

## CAB FARES.

Reckoned at 6d. per mile, all the following places being within the 4-mile radius.

FARES TO OR FROM (2 or 4 Wheeled Cabs, 1 or 2 persons; 6d. extra for each additional person)	Easton Station.	Paddington Station.	Broad St. and Liverpool St.	Mansion House and Cannon St. Stations.	Charing Cross Station.	London Brdg- Station.	Victoria Station.	Holborn Viaduct and Ludgate Hill Stations.	Fenchurch St. Station.	Waterloo Station.	King's Cross Station.	Bank of Eng. Threadneedle St.
Angel, Islington .....	1/0	2/0	1/0	1/0	1/6	1/6	2/0	1/0	1/0	1/6	1/0	1/0
Agricultural Hall, Islington.	1/0	2/0	1/0	1/0	1/6	1/6	2/0	1/0	1/0	1/6	1/0	1/0
Baker St., Marylebone Rd...	1/0	1/0	2/0	2/0	1/6	2/0	1/6	1/6	2/0	1/6	1/0	2/0
Bank of England .....	1/6	2/6	1/0	1/0	1/0	1/6	1/6	1/0	1/0	1/0	1/6	—
Battersea, St. Mary's Church.	2/6	2/0	3/0	3/0	2/0	2/6	1/6	2/6	3/0	2/0	3/0	3/0
Bayswater, Queen's Road ...	1/6	1/0	2/6	2/6	2/0	2/6	1/6	2/6	2/6	2/0	2/0	2/6
Bedford Square, n.w. corner.	1/0	1/6	1/6	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6
Belgrave Square, n.w. corner.	1/6	1/6	2/0	2/0	1/0	2/0	1/0	1/6	2/0	1/6	2/0	2/0
Berkeley Sq., n.w. corner ...	1/0	1/0	2/0	1/6	1/0	1/6	1/0	1/6	2/0	1/0	1/6	1/6
Bishopsgate St., Houndsditch.	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/0	1/6	1/0
Blackfriars Rd., Charlotte St.	1/6	2/0	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/6	1/0
Bloomsbury Sq., n.w. corner.	1/0	1/6	1/6	1/0	1/0	1/6	1/6	1/0	1/0	1/0	1/0	1/0
Bond Street, Piccadilly.....	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6	1/0	1/6	1/6
British Museum.....	1/0	1/6	1/6	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6
Brixton, St. Matthew's Ch. .	3/0	3/0	3/0	2/0	2/0	2/0	2/0	2/0	2/6	2/0	3/0	2/6
Brompton, Hans Place.....	2/0	1/6	2/6	2/0	1/6	2/0	1/0	2/0	2/6	1/6	2/0	2/0
Brunswick Sq., n.w. corner .	1/0	1/6	1/6	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/0
Bryanston Sq., n.w. corner .	1/0	1/0	2/0	2/0	1/6	2/0	1/0	1/6	2/0	1/6	1/6	2/0
Buckingham Gate, St. J. Pk .	1/6	1/6	2/0	1/6	1/0	1/6	1/0	1/6	2/0	1/0	1/6	1/6
Camberwell Green.....	2/6	3/0	2/0	1/6	2/0	1/6	1/6	1/6	2/0	1/6	2/6	2/0
Camden Town, Mot. Red Cap.	1/0	1/6	2/0	2/0	1/6	2/0	2/0	1/6	2/0	1/6	1/0	2/0
Canvassers Sq., n.w. corner .	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/6	1/6	1/0	1/0	1/6
Chancery Lane, Holborn ....	1/0	1/6	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Charing Cross, Statue.....	1/0	1/6	1/6	1/0	1/0	1/6	1/0	1/0	1/6	1/0	1/0	1/0
Cheapside, Wood Street.....	1/6	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Chelsea Hospital .....	2/0	1/6	2/6	2/0	1/6	2/0	1/0	2/0	2/6	1/6	2/6	2/6
Chesham Place, n.w. corner .	2/0	1/6	2/0	2/0	1/0	1/6	1/0	2/0	2/6	1/6	2/0	2/0
Chester Sq. Pimlico, n.w. c..	2/0	1/6	2/0	2/0	1/0	1/6	1/0	1/6	2/0	1/6	2/0	2/0
Christ's Hospital .....	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Clapham Common, Plough .	3/0	3/0	2/6	2/6	2/0	2/0	2/0	2/6	2/6	2/0	3/0	2/6
Clerkenwell Green.....	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Commercial Rd., E., Canal B..	2/6	3/6	1/6	1/6	2/6	1/6	3/0	2/0	1/6	2/0	2/6	1/6
Corn Exchange, Mark Lane .	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/0	1/6	1/0
Covent Garden, Russell St. .	1/0	1/6	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/0
Custom House .....	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/0	1/6	1/0
Downing Street .....	1/0	1/6	1/6	1/0	1/0	1/0	1/0	1/0	1/6	1/0	1/6	1/6
Eaton Square, Pimlico.....	1/6	1/6	2/0	2/0	1/0	1/6	1/0	2/6	2/0	1/0	2/0	2/0
Edgware Rd., Marylebone Rd..	1/0	1/0	2/6	2/0	1/6	2/0	1/6	2/0	2/0	1/6	1/6	2/0
Elephant and Castle .....	1/6	2/6	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/6	1/0
EXHIBITIONS.												
Egyptian Hall, Piccadilly .	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6	1/0	1/6	1/6
Mme. Tussaud's, Mary- lebone Road .....	1/0	1/0	2/0	2/0	1/0	2/0	1/6	1/6	2/0	1/6	1/6	2/0
Royal Albert Hall.....	1/6	1/0	2/6	2/0	1/6	2/6	1/0	2/0	2/6	2/0	2/0	2/6
Eyre Arms, St. John's Wood.	1/6	1/0	2/6	2/6	2/0	2/6	2/0	2/0	2/6	2/0	1/6	2/6



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Finchley Road, Swiss Cot....	1/6	1/6	2/6	2/6	2/0	3/0	2/0	2/6	3/0	2/6	1/6	2/6
Finsbury Square, n.w. corner.	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/6	1/6	1/0
Fitzroy Square, n.w. corner..	1/0	1/0	2/0	1/6	1/0	1/6	1/6	1/6	1/6	1/0	1/0	1/6
Fleet Street, Fetter Lane....	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/6
General Post Office .....	1/6	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Gloucester Square, n.w. cor..	1/0	1/0	2/6	2/0	1/6	2/6	1/6	2/0	2/6	2/0	1/6	2/0
Golden Square, Regent St. ..	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6	1/0	1/0	1/6
Grosvenor Place, Chapel St....	1/6	1/0	2/0	2/0	1/0	1/6	1/0	1/6	2/0	1/0	2/0	2/0
Grosvenor Square .....	1/0	1/0	2/0	1/6	1/0	2/0	1/0	1/6	2/0	1/6	1/6	2/0
Guildhall, City.....	1/6	2/0	1/0	1/0	1/0	1/0	2/0	1/0	1/0	1/0	1/0	1/0
Hackney, Wells Street.....	2/0	3/6	1/6	1/6	2/6	2/0	3/0	2/0	1/6	2/6	2/0	1/6
Hammersmith, North End, Edith Road .....	2/6	1/6	3/6	3/0	2/6	3/6	2/0	3/0	3/6	3/0	3/0	3/6
Hanover Square.....	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/6	1/6	1/0	1/0	2/0
Harley Street, Weymouth St..	1/0	1/0	2/0	1/6	1/0	2/0	1/6	1/6	2/0	1/6	1/0	2/0
Holborn Circus .....	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
Horse Guards, Whitehall....	1/0	1/6	1/6	1/0	1/0	1/0	1/0	1/0	1/6	1/0	1/6	1/6
HOSPITALS.												
Bethlehem, St. Grg's. Flds..	1/6	2/0	1/6	1/0	1/0	1/0	1/0	1/0	1/0	1/0	1/6	1/0
Charing Cross, Agar Street.	1/0	1/6	1/6	1/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0
Consumption, Brompton..	2/0	1/6	2/6	2/6	1/6	2/6	1/0	2/0	2/6	2/0	2/6	2/6
German, Dalston .....	2/0	3/0	1/6	2/0	2/6	2/0	3/0	2/0	2/0	2/6	2/0	1/6
Guy's, High St., Borough..	2/0	2/6	1/0	1/0	1/6	1/0	1/6	1/0	1/0	1/0	1/6	1/0
King's College, Portucl. St..	1/0	1/6	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
London, Whitechapel Road.	2/0	3/0	1/0	1/0	2/0	1/0	2/6	1/6	1/0	1/6	2/0	1/0
London Fever, L'pool Rd..	1/0	2/0	1/0	1/0	1/6	1/6	2/0	1/0	1/6	1/6	1/0	1/6
Middlesex, Charles Street..	1/0	1/0	1/6	1/6	1/0	1/6	1/6	1/0	1/6	1/6	1/0	1/6
Royal Free, Gray's Inn Rd.	1/0	1/6	1/6	1/0	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6
St. Bartholomew's, Smthld..	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0
St. Luke's, Old Street.....	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/6	1/0	1/0
St. Mary's, Paddington....	1/0	1/0	2/6	2/0	1/6	2/6	1/6	2/0	2/6	2/0	1/6	2/6
St. Thomas', Lambeth ....	1/6	2/0	1/6	1/0	1/0	1/0	1/0	1/0	1/6	1/0	1/6	1/6
University, Gower Street..	1/0	1/6	1/6	1/6	1/0	1/6	1/6	1/0	1/6	1/0	1/0	1/6
Westminster, Broad Sanc..	1/6	2/0	1/6	1/6	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/6
Houses of Parliament.....	1/6	2/0	1/6	1/6	1/0	1/0	1/0	1/0	1/6	1/0	1/6	1/6
Hyde Park Cor., Lamp Post.	1/6	1/0	2/0	1/6	1/0	2/0	1/0	1/6	2/0	1/6	1/6	2/0
Hyde Park, Victoria Gate ...	1/6	1/0	2/6	2/0	1/6	2/6	1/6	2/0	2/6	2/0	1/6	2/0
Kensington, the Church.....	2/0	1/0	3/0	2/6	2/0	2/6	1/6	2/6	3/0	2/0	2/6	2/6
Kilburn Pk. Rd., Edgware Rd..	1/6	1/0	3/0	3/0	2/0	3/0	2/0	2/6	3/0	2/0	2/6	3/0
Leadenhall St., Lime Street .	1/6	2/6	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/0	1/6	1/0
Leicester Square, n.w. corn..	1/0	1/6	1/6	1/0	1/0	1/6	1/0	1/0	1/6	1/0	1/6	1/0
Lincoln's Inn, Serle Street ..	1/0	1/6	1/0	1/0	1/0	1/0	1/6	1/0	1/6	1/0	1/6	1/0
Lombard St., Birchin Lane ..	1/6	2/6	1/0	1/0	1/0	1/0	2/0	1/0	1/0	1/0	1/6	1/0
London Bridge, Adelaide Pl..	1/6	2/6	1/0	1/0	1/0	1/0	2/0	1/0	1/0	1/0	1/6	1/0
London Docks.....	2/0	3/0	1/0	1/0	1/6	1/0	2/0	1/0	1/0	1/0	1/6	1/0
Lord's Cricket Ground.....	1/6	1/0	2/6	2/6	1/6	2/6	1/6	2/0	2/6	2/0	1/6	2/6
Lowndes Square, n.w. corn..	1/6	1/6	2/0	2/0	1/0	2/0	1/0	1/6	2/0	1/6	2/0	2/0
Ludgate Hill, Farringdon St..	1/0	2/0	1/0	1/0	1/0	1/0	1/6	1/0	1/0	1/0	1/0	1/0



## RAILWAYS.

At the beginning of this century England was far behind other countries in the means of conveyance, but by 1830 she had solved the problem of steam locomotion and gave to mankind this most inestimable gift, by which society has perhaps more largely benefited than by any invention since the world began. About a hundred years ago (1763) there was but one stage-coach between London and Edinburgh, and this conveyance started once a month from each city, and took a fortnight to complete the journey. Goods were then conveyed in Scotland on pack-horses, in England by waggon,—the cost of waggon carriage per ton from London to Leeds was £13. In 1767 began the system of Canal-making, which soon attained most profitable results, being free from the impost of turnpike-tolls, and capable of conveying the heaviest merchandise at moderate cost of wear and tear; and Canals soon monopolised the whole of such inland traffic. The monopoly, however, produced negligence and increasing charges, and these led to considerable public dissatisfaction. Railways were planned by way of providing competition; but for two years the new vested interests in Canals successfully opposed in Parliament the Act to incorporate the first Railway Company (the Liverpool and Manchester), which was, however, formed in 1825. At first the line was merely intended for merchandise, and that it should be used as an open common road for vehicles drawn by horse-power; but then came George Stephenson's suggestion, based upon his experience of coal-traffic, for *Stationary Engines*. By this method a rope might be carried on rollers along the line between the rails to which the waggons might be attached, and this rope being at certain stations coiled round large drums or cylinders, the waggons could be drawn from station to station by fixed steam-engines. *Locomotive Engines*, to travel from place to place with loads, as horses draw waggons, after having been used at collieries, supplanted Stationary Engines in 1825, and thereupon passenger traffic, "possibly at a speed of ten or twelve miles an hour," was promised, but not believed practicable. The public had not to wait many months, for in 1825 appeared the first passenger locomotive, the "Rocket," by George Stephenson, which to the astonishment of the world ran at a speed of more than 29 miles an hour. Ten years later (1835) there were 1300 miles of railway in full operation in England, and the increase rapidly continued until it culminated (1845-6) in the great Railway Mania, when 1300 projects were brought forward at an estimated capital of £600,000,000. Much loss of course was sustained when panic supervened upon so much wild speculation, but in time business righted itself; the lines, made at a most undue cost—particularly in financing and legal promotion—have become part of a complete national system, requiring the labour of 300,000 employes, and performing 600,000,000 journeys *per annum*. The £700,000,000 now invested in British railways yields about £30,000,000 *per annum* interest to the shareholders.

## PRINCIPAL LONDON RAILWAY STATIONS AND TERMINI.

*Great Eastern Railway Station*, in Liverpool Street, E.C., opened in 1874, superseding the old Station in Shoreditch, is the Terminus of the line through the Eastern Counties (and formerly called the Eastern Counties Railway), connecting Cambridge, Colchester, Harwich, Ipswich, Norwich, Peterborough, &c., with London; and *via* Harwich and a line of steamboats to Antwerp, forming a cheap and direct route to Belgium and North of France or to Rotterdam for Holland and the Rhine.



*Great Northern Railway Station*, at King's Cross, built in 1852, is the Terminus of the line which runs through Yorkshire to Edinburgh by the "East Coast" route; passing through Grantham, York, Newcastle, and Berwick, with branches to Cambridge, Grimsby, Hull, Scarborough, &c. The Great Northern Hotel adjoins King's Cross Station.

*Great Western Railway Station*, at Paddington, finished in 1856, is the Terminus of an extensive line running through the Western Counties to Exeter and Cornwall, or to South Wales, and thence to Waterford by mail steamers, or by Weymouth to Cherbourg, or the Channel Islands. It serves Birkenhead, Liverpool, and Manchester to the North, by Oxford, Shrewsbury, and Chester; Newport, Cardiff, and Milford Haven to the West, and Exeter, Plymouth, Penzance, &c., to the South-West. The Great Western Hotel, at Paddington, adjoins the Terminus.

*London, Brighton, and South Coast Railway* has one Terminus at London Bridge, the other at Victoria Station, Pimlico, for the West-end of London. This line serves a large portion of the South of England, running by the Crystal Palace to Brighton, Hastings, and Eastbourne. It runs also by way of Portsmouth to the Isle of Wight, and by the Newhaven and Dieppe line of steamers connects London and Paris by the cheapest and shortest route through Normandy. The Terminus Hotel adjoins London Bridge and the Grosvenor Hotel Victoria Station.

*London, Chatham, and Dover Railway* has three Termini, one at the Holborn Viaduct, another at St. Paul's, for the City of London, the third at Victoria Station, Pimlico, for the West End. This line traverses Kent, and by way of Rochester and Chatham runs on to Dover, whence, by a line of mail steamers, it connects England with Belgium at Ostend, and by another set of mail steamers to Calais, with France, &c. It has branches to the Crystal Palace and other places to the south of London, and an important one to Queensborough for the Flushing route to the Continent and to Sheerness. Hotels in connection with this line are to be found at each Terminus.

*London and North-Western Railway Terminus* is in Euston Square. This line passes through the Midland Counties to North and South Wales, and by way of Holyhead, its mail steamers connect London and Dublin; it is also the chief line to Liverpool and the North-Western Coast of England and Scotland by the "West Coast" route.

*London and South-Western Railway Station* is in the Waterloo Road, on the Surrey side of London. This line runs through the Southern and Western Counties to Southampton, whence it despatches a line of steamers to Havre and the Channel Islands, and to Portsmouth for the Isle of Wight. It also runs westerly, via Exeter, to Ilfracombe, Plymouth, &c.

*London, Tilbury and Southend* is in Fenchurch Street, E.C., near Mark Lane Station. It skirts the Essex shore of the Thames, serving the principal Docks, Tilbury, Southend and Shoeburyness.

*Midland Railway Station*, St. Pancras, in the Euston Road, is the noblest of all the structures of this kind in London, its roof being 700 feet long and of 240 feet span. This line runs through the Midland Counties to Scotland, passing through Derby and The Peak, and also runs to Liverpool. The Midland Grand Hotel adjoins the Station.

*South-Eastern Railway* has a Terminus at Cannon Street, with a large Hotel for the City of London, and another Terminus at Charing Cross for the West End. The magnificent Charing Cross Hotel is connected with it. This line branches to Gravesend and Maidstone, but its chief way is through Surrey and Kent to Folkestone and Dover, whence mail-steamers run to the Continent—from Dover to Calais or Ostend; from Folkestone, by way of Boulogne, to Paris.

*City and South London Railway* has a terminus at the Monument in the City, and runs to Stockwell. It is worked by electric power.

*North London Railway.* The terminus is in Broad Street, E.C. This line serves the North of London, but extends east to Poplar, and west to Richmond.