Cook's West of England Tours.

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From Bristol to the Land's End, the Magnificent Scenery of the Coasts of North and South Devon, Cornwall, and the Islands of Scilly, by Railways, Steamers, Coaches, and Private Carriages, with Views and Short Descriptions of Some of the Principal Towns in the Districts.

Arranged by Thos. Cook & Son,
Chief Office—Ludgate Circus, London.
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PROGRAMMES AND ITINERARIES
OF A
NEW SYSTEM OF TOURS,
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INCLUDING ALL PRINCIPAL PLACES OF INTEREST,
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NORTH & SOUTH DEVON, CORNWALL,
AND THE
ISLANDS OF SCILLY;
Special Travelling Arrangements
BY
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BETWEEN
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THOMAS COOK AND SON

Have much satisfaction in presenting to the public the following Programmes and Itineraries of an entirely New System of Tourist Tickets, which they have been authorised to arrange by the various railway companies, commanding the chief lines of traffic between Bristol and the Land's End, including also the steamboat and coach proprietaries of the district, bounded by Somerset, North and South Devon, and Cornwall. The arrangements are made on the most liberal basis of Fares and Travelling Facilities, enabling tourists to stop at all chief places of interest, with First Class Hotel Provision at every stopping place.

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The Tickets Provided in the Coupon Form may be had at any time by single travellers, or small or large parties, and may be used with the utmost independence and freedom; but with the view of assisting strangers, and the less self-reliant, of fostering the social instincts of travel, and developing the facilities of the new system of tours,

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Is engaged to make a Three Weeks' Tour through the most interesting parts of the district, in accordance with the itinerary which is appended to the programmes.

The Conductor will leave Torquay every third Monday, taking charge of the travelling arrangements of those who choose to avail themselves of his services. A few of the special carriage arrangements can only be worked out under personal supervision, and to these points he will give special attention. In connection with these personally-conducted tours, Hotel Coupons will be supplied for One, Two, or Three Weeks, at 11s. per day, to cover the whole time that the Conductor will be with the parties. Torquay is the best starting-point, and will be a pleasant place to spend the Sunday previous to the commencement of the tour. Travellers may go in advance to Torquay or any other station en route, at any time, and hotel coupons may be had for any additional time.

Although Bristol is the chief starting-point shown in the itineraries, facilities will be afforded for through bookings from London, by Great Western route, and from Birmingham, Manchester, Liverpool, Leeds, Bradford, Carlisle, and other stations on the Midland Railway.

Special provision will be made for the supply of coupon tickets at certain railway booking offices, and by local agents at Bristol and other places.

The Hotel Coupons, specially prepared for Great Britain and Ireland, pprovide for three meals—Substantial Meat Breakfast, Dinner of four courses, or a Table d'hôte where provided; and Plain Tea at any hour in the evening; Bedroom, Lights, and Service.

The hotels in the western district where the coupons will be accepted will be found in a list at the end of the programmes.

With these preliminary notes and intimations, our new system of Western Tours is inaugurated, as an authorised and exclusive arrangement of

THOMAS COOK & SON.

Ludgate Circus, London, June, 1876.
INTRODUCTORY.

In a very limited space it is impossible to give even a brief outline descriptive of the places enumerated in such a programme as that which sets forth "Cook's West of England Tours." In merely reading down the list of names, the mind is bewildered with the associations that crowd around them. North and South Devon, Cornwall, and the Scilly Isles!

No one can think of Devonshire and Cornwall without thinking of the host of authors who have written about these counties; of painters who have drawn from thence some of their best inspirations; of poets who have sung some of their sweetest songs concerning them, and of travellers who have extolled their beauties. No Englishman knows his own country until he has seen Devonshire and Cornwall, and it is a thousand pities that so many people are prepared to believe every other country fairer than their own, before they have visited its beautiful scenery to judge for themselves.

Devonshire is rich in contrasts. There are wild spots which have defied cultivation for ages, and glory in their wildness now as they did when the first human being broke their solitude. Such for example is Dartmoor. "Hills crowned with seeming ruins of desolated castles; valleys full of black and treacherous bogs; an occasional flock of startled sheep, or a pony that utters a defiant neigh before vanishing over the nearest crests; and nowhere a sign that man exercises authority—such is Dartmoor." In contrast with this are broad undulations richly cultivated; peaceful plains studded with rural homesteads, where the honeysuckle climbs to the housetops, and scents the air with its perfume. There are wildernesses of beauty, where the wild flowers bloom, and the ferns wave, and the rabbits and squirrels come forth fearlessly. There are rocky hills which stand up clear amid the blue sky, some dark and barren, and others tufted in every crevice with verdure. In the openings of the hills the eye rests now on wild moorlands in the distance, and now on bright green strips of meadow lying open to the sunshine. There are quiet lanes with hedge-rows and bushes, and among them climbing plants intertwine their delicate boughs, covered with foliage and flowers, or sparkling berries. There are dense forests, where those "green-robed senators of mighty woods—tall oaks," have stood for ages in the unbroken calm. In the course of a day's ride in Devonshire it is possible to pass through busy towns, humming with restless crowds, into desert glooms; it is possible, in one half-hour to be amid the "fairer forms that cultivation glories in," and in the next to wander through solitary places rich in the pro-
fusion of uncultured beauty. Not only has nature done so much for Devonshire, but art and time have lent their aid to add to its charms. Up and down the land there are scattered ruined castles, some bearing date anterior to the Conquest; and there are ruins of abbeys and monasteries, picturesque in situation as they are rich in historical associations.

Of the Towns of Devonshire it is almost impossible to speak in these limits; reference is made to a few of them on pages 9 to 17.

Plymouth.—The attractions of Plymouth are so varied, that whatever the bent of the tourist's mind may be, he will find something there to afford him pleasurable entertainment. There are the world-famed harbour and the magnificent breakwater, the Hoe, the citadel, and the strong line of fortifications. There is the Eddystone Lighthouse, whose history is as remarkable as its structure is beautiful. The lover of the picturesque will wander to Mount Edgcumbe, one of the loveliest spots that a poetic fancy could picture. The lover of history will enjoy walking amid scenes famed in our country's annals. From here started on their explorations Sir John Hawkins, Sir Francis Drake, Captain Cook, and a host of others. Here came the May-flower on her way to the New World, hailing on board the Pilgrim Fathers. Here died Martin Frobisher and Robert Blake; and here Carrington the poet, and Sir Charles Eastlake the painter, were born. Plymouth is interesting as a tourist resort as it is important in trade and commerce or rich in historical associations. Many excursions in the environs are of extreme beauty, and no traveller will make a satisfactory tour of Devonshire who omits a visit to Plymouth.

Torquay, the "Queen of Southern Watering Places," has, within the memory of many of its inhabitants, grown from an insignificant fishing village into an extensive, well-built town, which, for variety of beauty, stands perhaps unrivalled among English watering places. If the visitor who wants to see its extent and its beauty, instead of satisfying himself with a few ordinary drives, will only go on exploring until he has found out its almost forty miles of roads, and the romantic walks with which the town is encircled, he will then be in a position to compare and to judge. For real effect it should be seen from the road near the railway station, from Vane Hill, and (if you like the water) from a boat at different points of the bay. From near the station you have a gorgeous picture of two of the hills upon which the town is built, in which are blended massive, ivy-mantled, tumble-down-looking rocks, rich foliage, and prettily-built white houses, rising terrace above terrace—with the remains of the old Tor Abbey and its richly wooded surroundings on your left, and the grand sweep of Tor Bay on your right. From Vane Hill you command a view of nearly the whole of the town, with two or three pretty peeps of the sea as well; and it is here, perhaps, that the white stuccoed houses of Torquay, nestling among their velvet lawns and evergreens, are seen at their best. Apart from any speciality of climate, Torquay would undoubtedly have won for itself a name in this pleasure-seeking age as one of the most picturesque spots of that most picturesque county of Devon.
Exeter, with its magnificent cathedral; Lynton, with its valley of rocks, which Southey says realised to him the "sublimity of desolation"—these, and a dozen other towns, will interest the tourist, and furnish him with material for pleasant study.

There are FIFTEEN RIVERS IN DEVONSHIRE, some of them exquisitely beautiful. One of the most popular with tourists is the Dart: it has been called over and over again "The English Rhine," and it has been affirmed by some that Her Majesty dubbed it with this title when she sheltered in the harbour in consequence of stress of weather, as recorded in her "Diary." The river is navigable to Totnes, and every yard of the ten miles' journey is interesting and romantic, although it is as unfair to the Dart as it is to the Rhine to institute a comparison between them, each having a special beauty of its own. The Dart is essentially Devonian: beautiful hills, glorious foliage, trim little villages, and at every curve and bend a surprise of new wonders, which soon exhausts the traveller's vocabulary of adjectives and exclamations. The traveller by the little steamer that plies between Dartmouth and Totnes "is always fancying himself land-locked, till, shooting round a corner again—to all appearance desperately charging the bank—he emerges into another smiling lake."

With the quaint old town of DARTMOUTH, and its noble mansions, its up-hill streets, its church with the splendid rood-screen, carved seats, and sculptured pulpit, its magnificent harbour, in which the whole British fleet might find shelter, every tourist will be delighted. And yet, interesting as the town is, it is as nothing in comparison with the environs. We endorse the sentiment lately expressed by a writer, who says, "I care not whether you cross the harbour to Kingswear, which boasts even greater antiquity than Dartmouth, and roam over the headland on that side—whether you explore the numberless 'combes' within easy walking distance, or take boat and ascend the picturesque creeks, or breast the conical hills that rise all around—whatever you do must be productive of purest pleasure and of ever-varied interest."

Beautiful as are the inland sceneries of Devonshire, not less charming are the sceneries of its coast. Who can have read Charles Kingsley's glowing descriptions without wishing to explore its exquisite scenes, and mingle with those folk he loved to make his heroes and heroines? But the Devonshire coast cannot vie with the COAST OF CORNWALL. "There is a charm in the Cornish coast," said the late Dean of Canterbury, "which belongs to no other coast in the world. The air you breathe has never been vitiated by human beings since it left the Yankees, and the Atlantic is wide enough to have filtered it since then. . . . The whole sea-board is a succession of lofty cliffs and of sandy coves known as porths, with a cozy little inn in almost every one . . . And the rocks? Where are rocks like Cornish ones? From the green and scarlet of the serpentine at the Lizard, to Hartland Point and Devon, there is not a cliff that is not a study for form and colour. Shall I speak of the Cornish seas? Here again the western limb of England is unrivalled. There is no sea in Europe (as far as we have seen) which equals the gorgeous clear green of the water at the Lizard,
with its deep ultramarine shadows beneath, and the occasional flecks of scarlet as the veins of serpentine are seen in the depths trembling and shimmering in the sun.”

The beauty of the SERPENTINE DISTRICT, especially at the Lizard (from a Cornish word Liazherd, a headland, and not from its fancied resemblance to the shape of a lizard) and Kynance Cove can scarcely be imagined by those who have not visited it, as the perpetual friction of the waves has worn the rocks to such a degree of smoothness as makes crag and cavern appear as if they had been subjected to a high polish.

KYNANCE COVE scarcely needs description, for every year it is depicted over and over again in the art galleries. “Subjects are endless here both morning and evening: the grouping, marking, colour, of the wonderful serpentine rock, its effect on the near and middle-distance waters, the strange accumulations of pebbles of the same almost prismatic materials, the brilliancy of the matchless sand in light and in shadow, the stretch of emerald sea towards the Lizard eastward, and the flashing of the deep blue waves in the Cove westward; these are but a few of the matters which might keep the sketcher and colourist for weeks in this truly enchanted spot.”

FALMOUTH is a busy seaport town, with a harbour famed for its beauty as well as its convenience. The enchanting beauty of the scenery around Falmouth is little known to those who have merely paid a flying visit to the seaport; but weeks may be spent in this picturesque region without exhausting its interest. Falmouth itself is not a particularly ancient town. Sir Walter Raleigh was the first to discover its great advantages of situation, and it was at his recommendation that Queen Elizabeth had the town and harbour built. But comparatively modern as is Falmouth itself, its neighbourhood abounds in associations of antiquity. A beautiful beach at Falmouth (which is the principal bathing one) still bears the name of Gyllyngvase, i.e., William’s Grave, from “being the traditional burying-place of Prince William, son of Henry I., and lost in the wreck of the White Ship.” The churches of St. Mylor and St. Mawnan, both named after Keltic saints—the churchyard of the former containing one of the fine old Keltic crosses for which Cornwall is so celebrated—are interesting ancient structures, well repaying a visit: so also the curious village of Manaccan; Trelowarren, the beautiful estate and seat of Sir Richard Vyvyan, and a host of other places too numerous to mention.

In a word, it may be said that all the scenery in the neighbourhood of Falmouth, especially on the banks of the Truro and Helford Rivers, is beautiful in the extreme—rugged wildness contrasted with fertility, tropical foliage, and an endless succession of romantic creeks and headlands, which combine to form an earthly paradise.

PENZANCE, the most westerly town in England, is a pleasant halting-place, and is every year growing in popularity with visitors. Its beautiful situation on the shore of Mount’s Bay; its public buildings and institutions—especially the Museum of the Geological Society of Cornwall; its splendid climate, so mild in winter that invalids flock
there for the privileges of the south of France, and so pleasant in summer that tourists though its charming resorts; its fisheries, which are so important an item in the commerce of the town, and, at the same time, contribute so much pleasure to the visitor; the exquisite environs, and excursions by land and water—these are but a few of the things which assist in making Penzance so deservedly popular.

Of Helston, and the Loe Pool—the largest lake in south-western England, and believed by some to be the lake described by Tennyson in the "Morte d'Arthur"; and of all the other towns and their local traditions and legends, guide books must supply information.

The Land's End is, as everybody knows, a peninsula, standing out into the Atlantic; but everybody does not know, nor can anyone conceive who has not been there, how bold granite headlands shoot up hither and thither; how curious they are in shape, or how gorgeous in colour. Every detail is wonderful. The mighty headland itself which terminates England; the reef of rocks on which the Longships Lighthouse stands; the three outlying rocks called the Irish Lady, Innis Dodnan, and the Armed Knight; the gulleys, the coast, the lichens bearding stones and rocks; every detail in the picture, is worthy of close inspection, and will well repay all toil, time, and trouble.

Many as they stand here will recall terrible stories of shipwrecks and disasters at sea; and those who take interest in such things will think of Charles Wesley, who wrote here the well-known hymn suggested by the scenery, "Lo! on a narrow neck of land, 'Twixt two unbounded seas I stand," &c.

The Scilly Isles are between 30 and 40 miles west of the Land's End, St. Mary's being the most important of the group. On approaching, the tourist is first struck with their lowness, the highest point not exceeding 200 feet. There are no trees—not even fruit trees—except in very sheltered places, and yet the islands are gay, bright, and lovely; the gorse and the heather, mosses, ferns, and lichens, abounding on every side. The special charm of the Scilly Isles (which belong to the Duchy of Cornwall, but are held on lease by Mr. Dorien-Smith, who is Lord Proprietor) is picturesqueness, and nowhere can finer sea effects be witnessed. If the weather be rough, the waves dashing on that iron-bound coast, and seething amongst the thousands of rocks that bristle up from the water, are exceedingly grand; and if it be calm, it is a calm indeed; and the intense blue of the listless waters in some parts, and the rich emerald green in others, will not fail to court inspection.

North and South Devon, Cornwall, and the Scilly Isles! We have but hinted at some of their characteristic features in these few introductory remarks to the programme now presented to the tourist, but enough has perhaps been said in general terms to assist him in marking out some particular route from the list that follows.
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CHIEF EASTERN DRAGOMAN AND MANAGER:
Mr. Rolla Floyd, Jaffa.
This beautiful sea-side town—which stands pre-eminent among all the watering-places of England for equability of temperature, for gracefulness of hill formation, richness of foliage, and general attractiveness to those who seek repose and need change—is situated on the south side of the peninsula of Devon and Cornwall, about eighty miles from Land's End. It lies at the base of one of the most sheltered and well-formed bays of England, and, whilst open to warm winds from the south and west, is protected from the biting east and north winds by the hills, which at once add so much to its beauty and to the mildness and salubrity of its climate. For many successive seasons, members of the Russian Imperial family, unable to obtain immunity from a too varying climate which even the Continental watering-places cannot afford, have taken up their residence in Torquay. The Queen of Holland, and members of other Royal and Imperial families, have regularly resided here. The comparatively slight variation in temperature—the cooler summer and the warmer winter than can be found elsewhere—has caused the chief physicians in London and other places to send their patients here; and so surely has Torquay made and maintained its character in this particular,
that what was a fishing village fifty years ago has become a city of villas, dotted here and there over varying hills, covered from summit to sea with an almost ever-green foliage. These hills, and their relative situations, form the cause of Torquay's evenness of temperature and beauty and grandeur of scenery.

The Waldon Hill falls perpendicularly to the water, its protruding rocks being covered and overhung by rich gorse and flowers of various hues. Its base joins with that, at one side, of the Warberry, which slopes backwards for a mile from the sea to a height from which the Dartmoor Hills can be seen, and to which the invigorating moorland breezes blow down; and on the other side sloping valleys lead to smaller elevations, whence extensive views of the English Channel, and glimpses of some of the richest scenery for which Devonshire is famed, can be obtained. The Lincombe Hill and Vane Hill form a small peninsula which is covered with villas and terraces, and these open out, through richly-clad woodland, upon the sea, to the west and south-west. At a point to which these hills gradually and gracefully converge is the valley in which is the modern town of Torquay. Whilst the
town proper and the hill-sides which fall towards it form the centre in which a majority of the inhabitants reside, the top and the distant sides of the elevations afford sites which, being open to more invigorating winds, offer congenial homes for the strong. Torquay is possessed of some of the best and most commodious hotels in England. Along the coast that skirts it are shingly beaches which afford every facility for bathing. Public institutions for the advancement of science and art are numerous, and the halls and committee rooms afford every opportunity for study. At the various clubs are constant facilities for indoor and outdoor recreation. The town has recently become an important yachting station, and has established the "Royal Torquay Yacht Club," under the commodoreship of Sir Lawrence Palk, Bart., M.P. In the immediate district the sportsman has every means for gratification, and the tourist has a vast expanse of divergent attractions. Altogether Torquay is the sea-side town in England which is most adapted for family residence, because the weak and the strong are alike provided for by Nature in those conditions of atmosphere which different constitutions absolutely need.
PLYMOUTH.

THE BREAKWATER FROM PICKLECOMBE FORT.

THE SOUND AND DRAKE'S ISLAND FROM MOUNT EDGCOMBE.
SAYS ELIHU BURRITT:—

PLYMOUTH! Old Plymouth! Mother of full forty Plymouths up and down the wide world, that wear her memory in their names, write it in baptismal records of all their children, and before the date of every outward letter! This is the Mother Plymouth, sitting by the sea.

... Across the bay to

MOUNT EDGCUMBE is a baronial park and residence which, for varied and vivid scenery, can hardly be surpassed by any other nobleman's establishment in England. Here are some of the grandest cedars in the kingdom, and trees of every order of architecture and leafage. The house is a veritable palace, of several centuries' growth and adornment. In the front view, from the façade of the house, you see Plymouth, Stonehouse, and Devonport, spread out before you in one continuous city, divided into three blocks by arms of the sea called rivers. On the left, looking northward, is Devonport, the great naval arsenal, where the mighty men-of-sea are put to cradle and reared for service. In the winding river that divides it from Cornwall, or the Tamar, lie the mastless hulks of giant ships that will walk the waves no more. On the right are huge forts and batteries, high and low, on island, cliff, and beach; with broadsides pointed in every direction to rain a thousand cross streams of shell and shot upon an advancing foe. It is estimated that the Government has £100,000,000 worth of public property, including the ships of war, under the protection of these guns. Vast fortifications are in process of construction, which will cost half that sum when completed. As you raise your eyes gradually from these busy and solid towns, they rest upon the slopes of

DARTMOOR, with its tors standing like giant sentinels of nature to keep watch and ward over its solitudes. The naval works are on a prodigious scale.

THE DOCKYARD alone covers a space of ninety-six acres, and in time of peace employs 2,600 persons. The

VICTUALLING YARD itself cost £1,500,000, or over 7,000,000 dollars, covering about 14 acres. Doubtless this is the largest establishment in the world for the manufacture and storage of naval provisions.

THE BREAKWATER is the great work of Plymouth proper. Before its construction, the harbour was at the mercy of the wildest waves and winds. This now wards them off with a massive wall, one mile in length, 120 yards in width at the base, and 16 at the top. The total cost of the work has been estimated at £1,500,000. After a couple of days in Plymouth, we crossed into Cornwall on the famous

ALBERT BRIDGE that spans the Tamar. This is, as yet, probably the most graceful structure of the kind in the world. The view it is full of every pictorial element of interest. The mastless deckers and three-deckers that lie basking below, and the Hudson-bends and bays of the river above, winding and brightening among wooded hills and slopes, overlooked by Dartmoor in the distance—all these, and others that set them in bold relief, make up a vista from this magnificent bridge worth a special journey to see.
FALMOUTH,

Celebrated throughout the world for its magnificent harbour, offers to the tourist unrivalled attractions in scenes of natural beauty, and is equally well adapted for summer residence, or as a winter resort for those who are compelled to avoid the keen frosts and biting winds of more northern climes. Its climatic conditions are singularly favourable even for the favoured county of Cornwall, and, indeed, unequalled therein. Myrtles, camellias, the tender kinds of rhododendrons, and sub-tropical plants generally, thrive luxuriantly in the open air. The daily range of the thermometer is moderate, and there are no violent extremes. Frost is rarely felt, and snow seldom seen. Falmouth, in an official report made by Mr. Rawlinson under the Public Health Act, is indeed termed "one of the most desirable places of residence on the southern coast of England"; and speaking of the excellence of its water supply, he points out that such advantages of "soft and pure water, combined with site and climate, are seldom found."

The view on the opposite page will serve to illustrate the singularly picturesque character of Falmouth and its neighbourhood. The town itself forms a fine amphitheatre facing the harbour and bay—its terraces and villas rising to a height of nearly 200 feet above the water's edge, and commanding extensive views of ever-varying beauty and grandeur. The walks and drives in the immediate vicinity are singularly attractive; and the Mile-and-a-half Drive around the peninsula of Pendennis—prominently recognisable in the view by the castle on its summit—is unequalled in England for convenience, changeful spectacle, and invigorating atmosphere. At Gyllyngvase, on the west of the Pendennis isthmus, is a bathing beach of wide extent, near the town, and yet removed from all its associations, which no watering place can excel, with unusual facilities for Boating and Fishing.

Falmouth is the centre of the richest variety of scenery in Cornwall. The far-famed serpentine cliffs of Kynance, with the weird and glowing beauty of their coves and caves, and the romantic grandeur of the Lizard, are within the limits of an easy day's drive. The craggy coast may be explored for miles by yacht or steamer, each inlet opened and each headland passed revealing fresh attractions. The shores of the harbour and its creeks are equally worthy of visit and exploration; and the higher reaches of the Fal and Truro Rivers have been pronounced by Royalty in their combination of grandeur and of sylvan beauty to resemble both the Rhine and the Danube. Banks towering precipitously on either side are clothed with trees from their summits to the water's edge; and each reach in turn seems like a land-locked lake deep sheltered in some wild ravine. Inland lie the rugged moors and rocky heights of one of the great bosses of granite which characterise the county, stretching away to the famous mining districts of St. Day, Redruth, and Camborne. All these attractions are not only within easy reach of Falmouth, but there are special facilities for visiting and enjoying them. Steamers and Boats are easily and cheaply hired.

Visitors should not fail to purchase the New Illustrated Falmouth Guide (published 1876, by Lake & Lake, Truro, price 1s.), which charmingly describes the various attractions of the locality, the routes to take, and how the Tourist's time may be most enjoyably spent there.

Falmouth may be reached from London, via Great Western, in 9½ hours. It is also accessible by steamers, which run regularly from London, Portsmouth, Southampton, Liverpool, and Dublin. Visitors will find excellent and abundant hotel accommodation. Lodgings are plentiful and good, and Charges Reasonable. Arrangements for a more lengthened stay than that of the summer holiday can easily be made; while for permanent residence, alike in Houses and in building sites, the facilities are such as cannot be excelled. Packs of Foxhounds and Harriers are kept in the immediate vicinity.
PENZANCE

Is the most western municipal borough and seaport in England, contains a population of about 11,000, and is within about 10 hours of the Metropolis, a period which will no doubt soon be much shortened.

The town is situated on the side of a hill overlooking Mount's Bay, and has a delightful southern aspect. It has its own recorder, quarter sessions, and police establishment; enjoys a corporate revenue of about £6,000 a year; and since the passing of the Corporation Act (1835) the Council (and Sanitary Authority) have expended not less than £100,000 in improvements of the town and harbour, and laying down a complete system of drainage and water supply.

In 1864 a handsome and commodious suite of public buildings was erected at a cost of about £20,000, comprising three sections. 1. Guildhall, council chamber, and municipal offices. 2. The museums and offices of the Royal Geological Society of Cornwall. 3. Large hall for concerts, &c. (containing a fine organ), lecture hall, extensive and well-selected library (about 14,000 volumes), reading and news rooms, natural history museum, masonic hall, chess-room, &c.

Dr. Paris (an eminent physician), in his Guide to Mount's Bay and the Land's End, describes the Mount's Bay as follows—

At the most western extremity, and in the lowest latitude of our island, is situated this delightful and celebrated Bay. It is formed by an irregularly curved outline of several miles in extent, whose southern and western points form the promontories of the Lizard and Land's End.

The climate of Mount's Bay is the circumstance which has principally contributed to its celebrity, and which renders it so inviting and beneficial to consumptive patients. The summers are never sultry, the heat being assuaged by the constant currents of wind which blow from the surrounding sea, whilst the cold of winter is equally ameliorated, so that thick ice is very rarely seen; frosts, if they occur, are but of a few hours' duration; and those snow storms which, coming from the north and east, bury the fields of every other part of England, are generally exhausted before they reach this favoured spot, or their last sprinkling is dissolved by the warm breezes which play around its shores.

Sir James Clarke, M.D., also wrote—

Aged invalids, with whom, in general, a soft climate agrees, and to whom even a moderate degree of humidity is not objectionable, might more particularly derive benefit by residing during the whole year at Penzance. The great mildness of the winter would enable them to be much in the open air, and they would have less to dread from the coldness of the nights than in any other part of England.

And this testimony has been abundantly confirmed by numerous visitors. Delightful excursions to places of great interest and within short distances abound in every direction. Amongst the most prominent of these are St. Michael's Mount, Lamorna Cove, Castle Treery, and Logan Rock, Porthleven Cove (the station of the Eastern Telegraph Company), Tol Pedn Penwith, the Land's End, Botallack and Levant Mines, Lanyon Quoit, Gurnard's Head, Castle-an-Dinas, &c., the Lizard Point, Kynance Cove (the Serpentine stone district), most of which can be reached by daily public conveyances from Penzance. There is also a good supply of posting and hackney carriages.

A large number of mansions and villas, with well-wooded grounds and shrubberies, adorn the immediate neighbourhood of Penzance, and the numerous delightful walks in and about the town afford varied and charming views of the Bay and surrounding country. In the town are numerous churches and chapels, and several good schools. The meat, vegetable, and fish markets are well supplied at moderate rates. The hotel, boarding, and lodging-house accommodation is ample and of the best description. There are also baths, facilities for sea bathing, boating, and fishing, and steamers plying to and from the Scilly Islands, and making frequent excursions to the Lizard, Wolf Rock, Land's End, &c. There are also packs of foxhounds and barriques kept in the immediate vicinity.

Dated 22nd March, 1876.
ITINERARY OF TOURS,
INCLUDING EVERY POINT OF INTEREST IN
SOMERSET, NORTH AND SOUTH DEVON,
CORNWALL, AND WEST CORNWALL.

It is impossible to give in a Programme all the combinations that may be
affected with the extensive system of Cook's Tourist Tickets now in operation,
therefore the following routes must only be taken as examples. It will be
perceived that they embrace the principal routes and points of interest in
the West of England, and that they are arranged so as to suit the require-
ments of the majority of travellers; but those who, after perusal, do not find
the exact route they require, are requested to send a written itinerary of the
route they wish to take, to the Chief Office, Ludgate Circus, or to the nearest
Branch Office, in reply to which a definite quotation of fares will be sent.
The fares are subject to alterations from time to time, in accordance with
advices received from the various railway, coach, and steamboat managers. It
must be borne in mind that although the routes are only described in sufficient
detail to ensure identification, the tickets themselves allow breaks of journey at all
places of interest, and can be issued to be used in either direction. They are
available for one or more persons any day and by any train having carriages of
a corresponding class over the routes specified. The places at which passengers
are allowed to break the journeys are named on the respective Coupon Tickets.

Tour No. 1.—From Bristol to Cheddar and Clevedon (via Yatton Junction),
Weston-super-Mare, Highbridge (for Burnham), Bridgwater, Taunton,
Exeter, Dawlish, Teignmouth, Newton, Torquay, Paignton, Churston
(for Brixham), Dartmouth; steamer on River Dart to Totnes and back
to Dartmouth; omnibus from Dartmouth to Slapton Sands and Kings-
bridge; coach to Kingsbridge Road Station; rail to Ivybridge and
Plymouth, Saltash, Liskeard, Bodmin Road, St. Austell, Grampound
Road, Truro, Redruth, Hayle, Penzance; omnibus thence to Land's
End and back; steamer from Penzance to Scilly Isles and back; omnibus
from Penzance to Helston, the Lizard, Kynance Cove and back to
Helston, and by coach to Falmouth; thence by rail to Truro, Grampound
Road, &c., to Plymouth, Bickleigh (for Bickleigh Vale), Tavistock; carriage
to Prince Town (for Dartmoor Prisons) across Dartmoor to Ashburton;
rail to Buckfastleigh, Totnes, Newton, Moreton Hampstead; omnibus to Chag-
ford and through another part of Dartmoor Forest to Tavistock; rail to
Lidford and Launceston; coach to Bude and Clovelly Cross (for Clovelly);
coach to Bideford (for Westward Ho!); coach to Barnstaple; carriage to
Ilfracombe; coach to Lynmouth and Minehead; rail to Dunster, Williton,
Taunton, Weston, Bristol, or vice versa.

No. 2.—The same as No. 1 to Ilfracombe; thence by steamer to Lynmouth;
coach thence to Minehead, and rail to Taunton, Bristol, or vice versa.

No. 3.—The same as No. 1 to Ilfracombe; thence by steamer to Portishead,
and railway to Bristol, or vice versa.

No. 4.—The same as No. 1 to Barnstaple; thence by rail to South Molton-
Dulverton, Wiveliscombe, Taunton, Weston, Bristol, or vice versa.
ILFRACOMBE CIRCULAR TOURS.

No. 5.—Rail from Bristol to Portishead; steamer to Ilfracombe; carriage to Barnstaple; rail to South Molton, Dulverton, Wiveliscombe, Taunton, Bridgwater, Highbridge (for Burnham), Weston, Yatton (for Clevedon and Cheddar), Bristol, or *vice versa*.

No. 6a.—Same as No. 5 to Ilfracombe; with addition of carriage drive from Ilfracombe to Lynmouth and back.

No. 7a.—Rail from Bristol to Portishead; steamer to Lynmouth; carriage from Lynmouth to Ilfracombe; coach to Barnstaple; rail to South Molton, Dulverton, Taunton, Bridgwater, Weston-super-Mare, and Bristol, or *vice versa*.

No. 8a.—Same as No. 5 to Barnstaple; thence coach to Bideford (for Westward Ho!), carriage to Clovelly and back, and coach to Barnstaple; rail to South Molton, Taunton, and Bristol, or *vice versa*.

SOUTH DEVON TOURS.

No. 9.—Rail from Bristol to Weston-super-Mare, Highbridge (for Burnham), Bridgwater, Taunton, Exeter, Dawlish, Teignmouth, Newton, Moreton Hampstead; omnibus to Chagford and back; returning by rail to Newton, Torquay, Paignton, Churston (for Brixham), Dartmouth; steamer up River Dart to Totnes, and thence rail to Exeter and Bristol, or *vice versa*.

No. 10.—Same as No. 9 as far as Teignmouth; thence rail to Newton, Torquay, Dartmouth; steamer up the River Dart to Totnes; thence rail to Ivybridge, Plymouth, Bickleigh (for Bickleigh Vale), Horrabridge, Tavistock, and back to Plymouth, Exeter, and Bristol, or *vice versa*.

No. 11.—Same as No. 10 to Dartmouth; thence omnibus to Slapton Sands and Kingsbridge; coach to Kingsbridge Road; rail to Totnes, Exeter, and Bristol, or *vice versa*.

No. 12.—Same as No. 10 to Dartmouth; thence omnibus to Slapton and Kingsbridge; coach to Kingsbridge Road; rail to Ivybridge, Plymouth, Totnes, Ashburton, returning to Totnes, Exeter, Bristol, or *vice versa*.

No. 13.—Same as No. 10 to Dartmouth; thence omnibus to Slapton Sands and Kingsbridge; coach to Kingsbridge Road; rail to Totnes; steamer down River Dart to Dartmouth; rail to Churston (for Brixham), Paignton, Torquay, Newton, Exeter, Bristol, or *vice versa*.

SOUTH DEVON, CORNWALL, LAND'S END, LIZARD, AND SCILLY ISLES.

No. 14.—Rail from Bristol to Weston-super-Mare, Taunton, Exeter, Dawlish, Teignmouth, Newton, Torquay, Paignton, Churston, Dartmouth; steamer up River Dart to Totnes; rail to Kingsbridge Road, Ivybridge, Plymouth, Saltash, Liskeard, St. Austell, Truro, Redruth, Penzance; omnibus to Land's End and back to Penzance; rail to Truro, Plymouth, Newton, Moreton Hampstead; omnibus to Chagford and back; rail to Newton, Exeter, Bristol, or *vice versa*.
No. 15.—Same as No. 14 to Dartmouth; thence omnibus to Slapton Sands and Kingsbridge; coach to Kingsbridge Road; rail to Plymouth, Truro, and Falmouth, and back by rail to Truro, Plymouth, Totnes, and Ashburton, returning to Totnes, Exeter, Bristol, or vice versa.

No. 16.—Same as No. 14 to Newton; thence rail to Torquay and back to Newton, Plymouth, Truro, Penzance; omnibus to Land's End, and back to Penzance; omnibus to Helston, Lizard, Kynance Cove, Helston, Falmouth; rail to Penryn, Truro, Plymouth, Totnes, Exeter, Bristol, or vice versa.

No. 17.—Same as No. 14 to Dartmouth; coach to Slapton Sands, Kingsbridge, and Kingsbridge Road; rail to Plymouth, Truro, Penzance; and steamer to Scilly Isles and back to Penzance; rail to Truro, Falmouth, and back to Truro, Plymouth, Totnes, Exeter, Bristol, or vice versa.

SOUTH AND NORTH DEVON, CORNWALL, AND SOMERSET.

No. 18a.—Rail from Bristol to Weston-super-Mare, Exeter, Dawlish, Teignmouth, Newton, Torquay, and back to Newton, Plymouth, Bickleigh, Tavistock, Lidford, Launceston; coach to Bude, Clovelly Cross (for Clovelly), Bideford (for Westward Ho!), Barnstaple, Ilfracombe; carriage drive to Lynron and back; coach to Barnstaple, and rail thence to South Molton, Taunton, and Bristol, or vice versa.

No. 19a.—Same as No. 18a to Ilfracombe; thence carriage to Lynron; steamer from Lynmouth to Portishead, and rail to Bristol, or vice versa.

No. 20.—Same as No. 18a to Ilfracombe; back by coach to Barnstaple, and thence rail to South Molton, Taunton, Bristol, or vice versa.

No. 21.—Same as No. 18a to Ilfracombe; thence by steamer to Portishead, and rail to Bristol, or vice versa.

No. 22a.—Rail from Bristol to Exeter, Torquay, Paignton, Churston (for Brixham), Dartmouth; steamer on the Dart to Totnes, and rail thence to Plymouth, Tavistock, Lidford, Launceston, and thence by coach to Bude, &c., as No. 18a, through to Bristol, or vice versa.

No. 23a.—Rail from Bristol to Exeter, Newton, Torquay, back to Newton; thence rail to Totnes; steamer down River Dart to Dartmouth; coach to Slapton Sands, Kingsbridge, and Kingsbridge Road; rail to Plymouth; thence, as No. 19a, to Bristol, or vice versa.

No. 24a.—Rail from Bristol to Exeter, Newton, Torquay, back to Newton; thence rail to Plymouth, Truro, Penzance; omnibus to Helston, Lizard, and Kynance Cove, back to Helston, and thence to Falmouth; rail to Truro, Plymouth, Tavistock, Launceston; coach to Bude; coach to Barnstaple direct; carriage to Ilfracombe and Lynron; thence steamer to Portishead and rail to Bristol, or vice versa.

No. 25.—Rail from Torquay to Paignton and Dartmouth; coach thence to Slapton Sands, Kingsbridge, and Kingsbridge Road; rail to Totnes, Newton, and Torquay, or vice versa.

No. 26.—Same as No. 25 from Torquay by rail and coach via Dartmouth to Kingsbridge Road, rail to Totnes; thence steamer down River Dart to Dartmouth, and rail to Torquay, or vice versa.
No. 27.—Rail from Torquay to Dartmouth; steamer up River Dart to Totnes; rail to Ivybridge, Plymouth, St. Austell, Truro,Camborne, Penzance; steamer to Scilly Isles, and back to Penzance; rail to Truro, Falmouth, and back to Truro, Plymouth, Newton, Torquay, or vice versa.

No. 28.—Rail from Torquay to Dartmouth; coach to Kingsbridge and Kingsbridge Road; rail to Plymouth, Truro, Falmouth, and back to Truro, Penzance; omnibus to Land's End, and back to Penzance; rail to Truro, Plymouth, Newton, Torquay, or vice versa.

No. 29.—Rail from Plymouth to Kingsbridge Road; coach to Kingsbridge, Slapton Sands, and Dartmouth; rail to Torquay, Newton, Teignmouth, Dawlish, Exeter, and back to Plymouth by rail, or vice versa.

No. 30.—Rail from Plymouth to Kingsbridge Road; thence by coach to Kingsbridge, Slapton Sands, and Dartmouth; thence rail to Torquay, Newton, and Plymouth, or vice versa.

No. 31.—Rail from Falmouth to Truro and Penzance; omnibus thence to Helston, Lizard, and Kynance Cove, and back to Helston and Falmouth, or vice versa.

No. 32.—Rail from Falmouth to Truro and Penzance; steamer to Scilly Isles, and back to Penzance; rail thence to Truro and Falmouth, or vice versa.

NOTES.

The Tickets for Tour No. 31 are available to commence or end at Falmouth, Penzance, or Truro, and the journey may be broken at Falmouth, Truro, Redruth, Camborne, Hayle, St. Ives Road, Marazion Road, Penzance, and Helston.

Clowelly.—Mr. Berriman, of the "New Inn," Clowelly, will send a vehicle to meet the Coach at Clowelly Cross, at a small charge, on receipt of notice by letter from Passengers.

Clowelly.—Special fares for visiting Clowelly can be quoted on application.

Westward Ho!—Arrangements for visiting Westward Ho! can be made with Mr. Arcott, "New Inn," or at Tanton's Hotel, Bideford.

In order to prevent disappointment, two clear days' notice, on the Form attached to Thos. Cook and Son's Coupon Tickets, must be given by Passengers to Coach Proprietors, of their intention to travel by their respective conveyances.

Tickets for some of the above Tours to start from Bristol, Taunton, Exeter, Torquay, Plymouth, and Penzance, may be obtained at the Railway Booking Offices, as under:—

Bristol | For Tours No. 9 to 12, 15, 16, 17, 20a, 21a.
Taunton | For Tours No. 9 to 17 and 21a.
Exeter—For Tours No. 9 to 17 and 21a.
Plymouth | For Tours No. 21a, 29, 30, 31, and 32.
Falmouth | For Tours No. 21a, 29, 30, and 31.
Penzance—For Tours No. 21a, 29, 30, and 31.

Tickets for all the West of England Tours can be obtained at any of the Offices of Thos. Cook & Son, as shown on page 8.
## Fares from BIRMINGHAM, LEICESTER, DERBY, SHEFFIELD, MANCHESTER, LIVERPOOL, LEEDS, BRADFORD, and CARLISLE.

<table>
<thead>
<tr>
<th>Tour No.</th>
<th>Fares for Tours No. 1, 2, 3, and 4, can be had on application.</th>
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<tbody>
<tr>
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<td>From Birmingham and Back.</td>
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<td>First Class Throughout.</td>
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**THE FARE FROM**

Liverpool, 1/ First Class, 1/ Third Class, more than Manchester.  
Sheffield, 11/6 First Class, 7/0 Third Class, more than Leicester.  
Derby, 1/ First Class, 1/ Third Class, more than Manchester.  
Leicester.  
Bradford, 1/6  
Leeds.  
Nottingham, 4/6  
Midland, 3/6  
Irrespective of class below Bristol.

From Manchester and Liverpool, Passengers travel by the Midland Railway, along the picturesque route of the Peak District, and are allowed to break the Journey at Miller’s Dale (for Buxton), Rowsley, Matlock, Worcester (for Malvern), Cheltenham, and Mangotsfield (for Bath and Clifton). Birmingham Passengers may break their Journey at Worcester, Cheltenham, and Mangotsfield.
## FARES

From BRISTOL, TAUNTON, and EXETER.

<table>
<thead>
<tr>
<th>Tour. No.</th>
<th>From Bristol and Back</th>
<th>From Taunton and Back</th>
<th>From Exeter and Back</th>
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<td>93/6</td>
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Tour 9 to 18A, 20, and 22A—The fares from Taunton do not include the journey between Taunton and Bristol.

Tours 9 to 17—The fares from Exeter do not include the journey between Exeter and Bristol.

Tours 18A, 20, and 22A—The fares from Exeter do not include the journey between Taunton and Bristol.
## FARES

From TORQUAY, PLYMOUTH, FALMOUTH, and PENZANCE.

<table>
<thead>
<tr>
<th>Tour No.</th>
<th>From Torquay &amp; Back</th>
<th>From Plymouth and Back</th>
<th>From Falmouth and Back</th>
<th>From Penzance and Back</th>
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<tr>
<td>27</td>
<td>55/0</td>
<td>42/0</td>
<td>25/6</td>
<td>...</td>
</tr>
<tr>
<td>28</td>
<td>48/6</td>
<td>35/6</td>
<td>23/6</td>
<td>...</td>
</tr>
<tr>
<td>29</td>
<td>22/6</td>
<td>17/0</td>
<td>12/0</td>
<td>22/6</td>
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<td>30</td>
<td>...</td>
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<td>19/0</td>
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<tr>
<td>31</td>
<td>45/6</td>
<td>33/0</td>
<td>22/6</td>
<td>32/6</td>
</tr>
<tr>
<td>32</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>41/6</td>
</tr>
</tbody>
</table>

Tours 18A, 20, and 22A—The above fares do not include the journey between Taunton and Bristol.
COOK'S WEST OF ENGLAND TOURS.

CIRCULAR TOURS FROM LONDON TO
ILFRACOMBE, DAWLISH, TEIGNMOUTH,
TORQUAY, PLYMOUTH, THE RIVER DART,
THE LIZARD, KYNANCE COVE,
LAND’S END, SCILLY ISLES, &c.

In connection with the Excursions from London to the West of England every Saturday (see Bills), Cheap Tickets for Circular Tours will be issued as under:

**TOUR A.**—Rail to Bristol, Portishead; steamer to Ilfracombe; carriage to Barnstaple; rail to South Molton, Dulverton, Willowscombe, and Taunton—or vice versa.

**TOUR C.**—Rail to Taunton, Willowscombe, Dulverton, South Molton, and Barnstaple; thence carriage to Ilfracombe and Lynton, steamer to Portishead, and rail to Bristol—or vice versa.

**TOUR E.**—Rail to Exeter, Dawlish, Teignmouth, Newton, Torquay, Dartmouth; steamer up River Dart to Totnes; rail to Plymouth and back to Ivybridge, Totnes, Newton, Teignmouth, Dawlish, Exeter—or vice versa.

**TOUR F.**—Rail to Exeter, Star Cross, Dawlish, Teignmouth, Newton, Torquay, Paignton, Chariton (for Brixham), Dartmouth; steamer up River Dart to Dittisham and Totnes; thence rail back to Newton and Exeter—or vice versa.

**TOUR G.**—Rail to Exeter, Star Cross, Dawlish, Teignmouth, Newton, Torquay, and Dartmouth; coach to Slapton Sands, Kingsbridge, and Kingsbridge Road Station; thence rail back to Exeter—or vice versa.

**TOUR H.**—Same as G to Kingsbridge Road Station, thence rail to Totnes; steamer down River Dart to Dittisham and Dartmouth, and rail back to Torquay, Newton, Teignmouth, Dawlish, and Exeter—or vice versa.

**TOUR I.**—Rail to Truro, Redruth, Hayle, and Penzance; omnibus to Logan Rock and Land's End, and back to Penzance; omnibus to Helston, the Lizard, Kynance Cove, and Falmouth; thence rail back to Truro—or vice versa.

**TOUR K.**—Rail to Truro, Redruth, Hayle, and Penzance; thence steamer to Scilly Isles and back, returning to Truro, via Helston, Lizard, Kynance Cove, and Falmouth—or vice versa.

Any of these Tours can be extended or altered to suit the convenience of Passengers.

Passengers will have to proceed to, and return from, the commencing and ending points of the above Tours (Bristol, Taunton, Exeter, Truro, &c., as shown) by the Great Western Excursion Trains, and be subject to the same regulations as other Passengers by these Trains, but beyond those Stations 1st and 2nd Class Passengers can travel by any Train; 3rd Class Passengers by 3rd Class Trains only, any day; and they will be allowed to break the journey at all principal Stations, as well as those named above.

<table>
<thead>
<tr>
<th>Tour</th>
<th>1st Class throughout</th>
<th>1st Class to Bristol, Taunton, Exeter, or Truro, &amp; 2nd beyond</th>
<th>3rd Class to Bristol, Taunton, Exeter, or Truro, &amp; 2nd beyond</th>
<th>3rd Class throughout</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>42s.</td>
<td>40s.</td>
<td>30s.</td>
<td>24s.</td>
</tr>
<tr>
<td>a</td>
<td>49s.</td>
<td>47s.</td>
<td>37s.</td>
<td>33s.</td>
</tr>
<tr>
<td>E</td>
<td>50s. 6d.</td>
<td>43s. 6d.</td>
<td>31s. 6d.</td>
<td>25s. 6d.</td>
</tr>
<tr>
<td>F</td>
<td>43s.</td>
<td>38s.</td>
<td>26s.</td>
<td>22s. 6d.</td>
</tr>
<tr>
<td>G</td>
<td>47s. 6d.</td>
<td>43s.</td>
<td>31s. 6d.</td>
<td>26s.</td>
</tr>
<tr>
<td>H</td>
<td>50s.</td>
<td>45s.</td>
<td>33s. 6d.</td>
<td>28s.</td>
</tr>
<tr>
<td>I</td>
<td>58s. 6d.</td>
<td>55s. 6d.</td>
<td>40s. 6d.</td>
<td>38s.</td>
</tr>
<tr>
<td>K</td>
<td>66s. 6d.</td>
<td>63s. 6d.</td>
<td>48s. 6d.</td>
<td>43s.</td>
</tr>
</tbody>
</table>

These Tickets must be taken before the morning of the Excursion.

COOK'S WEST OF ENGLAND HOTEL COUPONS will be issued in connection with the above, at the uniform rate of 1ls. per day, which includes Meat Breakfast, Dinner, Plain Tea, Bed, and Attendance. For List of Hotels, see page 29.

Tickets, Bills, and all information respecting above, and of all Great Western Company's Excursions from London, can be obtained from

**THOMAS COOK & SON,**
Ludgate Circus, London, E.C.
COOK'S WEST OF ENGLAND TOURS.

ITINERARY OF

Cook's Personally - Conducted Tours

FOR ONE, TWO, OR THREE WEEKS

IN

DEVON, CORNWALL, & SOMERSET.

Under the Personal Supervision of a qualified Representative of Messrs. Thos. Cook and Son.

The Conductor will be at the Royal Hotel, Torquay, on Mondays July 3rd, 24th; August 14th; and September 4th and 25th, and travel as follows:—

Monday and Tuesday.—At Torquay. Carriage drives in the neighbourhood to Berry Pomeroy Castle, to Chagford or Hey Tor Rocks, or Dartmoor, &c. (at the option and expense of the passengers). Royal Hotel.

Wednesday.—Torquay to Dartmouth by rail. Dartmouth to Totnes and back by steamer on the river Dart. Dine at Castle Hotel, Dartmouth. Special carriage in the evening to Slapton Sands. Torcross or Slapton Sands Hotel.

Thursday.—Spend the morning at Slapton Sands (boating and fishing in Slapton Lee and the Sea); early dinner, and down by special conveyance—through Devonshire lanes—to Start Point and Lighthouse, Prawle Point, and Salcombe, and then take steamer up the river to Kingsbridge. King's Arms Hotel.

Friday.—After early dinner special conveyance to Ivybridge for an hour's ramble in the woods of this beautiful valley, thence forward by rail to Plymouth. Duke of Cornwall Hotel.

Saturday.—At Plymouth.
SECOND WEEK.

Monday.—From Plymouth to Penzance by rail, over the Royal Albert Bridge at Saltash, through superb scenery, arriving at Penzance in time for dinner. Hotels: The Union, The Queen’s, or Lavin’s.

Tuesday.—Special carriages to the Land’s End and back; visiting the Logan Rock, &c.

Wednesday.—Leave Penzance by coach for Marazion for a couple of hours at St. Michael’s Mount (if tide in, boats at expense of passengers), and on to Helston to spend the evening (ramble to Penrose, Loe Pool and Bar). Angel Hotel.

Thursday.—Leave Helston early by special conveyance to the Lizard and Kynance Cove; back to Helston, and forward by coach to Falmouth. Falmouth Hotel.

Friday and Saturday.—At Falmouth; steamboat trips up the Fal and Helford Rivers, and carriage drives to Pengerric and other places of beauty and interest in the neighbourhood of Falmouth (at the option and expense of passengers), returning by rail from Falmouth to Plymouth in the evening. Passengers wishing to spend Sunday in Falmouth can do so, and by leaving Falmouth at 7:25 a.m. on Monday, can join the Conductor at Plymouth Station, and proceed as follows.

THIRD WEEK.

Monday.—Plymouth; by rail through the enchanting scenery of Bickleigh Vale to Launceston. The White Hart Hotel.

Tuesday.—Special conveyance to King Arthur’s Castle, Tintagel, celebrated by the Poet Laureate as “Tintagel Castle by the Cornish sea,” thence, via Boscastle, through a succession of splendid landscape scenes with the broad waters of the Atlantic in view during the entire journey to Bude, arriving in time for a ramble amongst the rocks, or along the sands that cover the remains of a primeval forest, and constitute the entrance to Bude Haven, before which the long line of Atlantic billows is ever breaking, with a majesty and grandeur not to be seen on any other part of the English coast. Falcon Hotel.

Wednesday.—Leave Bude by 4-horse coach (still skirting the Atlantic, and passing near the famed Clovelly and the Hobby drive) for Barnstaple, and thence by the finely-appointed 4-horse breaks of the Great Western Railway Company to Ilfracombe, arriving early in the evening. Hotels: The Ilfracombe and The Royal Clarence.

Thursday.—To be spent at Ilfracombe, one of the most picturesque and beautiful places on the coast of North Devon.

Friday.—Carriage drives (passing Watermouth Castle and other objects of interest) to Lynton, and back to Ilfracombe, allowing time to visit the Valley of Rocks and the far-famed Watersmeet through the unsurpassed scenery of the Valleys of the Lyns.

Saturday.—Leave Ilfracombe for Barnstaple, by coach, at 8:30 a.m., in time to catch the trains at Taunton, by which passengers will be able to reach London, Liverpool, Manchester, and other distant places the same night; but the Conductor will travel from Taunton to Torquay, to be in readiness to start on the following Monday for a repetition of the Tour. Passengers who wish to alter the route from Ilfracombe can be supplied with Tickets, either by coach from Ilfracombe to Lynton and steamer thence to Portishead, and rail to Bristol, or steamer from Ilfracombe to Portishead, and rail to Bristol, at a slight difference in the fares.
The Travelling Tickets for these Tours being available for Two Months from date of commencement of Tour, passengers can go in advance to Torquay, Plymouth, or any other station en route, at any time, in readiness to fall in with the Conductor, and they may remain at any point en route, provided such break of journey does not interfere with special carriage arrangements, and that they complete the return journey within two months. They may also break their journey at Clovelly Cross, for Clovelly, and at Bideford for Westward-Ho! by previous arrangement with the Conductor.

Fares for the Three Weeks’ Tours as above.

<table>
<thead>
<tr>
<th>From Carlisle and back</th>
<th>£ s. d.</th>
<th>£ s. d.</th>
<th>£ s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Class Throughout</td>
<td>10 9 0</td>
<td>9 8 6</td>
<td>7 9 0</td>
</tr>
<tr>
<td>1st to Bristol, 2nd beyond</td>
<td>9 3 0</td>
<td>8 2 6</td>
<td>6 17 0</td>
</tr>
<tr>
<td>3rd to Bristol, 2nd beyond</td>
<td>8 18 0</td>
<td>7 18 0</td>
<td>6 12 6</td>
</tr>
<tr>
<td>1st and 2nd weeks</td>
<td>8 3 6</td>
<td>7 2 0</td>
<td>6 6 6</td>
</tr>
<tr>
<td>3rd and 1st</td>
<td>7 12 6</td>
<td>6 12 0</td>
<td>6 1 0</td>
</tr>
<tr>
<td>1st and 2nd weeks</td>
<td>8 7 6</td>
<td>6 18 0</td>
<td>6 7 0</td>
</tr>
<tr>
<td>2nd beyond</td>
<td>6 7 6</td>
<td>5 7 0</td>
<td>...</td>
</tr>
<tr>
<td>3rd and 1st</td>
<td>5 13 0</td>
<td>4 16 0</td>
<td>...</td>
</tr>
</tbody>
</table>

| From other Places in Proportion. |

The above are the actual Fares for travelling, and do not include Hotel Coupons or Omnibuses between Stations and Hotels.

Hotel Coupons for First Class Hotels are issued in connection with the above at 11s. per day.

To suit the convenience of those who cannot spare three weeks, or whose dates will not correspond with the dates of departure from Torquay, the above Tours are so arranged that the three weeks may be commenced at any point, or any two or one of the weeks may be taken separately at proportionate rates; the Fares from Bristol and Birmingham being given below as a basis upon which to calculate from other places.

<table>
<thead>
<tr>
<th>From Bristol and Back.</th>
<th>From Birmingham and Back.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st Class throughout.</td>
</tr>
<tr>
<td>1st week</td>
<td>£ s. d.</td>
</tr>
<tr>
<td>2nd</td>
<td>2 15 6</td>
</tr>
<tr>
<td>3rd</td>
<td>2 4 2</td>
</tr>
<tr>
<td>1st and 2nd weeks</td>
<td>4 10 0</td>
</tr>
<tr>
<td>2nd and 3rd</td>
<td>5 16 0</td>
</tr>
<tr>
<td>3rd and 1st</td>
<td>5 19 0</td>
</tr>
<tr>
<td>2nd, 3rd, &amp; 1st weeks, or</td>
<td>7 13 0</td>
</tr>
<tr>
<td>3rd, 1st, &amp; 2nd</td>
<td></td>
</tr>
</tbody>
</table>
COOK’S HOTEL COUPONS
IN COMBINATION WITH
WEST OF ENGLAND TOURS.

With the view of making the new system of Tours for the West of England as comprehensive as possible, and with the view of making the arrangements accord as nearly as possible with the long-established and well-known system originated by Messrs. Thos. Cook & Son in Scotland, Ireland, and on the European Continent, Messrs. T. C. & Son have arranged a system of

HOTEL COUPONS FOR THE WEST OF ENGLAND,
To be accepted at the following First Class Hotels at the

UNIFORM RATE OF 11s. PER DAY:—

<table>
<thead>
<tr>
<th>Hotel</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashburton</td>
<td>Golden Lion Hotel.</td>
</tr>
<tr>
<td>Bideford</td>
<td>Tanton’s Hotel.</td>
</tr>
<tr>
<td>Barnstaple</td>
<td>Royal and Fortescue Hotel.</td>
</tr>
<tr>
<td></td>
<td>Golden Lion Hotel.</td>
</tr>
<tr>
<td>Bude</td>
<td>Falcon Hotel.</td>
</tr>
<tr>
<td>Dartmouth</td>
<td>Castle Hotel.</td>
</tr>
<tr>
<td></td>
<td>Royal Dart Yacht Club Hotel, Kingswear.</td>
</tr>
<tr>
<td>Dawlish</td>
<td>Royal Hotel.</td>
</tr>
<tr>
<td>Exeter</td>
<td>Royal Clarence Hotel.</td>
</tr>
<tr>
<td></td>
<td>New London Hotel.</td>
</tr>
<tr>
<td>Falmouth</td>
<td>Falmouth Hotel.</td>
</tr>
<tr>
<td>Helston</td>
<td>Angel Hotel.</td>
</tr>
<tr>
<td>Ilfracombe</td>
<td>Royal Clarence Hotel.</td>
</tr>
<tr>
<td></td>
<td>Ilfracombe Hotel.</td>
</tr>
<tr>
<td>Kingsbridge</td>
<td>King’s Arms Hotel.</td>
</tr>
<tr>
<td>Launceston</td>
<td>White Hart Hotel.</td>
</tr>
<tr>
<td>Lizard</td>
<td>Hill’s Hotel.</td>
</tr>
<tr>
<td>Lynmouth</td>
<td>Valley of Rocks Hotel.</td>
</tr>
<tr>
<td>Minehead</td>
<td>Feathers Hotel.</td>
</tr>
<tr>
<td>Newton Abbot</td>
<td>Globe Hotel.</td>
</tr>
<tr>
<td>Paignton</td>
<td>Esplanade Hotel.</td>
</tr>
<tr>
<td></td>
<td>Gerston Hotel.</td>
</tr>
<tr>
<td>Penzance</td>
<td>Queen’s Hotel.</td>
</tr>
<tr>
<td></td>
<td>Lavin’s Mount’s Bay Hotel.</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Queen’s Hotel.</td>
</tr>
<tr>
<td></td>
<td>Union Hotel.</td>
</tr>
<tr>
<td>Scilly</td>
<td>Holgate’s Hugh House Hotel, St. Mary’s.</td>
</tr>
<tr>
<td>Slapton Sands</td>
<td>Tor Cross Hotel.</td>
</tr>
<tr>
<td>Taunton</td>
<td>Railway Hotel.</td>
</tr>
<tr>
<td>Tavistock</td>
<td>Queen’s Hotel.</td>
</tr>
<tr>
<td>Teignmouth</td>
<td>Royal Hotel.</td>
</tr>
<tr>
<td>Totnes</td>
<td>Seymour Hotel.</td>
</tr>
<tr>
<td>Torquay</td>
<td>Royal Hotel.</td>
</tr>
<tr>
<td>Westward Ho</td>
<td>Royal Hotel.</td>
</tr>
</tbody>
</table>

The above charge includes meat breakfast, dinner, plain tea, bed, and attendance.

The Hotel Coupons are issued in books of five or seven days, which will enable Tourists to order almost any number of days they may require.

Any unused Coupons can be returned to the CHIEF OFFICE, LUDGATE CIRCUS, LONDON, when the value will be allowed, less 10 per cent.

All communications to be addressed to

THOS. COOK & SON,
Ludgate Circus, Fleet Street, London.
THE ROYAL HOTEL, TORQUAY.

First Class Family Hotel, situate on the Strand (the public promenade), with a southern aspect.

Handsome Suites of Apartments overlooking the sea. Cuisine excellent. Table d'hôte 6:30 p.m. Ladies and Gentlemen's Coffee and Reading Rooms. Billiard and Smoking Saloons. Pair-horse omnibus meets every train.

Proprietor and Manager—W. G. KING.

Visitors will find at this Hotel, which is under Mr. King's continual superintendence, all that attention and comfort which a Proprietor's personal management of his own business can ensure.

The Club-rooms of The Royal Torquay Yacht Club are at this Hotel.
TRADES DIRECTORY.

TORQUAY.

ABBBOTT, Wm., Butcher, Fleet Street.
BAILEY, Wm., Bootmaker, Torwood Street.
HARVEY, J., Torbay Hotel, Station Road; and Estate Agent, Office, Torwood Street.
KING, W. G., "Royal" Hotel, Strand.
MONTGOMERY, G., Tailor, Lower Union Street.
REYNOLDS, Wm., Musieseller, Torwood Street.
SHAPLEY & AUSTIN, Grocers, Strand.
SLADE & SONS, Grocers, Cary Place.
STARK & Co., Estate Agents, Strand.
SYMMONS, Jas., Auctioneer, Fleet Street.
THOMAS, Fred., Hatter, Strand.
TORQUAY TERRA COTTA COMPANY.
WATCOMB TERRA COTTA COMPANY.
WHITeway, BAll, & Co., Coal Merchants, The Quay.
WILLIAMS, W. G., Draper, Strand.
WATTS, G., Carver and Gilder, Torwood Street.
WEBBER & STEHAM, Slate Merchants.
WESTLEY & Co., Stationers, Strand.

PLYMOUTH.

MAY, MURCH, & JACKSON, Auctioneers.
W. H. LUKE, Bookseller and Stationer.
HENRY MATTHEWS, Confectioner.
MARSHALL STEVENS, Coal Merchant.
UNDERWOOD & Co., and WILLES, SON, & BOX, Grocers.
PLIMSAUL BROS, Ironmongers.
NEWSPAPERS—Western Morning News, and Western Daily Mercury.
MOON & SON, Piano Forte Manufacturers.
W. BRENDON & SON, Printers by Steam.
W. HEATH, Photographer and Optician.
HOTELS—"Duke of Cornwall," "Royal," "Harvey's," "Farley's."

FALMOUTH.

DOWNING, S., General Draper, Millinery, Dressmaking, &c.
FREEMAN, JOHN, & SONS, Granite Works, Penryn.
OLVER & SONS, House and Estate Agents, House Furnishers, &c., Green Bank.
TWEEDY, WILLIAMS, & Co., Cornish Bank, Falmouth and Truro.
WILLIAMS, J. M., & Co., West Cornwall Bank, Falmouth and Redruth.
HOTELS—"Falmouth Hotel," close to Railway Station, adjoins the Beach, and commands views of Bay, Harbour, and Pendennis Castle.
Carter's "Royal Hotel." Centrally situated for Yachts, Pleasure, &c.
"Green Bank Hotel." Facing Harbour; magnificent views. Ladies' Coffee Room.
Gray's "Albion." Near Station; magnificent views of the Harbour.
Jenkins' "Globe Hotel." First-class accommodation for Yachtsmen.

PENZANCE.

HOTELS—"Queens." On Esplanade, for Families and Gentlemen. Posting in all its branches. H. BLACKWELL, Proprietor.
Longhurst's "Union Hotel." Centrally situated. Ladies' Coffee Room.
COOK'S
EXCURSIONS, TOURS,
AND
GENERAL TRAVELLING ARRANGEMENTS.

THOMAS COOK AND SON,
Pioneers, Inaugurators, and Promoters of the principal systems of Tours established in Great Britain and Ireland, and on the Continent of Europe, are now giving increased attention to Ordinary Travelling Arrangements, with a view to rendering them as easy, practicable, and economical as circumstances will allow. During 35 years more than five millions of Travellers have visited near and distant places under their arrangements; and their system of Tickets now provides for visiting the chief points of interest in the Four Quarters of the Globe.

Cook's West of England Tours, combining Railway, Coach, and Steamer to every point of interest between Bristol and the Land's End. The Tickets are prepared in Coupon form, and can be issued in combination, to meet the requirements of the Tourist. Hotel Coupons are also issued for First Class Hotels in the District.

Cook's Scotch Tours cover all points of Tourist interest in Scotland, Oban, Staffa, Iona, Isle of Skye, Caledonian Canal, Kyles of Bute, the Trossachs, the Highlands, the Lake District, Edinburgh, &c.; and can be used in a similar manner to the Irish Tours.

Cook's Irish Tours—THOMAS COOK & SON issue Tourist Tickets to and through all parts of Ireland, including the Giant's Causeway, Belfast, Dublin, Galway, Loch Erne, the Lakes of Killarney, &c. They can be used in connection with Tickets from London, or any town on the Midland Railway.

Cook's Tickets to Paris are available by the Shortest and Cheapest Routes, and by Dover and Calais.

Cook's Swiss Tickets are available by every Route, and cover every part of the country. THOMAS COOK & SON are the only Authorized Agents of every Swiss Railway, Steamboat, and Diligence Company. Every Alpine Route is included in their arrangements.

Cook's Italian Tickets provide for every Route to and through Italy, and are offered at great Reductions in Fares.

Cook's Tours to Holland, Belgium, and the Rhine, are arranged upon a most comprehensive basis, Tickets being provided for every Route, for single and return journeys, and for Circular Tours. Breaks of journey are allowed at all places of interest.

Cook's Personally-conducted Tours have become a most popular feature in their arrangements. Parties are organized to leave London weekly during the season for Switzerland, Germany, Italy, and various parts of the Continent.

The Steam Navigation of the Nile is committed by the Khedive Government entirely to THOMAS COOK & SON. The Steamers (the only ones on the Nile) ply between Cairo and the First Cataract (600 miles), and the Second Cataract (810 miles). Tickets can be had, and berths secured, at any of THOMAS COOK & SON's Offices.

Tours to Palestine are rendered easy, safe, and economical, by the superior arrangements of THOMAS COOK & SON, who now have their own Resident Manager in Beyrouth and Jaffa. They are therefore prepared to conduct large or
small parties in the most comfortable manner through the country; to Jerusalem, the Dead Sea, the Jordan, Damascus, Sinai, &c. The parties can be so fixed as to go independently or under personal management any time between October and April. Over one thousand ladies and gentlemen have visited Palestine under their arrangements.

Turkey, Greece, the Levant, &c.—Thomas Cook & Son are now prepared to issue Tickets by any line of Steamers, to any port touched by the Austrian Lloyd's, Messageries Maritimes, and Rubattino Co.'s Steamers.

India, China, &c.—Thomas Cook & Son are the Agents of the principal Steamship Companies of the world, and are prepared to issue Tickets from Southampton, Venice, Ancona, Genoa, Naples, and Brindisi, to Alexandria, Aden, Bombay, Calcutta, Singapore, Hong Kong, Shanghai, or any other point in India or China.

Algerian Tours.—Messrs. Thomas Cook & Son issue Tickets by any route to Algeria, and over the Algerian Railways and Diligences.

Norway, Sweden, and Denmark.—Thomas Cook and Son now issue Tourist Tickets by all principal Railways and Steamers for the most interesting parts of Scandinavia.

Round the World.—Thomas Cook & Son are prepared to issue a direct travelling Ticket for a journey Round the World by Steam, available to go either West or East. First Class, from £190.

Cook's Hotel Coupons, available at over three hundred first-class hotels in various parts of the world, can be had by travellers purchasing Cook's Tourist Tickets, guaranteeing them first class accommodation at fixed and regular prices.

Passages to America and Canada are secured by Thomas Cook & Son for all the chief lines of Steamers. Arrangements are made for Tours through America, giving a choice of more than 200 Single and Tourist Tickets; and an Office has been opened in New York, under the joint arrangement of Cook, Son and Jenkins, 261, Broadway.

Thomas Cook & Son's General Travelling Arrangements are so widely extended that they can supply Tickets to almost any point that Tourists may wish to visit, in many cases at reductions, many ranging from twenty-five to forty-five per cent. below ordinary fares; the regular Travelling Ticket being issued in all cases, printed in English on one side, and in the language of the country where it is used on the other, and it contains all the information the traveller needs.

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