

Tourist's Itinerary 1887

*An Itinerary Guide for Tourists*

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*The  
Pacific  
Steam Navigation Company.  
Official Guide  
To Which is Appended A  
Tourist Guide,  
Specially Prepared with Maps & Plans  
For The use of  
Passengers Visiting Great Britain and the Continent of  
Europe, or the United States and Canada.*

#### Preparations For The Journey.

THE traveller in search of health or amusement requires no further preparation for his journey than that, having put his house in order, he should “ put money in his purse,” so as to be able to meet the claims which will be made upon him at every step he takes. But if traveling is to be instructive, it is absolutely necessary that we should know something of the history, literature, and arts, the social and political condition, and the geography of the countries which we are about to visit. The scientific or professional traveller, as a matter of course, carefully prepares himself for his journey, and the tourist too may largely add to his enjoyment by acting in a similar manner. The contemplation of the ruins of by-gone ages will interest him far more if he knows something more of the history of their rise and fall than can be conveyed in a Guide Book, however copious it may be, whilst the institutions of foreign countries can be judged fairly only if we know something of their growth. Need we say, that some knowledge of one's own native country is equally indispensable, in order to enable one *fairly* to judge other countries. How many are there not who are but very imperfectly acquainted with the resources, the virtues, and failings of their native land, who have never been able to spare the time from business or pleasure to inquire into such subjects, and might frequently be put to shame by an “ intelligent foreigner,” who has been at some pains to ascertain the truth about them ! Let such travellers beware of forming harsh opinions on what they see abroad !

And to travellers of all classes we say : you must be prepared to sacrifice some comforts to which you have been accustomed ; you exchange a home prepared with special reference to your individual wishes for an hotel or inn ; you have to contend with the importunities of guides and showmen, and to accommodate yourself to the manners and customs of a foreign people ; you have to submit to the discomforts of steamers and railroads. But we say, let none of these ruffle your temper. Start with a determination of enjoying yourself, in spite of everything calculated to mar your pleasure, and the money expended will have been expended profitably.

TRAVELLING SEASON. This must depend to some extent upon the objects which the traveller has in view. London should certainly be visited in May, June, or July ; that is during the “ season,” when the Queen holds Drawing Rooms and Levées, Parliament is sitting, the

principal Art Exhibitions and the Opera Houses are open, and the presence of the fashionable world lends features to the town which are more or less absent during the remainder of the year. Those travellers who take an interest in *Horse Racing* should manage to be in London on the Derby Day (Wednesday before Whit Sunday), when the most celebrated races of the year take place on Epsom Downs, attracting hundreds of thousands of spectators. Other important races are the Epsom Spring Meeting, on the second Tuesday after Easter, the Craven Meeting at Newmarket on Easter Tuesday, the Spring Meetings at Newmarket on the second Thursday and fifth Tuesday after Easter, and the fashionable Ascot Races on the second Tuesday after Whit Sunday.

The *Hunting Season* extends from October to March (the “meets” are advertised in the *Field* and other newspapers). The *Shooting Season* extends from the 12th August to the 1st February.

TRAVELLING EXPENSES naturally depend upon the wants of the traveller. Living at first-rate hotels, including attendance and all meals, but no wines, costs from 12s. to 20s. per day, and this expenditure need not be exceeded if a portion of the meals be taken at a first-class restaurant. In the country the expenses are somewhat less. Travellers of more moderate means may find suitable accommodation for about £2 a week.

PASSPORT.—No passport is asked for on entering or leaving the United Kingdom, but subjects of States in which passports are compulsory are required to produce one when calling for a letter at the *Poste Restante*.

CUSTOMS REGULATIONS.—The only articles upon which Customs duties have to be paid are cigars, tobacco, wines, beer, spirits of all kinds, malt, dried fruit, tea, coffee, vinegar, cocoa, chocolate, chicory, playing cards, gold and silver plate. Travellers are allowed duty free one pint of drinkable spirit, half-pint of liqueur or perfumed spirit, and half-pound of cigars or tobacco. They may likewise import five pounds of cigars or tobacco on payment of 5s. 6d. per pound. All other articles liable to duty must pass through the Custom House, and their presence among the traveller’s luggage would expose him to vexatious delay and expense. Reprints of books enjoying English copyright are confiscated.

DRESS.—We advise all travellers (American especially), to restrict their luggage to what is absolutely necessary during the journey, and to supplement it by purchases made in this country, where most articles usually required by travellers can be supplied at a cheaper rate than anywhere else in Europe.

LETTERS OF INTRODUCTION may prove of immense service to a stranger, and if written by friends of influence, are certain to insure the bearer a cordial and hospitable reception. An introduction to the Ambassador of his country is of value, for it enables the foreigner to obtain access to certain government establishments and private collections which are otherwise closed against him.

RAILWAYS cross the country in all directions, and though their management may be inferior in some respects to that of foreign lines, they afford the public more frequent trains and higher speed.

The carriages on some lines leave much to be desired. *Saloon and sleeping carriages*, however, have recently been introduced in connection with most through trains.

The Companies are bound by Act of Parliament to dispatch daily a so-called Parliamentary or Government train in each direction, for which the charge must not exceed a penny a

mile ; but several of the more important amongst them now find it is their interest to attach 3rd class carriages to most of their express trains, and speed may thus be combined with economy.

*Return tickets* are issued universally, as are also *tourist* and *season tickets*. Ordinary return tickets are available for two or more days, according to the distance ; but this varies on different lines.

*Excursion trains* convey passengers at very low fares ; but are very crowded, travel slowly, and not otherwise desirable.

*Foot-warmers* are supplied during winter. *Smoking carriages* are attached to each train, and smoking in a compartment not set apart for that purpose involves a fine of 40s.

*Ladies carriages* are to be found in most trains.

The *tickets* are issued up to the time the train starts ; but travellers, especially if they have luggage, should be at the station ten minutes before that time. A list of fares is suspended close to the ticket clerk's window.

Tickets are usually asked for on stepping upon the platform, and on arrival at the place of destination. Travellers found without a ticket are liable to pay for the whole distance the train has travelled ; and persons making use of a class superior to that for which they have paid, must either pay the difference or are liable to a penalty, in case they are suspected of fraud.

LUGGAGE.—Every passenger is entitled to the free conveyance of 50lbs. (1st class 100lbs.) of luggage. The passenger should see that his luggage is labelled on reaching the platform, for the company is liable for loss only if this has been done ; and on reaching his destination he should at once claim his luggage. Unclaimed luggage is taken to the cloak room.

GRATUITIES.—Railway servants are not permitted to accept gratuities, a regulation “ more honoured in the breach than in the observance.”

WAITING ROOMS.—These are accessible to the general public.

RESTAURANTS.—Some of these are superior, especially in London.

INSURANCE TICKETS are issued to passengers on payment of 2d. or 3d. to the ticket clerk ; but these do not cover accidents caused by the wilful act of the insured.

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CHESTER TO CONWAY JUNCTION, 43 miles in 1 hour, 50 minutes. On leaving Chester we cross the Dee on a high viaduct, and enter Flintshire in Wales. “ Sealand,” a low plain gained from the sea, on the right, and then along the estuary of the Dee to *Flint*, (castle ; Hawarden, the country residence of Mr. Gladstone, is seen to the left). Near *Holywell*, a miraculous spring, much resorted to in former times. We cross the marsh of Gwespyr, at the mouth of the Dee, and then turn to the west. *Rhyl*, is a small watering-place at the mouth of the valley of the Clwyd. The marsh of Rhuddlan, where King Offa of Mercia annihilated Caradoc's Welsh army, on the left. From Llandudno junction there is a branch line to

*Llandudno* (3 miles), a favourite watering place close to the Great Orme's Head.

CONWAY, 2,620 inhabitants, is an old walled city with castle, at the mouth of the valley of the Conway.

CONWAY TO BETTWS-Y-COED, 16 miles (by rail). The valley of Conway is one of the most delightful in North Wales. Steamers sometimes ascend the river as far as *Trefriw*, 10 miles above Conway, and they are preferable to the railway.

BETTWS-Y-COED TO CHAPEL CURIG, 6 miles (carriage-road) up the picturesque valley of the Llygwy.

CAPEL CURIG TO LLANBERIS, 10 miles (carriage road) up the valley past the Mymbyr lakes to “Gorphwysfa” (i.e. place of rest) on the height of the pass of Llanberis, and down the pass, past Llanberis village and Llyn Beris lake to the Dolbadern Inn, or Victoria Hotel.

SNOWDON, 3,571 feet, can be ascended from either of the hotels, in 2½ hours. Pedestrians should descend through the valley of Crom Dyll and pass the mountain lakes Glaslyn and Llyn Llydaw, to Gorphywysfa (9 miles), returning thence to Llanberis and Dolbadern (5 miles.)

#### LLANBERIS TO HOLYHEAD.

Start from Llanberis at 8.50 a.m., for Carnarvon ; wait there nearly 3 hours for the next train for Bangor, which is thus reached at 1.5 p.m. ; start from Bangor at 4.7 p.m., for Menai Bridge ; stay there until 5.20 p.m., and proceed by train to Holyhead ; sleep on board the mail steamer, which starts at 3.5 a.m., and reaches Kingstown in 4 hours.

LLANBERIS TO CARNARVON, 8 miles in 30 minutes.—*Carnarvon* (Royal Hotel), 9,449 inhabitants, is an old town near the southern entrance of the Menai straits, which separate the mainland of Wales from Anglesey. Ruins of a Castle, built 1284-1320 ; Museum with Roman antiquities.

CARNARVON TO BANGOR, 8 miles in 25 minutes.—We pass the *Britannia Railway Bridge* (constructed 1846-50 by R. Stephenson, 1513 feet in length, supported on two piers, of which that in the centre is 199 feet in height), and the *Menai Suspension Bridge* (built by Telford, 1820-26, central opening 550 feet wide, piers 153 feet in height.)

BANGOR (Castle), 7,722 inhabitants, near the northern entrance of Menai straits, is the oldest episcopal seat in Wales. The Cathedral is small. *Penrhyn Castle*, close to the town, should be inspected, if open. *Menai Bridge*, is only 2 miles to the south of the town.

BANGOR TO HOLYHEAD, 25 miles in 53 to 75 minutes.—We cross Menai Straits by the *Britannia Bridge*, cross Anglesey, 318 and reach Holyhead, 5,916 inhabitants. The town is indebted for its name to an ancient monastery founded in the 6th century, in the midst of a Roman Camp. The Harbour of Refuge, constructed 1847-73 by J. M. Rendel and Sir John Hawksley, is deserving inspection, and a stay of a few hours at Holyhead, such as is provided for by us, will not be regretted.

#### IRELAND.

HOLYHEAD TO DUBLIN. Mail boats start daily at 1.55 p.m. and at 3.5 a.m. for Kingstown (63 miles in 4 to 5 hours), from which the railway takes us in twenty minutes to Dublin. Good beds are provided. The steamers of the London and North Western Railway start daily

at 1.30a.m. (Mondays excepted) and at 5 p.m. (Sundays excepted) conveying passengers direct to Dublin.

#### DUBLIN.

*Hotels* :—Shelbourne, Gresham, Hibernian ; cars, 1s. 6d. an hour or 6d. a drive. *Amusements* :—Three Theatres, Portobello Gardens, Zoological Gardens, Botanical Gardens, Winter Gardens, several Music Halls.

*Walk through the town* : Sackville-street (Nelson's Column, ascend) ; Post-office ; cross Carlisle Bridge ; *College Green* (Bank and *Trinity College*).

*Trinity College* was founded by Pope John XXII., closed by Henry VIII., and re-opened by Queen Elizabeth (1791). Students are admitted now without reference to their religious belief. The main front was built by Sir W. Chambers. The Bank of Ireland was erected 1729-87, and the Irish Parliament sat in it until 1802.

Up Dame-street to the *City Hall* (used as an Exchange), and the *Castle* (its oldest part, dates from the year 1411 ; the Vice Regal Chapel and State Rooms are shown to strangers).

DUBLIN, the capital of Leinster and of all Ireland, stands at the mouth of the the Liffey. Its public buildings are numerous and impart to it somewhat of the character of a capital, and its population closely approaches 300,000. Dublin Stout and Whisky are celebrated throughout the world.

*Christ Church* (built since 1190, is being carefully restored by Henry Roe, Esq., at a cost of £200,000 ; *St. Patrick's Cathedral* (mostly 14th century, restored by the late Sir B. Guinness, Bart.) ; Stephen's Green (Industrial Museum on east side).

*Exhibition Palace* (in it was held the International exhibition of 1853. Collection of paintings, winter garden, concerts, &c.

*Leinster House* (seat of the Dublin. Royal Society, with Agricultural Museum, &c.) ; Merrion-street (Wellington was born in No. 24) ; *Merrion-square* (National Gallery and National History Museum).

Down to the river :—Cross to the North Wall, and up the left bank of the Liffey, past the *Custom House*, and the "Four Courts," and the barracks to the *Phœnix Park* (from Vice-Regal Lodge, the finest view of Dublin) ; the building with a dome, beyond the river, is Kilmainham Hospital, an institution similar to Chelsea Hospital, in London). Leave Park by the gate through which you entered, and cross the Liffey by first bridge.

Steeven's Hospital ; Grand Canal Docks ; *Weaver's Hall* (built 1745, by a descendent of one of the Huguenots, who introduced the Poplin and silk manufacture into Dublin).

Cross Whitworth Bridge (close to "Four Courts,") ; past St. Michan's Church (dry vaults) to *Newgate* (four "United Irishmen" executed in front of it in 1798) ; Linen Hall ; King's Inn ; Rotunda at the top of Sackville-street.

*Excursions* :—Clondalkin, 5½ miles west of Sackville-street, with a round Tower (Car, there and back, 6s.) ; *Glasnevin*, 2 miles from Sackville-street (Omnibus), with botanical gardens and cemetery ; *Howth* (9 miles by rail), at the entrance of Dublin Bay).

## DUBLIN TO CORK.

166 miles in 5 hours. The express train only stops at Salins, Kildare, Portarlinton, Maryboro', Ballybrophy, Limerick Junction, and Mallow Junction.

We pass *Clondalkin*, with its round tower, soon after having left Dublin. *Maynooth*, with its well-known Roman Catholic College, stands 5 miles to the right. The "Curragh" of *Kildare* is crossed before we reach that town, which may boast of numerous ecclesiastical ruins. Soon afterwards we cross the river Barrow, and reach *Portarlinton*. The Slieve Bloom Mountains are seen in the distance. *Maryborough*. At Ballybrophy, the line to Limerick branches off. Cross the Suir, pass *Templemore*, a town founded by the Templars, and enter Tipperary. The Devil's Bit Mountains on the right. Passing down the valley of the Suir, we reach *Thurles* and *Goold's Cross*.

If it is intended to visit *Cashel* and its interesting ruins (Round Tower, Norman Church, Gothic Cathedral, Castle, Nunnery, Abbey), we leave the train here ; drive over to Cashel (8 miles), and thence to Tipperary (11 miles), and proceed thence by rail to Limerick Junction (2½ miles). This excursion requires about 7 hours.

The Galty Mountains are seen on the left. We reach *Limerick Junction*. *Kilmallock*, one of the wealthiest towns of Ireland in the 17th century, is a poor village now. *Charleville* is the first station in the county of Cork. We pass now through a picturesque country, the principal stations being Mallow and Blarney.

## CORK.

*Hotels* :— Imperial, Hibernian. Cars, is. 6d. an hour.

CORK, the capital of Munster, has 78,382 inhabitants, and occupies an island formed by the river Lee, as well as the slopes on both sides of it. Queenstown, the port of Cork, is 4 miles below the city.

*Walk through the town* :—Custom-house, South-wall, to Parliament Bridge ; back along the river, past *Trinity Church* (built by Father Matthew), to Anglesey Bridge ; St. Patrick's Bridge and through St. Patrick's-street to the Grand Parade ; turn to the left and return through Paul-street to the river (at the corner the *Cork Institution*, with *Antiquarian Museum*) ; cross the bridge and proceed to *Standon Church* ; by nearest road back to the Grand Parade and through Great George-street (Court-house), to the Great Western-road and the Mardyke ; return and cross river into Southern part of the town ; *Roman Catholic Cathedral* (St. Fionn Bar) and *Queen's College*.

*Excursions* :—Steamer from St. Patrick's Bridge to Queenstown (11 miles in 1½ hours) ; steamer to Passage (15 minutes), and back to Cork by rail (15 minutes). *Queenstown* is the harbour of Cork, one of the most commodious in the United Kingdom ; *Roche's Point*, where the American steamers land the mails, is 4 miles from Queenstown at the entrance to the harbour ; another excursion may be made to the famous *Groves of Blarney*, 5 miles from Cork (car 2s. 6d.)

## CORK TO BANTRY.

60 miles in 6 hours, inclusive of delays.

CORK TO DUNMANWAY, 40 miles (railway) in 2½ hours. Through fertile pasture-lands to Kinsale Junction, and thence to *Bandon*, a town of 6,000 inhabitants, on a river of the same name. The hills approach on both sides. We reach Dunman way.

DUNMANWAY TO BANTRY (carriage road), 20 miles in 3 hours. Hilly country. At Bantry a good hotel (Vickery's).

#### BANTRY TO KILLARNEY.

BANTRY TO GLENGARIFF, 8 miles, by boat or along the carriage road.

GLENGARIFF TO KILLARNEY, 38 miles (carriage road). We cross the neck of the peninsular which separates Bantry Bay from the Kenmare river, (an inlet of the sea, 19 miles), and then ascend to a second pass from where the prospect opens upon the hills and lakes of Killarney.

#### KILLARNEY.

KILLARNEY is a poor place of 5,195 inhabitants, with a modern cathedral, a workhouse and a lunatic asylum. The lakes and verdant hills bounding them form the great objects of attraction.

*Hotels* :—Lake Hotel, on the lakes side, south of the town ; Victoria, north-west of the town ; Kenmare, near the town. Cars and Boats are furnished by the hotel keepers at moderate prices.

If the stay at Killarney be limited to a single day, arrange with your landlord for an excursion through the *Gap of Dunloe*, (11 miles in a carriage, 4 miles on-foot, or on a pony, 13 miles by boat). *Muckross Abbey*, which is about a mile to the south of the Lake Hotel should also be visited.

If you are able to remain a second day make an ascent of the *Mangerton* (2,754 feet).

#### KILLARNEY TO KILRUSH.

57 miles in about 6 hours.

KILLARNEY TO TRALEE, 20 miles by rail in 1 hour. Tralee, near the mouth of the Lee, is a clean and busy town of 9,000 inhabitants.

TRALEE TO TARBET, 26 miles (carriage road). The road leads through a lovely country, portions of which are exceedingly fertile. We pass through *Listowel*, on the Feale (salmon), with a castle which was captured by the English only in 1600, and finally reach *Tarbet*, a small town on the estuary of the Shannon.

TARBET TO KILRUSH, 11 miles by steamer or rowing boat. *Kilrush*, (Vandaleur Arms) is a favourite watering place on a bay of the estuary of the Shannon.

A good carriage road leads from it to *Kilkee* (8 miles) on the open Atlantic, where there are several noted caverns.

Limerick maybe reached from Killarney by rail in about 4 hours, by way of Mallow Junction and Charleville.

## KILRUSH TO LIMERICK.

50 miles in 4 hours.

KILRUSH TO FOYNES, 23½ miles, by steamer in 2 hours. The boat only stops at Tarbet. Foynes is a small town with a good harbour.

FOYNES TO LIMERICK, 26 miles (rail), in 1 hour 20 minutes. We pass *Askeaton*, with the ruins of an abbey. *Adare*, with ruins of an abbey, a castle and a monastery, and St. Patrick's Well.

LIMERICK (Cruise's Hotel, George's Hotel), 39,353 inhabitants, is one of the oldest cities in Ireland, and after the expulsion of the Danes, it became the capital of the kings of Munster. King John built a castle here in 1210, and attracted English settlers, the town began to flourish, but only for a time. In 1651 it was captured by Ireton, the Parliamentary General, and in 1690, after a valiant defence by General Ginkel. The Catholics were guaranteed their ancient rights, but Queen Anne felt justified in setting aside this clause in the capitulation, and Limerick is hence called the "City of the violated treaty."

*Walk through the town* :—*City-hall, Custom-house*, across the Salmon Wear river into English Town ; *County Court-house, Protestant Cathedral* (15th century) ; ruins of *King John's Castle* ; across Thomond bridge to the Treaty Stone (of 1690) ; back to the Cathedral, Exchange, City Court-house ; across Baal's bridge into Irish Town ; *Catholic Cathedral, County Prison*, Perry-square in the New Town, *Corn Market, Linen-hall*, George-street to Richmond-place.

## LIMERICK TO KILLALOE.

17 miles, which may be performed by rail in an hour. The beauties of the Shannon, however, can hardly be appreciated in this hurried manner.

A rowing boat may be hired at Baal's bridge, Limerick, for *Castle Connell*, (7 miles), near which are the Doonass Falls.

Thence to Killaloe is 10 miles, along the valley of the Shannon (rail or on foot.) At Killaloe a boat may be hired for *Innis Cealtra* (9 miles), an island in Lough Dergh, which is bounded here by picturesque mountains.

## KILLALOE TO DUBLIN.

98 miles in about 6 hours, including a forced delay at Nenagh.

We join the main line at Bird Hill junction, 3 miles from Killaloe. Passing between Arra and Silvermine mountains we reach *Nenagh*, a small town in a fertile district. Lough Dergh is on our left, the Devil's Bit Mountains on the right, far off.—Roscrea, an ancient town, with round tower, ruins of an abbey and of a castle, &c.—At *Ballybrophy* we reach the main line from Cork to Dublin (see 40th day).

## DUBLIN TO BELFAST.

113 miles in 3 hours twenty minutes. Start from the Terminus in Amiens-street.



The hill of Howth is seen on the right.—At *Malahide* (oyster fishery) we cross an inlet of the sea, and at *Lusk* another. The line runs close to the sea for a considerable distance. At *Drogheda*, 16,165 inhabitants, we cross the Boyne.

Drogheda was stormed by Cromwell in 1649, and plundered, in revenge for the massacre of 100,000 Protestants. An Oblisk near it marks the battle field of the Boyne, where William of Orange beat the army of James II.

We lose sight of the sea for some time until we reach *Dundalk*, 11,377 inhabitants, a busy sea-port.

From *Goragh Wood Junction* there is a branch line to *Armagh*, 8,946 inhabitants, an ancient city, beautifully situated, with a cathedral and many houses built with marble ! It can be reached in 45 minutes, and thence to Belfast (35 miles) is a journey of 1½ hours.

We pass *Poyntz Pass*, where the English army was concentrated in 1688, *Scarva*, Tanderagee, Portadown, and reach *Lurgan*, 10,632 inhabitants. Lough Neagh is on our left ; *Lisburn*, 9,326 inhabitants, where the linen manufacture was first introduced by Huguenots, and down the valley of the Lagan, to Belfast

BELFAST (*Hotels* :—Imperial ; Linen Hall). *Cars*, 1s. an hour. 17 1,394 inhabitants, is the only town in Ireland the population of which is on the increase. Protestants are in the majority. It is the centre of the Irish Linen Industry.

*Walk through the town* :—Donegall-square (Linen Hall in its centre) ; Donegall Place ; High-street to the Albert Monument ; Custom House and Donegall Quay ; Waring-street, Donegall-street to the County Court ; Academical Institution and Museum of the Philosophical Society (antiquities) at the top of Wellington Place.

Tram to the *Botanical Gardens*, near which are the *Queen's College*, the *Presbyterian College*, and the *Methodist College*. Tram back to Donegall-square ; Theatre ; Town Hall.

*Cave Hill*, about 3 miles from the town, should be ascended. From it a fine view over the Bay of Belfast (Car to foot of hill).

#### GIANT'S CAUSEWAY.

If the tourist is able to expend 2 days upon this journey he may proceed on the first day to Portrush by rail, and thence by omnibus to the Giant's Causeway (8 miles), and to Ballycastle (11 miles further). On the second day he would proceed from Ballycastle to Larne (14 miles) by omnibus, and thence by rail to Belfast. Circular tickets for this trip are issued at Belfast.

BELFAST TO PORTRUSH, 65 miles, in 3 hours. We follow the shore of Belfast Lough as far as *Carrickfergus Junction*, and then turn inland. At *Antrim*, 2,020 inhabitants, we reach Lough Neagh. We pass Ballymena (flax mills), reach the river Bann at Ballymoney, and follow it as far as *Coleraine*, at its mouth.

From here a branch line to the interesting old town of Londonderry (37 miles in 1½ hours.)

*Portrush* is the port of Coleraine.

PORTRUSH TO THE GIANT'S CAUSEWAY, 8 miles (omnibus). Tourists should *at least* walk from the Causeway Hotel as far as Port Noffer (which takes them past the Wind Gap, the Giant's Wall, the Causeway, the Giant's Gate-way, and the Giant's Organ), and ascend thence by the Shepherd's Walk. Fair pedestrians, however, should follow the foot of the cliffs, as far as Dunseverick Castle, and return along their top to the Hotel. The entire distance does not exceed 10 miles. Guides may be had for 3*s.* 6*d.*

#### BELFAST TO LONDON.

The following are the principal routes :

*a.* Rail to Larne ; steamer to Stranraer (39 miles in 4 hours), rail to Carlisle and thence to London. Total, 312 miles in 17 hours.

*b.* Belfast to Barrow-in-Furness by steamer, to London by rail, in about 20 hours.

*c.* Belfast to Fleetwood by steamer ( 10 to 11hours), thence to London by rail. The entire journey occupies about 20 hours.

*d.* Belfast to Liverpool (165 miles in 12 hours) by steamer ; thence to London by rail (in 5 to 7 hours.

*e.* Belfast to Dublin, and Kingstown by rail ; to Holyhead by steamer, to London by rail. The entire journey is performed in less than 16 hours.

We select the route by way of Liverpool. The vessel steams down the Belfast Lough, passes the Isle of Man on the south, and reaches the intricate sandbanks off the Mersey at the Formby Light Ship. Crosby Channel (8 miles), leads thence to the mouth of the Mersey (New Brighton on the right).

LIVERPOOL TO LONDON, 200 miles, which the express performs in 5 hours, only stopping at Runcorn, Crewe, Rugby, and Willesden Junction.

Official guide. To which is appended a tourist guide, specially prepared with maps & plans for the use of passengers visiting Great Britain and the continent of Europe, or the United States and Canada (1877)

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