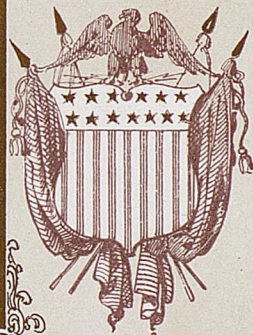
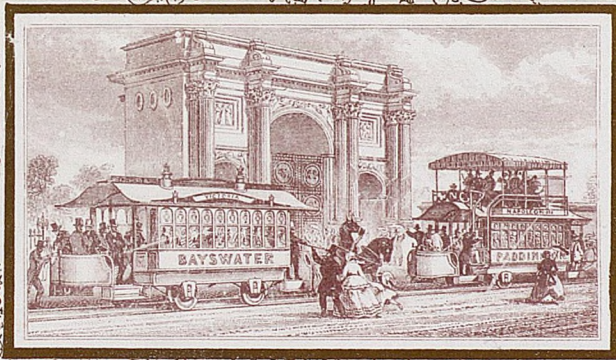
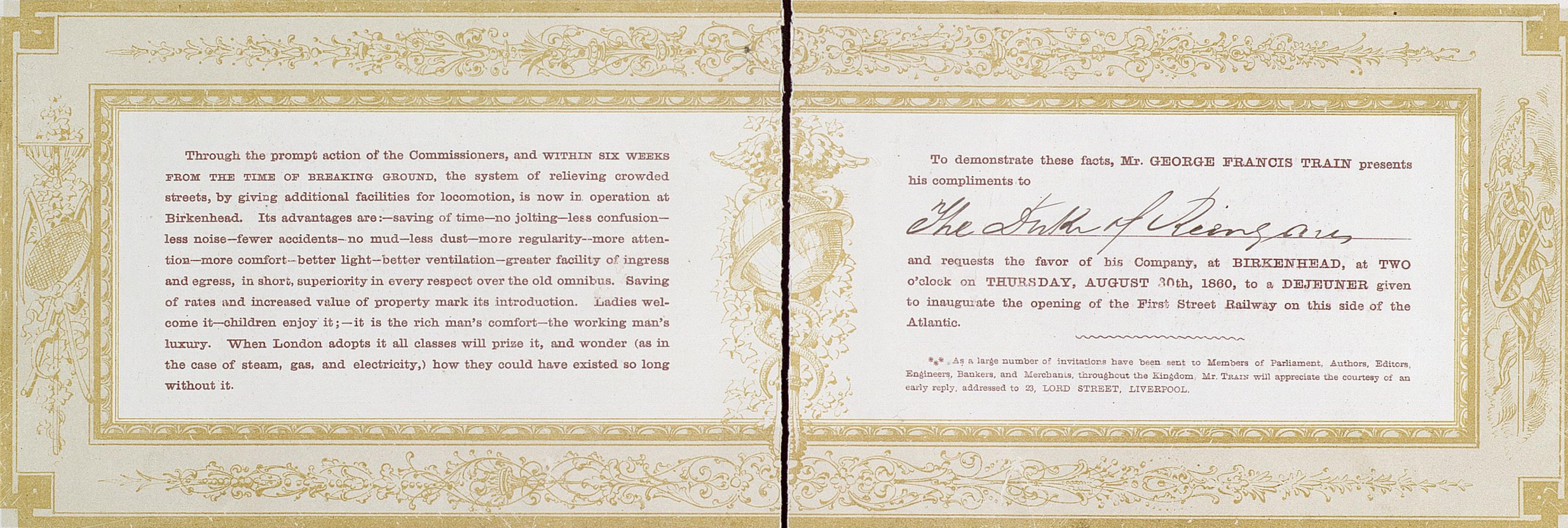


B A R O N E T
TO INAUGURATE THE OPENING OF THE



FIRST STREET RAILWAY IN EUROPE
AT BIRKENHEAD.



Through the prompt action of the Commissioners, and WITHIN SIX WEEKS FROM THE TIME OF BREAKING GROUND, the system of relieving crowded streets, by giving additional facilities for locomotion, is now in operation at Birkenhead. Its advantages are:—saving of time—no jolting—less confusion—less noise—fewer accidents—no mud—less dust—more regularity—more attention—more comfort—better light—better ventilation—greater facility of ingress and egress, in short, superiority in every respect over the old omnibus. Saving of rates and increased value of property mark its introduction. Ladies welcome it—children enjoy it;—it is the rich man's comfort—the working man's luxury. When London adopts it all classes will prize it, and wonder (as in the case of steam, gas, and electricity,) how they could have existed so long without it.

To demonstrate these facts, Mr. GEORGE FRANCIS TRAIN presents his compliments to

The Duke of Devonshire

and requests the favor of his Company, at BIRKENHEAD, at TWO o'clock on THURSDAY, AUGUST 30th, 1860, to a DEJEUNER given to inaugurate the opening of the First Street Railway on this side of the Atlantic.

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\*\* As a large number of invitations have been sent to Members of Parliament, Authors, Editors, Engineers, Bankers, and Merchants, throughout the Kingdom, Mr. TRAIN will appreciate the courtesy of an early reply, addressed to 23, LORD STREET, LIVERPOOL.

**Table of Railway Departures & Arrivals for the convenience  
OF THE GUESTS TO THE BANQUET AT THE OPENING OF THE  
BIRKENHEAD STREET RAILWAY.**

| To Liverpool, from | Depart.    | Arrive.    | From Liverpool, to | Depart.    | Arrive.   |
|--------------------|------------|------------|--------------------|------------|-----------|
| ABERDEEN . . .     | 6 40 a.m.  | 5 20 p.m.  | ABERDEEN . . .     | 1 10 p.m.  | 8 40 p.m. |
| BRISTOL . . . .    | 8 10 p.m.  | 10 30 „    | BRISTOL . . . .    | 10 45 a.m. | 5 55 „    |
| BIRMINGHAM . . .   | 6 0 a.m.   | 10 20 a.m. | BIRMINGHAM . . .   | 6 0 p.m.   | 10 55 „   |
| EDINBURGH . . .    | 9 55 „     | 5 10 p.m.  | EDINBURGH . . .    | 1 10 „     | 8 40 „    |
| GLASGOW . . . .    | 9 40 „     | 5 10 „     | GLASGOW . . . .    | 1 10 „     | 9 5 „     |
| LEEDS . . . . .    | 7 50 „     | 11 30 a.m. | LEEDS . . . . .    | 6 15 „     | 11 15 „   |
| LONDON . . . . .   | 6 15 „     | 12 10 p.m. | LONDON . . . . .   | 5 0 „      | 10 50 „   |
| MANCHESTER . . .   | 10 30 a.m. | 12 5 „     | MANCHESTER . . .   | 7 30 „     | 9 0 „     |
| NEWCASTLE . . .    | 1 30 p.m.  | 9 35 „     | NEWCASTLE . . .    | 6 15 „     | 6 1 a.m.  |
| NOTTINGHAM . . .   | 6 30 „     | 12 30 „    | NOTTINGHAM . . .   | 8 45 „     | 11 40 „   |

BIRKENHEAD opens the First European Street Railway, at my expense and under my Patent, in Argyle, Hamilton, and Conway Streets; BIRMINGHAM, in New, Paradise, Broad Streets, & Islington to the Five Ways; and MANCHESTER, in Bancroft, Oxford Streets, and Stretford Road. LIVERPOOL and GLASGOW favour the system. DUBLIN, EDINBURGH, and ABERDEEN, have it under consideration; and LONDON will shortly have its trial line over the Old Kent Road to Greenwich, and from Pimlico Station to Westminster Bridge.

FOR BELFAST, CORK, DUBLIN AND LONDONDERRY STEAMERS

SEE BRADSHAW'S GUIDE.