

MESSRS. WAGHORN & CO.'S

OVERLAND GUIDE TO INDIA,

BY

FOUR ROUTES TO EGYPT.

OFFICE 34, CORNHILL, LONDON.

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GENERAL HINTS AND INFORMATION FOR PASSENGERS TO EGYPT ON THEIR WAY TO INDIA: 1ST, ROUTE, VIA SOUTH-AMPTON; 2ND, THROUGH FRANCE; 3RD, BY THE RHINE AND DANUBE TO TRIESTE; AND 4TH, BY THOSE RIVERS AND THE BLACK SEA, TO CONSTANTINOPLE AND EGYPT.

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LONDON:

J. MADDEN AND CO., 8, LEADENHALL STREET.

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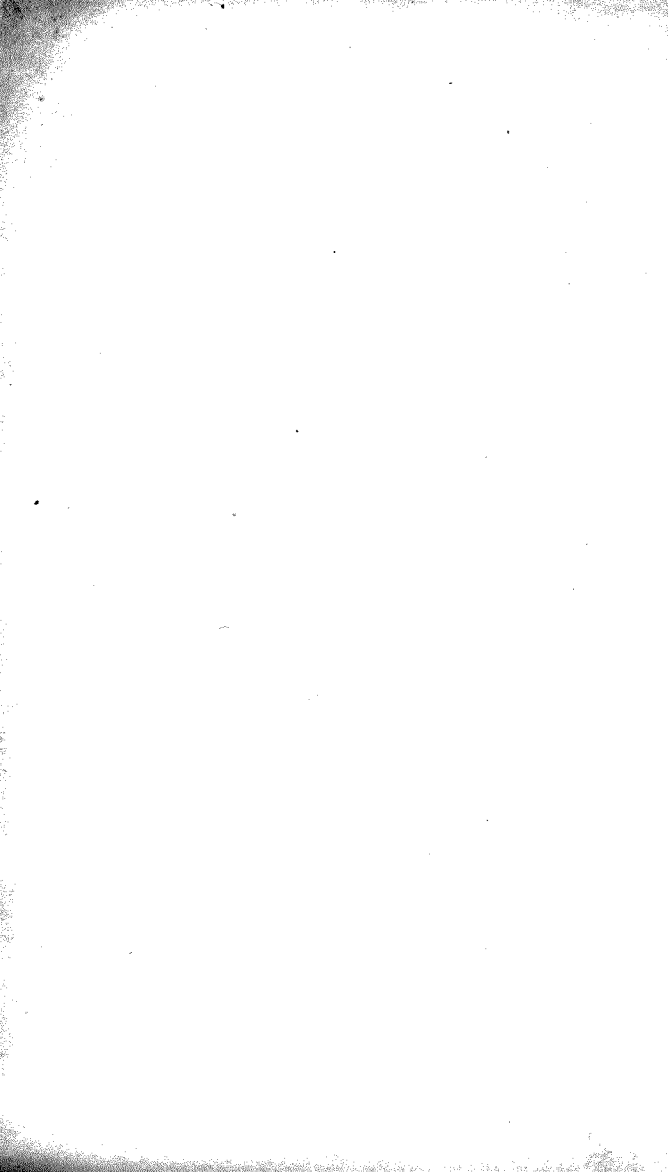
LONDON :

J. MADDEN & CO. 8, LEADENHALL STREET.

Expenses from London to Marseilles

London to Paris - First Class £2-13-2 Second Class £1-18-2  
Paris to Marseilles — " £3-15-6 — " £2-16-0

The time occupied in these journeys will be  
about 37 hours.



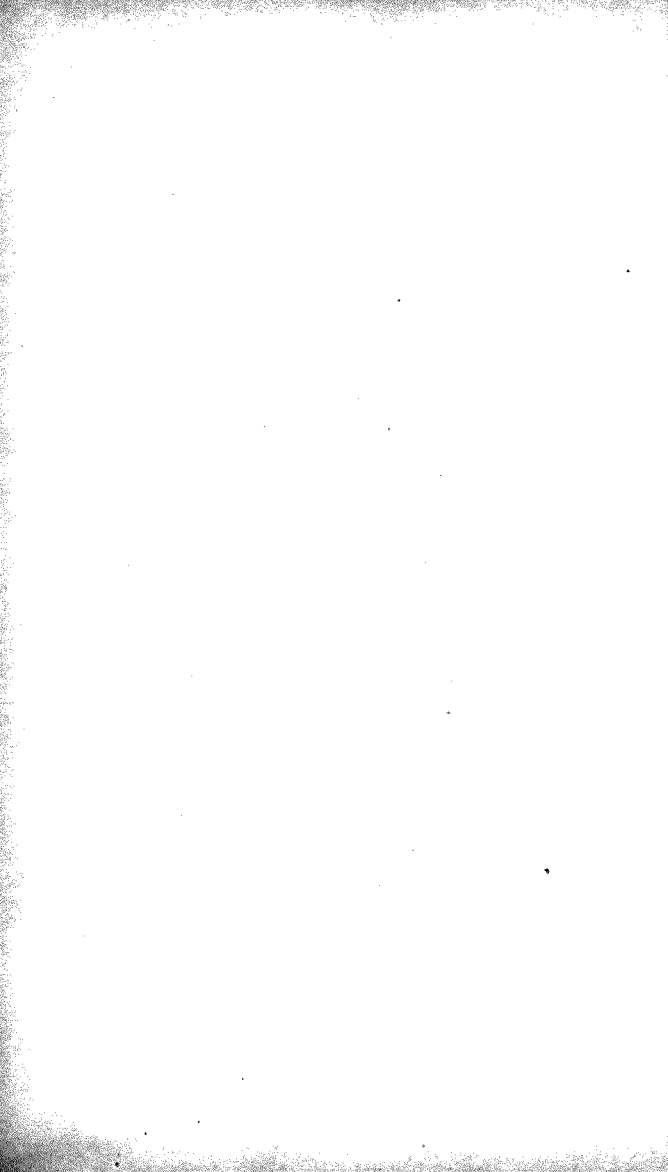
# DEDICATION,

TO ALL PERSONS BOUND TO EGYPT AND INDIA.

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THE brief information the following pages are intended to convey, is off-hand for your benefit, contenting ourselves with facts in the best and most concise manner for all parties, more particularly those residing at a distance from Town, to whom the Pamphlet will be sent, postage free, for Two Shillings. Our sole object being information to Passengers at a cheap rate, they will thus be enabled to form their own plans, and consider which of the following four routes to Egypt they will adopt.—1st.—In the Peninsular and Oriental Company's steamers by Southampton. 2nd.—Through France, embarking at Marseilles, and either going direct to Alexandria or else landing at Civita Vecchia, seeing Rome, for which ten days extra will suffice, and then embarking at Naples on the 5th, 15th, or 25th of any month, for Egypt. 3rd.—By steamer from London to Ostend, by the Rhine to Trieste, or branching off at Vienna by the Danube to Constantinople, and thence to Alexandria by the French Government steamers direct, on the 7th, 17th, or 27th of every month. (Maps of these Routes may be had at our Office, 34, Cornhill.)

WAGHORN & Co.



## OVERLAND GUIDE TO INDIA.

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MANY persons in England, connected with India and the East, constantly complain of the difficulty that exists in procuring accurate information relative to the *several* routes that may be availed of in the prosecution of the Overland Journey to India, and, at their request, we now note down, *those* which may be useful to them.

The great point is to ascertain, as near as possible, the time and expense required by each; and next, how to escape being misled by parties pretending to a knowledge of the same, and avoid being encumbered with more luggage and funds than are actually necessary for the sundry disbursements, &c. *en route*. To meet the wishes of those friends, we have agents in most of the principal cities on the continent, (a list of which is in the Appendix A.) by-and-bye will appoint others, and have completed such arrangements to so effect the whole, as will prove beneficial and economical to all.

Certain portions of the passage money should be paid at our offices, 34, Cornhill, London, where places in the steamers and diligences can be secured; we will give travellers a memorandum of their route, and times of departure; secure berths in the steamers

to Egypt and India, and otherwise afford them useful hints how they can be conveyed to Suez by a given day, in time for the steamers from that place to India.

*First Route to Alexandria, via Southampton,  
£46 10s.*

The Peninsular and Oriental Company's steamers start alternately from Southampton on the 1st of every month, touching at Gibraltar and Malta, and make the passage under ordinary circumstances, in seventeen days.

The names of the company's steamers to Alexandria, are—

	Tons.	Horse power.
"Oriental" . . . . .	1673	450
(Great) "Liverpool" . . .	1540	464
"Tagus" . . . . .	900	306

RATES OF FARE.		1st Cabin.	2nd Cabin.	Passengers' Servants.
		£ s d.	£ s d.	£ s d.
Southampton to	{ Alexandria	46 10 0	30 15 0	21 0 0
	{ Malta. . .	34 0 0	23 0 0	15 15 0
Gibraltar to . .	{ Alexandria	26 0 0	16 10 0	14 0 0
	{ Malta. . .	13 10 0	8 5 0	7 0 0
Malta to Alexandria. . . . .		17 10 0	13 5 0	12 0 0

Children under Three Years of Age free. If Three, and under Ten, half price.

A liberal Table with Wines, will be found for the 1st Cabin Passengers, and the same included in the fare.

Provisions are provided at the ship's expense for 2nd Cabin Passengers, with an allowance of Porter and Spirits, but no Wines.

Experienced and respectable female attendants for the Ladies' Cabin.

Private Family Cabins for Passengers, if required.

Each vessel will carry a Medical Officer approved of by Government, and the time occupied in the passage home will be allowed in the quarantine.

The Cabins are fitted with bedding, drawers, and every requisite.



Passengers by the above should leave the Railway Terminus, Nine Elms, Vauxhall, by the eleven or one o'clock day trains, on the last day of every month, for Southampton, where they should remain at the Royal George Hotel, conducted by Mr. Brett, until the time for embarkation next morning.

First class passengers are allowed 3 cwt. of luggage, second class, 2 cwt., and 2s. per cubic foot is charged for all above that quantity. They are particularly requested to have their names and places of destination distinctly marked on the same, and to reduce to the smallest quantity and most compact form such indispensable articles as they may require to have constantly in their cabins, in which no heavy baggage, trunks, boxes, or portmanteaus are allowed. A baggage room is in each vessel, to which access can be had daily. The Company do not hold themselves liable for any damage or loss of baggage, nor for unavoidable delay, accidents, fire, steam, or sea-risks of any kind whatsoever.

The time allowed for stopping, is six hours at Gibraltar, and twenty-four hours at Malta, on each passage.

As many berths are often engaged some time before the steamers start, early application is particularly recommended, in order to secure the best cabins, which we are always happy to do. It is desirable that cabins in the Honourable East India Company's steamers on the Suez side, should also be engaged through our office, particularly for ladies. Parties of four, whether ladies or gentlemen, can join and secure a vehicle to themselves over the Desert, if timely notice be given. Letters of enquiry, enclosing a postage stamp, will be immediately answered, and any information required most cheerfully given on all points.

Passengers by this route require no passports.

*Second Route to Alexandria, embarking at Marseilles,  
£40 direct to Alexandria.*

This route is extremely interesting and agreeable in the summer, but we cannot recommend it in winter. The traveller should make application for a passport at the office of the French Ambassador, 6, Poland Street, Oxford Street, between the hours of twelve and three, one day in advance, and appear himself on the following day to receive it, when it will be delivered *gratis*. Friends travelling together, as well as male servants, should have separate passports, although members of a family can have all their names included in *one*. If pressed for time, a passport may be obtained of the French Consul, Mons. Durant St. André, 3, Copthall Buildings, Throgmorton Street, without his requiring any previous notice, for a fee of 10s.

Having arranged the necessary papers and notes of introduction from us to our agents at all the places *en route*, and starting for Boulogne by the steamer, which leaves London Bridge on the 20th of any month, (earlier, if more than one day is required in Paris,) the passage, under ordinary circumstances, will be made in eleven hours. On arrival the traveller should proceed to Ince's New British Hotel, which we can confidently recommend, where he will remain one day for the purpose of clearing his baggage, viewing the environs of Boulogne, and getting his passport signed.

We advise no more baggage to be taken than is *actually necessary* for the trip, and recommend port-manteaus, which are to be had at our office made of the lightest materials and at the cheapest rate, expressly for the Overland Route. Much inconvenience will be saved and trouble avoided by all new clothing being washed and marked, for a new and large outfit often excites suspicion at the Douane, and duties are thus

levied which may be avoided. Arrangements are in contemplation, to provide against the examination at Boulogne of baggage belonging to passengers bound to India, and we hope soon to announce that their luggage, bearing the seal of the Custom House authorities, will be allowed to pass to Marseilles, and be put on board the steamer there without being opened at any point. We are now in correspondence with the French Custom House authorities in Paris, for this purpose.

Starting from Boulogne at 9 A.M., the traveller will get by diligence to Paris in twenty-three hours, where we would recommend him to take up his quarters at Hotel Meurice in the Rue de Rivoli. Here his place in the diligence to Chalons-sur-Saone will be found to have been booked by Mons. Cailliez of that hotel; and while the passport, which was taken away by the police authorities at Boulogne, is being visé, the traveller should visit the Louvré and other places worth seeing, according to his stay in the French capital.

In preference to taking the diligence direct to Marseilles, which is a fatiguing journey of from four to five days and nights, we recommend in the summer season, the diligence between Paris and Chalons, via Auxerre, which ordinarily occupies forty-six hours, and starts from Paris at three in the afternoon; inside place fifty francs. The Hotel du Parc at Chalons, kept by Mons. Prata, has been much resorted to by the English for the last five years, and is the best in that place. One day may well be spent there, for the town is very ancient, most pleasantly situate, and commands fine views of the Alps, although upwards of 100 miles distant from them.

Steamers leave Chalons every morning during the summer, at six, half-past six, seven, and eight o'clock, and arrive at Lyons in eight hours; the fares are:—

First Class eight francs ; Second Class, six francs. We recommend the boat that leaves first, because it arrives at Lyons early in the afternoon, and allows time to visit some of the most prominent objects of interest with which that City abounds, particularly the Theatres. The hotels are numerous, and living very cheap ; those on the Quays du Rhône are preferred by passengers bound southward, on account of their proximity to the steamers, and Hôtel de Provence much patronized—but all are good.

At Lyons from 2 P.M. until next morning at 5 ; sufficient rest will have been obtained to proceed by steamer down the Rhone to Avignon ; the trip will occupy eleven hours, at the rate of fourteen miles an hour, including stoppages : for although the distance is near 150 miles, the current runs full five and six miles per hour in favour of the passage, all the way. Many most interesting views present themselves on both sides ; at least thirty suspension and other bridges are passed, and a most delightful day will be spent. The passage money averages twenty francs for first class, and sixteen francs for second class travellers.

The house which we should recommend at Avignon as a most comfortable one, is the Hotel de l'Europe, whence diligences start three or four times a day for Marseilles : the fare is sixteen francs, and the time occupied generally thirteen hours : one of these diligences starts at 6 P.M., about an hour after the arrival of the first steamer from Lyons, and arrives early next morning. At Marseilles the house to be preferred is Hotel de Paradis, Rue Paradis, in the centre of the city.

The arrangements will allow of the traveller remaining at Marseilles about one day and a half, to get his passport signed, &c., through Messrs. Robert Gower and Co., there, who will furnish the necessary pas-

sage ticket for admission on board the French Government steamers, which leave Marseilles for Alexandria on the 1st, 11th, and 21st of every month (as per Table B. in the Appendix), calling at Leghorn, Civita Vecchia, Naples, Malta, and Syra.

The facilities for reaching Egypt by this route are becoming more frequent. The last mail from Alexandria, informed us that by January next a new line of powerful steamers, belonging to the French Government, will be established from that Port to and from Marseilles direct, for passengers and mails, making the passage in eight days; these will count as part of quarantine, and when a clean bill of health is produced passengers will land in three days after their arrival at Marseilles.

The above route may be deviated from if desired, and the traveller, by starting from England ten days earlier, can land at Civita Vecchia, be in Rome, only forty-five miles distant from it, in seven hours after; remain there six days, and then return to the coast by Naples, embarking thence for Malta and Alexandria by the French steamer, on the 5th, 15th, or 25th of every month. In the course of that route the traveller may enjoy a sight of Boulogne, Paris, Chalons, Lyons, Marseilles, Leghorn, Civita Vecchia, Rome, and Naples, as well as of Vesuvius and Stromboli, Pompeii, and Herculaneum, with Scylla and Charybdis, the steamer passing the beautiful Straits of Messina, close to Etna, on her way to Malta, where the stoppage of twenty-four hours will be ample to visit the principle points of interest on that island.

After leaving Malta, these French steamers call at Syra, the point of junction of the Marseilles, Athens, Constantinople, and Alexandrian Lines, arriving at the latter port on the 4th, 14th, and 24th of every month, that of the 14th being three days in advance

of the majority of the passengers and mails, by the steamer direct from England on the 1st. This advantage will enable the traveller to get to Suez, easily and comfortably, by the aid of our firm in Egypt, having also found sufficient time to visit the Pyramids, see the Citadel and Palaces in Cairo, &c., &c.

We will now proceed to the Third Route.

*Third Route by the Rhine and Venice to Trieste, and thence to Alexandria, £45.*

The most varied, beautiful, and interesting of all, is as follows—the traveller, however, can deviate from it at pleasure, following into the same at other points on the Rhine.

*Route for Passengers of pleasure by Venice to Trieste.*

From London to Ostend*	By steam (see Appen. G.)
Ostend to Liege . . . .	By railway.
Liege to Aix la Chapelle	{ By coach, by-and-bye by railway.
Aix to Cologne . . . .	
Cologne to Mayence . .	By coach, or the Rhine.
Mayence to Basle . . .	By steam.
Basle to Zurich . . . .	{ Along the Lakes, by Coach.
Zurich to Wallenstadt.	
Wallenstadt to Chur . .	{ Passage over the Alps, do.
Chur to Spliegen . . .	
Spliegen to Chiavenna .	
Chiavenna to Riva . . .	{ Along the Lago di Como, do.
Riva to Lecco . . . .	
Lecco to Brescia . . .	
Brescia to Venice—	

Venice to Trieste, by steamers daily, from which last there are Austrian steamers on the 1st and 16th

\* Another Route is by Rotterdam, all the way by the Rhine to Basle.

of every month (see Appendix C.), calling at Syra, and effecting the junction of the French boats from that place to Alexandria (for which see Appendix B.).

*Another Route for Passengers in haste, by Land direct to Trieste, avoiding the Rhine, £40 to Alexandria.*

	Miles.	Hours.	
London to Ostend . . . . .		14	
Ostend to Liege . . . . .		6	By railway.
Liege to Treves by Prumm . . . . .	25 $\frac{3}{4}$	19	
Treves to Carlsruhe by Sarre, Louis, and Zineybrücken . . . . .	27 $\frac{1}{2}$	20 $\frac{1}{2}$	
Carlsruhe to Stuttgard by Pforzheim . . . . .	10 $\frac{1}{2}$	8	
Stuttgard to Kempten by Bieberach and Menningen . . . . .	21	15 $\frac{3}{4}$	
Kempten to Inspruck by Fus- sen and Nusserent . . . . .	20	15	
Inspruck to Trieste, by the Brenner and Niederndorf, Longarone and Pardenone . . . . .	54 $\frac{1}{2}$	40 $\frac{1}{4}$	} Passages over the Alps by the Brenner.
	—	139	
Time for changing, at ten mi- nutes per sixty-six changes between Liege and Trieste, adding two hours between London and Liege . . . . .		13	
		152 hours	
		or Six Days Eight Hours.	

Such who find this route fatiguing can, of course, stop at any point, resuming the same at pleasure, which time and expense must be added to the above.

*Fourth Route via Constantinople.\**

The traveller for this place should branch off from Liege to Cologne, go up the Rhine to Mayence, and by railway to Frankfort-on-the-Maine, from Frankfort-on-the-Maine to Ratisbon, and then, per steamer, down the Danube (see Appendix D.) to Vienna, Pressburg, Pest, Belgrade, Orsova, Widin, and Galatz, eighty-five miles from which place he enters the Black Sea, the steamer calling at Varna in it, on her way to Constantinople. This voyage may be accomplished in from sixteen to seventeen days, including stoppages; and the times of arrival and departure are so arranged that the communication shall be kept up with as little interruption as possible. Sometimes delays will occur, which it would be well to prepare for, especially at Orsova, where a stoppage of two or three days usually takes place; and, before starting from Vienna, enquiry should be made whether passengers cannot be booked throughout without interruption.

For either of the three last routes, a passport, bearing the signature of the Austrian Ambassador, is absolutely necessary, but that Minister will neither give a passport to an Englishman, nor countersign any except those issued by the British Secretary of State. If the latter has not been procured, a common one properly visé, will answer every purpose on the Rhine, but it becomes a matter of necessity to obtain the Austrian signature at Frankfort or Carlsruhe.

There is a route from Vienna to Trieste through Stiria and Carniola, occupying three and a half days, but it is not very interesting. A railroad is rapidly progressing towards completion, by which the distance will be accomplished in less than twenty-four hours.

It would be impossible for us to give in detail, in this brief little book, the particular points of interest by the Rhine and Danube, they being so ably described in the Guides of Messrs. Osborne, Murray,

\* This Route closes in October, and opens again in April.



and Claridge, which two last are peculiarly adapted to all parties intending this continental tour, the arrival at, and points of interest in, every place the steamer touches at being mentioned.

Referring to the Appendix, the proper days will be seen for the steamers leaving Trieste and Constantinople, the expense, time of arrival at Syra and at Alexandria. If the traveller wishes to go to Greece, he should branch off at Syra for that trip; as the French and Austrian lines there meet threetimes a month, forming the junction with the Alexandrian.

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Having arrived at Alexandria by one of these four routes, our agent or partner at that place, will go on board the steamer to receive passengers accredited from our establishment in London, and meet every wish they have in view. Passengers in *haste* are recommended to have their luggage ready for immediate landing, taking the precaution to lock and lash each package, and have their names distinctly written thereon (painted, if possible), and, by no means, to trust to a card carelessly tied, as it is often torn off, and thus almost impossible to find its owner. Passengers of pleasure, *not in haste*, and who wish to remain in Egypt, should not mix their baggage with that belonging to passengers en route to India *direct*—probably the best plan would be to insist on its being kept on board the steamer until the Indian passengers have all gone forward.

Although hundreds of Indian travellers have visited Egypt, still the remains of that country are unknown to the *English* public generally. Some of the greatest efforts of man (which seem almost coeval with the creation) are still to be seen in their gigantic grandeur; not to be imagined, except by those who have been fortunate enough to see them, to do which

greater facilities are now afforded by Messrs. Waghorn and Hill's combined arrangements for going up the Nile to Thebes, to the First and Second Cataracts, Mount Sinai, to Nubia and Abyssinia, with means at disposal for all travellers who wish to visit any of those places and countries. Such parties can, by calling at these offices, get their names sent forward, and receive letters of credit, and every matter appertaining thereto, in order that there be no uncalled-for delay; they can here be shown "Head's Eastern and Egyptian Scenery," "Russell's Egypt," "Lane's Modern Egyptians," and "Parbury's Hand-Book," the whole containing much information, and the former, the best maps and views of some of those most wonderful spots in the hitherto benighted country of Egypt.

In addition to the two steamers hereafter mentioned, belonging to Messrs. W. & Co. & H. & Co. we have four sailing vessels on the Nile, which go to Thebes when required; and when those are absent, the best that can be hired are procured, and every thing done for travellers intending that journey. The local facilities of Egypt are so little known, that we deem it only due to the British public at large, to inform them, that they can see Egypt, the Pyramids, Thebes in all its fallen gigantic grandeur and magnificence of architecture, and visit the Second Cataracts, in an absence of four months from their fire-sides in England.

Travellers to Syria and Palestine, will also have every information on personal application at our office. The best way is to go to Egypt by one of the three continental routes above mentioned, and return to England by the Peninsular and Oriental Company's steamers, by which the days of the voyage will all count as part of the quarantine.

Those *Indian passengers* who have families, would do well to leave England for Egypt the month pre-

vious to their wishing to embark at Suez ; then the route to Suez will be one of ease and pleasure. In Cairo and its vicinity they should visit the Pyramids without date ; the ruins of Memphis ; Old Cairo ; (the gigantic and beautiful fallen statue of Sesostris at the former place, is most wonderfully pleasing.) The citadel of Cairo ; the Palaces ; the Gardens of the Pasha ; the Manufactories ; the Public Works, and Schools in its suburbs, are well worthy of inspection, because they shew the dawn of enlightenment under Mehemet Ali's government, and thus a new era in the history of that degenerate country. The ruins of Heliopolis, although but one obelisk standing to mark its site, should be visited, as well as the petrified Forest to the south-east on the Suez Desert, and the Catacombs of Saccara on the Libyan one. A month's stay in Egypt for seeing these wondrous remains of thousands of years gone by, combined with an easy journey to Suez without the slightest exposure to sun, is most strongly recommended. Gentlemen proceeding singly would also do well to stay and see the above, and when tired of it (if sportsmen) they will find plenty of game ; other amusements also offer to fill up their time agreeably.

Passengers and TRAVELLERS, therefore, who are thus about visiting Egypt and Syria, are informed that every necessary convenience they can possibly stand in need of, is always on hand at the Alexandria and Cairo depôts, where tents, bedding, boats, canteens or caffasses, and supplies of all kinds are provided and got ready at an hour's notice. Such are advised not to take anything but their personal baggage. All are recommended to take circular notes of London bankers, in preference to carrying cash with them, or they may lodge any spare money with us in London, and receive orders for the same upon our agents in Malta, Egypt, &c.

*Hints to Passengers respecting Baggage, Outfit, &c.*

Passengers should not encumber themselves with more baggage than they absolutely require, as in passing through Egypt in the present state of the transit arrangements, it will in some measure tend to impede their progress, and increase their expense. It should be put in portmanteaus (to be had at this office,) of not more than eighty pounds weight each. Such necessary articles as are frequently required, should be put up in a compact form, so as to go in the sleeping cabins of the steamers, in carriages, &c., without inconveniently incumbering them, and every package should have the name and destination of the passenger distinctly marked on it, in such manner as not to be liable to be defaced or torn off. See also regulations of the East India Company's Steamers, page 44 in the appendix E. We recommend all passengers by the Overland Route, to insure their baggage, the expense is trifling, 40s. per cent. only to Bombay, and 50s. per cent. to Calcutta, exclusive of the Policy Duty. Heavy luggage, guns, books, &c. should be sent via the Cape, two or three months before the passengers intend leaving England. Such luggage should be forwarded to 34, Cornhill, with a description of same and its value, for insurance; it will then be sent to India by the quickest ship. Those passengers who go via France, by the Rhine to Trieste, or Danube to Constantinople, should take as little luggage as possible, its carriage being expensive and inconvenient. Bedding is provided in the steamers this side of Alexandria and in the 'India' from Suez to Calcutta, but it is required in the Honourable East India Company's steamers from the former Port to Bombay. Macintosh's air-beds, to be seen and had at this office, are very convenient, and answer admirably for palanquin use in India, or for a march, from being so light and portable.

Messrs. Thresher and Glenny, 152, Strand, we strongly recommend as Outfitters; and Officers requiring Saddlery cannot do better than give their orders to Messrs. Milroy and Son, 72, Cornhill, who are well known all over India. In Egypt we use saddles supplied by them only, as they stand double the wear of those generally furnished for Eastern climates.

As a knowledge of the Hindustani Language is essential to a young Officer's success, (he being ineligible for a Staff Appointment until he has passed an examination in it,) it is advisable, with the view to his studying en route, that he take a few lessons previous to departure. The best books (those in use in the East India Company's Colleges) are by Professor Shakespear, and may be had of that gentleman on application at the Cadet Office, East India House.

Parties in ill health and ladies requiring care, should give us fifteen days notice, in which case we will order them a more comfortable carriage for the Desert, and otherwise arrange for their comfort.

In crossing the Desert during the summer or hot months, it will be well to start from Cairo in the afternoon, a short time before sun-set. The centre station will be reached early next morning. Here the travellers may repose during the heat of the day, and again starting towards the afternoon, reach Suez early the following morning.

During the winter season, when this part of the journey will be performed both by day and night, travellers, especially ladies and invalids, are recommended to provide themselves with cloaks or other warm covering, because, although during the day it is fine, with a temperature equal to a warm day in July or August in England, immediately after sun-set it becomes cold and chilly.

The personal requisites for the journey to India

can easily be contained in two trunks, (four in all being the greatest number the East India Company allow to passengers in the steamer from Suez to Bombay, see Appendix E.) together with a carpet bag of a commodious kind, which latter is allowed to be kept in the cabin.

These trunks should have the name of the Owner conspicuously painted in white letters thereon, and be also numbered from 1 to 4.

No. 1, will easily contain three weeks' linen, and should be arranged for use between Southampton and Alexandria. On the day previous to the steamer's arrival at the latter place, the above-mentioned trunk should be repacked with foul linen, &c., and at the same time such articles as are requisite during the journey to Suez, should be placed in the carpet-bag, which last precaution will obviate the necessity of opening the trunks prior to embarkation at Suez, where No. 2 will come into use.

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We now accompany the Indian passengers (who are in haste) from Alexandria. Their stay at this point is merely two or three hours, while their baggage is being cleared at the custom house and the camels laden with it, for conveyance to Messrs. Hill & Co.'s Track Boat Station on the canal, distant three miles. Parties generally occupy this time in visiting Cleopatra's Needle and Pompey's Pillar, proceeding thence to Moharem Bey's Palace, where the Track Boat Station is.

The following account of the route and mode of travelling from Alexandria to Suez, is extracted from a sheet printed for the information of overland passengers.

*1st Stage. Alexandria to Atfe, on the Canal ; distance 44 miles.*

Arrived at the Banks of the Canal, passengers step on board Hill & Co.'s track boats, which were lately sent from England, of iron and fitted with superior accommodations. They are tracked to Atfe by the horses of Hill & Co., who have several different stations along the banks, by means of which the journey is usually accomplished in from 8 to 10 hours.

*2nd Stage. Atfe to Cairo, by the Nile ; distance 120 miles.*

At Atfe, the passengers and luggage are transferred to a steamer, anchored two or three hundred yards from the canal, and makes the passage in from sixteen to twenty hours, according to the high or low state of the Nile. There are at present three steamers on the Nile, two belonging to the Peninsular and Oriental Company, "Cairo" and "Lotus," and the "Jack o'Lantern," to Messrs. Hill and Co., who have also another, the "Little Nile," built of iron, by Messrs. Ditchburn & Mare, with improved engines by Messrs. J. Penn & Son, now on her passage out, and will be on her station to take up the next month's passengers.

*3rd Stage. Cairo to Suez, across the Desert, 84 miles.*

Arrived at Boulac, carriages, horses, donkeys, and camels for the luggage, will be found in readiness to convey the travellers into the City of Cairo, a distance of scarcely two miles, where they will probably be located at the Great Eastern Hotel, until the necessary preparations are made for crossing the Desert. For this part of the journey there are

coaches drawn by four horses, each capable of taking eight passengers ; ditto carrying six passengers each ; two-wheeled vans, with a sort of tilt cover, carrying four persons each, and drawn by two horses ; also donkey chairs, a kind of light sedan, slung upon poles, and carried by two donkeys to each, one before and the other behind. These are by far the easiest conveyances, and well-suited for ladies, children, and invalids. Those who prefer riding may be accommodated with either saddle-horses or donkeys, the latter most to be depended on, being of a much superior description to those of Europe, very easy in their paces, and capable of great fatigue, as one, if a good one, will perform the whole journey from Cairo to Suez with but little nourishment. For carrying the luggage, dromedaries are employed.

Reserving such small articles as the travellers may require on the road, and can conveniently take in the vans and donkey chairs, the heavy luggage on the dromedaries should be immediately sent on in advance, as they travel slowly, and the passengers after taking time either for repose or to visit a few of the objects of interest in Cairo, will still reach Suez as soon as the luggage.

Along the route through the Desert, there are seven station houses, placed at from ten to twelve miles distance from each other, numbered from 1 to 7, and containing the following accommodation :—

No. 1.—Nine miles from Cairo, contains stabling, and a resting room.

No. 2.—Twenty miles from Cairo, contains two public rooms, one for ladies, another for gentlemen, two private rooms, and a servants' room.

No. 3.—Thirty miles from Cairo, stabling for relays of horses, with one resting room.

No. 4.—Forty-one miles from Cairo, the centre station, contains a large saloon, a ladies' room, ser-



vants' room, kitchen, a number of commodious bed-chambers, large water tank, stabling, &c.

No. 5.—Thirty miles from Suez, stabling, and a resting room.

No. 6.—Twenty miles from Suez, two public rooms, private rooms, and servants' rooms; the same as No. 2.

No. 7.—Nine miles from Suez, stabling, and a resting room.

To add to the comfort of passengers, we have lately purchased and sent to Egypt, the magnificent tents which were used at the Eglintoun Tournament, one to be erected between each station house, thus making five mile stations, or resting-places, instead of ten.

At Suez there are two hotels affording temporary accommodation only, as the passengers usually embark immediately on arrival of the steamer for India.

Messrs. Hill and Co.'s charge for the transit from Alexandria to Suez, or *vice versa*, is £13 8s. *exclusive* of hotel expenses at Alexandria, Cairo, and Suez, and of wines and beer on the journey, and including a dromedary-load, or 4 cwt. of baggage for ladies and gentlemen, and 2 cwt. for servants and children, the charge for whom is half the above rate. £1 per cwt. is charged for extra baggage.

The best guarantee to prevent delay and avoid accidents in Egypt, is to make a deposit of £10 at our office in London, forming a portion of the charge for transit, for which a printed ticket will be given, and the amount allowed at Suez, where an account of the transit expenses are rendered. With a reasonable quantity of luggage, say three portmanteaus of 80 lbs. each, £15 is calculated to cover all charges from Alexandria to Suez, excepting hotel expenses when delayed waiting for the steamers.

*Mails.*

The Mails are forwarded from Alexandria to Cairo by a land route on donkeys, and generally reach Cairo in 40 to 48 hours. From Cairo to Suez they are forwarded on dromedaries in about 16 to 20 hours. Including an hour or two of stoppage at Cairo, in shifting from one conveyance to the other, the usual average time of the mail transit from Alexandria to Suez may be reckoned at . 60 hours

Add the time which the steamer is bound to remain at Suez after the arrival there of the Mails, by order of the Hon. East India Company . . . . .	24 hours
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Time allowed for passengers from Alexandria to Suez . . . . .	84 hours
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*Passengers for Suez.*

1st Stage.—Alexandria to Atfe, including shifting baggage, &c. from canal boat to the Nile steamer . . . . .	12 hours
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2nd Stage.—Atfe to Cairo, per steamer	18 „
Stop at Cairo, say . . .	12 „

3rd Stage.—Cairo to Suez, including 12 hours repose at centre station . . . . .	36 „
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78 hours

Passage money at Suez can be paid either in sovereigns, rupees, or dollars, but bank notes can be refused (see Appendix E. for Bombay regulations between Suez and Bombay). It is generally better and safer for all parties to pay their money into this office, for which letters of credit will be given on Cairo or Suez, less the rate of exchange on the passage money paid to the purser of the Suez steamers.

Messrs. Hill and Co., of Egypt, have of late very much increased their means; they have their own horses and track-boats on the canal (there are no horses to be had on it but their own), and have steamers on the Nile, and twenty vans over the Desert, with hotels the whole distance from Alexandria to Suez, as well as stations and sleeping places on the Desert, and parties should be particularly cautious not to be misled by any other conveyance.

A French Company has lately set up a partial opposition, but parties who have gone by them frequently lose the steamer at Suez or Alexandria, and are thus seriously inconvenienced, probably delayed against their wishes, a month in Egypt. We are aware that at times extraordinary accidents may happen that give disappointment, but hope the public will give us credit and support us for what we have done, and be assured that, as fast as our means progress, it is our sincere intention and desire to make the whole Desert a "wondering place" for the comfort and convenience of travellers generally.

We have lately added as assistants in our Egyptian Establishment, Messrs. Turner and Bevan, in order to pass with travellers to and from India between Suez and Alexandria, and vice versa, and thus give a further security to all parties and their baggage through our agency; we shall go on endeavouring to increase our personal interest with the public, and do all in our power to merit its favour; and we beg that, if at any point of our agency passengers experience any vexatious trouble, or, as they may conceive, imposition, they will not fail to write to this effect, giving all particulars thereof, in order that the same be forthwith altered and compensated for.

WAGHORN & Co.

## APPENDIX.

**A.**LIST OF MESSRS. WAGHORN AND CO.'S  
AGENTS**IN ENGLAND, &c.**

LONDON, Messrs. WAGHORN and Co., 34, Cornhill.

LIVERPOOL, Messrs. D. and T. WILLIS.

GLASGOW, Messrs. THOMSON and STERLING.

MANCHESTER, Mr. THOMAS BOOTHMAN, Jun.

SOUTHAMPTON, Mr. THOMAS HILL.

FALMOUTH, Mr. J. WHEATLEY.

EDINBURGH, Messrs. R. GRANT and Son.

GREENOCK, Messrs. A. MERCER, Son, and Co.

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**ON THE CONTINENT.**

BOULOGNE-SUR-MER, Mr. H. WOOD.

PARIS, Messrs. DEVOY and Co., 6, Rue de la Paix.

MARSEILLES, Messrs. ROBERT GOWER and Co.

LEGHORN, Messrs. WM. MACBEAN and Co.

FLORENCE, Messrs. PLOWDEN and FRENCH.

CIVITA VECCHIA, Messrs. RICHARD BARTRAM  
and Co.

ROME, Messrs. FREEBORN, JONES and Co.

NAPLES, Messrs. COTTERELL, IGGULSDEN and Co.

LISBON, Messrs. J. VAN ZELLER and Sons.

MALTA, E. ZAMMIT, Esq.

TRIESTE, Messrs. GOWER and SMART.

**IN EGYPT, INDIA, CEYLON, AND CHINA.**

ALEXANDRIA, CAIRO and SUEZ, Messrs. HILL  
and Co.

BOMBAY, Messrs. COLLETT and Co., (Booksellers.)

MADRAS, Messrs. BINNEY & Co.

CALCUTTA, Messrs. M'KILLOP, STEWART & Co.

CEYLON, Messrs. ELLIOTT and Co.

CHINA, Messrs. HOOKER and LANE.

SINGAPORE, Messrs. ALEX. L. JOHNSTON and Co.

# FRENCH MED

Table showing the Organization of Steam Pack

Points of Departure.	Stations,  Places of Destination.	Rates of postage for a single letter weighing one quarter of an ounce.	Distance in miles.	Fares of Passengers in the Packets: for								
				Places of the 1st class.			Places of the 2nd class.			Places of the 3rd class.		
MARSEILLES	To Alexandria - -	d. 10	1943	£. 19	s. 4	d. 0	£. 11	s. 10	d. 5	£. 7	s. 13	d. 0
	Civita Vecchia - -	5	380	5	4	10	3	7	3	2	1	0
	Constantinople - -	9	1921	18	12	0	11	3	3	7	8	1
	Dardanelles - -	9	1771	16	16	0	10	1	8	6	14	0
	Leghorn - - -	5	257	4	0	0	2	11	3	1	12	0
	Malta - - -	7	897	11	0	0	7	0	10	4	8	0
	Naples - - -	6	543	7	10	5	4	16	0	3	0	0
	Athens - - -	8	1531	14	0	0	8	8	0	5	12	0
	Smyrna - - -	9	1618	16	0	0	9	12	0	6	8	0
	Syra - - -	9	1456	14	0	0	8	8	0	5	12	0
LEGHORN	To Alexandria - -	10	1687	15	12	0	9	4	0	4	16	0
	Civita Vecchia - -	4	123	1	0	0	0	12	0	0	8	0
	Constantinople - -	8	1664	15	12	0	9	4	0	4	16	0
	Dardanelles - -	8	1514	14	8	0	8	0	0	3	12	0
	Malta - - -	7	640	6	0	0	3	12	0	1	16	0
	Marseilles - - -	5	257	2	16	0	1	16	0	0	16	0
	Naples - - -	5	286	2	16	0	1	12	0	0	16	0
	Athens - - -	8	1274	12	0	0	6	16	0	2	16	0
	Smyrna - - -	8	1362	13	4	0	7	4	0	3	4	0
	Syra - - -	8	1199	11	12	0	6	0	0	2	16	0
CIVITA VECCHIA	To Alexandria - -	9	1563	14	16	0	8	8	0	4	0	0
	Constantinople - -	8	1540	14	8	0	8	0	0	3	12	0
	Dardanelles - -	8	1391	14	0	0	7	12	0	3	4	0
	Leghorn - - -	4	123	1	0	0	0	12	0	0	8	0
	Malta - - -	6	517	4	8	0	3	4	0	1	4	0
	Marseilles - - -	5	380	4	0	0	2	16	0	1	4	0
	Naples - - -	4	162	1	4	0	0	16	0	0	12	0
	Athens - - -	8	1150	11	4	0	7	0	0	2	8	0
	Smyrna - - -	8	1238	12	0	0	6	8	0	2	16	0
	Syra - - -	8	1076	10	8	0	5	12	0	2	1	0

# IAN STEAMERS.

Postage for Letters, and Fares of Passengers.

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## ARRIVAL AND DEPARTURE OF PACKETS IN EACH SEA-PORT.

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Packet coming from MALTA.	{	Arrives at MARSIELLES -	- On 1st, 11th and 21st of each month, at 6 o'clock P.M.
		Departs from MARSEILLES -	On the 1st, 11th and 21st of each month, at 5 o'clock P.M.

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Packet coming from FRANCE.	{	Arrives at LEGHORN -	- On the 3rd, 13th and 23rd of each month, at 6 o'clock A.M.
		Departs from LEGHORN -	On the 3rd, 13th and 23rd of each month, at noon.
Packet coming from MALTA	{	Arrives at LEGHORN -	- On the 10th, 20th and 30th of each month, at 2 o'clock P.M.
		Departs from LEGHORN -	On the 10th, 20th and 30th of each month, at 8 o'clock P.M.

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Packet coming om FRANCE	{	Arrives at CIVITA VECCHIA -	On the 4th, 14th and 24th of each month, at 6 o'clock A.M.
		Departs from CIVITA VECCHIA	On the 4th, 14th and 24th of each month, at 2 o'clock P.M.
Packet coming om MALTA	{	Arrives at CIVITA VECCHIA -	On the 9th, 19th and 29th of each month, at 6 o'clock A.M.
		Departs from CIVITA VECCHIA	On the 9th, 19th and 29th of each month, at 2 o'clock P.M.

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Points of Departure.	Stations.		Rates of Postage for a single letter weighing one quarter of an ounce.	Distance in miles.	Fares of Passengers in the Packets: for								
	Places of Destination.				Places of the 1st class			Places of the 2nd class.			Places of the 3rd class.		
			d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
To Alexandria	To Alexandria	-	8	1046	10	0	0	6	0	0	2	16	0
	Civita Vecchia	-	6	517	4	8	0	3	4	0	1	4	0
	Constantinople	-	8	1024	10	0	0	6	0	0	2	16	0
	Dardanelles	-	8	874	9	0	0	5	8	0	2	4	0
	Leghorn	-	7	640	6	0	0	3	12	0	1	16	0
	Marseilles	-	7	897	9	4	0	5	12	0	2	8	0
	Naples	-	5	354	3	4	0	2	8	0	0	16	0
	Athens	-	7	634	6	0	0	3	12	0	1	12	0
	Smyrna	-	8	721	6	16	0	4	0	0	2	0	0
Syra	-	7	559	4	12	0	3	8	0	1	8	0	
To Alexandria	To Alexandria	-	7	487	4	0	0	2	16	0	1	4	0
	Civita Vecchia	-	8	1076	10	8	0	5	12	0	2	8	0
	Constantinople	-	5	432	3	16	0	2	12	0	1	0	0
	Dardanelles	-	5	283	2	16	0	1	12	0	0	16	0
	Leghorn	-	8	1199	11	12	0	6	0	0	2	16	0
	Malta	-	7	559	4	12	0	3	8	0	1	8	0
	Marseilles	-	9	1456	13	12	0	7	4	0	3	4	0
	Naples	-	7	913	8	0	0	5	4	0	2	0	0
	Athens	-	7	75	0	12	0	0	8	0	0	4	0
Smyrna	-	4	162	1	12	0	1	0	0	0	8	0	
To Alexandria	To Alexandria	-	7	487	4	12	0	3	8	0	1	12	0
	Civita Vecchia	-	8	1076	11	4	0	7	0	0	2	8	0
	Constantinople	-	5	432	4	8	0	3	0	0	1	8	0
	Dardanelles	-	5	283	4	0	0	2	16	0	1	4	0
	Leghorn	-	8	1199	12	0	0	6	16	0	2	16	0
	Malta	-	7	634	6	0	0	3	12	0	1	12	0
	Marseilles	-	8	1531	14	8	0	8	0	0	3	12	0
	Naples	-	7	988	9	16	0	5	16	0	2	4	0
	Smyrna	-	5	237	2	0	0	1	4	0	0	16	0
Syra	-	4	75	0	12	0	0	8	0	0	4	0	



# ARRIVAL AND DEPARTURE OF PACKETS

IN EACH SEA-PORT.—Continued.

Packet coming from FRANCE	{	Arrives at MALTA - -	On the 7th, 17th, and 27th of each month, at 8 o'clock A.M.
		Departs from MALTA -	On the 6th, 16th, and 26th of each month, at 10 o'clock A.M.
Packet coming from CON- STANTINOPLE	{	Arrives at MALTA - -	On the 4th, 14th, and 24th of each month, at 3 o'clock P.M.
		Departs from MALTA -	On the 8th, 18th, and 28th of each month, at 6 o'clock A.M.

Packet coming from FRANCE	{	Arrives at SYRA - - -	On the 1st, 11th, and 21st at 8 o'clock A.M.
		Departs from SYRA - -	On the 1st, 11th, and 21st at 2 o'clock P.M.
Packet coming from CON- STANTINOPLE	{	Arrives at SYRA - - -	On the 1st, 11th, and 21st at 5 o'clock A.M.
		Departs from SYRA - -	On the 1st, 11th, and 21st at 1 o'clock P.M.
Packet coming from ATHENS	{	Arrives at SYRA - - -	On the 10th, 20th, and 30th at 5 o'clock A.M.
		Departs from SYRA - -	On the 1st, 11th, and 21st at 1 o'clock P.M.
Packet coming from ALEX- ANDRIA	{	Arrives at SYRA - - -	On the 10th, 20th, and 30th at noon
		Departs from SYRA - -	On the 1st, 11th, and 21st at 6 o'clock A.M.

Packet coming from ALEX- ANDRIA	{	Arrives at ATHENS - -	On the 2nd, 12th, and 22nd of each month, at 6 o'clock A.M.
		Departs from ATHENS -	On the 9th, 19th, and 29th of each month, at 5 o'clock P.M.

Points of Departure.	Stations.		Rates of postage for a single letter weighing one quarter of an ounce.	Distance in Miles.	Fares of Passengers in the Packets: for								
	Places of Destination.				Places of the 1st class.			Places of the 2nd class.			Places of the 3rd class.		
DARDANELLES	To Alexandria	-	d. 7	650	£. 6	s. 0	d. 0	£. 3	s. 12	d. 0	£. 1	s. 16	d. 0
	Civita Vecchia	-	8	1238	12	0	0	6	8	0	2	16	0
	Constantinople	-	5	310	3	4	0	2	0	0	0	16	0
	Dardanelles	-	4	160	1	12	0	1	0	0	0	8	0
	Leghorn	-	8	1362	13	4	0	7	4	0	3	4	0
	Malta	-	8	721	6	16	0	4	0	0	2	0	0
	Marseilles	-	9	1618	15	4	0	8	16	0	4	8	0
	Naples	-	8	1076	10	8	0	5	12	0	2	8	0
	Athens	-	5	236	2	0	0	1	4	0	0	16	0
	Syra	-	4	163	1	12	0	1	0	0	0	8	0
DARDANELLES	To Alexandria	-	7	770	6	16	0	4	8	0	2	0	0
	Civita Vecchia	-	8	1387	14	0	0	7	12	0	3	4	0
	Constantinople	-	4	150	1	12	0	1	0	0	0	8	0
	Leghorn	-	8	1512	14	8	0	8	0	0	3	12	0
	Malta	-	8	870	9	0	0	5	8	0	2	4	0
	Marseilles	-	9	1767	16	0	0	9	4	0	4	16	0
	Naples	-	7	1225	11	12	0	6	0	0	2	16	0
	Athens	-	5	356	4	0	0	2	16	0	1	4	0
	Smyrna	-	4	160	1	12	0	1	0	0	0	8	0
	Syra	-	5	283	2	16	0	1	12	0	0	16	0
CONSTANTINOPLE	To Alexandria	-	8	920	8	0	0	5	4	0	2	8	0
	Civita Vecchia	-	8	1537	14	8	0	8	0	0	3	12	0
	Dardanelles	-	4	150	1	12	0	1	0	0	0	8	0
	Leghorn	-	8	1661	15	12	0	9	4	0	4	16	0
	Malta	-	8	1020	10	0	0	6	0	0	2	16	0
	Marseilles	-	9	1917	17	4	0	10	0	0	5	4	0
	Naples	-	8	1375	13	4	0	7	4	0	3	4	0
	Athens	-	5	506	4	8	0	3	0	0	1	8	0
	Smyrna	-	5	310	3	4	0	2	0	0	0	16	0
	Syra	-	5	433	3	16	0	2	12	0	1	0	0

# ARRIVAL AND DEPARTURE OF PACKETS

## IN EACH SEA-PORT.—Continued.

Packet coming from FRANCE	{	Arrives at SMYRNA	-	On the 2nd, 12th and 22nd of each month, at 11 o'clock A.M.
		Departs from SMYRNA		On the 2nd, 12th and 22nd of each month, at 5 o'clock P.M.
Packet coming from CON- STANTINOPLE.	{	Arrives at SMYRNA	-	On the 9th, 19th and 29th of each month, at 8 o'clock A.M.
		Departs from SMYRNA		On the 10th, 20th and 30th of each month, at 8 o'clock A.M.

Packet coming from FRANCE	{	Arrives at the DARDANELLES	}	On the 3rd, 13th and 23rd of each month, at 10 o'clock A.M.
		Departs from the DARDANELLES		On the 3rd, 13th and 23rd of each month, at noon.
Packet coming from CON- STANTINOPLE	{	Arrives at the DARDANELLES	}	On the 8th, 18th and 28th of each month, at 7 o'clock A.M.
		Departs from the DARDANELLES		On the 8th, 18th and 28th of each month, at 9 o'clock A.M.

Packet coming from FRANCE	{	Arrives at CON- STANTINOPLE	}	On the 4th, 14th and 24th of each month, at 9 o'clock A.M.
		Departs from CON- STANTINOPLE		On the 7th, 17th and 27th of each month, at 4 o'clock P.M.

Stations.	Rates of Postage for a single letter weighing one quarter of an ounce.		Distance in miles.		Fares of Passengers in the Packets : for								
Places of Destination.					Places of the 1st class.			Places of the 2nd class.			Places of the 3rd class.		
	<i>d.</i>		<i>£.</i>	<i>s.</i>	<i>d.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>		
To Civita Vecchia -	9	1562	14	16	0	8	8	0	4	0	0		
Constantinople -	8	920	8	0	0	5	4	0	2	8	0		
Dardanelles -	7	770	6	16	0	4	8	0	2	0	0		
Leghorn -	10	1686	15	12	0	9	4	0	4	16	0		
Malta -	8	1045	10	0	0	6	0	0	2	16	0		
Marseilles -	10	1942	17	12	0	10	8	0	5	12	0		
Naples -	9	1430	13	4	0	7	12	0	3	4	0		
Athens -	7	502	4	12	0	3	8	0	1	12	0		
Smyrna -	7	650	6	0	0	3	12	0	1	16	0		
Syracuse -	7	490	4	0	0	2	16	0	1	4	0		

## ARRIVAL AND DEPARTURE OF PACKETS.

IN EACH SEA-PORT.—*Continued.*

coming THENS	{	Arrives at ALEX- ANDRIA	}	On the 4th, 14th, and 24th of each month, at 5 o'clock A.M.
		Departs from ALEXANDRIA		On the 7th, 17th, and 27th of each month, at 9 o'clock A.M.

# REGULATIONS

## RESPECTING PASSENGERS

### IN THE

### FRENCH STEAM PACKETS.

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**LUGGAGE.**—Each Passenger is allowed a weight determinable in the following proportions, viz. :—

*Within the Stations between Marseilles and Malta,*

200 lbs.	for places of the 1st class.
120	ditto 2nd class.
60	ditto 3rd class.

*And from any one of the Stations in the Levant to another in the same Sea, of which Malta forms the intermediate point,*

400 lbs.	for places of the 1st class.
200	ditto 2nd class.
100	ditto 3rd class.

When the weight of luggage exceeds the weights mentioned above, each 20 lbs. or less above such weight, will be liable to the payment of one centime (about the tenth of a penny) per marine league.

**CHILDREN** under ten years of age to pay half the fare of the person in charge of them. For children above ten years of age, the whole fare is demanded.

CARRIAGES.—Eighty centimes per marine league for the transport of a four-wheeled carriage, and fifty centimes per marine league for a carriage on two wheels.

Dogs will be admitted on payment of two francs for a distance of less than one hundred marine leagues, and five francs for that distance and upwards.

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A Restaurateur will be found on board each packet, who provides two meals daily for first and second class passengers, payment for which is compulsory, whether partaken of or not. Passengers of the first class are charged six francs each, daily, for breakfast and dinner, for which tea also is provided if asked for. Passengers of the second class are charged four francs : viz. one franc fifty centimes for breakfast, and two francs fifty centimes for dinner. Prices of the articles furnished to third-class passengers, are indicated on a card on board. These pay for what they make use of only. Passengers of the first and second classes, who may be ill and unable to partake of the ordinary, will have soup, tea, or refreshing drinks given them, free of charge ; but in every other instance, whatever passengers may require between meals, will be charged against them.

## C.

## LLOYD'S AUSTRIAN TARIFF.

From	Price of Cabin.			
	Ist Cab.		2nd Cab.	
Trieste to Ancona . . .	£1	17	£1	2
„ Corfu . . .	6	4	4	4
„ Patras . . .	7	16	5	6
„ Island of Candia . . .	10	0	6	16
„ Athens . . .	10	0	6	16
„ Syra . . .	10	0	6	16
„ Smyrna . . .	11	6	7	14
„ Dardanelles . . .	11	6	7	14
„ Constantinople . . .	12	10	8	10
„ Alexandria . . .	13	0	8	18
Ancona to Corfu . . .	4	12	3	2
„ Patras . . .	6	4	4	4
„ Island of Candia . . .	8	16	5	18
„ Athens . . .	8	16	5	18
„ Syra . . .	8	16	5	18
„ Smyrna . . .	10	8	7	0
„ Dardanelles . . .	10	8	7	0
„ Constantinople . . .	12	0	8	2
„ Alexandria . . .	12	10	8	10
Corfu to Patras . . .	1	12	1	2
„ Island of Candia . . .	4	14	3	4
„ Athens . . .	4	14	3	4
„ Syra . . .	4	14	3	4
„ Smyrna . . .	6	6	4	6
„ Dardanelles . . .	6	6	4	16
„ Constantinople . . .	8	8	5	16
„ Alexandria . . .	8	18	6	0



From	Price of Cabin.	
	1st Cab.	2nd Cab.
Patras to Island of Candia . . . . .	£3 18	2 12
„ Athens . . . . .	3 18	2 12
„ Syra . . . . .	3 18	2 12
„ Smyrna . . . . .	5 14	3 18
„ Dardanelles . . . . .	5 14	3 18
„ Constantinople . . . . .	7 12	5 4
„ Alexandria . . . . .	8 8	5 16
Island of Candia to Athens . . . . .	1 18	1 6
„ Syra . . . . .	1 12	1 2
„ Smyrna . . . . .	3 4	2 4
„ Dardanelles . . . . .	3 16	2 12
„ Constantinople . . . . .	5 14	3 18
„ Alexandria . . . . .	5 2	3 10
Athens to Syra . . . . .	1 0	0 14
„ Smyrna . . . . .	2 12	1 16
„ Dardanelles . . . . .	3 4	2 4
„ Constantinople . . . . .	4 10	3 2
„ Alexandria . . . . .	6 6	4 6
Syra to Smyrna . . . . .	1 18	1 6
„ Dardanelles . . . . .	2 10	1 18
„ Constantinople . . . . .	3 16	2 12
„ Alexandria . . . . .	5 12	3 16
Smyrna to Dardanelles . . . . .	1 18	1 6
„ Constantinople . . . . .	3 2	2 2
„ Alexandria . . . . .	6 18	4 14
Dardanelles to Constantinople . . . . .	1 18	1 6
„ Alexandria . . . . .	7 10	5 2

*Notices to Passengers by Lloyd's Company.*

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CHILDREN under ten years of age, not requiring a separate bed, pay half price.

The weight of luggage allowed to each passenger, is fixed at 40 killogrames for the first cabin; 30 for the second.

Overweight pays according to the tariff.

Provisions for passengers of the first cabin, 5s. a day. It consists of a cup of black coffee early in the morning; breakfast at twelve o'clock, consists of tea, coffee, and two dishes; the one hot, the other cold. Four o'clock dinner, consists of soup, four hot dishes, with wine, &c. In the evening, tea or coffee.

Second cabin, 3s. per day. The provisions will be served in proportion to the other.

Liqueurs, spirits, or anything required, may be had on board, at prices that will be seen in a tariff.

The traveller must declare, on taking his place, whether he avails himself or not of this accommodation, and pay for the same in advance.

If a traveller having engaged for the whole voyage on arriving at any port, feels disposed to stay there and avail himself of the next boat belonging to the Company that may arrive there, for continuing his voyage, he is at liberty to do so, if on arriving he immediately states such intention to the captain without which declaration he would lose his passag

money. In no case can this privilege be extended to a longer period than two months.

The steamers leave Trieste for the Levant at four o'clock in the afternoon, on the 1st and 16th of every month, and touch at Ancona, Corfu, Patras, Athens, and arrive at Syra, where they form a junction with the steamer which leaves Constantinople 5th and 20th of every month for Syra, touching at the Dardanelles and Smyrna.

From Syra one returns to Trieste, and the other to Constantinople, touching at the intermediate points; in returning, the steamer touches at Ancona, the 2nd or 3rd, 17th or 18th of every month; but coming from Syra are subject to quarantine.

From Trieste to Ancona.—The 8th and 24th of every month, at 4 o'clock, p.m., steamers leave Trieste direct for Ancona, which they leave again the 10th and 26th, and are never detained by any quarantine regulations.

Between Trieste and Venice.—A steamer leaves regularly three times a week from Trieste for Venice; Tuesday, Thursday, and Saturday, in the evening.

From Venice for Trieste every Monday, Wednesday, and Friday. The voyage is generally made in nine hours.

**D.**

**TARIFF OF THE BAVARO, WURTEMBERG AND  
AUSTRIAN STEAMERS.**

Fl. signifies a florin, equal to about two shillings English. Kr. signifies kreutzer, 60 of which are equal to a florin.

		Price of Cabin.	
		1st Cab. Fl. Kr.	2nd Cab. Fl. Kr.
From			
Ratisbonne to	Stauf . . .	0 51	0 34
„	Straubing . . .	2 56	1 58
„	Bogen . . .	4 4	2 44
„	Deggendorf . . .	5 37	3 58
„	Hofkirchen et } Pleinting . . }	6 42	4 28
„	Vilshofen . . .	6 56	4 38
„	Passau . . .	8 16	5 32
„	Obernzell . . .	9 16	6 12
„	Englhartszell . . .	10 10	6 48
„	Wesen Urfar . . .	11 0	7 21
„	Aschach . . .	12 50	8 34
„	Linz . . .	15 0	10 0
Linz to	Mauthhausen . . .	2 0	1 20
„	Grein . . .	3 0	2 0
„	Ybbs . . .	4 0	2 40
„	Pöchlarn . . .	5 0	3 20
„	Mölk . . .	6 0	4 0
„	Stein . . .	8 0	5 20
„	Vienne . . .	10 0	6 40
Vienne to	Presbourg . . .	3 30	2 30
„	Gönyö . . .	7 30	5 0
„	Comorn . . .	8 0	5 20
„	Gran . . .	9 30	6 20
„	Pesth . . .	12 9	8 0

		Price of Cabin.			
		1st Cab.		2nd Cab.	
From		Fl.	Kr.	Fl.	Kr.
Presburg to	Gönyö . . .	4	30	3	0
„	Comorn . . .	5	0	3	20
„	Gran . . .	6	30	4	20
„	Pesth . . .	9	0	6	0
Pesth to	Foldvar . . .	3	30	2	20
„	Paks . . .	4	30	3	0
„	Tolna . . .	5	30	3	40
„	Baja . . .	7	0	4	40
„	Mohacs . . .	8	0	5	20
„	Apatin . . .	9	30	6	20
„	Vukovár . . .	10	50	7	10
„	Illok . . .	11	40	7	50
„	Neusatz . . .	12	30	8	20
„	Semlin . . .	15	0	10	0
„	Pancsova . . .	16	0	10	40
„	Kubin . . .	16	30	11	0
„	Basiasch . . .	17	20	11	30
„	Moldava . . .	18	0	12	0
„	Drenkova . . .	20	0	13	20
„	Orsova . . .	28	0	18	40
„	Skela Cladova . . .	33	0	22	0
Skela Cladova to	Viddin Kalafat . . .	6	0	4	10
„	Lom Palanka . . .	8	0	5	30
„	Oreava Piquet . . .	11	0	7	30
„	Nicopoli Islas . . .	15	0	10	30
„	Sistov Simnitza . . .	17	0	12	0
„	Roustchouk, Gi- } urgevo . . . }	20	0	14	0
„	TurtukanOltenitza . . .	23	0	16	10
„	Silistria . . .	25	0	17	30
„	Hirsova . . .	30	0	21	0
„	Ibraila . . .	33	30	23	30
„	Galatz . . .	35	0	24	30
Galatz to	Touldcha . . .	12	0	8	0
„	Varna . . .	34	0	24	0
„	Constantinople . . .	55	3	40	0

**E.**

## NOTIFICATION.

*Marine Department.—Bombay Castle, 6th Dec. 1841.*

*Rules for the engagement of passages and accommodation of passengers in the Government Steam Packets between Bombay and Suez.*

The Honourable the Governor in Council has been pleased to direct, that the following rules for the regulation of passages and passengers in the government steam-packets, be published for general information, and that these rules be brought into operation on the 1st January next, in supercession of those at present in force.

1.—Application for passage is to be made at the office of the Master Attendant in Bombay, and at other ports to the Commander.

2.—The vessel which conveys the Mail intended to reach Suez on the 19th of any month, is to be designated the steamer of that month; for instance the January steamer is the one which is destined to reach Suez on the 19th January, although leaving Bombay possibly before the end of December.

3.—Passengers are to be divided into two classes, viz :—

First Class, who sit at the Commander's table, and are entitled to all the privileges of the quarter deck.

Second Class, who are not entitled to walk aft of the paddle boxes, who berth forward, and either arrange for their own provision, or mess with the warrant officers or engineers.

4.—Every passenger of the First Class shall pay the following sum, as table money, for the voyage from Bombay to Suez, or from Suez to Bombay, viz. :

	Rupees
A lady or gentleman . . . . .	200
A child ten years of age, and above five years	100
A child five years, and above one . . . . .	80
A child one year and under . . . . .	50
A child under one year, and with the mother	Free.

These rates apply to the steamers of every month throughout the year, with the exception of those of July and August, in which the table money from Bombay to Suez will be as follows, viz. :—

	Rupees
A lady or gentleman . . . . .	300
A child under ten years . . . . .	150
A child under five years . . . . .	120
A child under one year . . . . .	75
Do. with the mother . . . . .	Free.

But the rate from Suez to Bombay will be the same in all months. It is to be understood, that for the above sums, the passengers are to be provided with a plain substantial table ; but no person is entitled to more than one pint of wine and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them, the saloon passengers, in preference to those on the deck, whose priority will be arranged according to their standing on the passage list. The seats will be arranged by the Commander, and once taken, they cannot be changed without his permission during the voyage.

5.—In addition to the table money, the following sums will be charged for the accommodation engaged by first class passengers, viz. :

	Rupees
A treble cabin . . . . .	1000
A double cabin . . . . .	800
A single cabin . . . . .	500
A saloon berth . . . . .	350
A deck passage . . . . .	300

6.—Every second class passenger shall pay 150 rupees.

7.—For each European servant 50 rupees must be paid as subsistence money, and 50 rupees as passage money ; for Native servants the charge will be one half the rate for an European ; but none are to be considered and taken as servants, unless they actually accompany their masters or mistresses.

8.—Three lists for each month's steamer will be kept at the Master Attendant's office, viz., one for cabin passengers, one for saloon, and one for deck passengers. A statement of the number of each class which each packet is calculated to accommodate, will be open at the same place to the inspection of the public.

9.—Every applicant may register his name in whichever of the lists he pleases, but the name of the packet will not be declared until ten days prior to the appointed day of sailing, when choice of accommodation will be given, according to priority of standing on the lists. Ladies having the preference for the first three cabins.

10.—In the event of a greater number of names having been registered than the steamer, when declared, is calculated to accommodate, the supernumerary names on the cabin lists may be transferred to that of the saloon, or the deck ; and those of



saloon lists, to that of the deck ; or they may be withdrawn, and the deposit repaid, at the option of the parties. In the case of a transfer under this rule, the name will be placed in the same position in which it would have stood by date of registry, had the original application been for a saloon or a deck passage, instead of for a cabin, or for a deck instead of for a saloon. Should any of the cabin or saloon berths remain open, after the vessel has left the harbour, the saloon or deck passengers may be allowed to take them, on paying into the hands of the Commander the regulated difference of price.

11.—Ladies and children can take passages in cabins only ; and female servants cannot be accommodated otherwise than in the cabins engaged for the family they accompany.

12.—A passenger who has engaged a cabin may make what arrangement he likes for its occupation : he may either keep it entirely to himself, or admit to share it with any one that he pleases, provided only that the name of the person so admitted (if an adult) must have been previously on one of the lists, and subject to the following restrictions, viz. :—

A treble cabin cannot be appropriated to the accommodation of more than—

Four ladies.

Three gentlemen.

Six children.

One lady and four children.

Two ladies and three children.

Three ladies and two children.

One gentleman and three children.

Two gentlemen and two children.

A lady and her husband, with two children.

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A double cabin cannot be appropriated to more than  
Three ladies.

Two gentlemen.

Four children.

A lady and three children.

Two ladies and two children.

A gentleman with two children.

A lady and her husband, with one child.

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A single cabin cannot be appropriated to more than  
Two ladies.

One gentleman.

Three children.

One lady and two children.

Children under five years of age may be taken extra to the complement of a cabin, on payment of 50 rupees for each, additional.

13.—Passages for intermediate places can be engaged only when there is accommodation not taken up for the entire voyage, unless the parties are willing to pay the price of the whole voyage; in which case, they may register their names in the same manner as all other passengers. The vacant accommodation will be declared three days before the sailing of the vessel. The passage between Aden and Mocha, and Bombay and Suez, respectively, will be counted as one half of the whole passage between Bombay and Suez; between Judda and Suez, will be counted as one-third, and between Judda and Bombay as two-thirds; Cossier and Suez are considered to be alike.

14.—The engagement of a passage will not be considered valid, unless a deposit of the following sums be made at the time of application, viz. :—

	Rupees
For a cabin passage . . . . .	300
For a saloon . . . . .	150
For a deck . . . . .	125

This deposit, should the party not proceed, will invariably be forfeited, except under the provisions of Article 10, and in cases where, by the production of a medical certificate, it is satisfactorily shown that the person was compelled by sickness to abandon the passage. A deposit is not required on the registry of the names of children, except when the children are to occupy a cabin by themselves, in which case the same deposit must be made as for the cabin passage of a lady or gentleman, viz. 300 rupees.

15.—To prevent unnecessary trouble, the Master Attendant is authorised to receive and pass receipts for the deposit money.

16.—Ten days prior to the appointed day of sailing, each passenger must pay to the Master Attendant the remaining portion of the passage money, in default of which, the deposit will be considered forfeited, and any claim to passage invalid. When the cabins are finally allotted, an adjustment will be made with the party or parties to whom they are appropriated, the difference between the value of the place occupied by each individual, and the deposit made under Article 14 being paid up, or returned, as the case may be. When the passage money has been paid up, no portion of it can, on any plea, be returned, except under the provisions specified in Article 14.

17.—Persons who, from non-arrival at Bombay, may have omitted to pay the balance of the passage money, may be re-admitted as passengers, if before the period of departure the balance is paid. They, however, will be placed at the bottom of the list of the class of passengers in which they are registered.

18.—No transfer of accommodation in the steamers by an individual who has taken a passage, to one who has not taken his passage, will be permitted; but after the list has been filled up, any person wishing to stand the chance of succeeding to a vacancy,

caused by a lapse of any kind, may do so, by registering his name and paying the required sum, which will be refunded to him should no vacancy occur.

19.—It is to be understood, that Government reserves to itself the right of appropriating a cabin, or cabins, for the use of public functionaries, or others, proceeding on duty or by special order of Government as passengers in any of the Honourable Company's steamers.

20.—Passengers on a steamer that may, from accident or other cause, be obliged to return to port, will be entitled to the refund of the amount that has been paid, deducting therefrom a sum for the table allowance of the commander, according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be eighteen days, and Aden ten days.

21.—It is necessary for passengers, not belonging to the Honourable Company's service, to make the requisite arrangements at Suez, or other intermediate port, with the commander, before, or, at least, at the time of their embarkation, for the payment of the passage money.

22.—For the convenience of passengers from the Red Sea to India, the commanders of the Honourable Company's packets, are authorized to receive payment of passage money at Suez, or any port between Suez and Bombay, in sovereigns, Spanish dollars, or German crowns, at the following rates of exchange, viz. sovereigns at 10 rupees each; Spanish dollars at 2 rupees and 3 annas each; German crowns at 2 rupees and 2 annas each.

23.—The baggage of each passenger must not exceed four boxes of the following dimensions :

Length	. . . . .	2 feet 5 inches
Breadth	. . . . .	1 „ 5 „
Depth	. . . . .	1 „ 3 „

And the total weight must not be more than 4 cwt. Second class passengers are allowed half the above quantity.

24.—Each cabin passenger may, if he pleases, put all his baggage into his cabin. The saloon and deck passengers will be allowed to keep one box or bag above. The rest of the baggage is to be in the baggage room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the Commander, who will appoint a person to have charge of the baggage.

25.—Any applicant may be refused a passage without any cause being assigned, either by the authorities at Bombay, or by the Commander of the vessel, when away from Bombay, but a report of the rejection is to be communicated to Government.

26.—All persons who take passage, either themselves, or through their agents, will be considered as thereby binding themselves to comply with these rules, which will be shewn by the Master Attendant, or by the commander of the vessel, to parties who engage passage.

**F.**

RULES AND REGULATIONS  
OF THE  
INDIA STEAM COMPANY.

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ALL persons in taking a passage, either themselves or through their agents, must conform to the following regulations, a copy of which will be supplied on application at the agent's office, or to the Commander.

The applicants will stand in the list according to the order in which they pay their deposits; and those who stand first will be allowed priority of choice of accommodation.

The person who first engages half a cabin, whether a lady or a gentleman, shall be allowed to make her or his selection from any of the other passengers.

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Between Calcutta, Madras, Ceylon, and Suez the prices of the cabins are as follows:—

	Rupees each.
In the 4 large cabins, Nos. 1, 2, 13, and 14, for two persons . . . . .	1,500
In the 2 large cabins, Nos. 1, 2, 13, and 14, if three persons . . . . .	1,200
In the 2 cabins, Nos. 5 and 6, for two persons . . . . .	1,300
In the 2 cabins, Nos. 3 and 4, for two persons . . . . .	1,200
In the 5 cabins, Nos. 7 to 10 and 12, for two persons . . . . .	1,250

In the 12 cabins, upper-deck forward, } Nos. 15 to 26 for two persons . . }	1,100
In the 2 large cabins, below abaft, Nos. } 35 and 36, for two persons . . }	1,100
In the 12 cabins below, Nos. 27 to 34, } and 37 to 40, for two persons . . }	800
39 cabins making up 80 berths.	

If the whole Cabin be engaged for one person :—

	Rupees each.
Cabins Nos. 12, 13, and 14 . . . . .	2,300
Ditto 5 and 6 . . . . .	1,900
Ditto 3 and 4 . . . . .	1,700
Ditto 7 to 10, and No. 12 . . . . .	1,800
Ditto 15 to 26 . . . . .	1,500
2 large cabins below, Nos. 35 to 36 . . . . .	1,500
12 cabins below, Nos. 27 to 34, and 37 } to 40 . . . . . }	1,000
Steerage Passengers . . . . .	400

### *Intermediate Passages.*

	Rupees.
Between Bengal and Madras . . . . .	300
Ditto Bengal and Ceylon . . . . .	400
Ditto Madras and Ceylon . . . . .	250
From Suez to Aden . . . . .	500
Ditto Aden to Ceylon . . . . .	600

Steerage Passengers, half-price.

The transfer of accommodation in the steamer, by an individual who has taken his passage, to one who has not taken his passage, cannot be permitted, but, after the list has been filled up, any person wishing to stand the chance of coming in, in case of a vacancy by a lapse, may do so by registering his name and paying the usual deposit money, which will be refunded to him should no vacancy occur.

Female servants can only be accommodated in the cabins engaged for the family they belong to.

All passengers who are not unwell, are expected to take their meals at the Public Table.

The breakfast hour will be half-past eight, the dinner at three, and tea at sun-set, with a sandwich at 9 P.M.

Children under ten years of age, half the above rates ; under three years, free.

Two hundred weight of personal baggage will be allowed each passenger, and all above that quantity to be charged for at the rate of 2 rupees per cubic foot.



**G.****ANTWERP, OSTEND, BRUSSELS AND THE RHINE.**

The Antwerp Company's powerful and splendid Steam Ships, (with a Bag of Letters from the Post Office,) leave the St. Katharine's Steam Wharf, next the Tower, (where passengers embark and disembark without the use and risk of boats, and where horses and carriages are shipped and landed,) as follows:—

For Antwerp: the Antwerpen, 600 tons burthen, and 280 horse power, Thomas Jackson, Commander, every Sunday at Twelve o'Clock, Noon, returning from Antwerp every Wednesday at One o'Clock, Afternoon. The Princess Victoria, 500 tons burthen, and 224 horse power, Thomas Minter, Commander, every Thursday at Twelve o'Clock, Noon, returning from Antwerp every Sunday at One o'Clock, Afternoon.

For Ostend every Friday, returning every Monday night or Tuesday morning, the Bruges, 400 tons burthen, and 200 horse power, James Main, Commander.

Passengers to the Rhine will find the way by Belgium much more agreeable and expeditious than by Holland. The Route is by Railroad through Malines and Louvain to Liege, thence by common road (thirty miles only) to Verviers and Aix-la-Chapelle, and from that place to Cologne by Railroad. The Fares are very reasonable.

The general accommodations for passengers to be found on board these favourite ships, their splendid Saloons and spacious Private and Ladies' Cabins, together with the excellence of the table provided, are entirely unequalled.

Fares to Antwerp, Chief Cabin £2 2s.—Fore Cabin £1 12s. 6d.—Coach £6—Chariot £5—Light Calèche

£4—Two-wheeled Carriages £3—Horses £6—Dogs 10s.

Fares to Ostend, Chief Cabin £1 10s.—Fore Cabin £1 5s.—Four-wheeled Carriages £4 4s.—Two-wheeled Ditto £2 2s.—Horses £4 4s.—Dogs 5s. each.—Children under 10 years half-price.

For Freight apply to the London Agents, Messrs. Lightly and Simon; and to secure Berths, at the Offices, 123, Fenchurch-street, and 44, Regent-street, Piccadilly, where (as well as at the Wharf) every information may be obtained.

Passports for Belgium may be procured of His Excellency Monsieur Van de Weyer, Belgian Minister, No. 9 A, Weymouth-street, Portland-place, or of H. Castellain, Esq. Consul, No. 3, Copthall-court; and for Prussia, of B. Hebler, Esq., Prussian Consul, No. 106, Fenchurch-street.

Horses and Carriages belonging to Passengers are shipped free of expense, and are to be sent to the care of Mr. Clippingdale, Superintendent, St. Katharine's Steam Wharf.

There is a regular communication by Steamers between Antwerp and Rotterdam.

## WAGHORN & CO.'S CHARGES ON PARCELS OVERLAND TO BOMBAY.

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By express through Egypt, to be conveyed as soon as the Mails, average 40 days from England to Bombay.

Nothing under 10 ozs. taken for less than 5s.

From 10 ozs. to 5 lbs. 8s. Od. per lb.

„ 5 lbs. „ 10 „ 6s. 6d. „

„ 10 „ „ 20 „ 5s. 6d. „

„ 20 „ „ 30 „ 4s. 6d. „

Beyond which weight none can be received.

*Periodicals.*—Special Express arrangements have been made to expedite Periodicals in 35 days to Bombay, but none can be received for registry after Four o’Clock P.M. on the last day of each month. These are charged according to weight at the time of registry.

*Valuable Articles of Jewellery, &c.* to be paid for according to agreement, as WAGHORN & Co. will not be answerable for any parcel beyond the value of £10, unless a special entry be made at the time of registry, and charges paid accordingly.

*Parcels* subject to duty at Bombay will be paid to the Custom House there by WAGHORN and Co.’s Agent, who will inform each party in India, &c., by letter of the expense thereof, that the same may be repaid to him. All dues in Egypt will be defrayed out of the original charge paid in England; and WAGHORN and Co. will be responsible for the safe delivery of all parcels below £10 value entrusted to their care, as far as Bombay, except damage be sustained by the act of God, the Queen’s enemies, fire on shore or afloat, or other dangers and accidents of

the seas, rivers, or steam navigation. Parcels for Ceylon, the Presidencies on the Bengal and Madras side, and places in the *interior* of India, are forwarded by WAGHORN and Co.'s Agent from Bombay, the day after arrival there, the expenses attending which from Bombay, can only be paid when received, by the parties to whom they are addressed.

No Parcel to contain Letters, Bills, or Money, and the contents and value must be legibly marked on the outer cover, for reasons too numerous to detail here.

No Parcel for the *interior* must exceed 9 lbs. in weight, the charge on which is 6s. 6d. per lb. to Bombay. All these should be insured, W. & Co. being responsible only (as above) for their safe delivery in Bombay; the rate of Insurance is 50s. per cent., exclusive of the Policy.

*All Parcels* to be brought to these offices for registry before Five o'Clock in the Evening of any day to the 25th of each month: those registered on the 26th or 27th are subject to an additional charge of Two Shillings a lb. as they have to be sent by an express messenger to Southampton, in order to be in time.

No Parcels will be received at Alexandria except they bear the mark of this Office, or that of its respective Agents; because it is impossible to obtain them quick enough from the Alexandrian Custom House, unless they appear in WAGHORN & Co.'s registers, or those of their Agents: and PASSENGERS are cautioned against taking Parcels belonging to others, as all such are subject to duties at the Custom Houses in Egypt and India, the doing which constantly involves them in difficulties and delays.

At present there is no other establishment in Egypt, that has the means of sending Parcels rapidly through that country, but that of WAGHORN & Co.,

and their partners, Messrs. HILL & RAVEN. The Parcels hitherto sent by London East India Agents and others, through any other channel than that of this Office, are invariably delayed a month, often more, and sometimes lost by their being addressed to other parties in Egypt, who take no cognizance of dues, &c., and clearance from the Alexandria, Cairo and Suez Custom Houses; and it is with this view, for the benefit of the public, that we have now established the small rate of charges, as above, for Parcels Overland; and even these will be further reduced when the private Steamers of the Peninsular and Oriental Steam Navigation Company ply from Suez to India.

WAGHORN & Co.

# EAST INDIA AND COLONIAL OUTFIT WAREHOUSE,

152, STRAND,

NEXT DOOR TO SOMERSET HOUSE.

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**MESSRS. THRESHER AND GLENNY** respectfully announce to **MILITARY & NAVAL OFFICERS, CIVILIANS, CADETS AND OTHERS**, that they may rely upon having their Outfits arranged with the strictest economy, those articles only being recommended which are actually necessary, and of such qualities as may be depended upon for durability and usefulness.

**LADIES' AND FAMILY OUTFITS** are executed in the best manner, and the most minute attention is paid to the neatness of work, correctness of style, and durability of materials. **The Ladies' Department** is conducted by competent assistants, fully experienced in every branch of the Dressmaking, and Ladies may feel assured their Orders will be got up with as much care and attention as if made at home under their own immediate inspection. Complete Lists of the requisite Outfits may be had as above, and those Ladies who prefer having their Clothing made up at home may be furnished with the proper materials, and every assistance will be given in arranging Outfit, Packing, Shipping, engaging Passage, &c. &c.

**Messrs. THRESHER & Co.** beg to observe, that in the arrangement of all Outfits, the most rigid economy, which a due regard to the stations and appointments of the different parties will admit of is invariably practised; and as they derive considerable advantage from manufacturing their own goods, and attending personally to every branch of the business, they are enabled to supply all the articles at the lowest prices they can be manufactured for, and also to insure their being made to the exact measure and in the best style.

The Lowest Price being charged for every Article no discount can be allowed, and all Outfits must be paid for on delivery.

**THRESHER & Co. MANUFACTURERS,**  
**152, STRAND.**