 14 5	29 9 11
	Return, available for 24 months ..	68 15 10	47 6 10
		1st Cl. Rail, Single Saloon Class Steamer.	2nd Cl. Rail, Single Saloon Class Steamer.
	Single Journey, Intermediate Service	39 8 5	36 3 11
	Return, available for 24 months ..	63 16 10	57 7 10
London, Queenboro', Flushing, Cologne, Munich, Salzburg, Tauern Tunnel, Trieste; thence Austrian-Lloyd Steamer to BOMBAY or KARACHI.			
	Single Journey, Mail Service ..	41 6 2	28 7 8
	Return, available for 24 months ..	65 19 4	45 2 4
		1st Cl. Rail, Single Saloon Class Steamer.	2nd Cl. Rail, Single Saloon Class Steamer.
	Single Journey, intermediate Service	38 0 2	35 1 8
	Return, available for 24 months ..	60 19 10	55 2 10
7. From Liverpool, by Anchor Line to BOMBAY.		1ST CL.	2ND CL.
	Single Journey	37 10 0*	....
	Return, available for 24 months ..	58 0 0*	....

FARES FROM ENGLAND TO INDIA, Etc.—continued.**ROUTES TO BOMBAY AND KARACHI—continued.**

8. From Liverpool, by Ellerman's City and Hall Lines to BOMBAY OR KARACHI.		1ST CL.			2ND CL.		
		£	s.	d.	£	s.	d.
	Single Journey from	37	10	0*	27	10	0*
	Return, available for 24 months ..	58	0	0*	43	0	0*
	Single Journey, by Steamer not carrying Surgeon or Stewardess	28	10	0*	....	
	Return, available for 24 months ..	44	0	0*	....	
9. Messageries Maritimes.	Single Journey from London, <i>via</i> Marseilles to BOMBAY ..	44	0	0	35	4	0
		and			and		
	Return, available for 24 months ..	57	4	0	41	16	0
		and			and		
		66	0	0	52	16	0
		and			and		
		85	16	0	62	14	0

ROUTES TO CALCUTTA.

		1ST CL.			2ND CL.			
		£	s.	d.	£	s.	d.	
10. From London, by P. & O. Intermediate Steamer, <i>via</i> Malta, and Port Said.								
Single Journey		42	0	0*	32	0	0*	
Return, available for 24 months ..		63	0	0*	48	0	0*	
11. From Liverpool, by Anchor-Brocklebank Line Steamer.								
Single Journey		37	10	0*	....		
Return, available for 24 months ..		58	0	0*	....		
Single Journey, by Steamer not carrying Surgeon or Stewardess		28	10	0*	....		
Return, available for 24 months ..		44	0	0*	....		
12. From London, by British India Line Steamer.								
Single Journey		37	10	to*	27	10	to*	
		41	10	0*	30	0	0*	
Return, available for 24 months ..		58	0	0*	43	0	0*	
13. From Liverpool, by Ellerman's City Line Steamer.								
Single Journey from		37	10	0*	27	10	0*	
Return, available for 24 months ..		58	0	0*	43	0	0*	
Single Journey, by Steamer not carrying Surgeon or Stewardess		28	10	0*	....		
Return, available for 24 months ..		44	0	0*	....		
14. Messageries Maritimes.	{ Single Journey, from London, <i>via</i> Marseilles	{	48	8	0	35	4	0
			57	4	0	41	16	0
			72	12	0	52	16	0
	{ Return, available for 24 months ..	{	85	16	0	62	14	0
15. From London, by P. & O. Steamer, to Bombay, rail to Madras, and British India Steamer to RANGOON.								
Single Journey		{	56	0	0*	35	0	(*
						and		
						41	0	0*
Return, available for 24 months		{	86	0	0*	54	0	0*
						and		
						63	0	0*

* The Steamship Company's surtax of 10 per cent. must be added to these fares.

FARES FROM ENGLAND TO INDIA, Etc.—*continued.*

ROUTES TO RANGOON.

		1ST CL.	2ND CL.
		£ s. d.	£ s. d.
From London, by P. & O. to Bombay, rail to Calcutta, British India Steamer to RANGOON	Return, available for 24 months, <i>via</i> Bombay and Calcutta outwards, Madras homewards.. .. .	60 0 0*	....
	Return, available for 24 months, <i>via</i> Calcutta both ways	90 0 0*	£56* & £65*
		92 0 0*	£57* & £66*
From London, by P. & O. Intermediate Steamer, to Calcutta, British India Steamer to RANGOON		45 0 0*	35 0 0*
16. From Liverpool, by Bibby Line Steamer to RANGOON.	Single Journey	50 0 0	....
	Return, available for 24 months	75 0 0	....
17. From Liverpool, by Henderson Line to RANGOON.	Single Journey	35 0 0	....
	Return, available for 24 months	60 0 0	....
Also by all lines to CALCUTTA, COLOMBO, MADRAS, or PENANG, thence British India Line to RANGOON.			
18. From London, <i>via</i> Southampton and Nord-deutscher-Lloyd to COLOMBO, thence by Bibby Line, or <i>via</i> Madras, to RANGOON.	Single Journey	61 12 0	40 14 0
	Return, available for 24 months	92 8 0	69 6 0
19. From London, <i>via</i> Southampton and Nord-deutscher-Lloyd to PENANG, thence British India Steamer to RANGOON.	Single Journey	66 0 0	46 4 0
	Return, available for 24 months	99 0 0	69 6 0

ROUTES TO COLOMBO.

		1ST CL.	2ND CL.
20. From London by P. & O. Mail Steamer.	Single Journey	£42* & £52*	£32* & £38*
	Return, available for 24 months	£63* & £78*	£48* & £57*
	Return, available for 24 months (<i>via</i> Bombay one way)	£69* & £78*	£48* & £57*
By P. & O. Intermediate Steamer.			
	Single Journey	£33* & £35*	£27 0 0*
	Return, available for 24 months	£49* & £52*	£40 0 0*
21. From Liverpool, by Bibby Line.	Single Journey	42 0 0	....
	Return, available for 24 months	63 0 0	....
22. From London, by British India Line.	Single Journey	37 10 to*	27 10 to*
	Return, available for 24 months	41 0 0*	30 0 0*
		58 0 0*	43 0 0*

Fares subject to change.

* The Steamship Company's surtax of 10 per cent. must be added to these fares.

FARES FROM ENGLAND TO INDIA, Etc.—*continued.*ROUTES TO COLOMBO—*continued.*

		1ST CL.			2ND CL.		
		£	s.	d.	£	s.	d.
23.	From Liverpool, by Ellerman's City Line.						
	Single Journey from	37	10	0*	27	10	0*
	Return, available for 24 months ..	58	0	0*	43	0	0*
24.	From London, by Orient Line.						
	Single Journey	£36*	to £52*		£32*	& £34*	
	Return, available for 24 months ..	£63*	& £78*		£48*	& £57*	
25.	From London, <i>via</i> Southampton, by Nord-deutscher-Lloyd Steamer.						
	Single Journey	57	4	0	35	4	0
	Return, available for 24 months ..	85	16	0	52	16	0
26.	From London, <i>via</i> Marseilles, and Messageries Maritimes Steamer.						
	Single Journey	46	4	0	35	4	0
	Return, available for 24 months ..	57	4	0	41	16	0
	Return, available for 24 months ..	69	6	0	52	16	0
	Return, available for 24 months ..	85	16	0	62	14	0
27.	London, Calais, Paris, Avricourt, Munich, Salzburg, Tauern Tunnel, Trieste; thence Austrian-Lloyd Steamer.						
	Single Journey	44	8	5	34	3	11
	Return, available 24 months ..	71	6	10	54	7	10
	London, Queenboro', Flushing, Cologne, Munich, Salzburg, Tauern Tunnel, Trieste; thence Austrian-Lloyd Steamer.						
	Single Journey	43	0	2	33	1	8
	Return, available 24 months ..	68	10	4	52	3	4
28.	From Southampton, by Nederland Line.						
	Single Journey	50	0	0	33	10	0
	Return, available for 24 months ..	75	0	0	50	0	0
29.	From London, by Nippon Yusen Kaisha.						
	Single Journey	£45 & £50			£30 & £33		
	Return, available for 24 months ..	67	10	0	45	0	0
	Return, available for 24 months ..	75	0	0	49	10	0
30.	From Southampton, by Rotterdam-Lloyd.						
	Single Journey	50	0	0	33	10	0
	Return, available for 24 months ..	75	0	0	50	0	0
31.	From Liverpool, by Compania Trasatlantica.						
	Single Journey	52	16	0	39	12	0
	Return from	79	4	0	59	8	0

ROUTES TO MADRAS.

		1ST CL.			2ND CL.		
		£	s.	d.	£	s.	d.
32.	From London, by British India Line Steamer.						
	Single Journey	37	10	to*	27	10	to*
	Return, available for 24 months ..	41	10	0*	30	0	0*
	Return, available for 24 months ..	58	0	0*	43	0	0*
33.	From Liverpool, by Ellerman's City Line Steamer.						
	Single Journey from	37	10	0*	27	10	0*
Also all lines to Bombay or Colombo, thence rail.							

* The Steamship Co.'s surtax of 10 per cent, must be added to these fares.

The above are merely given as examples of the numerous combinations for which tickets are issued by us. Fares for any other routes or lines, or to go by one route and return by another, will be quoted upon application.

PASSENGER ARRANGEMENTS.

AT OUR CHIEF OFFICE, LUDGATE CIRCUS, LONDON, and at any of our Branch Offices, passages can be booked, berths secured by all lines of steamers, and plans of vessels inspected.

Passengers proceeding to India by long-sea route from London are informed that the

P. & O. Mail Steamers to Bombay are now despatched from TILBURY DOCK, or (if the state of the tide requires it) from off Tilbury every Friday; to China and Australia on alternate Fridays.

A Special Train leaves Liverpool Street Station (G.E.R.) at 11.25 a.m. on the day of embarkation, for Tilbury Dock or Tilbury, as the case may be. When embarkation takes place off Tilbury, a commodious River Steamer awaits the arrival of the passengers by the Special Train, and conveys them to the Company's Steamer lying in the River. Railway Tickets for passengers and their friends are sold at Liverpool Street Station. Fares are given below.

The Intermediate Steamers to Colombo and Calcutta, and to China and Japan, are despatched from the ROYAL ALBERT DOCK usually on alternate Saturdays, but if the state of the tide requires it, passengers are embarked off Tilbury.

For the benefit of passengers by the **Calcutta** Steamers, a Special Train usually leaves Liverpool Street Station (G.E.R.), on the day of embarkation, for the Royal Albert Dock or Tilbury, the time of which can be ascertained on application, and in the event of the embarkation being off Tilbury, the same facilities are provided as in the case of the **Mail** Steamers.

Particulars of the arrangements for the embarkation of Passengers by the Intermediate Steamers to **China and Japan** will be furnished on application.

Fares by the Special Train from Liverpool Street:—

FIRST CLASS.		To TILBURY DOCK.		SECOND CLASS.	
Single .. ..	.. 2s. 0d.	|	Single .. ..	.. 1s. 6d.	
Return .. ..	.. 3s. 0d.	|	Return .. ..	.. 2s. 6d.	
FIRST CLASS.		To ROYAL ALBERT DOCK.		SECOND CLASS.	
Single .. ..	.. 1s. 6d.	|	Single .. ..	.. 1s. 3d.	
Return .. ..	.. 2s. 0d.	|	Return .. ..	.. 1s. 6d.	
FIRST CLASS.		To TILBURY.		SECOND CLASS.	
Single .. ..	.. 2s. 6d.	|	Single .. ..	.. 2s. 0d.	
Return .. ..	.. 3s. 3d.	|	Return .. ..	.. 2s. 9d.	

The British India Steamers leave the Royal Albert Dock (London),

For Calcutta every alternate Saturday.

„ East Africa, *via* Aden, every fourth Saturday ;
also occasional direct sailings.

„ Mauritius, *via* Colombo, every fourth Saturday.

„ Queensland, at intervals of about a month.

Passengers embark at Royal Albert Dock or at Gravesend.

The Orient Line Steamers leave Tilbury Dock,

For Colombo and Australia, every alternate Friday.

Embarkation by Special Train from St. Pancras Station.

Tickets for the Special Train and Tender can be obtained at the Station, by passengers and friends, as follows :—

FIRST CLASS.				THIRD CLASS.			
Single	3s.	0d.		Single	2s.	0d.	
Return	3s.	9d.		Return	2s.	9d.	

By the Special Trains arrangements are made for the free conveyance of hand-baggage only. Other baggage is subject to an extra charge.

The time and place of embarkation of most of the other lines from London and from Liverpool usually depend on the tide, and such arrangements are frequently not definitely made until about a week before the day of sailing. Baggage, however, can generally be collected by us, and sent in advance to the loading berth of the Line. In these matters we are always in a position, and at all times happy, to afford latest and reliable information.

SPECIAL NOTICE TO BRINDISI PASSENGERS.

Notice to Passengers who proceed by the P. & O. Calais-Brindisi Express, *via* Mont Cenis.—A Train leaves London (Charing Cross Station, South Eastern and Chatham Railway) at 9.0 p.m. each Friday, connecting at Calais with the P. & O. Express proceeding direct to Brindisi, without calling at Paris, and is due at Brindisi at 6.15 p.m. on Sunday, there being no change of carriage between Calais and Brindisi. This service consists of a Restaurant Car, fitted with all necessary appliances for cooking, hot meals being served in the dining saloon during the transit, in the same manner and style as in the best Continental and English services ; and Sleeping Cars provided with every convenience for the journey—the whole being of the most modern description.

A similar Train leaves Brindisi every week immediately after the arrival of the P. & O. Mail Steamer at Brindisi with the India, China, and Australian Mails. (See pp. 151-158.)

The P. & O. Express Train takes the place of the outward Indian Mail Service, and no passengers are conveyed by the Indian Mail Train, which reaches Brindisi shortly after the Special Train.

The bag, etc., taken into the car is usually subject to examination at Modane by the Customs authorities.

Through Registration of OUTWARD Baggage to Italy by the P. & O. Brindisi Express.—Passengers, by special arrangement, are able to register their Luggage at Charing Cross through from London to Brindisi by the P. & O. Express on each Friday evening, thus avoiding all trouble and Customs examinations *en route*, provided—(1) they hold the Special Railway Ticket issued for this Service, the price of which will include the free conveyance of 30 kilos of baggage (say 66 lb.) on both the French and Italian lines; or (2) if they hold the Company's Special Brindisi Return Ticket, have the same stamped at the P. & O. Company's Offices as being "Excessed for 30 kilos of free baggage across the Continent," for the conveyance of which 30 kilos an extra charge of lire 16.20 (= 12s. 11d.) is made on this account.

If passengers by the P. & O. Train have with them, on registering their baggage through to Brindisi, a greater weight than 66 lb., the excess charged at the departure Station is as follows: above 30 kilos each increase in the charge is per 10 kilos., viz., 12 fcs. per 10 kilos.

On the Italian and French Railways the amount allowed free is limited to 66 lb. only, as previously mentioned, and passengers by the P. & O. Express should therefore ship their Heavy Baggage in the steamer from London.

The above notice has no reference to the examination of handbags, etc., in the car, which usually takes place at Modane.

At Brindisi our Interpreter, in uniform, will render assistance to passengers and accompany them to the steamer.

Railway Tickets are issued at any of our offices, and Sleeping Car Tickets can be procured through any of our offices.

(For special notices to Marseilles Passengers, see pp. 33-38 and 140.)

SHIPPING AND FORWARDING DEPARTMENT.

Baggage (Outward bound Steamers).—We arrange for the collection and shipment of baggage by all lines of steamers at a moderate and inclusive charge for collection, dock dues, and shipping. Heavy baggage should be on board at latest on the day previous to the vessel leaving the Docks.

Instructions to collect baggage should reach us not later than four days previous to sailing, and all baggage or parcels sent to us for shipment should be delivered at our Warehouse four days in advance of sailing date. Coloured labels showing the port at which baggage is to be landed will be supplied, and passengers are advised to place two of these labels on each package before sending same for shipment. All old labels should be removed or obliterated. Printed labels for address, "Cabin," "Hold," etc., will be supplied by us on application.

Passengers residing in the country can send their heavy baggage to us, and we will have it sent to the Docks for shipment. Care should be taken that all packages bear owner's name. All heavy baggage, freight, etc., should be sent to our Warehouse, Langley Street, Long Acre, London, W.C. ; and correspondence or instructions relating thereto must be addressed to Chief Office, Ludgate Circus.

The baggage of passengers must contain only their personal effects. Packages containing jewellery, plate, and other valuables, also bicycles, tricycles, photographic apparatus, etc., must be specially declared and freight paid thereon. Any infringement of these regulations will subject the packages to detention for freight by the Company's agents.

Deck chairs supplied and shipped.

Passengers to India are allowed the following amounts of personal baggage free of charge :—

	P. & O.	B. I.	Orient.	Other Lines, usually.
First Class.. ..	336 lb.	336 lb.	40 cub. ft.	40 cub. ft.
Second Class ..	168 „	168 „	20 „	20 „
Children (paying half fare) ..	Half.	Half.	Half.	Half.
Extra baggage per 112 lb.	10s.	10s.	..	..
Extra per cubic foot	..	..	1s. 6d.	1s.

All baggage is at the passengers' sole risk, unless insured.

For journeys on the Continent, travellers should take as little baggage and as few packages as possible. *Owing to the great risk of robbery en route*, no money, jewellery, or similar articles of value should be packed in registered luggage, or in luggage sent by *Grande* or *Petite Vitesse*. In Italy, moreover, this is against the regulations; and in the event of anything being stolen in transit there is no remedy for the owner. As a general rule on the Continent, passengers are not allowed more hand-baggage than can be placed in the net above their seats.

Freight.—Packages of Household Effects, Motor Cars, Carriages, Furniture, Bicycles, etc., shipped as Freight to all parts of the world at Current Rates. Bills of Lading taken out and all Customs operations performed. All shipments cleared at Port of Landing and forwarded to Up-Country Stations if desired.

Horses, Dogs (see also p. 141), etc., shipped to all parts. Freight, food, stabling and attendance arranged.

Insurance effected on baggage and freight shipped by us, at moderate rates, from residence in the United Kingdom or on the Continent to ultimate destination, covering loss, and partial loss by fire, theft, or damage.

We are also in a position to insure Travellers' baggage under a separate scheme, by which the baggage is covered whilst being conveyed by sea or land, staying in hotels, etc., against loss, including theft and pilfering, fire, and damage by sea water. The Insurance is effected for a given time, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and in fact in any place in which it may be during the journey. Partial loss of baggage is covered by the Insurance.

Warehousing.—Baggage and Cargo may be stored in any of our Warehouses for any period at moderate rates. (See also pp. 37, 141, 167, 170.)

MILITARY BAGGAGE.

Amount allowed to Military Officers, Warrant Officers, Non-commissioned Officers and Men, when Travelling by Trooper to and from India, or at Government expense on permanent or temporary duty.

(As shewn in the Regulations for the Allowances of the Army, 1910.)

OFFICERS.

Class in Regulations.	PERMANENT DUTY.			Temporary Duty.	Additions and Deductions.
	Officers proceeding from Stations <i>not</i> furnished at Public Expense.	Officers proceeding from Stations furnished at Public Expense.			
		Sea Transport.	Land and Coast-wise Transport.		
	Cwt.	Cwt.	Cwt.	Cwt.	
1	40	10	<p>Horse Equipment.—2 cwt. for the first horse for which forage is admissible, and 1 cwt. for others. All officers of Field or Mountain Artillery proceeding to India are allowed conveyance for horse equipment as follows:—Subalterns, 2 cwt.; officers above that rank, 3 cwt.; officers of the R. E., medical officers, chaplains, superintending inspectors and inspectors of works, and surveyors, allowed 2 cwt. extra.</p> <p>Veterinary officers, inspectors of ordnance machinery, of mechanical transport, of army schools, allowed 1 cwt. extra.</p> <p>The weight carried free by railway companies should be deducted from the weight for which conveyance at public expense is claimed.</p>
2	36	..	..
3	36	..	..
4	30	..	..
5	30	8	
6	18	..	..
7	20	..	..
8	18	..	..
9	18	18	10	6	
10	15	15	10		
11	12	12	8		
12	10	10	8		
13	12	12	8		
14	9	9	8		

OFFICERS—*continued.*

When proceeding by sea at the public expense the families (wife, unmarried daughters residing with and dependent on the officer and sons under 16 years of age) of officers will be allowed the following weight of baggage:—

Officer's wife	5 cwt.
Each son or daughter .. .	1 cwt.

CLASSES BELOW OFFICERS.

Class in Regulations.	Amount.	Additions and Deductions.
15	Cwt. $3\frac{1}{2}$	Extra allowance to schoolmasters and schoolmistresses for books— 1 cwt.
16	$2\frac{1}{2}$	Extra allowance to military foremen of works, machinists and draughtsmen, and non-com. officers on probation for these positions— $\frac{1}{2}$ cwt.
17, 18, 19	$1\frac{1}{2}$	
Families on married establishment, Classes 15 to 20.	2 for wife, $\frac{1}{2}$ for each child over 3 years.	The weight carried free by railway and shipping companies should be deducted from the weight for which conveyance at the public expense is claimed.

CIVILIAN SUBORDINATES.

- (a) Temporary civilian clerks of works and draughtsmen, temporary surveyors' clerks, 1st class 12 cwt.
- (b) Barrack wardens, civilian or pensioner office keepers, civilian or pensioner foremen of works, paid pensioner recruiter, master artificers, temporary clerks in place of engineer clerks, temporary surveyors' clerks, 2nd class, and such others as may be specially authorised 8 cwt.

CIVILIAN SUBORDINATES—*continued.*

(c) Messengers, artificers, labourers 4 cwt.

(d) The weights mentioned above are exclusive of those carried free by railway companies.

Soldiers discharged or transferred to the army reserve are not entitled to any expenses for the conveyance of baggage.

Upon embarkation, each cwt. of baggage must be packed within a space of 5 cubic feet; and the cubic measurement must be stated on all claims for sea freight.

The following extracts from the King's Regulations particularly appertain to personal baggage :—

Par. 1,526. Commanding Officers will cause all the baggage to be collected and measured before shipment. Baggage is to be packed so as not to exceed 5 cubic feet for each cwt. No article of baggage measuring more than 30 cubic feet or exceeding 6 cwt. will be accepted for shipment.

Par. 1,527. Officers Commanding troops will prepare a statement in detail of the baggage to be shipped, and send it by post to the Staff Officer at the port of embarkation, so as to be received the day before the baggage arrives; casks, vats, crates, hampers, carriages, carts, pianos, and similar packages are *prohibited*, as are padlocks, cording, cleats for rope handles, and other projections which cause loss of stowage.

Par. 1,528. Each article must have distinctly painted upon it in front the name, rank and corps of the owner, and on the top the nature of the contents.

Par. 1,529. Explosive or combustible articles are to be excluded from any package. Methylated spirits, lucifer matches, and fuzees are strictly prohibited.

Par. 1,530. Heavy baggage should be labelled "Baggage Room." This baggage cannot be obtained during the voyage. Changes of clothing for officers and ladies required, in addition to the baggage for cabin use, should

be packed in separate boxes, labelled "Change of Clothing" and stowed in the "Present use Baggage Room" when there is one, or in the main baggage room near the door. Any package labelled "Change of Clothing" will not exceed 2 cwts. in weight, and the number allowed is limited to 2 for each individual.

Par. 1,531. Each officer or lady will be allowed a few articles of baggage in the cabin. No article must exceed 3 feet long, 2 feet wide, and 14 inches deep, and each must be labelled "Cabin."

Par. 1,532. Each soldier's wife may have in the women's quarters one box not higher than 14 inches. It should be marked with the husband's name, rank, and regiment, labelled "Women's Quarters" and taken on board by the owner.

Par. 1,533. In addition to the labels mentioned above, a label is to be attached to each package belonging to officers not on duty with troops and their families, to women unaccompanied by husbands, and to orphan children of soldiers. These labels and others showing the destination are to be affixed to both ends of each package before it is sent to the ship. They may be obtained from the headquarters of each district. General Officers should address applications for labels to the War Office.

Par. 1,534. Heavy baggage (including that of individuals), when practicable, to be shipped the day before the troops or individual embark. In the case of a unit the Commanding Officer will notify to the Staff Officer the day and hour at which the baggage may be expected to arrive. A detachment consisting of a sufficient number of men with a proportion of officers, and including as many officers' servants as can be spared, will be sent to the port of embarkation in time to place the baggage on board.

Our Southampton Agent (see p. 24) undertakes the shipment of baggage, etc., and passengers are advised to communicate with him, when full directions, labels, etc., will be sent.

LETTERS AND TELEGRAMS.

Letters to overtake outward passengers calling at Marseilles should be posted to the care of our Agent, 11B, Rue Noailles, in sufficient time to be delivered in Marseilles on the morning of the day of the steamer's departure thence.

Letters to overtake outward passengers proceeding in ships calling at Naples should be posted to the care of our Agent, Galleria Vittoria, Via Chiatamone, in sufficient time to be delivered in Naples on the morning of the day of the steamer's departure thence.

The P. & O. Company do not undertake to deliver letters or telegrams addressed to Suez. Passengers by other lines of steamers should request their friends to direct letters or telegrams to the care of our Agent at that port.

Telegrams, announcing the safe arrival of passengers, can be sent home to friends at the following rates, viz :—

Bombay, Calcutta, or Madras	..	£0	6	0
Ceylon, Burma, Australia, or New Zealand	.. .. .	0	7	6
Straits, China, or Japan	.. .. .	1	0	0

The charge must be paid to us before departure, and the full address of the person to whom the arrival is to be announced must be furnished.

Telegrams for passengers *en route* may be sent to the care of our Dover, Southampton, Liverpool, Gibraltar, Malta, Marseilles, Genoa, Naples, Venice, Brindisi, Port Said, or Suez, etc., offices or agencies, when they will be delivered immediately upon the arrival of the vessel; *care should be taken to ascertain that the steamer will call at the port to which telegrams may be sent.*

TELEGRAPHIC RATES FROM ENGLAND.

Telegrams are sent by the Post Office, Eastern, American and other Companies, at various rates. The lowest charges *per word* (including name and address) between the United Kingdom and the following countries are :—

Algiers, 2½d. ; Argentine, 2s. 9d. ; Austria-Hungary, 2½d. ; Belgium, 2d. ; Bermuda, 2s. 6d. ; Canary Islands, 9d. ; Cyprus, 1s. ; Denmark, 2½d. ; France, 2d. ; Gibraltar, 3d. ; Greece, 5½d. ; Italy, 2½d. ; Malta, 4d. ; Norway, 2½d. ; Portugal, 3d. ; Roumania, 3d. ; Russia, 4½d. ; Servia, 3½d. ; Spain, 3d. and 5d. ; Sweden, 2½d. ; Switzerland, 2½d. ; Turkey, 6d. ; Aden, 2s. ; Australia, 2s. 9d. and 3s. ; Brazil, Pernambuco, 1s. 7d., other places, 2s. 7d. to 5s. ; Canada, 1s. to 3s. 2d. ; Cape Colony, 2s. 6d. ; Ceylon, 1s. 11d. and 2s. 1d. ; China, Macao, 4s. 4d. and 4s. 7d., other places, 4s. 2d. and 4s. 5d. ; Alexandria, 1s. ; Egypt (Lower), 1s., other places, 1s. 1d. and 1s. 4d. ; Germany, 2d. ; Holland, 2d. ; India, 1s. 10d. and 2s. ; British Burma, 1s. 10d. and 2s. ; Japan, 4s. 7d. and 4s. 10d. ; Java, 3s. 9d. and 4s. ; Madeira, 1s. ; Mauritius, 2s. 6d. ; Natal, 2s. 6d. ; New Zealand, 2s. 9d. and 3s. ; Malay Peninsula, 3s. 3d. and 3s. 6d. ; Southern Rhodesia, 2s. 8d. ; Transvaal, 2s. 6d. ; United States, 1s. to 1s. 6d. ; West Indies, Turk's Island, 3s.

INDIAN IMPORT DUTIES.

Wearing Apparel accompanied. See note on page 22.

Wearing Apparel for personal use as	}	5 per cent.
cargo		
Wearing Apparel for other parties ..		
Unmade up materials for Dresses ..		

ARMS AND AMMUNITION—

Rifles, Double Barrel	}	10 per cent.
Do. Single		
Guns, Double Smooth-bore		
Do. Single Do.		
Pistols		
Revolvers		
Air Guns		
Gunpowder		
Cartridges, etc.		
Swords		
Other sorts of Arms, Loading Imple- ments, etc.		

Cabinet Ware		
Chinese, Japanese, and Lacquered Ware		
Clocks, Watches, and other Time		
Keepers		
Coral, and Articles made of		
Glass, Porcelain, and Crockery Ware ..		
Instruments. { Musical, Drawing,		
{ Measuring, Survey-		
{ ing, Optical, Surgical		
Jewellery, including Plate		
Photographic Apparatus and Materials		
Plated Ware, Cutlery, and Hardware ..		
Provisions and Oilman's Stores ..		
	5 per cent.	

Spirits, perfumed, and Perfumery Rs. 13.0.0 per Imp. Gallon.

Spirits, other sorts { Rs. 9.6.0 per proof Imp.
 (Whisky, Brandy, etc.) .. { Gallon and *pro rata*
 above and below proof.

Toilet preparation containing spirit Rs. 13 per Imp. Gallon.

If tested according to strength.. Rs. 9.6.0 per Imp. Gallon.

Champagne and all other sparkling			
Wines not containing more than			
42 per cent. of proof spirit ..	Rs. 3.12.0		
Do. Do. containing more			
than 42 per cent. of proof spirit	Rs. 9.6.0		
All other sorts of Wines not con-			
taining more than 42 per cent. of			
proof spirit	R. 1.8.0		
Do. Do. containing more			
than 42 per cent. of proof spirit	Rs. 9.6.0		
All Liqueurs	Rs. 13.0.0		
Beers, Ale, Porter, Cider and other			
fermented Liquors	R. 0.3.0		
Opium	Rs. 24.0.0	per seer.	
Salt	R. 1.0.0	per Ind. Maund.	
Saddlery and Harness		5 per cent.	
Stationery		Do.	

*Tobacco, unmanufactured	.. R. 1.8.0 per lb.
Manufactured .. ..	.. R. 1.10.0 per lb.
*Cigars .. ..	.. Rs. 2.8.0 per lb.
*Cigarettes not exceeding 3 lb. per	..
1,000 .. ..	.. Rs. 5.0.0 per thousand.
Exceeding 3 lb. per 1,000	.. Rs. 2.0.0 per lb.
Toys and requisites for all Games	.. 5 per cent.
Other Articles not enumerated above	.. Do.

NOTE.—*In accordance with the latest Customs regulations, the ordinary personal accompanied baggage of passengers coming into India is exempted from Customs duty provided it appears to the Customs authorities to be imported in a moderate quantity and necessary for the personal use of the passenger while travelling or immediately on arrival at destination.*

Pianos, Motor Cars and Cycles and Carriages are, however, subject to duty in every case.

The foregoing particulars are quoted from the latest information in our possession at the time of going to press, but we cannot accept any responsibility with regard to its accuracy.

PORTS OF CALL AT WHICH WE HAVE BRANCH OFFICES, AGENCIES, OR CORRESPONDENTS.

DOVER.

Cook's Office—14, Esplanade, Dover.

Hotels—Burlington, Métropole, Esplanade.

There is a frequent service of trains between Dover and London on the South Eastern and Chatham Railway. The distance is $76\frac{1}{4}$ miles by the Charing Cross, Cannon Street, and London Bridge route, and $77\frac{3}{4}$ miles by the Victoria, Holborn Viaduct, and St. Paul's route.

* Liable to Town Duty also at Rs. 7.8.0 per Indian Maund if over 8 lb. and for personal use.

Dover (population 50,000), the nearest point of the English coast to France, is a seaport of rapidly growing importance. Since 1893 the outer harbour has been formed by extending the Admiralty Pier, and by building a new Eastern Arm and Southern Breakwater. The new Admiralty Harbour cost several million pounds. It encloses at low water an area of 610 acres, and is deep enough to accommodate the largest men-of-war at all tides. Dover has thus become an important Naval Station, possessing the finest harbour of refuge on either side of the Channel.

Large works are now in progress for the reclamation of land to form the site of a new Continental Station, to be fully equipped with all modern improvements for outward and homeward passengers.

Dover Castle is one of the most ancient strongholds of England, many stirring scenes having been enacted within and around the old walls. It presents architectural features which can be traced back to the beginning of the Christian era.

Canterbury, famous for its Cathedral and the shrine of St. Thomas à Becket, is about half-an-hour's journey from Dover. Folkestone, one of the most fashionable seaside resorts, and one of the ports of departure for, and arrival from, the Continent, can be reached in a few minutes by train from Dover.

Steamers in connection with the Continental railway services start for and arrive from Calais and Ostend several times a day.

The Red Star Line steamers sailing between Antwerp and New York call at Dover weekly on both outward and homeward voyages.

Steamers of the Royal Holland Lloyd between Amsterdam and South America call at Dover on the outward voyage (every three weeks).

The Woermann Line of steamers from Hamburg for West African ports (Cameroons Main Line) call on the 11th and 26th of each month (outward) to embark passengers.

Passenger steamers are visited on arrival by our Representative to assist passengers in landing or embarking.

Arrangements can be made at our office, which is opposite to the entrance to the Prince of Wales' Pier, for

the collection or shipment of baggage ; also for the receipt and forwarding of letters, telegrams, etc., for passengers.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged. Insurances effected.

Tickets issued to all parts of the world.

SOUTHAMPTON.

Cook's Office—32, Oxford Street. **Hotel**—South-Western.

Southampton (population in 1911, 129,667) is 78 miles from London, and there is a frequent service of trains on the London and South Western Railway between these two places, also between Southampton and the West of England on the same Company's system.

Passengers landing or embarking have every convenience and facility. Special passenger trains from Waterloo Station (London) run direct into the Docks alongside the Mail Steamers or Tenders, on days of sailing, in about one hour and thirty minutes, and *vice versa* on days of arrival. Passengers' baggage loaded and unloaded direct into or from the Railway vans. Tickets at reduced rates, both single and return, are issued in connection with steamer bookings.

The London and South Western Railway Company run through express trains from Southampton to the principal towns in the Midlands and the North *via* London, thus avoiding change of carriage at the London Termini.

The Midland Railway Company affords direct communication from Southampton with the Northern and Midland Counties, Scotland, North of Ireland, by means of express services *via* Andover and Cheltenham.

The Great Western Railway Company run through express trains from and to Southampton and Paddington Station (London), also the Northern and Midland Counties, South and North Wales, and Fishguard for Ireland.

The hired Transports which have taken the place of H.M.'s Troopships embark their troops at Southampton, where our Representative will arrange for the collection and Shipment of baggage, and will receive or forward letters, telegrams, etc., for passengers. The labels hitherto

in use for baggage shipped in the Troopships are also required in the Transports, and can be supplied at our offices. *On pages 15-18, will be found particulars of baggage allowance to Officers travelling at Government expense.*

STEAMERS LEAVE SOUTHAMPTON AS UNDER :—

EGYPT, CEYLON, STRAITS, JAVA, CHINA, JAPAN—

Nederland Steamship Company fortnightly to Colombo, Sabang, Singapore, and Batavia (Java).

Norddeutscher-Lloyd fortnightly to Colombo, Straits, China and Japan.

Rotterdam-Lloyd fortnightly to Colombo, Padang and Batavia (Java).

UNITED STATES—

American, Hamburg-American, Norddeutscher-Lloyd and White Star Lines at regular intervals.

CANADA—

Cunard Line, about fortnightly.

SOUTH AMERICA, WEST INDIES, etc.—

Royal Mail (R.M.S.P.) about weekly to Brazil and River Plate; also fortnightly to West Indies and Central America, continuing to New York.

Hamburg-American and Hamburg-South-American joint service, frequently, to Brazil and River Plate.

Hamburg-American, twice a month, to Cuba and Mexico.

SOUTH AND EAST AFRICA—

Union-Castle, Mail and Intermediate steamers every week to Cape Town, Port Elizabeth, East London, Durban, and East Coast Ports; also monthly *via* Suez Canal and East Coast Ports to Durban.

German East African, frequently, to South and East Africa *via* East and West Coasts.

AUSTRALIA—

Norddeutscher-Lloyd *via* Colombo.

Our uniformed Representative is in attendance to assist passengers in landing and embarking.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged. Insurances effected.

Tickets issued to all parts of the world.

(See also p. 169.)

PLYMOUTH.

Hotels—Duke of Cornwall, Royal, Grand, Continental.

Plymouth (population, 1910, of Plymouth and Devonport, 210,961) is a charming centre for land and water excursions, owing to its proximity to the quaint rural and fishing villages of Devon and Cornwall and the Forest of Dartmoor, and is well worthy of a prolonged stay. Here, also, are some of the largest Naval and Military Establishments in the United Kingdom. Distance from London 226½ miles. (See also p. 162.)

The outward bound P. & O. Steamers do *not* touch at Plymouth; but the homeward mail steamers call there to land passengers, mails, and specie.

Steamers of several other lines call at Plymouth on the homeward voyage, viz.:—British India, from India; White Star, from Australia; Orient Line; American, Hamburg-American, Norddeutscher-Lloyd and White Star Lines, from New York; Union-Castle (about monthly), and Bucknall, from South Africa.

The New Zealand Shipping Co., Shaw, Savill, and Albion Line; and the Aberdeen Line to Australia, call at Plymouth on both outward and homeward passages.

The Great Western and the South Western Railway Companies now allow the friends of ocean passengers who land at Plymouth to travel from any station on the Main Line between London and Exeter inclusive to Plymouth at a charge for the double journey slightly in excess of the ordinary single fare, upon production of a voucher certifying that the persons in whose favour they are given will be travelling for the sole purpose of meeting Ocean Passengers landing at that port. Vouchers can be obtained at our offices. (See also p. 163.)

Note.—Landing, baggage, and railway arrangements, etc., for *homeward* passengers are fully explained on pp. 140, 162, etc.

LIVERPOOL AND BIRKENHEAD.

Cook's Office—49, Lord Street, Liverpool.

Hotels—New Adelphi, Exchange Station, St. George, Compton.

Liverpool is the third largest town in the United Kingdom (population in 1910, 767,606; Birkenhead, 122,431), situated on the estuary of the Mersey, at a distance from London of 201 miles by railway. There is an excellent service of trains between here and the metropolis and all parts of the country. It is connected with Birkenhead by the Mersey Tunnel, and on that side of the river the Docks extend for about one mile. On the Liverpool side the Overhead Electric Railway (opened 1893) runs parallel with the Docks, which extend for about 7 miles. Liverpool has the largest export trade in the United Kingdom.

The most important buildings are the Town Hall, St. George's Hall, Picton Library and Museum, Walker Art Gallery, University, the new Cotton Exchange, and the recently completed Dock Board Office and Royal Liver Building, which are the largest and finest purely commercial structures in the country. The late King Edward VII. laid the foundation stone of a Cathedral in 1904. The Lady Chapel was consecrated June 29th, 1910.

STEAMERS LEAVE LIVERPOOL AS UNDER:—

INDIA, BURMA, AND CEYLON.

Anchor Line, usually three sailings monthly, for Bombay and Karachi.

Anchor-Brocklebank Line, usually two or three sailings monthly, for Calcutta.

Bibby Line, fortnightly, for Colombo, and Rangoon.
Ellerman's City Line, about fortnightly, for Calcutta, occasionally calling at Colombo, or Madras.

Ellerman's City and Hall Lines (usually two or three sailings monthly) for Bombay and Karachi.

Henderson Line, fortnightly, for Rangoon.

Compania Trasatlantica, monthly for Colombo, continuing to Singapore and Manila.

All these vessels call at Port Said.

CANADA AND UNITED STATES.

Steamers of the Allan, American, Canadian-Pacific, Cunard, Leyland, White Star and White Star-Dominion, Lines sail at regular intervals.

SOUTH AND CENTRAL AMERICA.

Booth, Lamport & Holt, Leyland, and Pacific Steam (P.S.N.C.) Companies' steamers, frequently.

AUSTRALIA AND NEW ZEALAND.

White Star Line steamers monthly.

Federal-Houlder-Shire Line about twice monthly.

EGYPT.

Steamers of the various lines to India, Burma, and Ceylon all call at Port Said. There are also frequent sailings by the Moss and Ellerman (City Hall and Papayanni) Lines to Alexandria.

There are also frequent sailings for France, Portugal, Spain, Mediterranean, and Black Sea Ports, etc.

SHIPPING AND FORWARDING DEPARTMENT.

Baggage.—The Loading Berths for all steamers to India are at Birkenhead, and all heavy baggage should be forwarded addressed as follows :—

Name.....
 Passenger per the S.S.....
Dock,
 Birkenhead.
 To the order of THOS. COOK & SON,
 49, Lord Street, Liverpool.

At the same time advice of despatch should be sent direct to our office to enable our Agent to look out for the arrival of the packages and see them shipped. It should be arranged that the baggage be sent so as to be alongside, and the advice reach our office, at least *three clear days* before the date of sailing. If the baggage is in the London district, the collection and forwarding can be arranged through the Shipping and Forwarding Department at

Chief Office. Passengers are advised to place themselves in communication with our Agent, who will furnish them with full particulars as to how the packages should be addressed, supply labels, etc.

Freight.—Packages of Household Effects, Motor Cars, Carriages, Furniture, Bicycles, etc., shipped as Freight to all parts of the World at Current Rates. Bills of Lading taken out and all Customs operations performed. All shipments cleared at port of landing and forwarded to Up-Country Stations if desired.

Horses, Dogs, etc. (see also p. 141), shipped to all parts: Freight, Food, Stabling and attendance arranged. Our Liverpool Agent has special experience in this class of business, the bulk of the Live Stock for the East passing through that port.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes issued and cashed, and Foreign Moneys exchanged.

(See also p. 162.)

GIBRALTAR.

Cook's Office—Waterport Street (Post Box 84).

Hotels—Bristol, Grand and Cecil: at **Algeciras**, Reina Cristina, Anglo-Hispano and Hotel de la Marina.

NOTE.—THOS. COOK & SON *beg to caution travellers in this district against touts and others who allege that they are employed by them to organise Conducted or Private Tours. Reliable information is given and all necessary arrangements made for any Tour at their Office, Waterport Street, Gibraltar.*

Distance from London by sea (*via* Plymouth) 1,349 miles, duration of voyage, 4-5 days. Distance overland from London, 1,660 miles, time occupied, 57-70 hours. Through tickets can **only** be obtained at our office. Local time, 21 mins. earlier than Greenwich.

Gibraltar is a free port, and an important place of call for steamers, some 5,000 vessels entering the harbour during the year. Population (1911 Census) 25,370, including about 5,600 military. The P. & O., Orient, Union-Castle, Anchor, Cunard, White Star, Norddeutscher-Lloyd (China

steamers), and other lines of steamers call, and there are local vessels to Cadiz, Tangier, Malaga, etc.

Passengers from P. & O. and other steamers under ordinary circumstances are conveyed to or from the shore (Waterport) in tenders at a charge of 1s. each person. P. & O. passengers can obtain landing tickets on board.

Carriage Excursions, occupying about two hours, to all places of interest are arranged by our Representative, who goes on board on arrival of the steamer; fare, 4s. per person for a minimum of three or four persons.

The **Currency** is English, but Spanish money is taken at a varying premium.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at Cook's Office.

Postage to England and Colonies and any part of Spain (not exceeding 1 oz.), 1d.; all other foreign countries, 2½d.; Gibraltar stamps must be used.

Telegrams to London, 3d. per word; to Lower Egypt, 1s.; to New York, 1s. 4d.; to India, 2s.; to Hong Kong, 4s. 5d.; to Japan, 4s. 10d.; to Australia, 3s.; to New Zealand, 3s.

Telegraphic Offices of Eastern Telegraph Co., Main Station, South Barrack Road; Branch Office in Waterport Street.

Our Interpreters assist passengers on board or on shore.

Baggage, etc., forwarded to all parts. Insurances effected.

Private Inclusive Trip to Tangier, £2 5s. od. per person. (See Special Programme.)

Railway and Steamer tickets issued to all parts. Camping and shooting tours in Morocco arranged.

Private Inclusive Accompanied Excursions arranged. (See large Spain and Morocco Programme, also special leaflet.)

During the steamer's short stay there is little time for visiting the town and fortifications. The view of the celebrated Rock and fortress on entering the bay from the westward is very striking. The "Rock" rises to a height

of 1,396 feet, and its length from north to south is nearly 3 miles. The public are not admitted to the Rock Galleries, St. Michael's Cave, and the Signal Stations, without special permission from the authorities, which however, is only granted to British subjects on presentation of their passports personally at Government House. A ride from the Landing Place to the British Lines and Race-course, where a fine view of the North side of the Rock is obtainable, and a visit to the Lower Galleries, now open to the public, is an interesting and short excursion.

"The Traveller's Handbook for Spain," price 7s. 6d. net.

MALTA.

Cook's Office—308, Strada Reale, Valetta.

Hotels—Hôtel d'Angleterre (Valetta), Modern Imperial Hotel (Sliema).

Distance from London by sea, 2,290 miles. Local time, 58 mins. in advance of Greenwich. Population (1910) about 220,000, including the adjoining island of Gozo, not counting a large English garrison. The language spoken is a mixture of Italian and Arabic. The islands are highly cultivated, the chief products being cotton, corn, fruit, seeds, potatoes, and honey. The hotel-keepers and many of the shopkeepers speak English. Malta is celebrated for its lace, gold and silver filigree work.

The principal places to be visited during a short stay are the Governor's Palace, the richly decorated Church of St. John, the Opera House, and the Chapel of Bones. There is a railway from Valetta to Citta Vecchia, in the centre of the island. The harbour is one of the finest in the world, with an important arsenal and dockyard.

Vessels belonging to various great Steamship lines call at Malta, both outward and homeward, to land passengers, mails, etc., and to coal. Steamers run daily from Malta to Sicily and weekly to Naples, Tunis, and Tripoli. The P. & O. intermediate steamers frequently leave Malta for London direct.

The P. & O. steamers anchor in the Quarantine Harbour; other steamers anchor in the Grand Harbour, and passengers land at the Custom House.

Boat Hire.—In the Quarantine Harbour 6d., and 3d. for luggage, per boat ; in the Great Harbour 6d., and 3d. for luggage, per boat ; the fares are doubled at night.

Carriage Hire.—Two-horse carriage per hour 2s. 6d. during the day ; one-horse, 1s. 8d. ; for a long drive, a bargain should be made.

Telegrams to or from Great Britain 4d. per word. To Egypt : Alexandria, 1s. ; other places, 1s. to 1s. 4d. To India, 2s. To Burma, 2s. To Ceylon, 2s. 1d. To China, 4s. 5d. To Australia, 3s. New Zealand, 3s.

Telegraph Offices of Eastern Telegraph Co., Central Station, St. George's ; and Strada Road, Valetta.

Mails to England are despatched every day except Sunday, postage 1d. ; time to London, three to four days ; Malta stamps only available. Postage to Egypt and India, 1d.

Our Interpreter boards the Mail steamers, to render assistance to passengers, to afford information, forward telegrams, etc.

Steamer Tickets issued to all parts. Insurances effected.

Baggage collected and forwarded according to instructions.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

MARSEILLES.

Cook's Office—IIB, Rue Noailles.

Reading Room for the use of passengers travelling under our arrangements.

Hotels—Grand Hôtel du Louvre et de la Paix,
Hôtel Regina, Hôtel de Genève.

Distance from London by sea, 2,003 miles. By train the journey may be accomplished in 22 hours. Greenwich time is now used throughout France. Marseilles is the most flourishing commercial port of France. Population about 550,000.

Our Interpreters in uniform meet trains and steamers arriving at Marseilles to assist passengers in landing and

transferring their baggage to or from steamer, railway station, or hotel, as may be required. Passengers are recommended to hand over their keys to the Interpreters, and they must be careful to *declare* at the same time if they have any articles liable for duty, such as cigars, tobacco, spirits, tea, etc.

P. & O. Mail Steamers to and from the East make Marseilles their principal port of call in the Mediterranean, and special trains are run from London to Marseilles, and *vice versâ*, in connection with this service.

P. & O. Steamers leave every Friday at 10.0 a.m. for Egypt, Aden, and Bombay; also weekly for Gibraltar, Plymouth and London; and every alternate Friday for Colombo, Straits, China, Japan, and Australasia.

Notice to Passengers proceeding by the P. & O. Calais-Marseilles Express.—Arrangements have been made by which the Sleeping Car Company runs a Special Sleeping and Restaurant Car Train through from Calais to Marseilles, for the convenience of passengers holding First Class Railway and Sleeping Car Tickets, who are joining the P. & O. Co.'s Mail steamers at that port. The train connecting with this Express Service leaves Victoria (S.E. & C.R.) at 11.0 a.m. every Thursday.

The Special Express leaves Calais at 2.55 p.m. every Thursday, and is due at Marseilles at 6.45 a.m. on Friday. The steamers do not sail until after its arrival. A great convenience has been secured by this train running down to Mole C, alongside which the Company's steamers are berthed. The fare is £2 15s. od. in addition to the cost of a First Class Railway Ticket. Total from London £9 10s. 2d.

Only baggage which bears the label issued by the P. & O. Co. to passengers holding tickets for the special Marseilles train is conveyed by the Train, and this registered baggage is taken straight down to the steamer, and is placed on board without Customs examination *en route*.

Ordinary Trains.—Passengers who do not travel by the Express, and hold ordinary First or Second Class Railway

Tickets, should leave London not later than by the 9.0 a.m. train from Charing Cross *via* Dover on the day previous to the ship's departure from Marseilles. If not travelling by through carriage running on Thursdays from Calais to the P.-L.-M. Terminus (Gare de Lyon), passengers are advised to *drive* across Paris, as the connection by the Ceinture is not guaranteed. This train leaving Paris at 7.0 p.m. in summer (7.25 winter) is due at Marseilles Terminus at 8.30 a.m. (9.3 in winter), the steamer being due to leave at 10.0 a.m.

The baggage of passengers travelling by *ordinary trains* is examined at Calais, and, it should be noted, is conveyed to the *Terminus at Marseilles*. *Cook's Interpreters are in attendance, and can arrange to clear and transfer heavy luggage to the steamer.*

There are regular through Services daily from London to Marseilles, *via* Dover and Calais, at 9.0 a.m., 11.0 a.m., and 9.0 p.m. respectively, and *via* Folkestone and Boulogne, at 10.0 a.m. and 2.20 p.m.

The ordinary overland fares London to Marseilles are as follows :—

	1st Class.			2nd Class.		
<i>Via</i> Dover, Calais, and Paris ..	£6	15	2	£4	12	11
<i>Via</i> Folkestone and Boulogne ..	6	8	6	4	7	11

Baggage.—Free, 56 lb. Excess about 5s. for every 20 lb. or fraction thereof.

	1st Class.			2nd Class.		
<i>Via</i> Newhaven, Dieppe, and Paris	£5	17	3	£4	1	5
<i>Via</i> Southampton, Havre and Paris	5	13	4	3	19	0

Baggage.—Free, 66 lb. Excess about 4s. 5d. for every 20 lb. or fraction thereof. *Via* Southampton and Havre, baggage can be registered to Marseilles and other places in the South of France. From Marseilles baggage can be registered to Southampton.

Children over three and under seven years half fare ; Infants free.

Sleeping Car Paris to Marseilles £1 18s. 2d. in addition to the First Class fare.

Fares subject to alteration.

The P. & O. S. N. Co. does not accept any responsibility in regard to the arrangements of the Railway journey between London and Marseilles.

Railway and Steamer Tickets issued at any of our offices, and Sleeping Car Tickets can be procured through any of our offices.

Ordinary rail fares are charged between London and Marseilles.

From LONDON TO MARSEILLES there is a daily fast 1st and 2nd Class service at 10.0 a.m. *via* Folkestone, or 9.0 a.m. *via* Calais, arriving at Marseilles at 6.37 a.m. during winter months, or 8.30 a.m. in summer (1st Class), or 9.3 a.m. (2nd Class), occupying about 21 or 22 hours (1st Class) or 23 or 24 hours (2nd Class) on the journey.

The other trains are :—

	1st Class.	1st & 2nd Class.
Leave London (Charing Cross)	9.0 p.m.	2.20 p.m.
Arrive Paris (Nord)	5.50 a.m.	9.16 p.m.
Leave Paris (summer 9.15 a.m.)	9.0 a.m.	10.25 p.m.
Arr. Marseilles (summer 10.35 p.m)	7.25 p.m.	2.36 p.m.

During the winter months there is an increased service of night trains between Paris and Marseilles, and Train de Luxe Services between London, Marseilles, and Berlin, etc. (See time table.)

Train services and fares subject to alteration.

The British India steamers from India, Ceylon, Egypt, etc., to London, call at Marseilles as occasion may require.

The Bibby Line steamers from Liverpool for Egypt, Ceylon, and Burma call at Marseilles, outward and homeward, every fortnight; and passengers for Ceylon and Burma are booked through from London to those places at £5 additional to the Marseilles fare.

The Anchor Line steamers call here on the homeward voyage from India and Egypt to Liverpool.

The Messageries Maritimes steamers sail from Marseilles every Thursday, for Alexandria; every fortnight to Naples, Piræus, Smyrna, Constantinople, Beyrout, etc.; weekly to Black Sea ports; every 28 days to Egypt, Bombay, Ceylon, Pondicherry, Calcutta, and Australia; every 14 days to Egypt, Ceylon, Straits, China, and Japan; 10th of each month to East Africa, Madagascar, and Mauritius, and 25th of each month for Seychelles, Madagascar, and Mauritius.

The Norddeutscher-Lloyd Line have a weekly service to Alexandria, calling at Naples fortnightly in summer and weekly during the winter season. There is also a fortnightly service to and from Marseilles, Naples, Piræus, Smyrna, Constantinople, and Black Sea ports.

The Nippon Yusen Kaisha steamers from London call at Marseilles regularly *en route* for Egypt, Ceylon and Japan; also the Company's steamers from the Far East to London.

The Rotterdam-Lloyd steamers between Rotterdam, Southampton, Colombo, Sumatra and Java, call at Marseilles.

The Compagnie Générale Transatlantique steamers sail every Tuesday, Wednesday, Friday, and Sunday, at 1.0 p.m., for Algiers; every Monday and Thursday for Tunis direct, and every Friday for Tunis *via* Bizerta, every Monday to Malta *via* Tunis, and weekly sailings to other Algerian ports.

Steamers of the Compagnie de Navigation Mixte (Cie Touache) sail on Monday at 6.0 p.m. and on Thursday at 11.45 a.m. direct for Algiers: also on Wednesdays and Saturdays (continuing to Palermo) at noon for Tunis.

There are also local services to Corsica, Naples, Tunis, Oran, Tangier, etc., by steamers of the Compagnie de Navigation Mixte, Fraissinet S.S. Co., and N. Paquet & Cie.

Telegrams between Marseilles and London 20 c. a word, and between any two places in France 50 c. for 10 words, 5 c. for each additional word, address counted. To Lower Egypt, 1 f. 25 c. a word; to India, 2 f. 50 c. a word, *via* Eastern Telegraph Co.

The **Postage** on letters to England, Egypt and India is 25 c.

Railway and Steamer Tickets to all parts issued. Passengers contemplating long or short tours can obtain full and reliable information at Cook's Office, 11B, Rue Noailles (five minutes from the Railway Station and near the Hotels).

Baggage collected and forwarded on receipt of instructions. Insurances effected.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

Forwarding Department and Clearance of Passengers' Baggage.—*We have a special staff to deal with Forwarding and Clearance of Passengers' Baggage. Passengers leaving steamers at Marseilles should fill up a Baggage Declaration Form to be obtained at our offices, or from our uniformed Interpreters who meet the steamers, and who will arrange for NOT WANTED baggage to be cleared upon arrival in England and consigned to any address. Travellers not possessing forms can obtain same on arrival at Marseilles.*

As the Steamship Companies convey passengers' baggage free of charge, it is to the advantage of passengers to leave as much as possible on board to be cleared in London.

In the case of baggage to be consigned to towns on the Continent, this can be sent either by Petite or Grande Vitesse from Marseilles, and, as each railway ticket allows of only 30 kilos of baggage free, as far as possible it is best to consign baggage through our baggage service either by slow or express freight.

Baggage can be insured, whether accompanied or unaccompanied by owners, and passengers are particularly requested to declare the full value for insurance.

Warehouse.—A warehouse situated in the most central position of Marseilles has been opened for the convenience of passengers having surplus baggage, and for the reception and storage of merchandise of all kinds.

Excursions in and from Marseilles.—A Programme, entitled "How to See Marseilles," can be obtained free of charge from any of our Indian Offices, or at our Marseilles

Office, 11B, Rue Noailles. Private carriages, landaus, or automobiles, can be engaged for drives and excursions. Tickets issued for excursions to Notre Dame de la Garde, Chateau d'If, and Ste. Baume. Daily excursions to Arles, Nîmes, Avignon, etc., or combined tickets to London, including hotel accommodation, drives, and guides at Arles, Nîmes, etc.

Inclusive Independent Tours for Families and Private Parties.—Plans, itineraries, and estimate for any proposed independent tour for parties of 2, 3, 4, or more persons may be obtained at our office. The estimate will include travelling tickets, hotel accommodation (reserved in advance on whatever floor may be selected), meals in hotels and whilst travelling or sightseeing, conveyance to hotels and *vice versâ*, private carriages (when necessary), and guides, entrance fees to museums, and places of interest visited with the guide.

“The Traveller's Handbook for the Riviera and Pyrenees,” price 3s. 6d. net.

TOULON.

Cook's Office.—4, Place de la Liberté (Grand Hotel Building). Open on days Orient Line steamers arrive.

Hotels.—Grand Hôtel, Hôtel du Louvre.

The principal Railway Station is that of the Paris-Lyon-Méditerranée, facing the Avenue Vauban (good buffet). A branch line runs from Toulon to Hyères-les-Palmiers.

The Sud de France Station is within 2 min. walk of the Quai Cronstadt. This railway runs from Toulon to Hyères, continuing along the coast, through charming scenery, to St.-Raphael, where it joins the P.-L.-M. main line.

Toulon (population 104,582) is the principal Military Harbour of France on the Mediterranean and, next to Brest, the most important Naval Station in France. The town is situated at the bottom of a double bay, rising gradually from the sea, and is protected by 11 forts.

The Arsenal and workshops cover 720 acres and employ over 12,000 men. Foreigners are only admitted to the

Arsenal on presentation of an introduction from their government countersigned by a French Minister.

The Orient Royal Mail liners call at Toulon fortnightly *en route* for Naples, Taranto, Port Said, Suez, Colombo and Australia, also on the homeward journey. Passengers can join the steamer six days later than in London (special trains from London in connection).

Excursions to Hyères-les-Palmiers, including guide, lunch and drive in the environs, 25 fr.; (afternoon) to Tamaris and Gorges d'Ollioules, including steamer, guide and drive, 12 fr. 50 c.

Telegrams and **Postage** same as from Marseilles (pp. 36, 37).

Interpreters in uniform meet trains and steamers arriving at and leaving Toulon to assist passengers in landing and transferring their baggage to or from steamers, railway-station or hotel as may be required, and in other ways. Passengers are recommended to hand over their keys to the Interpreters, and they must be careful to *declare* at the same time if they have any articles liable to duty such as cigars, tobacco, spirits, tea, etc. Baggage collected and forwarded on receipt of instructions. Insurances effected.

"The Traveller's Handbook for the Riviera and Pyrenees," price 3s. 6d. net.

GENOA.

Cook's Office—17, 19, and 21, Piazza della Meridiana, Via Cairoli.

Hotels—Miramare, Eden Palace, Savoie, Gênes, De la Ville, Continental, de Londres, and Station Buffet (First Class); Hôtel des Princes, Milan, France, Helvetia (Second Class).

There are two Railway Stations at Genoa, the Western (Piazza Principe), which is the main station for the arrival and departure of passengers, and the Eastern (Piazza Brignole). Central European time.

Genoa is one of the most flourishing Italian ports, a city of palaces and churches, in one of the grandest and loveliest positions in the world. Population (1910) about 290,000.

The principal places to be visited during a short stay are the Campo Santo, the Cathedral, the Annunziata, and other

churches ; the Brignole-Sale (Palazzo Rosso), the Doria Spinola, Palazzo Bianco, Balbi, and Durazzo Palaces. Splendid land and sea views are obtained from the Public Gardens, and the Villa Pallavicini Gardens and Park at Pegli are well worth a visit. A Funicular Railway runs from the Piazza della Zecca to the summit of the fortifications around Genoa (960 feet above sea level), commanding an extensive view of the sea, the Riviera, the Maritime Alps, as well as of the city and harbour lying beneath. Electric trams traverse the principal streets and suburbs.

The **Cab Fares** are (1 horse) 1 lira per course not exceeding 30 minutes, by day, and by night 1.50 ; for 2 horses the fares are 1.70 by day, and 2.00 by night ; by the hour 2 lire day, 2.50 night. Cab fares to Nervi and Pegli to be arranged with driver beforehand. For passengers disembarking from steamers the boat tariff is 1 lira per passenger, including 100 kilos of baggage, and 50 c. for every 50 kilos in excess. Passengers arriving by steamers which do not come alongside the pier are in most cases landed with their baggage by tender and free of charge.

The Societa Nazionale, etc., steamers sail for Alexandria weekly, to Bombay once a month, and to Massowah once a month ; to Malta every Wednesday.

Steamers run to Naples, Marseilles, Gibraltar, Southampton, Amsterdam, Hamburg, Bremen, New York, Boston, Colombo, Australia, China, Japan, Sumatra, Java, Central and South American ports, etc., at intervals.

Railway Fares from London.—Subject to alterations the railway fares to Genoa are as follows :—

<i>Via Calais, or Boulogne, Paris</i>	1st Class.	2nd Class.
and Turin	£7 4 8	£4 19 11

Baggage Allowance.—To Modane, free 56 lb. Excess about 4s. 7d. for every 20 lb. or fraction thereof. Modane to Genoa 1s. for every 20 lb. No free allowance in Italy.

<i>Via Dieppe, Paris, Mont Cenis, and</i>	1st Class.	2nd Class.
Turin	£6 6 10	£4 8 5

Baggage Allowance.—To Modane, free 66 lb. Excess about 3s. 11d. for every 20 lb. or fraction thereof. Modane to Genoa about 1s. for every 20 lb. No free allowance in Italy.

<i>Via Havre, Paris, and Turin</i> ..	1st Class.	2nd Class.
	£6 4 6	£4 7 0

Baggage Allowance.—66 lb. free to Modane, Modane to Genoa, 1s. for every 20 lb.

Our Interpreters meet the Mail and Passenger Steamers and Trains to assist passengers in landing and embarking, or on shore at the Railway.

Railway and Steamer tickets issued.

Baggage collected and forwarded to all parts. Insurances effected.

Postage to England, Egypt, or India, 24 c. ; to any part of Italy, 15 c.

Telegrams between Genoa and London 24 c. per word, plus 1 lira tax for the telegram ; to any place in Italy 60 c. for 10 words, plus 5 c. for each additional word, address counted.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes issued and cashed, and Foreign Moneys exchanged.

Drafts issued and Cable payments made on all principal towns.

“Cook’s Tourist’s Handbook for Northern Italy,” price 4s. net.

NAPLES.

Cook’s Office—Galleria Vittoria, Via Chiatamone.

Hotels—Bertolini’s Palace Hotel, Grand, Royal des Etrangers, du Vésuve, Parker’s, de Londres, Continental, Victoria, Excelsior Grand Hotel, Riviera, de Naples, Isotta et de Genève, Bellevue, Métropole.

The chief city of Southern Italy. Population about 610,000. Distance from London by sea direct, 2,272 miles ; *via* Plymouth, 2,312 miles. Railway journey from London, 51 to 58 hours. Central European time. During a short stay in Naples many of the principal buildings may be visited, notably the Museum, the Royal Palaces, some of the Churches, the Aquarium, etc. The best part of a day is required for Vesuvius (Electric Car to Pugliano, and Cook’s Electric Railway up the mountain), and another half a day for Pompeii, but if necessary both places can be visited in a day. Numerous interesting and beautiful

Excursions in the neighbourhood of Naples are arranged at our Agency ; also Circular Tours in Sicily. Daily excursions in the town and to Pompeii and Capri. Complete sets of Tickets, with or without Hotel Coupons, are issued at our office, where a pamphlet containing full particulars of various Tours can be obtained.

The Orient Line steamers between London and Sydney call on the outward and homeward voyages. To Sydney every alternate Saturday. To London every fortnight, calling at Toulon, Gibraltar, and Plymouth.

Outward bound passengers can join the Orient Line steamer eight days later than in London, and must embark before 2 p.m. They can leave Victoria or Charing Cross on the morning of the Thursday following the steamer's departure from Tilbury. (Connection is not, however, guaranteed. The boat leaves Naples at 2.0 p.m. on Saturday even if the train is late, as the Mail is now taken on board at Taranto, steamer leaving there on Sunday evening.)

The British India Line steamers from Calcutta, and the City Line steamers to and from Bombay, call occasionally.

The Norddeutscher-Lloyd steamers call on the outward and homeward voyages of the Levant, Egypt, China, Japan, and Australian services.

The Societa Nazionale, etc., steamers call here for Malta, Egypt, India, etc. ; leave for Malta every Sunday at 4.30 p.m., arrive from Malta every Wednesday at 8.30 a.m. Italian State Ry. steamers for Palermo daily at 7.30 p.m., in about 13 hours, fare 25 lire 20-22.

There are also services to Boston, New York, etc.

Railway and Steamer Tickets issued. Baggage forwarded to all parts. Insurances effected.

Railway Tickets from London to Naples can be purchased with the steamer's tickets at our offices in London. —Fares, subject to alteration, are as follows :—

<i>Via</i> Calais or Boulogne, Paris,	1st Class.	2nd Class.
Turin, Genoa, Pisa and Rome	£8 18 2	£6 1 0
<i>Via</i> Dieppe, Paris, Turin, Genoa,		
Pisa and Rome	£8 0 4	£5 9 7
<i>Via</i> Havre, Paris, Turin, Genoa,		
Pisa and Rome	£8 3 0	£5 11 6

Baggage.—To Modane, free 66 lb. Excess about 3s. 11d. for every 20 lb. or fraction thereof. Modane to Naples about 3s. 10d. for every 20 lb. No free allowance in Italy.

A limited number of combined tickets are issued including rail, sleeping car, and steamer fare at special rates which can be ascertained on application.

Passengers should be careful to have ALL their baggage (even the registered portion) examined by the Customs at the Italian frontier, or it will not be sent on in the same train and may miss the steamer.

Baggage received and forwarded to destination.

Telegrams between Naples and London, 23 c. per word, plus 1 lira (about 10d.) for the telegram ; between any two towns to Italy, 10 words, 60 c., plus 5 c. each additional word ; to Lower Egypt, 1 lira 25 c. ; to India, 2 lire 50 c. per word *via* Malta.

Postage to England, 25 c. ; to Egypt, 15 c. ; to India, 25 c. ; to any part of Italy, 15 c.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged at our office ; and our Interpreter will assist passengers on board, on shore, or at the railway.

“Cook’s Tourist’s Handbook for Southern Italy (including Rome) and Sicily,” price 4s. net.

Vesuvius.

The Vesuvius and Funicular Railways on Vesuvius being our own property, our Agent at Naples will arrange to convey visitors by electric car or carriage from the city to the Pugliano station, and thence by railway to the crater at the top of the mountain, at a moderate fare.

Homeward bound passengers landing at Naples from British India and Orient Companies’ steamers can have their heavy luggage sent round in the ship to London, free of charge, and particulars of same should be filled in on our Baggage Declaration Form. These Forms and the keys can be handed over to our Naples Agent, or may be left in the care of the Purser on board, who will have them delivered to our Representative at Gravesend.

BRINDISI.

Cook's Office—(On the Quay) Strada Marina.

Hotels—Grand Hôtel International, Hôtel de l'Europe.

Distance from London, overland, 1,459 miles. Population (1901) about 25,000. Railway journey, 50 to 60 hours; from London *via* Malta, 2,640 miles (10 days). Local time, 72 mins. in advance of Greenwich. (For particulars of P. & O. Brindisi Express, see pp. 11 and 151.) Distance to Port Said, 930 miles.

The P. & O. Express steamers leave for Port Said as soon as the mails are on board every Sunday evening, and at Port Said connect with the Mail steamers for India, China, and Australia. (*For particulars of railway service to and from Brindisi, see pp. 11 and 151.*)

The Societa Nazionale, etc., steamers leave at 1.0 p.m. for Alexandria and Port Said on the 16th and 31st, or 1st of every month. The steamers from Egypt leave Brindisi on the 4th and 18th of every month for Venice, calling at Bari and Ancona. The same Company's steamers from Constantinople leave Brindisi every Sunday at 11.0 p.m., calling at Bari and Ancona *en route* to Venice, and their steamers for Corfu, Patras, and Piræus, *via* Corinth Canal, leave Brindisi at 11.30 p.m. on Sunday; also on Tuesday at 11.30 p.m. for Corfu, Patras, Piræus, and Constantinople.

The Austrian-Lloyd steamers leave Trieste every Tuesday calling at Brindisi at about 11.30 p.m. on Wednesday and Sunday, for Corfu, Patras, Piræus, and Constantinople; and every Friday, calling at Brindisi, and leaving there at 1.0 p.m. on Saturday for Alexandria during the summer. In the winter departures from Trieste are on Sundays, leaving Brindisi at 12.30 p.m. on Tuesdays for Alexandria. Greek mail steamers leave Brindisi on Saturdays, Mondays and Thursdays at 11.0 p.m. for Corfu, Patras and Piræus, *via* Corinth Canal.

The Puglia Co.'s Mail steamers leave Brindisi Thursdays at 11.0 p.m. for Vallona, S. Quaranta and Corfu.

Telegrams to London, 23 c. a word, plus 1 lira for the telegram; to any place in Italy, 60 c. (about 6d.) for 10 words, address counted; each additional word 5 c. To India, 2 lire 50 c. per word; to Lower Egypt, 1 lira 25 c.

Postage to England, 25 c. ; to India, 25 c. ; to Egypt, 25 c.

Railway Fares from London.—Subject to alteration, the railway fares to Brindisi are as follows :—

	1st Class.	2nd Class.
<i>Via</i> Calais or Boulogne, Paris, Turin, and Bologna	£9 10 0	£6 8 9
<i>Via</i> Dieppe, Paris, Turin, and Bologna	8 4 8	5 12 5
<i>Via</i> Havre, Paris, Turin, and Bologna	8 7 6	5 14 3

Baggage Allowance.—To Modane, free 66 lb. Excess about 3s. 11d. for every 20 lb. or part thereof. Modane to Brindisi about 2s. 6d. for every 20 lb. or part thereof. No free allowance in Italy.

Fares from Brindisi to London, see p. 154.

From Naples to Brindisi, and *vice versâ*, there are two routes—one *via* Foggia, the other *via* Taranto.

On the Italian Railways there is no free allowance of baggage. The baggage rates are slightly less than 4 per cent. of first-class fare, for each ten kilos, or fractional part of ten kilos.

On the arrival of trains and steamers at Brindisi, our Interpreter, in uniform, will attend to meet and assist passengers.

Railway and steamer tickets issued to all parts of the world.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

“Cook’s Tourist’s Handbook for Southern Italy (including Rome) and Sicily,” price 4s. net.

In addition to the office on the quay, passengers will find an enquiry office at the Port Station, where the P. & O. Express train leaves for Paris and Calais.

VENICE.

Cook’s Office—Piazza dei Leoncini, Piazza San Marco.

Hotels—Royal Hotel Danieli, Grand, Britannia, Victoria, Bellevue, Grand Canal et Monaco, Hôtel d’Angleterre, Hôtel Terminus. *The Lido* : Excelsior, Villa Regina, Grand Hôtel des Bains.

Distance from London, overland, 1,048 miles. Population (1910) 183,224. Railway journey, 30—46 hours. Venice to Brindisi, 395 miles. Brindisi to Port Said, 930 miles. Central European time.

Venice is a charming place in which to spend a few days before leaving for Egypt or India, and, being easily reached either by the St. Gothard, Mont Cenis, or Simplon routes, is a convenient port for embarkation. All the principal sights can be visited on foot, or by gondola. We have arranged a daily excursion including practically all the most important sights, viz.: St. Mark's Square, the Cathedral of St. Mark, the Doge's Palace, the Academy of Art, some of the Palaces on the Grand Canal, the Museo Civico, the Museo Correr, the Frari, Redentore, Scalzi, S. Maria, and other Churches. If time permits, the Glass Mosaic Factories and the bathing station at the Island of the Lido with its splendid New Hotel should be visited.

The Societa Nazionale, etc., steamers leave for Alexandria, *via* Ancona, Bari, and Brindisi, on the 13th and 28th of each month.

The Austrian-Lloyd steamers sail frequently for Trieste, daily during summer, generally at 11 p.m., usually connecting with that Company's steamers for India and China. (See time tables.)

Austrian-Lloyd steamers *from* Alexandria call at Venice *en route* for Trieste during the spring season.

Norddeutscher-Lloyd steamers (from September 26th) sail from Venice for Alexandria fortnightly and return fortnightly (from September 12th).

During the summer season (from March 15th) steamers of the Hungarian Croatian Line leave for Fiume on Mondays at 7.0 a.m., and on Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays at 8.0 p.m.

Telegrams to London cost 23 c. a word, plus 1 lira for the telegram ; to any part of Italy, 60 c. (about 6d.) for 10 words, address counted, each additional word 5 c. To India, 2 lire 50 c. per word ; to Lower Egypt, 1 lira 25 c. per word.

Postage to England and India 25 c. ; to any part of Italy and Egypt, 15 c.

Railway Fares.—Subject to alteration the railway fares from London to Venice are as follows :—

	1st Class.	2nd Class.
<i>Via</i> Calais, Paris, Mont Cenis, Turin, Milan, Verona	£8 1 0	£5 10 3
<i>Via</i> Dieppe, Paris, Mont Cenis, Turin, Milan, Verona	7 3 2	4 18 9
<i>Via</i> Calais, Paris, Lausanne, Sim- plon, Milan	7 14 8	5 7 0
<i>Via</i> Dieppe, Paris, Lausanne, Simplon, Milan	6 16 9	4 15 6
<i>Via</i> Calais, Paris, Bâle, St. Gothard Railway, Milan ..	7 18 0	5 9 6
<i>Via</i> Dieppe, Paris, Bâle, St. Gothard Railway, Milan ..	7 4 10	5 1 2

Our Interpreter meets the Mail steamers and trains, to assist passengers in landing or embarking.

Railway and Steamer tickets issued.

Baggage forwarded to all parts—also stored. Insurances effected.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

“Cook’s Handbook to Venice,” price 1s. net.

TRIESTE.

Hotels—Excelsior Palace, de la Ville, Delorme.

Trieste, the most important seaport of Austro-Hungary and the chief trading town of the Adriatic, is situated at the head of the gulf of Trieste, an arm of the gulf of Venice. Population (1910) 223,027. Distance 1,100 miles from London by rail, 370 miles from Vienna, and six to eight hours by rail or steamer from Venice. There is a large new harbour; and extensive industries, including ship building, rope making, and the manufacture of soap, etc., are carried on. Central European time.

One of our Interpreters is stationed at Trieste to assist passengers arriving or leaving by rail or steamer. Communications to be addressed “Cook’s Interpreter, c/o Gebruder Weiss, Trieste.”

Austrian-Lloyd steamers leave Trieste every Friday for Egypt ; on Sundays for Egypt and Syria ; and at frequent intervals for many of the principal Mediterranean ports ; on the 1st, 4th, 10th, 12th, 16th, and 27th of the month, September to April, and 1st, 4th, 10th, 12th, and 27th of the month, May to August, for Egypt and India, or Ceylon, China, and Japan.

The Cunard Company maintain about a fortnightly service between Trieste, Fiume, Palermo (usually calling at Naples and Gibraltar), and New York.

There are weekly sailings to Sicily, Italy, Marseilles, and Valencia by the Adria Line, which Company also has another weekly service to Sicily, Italy, and Marseilles.

Telegrams to London cost 23 heller per word, plus 60 heller for every telegram ; to any place in Austro-Hungary 60 heller for 10 words, plus 6 heller for every additional word ; to Lower Egypt 1 kr. 25 h. (1s.), Aden, India, and Burma 2 kr. 50 h. (2s.), Ceylon 2 kr. 60 h. (2s. 1d.), China 5 kr. 50 h. (4s. 5d.), Japan 6 kr. 05 h. (4s. 10d.), Australia 3 kr. 75 h. (3s.) per word.

Railway Fares from London to Trieste, subject to alterations, are as under :—

<i>Via</i> Calais or Boulogne, Laon, St. Gothard, Venice, and Cervignano	1st Class.	2nd Class.
<i>Via</i> Calais or Boulogne, Laon, Arlberg, Munich, Tauern Tunnel	£8 14 6	£6 1 6
	8 15 2	5 14 9

Free allowance of 56 lb. of luggage to Chiasso. Excess about 5s. 6d. each 20 lb. or fraction thereof. No free allowance from Chiasso to Trieste. Charge about 2s. for every 20 lb. or part thereof.

<i>Via</i> Dieppe, Paris, Bâle, Milan, and Cormons	1st Class.	2nd Class.
<i>Via</i> Dieppe, Paris, Bâle, Milan, Venice, and Cervignano ..	£8 11 0	£6 0 0
<i>Via</i> Dieppe, Paris, Bâle, Zurich, Innsbruck, Tauern Tunnel ..	8 4 6	5 15 3
	8 12 6	5 18 6

Details of Baggage allowance on application.

“Cook’s Tourist’s Handbook for Northern Italy,” price 4s. net.

PORT SAID.

Cook's Office—Thos. Cook & Son (Egypt), Limited,
Quai François Joseph.

Hotels—Continental, Eastern Exchange, Savoy.

Local time, 2 hours 9 mins. in advance of Greenwich.
Population about 50,000.

Port Said is 155 miles from Alexandria by sea, 930 from Brindisi, 935 from Malta, 3,570 from London by sea *via* Brindisi, 3,225 *via* Malta, 3,511 *via* Marseilles, 2,389 from London overland *via* Brindisi, 3,059 from Bombay.

Most steamers stay a short time at Port Said, either for coaling or to wait their turn for entering the Suez Canal.

They are boarded by our Interpreter, in uniform, to afford information or assistance, and public boatmen convey passengers to and from the shore at a charge of 3d. per person during the day, and 6d. during the night.

Our offices are situated close to the Landing Stage, and contain a reading room, supplied with newspapers, telegrams, etc., where passengers can read or write while the steamer is being coaled.

Baggage labels and forms for clearing baggage on arrival in England will be supplied by our Agent. These forms should be filled up by passengers as directed, and the keys delivered to our Agent or to the Purser of the ship, and on arrival at destination the declaration form and keys will be handed to our Representative, who will clear the baggage through the Customs, and deliver it to the passenger, or forward it as instructed; or the passenger can post the form and keys to us direct at any port touched at *en route*.

The Suez Canal Company's light railway has been bought by the Egyptian Railway Administration, and is now a broad-gauge line all the way from Port Said to Cairo *via* Ismailia.

The train service between Port Said and Cairo, according to latest information, is as follows:—

Leave Port Said ..	8.5 a.m.	1.0 p.m.*	6.40 p.m.*
Arrive Cairo ..	12.55 p.m.	5.5 p.m.	10.55 p.m.

* A Restaurant Car is attached to these trains.

The distance from Port Said to Suez, by the Suez Canal, is 88 nautical miles, the average passage being about 14 hours.

On the west mole at Port Said is a statue of Ferdinand de Lesseps (1805-94), the famous builder of the Suez Canal.

There is nothing to interest visitors at Port Said, except the shops, where Oriental goods of every description can be bought. The currency is Egyptian, but English or French gold or silver is accepted at the hotels and shops.

Telegrams to England, Austria and Hungary, France, Germany, Greece, Italy, Spain and Portugal, Russia, Turkey in Europe, Norway and Sweden, and Switzerland cost 48 milliemes per word (1s.) ; between any two places in Egypt, 20 milliemes eight words (5d.). Each additional 2 words or fraction, 5 milliemes. To India and Burma, 92 milliemes per word (1s. 11d.). To Ceylon, 96 milliemes (2s.). To China, 4s. 5d.—5s. 5d. To Australia, 3s. 5d.—3s. 9d.

Half-rate Deferred Plain Language telegrams are accepted between Port Said, Great Britain, France, Algeria, Tunis, Germany, Portugal, Belgium, Sudan, Madagascar, Senegal, and all places in British Territory, Shanghai, Amoy, Foochow, Chefoo, Weihaiwei, Tsingtau, United States and Portuguese Colonies, Luxembourg, Spain, Spanish North African possessions, Canaries, Morocco (except Casa Blanca), Mogador, Rabat, Canada, British Borneo, Peking, Tientsin, Hankow.

Postage to England and India, 5 milliemes (1¼d.).

In addition to the numerous steamers to or from India, Ceylon, Burma, Straits, China, Japan, Australia, etc., there are frequent arrivals from and departures for London, Liverpool, Southampton, Gibraltar, Algiers, Tangier, Malta, Marseilles, Genoa, Naples, Brindisi, Venice, Trieste, the Syrian Coast, Cyprus, Alexandria, etc., performed by the P. & O., Orient, Norddeutscher-Lloyd, Union-Castle, British India, Anchor, Bibby, City, Hall, Henderson, Messageries, Austrian-Lloyd, German East African, Rotterdam-Lloyd, Nederland, Russian Company, and Khedivial Mail steamers. Information as to dates of sailing and passage tickets can be obtained at our office.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

ALEXANDRIA.

Cook's Office—Thos. Cook & Son (Egypt), Limited,
2, Rue Porte Rosette.

Hotels—Savoy Palace, Grand, Windsor, Métropole.

Distance from London by sea, *via* Gibraltar and Malta, 3,060 miles. Distance from Malta, 825 miles; from Brindisi, 825 miles; from London, *via* Brindisi, 2,275 miles, from London by sea 3,070. Local time, 1 hr. 59 mins. in advance of Greenwich.

Modern Alexandria contains a population of (1907) about 376,553, of whom three-fourths are natives and the remainder Levantines and Europeans of every nationality. The great square (Place Mohammed Ali) and the principal streets, the headquarters of European life and business, have been rebuilt since the bombardment and great fire of 1882, forming a very handsome quarter of the city.

The Western or Eunostus Harbour, now called the Old Port, is a well protected and commodious harbour, with breakwater, mole, jetty, lighthouses, and spacious quays crowded with the merchant ships of every nation.

Carriage drives are arranged at short notice by our Agent for visiting Pompey's Pillar, Ras-el-Tin Palace, the Pharos, the Ruins of the Forts, the Catacombs, and the Museum; also to the Mahmoodeah Canal, visiting the Nouzha Municipal Gardens, and to the bathing station of the San Stefano Casino at Ramleh.

The Roman Necropolis at the ancient Stadium of Alexandria (Kom-el-Shougafa), discovered in 1900-1901, is now open to the public. Entrance fee P.T. 5 each person.

At our offices in the Rue Porte Rosette passages can be booked by all lines of steamers to all parts of the world. Passengers arriving by steamer are met on board by our Interpreters (and men wearing scarlet jerseys), who will assist at the Custom House examination of baggage.

Baggage collected for storage or forwarded to destination. Insurances effected.

Express trains run daily to Cairo at 7.0 a.m., 9.0 a.m., noon, 3.0 p.m., 4.0 p.m., and 6.0 p.m. in 3-3½ hours;

Restaurant Car on noon and 6.0 p.m. trains ; ordinary trains in about six hours.

The Austrian-Lloyd steamers leave Trieste for Alexandria every Friday and Sunday at 1.0 p.m., and leave Alexandria for Brindisi and Trieste every Thursday at 3.0 p.m. and every Saturday at noon. (Transhipment at Trieste for Venice.) Also for Jaffa, Beyrout and Syrian Coast ports every Monday at 5.0 p.m.

The Messageries Maritimes steamers sail for Marseilles every Friday at 4.0 p.m. Also for Jaffa fortnightly, 8.0 a.m., Thursday ; and for Beyrout at 8.0 a.m. every Thursday.

There is a weekly service of the Societa Nazionale, etc., steamers to Naples and Genoa, Thursday 2.0 p.m., and to Brindisi, Ancona, and Venice, on the 1st and 15th of every month. Also for Jaffa, Beyrout, and Syrian Coast ports weekly, Wednesday.

The Khedivial Mail Line have weekly sailings, Wednesday, 4.0 p.m., for the Piræus, Smyrna, and Constantinople ; and weekly at 4.0 p.m. on Saturday for Jaffa, Beyrout and the Syrian Coast, continuing to Smyrna and Constantinople alternate weeks. (See time table.)

The Russian S. N. Company have frequent sailings *via* Port Said and Syrian Coasts ; and for Constantinople and Odessa, *via* the Piræus, weekly. (See time table.)

The Royal Roumanian Company's steamers leave Alexandria every Friday at 4.0 p.m. for the Piræus, Constantinople and Constanza.

The Norddeutscher-Lloyd Line have, for the greater part of the year, services from Alexandria to Naples weekly, Genoa, Venice and Marseilles, fortnightly.

Steamers of the Moss, Papayanni, and Prince Lines sail frequently for Liverpool and/or Manchester.

Postage to or from England and India, 5 milliemes (1½d.); other countries in the Postal Union, 10 milliemes, or one piastre = 2½d.

Telegrams to England, 48 milliemes a word = 1s. To India, same as from Port Said. (See p. 49.) Between any two places in Egypt, 20 milliemes—5d. for 8 words. Each additional 2 words or fraction, 5 milliemes. To other countries, see tariff.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

“Cook’s Handbook for Egypt and the Sudan,” price 10s. net.

CAIRO.

Cook’s Office—Thos. Cook & Son (Egypt), Limited, near Shepherd’s Hotel.

Hotels—Shepherd’s, Ghezireh Palace, Semiramis, Savoy, Grand Continental, Angleterre, Heliopolis Palace, National, Bristol, Métropole, Eden Palace, New Khedivial, Villa Victoria, and, at the foot of the Pyramids, the Mena House Hotel.

At HELUAN—Grand Hotel, Grand Hôtel des Bains, Al Hayat, and Tewfik Palace Hotel.

At ASSUAN.—Cataract, Savoy and Grand Hotels.

At LUXOR.—Winter Palace and Luxor Hotels.

Cairo, called El Masr by the Egyptians, and El Kahireh (the victorious) by the Arabs, the modern capital of Egypt, and the largest city in Africa, is situated on the east bank of the Nile, and contains a population of (1907) 676,785. Local time, 2 hrs. 5 mins. in advance of Greenwich. Although to a large extent modernized with new streets, palatial public buildings, open spaces, railway stations, even tramways and motor omnibuses, Cairo, in its native quarter, narrow thoroughfares, bazaars, elegant mosques, and wonderful medley of human life, still possesses a charm and character of its own.

The principal sights *in and around the City* are the Citadel and Mosque of Mohammed Ali, the more important Mosques, the Bazaars, and the splendid National Collection of Egyptian Antiquities at the Cairo Museum. And *in the Environs*, visitors whose time is limited should arrange to see the Pyramids of Ghizeh, the Pyramids and Tombs at Sakkarah, Old Cairo and the Mosque of ‘Amr, Heliopolis, and the Barrage.

Travellers contemplating a lengthy stay in Cairo, Luxor, and Assuan, or a Nile journey, are recommended to consult the Managers of THOS. COOK & SON as to choice of hotel,

and best period for the Nile voyage by steamers or dahabeahs, including services to Assuan (1st Cataract), Halfa (2nd Cataract), Khartoum, and the Sudan. (See p. 158.)

Modern and splendidly-equipped hotels, under European management, are found at Assuan and Luxor, the most delightful and health-giving resorts in Egypt.

Arrangements made for long or short visits to Mount Sinai, Palestine, and the Holy Land. (See pp. 135—137.)

Conducted Parties to Palestine at frequent intervals during the winter and spring.

Camping Tours in the Desert and to the Fayoum Oasis. For particulars apply to any of our offices in Egypt.

Invalids wishing to benefit by the sulphur baths and mineral springs at **Heluan**, about 15 miles from Cairo, will find good hotel accommodation. Trains run from the Bab-el-Luk Station, Cairo, to Heluan at frequent intervals.

Further information respecting residence at Heluan, Luxor, or Assuan may be obtained at our offices, near Shepheard's Hotel, Cairo.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged.

A special office adjoining our present Tourist Offices has been opened at which the various branches of our **Shipping and Forwarding Department** are carried on. These include the reception, insurance, and shipment to all parts of the world, on moderate and favourable terms, of passengers' baggage and purchases made in Egypt. (See p. 13.)

A weekly mail list is sent to our offices and to the hotels, showing days of arrival.

Postage to Great Britain, its colonies and dependencies and to Italy is half a piastre; to all other countries in the Postal Union, 1 piastre=2½d. For Telegraph, Telephone, and carriage tariffs, see Local Guide.

Express trains run at 7.30 a.m., 9.30 a.m., 12.0 noon (restaurant car), 4.15 p.m., 6.35 p.m. (restaurant car) to Alexandria; three through trains at 7 a.m., 11.0 a.m. (restaurant car), and 6.15 p.m. (restaurant car) to Port

Said ; and thrice a day to Suez, at 7 and 11.0 a.m. and 6.15 p.m. (See below, also p. 49.) For trains to Assiut, Luxor and Assuan, see local time table.

“Cook’s Handbook for Egypt and the Sudan,” price 10s. net.

SUEZ, PORT TEWFIK.

Sub-Agent—Mr. G. MAVRO.

Steamers usually stop at Suez for a short time, and generally anchor in the roads, about one mile distant from Port Tewfik, the entrance to the Suez Canal, and two-and-a-half miles from the town of Suez. Population about 18,000.

Local time, 2 hs. 10 mins. in advance of Greenwich.

Our Dragoman renders assistance to passengers arriving or leaving.

Letters or Telegrams addressed to Suez, if sent to the care of our Agent, will be delivered on board the various steamers.

There is a half-hourly service of trains between Port Tewfik (Docks) and Suez, from 5.45 a.m. to 11.0 p.m. ; time occupied, 10 minutes.

The only place of interest within easy reach of Suez is Moses’ Wells, situated on the Asiatic side, distant about two hours, crossing the Canal at the Quarantine Station, thence donkeys to the Wells.

Trains leave for Cairo, Alexandria, and Port Said from Suez Docks Station at 7.25 a.m. and at 5.40 p.m. ; and from Suez Town only at noon, due in Cairo 12.55 p.m., 5.5 p.m., and 10.55 p.m., and at Alexandria 3.5 p.m., 5.40 p.m., 7.40 p.m., and 5.30 a.m. ; at Port Said at 11.50 a.m., 3.10 p.m., and 10.35 p.m.

The above mentioned times of departure are subject to alteration.

The cost of telegrams and of postage is the same at Suez as at Port Said. (See p. 50.)

The voyage from Suez to Aden, 1,310 miles, occupies about four days, and from Aden to Bombay, 1,664 miles, from five to six days.

The Gulf of Suez, an arm of the Red Sea, is 180 miles long, with a width of 8 to 10 miles. At Shadwan Island the Red Sea proper commences, and is 1,100 miles in length, varying from 16 to 200 miles in breadth, and communicates at the South end with the Indian Ocean at the Strait of Bab-el-Mandeb. The weather is generally very hot in the Red Sea, especially so during the months of May, June, July, and August.

Khedivial Mail Line steamers leave Suez every Wednesday for Port Sudan and Suakim (call optional). Steamers also leave Suez at intervals for other ports in the Red Sea. Particulars as to dates of sailing and passage tickets can be obtained on application. Suez is also called at by a number of lines to and from India, Ceylon, Burma, Straits, China, Japan, Australia, etc.

"Cook's Handbook for Egypt and the Sudan," price 10s. net.

ADEN.

Local time, 3 hrs. in advance of Greenwich. Distance from London by sea and *via* the Suez Canal, 4,620 miles. Population (1901) 46,165, including Perim and Cantonment.

Aden, a British possession under the government of the Indian Presidency of Bombay, is situated on the south coast of Arabia. It is a natural fortress, and has been rendered almost impregnable by additional fortifications. In 1839 it was acquired by the British, under whose administration its trade has developed immensely, and its commerce, both European and Asiatic, since the opening of the Suez Canal in 1869, has grown rapidly.

The rainfall of the year is very small, varying from $\frac{1}{4}$ inch to 6 inches, with an average of about 3 inches, and the mean temperature is 81° F. The mortality among Europeans is not excessive, but for a prolonged residence the climate is very debilitating. The town and camp at Aden are situated within the crater, but the principal residence of Europeans is at Steamer Point, where are situated the Hotels, Parsee Stores, and English Church.

The outer anchorage is a mile from the shore, the inner anchorage about a quarter of a mile. A boat inspector attends at the landing wharf. P. & O. passengers for

Bombay have usually to change steamers at Aden every alternate week.

The currency is the same as in India, viz., Rupees.

More than a quarter of a million camels enter Aden yearly with produce from all parts of Yemen. Water is obtained from wells within the valleys of the crater; by condensation from sea water; and by means of an aqueduct from Shaikh Othman, an oasis and old Arab village, eight miles from Aden, which may well be visited by carriage if the steamer is detained several hours for coaling or other purposes.

Postage to London, India, 1 anna; to Australia, 2½ annas per half ounce.

Telegrams to London, 1 r. 8 annas (2s.) a word; to Bombay and Calcutta, 1 r. (1s. 4d.); to Adelaide and King George's Sound, 1 r. 12 annas (2s. 5d.).

The majority of steamers to and from India, Ceylon, Burma, Straits, China, Japan, Australia, East Africa, etc., call at Aden. Information as to dates of sailing and passage tickets can be obtained, on application, at any Office of THOS. COOK & SON.

INDIA.

BOMBAY.

Cook's Office—Cook's Building, Hornby Road.

Reading room for the use of passengers travelling under our arrangements.

Hotels—Taj Mahal Palace, Great Western, Majestic, Apollo.

Refreshment Rooms—Victoria Terminus (G. I. P. Ry.).

Population (1911), 972,900. Distance from London: by sea, round the Cape, 11,200 miles; by sea and Suez Canal, 6,274 miles; *via* Brindisi and Suez Canal, 5,467 miles. Local time, 4 hrs. 51 mins. in advance of Greenwich. Indian standard time (5 hrs. 30 mins. in advance of Greenwich) is now the municipal as well as the railway time in Bombay.

Bombay was ceded by the Portuguese to Charles II. in 1661, as part of the dowry of his Queen, Catherine of Braganza. It was transferred by the King in 1688 to the East India Company on payment of an annual rental of £10 in gold.

Bombay, unlike most other seaport towns of importance, is not situated upon a river. It is one of a cluster of islands, which, being artificially connected with each other, and with the "mainland," by causeways and railway viaducts, now forms a peninsula, lying nearly north and south, which makes the bay so created one of the finest harbours in the world.

The principal buildings are the Victoria Terminus of the G. I. P. Railway, the Offices of the B. B. & C. I. Railway, the Municipal Offices, Presidency Magistrates' Courts, the Town Hall, the Mint, the Cathedral, the Sailors' Home, Post Office, Public Works Office, the High Court, the University Buildings, the Sassoon Institute, the Markets, and Times of India Buildings, etc.

Steamers on arrival usually anchor off the Ballard Pier.

Passengers by the Mail steamers are landed at the Ballard Pier, and are only allowed to retain in their possession such small packages as can be carried in their hands. All baggage, etc., is landed by the P. & O. Co. at the same place, where it is sorted and delivered after examination by the Customs Officials and payment of Duty. (See also p. 99.)

Our clerks are in attendance for the purpose of assisting clients in clearing their baggage through the Customs, and will take instructions for its disposal after being passed, but they cannot take charge of, nor can we accept any responsibility for, packages or deck chairs, until they have been identified by the passenger, and handed over to our clerks at the Pier.

In order to prevent confusion, no person will be allowed to go on board the Mail steamers on arrival, and friends wishing to meet passengers must await them on the Ballard Pier.

Passengers supplied on board with baggage forms, which can be handed with the keys to our Representative with instructions for delivering or forwarding the baggage to destination.

Most articles are now liable to import duty. For particulars see pp. 20-22.

From Bombay passengers can obtain tickets at our office and proceed by sea to Karachi, Ceylon, Madras, Calcutta, Burma, the Straits Settlements, China, Japan, Australia, Mauritius, etc.; or can book through by rail to all the principal stations in India, the distances and fares being as under:—

RAILWAY FARES FROM BOMBAY.

	Miles.	Hours.	FARES.	
			1st Class.	2nd Class.
			R. a. p.	R. a. p.
Agra, <i>via</i> Itarsi	835	24½	61 9 0	30 13 0
Agra, <i>via</i> Ahmedabad ..	848	35	61 12 0	30 14 0
Allahabad, <i>via</i> Jubbulpore	844	26	69 4 0	34 10 0
Calcutta, <i>via</i> Jubbulpore	1349	41	99 1 6	49 9 6
Calcutta, <i>via</i> Nagpur ..	1221	41½	91 1 6	45 9 6
Cawnpore, <i>via</i> Itarsi ..	839	24	61 13 0	30 15 0
Delhi, <i>via</i> Ajmere	849	34	62 7 0	31 4 0
Delhi, <i>via</i> Baroda, Nagda				
Muttra	865	27½	66 4 0	33 3 0
Delhi, <i>via</i> Itarsi	957	28½	66 4 0	33 3 0
Lahore, <i>via</i> Rewari	1098	48	81 8 0	40 12 0
Lahore, <i>via</i> Itarsi	1305	40	95 6 0	47 11 0
Lahore, <i>via</i> Marwar				
(J.B. Rly.)	1074	65	84 15 0	41 12 0
Lucknow, <i>via</i> Itarsi	885	25½	66 1 0	33 1 0
Madras, <i>via</i> Raichur	794	32½	68 6 0	34 4 0
Peshawar, <i>via</i> Ahmedabad	1386	65	105 5 0	52 11 0
Peshawar, <i>via</i> Itarsi ..	1594	52	116 14 0	58 8 0
Poona	119	3¼	11 3 0	5 9 0

Fares subject to change.

Special Train arrangements from Bombay.

First-class passengers with their servants and baggage arriving at Bombay by the P. & O. Mail Steamers can be accommodated in the special train leaving Bombay for

Calcutta about four hours after the steamer is signalled. The duration of the through journey by the above train to Calcutta is about thirty-six hours as compared with forty-one hours by the ordinary mail train. The maximum number of passengers that can be accommodated by the special train is 32 (28 gentlemen and 4 ladies), and the fare from Bombay to Calcutta is £6 12s. 1d.

Passengers desirous of availing themselves of the special train should notify their intention before leaving England,

or, failing that, to the Purser before the steamer's arrival at Aden.

A restaurant car runs regularly in this service.

The usual free allowance of one-and-a-half maunds (120 lb.) of luggage can be taken by passengers in the train.

Bombay to Madras.—A Special train also leaves for Madras, about 4 hours after the mail steamer is signalled, time occupied on the journey being $24\frac{3}{4}$ hours. The ordinary fares are charged, and a limited number of, say 32, first-class passengers with their servants can be conveyed by this train from Bombay to Madras. (See p. 95.)

Bombay to the Punjab.—A Third Special Express train leaves for the Punjab and United Provinces about 4 hours after the mail steamer is signalled; time occupied to Umballa 32 hours. Arrangements identical with those of the Calcutta and Madras Specials.

The Indian Currency consists of pies, annas, and rupees; and of notes of Rs. 5, Rs. 10, Rs. 20, Rs. 50, Rs. 100, Rs. 500, Rs. 1,000. 12 pies = 1 anna; 16 annas = 1 rupee. Sovereigns are now current at the fixed rate of 15 rupees. (See also p. 129.)

Postage on ordinary letters ($\frac{1}{2}$ oz.) is as follows: To the United Kingdom and British Possessions, with a few exceptions, 1 anna; and to America, Australia, and Europe, $2\frac{1}{2}$ annas. Post cards to the above, 1 anna.

Telegrams to England are charged R. 1.8 per word; to Hong Kong, R. 1.13; to Yokohama, Rs. 3.1; to Melbourne, R. 1.14; to New Zealand, Rs. 2.2; to Tasmania, R. 1.14; to New York, Rs. 2.4; and to many chief towns on the Continent of Europe, R. 1.8.

Visitors to Bombay are invited to make use of the

Reading and Waiting Rooms attached to our offices, where, free of charge, may be seen the latest telegrams, newspapers, etc., and where every facility is afforded for the writing and despatch of letters.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, Cable remittances made, Current Accounts opened, and all other Banking transactions effected by our Banking department at our office, 13, Esplanade Road, where Railway Tickets, Steamer

Tickets, Hotel Coupons, and information respecting India can be obtained.

For List of Tours in India see pp. 102-109; and for sailings from Bombay, Calcutta, Madras, and Rangoon, pp. 116-121.

Guide Books, etc.—

Murray's India, Burma, and Ceylon..	.. Rs. 15.00
Taylor's Illustrated India .. ..	.. 1.00
Marlborough's Hindustani Self-Taught ..	.. 1.12

(See also Cook's "Information for Travellers Landing at Bombay and Calcutta" (India) pamphlet.)

CALCUTTA.

Cook's Office—9, Old Court House Street; P.O. Box No. 26; Telephone No. 60.

Reading Room for the use of passengers travelling under our arrangements.

Hotels—Great Eastern, Grand, Spence's, and Continental.

Distance from Bombay by rail, 1,349 miles by the E. I. Ry. and 1,223 miles by the B. N. Ry. Duration of voyage from Madras, about three days. Local time, 5 hrs. 54 mins. in advance of Greenwich, and 24 mins. in advance of Indian standard or railway time. Distance from London by sea, 7,973 miles.

Calcutta, in Lower Bengal, with a population (1911) of 1,216,514, including suburbs, until 1912 the capital of India and the seat of Government,* is a splendid city, extending four or five miles along the banks of the river Hooghly. Situated almost at the limits of the Torrid Zone and within a degree of the Tropic of Cancer, the climate is less uniform than that of Madras and other places nearer the Equator. At the same time, owing to its maritime position, Calcutta is far from presenting those strong contrasts of season that are felt by residents of the North-West Provinces, and generally in the interior.

Three seasons may be distinguished, namely:—The hot season, lasting from the middle of March to the setting in of the rains in June; the rains, which usually set in about the middle of June and last till the end of September; and the cold season from November to the early part of March.

* Transferred to Delhi on 12th December, 1911.

The chief objects of interest in Calcutta are: FORT WILLIAM, built 1773. In form it is an irregular octagon, with five sides towards the land and three towards the river. It is surrounded by a dry ditch, which, however, can be filled with water by a sluice from the river. The whole of the defences are faced and palisaded with great care and are kept in admirable condition. The Fort mounts several guns of various calibres. The POST OFFICE, a handsome structure, situated on the west side of Dalhousie Square, at the corner of Koila Ghât Street, is a portion of the site of the Old Fort of Calcutta. The site of the Black Hole is marked by a tablet in an arch at the northern end of the eastern veranda of the POST OFFICE. The TELEGRAPH OFFICE (nearly opposite Thos. Cook & Son's office) is an extensive structure and one of the finest public buildings in the city. It is situated at the corner of Dalhousie Square South and Old Court House Street. The style of architecture is one admirably suited to the requirements of the climate, somewhat resembling its neighbour the Currency Office, but differing in its external decorations. GOVERNMENT HOUSE, built about 1804, at a cost of about 13 lakhs of rupees. The idea of the design is taken from Kedleston Hall, Derbyshire, but the resemblance does not extend beyond the plan. It occupies a fine position on the north of the Esplanade, having a clear view of two miles over the Maidan. The grounds occupy about six acres, and are very prettily laid out to the south. The TOWN HALL, a fine building in the Doric style of architecture, is situated on the Esplanade to the west of Government House. The CATHEDRAL and other churches. ST. PAUL'S CATHEDRAL occupies a fine site at the extreme south of the Maidan. The style of the building is Indo-Gothic, that is to say, Gothic adapted to the exigencies of the Indian climate. The interior fittings are handsomely carved, and there are some fine monuments in the vestibule and transepts. The original east window was the gift of the Dean and Chapter of Windsor, the subject being "the Crucifixion," after a design by West. This was destroyed by a cyclone in 1864, and the present one was erected by subscription. Two beautiful Mosaics have recently been added at the East end. The UNIVERSITY. The INDIAN MUSEUM, 27 and 28, Chowringhee, as at present constituted, is not an integral constitution, but is rather a

group of departments forming parts of a very comprehensive scheme which is intended to supplement the Scholastic Institutions in the scientific and technical education of students in India. The building has a frontage of 300 feet to the Chowringhee Road, with a depth of 270 feet and is now being considerably extended. The façade has two storeys of great height, in the Italian style of architecture, the two projecting wings and the central porches having elegant Corinthian columns. The Museum is open to visitors from 10.0 a.m. to 5.0 p.m. from 1st February to 1st November, and from 10.0 a.m. to 4.0 p.m. from the 16th November to 31st January. The STATUES of Sir James Outram, Lord Bentinck, Lord Roberts, Lord Lawrence, Lord Dufferin, Lord Roberts, etc., are well worth attention. The EDEN GARDENS, for which the inhabitants are indebted to the liberality and taste of the Misses Eden, sisters of Lord Auckland, once Governor-General of India. An elegant bandstand has been erected on the west side of the garden, where the Town Band or Bands of the European or Native Infantry Regiments stationed in the Fort very frequently play. The MAIDAN presents a most refreshing appearance to the eye, the heavy night dews, even in the hot season, keeping the grass and foliage green. The NATIVE BAZAAR is not without interest.

The principal short excursions are to the Botanical Gardens, the Zoological Gardens, and to Barrackpore, Serampore, Chandernagore, Chinsurah, and Hooghly. In the season the Port Commissioners Ferry steamers run frequently on Saturdays and Sundays to the Botanical Gardens, and by this means a very dusty drive is avoided. Return fare, 8 annas.

The Hotels are near Government House, or in Chowringhee, the Great Eastern and the Grand being the largest. The East Indian and Bengal Nagpur Railway termini are at Howrah (on the opposite bank of the river), and conveyances drive to them over a floating bridge. The Railway Station for Benares is at Howrah, and for Darjeeling and Assam at Sealdah, on the Calcutta side of the river.

Passengers arriving by sea have sometimes to land in launches, but generally land at the jetty where the steamer is moored.

Our Representative, in uniform, boards every passenger steamer, and he will clear and forward to destination baggage, etc., on receipt of instructions. Passengers are warned against entrusting their baggage to irresponsible touts who swarm on the jetties on arrival of steamers.

Baggage is examined on board directly the vessel arrives. Articles liable to duty will be landed at the Custom House. For particulars of Import Tariff, see pp. 20-22.

Visitors are invited to make use of the **Reading Room** at our offices, 9, Old Court House Street, where the latest Telegrams, Newspapers, etc., may be seen free of charge. Letters and Telegrams may be addressed to our care, and every facility is provided for the writing and despatch of Letters.

Telegram and Postal Rates to England are the same as from Bombay, *viz.*, 1 rupee 8 annas per word, and 1 anna per half ounce.

For **Conveyances**, called **Gharries**, the fares are—for first class gharries, 1 rupee the first hour and 8 annas every subsequent hour; for 2nd class gharries, 12 annas the first hour and 6 annas an hour afterwards.

Banking and Exchange.—Payments are made on **Letters of Credit**, Circular Notes cashed, Cable remittances made, Current Accounts opened, and all other Banking transactions effected at our office, 9, Old Court House Street.

The **Currency** is the same as in Bombay, Madras, and other parts of India.

Forwarding Departments, under the direction of a competent staff, will be found at each of our Indian offices. Tourists wishing to ship baggage, parcels of curios, or other goods, can forward them by rail to any of our Indian offices, to which application should be made for the necessary forms. Charges can be either paid in advance, or collected against delivery at destination.

Embarkation.—With the exception of the Messageries Maritimes, the Apcar and Indo-China and Coast Port steamers, which start from the stream near the Bank of Bengal, all steamers now leave from the Kidderpore Docks, and passengers either embark there, or more often join the steamer at Garden Reach by a launch provided by the Steamship Company, and which generally starts from Chandpal Ghat.

Tourists will do well to note that the Tourist season overlaps the Homeward Passage season, and that the rush for berthing accommodation is very great in the early months of the year. No time should be lost in instructing one or other of our Indian offices as to accommodation required, and clients may rely upon everything being done by us to secure the best possible accommodation available.

Steamer Sailings.—Frequent departures for the coast ; also for Ceylon, Burma, China, Japan, Australasia, America, Africa, Europe, etc. See pp. 116-121.

THROUGH TICKETS FROM CALCUTTA.

Through Railway Tickets to any point in India can be supplied by us to International travellers.

The following are a few examples. Other fares may be had on application :—

From Calcutta to—	Miles.	Hours.	Fares.	
			1st Cl.	2nd Cl.
			Rs. a. p.	Rs. a. p.
Agra Fort <i>via</i> Allahabad and Tundla	792	25½	58 14 6	29 7 6
" Benares and Lucknow	815	29	69 9 0	34 13 0
Allahabad (direct)	514	15½	41 8 6	20 12 6
Bangalore <i>via</i> Madras	1250	56	104 11 6	51 1 6
Bombay <i>via</i> Jubbulpore	1349	39	99 1 6	49 9 6
" Nagpore	1221	41	91 1 6	45 9 6
Cawnpore <i>via</i> Allahabad	633	19½	48 15 6	24 8 6
Darjeeling <i>via</i> Sara Ghat	379	20	49 13 0	24 15 0
Return			66 7 0	33 4 0
Delhi <i>via</i> Allahabad	903	28	65 13 6	32 1½ 6
" Benares and Lucknow ..	933	31	80 1 0	40 1 0
" Moradabad	919	33	75 12 6	37 15 6
Dehra Dun <i>via</i> Benares and Lucknow	953	32½	82 10 0	41 6 0
Hyderabad <i>via</i> Waltair and				
Bazwada	989	48	92 10 6	41 9 6
Kathgodam <i>via</i> Benares and Lucknow	828	32½	77 12 6	38 14 6
Lahore <i>via</i> Delhi & Umballa (N.-W.				
Railway)	1252	41	94 15 6	47 7 6
Lucknow <i>via</i> Benares	616	19	52 9 0	26 5 0
Madras <i>via</i> Waltair	1031	43	91 0 6	44 4 6
Peshawar Cantonment <i>via</i> Delhi &				
Umballa	1540	58	116 7 6	58 4 6
Rawal Pindi <i>via</i> Delhi & Umballa				
(N.-W. Railway)	1432	49	109 11 6	4 14 6
Umballa <i>via</i> Delhi	1026	33	77 6 6	38 11 6

Fares subject to change.

THE BRAHMAPUTRA, THE RHINE OF INDIA.

A most interesting Excursion, and one which no traveller to India should omit, is a visit to the important tea-bearing districts of the country, situated in the valley of Assam, intersected by the world-famed Brahmaputra. But a few years ago this trip was impossible to ordinary travellers, the journey up and down occupying considerably over a month: but now a rapid daily mail service has been established, which brings the return journey to Gauhati within five days of Calcutta.

Leaving Calcutta by the Darjeeling Mail in the afternoon, the interesting little station of Dhubri is reached on the following morning, some of the richest seed-bearing districts of Bengal being traversed.

At Dhubri the traveller proceeds on one of the well-appointed mail boats of the River Steam Navigation Company. The scenery here is very fine, the gently sloping Garo hills being seen on the south bank, and beyond on the right bank are the thickly-wooded Bhutan Hills, behind which rise the snow-clad Himalayas.

The snowy range runs fairly parallel with the Brahmaputra, and the early riser will admit that no scenery can be compared to the rising beams of the sun striking on the snow-clad mountains. The same evening Goalpara, picturesquely situated at the foot of a conical hill, is reached.

Numerous muggers (alligators) will be seen basking their ugly carcasses on the many sand-banks, and the sportsman will doubtless amuse himself by shooting some of these dangerous reptiles, which simply swarm in the river the whole way up.

Early next afternoon, Gauhati, the prettiest station in Assam, is reached. There are many most interesting places to visit in the neighbourhood of Gauhati, among others an old Hindoo Temple, situated on a hill a short distance from the town, rising to a height of over 700 feet from the base. The temple is approached by high granite steps encircling the hill, at the top of which 100 virgins are said to reside. The beautiful scenery and the curious temples (may be inspected), where oxen and sheep are daily

sacrificed to the presiding deity, well repay a visit. There is another curious temple on Peacock Island, in the centre of the river close to the station, but the place does not swarm with the holy birds as formerly.

The most important industry carried on by Europeans in Assam is tea culture, and although finer bushes can be seen further up the valley than at Gauhati, still it is here that real tea gardens are first met with. These are mostly situated on the hill sides, and the little bushes are visible from the river bank dotting the slopes and the grass-thatched bungalow in which the manager lives. A call at any of the gardens will well repay the trouble of getting there, and on the invitation of the planter, the whole process, from the plucking of the leaf to the withering, rolling, fining, and packing of the tea, may be inspected.

The Excursion may be extended by proceeding the next day as far as Tezapore, and from thence a two days' further run to Dibrugarh. The scenery is fine the whole way, and the further up the wilder it gets, and nowhere is the snowy range lost to view. From Dibrugarh can be seen tea gardens, stretching in many cases for 2,000 acres in one block; and, if desirable, the Assam coalfields and petroleum springs can be visited at Margherita.

The journey downward only occupies four days.

FARES, ETC., ON THE BRAHMAPUTRA.

	1st Class.
1. Calcutta to Dibrugarh and back, <i>via</i> Goalundo (time occupied, 12 days) }	Rs. 81.10.9
2. Calcutta to Gauhati (for Shillong) and back, <i>via</i> Goalundo (time occupied, 8 days) }	Rs. 43.12.9
3. Calcutta to Dibrugarh and back, <i>via</i> Dhubri (time occupied, 9 days) }	Rs. 97.12.3
4. Calcutta to Gauhati (for Shillong) and back, <i>via</i> Dhubri (time occupied, 4 days) }	Rs. 59.14.3

Return Tickets are available for eight months.

In addition to above fares Rs. 4 per day is charged for messing.

Special steamers for private parties containing 10 to 12 berths can, as a rule, be arranged for by giving our Calcutta Office about a week's notice. Rate, Rs. 350 and upwards per day, and Rs. 4 per day each passenger for messing.

BURMA.

Burma is seen to the best advantage from about the middle of November, just after the rainy season, until the middle of March. April is a hot month, and the monsoon breaks about the middle of May, the average rainfall in Rangoon being 100 inches. From November to May there is practically no rain.

Burma does not compare with India in towns and buildings of historical interest and antiquity, and with the exception of her pagodas and monasteries and the palace at Mandalay, there are few buildings to charm the eye or attract the attention of the casual visitor. It is rather the scenery, and still more the people, in which the charm of a visit to Burma consists. The Burmese are a pleasure-loving people, and in habit and thought are very different to any other races of which the Indian Empire is composed. The bulk of the trade of the country is in the hands of Chinese and Indian merchants. The women are more industrious than the men, and live lives of great freedom. The religion of the Burmese is Buddhism. No tour to the East is complete unless it includes Burma.

Burma is the largest province of the Indian Empire, with a population of (1911) over 12½ millions. The principal exports are rice, timber, oil, hides, rubies, cotton and cutch. Manufactured goods are exported to Western China. Minerals, including jade-stone and petroleum, are abundant, and gold and silver are found in small quantities. There is a large traffic by river and by the Burma railway which extends to Myitkyina on the Upper Irrawaddy, with a branch line to the Shan States. The Irrawaddy and its tributaries supply important navigable water, the main river being navigable beyond Bhamo, 900 miles from its mouth. Rangoon, the capital, is the principal port of Burma, the third largest of the Indian Empire, and is fast increasing in commercial prosperity and population.

RANGOON.

(For further details see Cook's "Information for Travellers Landing at Rangoon" (Burma) pamphlet.)

Cook's Office—10, Phayre Street; Tel. Address "Coupon," Rangoon; Telephone No. 129.

Hotels—Strand, Royal, Minto Mansions.

Boarding House—Aberdeen House.

Distance from Liverpool, 8,162 miles. Duration of voyage from Calcutta (787 miles), about two to three days. Local time, 6 hrs. 25 mins. in advance of Greenwich. Situated on the Rangoon river, 21 miles from the sea. Population, 293,316.

There are many delightful drives in and around Rangoon, and visitors should endeavour to see the following places of interest:—The Shwe Dagon Pagoda, the Sule and the Botatoung Pagodas, Cantonment Gardens, the Agricultural Gardens and Zoo, Dalhousie Park and the Royal Lakes, the Victoria Lakes (about seven miles out), the Bazaars (especially the silk bazaar), the Jail and the Jail Workshops, and the timber yards where elephants may be seen at work.

All steamers are met on arrival at the wharf in Rangoon by our Interpreters, who render any assistance that passengers require. Instructions may be given to them regarding the clearance of baggage and passing it through the Customs, etc.

Our charges for clearing or shipping passengers' baggage are as follows:—8 annas per package for the first five packages, plus 6 annas for each additional package. These charges include collection or delivery in the town. A small extra charge is made for delivery or collection out of town limits, and for attendance at unusual hours. Travellers arriving in Rangoon by train, or by local steamers, should notify us in advance if they wish to be met on arrival. They are particularly requested to give our interpreters written instructions regarding their baggage. A book will be handed to them in which to record such instructions.

Travellers desiring to ship curios, or effects of any description, may make all arrangements through us. We shall be pleased to furnish estimates and give full information on application.

Warehousing.—Baggage and effects of every description may be warehoused with us. The contents and value of all packages must be declared when the deposit is made. Rent will be charged on passengers' ordinary baggage at the rate of 2 annas per package per week or part of a week.

Customs.—There are no Customs formalities to be complied with by passengers arriving from any Indian port. Passengers from foreign ports are required to fill up a Customs declaration form, which will be handed to them on board the steamer, on arrival, by a Customs official. All *bonâ fide* personal effects are admitted free.

Goods may be warehoused for any period in our Godown, or we undertake to forward them through to destination. To avoid mistakes written instructions should be given to our clerks.

Correspondence may be directed to our care, and it would be well for all travellers to leave their permanent addresses with us in order that we may deal with any letters or parcels arriving after their departure.

It is important that letters addressed to our care should bear the full name or initials of the addressee, and not merely the surname; also an address to which the letter may be sent if not delivered. By complying with these requests passengers will materially assist us in dealing with their correspondence.

Files of Indian papers are kept at the office and are at the service of all travellers.

Currency.—The same as in India. Notes for Rs. 5, 10, 50, are now current throughout India and Burma; notes of other denominations are only current in the area of issue. Sovereigns pass for Rs. 15. English bank-notes,

sterling drafts and cheques are exchangeable at the current rate of exchange.

Import Duties.—Same as in India, see pp. 20–22. There is no duty on goods from Indian ports.

Banking and Exchange.—Letters of Credit and Circular Notes cashed, Current Accounts opened, Drafts issued, Cable remittances made, and all other Banking transactions effected at our office.

Postal Rates.—Inland post, *i.e.*, India, Burma and Ceylon :—

Not exceeding 1 tola	$\frac{1}{2}$ anna.
Exceeding 1 tola, but not exceeding 10 tolas..	1 anna.
For each additional 10 tolas, or part thereof..	1 anna.

A tola is a little less than $\frac{1}{2}$ ounce.

The foreign postal rates are as follows :—

To the United Kingdom and nearly all British possessions, for every ounce or part thereof..	1 anna.
The rate to other countries, for 1 ounce or part thereof, is	$2\frac{1}{2}$ annas.
For every additional ounce or fraction ..	$1\frac{1}{2}$ annas.

Telegraph Rates.—There are two classes of inland telegrams : express and ordinary. The rates for the same are as follows :—

	Unit number of words.	Unit Rate.	Each additional word.	Address.
Express ..	12	Rs. 1 0 0	Rs. 0 2 0	charged for.
Ordinary..	12	0 6 0	0 $\frac{1}{2}$ 0	do.

The rate for telegrams to the United Kingdom and Europe generally, except Russia and Turkey, is 1 r. 8 a. per word ; to Hong Kong, 1 r. 15 a. ; Australia and Tasmania, 1 r. 14 a. ; New Zealand, 2 r. 2 a. ; Egypt 1 r. 8 a. and 1 r. 9 a.

Sir J. G. Scott's "Burma: a Handbook of Practical Commercial and Political Information," published in 1906, is the most complete book of information on the country yet published. It is exceedingly well illustrated, and we strongly recommend tourists and others to procure it.

"Burma," by R. Talbot Kelly, published in 1905, is excellently illustrated in colours by the author.

We also recommend a perusal of the following works:—
 "The Burman: His Life and Notions," by Shway Yoe, and
 "The Soul of a People," by H. Fielding Hall. These two books will give the traveller some insight into the habits and thoughts of the Burmese, and greatly add to the interest of a tour in Burma.

Marlborough's Burmese Self-Taught, Rs. 4.

Steamship Connections.

Passages may be engaged through us to any part of the world; information as to sailings, cost of passage, etc., may be had on application to any of our offices.

P. & O. S. N. Co.—The mail route from England to Burma is overland to Brindisi, thence by P. & O. steamer to Bombay, rail to Calcutta, and British India steamer to Rangoon. The time occupied is 18 days. The P. & O. Company quote special reduced through rates to Burma, *via* Bombay and Madras, or Bombay and Calcutta, and *vice versa*.

The Bibby Line of Steamers.—This Line maintains a fortnightly direct service between England and Rangoon, and *vice versa*. Only saloon passengers are carried. The steamers sail from Liverpool, and call at Marseilles, Port Said and Colombo. Duration of voyage, 30 days. Passengers by embarking or disembarking at Marseilles save 7 days. The outward fare from Liverpool, or from London, overland, *via* Marseilles is £50. The homeward fares are Rs. 600 (£40) to London by sea, and Rs. 625 (£41 13s. 4d.) to London, overland, *via* Marseilles. All the steamers of this Line have been specially built for Eastern passenger

traffic, and are furnished throughout with electric light and fans. A qualified doctor and stewardess are carried. Special tourist rates are granted between Colombo and Rangoon, and *vice versâ*. On the homeward voyage and during the season these steamers are boarded at Portland (where the pilot is picked up) by our representative, who will afford passengers any information as to trains, baggage, etc.

Henderson Line of Steamers.—This Line also maintains a fortnightly service of steamers in each direction, sailing outward from Liverpool and calling at Port Said. The duration of the voyage is about 31 or 32 days. Only one class of passengers is carried. The outward fare is £35. The return voyage is made to Liverpool or London, and the homeward fare is Rs. 450 (£30). The passenger accommodation on all the steamers is amidships, and has been specially arranged and fitted with a view to the comfort of the passengers. A qualified doctor is carried on all steamers of this Line.

The Norddeutscher Lloyd quote special through fares to and from Rangoon, *via* Penang and *via* Colombo.

The British India S. N. Co.'s Steamers sail to Calcutta, whence there are frequent local sailings to Rangoon. This Company also maintains regular and frequent communication between Rangoon, Calcutta, Madras and Singapore. Particulars of these sailings and the fares will be found on page 74.

The Asiatic S. N. Co. maintains services between Rangoon Port Blair, Calcutta, and Madras.

PRINCIPAL LOCAL SAILINGS AND FARES.

British India Steam Navigation Co.

SERVICE.	SAILING DAYS.				FARES.			
	From Rangoon.	Arriving	To Rangoon.	Arriving	Rangoon to	Single.		Return.
						1st.	2nd.	
Rangoon-Calcutta... (direct.)	Monday Thursday Saturday	Thursday Sunday Tuesday	Sunday Tuesday Friday	Tuesday Friday Monday	Calcutta ..	Rs. a. 90 0	Rs. a. 50 0	Rs. a. 100 0
Rangoon Calcutta .. (<i>via</i> Coast.)	Wednesday	Wednesday	Saturday	Saturday	Sandoway ..	40 0	20 0	40 0
					Kyaukphyu..	40 0	20 0	40 0
					Akyab ..	50 0	25 0	50 0
					Chittagong ..	60 0	30 0	60 0
					Calcutta ..	90 0	45 0	90 0
Rangoon-Madras ..	Friday	Tuesday	Thursday	Monday	Madras.. ..	100 0	65 0	130 0
Rangoon-Moulmein	Monday Wednesday Friday	Same day } Friday	Monday Wednesday Friday	Same day } Monday	Moulmein ..	15 0	8 0	16 0
Rangoon-Mergui ..	Wednesday	Friday	Saturday	Monday	Tavoy ..	38 0	19 8	39 0
Rangoon - Penang - Singapore	Thursday	Tuesday	Thursday or Friday	Tuesday or Wednesday	Mergui .. Penang .. Singapore ..	50 0 95 0 125 0	27 8 55 0 75 0	55 0 110 0 150 0

The Irrawaddy Flotilla Company, Ltd.

This important Company has contributed in no small measure to the prosperity of the Province. It was formed about 1860, and at first its operations were confined to Lower Burma, but in a very short time its steamer services were extended to Mandalay and Bhamo. At the present day there is not a navigable river or creek in Burma which is not served by the steamers of this deservedly prosperous company. Special care has been taken in the construction of the passenger accommodation on these steamers. The cabins are large and roomy, fitted with electric light and fans, and most comfortably furnished. During the season from November to March, the downward steamers, from Mandalay and Bhamo, are often very full; we therefore strongly advise travellers who can spare the time to travel up the river, as by so doing they will probably obtain better accommodation.

Through passengers on Irrawaddy Flotilla Company's steamers are charged Rs. 4 per day for food. This is payable on board. Passengers remaining on board at terminal stations will be charged Rs. 10 per day for accommodation and messing.

The express steamers of the Irrawaddy Flotilla Company berth 16 first-class passengers. On one or two steamers the accommodation has been increased to 24 berths. During the season it is very necessary to secure accommodation early. The ferry steamers between Katha and Bhamo have a limited number of berths, and passengers proceeding to Bhamo from Katha would do well to notify us as soon as possible the date on which they wish to travel, so that we may reserve their accommodation.

At the commencement of each season a pamphlet giving further particulars of tours in Burma, together with other useful information, is published by our Rangoon Office, and will be sent free on application to any of our branch offices.

Tour No. 9 (see page 80), to the Gokteik Gorge, is one of the most interesting, and can be made very conveniently from Mandalay in two days. The railway is a remarkable one, zigzagging up the sides of almost

perpendicular hills, and then winding through a very mountainous country until the Gorge is reached. There is a clean, comfortable bungalow at the Gorge, which the Railway Company place at the disposal of all 1st and 2nd class passengers.

The following are the principal sailings of the **Irrawaddy Flotilla Company's Steamers** :—

Rangoon-Mandalay Service.

Upwards.		Express.	Express.	Cargo.	Cargo.
Leave	RANGOON	Saturday	Wednesday	Thursday	Sunday
"	PROME	Wednesday	Saturday	Tuesday	Friday
Arrive	MANDALAY	Saturday	Tuesday	Monday	Thursday
Downwards.					
Leave	MANDALAY	Tuesday	Friday	Thursday	Sunday
Arrive	PROME	Thursday	Sunday	Wednesday	Saturday
"	RANGOON	Sunday	Wednesday	Saturday	Wednesday

Mandalay-Bhamo Service.

Upwards.		Express.	Cargo.
Leave	MANDALAY	Wednesday	Sunday
Arrive	BHAMO	Friday	Friday
Downwards.			
Leave	BHAMO	Saturday	Monday
Arrive	MANDALAY	Monday	Thursday

Sailings of other services may be had on application.

Steamers above Mandalay during the dry season, January, February, March, are often a day behind their advertised time of arrival.

The Burma Railways.

The Rangoon-Prome line was the first railway laid in Burma. This line, 161 miles long, was opened in 1877. The total length of line now open for traffic is 1,527 miles.

A line, 122 miles long, from Pegu to Martaban, and another, 68 miles long, from Henzada to Kyangin, have just been completed. Other extensions are contemplated, *viz.*, from Thazi, to Taunggyi, in the South Shan States, and from Bhamo to Tengueh, in the Yunnan province of China.

The Burma Railways Time Table (price 2 annas) may be purchased at our Rangoon Office. It contains a map, a short description of the province and the principal places of interest on the railway, also a complete history of the railway, besides time tables and general information.

Passengers by rail should provide themselves with meal tickets before leaving Rangoon. These are obtainable at the station. Meals are supplied at the following rates:—

Breakfast, Rs. 1-8-0. Tiffin, Rs. 1-8-0. Dinner, Rs. 2-0-0.

A list of stations at which meals are provided will be found in the Company's time table, which can be obtained at our office. Price 2 annas.

The Railway Company will reserve a whole first-class compartment (4 places) on payment of three full fares, and a second-class compartment (4 places) on payment of four full fares. Passengers when booking with us may reserve the accommodation they require by notifying us.

In order to give travellers an idea of the cost and the time required to see something of Burma, we have prepared the following specimen tours, tickets for which (or any other combination) may be obtained at our office. It must be borne in mind that rates and timings are subject to alteration, and visitors should, therefore, ascertain from us the latest information before definitely arranging their tours.

TOURS IN BURMA.

Climate.—The best time to visit Burma is during the months of November, December, January, February and March. The climate during December, January, and February is delightful. During the day it is always warm

but not oppressive, and the mornings and evenings are cool and pleasant. The nights are cool, and punkahs are not required.

Clothing.—Thin tropical clothes may be worn during the day, but at night warm flannel or tweed is necessary. When travelling, especially north of Mandalay, an overcoat and rug should be taken. For train travelling, a thick quilt (razai) with a couple of sheets and a pillow will add materially to the comfort of the journey. We advise tourists and others who do not know exactly what is required in the way of clothing, to defer the purchase of complete outfits until their arrival in Rangoon, where they will be able to buy every necessity. By doing this they will avoid bringing out unnecessary and unsuitable clothing. Sun hats are very necessary.

Servants.—Though not absolutely necessary, it will add greatly to the comfort of a tour to take a servant. So far as his actual fare is concerned the extra expense is not heavy. His wages would be about Rs. 1-8-0 per day, including food. It is usual to provide servants with some warm clothes or a rug, costing about Rs. 5. Travellers should be very careful when engaging servants, as there are many bad characters in Rangoon. We shall be pleased to be of assistance in this respect, but we undertake no responsibility for any servant engaged through us.

Travellers who have only a short time to spend in Burma are recommended to travel by rail up to Mandalay or Katha, and come down the river; but should they have sufficient time to go up the river we would strongly recommend them to do so, as there is generally more room in the upward steamers, and the difference in cost and time is inconsiderable. Travellers will find the cargo steamers of the Irrawaddy Flotilla Co. very comfortable, and by travelling on these they will have more opportunities to land and visit places of interest *en route*. These cargo steamers are superseded mail steamers, and their passenger accommodation is excellent. We specially recommend travellers to endeavour to take a trip to the Gokteik Gorge from Mandalay. Two days are required for this trip; the scenery along the line and at the Gorge is most striking.

Our tickets are available for two months (return tickets for six months) and allow break of journey at any station *en route*. They entitle the holder to the following amounts of free luggage, *viz.*: 1st class 120 lb., 2nd class 60 lb. In the event of unforeseen circumstances preventing the use of tickets over any portion of the route, we can, as a general rule, obtain a refund of the value of the unused tickets, except sometimes in the case of steamer accommodation, which we are subsequently unable to dispose of. Combined tickets, by rail and steamer, can be purchased from us, and full information may be had at the same time regarding connections between railway and steamers. Travellers therefore by consulting us will save themselves a great deal of time and trouble, which they would otherwise spend in buying separate tickets and getting the necessary information for their tours from the different companies concerned. Furthermore, as soon as the itinerary is decided upon, we reserve the necessary accommodation on all the trains and steamers for the entire tour, which is most important.

Tour No. 1 (6 Days). Rail to Mandalay, steamer to Prome, rail to Rangoon.

Dep. Rangoon 11.30 a.m. or 4.50 p.m.; Arr. Mandalay 7.20 a.m. or 2.30 p.m. Dep. Mandalay Tuesday or Friday at daylight; Arr. Prome Thursday or Sunday about 5.0 p.m. Dep. 9.5 p.m.; Arr. Rangoon 6.50 a.m.

Fares: 1st, Rs. 82-12-0. 2nd, Rs. 45-10-3. 3rd, Rs. 13-2-9.

Tour No. 2 (7 Days). Rail to Prome, steamer to Mandalay, rail to Rangoon.

Dep. Rangoon 9.0 p.m.; Arr. Prome 6.15 a.m. Dep. Wednesday or Saturday at 7.0 a.m.; Arr. Mandalay Saturday or Tuesday. Dep. 11.35 a.m. or 7.30 p.m.; Arr. Rangoon 8.0 a.m. or 6.40 p.m.

Fares: 1st, Rs. 87-12-0. 2nd, Rs. 48-2-3. 3rd, Rs. 14-14-9.

Tour No. 3 (8 Days). Rail to Mandalay, steamer to Rangoon.

Dep. Rangoon 11.30 a.m. or 4.50 p.m.; Arr. Mandalay 7.20 a.m. or 2.30 p.m. Dep. Tuesday or Friday at daylight; Arrive Rangoon Sunday or Wednesday.

Fares: 1st, Rs. 96-3-0. 2nd, Rs. 51-1-6. 3rd, Rs. 12-12-6.

Tour No. 4 (9 Days). Steamer to Mandalay, rail to Rangoon.

Dep. Rangoon Saturday or Wednesday according to tide; Arr. Mandalay Saturday or Tuesday. Dep. 11.35 a.m. or 7.30 p.m.; Arr. Rangoon 8.0 a.m. or 6.40 p.m.

Fares: 1st, Rs. 107-3-0. 2nd, Rs. 56-9-6. 3rd, Rs. 14-8-6.

Tour No. 5 (10 Days). Rail to Katha, steamer to Bhamo and thence to Prome, rail to Rangoon.

Dep. Rangoon 11.30 a.m. or 4.50 p.m.; Arr. Mandalay 7.20 a.m. or 2.30 p.m. Dep. 3.0 p.m.; Arr. Katha 8.50 a.m. Dep. 9.30 a.m.; Arr. Bhamo the following day forenoon. Dep. Saturday noon or Monday 7.0 a.m.; Arr. Mandalay Monday or Thursday. Dep. Tuesday or Friday at daylight; Arr. Prome Thursday or Sunday about 5.0 p.m. Dep. 9.5 p.m.; Arr. Rangoon, 6.50 a.m.

Fares: 1st, Rs. 157-11-0. 2nd, Rs. 83-2-6. 3rd, Rs. 24-5-6.

Tour No. 6 (10 Days). Rail to Prome, steamer to Bhamo, thence to Katha and rail to Rangoon.

Dep. Rangoon 9.0 p.m.; Arr. Prome 6.15 a.m.; Dep. Wednesday, or Saturday; Arr. Mandalay Saturday or Tuesday. Dep. Sunday or Wednesday 8.0 a.m.; Arr. Bhamo Friday. Dep. daily at 7.0 a.m.; Arr. Katha 4.0 p.m. Dep. Katha 5.0 p.m.; Arr. Mandalay 10.40 a.m. Dep. 11.35 a.m. or 7.30 p.m.; Arr. Rangoon 8.0 a.m. or 6.40 p.m.

Fares: 1st, Rs. 162-11-0. 2nd, Rs. 85-10-6. 3rd, Rs. 26-1-6.

Tour No. 7 (13 Days). Rail to Katha, steamer to Bhamo, and thence steamer to Rangoon.

Itinerary same as Tour No. 5 as far as Prome.

Dep. Prome by steamer Friday or Monday; Arr. Rangoon Sunday or Wednesday.

Fares: 1st, Rs. 171-2-0. 2nd, Rs. 88-9-9. 3rd, Rs. 23-15-3.

Tour No. 8 (10 Days). Rail to Mandalay, steamer to Bhamo and back, and rail to Rangoon.

Dep. Rangoon 11.30 a.m. or 4.50 p.m.; Arr. Mandalay 7.20 a.m. or 2.30 p.m. Dep. Wednesday or Sunday 8 a.m.; Arr. Bhamo Friday. Dep. Saturday noon or Monday 7.0 a.m.; Arr. Mandalay Monday or Thursday. Dep. 11.35 a.m. or 7.30 p.m.; Arr. Rangoon 8.0 a.m. or 6.40 p.m.

Fares: 1st, Rs. 140-6-0. 2nd, Rs. 76-3-0. 3rd, Rs. 23-5-0.

Tour No. 9 (2 Days). Rail from Mandalay to the Gokteik Gorge and back.

Dep. Mandalay 6.45 a.m.; Arr. Maymyo 11.20 a.m. Dep. Maymyo 12.20 p.m.; Arr. Gokteik 3.20 p.m. Dep. Gokteik 10.24 a.m.; Arr. Maymyo 2.30 p.m. Dep. Maymyo 3.30 p.m.; Arr. Mandalay 7.39 p.m.

Fares: 1st, Rs. 23-1-0. 2nd, Rs. 11-8-3. 3rd, Rs. 5-1-6. (Available for 3 days.)

COOK'S
TOURIST MAP
OF THE
ISLAND OF CEYLON

Scale of English Mile

* THE JOURNAL

Railroads over which Cooks Tickets
are available
Main Routes suitable for Motor Tours
Projected Railways

Tour No. 10. Rail from Mandalay to Monywa, steamer to Kindat and back, rail to Mandalay.

Dep. Mandalay 8.50 a.m.; Arr. Monywa 3.22 p.m. Dep. Monywa Friday morning; Arr. Kindat Tuesday. Dep. Wednesday; Arr. Monywa Friday. Dep. 6.12 a.m.; Arr. Mandalay 12.33 p.m.

Fares: 1st, Rs. 85-12-0. 2nd, Rs. 44-1-0. 3rd, Rs. 14-11-0.

Tour No. 11. From Rangoon to Bassein and back.

Steamers leave Rangoon Monday, Wednesday and Friday, and Bassein Monday, Thursday and Saturday. Duration of voyage 30 hours in each direction.

Fares (including messing):—1st, Rs. 50. 2nd, Rs. 29. Deck without food Rs. 6.

NOTES.

The train advertised to leave Mandalay at 3.0 p.m. for Katha, will leave Mandalay at 2.20 p.m. during the low water season (December to March).

In addition to the trains mentioned above, a train leaves Rangoon at 6.45 a.m. daily, arriving at Mandalay at 8.15 a.m., the following day. A train also leaves Mandalay daily at 7.30 a.m., arriving at Rangoon at 7.35 a.m. the following day.

All times and fares are subject to alteration without notice.

CEYLON.

COLOMBO.

(For further details see Cook's "Information for Travellers Landing at Colombo" (Ceylon) pamphlet.)

Cook's Office—Victoria Arcade, York Street.

Hotels—see p. 84.

Colombo, the capital of Ceylon, latitude $6^{\circ} 57' N.$, longitude $79^{\circ} 50' E.$, distant from London 5,868 miles *via* Brindisi, 6,703 miles *via* Gibraltar, 4,996 miles from Marseilles, 4,598 miles from Naples, 3,488 miles from Port Said, has a population (1911) of 211,287. It is the great port of call, or central meeting place for passengers to and from the East and Australia. Local time, 5 hrs. 20 mins. in advance of Greenwich.

Our Representative, in uniform, boards every passenger steamer on arrival (except when the steamer is in

quarantine, when he awaits passengers at the landing jetty), and is prepared to render assistance in connection with the clearing of baggage through the Customs.

Currency.—Rupees and Cents.—100 cents=R. 1.
Comparison of Ceylon and Indian currency :—

Ceylon.		Indian.	
	Rs. cents.	R	a. p.
Silver coins.	1 00	1	0 0
	0 50	0	8 0
	0 25	0	4 0
	0 10	0	1 7
Nickel..	..0 5	0	0 10
Copper	..0 1	0	0 2

Compared with Straits Settlements dollars, \$1=about Rs. 1.75. This rate is subject to variations from time to time.

The value of the rupee, as compared with English drafts, etc., fluctuates constantly according to the rate of exchange on London. English sovereigns are legal tender at Rs. 15 each.

Ceylon Government Notes, Rs. 5, 10, 50, 100, 1,000.

Indian Government Currency Notes are subject to a small discount.

Indian silver coins are current except the two anna piece.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes cashed, and Foreign Moneys exchanged; Cable Remittances made; Current Accounts opened, and all other Banking transactions undertaken.

N.B.—A supply of small change will save both time and money. Boatmen, etc., never have any change, which frequently involves overpaying them.

Boat Hire.—

Steam Launches and Boats from jetty to any vessel or vessels, or between any two vessels within the breakwater, including one hour's detention of Boat....each Adult

6 a.m. to 7 p.m. 7 p.m. to 6 a.m.

Ditto, outer harbour cents. cents.

Children under ten years, half fare; under two, free.

Charges for Baggage (inner harbour) 10, 15, and 25 cents (outer harbour) 15; 25, and 35 cents, according to size. Chairs and handbags, if with owners, free.

Coolie Hire from Landing Jetty —

	Light pkgs. carried by one Coolie.	Heavy pkgs. requiring more than one Coolie, or a cart to carry them.	Parcels.
	Rs. cts.	Rs. cts.	Rs. cts.
Jetty to carriage	0 04	0 10	0 02
„ to G. O. Hotel	0 06	0 12	0 03
„ to any other place in the Fort	0 12	0 25	0 06

Caution.—Visitors should be careful to use umbrellas, and not to expose themselves to the sun, even for a short time, during the middle hours of the day.

Letters.—Passengers should call at our office, where a register of Letters, Telegrams, etc., arriving for travellers, is carefully kept.

Import Duties.—All goods brought to Ceylon by passengers are liable to duty, with (at the discretion of the Customs officials) the following exceptions:—

Passengers' wearing apparel, bicycles, sewing machines, books and maps (printed), bullion, coins, pearl oysters, pearls and precious stones unset, drawings and drawing materials, fruits fresh (not in any way preserved), instruments (scientific, surgical), manuscripts, nets (fishermen's), paper and envelopes, printing materials, prints and pictures, specimens and objects, illustrations of natural history.

Baggage.—Passengers' baggage is passed by the Custom House officer at the jetty, between the hours of 7.30 a.m. and 8.0 p.m. Between 8.0 p.m. and 7.30 a.m. one hand package only for each passenger will be allowed to pass. Other baggage landed with the passenger can remain at the Customs Office until cleared.

A charge of 50 cents per week, or part of a week, is made on every article left at the Customs.

Storage of Baggage, etc.—Packages of all sizes may be stored in our Godown, where articles purchased by clients will be received, and shipped as desired.

Ceylon Hotels.—*Anuradhapura.*—Anuradhapura Hotel.*Colombo.*—Grand Oriental, Galle Face, and Bristol.*Galle.*—New Oriental Hotel.*Hatton.*—Hatton Hotel.*Kandy.*—Queen's, Suisse, Florence, and Firs.*Nuwara Eliya.*—Grand, New Keena, St. Andrew's, and Grand Central.**Colombo Carriage Hire.**—Within the limits of the municipality:—

Half hour	50 cents.
One hour (the 1st hour)	1 rupee.
Every succeeding hour	50 cents.
Before 6.0 a.m. and after 7.30 p.m. one-third extra.	

Colombo Jinrickshas—

For each half hour or portion of a half hour ..	25 cents.
For detention at any place, for each half hour	10 „
From any one place to any other place within the limits of the Fort of Colombo.. ..	10 „

The Fort shall include the space within the following limits: Lotus Pond Road from its junction with Main Street to its junction with Norris Road on the east; Norris Road from its junction with Lotus Pond Road (past the Fort Railway Station) to its junction with Queen Street on the south; the sea on the north and west.

The above rates apply only to places within the Colombo municipal limits. For longer drives, such as the Kelani Temple, Mount Lavinia, etc., a special agreement should be come to *before starting*. The fare to these places should be about Rs. 7.50 c. for the trip there and back for one person, or a full carriage, the passenger paying the tolls, 60 cents. Particulars can be obtained at our office.

Colombo Tramways.—A service of electric tramcars starts from the base of the passenger jetty and runs (a) through the native town to Grand Pass on the banks of the Kelani River, (b) to Borella, a suburb of Colombo about 3 miles from the starting point. Fares 10 cents a mile, first class.

Colombo Guides (Licensed) wear dark blue coats with green facings and badge, and should produce pocket register on demand.

Fees.—For the first hour or portion thereof, 50 cents. For every additional hour or portion thereof, 25 cents.

N.B.—Visitors pestered or annoyed in any way by hawkers, carriage drivers, etc., should, if possible, hand over the men to the police; there is a stringent law on the subject, and the visitor will not be detained to give evidence. Boatmen should be reported to the Master Attendant, whose office is in the same building as the Custom House.

Guide Books, &c.—

St. Louis Handbook to Ceylon	Rs. 1.25
Skeen's Guide to Colombo	1.50
Skeen's Guide to Kandy	1.25
Murray's India, Burma and Ceylon	15.00
Cave's Ceylon	9.00
Willis's Ceylon	3.50
Still's Ancient Capitals of Ceylon	1.50
Marlborough's Tamil Self-Taught	1.50

Postal.—INLAND :—

1. LETTERS.		Rs.	Cents.
For a letter not exceeding 4 oz. .. ..	.. 0	5	
„ every additional 4 oz. or part thereof .. ..	.. 0	5	
„ district letters not exceeding 2 oz., per oz. .. ..	.. 0	2	
2. POST CARDS.			
„ a single post card .. ..	.. 0	2	
„ a reply post card .. ..	.. 0	4	
3. TWO-CENT OPEN PACKETS.			
„ an open packet not exceeding 2 oz. in weight .. ..	.. 0	2	
4. REGISTERED NEWSPAPERS.			
„ a registered newspaper irrespective of weight .. ..	.. 0	2	
5. PARCELS.			
„ a parcel not exceeding 1 lb. .. ..	.. 0	20	
„ exceeding 1 lb. but not exceeding 2 lb. .. ..	.. 0	30	
„ „ 2 lb. „ „ 3 lb. .. ..	.. 0	40	
„ „ 3 lb. „ „ 5 lb. .. ..	.. 0	50	
„ „ 5 lb. „ „ 6 lb. .. ..	.. 0	60	
„ „ 6 lb. „ „ 7 lb. .. ..	.. 0	70	
„ „ 7 lb. „ „ 8 lb. .. ..	.. 0	80	
„ „ 8 lb. „ „ 9 lb. .. ..	.. 0	90	
„ „ 9 lb. „ „ 11 lb. .. ..	.. 1	00	

INDIAN :—

1. LETTERS.			
For a letter not exceeding 4 oz. .. ..	.. 0	5	
„ every additional 4 oz. or part thereof .. ..	.. 0	5	
2. POST CARDS.			
For a single post card .. ..	.. 0	2	
„ a reply post card .. ..	.. 0	4	

Information for Travellers

		Rs.	Cents.
3. TWO-CENT OPEN PACKETS.			
For an open packet not exceeding 2 oz. in weight	..	0	2
4. REGISTERED NEWSPAPERS.			
Registered newspapers each, irrespective of weight	..	0	2
5. PARCELS.			
For a parcel not exceeding 1 lb.	.. .. .	0	25
„ each extra lb. up to 11 lb.	.. .. .	0	15
„ over 11 lb. and under 12 lb.	.. .. .	0	25
„ each extra lb. up to 20 lb.	.. .. .	0	25

FOREIGN—to all parts of the world :—

Letters per oz.	.. .. .	0	15
Each additional 1 oz. or part thereof	.. .. .	0	9
(Except to Great Britain and British Colonies which accept the penny postage, the fee for a letter in such cases being 6 cents per oz.)			
Post card	.. .. .	0	6
Reply post cards	.. .. .	0	12
Newspapers, book packets, papers, each 2 oz.	.. .. .	0	3

Telegrams.—INLAND :—

First 10 words	.. .. .	0	25
Each additional 2 words or less	.. .. .	0	5
Address charged for.			
To any part of India, per word	.. .. .	0	20
„ Burma „	.. .. .	0	20

FOREIGN (address charged for)—Europe, except Turkey and Russia, per word, R. 1.55.

Post Office in Queen Street; Telegraph Office in Lower Chatham Street; each five minutes' walk from the landing jetty.

Telephone.—Our office in York Street is in direct telephonic communication with the principal hotels, etc. The Telephone is open from 7.30 a.m. to 6.0 p.m. daily, except Christmas Day and Good Friday.

Motor Touring in Ceylon.

Motor Cars of various types and sizes, are now available for touring through the Island. Most enjoyable excursions can be arranged to the interesting Buried Cities, Rock Temples, etc., as well as through parts of the Island where the most beautiful scenery has hitherto been inaccessible, except with discomfort, to the travelling public.

A pamphlet containing all the latest particulars of these and other tours can be obtained at our office in Colombo.

SHORT EXCURSIONS FROM COLOMBO.

Kandy.—Visitors having a full day at their disposal should not fail to avail themselves of **Cook's Excursion to Kandy**, 74½ miles by rail, through some of the finest scenery in the world. (Skeen's Guide to Kandy, Rs. 1.25.)

The Combined Tickets, which effect *a great saving of time*, can only be purchased at our office, and should be taken **immediately** on arrival. The cost of the trip, including rail fare, breakfast and lunch in the refreshment car attached to the train, and carriage hire in Kandy, is as follows :—

	1st Class.	2nd Class.
Adult	Rs. 15.00	Rs. 12.00
Child (under 12 years)	Rs. 10.50	Rs. 9.00.

N.B.—Neither the Steamer Companies nor Thos. Cook and Son hold themselves responsible for delays of any kind arising from any cause whatsoever, but tickets will not be issued for the journey unless the time appointed for the ship's stay in port admits of its being undertaken safely under ordinary circumstances.

Train leaves Colombo 7.45 a.m., and arrives at Peradeniya (4 miles from Kandy) at 10.56 a.m. Carriages meet tourists there, taking them round the Government Botanical Gardens, and into Kandy, to the Temple of the Tooth, the Lake, etc.

In returning, the train leaves Kandy at 1.45 p.m., due in Colombo at 5.15 p.m. An hour will suffice to put passengers on board ship in the harbour.

Special Combined Tickets for 2-day trips, including Hotel accommodation at Kandy, can be obtained at our Office in Colombo.

How to Spend One Week in Ceylon.

1st Day.—Leave Colombo (Maradana Station) 7.45 a.m. or 2.15 p.m., arrive Kandy 11.5 a.m. or 5.25 p.m. Breakfast or luncheon can be obtained in the refreshment car. (For full description of Kandy, see Skeen's Guide, price R. 1.25, or Burrows' Guide to Kandy and Nuwara Eliya, price Rs. 2.) Hotels—Queen's, Suisse, Florence, and Firs.

2nd Day.—In Kandy. Visit the Botanical Gardens at Peradeniya, Lady Horton's Walk, Temple of the Tooth, Lake, etc.

3rd Day.—Leave Kandy 10.30 a.m., passing Hatton Station at 1.45 p.m., arrive Nuwara Eliya 4.38 p.m. Luncheon can be obtained in the refreshment car. (For full description of Nuwara Eliya, see Burrows' Guide to Kandy and Nuwara Eliya, price Rs. 2.) Hotels—Grand, New Keena, St. Andrew's.

4th Day.—In Nuwara Eliya. Drive to Hakgala Gardens, round the Lake, ascend Pidurutalagala (the highest point in the island, 8,296 feet).

5th Day.—Leave Nuwara Eliya 8.35 a.m., arrive Kandy 2.21 p.m. Breakfast or luncheon can be obtained in the refreshment car, after passing Hatton Station at 11.22 a.m.

6th Day.—Leave Kandy 7.15 a.m. or 1.45 p.m., arrive Colombo 10.47 a.m. or 5.15 p.m. Breakfast or luncheon can be obtained in the refreshment car.

7th Day.—In Colombo.

Fare.—1st class Railway Round Trip, and inclusive of four meals in the refreshment car, as above, Rs. 29.26 (say £1 19s.).

The time occupied can be altered to suit clients' convenience.

The cost, as shown above, excludes hotel accommodation, which is usually charged for at tariff rates, unless previous arrangement is made for a stay of three or more days in the same hotel.

Adam's Peak.

7,352 feet in height, distant 20 miles from Hatton.

Visitors having one or more days at their disposal than shown as required in either of the above specimen itineraries, will find a visit to this celebrated mountain a very enjoyable one.

The railway journey may be broken at Hatton Station without extra charge. The great feature of Adam's Peak is the shadow thrown by the mountain at daylight, and to see this the ascent is made just before sunrise.

(Trains leave Colombo 7.45 a.m., and Kandy 10.30 a.m. Arrive Hatton 1.40 p.m.)

The manager of Adam's Peak Hotel, Hatton, can arrange for a carriage drive as far as Dalhousie Tea Estate (17 miles in each direction) at a cost of Rs. 39.50 (the carriage holds up to five passengers and the same charge is made for one or up to five persons). Coolies as guides can be engaged at the hotel at Rs. 5 each to go to the top of the Peak with lanterns, etc. The actual walking distance from the end of the road to the top of the Peak is $5\frac{1}{2}$ miles. A chair can be hired for about 2 miles of this, if desired, at a cost of Rs. 10.

It is advisable to take up a change of clothes or rug, as it may be very cold on the Peak at night, though warm at the foot in the daytime.

Anuradhapura and Mihintale.

Buried Cities in the Northern Central Province. The Northern Railway now enables visitors to reach these interesting cities quickly and comfortably, and the following tour shows a visit to these cities after visiting the Hill country.

How to Spend Ten Days in Ceylon.

1st Day.—In Colombo.

2nd Day.—Leave Colombo 7.45 a.m., due Kandy 11.5 a.m. ; or leave Colombo 2.15 p.m., due Kandy 5.25 p.m.

3rd Day.—In Kandy.

4th Day.—Leave Kandy 10.30 a.m., arrive Nuwara Eliya 4.38 p.m.

5th Day.—In Nuwara Eliya.

6th Day.—Leave Nuwara Eliya 8.35 a.m. arrive Kandy 2.21 p.m.

7th Day.—Leave Kandy 7.15 a.m., arrive Anuradhapura 12.30 p.m.

8th Day.—In Anuradhapura.

9th Day.—Leave Anuradhapura 7.50 a.m., arrive Colombo 12.57 p.m.

10th Day.—In Colombo.

Dambulla and Sigiriya.

The fine Rock Temples at Dambulla and the Rock Fortress of Sigiriya should certainly not be omitted by those clients having time at their disposal, and particular attention is directed to the following itinerary, which includes visits to these points as well as to the Buried Cities.

Anuradhapura and Trincomalee.

Government Cars run in connection with the Ceylon Government Railway. Places may be booked for these in either direction on application to our Office in Colombo. Fare, Rs. 20.

How to Spend a Fortnight in Ceylon.

1st Day.—Arrive at Colombo—any available time may be spent in driving to the Museum in the Cinnamon Gardens, Kelani Temple, Mount Lavinia, Galle Face, etc.

2nd Day.—Leave Colombo 7.45 a.m., arrive Nuwara Eliya 4.38 p.m. Hotels—Grand, New Keena, St. Andrew's.

3rd Day.—In Nuwara Eliya. Drive to Hakgala Gardens, round the Lake, ascend Pidurutalagala (the highest point in the island, 8,296 feet).

4th Day.—Leave Nuwara Eliya 8.35 a.m., arrive Kandy 2.21 p.m. Hotels—Queen's, Suisse, Florence, and Firs.

The afternoon may be pleasantly spent in visiting the famous Botanical Gardens at Peradeniya.

5th Day.—In Kandy. Lady Horton's Walk, The Temple of the Tooth, round the Lake, etc.

6th Day.—Leave Kandy 11.15 a.m., arrive Matale 12.17 noon (no Hotel, Government Rest House). A drive should be taken in the afternoon to the Aluwihira Temple.

7th Day.—Drive or motor to Dambulla (Government Rest House), visit the Rock Temples.

8th Day.—Drive or motor to Sigiriya, 11½ miles (Government Rest House), visit the celebrated Rock Fortress.

9th Day.—Drive or motor to Dambulla.

- 10th Day.— { Drive or motor to Anuradhapura, arriving
 11th Day.— { there at about noon on 11th day
 (Anuradhapura Hotel).
 12th Day.—In Anuradhapura.
 13th Day.—Rail to Colombo.
 14th Day.—In Colombo.

This trip can also be made *vice versâ*, and instead of only a fortnight it can be extended by us by special arrangement for as long a period as required.

The Rest Houses are maintained by Government at intervals of about 14 miles on all the principal roads, and travellers will find these extremely convenient and in the majority of cases very comfortable.

Colombo to Galle. (*Pointe de Galle.*)

Formerly the principal port of call of Ceylon. An old and interesting city and well worth a visit.

Distant by Sea Coast Railway Line 72 miles from Colombo.

Train Service (Week Days).

		A.M.	P.M.	P.M.
Leave Colombo, Fort Station	.. ..	7.25	1.40	6.55
" " Slave Island	.. ..	7.35	1.48	7.0
Arrive Galle	.. ..	11.0	5.30	10.5
Leave Galle	.. ..	6.0	9.0	6.0
Arrive Colombo, Slave Island	.. ..	9.23	12.25	9.23
" " Fort Station	.. ..	9.26	12.30	9.27

Fare—1st class, return, Rs. 8.55. 2nd class, return
 Rs. 5.70.

Hotel—New Oriental.

The Trip round the Island

in the Ceylon Steamship Company's steamers, calling at Paumben (Ramisseram), Jaffna, Trincomalee (one of the most magnificent harbours in the world, and formerly the headquarters of the ships of the Royal Navy on the East India Station), Batticaloa, Hambantotte and Galle, occupies about nine days. Passage tickets can be obtained at our office. *Fare*, 1st class, Rs. 100.

FARES TO INDIAN PORTS FROM COLOMBO.

Line.	1st Class.		2nd Class.	
	Single.	Return.	Single.	Return.
TO MADRAS.				
B. I. S. N. Co.	Rs. 50	Rs. 90	Rs. 30	Rs. 59.50
Austrian-Lloyd	—	—	55	94
Asiatic	55	99	33	66
TO CALCUTTA.				
P. & O. or B. I. direct ..	120	180	80	120
M. M. Co.	132	198	88	132
Austrian-Lloyd	—	—	132	225
City	120	180	80	120
Asiatic	123	222	62	124
TO RANGOON.				
Bibby Line	150	200	—	—
TO BOMBAY.				
P. & O... ..	105	150	60	90
Austrian-Lloyd	—	—	90	153
B. I. Coasting	105	189	52.50	105
M. M. Co.	116	174	66	99
Asiatic	105	189	53	106

The 10 per cent. surtax must be added to most of the above fares.

Return Tickets, P. & O., A.-L., M. M. and City, available 6 months ; B. I. and Asiatic, available 3 months.

Round Trip, per P. & O., Colombo to Bombay, and Calcutta to Colombo, or *vice versa*. 1st Saloon, Rs. 165 ; 2nd Saloon, Rs. 105.

Tickets to be obtained at our office in York Street, Colombo, where also Berths may be secured for Passage by every line of Steamer to Europe, India, Singapore, China, Japan, Brisbane, Fremantle, Adelaide, Melbourne, Sydney, Tasmania, New Zealand, San Francisco, Vancouver, Mauritius, East African Ports, etc.

Ramisseram.

The famous temple on the island of Ramisseram can be visited from Colombo, taking ticket to Paumben either by the steamers of the Ceylon Steamship Company on their voyages round the Island of Ceylon, or by the Ceylon S.S. Co.'s steamers of the Colombo, Tondi, and Amapatam service.

A branch of the South Indian Railway extends from Madura to the terminus on the seashore at Muntapun (on the Paumben Channel), and a launch conveys passengers across the channel to Paumben (about 3 miles). A bridge is now being built.

Connection between Ceylon and India.

The Ceylon Government Railway are now constructing a line from Madawachiya on the Northern line to the seashore at the end of the Island of Manaar. Ferry steamers will make the short passage, of about 16 miles, in smooth shallow water to the South Indian Railway terminus at the end of Ramisseram Island.

The South Indian Railway branch on Ramisseram will shortly be joined to the Indian line by the bridge now under construction over the Paumben Channel.

SOUTHERN INDIA.

MADRAS PRESIDENCY.

Southern India can be most conveniently visited from Colombo, there being at present daily sailings between Colombo and Tuticorin, and combined Steamer and Railway Tickets are issued at our office.

Passengers landing at Tuticorin have to pay the following charges in addition to Indian Duty :—

	Rs.	a.	p.
Launch hire on large or heavy packages of baggage, per package	8	0	
Coolies carrying luggage from pier to railway, per coolie employed	1	0	

The landing ticket attached to the steamer ticket does not include these charges.

Side trips to Ootacamund on the Nilgiri Hills, Bangalore, Hyderabad, Pondicherry, etc.

The South Indian Railway Company have inaugurated a new and fast service of trains between Madras and Tuticorin; and the British India Steam Navigation Co. have made great improvements in the steamer service between Colombo and Tuticorin, reducing the length of the journey from Colombo to Madras and *vice versa* to 38

hours. A corridor train runs daily from Tuticorin to Madras and *vice versa*.

The South Indian Railway Guide (Illustrated) can be obtained at our Colombo Office. Price Rs. 2.

By this service Residents in and Travellers from the Madras Presidency can easily reach Colombo, where there is a large choice of Steamer Lines to all parts of the world.

By writing beforehand to our Office in Colombo, full information can be obtained and passages secured for any Line of Steamers.

Tourists proceeding from Colombo to Calcutta by taking the Overland Route can visit some of the historical places in Southern India: MADURA, considered by many second only in interest to Benares, see p. 96; TRICHINOPOLY, famous in connection with the war between the French and English, 1749 to 1763, and the centre of Clive's and Dupleix's operations, see p. 97; and TANJORE, with its world-famed Temple, see p. 97. Or, by leaving the direct route, SERINGAPATAM, with its wonderful Fort, from which, in 1791, Tippoo repelled the attack of Lord Cornwallis, see p. 96; MAHABALIPUR (the Seven Pagodas), to archaeologists one of the most important spots in Southern India; OOTACAMUND, a hill station in the Nilgiri Hills, 7,228 feet above sea level, see p. 96; and BANGALORE, also a hill station 3,113 feet above sea level, see p. 96.

Through fares from Colombo to Madras—First Class, Rs. 48.80; Second, Rs. 24.50; Native Servant, Rs. 8.50. Combined tickets, available for two months, can only be obtained at our office. For more detailed particulars of the places of interest in Southern India referred to above, see pp. 96-98.

By the New East Coast Route Calcutta is only 36 hours' railway journey from Madras.

Special cheap tickets Colombo—Madras—Calcutta can be obtained at our Colombo Office, available for two months and allowing breaks of journey for all points of interest *en route*, for Rs. 113.70, 1st class.

Rs. 67.40, 1st class to Tuticorin, thence 2nd class.

Rs. 56.90, 2nd class throughout.

Rs. 22.25, Native Servant.

Through bookings to all parts.

Steamer Sailings.—Passages secured and through bookings effected by P. & O., Orient and every direct line of steamers to Europe and *via* China, Japan, Australia, South Africa, Canada, United States, etc. Railway Tickets issued.

MADRAS.

Hotels—D'Angelis, Connemara, Prince of Wales', Brind's. Distance from London, by Sea and Suez Canal, 7,313 miles. Population (1906), 542,518.

Local time, 5 hrs. 21 mins. in advance of Greenwich. Indian standard or railway time, 5 hrs. 30 mins. in advance of Greenwich.

Madras, the third city and seaport of British India, the seat of government of the Presidency, and headquarters of the Madras Army, stretches for 9 miles along the coast, and $3\frac{1}{2}$ miles inland, suburbs and villages included. Amongst the principal buildings and monuments are the Cathedral, Scotch Kirk, Government House, Senate House, Memorial Hall, and Chepak Palace, statues of Lords Munro and Cornwallis, Bishop Heber's monument. Fort St. George, or the White Town, contains the Arsenal and the principal Government Offices. The Observatory, founded in 1792, gives the standard time to all India, and is the fixed point of departure of the Trigonometrical Survey. The recreation grounds are the South Beach Promenade and the People's Park.

The South Indian Railway Company, with a view to accelerating the traffic between Madras and Colombo, have organised an express service between Madras and Tuticorin (*via* Trichinopoly and Madura), thence by one of the British India larger steamers to Colombo, the entire journey occupying 36 hours. This railway affords travelers from Madras or Ceylon convenient facilities for visiting the historical districts and temples of Southern India, the centres of the greatest of the ancient Hindu dynasties. Unfortunately there is an absence of hotels, and the accommodation at the stations is very limited, but at Madura, Tanjore, Trichinopoly, etc., there are rooms above the

Railway Stations, and visitors occupying these take their meals in the Refreshment Rooms, which are all under the supervision of Messrs. Spencer & Co., Madras.

For parties we recommend the retention of a First Class Railway Carriage from Madras to Tuticorin or *vice versâ*. The charge for this is eight fares, with an additional small charge of six annas per hour for demurrage.

Ootacamund, about 350 miles from Madras, is the chief Sanatorium of the Presidency, and during the summer months the headquarters of the Government and of the Commander-in-Chief. Population (1901), 18,596. The narrow-gauge railway to Fernhill station was opened on September 15th, 1908. The Sanatorium lies 7,228 feet above sea level in an amphitheatre encircled by hills, and ornamented by an artificial lake nearly a mile-and-a-half long. A splendid vegetation combining tropical and English plants, flowers, and fruit, with an annual rainfall of 45 inches, and a mean temperature of 55° F., afford a delightful and refreshing retreat for residents in the plain.

Bangalore is a large town, with a population (1901) of 159,046, the capital of the State of Mysore, and one of the most favourite military stations in India, the climate being noted for its healthiness. The chief buildings are the Maharajah's Palace, Government House, the Public Offices, the High School, and the Fort, south of the old native quarter, about a mile east of which is the Lala Bagh, a beautiful pleasure garden.

Seringapatam, the old capital of the State of Mysore, under Hyder Ali and Tippoo Sahib, one of the most historical places in India, is situated on an island formed by the river Cauvery. Population about 12,000. The fort, which overhangs the river, contains the ruins of Tippoo's Palace, the old Temple of Ranga Natha Swami, and the Jama Musjid built by Tippoo. The Darya Daulat Bagh, a summer palace of Tippoo just outside the fort, contains the pictures representing the defeat of Baillie at Conjeveram in 1780. The Lala Bagh contains the mausoleum of Hyder Ali and his son Tippoo.

Madura, the chief town of the district of the same name, was the political and religious capital of Southern India from time immemorial. Population 132,669. The Great

Pagoda or Temple sacred to Siva, a profusely ornamented and magnificent structure, was decorated as it now stands by Teruinala Nayak early in the seventeenth century. Some of the carving is superb, and the New Gallery is said to have cost a million sterling. The old Palace of Teruinala Nayak has been restored and is used as public offices, forming one of the finest public buildings in India. Numerous other religious and non-religious edifices may be visited, and the principal drive is round a fine Teppa Kulam, or tank, which is fenced with stone, and has a temple in the centre.

Trichinopoly consists of a fort, military cantonment, and seventeen villages. Population 122,037. Inside the fort on the north side of the town is the Rock (rising abruptly to a height of 273 feet) at the top of which is a small temple. The Nawab's Palace has been restored, and at the foot of the Golden Rock, outside the town, is the Central Jail, one of the largest in India. The most important local industries are gold and silver manufactures, weaving, and cigar-making. About two miles north from the Rock is the town of Seringham, with a remarkable Temple to Vishnu, called the Great Temple of Sri Rangam, with well-preserved painted ceilings, and ornaments of diamonds and other precious stones in one of the pavilions. In the court round the central hall is the so-called Hall of One Thousand Pillars, the number of which is now much reduced. At about a mile from this temple is a smaller one, sacred to Shiva, called the Temple of Jambukeshwar. It is built on an artistic plan, and is worth a visit, but has a neglected appearance.

Tanjore, situated in the garden of Southern India, was the last capital of the Chola dynasty. It contains two Forts, much dismantled, enclosing the chief part of the native town. Population about 60,000. The principal sights are the Great Pagoda in the Little Fort, the Palace of the Rajah in the Great Fort, and Schwartz's Church. The Great Pagoda is considered the most remarkable of all the Temples of Southern India, and, having been preserved with little alteration, is the best specimen of the style of architecture peculiar to India, south of Madras. At the north-west corner of the outer enclosure is the wonderful

Shrine of Karttikeya, the son of Shiva, an exquisite piece of decorative building. The Palace of the Rajah is a vast edifice of masonry of no architectural merit, containing statues and pictures, and a library of some 18,000 Sanscrit MSS., of which 8,000 are written on palm leaves. Schwartz's Church contains a very fine group of figures in white marble, by Flaxman, representing the death of the aged missionary, Schwartz. Tanjore is noted for its artistic manufactures, such as jewellery, copper ware, pith models, carpets, silks, etc.

The South Indian Railway Guide (Illustrated), Rs. 2, can be obtained at Thos. Cook & Son's Office, Colombo.





PART II.

INFORMATION FOR TOURISTS

IN INDIA.

THE following general information and Specimens of Tours are given for the guidance of Travellers and Tourists arriving in India. Further details may be obtained on application at our offices in Bombay, Calcutta, Rangoon, and Colombo.

Currency.—The coins current in India are—

Rupee	16 annas	} Silver.	One anna ..	12 pies	} Nickel. Copper.
$\frac{1}{2}$ rupee..	..	8 "		Half anna ..	6 pies	
$\frac{1}{4}$ rupee..	..	4 "		Quarter anna ..	3 "	
$\frac{1}{8}$ rupee..	..	2 "		$\frac{1}{2}$ anna..	(1 pice) 1 pie	

The Government in India Currency Notes are Rs. 10,000, Rs. 1,000, Rs. 500, Rs. 100, Rs. 50, Rs. 20, Rs. 10, and Rs. 5 (see also p. 129).

Indian Currency Notes are not legal tender in Ceylon, but Tourists travelling with our Tickets can exchange them on payment of a small commission on application to our Agent at Colombo. Ceylon Government Notes are not legal tender in India.

Exchange.—Indian Currency may be obtained at our offices at most favourable rates.

Landing.—Passengers arriving by Mail Steamers in Bombay are landed at the Ballard Pier, see p. 58. Passengers by other steamers are landed in steam launches or in boats: the rate from the steamer to shore, and *vice versa*, being for each boat 8 annas.

Public Conveyances.—In Bombay, Calcutta, and other large towns, conveyances may be engaged, within certain

limits, by the hour. In *Bombay* the authorised charge is 8 annas per hour inside the Fort. Outside the Fort limits rates are calculated according to distance.

Money Orders are issued at the principal Post Offices in India, where information can be obtained verbally, and where an official Postal Guide, giving all details, can be purchased for a trifling sum.

The latest published Postal and Telegraph Rates and Rules should be ascertained at the chief offices before leaving the Presidency towns for the interior. As a rule, however, Telegrams can be despatched from, and received at, nearly all the railway stations and chief towns in India.

Railway Travelling.—The Indian railway carriages are constructed so as to enable each passenger to recline at full length during night journeys, and are also fitted with lavatories and w.c. Passengers should provide themselves with a pillow and razai (quilt), soap and towel. Rugs and warm clothing should also be taken, as, although the days are warm, the nights during the tourist season—November to February—are usually very cold.

Through Carriages.—Passengers for the North-West and Oude and Punjab (leaving Bombay from the Victoria terminus of the G. I. P. Railway, furnished with handsome Waiting and Refreshment Rooms, Bookstall, etc.) may travel in carriages that run through by the North-East Mail Train, leaving every evening (1) *via* Itarsi, Agra, Ghaziabad, and Umballa to Lahore, (2) *via* Jhansi and Cawnpore to Lucknow, (3) *via* Allahabad, Mogul Serai (Junction for Benares) to Calcutta.

There are also *Through Carriages* from Bombay (Victoria Terminus) to Hyderabad, Secunderabad, and to Madras, by the South-East Mail Train leaving every evening.

Passengers by the B. B. & C. I. route to Delhi, Agra, etc., change carriages at Ahmedabad, from which point the journey is continued by the metre gauge line.

Luggage.—First class passengers are allowed 120 lb., and second class passengers 60 lb., free. Half these weights allowed to children under twelve paying half fare. Luggage may be booked (registered) through to destination on the direct routes if desired, and a receipt will be given by the railway company.

No free allowance of baggage is made at intermediate stations, and passengers wishing to break their journey should book their baggage through to that Station to which the coupon is available, intimating to the Station Master or Clerk, at starting, the name of the Stations at which the baggage will be required *en route*, when a note to that effect will be made on the Baggage Ticket, and the free allowance ensured when resuming the journey.

Railway Time.—Indian standard time, which is 37 minutes behind Chittagong time, 24 minutes behind Calcutta time, 39 minutes in advance of Bombay time, 9 minutes in advance of Madras time, 2 minutes in advance of Allahabad time, and 5 hrs. 30 mins. in advance of Greenwich time, is kept at all railway stations.

Reserved Accommodation.—A First Class compartment may usually be reserved on payment of three or four fares, and a Second Class compartment on payment of five fares, but the rules of each Company vary, and full particulars may be obtained on application at our offices in Bombay or Calcutta.

Excess Luggage is charged for as follows—

		Per maund (80 lb.)	
		Rs.	a. p.
Between Bombay and Calcutta, <i>via</i> Jubbulpore (direct)	.. ..	9	0 0
„ „ „ <i>via</i> B.B. & C.I. Ry. and Delhi	.. ..	12	0 0
„ „ „ Delhi	.. ..	6	0 0
„ „ „ Madras (G. I. P.)	.. ..	6	0 0
„ Calcutta and Delhi, <i>via</i> Allahabad	.. ..	6	0 0

Heavy Baggage not required on the journey through India, and *Deck Chairs*, may be sent addressed to our offices at Bombay or Calcutta. The charges between Bombay and Calcutta are as under—

		<i>Via</i> JUBBULPORE.		Rs.	a.	p.
By Passenger Train	per maund (80 lb.)	..	..	9	0	0
„ Goods Train		..	..	5	4	0
		<i>Via</i> NAGPORE.				
By Passenger Train	per maund (80 lb.)	..	..	8	0	0
„ Goods Train		..	..	4	3	9

Refreshment Rooms.—Refreshments can be obtained at most of the large stations, and Guards are authorised by the Railway Companies to wire from preceding stations if informed by passengers that meals will be required at the Refreshment Rooms.

Native Servants.—Tourists will not find it necessary to engage a servant in India, unless travelling off the beaten track, as the hotels are now supplied with attendants who speak English; but there are several servants' agencies in Bombay and Calcutta where servants can be obtained, if required, on payment of a small fee.

The addresses of such agencies can be obtained from our offices at Bombay and Calcutta, but we cannot accept any responsibility in regard thereto.

Guides.—Reliable English-speaking guides will be found in all the principal towns, and may be secured on application to the Managers of the Hotels.

SPECIMEN ITINERARIES OF SHORT TOURS IN INDIA.

FROM BOMBAY TO CALCUTTA.

Via B. B. & C. I. Co.'s Route.

1st Day ..	Leave Bombay (Colaba).	10th Day ..	Leave Delhi.
" ..	Leave do. (Church Gate).	" ..	Arrive Agra Road.
2nd Day ..	Arrive Ahmedabad.	14th Day ..	Leave do. (see p. 103)
" ..	Leave do.	" ..	Leave Tundla Junc.
" ..	Arrive Abu Road.	" ..	Arrive Cawnpore.
4th Day ..	Leave do.	15th Day ..	Leave do. O. and R. R.
" ..	Arrive Nana.	" ..	Arrive Lucknow.
" ..	Leave do.	18th Day ..	Leave do.
5th Day ..	Arrive Ajmere (R.).*	" ..	Arrive Benares (Cantt.).
" ..	Leave do.	21st Day ..	Leave do.
" ..	Arrive Jaipur.	" ..	Arrive Moghal Serai.
7th Day ..	Leave do.	" ..	Leave do.
" ..	Arrive Bandikui (R.).	" ..	Arrive Gya.
" ..	Leave do.	" ..	Leave do.
" ..	Arrive Delhi.	22nd Day ..	Arrive Calcutta.

**First Class, Rs. 143.2; Second Class, Rs. 71.11;
Native Servant, Rs. 18.14.**

Time Table may be obtained at our offices.

Tourists not wishing to visit Calcutta can leave Benares at 7.48 a.m. on twenty-first day and arrive in Bombay 1.0 p.m. on twenty-second day.

* R. Refreshment Rooms.

Via G. I. P. and Indian Midland Route.

Leave Bombay (Victoria).	Arrive Itarsi (R.).*
Arrive Daulatabad (for Ellora Caves).	Leave do.
Leave Daulatabad.	Arrive Bhopal (R.).*
Leave Pachora (for Ajunta Caves).	Leave do.
Arrive Bhusawal (R.).*	Arrive Jhansi.
Leave do.	Leave do.
	Arrive Gwalior.
	Leave do.
	Arrive Agra.

Continued as per Itinerary, p. 102.

* R. Refreshment Rooms.

**First Class, Rs. 139.8 ; Second Class, Rs. 68.15 ;
Native Servant, Rs. 18.13.**

From Bhilsa Station, thirty miles from Bhopal, the Great Tope at Sanchi can be visited.

A visit to Jaipur can be made from Agra, occupying three days.

FROM CALCUTTA TO BOMBAY.

Via B. B. & C. I. Co.'s Route.

1st Day .. Leave Calcutta.	13th Day .. Arrive Delhi.
2nd Day .. Arrive Gya.	15th Day .. Leave do.
" .. Leave do.	" .. Arrive Jaipur.
" .. Arrive Moghal Serai.	17th Day .. Leave do.
" .. Leave do.	18th Day .. Arrive Ajmere.
" .. Arrive Benares	" .. Leave do.
(Cantonment).	" .. Arrive Abu Road
4th Day .. Leave do.	(for Mt. Abu).
" .. Arrive Lucknow.	20th Day .. Leave do.
7th Day .. Leave do.	" .. Arrive Ahmedabad.
" .. Arrive Cawnpore	" .. Leave do.
(E.I.R.)	" .. Arrive Baroda.
8th Day .. Leave do.	" .. Leave do.
" .. Arrive Tundla Junc.	21st Day .. Arrive Bombay
9th Day .. Arrive Agra Fort.	(Church Gate).
12th Day .. Leave do.	" .. Arrive Bombay
	(Colaba).

**First Class, Rs. 143.2 ; Second Class, Rs. 71.11
Native Servant, Rs. 18.14.**

Time Table may be obtained at our offices.

Via Indian Midland and G. I. P. Co.'s Route.

1st Day .. Leave Calcutta.	12th Day .. Leave Delhi.
2nd Day .. Arrive Benares.	" .. Arrive Agra.
5th Day .. Leave "	15th Day .. Leave "
" .. Arrive Lucknow.	" .. Arrive Gwalior.
8th Day .. Leave "	16th Day .. Leave "
" .. Arrive Cawnpore.	17th Day .. Arrive Bombay.
9th Day .. Leave "	
" .. Arrive Delhi.	

First Class, Rs. 146.6; Second Class, Rs. 73.5; Third Class, Rs. 18.13.

The above itinerary is arranged for those whose time in India is limited, but the tickets are available for two months, and allow the journey to be broken at all places of interest *en route*.

N.B.—THOS. COOK & SON do not hold themselves responsible for delays caused by alterations in the train service which may take place from time to time.

SPECIMEN TOURS IN INDIA.

No. 1.—Bombay, Baroda, Ahmedabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Gwalior, Jhansi (for Sanchi and Bhopal), Cawnpore, Lucknow, Benares, Calcutta, or *vice versâ*.

First Class, Rs. 151; Second Class, Rs. 75.10;
Native Servant, Rs. 21.3.

No. 2.—Bombay, Baroda, Ahmedabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versâ*.

First Class, Rs. 143.2; Second Class, Rs. 71.11;
Native Servant, Rs. 18.14.

No. 3.—Bombay, Baroda, Ahmedabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Gwalior, Jhansi, Cawnpore, Allahabad, Benares, Calcutta, or *vice versâ*.

First Class, Rs. 146.13; Second Class, Rs. 73.8;
Native Servant, Rs. 20.10.

No. 4.—Bombay, Baroda, Ahmedabad, Abu Road, Jaipur, Delhi, Agra, Tundla, Cawnpore, Allahabad, Moghal Serai, Benares, Calcutta.

First Class, Rs. 133.15; Second Class, Rs. 67.5;
Native Servant (Third Class), Rs. 17.10.

No. 5.—Bombay, Munmar, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versâ*.

First Class, Rs. 139.8 ; Second Class, Rs. 68.15 ;
Native Servant, Rs. 18.13.

No. 6.—Bombay, Munmar, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Gwalior, Agra, Cawnpore, Allahabad, Moghal Serai, Benares, Calcutta.

First Class, Rs. 130.1 ; Second Class, Rs. 64.2 ;
Native Servant (Third Class), Rs. 17.9.

No. 7.—Bombay, Baroda, Rutlam, Muttra, Delhi, Lucknow, Benares, Gya, Calcutta.

First Class, Rs. 142.1 ; Second Class, Rs. 71.3 ;
Native Servant, Rs. 18.3.

No. 8.—Bombay, Baroda, Rutlam, Muttra, Delhi, Cawnpore, Lucknow, Benares, Gya, Calcutta.

First Class, Rs. 146.5 ; Second Class, Rs. 73.5 ;
Native Servant, Rs. 18.13.

No. 9.—Bombay, Baroda, Rutlam, Muttra, Delhi, Allahabad, Moghal Serai, Calcutta.

First Class, Rs. 132.2 ; Second Class, Rs. 66.3 ;
Native Servant, Rs. 16.15.

No. 10.—Bombay, Baroda, Rutlam, Muttra, Delhi, Agra, Tundla, Cawnpore, Lucknow, Benares, Calcutta.

First Class, Rs. 146.14 ; Second Class, Rs. 73.10 ;
Native Servant, Rs. 19.8.

No. 11.—Bombay, B. I. Steamer to Karachi, rail to Mooltan, Lahore, Ambala, Delhi, Kosi, Agra, Tundla, Cawnpore, Lucknow, Benares, Calcutta, or *vice versâ*.

First Class, Rs. 207.8 ; Second Class (First Class Steamer), Rs. 134.1 ;
Native Servant, Rs. 27.9.

No. 12.—Bombay, B. I. Steamer to Karachi, rail to Mooltan, Lahore, Delhi, Kosi, Agra, Gwalior, Cawnpore, Lucknow, Benares, Calcutta.

First Class, Rs. 215.4 ; Second Class and Saloon, Rs. 138.0 ;
Third Class and Deck, Rs. 29.12.

No. 13.—Bombay, Munmar, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Cawnpore, Agra, Kosi, Delhi, Jaipur, Abu Road (for Mount Abu), Ahmedabad, Bombay, or *vice versâ*.

First Class, Rs. 158.2 ; Second Class, Rs. 78.4 ;

Native Servant, Rs. 26.5.

No. 14.—Bombay, Baroda, Ahmedabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Moghal Serai, Allahabad, Jubbulpore, Nandgaon, Munmar, Bombay, or *vice versâ*.

First Class, Rs. 184.7 ; Second Class, Rs. 92.6 ;

Native Servant, Rs. 27.9.

No. 15.—Bombay, Baroda, Ahmedabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Cawnpore, Allahabad, Jubbulpore, Bombay, or *vice versâ*.

First Class, Rs. 162.7 ; Second Class, Rs. 81.5 ;

Native Servant, Rs. 23.14.

No. 16.—Bombay, Baroda, Ahmedabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Calcutta, and back to Allahabad, Jubbulpore, Pachora (for Ajunta Caves), Munmar (for Ellora Caves), Bombay, or *vice versâ*.

First Class, Rs. 246.0 ; Second Class, Rs. 123.3 ;

Native Servant, Rs. 35.0.

No. 17.—Bombay, Munmar, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Jaipur, Abu Road (for Mount Abu), Ahmedabad, Bombay, or *vice versâ*.

First Class, Rs. 131.6 ; Second Class, Rs. 64.12 ;

Native Servant, Rs. 20.4.

No. 18.—Bombay, Munmar, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Cawnpore, Allahabad, Jubbulpore, Bombay, or *vice versâ*.

First Class, Rs. 169.14 ; Second Class, Rs. 84.0 ;

Native Servant (Third Class), Rs. 26.5.

No. 19.—Same as No. 1 to Calcutta, thence P. & O. Steamer to Colombo, B. I. Steamer to Tuticorin, Madura, Trichinopoly, Tanjore, Trichinopoly, Erode, Madras, Wadi, Hyderabad, Poona, and Bombay, or *vice versâ*.

First Class, Rs. 429.10 ; Second Class (First Class Steamer), Rs. 288.14 ;

Native Servant, Rs. 91.9.

No. 20.—Bombay, B. I. Steamer to Karáchi, rail to Mooltan, Lahore, Ambala, Delhi, Kosi, Agra, Jaipur, Abu Road (for Mount Abu), Ahmedabad, Baroda, Bombay, or *vice versâ*.

First Class, Rs. 198.15 ; Second Class (First Class Steamer), Rs. 129.8 ;
Native Servant, Rs. 26.7.

No. 21.—Bombay, Poona, Hotgi, Wadi, Hyderabad, Wadi, Raichur, Madras, Tanjore, Trichinopoly, Madura, Tuticorin, thence B. I. Steamer to Colombo, or *vice versâ*.

First Class, Rs. 133.7 ; Second Class (First Class Steamer), Rs. 74.10 ;
Native Servant, Rs. 24.4.

No. 22.—Bombay, Mormugao, by B. S. N. Co.'s Steamer, thence Castle Rock, Londa, Belgaum, Wathar (for Mahableshwar), Poona, Bombay, or *vice versâ*.

First Class, Rs. 55.0 ; Second Class, Rs. 33.0 ;
Native Servant Rs. 9.12.

No. 23.—Bombay, Mormugao, by B. S. N. Co.'s Steamer, thence Castle Rock, Dharwar, Hubli, Gadag, Bijapore, Hotgi, Poona, Bombay, or *vice versâ*.

First Class, Rs. 70.0 ; Second Class, Rs. 40.12 ;
Native Servant, Rs. 11.4.

N.B.—The foregoing are simply Specimen Tours ; fares for extensions to Lahore, Peshawur, Hyderabad, Bangalore, Mysore, etc., and for other tours, may be had on application. The tickets are available for two months, and allow the journey to be broken at *all* places of interest *en route*. Fares and times subject to change.

ITINERARY OF A COMPREHENSIVE TOUR IN INDIA,

FROM BOMBAY TO BOMBAY.

Visiting Indore, Udaipur, Ajmere, Jaipur, Agra, Delhi, Amritsar, Lahore, Cawnpore, Lucknow, Benares, Calcutta, Darjeeling, Rangoon, Waltair, Madras, Bangalore, the Nilgherries, Hyderabad, Poona ; and occupying about three-and-a-half months.

Inclusive fare, First Class, Rs. 640.

Leave Bombay 9.15 p.m., arrive Indore 3.10 p.m. (440 miles ; 16½ hours). Leave Indore 9.41 a.m., sleeping at Chittorgarh, arrive Udaipur 10.54 a.m. next day (260 miles ; 25 hours). Leave Udaipur 12.4 p.m., halting at Chittorgarh, arrive Ajmere 6.0 a.m. (or 6.0 p.m.) next day (307 miles ; 18 hours).

An alternative route from Bombay to Ajmere is via Baroda, whence Ajmere is reached by the Bombay, Baroda and Central Railway. Jaipur is on the same line, and from Bandiqui Junction Agra may be visited (Bandiqui and Agra Branch). Delhi is on the main line. From Rewari Junction Indore may be reached by the Ajmere and Khandwa Branch of the Bombay, Baroda and Central India Railway.

Leave Bombay 9.30 p.m., arrive Baroda 4.52 a.m. (248 miles ; 8 hours). Two days' halt sufficient.

Leave Ajmere 7.45 a.m. or 10.0 p.m., arrive Jaipur 12.0 a.m. or 1.20 p.m. (84 miles ; 3 or 4 hours). One day's halt sufficient.

Leave Jaipur 1.32 a.m. or 12.15 p.m. *via* Bandiqui, arrive Agra 8.45 a.m. or 9.12 p.m. (150 miles ; 9 or 8 hours). Four days' halt sufficient.

Leave Agra (Cantonments) 4.49 p.m., arrive Delhi (junction) 8.30 p.m. (122 miles ; 4 hours). Five days' halt should be made.

Leave Delhi 8.55 p.m., arrive Amritsar 5.50 a.m. (278 miles ; 10 hours). One day's halt sufficient.

Leave Amritsar 6.0 a.m., arrive Lahore 7.1 a.m. (32 miles ; 1 hour). Two days' halt sufficient.

Leave Lahore 2.0 p.m., *via* Amritsar and Delhi, arrive Cawnpore 9.15 a.m. (580 miles ; 35 hours). One day's halt sufficient.

Leave Cawnpore 5.1 p.m., arrive Lucknow 6.15 p.m. (46 miles ; 1¼ hours). Three days' halt sufficient.

Leave Lucknow 9.32 a.m., arrive Benares 2.48 p.m. (187 miles ; 6 hours). One day's halt sufficient.

Leave Benares 2.52 a.m., arrive Calcutta 6.23 a.m. (479 miles ; 15 hours).

Leave Calcutta 5.6 p.m.—Sealdah to Damukdea Ghat, cross Pudma river by Ferry, reach Saraghat, Saraghat to Siliguri, Siliguri to Darjeeling—reach Darjeeling 12.47 noon next day (379 miles ; 19½ hours). Four days' halt sufficient.

Calcutta to Rangoon is 50 hours' journey by the British India Steam Navigation Co.'s steamers leaving Calcutta about three times weekly. Two days' halt sufficient.

From Rangoon the traveller may either cross to Madras by steamer, occupying about three days, or he may return to Calcutta and reach Madras by the Bengal Nagpur Railway, as follows :—

Leave Calcutta 8.6 p.m., arrive Waltair 3.49 p.m. next day (547 miles ; 20 hours).

Leave Waltair 4.30 p.m., arrive Madras 11.35 p.m. next day (485 miles ; 21 hours). Two days' halt sufficient.

Leave Madras 7.35 a.m. *via* Jalarpet, arrive Bangalore 6.30 p.m. (219 miles ; 11½ hours). Three days' halt sufficient.

Bangalore to the Nilgherries. A return must be made to Jalarpet, whence it is 170 miles to Pudanore Junction and 25½ miles more to Mettupalaiyam. From there to Fernhill is 29 miles by a narrow-gauge railway (total distance from Jalarpet to Fernhill, 224½ miles). One day's halt sufficient.

From the Nilgherries the traveller must return to Madras.

Leave Madras 6.0 p.m. *via* Bezwada, arrive Hyderabad 6.51 p.m. next day (491 miles ; 25 hours). Four days' stay required.

Leave Hyderabad 7.28 a.m. *via* Wadi Junction and Poona, arriving Bombay 6.0 a.m. next day (491 miles ; 23½ hours). Two days' halt at Poona is sufficient.

SUPPLEMENTARY TICKETS.

	1st Class.	2nd Class.	3rd Class.
	Rs. a.	Rs. a.	Rs. a.
Agra Cantonments to Gwalior and back	14 4	7 2	2 6
Bankipore to Gya	10 12	5 6	1 8
Bombay to Poona	18 5	9 2	3 12
„ Hyderabad	69 12	31 14	15 0
Calcutta to Darjeeling .. (14 days)	66 7	33 4	14 8
„ Madras single	91 0	44 4	18 8
„ Mandalay and back (Rail from Rangoon) }	222 6	136 3	32 1
„ „ „ (Steamer fr. Rangoon) }	305 0	171 8	35 4
„ Rangoon	162 0	100 0	20 0
Cawnpore to Lucknow	6 8	3 4	1 4
Colombo to Kandy	9 0	6 0	3 0
„ Nuwara Eliya and back	20 6	13 11	6 0
Delhi to Lahore, <i>via</i> N.W. Ry.	41 12	20 14	7 0
Erode to Mettupalaiyam	10 10	5 6	1 14
Ghaziabad (Delhi) Lahore	43 10	21 13	7 6
„ „ Peshawur	84 2	42 1	14 2
„ „ Saharanpur (for Mussoorie) and back }	13 15	7 15	2 5
„ „ Umballa (for Simla) and back }	19 2	9 9	3 10
Hotgi to Bijapore and back	8 5	4 2	1 4
Jalarpot to Bangalore	12 4	6 2	2 6
„ Mysore	24 5	12 3	4 8
Lahore to Peshawur	40 8	20 4	6 12
Madras to Tuticorin single	27 12	13 14	4 0
Tuticorin to Colombo (B. I. Steamer) single ..	21 1	10 9	5 7
Trichinopoly to Tanjore and back	4 0	2 0	0 14
Umballa to Kalka Simla and back by rail ..	47 4	25 10	8 11
Villupuram to Pondicherry and back	3 0	1 8	0 10
Wadi Junc. to Secunderabad (Hyderabad) and back	17 1	5 12	3 6

Fares subject to change.



CAVES OF AJUNTA, ELLORA, AND ELEPHANTA. AJUNTA CAVES.

Bombay to Jalgaon Junction (G. I. P. Railway), 178 miles, small waiting room and travellers' bungalow.

Jalgaon to Ajunta Caves, 38 miles, by a good road. P. W. D. Inspection bungalows at **Neri**, 14 miles, and at **Pahur**, 24 miles. Travellers' bungalow at **Furdapur** in H.H. the Nizam's territory, 4 miles from the caves.

The Inspection bungalows have simple furniture for one, and may be occupied by travellers when not required by P. W. D. or other officers, but travellers must provide their own bedding, provisions, and servants. No special permission necessary.

Only Bullock Carts can be obtained at Jalgaon ; charge Rs. 3.9.0, single journey ; Rs. 7.2.0 return. One day's notice required to the Mamttdar of Jalgaon.

Carts travel 20 miles a day, but by starting early from Jalgaon, and paying cartman a trifle extra, Pahur, 24 miles, can be reached the first day, leaving only 14 miles for second day. Allowing one day for visiting the caves, the journey from and return to Jalgaon occupies five days.

The Ajunta Caves are excavated in the concave scarp of the rock above the River Wagora, extending about one-third of a mile from east to west.

The cave temples are twenty-seven in number, some of them unfinished, others unimportant. The oldest near the east end are said to date from about 200 B.C. They furnish a history of Buddhist art, and depict the domestic life of the people. Some of the façades are richly decorated with processions of elephants, horses and people, buffalo hunts, etc. The walls are decorated with oil paintings, supposed to be 2,000 years old, many of them resembling 14th century Italian paintings, others representing battle scenes, processions, hunting scenes, etc.

ELLORA CAVES.

The CAVES are reached from Bombay (G. I. P. Railway) by changing carriages at **Munmar** junction, 162 miles, and travelling by the H. G. V. Railway to **DAULATABAD**

station, thence in tongas (which must be ordered beforehand) *via* Daulatabad Fort, Roza and Ellora—10 miles.

Tongas holding three passengers can be secured on application to our office in Bombay, the charge (subject to alteration) being Rs. 12 to the Caves from Daulatabad and return within a day.

A travellers' bungalow has been fitted up at Daulatabad, containing two bed and bath rooms, a sitting room, and a dining room, the charge for visitors being 2 Hallee Sicca Rupees per person. Application to be made to the First Talukdar of Aurangabad. Country provisions can be obtained through the messman, who can cook ordinary food. English provisions, soda water, etc., are not obtainable, and, if required, must be provided by the visitors.

A new bungalow has been built at Roza for the use only of distinguished personages who come as the guests of Government.

The ELLORA CAVES are excavated in the face of a hill, extending along the front for $1\frac{1}{4}$ miles. They are chronologically divided into three distinct series—the Buddhist, the Brahminical, and the Jain—numbering 12, 17, and 5 respectively. The most splendid of the whole series is the KAILAS, the model of a complete temple, said to have been excavated about the 8th century—one of the most wonderful monuments of architectural art in India. Other important cave temples are the DHERWARA, the DO TAL, the DAS AVATAR, the DUMAR LENA, the JAGANNATH, and INDRA SABTRAS.

Miles.				Passenger Mail.
	Dep. Bombay (Victoria Term.)			3.15 p.m.
178	Arr. Munmar			8.40 p.m.
232	„ Daulatabad			12.01 p.m.
	Dep. Daulatabad (next day)			7.25 p.m.
	Arr. Munmar			1.5 p.m.
	„ Bombay			7.30 a.m.

FARES FROM BOMBAY.

	1st Class.	2nd Class.	3rd Class.
To Daulatabad and back	Rs. 30.11	Rs. 14.6	Rs. 6.12

THE CAVES OF ELEPHANTA.

Thos. Cook & Son's motor launch leaves the Apollo Bunder, Bombay, on days and hours which can be ascertained at the office, Cook's Building, Hornby Road, Bombay, for the Island of Elephanta. Tickets, Rs. 10 each.

The CAVE TEMPLES are three in number, and excavations have been begun in a fourth. The largest, which is in the centre, is 133 feet by 130½ feet by 20 feet high, supported by huge pillars with ornamental capitals. A gigantic three-headed bust, supposed to represent the Hindoo Trinity, faces the main entrance. Here once stood a stone elephant 13 feet long, from which the island derived its name. A flight of stone steps and a pathway, a quarter of a mile from the landing-stage, lead to these curious idolatrous structures of bygone generations.

UDAIPUR.

Udaipur is the capital of the Native State of Mewar, or Udaipur, in Rajputana. Population (1901), 45,595. The site of the city, with its palace placed on a low ridge overlooking a romantic lake, is one of the most beautiful and picturesque in India.

FARE—CHITOR TO UDAIPUR.

First Class	Rs. 6.8		Second Class	Rs. 3.4
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JAIPUR.

Hotels—Jaipur, Kaiser-i-Hind, and New.

Jaipur is one of the most beautiful cities in India. Population (1901), 160,167.

To visit **Amber**, the old capital, it is necessary to obtain the permission of the Political Resident. All information in regard to the places of interest in and around Jaipur can, however, be had of the proprietor of the Hotel, who will also arrange for permits, or for elephants to visit the Palace, and there is no need to trouble the Resident with references on the subject, or to apply to him for passes until arrival at Jaipur.

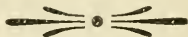
MOUNT ABU.

Hotel—Rajputana.

Abu Road, 425 miles from Bombay, on the B. B. & C. I. Railway, is the station for Mount Abu (or Aboo), from which it is distant about 17 miles. There is a refreshment room at the railway station, and a good travellers' bungalow about $1\frac{1}{2}$ miles distant, also an hotel (Rajputana) and a travellers' bungalow on the hill, up which there is an excellent road. Tourists intending to visit Mount Abu should write beforehand to the Station-master, Abu Road, to arrange for ponies or tongas to ascend the hill.

Tongas run between Abu Road station and Mount Abu terminus. These tongas contain three seats, and the fare for a full conveyance is Rs. 18 for both journeys if a return ticket, current for two months, is taken. For a single ticket by mail tonga, leaving Abu Road Railway Station morning and evening, the charge is Rs. 3.8.0. Servants can come up in ekkas; charge per seat Rs. 1.8.0. A certain amount of luggage is allowed to be brought up free in tongas and ekkas. Tongas take $2\frac{1}{2}$ hours and ekkas five hours to come up. Rickshaws, for visiting various places of interest, can be had at the hotel at moderate charges. A motor-car is already running between Abu Road and Mount Abu and a motor service will shortly be established.

Permits to visit the Dilwarra Temples are necessary, and can be obtained from the Magistrate at Mount Abu, through the Manager of the hotel.



LIST OF HOTELS

at which our Coupons, Special Indian Series, are accepted.

The Indian Hotel Coupons provide for a full day's board if used in their entirety, namely :—

Bedroom, lights and service, with bath.	
Chota hâzri, or early tea with toast.	
Burra hâzri, or meat breakfast	} At table d'hôte.
Tiffin or lunch	
Dinner	

In all cases visitors must conform to the ordinary rules of the hotel, and when they stay an entire day (*i.e.*, over 12 hours) a full day's Coupon must be given up unbroken, whether all the meals are taken in the hotel or not.

* The Meal Coupons are accepted at many of the Railway Refreshment Rooms.

7 Rupees per day.

Note.—For latest list and for exceptional Hotel arrangements see current No. of the *Oriental Travellers' Gazette* or list accompanying Hotel Coupons.

INDIA.

<i>Agra.</i> —	{ Hotel Cecil. Laurie's Great Northern Hotel. Hotel Metropole.
<i>Ahmedabad.</i> —	{ Grand Hotel. Empire Hotel.
<i>Allahabad.</i> —	{ Laurie's Great Northern Hotel.
<i>Amritsar.</i> —	{ Royal Hotel.
<i>Bangalore.</i> —	{ West End Hotel. Cubbon Hotel.
<i>Bellary.</i> —	{ Royal Hotel.
<i>Benares.</i> —	{ Clark's Hotel. Hôtel de Paris.
<i>Bombay.</i> —	{ Taj Mahal Hotel. Great Western Hotel. Hôtel Majestic. Apollo Hotel.
<i>Calcutta.</i> —	{ Great Eastern Hotel. Grand Hotel. Spence's Hotel. Hotel Continental.
<i>Cawnpore.</i> —	{ Civil and Military Hotel. Woodland's Hotel.
<i>Darjeeling.</i> —	{ Grand (Rockville) Hotel. Drum Druid Hotel. Central Hotel.
<i>Delhi.</i> —	{ Maiden's Metropolitan Hotel. Hotel Cecil.
<i>Fyzabad.</i> —	{ Graham's Hotel.
<i>Gwalior.</i> —	{ Gwalior Hotel.
<i>Goa (Panjim).</i> —	{ Crescent Hotel.
<i>Gulmarg (Kashmir).</i> —	{ Nedou's Hotel.
<i>Hyderabad (Deccan).</i> —	{ See Secunderabad.
<i>Jaipur.</i> —	{ Jaipur Hotel. Kaiser-i-Hind Hotel. The New Hotel.
<i>Jubbulpore.</i> —	{ Jackson's Hotel.
<i>Kalka.</i> —	{ Lowrie's Hotel.
<i>Karachi.</i> —	{ North Western Hotel. Killarney Hotel. Victoria Hotel.

Khandalla.—{ Khandalla Hotel.
Duke's Hotel.
Kurseong.—Clarendon Hotel.
Lahore.—{ Nedou's Hotel.
Hotel Cecil.
Faletti's Hotel.
Lanouli.—Hamilton Hotel.
Lucknow.—{ Wutzler's Royal
Hotel.
Imperial Hotel.
Civil and Military
Hotel.
Madras.—{ Hotel d'Angelis.
Hotel Connemara.
Prince of Wales' Hotel.
Brind's Hotel.
Mahableshwar.—Central Hotel.
Matheran.—{ Rugby Hotel.
Granville Hotel.
Meerut Cantonments.—Empress
Hotel.
Mount Abu.—Rajputana Hotel.
Murree.—Viewforth Hotel.
Mussoorie.—{ Charleville Hotel.
Savoy Hotel.
Central Grand Hotel.
Mysore.—Gordon Hotel.
Naini Tal.—{ Hotel Metropole.
Grand Hotel.
Poona.—{ Connaught House
Hotel.
Napier Hotel.
Poona Hotel.
Rajpore.—Royal Hotel.
Rawal Pindi.—{ Flashman's Hotel.
Imperial Hotel.

Secunderabad.—{ Montgomery's
Hotel.
Brind's Parade
Hotel.
Simla.—{ Grand Hotel.
Faletti's Hotel.
Lowrie's Hotel.
Longwood Hotel.
Srinagar (Kashmir).—Nedou's
Hotel.
Tuticorin.—{ Metropolitan Hotel.
Royal Hotel.

BURMA.

Mandalay.—Salween House.
Rangoon.—{ Strand Hotel.
Royal Hotel.
Minto Mansions.
Aberdeen House.
Thandaung.—Quisisana Hotel.
(Rangoon).

CEYLON.

Anuradhapura.—Anuradhapura
Hotel.
Colombo.—{ Grand Oriental Hotel.
Galle Face Hotel.
Bristol Hotel.
Galle.—New Oriental Hotel.
Hatton.—Hatton Hotel.
Kandy.—{ Queen's Hotel.
Florence Hotel.
Firs Hotel.
Nuwara.—{ Grand Hotel.
New Keena Hotel.
Eliya.—{ St. Andrew's Hotel.
Grand Central Hotel.

Repayments for unused Hotel Coupons, less 10 per cent., can only be made at the Chief Office, Ludgate Circus, London, and at offices in India, Burma and Ceylon. No agents are authorised to repay for any not used.

STEAMER SAILINGS.**From Bombay.**

For *Brindisi*.—P. & O. S. N. Co.—Every Saturday at 2.39 p.m., calling at Aden, transferring to a special Express Steamer at Port Said.

For *Marseilles, Plymouth, and London*.—P. & O. S. N. Co.—Every Saturday at 2.39 p.m., calling at Aden, Port Said, Marseilles, and Gibraltar.

- For *Marseilles*.—*Messageries Maritimes Co.*—Once a month, calling at Aden, Suez, and Port Said.
- For *Naples and Genoa*.—*Societa Nazionale, etc.*—The 15th of each month, calling at Aden, Suez, Port Said, and Naples.
- For *Trieste*.—*Austrian-Lloyd S. N. Co.*—First of each month; and also on the 16th of each month during March, April and May; also an unaccelerated service leaving about the 24th of each month, *via* Karachi.
- For *Straits, China and Japan*.—*P. & O. S. N. Co.*—Every fortnight, calling at Colombo, Penang, Singapore, Hong Kong, and Shanghai. *Messageries Maritimes*.—Once a month, with transshipment at Colombo.
- For *Australia*.—*P. & O. S. N. Co.*—Every fortnight, transferring at Colombo to another of the Company's steamers for Fremantle, Adelaide, Melbourne, and Sydney. *Messageries Maritimes*.—Monthly, *via* Colombo.
- For *Calcutta*.—*Asiatic S. N. Co., Ltd.*—Every fortnight, calling at Coast Ports.
- For *Calcutta*.—*B. I. S. N. Co.*—Weekly, calling at Coast Ports.
- For *Shanghai*.—*P. & O. S. N. Co.*—Fortnightly. *Messageries Maritimes*.—Once a month, with transshipment at Colombo. *Austrian-Lloyd S. N. Co.*—Once a month; calling at Colombo, Penang, Singapore, and Hong Kong.
- For *Liverpool, calling at Marseilles*.—*Anchor Line*.—At frequent intervals.
- For *London or Liverpool*.—*Ellerman's City and Hall Lines*.—At frequent intervals.
- For *Karachi and Persian Gulf Direct*.—*B. I. S. N. Co.*—Every Friday at 8.0 a.m., or later, on arrival of English mail; also on Thursday about 10.0 a.m.
- For *Karachi, via Coast Ports*.—*B. I. S. N. Co.*—Every Monday and Thursday.
- For *Karachi via Coast Ports*.—*Bombay S. N. Co.*—Twice a week.

For *South Africa, via Zanzibar*.—*German East Africa Line*.—Fortnightly.

For *Zanzibar, Mombasa, Lamoo, and Aden*.—*B. I. S. N. Co.*.—Monthly.

From Calcutta.

For *London*.—*P. & O. S. N. Co.*.—Usually every alternate Wednesday, by intermediate Steamers, calling at Colombo, Port Said, and Malta, or Marseilles.

For *London*.—*B. I. S. N. Co.*.—Every fortnight, calling at Madras, Colombo, Suez, Naples, and Marseilles.

For *London*.—By *City or Anchor Lines, via* Colombo and Suez Canal; each Line sailing about once a fortnight.

For *Marseilles*.—*Messageries Maritimes, via* Pondicherry and Colombo, transferring at the latter Port for Suez and Marseilles; sailing once a month.

For *Straits, China, and Japan*.—*P. & O. S. N. Co.*.—Every fortnight; and *Messageries Maritimes*, once a month, transferring at Colombo.

For *Australia, Tasmania, and New Zealand*.—By all lines to Colombo, transferring there to the *P. & O., Orient, Norddeutscher-Lloyd*, and *Messageries Maritimes* steamers; frequent sailings.

For *Australia*.—By Steamers of *B. I. and Indo-China S. S. Cos.*, to Singapore; thence *Messageries Maritimes* or *Nederland Royal Mail Line* to Batavia, and *Queensland Line* to Brisbane; sailings at intervals. Also from Singapore to Derby, Broome, Cossack, Onslow, Carnarvon, Shark's Bay, Gevaldton and Fremantle by *West Australian Co.'s* steamer, about once a fortnight. Also from Singapore to Batavia, Samarang, Sourabaya, Port Darwin, Thursday Island, and Brisbane to Sydney by *Burns Philp* and *Nederland Royal Mail Lines* at intervals.

For *Australia*.—By *B. I. S. N. Co.* and *Currie Line* for Adelaide, Melbourne, Sydney, *via* Singapore, sailings about once a month.

- For *Penang, Singapore, Hong Kong*.—By China direct steamers of *Apcar and Indo-China Lines* about every week, and by *B. I. S. N. Co.*, *via* Rangoon, once a fortnight.
- For *San Francisco*.—By *Apcar and Indo-China S. S. Co.*'s steamers to Hong Kong, thence by *Pacific Mail*, or *Toyo Kisen Kaisha S. S. Co.*, about every seven to ten days.
- For *Seattle and Tacoma*.—By *Apcar and Indo-China S. S. Co.*'s steamers to Hong Kong, thence by *Great Northern S. S. Co.* or *Nippon Yusen Kaisha*, about twice monthly.
- For *Vancouver*.—By China steamers of *Apcar and Indo-China S. S. Co.* to Hong Kong, about every week, thence by *Canadian Pacific S. S. Co.*, about every three or four weeks.
- For *Rangoon*.—*B. I. S. N. Co.*—Three times a week ; and *Asiatic S. N. Co.*, once a week.
- For *Andaman Islands*.—By *Asiatic S. N. Co.*, every six weeks.
- For *The Straits*.—*B. I. S. N. Co.*—Once a week, transshipping at Rangoon ; and about every week by *Apcar and Indo-China S. S. Co.*'s steamers.
- For *Madras and Colombo*.—*Via* Coast Ports by *B. I. S. N. Co.*, or *Asiatic S. N. Co.*, once a week.
- For *Mauritius*.—By *B. I.* steamer, *via* Colombo. Departures every twenty-eight days ; also for *Natal*, by *Natal Direct Line* to Durban, about once every ten days.

From Madras.

- For *Brindisi, Marseilles, and London*.—*Via* Rail to Bombay, thence by *P. & O.* every Saturday, *via* Aden and Port Said.
- For *London*.—By *B. I. S. N. Co.*, calling at Colombo, Aden, Suez Canal, and Naples. Sailing once a fortnight.
- For *Colombo*.—By *Austrian-Lloyd* once a month (irregular) and by *B. I. S. N.* and *Asiatic S. N. Co.*, *via* Coast Ports, every week.

- For *Australia, Tasmania, and New Zealand*. By all above steamers to Colombo, transferring there to the *P. & O.*, *Orient*, *Messageries Maritimes*, and *Norddeutscher-Lloyd* steamers, by which there are frequent sailings.
- For *Calcutta*.—By *Austrian-Lloyd* once a month (irregular); by *B. I. S. N. Co.* once a fortnight; and by *B. I. S. N. Co.* and *Asiatic S. N. Co.*, *via* Coast Ports, every week.
- For *Rangoon*.—By *B. I. S. N. Co.* and *Asiatic S. N. Co.*, twice a week.
- For *The Straits*.—*B. I. S. N. Co.* once a fortnight.

From Rangoon.

- For *Marseilles, Plymouth, and London, via* steamer to Madras.—Weekly sailings by *B. I. S. N. Co.*, rail to Bombay, thence by *P. & O.* steamer every Saturday. Also by *B. I. S. N. Co.* to Calcutta, sailings three times a week—rail to Bombay, thence *P. & O.* steamer.
- For *Marseilles*.—As above to Bombay, thence per *Messageries Maritimes Company*.
- For *Naples, Toulon, Plymouth, and London, via* *Bibby Line* steamers to Colombo, thence *Orient Line*, sailings fortnightly.
- For *Naples, Genoa, Algiers, Southampton, Bremen, or Hamburg*.—Sailings fortnightly (1) *via* *B. I. S. N. Co.* to Penang, thence *N. D. L. Line*; (2) *via* *Bibby Line* to Colombo, thence *N. D. L. Line*.
- For *Colombo, Marseilles, and London, direct*.—Every fortnight by *Bibby Line* steamers.
- For *London or Liverpool direct*.—By *Henderson Line* steamers every fortnight.
- For *Calcutta*.—By *B. I. S. N. Co.*'s direct steamers every Monday, Thursday, and Saturday; also departures every Wednesday, *via* Sandaway, Kyook Phyoo, Akyab, Chittagong.
- For *Straits Settlements*.—Weekly on Thursdays, by *B. I. S. N. Co.*'s steamers.

- For *China and Japan*, via weekly service of *B. I. S. N. Co.'s Line* to Straits Settlements, thence fortnightly by *P. & O.* steamers.
- For *China and Japan*, to Penang by *B. I. S. N. Co.*, and thence by *N. D. L.* or *Messageries Maritimes* fortnightly.
- For *San Francisco, New York, and Europe*.—As above to Hong Kong, Shanghai, or Yokohama, thence either by the *Pacific Mail*, or *Toyo Kisen Kaisha (Oriental S. S.) Companies'* services, sailings about every seven to ten days.
- For *Seattle and Tacoma (U.S. A.), New York, and Europe*. As above to Hong Kong, Shanghai, or Yokohama, thence *Great Northern* or *Nippon Yusen Kaisha* steamers, about twice a month.
- For *Vancouver, Montreal, New York, and Europe, via Straits Settlements* and *P. & O. Line*.—As above to Hong Kong, Shanghai or Yokohama, thence by *Canadian Pacific Company's* steamers about every three or four weeks.
- For *Australia, Tasmania, and New Zealand*.—By *Bibby Line* to Colombo, thence by *P. & O.*, *Orient*, *Norddeutscher-Lloyd*, and *Messageries Maritimes* steamers, frequent sailings.
- For *Mauritius*.—As above to Colombo, thence *B. I. S. N. Co.'s Line*. Departures every twenty-eight days from Colombo.
- For *Natal and the Cape*.—As above to Colombo, thence *Natal Line* steamer. Sailings about once a month.
- For *Egypt* by *British India* steamer to Madras, rail to Bombay, thence by *P. & O.*, weekly service from Bombay.
- For *Egypt, via Bibby Line* to Colombo, thence by *P. & O.*, *Orient*, *Norddeutscher-Lloyd*, and *Messageries Maritimes* steamers, frequent sailings.
- For *Egypt*.—By *Bibby* or *Henderson Lines*, sailings of each Company fortnightly.
- For *Madras*.—By *B. I. S. N. Co.'s* direct Steamer every Friday.



PART III.

INFORMATION FOR RESIDENTS

IN INDIA.

THE following summary of the various Branches of our business is given for the information of Residents in India.

Members of the Indian Services, of the Uncovenanted Civil Service, and Residents generally, are invited to apply to our offices in Bombay, Calcutta, Rangoon, and Colombo on any matter of business in India or England.

BANKING DEPARTMENT.

Current Accounts opened on the usual terms with officers and others, at our Bombay, Calcutta, Colombo, and Rangoon Offices, and also at our Head Office, Ludgate Circus, London, E.C.

Drafts granted on THOS. COOK & SON, Ludgate Circus, London, and the principal cities of the world, at the exchange of the day.

Bills and Cheques drawn against funds in the United Kingdom purchased or taken for collection.

Letters of Credit and Circular Notes issued, payable at any of *our own offices*, and by our Correspondents throughout the world, thus affording exceptional facilities to Travellers.

Telegraphic Transfers or Remittances made payable in any part of the world, at the best rate of exchange, and without any charge for commission.

Deposit Accounts opened, and interest allowed. Terms and rates on application.

Stocks and Shares.—All kinds of Government securities, and other shares, bought and sold. Bonds and Certificates received for safe custody. Interest and Dividends collected.

Remittance Accounts opened in Bombay, and interest allowed on amounts deposited awaiting remittance.

Loans made against approved securities.

AGENCY DEPARTMENT.

The Agency of Army Officers, of Civil Servants, and others connected with India or the Colonies undertaken on the usual terms.

Pay and Pension collected.

Powers of Attorney for drawing pay in India and London can be obtained at our offices. Forms for reporting arrival can be obtained at any of our offices in India, at Port Said, Brindisi, Malta, Marseilles, Naples, Southampton, and London.

Regimental Accounts, etc.—Mess, Club, and other accounts kept. Subscriptions to Pension Funds, Institutions, etc., paid.

Regular periodical payments made. Insurance premiums, Club, and other subscriptions paid.

Commissions undertaken to purchase any articles required, and to forward the same to or from England.

Insurances.—Fire, Life, Marine, and Accident Insurances effected in the best offices at the lowest rates of premium. Special Baggage Insurance by land and sea for travellers using our tickets. (See pp. 14 and 141.)

PASSAGE DEPARTMENT.

Passages engaged by P. & O., Orient, Norddeutscher-Lloyd, Austrian-Lloyd, Messageries Maritimes, Societa Nazionale, etc., British India, Anchor, Bibby, City, Hall, and all other lines of steamers free of agency charge. Plans of steamers, rates of passage money, list of sailings, etc., sent on application.

Outward Passages engaged and tickets supplied from any part of the world to India.

Baggage and Freight.—Baggage received and shipped as cargo to all parts at lowest rates. Declaration forms forwarded on application. Goods warehoused at moderate rates, and insured against fire or theft. (See also pp. 14, 140-141.)

Insurance.—Effects insured against loss or damage during transit.

Passengers met at all ports on arrival.

Specially Reduced Fares for Military, Naval, and Civil Service Officers, to Europe, *via* **China** and **America**.

LIFE ASSURANCE.

We act as Agents for various well-known Life Assurance Companies, and can arrange to take out Policies.

ABSTRACT OF POSTAGE RATES.

INLAND RATES.

Each post card, 3 pies (quarter anna). Reply post card, 6 pies (half anna).

Letters not exceeding one tola in weight, half anna ; exceeding one tola and not exceeding 10 tolas, 1 anna ; and for every additional 10 tolas, 1 anna.

Book and pattern packets in open covers, including newspapers not exceeding 10 tolas in weight, half anna, and for every additional 10 tolas, half anna.

Parcels are of two kinds—(1) Unregistered parcels : for these the Post Office neither gives nor takes receipts. Certificates of posting can however be obtained in respect of such parcels. (2) Registered parcels : for these the Post Office both grants receipts to the senders at the time of posting and secures receipts from the addressees at the time of delivery. Postage on unregistered parcels (must be in stamps) is 2 annas for 40 tolas, 2 annas for 80 tolas, and 2 annas additional for every 40 tolas or part of that weight in excess of the first 40 tolas up to 440 tolas. Postage on registered parcels is 4 annas for 40 tolas, 6 annas for 80 tolas, and 2 annas additional for every 40 tolas or part of that weight in excess of the first 80 tolas. A registered parcel must not exceed 800 tolas in weight.

Registration Fee *to be prepaid by stamps*—each letter or post card, 2 annas ; each book or pattern packet or newspaper, 2 annas.

Acknowledgment of receipt from addressee, to be prepaid by stamps in the case of registered letters, and in cash in the case of parcels, 1 anna.

Insurance Fee *to be prepaid in cash*—when the value certified does not exceed Rs. 50, 1 anna ; when the value certified does not exceed Rs. 100, 2 annas ; and for every additional Rs. 100 or fraction thereof, 2 annas.

Value payable commission (*deducted from amount paid to sender*) when the amount specified for recovery does not exceed Rs. 10, 2 annas ; when the amount specified for recovery does not exceed Rs. 25, 4 annas ; and for every additional Rs. 25 or fraction thereof, 4 annas.

Information for Residents

FOREIGN POSTAGE RATES.

Prepayment of Newspapers, sent at Newspaper rates, is compulsory. Legal or Commercial Documents addressed to Union Countries must be prepaid to the extent of 2 annas at least, and Printed Papers, Books and Samples to the extent of one anna, or they will not be forwarded (unless addressed to the United Kingdom).

Certificate of Posting—
for each article,
half anna.

Registration is available for a prepaid article of any class addressed to a Union Country, and in some cases for prepaid letters (but letters only) addressed to Non-Union Countries; the registration fee (to be prepaid by stamps) is 2 annas in all cases.

Printed Papers and Legal or Commercial Documents must not exceed in size 2 by 1 ft., and weigh more than 4 lb. 6 oz., except for the United Kingdom, Australian, or Cape Colonies, to which the limit is 5 lb.

<p>Certificate of Postage for each article, half anna.</p> <p>Registration is available for a prepaid article if any class addressed to Union Country, and in some cases for prepaid letters (but letters only) addressed to Non-Union Countries; the registration fee (to be prepaid by stamps) is 2 annas in all cases.</p>	<p>Prepayment of Newspapers, sent at Newspaper rates, is compulsory. Legal or Commercial Documents addressed to Union Countries must be prepaid to the extent of 2 annas at least, and Printed Papers, Books and Samples to the extent of one anna, or they will not be forwarded (unless addressed to the United Kingdom).</p>	<p>Printed Papers and Legal or Commercial Documents must not exceed in size 2 by 1 ft., and weigh more than 4 lb. 6 oz., except for the United Kingdom, Australian, or Cape Colonies, to which the limit is 5 lb.</p>	<p>Each Letter, per ounce.</p>	<p>Each Post Card.</p>	<p>Each Newspaper, per 4 oz.</p>	<p>Each Packet, per 2 oz.</p>	<p>Printed Papers, including Books, etc.</p>	<p>Legal and Commercial Documents. Each packet.</p>	<p>Samples. Each packet.</p>
<p>United Kingdom and British Possessions</p>	<p>U. S. of America, Canada, and other served through United Kingdom...</p>	<p>Continent of Europe, and any Country not served through United Kingdom ..</p>	<p>Australian Colonies ..</p>	<p>Cape of Good Hope, <i>via</i> Brindisi ..</p>	<p>Ceylon by P. & O. or French Packet ..</p>	<p>" by Land Post or Indian Packet ..</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>
<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>
<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>
<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>
<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>	<p>As. 1</p>

INLAND MONEY ORDERS.

With very few exceptions, all Post Offices in India are authorised to issue Money Orders. Post Offices are open for the transaction of Money Order business between the hours of 12.0 noon and 4.0 p.m. (in Calcutta and Bombay 10.0 a.m. to 4.0 p.m.), every day except Sundays, Christmas and New Year's Days, Good Friday and the King's Birthday.

FOREIGN CURRENCIES (*Revised May, 1912*).

FRANCE.

Monetary Unit—the Franc of 100 Centimes.

		s.	d.
Bronze—	5 centimes .. =	0	0 $\frac{1}{2}$
"	10 " .. "	0	1
Nickel	25 " .. "	0	2 $\frac{1}{2}$
Silver—	50 " .. "	0	4 $\frac{3}{4}$
"	1 franc .. "	0	9 $\frac{1}{2}$
"	2 francs .. "	1	7
"	5 " .. "	4	0
Gold—	10 " .. "	8	0
"	20 " "Na-		
"	poleon" .. "	16	0

NOTES are issued by the Bank of France for 50, 100, 500, and 1,000 francs, and are legal tender, and at par with gold.

EXCHANGE, 25.20 to 25.25.

BELGIUM.

Monetary Unit—the Franc of 100 Centimes.

		s.	d.
Nickel—	5 centimes .. =	0	0 $\frac{1}{2}$
"	10 " .. "	0	1
"	25 " .. "	0	2 $\frac{1}{2}$
Silver—	50 " .. "	0	4 $\frac{3}{4}$
"	1 franc .. "	0	9 $\frac{1}{2}$
"	2 francs .. "	1	7
"	5 " .. "	4	0
Gold—	20 " .. "	16	0

NOTES are issued by National Bank for 20, 50, 100, 500, and 1,000 francs, and are at par with gold.

EXCHANGE, 25.30 to 25.40.

SWITZERLAND.

Monetary Unit—the Franc of 100 Centimes.

		s.	d.
Bronze—	1 centime.		
"	2 centimes.		
Nickel—	5 " .. =	0	0 $\frac{1}{2}$
"	10 " .. "	0	1
"	20 " .. "	0	2
Silver—	50 " .. "	0	4 $\frac{3}{4}$
"	1 franc .. "	0	9 $\frac{1}{2}$
"	2 francs .. "	1	7
"	5 " .. "	4	0
Gold	—20 " .. "	16	0

NOTES of 50, 100, 500, and 1,000 francs are issued by the Swiss National Bank, and are available throughout Switzerland.

Bank Notes issued by several Swiss Banks are still current but are being gradually replaced by National Bank Notes.

The silver coins bearing the figure of Helvetia in a sitting position (with the exception of the 5 franc pieces) are obsolete.

EXCHANGE, 25.25 to 25.35

ITALY.

Monetary Unit—the Lira of 100 Centesimi.

		s.	d.
Copper—	5 centesimi .. =	0	0 $\frac{1}{2}$
"	10 " .. "	0	1
Nickel—	20 " .. "	0	2
Silver—	1 lira .. "	0	9 $\frac{1}{2}$
"	2 lire .. "	1	7
"	5 " .. "	4	0
Gold—	10 " .. "	8	0
"	20 " .. "	16	0

The money in general use is paper currency in notes of 5, 10, 50, 100, 500 and 1,000 lire.

EXCHANGE, 25.40 to 25.50.

GERMANY.

*Monetary Unit—the Mark
of 100 Pfennige.*

Copper—	1 pfennige				
	2	"		s.	d.
Nickel—	5	"	.. =	0	0 $\frac{1}{2}$
	10	"	..	0	1 $\frac{1}{4}$
	25	"	..	0	2
Silver—	50	"	..	0	6
	1 mark	..	..	1	0
	2 marks	..	..	2	0
	3 „ (thaler)	..	..	3	0
	5	"	..	5	0
Gold—	10	"	..	10	0
	20	"	..	20	0

NOTES issued for 5, 10, 20, 50, 100, and 1,000 marks, and are at par with gold.

EXCHANGE, 20.40 to 20.50.

UNITED STATES OF AMERICA.

*Monetary Unit—1 Dollar of
100 Cents.*

Copper—	1 cent	.. =	0	0 $\frac{1}{2}$	d.
Nickel—	5 cents	..	0	2 $\frac{1}{2}$	
Silver—	10 „ (dime)	..	0	5	
	25 „	..	1	0 $\frac{1}{2}$	
	50 „	..	2	1	
	1 dollar	..	4	1 $\frac{1}{2}$	
Gold—	2 $\frac{1}{2}$ „	..	10	4	
	5 „	..	20	7 $\frac{1}{2}$	
	10 „	..	41	3	
	20 „	..	82	6	

NOTES (Greenbacks) are issued by the Treasury and National Banks for 1, 2, 5, 10, 20, 50, 100, 500, and 1,000 dollars.

EXCHANGE, 4/85 to 4/88 per £.

**NORWAY, SWEDEN,
DENMARK.**

*Monetary Unit—1 Krone of
100 Öre.*

Copper—	1 öre			s.	d.
	2	"			
	5	"	.. =	0	0 $\frac{1}{2}$
Silver—	10	"	..	0	1
	25	"	..	0	3 $\frac{1}{4}$
	50	"	..	0	6 $\frac{3}{4}$
	1 krone	..	..	1	1 $\frac{1}{2}$
	2 kroner	..	..	2	2 $\frac{1}{2}$
Gold—	5	"	..	5	6 $\frac{1}{2}$
	10	"	..	11	1 $\frac{1}{4}$
	20	"	..	22	2 $\frac{1}{2}$

BANK NOTES are also issued of 5, 10, 50, 100, 500, and 1,000 kroner.

The coins pass freely in all three countries. The notes also circulate freely in the principal towns, but travellers are recommended to take into the interiors of these countries the notes of the respective country.

EXCHANGE, 18/10 to 18/20.

EGYPT.

*Monetary Unit—Piastre of
10 Millièmes.*

Copper—	$\frac{1}{4}$ mil.	.. =	0	0 $\frac{1}{8}$	d.
	$\frac{1}{2}$ „	..	0	0 $\frac{1}{4}$	
Nickel—	1 „	..	0	0 $\frac{1}{2}$	
	2 „	..	0	0 $\frac{1}{2}$	
	5 „	..	0	1 $\frac{1}{4}$	
	1 piastre	..	0	2 $\frac{1}{2}$	
Silver—	1 „	..	0	2 $\frac{1}{2}$	
	2 piastres	..	0	5	
	5 „	..	1	0 $\frac{1}{4}$	
	10 „	..	2	0 $\frac{1}{2}$	
	20 „	..	4	1 $\frac{1}{4}$	
Gold—	50 „ $\frac{1}{2}$ £E.	..	10	3	
	100 „ 1 £E.	..	20	6	

NOTES of 50 piastres, 1£E, 5£E, 10£E, 50£E, and 100£E are issued by the National Bank. English sovereigns are current throughout Egypt at 97 $\frac{1}{2}$ piastres.

English Bank Notes are subject to a varying exchange.

INDIA.**Monetary Unit—Rupee of 16 Annas.**

		s.	d.
Bronze— $\frac{1}{4}$ anna, about	=	0	$0\frac{1}{4}$
" $\frac{1}{2}$ "	"	0	$0\frac{1}{2}$
Nickel—1 "	"	0	1
Silver—2 annas,	"	0	2
" 4 "	"	0	4
" 8 "	"	0	8
" 1 rupee,	"	1	4

NOTES of the value of 5, 10, 20, 50, 100 rupees and upwards are in circulation.

Rate of Exchange about 1s. $4\frac{1}{2}$ d. per rupee. Sovereigns are current at 15 rupees to the £, and are not subject to the fluctuation of Exchange as is the case with English Bank Notes and Drafts,

AUSTRIA AND HUNGARY.**Monetary Unit—Krone of 100 Heller.**

		s.	d.
Bronze—1 heller		s.	d.
" 2 "	=	0	$0\frac{1}{2}$
Nickel—10 "	"	0	1
" 20 "	"	0	2
Silver—1 krone	"	0	10
" 5 kronen	"	4	2
Gold—10 "	"	8	4
" 20 "	"	16	8

Notes are issued by the Austrian-Hungarian Bank for 10, 20, 50, 100, and 1,000 kronen, and at present are at par with gold.

The Silver Florin Piece still circulates, and will remain current as 2 kronen until further notice.

The Notes and all other Coins of the Florin (or Gulden) issue have ceased to be legal tender, and should not be accepted.

EXCHANGE, 23/97 $\frac{1}{2}$ to 24/13 $\frac{1}{2}$.

SPAIN.**Monetary Unit—Peseta of 100 Centesimas.**

		s.	d.
Bronze—5 cents	=	0	$0\frac{1}{2}$
" 10 "	"	0	1
Silver—50 "	"	0	$4\frac{3}{4}$
" 1 peseta	"	0	$9\frac{1}{2}$
" 2 pesetas	"	1	7
" 5 "	"	4	0
Gold—20 "	"	16	0
" 25 " (Alfonso)	"	20	0

NOTES of 25, 50, 100, 500, and 1,000 peseta are issued by the Bank of Spain.

Gold is at a premium of about 10 per cent. and is not in general circulation.

The equivalents shown in table are based on the nominal gold value, but the present exchange for a £ stg. in Spanish notes and silver is about 27.15 to 27.25 pesetas (very fluctuating).

PORTUGAL.**Monetary Unit—1 Milreis of 1000 Reis.**

20 Reis = 1d., 100 R. = $5\frac{1}{4}$ d., 500 R. = 2s. $2\frac{1}{2}$ d., 1 Milreis = 4s. 5d., 10 M. = 44s. 4d. Exchange (very fluctuating) about 4s. 1d. per Milreis.

HOLLAND.**Monetary Unit—1 Gulden of 100 Cents.**

		s.	d.
Copper—1 cent.		s.	d.
" $2\frac{1}{2}$ cents	=	0	$0\frac{1}{2}$
Nickel—5 "	"	0	1
Silver—10 "	"	0	2
" 25 "	"	0	5
" 50 "	"	0	10
" 1 gulden	"	1	8
" $2\frac{1}{2}$ "	"	4	2
Gold—10 "	"	16	8

NOTES are issued by the Netherlands Bank for 10, 25, 40, 60, 100, 200, 300 and 1,000 gulden.

EXCHANGE, 12.05 to 12.10.

RUSSIA.**Monetary Unit—Rouble of 100 Kopeks.**

		s.	d.
Copper—1 kopek	=	0	$0\frac{1}{4}$
" 2 kopeks	"	0	$0\frac{1}{2}$
" 3 "	"	0	$0\frac{3}{4}$
" 5 "	"	0	$1\frac{1}{4}$
Silver—5 "	"	0	$1\frac{1}{4}$
" 10 "	"	0	$2\frac{1}{2}$
" 15 "	"	0	$3\frac{3}{4}$
" 20 "	"	0	5
" 25 "	"	0	$6\frac{1}{4}$
" 50 "	"	1	$0\frac{3}{4}$
" 1 rouble	"	2	$1\frac{1}{2}$
Gold—5 roubles	"	10	8
" $7\frac{1}{2}$ "	"	16	0
" 10 "	"	21	4
" 15 "	"	32	0

NOTES of 1, 3, 5, 10, 25, 50, 100, and 500 roubles are in circulation, and are at par with gold.

EXCHANGE, 2.1 $\frac{1}{4}$ to 2.1 $\frac{3}{4}$ per rouble.

TURKEY.*Monetary Unit—the Piastre of 40 Paras.*

	s.	d.
1 piastre nearly	0	2½
20 piastres = .. 1 silver medjidie =	3	7
100 ,, = 1 gold Turkish pound =	18	0

In Syria the coinage is not uniform, the sagh (good) piastre being worth from 2d. to 2½d., and the commercial or churuk piastre worth about 1½d.

GREECE.*Monetary Unit—the Drachmè of 100 Lepta.*

The circulating medium of Greece consists principally of paper, notes being issued for 5, 10, 25, 100 dr. and upwards, with copper coins of 5 and 10 leptá, and nickel coins of 5, 10, and 20 leptá for the divisional money.

EXCHANGE, 20 francs gold, about dr. 20.00. English £ = dr. 25.00 to 25.10.

The rate of Exchange varies considerably.

PERSIA.*Monetary Unit—I Kran of 20 Shahis.*

10 Krans = 1 Toman.

Present Exchange, 50 Krans Silver or Paper = £1.

The coins in common use are the ½ Kran, 1 Kran, and 2 Kran silver pieces. Gold is not in general circulation.

CHINA.

	s.	d.
Tael	2	9
Mexican dollar (silver) = 1s. 10¼d. to	2	0½

JAPAN.*Monetary Unit—I Yen of 100 Sen.*

	s.	d.
10 Sen = about	0	2½
50 ,, = ,,	1	0¼
1 Yen = ,,	2	0½

Travellers can change their money and cash circular notes and letters of credit at the Branch Offices of THOS. COOK & SON.

TELEGRAPHIC CHARGES.**Inland Telegrams.**

There are two classes of telegrams—express and ordinary.

Express Telegrams have precedence over ordinary telegrams in transmission, and are delivered by messengers at any time during the day or night.

Ordinary Telegrams are transmitted in their turn after express telegrams, and delivery is effected by messengers between 6.0 a.m. and 9.0 p.m. These hours are subject to modification to suit local requirements.

Ordinary telegrams are not accepted on Sundays, Christmas, New Year's Day, Good Friday, and the King's Birthday.

For repeating a message by order of sender, one-fourth the charge for the telegram.

The following are the rates of charge for state and private telegrams between any two offices in India :—

	Express.	Ord.
	Rs. a.	Rs. a.
12 words or groups of 5 figures	1 0	0 6
Each additional word or group of 5 figures	0 2	0 0½

Foreign Telegrams.

From Stations in India to :—	Per word, address charged for. Rs. a.
United Kingdom and all countries in Europe, except Turkey and Russia, <i>via</i> Suez or Teheran	1 8
<i>Via</i> Turkey	1 6
Aden and Perim	1 0
Ceylon	0 3
United States, New York	2 4
" San Francisco	2 11
Canada	2 rs. 4 a. to 3 14
Australia :—	
New South Wales	} 1 14
Queensland	
South Australia and West Australia	
Victoria	
Tasmania	
New Zealand	2 2
* Turkey in Asia	1 5
* Turkey in Europe	1 7
Russia (<i>via</i> Teheran)	1 3
* Palestine	1 5
China (Hong Kong)	1 13
" (Shanghai)	1 13
Japan (Yokohama)	3 1
Egypt	1 r. 8 a. and 1 9
Malta	1 8
Penang and Straits Settlements	1 7
Singapore	1 7

* Telegrams in cypher language not accepted.



CLUBS IN INDIA.

Agra.—Agra Club, near Post Office.

Ahmednagar.—Golf Club.

Ajmere.—Ajmere Club, Kaiser Baugh.

Akola.—Akola Club.

Akyab.—Akyab Club, Main Road.

Allahabad.—N. W. P. Club, Stanley Road ; Jubilee Club ; North-West Provinces Club.

Banda.—Banda Club.

Bangalore.—Bangalore Club, 27, Residency Road ; United Service.

Bareilly.—Bareilly Club.

Barrackpore.—Barrackpore Club.

Bassein.—Bassein (Burma) Club.

Belgaum.—Belgaum Club.

Bhamo.—Bhamo Club.

Bombay.—Bombay Club, 26, Esplanade ; Byculla Club ; Liederkrantz ; Royal Yacht Club ; Bombay Gymkhana.

Calcutta.—Bengal Club, 33, Chowringhee ; Bengal U. S. Club, 30, Chowringhee ; German Club, 13, Elysium Row ; Calcutta Club ; India Club, 6, Bankshall Street ; New Club, Chowringhee ; Tollygunge Club, Tollygunge ; Turf Club, Theatre Road.

Cawnpore.—Cawnpore Club, Mall.

Chittagong.—Chittagong Club.

Chudderghat (Hyderabad, Deccan).—Nizam's Club.

Coconada.—Coconada Club.

Colombo, Ceylon.—Colombo Club.

Dacca.—Dacca Club.

Darjeeling.—Darjeeling Club, Acland Road ; Amusement Club.

Dehra Doon.—Dehra Doon Club.

Delhi.—Delhi Club, Ludlow Castle.

Dibrugarh.—Dibrugarh Club.

Hazaribagh.—Hazaribagh Station Club ; Hazaribagh Union Club.

Hyderabad (Deccan).—Hyderabad Military Club.

Jhansi.—Maun Club.

Jubbulpore.—Nerbudda Club.

Kandy, Ceylon.—Kandy Club.

Karachi.—Sind Club.

Lahore.—Punjab Club.

Lucknow.—Lucknow U. S. Club, Chutter Manzil.

Madras.—Cosmopolitan Club, 15, Mount Row ; Madras Club, Mount Road ; Metropolitan Club ; Cosmopolitan Club ;

Madura.—Madura Club.

Mahableshwar.—Mahableshwar Club.

Mandalay.—Irrawaddy Club ; Upper Burma Club.

Maymyo.—Maymyo Club, Ltd.

Meerut.—Wheeler Club ; Jubilee Club.

Midnapore.—Midnapore Club.

Mirzapore.—Mirzapore Club.

Moulmein.—Moulmein Gym Club.

Mount Abu.—Rajputana Club.

Murree.—New Murree Club, Ltd.

Mussoorie.—Himalaya Club.

Muzafferpore.—Muzafferpore Club ; Tirpoot Planters' Club.

Naini Tal.—Naini Tal Club, near St. John's Church.

Neemuch.—Neemuch Club.

- Nuwara Eliya, Ceylon.**—Hill Club.
Ootacamund.—Ootacamund Club.
Palampur.—Kangra Valley Club.
Poona.—Western Indian Club.
Quetta, Beluchistan.—Quetta Club.
Ranchi, Lohardagga.—Ranchi Club.
Rangoon.—Deutscher Club, Commissioner's Road ;
Boat Club ; Gymkhana Club ; Pegu Club ; Golf
Club ; Kokine Club.
Ratnagiri.—Ratnagiri Club.
Rawal Pindi.—Rawal Pindi Club.
Secunderabad.—United Service Club.
Shahjahanpore.—Shahjahanpore Club, Cantonments.
Shillong (Assam).—Shillong Club.
Silchar.—Cachar Retreat Club.
Simla.—U. S. Club, Limited ; New Club.
Trichinopoly.—Trichinopoly Club.
Umballa.—Sirhind Club.
Waltair.—Waltair Club.

INDIA TO EGYPT.

SPECIAL NILE TOUR.

Bombay to the First Cataract and Back in 45 Days.

We wish to draw the special attention of Residents to whom a visit to England during the winter months is unadvisable to the arrangement whereby the First Cataract of the Nile may be visited from Bombay, the whole journey there and back occupying but six weeks. This tour may be shortened by using the railway as may be found convenient between Cairo and Assuan.



Fares quoted on application, covering the passage by P. & O. steamer to Egypt and back, railway to and from Cairo, and Express steamer to Assuan and back, including food, with seven days' hotel accommodation at Luxor and Assuan—whence are visited the principal places of antiquarian interest in Egypt, such as the temples of Karnak and Luxor and the ruins in the Theban valley from Luxor, and the Island of Philæ and the First Cataract from Assuan.

Passengers travelling under this arrangement will be seen comfortably on board the steamer at Bombay, and will be met and assisted at Cairo by our Interpreters, both going and returning, without extra charge.

Those desirous of making this trip should give early intimation of their intentions, to enable us to secure comfortable accommodation both on the ocean and Nile steamers.

Full particulars will be sent on application. Pamphlet of Nile Tours, with maps and plans of steamers, post free. (See also p. 158.)

SPECIMEN TOURS TO EGYPT, PALESTINE, etc.

The following tours can be made from Calcutta, Madras, Colombo, or Bombay, and back. Tickets are issued for these tours by the P. & O. Mail, and other lines of steamers, entitling the holder to break the journey at all points of interest. Travellers wishing to sketch out their own route are invited to do so, and on application at our offices inclusive quotations for any possible Tour will be furnished (see also p. 158).

Cairo and the Pyramids.

TOUR NO. I.—Leave Bombay by P. & O. steamers to Port Said, rail to Cairo (trip to the Pyramids), and Alexandria, thence rail to Port Said, and back by P. & O. steamer to Bombay.

First Class throughout, Rs. 1173; Second Class, Rs. 752.

Second Saloon P. & O., everything else First Class, Rs. 776.

Cairo, the Pyramids, Constantinople, Athens, and Smyrna.

TOUR No. 2.—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Pyramids Trip), and to Alexandria, steamer to Constantinople, calling at Piræus, Smyrna, Dardanelles, returning to Bombay *via* Alexandria, rail to Port Said, and Aden.

First Class, Rs. 1423; Second Class, Rs. 916.
Second Saloon P. & O., everything else First Class, Rs. 1026.

Cairo, the Pyramids, and Jerusalem.

TOUR No. 3.—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Trip to the Pyramids), rail to Alexandria, steamer to Jaffa, first class rail to Jerusalem and back to Jaffa, returning *via* Port Said and P. & O. steamer to Bombay.

First Class throughout, Rs. 1237; Second Saloon P. & O., all else First Class, Rs. 840.

Jaffa and Jerusalem.

TOUR No. 4.—From Bombay by P. & O. steamer to Port Said, thence local steamer to Jaffa. From Jaffa first class rail to Jerusalem and back to Jaffa, returning by same route, *via* Port Said and Suez Canal to Bombay.

First Class, Rs. 1169; Second Saloon P. & O., all else First Class, Rs. 769.

Cairo, the Pyramids, Jerusalem, and a Nine Days' Palestine Tour.

TOUR No. 5.—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Trip to Pyramids), rail to Alexandria, steamer to Jaffa, eight days in Palestine, visiting Jerusalem, the Dead Sea, Jordan, Bethlehem, Jericho, etc., including Dragoman, transport with baggage, Hotel, and all necessary sightseeing fees, back to Jaffa, steamer to Port Said, and back by P. & O. steamer from Port Said to Bombay.

First Class throughout, Rs. 1465; Second Saloon P. & O., all else First Class, Rs. 1067.

Egypt, Palestine, Cyprus, Turkey, and Greece.

TOUR No. 6.—Bombay by P. & O. steamer to Port Said, rail to Cairo (the Pyramids), and Alexandria, steamer to Jaffa, Beyrout, Smyrna, Constantinople, Athens (Piræus), Patras, Brindisi, returning *via* P. & O. Mail steamer direct from Port Said to Bombay.

First Class, Rs. 1650; Second Class (First Class, Brindisi—Port Said), Rs. 1140.

Second Saloon P. & O. (First Class, Brindisi—Port Said), all else First Class, Rs. 1250.

Cairo, the Pyramids, Athens, Constantinople, Vienna, Paris, and London.

TOUR No. 7.—Leave Bombay by P. & O. steamer for Port Said, rail to Cairo (Pyramids), Alexandria, steamer to Constantinople; steamer to Constanza; rail to Verciorova, Danube steamer to Budapest; rail to Vienna, Munich, Strasburg, Paris, Calais, Dover, London, returning by Mail Route *via* Brindisi, Port Said, Suez Canal to Bombay, 4 months' tour.

First Class, Rs. 1890; Second Class throughout (First Class, London—Port Said), Rs. 1355.

Second Saloon P. & O. (First Class, London—Port Said), all else First Class, Rs. 1490.





PART IV.

INFORMATION FOR TRAVELLERS

FROM INDIA, Etc.

THE following information will be found useful for passengers, either tourists or residents, leaving India either for Europe, Australasia, China, Japan, United States, or Canada.

BANKING DEPARTMENT.

In our Banking Department we issue Circular Notes and Letters of Credit payable at any of our own offices, and by our correspondents throughout the world. We supply English money at favourable rates, issue Drafts on our various offices, and make Telegraphic remittances between our principal offices. We also open Current Accounts on the usual terms for officers and others at our Head Office, Ludgate Circus, London, E.C., and at our Bombay, Calcutta, Colombo, and Rangoon Offices.

PASSAGE DEPARTMENT.

Passages secured and berths selected to any part of the world, by mail and other lines of steamers. For this we make no agency charge, and passengers travelling under our arrangements have facilities for breaking the journey at different places of interest *en route*, and receive the assistance of our Agents and Interpreters in the principal cities or ports visited.

A deposit of *half* the passage money should be sent by first post after decision, as no berths are actually considered as secured until receipt of deposit money. Berths provisionally reserved, subject to reply by telegram.

Berths are allotted in the different steamers in the order of application; intending passengers are therefore recommended to telegraph us their instructions at the earliest possible moment, so that we may secure the best available accommodation and register names for places in the sleeping car between Brindisi or Marseilles and Calais if required.

Forward Bookings and Grouping of Passengers in the Second Saloon Cabins of the P. & O. Company.—Since the great improvements in the second saloons of the P. & O. Co.'s steamers, we keep a register of forward bookings, and berth together officers and gentlemen of the different services in specially selected cabins.

Cheap Passages.—In addition to booking for the P. & O., Orient, Messageries Maritimes, British India, Anchor, Bibby, City, Henderson, Societa Nazionale, Austrian-Lloyd, Norddeutscher-Lloyd, and the steamers of other regular lines, we arrange for passages by the better class of "outside steamers" to the principal continental and home ports, at rates varying from Rs. 300 to Rs. 450. Such steamers, however, only leave occasionally.

Special Notice to Passengers from Sind, the Punjab, etc.—Passengers booking by P. & O., Messageries Maritimes and Anchor Line steamers from Bombay, are supplied with a free ticket by B. I. Co.'s steamer between Karachi and Bombay.

Advance application should be made for these tickets, which will be sent on receipt of deposit of half passage money, as under no circumstances can any refund be made to passengers who have paid their own Steamer fare to Bombay.

Passengers from Europe for Karachi, who are entitled to free transportation from Bombay, are particularly

requested to see that they are furnished with the necessary tickets (either single or return, as may be required) *before leaving*, as they cannot afterwards be had in Bombay.

SHIPPING AND FORWARDING DEPARTMENT.

We arrange for the collection and shipment of baggage, and forward upon application information on this subject, for the guidance of intending passengers by any line of steamers.

All packages should have the passenger's name and port of destination plainly marked *in paint*.

Packages containing ammunition, liquors, or goods of a dangerous or damaging nature, must not be shipped as personal baggage; and gun cases must be accompanied by a declaration that they contain no explosives.

Passengers by P. & O. steamers are allowed the following quantities of baggage free of charge.

1st class, 3 cwts. 2nd class, 1½ cwts. Children, half quantity.

Excess is charged at the rate of 10s. per cwt., which is collected by the Purser during the voyage.

Heavy goods, and packages not suitable for conveyance as baggage, should be sent to us for shipment as cargo.

Passengers forwarding baggage to us to be shipped either as "unaccompanied baggage" or as cargo, should send us, with the railway receipt, a description of contents and value.

Baggage (Homeward).—All passenger steamers are met on arrival at Marseilles, and in England, and our representative will be in attendance for the purpose of receiving instructions for the clearance and forwarding of baggage. Keys of all locked packages are required for the Customs examination, and should be handed to our representative.

Declaration Forms (which should be obtained from our Indian Offices before sailing) should be filled up in readiness to hand to our representative on landing, particular mention being made of any articles liable to duty. (For list of Duties, see p. 171)

Freight (Homeward).—Packages received at any of our Foreign Offices for shipment as Freight to England, where they will be cleared, forwarded, or warehoused. When such packages are shipped by passengers, the Bill of Lading, duly endorsed, should be sent with instructions as to clearance and disposal.

Warehousing.—Baggage and Cargo may be stored in any of our Warehouses, for any period, at moderate rates.

In London, our Warehouse (Langley Street, Long Acre, W.C.) has been specially built and fitted up for the storage of baggage, furniture, and household effects. Facilities afforded for opening and inspecting goods. Waiting rooms, etc.

Unless insured, all baggage is at passenger's sole risk.

Insurance effected on Baggage and Freight shipped by us, at moderate rates, from residence in India to ultimate destination, covering loss and partial loss by fire, theft, or damage.

We are also in a position to insure Travellers' Baggage by another system, by which the Baggage is covered whilst travelling by sea or on land, staying in hotels, etc., against loss, including theft and pilfering, fire, and damage by sea water.

The Insurance is effected for a given time, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and, in fact, in any place in which it may be during the journey. Partial loss of baggage is covered by the Insurance.

Landing of Dogs in Great Britain.—Before a dog can be landed at any port in Great Britain—even if only for transfer and immediate re-shipment from another Port—a Licence must be obtained from the Board of Agriculture, London, sanctioning this. If it is intended that the dog should remain in the country, the animal will have to undergo a term of quarantine on veterinary premises approved of by the Board of Agriculture for the detention of dogs in quarantine. The principal Quarantine Stations are :—

SUBURBS OF LONDON	{	The Dogs' Home, Hackbridge, Surrey.
		Spratt's Quarantine Kennels, Bed- dington Lane, Mitcham.
	{	Professor Hobday, The Charlton Kennels, Shooter's Hill, Woolwich.

SOUTHAMPTON Mr. William A. Dellagana, Bitterne
Manor Farm, Bitterne, Southampton.

and if any one of these is nominated on applying for a Licence, this document will doubtless be granted without delay. (No charge is made by the Board of Agriculture for the issue of a Licence.)

When applying for permission to land a dog in Great Britain for quarantine in this country, the following particulars should be furnished by the owner to the SECRETARY OF THE BOARD OF AGRICULTURE, 4, WHITEHALL PLACE, LONDON, S.W. :—

1. Description, in full, of the dog, stating the breed, the sex, the age, the colour and distinctive marks.

2. Name and permanent address in the United Kingdom of the owner of the dog.

3. Approximate date of landing.

4. Port of landing.

5. Name of Carrying Agents proposed by the owner to superintend the movement of the dog from the port of landing to the place of detention (*i.e.*, Thos. Cook & Son).

6. Full address of the premises in the occupation or under the control of a Veterinary Surgeon on which the owner proposes that the dog shall be detained and isolated, as required by the order (see above).

7. Name and full address of the person to whom the Licence, if granted, is to be sent.

If these particulars are fully and correctly furnished when first communicating with the Board of Agriculture, time will be saved and the filling up of a form of application dispensed with.

NOTE.—The landing Licence must accompany the dog on its journey to the United Kingdom from abroad.

Before being landed in England dogs must be confined in suitable hampers, crates, or other receptacles, and not removed from same until arrival at the veterinary premises, in accordance with the conditions of the Licence.

Notice must be sent to Thos. Cook & Son, Ludgate Circus, London, E.C., at least two clear days before the arrival of the dog at the Port of Entry into this country, giving full particulars as to the port, date, and time of arrival of the steamer bringing the dog, so that the necessary arrangements can be made for meeting and conveying the animal to the veterinary premises.

AGENCY DEPARTMENT.

Members of the Indian Services proceeding to Europe are invited to apply to us for any information or assistance they may need ; also for documents necessary for drawing pay, reporting arrival, etc. Forms for reporting arrival can be obtained from our offices at Port Said, Brindisi, Marseilles, Naples, Malta, Southampton, and London. Commissions undertaken to purchase any articles required, and to forward the same from or to England.

Forms for clearing baggage, on arrival in England, will be furnished in Bombay, Calcutta, Rangoon, Colombo, or Port Said.

Telegrams and letters addressed to the care of our Agent at Port Said will be delivered to passengers on board.

Passports obtained—also *visas*—without personal application, for intending travellers on the Continent.

Particulars of steamship accommodation required for Europe, China, Australia, etc., only need be sent by wire, and information as to kind of tickets, etc., may follow by post.

Deposit of half passage money must be made by first post, as no berths are considered actually secured until deposit has been received. Particular attention is requested to this arrangement, as berths cannot be retained after a sufficient time has elapsed to enable the remittance to reach us.

We make no charge whatever for securing berths in steamers, sleeping cars, etc.

INDIA TO ENGLAND FROM BOMBAY.

PENINSULAR AND ORIENTAL COMPANY.

Departures to London Weekly.

Embarkation.—The Company's steam launches leave the Ballard Pier between 12.0 noon and 1.0 p.m. on the day of sailing to convey passengers on board.

Baggage.—First Class passengers by steamer are allowed 336 lb. of *Personal* baggage free ; Second Class passengers and passengers' servants, 168 lb. each. Children over three and under twelve years, half these weights.

The charge for conveyance of extra baggage is at the rate of 10s. per cwt. between any two ports.

All heavy baggage must be sent to the Ballard Pier before 8.0 a.m. on the day of sailing, as nothing but hand packages can be received on board in the afternoon.

Passengers embarking at Bombay may ship their heavy baggage at Calcutta or Colombo should they find any convenience in so doing ; and if proceeding *via* Brindisi or Marseilles, can forward any of their packages in the steamer to London without extra charge, if within the free allowance. The Portmanteaux for Cabin use should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth. *For further particulars respecting collection, shipment, and insurance of baggage, see pp. 140-141.*

ROUTES.

Peninsular and Oriental S. N. Co., from Bombay—

	RETURN JOURNEY.			
	1st Class, 2 Years.	2nd Class, 2 Years.	Native Servant.	
	Rs.	Rs.	Single.	Return.
1. To London by Sea	1,287 & 1,139	940 & 792	264	396
2. To London <i>via</i> Marseilles, Paris, Calais and Dover or Boulogne and Folkestone	1,392 & 1,243	1,032 & 883.0	..	..
3. To London <i>via</i> Marseilles or Brindisi, including Rail and Sleeping Car in both directions	1,476 & 1,328	..	..	..
4. To London by Sea, returning from Brindisi or <i>vice versa</i> (not including Rail)	1,237.8 & 1,089	..	..	..
5. To London by Sea, returning from Marseilles or <i>vice versa</i> (not including Rail)	1,237.8 & 1,089	916 & 767.8	..	..
6. To London by Sea returning overland <i>via</i> Calais, Paris, St. Gothard, Milan, and Brindisi	1,430 & 1,282	..	..	..
7. To London <i>via</i> Brindisi, Taranto, Naples, Rome, Turin, Paris, Calais, returning same way	1,472 & 1,324	..	..	..
8. To London <i>via</i> Brindisi, Taranto, Naples, Rome, Turin, Paris, Calais, returning by Sea direct	1,380 & 1,232	..	..	..
9. To London <i>via</i> Brindisi, Taranto, Naples, Rome, Turin, Paris, Calais, returning <i>via</i> Calais, Laon, Bâle, and St. Gothard	1,482 & 1,334	..	..	..
10. To London <i>via</i> Brindisi and the Mail route, returning <i>via</i> Marseilles, including P. & O. Express overland in both directions, or <i>vice versa</i>	1,476 & 1,328	..	..	..
11. To London <i>via</i> Brindisi and the Mail route, including Sleeping Car, returning <i>via</i> Calais, Paris, Lucerne, St. Gothard, and Brindisi	1,518 & 1,370	..	..	..
12. To Marseilles, Malta, or Gibraltar	1,188 & 1,040	891 & 743	247.8	374
13. To Brindisi	1,188 & 1,040	..	..	..
14. To Paris <i>via</i> Marseilles, Lyons, and Dijon	1,304 & 1,156	970 & 821	..	..

A nurse, or maid servant, occupying a berth in a 1st Saloon Cabin with her employer, and taking meals in 2nd Class, is charged Rs. 82.8 in addition to the 2nd Saloon A rate fare, for such accommodation. Free tickets are issued from Karachi to Bombay in conjunction with above (see page 139).

P. & O. LINE (*continued*).

The fare for *Native Servants*, returning from London, Marseilles or Brindisi within three months after arrival from India is £10 sterling, being half the amount of the full outward fare.

Return Tickets for Native Servants to London and Mediterranean ports, available for six months. Rs. 374

The period of these Return Tickets dates from the day of departure from, to that of arrival at, Bombay.

Combined tickets, including Continental Railway fares, cannot be issued to CHILDREN, except at full rates, but two children under 7 years of age will be allowed to travel on one ticket for the homeward journey only.

RATES OF PASSAGE MONEY FROM BOMBAY.

SINGLE TICKETS.	LONDON, with option of land- ing at Plymouth.										
	LONDON, <i>via</i> Marseilles, in- cluding rail.	LONDON, <i>via</i> Brindisi or Marseilles, including rail and sleeping car, <i>via</i> Mont Cenis.	LONDON, <i>via</i> Brindisi, in- cluding rail, Taranto route.	Brindisi.	Malta, Gibraltar, Marseilles.	Aden.	Suez.	Colombo.	Calcutta.		
First Saloon..	Rs. 858 & 759	Rs. 894 & 795	Rs. 936 & 837	Rs. 991	Rs. 792	Rs. 792	Rs. 314	Rs. 726	Rs. 115.8	Rs. 247.8	
Second Saloon ..	528	565	—	—	—	495	214.8	462	66	154	
Native Servants .	264	—	—	—	—	247.8	55	231	33	77	

* The above rates are for "B" accommodation.

Rates subject to alteration.

Children, 3 years and under 12 years of age, if accompanied by their parents, half fare, for sea journey only.

One infant under three years of age (if with the parent) free, but no berth provided. If more than one, the other infants will be charged a quarter fare each.

P. & O. LINE (*continued*).

Reserved accommodation can be obtained by payment of half fare for each unoccupied berth in the cabin.

FARES FROM BOMBAY TO COLOMBO, AUSTRALIA,
STRAITS, CHINA, AND JAPAN.

Subject to alteration.

To	SINGLE.			RETURN.			Available for
	1st Class.	2nd Class.	Native Servant.	1st Class.	2nd Class.	Native Servant.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Colombo ..	115.8	66	33	165	99	49.8	6 mos.
Fremantle ..	495	363	....	742.8	544.8	....	2 years
Adelaide ..	544.8	429	....	808.8	644	....	2 years
Melbourne ..	561	445.8	....	841.8	660	....	2 years
Sydney ..	577.8	462	....	858	693	....	2 years
Penang ..	330	247.8	124	495	363	181.8	2 years
Singapore ..	346.8	264	132	511.8	396	198	2 years
Hong Kong ..	478.8	280.8	139.10	709.8	412.8	209	2 years
Shanghai ..	545	330	165	808.8	495	247.8	2 years
Yokohama ..	561	346.8	174	841.8	511.8	260.10	2 years

These rates are for "B" accommodation.

ANCHOR LINE.

Fortnightly sailings Bombay to Liverpool; also Calcutta to London, calling at Egypt, Marseilles, and Gibraltar.

Fares from Bombay.	Single Journey.			Return.		
	1st Class.	European Servants.	Native Servants.	1st Class.	European Servants.	Native Servants.
To Marseilles ..	Rs. 578	..	..	Rs. 220	..	..
To Liverpool ..	Rs. 605	..	Rs. 396	Rs. 264	..	Rs. 990

ELLERMAN'S CITY AND HALL LINES.

Regular sailings from Bombay, also from Calcutta to London and Liverpool *via* Egypt, calling occasionally at Genoa or Marseilles.

FARES FROM BOMBAY OR KARACHI.	Single Journey.			Return.		
	1st Cl.	2nd Cl.	Native Servant.	1st Cl.	2nd Cl.	Native Servant.
To Genoa or Marseilles	Rs. 578.	Rs. 429.	Rs. 253.	Rs. 985.	Rs. 649	
To Liverpool ..	Rs. 605.	Rs. 462.	Rs. 264.	Rs. 974.	Rs. 704.	

By the Continental Lines the fares are as follows :—

SOCIETA NAZIONALE, Etc.

Steamers of this Line leave Bombay for Naples and Genoa every four weeks.

RATES FOR SINGLE TICKETS FROM BOMBAY.

	First. Rs.	Mixed. Rs.	Second. Rs.
To Naples or Genoa, Brindisi or Venice	500 & 400	..	350
„ London, <i>via</i> Genoa, Mont Cenis, Paris, Calais, Dover	609 & 509	575 & 475	425.8
„ London, <i>via</i> Genoa, Mont Cenis, Paris, Dieppe, Newhaven, Brighton	596 & 496	566 & 466	417
„ London, <i>via</i> Genoa, Chiasso-Gothard, Antwerp, Harwich	600 & 500	567 & 467	418

To London via Naples.

	First. Rs.	Mixed. Rs.	Second. Rs.
To London, <i>via</i> Naples, Rome, Pisa, and Genoa, Turin, Paris, Calais, and Dover	734 & 634	691 & 591	476

RATES OF PASSAGE MONEY FROM BOMBAY to the under-mentioned ports (inclusive of food and table wine).

SINGLE TICKET.				Aden.	Suez.	Port Said.	Brindisi. Naples. Venice. Genoa.	Penang.	Singapore.	Hong Kong.
1st Class	..	..	Rs.	200	350	370	500 & 400	140	165	220
2nd Class	..	..	„	150	225	250	350	..	..	..
3rd Class	..	..	„	44	73	83	165	55	60	90
3rd Class (without food)	..	..	„	35	55	66	137.8	40	45	70

The above rates subject to alteration.

Interchangeable tickets are also issued by this Line with the Messageries and the Austrian-Lloyd Companies.

AUSTRIAN-LLOYD.

Accelerated Service.

Monthly departures from Bombay on the 1st, and from Trieste on the 3rd of the month.

During the Homeward Season there is also an extra sailing on the 16th of each month.

SINGLE JOURNEY FARES.

From Bombay.	1st Class, with food.	Intermediate, with food.	Deck, without food.
	Rs.	Rs.	Rs.
To Aden	224 & 171	140	43
„ Suez	375 & 315	285	71
„ Port Said	390 & 330	300	83
„ Trieste or Venice ..	500 & 450	350	150
To London, including railway journey <i>via</i> Venice, St. Gothard, Bâle, and Laon :—			<i>Via Trieste.</i>
1st Class through, Single	.. .. .	..	Rs. 621 & 571
Mixed Tickets, Single (1st Class Steamer, 2nd Class Rail)	.. .. .	..	„ 584 & 534
Intermediate Steamer, 2nd Class Rail, Single	.. .. .	..	„ 434

RETURN TICKETS.

Return Tickets, available for two years, are issued at the following rates, by the Accelerated Service :—

FROM BOMBAY.	1st Class.	Intermediate.
To Trieste or Venice .. 2 years	Rs. 750 & 675	.. Rs. 525
To London, including overland journey :—		<i>Via Venice.</i>
1st Class through, Return	.. .. .	Rs. 991 & 916
Mixed Ticket, Return (1st Class Steamer, 2nd Class Rail)	.. .. .	„ 918 & 843
Intermediate Steamer, 2nd Class Rail	.. .. .	„ 704

Ordinary Service.

Steamers leave Bombay once a month according to schedule, *via* Karachi, Aden, Suez, and Port Said, taking about 27 days to reach Trieste. Leave Trieste about the 27th of each month, taking about 22 days to reach Bombay.

PASSENGER RATES FROM BOMBAY (“ SINGLE ” CLASS).

Fare to Trieste	Rs. 495 single.	Rs. 675 return, 2 years.
„ London	Rs. 585 „	Rs. 945 „

The above rates subject to alteration.

Children with parents, under three years of age, free ; children above three and under twelve years, half steamer fare.

AUSTRIAN-LLOYD (*continued*).

COMBINED TICKETS.—Austrian Lloyd and Messageries Maritimes.

	1st Saloon. 2 years. Rs.	Intermediate. 2 years. Rs.
To Trieste or Venice, returning from Marseilles by Messageries Steamer	990 & 954	746 & 673
To London <i>via</i> Venice, St. Gothard, Laon and Calais, returning <i>via</i> Paris, Marseilles and Messageries Steamer	1186 & 1141	874 & 800

(Tickets issued by other routes on payment of difference of fare.)

The above rates subject to alteration.

Interchangeable tickets are also issued by this Company with the Societa Nazionale.

MESSAGERIES MARITIMES.

Direct Monthly Service from Bombay, Egypt, Marseilles, Australia, etc.

Fortnightly Service Colombo to Egypt, Marseilles, China, Japan, Australia. Monthly Service from Calcutta and Pondicherry to Colombo, connecting with main line for Marseilles.

* SINGLE FARES FROM BOMBAY TO

CLASS.	Marseilles.	Port Said.	Suez.	Aden.	Colombo.	Singapore.	Batavia.	Saigon.	Hong Kong.	Shanghai.	Kobe.	Yokohama.	Fremantle.	Melbourne.	Sydney.	Numea.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st	792	726	726	314	116	347	413	413	479	545	545	545	495	561	578	710
2nd	594	561	561	231	66	264	264	264	281	330	347	347	363	446	462	547
3rd	297	264	264	116	40	126	156	149	165	182	192	192	198	231	231	281
4th, with food }	165	149	149	73	28	83	99	99	106	126	136	136	121	141	149	192
4th, without }	136	132	132	63	22	66	83	83	86	93	99	99	103	110	110	139

* Fares subject to alteration without notice.

Fares from Bombay, Colombo, or Calcutta.

TO MARSEILLES—

	1st Class.	2nd Class.	3rd Class.
Single journey	Rs. 792 & 594	Rs. 594 & 495	Rs. 297
Return, available two years	1,188 & 891†	891 & 743	446

TO LONDON, *via* Marseilles and Paris—

Single journey	Rs. 858 & 690	Rs. 627 & 528	Rs. 342
Return, available two years	1,287 & 990†	941 & 793	536

† From Bombay. Fares subject to alteration without notice.

Interchangeable tickets are also issued by this line with the Austrian-Lloyd and Societa Nazionale steamers.

THROUGH TICKETS TO LONDON *via* BRINDISI.

The railway tickets between Brindisi and London, *via* Modane and Paris (which are included in the through fares given on pp. 145-146), require stamping at the Brindisi railway station before starting. Second class tickets are not available by the P. & O. Express, which has no carriages of that class attached.

The tickets are available for one month, including the day of issue, from date of departure from Brindisi, and allow passengers to break the journey at any six stations on the Italian Railway, and at any station between Modane and Paris, also at Calais or Boulogne, and Dover or Folkestone.

The Brindisi-Calais P. & O. Express tickets are available for the Express train only.

Passengers holding return tickets should forward the same to our office, Ludgate Circus, London, as soon as possible after arrival in England, stating at the same time by which sailing they desire to leave on the return journey. Their passages will then be booked, if there is room, and the necessary tickets will be issued. The attention of passengers, who wish to ensure travelling by any particular mail, is specially called to this arrangement.

THROUGH TICKETS TO LONDON *via* BRINDISI, FOGGIA, NAPLES, ROME, AND GENOA.

We issue steamer and railway tickets from Bombay to London *via* Brindisi, Foggia, Naples, Rome, and Genoa, so

as to afford passengers wishing to visit these places an opportunity of doing so.

There is a daily train from Brindisi at 6.55 a.m. by this route, arriving at Naples at 4.30 p.m.

Luncheon baskets may be obtained at Foggia Station. The train arrives at 11.33 a.m., and stops 9 minutes.

TO LONDON via BRINDISI, NAPLES, ROME, Etc., RETURNING BY THE MAIL ROUTE.

The attention of those wishing to vary the route home, travelling from Brindisi *via* Foggia, Naples, Rome, Florence and Bologna, and returning by the mail route or *vice versâ*, is called to the special tickets issued by us, the fares for which, available for three or six months, will be quoted on application. Holders of these tickets also have the option of travelling between Bologna and Turin *via* Milan, instead of by the direct route, without extra cost.

Luncheon baskets may be obtained at Foggia Station (see above).

THROUGH TICKETS TO LONDON BY P. & O. via MARSEILLES AND PARIS.

Passengers are booked to Marseilles, and to London *via* Marseilles and Paris at through fares, as per pp. 145 and 146. After calling at Marseilles, the steamers continue their voyage to London, *via* Gibraltar and Plymouth, and passengers landing at Marseilles are at liberty to send any portion of their baggage on to London in the steamer free of charge (if within the free allowance).

There is a daily fast train (1st class) from Marseilles to London, *via* Calais and Dover, leaving at 7.40 p.m. in winter (8.15 p.m. in summer), arriving at Charing Cross at 5.12 p.m., occupying less than 22 hours on the journey, or 2nd class leaving at 8.10 p.m. in winter (8.30 p.m. in summer), arriving at Victoria at 7.10 p.m. These are the only fast through trains with the exception of the P. & O. Special train weekly.

A day service leaves as under :—

				1st & 2nd Class.
Leave Marseilles	..	..	..	8.55 a.m. (9.0 in summer)
Arrive Paris	..	..	..	10.0 p.m.
Sleep in Paris.				
Leave Paris	..	..	..	9.50 a.m.
Arrive in London	..	..	..	5.12 p.m.

During the winter months there is an increased service of night trains between Marseilles and Paris, and *Train de Luxe* services between Marseilles, London, Berlin, etc. (See time table.)

Tickets at ordinary fares should be obtained from Cook's Interpreters, who meet the Steamers, or at Cook's Office, 11B, Rue Noailles, Marseilles.

The ordinary fares, *via* Calais and Dover, are, First Class, £6 15s. 2d.; Second Class, £4 12s. 11d. Children over three and under seven years, half fare; Infants free; 60 lb. of luggage are allowed free to each passenger on the French Railways.

Passengers taking through tickets to London *via* Marseilles and Paris must obtain coupons for the overland journey before leaving India. The P. & O. steamers call at Marseilles outwards and homewards every week. (See p. 33.)

There is a sleeping car to Paris attached to the fast train from Marseilles, and the charge per berth is about £2 15s. od.

Passengers wishing to travel from Marseilles to Paris in the Sleeping Car should give intimation to the Purser before arrival at Port Said, whence a telegram will be sent by the P. & O. Company's Agent to Marseilles. The cost of the berths should be paid to the Purser at the same time, but the Company's Agent at Marseilles cannot guarantee to obtain the full number asked for, as the number of berths in the car is limited. The railway tickets allow the passengers to break the journey at intermediate stations between Marseilles and Paris, and at Amiens only between Paris and Calais.

Before proceeding to Paris passengers can visit the Riviera, taking care to have their tickets stamped at the Marseilles railway station when they commence their journey to London.

RAILWAY SERVICE FROM BRINDISI.

On arrival at Brindisi our Agent boards the steamer immediately she comes alongside the quay, and gives all information relative to trains, etc.; our Interpreter, in uniform, also boards the steamer, and assists passengers in passing their baggage through the Customs and at the station.

The fares to London are as follows (except by P. & O. Express, see p. 156):—

Via MONT CENIS.

		<i>Via</i> Dover and Calais.		
		1st Class.	2nd Class.	
		£ s. d.	£ s. d.	
From	Brindisi	9 2 7	6 4 0	
„	Venice	8 1 0	5 10 3	

Via ST. GOTHARD AND LAON.

		<i>Via</i> Dover and Calais.		
		9 13 9	6 13 10	
From	Brindisi	9 13 9	6 13 10	
„	Venice	8 4 6	5 15 6	

Via THE SIMPLON.

		<i>Via</i> Dover and Calais.		
		9 14 0	6 13 6	
From	Brindisi	9 14 0	6 13 6	
„	Venice	8 1 11	5 13 4	

The P. & O. Special Express trains have no second class carriages. Passengers holding 2nd class overland tickets proceed by the ordinary daily train from Brindisi.

All baggage is taken direct from the steamer to the Port Station examination room for registration; that belonging to through passengers to London booked through by P. & O. special train, is not examined. All other baggage is examined before registration.

In order to prevent detention of their luggage, passengers must be present and ready to open their packages (whether registered or not) for Custom House examination at the places where it occurs.

Passengers by the ordinary trains can break the journey at the principal stations *en route*.

Our Agent at Brindisi will store, at a small charge, deck chairs or any baggage which passengers may not wish to take across the Continent. He will also assist passengers

in making arrangements for having linen washed and kept until passengers return to Brindisi.

The Customs authorities will not allow deck chairs to be landed from the steamer unless in charge of the owner, and passengers should therefore see for themselves that chairs intended to be left at our office are handed over to our Agent.

Passengers are allowed free of duty 40 grammes ($1\frac{3}{4}$ oz.) of tobacco, or eight cigars. The duty on tobacco is 55 centimes per ounce, and on cigars and cigarettes one franc per ounce. Any tobacco found in the baggage after the declaration has been made will subject the owner to a fine of 71 francs, and the baggage will be detained until the amount is paid.

Registration of Passengers' Luggage from Brindisi.

Baggage can be registered through, without examination, *en route* to the principal towns in France, Germany, Austria, and to London, but to no other town in England. Written instructions should be given to our Agent.

On the Italian railways there is no free allowance of baggage; the charge from Brindisi to Modane is fcs. 2.60 (2s. 1d.) per 20 lb.

Between Modane (the junction between the French and Italian Railways, and where baggage is examined) and London, the free allowance is 56 lb. Excess baggage is charged for at the rate of 4s. od. for every 20 lb. or fractional part thereof.

For example, the charges from Brindisi to London for baggage weighing—

30 kilos. or	66 lb.	would be fcs.	23-80
40	88	„	36-60
50	110	„	41-95
60	132	„	62-35
70	154	„	75-20
80	176	„	88-10

Labels for registration can be obtained on board the P. & O. steamers between Port Said and Brindisi, and passengers are requested to see their packages duly labelled

and stacked near the gangway, as on arrival at Brindisi, P. & O. baggage will immediately be landed by the railway porters and conveyed to the Sala Visite in the Port Station, where it is examined by the Customs and booked by the Railway Administration.

Passengers would save themselves considerable trouble with the Customs by having all tobacco, cigars, fire-arms, weapons (of any description), curios, etc., packed in their registered packages. These always go forward with the mails, and are not opened until arrival at Dover.

All hand packages, also all the baggage of passengers who intend remaining for a time in Italy, must be placed in the Sala Visite ; the Custom House officers will point out what packages they wish opened. These will be placed after examination in the Railway Company's Omnibus, or elsewhere as the passengers may direct.

Passengers, after declaring what tobacco they may be possessed of, in their unregistered baggage, have no right to throw any of it away, or to destroy cigars or cigarettes ; if they do not wish to pay duty on it, it will be retained by the Customs authorities on account of the Government.

The duty on tobacco is 55 centimes, and on cigars or cigarettes 1 franc per ounce.

Cases nailed or screwed down can only be sent as merchandise through a licensed shipping agent.

The railway company charge 75 centimes (7½d.) a package for each article of baggage, payable at time of registration. This includes portorage from the ship to the Port Station and Custom House fee. No fees are due to the porters.

“ P. & O. Express ” from Brindisi.

The “ P. & O. Express ” will start from the Port Station about an hour after the arrival of the steamer. It includes

Sleeping Cars with 36 seats, or even more when necessary, which run through to Calais, and a Restaurant Car fitted with all necessary appliances for cooking, meals being served in the Dining Saloon, the whole being of the most modern and perfect description.

No travellers, excepting P. & O. passengers holding through first class rail tickets from Brindisi to London, and Sleeping Car tickets from Brindisi to Calais are, under any circumstances, allowed to proceed to London in the Sleeping Car accompanying the Homeward Indian mail.

When it is certain that the Sleeping Car berths are not all taken by through passengers to Calais, at the time for starting the train, passengers for portions of the journey, either to Bologna or Turin, can travel in the Sleeping Car, but this privilege cannot, in any case, be secured beforehand. Travellers wishing to avail themselves of these berths when there is room should apply to our Agent, in writing, on the arrival of the steamer.

No charge is made for infants under 3 years of age with the parent; children occupying a berth pay the full rate, but for two children, provided they are under 7 years of age, occupying the same berth, only one fare is charged. There are no second class carriages or fares by this train. Servants, European or Native, pay the same as other passengers.

No luggage will be admitted into the Sleeping Car itself, excepting a hand-bag (which should not exceed 20 inches long by 12 inches wide and 10 inches high) and a bundle of rugs, this regulation being in the interests of travellers, so that these may go in the place provided under the sleeping berth. *These are usually subject to examination at Modane by the Customs authorities*, and in order to prevent detention, passengers must be present and ready to open their hand-bags.

There will be a luggage van attached to the train to admit of the conveyance of an ordinary amount of baggage for each passenger, which is charged for by the company, and all such baggage by this service must be registered in Brindisi through to London.

There are separate lavatories in the cars for ladies and gentlemen, and separate compartments can be reserved for ladies, if required. The new Sleeping Cars now provided for this service have also a lavatory between each two compartments.

The Sleeping Car is heated, and well provided with bedding.

Breakfasts, luncheons, dinners, etc., are served in the Dining Car at the following prices:—

Breakfast, 1s. 6d. Luncheon, 4s. Dinner, 5s. 6d.

Other refreshments at reasonable prices.

The P. & O. Express stops at the following stations:—Bari, Foggia, Ancona, Bologna, Piacenza, Turin, Modane, Aix-les-Bains, Chambéry, Culoz, Macon, Pierrefitte (for Paris), Amiens, and Calais.

Passengers holding through tickets to London and Sleeping Car tickets can break the journey at Paris, but by doing so they sacrifice the Paris-Calais portion of Sleeping Car ticket.

An ordinary 1st Class Carriage is attached to this train as far as Turin, but passengers travelling in it are not allowed to take their meals in the Restaurant; they should provide themselves with lunch baskets. The following supplements are charged by the Italian State Railway to passengers travelling in this carriage:—

Bologna	..	..	..	..	..	Lire 9.10
Piacenza	..	..	..	..	..	„ 10.80
Turin	..	..	..	..	..	„ 13.0

Telegrams to England cost 23 centimes (about .2d.) per word, plus one franc for ground tax. Passengers may have telegrams despatched from the Telegraph Office in the Port Station.

EGYPT, PALESTINE, etc.

Passengers desirous of breaking their journey in Egypt on the homeward voyage can, under ordinary circumstances, disembark at Suez. The season in Cairo and on the Nile commences in November and ends in March, the best months being November and December.

Spring is the best time for a tour through Palestine, and travellers who intend to visit Palestine as well as Egypt

should select January or February for their Nile journey, and March, April, or May, for Palestine.

Intending passengers for the Nile steamers of Thos. Cook and Son (Egypt), Ltd., are requested to communicate with our Agents at Bombay, Calcutta, Rangoon, or Colombo, who will reserve berths and make all necessary arrangements for the trip.

Tours by the Company's steamers from Cairo to Luxor and the First Cataract and back may be accomplished as follows :—

- (1) First Class Tourist Steamers (at fixed dates) from Cairo to Assuan and back ; time occupied, twenty days, including three or four days at Luxor. First Class Fare, £52.
- (2) First Class Two Weeks' Voyage from Cairo by rail to Assiout, and from Assiout to Assuan and back by steamer, rail to Cairo, £36.
- (3) Those who desire to make the Nile voyage in a more economical and less luxurious manner than pertains to the first-class Tourist Steamers will find the Express Service exceedingly comfortable. These vessels leave Cairo for Assuan twice weekly. The voyage to Assuan and back occupies 19 days. The fare is £25, including a stay of four and three days respectively, at Luxor and Assuan.
- (4) From Philæ (First Cataract) to Halfa (Second Cataract) and back, in connection with the above Tours. Fare £20.

All the fares include excursions on shore with a dragoman for visiting the antiquities.

Travellers wishing to go up the Nile by sailing or steam dahabeahs will find a choice of comfortable, roomy, superior boats. Berths in steamers may be secured, and plans of dahabeahs obtained, at our offices in India, or at the Company's offices in **Cairo** near **Shepherd's Hotel**.

West-bound P. & O. passengers land at Suez to visit Cairo and the Nile, and must embark at Port Said if they wish to continue their voyage by the through steamers to Marseilles or by the P. & O. express steamers to Brindisi.

Egypt is the natural gateway to Palestine, consequently the majority of travellers reach the Holy Land by way of the Land of the Nile, from which it is but one night's steaming from Port Said.

The most interesting parts of Lower Palestine, Galilee and Syria can now be visited by rail and carriage with accommodation in hotels in lieu of camp. For those,

however, who prefer to journey in the Holy Land in the old way, by horseback and camp, and so enjoy the delightful freedom and novelty which such a nomadic life affords, we have the best stock of equipment in the country, and can offer a choice of Itineraries. Indeed, for such interesting regions as the East of Jordan, Petra, Sinai, Mesopotamia, etc., camping is still the only practicable method.

Full particulars of travel in the Holy Land, etc., will be found in special programmes, which can be obtained at any of our Offices.

At Jaffa, Jerusalem, Haifa and Beyrout we have our own Offices and resident staff.

From Egypt or Palestine there is frequent steamer communication with Turkey, Greece, Italy, France, etc., and at all the principal ports our Agents will assist passengers on arrival, provide tickets for any destination, and see to the general comfort of our clients.

SPECIMEN OVERLAND ROUTES FROM ADRIATIC AND MEDITERRANEAN PORTS TO LONDON.

BRINDISI TO LONDON.

(Fares liable to alteration.)

	1ST CL. £ s. d.	2ND CL. £ s. d.
ROUTE I.—Brindisi, Foggia, Bologna, Turin, Mt. Cenis, Macon, Paris, Boulogne or Calais, London, 54 hours, by special mail train; only holders of first-class tickets and supplemental tickets for the sleeping car can travel with the mails between Brindisi and Calais.	See Through Rate from Bombay.	
Ordinary trains, same route, 61 hours	9 10 0	6 8 0
Via Dieppe and Newhaven	8 11 10	5 17 0
ROUTE II.—Brindisi, Taranto, Naples, Rome, Pisa, Genoa, Turin, Mt. Cenis, Paris, Boulogne or Calais, London, 64 hours	11 0 3	7 9 7
Via Dieppe and Newhaven	10 2 4	6 18 1
ROUTE III. (St. Gothard).—Brindisi, Bologna, Milan, Lucerne, Bâle, Laon, Boulogne or Calais, London, 62 hours	9 11 6	6 10 7
Via Paris, Dieppe and Newhaven	9 1 6	6 4 6
ROUTE IV.—Brindisi, Bologna, Milan, Simplon, Montreux, Lausanne, Paris, Calais or Boulogne, 60 hrs.	9 9 6	6 9 0
Via Dieppe and Newhaven	8 11 6	5 17 6

VENICE TO LONDON.

(Fares liable to alteration.)

	1ST CL. £ s. d.	2ND CL. £ s. d.
ROUTE I.—Venice, Milan, Turin, Modane, Macon, Paris, Bologne or Calais, London, 42 hours	8 4 3	5 12 4
<i>Via</i> Dieppe and Newhaven	7 7 5	5 1 0
ROUTE II.—Venice, Milan, St. Gothard, Lucerne, Bâle, Laon, Boulogne or Calais, London, 42 hours ..	7 17 0	5 8 11
ROUTE III.—Venice, Milan, St. Gothard, Lucerne, Bâle, Paris, Boulogne or Calais, London, 42 hours ..	8 6 3	5 15 5
ROUTE IV.—Venice, Milan, Simplon, Lausanne, Paris, Dieppe, 44 hours	7 0 5	4 18 0
ROUTE V.—As above, and <i>via</i> Calais, 42 hours ..	7 18 6	5 10 0
ROUTE VI.—Venice, Verona, Munich, Cologne, Brussels, Calais, London, 55 hours	8 1 9	5 9 3
ROUTE VII.—Venice, Verona, Innsbruck, Bâle, Laon, Boulogne or Calais, London, 52 hours	8 15 6	6 1 6
ROUTE VIII.—Venice, Vienna, Passau, Nuremberg, Cologne, Rotterdam, The Hook of Holland, Harwich, London, 52 hours	10 0 3	6 12 0

TRIESTE TO LONDON.

(Fares liable to alteration.)

ROUTE I.—Trieste, Venice, then same as from Venice, Route II., <i>via</i> St. Gothard, 52 hours	8 15 0	6 1 9
ROUTE II.—Trieste, Vienna, Passau, Cologne, Brussels, Ostend, Dover, London, 48 hours	9 11 0	6 6 6
Sleeping Car, extra	2 5 1	—
<i>Via</i> Calais and Dover	10 1 6	6 13 9
ROUTE III.—Trieste, Villach, Tauern, Munich, Cologne, Antwerp, Harwich, London, 54 hours ..	7 19 8	5 1 2
ROUTE IV.—Trieste, Tauern Tunnel, Munich, Arlberg, Laon, Boulogne or Calais	8 15 2	5 14 9

NAPLES TO LONDON.

(Fares liable to alteration.)

ROUTE I.—Naples, Rome, Pisa, Genoa, Turin, Modane, Macon, Paris, Boulogne or Calais, London, 50 hours	9 4 5	6 5 1
<i>Via</i> Dieppe and Newhaven	8 6 7	5 13 7
ROUTE II.—Naples, Rome, Florence, Milan, Lucerne, Bâle, Vesoul, Paris, Boulogne or Calais, London, 63 hours	9 18 3	6 16 0
<i>Via</i> Dieppe and Newhaven	9 0 3	6 4 3

GENOA TO LONDON.

(Fares liable to alteration.)

ROUTE I.—Genoa, Turin, Mt. Cenis, Macon, Paris, Boulogne or Calais, London, 30 hours	7 6 9	5 1 3
<i>Via</i> Dieppe and Newhaven	6 8 9	4 9 9
ROUTE II.—Genoa, Milan, St. Gothard, Bâle, Metz, Brussels, Antwerp, Harwich, London, 40 hours ..	6 10 6	4 6 9
ROUTE III.—Genoa, Nice, Marseilles, Lyons, Paris, Boulogne or Calais, London, 37 hours	8 14 6	5 19 9
<i>Via</i> Dieppe and Newhaven	7 17 6	5 9 6
ROUTE IV.—Genoa, Domodossola, Lausanne, Pontarlier, Paris, Calais	7 6 10	5 2 6

MARSEILLES TO LONDON.

	1ST CL. £ s. d.	2ND CL. £ s. d.
ROUTE I.—Marseilles, Avignon, Lyons, Macon, Dijon, Paris, Calais, London, 25 hours.. ..	6 15 3	4 13 0
<i>Via</i> Boulogne and Folkestone	6 8 9	4 8 0
<i>Via</i> Dieppe and Newhaven	5 17 3	4 1 6

ROUTE II.—Marseilles, Cannes, Nice, Genoa, Simplon, Montreux, Lausanne, direct Paris, Calais, London	9 2 6	6 6 3
<i>Via</i> Boulogne and Folkestone	8 15 9	6 1 6
<i>Via</i> Dieppe and Newhaven, 45 hours	8 4 3	5 14 6

GIBRALTAR TO LONDON.

(Fares liable to alteration, being subject to exchange.)

ROUTE I.—Gibraltar, Bobadilla, Cordova, Madrid, Burgos, Bordeaux, Paris, Boulogne or Calais, Dover	13 10 6	9 16 5
ROUTE II.—As above, <i>via</i> Dieppe and Newhaven	12 11 7	9 3 11

LIVERPOOL AND BIRKENHEAD.

(See also p. 27.)

Cook's Office—49, Lord Street, Liverpool.

Hotels—New Adelphi, Exchange Station, St. George, Compton.

All Homeward-bound steamers met on arrival at Liverpool, and passengers can secure the assistance of our representative in the clearance and forwarding of their heavy baggage, etc.

If any special services are required, a letter of advice should be addressed to our Liverpool Office from Port Said, Alexandria, or Marseilles.

Packages shipped as Freight cleared, forwarded or warehoused on receipt of Bill of Lading.

Baggage and steamer chairs stored at moderate rates.

PLYMOUTH.

(See also p. 26.)

Hotels—Duke of Cornwall, Royal, Grand, Continental.

The P. & O. Mail, the Orient, the British India, and other steamers call at Plymouth on the *homeward* voyage.

The Great Western Railway Company, when no special boat train is run, run an express (luncheon car) train from Plymouth at 10.30 a.m. daily (Sundays included), reaching Paddington at 3.10 p.m. (Sundays arrive 3.40 p.m.) Improvements have also been made in the arrangements of trains connecting the North of England, Wales, and Ireland, and the West of England.

The London and South Western Railway Company are now running a greatly improved and accelerated service of express Corridor, Luncheon and Dining-car trains on week-days and Sundays between Plymouth (Friary, Mutley, North Road), Devonport, and London (Waterloo), with improved connections to the Midlands and North of England. Passengers can travel any class and obtain meals *en route* at the following charges per head: Luncheon, 2s. 6d.; Dinner, 4-course, 3s.; 5-course, 3s. 6d. During the winter months the carriages are specially heated.

The Railway Companies issue train and coach tickets for the north and south coasts of Cornwall and Devon, also for the Dartmoor Tors; and Plymouth is a good centre for all of these districts. (See also page 26.)

COUPON RAILWAY TICKETS for London by **GREAT WESTERN RAILWAY** including landing charges are issued at our Offices abroad or on board the steamers at the following rates:—

First Class 32s. 6d.

Third Class, by direct route 17s. 6d.

Children under twelve, half price.

In addition to a great saving of expense, these Coupons ensure special advantages to passengers landing from the steamers at Plymouth.

They pass the passengers' baggage through the Docks and into the trains, free of Dock dues and portage; they are available for fourteen days from the day of landing to London; and they also admit of the journey being broken at any main line station, provided it is completed within that period.

These Coupons must be stamped at the booking office at the Docks.

In the event of a passenger having omitted to provide himself with a Coupon abroad, he can obtain an order from the Company's Agent, who boards the steamer at Plymouth, for presentation at the Great Western Railway booking office on shore, which will be exchanged for a railway ticket, provided the distance is over 50 miles, ensuring similar privileges and advantages.

The Great Western and the South Western Railway Companies allow the friends of Ocean Passengers landing or embarking at Plymouth to travel from any station on the main line between London and Exeter inclusive, and Penzance and Truro inclusive, and also from Salisbury, to Plymouth at a charge for the double journey slightly in excess of the single fare, upon production of a voucher (which can be obtained at our offices), certifying that the persons in whose favour they are given will be travelling for the sole purpose either of accompanying Ocean Passengers joining steamers at Plymouth, or of meeting Ocean Passengers landing at that port.

Tickets at reduced fares are also issued from Plymouth to London by the London and South Western Railway at Friary, Mutley and North Road Stations, or the Central Offices, Bank of England Place.

Orders obtainable from the Company's Agent boarding the steamer will also enable passengers proceeding by the Great Western Railway to stations over 50 miles other than London, to obtain tickets covering all Dock and portage dues.

Trains from Plymouth to London by the Great Western Line (Week days).

Plymouth {	Millbay dep.	a.m. 8.30	a.m. 10.30	p.m. —	p.m. —	p.m. 2.15	p.m. —	p.m. 8.0	Night 12.10s
	North Rd. ,,	8.33	—	12.32	1.48	2.20	4.10	8.22	12.15s
London—		p.m.	p.m.					a.m.	a.m.
(Paddington).....arr.		1.30	3.10	4.45	7.0	8.30	10.33	3.30	6.45

(s) Runs Sunday nights, but not Saturday nights.

Luncheon and Dining Cars (both classes) are attached to most of these trains, and 1st class Sleeping Cars on the Night Trains.

If the number of passengers landed is greater than can be conveniently accommodated by the regular express trains from Plymouth (Millbay Docks) to London, a Special Restaurant Train will always be run for their accommodation, and the Special Train will start as soon as practicable after the arrival of the vessel. The Special Trains from Plymouth to London perform the journey in about 4 hours.

A Sleeping Car is usually provided on the special trains which run during the night.

Trains from Plymouth to Exeter, Bristol, and Bath (Week days).

Plymouth {	Millbay dep.	a.m. 6.20m	a.m. 8.30	a.m. 9.10	a.m. 10.30	a.m. 10.40	p.m. 12.32	p.m. —	..
	North Rd. ,,	6.25m	8.33	9.17	—	10.43	12.38	1.48	..
Exeter (St. David's) .. arr.		8.40m	10.9	11.30	11.58	12.38	2.10	3.4	..
Bristol (Temple Meads),,		—	12.2	—	2.0	2.51	3.50	4.42	..
Bath		—	p.m. 12.29	—	2.27	3.18	4.12	5.17	..
Plymouth {	Millbay dep.	p.m. 2.15m	p.m. 2.25	p.m. —	p.m. 4.15	p.m. 5.40	p.m. 7.20	p.m. 8.0	Night 12.10s
	North Rd. ,,	2.20m	2.30	4.10	4.20	5.47	7.24	8.22	12.15s
Exeter (St. David's) arr.		3.57m	4.41	5.34	6.40	7.38	9.53	10.6	a.m. 1.45
Bristol (Temple Meads),,		5.42m	6.47	7.25	—	9.45	—	12.10	3.37
Bath		6.6m	—	8.6	—	10.50	—	12.37	4.2

(m) Mondays only. (s) Runs Sunday nights, but not Saturday nights.

During the Summer Months these Services are augmented and accelerated.

Baggage.—Passengers disembarking at Plymouth can send on their heavy baggage in the ship to London, and if not already done, full instructions should be sent to Ludgate Circus as to clearing and forwarding the same from the London Docks.

The baggage of passengers landed at Plymouth in the steam tenders of the Great Western Railway Company is conveyed to the baggage warehouse by the servants of the Company, who perform the unpacking and re-packing required for the Customs' examination and convey the baggage from the Custom House to the Great Western Railway Station.

Our representative does not meet steamers at Plymouth, with the exception of those of the British India Line. Arrangements can, however, be made for passengers to be met on arrival of the P. & O. steamers at Plymouth on payment of a special service fee of 5s. od., in addition to the usual clearing charges, etc., providing notice is given by letter or telegram to Chief Office, Ludgate Circus, London, E.C., before the ship's arrival at Plymouth.

The Mail Steamers of the P. & O. Company now disembark passengers at Tilbury Docks. Our representative boards these vessels in the river off Gravesend, but as the time between then and the berthing of the vessel is short, it is desirable for passengers who wish their heavy baggage cleared and forwarded to have full particulars of same ready filled in on our declaration form, which, together with the keys, should be handed over to our representative on his boarding the steamer. There is a frequent service of trains between the Docks and the Termini at Fenchurch Street, St. Pancras, and Liverpool Street.

The P. & O. Steamers from Calcutta, China and Japan, etc., do not call at Plymouth on the homeward voyage, and these vessels are boarded without fail by our representative on arrival either at Gravesend or Royal Albert Docks. Our clients are requested, therefore, to await the arrival of our representative on board before making

arrangements for disposal of their baggage, etc. Passengers leaving the steamer at Marseilles or other intermediate ports can, however, leave their instructions on board with the Purser, who will kindly take charge of the letter and hand it over to our clerk on arrival.

Passengers arriving at Plymouth by the **British India Steamers** are met by our representative, who will take instructions for the clearance of baggage to be landed at Plymouth, as well as for the disposal of any baggage left on board for conveyance to London. One of our representatives travels round from Plymouth to London on these steamers with a view of rendering every possible assistance to passengers, and of supplying our clients having banking accounts, or those desiring to open such accounts, with power of attorney forms for drawing pay or pension from the Indian Government, and with forms for reporting arrival, etc.

All other steamers without exception are boarded by our agents in uniform at Gravesend, Tilbury or the Royal Albert Docks. Unless previously sent to us, passengers should deliver to one of them their declaration form and keys, and he will render every assistance in the clearance of baggage through Customs.

Letters and Telegrams for homeward bound passengers can be sent to our care for delivery on board, providing they reach us in ample time to enable this to be done.

London Warehouse.—Passengers wishing to have their baggage stored for any period should avail themselves of the use of our Warehouse at Langley St., Long Acre, W.C., which has been specially built and fitted up with every convenience, and where facilities are afforded to passengers for the inspection, repacking, or sorting of their effects.

Passengers wishing to telegraph their safe arrival in England to friends in India can do so on payment in Bombay of Rs. 6. The rate for every additional word is Rs. 3. Telegraph Tickets can be obtained on application to Thos. Cook & Son at Bombay. Passengers applying by letter are requested to state both their own addresses in England and that of their friends in India.

LONDON.

Private Omnibuses.—Arrangements can be made at any of Thos. Cook & Son's Offices for the hire of private omnibuses, as follows:—A small one-horse omnibus capable of conveying 6 persons, with a reasonable quantity of baggage, from any of the London Railway Stations, at a charge of 1s. per mile for a distance not exceeding 5 miles, and with a minimum charge of 4s. Small pair-horse omnibus 1s. 6d. per mile, with a minimum charge of 7s. 6d. Large pair-horse omnibus holding 12 persons (10 inside and 2 out), 2s. per mile, with a minimum charge of 8s. In cases where the distance exceeds 8 miles, special arrangements must be made, and where omnibuses are required between 11 p.m. and 6 a.m., the hire is at the rate of a fare-and-a-half.

Private Broughams can be in attendance at any London Station to meet any train at the following charges:—First 2 hours, 6s. 6d.; each additional hour 2s. 6d. The charge for a pair-horse carriage would be double the above.

The Great Western Railway Station at Paddington is connected by covered way with the Bishop's Road and Praed Street Stations (Metropolitan Railway), and is within a few minutes' walk of Lancaster Gate Station (Central London Electric Railway) and Edgware Road Station ("Bakerloo" Electric Railway).

Private Omnibuses at Paddington.—The Great Western Company provide one-horse omnibuses, capable of conveying six persons, with a reasonable quantity of luggage, from and to Paddington Station, at a charge of 1s. per mile within a radius of six miles from Paddington, or 1s. 6d. per mile without the radius, with a minimum charge in any case of 4s. For twelve persons, or when the luggage is exceptionally heavy, two-horse omnibuses are supplied at 2s. per mile, minimum charge 6s. Between the hours of 11.30 p.m. and 6.0 a.m. omnibuses are charged at the rate of a fare-and-a-half.

Passengers requiring an omnibus should inform our Agent, or the Station Masters at Plymouth, Exeter or Bristol, who will arrange, *free of charge*, for one to be in readiness on their arrival at Paddington.

Private Broughams attend the arrival of all trains at Paddington throughout the day, or night, and may be hired at the following charges, including the driver's fees:— For the first two hours, 6s. 6d.; after the first hour, 3s. per hour; or, if according to distance, at 1s. 6d. per mile. The minimum charge is 6s. 6d.

The London and South Western Railway Station at Waterloo is exceptionally convenient for all parts of London, connections being formed at Waterloo Station by Electric "Tube" railways—to the city by "Waterloo and City Railway," and to the North and West-end of London by the "Bakerloo."

Waterloo Station is only a few minutes from all the principal Hotels.

Private Omnibuses at Waterloo and Vauxhall stations.

Private Omnibuses are provided for the conveyance of passengers and their luggage, arriving at, or departing from, the above stations. The charges are as follows:—

Small Omnibus, to seat six persons inside and one outside, with a reasonable quantity of luggage: For distance not exceeding five miles, 1s. per mile; minimum charge, 4s.; for distances over five miles, and not exceeding eight miles, 1s. 6d. per mile.

Large Omnibus, to seat ten persons inside and four outside; 2s. per mile; minimum charge, 6s. Passengers requiring an Omnibus should request the Station Master at either Plymouth, Exeter or Salisbury to telegraph to Waterloo (free of charge), when every endeavour will be made to provide one. The destination in London must be stated at the time of ordering the Omnibus.

SOUTHAMPTON.

Cook's Office—32, Oxford Street.

Hotel—South Western.

(See also p. 24.)

Representatives from our office meet all homeward-bound steamers on arrival at Southampton and render every assistance in clearing of baggage, etc., and forwarding it to destination. Passengers landing from steamers before their arrival at Southampton can leave their heavy baggage on board, and if a declaration form,

giving particulars of the packages and their contents, is sent to our Southampton office, together with the Baggage Receipt endorsed, the packages will be cleared immediately on arrival and despatched to destination or stored as required.

Keys of all locked packages are absolutely necessary for Customs clearance.

Letters for passengers by incoming steamers can be addressed to the care of our office, and will be taken on board immediately on the vessel's arrival.

Forms for reporting arrival, if not previously obtained, will be supplied to Government Officials.

Warehouse.—A dry, spacious warehouse is attached to our office, which passengers will find a great convenience, baggage and packages of every description being stored therein, and passengers will find every facility for inspecting and repacking their packages, if desired.

Packages of baggage intended for shipment by steamers leaving Southampton, may, if desired, be sent to our warehouse to await instructions as to shipment.

BRITISH IMPORT DUTIES.

			s.	d.
Spirits, proof (in cask)	.. ..	per gall.	15	2
" " (in bottle)	.. ..	"	16	1
Liqueurs	.. ..	"	21	5
Spirits, perfumed, and Eau de Cologne	.. ..	"	25	1
Tea	.. ..	.. per lb.	0	5
Coffee (raw)	.. ..	.. "	0	1½
Coffee, roasted and ground	.. ..	.. "	0	2
Cocoa	.. ..	.. "	0	2
Tobacco, manufactured	.. ..	.. "	4	8
" " Cavendish	.. ..	.. "	5	4
" Cigars	.. ..	.. "	7	0
Cigarettes of Foreign manufacture	.. ..	.. "	5	8
Wine in cask, not exceeding 30 degrees of proof		per gall.	1	3
" bottle,	" 30	" "	2	3
" cask,	" 42	" "	3	0
" bottle,	" 42	" "	4	0

Articles containing Sugar in any quantity are also liable to a small charge for duty, such as :—Dried fruits, confectionery, honey, preserved ginger, jams, condensed milk, candied peel, tamarinds, fruit and vegetables preserved in sugar, etc. All articles subject to duty should be distinctly and specially declared, and it is advisable to place such articles in one package in order to facilitate the Customs' clearance. All dutiable articles, however small in quantity, are liable to duty on entering the United Kingdom, but the Customs' authorities usually allow passengers to bring free of duty :—

Cigars and tobacco	..	..	..	$\frac{1}{2}$ lb.
Cordials and perfumed spirits	..	..	..	$\frac{1}{2}$ pint.
Spirits	..	..	..	$\frac{1}{2}$ pint.

This cannot, however, be claimed as a right. Quantities above $\frac{1}{2}$ lb. of cigars or tobacco, and $\frac{1}{2}$ pint of spirits, are subject to the full duty, no free allowance being made.

All duties are subject to alteration from time to time.



INDIA TO ENGLAND,

Via AUSTRALIA, CHINA, JAPAN, UNITED STATES AND CANADA.

The route homeward *via* Australia, China, Japan, United States, or Canada, is becoming very popular with Anglo-Indians.

The fares are very cheap, and the countries passed through most interesting. Owing to the large and steady increase of traffic by this route, we have recently opened offices in China and in Japan, as under:—

HONG KONG.

Cook's Office—16, Desvœux Road.

Tel. Address, "Coupon."

(For further details see Cook's "Information for Travellers landing at Hong Kong" pamphlet.)

Hotels—Hong Kong, Peak, and King Edward.

Distance from London, about 10,112 miles. Local time, 7 hrs. 35 mins. in advance of Greenwich. The population of the City of Victoria consists of some 5,000 Europeans, 250,000 Chinese, and 6,000 Asiatics of mixed races.

Hong Kong is an island about 11 miles long and from two to five miles broad, near the mouth of the Canton River, about half-a-mile from the mainland and 90 miles from Canton, and consists of a lofty ridge of hills with a few well-wooded valleys. It has been a Crown Colony since 1841, and has a magnificent harbour. The city of Victoria possesses a number of fine buildings equal to those of any modern European town. The district locally known as "The Peak" is the most popular residential quarter, particularly in the summer months, when the temperature there is some ten degrees cooler than in the city. Although perhaps the climate can scarcely be considered desirable for a long stay—except during the six winter months, when magnificent weather is usually enjoyed—yet a week may be profitably spent in exploring this beautiful island.

Our representative meets all Mail steamers arriving at



1 hour, 25 cents, 5 hours 60 cents.
Day, 6 to 6, \$1.50.

3 hours, \$1.50; day, 6 to 6, \$3.50.



Hong Kong for the purpose of rendering assistance to holders of our travelling tickets. Arrangements can be made for transfer of passengers and baggage to Hotel, or connecting steamer by the firm's launch "Viator." Coasting steamers also are met on timely notice being given. Hong Kong, being almost a free port, there are few Customs' formalities. The principal hotels also have private launches for conveying passengers and their baggage ashore.

Currency.—The Mexican dollar of 100 cents: 5, 10, 20 and 50 cents., and one dollar pieces are minted by the Hong Kong Government, and notes of 1, 5, 10, 25, 50, 100 and 500 dollars are issued by the various banks. Passengers should call at our office on arrival to obtain a supply of the local currency and see the latest telegrams and newspapers. All clients may have their correspondence addressed to our care, every facility being provided for the writing and despatch of letters.

Banking and Exchange.—Circular notes and letters of credit issued and cashed, and remittances made by draft or telegram. Foreign Moneys exchanged.

Shipping and Forwarding Department.—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made to ship goods to all parts of the world. Insurances effected.

Telegraph Rates.—To England and Europe, frs. 5.50; United States (N.Y.), frs. 6.10; India, frs. 3; Burma, frs. 3.25; Ceylon, frs. 3.11⁵. These rates are collected in dollars. The present (June, 1912) rate of exchange is 45 cents per franc, but is subject to periodical alteration every three months.

Conveyances.—Limits (City) Mount Davis (west) to Causeway Bay (east).

Chairs.

2 Coolies, <i>inside limits</i> .	4 Coolies, <i>beyond limits</i> .
$\frac{1}{2}$ hour, 15 cents; 3 hours, 60 cents.	1 hour, 75 cents; 6 hours, \$2.50.
1 hour, 25 cents; 6 hours 80 cents.	3 hours, \$1.50; day, 6 to 6, \$3.50.
Day, 6 to 6, \$1.50.	

Jinrickshas (rubber-tyred).

10 min., 5 cents; $\frac{1}{4}$ hour, 10 cents; $\frac{1}{2}$ hour, 15 cents; 1 hour, 20 cents. Every additional hour, 20 cents.

Tramways.—A service of electric cars runs nearly the whole length of the harbour, about ten miles. A cable railway to the Peak (from the summit of which the best view of the harbour is obtained) starts from the Garden Road, the ascent occupying about 7 minutes.

Excursions.—Many interesting excursions may be made by visitors having sufficient time at their disposal, to **Canton, Macao**, and the West River. Tickets, guide-books and all particulars may be obtained at our office, and the services of reliable guides secured.

Tours can be arranged to Hankow, the wonderful Ichang gorges on the Yangtse Kiang, Peking, Tientsin, Mukden, Port Arthur, Dalny, Seoul, and through Japan, also to the Philippine Islands, Indo-China, Java, etc. Fares quoted on application.

The journey between Kowloon, on the mainland, and Canton can now be made by rail, and it is possible for passengers to make the interesting side trip to Canton in one day, leaving Hong Kong by Ferry about 8.0 a.m., and Kowloon by the 8.15 a.m. train, arriving at Canton at 1.05 p.m. Guide with chairs meets passengers on arrival for sight-seeing in native quarter, etc. On the return journey passengers leave Canton by steamer at 5 p.m., and are due back in Hong Kong between 11 p.m. and midnight.

Another line is under construction between Canton and Hankow, which, when completed, will link up Hong Kong with the Trans-Siberian Railway, forming direct rail communication with the principal cities of Europe.

Steamers.—Hong Kong is in direct communication with the principal ports of the world, and tickets are issued by us for all lines. The P. & O., N.D.L., M.M. & N.Y.K. Companies have regular fortnightly sailings between Hong Kong and European ports *via* Suez, and in conjunction with the Pacific Lines, viz., the C.P.R., P.M., T.K.K. G.N.S.S. and N.Y.K. Companies, and the Companies maintaining services between Hong Kong and Australia (E. & A.

N.D.L., N.Y.K. & China Navigation), special through single and round-the-world combination tickets are issued, giving the choice of a variety of routes. (See "Cook's Far Eastern Handbook," "Information for Travellers landing in Japan.")

SHANGHAI.

Cook's Office—2/3, Foochow Road.

Tel. Address, "Coupon."

(For further details see Cook's "Information for Travellers Landing at Shanghai" (N. China) pamphlet.)

Hotels—Astor House Hotel, Palace Hotel, Kalee Hotel, Hotel des Colonies, the Burlington Hotel, and Bickerton's Private Hotel.

Distance from London, by sea, about 11,000 miles; from Hong Kong, about 850 miles. Local time, 8 hours in advance of Greenwich.

Population.—Foreigners, about 13,500. Chinese, about 600,000.

Banking and Exchange.—Circular notes and letters of credit issued and cashed and remittances made by draft or telegram. Foreign moneys exchanged.

Shipping and Forwarding Department.—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made for conveying goods to all parts of the world. Insurances effected.

Shanghai, in the province of Kiangsu, is one of the largest seaports in Asia, and at the same time one of the most interesting cities in the world.

Shanghai lies on the north side of the Woosung River, about 12 miles from its mouth in latitude $31^{\circ} 10' N.$, and longitude $121^{\circ} 30' E.$, at the junction of the Huangpo River with it.

The climate of Shanghai is generally allowed to be fairly healthy, and approaches nearest to Rome in mean temperature, while the winter temperatures of London and Shanghai are almost identical.

In October and November the weather is delightful, but the north-east winds, when the winter sets in, are extremely

cold and biting. The heat during July and August is excessive.

Our representative in uniform meets all tenders arriving at the landing stages to render assistance to holders of our tickets, and also to take instructions as to the disposal of traveller's luggage which will be landed and passed through the Customs and taken either to an hotel or any other address.

Currency.—This for all small matters is the Mexican dollar, valued at or about 1s. 10d., or forty cents (American) with twenty, ten and five cent. pieces. The visitor should call at Thos. Cook & Son's office (2/3, Foochow Road) on arrival, where a supply of local currency may be obtained. Besides the Mexican currency, which is that in which all retail business is transacted, the tael is largely used in mercantile transactions. All the foreign banks issue dollar and tael notes, from one to one hundred dollars, and a few native banks follow suit, but the stranger should be cautious of accepting these native notes as some of them are not received by the banks at par.

Conveyances: Rates for Hiring, etc.—It is a wise precaution to take the number of the carriage or ricksha when hiring.

Carriage Hire—Half day	...	...	...	\$4.00
" " Whole day	..	...	...	5.00
Ricksha Hire—Half hour	...	...	...	.20
" " One hour	...	...	...	.40
" " Half day	...	...	...	.80
" " Whole day	...	...	...	1.40

Telegraph Rates.—To Europe, all countries *via* Suez, \$2.50; U.S.A., \$2.65 to \$2.90; Canada \$2.75 to \$2.90; Australia, \$1.40; New Zealand, \$1.60; India, \$1.40; Hong Kong, 35 c.; Japan, 55 c.; Peking, 20 c.; Tientsin, 20 c.; Korea, \$1.05; Dalny, 20 c.

Tramways.—Shanghai is well served with its services of electric street cars.

Average fare, 6 cents per mile.

Tours arranged to all places of interest from Shanghai.

Complete arrangements made for houseboat trips, full particulars on application to the Shanghai Office, 2/3, Foochow Road.

The Yangtze River.

The Yangtze rises in the high plains of Thibet. Its length is estimated to be 3,000 miles. Next to the Amazon, the Yangtze is navigable a longer distance than any other river in the world. The largest ships in the world can travel in the summer as far as Hankow, a distance of 600 miles from the mouth of the river. Large freighters ply as far as Ichang, 400 miles further, at all seasons of the year. Native craft proceed with cargoes and boats as far as Soufu, about 500 miles from Ichang. The remaining 1,500 miles are a succession of impassable gorges and rapids of majestic grandeur, flanked by precipices thousands of feet high.

Scores of sumptuously appointed river steamers, owned by seven steamship companies, make the trip from Shanghai to Hankow in about four days. Boats leave Shanghai every night.

Travellers with sufficient time at their disposal should avail themselves of arrangements completed by Thos. Cook & Son for the trip through the gorges of the Yangtze.

The Indo-China, China Navigation, and China Merchants' Steam S.N. Co.'s have a sailing about every seven days from Hankow to Ichang, and from this point complete arrangements may be made beforehand at the Shanghai Office of Thos. Cook & Son for houseboats to be in readiness for the journey through the gorges, which extend from Ichang to Kweifu, a distance of 140 miles.

The arrangements made by Thos. Cook & Son are for good and well-found boats, reliable crews and also include an English-speaking cook boy, table linen, and requisites, a small stove in the sitting-room, and bedding—in short, all the necessary comforts for the journey.

The following is an itinerary of the journey from **Shanghai** *via* the Yangtze, North China and Korea to **Japan**.

Tickets and all information can be obtained at our Hong Kong, Shanghai and Yokohama Offices.

SATURDAY or SUNDAY.—Leave Shanghai according to Line selected.

WEDNESDAY or THURSDAY.—Due Hankow. Passengers remain on steamer paying \$5 (Mex.) per day, each person.

FRIDAY.—Leave Hankow by express train 10.45 a.m.

SATURDAY.—Arrive Peking 5 p.m. "Grand Hotel des Wagons-Lits." One week in Peking.

There is also an excellent service of steamers between Shanghai and Tientsin *via* ports, a steamer of one of the Lines leaving Shanghai almost daily, the passage to Tientsin occupying 3 to 4 days, ports of call being Tsingtau, Wei-Hai-Wei, Chefoo, according to Line selected.

DAILY.—Leave Peking 8.30 a.m. Corridor and Restaurant Car.

Arrive Shanhaikwan 6.20 p.m.

One day at Shanhaikwan. Railway Hotel.

Leave Shanhaikwan 7.35 a.m.

Arrive Mukden 6.10 p.m.

One or two days should be devoted to Mukden, Yamato Hotel at Station.

FRIDAY.—Leave Peking 7.20 p.m. by mail train with Restaurant Car.

SATURDAY.—Arrive Mukden 6.10 p.m.

or

TUESDAY.—Leave Peking 2.30 p.m. by Train de Luxe with sleeping and dining car.

WEDNESDAY.—Arrive Mukden 12.5 noon.

Side trip to Dalny and Port Arthur.

TUESDAY
THURSDAY and } Leave Mukden 5.15 a.m. Pullman Express.

SATURDAY
SATURDAY } Arrive Dalny 1.20 p.m. "Yamato Hotel."

Two or three days should be allowed for Dalny and Port Arthur.

SUNDAY
WEDNESDAY and } Leave Dalny 8.00 a.m. Pullman Express.
FRIDAY } Arrive Mukden 3.50 p.m.

Steamers of the Osaka Shosen Kaisha leave Dalny for Moji and Kobe every Sunday and Wednesday; passage two and three days respectively.

The N.Y.K. have a four-weekly service between Dalny and Chemulpo (s.s. *Santo Maru*, 2,032 tons), European food provided.

MUKDEN—SEOUL (Nandaimon.)

TUESDAY, THURSDAY, and SATURDAY. } Depart Mukden 5.30 a.m. Express train.
 } Arrive Antung noon.
 DAILY { Depart Antung (New Wiju) 2.0 p.m.
 { Arrive Seoul (Nandaimon) 12.50 a.m.

Passengers can remain the night in Sleeping Cars. "Sontag Hotel." Two or three days can be well spent at Seoul.

SECUL-KOBE

Depart Secul (Seidaimon) 9.30 a.m. Express train.
 Arrive Fusan 7.0 p.m.
 Depart Fusan 8.30 p.m. per steamer.
 Arrive Shimonoseki 7.30 a.m.
 Depart Shimonoseki 9.30 a.m.
 Arrive Kobe (*see also* p. 180) 10.29 p.m., or
 Depart Shimonoseki 10.20 a.m.
 Arrive Nagasaki 6.55 p.m.

YOKOHAMA.

Cook's Office—32, Water Street; Tel. Address, "Coupon."

Hotels—Grand, Oriental Palace, Belmont, Pleasanton.

Distance from London about 11,914 miles. Population about 380,000. Local time, 9 hrs. 19 mins. in advance of Greenwich.

Our Interpreter meets all mail steamers, and is at the disposal of passengers who wish to place their arrangements in our hands.

Banking and Exchange.—Payments are made on Letters of Credit, Circular Notes issued and cashed, and Foreign Moneys exchanged.

Shipping and Forwarding Department.—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where they will find a competent staff thoroughly equipped for undertaking business of this nature.

All shipments can be covered by Insurance under Lloyd's Policies at rates and conditions which can be had on application to our Agent.

Telegraph Rates.—To England and Europe, frs. 6.05 ; United States (N.Y.), frs. 6.65 ; India, frs. 5.05 ; Burma, frs. 5.30 ; Ceylon, frs. 5.16⁵.

Being the Official Passenger Agents of the Imperial Railways of North China, the Imperial Railways of Japan, the Korean and South Manchuria Railways, as well as of the principal local steamship lines, special facilities can be given for arranging tours through China, Korea, and Japan.

By arrangement between the P. & O. Company, N.D.L., etc., and the Canadian Pacific, Pacific Mail, and Toyo Kisen Kaisha Lines, also the Great Northern S. S. Co., and various Atlantic Steamship Companies, we can issue Round-the-World tickets, connecting with the steamers for or from Vancouver, Seattle, and San Francisco. First Class fare, *via* China and Japan, £137 10s.

Round-the-World tickets can also be issued *via* Australia, the Canadian-Australian Line, and Vancouver, or including Australia, China, Japan and America. Fares quoted on application.

The Pacific Mail and Toyo Kisen Kaisha Companies have frequent sailings between Hong Kong, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu (Hawaiian Islands) and San Francisco, and on the voyage from San Francisco the steamers occasionally call at Manila (Philippine Islands).

The Canadian Pacific Railway Company's Mail steamers proceed from Hong Kong to Vancouver *via* Shanghai, Nagasaki, Kobe and Yokohama, usually through the Inland Sea of Japan. Departures about every three or four weeks ; there are also intermediate sailings.

The Great Northern S. S. Co.'s steamers leave Hong Kong at regular intervals for Nagasaki, Kobe, Yokohama and Seattle.

The Steamers of the Canadian-Australian Line sail at monthly intervals between Sydney and Vancouver, calling at Brisbane, Suva (Fiji) and Honolulu ; there are also connections from Auckland *via* Suva.

Tours in Japan arranged at an **inclusive rate per day**, including all expenses of Hotels, Travel, Sight-seeing, etc., with services of competent Guide.

Tours have also been organised over a variety of routes in Japan at rates inclusive of all expenses of Hotels, Travel, Sight-seeing, etc, with or without the services of a Guide. Itineraries, fares and all particulars may be obtained on application to our office in Yokohama, Hong Kong or Shanghai.

The following is a specimen itinerary of a tour in Japan occupying thirty days, beginning at Yokohama and ending at Kobe (or the tour may be made in the reverse direction).

1st	Day	{	Leave Yokohama, 11.45 a.m.
			Arrive Tokyo (Shimbashi Station), 12.40 p.m.
2nd	"	{	In Tokyo.
3rd	"		
4th	"		
5th	"	{	Leave Tokyo (Uyeno Station), 11.0 a.m.
			Arrive Nikko, 3.44 p.m.
6th	"	{	In Nikko. Excursion to Lake Chuzenji and return.
7th	"		
8th	"		
9th	"	{	Leave Nikko, 9.20 a.m.
			Arrive Yokohama, 4.15 p.m.
10th	"	{	In Yokohama. Excursion to Kamakura and Enoshima.
11th	"		
		{	Leave Yokohama, 9.10 a.m.
			Arrive Kodzu, 10.33 a.m.
12th	"		Leave " (By Electric Car).
			Arrive Yumoto (1 hour).
			Leave " (By Jinricksha).
			Arrive Miyanoshita (1½ hours).
13th	"	{	In Miyanoshita. Excursion to Lake Hakone.
14th	"		
15th	"		
		{	Leave Miyanoshita for Yumoto and Kodzu.
16th	"		Arrive Kodzu (2½ hours).
			Leave " 1.17 p.m.
			Arrive Shidzuoka, 5.01 p.m.
17th	"	{	Leave Shidzuoka (Express Train, 12.40 p.m.).
			Arrive Nagoya, 5.02 p.m.
18th	"	{	In Nagoya.
			Leave Nagoya, 5.10 p.m.
19th	"	{	Arrive Kyoto, 9.04 p.m.
20th	"		
21st	"	{	In Kyoto. Excursion to Lake Biwa and Hozu Rapids and Nara.
22nd	"		
23rd	"		
24th	"		
25th	"		
26th	"		

27th Day	{	Leave Kyoto.
	{	Arrive Osaka (1 hour).
28th "	{	Leave Osaka.
	{	Arrive Kobe (under 1 hour).
29th "	{	In Kobe (<i>see</i> also p. 179).
30th "	{	

Fares vary according to the number of participants, and will be quoted on application at any of our offices.

Through tickets, giving a large choice of routes in America or Canada, and affording opportunities for breaking the journey at all places of interest, are issued by us at greatly reduced rates. Special reductions made to missionaries, and to officers of the civil, naval and military services booking through to Europe.

LIST OF HOTELS

at which our Coupons (Far Eastern Series) are accepted.

Series "A" at 6 Yen (12s. 6d.) per day, and Series "B" at 8 Yen (16s. 8d.) per day,

Providing for Bedroom, lights and attendance, early morning tea, breakfast, tiffin, afternoon tea and dinner.

Arima.—Arima Hotel.
Canton.—Victoria Hotel. §
Changchun.—Yamato Hotel. §
Dairen.—Yamato Hotel.
Harbin.—Grand Hotel.
Hong Kong.—Hong Kong Hotel.
Kamakura.—Kaihin-in-Hotel.
Karuizawa.—{ Mampei Hotel.
 { Mikasa Hotel.
Kobe.—{ Oriental Hotel. §
 { Tor Hotel. §
 { Mikado Hotel.
Kyoto.—{ Kyoto Hotel.
 { Miyako Hotel.
Lake Chuzenji.—Lakeside Hotel.
Macao.—{ Macao Hotel.
 { Boa Vista Hotel.
Miyanoshita.—Fujiya Hotel.
Miyajima.—Miyajima Hotel. §
Mukden.—Yamato Hotel. §
Nagoya.—Nagoya Hotel.

Nara.—Nara Hotel.
Nikko.—{ Kanaya Hotel.
 { Nikko Hotel.
Osaka.—Osaka Hotel.
Port Arthur.—Yamato Hotel. §
Shimonoseki.—Sanyo Hotel.
Seoul, Korea.—Sontag Hotel.
Shanghai.—{ Astor House Hotel.
 { Palace Hotel.
Shanhaikwan.—Railway Hotel.
Tientsin.—Imperial Hotel.
 { Imperial Hotel. §
Tokyo.—{ Seiyokan Hotel.
 { Hotel Central.
Yamada.—Gonikai Hotel.
 { Grand Hotel. §
 { Oriental Palace
 { Hotel. §
Yokohama.—{ Club Hotel.
 { Hotel Pleasanton.

§ Series "A" coupons will not be available at these hotels except on payment of a supplement according to room occupied.

Hotel Coupons for Australia and New Zealand, from 8s. to 12s. per day.

For list of Hotels in Australia and New Zealand, accepting Cook's Hotel Coupons, see "*Cook's Australasian Traveller's Gazette*," published monthly.

INDIA TO ENGLAND,

Via CHINA, JAPAN, AND THE UNITED STATES.

Allowing breaks of Journey at all Places of Interest.

Tour No. 1.—From Bombay or Calcutta by P. & O. fortnightly steamer to Colombo, Penang, Singapore, and Hong Kong; thence by Pacific Mail, or Toyo Kisen Kaisha steamer *via* Shanghai, Nagasaki, the Inland Sea of Japan, Kobe, Yokohama, and Honolulu to San Francisco (or by Great Northern Co.'s steamer *via* Japan to Seattle); rail to New York; steamer to England, and rail to London.

First Class throughout .. Rs. 1,551.

Tour No. 2.—From Bombay or Calcutta by P. & O. fortnightly steamer to Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe, the Inland Sea of Japan, Yokohama; thence by Pacific Mail, or Toyo Kisen Kaisha steamer *via* Honolulu to San Francisco (or Great Northern S. S. Co. to Seattle); thence rail or steamer to Vancouver (Canadian Pacific), Port Arthur and Montreal; thence steamer to Europe; or *via* St. Paul and Chicago direct lines to New York, and thence to England, as per Tour No. 1

First Class throughout .. Rs. 1,618.8.

Tour No. 3.—From Bombay or Calcutta by P. & O. fortnightly steamer to Hong Kong and Shanghai; thence by Nippon Yusen Kaisha steamer *via* Nagasaki and the Inland Sea of Japan to Yokohama; thence by Pacific Mail or Oriental S. S. Co.'s (Toyo Kisen Kaisha) steamer to San Francisco (or by Great Northern Co.'s steamer *via* Japan to Seattle); thence to England, as per Tour No. 1.

First Class throughout .. Rs. 1,729.8

N.B.—Supplementary tickets for travelling *via* Toronto, the St. Lawrence, Thousand Islands, Montreal and the Hudson are also issued at a slight additional cost.

Tour No. 4.—From Calcutta by the weekly China steamers direct to Penang, Singapore, Hong Kong; thence by the Pacific Mail or Oriental S. S. Co.'s (Toyo

Kisen Kaisha) steamers *via* Shanghai, Nagasaki, the Inland Sea, Yokohama and Honolulu to San Francisco; or by Great Northern S. S. Co. to Seattle (omitting Honolulu); thence to England as per Tour No. 1.

First Class throughout .. Rs. 1,323.

Tour No. 5.—From Calcutta by the B. I. Mail steamer to Rangoon, Penang, Singapore; thence by P. & O. fortnightly steamer to Hong Kong; thence to England, as per Tour No. 1.

First Class throughout .. Rs. 1,355.

Via AUSTRALIA, CHINA, JAPAN AND THE UNITED STATES.

Tour No. 6.—From Bombay or Calcutta, *via* Colombo, by P. & O. steamer to Fremantle, Adelaide, Melbourne, and Sydney, *via* Queensland Ports to Batavia, Singapore, P. & O. steamer to Hong Kong, and *via* Shanghai, Nagasaki, and Inland Sea of Japan to Yokohama, and thence to England as per Tour No. 1.

First Class Rs. 2,258.

Tour No. 7.—Same as Tour No. 6 to Sydney; thence *via* Queensland Ports, Port Darwin, Hong Kong, Nagasaki, Inland Sea of Japan, Kobe, Yokohama, San Francisco (or Seattle) to New York, and thence to England, as per Tour No. 1 (including through rate Sydney to London by China Navigation Co.).

First Class Rs. 2,055.

Tour No. 8.—From Bombay or Calcutta by P. & O. steamer to Penang and Singapore, thence Batavia and Queensland Ports to Brisbane, Sydney, Port Darwin, Hong Kong, thence *via* Shanghai, Nagasaki, Inland Sea of Japan, Kobe, Yokohama, as per Tour No. 1 (including through rate Sydney to London by China Navigation Co.).

First Class Rs. 2,090.

Second Class Passengers are not carried on the Pacific Mail and Oriental S. S. Companies' steamers to San Francisco. To passengers desirous of travelling Second

class by P. & O. steamer to China, Japan, or Australia, the following reductions will be made:—

To Hong Kong	Rs. 198.
„ Shanghai or Yokohama	„ 215.
„ Melbourne or Sydney	„ 115.8.

The foregoing examples of Itineraries are but a few of the many that can be arranged, and which may be modified to suit individual requirements.

Fares subject to change.

ROUTES ACROSS THE UNITED STATES.

(Subject to change.)

Passengers holding PACIFIC MAIL or TOYO KISEN KAISHA (Oriental) STEAMSHIP COMPANIES' Trans-Pacific Orders from China or Japan *via* San Francisco, must have them exchanged at Hong Kong for tickets, according to current arrangements, which will be available to travel from San Francisco to New York by one of the under-mentioned routes:—

1. Southern Pacific Company, *via* Ogden, and Union Pacific, or Denver and Rio Grande, and any of the lines running east from Council Bluffs or Kansas City.
2. Santa Fé Railway, Merced or Berenda (for Yosemite Valley), Williams (for Grand Canon of the Colorado, in Arizona), Albuquerque, Topeka, Kansas City, Chicago, or St. Louis.
3. Southern Pacific Railway (Coast Line or *via* Merced and Fresno) to Los Angeles, Santa Fé Railway, Williams, Albuquerque, Kansas City, St. Louis, or Chicago.
4. Southern Pacific Company to Los Angeles, thence Salt Lake Route to Salt Lake City or Ogden, thence as per Route 1.
5. Southern Pacific Company (Sunset Route) *via* New Orleans.
6. Western Pacific Railway to Ogden, Denver and Rio Grande to Denver. Choice of lines running east *via* Omaha or Kansas City.
7. Southern Pacific Company (Shasta Route) to Portland, Oregon Railroad and Navigation Company to Ogden, thence Union Pacific or Rio Grande Western R.R., Denver and Rio Grande R.R. and connections.

8. Southern Pacific Company (Shasta Route) to Portland, thence *via* Northern Pacific Route and connections.

9. San Francisco, Vancouver, thence Canadian Pacific Route (\$25 additional charge for this route if "stopovers" desired).

Passengers by the GREAT NORTHERN S.S. Co. have choice of the following routes (subject to change):—

1. *Via* Great Northern or Northern Pacific Railway to St. Paul or Minneapolis, thence to Chicago.

2. *Via* Great Northern Railway, Spokane, Huntington, Ogden, Omaha (or *via* Kansas City) to Chicago or St. Louis.

3. *Via* Great Northern or Northern Pacific Railway, Spokane, Billings, Omaha (or *via* Kansas City) to Chicago or St. Louis.

4. *Via* Great Northern Railway, Spokane, Huntington, Salt Lake City, Glenwood Springs, Manitou (for Pike's Peak and Garden of the Gods), Colorado Springs, Denver, Omaha (or *via* Kansas City) to Chicago or St. Louis.

5. *Via* Great Northern Railway, Spokane, Huntington, Ogden, Cheyenne, Denver, Kansas City, St. Louis.

6. *Via* Great Northern Railway, Spokane, Billings, and Kansas City to St. Louis.

From Chicago or St. Louis, passengers are granted choice of direct routes to New York and other Atlantic Ports.

7. *Via* Great Northern or Northern Pacific Railway to St. Paul, Minneapolis or Duluth, thence *via* North Bay and Toronto or Montreal to New York.

NOTE.—We would particularly call the attention of Trans-Pacific passengers to the fact that facilities as to routes across America, by which travellers from Trans-Pacific points can obtain forwarding, are constantly changing, and frequently it is not possible to obtain definite information on this point until the port of debarkation in the United States is reached; therefore we can accept no responsibility in regard to the overland routes named herein. Latest obtainable information and facilities will always be cheerfully furnished by our representatives, with whom our clients are recommended to place themselves in communication as occasion may necessitate.

SAN FRANCISCO.

Cook's Office—689, Market Street,

where full information regarding the various routes, side trips and local sightseeing can be obtained. Population (1912), estimated at 485,000. Local time, 8 hrs. 9 mins. behind Greenwich.

Clients can consult our representative at San Francisco before exchanging the orders they hold for overland tickets.

Our Agent will, if required, secure Pullman accommodation by any route selected, it being of course understood that the cost thereof is not included in the through overland fare. Side trips for visiting the Yosemite Valley, Mariposa Big Trees, Mount Tamalpais, Lake Tahoe, in the heart of the Sierra Mountains, Alaska, Yellowstone Park, Grand Cañon of the Colorado, etc., can be arranged at our San Francisco office.

Travellers for Europe passing through the United States will do well to reduce the baggage they will require during the journey to a reasonable limit, and will save themselves a great deal of trouble and unnecessary expense by checking, under the baggage check system, any large pieces, such as trunks, Saratogas, etc., through from San Francisco or Seattle to New York, there to await their departure for Europe.* Our Agent in San Francisco will explain the system for the checking of baggage, and point out the various available routes through the States, with their respective scenic and other advantages; a call at our San Francisco office is, therefore, recommended.

Postage on ordinary letters to Great Britain and Ireland, 2 cents (1d.) per oz.

Passengers' letters and cablegrams, if addressed to the care of our San Francisco or other American offices, will be kept until called for, or dealt with as the passenger may instruct.

* The duty on curios and bric-à-brac is very heavy in the United States; consequently, to avoid such expense, through travellers to Europe are advised to ship home direct any articles they may buy in India, China, Japan, etc., and not carry their purchases with them through America.]

Tickets for Tours Nos. 1 to 6 on pp. 185-186 may be purchased, including the cost of Sleeping Car berths and meals, if continuous journey is made by direct route across the United States from San Francisco to New York.

Sleeping and Drawing-room Cars are attached to all through trains, and an extra charge over the railway fare is made for their use. The accommodation is limited, and travellers on arrival in San Francisco or Seattle should give immediate attention to the reservation of their berths for the date on which they wish to leave the city. The charges for sleeping berths vary according to the journey being performed; for instance, for sleeping berths in Pullman Cars the charges are:—

	Lower Berth.		
Double berth, San Francisco to Ogden	\$5.00
" Ogden to Omaha	6 00
" Omaha to St. Louis or Chicago	2.50
" San Francisco to Chicago	13.00
" Seattle to St. Paul	11.00
" St. Paul to Chicago	2.00
" St. Louis to New York	6.00
" Chicago to New York..	5.00
Drawing Room, San Francisco to Chicago	46.00
Chicago to New York	18.00

The charge for Upper Berths in Pullman Cars is slightly less.

It should be noted that there are some trains on the American Railroads composed exclusively of Pullman (*i.e.*, Drawing Room, Dining, and Sleeping) Cars, and, before being valid for travel by such trains, ordinary tickets must be supplemented by the necessary extra payment for travelling thereon.

Meals on the trains are usually served *à la carte*.

American Money, Drafts, etc.

Our offices in India issue Letters of Credit, Circular Notes, and Drafts payable in America. Our San Francisco Agent, at Monadnock Building, 689, Market Street, will always exchange any money, cash letters of credit and circular notes, at the current rates of exchange. *For List of our American and Canadian Offices see pages 201-4.*

INDIA TO ENGLAND,

Via CHINA, JAPAN, AUSTRALIA, AND THE
CANADIAN PACIFIC ROUTE,

Allowing break of journey at all places of interest en route.

Through tickets are now issued at the following rates :—

Tour No. 14.—From Bombay or Calcutta by P. & O. fortnightly steamer *via* Colombo, Penang and Singapore to Hong Kong; Canadian Pacific Railway Co.'s steamer direct *via* Shanghai, Nagasaki, and the Inland Sea to Kobe, Yokohama, Victoria, Vancouver; Canadian Pacific Railway *via* Montreal, or *via* Toronto and Niagara Falls (or steamer across Lakes Superior and Huron) to New York; steamer to England; rail to London.

First Class Rs. 1,552.

Tour No. 15.—From Bombay or Calcutta by P. & O. fortnightly steamer to Yokohama *via* Colombo, Penang, Singapore, Hong Kong, Nagasaki, and the Inland Sea of Japan; thence to England, as per Tour No. 14.

First Class Rs. 1,633.8.

Tour No. 16.—From Bombay or Calcutta by P. & O. fortnightly steamer *via* Colombo, Penang, Singapore, and Hong Kong to Shanghai; Japan Mail steamer *via* Nagasaki and Inland Sea of Japan to Yokohama; thence to England, as per Tour No. 14.

First Class Rs. 1,701.8.

Tour No. 17.—From Calcutta by fortnightly China steamer to Hong Kong, Canadian Pacific, Pacific Mail, or N. Y. K. steamer *via* Nagasaki and Inland Sea of Japan to Yokohama; thence to England, as per Tour No. 14.

First Class throughout .. Rs. 1,497.8.

Tour No. 18.—From Calcutta by fortnightly China steamer to Hong Kong; Canadian Pacific steamer *via* Shanghai, Nagasaki, and *via* the Inland Sea to Kobe, Yokohama, Victoria, Vancouver, Canadian Pacific Railroad to New York; thence to England, as per Tour No. 14.

First Class throughout .. Rs. 1,323.

Tour No. 19.—From Calcutta by B. I. Mail steamer to Rangoon, Penang, Singapore; thence P. & O. steamer to Hong Kong, same as Tour No. 14.

First Class Rs. 1,355.

Tour No. 20.—From Bombay or Calcutta, by P. & O. Steamer to Fremantle, Adelaide, Melbourne, Sydney, thence *via* Queensland Ports to Batavia, Singapore; P. & O. to Hong Kong, thence to England, as per Tour No. 14.

First Class Rs. 2,258.

Tour No. 21.—Same as Tour No. 20 to Sydney, thence *via* Queensland Ports, Port Darwin, Hong Kong, *via* Nagasaki, Inland Sea of Japan and Kobe to Yokohama, thence to England, as per Tour No. 14 (including through fare from Sydney to London by China Navigation Company).

First Class Rs. 2,055.

Tour No. 22.—From Bombay or Calcutta by P. & O. Steamer to Singapore, thence to Batavia and *via* Queensland Ports to Sydney, Port Darwin, Hong Kong, thence to England, as per Tour No. 14.

First Class throughout .. Rs. 2,090.

Children under twelve, half fare.

Fares subject to change.

The foregoing examples of Itineraries are but a few of the many that can be arranged, and which may be modified to suit individual requirements.

Tickets and full information relative to the "Canadian-Australian" Route from Sydney, *via* Fiji and Honolulu to Vancouver to Europe, with option of the various routes between the Pacific and Atlantic coasts as shown, can be obtained at the offices of THOS. COOK & SON, the benefit of special combination rates being afforded to passengers *via* P. & O. and Canadian-Australian Lines.

A Special Reduced Rate.—Special rates (first class only) are granted to missionaries and officers (and their families) of the military, naval, and civil services, who book through to Europe. This concession does not apply to bookings *via* Australia.

Immediately on arrival at Vancouver, passengers must exchange their ticket orders at the ticket office of the Railway. Sleeping accommodation on the cars can then be secured. If an alteration for an authorised route is desired, it can then be made on payment of the difference in fare, if any, to the ticket agent at Vancouver.

The journey from Vancouver to Montreal occupies five days, and is made without change of carriage, through some

of the grandest scenery in the world. During the summer months observation cars are attached to the trains whilst crossing the mountains, and passengers are thereby enabled to view, without interruption or inconvenience, the magnificent panorama before them.

Routes.—FIRST CLASS PASSENGERS from Japan to Europe and to Eastern points U.S.A. and Canada have choice of the following routes, on payment of extra charge when so shown :—

SUBJECT TO CHANGE.

- Route 1.**—Canadian Pacific Railway main line to Montreal, thence direct rail lines to Quebec, St. John, N.B., Halifax, Boston or New York.
- Route 2.**—Canadian Pacific Railway main line to Sudbury, thence rail to Toronto *via* Muskoka Route and then on to Montreal (either *via* Ottawa or direct), thence to Quebec, St. John, N.B., Halifax, Boston or New York.
- Route 3.**—Canadian Pacific Railway main line to Sudbury, thence rail to Toronto *via* Muskoka Route and *via* Niagara Falls (Lake or Rail in summer, Rail in winter) or Buffalo, and direct rail lines to New York or Boston.
- Route 4.**—Canadian Pacific Railway to Revelstoke, thence by branch line to Arrowhead, steamer to West Robson, rail to Nelson, steamer to Kootenay Landing, rail through the Crowsnest Pass, joining the main line at Medicine Hat, and thence choice of Routes 1, 2, and 3 to Atlantic seaboard.
- Route 5.**—Canadian Pacific Railway, as Routes 1 or 4 to Moose Jaw, thence Soo-Pacific Line, *via* Minneapolis, St.-Paul and Sault Ste.-Marie to Toronto or Montreal, and *via* Routes 1, 2, or 3 beyond.
- Route 6.**—Canadian Pacific Railway, as Routes 1 or 4 to Winnipeg, thence *via* Minneapolis, St. Paul and Sault Ste. Marie to Toronto or Montreal, and *via* Routes 1, 2, or 3 beyond.
- Route 7.**—Canadian Pacific Railway, as Routes 1 or 4 to Moose Jaw, thence Soo-Pacific Line, Minneapolis, St. Paul, and direct rail lines *via* Chicago and Detroit to Toronto, and *via* Routes 2 or 3 beyond.
- Route 8.**—Canadian Pacific Railway, as Routes 1 or 4 to Moose Jaw, thence *via* Soo-Pacific Line, Minnea-

polis, St. Paul, Chicago, and direct rail lines to New York or Boston.

Route 9.—Canadian Pacific Railway, as Routes 1 or 4 to Winnipeg, thence *via* Minneapolis or St. Paul, direct rail lines *via* Chicago and Detroit to Toronto, and *via* Routes 2 or 3 beyond.

Route 10.—Canadian Pacific Railway, as Routes 1 or 4 to Winnipeg, thence *via* Minneapolis, St. Paul, Chicago and direct rail lines to New York or Boston.

Route 11.—Rail or steamer Vancouver to San Francisco, thence *via* Ogden to the Atlantic seaboard (Montreal, Quebec, St. John, N.B., Halifax, Boston, or New York) by choice of direct lines. Trans-Pacific or Round-the-World Passengers between the ORIENT or AUSTRALASIA and EUROPE only, can be booked by this Route.

Passengers by route 11 will be charged £6. 5s. extra if continuous passage is to be made between San Francisco and Portland, Ore., by rail or steamer, or between San Francisco and Victoria by steamer. If stopover is desired between San Francisco and Portland the charge will be £7. 5s. A deduction of £6 will be made for meals and Sleeping Car berth, which must be arranged for by the passenger.

Lake Route.

The overland journey east of Fort William or Sault Ste. Marie (Routes 1, 2, 3, 4, 5, and 6) during the summer months (between 1st May and 15th November) can be varied without additional charge, passengers having the option of journeying by the Lake Route of the Canadian Pacific Railway Co.'s Steamships between Fort William and Owen Sound, through Lakes Superior and Huron, *via* Sault Ste. Marie. Meals and berths on the Lake Steamships are included in the first-class overland passage.

Niagara Falls Side Trip.—Passengers travelling *via* Toronto and embarking at Montreal, Quebec, St. John, N.B., or Halifax, will be given, *on application at Vancouver only*, free tickets for side trip Toronto to Niagara Falls and return. Passengers travelling *via* Toronto and Montreal and embarking at Boston or New York, will be furnished, *on application at Vancouver*, with side trip tickets Toronto to Niagara Falls and return, by rail, on

payment of 17s. 11d., or from about 24th May to 15th September, by steamer, on payment of 9s. 3d.

Variations in Overland Route on Extra Payment.—Passengers can make the following variations in route (during summer only, about June 1st to September 15th) on payment of the extra amounts named, at starting point or at Vancouver. Between—

£ s. d.

Toronto and Montreal by steamer instead of rail 1 17 0

Toronto and Montreal by steamer between Kingston and Montreal, instead of all rail 0 18 6

Montreal and New York *via* Lake George, instead of direct 0 4 2

The journey between Montreal and New York during the summer months can be made *via* steamers on Lake Champlain and the Hudson River without extra charge.

Meals and berth are extra on the steamers between Toronto or Kingston and Montreal, and between Montreal and New York.

Meals and Berths on Railway.—*Sleeping Cars, First Class*, equal any in the world, and are supplied with bathrooms and all toilet requisites. Accommodation in them is sold only to passengers holding first-class railway tickets. Through sleeping car and meal tickets are included in the through fares to Atlantic seaboard ports by Routes 1, 2, or 3, but meals and berth will not be included between Niagara Falls and Boston, or Niagara Falls and New York, except by the New York Central and Hudson River Railroad and the direct lines from Montreal to New York. This applies only to passengers between the Pacific and Atlantic, *en route* from Trans-Pacific points.

NOTE.—*In view of the fact that fares, routes, and general arrangements in regard to travel to Europe from Trans-Pacific points are constantly changing, THOS. COOK & SON beg to state that they cannot guarantee that the foregoing particulars and facilities will be in operation at the time passengers may be travelling, and it is therefore essential that the passengers' full requirements should be indicated at the time of booking in order that latest information may be furnished.*

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Autocar	1	3	4
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British Journal of Photography	0	15	2
British Medical Journal	1	12	6
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Truth, and Christmas Number (thin edition) ..	1 13 4
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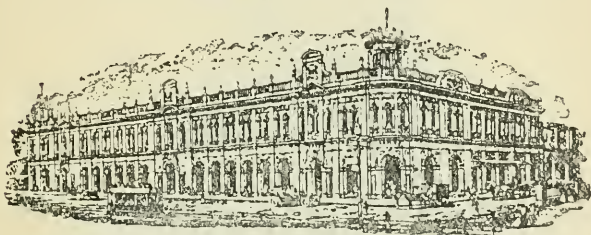
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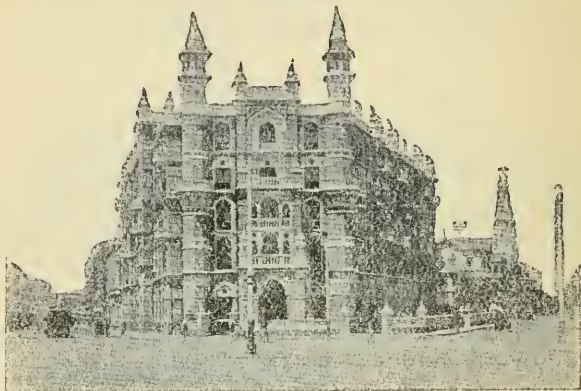
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(Signed) E. M. BAYLEY, Major,

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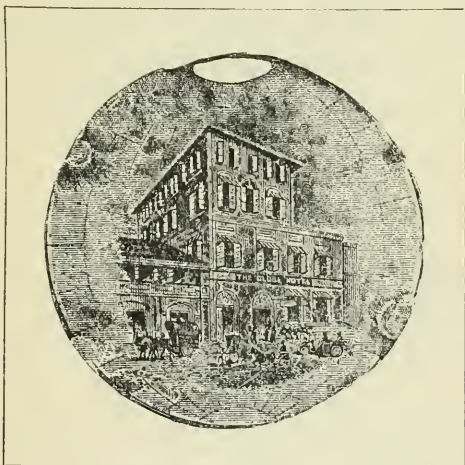
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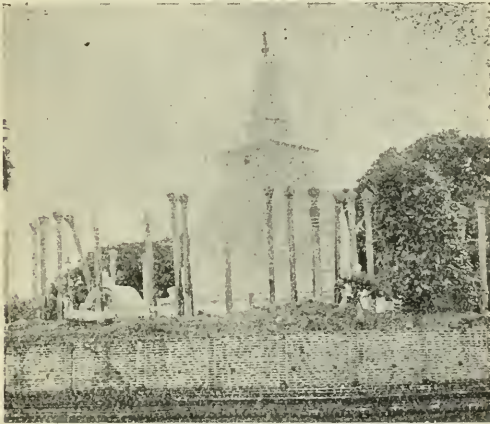
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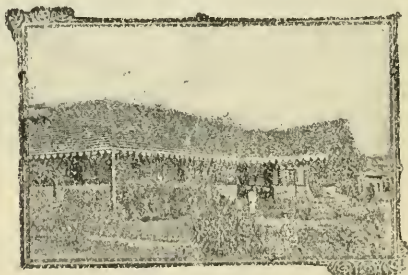
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