

For Index to Railway Maps, see pages 33 and 34.

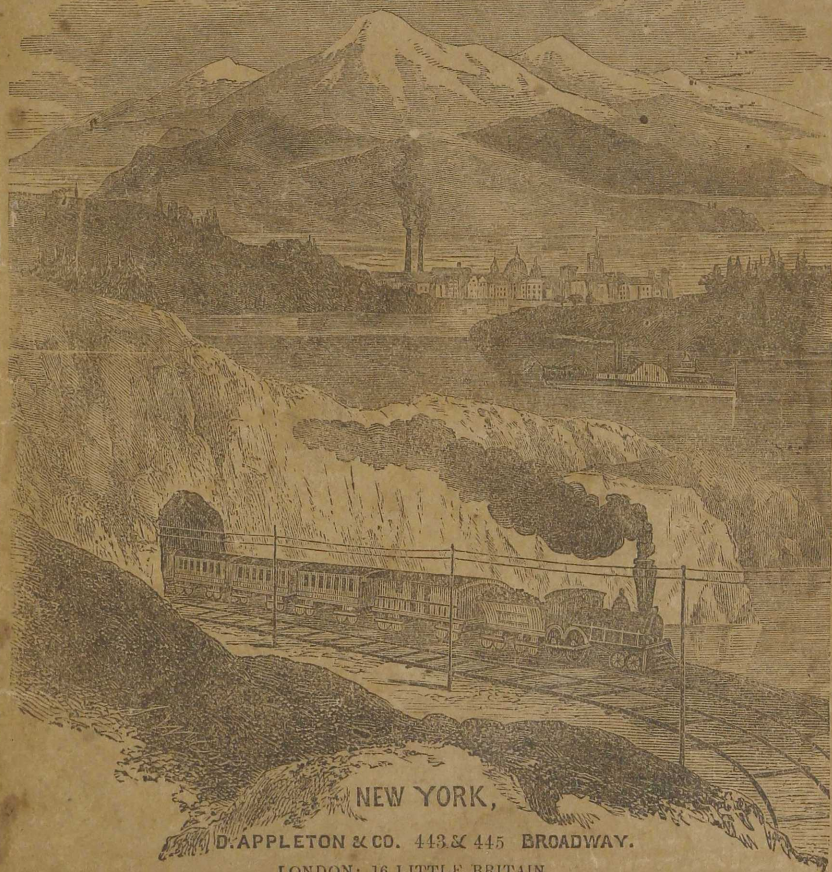
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OCTOBER, 1861.

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APPLETON'S

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For Table of Contents, see page 28. Index to Railways, see pages 35 to 40.

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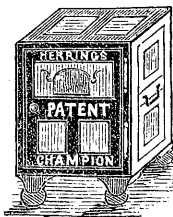
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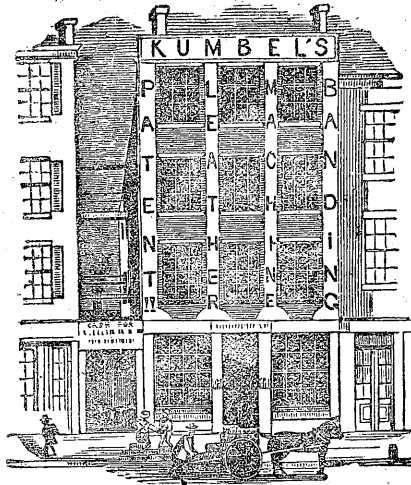
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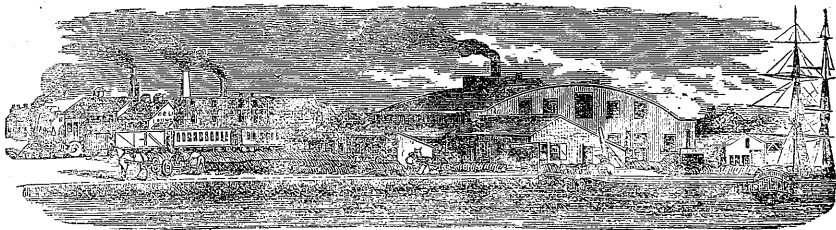
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	Hours.	Min.	Hours.	Min.
Gentlemen's Shirts.....	1	16	14	26
Frock Coats.....	2	33	16	35
Satin Vests.....	1	14	7	19
Linen Vests.....	0	48	5	14
Cloth Pants.....	0	51	5	10
Summer Pants.....	0	33	2	50
Silk Dress.....	1	13	10	22
Merino Dress.....	1	4	8	27
Calico Dress.....	0	57	6	37
Chemise.....	1	1	10	31
Moreen Skirt.....	0	35	7	33
Muslin Skirt.....	0	30	6	1
Drawers.....	0	28	3	1
Night Dress.....	1	1	10	2
Silk Apron.....	0	15	4	16
Plain Apron.....	0	9	1	26

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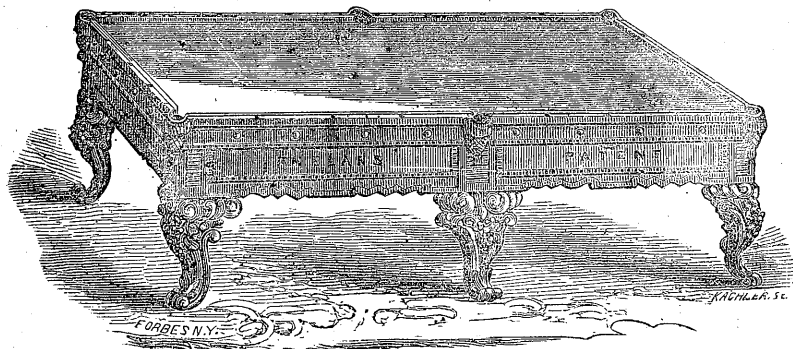
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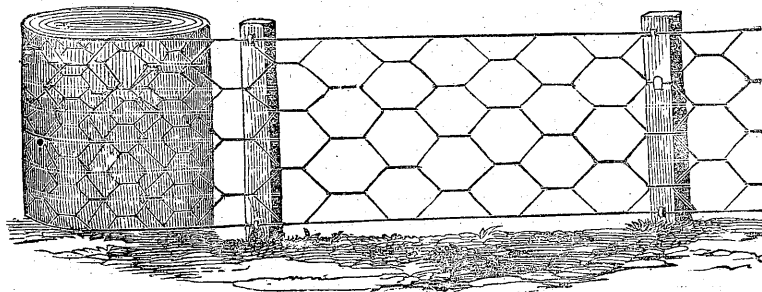
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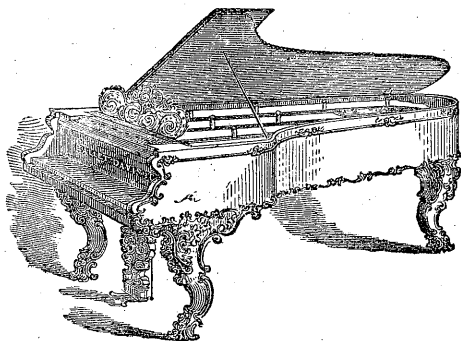
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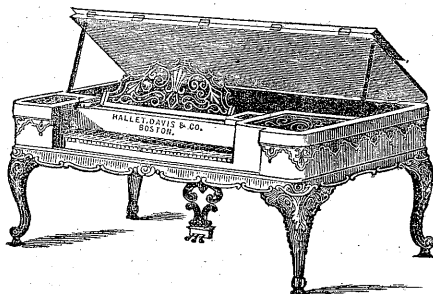


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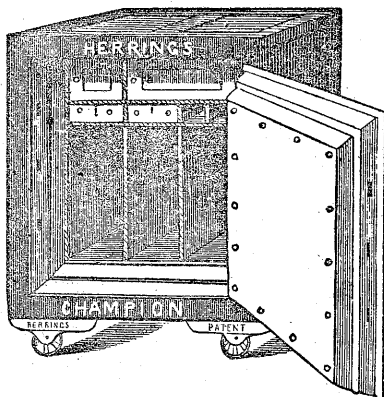
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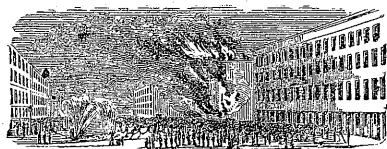
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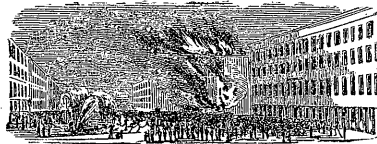
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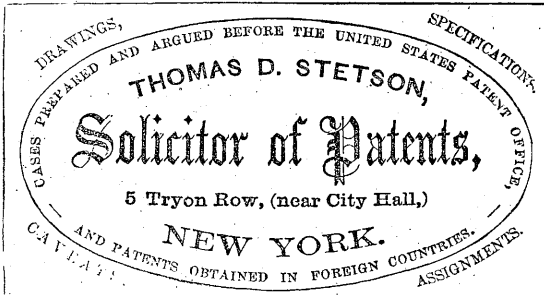
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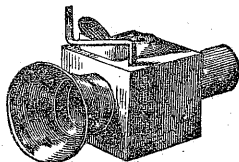
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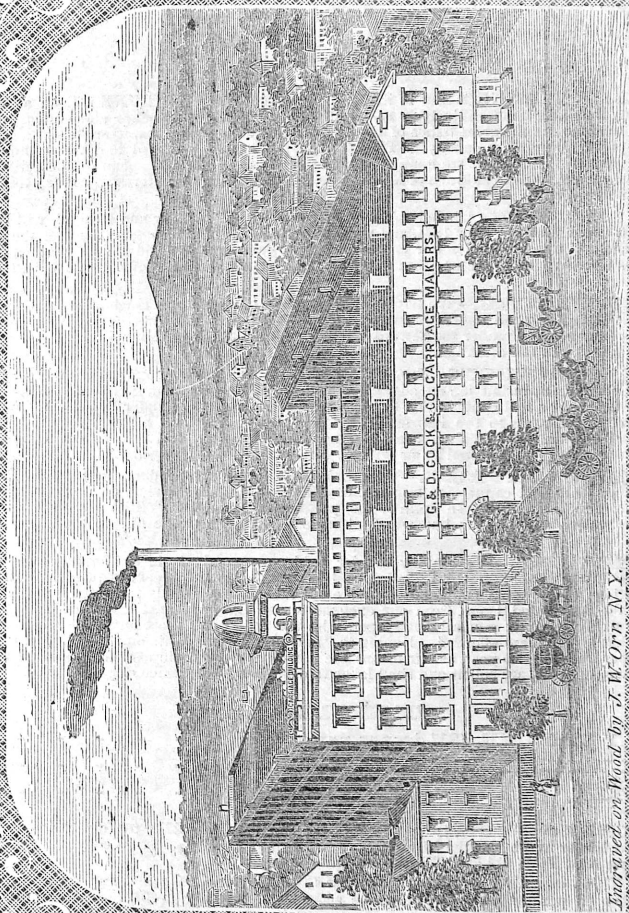
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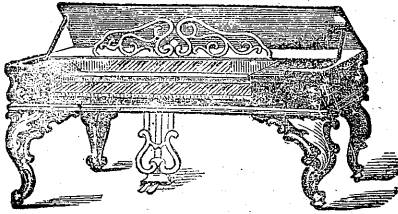
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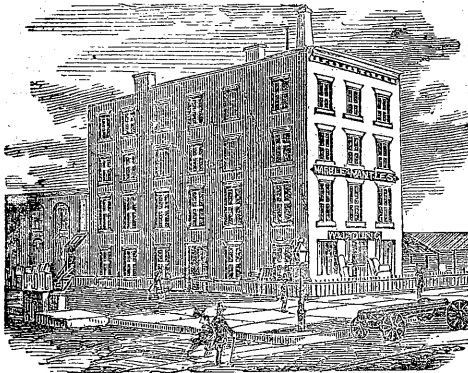
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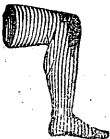
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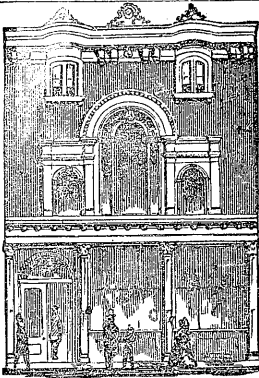
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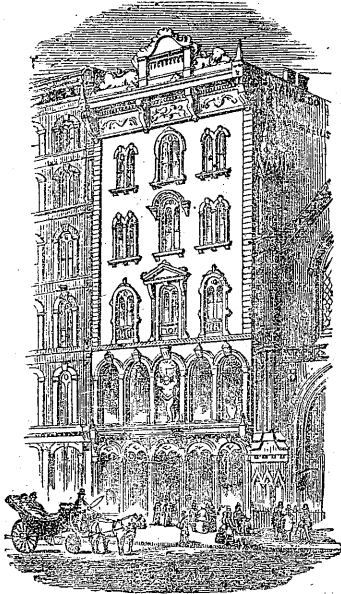
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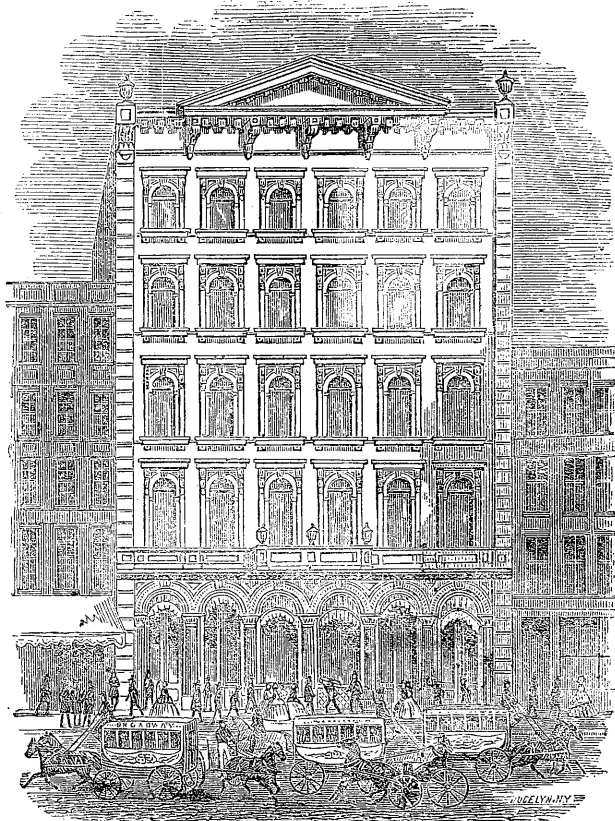
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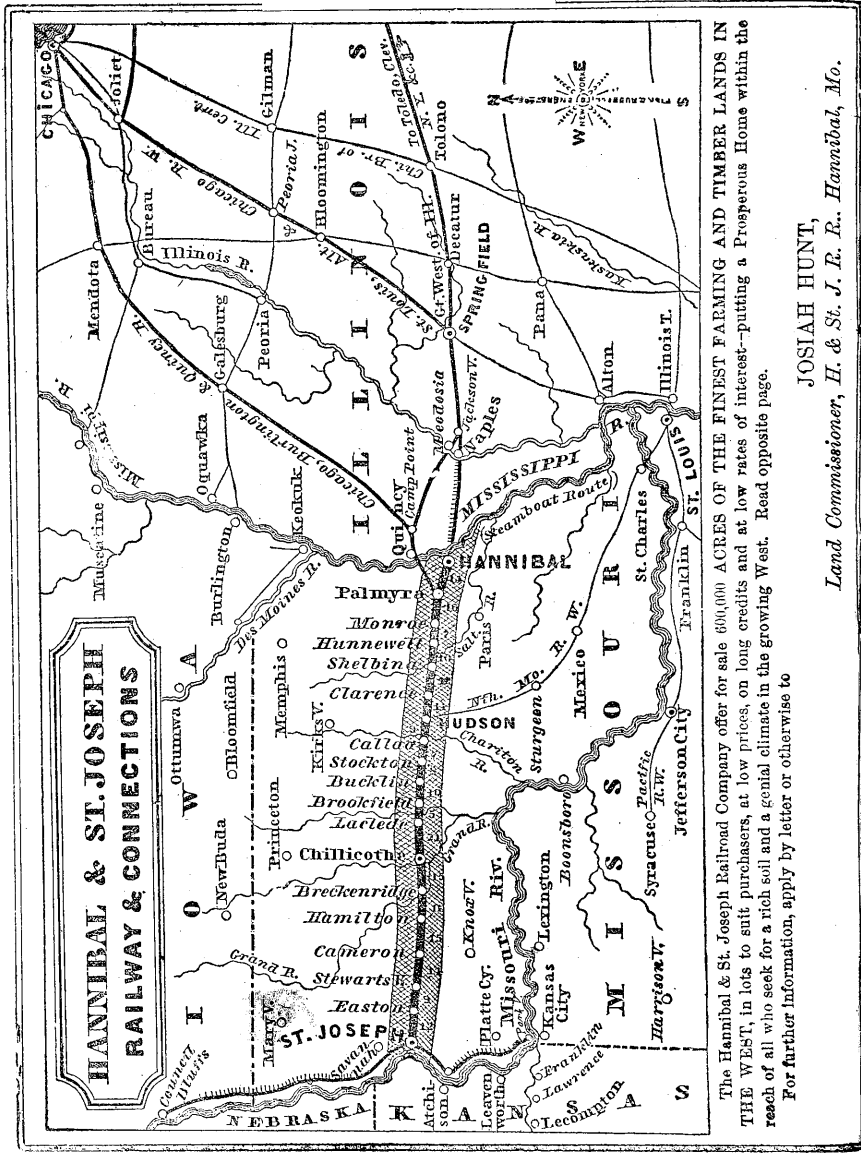
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INSTRUCTIONS TO TRAVELERS.

Having made several important improvements in THE GUIDE, which the traveler may at first find some little difficulty in comprehending, we will endeavor to impart such information as will enable him to understand a Railway Guide without the least difficulty.

As Per Example:

The Traveler will notice in all cases that the column of figures of the *Time Table* directly opposite his left hand reads *down*, from top to bottom; while the figures directly opposite his right hand read *up*, from the bottom to the top. Thus, it will be perceived, in the *Time Table* below, that the Passenger Trains leave Louisville at 6 00 A. M. and 2 50 P. M., arriving at Lagrange at 7 20 A. M. and 4 10 P. M. The Accommodation Train leaves Louisville at 5 20 P. M., and arrives at Lagrange 7 05 P. M. The Acc. goes no further—there being no figures below Lagrange to designate its arrival at any other point, or station; while, on the contrary, the Pass. Trains proceed on to Frankfort and Lexington, (as indicated by the figures which give the time of the arrival of the trains at their different stations,) arriving at Frankfort 9 30 A. M. and 6 20 P. M.; and at Lexington 11 00 A. M. and 7 50 P. M.

Returning—Leave Lexington for Frankfort and Louisville at 5 40 A. M. and 1 30 P. M., arriving at Louisville at 10 40 A. M. and 6 20 P. M. Accom. Train leaves Lagrange at 6 25 A. M., and arrives at Louisville 8 10 A. M.

LOUISVILLE, FRANKFORT AND LEXINGTON TIME TABLE.

Louisville to Lexington.					STATIONS.	Lexington to Louisville.				
Acc.	Pass.	Pass.	Fares.	Miles.		Miles.	Fares.	Pass.	Pass.	Acc.
P. M.	P. M.	A. M.			LEAVE	ARRIVE		A. M.	P. M.	A. M.
5 20	2 50	6 00			... Louisville...	94	3 00	10 40	6 20	8 10
5 40	3 07		10	4	... Fair Grounds...	90	3 00	10 22		7 50
6 13	3 29	6 29	40	12	... Hobbs'...	82	2 95	10 01	5 43	7 23
6 21	3 35	6 45	50	14	... O'Bannon's...	80	2 90	9 55	5 37	7 15
6 28			60	16	... Smith's...	78	2 85			7 06
6 36	3 46	6 56	65	18	... Baird's...	76	2 85	9 44	5 27	6 58
6 55	4 00	7 10	75	23	... Buckner's...	71	2 50	9 30	5 13	6 36
7 05	4 10	7 20	1 00	27	... Lagrange...	67	2 55	9 20	5 03	6 25
	4 57	8 07	1 50	40	... Eminence...	54	2 05	8 33	4 22	
	5 29	8 38	1 85	50	... Christiansburg...	44	1 65	8 01	3 51	
	6 20	9 30	2 50	65	... Frankfort...	29	1 10	7 13	3 03	
	6 40	9 50	2 70	70	... Junction...	24	1 90	6 50	2 40	
	7 08	10 18	2 90	80	... Midway...	14	55	6 22	2 12	
	7 19	10 29	2 95	84	... Payne's...	10	40	6 11	2 00	
	7 30	10 40	3 00	87	... Yarnalton...	7	25	6 00	1 50	
	7 50	11 00	3 00	94	... Lexington...			5 40	1 30	
P. M.	P. M.	A. M.			ARRIVE	LEAVE		A. M.	P. M.	A. M.

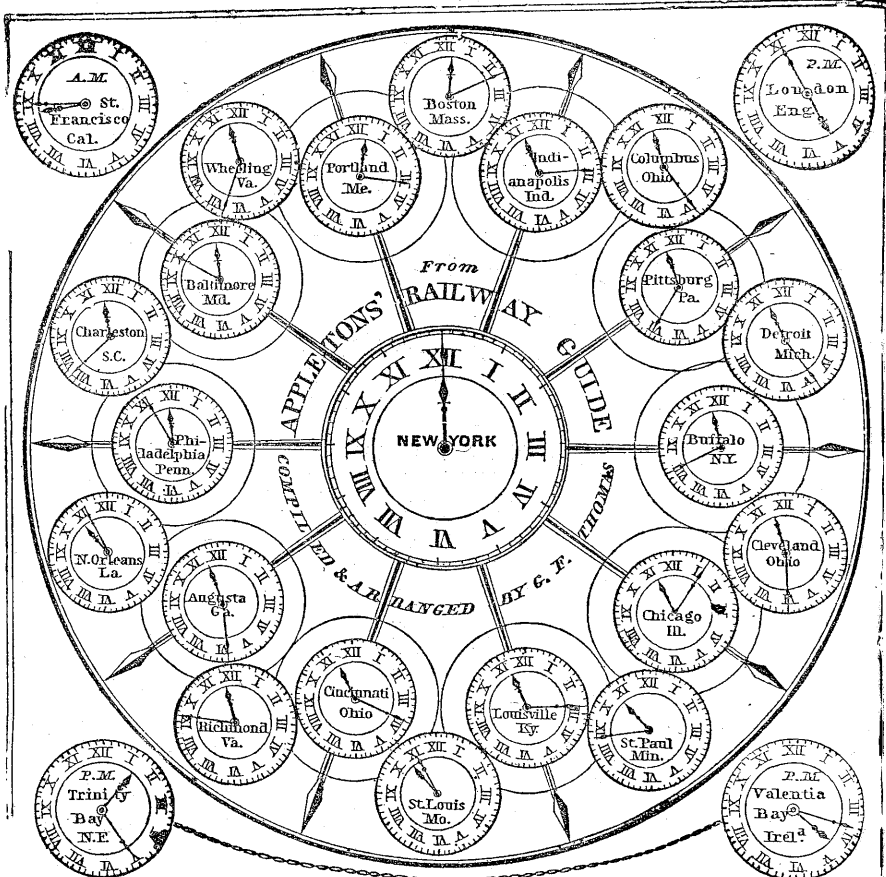
There are Stations where Express Trains do not stop; and travelers will observe, by consulting the various *Time Tables* in the *Guide*, that there are no figures opposite those Stations.

There is *no deviation* from the above example; and after the Traveler makes himself acquainted with one *Time Table*, he becomes acquainted with all. He will also notice that the distance from Station to Station, as well as the fares, is calculated by the same rule, namely—opposite the left hand, *down*; the right hand, *up*.

Abbreviations used in Time Tables.—Acc., Accommodation Train; Exp., Express Train; Pass., Passenger Train; Emig., Emigrant Train; Mxd., Mixed, or Freight and Passenger Train.

The Figures upon the Large Map

are intended to represent the names of Railways in *actual operation*. The Traveler will, for example, notice number 122 on Map; by referring to the Railway Index, he will find that the number represents the Illinois Central Railway, opposite which he will also find the page in the *Guide* where the *Time Table* may be found.



UNITED STATES TIME INDICATOR,

Showing the Difference of Time between the various Cities of the United States: including San Francisco, California; Trinity Bay, Newfoundland; Valentia Bay, Ireland; and London, England.

It will be perceived, by glancing at the "Indicator," that when it is noon at New York, it is 12 minutes past 12 00 at Boston, 25 minutes past 1 00 at Trinity Bay, 24 minutes past 4 00 P. M. at Valentia Bay; when it wants 15 minutes of 9 00 A. M. at St. Francisco, Cal., it wants 5 minutes of 5 00 P. M. at London, England. Thus, by a little calculation, the reader will readily perceive the difference of time between the several points, and obviate the necessity of moving the hands of his watch to be in time.

There is no standard railway time in the Union,

each Railway Co. adopting the time where its principal office may be located; we would, therefore, suggest to the traveller the necessity of consulting the "Indicator," and, if possible, to be at the depot some few minutes previous to the departure of the trains.

TO TRAVELLERS.—As our object is to publish a *reliable Guide*, regardless of expense, we would thank the travelling community if they will notify us of the incorrectness of a Time Table, and we will not only exclude it from the "Guide," but notify the public of the same.

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2. FORT ELLSWORTH.
3. FORT RUNYON. (North View.)
4. FORT RUNYON. (South View.)
5. ENCAMPMENTS of the NEW YORK 23d and NEW JERSEY 2d REGIMENTS, from Fort Albany—Washington in the distance.
6. ARLINGTON HOUSE, Head-quarters of the Federal Army, late residence of Gen. Lee of the Confederate Army.
7. BATTERY AT THE CHAIN BRIDGE, Maryland Shore. Commanded by Capt Mott.
8. CHAIN BRIDGE. From the Virginia Shore—Battery in the distance.
9. SHERMAN'S BATTERY, July 24th, after the return from Bull Run.
10. FORT CORCORAN AND SURROUNDING ENCAMPMENTS.
11. VIEW OF THE POTOMAC FROM FORT ELLSWORTH.
12. CAMP OF GENERAL McDOWELL.

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GENERAL McCLELLAN, Commander of the Federal Troops.

IMPORTANT TO THE RAILWAY TRAVELER.

We would call the especial attention of the Railway Traveler to the following Index to Railways, represented by Maps which will enable them to perceive at a glance the Routes of the principal Railways, East, West, North, and South, together with the Stations, Distances, Connections, &c.

The object of these Maps is not only to enable the traveler to select his route previous to commencing a journey, but also to enable him to form a correct idea of the situation of the towns, villages, and cities, through which the railways pass, thereby obviating the necessity of asking numberless questions of the Conductors, which are no sooner answered than forgotten.

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The Traveler will observe, by referring to the Time Tables in THE GUIDE, that the column of figures opposite their left hand are always to be read *downward*, while those opposite their right hand are to be read *upward*.

THE FIGURES UPON THE LARGE MAP.—The Traveler will bear in mind that the figures upon the large Map, in front of THE GUIDE, are intended to represent the names of railways, duplicate numbers of which will be found below; by referring to which the traveler will also find the number of the page in THE GUIDE where the Time Table of the Railway may be found.—See *Explanation on Map*.

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APPLETONS' ILLUSTRATED RAILWAY GUIDE.

COUNTING-HOUSE CALENDAR.

From January, 1861, to June, 1862.

1861.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	1861.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	1862.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JANUARY...	...	...	1	2	3	4	5	JULY.....	...	1	2	3	4	5	6	JANUARY...	...	...	1	2	3	4	
6	7	8	9	10	11	12		7	8	9	10	11	12	13		5	6	7	8	9	10	11	
13	14	15	16	17	18	19		14	15	16	17	18	19	20		12	13	14	15	16	17	18	
20	21	22	23	24	25	26		21	22	23	24	25	26	27		19	20	21	22	23	24	25	
27	28	29	30	31				28	29	30	31					26	27	28	29	30	31		
FEBRUARY..	...	...	...	...	1	2		AUGUST	...	...	...	1	2	3		FEBRUARY..	...	...	...	...	...	...	1
3	4	5	6	7	8	9		4	5	6	7	8	9	10		2	3	4	5	6	7	8	
10	11	12	13	14	15	16		11	12	13	14	15	16	17		9	10	11	12	13	14	15	
17	18	19	20	21	22	23		18	19	20	21	22	23	24		16	17	18	19	20	21	22	
24	25	26	27	28				25	26	27	28	29	30	31		23	24	25	26	27	28		
MARCH.....	...	...	...	...	1	2		SEPT.	...	1	2	3	4	5	6	MARCH.....	...	...	...	...	...	...	1
3	4	5	6	7	8	9		1	2	3	4	5	6	7		2	3	4	5	6	7	8	
10	11	12	13	14	15	16		8	9	10	11	12	13	14		9	10	11	12	13	14	15	
17	18	19	20	21	22	23		15	16	17	18	19	20	21		16	17	18	19	20	21	22	
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31								29	30							30	31						
APRIL.....	...	1	2	3	4	5	6	OCTOBER....	...	...	1	2	3	4	5	APRIL.....	...	...	1	2	3	4	5
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14	15	16	17	18	19	20		13	14	15	16	17	18	19		13	14	15	16	17	18	19	
21	22	23	24	25	26	27		20	21	22	23	24	25	26		20	21	22	23	24	25	26	
28	29	30						27	28	29	30	31				27	28	29	30				
MAY.....	...	...	...	1	2	3	4	NOVEMBER..	...	...	...	...	1	2		MAY.....	...	...	...	...	...	...	1
5	6	7	8	9	10	11		3	4	5	6	7	8	9		4	5	6	7	8	9	10	
12	13	14	15	16	17	18		10	11	12	13	14	15	16		11	12	13	14	15	16	17	
19	20	21	22	23	24	25		17	18	19	20	21	22	23		18	19	20	21	22	23	24	
26	27	28	29	30	31			24	25	26	27	28	29	30		25	26	27	28	29	30	31	
JUNE.....	...	...	...	...	...	1		DECEMBER..	...	1	2	3	4	5	6	JUNE.....	...	...	...	...	...	...	1
2	3	4	5	6	7	8		8	9	10	11	12	13	14		8	9	10	11	12	13	14	
9	10	11	12	13	14	15		15	16	17	18	19	20	21		15	16	17	18	19	20	21	
16	17	18	19	20	21	22		22	23	24	25	26	27	28		22	23	24	25	26	27	28	
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Nathl P Banks.

MAJOR-GENERAL IN THE UNITED STATES ARMY.

MAJOR-GENERAL N. P. BANKS.

LATE MANAGING DIRECTOR OF THE ILLINOIS CENTRAL RAILWAY.

NATHANIEL PRENTISS BANKS was born in Waltham, Mass., January 30th, 1816. From all we can learn, he had but few advantages of education during the early part of his life. It is evident, however, from the many important positions of trust, responsibility, and honor which he has filled in his brief and eventful life, that those few advantages were not thrown away, but most faithfully improved; and that he still found time to devote to the grave and important studies of history, political economy, and the science of government—illustrating by example the force of industry, energy, perseverance, and self-reliance. As our limited space will not permit us to enter into details in reference to Gen. Banks' early life, we will proceed with this short sketch by the introduction of what appears to us the stepping-stone to his present high position.

In a small debating society formed in his native village he took a prominent part, gaining that acquaintance with parliamentary rules which he subsequently turned to such useful account in the deliberative bodies of his State, and of the Federal Government. As an illustration of the zeal with which he attended to this branch of his training, it is related that, when temporarily residing in a neighboring town, he was in the habit of walking a distance of nine miles an evening, and back, to be present at the meetings of the society.

Mr. Banks first exercised his influence on the public mind through the medium of the newspaper press, as editor of a journal published in his native town. He subsequently controlled the columns of a newspaper in Lowell. In both of these sheets, while advocating the principles of the Democratic party—then in a minority in the State—with ability, courage, and yet with that judicious moderation which is a characteristic of his temperament, he strenuously labored for the promotion of temperance, popular education, and such other moral objects as good citizens of every shade of partisan opinion can not hesitate to unite upon.

It has been asserted that Mr. Banks has never been defeated in a popular election. This is a mistake. He was for six successive years, in his native town, a defeated candidate for the Massachusetts Legislature, and at the commencement of the gold excitement was about emigrating for a more promising field of political exertion in California, but was deterred by the thought of his obligations to the friends who had so long stood by him, and who desired him to await another trial. On this he was successful, and in 1848 was elected to the Massachusetts Legislature as a representative from Waltham. The fact that from that time till his election to Congress he was regularly returned to the Legislature, shows the satisfaction with which his course was regarded by his fellow-townsmen. His first speech in the Massachusetts House of Representatives, evoked by the presentation of certain resolves on the slavery question, and by the animadversions of a Free Soil member upon the Democratic party, was delivered on February 23d, 1849, the purpose of it being to show that the masses of that organization, in co-operating for the territorial enlargement of our national domain, had not been influenced by the desire of extending or strengthening the institution of slavery. The discussion then pending, relative to the Wilmot proviso, imparted a peculiar interest to this speech, which was listened to with a degree of attention such as is rarely bestowed upon the first effort of a new member. He caught the ear of the House, and always after was one of its leading members. During his legislative career he took an active and influential part in the public business, serving on the important committees (especially important in a State like Massachusetts) on Railways and Canals, and on Education. Among the more noticeable speeches delivered by him here, were those on the proposition to enact a Plurality Law with reference to the elections of members of Congress, and on questions connected with the railway interests of the State.

In the early part of 1850, the Board of Education, desirous of calling public attention to the subject of procuring certain changes in the laws relative to the educational system of Massachusetts, conferred

upon Mr. Banks the appointment of assistant-agent to the Board. After delivering many public addresses in furtherance of the object for which he was selected, he resigned the office in September of the same year, in consequence of having previously accepted from the Legislature the appointment of member of the State Valuation or Census Committee, which then began its sessions.

Mr. Banks on several occasions had been honored by the Democratic Conventions of Middlesex County with a nomination for the State Senate, which he had always declined. In November, 1850, however, he was elected to the Senate from that county by a majority of about two thousand over his competitor. At the same time he was chosen to represent Waltham in the House, and on the meeting of the Legislature he decided to remain in the popular branch of that body. By a large majority he was chosen, on the first ballot, Speaker of the Massachusetts House of Representatives. For two successive sessions he held the position of presiding officer of a legislative body embracing about four hundred members, a position which had been adorned by the parliamentary accomplishments of some of the most eminent sons of the old Commonwealth, yet never with more distinguished success than during the incumbency of the subject of this sketch.

In 1853, at the assembling of the Convention to revise the Massachusetts Constitution, Mr. Banks was chosen President, and the manner in which he acquitted himself did no discredit to his previous reputation.

After repeatedly declining a nomination to Congress, Mr. Banks finally acceded to the wishes of the Democratic party, and in 1852 was elected a member of the National House of Representatives, to which his constituents have since twice returned him with increased majorities. During the period of his Congressional life, Mr. Banks attained a commanding prominence among the rising statesmen of the nation. He has spoken little, but always pertinently, and with marked ability and effect.

The election of Mr. Banks to the Speakership of the National House of Representatives, was what first brought him prominently before the American people. His Democratic antecedents had made him probably the only available candidate of the party which nominated him against the candidate representing the Administration—a position of so trying a character as to have extinguished a politician of merely ordinary nerve, and of a discretion any thing short of invincible. His conduct, when elected, fully justified the selection of his supporters. At the close of his term of service, the unsurpassed ability, dignity, and fairness with which he had discharged the duties of the chair, were generally conceded, and by none with more distinctness than by his political opponents on the floor. A Democratic member from Georgia, in advocating the vote of thanks with which Speaker Banks was honored on the last day of the session, eulogized his impartiality in reference to the sectional struggles of the House, with the remark, that Mr. Banks "stood so straight that he almost leaned over to the other side." It is a sufficient confirmation of this judgment to say, that no decision of the Speaker was ever overruled.

Mr. Banks possesses, in a remarkable degree, the qualities of a presiding officer. His discretion, and that imperturbable calmness which has given to him the designation of the "Iron Man," are united to unwavering promptitude of decision, and to a thorough acquaintance with parliamentary rules. His voice is well trained and of great compass, and his utterance distinct and impressive. Though not of large frame, his presence and bearing when in the chair are singularly dignified and commanding. During the most turbulent sessions of Congress, his little hammer striking on the desk, and his clear, decisive call for "order," would quell the tumult like the edict of a despot. It has been said by those who opposed his election as Speaker of the House of Representatives, that he was the best administrative officer that ever sat in that chair, not excepting the great Henry Clay.

Mr. Banks was elevated to the Gubernatorial chair for the first time in 1857, by a coalition of the same elements which secured him a seat in Congress and the Speaker's Chair. Three times the people of the State emphatically indorsed the manner in which he discharged the duties of this responsible position; and as parties were marshalling for the contest in the Fall of 1860, Mr. Banks took the State by surprise on announcing his intention to retire from political life. He removed to Chicago early in the present year, to connect himself with the Illinois Central Railway as Managing Director, but President Lincoln has called him from this post, to place him where he can serve his country to better advantage.

Gen. Banks' great energy, his well-known administrative ability, and the military knowledge which he acquired while Commander-in-Chief of the Massachusetts Militia, fit him admirably for his new duties.

PHRENOLOGICAL CHARACTER OF MAJOR-GENERAL NATHANIEL P. BANKS, *given by*
FOWLER & WELLS, *New York.*

Power is the great ruling quality of the organization of General Banks. Physically, he is in a high degree tough and enduring; is one of the few wiry, hardy men that never tire or weary with labor, mental or physical. These qualities of temperament give him great positiveness of character, and ability to control the minds and guide the actions of others. From childhood he must have been a ruling spirit among his associates.

His Phrenology indicates uncommon self-reliance, and is in most excellent harmony with his positive Temperament. His Firmness is almost excessively developed. His will is law wherever he has responsibility. His Conscientiousness, as well as Firmness, is remarkably large. He has a keen sense of what is right, a quick appreciation of his responsibility and that of others, a disposition to do his own duty fully, and to require of those who are his subordinates the most implicit conformity to rule.

His powerful and active organization lies at the foundation of all his high achievements in the midst of difficulties. His head appears to be very high, and is not broad, especially in the middle portion. He is a very frank, straightforward man, averse to all chicanery and double-dealing. He values property only as an instrument of good; and the fact that he, at this time, is without a fortune, is an evidence at once of his moderate Acquisitiveness, and large Conscientiousness. Any man who has occupied such positions as he, could have become rich had property been an object of ambition, and had he not been endowed very highly with the elements of justice, integrity, and manliness.

The head is large in the region of the reasoning intellect; his mind takes a wide range, and grasps principles without difficulty. His Comparison is enormously developed, indicating a quick, clear, and strong power of analysis and discrimination. His knowledge of character is most excellent; he understands men at the first glance, and knows how to rule and guide those who are placed within the range of his influence, and also knows how to select the right man for the right place.

His Perceptive organs are large, giving him quickness of observation, power to gather knowledge rapidly, and arrange it for use. He is capable of being a good mathematician, a first-rate engineer, and an efficient business man; has talent for speaking, but his style would be compact, vigorous, and elevated rather than ornate and flowery. His Moral organs, as a class, are large. He is benevolent in his disposition, respectful towards superiors, upright and honest in his feelings, energetic in his disposition, thorough, courageous, and independent in the discharge of duty; warm-hearted towards friends, and just towards his foes.

Philip E. Thomas, the Father of American Railways.

PHILIP E. THOMAS, Esq., one of our oldest and most valued citizens, died at Yonkers, New York, on Sunday, September 1st, at the ripe age of eighty-five.

In the death of this gentleman we have lost another of the old citizens of Baltimore, and her active and efficient benefactor. His monument here is the Baltimore & Ohio Railway, of which he was the first President, after he and a few others, who have all preceded him to the tomb, had devised it as the only means of continuing to our city the advantages which were due to her geographical proximity to the Western waters. When the history of the railway system of this country shall be written at some future day, first on the roll of those who devoted their time, talents, and means to guide it through the difficulties and discouragements of its organization, will be found the name of Philip E. Thomas.

In the walks of commerce, in the conduct of public affairs, Mr. Thomas' distinguishing characteristics were a shrewd intelligence and an untiring energy, united with a suavity of manner savoring of the olden school of social refinement, and conciliating even where he was obliged to contradict. All his impulses were affectionate and benevolent, and to the latest days of his life he was the zealous friend of the Indian tribes, and by none, out of his immediate family, will his death be more lamented than by those still lingering in the State of New York, whose rights he so often and so effectually was called upon to vindicate.

Full of years, he has been taken from the interests and ties that so long engaged him; and even in the troubled times which he lived to witness, we may stop to record his loss, and to regret that so few are left of those to whom Baltimore has been indebted for the progress that she has made among the cities of the land, and to mourn him as one who, whether in private or in public life, was worthy of all affection and esteem.—*Baltimore American.*

RAILWAYS AND THEIR PROGRESS.

The Nation's Ordeal.

It is an error which many persons commit, to suppose that the result of this war must be calamitous. Losses of life or fortune, destruction of towns and the laying waste of rural regions, may indeed take place to a great extent, spreading mourning among thousands. But peace the most uninterrupted does not free us of such afflictions. Nearly every town in California has been entirely destroyed by fire several times in succession, when no war was raging, and the burning of Hampton by an organized rebel army in Virginia is no greater loss than was the destruction of Salisbury, Maryland, by incendiaries before the war broke out. Recent floods and tornadoes at the West have within a few weeks laid waste more territory than the contending armies in Virginia, and as for the losses of life, they do not equal, much less exceed, those by railway and steamboat accidents, by wrecks at sea, by factory explosions, and by the inevitable catastrophes of peace.

If we have a terrible commercial stagnation, and wide-spread ruin, so we had in 1857, and previously in 1837, when we had no war. Indeed, the splendor of our great cities has been reared upon failures and losses innumerable. Buffalo owes her extraordinary rise to a man who earned a cell in the State prison in securing it. The remarkable fleet of propeller steamers made for the Parker Vein Coal Company of New York by Philadelphia shipbuilders, was the result of a great financial swindle. One of the most superb palaces in Fifth Avenue, was built for a man who is now ruined, and has long since been a stranger to it. Let any merchant reflect for a moment on the enormous losses sustained by New York and Philadelphia in the trade of the West and South. Yet that trade has been a source of immense wealth to us, has made our cities imperial in character, while at the same time both the West and South have attained an extraordinary pitch of prosperity.

So far, therefore, as this war has gone, its calamities do not equal those of peace; nor is there reason for complaining of them any more. When a factory is demolished by the explosion of a steam boiler, we draw wisdom from it by inquiring into the cause of the disaster, and making some provision against a repetition. When steamboats are burned or otherwise destroyed, we do likewise; and so it has been with railways and every thing else. If we look back to the record of the past thirty years, and see the long catalogue of disasters, we shall feel gloomy enough, unless we remember how well these lessons have taught us to be careful, and to have property and life rendered more secure by wholesome regulations. But would any man go back to the beginning of our career, and lay down the principle that we ought never to have had railways, steamboats, factories, etc., until we could have them perfectly secure? If so, we should have had to wait a long while, for it is only by severe experience that we learn to remedy imperfections.

For many a year the magnificent river steamers of America were a source of pride to us and wonder to foreigners. There was nothing like them in any other part of the world. Traversing thus a new path, exhibiting to mankind a marvel without precedent, how could it be expected that we could do it without risk? We had our calamities. The river steamers proved frail and dangerous as well as splendid; but will any man deny that they had an incalculable value to our country? Before the advent of railways in the West, they opened the whole vast expanse of that great domain, and rendered the watery highways the pathways of empire. Our emigrants went to their wilderness homes in conveyances which all Europe could not rival for speed, elegance, or size. They gave them new ideas of life, infusing into them a vigor, an enterprise, and a spirit to which they might else have been strangers.

Very similar has been our experience with railways. They have wrecked millions of capital and sacrificed thousands of lives, but the scream of the locomotive has been the pioneer of progress everywhere, and the great people which now lives upon the railway has received from it far more benefit than can ever be told. When the discovery of California gold opened a new empire, we created in our wonderful clipper ships a commercial navy which dazzled the world, and bade fair to give us the mo-

nopoly of the rich trade of the Pacific. These vessels proved as perilous as our railways and river steamers: but who can fail to see that they rendered immense benefit to our country. In fact, losses are incident to every thing human, and it is by surmounting them that we become great.

Applying this philosophy to the present war, we may easily perceive that Providence designs, through this terrible ordeal, to lead us to a future of which hitherto we had never dreamed. Triumphant in the arts of peace, and able to challenge the rivalry of the world therein, there was some fear that by exclusive devotion to such pursuits we might lose that warlike character which is essential to a mighty empire. For no nation can be martial unless it cultivates the qualities which go to make up a soldierly race, and this we have totally neglected. Neither training in camps, nor reading of military text-books, nor lectures in academies, nor studies of strategy, can make us successful soldiers. It is on the battle-field, on the long night march, in the weary struggle against adverse fortune, crushed down by gloom and disaster, confronted by dangers of vast magnitude, that a nation rises to the exercise of the highest qualities of manhood, and evokes heroism from misfortune.

Greece, invaded by the millions of Persia, rose like a giant to meet the danger, and upon the bodies of her slain warriors reared a monument of imperishable renown, contemplating which every succeeding Grecian might feel more like a hero. Rome, threatened at her very doors repeatedly, became at last invincible, and the conqueror of the world. England, the prey in succession of Romans, Danes, Saxons, and Normans, at length emerged from the long trial a nation of warriors, whose fast-anchored isle is the envy of the world. France, beaten invariably for centuries by the English, fought on against them in war succeeding war, until at last she has found the road to greatness and security, and is regarded as too martial to be assailed with any chance of triumph even by England. Austria, humbled in every conceivable way by the victorious armies of the French, ruined in credit, and laid prostrate time and again by sheer exhaustion, toiled on with a courage and an unflinching spirit which has finally made her respected, and which has preserved her amid stupendous perils.

But why should we go on multiplying examples. History abounds with them, and all point to one lesson, that nations which aim at permanent greatness can only reach it through the gateway of war. It is not mere physical strength which makes the soldier, for a tall, stalwart fellow, is often of less consequence than some lesser man endowed with an unconquerable spirit. It is the animating soul, "the unconquerable will and courage never to submit or yield,"—these are superior to brute force and compensate for the lack of it. This nation has yet to attain hardihood. We have been so prosperous that we are not accustomed to calamity, to suffering, to fatigue. Placed in the front of battle, the trial is fearful. But we must learn to stand it, and we cannot go to a better school than that in which we are now being educated.

Railway Times.

Railway times, like all other times now-a-days, are what might be called dull. In the ordinary course of affairs, the present and succeeding years would have seen, we believe, a railway epoch altogether unexampled in our history. Not that railway construction would be carried on to so great an extent as in past years, but that railway traffic and the increase in the value of railway property would have been what the friends of these enterprises would have liked to see. Half a dozen years past have plainly shown to railway managers, that the most economical mode of operation was to keep the mechanical departments in the very best working condition; so that a railway should be able, as Napoleon said of an army, to exert its full power at any moment when called for. Probably there has never been a time when the railways of the United States were in so uniformly good condition, and so able to do a large amount of work cheaply, as the present. Notwithstanding the present state of the markets, and in spite of decreased traffic and the consequent decreased revenues, the expenditures have been made carefully, but with no stint; and although the net income on many roads may look small, yet the real net is not small. Managers might, had they so chosen, have allowed the machinery and track to have depreciated while the work done upon the roads was light, and no one would have known it; because, when the times became better and the roads were again worked up to their full capacity, it

might naturally be expected that the expenses should increase in like ratio. Upon the roads, however, which have been kept in the best condition, when the traffic again rises up to, and, as it must do, beyond the average, the expenses will not increase in the same ratio; and the net revenue will probably be larger than ever before. We hope to see a continuance of the present policy of thorough maintenance of the roads, and we feel confident that, however discouraging it may be to those who had counted on large dividends the present year, to see their property at a stand still, or even at a reduced market value, they will be amply repaid in the future. Let no one lose his trust in railways; but wait patiently until

"Grim-visaged war hath smoothed his wrinkled front;"

and we feel assured that there will be no cause for regret at the liberal outlay that has been made during the past year for the maintenance of railways.—*American Railway Times*.

Census Statistics of White Males between the Ages of 18 and 45.

The subjoined tables, prepared from the returns of the Eighth Census (1860), will possess interest for all our readers at the present time.

STATES.		STATES.		TERRITORIES.	
Alabama.....	106,000	Mississippi.....	71,000	Colorado.....	6,000
Arkansas.....	65,000	Missouri.....	211,000	Dakotah.....	1,000
California.....	76,000	New Hampshire.....	68,000	Nebraska.....	6,000
Connecticut.....	92,000	New Jersey.....	124,000	Nevada.....	1,000
Delaware.....	22,000	New York.....	778,000	New Mexico.....	13,000
Florida.....	16,000	North Carolina.....	182,000	Utah.....	8,000
Georgia.....	119,000	Ohio.....	468,000	Washington.....	2,000
Illinois.....	342,000	Oregon.....	10,000	District of Columbia.....	14,000
Indiana.....	270,000	Pennsylvania.....	581,000		
Iowa.....	135,000	Rhode Island.....	85,000		51,000
Kansas.....	21,000	South Carolina.....	60,000		
Kentucky.....	186,000	Tennessee.....	167,000	Aggregate.....	5,484,000
Louisiana.....	75,000	Texas.....	84,000		
Maine.....	125,000	Vermont.....	68,000		
Maryland.....	120,000	Virginia.....	221,000		
Massachusetts.....	246,000	Wisconsin.....	155,000		
Michigan.....	150,000				
Minnesota.....	82,000		5,493,000		

Of the thirty-four States, members of the Union, nineteen are non-slaveholding and fifteen are slaveholding. In the nineteen free States, the white males between the ages of 18 and 45 number 3,778,000, and in the 15 slave States the white males between 18 and 45 number 1,655,000, being less than one-third of the white males within the ages named, in the thirty-four States. Besides, there are four slave States which have not passed an ordinance of secession, to wit, Delaware, Maryland, Kentucky, and Missouri.

Deducting the white males in these four slave States, 539,000, from the total white males in the fifteen slave States, we make the proportions of white males in the *twenty-three States on the side of the Government*, 4,817,000, against 1,116,000 white males in the *eleven States which have seceded* and are in arms against the Government.

The *eleven* disloyal States conjointly, thus compare with the *two* largest of the twenty-three loyal States, in white male inhabitants between the ages of 18 and 45:—

Alabama.....	106,000	Louisiana.....	75,000	Tennessee.....	167,000
Arkansas.....	65,000	North Carolina.....	182,000	Texas.....	84,000
Florida.....	16,000	Mississippi.....	71,000	Virginia.....	221,000
Georgia.....	119,000	South Carolina.....	60,000		
Total.....					1,116,000
New York, 778,000; Pennsylvania, 581,000.	Total.....				1,359,000
Excess of two loyal over eleven disloyal States.....					243,000

The white males in the eleven seceded States number *one-fifth* of the white males in the United States, between the ages of 18 and 45.

Census Statistics of Minnesota.

The following are some of the statistics of population obtained by the United States census of Minnesota for 1860:—

GENERAL AGGREGATES.		NATIVITIES.	
Total population of the State.....	171,196	No. of persons born in the State.....	32,882
No. of families.....	35,818	No. of persons born out of the State and in the United States.....	30,864
No. of dwelling houses.....	39,553	No. of persons of foreign birth.....	57,450
SEX AND RACE.		SOCIAL STATISTICS.	
No. of white males.....	91,154	No. of persons married within the year....	1,564
No. of white females.....	77,724	No. of persons who have attended school within the year.....	25,332
Total number of whites.....	168,878	No. of persons over 20 years of age who cannot read or write.....	5,046
No. of black or mulatto males.....	71	No. of deaf and dumb persons.....	26
No. of black or mulatto females.....	72	No. of blind persons.....	11
Total number of black or mulatto.....	143	No. of insane persons.....	10
No. of persons characterized as of mixed or Indian blood—		No. of idiotic persons.....	14
Males.....	1,314	No. of paupers.....	34
Females.....	1,161	No. of convicts.....	15
Total No. of citizens of Indian descent.....	2,475		
Aggregate No. of males.....	92,539		
Aggregate No. of females.....	78,957		
Excess of males.....	13,582		

The following table exhibits the growth of population in Minnesota for ten years, within the limits of the present State:—

Year.	Authority.	Number.
1849—Territorial Census.....		4,057
1850—United States Census.....		5,354
1857—Territorial Census.....		150,037
1860—United States Census.....		171,196

And this table, the absolute increase in the several periods above noted:—

	Increase for the Period.	Annual Increase.
1849.....	4,057	
1850.....	5,350	1,293
1855 (estimated).....	50,000	44,650
1857.....	150,037	100,037
1860.....	171,196	21,162
		7,054

The effect upon immigration of the violent reaction which followed, is shown in the halting pace of population between 1857 and 1860, when the increase was only 21,000 in number, or about 7,000 yearly, of which over 5,000 yearly, or about 16,000 for the three years, were the natural increase by birth, reducing the immigration for the period to about 5,000.

The following table will show the movement of population in eight States of the Northwest in the last decade, as compared with Minnesota:—

	Population 1850.	Population 1860.	Actual Increase.	Increase per cent.
Minnesota.....	5,330	171,196	165,866	3,113
Iowa.....	192,214	674,948	482,734	251
Wisconsin.....	305,391	775,873	470,472	154
Illinois.....	851,470	1,711,753	860,283	101
Michigan.....	397,654	749,112	351,458	88
Indiana.....	988,416	1,350,479	362,063	36
Ohio.....	1,980,329	2,383,599	403,270	20
Kansas.....		107,110	107,110	
Total.....	4,720,804	7,880,670	3,179,256	

The increase of population in Minnesota in the first decade of its settlement has been far greater relatively than that of any other State of the Union in the corresponding period of growth. Michigan, Indiana, and Illinois, were each about twenty-five or twenty-eight years in reaching the population at-

tained by Wisconsin or Iowa in about fifteen, and by Minnesota in ten years. This fact strikingly illustrates the influence of improved means of communication by railway and steamboat in promoting emigration to the West.

The American Camp Chest.

One of the most ingenious and useful contrivances for the comfort of the soldier which we have ever seen, is a camp chest, now on exhibition at the office of the Quartermaster-General, No. 48 Weybosset street. This chest is about as large as a common sized traveling trunk—such trunks as are carried by reasonable men and women—not the school-house pattern. It is 81 inches long, 14 inches wide, and 9½ inches deep, and weighs, all full and complete, about forty pounds. It is strong as well as portable, being made of hard wood, neatly finished, with lock and hinges, and dove-tailed joints, and is so constructed with concealed legs that when opened, and emptied, and unfolded, it forms a table 81 inches long and 28 inches wide, convenient and large enough for three or four persons, and always ready for use in the camp or on the march. We can hardly believe our own eyes when we look at the list, but when full and shut, it contains—three camp stools, one hatchet, one saw, three large tin flasks holding together a gallon, one pot for boiling, one frying-pan, one wash-bowl, one coffee or tea-caddy, four knives and forks, one carving-knife and fork, four table-spoons, four tea-spoons, one large spoon, eight plates, four drinking cups, one sugar-bowl, one milk-cup, two table cloths, two towels, one cruet-stand for pepper, salt, vinegar and mustard, a cork-screw and mustard-spoon, one dipper, one tea or coffee-pot with strainer, and apparatus for boiling tea and coffee, and for various cookery, and a supply of fuel—enough for the preparation of twenty meals. It seems as though this magic chest contained about every thing that the soldier needs in his domestic economy except his rations. We can hardly think of any thing else to add, unless it may be a piano, an iron-bedstead, or a washing-machine.

These are not “indispensables” in a camp, or we should have found them, without doubt, packed away somewhere in the curious box. Without them the assortment of cups and spoons, plates and platters, and tin-pans upon tin-pans, is complete enough. And when the table is set, every thing looks as neat and handy and comfortable as an officer could expect or a private desire.

We are glad to see the inventive genius of the country engaged in the patriotic work of providing these conveniences for the army. Breech-loading guns and rifled cannon are excellent weapons in their way; but while we aim at the speedy destruction of the enemy, we should also endeavor to place as many as possible of the healthful comforts of life in our own camps. Now the man who invents an easy way of cheering up the stomach of the soldier, in every vicissitude of his constantly changing life, does as much towards winning battles as he who manufactures an infernal torpedo that sights its victim and kills at a five-mile range. The bomb is of little use without the frying-pan; and bear witness, bloody waters of Bull Run, empty stomachs are poor fortifications for brave hearts.

The American Camp Chest is the invention of Mr. George Parr, of Buffalo, and we learn from the present proprietors of the patent, Messrs. Gray & Potter, New York, that it has been examined and approved by various officers of the army, and that they are now supplying a large number for the use of the soldiers.—*Providence Journal*.

Cotton and Sugar.

Mr. Russell, the correspondent of the *London Times*, in speaking of the above-named crops, remarks:—

The cultivation of sugar differs from that of cotton in requiring a much larger outlay of capital. There is little required for the latter besides negroes and land, which may be bought on credit, and a year's clothing and provisions. There is a gambling spice in the chances of a season which may bring wealth or ruin—a bale to the acre which may produce 7d. or only 5d. per lb. In a fair year the cotton planter reckons upon 10 or 12 bales to the hand, in which case the annual yield of a negro varies from £90 to £120. His enemies are drought, excessive rains, the boll worm, and the army worm,—his best friend “a long picking season.”

There is more steadiness in the price of sugar, and a greater certainty of an average crop. But the

cost of a sugar-house, with its mill, boilers, vacuum pans, centrifugal and drying apparatus, cannot be less than £10,000, and the consumption of fuel, thousands of cords of which are cut up by the "hands," is enormous. There were cases of large fortunes earned by planting sugar with small beginnings, but these had chiefly occurred among early settlers, who had obtained their hands for a song. A Creole, who recently died at the age of 55, in the neighborhood, and who began with only a few thousand dollars, had amassed more than \$1,000,000 in twenty-five years, and two of his sons—skilful planters—were likely to die each richer than his father.

This year the prospects of sugar are dreary enough, at least while the civil war lasts, and my host, with a certainty of 6,500 hogsheads upon his various plantations, has none of a market. In this respect cotton has the advantage of keeping longer than sugar. At last year's prices, and with the United States protective tariff of 20 per cent. to shield him from foreign competition, his crop would have yielded him over £100,000. But all the sweet teeth of the Confederate States Army can hardly "make a hole" in the 450,000 hogsheads which this year is expected to yield in Louisiana and Texas. Under the new tariff of the seceding States, the loss of protection to Louisiana alone may be stated, within bounds, at \$8,000,000 per annum—which is making the planters pay pretty dear for their secession whistle.

Illinois Central Railway.

Annexed is the statement of the Illinois Central Railway for August:—

LAND DEPARTMENT.			
Acres Construction Land sold.....	2,605.66 for	\$58,115 15	
Acres Interest Fund Lands sold.....	80.00 for	1,046 40	
Acres Free Lands sold.....	796.61 for	12,157 76	
Total sales during the month of August, 1861.....	3,482.27 for	\$48,319 81	
To which add town-lot sales.....		1,881 00	
Total of all.....		\$50,150 81	
Acres sold since January 1st, 1861.....	71,360.66 for	\$1,096,834 07	
Acres sold previous (net sales).....	1,260,273.46 for	16,147,983 91	
Total.....	1,331,634.12 for	\$17,244,817 98	
Construction bonds canceled previous to August 31st.....		1,863,000 00	
Collections in August on Construction bond account.....		87,000 00	
Collections in August for free land and interest account.....		88,495 04	
Total collections to 31st August, 1861.....		4,683,814 12	
TRAFFIC DEPARTMENT.			
Receipts from passengers.....		\$58,963 45	
Receipts from freight.....		170,958 10	
Receipts from mails.....		6,858 33	
Receipts from rent of road.....		4,983 33	
Receipts from other sources.....		8,067 21	
Total receipts in month of August, 1861.....		\$239,280 42	
Total receipts in month of August, 1860.....		248,970 68	
Total receipts since January 1st, 1861.....		1,845,297 44	
Total receipts corresponding period of 1860.....		1,615,786 45	

New Railway Building, Chicago, Illinois.

Plans for the building of the passenger and freight houses of the new Union Depot to be erected in the West Division, have been drawn and approved by the officers of the Pittsburg, Fort Wayne & Chicago Company, and of the other roads interested in this undertaking. The depot buildings are to be erected on Canal street, on the blocks between Madison and Adams streets, and are to be built of iron. The passenger house will be four stories high on Madison street, with probably a block of stores in the first story. The building will be 180 feet wide and over 880 feet long—with tracks and platforms so arranged as to accommodate eight distinct roads, provided four of them come in from the South and

four from the North. There will be standing room for 81 cars inside the building. In the centre of the ground floor will be waiting-rooms for ladies and gentlemen, baggage rooms, etc. The upper stories will be finished in good style, with every convenience, and are designed for the use of the various officers of the different connecting roads. The freight house will have an iron roof, which it is designed to support with iron columns. This building will be one story high, 808 feet long, and 85 feet wide. It will be located on the east side of Canal street, and will run to within 10 feet of the edge of the docks, thus giving the railways the advantage of ample dockage accommodations. It will extend from Madison street to within 50 feet of Adams street.

The entrance to this immense building will be from Madison street, a few feet west of the bridge. The descent will be slight, and access easy; for heavily loaded teams, a platform will run the entire length of the building, on which the teams will pass through, and have egress from the Adams street front. Every thing about both buildings will be arranged with an eye to convenience, both for passengers and the shipping and receiving of freight, and nothing will be left undone to make the West Side Union Depot one of the greatest depots in the country.

Toledo & Wabash Railway.—See pp. 222, 223 & 224.

The Toledo *Blade* publishes the following in relation to the improved prospects of the Toledo & Wabash Railway:—

The receipts for the past six days amount to 106,500 bushels of wheat, and 147,140 bushels of corn. Allowing 310 bushels of the former and 400 bushels of the latter to each car, we have an aggregate of 305 cars of wheat and 368 cars of corn. In addition to this is the rolling freight, in which a fair business is done. Of flour, this road has brought in 6,450 barrels—reduced to wheat, 32,250 bushels, or 92 car loads. This, added to the above receipts, would make 397 cars of wheat; other grains received, 1,765 bushels. The business of this road, we think, will compare favorably with that of any line in the West, and our readers will readily believe the statement that this is but the beginning of greater business.

The facilities of the Wabash Railway at Toledo for the storage of grain are unsurpassed by any in the West, due attention having been paid to the rapidity in removing the grain from the cars to the elevators, and thence to the boats. In addition to the new one recently erected by King Brothers, we notice that piles have been driven upon which to build another grain elevator, of about the same capacity of those now used, and this latter will be erected at an early day, so that our friends in the Wabash valley, or anywhere at the West, need have no fears but that this road will at all times have sufficient accommodations for the grain shipped over the line.

This railway had a hard struggle through the financial depression of 1857-'58, but the energy of those engaged was equal to the task before them, and the managers felt confident of a triumph ultimately. That end is now being attained, and we refer to the business of the road with pleasure as confirming the statement repeatedly made by us, that the Wabash Railway would become one of the most important and best paying roads in the country.

French Railway Profits.

The six leading railway companies of France—the Northern, the Eastern, the Orleans, the Paris, Lyons, Mediterranean, the Western and the Southern—in their reports for 1860, in every case exhibit a great and growing prosperity. This will be seen by the following statement of the receipts and working expenses of each Company:—

Company.	Receipts.	Working charges.	Balance of profit.
Northern.....	£2,424,284	£231,701	£1,492,583
Eastern.....	2,514,428	1,129,283	1,375,145
Orleans.....	2,874,832	1,237,406	1,777,691
Lyons.....	4,714,675	1,968,647	2,745,428
Western.....	1,858,954	810,895	1,048,119
Southern.....	945,554	411,273	534,261

The totals given as receipts, it should be observed, are the earnings remaining after the deduction

of the tax of 10 per cent. on quick train traffic, and the working charges do not include interest on loans. The actual working expenses were, as follows:—Northern, 38·40 per cent.; Orleans, 43·04 per cent.; Lyons, 41·69 per cent.; Western, 49·59 per cent.; Southern, 43·49 per cent. The amount of dividends distributed after payment of interest on loans, additions to reserve funds, repayment of loans, etc., was as follows:—Northern, £883,258; Eastern, £798,253; Orleans, £1,200,000; Lyons, £1,760,220; Western, £450,000; Southern, £386,667. These dividends ranged from 7 per cent. to 20 per cent. on the original value of the stocks. The interest paid on loans also amounted, *en chiffres ronds*, to £2,500,000, making the total profits distributed for the year about £3,000,000.

The Suits Against the Louisville & Nashville Railway.

Our readers are aware that suit has been brought against the Louisville and Nashville Road because they refused to take goods considered contraband. Yesterday the Board of Directors reversed their decision, and determined to ship the goods, not waiting for the decision of the Court. This was done by some members of the Board attending from Tennessee. It is a change of front that is reprehensible at present, and can only have the effect of compromising this State. It will be remembered that the road is not allowed to bring tobacco or cotton in this direction. Why should it be used to transmit goods South? It is well calculated to involve us in a violation of the neutrality we profess. For a neutral to persist in carrying to one party what is named contraband by the other, is bad faith. It will not meet the approbation of Kentucky, in our opinion. It may suit the Tennessee Directors, but not the interests of this State.

It is the general impression that the action of the road will involve this State in trouble. It will be an outrage, if a road built at such a cost to Louisville is to be made the means of evil just now, to accommodate a few shippers, and the State of Tennessee, which has chosen to make herself foreign to us. The evil is at most but a temporary one, and common prudence would dictate forbearance to a set of Directors; aside from any legal point in the case, Kentucky, a State of the Union, is bound to act in good faith; if she expects her position to be respected, she should herself respect it, without considering just now new points of law even.—*Louisville Democrat*.

Boston & Maine Railway.

The report of the Boston & Maine Railway has been published, and we take the following statements therefrom:—

The gross revenue, from all sources, for the year ending May 31, 1861....	\$980,151 81
The expenditures of every kind, and depreciation, amounted to.....	529,728 45
Net proceeds.....	\$400,422 86
Deduct two dividends, $7\frac{1}{2}$ per cent.....	311,677 50
Balance.....	\$88,745 86
This, together with the amount of former balances, as per table E.....	499,117 14
Making the sum of undivided earnings.....	\$587,862 50

The result of the last year's business will compare favorably with that of former years. But this is, in a great measure, due to the first six months of the year.

Philadelphia & Reading Railway.

The Harrisburg *Patriot and Union* refers in terms of cordial commendation to Mr. Charles E. Smith, the recently elected President of the Philadelphia & Reading Railway. "Mr. Smith has been connected with the road, as a Director, for the last eighteen months, having been elected upon the reorganization of the Board, which took place at that time. He is a young man, and was formerly connected with the firm of Reeves, Buck & Co., having more recently been engaged in the manufacture of iron, at the large rolling-mills near Fairmount. A portion of his life has been spent in Europe, where he

achieved reputation as a metallurgist. He has never occupied a very prominent position in any corporation, but, acting as Director of the Reading Railway, has displayed judgment, business capacity, and integrity. Although not so well known to the business community as the executive officers of other corporations, we are satisfied that he will administer the affairs of the Company so as to enhance the value of the property. The present condition of the Philadelphia & Reading Railway shows the advantage of having active, practical business men, such as the present Board of Managers, at the head of the corporation."

New York Central Railway.

The New York Central Railway Company are now putting up a splendid iron bridge over the Tonawanda at this place. The old one, which was built of wood, is quite old, and could not have lasted much longer. The iron bridge will be a great improvement.

The new structure is to be a wrought iron, trussed girder bridge, of 124 feet span, with a double track; 105 tons of iron are used in its manufacture.

Mr. Howard Carroll, Assistant Chief Engineer, is here overseeing the putting up of the bridge.—*Batavia Adv.*

AN IMMENSE TRAIN.—Yesterday the longest train of cars ever seen in this city, and probably the longest ever seen in the world, passed over the New York Central Railway from the East. It was one mile and a quarter and thirty rods in length, and was drawn by five locomotives. Of course but few of the cars were loaded. They were bound for Buffalo, to be there loaded with Western produce.—*Rochester Union, Sept. 9.*

Delaware Terminus of the Pennsylvania Railway.

The Pennsylvania Central has begun work on the Delaware terminus of that road, building wharfe, and making ready for the erection of elevators, which are to rival in magnitude those of New York. When completed, grain will be poured into Philadelphia from Chicago without breaking bulk. To this trade is to succeed pork-packing, the hogs to be brought there alive. The increased value of offal at tide-water will pay cost of transporting the whole hog. When thus supplied with flour, grain, and meat, in abundance for foreign customers, a line of steamers is to succeed. But all these things are in the distance. One elevator will be built at first, with a capacity of 475,000 bushels. It will be fire-proof, iron being the principal material, and the grain will be raised by steam. Numerous improvements will be introduced, making it the most complete yet built in this country.

St. Louis, Alton & Chicago Railway.

The Chicago *Tribune* furnishes the following information relative to the Chicago, Alton & St. Louis Railway:—

The new management of this road is effectively overhauling its track and rolling stock, and within a few weeks, or months at the most, it will be in as good condition as any railway in the West. Indeed, it may already be said to be in capital order. Many old bridges have been replaced by substantial stone structures; tressel works are being filled up; the road bed is being ballasted with good gravel; and every department seems to be receiving proper attention. Running as it does between the two great cities of the West, and through a section of country that for beauty and fertility has no superior, it is destined ere many years to be one of the very best paying roads in the Union.

Another Railway.

Despite the gloomy condition of business and the stagnation of general enterprise, another railway has just been completed in Pennsylvania. It is called the East Brandywine & Waynesburg, and connects with and is a branch of both the Chester Valley and Pennsylvania Railways. The line runs northward up the Brandywine Valley to Waynesburg, an enterprising, healthy and intelligent village, in one of the finest agricultural, manufacturing, and mineral districts in the State. Large bodies of iron

ore are found along the route, yielding 85 per cent. iron, which will be shipped by this and the Chester Valley Railways to the extensive furnaces along the river Schuylkill. To Oliver W. Barnes, of Philadelphia, the engineer and contractor, is largely due the credit for pushing this road to completion in these hard times. He is now working the road with a passenger and freight train, running twice daily between Downingtown and Waynesburg.

Rome, Watertown & Ogdensburg Railway.

The construction of the branch of nineteen miles, to connect this road directly with Ogdensburg, has been put under contract. George B. Phelps, of Watertown, is the contractor, and the work is to be finished by the first day of January next. The iron rails for the road have been purchased. The comparative distances between Ogdensburg and Albany, by this route and the route via Rouse's Point, are: by the Rome route, 251 miles; by the Rouse's Point route, 224 miles; difference in favor of the Rome route, 27 miles.

Michigan Central Railway.

The Detroit *Free Press* states that the Michigan Central Railway Company had leased the Northern Division of the Louisville, New Albany & Chicago Railway, extending from Lafayette, Indiana, or to Michigan City, and will repair and run it. This section is 93 miles in length. The Central Road pays a percentage for its use, keeps it in running order, and furnishes the rolling stock.

Michigan Southern and Rock Island Railways.

The Michigan Southern Road earned over \$70,000 the last week in August, which is the best week in August in the history of the road. The Rock Island earnings for August compare favorably with the large business of 1860.

Who are our Safe Men?

One among the most important inquiries of the day is, Who are our safe men? We will answer that truly important question, by referring the inquirer to the inside of the front cover of the GUIDE.

To those Preparing to Leave the United States.

By the new regulations, all persons going abroad are obliged to procure passports. The usual mode of obtaining them is to apply to a notary, who takes the applicant's name, age, personal appearance, &c., and makes out a certificate, which is sent to Washington, and in 36 hours thereafter the passport is received in this city. As, from the unrestrained system of traveling that has heretofore prevailed, our citizens generally have not been familiar with passports, we append the form in which they are made:

UNITED STATES OF AMERICA.

To all to whom these presents shall come, greeting: Description—Age, 27 years; stature, 5 feet 7 inches; forehead, broad; eyes, blue; nose, ordinary; mouth, ditto; chin, ditto; hair, dark auburn; complexion, fair; face, round. [Then follows the signature of the party.]

I, the undersigned, Secretary of State of the United States of America, hereby request all whom it may concern to permit safely and freely to pass John Jones, a citizen of the United States, and in case of need to give him all lawful aid and protection. Given under my hand and the impression of the seal of the Department of State, at the City of Washington, the 22d day of August, in the eighty-sixth year of the Independence of the United States.

[Seal of Dept. of States.]

W. H. SEWARD.

In answer to numerous inquiries as to the bearing of the late Proclamation upon those desirous of visiting Canada, we would direct the attention of those interested to the following notice issued from the State Department:

The regulation of this Department on the subject of passports, was principally intended to check the communication of disloyal persons with Europe. Consequently, passports will not be required by ordinary travelers on the lines of railroads from the United States which enter the British possessions. If, however, in any special case, the transit of a person should be objected to by the agent of this Government on the border, the agent will cause such person to be detained until communication can be had with this Department in regard to the case.

(Signed)

W. H. SEWARD.

ANECDOTES AND INCIDENTS OF TRAVEL.

OVER THE RIVER.

BY MISS NANCY A. W. PRIEST, OF HINSDALE, N. H.

O'er the river they beckon to me—
 Loved ones who've crossed to the further side :
 The gleam of their snowy robes I see,
 But their voices are drowned in the rushing tide.
 There's one with ringlets of sunny gold,
 And eyes, the reflection of heaven's own blue;
 He crossed in twilight, gray and cold,
 And the pale mist hid him from mortal view.
 We saw not the angels who met him there;
 The gate of the city we could not see;
 Over the river, over the river,
 My brother stands waiting to welcome me.

Over the river the boatman pale
 Carried another—the household pet;
 Her brown curls waved in the gentle gale—
 Darling Minnie! I see her yet.
 She crossed on her bosom her dimpled hands,
 And fearlessly entered the phantom bark;
 We watched it glide from the silver sands,
 And all our sunshine grew strangely dark.
 We know she is safe on the further side,
 Where all the ransomed and angels be :
 Over the river, the mystic river,
 My childhood's idol is waiting for me.

For none return from those quiet shores,
 Who cross with the boatman cold and pale;
 We hear the dip of the golden oars,
 And catch a gleam of the snowy sail.—
 And lo! they have passed from our yearning hearts;
 They cross the stream, and are gone for aye;
 We may not sunder the veil apart,
 That hides from our vision the gates of day.
 We only know that their barks no more
 May sail with us o'er life's stormy sea;
 Yet somewhere, I know, on the unseen shore,
 They watch, and beckon, and wait for me.

And I sit and think, when the sunset's gold
 Is flushing river, and hill and shore,
 I shall one day stand by the water cold,
 And list for the sound of the boatman's oar;
 I shall watch for a gleam of the flapping sail,
 I shall hear the boat as it gains the strand,
 I shall pass from sight with the boatman pale,
 To the better shore of the spirit land:
 I shall know the loved who have gone before,
 And joyfully sweet will the meeting be,
 When over the river, the peaceful river,
 The Angel of Death shall carry me.

THE MAIL ROBBER; or, THE STAGE DRIVER'S ADVENTURE.

Fourteen years ago, I drove from Littleton, a distance of forty-two miles, and, as I had to wait the arrival of two or three coaches, did not start until after dinner; so I very often had a good distance to drive after dark. It was in the dead of winter, and the season had been a tough one. A great deal of snow had fallen, and the drifts were plenty and deep. The mail that I carried was not due at Littleton, by the contract, until one o'clock in the morning, but that winter the postmaster was very often obliged to sit up a little later than that for me.

One day in January, when I drove up for my mail at Danbury, the postmaster called me into his office.

"Pete," said he, with an important, serious look, "there's some pretty heavy money packages in that bag," and he pointed to the bag as he spoke. He said the money was from Boston to some land-agents up near the Canada line. Then he asked me if I'd got any passengers who were going through to Littleton. I told him I did not know, but "Suppose I haven't?" says I.

"Why," said he, "the agent of the lower route came in to-day, and he says that there have been two suspicious characters on the stage that came up last night; and he suspects that they have an eye upon this mail, so that it will stand you in hand to be a little careful."

He said the agent had described one of them as a short, thick-set fellow, about forty years of age, with long hair, and a thick heavy clump of beard under the chin, but none on the side of his face. He didn't know any thing about the other. I told the old fellow I guessed there was not much danger.

"O, no, not if you have got passengers through; but I only told you this so you might look out for your mail, and look out for it when you change horses."

I answered that I should do so, and then took the bag under my arm and left the office. I stowed the mail under my seat a little more carefully than usual, placing it so that I could keep my feet against it; but beyond this I did not feel any concern. It was past one when I started, and I had four passengers, two of whom rode on to my first stopping-place. I reached Gowan's Mills at dark, when we stopped for supper, and where my other two passengers concluded to stop for the night.

About six o'clock in the evening I left Gowan's Mills alone, having two horses and an open pung. I had seventeen miles to go—and a hard seventeen it was too. The night was quite clear, but the wind was sharp and cold, the loose snow flying in all directions, while the drifts were deep and closely packed. It was slow, tedious work, and my horses soon became leg weary and restive. At the distance

of six miles I came to a little settlement called Bull's Corner, where I took fresh horses. I'd been two hours going that distance. Just as I was going to start a man came up, and asked if I was going through to Littleton. I told him I should go through if the thing could possibly be done. He said he was very anxious to go, and as he had no baggage, I told him to jump in, and make himself as comfortable as possible. I was gathering up my lines when the hostler came up, and asked me if I knew that one of my horses had cut himself badly? I jumped out and went with him, and found that one of the animals had got a deep cork cut on the off fore feet. I gave such directions as I considered necessary, and was about to turn away, when the hostler remarked that he thought I came alone. I told him I did.

"Then where did you get that passenger?" said he.

"He just got in," I answered.

"Got in from where?"

"I don't know."

"Well now," said the hostler, "that's kind o' curious. There ain't no such man been at the house, and I know there ain't been none at any of the neighbors."

"Let's have a look at his face," said I. "We can get that much at any rate. Do you go back with me, and when I get into the pung, just hold your lantern so that the light will shine into his face."

He did as I wished, and as I stepped into the pung I got a fair view of such portions of my passenger's face as were not muffled up. I saw a short, thick frame, full, hard features, and I could see that there was a heavy beard under the chin. I thought of the man whom the postmaster had described to me; but I didn't think seriously upon it until I had started. Perhaps I had got half a mile, when I noticed that the mail bag wasn't in its old place under my feet.

"Halloo!" says I, holding up my horses a little, "where's my mail?"

My passenger sat on the seat behind me, and I turned toward him.

"Here is a bag of some kind slipped back under my feet," he said, giving it a kick, as though he'd shoved it forward.

Just at this moment my horses lumbered into a deep snow-drift, and I was forced to get out and tread down the snow ahead of them, and lead them through it.

This took me all of fifteen minutes; and when I got in again I pulled the mail-bag forward, and got my feet upon it. As I was doing this, I saw the man take something from his lap, beneath the buffalo, and put it in his breast-pocket. At this I thought it was a pistol. I had caught the gleam of the barrel in the starlight, and when I had time to reflect, I knew I could not be mistaken.

About this time I began to think somewhat seriously. From what I had heard and seen, I soon made up my mind that the individual behind me not only meant to rob the mail, but he was prepared to rob me of my life. If I resisted him he would shoot me, and perhaps he meant to perform that delectable job at any rate. While I was pondering, the horses fell into another deep snow-drift, and I was again forced to get out, and tread down the snow before them. I asked my passenger if he would help me, but he said he didn't feel very well, and wouldn't try; so I worked alone, and was all of a quarter of an hour getting my team all through the drifts. When I got into the sleigh again, I began to feel for the mail-bag with my feet, and found it where I had left it; but when I attempted to withdraw my foot, I discovered that it had become entangled in something—I thought it the buffalo, and tried to kick it clear; but the more I kicked, the more closely was it held. I reached down my hand, and after feeling about a few moments, I found that my foot was in the mail-bag! I felt again, and found my hand in among the packages of letters and papers! I ran my fingers over the edges of the opening, and became assured that the stout leather had been cut with a knife.

Here was a discovery. I began to wish I had taken a little more forethought before leaving Danbury; but as I knew that making such wishes was only a waste of time, I quickly gave it up, and began to consider what I had best do under the existing circumstances. I wasn't long in making up my mind upon a few essential points: First, the man behind me was a villain; second, he had cut open the mail-bag, and robbed it of some valuable matter—he must have known the money letters by their size and shape; third, he meant to leave the stage on the first opportunity; and, fourthly, he was prepared to shoot me if I attempted to arrest or detain him.

I revolved these things over in my mind, and pretty soon I thought of a course to pursue. I knew if to get my hands safely upon the rascal, I must take him unawares, and this I could not do while he was behind me—for his eyes were upon me all the time—so I must resort to stratagem. Only a little distance ahead of us was a house. An old farmer named Lougee lived there, and directly in front of it was a huge snow bank, stretched across the road, through which a track for wagons had been cleared with shovels.

As we approached the cot I saw a light in the front room, as I felt confident I should, for the old man generally sat up until the stage went by. I drove on, and when nearly opposite the dwelling, stood up, as I had frequently done when approaching difficult places. I saw the snow-bank ahead, and could distinguish the deep cut which had been shoveled through it. I urged my horses to a good speed, and when near the bank forced them into it.

One of the runners mounted the edge of the bank, after which the other ran into the cut, thus throwing the sleigh over about as quick as though lightning had struck it. My passenger had not calculated on any such movement, and wasn't prepared for it; but I had calculated, and was prepared. He rolled out into the deep snow, with a heavy buffalo robe about him, while I lighted upon my feet directly on top of him. I punched his head in the snow, and then sang out for old Lougee. I did not have to

call a second time, for the farmer had come to the window to see me pass, and as soon as he saw my sleigh overturned, he had lighted his lantern and hurried out.

"What's to pay?" asked the old man, as he hurried out.

"Lead the horses into the track, and then come here," said I.

As I spoke, I partially loosened my hold upon the villain's throat, and he drew a pistol from his bosom; but I saw it in season, and jammed his head into the snow again, and got the weapon away from him. By this time Lougee had led the horses out and come back, and I explained the matter to him in as few words as possible. We hauled the rascal out into the road, and upon examination, we found about twenty packages of letters which he had stolen from the mail-bag, and stowed away in his pockets. He swore, and threatened, and prayed; but we paid no attention to his blarney. Lougee got some stout cord, and when we had securely bound the villain, we tumbled him into the punge. I asked the old man if he would accompany me to Littleton, and he said "of course." So he got his overcoat and muffler, and ere long we started.

I reached the end of my route with my mail all safe, though not as snug as it might have been, and my mail-bag a little the worse for the game he had played upon it. However, the mail-robber was secure, and within a week he was identified by some officers from Concord as an old offender; and I am rather inclined to the opinion that he's in the State's prison at the present moment. At any rate, he was there the last I heard of him.

That's the only time I ever had any mail troubled; and I think that under all circumstances I came out of it pretty well.

THE STRANGER NONPLUSED.

Among the restaurants in Philadelphia is one kept by Ex-Coroner D. Coroner D. is a pattern of amiability, with a degree of tonnage growing daily more remarkable. Last September a gentleman entered the house, and ordered a dozen reed birds and a pint of claret. While discussing these delicacies he touched the bell, and requested the waiter to send Mr. D. to him. Mr. D. requested the stranger to take a seat, and in a few minutes the twain were chatting as cosily as though they had been raised together from childhood.

"By the way, Coroner"—he is still called so—asked the stranger, "the last time I was in here, you had a fuss with somebody; pray what caused it?"

"A chap contracted a bill for \$2 50, and then refused to pay up."

"And what did you do with him?"

"Chuckd him out of doors."

"Is that all?"

"Yes; going to law don't pay. To have obtained twenty shillings' worth of law would have cost twenty dollars' worth of time."

"Then when a man swindles you, you merely chuck him out."

"That's all."

"Well, what kind of wines have you?"

"As good an article of Heidsieck as is now extant. Will you try a bottle?"

"On one condition, and that is that you will join me in drinking it."

"With pleasure, sir."

Again the bell tinkled, again the white aproned darkey disappeared down the cellar way, and a moment after the black bottle with its silver necktie stood before the affable stranger. Its contents were duly led and disposed of, when the Coroner begged to be excused, in order to attend to some customers, who were waiting for him in front. The stranger shortly afterwards finished his reed birds, and emerged from the dining-box. He confronted the Coroner within a few feet of the front door.

"Mr. D., your reed birds were cooked to a turn, and as for your Heidsieck, a finer article never crossed the Atlantic."

"Happy to hear you say so, sir," replied the Coroner.

"As a memento of the repast, I have a slight favor to ask."

"Name it, sir."

"Chuck me out."

"What?"

"Chuck me out."

"You don't mean to say you are a swindler?"

"I don't mean any thing else. I haven't a nickle, and if you want pay for those reed birds, you must take it as you did the other day—*chuck me out.*"

This was too much for the Coroner. The stranger wore a bran new hat, fresh and glossy from the hatter's. The Coroner made a dash, took the shyster by the necktie, removed his castor without ruffling a hair of the nap, pressed castor over to barkeeper, and then walked back as coolly as though nothing had happened. The stranger was a good deal nonplussed, but being caught in his own trap, could say nothing. That he was penniless was shown by the fact that he walked away bare-headed. That he never came back for the castor is pretty good proof that he raised one somewhere else. Who or what he is nobody knows. That it takes all kinds of people to make a world, this little incident, however, should leave no one unsatisfied.

"A HOME FOR MY MOTHER."

Business called me to the United States Land Office. While there, a lad, apparently sixteen or seventeen years of age, came in and presented a certificate of forty acres of land. I was struck with the countenance and general appearance of the lad, and inquired of him for whom he was purchasing the land. The reply was:

"For myself, sir."

I then inquired where he got his money! He answered:

"I earned it!"

Feeling then an increasing desire to know something more about the lad, I asked him whether he had any parents, and where they lived. At this question, he took a seat and gave the following narrative:

"I am from New York State. I have living, a father, mother, five brothers and sisters. I am the oldest child. Father is a drinking man and often returns from his day's work drunk, and not a penny in his pocket. Finding father would not abstain from liquor, I resolved to make an effort, in some way, to relieve mother, sisters, and brothers from want. After revolving things over in my mind, and consulting with mother, I got all the information I could about the far West, and started for Wisconsin, with ten shillings in my pocket. I left home on foot. After spending my ten shillings, I worked my way to Wisconsin, where I got an axe and setting to work, cleared land, earned money, saved it until I gathered fifty dollars, and with it now pay for forty acres of land."

"Well my good lad, (for by this time I became interested in him,) what are you going to do with the land?"

"I will work on it, raise myself a log house, and when prepared, will invite father and mother, brothers and sisters, to come and enjoy this home. The land I desire for my mother, which will secure her from want in her declining years."

"And what will you do with your father," said I, "if he continues to drink ardent spirits to excess?"

"Oh, sir, when we get on the farm he will feel at home; he will be happy at home and be a happy man."

I then replied—"Young man, these being your principles so young, I recommend you to improve them, and the blessings of God will attend you."

By this time the receiver handed him his duplicate receipt for his forty acres of land. Rising from his seat on leaving the office, he said:

"At last I have a home for my mother."

AN ADVENTURE ON THE CARS.

There were five of us—yes, five as happy fellows as were ever let loose from college. It was "vacation," and we concluded to take a trip to the Falls. We got aboard the cars at N—, and were soon traveling very rapidly towards our destination.

We had just seated ourselves and prepared for a comfortable smoke, when in came the conductor, and who should it be but our friend B—. After the common salutations—"How are you, old fellow?" etc, had passed, Fred said he had some business for us to attend to.

"Out with it, old chum," said we, "any thing at all will be acceptable, so let us have it."

"Well, boys," said Fred, in a very confidential tone, "in that next car there is as 'lovin' a pair as it was ever my lot to see. They are going to H—, to get married, and now if you can have any fun over it, just pitch in. They must be cared for, and I don't know who can do it better than you."

In a moment Fred was gone, and we set our heads together to form a plan for "taking care of the lovers."

"I have it boys," said Bill Seevers, "we must make the girl think that her lover is a married—"

"That's it, Bill, that's it," said we, not giving him time to finish the sentence.

"That he is a married man and the father of children," said Bill.

"That's the game, boys; now let us play it."

It devolved upon me to commence operations. Accordingly, I entered the car in which we were informed the lovers were. The girl, thinking, I suppose, that she must give her lover all the seat, had taken a seat on his knee; and he for the purpose of protecting her, of course, had thrown his arm around her waist; and so they sat, in real soft lover's style.

All this I gathered at a glance. Stepping up to them, I said:

"Why, Jones, what the deuce are you doing with this girl?"

The girl arose hastily and seated herself on the seat.

"See here, stranger," said the fellow, "you're a mite mistaken; my name ain't Jones."

"Why, Jones," said I, "you certainly haven't left your wife and children and tried to palm yourself off for a single man, have you?"

"I tell you my name ain't Jones; its Harper. It never was Jones; 'tain't a going to be, nuther."

I merely shook my head, and passed on to another seat to see the rest of the fun. The girl looked "wild" after I set down; but Jones, *alias* Harper, soon convinced her that I was mistaken.

About the time they got to feeling right well again, in came Elliot Gregg. Walking up to Harper, he accosted him with:

"Why, Jones, you here? How did you leave your wife and babies?"

"Now see here, stranger, you ain't the fust man that's called me Jones to-day, an' I reckon I must look awfully like him; but I ain't Jones, an' more'n that, you mustn't call me Jones. I haint got a wife, nor babies either; but this ere gal an' me is a-goin' to splice, an' then you can talk about my wife, and I wouldn't wonder but what, in the course of time, you might talk about the babies too; but you mustn't call me Jones."

This retort brought forth vociferous laughter from the spectators, and it also brought blushes to the face of "the gal that was goin' to be spliced."

"Ah, Jones," said Gregg, "you will regret this in the future. I pity your wife and children, and this poor girl."

"So, Mr. Harper, your real name is Jones, is it, and you've been foolin' me, have you? Well, we ain't spliced yet, and I don't think we will be soon," said the girl, and her eyes fairly flashed fire.

"Jane, Jane," said Harper, "don't you know that I'm Bill Harper. Thar ain't a darn drop of Jones blood in me, and I'll prove it."

At this moment, Jeff Jackson, Bill Steevers, and Jim Byers entered, and of course their attention was called to Harper by his loud talking. They stepped up to him, and said:

"Why, Jones! What is all this fuss about?"

This was more than Harper could stand. He leaped upon a seat.

"Now," said he, "my name is not Jones, and I can lick the feller that says it is."

By this time we had got to H—, and our friend Fred came into the car and made Harper keep quiet. The girl that wouldn't be "spliced" requested Fred to help her on the train that was going back to N—, which he did, and the notorious Jones, *alias* Harper, followed her.

We learned afterward that he proved himself to be Bill Harper instead of Bill Jones, and he and his gal Jane "got spliced."

COURTING ON A RAILWAY THIRTY MILES AN HOUR.

An incident occurred on the Little Miami Railway which outstrips, in point of speed and enterprise, although in a somewhat different field, the lightning express, "fifty-cents-a-mile," special train achievement which attended the delivery of the recent famous "defalcation report," in this city. The facts are about thus: A lady, somewhat past that period of life which *the world* would term "young"—although she might differ with them—was on her way to this city, for purposes connected with active industry. At a point on the road, a traveler took the train, who happened to enter the car in which the young lady occupied a seat. After walking up and down between the seats, the gentleman found no unoccupied seat, except the one half of that upon which the lady had deposited her precious self and crinoline—the latter very modestly expansive. Making a virtue of necessity—a "stand-ee" berth or a little self-assurance—he modestly inquired if the lady had a fellow-traveler, and took a seat.

As the train flew along with express speed, the strangers entered into a cozy conversation, and mutual explanations. The gentleman was pleased, and the lady certainly did not pout. After other subjects had been discussed, and worn thread-bare, the lady made inquiries as to the price of a sewing-machine, and where such an article could be purchased in this city. The gentleman ventured the opinion that she had "better secure a husband first." This opened the way for another branch of conversation, and the broken field was industriously cultivated.

By the time the train arrived at the depot in this city, the gentleman had proposed and been accepted, (although the lady afterwards declared she regarded it all as a good joke.) The party separated; the gentleman, all in good earnest, started for a license, and the lady made her way to a boarding-house on Broadway, above Third, for dinner. At two o'clock the gentleman returned with a license and a Justice, to the great astonishment of the fair one, and after a few tears and half-remonstrative expressions, she submitted with becoming modesty, and the Squire performed the little ceremony in a twinkling. If this is not a *fast* country, a search-warrant would hardly succeed in finding one.—*Cincinnati Commercial*.

HOW DICK SOLD AMINADAB.

Among my many friends, are two whom I esteem most highly. They (under the assumed names of Dick and Aminadab) are the subjects of this sketch.

Aminadab "counts high" on being a good joker, and often does get off a pretty fair joke; but when he tries to "sell" Dick, he generally "puts his foot in it." However, Aminadab *did* play a practical joke on Dick; and, as he took a very mean advantage in doing so, Dick resolved to "owe him one," and discharge the debt at his earliest opportunity.

One day, Dick met Aminadab in front of the "Belmont," and invited him in to dine; it being understood that Dick would pay for the dinners. They sat down at "Sam's" table, and chewed the " cud of contentment " until their sirloins were ready, and then went to work. Aminadab called for the cost-

liest dishes, and Dick did the same. Their two bills now amounted to ten shillings, and they resolved to finish with apple-dumplings apiece. Dick had half-finished his, when, suddenly slapping Aminadab on the back—making that individual burn his throat with a hot piece of apple—he exclaimed:

"My good gracious! Minadab, I have a note to pay at the bank, and I forgot all about it! You take your time, and I'll take the checks, and pay at the counter. When I point to you, you nod your head, as much as to say you're the 'feller' I'm paying for."

"All right," said Aminadab.

And Dick proceeded to the counter, gave the cashier the checks; then turned, and pointed to Aminadab, who nodded his head. The cashier said, "All right!" And Dick went on his way rejoicing.

Meanwhile, Aminadab finished dinner, and was going out very leisurely, when he was suddenly startled by:

"Here, young man, I believe you owe us a little bill!"

"I guess I'm paid for!" said Aminadab.

"That young man that came up to the counter with two checks, and turned around and pointed to me, paid for both!"

"You're mistaken," quoth the cashier; "there was a young man came up here with two checks; and when you nodded your head, it was to show that you was to pay for both!"

Aminadab saw he was done browner than his "sirlin;" paid for two; scowled at the grinning bystanders, and "sloped."

A joke of that kind never reflects credit upon the perpetrator, no matter how it may be provoked. Gentlemen are never guilty of mercenary wit.

UNCLE SAM AND THE ETHIOPIAN.

A day or two since an unsophisticated darkey waited upon a certain military gentleman with a bill of \$1 15, for washing done at the camp hospital, which, after undergoing a rigid scrutiny by the officer, was returned with the following explanation, which the astonished son of Ethiopia listened to with an equal amount of wonder and perplexity:

"This bill," said the gentleman, "will first have to be sent to the Quartermaster-General at Washington, and he will report to the Adjutant-General, who will lay it before the Secretary of War for his approval. The Adjutant being satisfied, it will be sent to the Auditor of State, who will approve of it and send it to the Secretary of the Treasury, who will send it to the United States Treasurer, who will at once despatch an order to the Collector of this port to pay the bill."

The darkey relieved himself of a long-drawn sigh. "Then, massa," he remarked, "dat last gemblam you spoke of pays for de washing, does he?"

"No," continued the other, "he will hand it to the Quartermaster; but as there is no such officer here at present, some proper person must be selected for that purpose, who must be appointed by the Secretary of War, under direction of the President, and his appointment must be approved by the Senate. Congress not being in session now, the commission can not be issued until after it meets. When this commission is received, the Quartermaster will show it to the Collector, and demand the funds. You will then call upon him; he will examine your bill, and if correct, he will pay it, you giving your receipt."

The unfortunate nigger first scratched his head, then shook it, and finally said, "I guess I'll hab to let dis washing slide, but it ain de last job I does for Uncle Sam, shu!"—*Cincinnati Enquirer*.

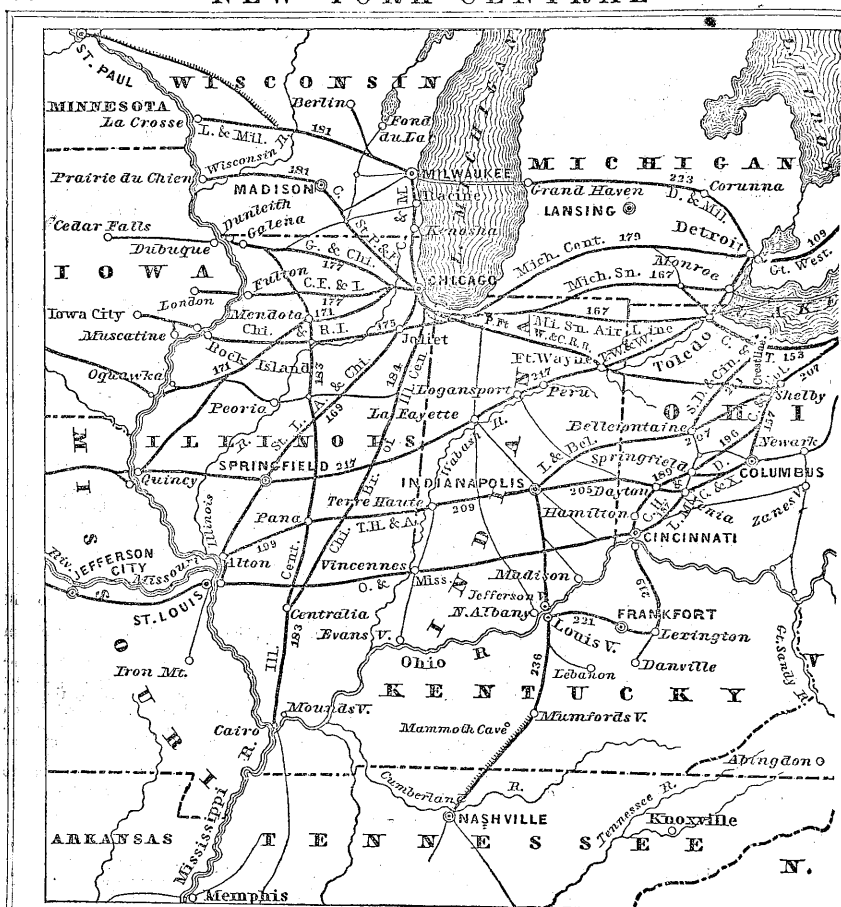
SHARP PRACTICE.

Some time since, in a Western town, one of our citizens—who will be recognized at once if we call him John Smith—happened to go into a grocery establishment, and understanding silver change was in demand, inquired what premium they paid for it, and was informed five per cent. He thereupon drew forth ninety-five cents in change, handed it to the groceryman, and received therefor a dollar bill. This satisfactory speculation, or something else, led our friend into the extravagance of calling for a three-cent glass of beer, which was furnished and drank, when he drew forth the identical dollar bill and tendered it in payment, which was received, and ninety-seven cents in change handed back. At the latest date the groceryman was attempting to figure up the profit on the beer.

"DOWN BRAKES!" OR, FORCE OF HABIT.

One of our Illinois captains, lately a railroad conductor, was drilling a squad, and while marching them by flank, he had to speak to a friend for a moment. On looking again toward his squad, he saw they were in the act of "butting up" against a fence. In his hurry to halt them, he cried, "*Down Brakes! Down Brakes!*"

NEW YORK CENTRAL

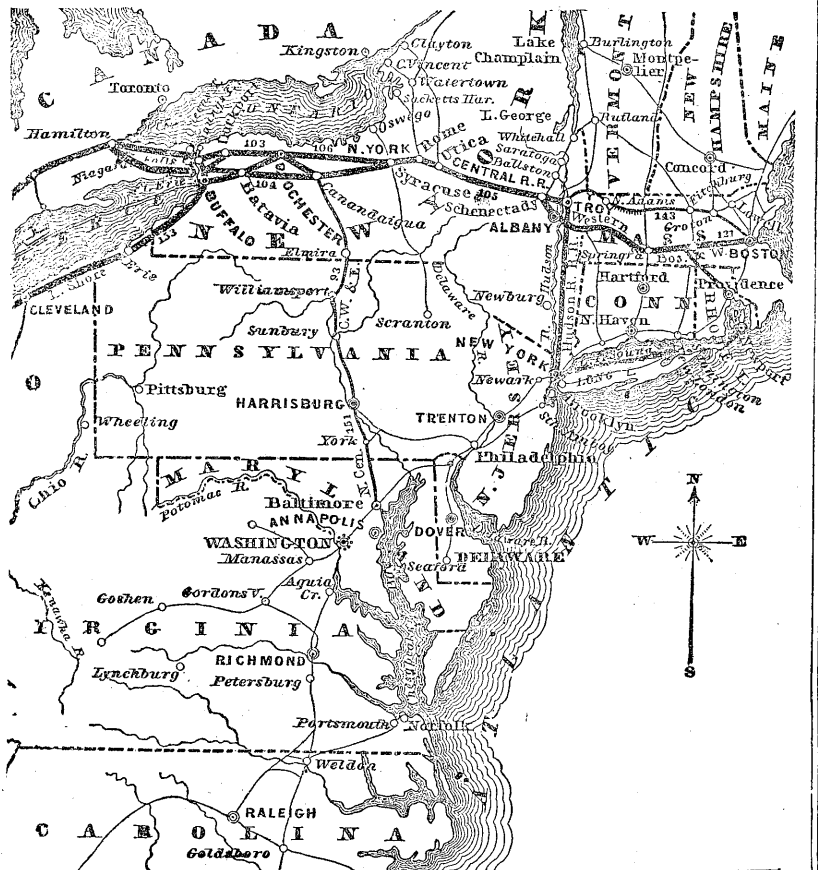


THROUGH PASSENGER ROUTE.—GOING EAST.

1st. MORNING EXPRESS.—Passengers leave Chicago, via *Mich. Southern and Lake Shore Line*, at 7 00 A. M., arriving at Toledo 4 15 P. M., Cleveland 6 45 P. M., and Buffalo 3 20 next morning. Leave Buffalo, via *N. Y. Central Rwy.*, at 4 00 A. M., and arrive at Albany 2 29 P. M. Leave Albany at 2 35 P. M., and arrive in New York, via *Hud. Riv. Rwy.*, at 7 20 P. M.—Via *Mich. Central Rwy.*, leave Chicago at 7 00 A. M., and arrive at Detroit 6 00 P. M. Leave Windsor, opp. Detroit, via *Gr. Western Rwy.*, at 7 09 P. M., and arrive at Niagara Falls 3 10 next morning, making the same connections for Albany and New York as above.

2d. NIGHT EXPRESS.—Train leaves Chicago, via *Mich. Sou. Rwy.*, at 7 30 P. M., arr. at Toledo 4 30 A. M., and Buffalo 4 25 P. M. Leaves Buffalo at 5 00 P. M., and arrives at Albany 3 29 A. M., and N. York at 8 35 A. M.—Via *Mich. Cent. Rwy.*, leaves Chicago at 7 30 P. M., arrives at Detroit 6 40 A. M., and Niagara Falls at 4 10 P. M., in time to make same connections as above.

Albany to Boston.—MORN. EXP. leaves Albany at 9 15 A. M., via *West'n Rwy.*, and arr. at Boston 4 45 P. M. EVENING EXPRESS.—Leaves Albany at 2 45 P. M., and arrives at Boston at 12 10 (night.)



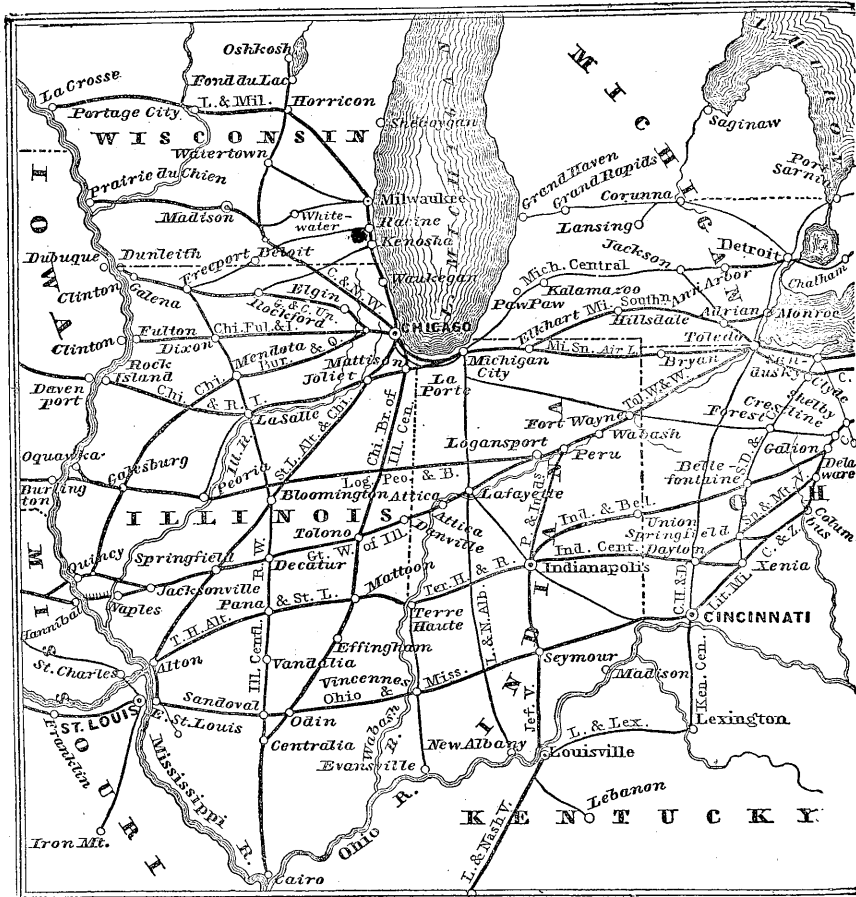
THROUGH PASSENGER ROUTE.—GOING WEST.

From Albany.—At 12 10 p. m., *N. Y. Exp.* (con. with 7 00 a. m. train from N. York), arrives at Buffalo 10 00 p. m., and Sus. Bridge about the same time. Leaves Buffalo at 10 00 p. m., via *Lake Shore and Michigan Southern Line*, and arrives at Cleveland 4 38 a. m., Toledo 9 00 a. m., and Chicago 7 30 p. m.—Via *Great Western Railway*, leaves Sus. Bridge at 10 15 p. m., arriving at Detroit 6 45 next morning, and Chicago 7 30 p. m.

At 5 15 p. m., *Night Exp.*, (con. with 11 00 a. m. train from New York, and the 8 30 a. m. train from Boston), arr. at Buffalo 5 30 a. m., and Sus. Bridge at same time. Leaves Suspension Bridge at 9 30 a. m., arr. at Detroit 6 00 p. m., and Chicago 7 00 next morning.

At 10 45 p. m., *N. Y. Mail*, (con. with 5 p. m. train from New York, and the 3 p. m. tr'n from Boston), arriving at Buffalo 9 30 a. m., and Sus. Bridge at 9 40 a. m. Leaves Buffalo at 9 30 a. m., and arrives at Cleveland 4 20 p. m., Toledo 8 55 p. m., and Chicago 7 00 next morning.—Via *Great Western Railway*, leaves Suspension Bridge at 9 30 a. m., arriving at Detroit 6 00 p. m., and Chicago at 7 00 next morning.

The above trains on L. Shore R'way connect at Cleveland with trains for Columbus and Cincinnati.



THROUGH PASSENGER ROUTE.—GOING EAST.

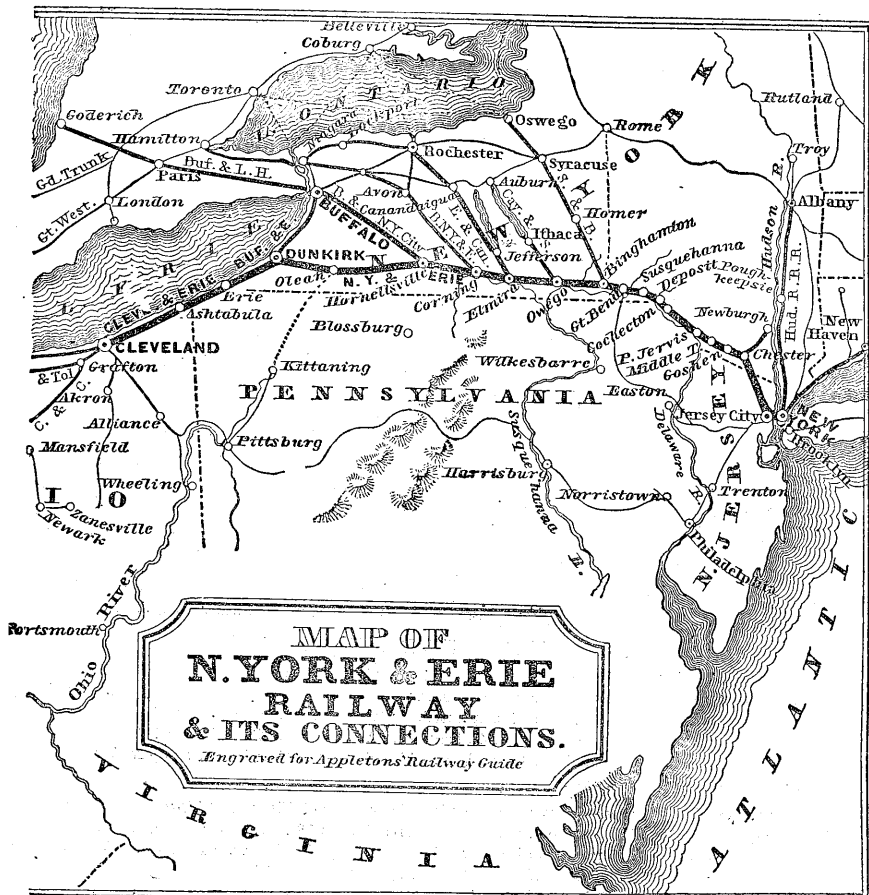
1st. MORNING EXPRESS.—Passengers leave Dunkirk, via *New York & Erie Railway*,* at 9 20 A. M., and arrive at Elmira 8 55 A. M., Owego 10 11 A. M., Binghamton 11 00 A. M., and New York at 7 25 P. M.

2d. NIGHT EXPRESS.—Leaves Dunkirk 8 20 P. M., arrives at Hornellsville 8 26 P. M., connecting there with the 8 45 P. M. train from Buffalo, via *Buffalo Division of N. Y. & Erie Railway*. Leaves Hornellsville at 8 33 P. M., and arrives at Elmira 10 33 P. M., Binghamton 12 40 A. M., and New York 8 38 A. M.

3d. CINCINNATI EXPRESS.—Leaves Dunkirk at 9 15 P. M., arrives at Elmira 3 45 A. M., Binghamton 5 50 A. M., Port Jervis 10 40 A. M., and New York at 2 10 P. M.

The above Express Trains make close connections with Express Trains arriving from Cincinnati, Chicago, St. Louis, Toledo, Columbus, Cleveland, &c., via *Lake Shore Railway*, pp. 110—112; and *Bell-Fontaine Railway Line*, pp. 200—204.

* For the Mail, Accom., and Local Trains on this Route, see for New York & Erie, p. 81, 82; Buffalo Division, p. 83; Hornellsville and Rochester Divisions, p. 83; Syracuse & Binghamton, p. 105; Williamsport & Elmira, p. 85.



THROUGH PASSENGER ROUTE.—GOING WEST.

1st. **BUFFALO AND DUNKIRK EXPRESS.**—Passengers leave New York, via *New York & Erie Railway*,* at the Company's Depot, foot of Chambers st. at 7 00 A. M., arrive at Binghamton 3 00 P. M., Elmira 4 53 P. M., and Dunkirk at 11 50 P. M., connecting here with *Night Express* on *Lake Shore Railway* (see pages 110—112) for Cleveland, Cincinnati, Chicago, St. Louis, and all points West and South.

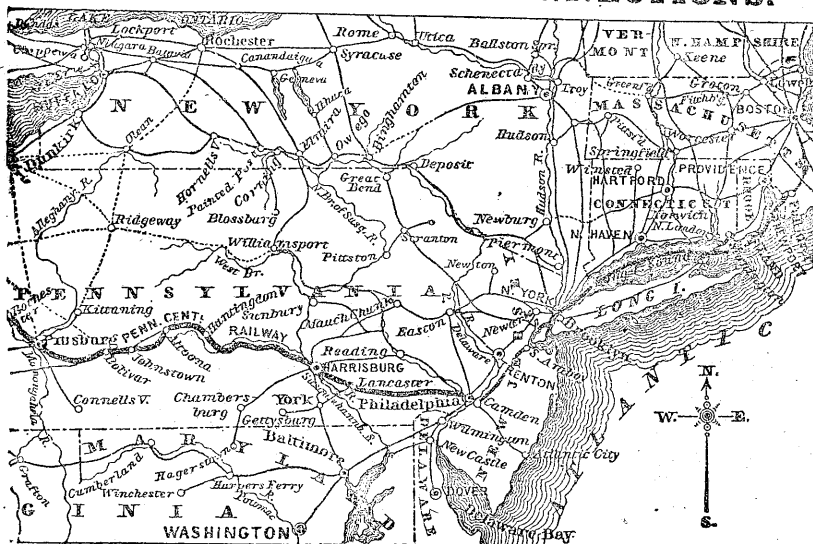
2d. **NIGHT EXPRESS.**—Leaves New York at 5 00 P. M., arrives at Binghamton 1 40 A. M., Elmira 3 50 A. M., Hornellsville 6 04 A. M., and Dunkirk at 11 15 A. M., making same connections as above.

Connection is also made at Hornellsville with the *Buffalo Division* of the above Road, for Buffalo, connecting there with trains for Niagara Falls, and all points in Western New York and Canada.

Refreshments.—Passengers stop a short time for refreshments at Turner's, Port Jervis, Narrowsburg, Deposit, Owego, Hornellsville, and Olean.

* For the Mail, Accom, and Local Trains on this Route, see for New York & Erie, p. 81, 82, 83; Buffalo Division, p. 83; Rochester Division, p. 83; Syracuse & Binghamton, p. 105; Williamport & Elmira, p. 95.

CHICAGO RAILWAY & CONNECTIONS.



THROUGH PASSENGER ROUTE.—GOING WEST.

1st. MORNING EXPRESS.—Passengers leave New York, foot of Cortlandt St., at 7 00 A. M., via *New Jersey Railway*, arrive at Philadelphia at 10 50 A. M. Leave Philadelphia, via *Pennsylvania Railway*, (from 11th and Market streets,) at 11 20 A. M.; arrive at Harrisburg 3 30, leave Harrisburg at 3 35 P. M. arrive at Altoona 7 55 P. M.; ‡ Pittsburgh 12 20 A. M. Leave Pittsburgh, via *Pittsburg, Fort Wayne & Chicago Railway*, at 12 55 A. M., arrive at Alliance at 3 50 A. M., and at Crestline 8 00 A. M., Fort Wayne, 1 50 P. M.; arrive at Chicago at 7 20 P. M.

2d. EVENING EXPRESS.—Leaves New York (foot Cortlandt street,) 6 00 P. M., arrive at Philadelphia 9 40 P. M.; leaves Philadelphia (11th and Market streets,) 10 20 P. M., arrives at Harrisburg 2 25 A. M.; Altoona, 7 10,* leave 7 30 A. M.; arrive at Pittsburgh 11 50 A. M.† Leave Pittsburgh, via *Pittsburg, Fort Wayne & Chicago Railway*, at 12 10 P. M.; arrive at Alliance 3 05, leave 8 25 P. M.; arrive at Crestline 7 30 P. M.; ‡ arrive at Fort Wayne 1 10 A. M.; arrive at Chicago 6 45 A. M.

3d. NIGHT EXPRESS.—Leaves New York, via *Allentown and Reading*, at 8 00 P. M., arriving at Harrisburg at 2 25 A. M., Pittsburgh at noon, and Chicago at 6 45 next morning,—making 34 hours to Chicago.

These trains arrive in Chicago in time to make connections North, West, and South.

Whole time occupied from Philadelphia to Chicago, 32 hours. From New York, via Philadelphia, 36 hours; via Allentown and Reading, 32 hours.

Whole number of miles: Philadelphia to Chicago, 820; New York, via Philadelphia, 910; via Allentown and Reading, 890.

Changes of Cars between New York and Chicago, via Philadelphia, *two*; via Allentown and Reading, *one*.

Refreshments.—Passengers have time allowed for obtaining refreshments at Philadelphia, Lancaster, Harrisburg, Mifflin, Altoona, Pittsburgh, Alliance, Crestline, Fort Wayne, and Plymouth.

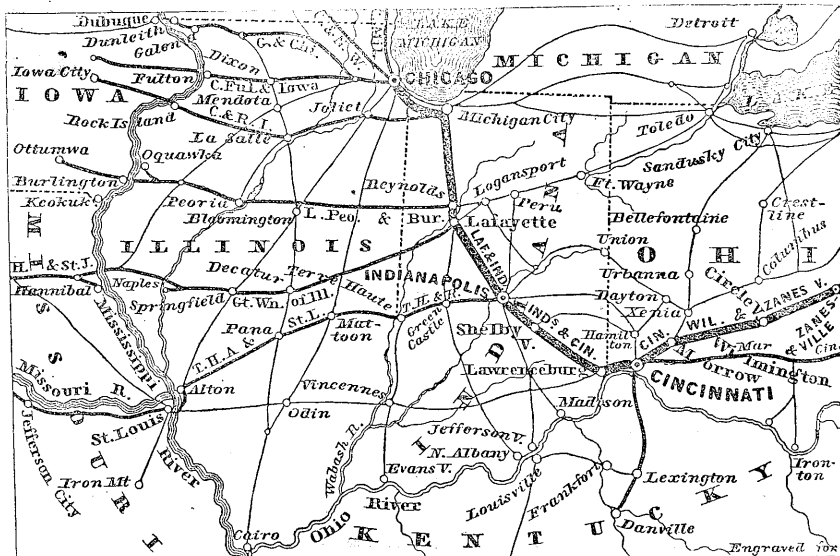
* Breakfast.

† Dinner.

‡ Supper.

For Mail, Accom., and Local Trains of the railways composing this through route, see for New Jersey, p. 92; Central Railway of New Jersey, pp. 88, 89, 90; Pennsylvania Central, pp. 98, 99, 100; and Pittsburg, Fort Wayne & Chicago, pp. 110, 111.

INDIANAPOLIS & CINCINNATI



THROUGH PASSENGER ROUTE.—GOING EAST.

The Indianapolis & Cincinnati Railway Through Route, as shown on the Map above, extends from Cincinnati to Chicago, a distance of 322 miles. It is composed of the Indianapolis & Cincinnati; Lafayette & Indianapolis; New Albany & Salem, and a portion of the Michigan Central, between Michigan City and Chicago. Through Trains leave Cincinnati and Chicago as follows:—

1st. **MORNING EXPRESS.**—Leaves Chicago at 7 00 A. M., via *Michigan Central Railway*,* arrives at Michigan City at 10 05 A. M., Lafayette 2 38 P. M., and Indianapolis 6 05 P. M., via *New Albany & Salem*, and *Lafayette & Indianapolis Railways*. Leaves Indianapolis 6 15 P. M. (Chic. Exp.), and arrives at Cincinnati via the *Indianapolis & Cincinnati Railway* at 10 55 P. M.

2d. **NIGHT EXPRESS.**—Leaves Chicago 7 30 P. M., arrives at Michigan City 10 15 P. M., Lafayette 2 05 A. M., and Indianapolis 4 55 A. M.; thence via *Indianapolis & Cincinnati Railway* to Cincinnati, arriving at 10 15 A. M.

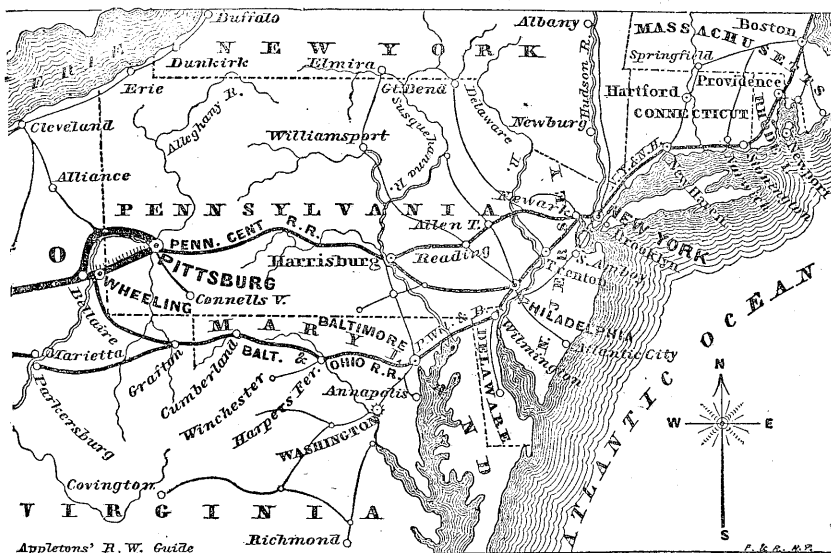
Both these trains connect at Cincinnati with the Little Miami, Columbus & Xenia, Cincinnati, Wilmington & Zanesville, Marietta & Cincinnati Railways, for Baltimore, Philadelphia, New York, and Eastern Cities, the former connecting with the Pennsylvania Central Railway to Philadelphia, and the latter at Parkersburg (branch of Baltimore & Ohio Railway), with the Baltimore & Ohio Railway for Baltimore, Washington, &c. Arriving in New York via the *New Jersey Railway Express*. Trains leave for Boston at 8 00 A. M., and 3 15 P. M.

The whole distance between Chicago, Philadelphia, New York, and Boston, by this route, is from 1,100 to 1,300 miles. Time occupied, from 54 to 60 hours.

Refreshments.—Passengers can obtain refreshments at all the principal stopping places on the various roads connected with this through route.

* For Mail, Accommodation, and Local Trains, and other information concerning the roads comprised in this Through Route, see for Michigan Central, p. 184; New Albany & Salem, p. 231; Lafayette & Indianapolis, p. 211; Indianapolis & Cincinnati, p. 197; Marietta & Cincinnati, p. 206; Little Miami, Columbus, &c., p. 193; Cincinnati, Wilmington & Zanesville, p. 206; Pennsylvania Central, pp. 99, 100; Baltimore & Ohio, pp. 153-161; New Jersey, p. 92; N. Y. & Boston, p. 57.

RAILWAY & CONNECTIONS.



THROUGH PASSENGER ROUTE.—GOING WEST.

Cincinnati is the Eastern terminus of the *Indianapolis & Cincinnati Railway*,* connecting at Indianapolis with the *Lafayette & Indianapolis Railway*; at Lafayette, with the *New Albany & Salem*; and at Michigan City with the *Michigan Central Railway* to Chicago. There are two Through Trains leaving Cincinnati (Sixth-street Depot) daily, Sundays excepted, as follows:—

1st. **MORNING MAIL**.—Leaves at 5 35 A. M., arrives at Indianapolis 10 40 A. M., Lafayette 1 45 P. M., Michigan City 5 35 P. M., and Chicago 8 00 P. M.

2d. **NIGHT EXPRESS**.—Leaves at 4 50 P. M., arrives at Indianapolis 9 30 P. M., Lafayette 1 50 A. M., Michigan City 5 40 A. M., and Chicago 8 00 A. M.

Passengers to connect with the Morning Mail and Night Express above, leave New York at 7 00 A. M. and 6 00 P. M., via New Jersey Line to Philadelphia, connecting there with the *Pennsylvania Central* to Pittsburgh; thence via *Steubenville & Indiana* and *Little Miami* Railways to Cincinnati.

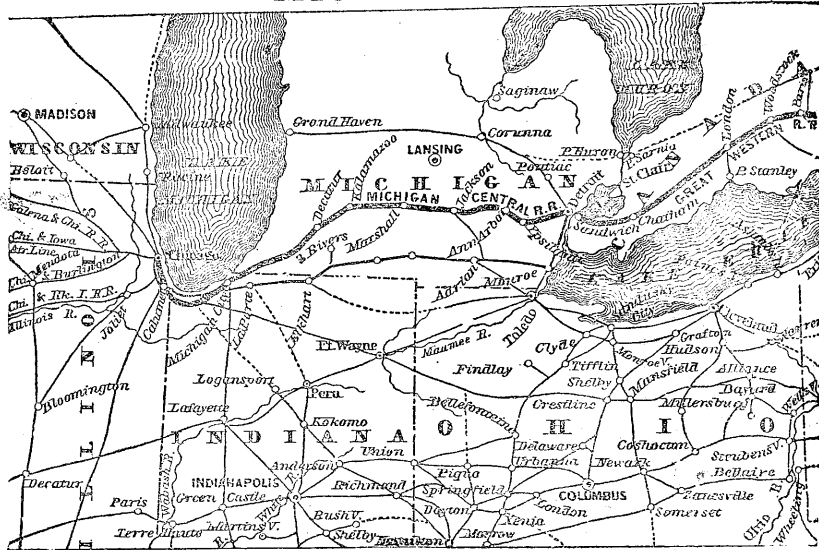
Passengers from Washington take the 2 45 P. M. train on *Washington Branch Railway*, arriving at *Washington Junction* in time to connect with 3 45 P. M. train from Baltimore, via *Baltimore & Ohio Railway*, and connecting at Parkersburg with *Marietta & Cincinnati Railway*.

At Chicago, these trains make close connections with Express Trains going West on the numerous lines diverging there.

The whole distance between Boston, New York, Philadelphia, and Chicago by this route is from 1,100 to 1,300 miles. Time occupied, from 54 to 60 hours.

Refreshments.—Passengers can obtain refreshments at all the principal stopping places on the various roads connected with this through route.

* For Mail, Accommodation, and Local Trains, and other information concerning the roads comprised in this Through Route, see for New York & Boston, p. 87; New Jersey, p. 92; Baltimore & Ohio, pp. 158-161; Pennsylvania Central, pp. 99, 100; Cincinnati, Wilmington & Zanesville, p. 206; Little Miami, p. 193; Marietta & Cincinnati, p. 206; Indianapolis & Cincinnati, p. 197; Lafayette & Indianapolis, p. 211; New Albany & Salem, p. 237; and Michigan Central, p. 183.



1st. MORNING EXPRESS.—Passengers leave Chicago, via *Michigan Central Railway*,* at 7 00 A. M., and arrive at Detroit 6 00 P. M.; cross by ferry to Windsor, the Western terminus of the *Great Western (Can.) Railway*, and leave at 7 00 P. M., arriving at Niagara Falls, 8 10 A. M., in time to connect with the 8 35 A. M. New York Express, for Albany, via *New York Central Railway*; arriving at Albany, 2 20 P. M. Leave Albany, via *Hudson River Railway*, 2 35 P. M. for New York, and for Boston, via *Western Railway*, at 2 45 P. M., arriving at Boston 12 10 at night.

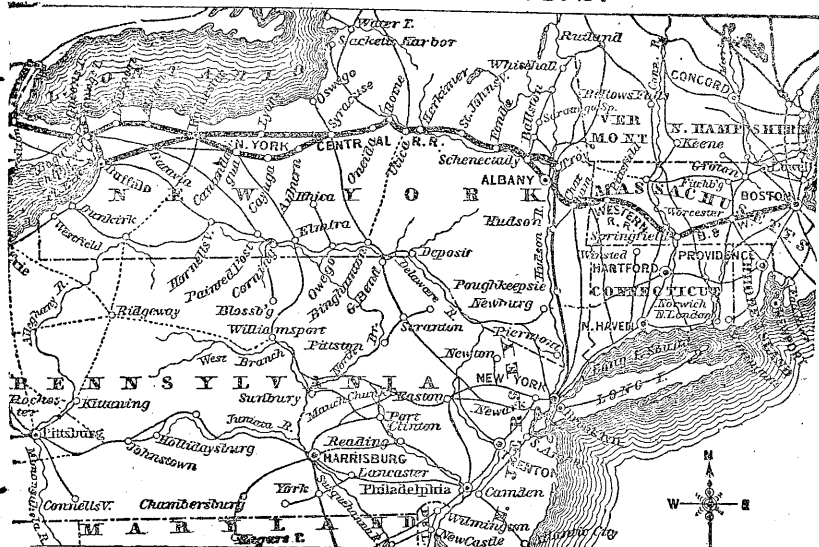
2d. NIGHT EXPRESS.—Leaves Chicago at 7 30 p. m., arrives at Detroit 6 40 a. m. Leaves Windsor (opp. Detroit), at 7 45 a. m., and arrives at Niagara Falls 4 10 p. m. Leaves the Falls at 4 35 p. m., and arrives at Rochester 7 25 p. m., and Albany 8 20 a. m., connecting at Albany with the 3 45 a. m. Express for New York, and 5 15 a. m. train for Boston and Eastern cities.

Whole number of miles between Chicago and Boston, 1013. Time occupied, including stoppages for refreshments, &c., 40 hours.

Refreshments.—Passengers have time allowed for obtaining refreshments at the following stopping-places: Michigan City, Marshall, Detroit, London, Hamilton, Niagara Falls, Buffalo, Rochester, Syracuse, Albany, Springfield and Worcester.

* For the full Time Tables, containing Mail, Accommodation and Way Trains of the four great roads comprised in this route, see for Michigan Central Railway, p. 123; Great Western (Can.), p. 113; New York Central, pp. 107-8-9; and Western Railway, p. 122.

RAILWAY & CONNECTIONS.



THROUGH PASSENGER ROUTE.—GOING WEST.

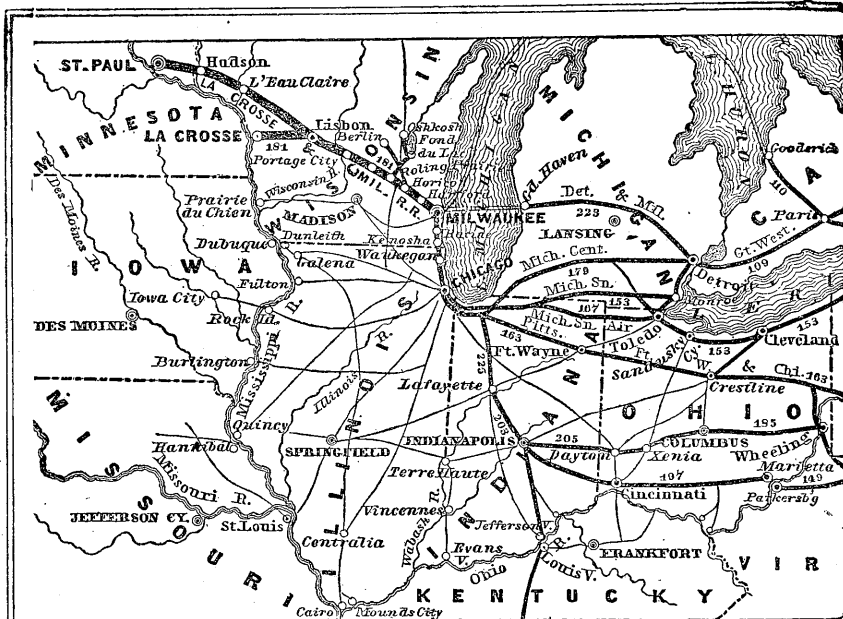
1st. MORNING EXPRESS.—Passengers leave Boston, via *Western Railway*,* at 8 30 A. M., and arrive at Worcester 9 55, and Springfield at 11 45 A. M. Leave Springfield at 12 10 noon, and arrive at Albany 5 10 P. M., connecting here with the 5 15 P. M. Night Express train for Buffalo and Niagara Falls, via *New York Central Railway*, arriving at Buffalo 5 30 A. M., and the Falls about the same time. Leave Niagara Falls at 9 30 A. M., via *Great Western (Can.) Railway*, and arrive at Windsor (opp. Detroit) at 6 00 P. M. Leave Detroit at 6 30 P. M., via *Michigan Central Railway*, and arrive at Chicago 7 00 A. M. next morning.

2d. EVENING EXPRESS.—Leaves Boston at 3 00 P. M., arrives at Worcester 4 30 P. M., and Springfield at 6 15 P. M. Leaves Springfield at 6 25 P. M., and arrives at Albany 10 40 P. M., connecting with the 10 45 P. M. Mail for Buffalo and Niagara Falls; arrives at Buffalo 9 30 A. M. next day, and connects at Niagara Falls with the 9 30 A. M. Express for Windsor, arriving at 6 00 P. M. Leaves Detroit at 6 30 P. M., Night Exp., and arrives at Chicago 7 00 A. M. next morning. These Express trains make direct connections at Buffalo with trains on the *Lake Shore Railway* for Dunkirk, Erie, Cleveland, Columbus and Cincinnati.

Whole number of miles from Boston to Chicago, 1012. Time occupied, including stoppages for refreshments, &c., 41 hours.

Refreshments.—Passengers have time allowed for obtaining refreshments at the following stopping places: Worcester, Springfield, Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, London, Detroit, Marshall and Michigan City.

* For the full Time Tables, containing Mail Accommodation and Local Trains of the great roads comprised in this route, see for *Western Railway*, p. 133; *N. Y. Central*, pp. 107-8-9; *Great Western (Can.)*, p. 113; and *Michigan Central Railway*, p. 133.



GREAT THROUGH PASSENGER ROUTE—GOING EAST.

The La Crosse & Milwaukee, Chicago & Milwaukee, and Detroit & Milwaukee Railways and Steamboat Line, between St. Paul, La Crosse, Milwaukee, Chicago, Detroit, and the East, is the most direct, speedy, and economical line for the traveller between the above-named points, and to the East and South.

The line is composed of new and splendid River Packets between St. Paul and La Crosse, and the La Crosse & Milwaukee, and Chicago & Milwaukee Railways between La Crosse and Chicago, and Ferry Steamers on Lake Michigan, and Detroit & Milwaukee Railway from Milwaukee to Detroit.—Only *all rail route* from La Crosse.—Two Express Trains of Cars, and Two Lines of Steamers on the Mississippi River and Lake Michigan daily each way. Time quicker, and fare as low as by any other route.

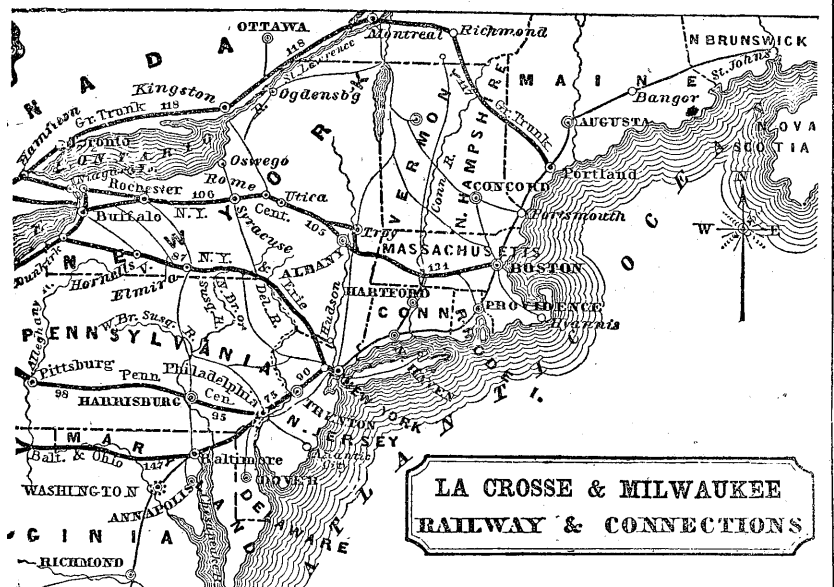
FIRST PASSENGER TRAIN from La Crosse, makes close connections at Milwaukee with Trains and Boats for Chicago and Detroit.

SECOND PASSENGER TRAIN from La Crosse, arrives in time to connect as above, and with trains on Milwaukee & Mississippi Railway for Waukesha, Whitewater, Janesville and Madison, and with trains on Milwaukee, Watertown & Baraboo Valley Railway for Oconomowoc, Watertown and Columbus.

Baggage checked through.

Refreshments.—Trains stop at Hartford and Portage City, allowing passengers time to obtain refreshments.

For local Time Table, see page 137.



GREAT THROUGH PASSENGER ROUTE—GOING WEST.

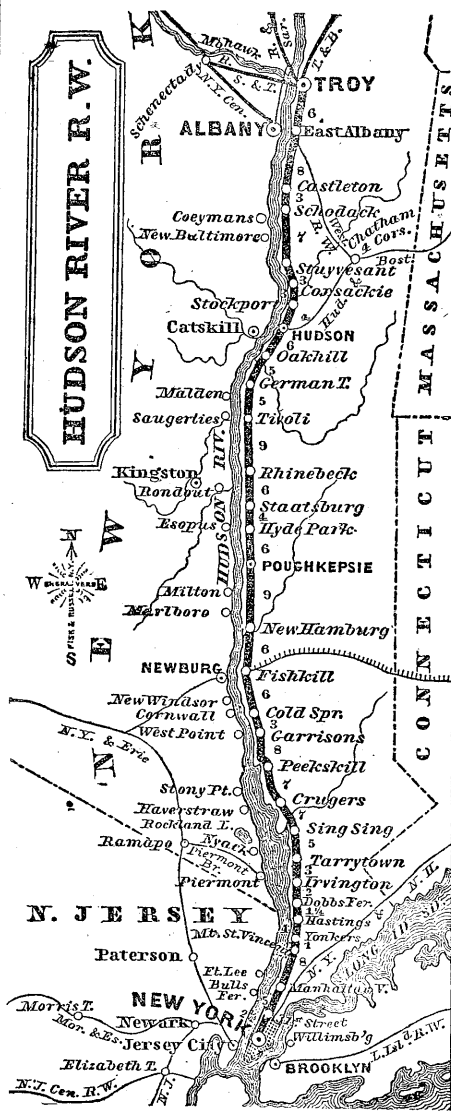
From Buffalo, Pittsburg, Detroit and Chicago, by Great Western Railway of Canada—American Lake Shore Line; Pittsburg, Fort Wayne and Chicago, Detroit and Milwaukee.

Michigan Central, Michigan Southern, and Chicago & Milwaukee Railways to Milwaukee, and by La Crosse and Milwaukee Railways to La Crosse, and Steam Packets on the Mississippi River to St. Paul and intermediate points.

GREAT UNITED STATES MAIL AND EXPRESS ROUTE—(From Chicago *via* Milwaukee to La Crosse on the Upper Mississippi River.)—Two Through Trains of Cars, and Two Lines of Steamers on the Mississippi, daily each way. Time from Chicago to La Crosse, 13 hours. Passengers taking this route arrive at a point on the Mississippi, 100 miles nearer St. Paul than by any other line, thereby saving distance and time.

CONNECTIONS.—*At Horicon*—With the Horicon and Berlin Railway for Waupun, Brandon, Ripon, and Berlin. *At Junction*—With Fond du Lac and Oshkosh R'way for Fond du Lac, Oshkosh, Neenah, Menasha, Appleton and Green Bay. *At Kiltourn City*—With Wisconsin Stage Co.'s Line for Baraboo, (12 miles to the West), and Northerly to Grand Rapids and Stevens' Point. *At Lisbon*—With Stages to Needah, Germantown and Quincy. *At Sparta*—With Stages for Black River Falls, Eau Claire, Menominee, Mills, Hudson and Stillwater. *At La Crosse*—With Steam Packets for Dacotah, Winona, Reed's Landing, Prescott, Stillwater, St. Anthony, Trempealeau, Fountain City, Redwing, Hudson, Hastings, and St. Paul.

SUMMER ARRANGEMENTS.—Three Daily Lines of Stages will connect with this Road for St. Paul as follows: *First*—*A* Sparta via Black River Falls, Eau Claire, Menominee, Hudson and Stillwater. *Second*—*A* La Crosse via Winona, Redwing, Prescott and Hastings, carrying the Great United States Mail from Chicago, by Milwaukee and La Crosse to St. Paul. *Third*—*A* La Crosse by Chatfield, Rochester, Cannon Falls and Faribault. Tickets good by either of the above Routes. Through Tickets can be obtained at all the principal Ticket Offices in the country.



above ordinary high tide. The rails weigh seventy pounds per yard, and the outer rail, in all cases of exposure to the river, is ten feet from the top of the wall, affording a wide margin for the washing of the bank, and ample security against running the cars into the water in case of accident.

The through fare never exceeds \$3 00, which, considering the distance and time saved, is extremely low.

MANHATTAN, 8 miles from New York, is a thriving village, pleasantly situated, and is surrounded by hills. The Lunatic Asylum is located here.

PLEASANT is on the forty acres of land neatly arranged into gardens and orchards. Attached to it are the fields of the Hudson. A pier nearly one mile in length extends into navigable water; a ferry connects it with the Hudson River Railway.

West Point, 51 miles from New York, is unquestionably the most "romantic place upon the Hudson River. The approach to it is highly interesting. The village is placed upon the top of a promontory, 188 feet above the river, where there is spread out a level plateau, or terrace, more than a mile in circumference. West Point is the seat of the Military Academy, established in 1802. The land was ceded to the United States by New York in 1796.

For Railway Connections, Distances, &c., we would refer to **Map**;
or Time Table, &c., see next page.

This is considered one of the best managed roads in the United States. Distance from New York to Troy, one hundred and fifty miles. Average running time is thirty miles per hour.

Trains going North leave from the station, corner of Chambers street and College Place. Trains of this road run with an expedition, dispatch and regularity, not surpassed by any other in the country. It winds along the banks of the Hudson River through a scenery which, for picturesque beauty, is not excelled by any in the Old or New World. The thriftness business it has successfully accomplished since its first conception, and its almost entire exemption from accidents and collisions, speak volumes in favor of its efficient, energetic and prudent management. One characteristic of this road deserves special mention. We prefer to the system of signal flags, introduced to secure safety from accidents in running the trains. Pull-men are stationed upon *every mile of the road*, generally at the curves, or upon a slight incline, when a view of the track from some distance can be had. Upon the approach of a train, if all is clear ahead, the flag-man displays a *white* signal. If there be any obstruction in sight, or a diminished speed is required, a *red* flag is displayed.

The Hudson River Railway is one of the best constructed roads in the country. The road-bed generally is thirty feet wide at the top, the protection wall is three feet in thickness, and carried five feet

HUDSON RIVER RAILWAY.

S. SLOAN, President, New York.

A. F. SMITH, Superintendent, New York.

MENDES CORNEX, Asst. Supt., New York.

July 13.

New York to Albany and Troy.

Troy and Albany to New York.

		Fares.		Miles.		STATIONS.		Miles.		P'kskill Pas. Train.		Express Train.		Fishkill Pass. Train.		P'okeepsie Way Mail.		Chicago Express.		Montreal Express.		Milk and Pass. Train.		Exp. Fr't & Pass.	
		Alb. Way Fr't & Pas.				LEAVE				A.M.		A.M.		A.M.		P.M.		P.M.		P.M.		A.M.		A.M.	
New York to Albany and Troy.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	Albany	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	Albany	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
Albany to New York.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	Albany	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	Albany	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
Troy to New York.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	Troy	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	Troy	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
New York to Albany and Troy.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	New York	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	New York	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
Albany to New York.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	Albany	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	Albany	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
Troy to New York.	Express Pas. Train.	P.M.	P.M.	P.M.	P.M.	Troy	150	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00
	Express Mail.	P.M.	P.M.	P.M.	P.M.	Troy	140	8 00	9 00	9 30	9 45	9 50	10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00

For Advertisement, see next page.

Sing Sing Passenger Trains.—Leave Chambers st., N. Y., at 9 00 **Returning**—Leave Sing Sing at 6 15 & 11 15 A.M. and 6 30 P.M., arriving at Chambers street 8 10 A.M., and 1 05 & 8 30 P.M.

¹ Distance, 32 miles. Fare, 62 cents.

² These trains will also run on Sundays to and from 80th street, N. Y.

³ Ferry to West Point, opp.

⁴ Ferry to Newburg (terminus of Newburg Branch of Erie Railway).

⁵ Ferry to Albany.

⁶ Junction of Hudson and Boston Railway.

⁷ Railways diverging from Troy.—Troy & Boston and Western

Vermont, Kensseler & Saratoga, and Saratoga & Whitehall; Troy &

Schenectady, and Troy & Greenbush.

[ADVERTISEMENT.]

*On and after THURSDAY, July 18, trains on the***HUDSON RIVER RAILWAY,****To and from New York, Albany and Troy, and places North and West,****WILL RUN AS FOLLOWS (SUNDAYS EXCEPTED)****GOING NORTH.***Leave New York, from the Station corner of Chambers Street and College Place, at*

- 6 00 A. M. Poughkeepsie Way Mail & Pass. Train, stopping at all stations north of Manhattan.
 7 00 A. M. Express Train for Albany and Troy, connecting at Albany with Western trains for Buffalo, Suspension Bridge, and all Western points, and at Troy with trains for Rutland, Burlington and Montreal. Arriving in Albany at 11 50 A. M.
 9 00 A. M. Sing Sing Passenger Train, stopping at all stations.
 11 00 A. M. Express Train for Albany and Troy, connecting at Albany with train for the West, and at Troy with train for Saratoga, Whitehall, North Adams, Rutland, Burlington, and Montreal. Arriving in Albany at 4 45 P. M.
 1 15 P. M. Poughkeepsie Way Freight and Passenger Train, stopping at all stations north of Manhattan, excepting Glenwood and Scarborough.
 3 30 P. M. Express Passenger Train for Albany and Troy. Arriving at Albany at 9 05 P. M.
 4 00 P. M. Peekskill Way Pass. Train, stopping at all stations, excepting 52d Street, Mt. St. Vincent, and Irvington.
 4 30 P. M. Sing Sing Express Train, stopping at 152d Street, Spuyten Duyvil, Yonkers, Dobbs' Ferry, Irvington, Tarrytown, and Sing Sing.
 5 00 P. M. Express Passenger Train for Albany and Troy, connecting at Albany with Night Express train for Buffalo, Suspension Bridge and Western lines, and at Troy with Night Train of Sleeping Cars for Montreal. Arriving in Albany at 10 10 P. M.
 5 30 P. M. Fishkill Passenger Train, stopping at all stations except 52d street.
 8 00 P. M. Sing Sing Way Pass. Train, stopping at Burnham's, and all stations north of Manhattan except Mount St. Vincent.
 10 15 P. M. Passenger and Express Freight Train for Albany and Troy, with *Sleeping Car* attached, connecting at Albany with early train for Buffalo and Suspension Bridge, and at Troy with trains for Montreal and intermediate points. Arriving in Albany at 6 05 A. M.
Leave Poughkeepsie for Albany, at
 4 00 A. M. Way Freight and Passenger Train, stopping at all stations.

GOING SOUTH.*Leave Troy, from Union Depot, and Albany, viz. :*

- | | |
|--------------------|---|
| <i>Leave Troy.</i> | <i>Leave Albany.</i> |
| 3 30 A. M. | 3 45 A. M. Express Train for New York. Arriving in New York at 8 35 A. M. |
| 8 40 A. M. | 8 55 A. M. Mail & Express Train for New York. Arriving in New York at 2 00 P. M. |
| |  On Sundays this train does not run below 30th Street. |
| | 1 00 P. M. Way Freight and Pass. train for Poughkeepsie, stopping at all stations. |
| 2 20 P. M. | 2 35 P. M. Express Passenger Train for New York. Arriving in New York at 7 20 P. M. |
| 4 45 P. M. | 5 00 P. M. Express Train, for New York. Arriving in New York at 9 50 P. M. |
| | 5 00 P. M. Milk, Freight and Pass. Train for N. York. Arriving in N. York at 1 55 A. M. |
- Leave Poughkeepsie for New York, at*
 7 10 A. M. Express Train, stopping at Milton Ferry, New Hamburg, Carthage, Fishkill, Cold Spring, Garrison's, Peekskill, Crugers, Sing Sing, Tarrytown, Dobbs' Ferry, Yonkers, Riverdale, Fort Washington and Manhattan.
 11 55 A. M. Way Freight and Pass. Train, stopping at all stations.
Leave Fishkill for New York, at
 7 00 A. M. Pass. Train, stopping at Cold Spring, Garrisons, Fort Montgomery, Peekskill, Sing Sing, Tarrytown, Irvington, Dobbs' Ferry, Hastings Yonkers, Tabby Hook, and 152d street.
Leave Peekskill for New York, at
 6 30 A. M. Way Pass. Train, stopping at all stations north of Manhattanville, excepting Mt. St. Vincent.
Leave Sing Sing for New York, at
 6 15 A. M., 11 15 A. M., and 6 36 P. M., Way Passenger Trains, stopping at all stations.

On Sundays the following trains will be run to and from 30th Street :

The 10 15 P. M. train from New York, the 8 40 A. M. from Troy, and 5 00 P. M. from Albany.

A. F. SMITH, Superintendent.

New York to Greenport. | Greenport to New York.

Acce Exp			Exp Mxd Mail			STATIONS.			Acce Exp			Exp Mail		
M.	P.M.	A.M.	M.	P.M.	A.M.	M.	LEAVE	ARRIVE	M.	P.M.	A.M.	M.	P.M.	A.M.
0	8 23	8 52	0	9 00	9 00	0	James' St.		99	8 23	8 52	9 27	8 52	9 27
1	5 42	5 53	1	12 22	12 22	1	Hunter's Point.		99	4 57	5 7	8 02	8 57	8 57
2	5 24	5 30	2	12 50	12 50	2	Jamaica.		84	7 32	8 02	8 33	8 45	8 33
3	3 30	3 45	3	1 00	9 58	15	Brusville.		81	7 23	7 53			
4	3 33	4 45	4	1 09	10 16	24	Hyde Park.		79	7 10	7 27	5 8	8 16	2 37
5	5 53	5 53	5	1 19	10 18	24	Hempstead Br.		79	7 02	7 41	8 10	2 37	
6	5 40	5 40	6	1 29	10 10	27	Westbury.		72	6 48	7 83		2 16	
7	5 49	5 58	7	1 29	10 38	30	Hicksville 2.		69	6 38	7 25		2 16	
8	5 58	5 58	8	1 40	10 38	33	Jerusalem.		66	6 28			1 56	
9	5 05	5 15	9	1 50	10 52	35	Farmingdale.		64	6 22			1 50	
10	5 15	5 15	10	1 57	11 07	41	Deer Park.		58	6 22			1 50	
11	5 35	5 45	11	2 21	11 45	45	Thompson.		54	6 22			1 50	
12	5 56	5 56	12	2 38	12 45	54	N. Islip (Suffolk).		54	6 22			1 50	
13	6 09	6 09	13	3 01	13 53	56	Lakeland.		46	6 22			1 14	
14	6 21	6 21	14	3 20	14 00	57	Waverly.		42	6 22			1 02	
15	6 23	6 23	15	3 40	14 08	59	Medford.		40	6 22			1 02	
16	6 41	6 41	16	4 04	14 22	64	Yaphank.		35	6 22			1 02	
17	6 41	6 41	17	4 23	14 23	70	Manor.		29	6 22			1 02	
18	7 17	7 17	18	4 42	14 42	78	River Head.		21	6 22			1 02	
19	7 30	7 30	19	5 15	15 33	83	Jamestown.		16	6 22			1 02	
20	7 41	7 41	20	5 27	15 37	87	Mattituck.		12	6 22			1 02	
21	7 50	7 50	21	5 36	16 01	90	Cutchogue.		9	6 22			1 02	
22	7 58	7 58	22	5 44	16 03	93	Hermite.		6	6 22			1 02	
23	8 02	8 02	23	5 50	16 05	95	Southold.		4	6 22			1 02	
24	8 10	8 10	24	6 00	16 09	99	Greenport.		0	6 22			1 02	
25	8 10	8 10	25	6 00	16 09	99	Greenport.		0	6 22			1 02	

Through Fare, \$2 05. Way Fares, about 2½ cents per mile.

 The western terminus of this road has been changed from Atlantic street, Brooklyn, to Hunter's Point, where ferry boats connect with James Slip and 34th street, New York City.

¹ **Hempstead & New York Trains.**—Trains via Hempstead Branch (2½ miles), leave Hempstead for New York at 6 52, 7 31 & 8 00 A. M., and 2 18 & 4 32 P. M. Leave James' Slip for Hempstead at 9 A. M., 12 M., 3 30, 4 50 & 5 30 P. M. Distance from New York, 26½ mls.; fare, 50 cts.

² **Syosset & New York Trains.**—Trains via Cold Spring Br. (4½ mls.) leave Syosset for New York at 7 14 A. M. and 4 05 P. M. Leave New York for Syosset at 12 noon, and 4 30 P. M. Distance from New York, 84 miles. Fare, 70 cents.

Jamaica Train.—A train leaves New York for Jamaica at 6 30 p.m. Returning, leaves Jamaica at 6 00 a.m. Distance, 15 mls.: fare, 25 cts.

NORTHERN RAILWAY OF NEW JERSEY.

TRAOS. H. HERRING, Pres.; T. W. DEMAREST, Supt., New York. Trains leave New York, via Jersey City, for English Neighborhood, Hackensack Junction, Fort Lee, Englewood, Tenafly, Lower Closter, Demarest, Closter, Cresskill, Upper Piermont and Piermont, at 9 00 A. M., and 4 10 & 6 10 P. M.; and on Wednesdays and Saturdays at 11 45 A. M. Returning, trains leave Piermont at 6 10 & 7 20 A. M., and 4 20 & 9 00 P. M. Distance, 26 miles. Time, 1½ hours.

The 4 10 P. M. train from New York connects at Upper Piermont with train for Suffern, via Piermont Branch of Erie Railway. Returning, train leaves Monsey at 6 50 A. M., connecting with train leaving Piermont for New York at 7 20 A. M.

STATEN ISLAND RAILWAY.

STEPHEN SEGUINE, Pres.; A. S. ADAMS, Supt.; and WILLIAM H. VANDERBILT, Treas., New York.

Trains leave Vanderbilt's Landing for Garrettsou's, New-Dorpe, Richmond, Gifford's, Eitingville, Armade, Huguenot, Prince's Bay, Pleasant Plains, Richmond Valley, and Totteville, at 8 00 & 10 00 A. M., and 35 4 00 & 7 00 P. M.

Returning, leave Tottenville at 7 10 & 9 A.M., and 12 45, 3 & 5 10 P.M.
Through distance between New York and Tottenville, 11 miles;
time, 50 minutes; fare, 25 cents.

BARITAN & DELAWARE BAY RAILWAY.

F. B. CHETWOOD, President, New York.

The Steamer *Thos. P. Way* leaves foot of Robinson street, north side, New York, daily (Sundays excepted) at 6 00 and 10 A. M., apt 4 00 P. M., connecting with cars at Port Monmouth for Long Branch, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Farmingdale, Spunkum and Bergen Works, and at the several stations with stages to all parts of the country.

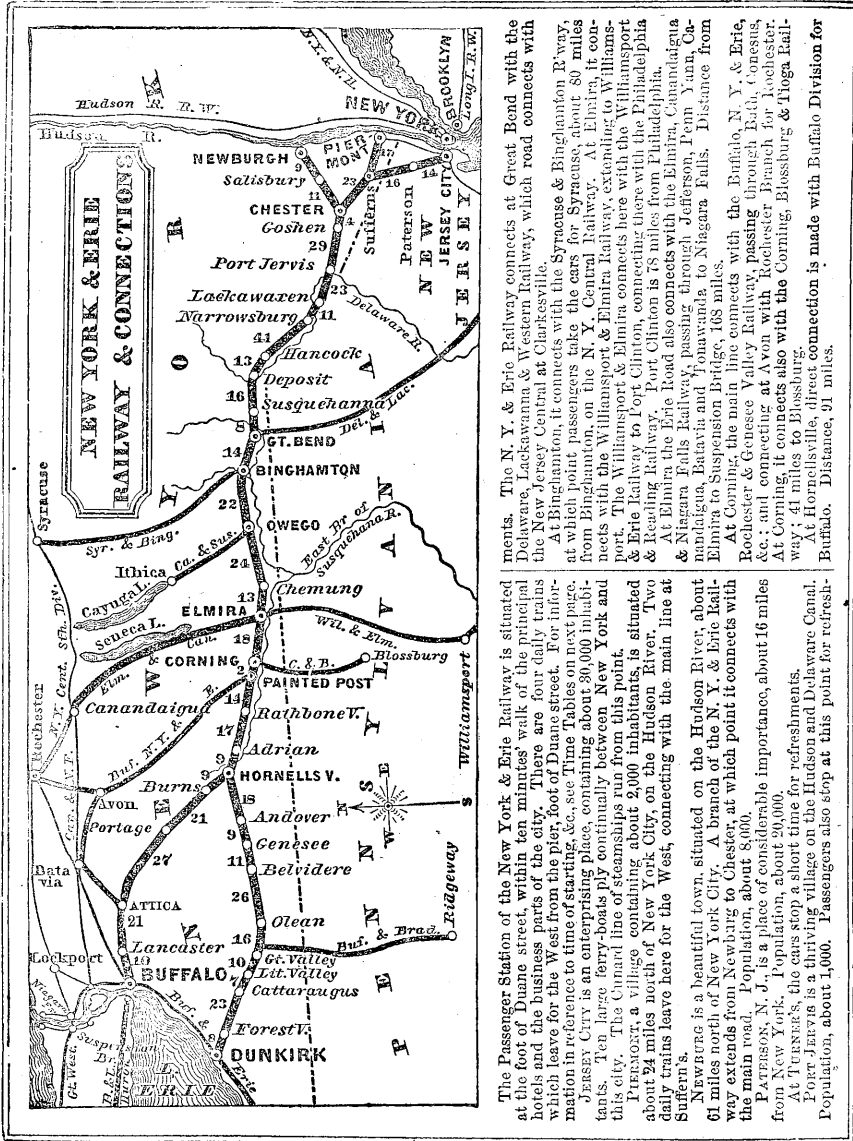
Returning, cars will leave Bergen Works at 6 00 A. M. and 3 00 P. M., and Long Branch at 7 00 & 10 30 A. M. and 4 30 P. M.

BROOKLYN CENTRAL & JAMAICA RAILWAY.

Going East—Leave South Ferry at 5 20, 7 15, 8 45, 9 15 & 11 45 A. M., and 1 45, 3 15, 4 15, 5 15 & 6 30 P. M.
Going West—Leave Jamaica at 5 40, 7 30, 8 30 & 10 00 A. M., 12 M., and 2 00, 3 00, 4 30, 5 20 and 6 45 P. M.

Sunday Trains—Leave South Ferry at 7 45, 8 45, 9 45, 10 45 & 11 45 A. M.; and 12 45, 1 45, 2 45, 3 45, 4 45, 5 45 and 6 45 P. M.
Returning—Leave Jamaica at 8 00, 9 00, 10 00 & 11 00 A. M., 12 M., and 1 00, 2 00, 3 00, 4 00, 5 00, 6 00 & 7 00 P. M.

Distance, 11 miles. Connects at Jamaica with Long Island Railway.



The Passenger Station of the New York & Erie Railway is situated at the foot of Duane street, within ten minutes' walk of the principal hotels and the business parts of the city. There are four daily trains which leave for the West from the pier, foot of Duane street. For information in reference to time of starting, &c., see Time Tables on next page.

JERSEY CITY is an enterprising place, containing about 30,000 inhabitants. Ten large ferry-boats ply continually between New York and this city. The Cunard line of steamships run from this point.

FRENCHTOWN, a village containing about 2,000 inhabitants, is situated about 24 miles north of New York City, on the Hudson River. Two daily trains leave here for the West, connecting with the main line at Suffern.

NEWBURGH is a beautiful town, situated on the Hudson River, about 61 miles north of New York City. A branch of the N. Y. & Erie Railway extends from Newburgh to Chester, at which point it connects with the main road. Population, about 8,000.

PATERSON, N. J., is a place of considerable importance, about 16 miles from New York. Population, about 20,000.

At PATERSON, the cars stop a short time for refreshments.

Port Jervis is a thriving village on the Hudson and Delaware Canal. Population, about 1,000. Passengers also stop at this point for refresh-

ments. The N. Y. & Erie Railway connects at Great Bend with the Delaware, Lackawanna & Western Railway, which road connects with the New Jersey Central at Clarksville.

At Binghamton, it connects with the Syracuse & Binghamton Rwy., at which point passengers take the cars for Syracuse, about 80 miles from Binghamton, on the N. Y. Central Railway. At Elmira, it connects with the Williamsport & Elmira Railway, extending to Williamsport. The Williamsport & Elmira connects here with the Philadelphia & Reading Railway. Port Clinton, connecting there with the Philadelphia & Reading Railway. Port Clinton is 78 miles from Philadelphia.

At Elmira the Erie Road also connects with the Elmira, Canandaigua & Niagara Falls Railway, passing through Jefferson, Penn. Yarn, Canandaigua, Batavia and Tonawanda, to Niagara Falls. Distance from Elmira to Suspension Bridge, 108 miles.

At Corning, the main line connects with the Buffalo, N. Y. & Erie, Rochester & Genesee Valley Railway, passing through Bath, Conesus, &c., and connecting at Avon with the Corning, Blossburg & Toga Railway; it connects also with the Corning, Blossburg & Toga Railway; 41 miles to Blossburg.

At Hornellsville, direct connection is made with Buffalo Division for Buffalo. Distance, 91 miles.

 *Night Express Train* leaves New York *daily*—stopping on Saturdays at all Mail Stations, and running only to Elmira. *Dunkirk Express and Mail Trains* *daily*, Sundays excepted. The Mail Train remains over night at Elmira, and proceeds next morning.

New York to Dunkirk.						Dunkirk to New York.										
Acc.	Way	Mail.	Ni't Exp.	Un. Exp.	Frs.	Mis.	STATIONS.		Mis.	N. Y. Exp.	Subt Exp.	Ni't Exp.	Cin. Exp.	Way	Acc.	Acc
P. M.	P. M.	A. M.	P. M.	A. M.			LEAVE	ARRIVE		P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.
6 00	4 00	8 00	5 00	7 00			...New York... foot Chambers st		7 22	6 38	8 38	2 22	9 23	10 38	8 23	
6 15	4 15	8 15	5 20	7 15	0		Jersey City	450	7 10	6 21	8 22	2 10	9 10	10 20	8 10	
	4 30	8 41			25	9	Boiling Spring	450					9 48	9 47	7 43	
	4 40	8 43			35	11	Passaic Bridge	448					8 49	9 49	7 43	
6 52	4 45				12		Passaic	447		5 41			8 38			
7 03	5 01	9 03	5 58	7 53	45	16	Paterson	448	6 35	5 28	7 50	1 36	8 27	9 23	7 35	
	5 13	9 17			60	22	Godwinville	437					8 13	9 27	7 08	
7 32	5 19	9 23			65	23	Hohokus	436		5 03			8 06	8 53	7 01	
	5 25				70	25	Allendale	434					7 56		6 53	
7 45	5 31	9 35			75	27	Ramsay's	432					7 50	8 38	6 45	
8 03	5 42	9 47	6 32	8 24	80	32	Suffern	427	6 00		7 20	1 05	7 40	8 20	6 30	
	5 47	9 53			85	33	Ramapo	426					7 34	8 03		A. M.
	5 52	10 00			90	35	Sloatsburg	424					7 28	8 00		
	6 12	10 10			1 05	41	Southfields	418					7 11	7 30		
9 10	6 30	10 33	7 22	8 56	1 10	44	Greenwood	415	5 29	8 36	6 40	12 33	6 57	7 10		
	6 37	10 40			1 20	49	Turner's	412					6 57	6 42		
	6 44				1 30	52	Monroe	410					6 40			
	6 52	10 58			1 40	55	Oxford	407					6 32	6 14		
-9 46	7 03	11 10	7 47	9 23	1 50	59	Chester	404	4 53			12 14	6 22	5 57		
	7 14	11 22			1 60	63	Goshen	400				12 06	6 12	5 40		
10 17	7 26	11 32	8 05	9 40	1 65	67	Hampton	396	4 42		5 58	11 50	6 03	5 27		
	7 37	11 43			1 75	71	Middletown	392					5 40	5 10		
	7 46	11 56			1 85	75	Howell's	388					5 30	4 53		
11 35	P. M.	12 37	8 52	10 24	1 90	78	Otisville	384	8 57	1 15	5 12	11 07	5 30	4 00		
	1 32				2 05	107	Port Jervis	371								
	1 33				2 15	117	Shohola	352					10 19			
	1 43				2 25	116	Lackawaxen	348					10 09			
	2 05	10 10	11 51		3 00	122	Mast Hope	347					9 56			
	2 26				3 20	130	Narrowsburg	338	2 44		4 01		9 19			
	2 40				3 40	138	Cochecton	329					9 07			
	2 57				3 50	142	Callicoon	323					8 56			
	3 25				3 55	153	Hankins	317					8 24			
	3 40				3 50	159	Lordville	306					8 10			
	3 55	11 45	1 17		4 00	163	Stockport	300					8 24			
	4 15				4 20	171	Hancock	298	1 12		2 35	7 58	7 38			
	4 23	12 16	1 47		4 30	176	Hale's Eddy	286					7 26			
5 00	4 58	12 15	2 22		4 40	192	Deposit	283	12 39	8 10	2 05	7 26				
6 05	5 07	12 55	2 42		4 50	200	Susquehanna	267	11 46	7 18	1 32	6 40				
6 23	5 27	1 14	2 38		5 00	200	Great Bend	259	11 24	6 57	1 11	6 20				
6 45	5 42				4 55	206	Kirkwood	253					6 42			
7 11	6 05				5 00	214	Binghamton	245	10 53	6 22	12 42	5 52				
7 28	6 20		1 47	3 05	5 05	220	Hooper	249					6 05			
7 39	6 28				5 10	223	Union	236					5 57			
7 53	6 45				5 15	229	Campville	230					5 40			
8 35	7 04	2 35	3 52		5 25	236	Owego	223	10 07	5 23	11 57	5 07				
9 07	7 31				5 35	246	Smithboro	218					4 55			
9 15	7 40				5 40	249	Barton	210					4 47			
9 35	7 53	3 16	4 28		5 50	255	Waverly	204	9 27	4 30	11 17	4 28				
9 50	8 10				5 55	260	Chemung	199					4 17			
10 07	8 25				5 65	266	Wellsburg	193					4 03			
10 25	8 39	3 50	4 58		5 75	273	Elmira	186	8 53	3 47	10 41	3 50				
A. M.	P. M.	A. M.	P. M.	P. M.			ARRIVE	LEAVE	A. M.	P. M.	P. M.	A. M.	A. M.			

Head Down.

Read Up.

1 June of Piedmont Br., p. 88.

2 June Newburg Br., p. 88.

3 Junction of Delaware, Lack. & Western R way, p. 120.

4 June of Symmes & Binghamton Railway, p. 103.

5 June of Cayuga Div. of Del., L. & W. R way, p. 109.

Continued on next page.

NEW YORK & ERIE RAILWAY.—(CONTINUED.)

Acc.		Mail.	N'tht	Dun.	Frs.		STATIONS.		Mls.	Frs.	N. Y.	St'b't	N'tht	Cin.
Exp.		Exp.	Exp.	Exp.	Exp.		LEAVE ARRIVE		Exp.		Exp.	Exp.	Exp.	Exp.
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
10 35	9 35	8 57	5 05	5 75	277	5 00	182	5 00	8 45	8 42	10 34	8 45		
11 09	9 59				5 90	258	176	4 70		8 22				
11 37	10 19	4 37	5 55		6 00	291	168	4 50	8 13	8 05	10 01	8 13		
11 45	10 25				6 05	292	167	4 45		2 52				
12 19	10 51	5 03	6 17		6 30	301	158	4 25	7 52	2 32	9 33			
12 38	11 05				6 40	306	153	4 10		2 17				
1 05	11 24				6 60	314	145	3 90		2 00				
1 47	11 43				6 80	322	137	3 70		1 42				
2 05	11 57				6 90	327	132	3 60		1 31				
2 24 PM	12 05	6 04	7 10		7 00	331	128	3 50	6 54	1 21	8 33	1 57		
7 44 AM	12 10	6 19	7 15		7 10	336	123	3 40	6 39	1 16	8 25	1 52		
8 08	12 24				7 20	340	119	3 30		1 06				
8 25	12 36				7 40	349	110	3 15		12 23				
9 03	12 56				7 60	358	101	2 95	5 45	11 57	7 25	1 03		
9 40	1 19	7 22	8 11		7 70	361	93	2 85		11 42				
9 57	1 30				7 80	365	94	2 75		11 28	7 04			
10 15	1 41	7 41			7 90	369	91	2 65		11 15				
10 32	1 52				8 00	373	86	2 50		11 00				
11 00	2 03				8 20	382	77	2 25		10 31	6 28			
11 37	2 25	8 19			8 35	389	70	2 10		10 11				
12 05	2 43				8 50	395	64	1 90	4 33	9 53	6 02	11 48		
12 40	3 03	8 49	9 30		8 60	398	61	1 80		9 40				
12 55	3 14				8 80	407	52	1 60		9 15				
1 32	3 36				8 90	411	48	1 45		9 02	5 15			
1 47	3 46	9 25			413		46			8 50	5 05			
2 05	3 56	9 35			9 15	421	38	1 15	3 40	8 30		10 53		
2 35	4 15	10 25			9 35	428	31	95		8 03	4 33			
3 07	4 33	10 06			9 55	437	22	65		7 29		10 08		
3 44	4 56	10 28			9 65	440	19	55		7 17				
4 02	5 05				9 80	447	12	35		6 50				
4 30	5 23				9 90	451	8	25		6 33	3 40			
4 47	5 34	10 59			10 10	459			2 20	6 00	3 20	9 15		
5 15	5 54	11 15	11 50						A. M.	A. M.	P. M.	P. M.		
P. M.	P. M.	A. M.	P. M.				ARRIVE	LEAVE						

Read down.—Elmira to Dunkirk.

Read up.—Dunkirk to New York.

1 Junction of Williamsport & Elmira Railway, p. 95.
 2 " Canandaigua, Elmira & Niagara Falls Railway, below.
 3 " Buffalo, N. Y. & Erie Railway, p. 83.
 4 " Buffalo Division, below.
 5 Con. with L. Shore Line, p. 112. 6 Steamboats to Cleveland, Detroit, &c.

ELMIRA & CANANDAIGUA BRANCH.

H. B. SMITH, Division Supt. [July 11.]

STANDARD TIME, 20 minutes faster than Gt. Western Time.

Westward Trains.				Eastward Trains.			
Pass.	Pass.	Frs.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.			LEAVE ARRIVE		A. M.	P. M.
5 15	5 30			Elmira	69	8 40	10 25
5 32	5 50	20	6	Horseheads	63	8 25	10 10
5 44	6 03		10	Pine Valley	59	8 18	9 56
5 54	6 12	40	13	Millport	56	8 08	9 45
6 12	6 31	55	19	Havana	50	7 51	9 28
6 24	6 43	65	22	Jefferson	47	7 43	9 17
6 40	7 00		28	Rock Stream	41	7 28	9 00
6 56	7 16	1 00	33	Starkey	36	7 14	8 43
7 10	7 30		37	Himrod's	32	7 00	8 33
7 22	7 42		41	Milo Centre	28	6 48	8 21
7 37	7 57	1 35	45	Penn Yan	24	6 37	8 11
7 48	8 07		49	Benton Centre	20	6 24	7 58
7 55	8 14		51	Bellona	18	6 17	7 51
8 06	8 25		55	Hall's Corners	14	6 06	7 40
8 15	8 35	1 70	58	Gorham	11	5 58	7 30
8 30	8 50		64	Hopewell	5	5 43	7 13
8 40	9 00	2 00	69	Canandaigua		5 30	7 00
P. M.	A. M.			ARRIVE LEAVE		A. M.	P. M.

Connects at Canandaigua with New York Central Railway, p. 108.

BUFFALO DIVISION.

S. BOWLES, Supt., Hornellsville, N. Y.

Trains Leave. | Trains Arrive.

Acc.	Exp.	M.	STATIONS.	M.	Acc.	Exp.
P. M.	A. M.		LEAVE ARR.		A. M.	P. M.
1 30	6 19		Hornellsville	60	11 53	8 13
2 09	6 42	8	Burns	52	11 28	7 58
2 30	6 55	12	Canaseraga	48	11 17	7 47
2 53	7 07	17	Swainville	43	11 00	7 35
3 32	7 28	24	Nunda	36	10 35	7 15
3 52	7 36	26	Hunt's Hollow	34	10 17	7 07
4 20	7 51	30	Portage	30	9 53	6 55
4 48	8 05	34	Castile	27	9 30	6 43
5 15	8 15	36	Gainesville	24	9 16	6 31
6 11	8 38	42	Warsaw	17	8 40	6 11
6 33	8 40		Dale	11	8 10	5 43
7 02	9 15	58	Linden	7	7 50	5 32
7 30	9 35	60	Attica		7 20	5 10
P. M.	A. M.		ARR.	LEVE	A. M.	P. M.

Connects at Hornellsville with Main Line, above; and at Attica with Buffalo, New York & Erie Railway, next page.

NEW YORK & ERIE RAILWAY.

[July 11.]

PIERMONT BRANCH.—H. F. SWEETSER, Supt.

Pass.	Acc.	Acc.	Mls.	STATIONS.		Pass.	Milk
P.M.	A.M.			LEAVE	ARRIVE	A. M.	P. M.
				Foot of Duane st.			
				(Steamboat.)			
			24	 Pier			
5 43			25	 Piermont	7 35		
5 50	5 30	28		 Upper Piermont	7 25	9 00	
6 00	5 45	28		 Blauveltville	7 13	8 50	
6 16	6 08	33		 Nanuet	7 06	8 30	
6 30	6 23	35		 Spring Valley	6 56	8 10	
6 38	6 30	36		 Monsey	6 50	7 55	
6 55		42		 Suffern		7 30	
P.M.	A.M.			ARRIVE	LEAVE	A. M.	P. M.

NEWBURG BRANCH.—H. F. SWEETSER, Supt.

Pass.	Pass.	Pass.	STATIONS.		Pass.	Pass.	Pass.
P. M.	A. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.	P. M.
5 30	10 45	6 15	 Newburg		8 30	2 10	8 05
5 50	11 05	6 31	 Vail's Gate		8 13	1 44	7 47
6 03	11 18	6 42	 Salisbury		8 02	1 27	7 36
6 12	11 28	6 48	 Washingtonville		7 53	1 15	7 23
6 29	11 43	7 01	 Craigsville		7 40	12 54	7 14
6 45	12 00	7 15	 Chester		7 30	12 30	7 05
			 Goshen				
			 Middletown				
P. M.	M.	A. M.	ARRIVE	LEAVE	A. M.	P. M.	P. M.

Distance from Newburg to Chester, 20 miles.

Paterson Trains.—Trains leave Jersey City for Boiling Spring, Passaic, and Paterson at 7 45 & 10 15 A. M., and 12 15, 2 45 & 6 45 P. M. *Returning*, leave Paterson at 6 00 & 6 45 A. M., 12 M., and 3 30 P. M. Distance, 17 miles.

BUFFALO, NEW YORK & ERIE RAILWAY.

CHARLES G. MILLER, Pres. & Supt., Buffalo, N. Y. HENRY C. FISK, Asst. Supt., Buffalo, N. Y.
WM. L. DOYLE, Gen. Ticket Agent, Buffalo, N. Y.

[July 11.]

CONNECTIONS.

- 1 Connects with New York & Erie Railway.
- 1 Connects with Corning, Blossburg & Tioga Railway.
- 2 Connects with New York Central Railway.
- 3 *Railways diverging from Buffalo.*
—N. York Central, p. 108; Lake Shore Line, p. 112; Buffalo, Niagara Falls & Lewiston Railway, p. 105; Buffalo & Lake Huron, p. 117, and Buffalo, New York & Erie.

ROCHESTER & MOUNT MORRIS DIVISIONS.

Exp.	Exp.	M	STATIONS.		Exp.	Exp.
P.M.	A. M.		L'VE	ARR.	A. M.	P. M.
5 40	10 30		 Rochester ²	9 30	10 10	
5 53	10 55	9	 Henrietta	9 00		
6 06	11 05	12	 Scottsville	8 51	9 40	
6 14	11 15	14	 Rush	8 43	9 32	
6 25	11 30	18	 Avon { lv	8 30	9 20	
6 50	10 00	18	 Geneseo { ar	8 40	6 30	
7 15	10 35	27	 Cuylerville	8 05	5 55	
7 25	10 45	29	 Mt. Morris	7 55	4 45	
7 40	11 00	34	 ARR.	7 40	5 30	
P. M.	A. M.		ARR.	L'VE	A. M.	P. M.

An extra Train leaves Rochester for Avon at 7 00 A. M. Leaves Avon for Rochester at 12 00 noon.

N. York to Buffalo.

Exp.	Exp.	Mls	STATIONS.	
A. M.	P. M.		LEAVE	ARRIVE
7 00	5 00		 New York	4 33
P. M.	A. M.		N. Y. & Erie, p. 82.	
5 40	4 40	0	 Corning	1 42
5 45	4 47	2	 Painted Post	1 40
5 53		5	 Cooper's	2 55
		8	 Curtis'	9 35
6 05		9	 Campbell	137
6 15		14	 Savona	134
6 30	5 35	20	 Bath	133
		24	 Kanona	128
6 47	5 54	28	 Avoca	122
		31	 Wallace's	118
7 05	6 14	35	 Liberty	114
7 15	6 25	40	 Bloods	111
7 30	6 40	46	 Wayland	107
7 45	6 55	50	 Springwater	102
8 05	7 12	57	 Conesus	96
	7 20	61	 South Livonia	92
8 25	7 30	65	 Livonia	85
		67	 Hamilton's	12 37
9 00	8 05	70	arr } Avon { lv	77
9 15	8 20	73	lv } Caledonia	12 20
9 30	8 34	83	 Le Roy	71
9 50	8 50	90	 Stafford	11 50
10 00	9 00	95	 Batavia	11 35
10 15	9 14	100	 Alexander	6 25
		108	 Arica	6 09
10 43	9 40	111	 Darien	5 52
11 00	10 05	117	 Alden	5 41
11 15	10 18	123	 Town Line	5 23
		123	 Lancaster	5 10
	10 34	132	 Junction	5 08
12 00	11 00	142	 Buffalo ³	5 42
NIGHT	A. M.		ARRIVE	LEAVE

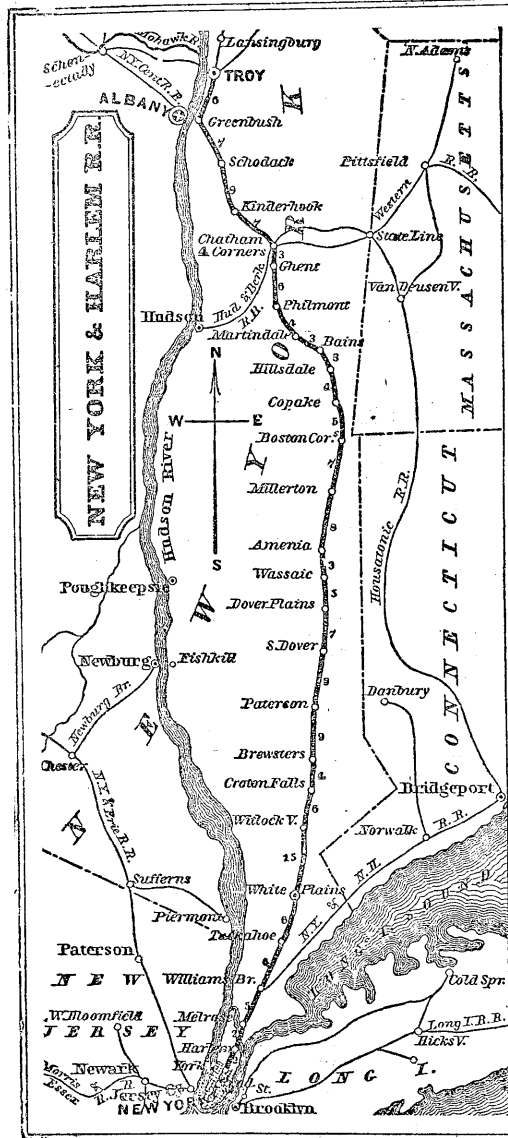
Trains are run on New York time, which is 10 minutes faster than Buffalo time.

Buffalo to N. York.

Mls	Mail.	Exp.
433	6 00	8 35
142	8 00	9 40
140	2 55	9 35
137	2 47	
134		
133	2 36	
128	2 25	
122	2 10	8 56
118		
114	1 51	
111		
107	1 31	8 22
102	1 20	
96	1 06	8 00
92	7 45	
85	12 37	7 28
81		
77	12 20	7 11
75		
69	11 50	6 40
56	11 35	6 25
59	11 21	6 09
52	11 04	5 52
47	5 41	
42	4 43	5 23
34	5 10	
31	10 20	5 02
25	10 05	4 48
19	4 42	
14	4 31	
10	4 12	
1		
9 15	3 45	
A. M.	P. M.	

No Passenger Trains on Sundays.

Through Fare, from Corning to Buffalo, \$3 50. Way Fare, about 3 cents per mile.



The New York & Harlem Railway, from the City of New York to Chatham Four Corners, is 130½ miles in length. At Chatham, it connects with the Western Road from Boston to Albany, which conveys its passengers into Albany, without change of cars, being a further distance of 23 miles—making a direct route from New York to Albany of 153½ miles.

This Road is an inland route, running through the rich and fertile counties of Westchester, Putnam, Dutchess, Columbia, and Rensselaer. The country through which it passes is picturesque and attractive to the traveller. The Road for many miles runs along the borders of the Bronx and Craton Rivers. About 51 miles from New York, and within 5 miles of Craton Falls Station, is LAKE MATTORAC, a favorite watering-place for the inhabitants of the city during the hot summer months. The villages in Westchester County, between White Plains and New York, for a distance of 20 miles, seem like a continuation of the city itself; and the residents of these villages being persons doing business in the city, the local trains are daily crowded with passengers. A large business is done on this Road in iron and marble; from the lower part of Columbia County, and the upper part of Dutchess, immense and inexhaustible iron

ore-beds exist, and are daily developing their riches to the enterprising capitalists. The finest white marble in the United States, which is used in the construction of the new and costly stores in the city, is brought from Westchester County.

By the Harlem Railway, passengers reach Albany as soon as they can by any other route. At Chatham Four Corners take the Western Railroad by way to Canaan Four Corners, from whence stages run to Lebanon Springs. By this Road, also, passengers can reach Saratoga Springs as easily and expeditiously as by any other route.

This Road, connecting at Chatham Four Corners with the Western Road, persons wishing to go east take this route without any detour.

There are several interesting natural objects on the Harlem Railway, which we may notice more fully in a future number, such as a remarkable cave near Dover Plains, the Falls of Bushkill, near Copake, &c. &c.

We ought, also, to mention that the Harlem Railway brings more milk into the city of New York than any other Road that enters it. Some of it comes nearly 100 miles from the city. The amount of milk brought in daily amounts to over 10,000 quarts.

NEW YORK & HARLEM RAILWAY.

ALLAN CAMPBELL, Pres. and Supt., New York City. JOHN BURCHILL, Asst. Supt., New York City.

Standard of Time—CLOCK IN SUPERINTENDENT'S OFFICE, 26th STREET, N. Y. [May 27.

New York to Albany.								STATIONS.		Albany to New York.							
Pass.	Pas.	Pas.	Pas.	Pas.	Mail.	Pass.	Mls.			Mls.	Pas.	Pas.	Pas.	Pass.	Pass.	Pas.	Pas.
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE	ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
								N. Y. City Hall	154								
6 15								White & Centre st.	154								
6 45	5 00	4 10	4 00	2 30	11 00	8 15	24	... 26th street *	151	7 30	8 20	8 57	3 00	5 34	7 20	8 20	
6 55	5 10	4 20	4 10	2 40	11 10	8 25	34	... 42d Street....	150	7 20	8 10	8 47	2 53	5 24	7 11	8 10	
7 02	5 16			2 46			5	... Yorkville.....	149	7 14	8 01			5 17		8 04	
7 09	5 23	4 32		2 52			8	... Harlem.....	146	7 08	7 55			5 11		7 58	
7 13	5 27	4 37		2 57			8	... Mott Haven.....	146	7 03	7 51			5 07		7 53	
7 17	5 31	4 41		3 01			9	... Melrose.....	145	6 59	7 48			5 03		7 49	
7 20	5 34	4 44		3 04			10	... Morrisania.....	144	6 55	7 45			4 59		7 46	
7 24	5 38	4 48		3 08			11	... Tremont.....	143	6 51	7 41			4 55		7 43	
7 28	5 42	4 53		3 12			12	... Fordham.....	142	6 46	7 38	8 21		4 52		7 39	
7 34	5 50	5 00		3 19		8 53	14	W'ms Bridge ¹	140	6 40	7 32	8 16		4 47	6 41	7 34	
7 40	5 56	5 06		3 26		9 00	17	West Mt. Vernon.	137	6 34	7 25	8 10		4 41	6 35	7 26	
7 46	6 02	5 13		3 32		9 06	19	... Bronxville.....	135	6 28	7 19	8 03		4 27	6 28	7 19	
7 49	6 04	5 16		3 35		9 09	20	... Tuckahoe.....	134	6 26	7 17	8 00		4 25	6 25	7 16	
7 55	6 11	5 23		3 42		9 16	22	... Scarsdale.....	132	6 20	7 10	7 52		4 19	6 18	7 09	
8 00	6 15	5 27		3 46		9 21	24	... Hart's Corners.	130	6 15	7 05	7 48		4 15	6 15	7 05	
8 05	6 20	5 32		3 50	11 56	9 30	26	White Plains.	123	6 10	7 00	7 43	2 05	4 10	6 09	7 00	
			5 02			9 37	29	... Kensico.....	125			7 34			6 01		
			5 16			9 44	32	... Unionville.....	122			7 27			5 55		
			5 23			9 51	34	... Pleasantville..	120			7 21			5 50		
			5 28			9 56	36	... Chapequa.....	118			7 16			5 45		
			5 37			10 05	40	... Mount Kisco.....	114			7 07			5 37		
			5 43	12 25	10 12	42		... Bedford.....	112			7 01	1 37		5 27		
			5 49		10 19	45		... Katonah.....	109			6 55			5 20		
			5 55		10 25	47		... Golden's Bridge.	107			6 49			5 12		
			6 01		10 32	49		... Purdy's.....	105			6 43			5 06		
			6 14	12 45	10 40	51		Croton Falls.	103			6 38	1 17		5 00		
			6 24		1 02	55		... Brewster's.....	99			6 25	1 02				
			6 31		1 08	58		... Dykeman's.....	96			6 17	12 55				
			6 38		1 14	61		... Townner's.....	93			6 10	12 49				
			6 44		1 20	64		... Paterson.....	90			6 04	12 43				
			6 54		1 36	67		... Pawling's.....	87			5 56	12 35				
			7 05		1 46	76		... South Dover.....	73			5 44	12 14				
			7 20		2 00	80		Dover Plains.	74			5 30	12 00				
					2 09	85		... Wassaic.....	69					11 49			
					2 16	88		... Amenia.....	66					11 42			
					2 22	91		... Sharon Station.	63					11 35			
					2 35	96		... Millerton.....	58					11 24			
					2 51	103		... Boston Corners.	51					11 06			
					3 00	108		... Copake.....	46					10 56			
					3 09	112		... Hillsdale.....	42					10 47			
					3 15	115		... Bain's.....	39					10 40			
					3 22	119		... Martindale.....	35					10 33			
					3 28	122		... Philmont.....	32					10 26			
					3 40	123		... Ghent ²	26					10 15			
					3 45	131		Chatham 4 Cor.	23					10 10			
					4 45	153		... East Albany ³ .	1					9 20			
					5 00	154		... Albany.....	0					9 05			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Fares.—Through Fare, \$3 00. Way Fares, about 2½ cents per mile.

Williams' Bridge Trains.—Trains leave 26th st. for Williams' Bridge at 7 30 & 11 15 A. M., and 8 30 P. M., stopping at all stations. Returning, trains leave W'ms Bridge at 5 30 & 9 A. M., and 1 P. M.

* Passengers take city cars at Astor House 30 minutes earlier than time given above for leaving 26th st.

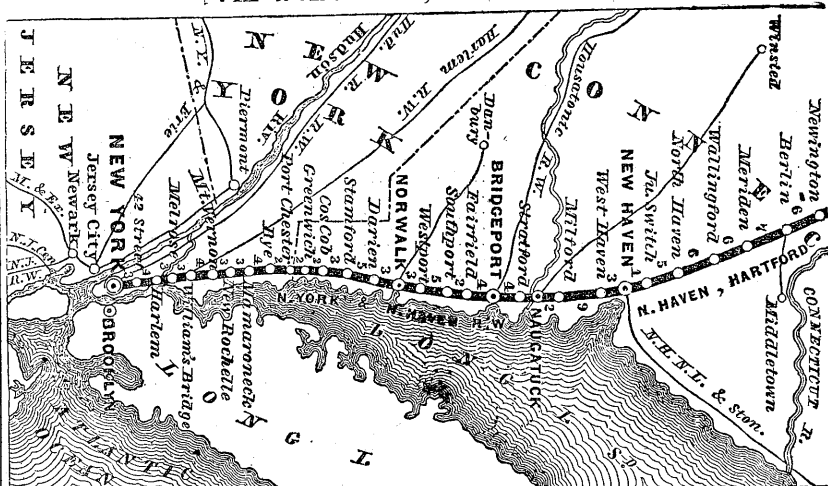
¹ N. Y. & N. Haven Railway diverges.

² Connects with Western Railway.

³ Junction of Hudson & Boston Railway.

⁴ Connects with Troy & Greenbush Railway.

NEW YORK AND BOSTON EXPRESS LINE, VIA WORCESTER, SPRINGFIELD,



GREAT EXPRESS MAIL LINE, running through between

This line, as the traveller will perceive by glancing at the above Map, commences at Boston with the Boston & Worcester Railway, passing through a number of flourishing villages.

WORCESTER, the seat of Worcester County. The city contains a population of 27,000, and is steadily on the increase. At this point the Boston & Worcester connects with the Western Railway, which is the principal railway from Boston to Albany, at which point the Western Railway connects with the New York Central. At Springfield, as the traveller will notice by the above Map, the Western Railway also connects with the New Haven, Hartford & Springfield Railway.

SPRINGFIELD is delightfully situated on the east bank of the Connecticut River. There are a number of fine hotels in the city, which afford excellent accommodation to the traveller, among which are the Massachuset and the American, the former of which is not surpassed by any hotel in the country. The means of education are liberally provided, and the public schools in a flourishing condition. This city, like all other cities, is rapidly increasing in size and population since the introduction of railways. The population in 1850, was 11,766; at this time about 20,000.

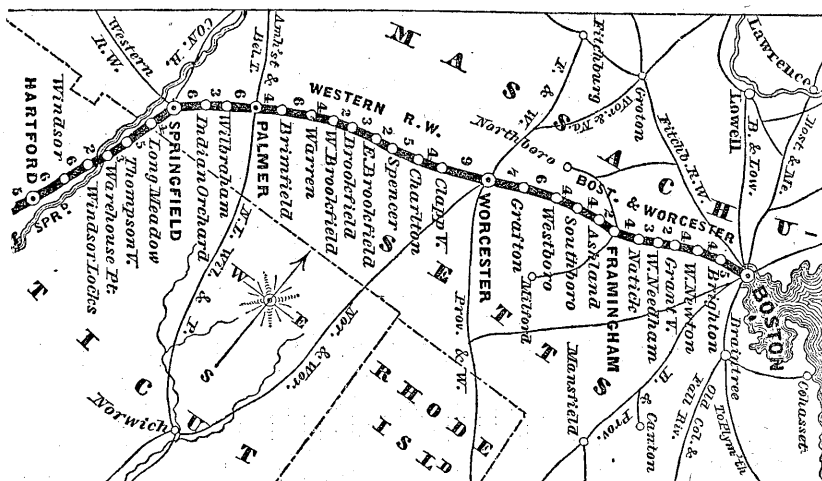
HARTFORD is situated on the west bank of the Connecticut River; its situation being unsurpassed for trade, manufactures, and commerce. We have not received the report of the value of the city manufactures for the past year, but taking the preceding reports as a basis, we would judge they would reach upwards of \$8,000,000. The more important articles of manufacture are railway cars, fire-arms, and hardware of various kinds. There are several excellent hotels in Hartford. The population of the city is at this time about 25,000.

NEW HAVEN is a beautiful city, situated on a fine site at the head of New Haven Bay. The city has been long celebrated for its literary advantages and for the intellectual and moral character of its inhabitants. It is the seat of Yale College, the truly enviable reputation of which extends to the utmost ends of the earth, an institution of the highest literary character, where numbers of truly great men, in all the walks of life, received their education. The city was settled in 1636 by a company from London. In 1784 it was incorporated as a city. Population in 1830, 10,678; in 1840, 14,390; in 1850, 22,529; in 1860, 35,000.

BRIDGEPORT is quite a flourishing city, handsomely laid out and beautifully adorned with shade trees, is built chiefly on a plain, elevated some ten or twelve feet above high water mark. It has a large coasting trade, and a number of vessels engaged in the whale fishery. The manufactures are very extensive, and comprise carriages, leather of all description, brass and iron castings, machinery, various articles of hardware, sash blinds, &c. Population in 1840, 4,570; in 1850, 7,560; in 1860, about 12,000.

NORWALK is quite a flourishing town, containing manufactories of various kinds. Population about 7,500.

BOSTON AND NEW YORK EXPRESS LINE, AND HARTFORD AND NEW HAVEN.



NEW YORK AND BOSTON, without Ferries or change of Cars.

NEW YORK & NEW HAVEN RAILWAY.—JAMES H. HOYT, Supt., New York.

NEW HAVEN, HARTFORD & SPRINGFIELD RAILWAY.—E. M. REED, Supt., Hartford.

WESTERN RAILWAY.—HENRY GRAY, Supt., Springfield, Mass.

BOSTON & WORCESTER RAILWAY.—E. B. PHILLIPS, Supt., Boston.

[Aug. 19.]

NEW YORK TO BOSTON.

STATIONS.	Mls.	Exp.	Exp.	Mail.	Sund
TRAINS LEAVE					
N. York { 27th st.		A. M.	P. M.	P. M.	P. M.
		8 00	3 00	8 00	5 00
Stamford.	36	8 08	3 08	8 08	5 07
Norwalk.	44	9 20	4 19	9 37	6 24
Bridgeport { arr.	58	10 10	5 07	10 32	
New Haven { l'v.	76	10 45	5 40	11 10	7 45
Meriden.	94	11 30		12 04	
Hartford.	112	12 15		12 50	
Springfield { arr.	138	1 00	8 15	2 00	
Palmer { l'v.	153	1 30	8 25	2 10	10 10
West Brookfield.	167	1 59	8 54	2 44	10 36
Worcester { arr.	192	2 26	9 21	3 17	11 02
Framingham.	215	3 20	10 15	4 28	11 45
Boston { l'v.	236	3 20	10 15	4 30	11 45
		4 05	11 01	5 25	12 32
		4 45	11 45	6 15	1 15
(Trains arrive.)					
		P. M.	P. M.	A. M.	A. M.

BOSTON TO NEW YORK.

STATIONS.	Mls.	Exp.	Exp.	Mail.	Sund
TRAINS LEAVE					
Boston.		A. M.	P. M.	P. M.	P. M.
		8 30	3 00	8 30	6 30
Framington.	21	9 11	3 45	9 15	7 15
Worcester { arr.	45	9 55	4 30	10 00	7 56
West Brookfield.	69	9 55	4 30	10 00	8 00
Palmer.	83	10 56	5 22	11 00	9 03
Springfield { arr.	98	11 20	5 50	11 28	9 21
Hartford.	124	12 00	6 35	12 00	10 00
Meriden.	142	12 50	7 25		
New Haven { arr.	160	1 27	8 08		
Bridgeport.	177	2 05	8 40	2 05	12 15
Norwalk.	191	2 40	9 15	2 40	
Stamford.	199	3 10	9 45	3 10	
N. York { 42d st.	236	3 30	10 04	3 29	
		4 38	11 14	4 44	3 02
		4 45	11 20	4 50	3 10
(Trains arrive.)					
		P. M.	P. M.	A. M.	A. M.

Connects at Springfield with Connecticut River R'way for White Mountains and Montreal.

For full Time Tables of the above Roads, see for N. Y. & New Haven, p. 88; New Haven, Hartford & Springfield, p. 135; Western, p. 133; and Boston & Worcester, p. 136.

NEW YORK & NEW HAVEN RAILWAY.

JUSTUS R. BULKLEY, President, New York.

JAMES H. HOYT, Superintendent, Stamford, Conn.

TIME TABLE.—Commencing August 19, 1861.

New York to New Haven.												New Haven to New York.															
Portchester Special.		Norwalk Special		Accom.		Boston Express.		Accom.		Miles.		STATIONS.		Miles.		Portchester Special.		Norwalk Special		Accom.		Boston Express.		Accom.		Boston Express.	
P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	LEAVE	ARRIVE	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.
8 00	6 30	5 30	4 30	3 50	3 00	12 15	9 30	8 00	7 00	7 00	7 00	Twenty-seventh st.	New York	76	74	4 50	6 45	8 00	8 45	10 12	12 55	4 45	5 15	7 30	11 15		
8 08	6 40	5 40	4 40	4 00	3 08	12 23	9 38	8 08	7 08	8	8	Forty-second st.	Harlem	69	69	4 44	6 38	7 52	8 38	10 02	12 46	4 38	5 05	7 22	11 09		
8 37	7 07	6 07	5 09	4 29	3 37	12 37	10 07	8 37	7 37	17	17	Williams' Bridge	Mount Vernon	63	63	6 08	7 22	8 08	8 08	9 24	12 18	4 37	4 37	6 00	9 14		
8 45	7 15	6 15	5 17	4 37	3 45	12 45	10 15	8 45	7 45	11	11	Mount Vernon	New Rochelle	60	60	6 00	7 14	8 00	9 34	12 10	4 29	4 29	6 00	9 14			
8 53	7 23	6 23	5 25	4 45	3 53	12 53	10 23	8 53	7 53	90	90	New Rochelle	Manassett	57	57	5 53	7 06	7 51	9 15	12 02	4 21	4 21	5 53	9 14			
9 01	7 31	6 31	5 33	4 53	4 01	1 01	10 31	9 01	8 01	94	94	Manassett	Port Chester	53	53	5 43	6 57	7 42	9 10	11 54	4 18	4 18	5 43	9 14			
9 09	7 39	6 39	5 42	5 02	4 10	1 09	10 39	9 09	8 09	97	97	Port Chester	Cos Cob	47	47	5 33	6 48	7 33	9 07	11 46	4 05	4 05	5 33	9 14			
9 17	7 47	6 47	5 50	5 10	4 18	1 17	10 47	9 17	8 17	229	229	Greenwich	Cos Cob	45	45	5 30	6 43	7 28	9 01	11 34	4 01	4 01	5 30	9 14			
9 21	7 51	6 51	5 54	5 14	4 22	1 21	10 51	9 21	8 21	31	31	Cos Cob	Stamford	43	43	6 26	7 31	8 16	9 50	11 34	3 54	3 54	6 26	9 14			
9 26	7 56	6 56	5 59	5 22	4 30	1 26	11 06	9 26	8 26	32	32	Stamford	Darien	40	40	6 21	7 26	8 11	9 86	11 30	3 49	3 49	6 21	9 14			
9 37	8 06	7 06	6 10	5 33	4 41	1 37	11 16	9 37	8 37	37	37	Darien	Newark	35	35	6 16	7 21	8 06	9 81	11 10	3 38	3 38	6 16	9 14			
9 48	8 17	7 17	6 21	5 44	4 52	1 48	11 18	9 48	8 48	41	41	Newark	Westport	32	32	6 11	7 16	8 01	9 76	10 30	3 20	3 20	6 11	9 14			
9 56	8 25	7 25	6 29	5 52	4 59	1 56	11 25	9 56	8 56	45	45	Westport	Southport	28	28	6 06	7 11	7 56	9 71	10 25	3 10	3 10	6 06	9 14			
10 06	8 35	7 35	6 38	5 01	4 10	2 06	11 26	10 06	9 06	48	48	Southport	Fairfield	23	23	6 01	7 06	7 51	9 66	10 20	2 58	2 58	6 01	9 14			
10 16	8 45	7 45	6 48	5 11	4 20	2 16	11 28	10 16	9 16	52	52	Fairfield	Bridgeport	24	24	5 56	7 01	7 46	9 61	10 22	2 40	2 40	5 56	9 14			
10 21	8 50	7 50	6 53	5 16	4 25	2 21	11 33	10 21	9 21	54	54	Bridgeport	Stratford	18	18	5 51	6 56	7 41	9 56	10 16	2 30	2 30	5 51	9 14			
10 32	9 01	8 01	7 05	6 28	5 07	2 32	11 34	10 32	9 32	59	59	Stratford	Naug. R. R. June.	14	14	5 46	6 51	7 36	9 51	10 11	2 20	2 20	5 46	9 14			
10 40	9 10	8 10	7 13	6 36	5 15	2 40	11 36	10 40	9 40	62	62	Naug. R. R. June.	Milford	13	13	5 41	6 46	7 31	9 46	10 11	2 10	2 10	5 41	9 14			
10 52	9 22	8 22	7 25	6 48	5 27	2 52	11 42	10 52	9 52	64	64	Milford	West Haven	10	10	5 36	6 41	7 26	9 41	10 04	2 00	2 00	5 36	9 14			
11 00	9 30	8 30	7 33	6 56	5 35	3 00	11 48	11 00	10 00	77	77	West Haven	New Haven	8	8	5 31	6 36	7 21	9 36	10 00	1 50	1 50	5 31	9 14			
11 10	9 40	8 40	7 43	7 06	5 45	3 10	11 58	11 10	10 10	76	76	New Haven															
11 20	9 50	8 50	7 53	7 16	5 55	3 20	12 06	11 20	10 20	80	80																
11 30	10 00	9 00	8 03	7 26	6 05	3 30	12 14	11 30	10 30	83	83																
11 40	10 10	9 10	8 13	7 36	6 15	3 40	12 22	11 40	10 40	87	87																
11 50	10 20	9 20	8 23	7 46	6 25	3 50	12 30	11 50	10 50	90	90																
12 00	10 30	9 30	8 33	7 56	6 35	4 00	12 38	12 00	11 00	94	94																
12 10	10 40	9 40	8 43	8 06	6 45	4 10	12 46	12 10	11 10	98	98																
12 20	10 50	9 50	8 53	8 16	6 55	4 20	12 54	12 20	11 20	102	102																
12 30	11 00	10 00	9 03	8 26	7 05	4 30	1 02	12 30	11 30	106	106																
12 40	11 10	10 10	9 13	8 36	7 15	4 40	1 10	12 40	11 40	110	110																
12 50	11 20	10 20	9 23	8 46	7 25	4 50	1 18	12 50	11 50	114	114																
1 00	11 30	10 30	9 33	8 56	7 35	5 00	1 26	1 00	12 00	118	118																
1 10	11 40	10 40	9 43	9 06	7 45	5 10	1 34	1 10	12 10	122	122																
1 20	11 50	10 50	9 53	9 16	7 55	5 20	1 42	1 20	12 20	126	126																
1 30	12 00	11 00	10 03	9 26	8 05	5 30	1 50	1 30	12 30	130	130																
1 40	12 10	11 10	10 13	9 36	8 15	5 40	1 58	1 40	12 40	134	134																
1 50	12 20	11 20	10 23	9 46	8 25	5 50	2 06	1 50	12 50	138	138																
2 00	12 30	11 30	10 33	9 56	8 35	6 00	2 14	2 00	1 00	142	142																
2 10	12 40	11 40	10 43	10 06	8 45	6 10	2 22	2 10	1 10	146	146																
2 20	12 50	11 50	10 53	10 16	8 55	6 20	2 30	2 20	1 20	150	150																
2 30	1 00	12 00	11 03	10 26	9 05	6 30	2 38	2 30	1 30	154	154																
2 40	1 10	12 10	11 13	10 36	9 15	6 40	2 46	2 40	1 40	158	158																
2 50	1 20	12 20	11 23	10 46	9 25	6 50	2 54	2 50	1 50	162	162																
3 00	1 30	12 30	11 33	10 56	9 35	7 00	3 02	3 00	2 00	166	166																
3 10	1 40	12 40	11 43	11 06	9 45	7 10	3 10	3 10	2 10	170	170																
3 20	1 50	12 50	11 53	11 16	9 55	7 20	3 18	3 20	2 20	174	174																
3 30	2 00	1 00	12 03	11 26	10 05	7 30	3 26	3 30	2 30	178	178																
3 40	2 10	1 10	12 13	11 36	10 15	7 40	3 34	3 40	2 40	182	182																
3 50	2 20	1 20	12 23	11 46	10 25	7 50	3 42	3 50	2 50	186	186																
4 00	2 30	1 30	12 33	11 56	10 35	8 00	3 50	4 00	3 00	190	190																
4 10	2 40	1 40	12 43	12 06	10 45	8 10	3 58	4 10	3 10	194	194																
4 20	2 50	1 50	12 53	12 16	10 55	8 20	4 06	4 20	3 20	198	198																
4 30	3 00	2 00	1 03	12 26	11 05	8 30	4 14	4 30	3 30	202	202																
4 40	3 10	2 10	1 13	12 36	11 15	8 40	4 22	4 40	3 40	206	206																
4 50	3 20	2 20	1 23	12 46	11 25	8 50	4 30	4 50	3 50	210	210																
5 00	3 30	2 30	1 33	12 56	11 35	9 00	4 38	5 00	4 00	214	214																
5 10	3 40	2 40	1 43	1 06	11 45	9 10	4 46	5 10	4 10	218	218																
5 20	3 50	2 50	1 53	1 16	11 55	9 20	4 54	5 20	4 20	222	222																
5 30	4 00	3 00	2 03	1 26	12 05	9 30	5 02	5 30	4 30	226	226																
5 40	4 10	3 10	2 13	1 36	12 15	9 40	5 10	5 40	4 40	230	230																
5 50	4 20	3 20	2 23	1 46	12 25	9 50	5 18	5 50	4 50	234	234																
6 00	4 30	3 30	2 33	1 56	12 35	10 00	5 26	6 00	5 00	238	238																
6 10	4 40	3 40	2 43	2 06	12 45	10 10	5 34	6 10	5 10	242	242																
6 20	4 50	3 50	2 53	2 16	12 55	10 20	5 42	6 20	5 20	2																	

CENTRAL RAILWAY OF NEW JERSEY.—(See Map on pp. 90 & 91.)

J. T. JOHNSON, President, New York City.

J. O. STEENS, Supt., Elizabeth, N. J.

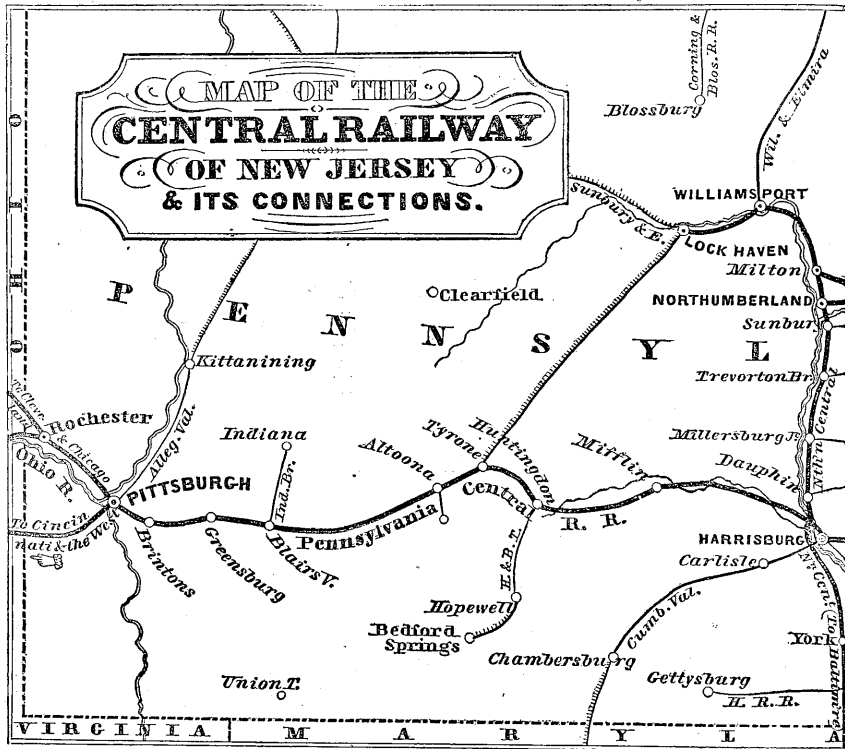
Office in New York—No. 69 Wall street.

H. P. BALDWIN, Gen. Ticket Agent, New York City.

[June 10.

New York to Easton.										STATIONS.		Easton to New York.									
Exp.	Pas.	Pas.	Pass.	Mail.	Exp.	Frs.	Mls.			M.	Frs.	Pas.	Pas.	Mxd.	Exp.	Mxd.	M'il				
P. M.	P. M.	P. M.	P. M.	NOON	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
8 00	5 30	4 00	12 00	8 00	6 00			LEAVE		75	1 85	8 20	9 50	1 55	4 00			ARRIVE			
								..Portland St..		74	1 85										
								(Via Jersey City.)													
								1		Newark		66	1 75	7 45	15	1 20	3 25		By		
8 30	6 00	4 30	12 30	8 30	6 30		9	Elizabeth		60	1 65	7 35	9 05	1 10	3 15		9 10	Foot			
8 45	6 20	4 50	12 45	8 50	6 45		15	Mulford		58	1 60	7 28	8 58	12 55		5 45	9 00	P. M.			
								35		Craneville		56	1 50	7 22	52	12 47		5 30	P. M.		
								40		Westfield		53	1 45	7 15	45	12 37		5 10	P. M.		
								50		Scotch Plains		51	1 40	7 08	38	12 26		4 58	P. M.		
								55		Plainfield		49	1 35	7 00	30	12 12	2 52	4 42	Read Up.		
9 08	6 57	5 25	1 21	9 25	7 10		60	New Market		46	1 25	6 50	20	11 57		4 25	8 19	P. M.			
								65		Bound Brook		42	1 15	6 40	8 10	11 37		4 05	P. M.		
								75		Somerville		37	1 05	6 30	8 00	11 17	2 30	3 45	Read Up.		
9 30	7 25	5 55	1 50	9 55	7 35		85	Raritan		36	1 00	7 52	11 07		3 35	7 55		P. M.			
								90		North Branch		32	90	7 44	10 47		3 15	7 46	P. M.		
								1 00		Whitehouse		28	90	7 34	10 22		2 50	7 36	P. M.		
								1 10		Lebanon		24	70	7 25	10 02		2 30	7 27	P. M.		
								1 25		Clinton		21	60	7 18	9 48		2 16	7 21	P. M.		
								1 30		High Bridge		20	55	7 12	9 38		2 06	7 16	P. M.		
								1 35		Clarksville		16	50	7 02	9 28		1 50	7 06	P. M.		
10 15	6 53	5 02	2 00	10 02	8 20		50	Junction		15	45	6 59	9 18	1 45	1 45	7 08		P. M.			
								55		New Hampton		15	45	6 57		1 35	7 00		P. M.		
								1 50		Asbury		12	35	6 49		1 20	6 52		P. M.		
								1 55		Valley		10	30	6 43		1 10	6 47		P. M.		
								1 60		Bloomsbury		7	25	6 37	8 36		12 50	6 40		P. M.	
								1 70		Springtown		5	20	6 30		12 35	6 34		P. M.		
								1 85		Phillipsburg			5	6 17	7 45		12 15	6 22		P. M.	
10 48	7 45	6 25	11 48	8 55		75		Easton				6 15			1 11		6 20		P. M.		
								ARRIVE		LEAVE											
								A. M.		A. M.		A. M.		A. M.		P. M.		P. M.		P. M.	

GREAT MIDDLE ROUTE



This Line leaves New York from foot of Cortlandt street, and passes through Newark, Elizabeth, Westfield, Plainfield, Bound Brook, Somerville, White House, Clinton, New Hampton, and Bloomsburg, to Easton, Pennsylvania, situated at the Junction of the Delaware and Lehigh Rivers, about sixty miles above Philadelphia.

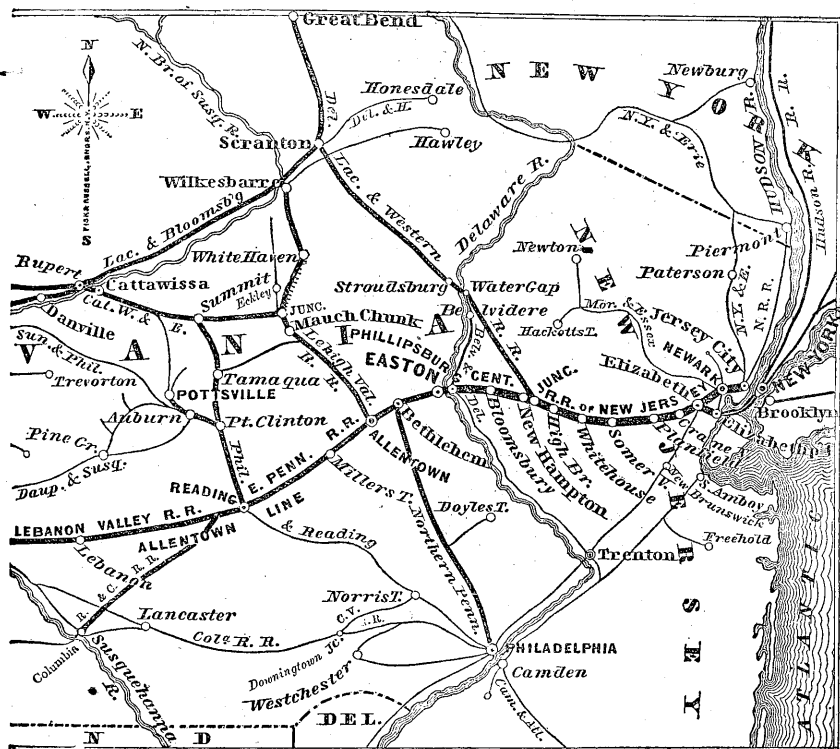
At *Hampton Junction*, connects with the Delaware, Lackawanna & Western Railway for Water Gap, Stroudsburg, Scranton, Great Bend, and Ithaca. At *Scranton*, the Del. L. & Western Railway connects with the Lackawanna & Bloomsburg Railway for *Pittston*, *Wilkesbarre*, *Bloomsburg*, *Rupert*, *Danville*, and *Northumberland*.

At *Easton*, connects with the Lehigh Valley Railway for Bethlehem, Allentown, and Mauch Chunk; and thence via Quakake and Catawissa Railways for Catawissa, Rupert, Danville, Milton, Muncy, Williamsport, and Elmira.

At *Allentown*, the Lehigh Valley Railway connects with the East Pennsylvania Railway for Reading, and thence with the Philadelphia & Reading Railway to Pottsville. Also connects at Reading with Lebanon Valley Railway to Lebanon and Harrisburg.

At *Harrisburg*, connects with Pennsylvania Central Railway, East and West; also with Cumberland Valley Railway for Carlisle and Chambersburg. Connects also at Harrisburg with Northern Central Railway for Sunbury, and thence with Sunbury & Erie Railway for Northumberland, Milton, Muncy, Williamsport, Jersey Shore, and Lock Haven. Also connects at Harrisburg with trains bound south on Northern Central Railway.

TO THE WEST.



SHORT LINE TO THE WEST,

VIA

CENTRAL RAILWAY OF NEW JERSEY,

WITHOUT CHANGE OF CARS FROM JERSEY CITY TO PITTSBURG.

AN EXPRESS TRAIN leaves New York from foot of Cortlandt Street (Jersey City Ferry) daily, (Sundays excepted,) at 8 00 p. m., without change of cars from Jersey City to Pittsburg, and but one change to Chicago or Cincinnati.

Time from New York to Chicago, 32 hours—four hours less than Northern Lines.

Sleeping Cars attached to each train through from Jersey City to Pittsburg.

Express Train for Harrisburg leaves New York daily (Sundays excepted,) at 6 00 a. m., connecting at Harrisburg with Mail Trains on Pennsylvania Central Railway, and with Cumberland Valley Railway for Carlisle, Chambersburg, &c.

For latest Time Table of this Road, see page 89.

H. P. BALDWIN, Gen. Ticket Agent, N. Y. City.

J. O. STERNS, Supt., Elizabeth, N. J.

NEW YORK AND PHILADELPHIA LINE,

Via New Jersey, Camden & Amboy Branch, and Philadelphia & Trenton Railways.

N. Jersey Railway.—J. S. DARCY, Pres., Newark, N. J. } J. P. JACKSON, Vice-Pres. & Supt., Newark, N. J.
Cam. & Am. Br. R'way.—E. A. STEVENS, Pres., N. Y. } JAS. W. WOODRUFF, Asst. Supt., Jersey City.
Phil. & Tren. R'way.—V. L. BRADFORD, Pres., Phila. } R. S. VAN RENSSELAER, Supt., Bordentown, N. J.

Mail	Mail	Exp.	Acc.	Exp.	Exp.	Mls.	STATIONS.		Mls.	Acc.	Exp.	Mail.	Exp.	Mail.	Mail.
							LEAVE	ARRIVE							
	P. M.	P. M.	M.	A. M.	A. M.		Centandt Street	(Ferry.)	87	A. M.	P. M.	P. M.	P. M.		
	6 00	4 00	12 00	10 00	7 00		 Jersey City.....		86	11 40	1 15	8 10	10 15		
	6 10	4 10	12 13	10 10	7 10	1	 Newark.....		78	11 03	12 40	7 40	9 40		
	6 35	4 35	12 43	10 35	7 30	9	 Elizabeth.....		74	10 45	12 30	7 30	9 30		
		4 50	1 05	10 50	7 45	13	 Rahway.....		69	10 30	12 20	7 20	9 20		
		5 00	1 20	11 00	7 55	13	 Metuchen.....		60	10 00	12 10	7 10	9 05		
		5 12	1 35	11 15	8 10	27	 New Brunswick.....		56	9 40	11 55	7 00	8 55		
	7 25	5 25	1 50	11 25	8 20	31	 Dean's Pond.....		48	9 15	11 33	6 58	8 38		
		5 47	2 22	11 40	8 45	39	 Kingston.....		44	8 50	11 20	6 26	8 18		
		6 02	3 00	11 58	8 55	43	 Princeton.....		40	8 35	11 10	6 15	8 07		
	8 05	6 10	3 38	12 03	9 05	47	 Trenton.....		30	7 45	10 43	5 47	7 43		
	8 27	6 35	4 39	12 32	9 30	57	 Trenton.....		32	7 45			7 43		
			4 39		9 30	57	 Bordentown.....		26	7 20			7 25		
			4 45		9 45	63	 Burlington.....		18	6 56			7 00		
					10 03	69	 Camden.....		0	6 15			6 18		
					10 45	89	 Bristol.....		20		10 15				
		7 15		1 01		67	 Cornwell's.....		14		10 00	5 08			
		7 30		1 18		73	 Tacony.....		8		9 35	4 47			
		7 45		1 35		79	 Kensington.....		2						
						85	 Philadelphia.....			6 00	9 00	4 00	6 00		
	9 43	8 00	6 00	2 00	10 50	87	ARRIVE	LEAVE		A. M.	A. M.	P. M.	P. M.		

New York to Philadelphia.—(Read down.)

Philadelphia to New York.—(Read up.)

Fares.—Express Line, \$3 00; Accom. Line, \$2 25. Way Fares, about 3 cents per mile.

- ¹ Connects with Millstone & N. Brunswick R'way. ³ Connects with Camden & Atlantic Railway.
² Con. with Belvidere, Delaware & Flem. Railway. ⁴ Con. with Steamboats to and from Philadelphia.

Sunday Trains.—Leave New York at 6 00 P. M., and Philadelphia at 6 00 and 11 00 P. M.

Trenton and Philadelphia Trains.—Trains (via Philadelphia & Trenton Railway) leave Trenton for Philadelphia at 6 30 A. M., and 5 40 P. M. Returning, trains leave Philadelphia for Trenton at 7 10 A. M. and 5 45 P. M. Distance, 30 miles. Fare, 50 cents.

New Brunswick and Millstone Trains.—Trains (via Millstone Railway) leave New Brunswick at 12 25 A. M., and 5 20 & 7 20 P. M. Returning, leave E. Millstone at 2 45 & 7 45 A. M., and 2 30 P. M.

Trenton Branch Railway.—Way Trains leave Trenton for Bordentown at 6 50 A. M., and 2 30 & 6 40 P. M. Returning, leave Bordentown at 6 00 & 9 45 A. M., and 5 05 P. M. Distance, 6 mls. Fare, 25 cts.

Bordentown and Philadelphia Trains.—Trains leave Bordentown for Camden and Philadelphia at 6 45 A. M. and 8 30 P. M. Returning, leave Philadelphia at 1 00 and 4 30 P. M. Distance, 27 mls.

Jamesburg and Freehold Trains.—Trains (via Agricultural Railway) leave Jamesburg for Englishtown and Freehold at 8 15 A. M. and 4 15 P. M. Returning, leave Freehold at 7 20 A. M. and 3 P. M. Distance, 11 miles. Fare, 30 cents. I. S. BRUCELEW, Supt., Jamesburg, N. J.

Burlington and Mt. Holly Trains.—Trains (via Burlington & Mt. Holly Railway) leave Burlington for Mt. Holly at 7 00 & 10 A. M., and 4 14 & 6 24 P. M. Returning, trains leave Mt. Holly at 6 25 & 9 20 A. M., and 1 55 & 5 20 P. M. Distance, 6 miles. Fare, 25 cents.

NEW JERSEY RAILWAY LOCAL TRAINS.—J. W. WOODRUFF, Asst. Supt., Jersey City.

Trains leave New York for Newark from 6 00 A. M. to 8 00 P. M., at intervals varying from 10 to 60 minutes; then at 10 00 and 12 00 P. M.

New York for Elizabeth at 7, 8, 9 & 11 A. M., 12 M., and 1, 2, 10, 3, 3 20, 4, 5, 5 30, 6, 6 10, 7, 8 & 10 P. M. Wed. and Sat. at 12 (Night) for Elizabeth.

N. York for New Brunswick at 7 00, 9 00 & 11 00 A. M., 12 00 M., and 2 10, 4 00, 5 00 & 6 00 P. M.

New Brunswick for New York at 2 00, 7 00, 8 20, 9 30 & 10 55 A. M., and 1 55, 7 00, 7 15 & 8 45 P. M., stopping at Baptist Road, Metuchen, &c.

Rahway for N. York at 2 20, 7 00, 7 30, 8 50, 10 00, 11 00 & 12 00 A. M., and 2 20, 4 50, 7 20, 8 45, 8 50 & 9 10 P. M.

Newark for New York from 5 30 A. M. to 11 15 P. M., at intervals varying from 10 to 60 minutes.

NEW YORK AND PHILADELPHIA LINE, via Camden and Amboy.

EDWIN A. STEVENS, President, New York City. R. S. VAN RENNELAER, Gen. Supt., Bordentown, N. J.
 IRA BLISS, Agent, No. 7 Battery Place, N. Y. W. H. GATZMER, Agent, Philadelphia. [Nov. 26.]

New York to Philadelphia—(Read down.)	Mxd.	Mxd.	Mxd.	Exp.	Acc.	Mls.	STATIONS.		Mls.	Acc.	Exp.	Mxd.	Mxd.	Mxd.	Mxd.
	A. M.	P. M.	P. M.	P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	5 00	1 00	2 00	2 00	6 00		Pier No. 1, N. R.	(Steamboat.)	90	10 30	6 00				
	6 00	8 00	4 30	3 40	7 40	27	South Amboy.	2 Mile Turn Out.	63	8 45	4 25	4 15	8 45	10 50	6 25
	6 08	8 09	4 36		7 45		 Browns.		57	8 55		4 08	8 54		6 15
	6 18	8 21	4 44		7 50	33	 South River.		55	8 52		4 00	8 21	10 27	6 00
	6 28	8 30	4 52		7 55	35	 Spotswood.		52	8 58		3 54	8 02	10 13	5 50
	6 42	8 40	5 02		8 02	38	 Jamesburg.		48	8 12	3 57	3 58	7 50	9 55	5 43
	7 04	9 00	5 15	4 15	8 12	42	 Prospect Plains.		46	8 03		3 15	7 20	9 12	5 15
	7 15	9 12	5 23		8 18	44	 Cranberry.		45	7 58		3 08	7 12	9 00	4 56
	7 25	9 21	5 28		8 23	45	 Hightstown.		41	7 52	3 42	3 10	7 00	8 40	4 46
	7 52	9 35	5 37	4 30	8 30	49	 Windsor.		37	7 43		2 45	6 41	8 13	4 30
	8 15	9 52	5 47		8 38	53	 Newtown.		34	7 37		2 40	6 32	7 48	4 00
	8 25	10 04	5 56		8 45	56	 Yardville.		32	7 28		2 29	6 12	7 36	3 48
	8 40	10 23	6 12		8 54	58	 Bordentown.		27	7 20	3 15	2 20	5 43	7 15	3 32
	8 50	10 30	6 24	5 00	9 05	63	 Shops.		27	7 16		2 15	5 35	6 55	3 20
		10 35	6 26		9 07	64	 Florence.		23	7 07		2 08	5 20	6 40	
		10 50	6 40		9 15	67	 Hammell's.		23	7 02		1 55	5 12	6 32	
		10 58	6 45		9 20	68	 Mt. Holly June.		20						
					70		 Burlington.		19	6 56	2 50	1 47	4 50	6 24	
		11 12	8 58	5 20	9 28	71	 Beverly.		13	6 48	2 42	1 35	4 34	6 12	
		11 27	7 12	5 27	9 36	77	 Delanco.		12	6 42		1 27	4 22	6 02	
		11 40	7 22		9 44	78	 Huling's.		8	6 38		1 22	4 13	5 56	
		11 54	7 28		9 47	82	 Palmyra.		7	6 32		1 12	3 58	5 45	
		12 07	7 39		9 53	83	 Fish House.		5	6 24		1 00	3 38	5 27	
		12 25	7 50		10 02	85	 Camden.		1	6 12	2 12	12 45	3 20	5 12	
		12 40	8 05	5 55	10 15	89	 Philadelphia.								
							(Steam Ferry.)								
		12 50	8 15	6 05	10 25	90	 Philadelphia.			6 00	2 00	12 30	3 30	5 00	
	A. M.	A. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Fares.—Express Line, \$3 00; Accom. Line, \$1 50 & \$2 25. Way Fares, about 2 cents per mile.

¹ Junc. of Freehold & Jamesburg Agric. R'way.

³ Junction of Burlington and Mt. Holly Railway.

² Junction of Trenton Branch Railway.

⁴ Junction of Camden & Atlantic Railway.

MORRIS & ESSEX RAILWAY.

WM. WRIGHT, Pres., and J. B. BASSINGER, Supt., Newark, N. J.

[Sept. 2.]

Millburn Accommodation.—Trains leave New York at 11 30 A. M. and 6 10 P. M. Leave Millburn at 6 15 A. M. and 1 15 P. M.

South Orange Accommodation Trains will run between Newark and S. Orange as follows:—Leave Newark at 7 00 and 8 10 A. M., and 2 00 and 5 10 P. M. Leave South Orange 7 30, 8 44 & — A. M., and 8 15 & 6 00 P. M.

Sussex Railway Trains leave Newton at 1 15 P. M., connecting at Waterloo with M. & E. trains for New York.

Leave Waterloo for Newton on arrival of 8 30 A. M. and 3 30 P. M. trains from New York.

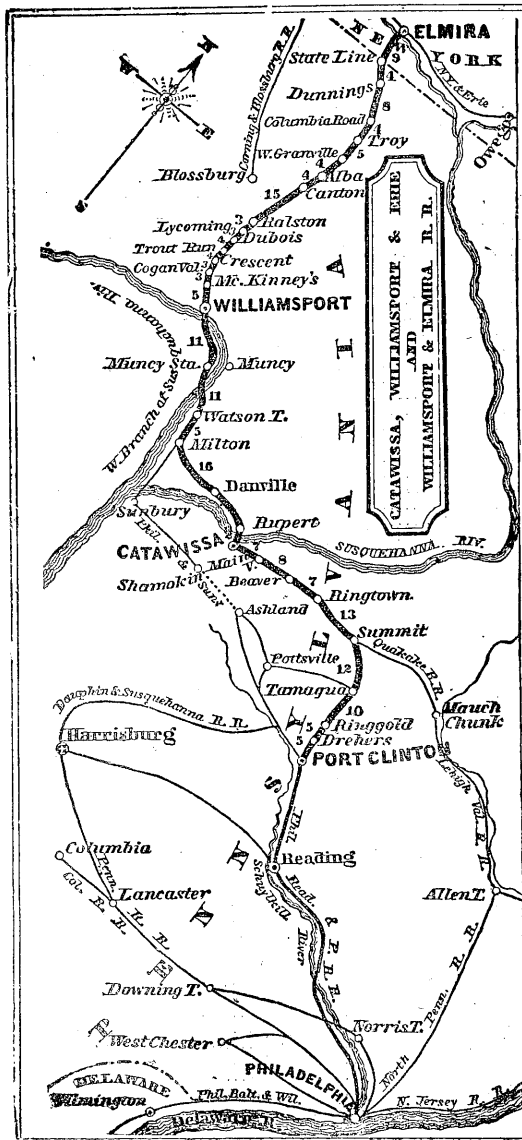
* The 1 45 P. M. train from Hackettstown connects with the various Railway trains and Steamboats leaving New York at 5 00 P. M.

N. Y. to Hackettstown.

Exp.	Mail.	Mail.	Frs.	Mls.
P. M.	P. M.	A. M.		
5 10	3 30	8 30		
5 45	4 05	9 05	25	9
	4 19	9 20	40	13
6 03	4 26	9 26	47	15
6 11	4 36	9 36	60	19
6 19	4 47	9 47	70	23
6 27	4 57	9 57	80	25
6 32	5 04	10 04	85	27
6 40	5 18	10 18	95	31
	5 25	10 25	1 00	33
	5 36	10 36	1 10	38
	5 42	10 42	1 15	40
	5 53	10 53	1 25	43
	6 05	11 05	1 40	48
				50
	6 18	11 18	1 55	53
	6 27	11 27	1 53	55
	6 40	11 40	1 75	62
P. M.	P. M.	A. M.		

STATIONS.

LEAVE	ARRIVE	M	Mail.	Exp.	Mail.	Acc
			A. M.	A. M.	P. M.	
..... New York.	62	9 55	8 30	4 45		
..... Newark.	53	9 20	8 00	4 10		
..... Bloomfield Junc.	52					
..... Orange.	49	9 06		3 56		
..... South Orange.	47	8 58	7 42	3 49		
..... Millburn.	43	8 48	7 34	3 39		
..... Summit.	39	8 36	7 26	3 28		
..... Chatham.	37	8 26	7 19	3 19		
..... Madison.	35	8 20	7 14	3 14		
..... Morristown.	31	8 07	7 05	3 04		
..... Morris Plains.	29	7 57		2 56		
..... Denville.	24	7 47		2 47		
..... Rockaway.	22	7 42		2 42		
..... Dover.	19	7 34		2 34		
..... Drakesville.	14	7 19		2 19		
..... Port Morris.	12					
..... Stanhope.	9	7 07		2 08		
..... Waterloo.	7	6 59		1 59		
..... Hackettstown.	6	6 45		1 45		
ARRIVE	LEAVE		A. M.	A. M.	P. M.	



WILLIAMSPORT, Lycoming Co., Penn.—A thriving town, situated on the left bank of the Western Branch of the Susquehanna River. It is beautifully located. The hills in the vicinity contain coal and iron in considerable quantities. The town has a large brick court-house, five churches, two newspaper offices, and an academy. It has a ready communication with the best markets by means of the West Branch Canal, and the Catawissa Railway. The principal articles of commerce are lumber and flour. The population is estimated at three thousand five hundred.

MILTON, Northumberland Co., Penn.—This is a port borough of Turbot Township, seventy miles north of Harrisburg, on the West Branch of the Susquehanna, at the confluence of the Limestone River. The Sunbury & Erie Railway connects with the above line at Milton. It has several churches, academies, and steam-mills, and exports large quantities of grain by the West Branch Canal, and the Catawissa Railway. It is a fast increasing town, and has a population of two thousand five hundred.

CATAWISSA, Columbia Co., Penn., at the mouth of Catawissa Creek,

on the North Branch of the Susquehanna. Iron is found in the adjacent country in large quantities, and there are several iron-works in operation in the vicinity. The population of the township is about two thousand.

DANVILLE is another town of importance on this route. This place is situated, like Catawissa, on the North Branch of the Susquehanna, in Montour Co., Penn. It is twelve miles from Sunbury, and sixty-seven from Harrisburg, the capital of the State. The town has an excellent position for the peculiar branch of industry in which it is engaged, being in the immediate neighborhood of rich and inexhaustible mines of coal and iron-ore. The coal is of the anthracite description, and since it has come into more general use as a fuel in iron-furnaces the region has greatly prospered.

The famous Montour Ridge extends for twenty-one miles along the banks of the river, and an abundance of trap and limestone is extracted from it. The town has a bank, several churches of various denominations, and an academy. The estimated population of Danville is nearly five thousand.

CATAWISSA RAILWAY.

T. H. Du Puy, President, Philadelphia.

H. S. Goodwin, Supt., Williamsport, Pa.

[August 8.]

[ADVERTISEMENT.]

PHILADELPHIA & ELMIRA RAILWAY.

QUICKEST ROUTE to Elmira, Niagara Falls, Buffalo, Montreal, Detroit, Chicago, Milwaukee, Galena, Dunleith, St. Paul's, Rock Island, St. Louis, and the Rocky Mountains.

Two Daily Passenger Trains leave the Philadelphia & Reading Railway Depot, cor. Broad and Vine sts., for Port Clinton, connecting with the Catawissa Railway for Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Paul's, Burlington, and St. Louis.

The Quakake Branch makes close connections at Mauch Chunk with trains to and from N. York, via the Central Railway of New Jersey for Williamsport, Elmira, and Niagara Falls.

Also, connects at Mauch Chunk for Philadelphia, via Lehigh Valley and North Penn. Railways.

 Tickets good till used.

Baggage checked to Elmira, Buffalo, and Suspension Bridge.

Tickets can be procured at the Philadelphia & Elmira Railway Co.'s Ticket Office, North-west cor. Sixth and Chestnut streets, and at the Passenger Depot, cor. Broad and Vine.

CHAS. S. TAPPEN,

General Agent.

August 8, 1861.

Phila. to W'msport.

Niag. Exp.	Elmira Mail.	Fares.	Mls.
P. M.	A. M.		
8 15	8 00		
6 30	11 40	2 40	
7 00	12 05	2 80	
8 00	12 50	3 15	
8 40	1 25		
8 50	1 35	3 45	
9 17	1 53	3 60	
9 40	2 17	3 80	
10 10	2 44	4 00	
10 40	3 13	4 25	
11 10	3 34	4 40	
11 30	3 44	4 45	
12 00	4 05	4 70	
12 25	4 20	4 90	
1 10	4 48	5 20	
1 22	5 04		
1 45	5 32	5 60	
2 15	6 00	5 90	
A. M.	P. M.		

STATIONS.

LEAVE	ARRIVE
Philadelphia	197
Port Clinton	119 3 50
Ringgold	109 3 20
Tamaqua	99 2 90
Quakake Junction	89
Summit	87 2 50
Mahanoy	79 2 35
Ringtown	74 2 10
Beaver	67 1 95
Mainville	59 1 65
Catawissa	52 1 50
Rupert	50 1 40
Danville	43 1 20
Mooresburg	37 1 05
Milton	27 75
Watsonstown	22
Muncy	11 80
Williamsport	197
ARRIVE	LEAVE

W'msport to Phila.

Mls.	Fares.	Phila. Exp.	Phila. Exp.
P. M.	A. M.		
197	6 40	9 00	
119 3 50	8 05	8 50	
109 3 20	2 40	3 00	
99 2 90	2 15	2 15	
89	1 25	1 30	
87 2 50	1 10	1 20	
79 2 35	12 45	12 50	
74 2 10	12 25	12 30	
67 1 95	11 55	12 00	
59 1 65	11 25	11 30	
52 1 50	11 05	11 10	
50 1 40	10 50	11 00	
43 1 20	10 30	10 40	
37 1 05	10 10	10 20	
27 75	9 40	9 50	
22	9 19	9 28	
11 80	8 55	9 05	
	8 25	8 35	
A. M.	P. M.		

QUAKAKE BRANCH.

CHAS. HARTSHORNE, Pres., Phila. H. S. Goodwin, Supt., W'msport, Pa.

W'msport to M. Chunk.

Pass.	Pass.	Fares.	Mls.
P. M.	A. M.		
8 35	8 25		
11 10	11 05	1 50	
1 30	1 25	2 50	
2 45	2 35		
4 00	3 45		
9 50	9 45		
A. M.	P. M.		

STATIONS.

LEAVE	ARRIVE
Williamsport	238
Catawissa	186
Quakake Junction	148
Black Creek	104
Mauch Chunk	117
New York	238
ARRIVE	LEAVE

M. Chunk to W'msport.

Mls.	Fares.	Pass.	Pass.
P. M.	A. M.		
238	6 00	2 15	
186	3 34	11 10	
148	1 25	8 40	
104	12 05	7 20	
117	11 05	6 20	
238	6 00	12 00	
A. M.	NOON.		

WILLIAMSPORT & ELMIRA RAILWAY. [Nov. 26.]

THOS. KIMBER, Jr., Pres., Phila. J. A. REDFIELD, Supt., Elmira, N. Y.

Will'mp't to Elmira.

Niag. Exp.	Night Exp.	Fares.	Mls.
P. M.	A. M.		
7 00	12 50		
7 20		30	7
7 28		40	10
7 40	1 26	50	14
8 04		75	22
8 10	1 53	80	24
8 55	2 35	1 25	39
		1 40	44
		1 50	47
9 20		1 60	52
9 35	3 10	1 75	57
10 00		2 25	78
11 00	4 20		
P. M.	A. M.		

STATIONS.

LEAVE	ARRIVE
Williamsport	78
Cogan Valley	71 2 15
Crescent	68 2 05
Trout Run	64 1 95
Lycorn	56 1 75
Ralston	54 1 65
Canton	39 1 20
Alba	34 1 05
West Granville	31 95
Troy	26 80
Columbia R'd.	21 70
Elmira	
ARRIVE	LEAVE

Elmira to Will'mp't.

Mls.	Fares.	Phila. Exp.	Night Exp.
A. M.	A. M.		
78	8 00	12 45	
71 2 15	7 41		
68 2 05	7 33		
64 1 95	7 22	12 05	
56 1 75	6 55		
54 1 65	6 50	11 40	
39 1 20	6 10	10 56	
34 1 05	5 50	10 41	
31 95	5 50	10 28	
26 80	5 35	10 15	
21 70	5 20	10 00	
	4 30	9 00	
A. M.	P. M.		

CONNECTIONS.

- 1 Connects with Philadelphia & Reading Railway.
- 2 Con. with Quakake Branch.
- 3 Con. with Schuylkill Railway.
- 4 Connects with Lackawanna & Bloomsburg Railway.
- 5 Connects with Sunbury & Erie Railway, over which trains of this line pass to W'msport.
- 6 Connects with Williamsport & Elmira Railway.
- 7 Connects with Canandaigua & Elmira Railway.
- 8 Connects with N. York & Erie Railway.

PHILADELPHIA & ERIE R'WAY.—East. Div.
(Late Sunbury & Erie Railway.)

WM. G. MOORHEAD, Pres., and EDW. F. GAY, Gen. Supt., Philadelphia. J. W. MACKLIN, Supt. Eastern Div.; and THOS. M. DAVIS, Supt. Transportation, Williamsport, Pa. [Aug. 5.]

Sunb'y to L'haven. | L'haven to Sunb'y.

Mail.	Exp.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 15	12 40		... Sunbury ¹	65	10 10	10 15
4 23	12 47	2	... Northumberland	63	10 00	10 06
4 38	1 02	9	... Lewisburg	56	9 44	9 51
4 48	1 10	18	... Milton ²	52	9 34	9 43
5 04	1 22	17	... Watsonstown	48	9 19	9 22
5 11	1 28	20	... Dewart	45	9 12	9 23
5 25	1 38	24	... Montgomery	41	9 02	9 12
5 32	1 45	23	... Muncy	37	8 55	9 05
6 05	2 20	40	... Williamsport ³	85	8 25	8 35
6 10	2 25	42	... Newberry	23	8 10	8 20
6 18	2 33	45	... Linden	20	8 02	8 12
6 34	2 49	51	... Jersey Shore	14	7 47	7 55
7 00	3 15	60	... Wayne	5	7 22	7 35
7 15	3 25	65	... Lockhaven	7	7 05	7 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

¹ Connects with Northern Central Railway.

² " " Catawissa Railway.

³ " " Elmira & Williamsport Railway.

PHILADELPHIA & ERIE R'WAY.—West. Div.
 SAMUEL A. BLACK, Supt., Erie, Penn. [June 13.]

Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
3 20	9 10		... Erie ¹	66	10 35	4 30
4 15	11 05	18	... Waterford	48	9 42	8 05
4 39	12 10	26	... Union	40	9 20	2 25
5 12	1 25	37	A. & E. Junction ²	29	8 49	1 25
5 18	1 35	39	... Columbus	27	8 43	12 55
6 04	2 49	54	... Pittsfield	12	8 00	11 40
6 13	3 04	57	... Youngsville	9	7 50	11 25
6 25	3 35	61	... Irvine	5	7 40	11 05
6 40	4 00	66	... Warren	7	7 25	10 30
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

¹ Connects with Buffalo & Cleveland Line, and Lake Erie Steamers.

² Connects with Atlantic & Great Western R'way.

NEWARK & BLOOMFIELD RAILWAY.

IRA DODD, Pres., Bloomfield, N. J.
 J. B. BASSINGER, Supt., Newark, N. J.

Trains for Newark.—Trains leave West Bloomfield at 6 30, 7 30, 8 44 & 10 30 A. M., and 1 30, 4 40 & 6 20 P. M. Arrive at Newark 6 54, 7 54, 9 08 & 10 55 A. M., and 1 55, 5 04 & 6 46 P. M.

Trains for West Bloomfield.—Leave Newark at 7 01, 8 12 & 9 25 A. M., and 12 06, 4 10, 5 47 & 6 52 P. M. Arrive at West Bloomfield 7 25, 8 36 & 9 50 A. M., and 12 30, 4 34, 6 12 & 7 17 P. M.

Connecting trains leave New York, foot of Cortlandt street, via Morris & Essex Railway, at 8 30 & 11 30 A. M., and 3 30, 5 10 & 6 10 P. M. All trains from West Bloomfield connect at Newark for New York. May 6th.

ATLANTIC & GREAT WESTERN RAILWAY.

WM. REYNOLDS, Pres., Meadville, Pa. JOS. HILL, Jr., Supt., and J. C. CALHOUN, Gen. Freight & Ticket Agent, Jamestown, N. Y. [June 17.]

Westward Trains. | Eastward Trains.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
5 10	9 40		... Salamanca ¹	60	2 10	4 50
5 29	9 55	6	... Red House	54	1 52	4 36
5 38	10 00	8	... Cold Spring	52	1 43	4 31
5 47	10 05	11	... Steamburg	49	1 34	4 25
6 16	10 21	16	... Randolph	44	1 15	4 11
6 33	10 34	21	... Waterboro	39	12 53	3 54
6 49	10 44	24	... Kennedy	36	12 44	3 48
6 56	10 50	26	... Poland Centre	34	12 30	3 39
7 05	10 56	28	... Levant	32	12 20	3 33
7 40	11 12	38	... Jamestown ²	27	11 06	3 22
8 11	11 32	40	... Ashville	20	11 32	2 59
8 45	11 56	47	... Panama	13	10 56	2 37
8 56	12 05	49	... Bear Lake	11	10 38	2 29
9 14	12 22	53	... Pine Valley	7	10 29	2 12
9 35	12 38	56	... Columbus	4	10 02	2 01
9 50	12 45	60	A. & E. Junction ³	9	9 40	1 50
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

¹ Junction of the N. Y. & Erie Railway, connecting with Express trains East and West.

² Connects with Steamer on Chautauque Lake, for Mayville, and points on the Lake Shore; and with daily lines of stages (Sundays excepted) for Freysburg, Warren, Sugar Grove, Tidionte, and the celebrated *Oil Wells* of Pennsylvania.

³ Junction of the Philadelphia & Erie Railway, connecting with trains for the East and West, and with lines of stages for Meadville, and other Southern points.

HUNTINGDON & BROAD TOP RAILWAY.

L. T. WATSON, Pres., Philadelphia, Pa.
 J. J. LAWRENCE, Supt., Huntingdon. [Nov. 26.]

Trains Leave. | Trains Arrive.

Pas.	Pas.	Mls.	STATIONS.	Mls.	Pas.	Pas.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
4 15	7 20		... Huntingdon ¹	31	12 55	8 30
4 37	7 40	5	... McConnellstown	26	12 30	8 05
4 46	7 48	7	... Pleasant Grove	24	12 20	7 53
5 04	8 04	11	... Marklesburg	20	12 00	7 35
5 22	8 24	15	... Coffee Run	16	11 40	7 15
5 31	8 34	17	... Rough & Ready	14	11 30	7 05
5 44	8 49	20	... Cove	11	11 15	6 50
5 45	8 54	21	... Fisher's Summit	10	11 10	6 45
6 00	9 10	24	... Saxton	7	10 55	6 30
9 35	29		... Riddelsburg	2	10 30	
9 45	31		... Hopewell ²	10	20	
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Shouns Run Branch.—A train leaves Saxton for Coalmont, Crawford, and Blair's Station at 9 15 A. M. Returning, leaves Blair's Station at 10 05 A. M. Distance, 18 miles.

¹ Connects with Pennsylvania Railway.

² " " Stages to Bedford Springs, 18 mls.

PHILADELPHIA & READING RAILWAY.

CHAS. E. SMITH, Pres., Philadelphia. G. A. NICOLLS, Eng. and Supt., Reading, Pa. M. W. WALSH, Gen. Ticket Agent, and ———, Gen. Freight Agent, Phila. [June 10.]

Sunday Trains.—Leave Philadelphia at 8 15 P. M., arr. at Pottsville 7 45 P. M. Leave Pottsville at 7 30 A. M., arr. at Philadelphia 12 00 noon.

CONNECTIONS.

- 1 Connects with Philadelphia, Germantown & Norristown R'way.
- 2 Connects with Phila., Ger. & Norristown, and Chester Val. R'ways.
- 3 Connects with Lebanon Valley Branch (above), and East Penn. Railways.
- 4 Connects with North Lebanon R'way to Cornwall Ore Banks.
- 5 Connects with Pennsylvania, Northern Cen., and Cumberland Val. R'ways.
- 6 Connects with Little Schuylkill, and Catawissa Railways.
- 7 Connects with Dauphin & Susquehanna Railway.
- 8 Connects with Mine Hill & Schuylkill Haven Railway.
- 9 Connects with Pt. Carbon and Schuylkill Valley Railways.

CHESTER VALLEY RAILWAY.

A train leaves Bridgeport at 6 03 P. M. for Henderson's, King of Trussa, Centreville, Howellville, Paoli Road, Lee's, Valley Store, Mill Lane, White Horse, Exton, Oakland, Baldwin's, and Downingtown, arriving at the latter place at 7 21 P. M.

Returning, leave Downingtown at 6 40 A. M., arriving at Bridgeport at 8 03 A. M.

Distance, 21 miles. Fare, 40 cents.

At Bridgeport, connects with Philadelphia & Reading R'way, and at Downingtown with Pennsylvania Railway.

LITTLE SCHUYLKILL RAILWAY.

W. C. PATTERSON, Pres., Phila.
D. D. LEWIS, Gen. Supt.

Trains leave Port Clinton at 11 05 A. M. and 7 00 P. M. for Dreher'sville, Ringgold, Centreville, Tamaqua, and the Junction with Catawissa, Wmsport & Erie R'way.

Returning, leave the Junction at 2 47 A. M. and 2 50 P. M.

Distance, 23 miles. Fare, 90 cents.

SHAMOKIN VALLEY & POTTSVILLE RAILWAY.

JAMES S. BIDDLE, Pres., Phila.
A. I. FISKE, Supt.

Going East—Leaves Sunbury at 5 45 A. M., arrives at Shamokin 8 00, and Mt. Carmel 10 00 A. M.

Going West—Leaves Mt. Carmel 4 30 P. M., arr. at Shamokin 5 30, and Sunbury 7 45 P. M. Distance, 50 miles.

Philadelphia to Pottsville. | Pottsville to Philadelphia.

Acc.	Mail.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.	Mail.
P. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	P. M.
5 00	3 15	8 00		Philadelphia ¹	93	9 00	1 25	6 40
5 25	3 39	8 25	8	Manayunk	86	8 35	12 59	6 14
5 43	3 54	8 41	14	Conshohocken	80	8 19	12 43	5 58
5 59	4 04	8 50	17	Norristown ²	76	8 06	12 33	5 43
6 11	4 14	8 59	22	Port Kennedy	72	7 49	12 21	5 36
6 17	4 20	9 05	24	Valley Forge	70	7 43	12 16	5 31
6 32	4 31	9 21	28	Phoenixville	66	7 31	12 05	5 20
6 45	4 41	9 32	32	Roy's Bridge	61	7 16	11 53	5 08
6 51	4 48	9 38	34	Limerick	59	7 09	11 47	5 05
7 10	5 01	9 56	40	Pottstown	53	6 58	11 30	4 42
7 22	5 11	10 06	45	Douglasville	49	6 38	11 21	4 36
7 36	5 21	10 17	49	Birdsboro	44	6 24	11 10	4 25
8 P. M.	5 43	10 45	58	Reading ³	35	6 00	10 45	4 00
12 P. M.	5 45	10 48	58	Reading	54	11 16	10 30	3 55
1 04	6 16	11 18	71	Robeson	42	10 50	9 58	3 25
1 09	6 23	11 26	73	Womelsdorff	39	10 45	9 49	3 18
1 22	6 42	11 44	80	Myersdale	33	10 33	9 30	3 00
1 35	6 58	12 01	88	Lebanon ⁴	26	10 21	9 13	2 45
1 58	7 23	12 25	96	Palmyra	16	10 00	8 44	2 20
2 11	7 41	12 41	103	Hummelstown	10	9 48	8 25	2 02
2 30	8 00	1 00	112	Harrisburg ⁵	9	9 30	8 00	1 40
	6 05	11 05	66	Leesport	27	5 05	10 19	3 32
	6 12	11 15	69	Mohrsville	24	4 58	10 11	3 26
	6 27	11 30	73	Hamburg	18	4 39	9 54	3 20
	6 35	11 40	78	Port Clinton ⁶	15	4 30	9 45	3 12
	6 49	11 54	83	Auburn	7	9 30	2 53	
	6 58	12 03	86	Orwigsburg	7	9 23	2 51	
	7 03	12 13	89	Schuylkill Haven ⁷	4	9 15	2 44	
	7 25	12 30	93	Pottsville ⁸	9	9 00	2 30	
A. M.	P. M.	NOON		ARRIVE LEAVE		A. M.	A. M.	P. M.

Through Fare, \$2 75. Way Fares, about 8 cents per mile.

EAST PENNSYLVANIA RAILWAY.

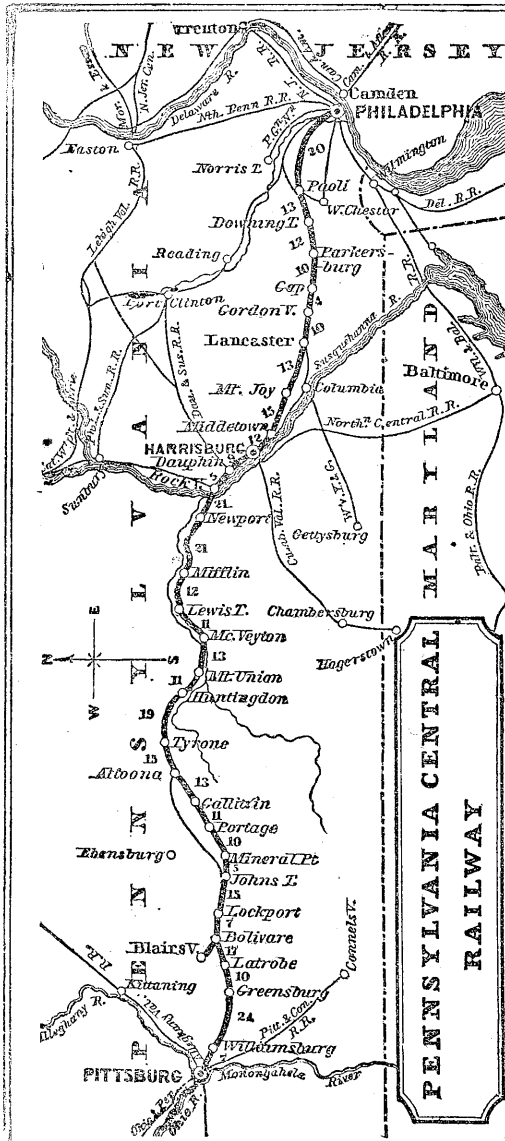
E. M. CLYMER, Pres. & Supt.; and O. AYRES, Asst. Supt., Reading, Pa. [May 18.]

Reading to Allentown. | Allentown to Reading.

Mail.	Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.	Mail.
A. M.	P. M.	A. M.		LEAVE ARRIVE		A. M.	A. M.	P. M.
10 55	3 50	3 40		Reading ¹	86	10 50	12 45	5 45
11 09	4 03	3 52	5	Temple	81	10 38	12 33	5 31
11 17	4 10	4 00	8	Blandon	28	10 32	12 28	5 23
11 28	4 18	4 08	12	Fleetwood	24	10 25	12 20	5 14
11 38	4 27	4 17	15	Lyons	21	10 16	12 12	5 03
11 42	4 30	4 19	16	Bowers	20	10 13	12 09	5 00
11 49	4 36	4 25	19	Topton	17	10 08	12 04	4 53
11 57	4 44	4 32	22	Shamrock	14	10 02	11 58	4 44
12 12	4 56	4 44	27	Millertown	9	9 50	11 47	4 30
12 23	5 06	4 52	30	Emaus	6	9 43	11 39	4 20
12 40	5 20	5 05	36	Allentown ²	2	9 30	11 28	4 05
P. M.	P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

Through fare, \$1 00. Way Fares, about 8 cents per mile.

- 1 Connects with Philadelphia & Reading Railway.
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The Pennsylvania Railway is one of the important links of communication between the East and the West. The whole distance from Philadelphia to Pittsburgh is 383 miles, at which place it connects directly with the Pittsburgh, Fort Wayne & Chicago Railway for Chicago, and all the Railways for the West and South-west.

The first place of importance on this line is LANCASTER, 68 miles from Philadelphia. It is the fourth city of Pennsylvania in respect to population, and situated in the most populous and wealthy agricultural district in Pennsylvania. The streets are well laid out, and many of the buildings display architectural taste. The population in 1884 was about 13,000.

HARRISBURG is 106 miles from Philadelphia, and the capital of Pennsylvania. It is beautifully situated on the East bank of the Susquehanna River. The Capitol is a handsome building, situated on an eminence in the south part of the town. The population in 1885 was 24,000. At this point, the Road connects with the Cumberland Valley to Chambersburg, and the Northern Central Railway for York and Baltimore, and the Dauphin & Susquehanna Railway.

At ALTOONA, 236 miles from Philadelphia, the Western Division of the Railway commences. It is here where the machine-shops of the Company are situated. Here the traveller will find an excellent hotel, called the Logan Hotel. Travellers to Bedford Springs leave Altoona by the Branch Road to Hollidaysburg.

After leaving Altoona, the scenery is very fine, and the Road here climbs the Allegheny Mountains with scarcely any diminution of speed—a great triumph of engineering.

PITTSBURG, located in the triangle formed by the union of the Monongahela and Allegheny, which make the Ohio, is the second city in Pennsylvania. It contains, with Allegheny City and the environs, a population of not less than 120,000.

Every considerable article that can be made of iron is manufactured here. It rivals Philadelphia in the variety and amount of its manufactures. Coal is here obtained at a trifling cost. The city is supplied with water from the Allegheny River.

PENNSYLVANIA RAILWAY.

J. EDGAR THOMSON, Pres., Philadelphia, Pa.
LEWIS L. HOUTR, Gen. Ticket, and H. H. HOUSTON, Gen. Freight Agents, Phila., Pa.

ENOCH LEWIS Gen. Supt., Altoona, Pa.
[June 10.]

Philadelphia to Columbia & Pittsburg.

Pittsburg to Columbia & Philadelphia.

STATIONS.										STATIONS.									
Acc.	Acc.	Acc.	Thro' Exp.	Fast Line.	Mail.	Miles.	LEAVE	ARRIVE		Miles.	Thro' Exp.	Mail.	Fast Line.	Acc.	Acc.	Acc.			
P.M.	P.M.	P.M.	P. M.	P. M.	A.M.	A.M.	PHILADELPHIA	PHILADELPHIA	353	P. M.	P.M.	P.M.	A.M.	A.M.	P. M.	P.M.			
5 49	4 00	2 30	10 20	11 20	7 30	2	West Philadelphia	351	1 20	10 25	5 20	9 30	12 10	6 35					
5 50	4 10	2 40	10 30	11 30	7 40	6	City Avenue	347	1 10	10 15	5 10	9 20	12 00	6 25					
6 03	4 23	2 53			7 54	10	White Hall	343		10 02		9 05	11 45	6 11					
6 26	4 46	3 08			8 07	11	Villa Nova	342		9 49		8 50	11 30	5 53					
						13	Morgan's Corner	340			9 41		8 39	11 20	5 48				
6 37	4 57	3 18			8 16	16	Eagle	337			9 34		8 29	11 12	5 40				
6 43	5 06	3 24			8 24	20	Paoli	333			9 28		8 15	11 00	5 28				
7 00	5 20	3 40			8 36	22	Westchester In.	331			9 18		8 05	10 55	5 23				
7 05	5 25	3 45			8 41	25	Steamboat	328			9 08		7 55	10 45	5 12				
7 13	5 37	3 53			8 50	28	Oakland	325			9 00		7 46	10 35	5 05				
7 21	5 47	4 03			9 00	32	Downingtown	321			8 50	4 00	7 35	10 25	4 52				
7 34	5 59	4 18	11 42	12 40	9 14	34	Gallagherville	319			8 44		7 30	10 20	4 46				
7 40	6 03	4 28			9 26	39	Coatesville	314	11 51		8 31		7 17	10 06	4 38				
7 53	6 18	4 38			9 34	42	Chandler's	311			8 24		7 05	9 56	4 25				
8 05	6 27	4 47			9 39	44	Parkeshburg	309	11 40	8 20	3 35	7 00	9 50	4 20					
8 10	6 35	4 52			9 49	47	Penningtonville	306			8 12		9 40	4 09					
	6 44	5 07			9 54	48	Christiana	305			8 08		9 36	4 04					
	6 49	5 14			10 00	51	Gap	302			8 01		9 28	5 06					
	6 56	5 23			10 03	54	Kinzer's	299			7 53		9 20	3 48					
	7 04	5 33			10 18	57	Leaman Place	296			7 45	3 09	9 10	3 40					
	7 13	5 38	13 35	1 45	10 21	53	Gordonville	295			7 40		9 06	3 37					
	7 16	5 38			10 30	61	Bird-in-Hand	292			7 32		8 58	3 28					
	7 24	5 48			10 31	63	Lancaster	285	10 45	7 12	2 42		8 40	3 08					
	7 50	6 14			10 54	70	Dillerville	283			7 07		8 23	3 00					
			1 28	2 36		81	Mount Joy	273	10 18		2 16								
			1 43	2 51		87	Elizabethtown	263	10 04		2 00								
	8 20	6 45			11 22	0	Columbia	275			6 35			7 50	2 30				
		7 00			11 36	5	Upper Marietta	271			6 21			7 20	2 16				
		7 23			11 55	12	Horshes	264			6 00				1 55				
		7 38			12 10	18	Branch Inter.	253			5 45				1 40				
	7 38				12 10	95	Intersection	258			5 45				1 40				
	7 41	2 03	3 10	12 13	96		Middletown	257	9 41	5 41				1 36					
	8 05	2 25	3 30	12 40	106		Harrisburg	247	9 20	5 15	1 15			1 10					
		2 35	3 35	1 00			Rockville Switch	242	9 00	5 00	1 10								
				1 12	111		Nor. Cen. Cross	242		4 47									
		2 53	3 53	1 20			Duncannon	233	8 42	4 39	12 52								
			4 06	1 37	120		Aqueduct Siding	230	8 29	4 21									
			4 13	1 45	123		Newport	220	8 23	4 13									
		8 34	4 34	2 10	133		Millerstown	215	8 05	3 44	12 16								
				2 24	138		Thompsonstown	210		3 18									
				2 37	143		Tuscarora	205		3 05									
				2 50	148		Mifflin	199		2 50	11 36								
	4 14	5 13		3 05	154		Lewistown	187	7 24	2 20	11 11								
	4 39	5 35		3 32	166		M'Veytown	175	7 03										
				3 59	178		Newton Hamilton	165		1 48									
				4 28	188		Mount Union	162		1 28									
				4 31	191		Huntingdon	151		1 15	10 23								
				4 59	202		Petersburg	145	5 53	12 50	10 00								
				5 15	208		Spruce Creek	139		12 35	9 47								
	6 19			5 30	214		Tyrone	132		12 21	9 36								
	6 40			5 54	221		Tipton			11 55	9 17								
				6 04			Fostoria	126		11 43	9 09								
				6 09	227		Bells' Mills			11 38									
				6 13			Altoona	117		11 34	9 02								
			7 10	7 55	6 30	236			4 45	11 20	8 50								
P. M.	P.M.	P. M.	A. M.	P.M.	P.M.		ARRIVE	LEAVE		A.M.	A. M.	P.M.	A.M.	A.M.	P. M.				

For references to connecting Roads, see next page.

Standard of Time—Clocks at HARRISBURG AND ALTOONA DEPOTS.

PENNSYLVANIA RAILWAY.—(CONTINUED.)

Altoona to Pittsburg.					Pittsb'g to Col. & Phila.					Mt. Joy Accom. Trains.	
Acc.	Thro' Exp.	Fast Line.	Mail.	Miles.	STATIONS.		Miles.	Thro' Exp.	Mail.	Fast Line.	Acc.
A. M.	A. M.	P. M.	P. M.		LEAVE	ARRIVE	A. M.	A. M.	P. M.	P. M.	
	7 30	8 10	6 50	236	Altoona	117	4 40	11 00	8 30		
			7 05	242	Kittanning Point	111		10 45			
			7 20	247	East E. of Tunnel	106		10 29			
	8 05	8 40	7 25	249	Gallitzin	104	4 10	10 24	8 00		
	8 11	8 46	7 33	252	Cresson	101		10 14	7 52		
			7 41	255	Lillys	98		10 05			
			7 53	260	Portage	93		9 53			
	8 33		8 02	262	Willmore	91	3 42	9 45	7 30		
			8 08	264	Summerhill	89		9 36			
			8 15	268	S. Fork	85		9 29			
			8 21	270	Mineral Point	82		9 22			
	8 47		8 38	273	Conemaugh	80	3 16	9 10	7 03	7 36	
6 00	8 57	9 30	8 39	275	Johnstown	78	3 12	9 03	6 58	7 30	
6 07	9 03	9 36	8 46	278	Dornock Point	75		8 52		7 20	
6 23			8 51	281	Slackwater Siding	72		8 46		7 14	
6 35			9 00	285	Nineveh	68		8 36		7 02	
6 45	9 31		9 09	289	New Florence	64		8 26		6 50	
6 57			9 19	293	Lockport	60		8 16	6 21	6 38	
7 02			9 23	295	Bolivar	58		8 12		6 32	
7 18	9 53		9 34	300	Blairsville Br.	53		8 00	6 07	6 11	
7 31			9 43	304	Hillside	49		7 49		5 41	
7 42			9 51	307	Derry	46		7 40		5 31	
7 57	10 19	10 52	10 04	312	Latrobe	41	1 50	7 28	5 41	5 18	
8 03			10 10	315	Beatty's	38		7 20		5 09	
8 14			10 20	317	George's	35		7 11		4 57	
8 24	10 39	11 13	10 30	322	Greensburg	31	1 38	7 04	5 20	4 47	
8 31			10 35	324	Radebaugh's	29		6 58		4 40	
8 43			10 44		Penn Station			6 50		4 30	
8 48			10 50	329	Manor	24		6 45		4 25	
8 54	11 02		10 55	332	Irwin's	22		6 40		4 18	
9 09			11 07	336	Stewart's	17		6 28		4 02	
9 16			11 13	340	Walls	13		6 23		3 55	
9 21			11 17		Turtle Creek			6 19		3 50	
9 28			11 21	341	Brinton's	12		6 16		3 44	
9 45			11 33	344	Wilksburg	7		6 05		3 30	
9 52			11 40	348	East Liberty	5		5 59		3 23	
10 05	11 50	12 20	11 50	353	Pittsburg	12 30	5 40	4 10	3 20		
A. M.	NOON	NIGHT	NIGHT		ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.	
Trains leave Lancaster for Mt. Joy, Harrisburg, and way stations (see page 99) at 11 00 A. M. and 7 50 P. M.											
Returning, leave Harrisburg for Lancaster at 7 00 A. M. and 5 25 P. M.											
Altoona to Hollidaysburg.											
Dist., 6 mls. Time, 30 minutes.											
Leave Altoona at 7 35 A. M., and 2 00 and 9 40 P. M.											
Returning, leave Hollidaysburg at 7 00 and 10 40 A. M., and 8 20 P. M.											
Blairsville Intersection to Blairsville.											
Distance, 3 miles.											
Leave Intersection at 8 30 & 11 10 A. M. and 6 40 P. M.											
Returning, leave Blairsville at 7 25 & 10 45 A. M., and 4 45 P. M.											
Blairsville to Indiana.											
Distance, 18 mls. Time, 1 hour and 40 minutes.											
Leave Blairsville at 11 25 A. M. and 6 40 P. M.											
Returning, leave Indiana at 6 05 A. M. and 3 10 P. M.											
Intermediate Stations—Reed's, Homer, Rough's, Black Lick, Mayer's and Blairsville.											
Pittsburg to Turtle Creek.											
Dist., 12 mls. Time, 50 minutes.											
Trains leave Pittsburg for Turtle Creek and Walls at 6 50 & 11 30 A. M., and 4 20 & 6 35 P. M.											
Returning, leave Walls at 5 50 & 7 45 A. M., and 12 30 & 5 20 P. M.											

- ¹ Junction of Westchester Railway, *below*.
² Con. with York & Wrightsville Railway.
³ " " Northern Central Railway.
⁴ " " Cumberland Valley Railway.
⁵ " " Lebanon Valley Railway.
⁶ Junction of Schuylkill & Susquehanna Railway.

- ⁵ Crossing of Northern Central Railway.
⁶ Canal to Northumberland, &c.
⁷ Junction of Broad Top Railway.
⁸ " Hollidaysburg Branch, *above*.
⁹ Con. with Blairsville & Indiana Branches, *above*.
¹⁰ " " Pittsburg & Connellsville Railway.

WESTCHESTER RAILWAY.

Enoch Lewis, General Superintendent, Philadelphia, Pa.

[June 10.]

Philadelphia to Westchester.					STATIONS.	Westchester to Philadelphia.				
Sunday.	Pass.	Pass.	Pass.	Miles.		Miles.	Pass.	Pass.	Pass.	Sunday.
		NOON.	A. M.		LEAVE ARRIVE		A. M.	P. M.		
		12 00	8 15		Philadelphia	31	8 10	4 40		
		1 25	9 35	22	Intersection	9	6 45	3 20		
		1 55	10 00	31	Westchester		6 20	2 50		
		P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.		

NORTH PENNSYLVANIA RAILWAY

FRANKLIN A. COMBES, Pres.; S. W. ROBERTS, Chief Eng. & Gen. Supt.; A. H. FRASER, Mast. Trans.; and E. ALBRIGHT, Secy, Phila. [May 13.]

Phila. to Doylestown.				Doylestown to Phila.			
STATIONS.				STATIONS.			
Acc. Exp.	Acc. Exp.	M		Fr.	Acc. Exp.	Exp.	
P. M.	P. M.	A. M.	A. M.	Phila.	A. M.	NOON	P. M.
5 15 2 45	9 00 6 40			Phila.	8 35 0 35	12 00 3 10	
5 31 3 30	9 15 6 55	1		Willow Street	8 50 9 15	11 45 7 55	
5 44 3 12	9 29	3		Master Street	8 04 9 05		
5 50	9 34 7 16	5		Tioga Street	7 58 9 00		
5 53 3 20	9 37 7 13	6		Fisher's Lane	7 55 8 57	11 26 7 38	
5 57	9 41	8		Green Lane	7 51 8 53		
5 59	9 43	9		Oak Lane	7 49 8 51		
6 03 3 26	9 47 7 18	10		City Line	7 45 8 45	11 20 7 30	
6 06	9 51	11		Old York Road	7 40 8 44		
6 12 3 32	9 57 7 24	12		Chelton Hills	7 32 8 35	11 13 7 24	
6 15	10 00 7 25	13		Abington	7 28 8 35		
6 21	10 06	14		Edge Hill	7 21 8 29		
6 24 3 42	10 10 7 35	15		Sandy Run	7 18 8 27	11 03 7 45	
6 28 3 45	10 14 7 38	16		Ft. Washington	7 14 8 23	10 59 7 42	
6 32 3 49	10 18 7 42	17		Wissahickon	7 09 8 19	10 55 7 03	
6 36 3 54	10 23 7 46	18		Penlynn	7 03 8 15	10 52 7 04	
6 40 3 58	10 27 7 50	19		Gwynedd	6 54 8 07	10 45 6 56	
6 43 4 01	10 30 7 53	20		North Wales	6 46 8 00	10 38 6 50	
6 46 4 04	10 33 7 56	21		Lansdale			
6 50 4 07	10 36 7 59	22					
6 54 4 11	10 40 8 03	23					
6 58 4 15	10 44 8 07	24					
6 62 4 19	10 48 8 11	25					
6 66 4 23	10 52 8 15	26					
6 70 4 27	10 56 8 19	27					
6 74 4 31	11 00 8 23	28					
6 78 4 35	11 04 8 27	29					
6 82 4 39	11 08 8 31	30					
6 86 4 43	11 12 8 35	31					
6 90 4 47	11 16 8 39	32					
6 94 4 51	11 20 8 43	33					
6 98 4 55	11 24 8 47	34					
7 02 4 59	11 28 8 51	35					
7 06 5 03	11 32 8 55	36					
7 10 5 07	11 36 8 59	37					
7 14 5 11	11 40 9 03	38					
7 18 5 15	11 44 9 07	39					
7 22 5 19	11 48 9 11	40					
7 26 5 23	11 52 9 15	41					
7 30 5 27	11 56 9 19	42					
7 34 5 31	12 00 9 23	43					
7 38 5 35	12 04 9 27	44					
7 42 5 39	12 08 9 31	45					
7 46 5 43	12 12 9 35	46					
7 50 5 47	12 16 9 39	47					
7 54 5 51	12 20 9 43	48					
7 58 5 55	12 24 9 47	49					
8 02 5 59	12 28 9 51	50					
8 06 6 03	12 32 9 55	51					
8 10 6 07	12 36 9 59	52					
8 14 6 11	12 40 10 03	53					
8 18 6 15	12 44 10 07	54					
8 22 6 19	12 48 10 11	55					
8 26 6 23	12 52 10 15	56					
8 30 6 27	12 56 10 19	57					
8 34 6 31	13 00 10 23	58					
8 38 6 35	13 04 10 27	59					
8 42 6 39	13 08 10 31	60					
8 46 6 43	13 12 10 35	61					
8 50 6 47	13 16 10 39	62					
8 54 6 51	13 20 10 43	63					
8 58 6 55	13 24 10 47	64					
9 02 6 59	13 28 10 51	65					
9 06 7 03	13 32 10 55	66					
9 10 7 07	13 36 10 59	67					
9 14 7 11	13 40 11 03	68					
9 18 7 15	13 44 11 07	69					
9 22 7 19	13 48 11 11	70					
9 26 7 23	13 52 11 15	71					
9 30 7 27	13 56 11 19	72					
9 34 7 31	14 00 11 23	73					
9 38 7 35	14 04 11 27	74					
9 42 7 39	14 08 11 31	75					
9 46 7 43	14 12 11 35	76					
9 50 7 47	14 16 11 39	77					
9 54 7 51	14 20 11 43	78					
9 58 7 55	14 24 11 47	79					
10 02 7 59	14 28 11 51	80					
10 06 8 03	14 32 11 55	81					
10 10 8 07	14 36 11 59	82					
10 14 8 11	14 40 12 03	83					
10 18 8 15	14 44 12 07	84					
10 22 8 19	14 48 12 11	85					
10 26 8 23	14 52 12 15	86					
10 30 8 27	14 56 12 19	87					
10 34 8 31	15 00 12 23	88					
10 38 8 35	15 04 12 27	89					
10 42 8 39	15 08 12 31	90					
10 46 8 43	15 12 12 35	91					
10 50 8 47	15 16 12 39	92					
10 54 8 51	15 20 12 43	93					
10 58 8 55	15 24 12 47	94					
11 02 8 59	15 28 12 51	95					
11 06 9 03	15 32 12 55	96					
11 10 9 07	15 36 12 59	97					
11 14 9 11	15 40 13 03	98					
11 18 9 15	15 44 13 07	99					
11 22 9 19	15 48 13 11	100					

Through fare, \$1.50; Way fares, 8 cts per mile.

1 Connects at Lansdale with Doylestown Branch, below.
 2 " " at Bethlehem with Lehigh Valley Railway, above.

An extra Accom. Train for Doylestown leaves Phila. at 4 00 p.m. Returning, leaves Doylestown at 4 15 p.m.

Accom. Trains for Ft. Washington leave Philadelphia 10 30 A. M. and 6 40 P. M. Leave Ft. Washington at 6 30 A. M. and 3 30 P. M.

On Sundays—Leave Philadelphia for Bethlehem at 8 00 A. M. Leave Bethlehem for Philadelphia at 5 00 P. M. Leave Philadelphia for Doylestown at 8 00 P. M. Leave Doylestown for Philadelphia at 6 40 A. M.

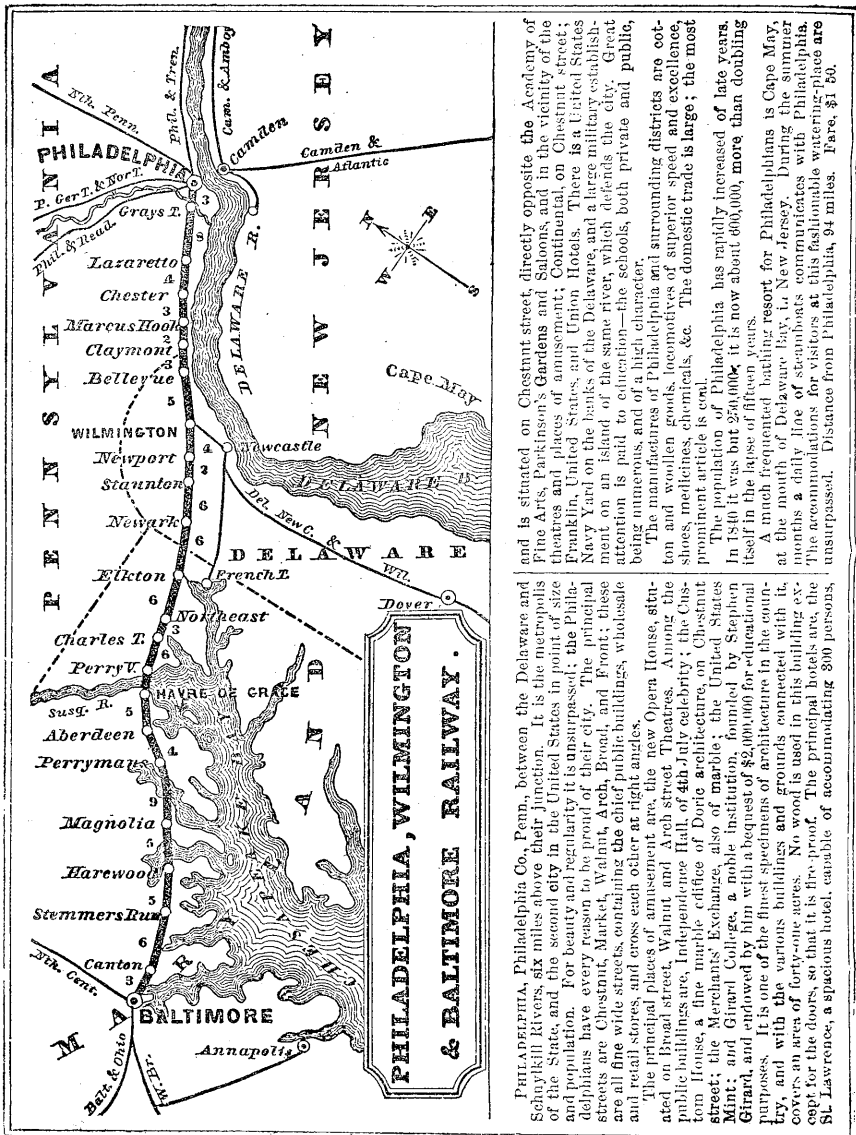
LEHIGH VALLEY RAILWAY [June 10.]

J. G. FELL, Pres., Phila. R. H. SAYRE, Eng. & Supt., Bethlehem, Pa.

STATIONS.											
Frs. Mts.				Frs. Mts.				Frs. Mts.			
P. M.		A. M.		P. M.		A. M.		P. M.		A. M.	
3 45	11 00	4 00		4				46	1 50	11 05	5 45
3 55	11 10	4 10								10 54	5 34
4 05	11 20	4 20	45	13				33	1 05	10 25	5 06
4 15	11 30	4 30	55	22						10 05	4 43
4 25	11 40	4 40	75	22				24	75	9 58	4 36
4 35	11 50	4 50	85	26						9 45	4 26
4 45	12 00	5 00	95	26				91	65	9 35	4 16
4 55	12 10	5 10	105	34						9 25	4 06
5 05	12 20	5 20	115	34				17	50	9 15	3 54
5 15	12 30	5 30	125	46						9 05	3 43
5 25	12 40	5 40	135	46				10	30	8 55	3 33
5 35	12 50	5 50	145	46						8 50	3 20
5 45	1 00	6 00	155	46						7 40	
5 55	1 10	6 10	165	46							
6 05	1 20	6 20	175	46							
6 15	1 30	6 30	185	46							
6 25	1 40	6 40	195	46							
6 35	1 50	6 50	205	46							
6 45	2 00	7 00	215	46							
6 55	2 10	7 10	225	46							
7 05	2 20	7 20	235	46							
7 15	2 30	7 30	245	46							
7 25	2 40	7 40	255	46							
7 35	2 50	7 50	265	46							
7 45	3 00	8 00	275	46							
7 55	3 10	8 10	285	46							
8 05	3 20	8 20	295	46							
8 15	3 30	8 30	305	46							
8 25	3 40	8 40	315	46							
8 35	3 50	8 50	325	46							
8 45	4 00	9 00	335	46							
8 55	4 10	9 10	345	46							
9 05	4 20	9 20	355	46							
9 15	4 30	9 30	365	46							
9 25	4 40	9 40	375	46							
9 35	4 50	9 50	385	46							
9 45	5 00	10 00	395	46							
9 55	5 10	10 10	405	46							
10 05	5 20	10 20	415	46							
10 15	5 30	10 30	425	46							
10 25	5 40	10 40	435	46							
10 35	5 50	10 50	445	46							
10 45	6 00	11 00	455	46							
10 55	6 10	11 10	465	46							
11 05	6 20	11 20	475	46							
11 15	6 30	11 30	485	46							
11 25	6 40	11 40	495	46							
11 35	6 50	11 50	505	46							
11 45	7 00	12 00	515	46							
11 55	7 10	12 10	525	46							
12 05	7 20	12 20	535	46							
12 15	7 30	12 30	545	46							
12 25	7 40	12 40	555	46							
12 35	7 50	12 50	565	46							
12 45	8 00	1 00	575	46							
12 55	8 10	1 10	585	46							
1 05	8 20	1 20	595	46							
1 15	8 30	1 30	605	46							
1 25	8 40	1 40	615	46							
1 35	8 50	1 50	625	46							
1 45	9 00	2 00	635	46							
1 55	9 10	2 10	645	46							
2 05	9 20	2 20	655	46							
2 15	9 30	2 30	665	46							
2 25	9 40	2 40	675	46							
2 35	9 50	2 50	685	46							
2 45	10 00	3 00	695	46							
2 55	10 10	3 10	705	46							
3 05	10 20	3 20	715	46							
3 15	10 30	3 30	725	46							
3 25	10 40	3 40	735	46							
3 35	10 50	3 50	745	46							
3 45	11 00	4 00	755	46							
3 55	11 10	4 10	7								

1	Cent. with Beaver Mend.	Catawissa, Quakake, and Elmira & Wmport Rwy's.	3	Cent. with Catausqua & Fogselsville Rwy.
2	East Pennsylvania Rwy		4	
3	North Pennsylvania Rwy		5	
4	Cent. W'ay of N. B.			
5	and Delvidere Delaware Rwy.			

WESTCHESTER & PHILADELPHIA RAILWAY



PHILADELPHIA, Philadelphia Co., Penn., between the Delaware and Schuylkill Rivers, six miles above their junction. It is the metropolis of the State, and the second city in the United States in point of size and population. For beauty and regularity it is unsurpassed; the Philadelphians have every reason to be proud of their city. The principal streets are Chestnut, Market, Walnut, Arch, Broad, and Front; these are all fine wide streets, containing the chief public buildings, wholesale and retail stores, and cross each other at right angles.

The principal places of amusement are, the new Opera House, situated on Broad street, Walnut and Arch street Theatres. Among the public buildings are, Independence Hall, of 4th July celebrity; the Custom House, a fine marble edifice of Doric architecture, on Chestnut street; the Merchants' Exchange, also of marble; the United States Mint; and Girard College, a noble institution, founded by Stephen Girard, and endowed by him with a bequest of \$2,000,000 for educational purposes. It is one of the finest specimens of architecture in the country, and with the various buildings and grounds connected with it, covers an area of forty-one acres. No wood is used in this building except for the floors, so that it is fire-proof. The principal hotels are, the St. Lawrence, a spacious hotel, capable of accommodating 800 persons,

and is situated on Chestnut street directly opposite the Academy of Fine Arts, Parkers' Gardens and Saloons, and in the vicinity of the theatres and places of amusement; Continental on Chestnut street; Franklin, United States, and Union Hotels. There is a United States Navy Yard on the banks of the Delaware, and a large military establishment on an island of the same river, which defends the city. Great attention is paid to education—the schools, both private and public, being numerous, and of a high character.

The manufactures of Philadelphia and surrounding districts are cotton and woollen goods, locomotives of superior speed and excellence, shoes, medicines, chemicals, &c. The domestic trade is large; and the most prominent article is wool.

The population of Philadelphia has rapidly increased of late years. In 1840 it was but 250,000; it is now about 600,000, more than doubling itself in the lapse of fifteen years.

A much frequented bathing resort for Philadelphians is Cape May, at the mouth of Delaware Bay, in New Jersey. During the summer months a daily line of steamboats communicates with Philadelphia. The accommodations for visitors at this fashionable watering-place are unsurpassed. Distance from Philadelphia, 94 miles. Fare, \$1 50.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILWAY.

SAMUEL M. FELTON, President and Superintendent, Philadelphia. ALFRED HONEST, Secretary and Treasurer, Philadelphia. [Aug. 19.
H. F. KENNEY, Master of Transportation; and GEORGE A. DADMON, General Ticket Agent, Philadelphia, Pa.]

Philadelphia to Baltimore. (Philadelphia Time.)

STATIONS.	Miles.	Fares.	Morn. Mail.	Exp. Mail.	Wilm. Acc.	Night Mail.	Wilm. Acc.
TRAINS LEAVE							
Philadelphia.....			A. M. 8 15	11 35	P. M. 4 15	10 50	
Gray's Ferry.....			8 25	11 45	4 25	11 00	
Bel Road.....		12	8 32	11 52	4 31	11 08	
Lazaretto.....	11	25	8 41	11 58	4 40	11 16	
Chesler.....	14	25	8 51	12 08	4 52	11 26	
Thurlows.....	16	25	8 57	12 12	5 00	11 32	
Linwood.....	18	25	9 02	12 15	5 10	11 37	
Claymont.....	20	30	9 07	12 18	5 18	11 42	
Bellevue.....	23	35	9 16	12 23	5 30	11 50	
Wilmington.	28	50	9 30	12 47	5 43	12 05	
N. C. Junction.....	32	70	9 44	12 50		12 14	
Newport.....	34	70	9 51	12 54		12 18	
Stanton.....	38	80	9 58	12 57		12 20	
Price's Woods.....	40	90	10 05	1 06		12 23	
Newark.....	46	1 30	10 11	1 11		12 44	
Iron Hill.....	52	1 60	10 20	1 18		12 53	
Northeast.....	55	1 70	10 36	1 32		1 07	
Charlestown.....	58	1 80	10 44	1 37		1 14	
Perryville.....	61	1 85	10 51	1 43		1 23	
Hayre de Grace.	62	1 85	11 01	1 53		1 28	
Aberdeen.....	67	2 10	11 28	2 05		1 32	
Newport.....	71	2 10	11 38	2 15		1 39	
Perryman's.....	74	2 25	11 40	2 20		1 41	
Edgewood.....	74	2 25	11 40	2 20		1 41	
Magnolia.....	70	2 50	12 03	2 47		1 41	
13 Mile Switch.....	81	2 50	12 13	2 53		1 41	
Stemmer's Run.....	89	2 85	12 25	3 03		1 41	
Back River.....	89	2 85	12 31	3 06		1 41	
Canton.....	93	3 00	12 39	3 14		1 41	
Baltimore.			12 54	3 29		1 41	
(Trains arrive.)							

Baltimore to Philadelphia.

(* Leave by Phila. Time, which is 6 minutes faster than Balt. Time.)

STATIONS.	Miles.	Fares.	Wilm. Acc.	Exp. Mail.	Morn. Mail.	Night Mail.	Wilm. Acc.
TRAINS LEAVE							
Baltimore.....			A. M. 8 30	10 21	P. M. 4 51	10 21	
Canton.....	8		8 51	10 36	5 06	10 36	
Back River.....	9	80	9 00	10 45	5 14	10 45	
Stemmer's Run.....	14		9 04	10 51	5 27	10 51	
13 Mile Switch.....	19		9 18	11 09	5 36	11 09	
Harwood.....	27		9 25	11 26	5 49	11 26	
Edgewood.....	31		9 38	11 32	5 58	11 32	
Perryman's.....	37		9 42	11 38	6 03	11 38	
Aberdeen.....	38		9 49	11 46	6 10	11 46	
Hayre de Grace.	37		10 03	12 01	6 20	12 01	
Perryville.....	39		10 17	12 16	6 30	12 16	
Charlestown.....	43		10 24	12 24	6 40	12 24	
Northeast.....	46		10 36	12 29	6 50	12 29	
Elkton.....	52		10 58	12 54	7 14	12 54	
Iron Hill.....	58		11 08	1 13	7 20	1 13	
Newark.....	64		11 13	1 19	7 33	1 19	
Price's Woods.....	66		11 17	1 21	7 38	1 21	
Stanton.....	66		11 21	1 25	7 43	1 25	
Newport.....	70		11 24	1 28	7 54	1 28	
Wilmington.....	75		11 38	1 42	8 03	1 42	
Back River.....	75		11 41	1 45	8 20	1 45	
Chesler.....	80		11 55	1 59	8 20	1 59	
Thurlows.....	83		12 11	2 05	8 34	2 05	
Chester.....	87		12 19	2 13	8 45	2 13	
Lazaretto.....	87		12 28	2 20	8 55	2 20	
Gray's Ferry.....	95		12 36	2 28	9 03	2 28	
Philadelphia.			12 54	2 54	9 21	2 54	
(Trains arrive.)							

Sunday Trains.—Leave Philadelphia at 10 50 P. M. Leave Baltimore at 5 16 P. M.

RAILWAY CONNECTIONS are railways diverging from Philadelphia and Baltimore, and Wilmington & Newcastle R'way at Wilmington (p. 114).

RENSSELAER & SARATOGA AND SAR. & WHITEHALL RAILWAYS.

RENSSELAER & SAR. R'way. } EDMUND SCHRIVER, Pres., Troy, N.Y. L. H. TUPPER, Supt., Troy, N.Y.
 SAR. & WHITEHALL R'way. } ROBERT MORRIS, Gen. Freight Agent, Troy.
 J. M. DAVISON, Pres. & Supt., Saratoga Springs, N. Y.
 J. H. STERNBERG, Gen. Ticket Agent, Saratoga Springs, N. Y. [April 29.]

Albany or Troy to Rutland.

Rutland to Albany or Troy.

Pas.			Acc. Pass.			Mile		STATIONS.			Mile		Mail.			Acc. Pass.		

BUFFALO, LOCKPORT, NIAGARA FALLS, SUSPENSION BRIDGE AND LEWISTON DIVISION OF NEW YORK CENTRAL RAILWAY.

ERASTUS CORNING, Pres., and CHAUNCEY VIBBARD, Gen. Supt., Albany. J. COLLAMER, Asst. Supt., Buffalo.

STANDARD OF TIME—*Albany time, which is 21 minutes faster than Buffalo time.*

	Sund.	De.& Chic.	L'k-port	Lond Acc.	De.& Chic.	L'k-port	Mls.	STATIONS.	Chic.&De.	Lock port.	Lew. Exp.	De.& Chic.	L'k-port.	Sund	
		P. M.	P. M.	P. M.	A. M.	A. M.		LEAVE	A. M.		P. M.	P. M.	P. M.		
		6 30	4 30	2 30	8 00	6 00		 Buffalo	8 00	9 40	2 15	6 25	9 00		
		6 40	4 40	2 40	8 10			 Ferry	8 50	9 30	2 05	6 15	8 50		
		6 45	4 45	2 45	8 15	6 15	4	 Black Rock	8 45	9 25	2 00	6 10	8 45		
		7 00	5 05	3 05	8 30	6 40	11	 Tonawanda	8 30	9 10	1 40	5 55	8 30		
		7 20		3 20	8 40		17	 La Salle	8 15		1 25	5 35			
		7 35		3 35	8 50		22	 Niagara Falls	8 00		1 10	5 20			
		7 45		3 45	9 00		24	Suspension Bridge	7 50		1 00	5 10			
							28	 Lewiston			12 00				
		5 20			6 55			 Hall's Station ..		8 50			8 10		
		5 40			7 15			Lockport Junction		8 35			7 55		
		5 50			7 30			Lockport....		8 25			7 45		
		P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE	A. M.		P. M.	P. M.	P. M.		
								LEAVE							

[May 6.

BATAVIA AND ATTICA BRANCH.—Leaves Attica 7 40 & 11 45 A. M., and 5 30 P. M. Leaves Batavia 8 20 A. M., and 12 45 & 6 45 P. M.

SYRACUSE BINGHAMTON & NEW YORK RAILWAY.

J. M. SCHERMEHORN, Pres., Homer, N. Y.
GEO. HAVEN, Supt., Syracuse, N. Y. [June 10.]

Syracuse to Bingham. | Bingham to Syr.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.
5 40	7 00		 Syracuse	80	10 20	7 50
6 00	7 20	7	 Jamesville	73	10 00	7 30
6 23	7 43	14	 Lafayette	66	9 37	7 07
6 39	7 53	19	 Apulia	61	9 22	6 50
6 44	8 06	21	 Tully	59	9 16	6 44
7 06	8 22	26	 Preble	54	9 00	6 25
7 35	8 40	33	 Homer	47	8 40	6 03
7 46	8 50	36	 Cortland	44	8 24	5 54
7 56	9 00	40	 Blodgett's Mills.	40	8 13	5 43
8 15	9 18	45	 State Bridge	34	7 58	5 24
8 28	9 32	50	 Marathon	30	7 42	5 12
8 49	9 50	57	 Lisle	23	7 22	4 53
8 55	9 57	59	 Whitney's Point.	21	7 16	4 46
9 24	10 25	69	 Chenango Forks.	11	6 48	4 19
9 59	11 00	80	 Binghamton	6	6 15	3 45
P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.

Through Fare, \$2 25. Way Fares, 3 cents per mile.

Connects at Syracuse with N. Y. Central Railway, p. 103, and Oswego & Syracuse Railway, p. 116.

At Binghamton, with N. Y. & Erie Railway, p. 51. Stages connect at Chenango Forks with all passenger trains, both ways, for Greene, Oxford, Norwich, and other places in the Chenango Valley.

CANANDAIGUA, BATAVIA & TONAWANDA DIV. OF N. Y. CENTRAL RAILWAY.

ERASTUS CORNING, Pres., Albany, N. Y.
J. COLLAMER, Asst. Supt., Buffalo, N. Y. [May 6.]

Westward Trains. | Eastward Trains.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.
4 15	5 20		 Canandaigua ¹	86	9 20	6 30
			 Gunn's Crossing.			
4 35	5 45	8	 East Bloomfield.	78	9 10	6 10
4 50	5 55	12	 Miller's Corner.	74	8 55	6 00
5 00	6 05	15	 West Bloomfield.	71	8 45	5 50
5 10	6 15	18	 Honeoye Falls.	68	8 35	5 40
5 25	6 40	25	 West Rush.	61	8 15	5 25
5 30	6 45	26	 G. V. R. R. June.	60	8 10	5 20
5 50	7 05	33	 Caledonia.	53	7 45	5 00
6 10	7 20	40	 Le Roy.	46	7 20	4 40
6 25	7 35	44	 Stafford.	42	7 05	4 25
6 40	8 AM	50	 Batavia ² lv	36	6 45	4 PM
	4 PM		 East Pembroke.	30		8 55
4 20	56		 Richville.	23		7 40
4 35	63		 Akron.	20		7 30
4 45	66		 Clarence Centre.	13		7 15
5 05	73		 Tonawanda ³ .			6 40
5 40	86		ARRIVE	LEAVE	A. M.	A. M.
P. M.	P. M.					

- 1 Con. with Elmira & Canandaigua R'way, p. 82.
- 2 " " Aub. & Canan. Br. of N. Y. Central, p. 109.
- 3 " " Main Line of N. Y. Central, p. 103.
- 4 " " Buff. & N. Falls Div. of N. Y. Cent., above.

CORNING & BLOSSBURG, AND TIOGA RAILWAYS.

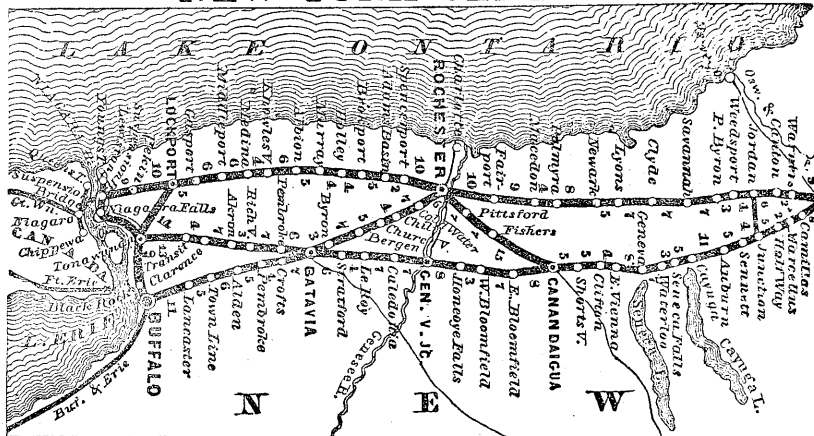
[April 17.]

C. & B. R'way.—JOHN MAGEE, Pres., Bath, N. Y. } L. H. SHATTUCK, Supt.,
Tioga " —J. W. RYESS, Pres., Philadel., Pa. } Corning, N. Y.

Train leaves Corning at 7 30 A. M., arrives at Blossburg 10 45 A. M. Returning—Leaves Blossburg at 1 15 P. M., arrives at Corning 4 30 P. M. Distance, 41 miles. Fare, \$1 25.

Connects at Corning with New York & Erie R'way (p. 82), and Buffalo, N. Y. & Erie (p. 83).

NEW YORK CENTRAL



THE NEW YORK CENTRAL RAILWAY, running the entire length and through the most populous part of the State, forms one of the great, oldest, and best managed links of communication between the East and the West.

It has two Eastern termini, one at Albany and the other at Troy, connecting at Schenectady, and running thence west through Utica, Rome, &c., to Syracuse, from which point there are two roads running to Rochester, known as the "Direct Road," viz: Port Byron, Lyons, &c., and the "Old Road," viz: Auburn, Cayuga, Geneva, Canandaigua, &c. From Rochester there are also two roads running West, one through Lockport, &c., to Niagara Falls; the other through Batavia, &c., to Buffalo. Also a branch commencing at Buffalo, and running along the banks of the Niagara River, through Tonawanda, and the village of Niagara Falls to Lewiston; and likewise a branch from Tonawanda to Lockport.

At either ALBANY or TROY, passengers for New York and intermediate places connect with the Hudson River Railway, Harlem Railway, or (during the season of navigation) with North River steamers. Passengers for Pittsfield, Springfield, Worcester, Boston, Hartford, New Haven, Providence, and intermediate places, connect with Western Railway and its connections. Passengers for Saratoga Springs, Rutland, Burlington, Montreal, and all places North, also connect by Railway from either Albany, Troy, or Schenectady.

Passengers for Sharon Springs leave the Central Railway at Palatine Bridge, and go from there by stage. Those for Cherry Valley, Cooperstown, and places South, leave at Fort Plain. Those for Trenton Falls leave at Utica, and go by Railway. Those for Watertown and places North connect with the Rome & W. Railway at Rome.

At SYRACUSE, the Central Railway connects with the S. & B. Railway, running to the Erie Railway at Binghamton. And with the O. & S. Railway, running north to Oswego.

At CANANDAIGUA with the E. C. & N. Falls Railway, running to the Erie Railway at Elmira.

At ROCHESTER with the B. N. Y. & E. Railway, running to the Erie Railway at Corning. And with steamers for all ports on Lake Ontario.

At BUFFALO with steamers on Lake Erie, (during the season of navigation). And with the Lake Shore Railway to Erie, Cleveland, Sandusky, Toledo, and thence to Chicago by Michigan Southern Railway.

At NIAGARA FALLS passengers connect with the Great Western Railway (Can.) to Detroit, and from thence to Chicago by Michigan Central Railway.

At LEWISTON, passengers connect (during the season of navigation) with steamers for Toronto and all ports on Lake Ontario.

NEW YORK CENTRAL RAILWAY.—Main Line.

For Map of this Line, see pages 106 & 107.

ERASTUS CORNING, Pres., Albany, N.Y. CHAUNCEY VIBBARD, Gen. Supt., Albany, N.Y. [May 6.

STANDARD OF TIME.—Clock in Depot at Albany, which is 21 minutes faster than Buffalo time.

Going West.—Albany to Buffalo.										STATIONS.		Going East.—Buffalo to Albany.							
Mail.	Acc.	Exp.	Exp.	Mail.	Exp.	Acc.	Mail.	M.				M.	Exp.	Exp.	Exp.	Mail.	Exp.	Ac.	Exp.
P. M.	P. M.	P. M.	Noon.	A. M.	A. M.	A. M.	A. M.	A. M.	LEAVE	ARRIVE	298	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
10 45	6 00		12 10	10 00	8 30	7 30			Albany.....	Albany.....		2 20	7 30	7 00	2 00	3 20	10 30		8 45
		5 00	11 50			7 10			Troy.....			2 30	7 40						9 00
		5 50	12 40			8 00			21 .. Schenectady...			1 40	6 50						8 10
11 25	6 40	5 55	12 45	10 45	9 10	8 05			17 .. Schenectady ..	281	1 40	6 50	6 20	1 15	2 40	9 45			8 10
	7 05			11 10		8 30			26 .. Hoffman's....	272			5 55	12 45		9 15			
	7 20			11 27	9 45	8 45			33 .. Amsterdam....	265		6 10	5 40	12 25		9 00			
	7 35			11 40		9 00			39 .. Tribes Hill....	259			5 25	12 10		8 40			
12 15	7 45	6 45		11 52	10 05	9 10			44 .. Fonda.....	254	12 45	5 50	5 15	12 10	1 45	8 30			7 20
	7 50			12 05		9 20			49 .. Yosts.....	249			5 00	11 45		8 20			
	8 00			12 10		9 25			52 .. Sprakers.....	246			4 55	11 35		8 10			
	8 05	7 05	1 55	12 15	10 25	9 32			55 .. Palatine Bridge..	243	12 20	5 30	4 45	11 25		8 05			7 00
	8 15			12 25	10 30	9 40			58 .. Fort Plain....	240		5 25	4 40	11 15		7 55			
12 55	8 30	7 25		12 40	10 45	9 50			64 .. St. Johnsville...	234	11 45	5 10	4 25	11 00	1 05	7 35			6 35
1 20	9 00	7 45	2 30	1 10	11 10	10 15			74 .. Little Falls....	224	11 25	4 50	4 05	10 30	12 45	7 10			6 15
	9 20			1 30	11 25	10 30			81 .. Herkimer.....	217		4 35	3 50	10 10		6 50			
	9 30			1 35		10 35			84 .. Ilion.....	214			3 45	10 05		6 45			
	9 35			1 45		10 40			86 .. Frankfort.....	212			3 40	10 00		6 40			
2 00	10 00	8 30	3 10	2 10	12 00	11 00			95 arr } Utica } lve	203	10 45	4 10	8 20	9 40	12 05	6 15			5 25
2 00	6 AM	8 30	3 35	2 40	12 00	11 00			lve } arr		10 45	4 10	8 20	9 40	12 05	A.M.			5 25
	6 20			2 50		11 10			99 .. Whitesboro'...	199			3 05	9 25					
	6 35			3 00		11 15			102 .. Oriskany.....	196			3 00	9 20					
2 25	7 10	9 00	4 00	3 20	12 30	11 30			110 .. Rome.....	188	10 20	3 40	2 40	8 55	11 30				4 55
	7 55			3 40		11 50			118 .. Verona.....	180			2 20	8 35					
2 50	8 15	9 30		3 50	1 00	12 00			122 .. Oneida.....	176		3 05	2 10	8 25	11 10				4 25
	8 35			4 00					125 .. Wampsville....	173			8 20						
	8 45			4 05	1 15	12 15			128 .. Canastota.....	170		2 55	1 55	8 10					
	9 00			4 15					131 .. Canaseraga....	167			8 00						
3 15	9 10	9 50	4 40	4 25	1 25	12 27			134 .. Chittenango...	164	9 33	2 40	1 35	7 55	10 50				4 05
	9 45			4 40		12 40			140 .. Manlius.....	158			1 20	7 35					
3 53	10 30	10 30	5 20	5 00	1 55	1 00	A.M.		143 arr } Syra- } lve	150	9 05	2 05	1 00	7 15	10 20	P.M.			3 35
4 00	A. M.	10 30	5 20	5 25	2 15	1 00			lve } cuse } arr		9 05	1 45	P.M.	A.M.	10 20	8 15			3 35
									145 .. Warner's....	141			1 15						
									157 .. Jordan.....	133			12 55						
									160 .. Weedsport.....	129			12 45						
4 50									173 .. Port Byron....	125	8 15								
									180 .. Savannah....	118			12 20						
									186 .. Clyde.....	112			12 05						
									195 .. Lyons.....	105	7 35	11 50							2 00
									199 .. Newark.....	99			11 36						
5 55									205 .. Palmyra.....	92			11 20						
									211 .. Macedon.....	87			11 05						
									219 .. Fairport.....	79			10 50						
6 20	Acc.								229 ar } Roches- } lv	69	6 30	10 30	8 30	P. M.	7 38	4 30			12 55
6 50	A.M.	2 00	7 55	10 15	5 30	5 25			lv } ter } ar		6 10	10 30		5 30	7 20				12 55
7 10	11 00	2 00	7 55	10 30	5 30				235 .. Cold Water....	63			10 19						
	11 20			10 45	5 45				239 .. Chili.....	59			10 00						
	11 30			10 55	5 54				244 .. Churchville....	54	5 40	9 52		4 50					
	11 40			11 05	6 02				246 .. Bergen.....	52		9 45		4 42					
	11 47			11 15	6 10				253 .. Byron.....	45		9 30		4 25	6 30				
8 15	12 05			11 35	6 25				261 .. Batavia.....	37	5 05	9 15		4 05	6 10				11 55
	12 25	3 40	9 00	11 55	6 45				273 .. Corfu.....	25				3 37					
	12 55			12 25	7 10				278 .. Alden.....	20				3 25					
	1 07			12 37					281 .. Wende.....	17				3 17					
	1 15			12 45					283 .. Town Line....	15				3 10					
	1 22			12 50					288 .. Lancaster....	10				2 57	5 20				
	1 32			1 02					298 .. Buffalo.....	2 00				2 30	5 00				
9 30	2 00	5 30	10 00	1 30	8 00				ARRIVE	LEAVE		4 00	8 00	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK CENTRAL RAILWAY.—Auburn and Canandaigua Branch.

ERASTUS CORNING, Pres., Albany, N. Y. H. W. CHITTENDEN, Asst. Supt., Syracuse, N. Y.

Syracuse to Rochester.

					STATIONS.		Rochester to Syracuse. [May 6.				
Sunday.	Mail.	Exp.	Mail.	Mls.			Mls.	Exp.	Exp.	Mail.	Sunday
A. M.	P. M.	P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.	P. M.	P. M.
4 30	5 25	1 00	6 00		...Syracuse...	104	8 45	1 00	10 00		10 00
4 40	5 47	1 18	6 22	8	...Camillus...	96	8 20	12 35	9 35		9 35
4 56	5 53	1 22	6 28	10	...Marcellus...	94	8 15	12 28	9 30		9 32
5 04	6 02		6 36	13	...Half Way...	91	8 05	12 18	9 20		9 24
5 12	6 12	1 40	6 46	17	...Skaneateles...	87	7 55	12 10	9 10		9 16
5 19	6 20		6 52	21	...Sennett...	83	7 45	12 00	9 00		9 09
5 30	6 35	2 05	7 05	26	...Auburn...	78	7 35	11 50	8 50		8 57
5 56	7 05	2 40	7 42	37	...Cayuga...	67	7 05	11 20	8 25		8 32
6 03	7 13	2 53	8 00	42	...Seneca Falls...	62	6 45	11 05	8 10		8 19
6 16	7 27	3 09	8 10	45	...Waterloo...	59	6 35	10 55	8 00		8 11
6 34	7 45	3 15	8 30	52	...Geneva...	52	6 15	10 40	7 45		7 55
6 46	8 00		8 42	56	...Oaks Corners...	48	6 02	10 23	7 30		7 43
6 54	8 10	3 35	8 55	60	...Phelps...	44	5 55	10 20	7 22		7 35
7 04	8 20	3 45	9 12	64	...Clifton...	40	5 45	10 10	7 10		7 25
7 14	8 30		9 25	69	...Shortsville...	35	5 35	10 00	7 00		7 15
7 30	8 50	4 15	9 45	75	...Canandaigua...	29	5 20	9 45	6 45		7 00
	9 17	4 35	10 05	85	...Victor...	19	4 50	9 20	6 20		
	9 30		10 15	89	...Fishers...	15	4 40	9 10	6 10		
	9 50	5 00	10 30	96	...Pittsford...	8	4 25	8 55	5 55		
	10 15	5 25	10 50	104	...Rochester...		4 00	8 30	5 30		
A. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE		A. M.	A. M.	P. M.	P. M.

ROCHESTER, LOCKPORT & NIAGARA FALLS DIVISION OF N. Y. CENTRAL RAILWAY.

ERASTUS CORNING, Pres., Albany.

J. COLLAMER, Asst. Supt., Buffalo.

Standard of Time—Clock at Rochester Depot.

[May 6.

Rochester to Niagara Falls.							STATIONS.		Niagara Falls to Rochester.						
Sun.	Exp.	Exp.	Acc.	Mail.	Acc.	Exp.	Mls.		Mls.	Exp.	Mail	Exp.	Acc.	Exp.	Sun.
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		LEAVE	ARRIVE						
7 10	7 55	5 30	11 00	7 10	5 15	2 00		...Rochester ¹ ...	77	6 20	10 20	5 20	7 25	8 50	12 50
							5	...Gates...	72			5 05			
7 40	8 20	5 57	11 30		5 55		10	...Spencerport...	67	5 55	9 50	4 52		8 20	6 47
7 47		6 05	11 37		6 05		13	...Adams' Basin...	64		9 42	4 45	6 55	8 10	6 40
8 00	8 35	6 15	11 50	7 47	6 20	2 50	17	...Brockport...	60	5 42	9 20	4 35	6 47	8 00	6 30
8 10		6 25	12 00		6 35		21	...Holley...	56		9 20	4 25		7 50	6 20
8 20		6 35	12 15		6 47		25	...Murray...	52		9 10	4 15	6 35	7 40	6 10
8 35	9 00	6 47	12 30	8 10	7 05	3 25	31	...Albion...	46	5 22	8 55	4 00	6 27	7 20	6 00
8 50		7 00	12 45		7 25		36	...Knowlesville...	41		8 45	3 50		7 00	5 45
9 00	9 15	7 10	1 00	8 30	7 40	3 50	40	...Medina...	37	5 00	8 30	3 35	6 05	6 45	11 40
9 15		7 20	1 10		7 55		45	...Middleport...	32		8 20	3 25		6 30	5 20
9 25		7 30	1 20		8 10		50	...Gasport...	27		8 10	3 15		6 15	5 10
9 40	9 45	7 45	1 30	9 00	8 25	4 35	56	...Lockport...	21	4 35	7 55	3 00	5 40	6 00	11 12
9 50	9 55	7 55	1 40		8 35		59	...Lockport Junction...	18		7 40	2 45		5 50	4 45
10 10		8 10	1 55		8 55		66	...Pekin...	11		7 20	2 30		5 30	4 30
10 25	10 25	8 30	2 15	9 40	9 15	5 30	75	Suspens'n Bridge ²	2	4 00	7 00	2 15	5 00	5 10	4 15
10 45	10 35	8 45	2 30	9 55	9 30	5 45	77	Niagara Falls ²		3 35	6 45	2 00	4 35	5 00	10 20
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE	LEAVE						

* Sunday Train. ¹ Connects with the Buffalo, New York & Erie Railway (p. 89), and New York Central Railway (p. 105). ² Connects with Buffalo, Niagara Falls & Lewiston Railway (p. 105).

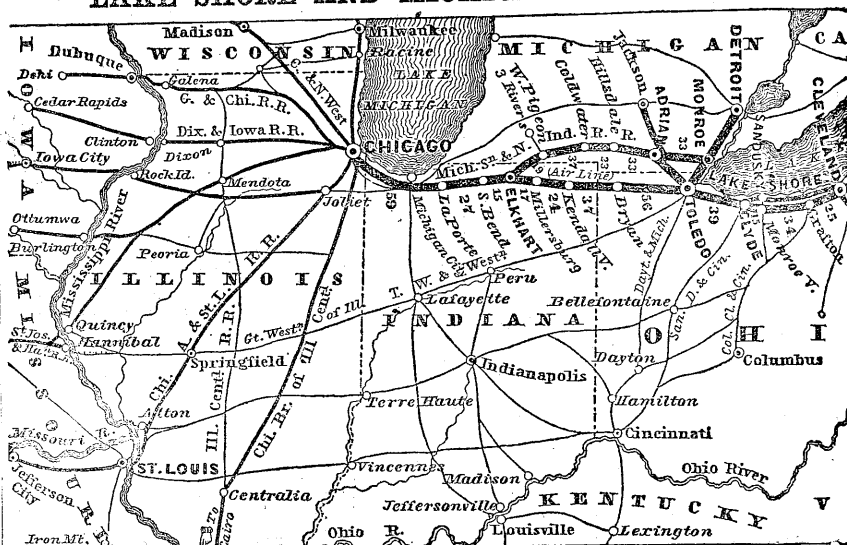
ROCHESTER & CHARLOTTE RAILWAY.—Trains leave Rochester for Charlotte at 8 30 A. M., and 2 15, 5 30 & 8 00 P. M. Returning, leave Charlotte at 9 30 A. M., and 3 45, 6 05 & 8 35 P. M. Dist., 6 miles.

OFFICERS OF THE NEW YORK CENTRAL RAILWAY.

President—ERASTUS CORNING, Albany, N. Y. Gen. Superintendent—CHAUNCEY VIBBER, Albany, N. Y.

Assistant Superintendents—JULIUS A. SPENCER, Gen. Supt's Office, Albany. EZRA FOSTER, Jr., Albany & Schen. Div., Albany. THOS. WALLACE, Troy & Schen. Div., Troy. ZENAS C. PRIEST, Schen. & Syr. Div., Utica. H. W. CHITTENDEN, Syr. & Roch. Div., Syracuse. J. COLLAMER, Roch., B. & N. F. Div., Roch.

LAKE SHORE AND MICHIGAN SOUTHERN



The Lake Shore and Michigan Southern Railway Line commences at Buffalo, passes along the south shore of Lake Erie, through Dunkirk, Erie, Cleveland, and Toledo, terminating at Chicago—a distance of 538 miles. This great thoroughfare was opened for business in the summer of 1852, and was the first line of railway in successful operation, connecting the Atlantic Cities with the Great West. In all of its appointments it stands unequalled, and has ever been regarded by the traveling public as the favorite route between the East and the West.

At *Buffalo*, trains upon this line connect in Union Depot with trains of the New York Central Railway, thus forming a direct and desirable route between Niagara Falls, Rochester, Syracuse, Rome, Utica, Schenectady, Albany, Troy, Saratoga, New York, Boston, the New England States, and all points West. A connection is also made at Buffalo with the Buffalo, New York & Erie Railway for Hornells-ville, Corning, New York, Boston, and intermediate points.

At *Niagara Falls*, passengers make a direct connection, morning and evening, with trains of this Line.

Passengers via River St. Lawrence and Lake Ontario steamers take New York Central cars at Lewis-ton, and thence to Buffalo.

At *Dunkirk*, passengers from New York, Boston, and intermediate points via New York & Erie Railway, connect in Union Depot with trains of this line.

At *Cleveland*, passengers for the South and South-west connect in Union Depot with trains of the Cleveland, Columbus & Cincinnati Railway, and Sandusky, Dayton & Cincinnati Railway; also with Cleveland & Pittsburg Railway, for all points in Pennsylvania.

At *Monroeville*, with Sandusky, Mansfield & Newark Railway, for Mount Vernon, Newark, Zanes-ville, Wheeling, &c.

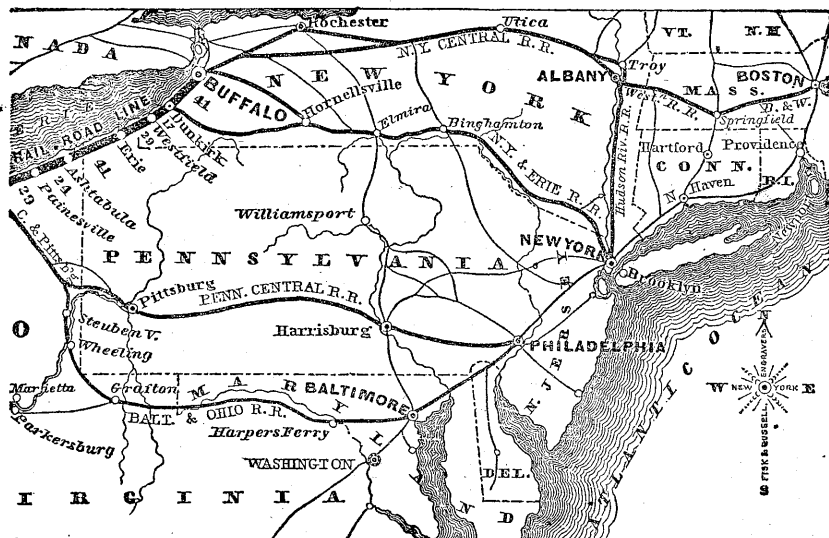
At *Toledo*, trains connect in Union Depot with Toledo, Wabash & Western Railway, for Fort Wayne, La Fayette, Danville, Springfield, and the South-west; also with Express Trains for Detroit and Jackson.

At *Chicago*, trains are arranged so as to connect, morning and evening, with all the various lines from and to the West, North, and South.

Baggage checked through between the principal points East and West.

LUXURIOUS SLEEPING CARS accompany all night trains, securing to the traveler a comfortable Bed, wherever night overtakes him.

Still another great improvement—*Salisbury's Patent Petticoat Duster*, are in use on all Day Trains over this Line—removing entirely the greatest inconvenience of Summer traveling—*Dust*!



EASTWARD.

 The 7 00 a.m. Train from Chicago will run daily except *Sundays*.—The 7 30 p. m. daily except Saturdays. Sunday Evening Train at 7 30 p. m.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY LINE.

Buffalo & Erie Railway.—GEO. PALMER, Pres., and R. N. BROWN, Supt., Buffalo, N. Y.
Cleveland & Erie Railway.—A. STONE, Jr., Pres., and H. NOTTINGHAM, Supt., Cleveland, O.
Cleveland & Toledo Railway.—JOHN GARDINER, Pres., and L. D. RUCKER, Supt., Cleveland, O.
Mich. So. & Nor. Ind. R'wy.—E. M. GILBERT, Pres., Utica, N. Y. JNO. D. CAMPBELL, Supt., Toledo, O.

Trains between Buffalo and Erie are run by Buffalo Time; between Erie and Toledo by Columbus Time; and between Toledo and Chicago by Chicago Time. (See Time Indicator, p. 80.)

Westward Trains.						Eastward Trains. [Aug. 19.]									
Express Mail.	Day Express.	Express Freight & Eng't.	Night Express.	Accommodat'n Trains.	Dist. from Buffalo.	STATIONS.		Dist. from Chic.	Light'n'g Express.	Night Express.	Cincinnati Express.	Accommodat'n Trains.	Express Mail.		
A.M.	A.M.	A.M.	P.M.	P.M.		Leave	Arrive		A.M.	P.M.	P.M.	A.M.			
6 30	9 30	10 15	10 00	4 00		 Buffalo.	538		8 20	4 25	10 25	9 05			
7 02	10 02	11 35	10 30	4 45	15	 18 Mile Creek.	523		2 50	3 51	9 44	8 28			
7 15	10 14	12 05	10 41	5 00	21	 Evans' Centre.	517		2 38	3 40	9 32	8 15			
7 33	10 20	12 10	10 55	5 22	29	 Irving.	509		2 26	3 26	9 18	7 52			
7 45	10 42	12 55	11 07	5 35	31	 Silver Creek.	501		2 20	3 20	9 12	7 45			
8 10	11 20	1 45	11 45	6 00	40	Dunkirk.	498		2 00	3 00	8 50	7 30			
8 30	11 38	2 30	12 04	6 25	43	 Saten.	490		1 36	2 39	8 32	6 55			
8 55	11 58	3 30	12 26	6 55	57	 Westfield.	481		1 20	2 22	8 16	6 30			
9 15	12 15	4 30	12 46	P.M.	65	 Quincy.	473		1 02	2 06	8 00	A.M.			
10 10	1 05	30	1 23		88	arr [ve] Erie. {	460	arr	12 34	1 30	7 30				
10 41	1 26	9 45	1 15			 Erle.	450		12 10	12 44	7 05				
11 12	1 54	10 10	2 15	6 00	103	 Girard.	435		11 42	12 16	6 37	P.M.			
11 33	2 09	11 04	2 30	6 22	115	 Cincinnati.	423		11 17	11 48	6 12	7 55			
11 47	2 24	12 06	2 45	6 37	123	 Kingsville.	415		11 04	11 33	6 00	7 17			
12 06	2 43	12 55	3 03	7 04	138	 Ashland.	408		10 53	11 21	5 49	7 01			
12 13	2 50	1 13	3 10	7 15	141	 Geneva.	400		10 30	10 50	5 29	6 37			
12 19	2 55	1 33	3 14	7 23	143	 Unionville.	397		10 25	10 52	5 24	6 23			
12 44	3 30	2 35	3 59	7 53	155	 Madison.	395		10 21	10 48	5 21	6 22			
1 3	3 41	3 20	4 17	8 45	165	 Painesville.	384		10 01	10 26	5 02	5 44			
1 23	3 59	4 30	4 17	8 45	174	 Willoughby.	375		9 38	10 12	4 39	5 26			
1 45	4 20	5 10	4 33	9 10	183	arr [ve] Cleveland. {	355	arr	9 00	9 23	4 05	4 55			
2 30	4 45	5 50	5 00		196	 Berea.	342		8 45	9 10	3 25	P.M.			
2 55	5 08	11 10	5 35		203	 Grignon.	332		8 15	8 40	2 48				
3 03	5 45	11 55	6 17		216	 Oberlin.	322		7 55	8 01	2 30				
3 21	6 08	11 55	6 17		221	 Camden.	317		7 26	7 51	1 48				
3 33	6 16	12 25	6 25		226	 Wakarusa.	312		7 17	7 42	1 37				
3 45	6 27	12 55	6 35		238	 Norwalk.	300		6 58	7 20	1 10				
4 15	6 33	2 05	6 45		242	Monroeville.	296		6 45	7 08	12 49				
4 26	7 03	2 35	7 08		250	 Bellevue.	288		6 31	6 51	12 36				
4 43	7 19	3 25	7 24		257	 Clyde.	281		6 16	6 36	12 23				
5 01	7 35	4 10	7 40		265	 Fremont.	273		5 59	6 18	12 04				
5 23	7 55	5 00	8 00		273	 Elmora.	260		5 24	5 52	11 33				
6 40	9 55	7 35	9 00	9 05	293	arr [ve] Toledo. {	243	arr	5 00	5 15	10 50				
P.M.	9 00	10 00	9 00		304	 Springfield.	234		4 30	4 30	A.M.	4 15			
					319	 Delta.	219								
					327	 Wadsworth.	211								
					335	 Archibald.	203								
					341	 Stryker.	197								
					349	 Bryan.	189								
					359	 Edgerton.	179								
					372	 Waterloo.	165								
					383	 Rome.	147								
					391	 Ligonier.	135								
					403	 Goshen.	121								
					417	 Sylvania.	233								
					429	 Polk.	216								
					327	 Adrian.	211								
					344	 Hudson.	194								
					360	 Hillsdale.	178								
					365	 Jonesville.	173								
					383	 Coldwater.	155								
					400	 Burr Oak.	138								
					417	 Sturgis.	131								
					418	 White Pigeon.	120								
					429	 Bristol.	109								
					437	 Elkhart.	101								
					443	 Mishawaka.	90								
					452	 South Bend.	86								
					455	 La Porte.	73								
					479	 Calumet.	59								
					497	 Chicago Junction.	41								
					538	Chicago.									
						Arrive	Leave								
							</								

GREAT WESTERN (CANADA) RAILWAY.

C. J. BRYDGES, Managing Director, Hamilton, Can.

JULIUS MOVIUS, Gen. Agent, Buffalo, N. Y.

TRAINS ARE RUN BY HAMILTON TIME, which is 30 minutes slower than N. Y. Central. [June 3.]

Toronto Branch.—Trains leave Hamilton for Waterdown, Wellington Square, Bronte, Oakville, Port Credit, Mimico and Toronto at 7 10 & 9 30 A. M., and 2 05 & 6 20 P. M.

Returning, trains leave Toronto for Hamilton at 7 25 & 9 35 A. M., and 4 20 & 7 00 P. M.
Distance, 39 miles.

* **Guelph Branch.**—Trains leave Harrisburg for Brantford, Galt, Preston, Hespeler and Guelph at 7 30 and 10 10 A. M. Returning, leave Guelph at 7 20 A. M. and 3 40 P. M. Distance, 27 1/2 mls.

† **Sarnia Branch.**—A train leaves London for Sarnia at 2 35 P. M. Returning, leaves Sarnia at 7 15 A. M. Distance, 61 miles.

At Windsor, passengers cross the ferry to Detroit, directly opposite, and take the cars for Western cities.

Niagara Falls to Windsor.

Windsor to Niagara Falls.

Exp.				STATIONS.				Acc.			
P. M.	P. M.	A. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
10 15	4 20	9 30	7 00	Niag. Falls, S.B.	229	11 55	4 10	5 00	3 10		
	4 39	9 48	7 20	9 Thorold	220	11 27	8 45	7 35			
10 38	4 47	9 53	7 23	11 St. Catharines	218	11 18	8 42	7 30	2 35		
	5 06		8 17	31 Ontario	197	10 25		6 45			
11 45	6 15	11 00	8 57	43 Hamilton	186	10 00	2 40	6 20	1 35		
	6 40	11 20	9 20	45 Dundas	180	9 25	2 00	5 40			
	7 04		9 45	55 Copetown	174	9 05		5 24			
1 03	7 23	10 05	10 05	62 Harrisburg	166	8 47		5 04			
	7 50	12 18	10 30	72 Paris	157	8 23	1 03	4 40	12 05		
	8 11		10 52	79 Princeton	150	8 06		4 23			
1 49	8 44	1 04	11 25	91 Woodstock	138	7 55	12 19	3 52			
2 10	9 02	1 23	11 53	100 Ingersoll	129	7 09	11 58	3 28			
	9 33		12 21	110 Dorchester	119	6 44		3 05			
2 57	10 00	2 25	12 45	119 London	110	6 20	11 18	2 40	10 30		
		2 50		129 Komoka†	93						
		3 45		155 Newbury	78		10 07				
		3 53		160 Bothwell	65		9 58				
5 27	4 42			183 Chatham	45		9 13		8 27		
6 45	6 05			229 Windsor			7 45		7 00		
A. M.	P. M.	P. M.	P. M.	ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.		

Through Fare, \$7 00. Way Fares, about 3 cents per mile.

DETROIT & MILWAUKEE RAILWAY.

C. J. BRYDGES, President, Hamilton, C. W.

W. K. MUIR, Gen. Supt., Detroit.

JULIUS MOVIUS, Gen. Agent, Buffalo, N. Y.

TRAINS ARE RUN BY DETROIT TIME, which is 20 minutes faster than Milwaukee time. [June 3.]

CONNECTIONS WITH STEAMERS AND TRAINS.

At *Milwaukee*, with the Mississippi, Lacrosse, Chicago, Wauertown, and Horicon R'ways for Racine, Kenosha, Beloit, Dubuque, Madison, Prairie du Chien, Lacrosse, Winona, St. Paul, and all points on the Mississippi River.

At *Detroit*, with the Great Western Railway of Canada, for Sus. Bridge, Buffalo, &c.; and with Michigan Central and Michigan Southern Railways.

AMBOY & LANSING RAILWAY.

A train leaves Owosso for Bath at 2 35 P. M., connecting there with stages for Lansing.

Returning, leaves Bath on arrival of stages leaving Lansing at 10 00 A. M.

Connects at Owosso with Detroit & Milwaukee Railway.

Detroit to Milwaukee.

Milwaukee to Detroit.

Mxd				STATIONS.				Mxd			
P. M.	P. M.	A. M.	A. M.	LEAVE	ARRIVE	P. M.	P. M.	A. M.	A. M.		
3 15	7 30	7 45	5 30	 Detroit	186	7 25	6 20	7 15	9 45		
3 35	7 50	8 00	5 50	3 D., M. & T. Junc.	188	7 00	6 05	7 00	9 25		
4 10	8 15	8 23	6 30	13 Royal Oak	173	6 20	5 40	6 35	8 55		
4 35	8 30	8 38	7 00	18 Birmingham	168	5 50	5 25	6 20	8 30		
5 05	8 50	9 00	7 40	26 Pontiac	160	5 00	5 05	6 00	7 40		
5 50	9 15	9 25	8 15	35 Clarkston	151	4 07	4 40		7 10		
6 45	9 50	10 00	9 15	47 Holly	139	2 57	4 12	5 00	6 35		
7 05		10 12	9 35	51 Fentonville	135	2 20	4 00		6 20		
	10 15	10 25	10 05	55 Linden	131	1 55	3 25	4 35	A. M.		
		10 43	10 40	63 Gaines	124	1 15					
	11 10	11 22	11 45	75 Corunna	111	12 20	2 50	3 40			
	11 35	11 45	12 15	79 Owosso	108	12 00	2 40	3 30			
	12 30	12 32	1 50	98 St. Johns	88	10 15	1 45	2 38			
	1 20	1 25	3 20	118 Muir and Lyons	69	8 40	12 53	1 48			
	1 35	1 38	3 50	124 Ionia	62	7 55	12 40	1 32			
A. M.	2 07	2 10	5 05	139 Lowell	47	6 45	12 05	1 00	P. M.		
8 45	2 50	2 50	6 25	157 Grand Rapids	29	5 30	11 20	12 20	8 30		
9 25		3 11		167 Berlin	20		10 58		7 45		
11 00	3 55	3 54		186 Mill Point	0		10 10	11 10	6 15		
11 30	4 05	4 05		271 Grand Haven (Steamer)			10 00	11 00	6 00		
	10 30	10 30		 Milwaukee			4 00	4 00			
A. M.	A. M.	P. M.	P. M.	ARRIVE LEAVE		A. M.	A. M.	P. M.	P. M.		

No Sunday Trains.

Way Fares, 3 cents per mile.

**DELAWARE, NEWCASTLE & FRENCHTOWN,
and NEWCASTLE & WILMINGTON R'WAYS.**

S. M. HARRINGTON, Pres., Dover, Del.
E. Q. SEWALL, JR., Supt. Del. R'way, Wilmington.
N. & W. R. R.—A. C. GRAY, Pres., Newcastle, Del.

Pas.	Pass.	M.	STATIONS.	M.	Pass.	Pas.
P. M.	A. M.		LEAVE ARRIVE	P. M.	P. M.	
4 15	8 15		Philadelphia	12 55	9 21	
5 50	9 35		Wilmington	11 18	7 40	
6 15	10 00	7	New Castle	11 00	7 20	
6 30	10 15	12	Bear	86	10 40	7 00
6 45	10 30	17	St. George's	81	10 30	6 45
7 15	11 00	26	Middletown	72	10 05	6 25
7 25	11 10	30	Townsend	65	9 49	6 05
7 45	11 30	38	Smyna	60	9 29	5 45
8 10	12 00	49	Dover	49	9 05	5 20
	12 05	52	Camden	46		5 00
	12 20	57	Canterbury	41	4 45	
	12 25	59	Felton	39	4 40	
	12 40		Harrington	4	4 25	
	1 10		Milford		4 00	
	1 00	69	Farmington	29		4 10
	1 40	77	Bridgeville	21		3 30
	2 15	85	Seaford	13		3 00
	2 45	91	Laurel	7		2 25
	3 05	93	Delmar	0		2 00
	3 25		Salisbury			1 40
P. M.	P. M.		ARRIVE LEAVE	A. M.	P. M.	

Way Fares, about 3½ cents per mile.

- 1 Connects with Phila., Wilmington & Balt. Railway.
2 Steamboats to Philadelphia and Cape May.

CAMDEN & ATLANTIC RAILWAY.

JOHN BRODHEAD, President, Philadelphia, Penn.
G. W. N. CUSTIS, Gen. Supt., Camden, N. J.
ROBERT FRAZER, Sec. & Treas., " [April 1.

Phila. to Atlantic.			Atlantic to Phila.		
Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc. Mail.
P. M.	A. M.		LEAVE ARRIVE	P. M.	P. M.
3 45	7 30		Philadelphia (Steam Ferry to)	61	9 30
			Cooper's Point		
4 00	7 45	1	Haddonfield	60	9 13
4 28	8 05	8	Ashland	53	8 51
4 41	8 15	11	White Horse	50	8 36
4 51	8 23	13	Long-a-Coming	48	8 23
5 11	8 36	18	Jackson	43	8 07
5 28	8 46	21	Waterford	40	7 52
5 47	8 57	24	Spring Garden	37	7 38
5 55	9 03	26	Hammondtown	35	7 26
6 24	9 20	31	Weymouth	30	6 58
6 54	9 40	38	Egg Harbor	23	6 28
7 12	9 52	42	Absecon	19	6 05
7 52	10 28	53	Atlantic	7	5 20
	10 50	61			3 20
P. M.	A. M.		ARRIVE LEAVE	A. M.	P. M.

Through fare, \$1.80; Way fares, about 3 cts. per mile.

- 1 Stage daily to Tuckerton, Manahawkin, Barney-gatt, Wiretown, Forked River, Cedar Creek, &c.
2 Stage daily to May's Landing and Tuckahoe: tri-weekly to Cape May and Court-house.
3 Stage daily to Lead's Point, Somers Point, Bees-ley's Point, English's Creek, &c.

CUMBERLAND VALLEY RAILWAY.

FRED. A. WATTS, President, Carlisle, Pa.
O. N. LULL, Supt., Chambersburg, Pa. [Dec. 3.

Trains Leave.				Trains Arrive.			
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.	
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.	
1 25	8 30		Chambersburg	52	11 00	4 35	
1 35	8 40	5	Scotland	47	10 50	4 23	
1 57	9 00	11	Shippensburg	41	10 33	4 05	
2 12	9 17	18	Oakville	34	10 12	3 44	
2 30	9 32	22	Newville	30	10 02	3 34	
2 41	9 47	27	Altertown	25	9 47	3 20	
2 48	9 54		Good Hope		9 37	3 11	
3 10	10 10	34	Carlisle	28	9 27	3 00	
3 18	10 20		Middlesex		9 04	2 37	
3 28	10 28	41	Kingston	1	8 55	2 23	
3 42	10 42	44	Mechanicsburg	5	8 47	2 20	
3 48	10 50	47	Shiremanstown	8	8 30	2 05	
4 00	11 03	51	Bridgeport	1	8 18	1 55	
4 10	11 15	52	Harrisburg		8 05	1 40	
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	

Through Fare, \$1.65. Way Fares, 3 cents per mile.

HACKENSACK & NEW YORK RAILWAY.

C. G. ACKERSON, President.

Trains leave Jersey City for Bergen, Secaucus, Erie Junction, Carlstadt, Woodbridge, Polifay, Lodi Branch and Hackensack at 9 35 A. M., and 4 35 & 6 45 P. M. Returning, leave Hackensack at 6 45 & 7 50 A. M., and 1 30 & 5 35 P. M.

Connects with stages for New Milford, Old Bridge and New Bridge.

**PHILADELPHIA, GERMANTOWN AND
NORRISTOWN RAILWAY.**

EDWARD C. DALE, Pres.; H. K. SMITH, Gen. Supt.;
E. STEARNS, Gen. Freight Agent; and JOHN B.
PEDDLE, Gen. Ticket Agent, Phila. [Nov. 12.

Germanstown Trains.—Leave Phila. (via Germ. Branch R'way) at 6, 7, 8, 9, 10, 11 & 12 A. M., and 1, 2, 3, 3 30, 4, 5, 5 30, 6, 7, 8, 9, 10 15 & 11 30 P. M. Re-turning, leave Germanstown at 6, 7, 7 30, 8, 8 30, 9, 10, 11 & 12 A. M., and 1, 2, 3, 4, 5, 6, 6 30, 7, 8, 9 & 10 P. M.
On Sundays, trains leave Phila. at 9 05 A. M., and 2, 7 & 10 30 P. M. Leave Germanstown for Phila. at 8 10 A. M., and 1 10, 6 & 9 30 P. M.
Distance, 7 mls. Time, 30 minutes. Fare, 10 cts.

Chestnut Hill Trains.—Leave Phila. (via Germ. & C. H. Branch) at 6, 8, 10 & 12 A. M., and 2, 4, 6, 8 & 10 15 P. M. Sundays at 9 05 A. M., and 2 & 7 P. M.
Returning, leave Chestnut Hill at 7 10, 7 35, 8 40, 9 40 & 11 40 A. M., and 1 40, 3 40, 6 10 & 8 40 P. M.
Sundays at 7 50 A. M., and 12 50, 5 40 & 9 10 P. M.
Distance, 10½ mls. Time, 50 minutes. Fare, 15 cts.

Norristown Trains.—Leave Philadelphia (via Germ. & Nor. R'way) at 5 50, 7 30, 9 05 & 11 05 A. M., and 1 05, 3 05, 4 30, 5 55 & 11 15 P. M. Returning, leave Norristown at 6, 7, 8 05, 9 & 11 A. M., and 1 30, 4 30 & 6 00 P. M. Fare to Norristown, 35 cents.
On Sundays, trains leave Phila. at 9 A. M. and 3 P. M. Leave Norristown at 7 15 A. M. and 5 P. M.

LACKAWANNA & BLOOMSBURG RAILWAY.C. F. WELLS, Jr., Pres., and J. P. ILSLEY, Supt.,
Kingston, Pa. [April 22.]

Read down.			Read up.		
Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass. Pass.
P. M.	A. M.		LEAVE ARRIVE	A. M.	P. M.
4 40	6 15		Scranton 1	80	9 15 8 05
4 52	6 27	3	Taylorville	77	9 03 7 53
5 04	6 39	6	Lackawanna	74	8 51 7 41
5 15	6 50	9	Pittston	71	8 40 7 30
5 20	6 55	10	West Pittston	70	8 35 7 25
5 27	7 02	13	Wyoming	67	8 25 7 15
5 40	7 15	17	arr Kings- lve	63	8 15 7 05
7 20			lve ion larr		
7 28	20		Plymouth	60	7 00
7 40	25		Nanticoke	55	6 52
7 47	27		Hunlock's Creek	53	6 40
8 01	33		Shick's Ferry	47	6 33
8 16	37		Hick's Ferry	43	6 10
8 22	41		Beach Haven	39	6 04
8 30	43		Berwick	37	5 58
8 40	45		Willow Grove	32	5 50
8 43	50		Line Ridge	30	5 39
9 08	56		Bloomsburg	24	5 15
9 10	53		... 2	22	5 03
9 17	60		Catawissa Bridge	20	5 00
9 45	63		... 2	12	4 30
9 55	71		Chulasky	9	4 15
10 20	80		Northumberland	4	3 50
P. M.	A. M.		ARRIVE LEAVE	A. M.	P. M.

Fares, about 8 cents per mile.

An Additional Train leaves Scranton at 10 45 A. M., arriving at Northumberland at 8 55 P. M.

Returning, train leaves Northumberland 4 00 A. M.

1 Connects with Del. Lackawanna & Western R'way.

2 Connects with Catawissa Railway.

3 Con. with Phila. & Erie, and Nor. Cent'l Railways.

DELAWARE & HUDSON RAILWAY.

C. P. WURTS, Supt., Carbondale, Pa. [Jan. 9.]

Trains leave Scranton for Providence and Carbondale at 9 47 A. M. and 4 25 P. M. Returning, leave Carbondale for Scranton at 7 45 A. M. and 2 30 P. M.

Distance, 16 miles. Fare, 84 cents per mile.

Connects at Scranton with Del., Lackawanna & Western, and Lackawanna & Bloomsburg Railways.

MAUCH CHUNK & SUMMIT HILL R'WAY.J. S. LINE, Proprietor, and S. M. LINE, Conductor,
Mauch Chunk, Pa.

Trains leave Mauch Chunk at 8 15 A. M. and 1 15 & 4 30 P. M. Returning, leave Summit Hill at 10 A. M., and 3 & 6 P. M. Distance, 8 miles. Fare, 25 cents.

LEHIGH & SUSQUEHANNA RAILWAY.

STEPHEN BOLLES, Supt. [Mar. 26.]

From Wilkesbarre to White Haven (20 miles), connecting with the Beaver Meadow and Lehigh Valley R'ways; also Central R'way of N. Jersey for N. York, and North Pennsylvania Railway for Philadelphia.

Leave Wilkesbarre for New York and Philadelphia at 6 00 A. M. Leave New York at 8 00 A. M., and Philadelphia at 9 30 A. M. for Wilkesbarre.

BELVIDERE, DEL. & FLEMINGTON R'WAYS.CHARLES SITGREAVE, Pres., Phillipsburg, N. J.
A. WELCH, Supt., Lambertville, N. J. [May 20.]

Phila. to Belvidere.			Belvidere to Phila.		
Pas.	Pass.	Mls.	STATIONS.	Mls.	Pas. Pass.
P. M.	A. M.		LEAVE ARRIVE	A. M.	P. M.
4 30	7 10		Philadelph. 1	94	11 00 6 50
5 45	8 25	30	Trenton Station	64	9 15 5 20
5 49	8 32		C. & A. Junction 1		9 11 5 22
6 00	8 43	33	Asylum	60	9 00 5 11
6 06	8 52	35	Ewing	59	8 52 5 03
6 20	9 06	40	Titusville	54	8 39 4 48
6 38	9 20	45	Lambertville	49	8 27 4 35
6 40	9 22	46	Flemington June	11	8 19 4 28
7 30	10 20	57	Flemington		7 29 3 35
6 46	9 25	49	Center Bridge	45	8 18 4 21
6 48	9 29	50	Prallsville	44	8 11 4 19
6 54	9 35	52	Bull's Island	42	8 05 4 12
7 04	9 45	55	Tumble	39	7 56 4 02
7 14	9 56	61	Frenchtown	33	7 46 3 51
7 22	10 04	64	Milford	30	7 38 3 43
7 30	10 12	67	Holland	27	7 30 3 35
7 39	10 21	71	Riegelsville	23	7 23 3 28
7 49	10 31	74	Carpenterville	20	7 18 3 18
7 53	10 35	76	Warren	18	7 09 3 14
7 57	10 39	78	Greenwich	16	7 05 3 10
8 05	10 48	80	Phillipsburg 2	14	7 00 3 05
8 23	11 04	86	Martin's Creek	8	6 37 2 45
8 40	11 20	90	Roxburg	4	
P. M.	A. M.		ARRIVE LEAVE	A. M.	P. M.

Through fare, \$1 80. Way fares, about 2 cts. per mile.

1 Connects with Camden & Amboy Railway.

2 Connects with Central Railway of New Jersey.

3 Connects with Lehigh Valley Railway.

PITTSBURG & CONNELLSVILLE RAILWAY.

B. H. LATROBE, Pres., Baltimore, Md.

H. BLACKSTONE, Supt., Connellsville, Pa. [Nov. 26.]

Mail.	Exp.	Mls.	STATIONS.	Mls.	Mail. Exp.
P. M.	A. M.		LEAVE ARRIVE	A. M.	P. M.
1 30	6 00		Connellsville 1	60	10 00 7 50
1 37	6 10	2	Broad Ford Siding	58	9 45 7 40
1 45	6 18	5	Dawson's	55	9 33 7 30
2 05	6 30	8	Miltenberger	52	9 20 7 17
2 18	6 35	12	Layton's	48	9 07 7 00
2 45	7 35	20	Port Royal	40	8 50 6 30
3 03	8 05	25	West Newton	35	8 19 6 15
3 10	8 12	29	Suter's	30	7 50 5 58
3 20	8 25	31	Bucna Vista	27	7 43 5 49
3 27	8 34	33	Guffey's	25	7 37 5 42
3 33	8 46	35	Alpsville	23	7 23 5 34
3 33	9 00	38	El Rods	22	7 10 5 16
4 10	9 15	49	McKersport	17	6 55 5 00
4 20	9 25	45	Saltsburg	15	6 50 4 50
4 25	9 30	47	Port Perry	13	6 40 4 44
4 30	9 36	43	Brinton's 2	12	6 33 4 40
6 00	9 20	60	Pittsburg		6 00 3 50
P. M.	A. M.		ARRIVE LEAVE	A. M.	P. M.

Through Fare, \$1 75. Way Fares, 3 cents per mile.

1 Connects with coaches for Uniontown, Pa.

2 Connects with Pennsylvania Central Railway.

WATERTOWN & ROME AND POTSDAM & WATERTOWN RAILWAYS.

W. C. PIERREPONT, Pres., Pierrepont Manor, N. Y. ADDISON DAY, Supt., Watertown. HENRY T. FRARY, Gen. Ticket Agent, Watertown. G. B. BENJAMIN, Freight Agent, 197 Broadway, N. Y. [May 10.]

Rome to Cape Vincent.				STATIONS.	Cape Vincent to Rome.			
Mail.	Acc.	Frs.	Mls.		Mls.	Frs.	Mail.	Acc.
P. M.	A. M.			LEAVE ARRIVE			A. M.	P. M.
4 00	7 05			 Rome ¹	97		9 55	11 10
4 27	7 40		11	 Taberg.....	86		9 28	10 40
4 33	7 50		13	 McConnellsville.....	84		9 20	10 30
4 45	8 03		18	 Camden.....	79		9 07	10 13
4 58	8 23		23	 West Camden.....	74		8 55	9 57
5 10	8 43		23	 Williamstown.....	69		8 43	9 43
5 19	8 53		31	 Kasong.....	66		8 32	9 33
5 33	9 12		37	 Albion.....	60		8 15	9 15
5 46	9 30		42	 Richland.....	55		8 03	9 00
5 59	9 47		47	 Sandy Creek.....	50		7 48	8 42
6 11	10 05		52	 Mannsville.....	45		7 35	8 27
6 25	10 15		54	 Pierrepont M. ²	43		7 30	8 20
6 40	10 33		59	 Adams.....	38		7 03	7 55
6 50	10 47		62	 Adams' Centre.....	35		6 55	7 45
7 20	11 25		72	 Watertown.....	25		6 30	7 15
7 25	6 30		0	 Watertown Jun.....	101		1 00	5 45
7 30	6 40		1	 Watertown.....	100		12 50	5 40
7 50	7 00		6	 Sanford's Corners.....	95		12 23	5 20
8 05	7 20		11	 Evan's Mills.....	90		12 05	5 00
8 30	7 50		18	 Philadelphia.....	83		11 32	4 35
8 55	8 12		24	 Antwerp.....	77		11 05	4 15
9 10	8 33		29	 Keene's.....	72		10 40	3 55
9 35	9 00		36	 Gouverneur.....	65		10 10	3 30
10 05	9 30		44	 Richville.....	57		9 30	3 00
10 20	9 50		48	 DeKaib.....	53		9 13	2 45
10 33	10 05		52	 Hermon.....	49		8 55	2 30
11 00	10 33		59	 Canton.....	42		8 20	2 05
11 40	11 15		70	 Potsdam.....	31		7 30	1 23
12 00	11 40		76	 Potsdam Jun. ³	25		7 00	1 00
			101	 Ogdensburgh ⁴				
7 35	11 40		76	 Brownville.....	21		6 11	6 47
7 43	11 53		80	 Limerick.....	17		6 00	6 33
8 03	12 10		86	 Chaumont.....	11		5 45	6 15
8 15	12 20		89	 Three Mile Bay.....	8		5 35	6 00
8 40	12 45		97	 Cape Vincent ⁵			5 10	5 30
P. M.	P. M.			ARRIVE LEAVE			A. M.	P. M.

CONNECTIONS.

- 1 Connects with N. Y. Central Railway.
- 1 Connects with Erie Canal.
- 2 Junction of Sackett's Harbor & Ellisburg Railway.
- 3 Connects with Northern (Ogdensburgh) Railway.
- 4 Connects by ferry with Grand Trunk and Ottawa & Prescott Railways.
- 5 Connects with steamboats for Kingston and Grand Trunk Railway. Also with steamboats for Toronto, Lewiston, and Niagara Falls, Alexandria Bay, Clayton, Prescott, Ogdensburgh, and Montreal.

SACKETT'S HARBOR ROME & N. YORK RAILWAY.

(Late Sackett's Har. & Ellisb'g.)

W. T. SEARLE, Pres. & Supt., Belleville, N. Y.

M. LOOMIS, Treasurer, Sackett's Harbor, N. Y.

Trains leave Sackett's Harbor for Smithville, Henderson, Belleville, and Pierrepont Manor, at 7 45 A. M. and 5 30 P. M.

Returning - Leave Pierrepont Manor at 11 55 A. M. and 8 50 P. M. Distance, 18 miles.

Connects at Pierrepont Manor with Watertown & Rome R'way. At Sackett's Harbor with steamers to ports on Lake Ontario and the St. Lawrence.

Nov. 26th.

WELLAND RAILWAY.

CORNELIUS STORM, Gen. Manager. CYRUS CLARK, Freight Supt.; and HIRAM SLATE, Sec., St. Catharines, Canada.

Trains leave Port Dalhousie at 7 45 A. M. and 1 50 P. M. for St. Catharines, Thorold, Allanburgh, Port Robinson, Welland, and Pt. Colborne.

Returning, leave Pt. Colborne at 11 15 A. M. and 4 15 P. M., arriving at Port Dalhousie 12 52 and 5 52 P. M. Distance, 25 miles.

Connects at Pt. Dalhousie with Steamer for Toronto. At St. Catharines with Gt. Western R'way. At Port Colborne with Buffalo & Lake Huron Railway for Buffalo; also Caledonia, Brantford, &c.

OSWEGO & SYRACUSE RAILWAY.

F. T. CARRINGTON, Pres., Oswego, N. Y. GEO. SKINNER, Supt., Oswego.

Standard of Time—Clock at Syracuse Depot. [May 6.]

Oswego to Syracuse.					STATIONS.	Syracuse to Oswego.				
Mxd.	Pas.	Pass.	Frs.	Mls.		Mls.	Frs.	Pas.	Mxd.	Pas.
P. M.	P. M.	A. M.			LEAVE ARRIVE			A. M.	P. M.	P. M.
5 00	2 00	7 00			 Oswego ¹	35	1 00	9 15	4 45	7 30
6 00	2 30	7 25		37	 Fulton.....	24	75	8 45	4 05	7 00
6 35	2 58	7 45		63	 Lamson's.....	13	50	8 22	3 40	6 35
6 55	3 10	8 05		75	 Baldwinsville.....	12	37	8 05	3 10	6 20
7 45	3 45	8 35	1 00	35	 Syracuse.....			7 30	2 25	5 45
P. M.	P. M.	A. M.			ARRIVE LEAVE			A. M.	P. M.	P. M.

¹ Con. with steamboats to ports on Lake Ontario and the St. Lawrence.

² Con. with N. Y. Central, and Syracuse, Binghamton & N. Y. Railways.

BUFFALO & LAKE HURON RAILWAY.

R. S. CARTER, Pres. and Gen. Manager, Brantford, C. W. A. FELL, Gen. Agent, Buffalo, N.Y. [Sept. 2.

CONNECTIONS.	Buffalo to Goderich.				STATIONS.		Goderich to Buffalo.			
	Mxd.	Mxd.	Exp.	Mls	LEAVE	ARRIVE	Mis.	Mxd.	Exp.	Acc.
		P. M.	A. M.					NOON	P. M.	
1 Connects with New York Central, Buffalo & Niagara Falls Railways, and Buffalo, New York & Erie Railway.		2 00	8 30		2	Buffalo 1	159	12 00	6 15	
2 Connects with Welland R'way.		2 10	8 30		2	Fort Erie	157	11 10	5 26	
3 Stages leave for Hamilton, Port Dover, and Simcoe, daily.		2 33	8 45		9	Ridgeway	150	10 33	5 09	
4 Connects with Great Western R'way for Detroit, and thence by Michigan Central Railway and Detroit & Milwaukee R'way for Chicago, Milwaukee, Rock Island, St. Louis, and all places West and N. West.		2 49			14	Shirk's Crossing	145	10 20		
		3 30	9 10		19	Port Colborne 2	141	10 00	4 46	
		3 50			24	Wainfleet	136	9 23		
		4 26			32	Feeder	127	8 49	4 12	
		4 56	10 00		38	Dunnville	122	8 30	4 00	
		5 23	10 20		47	Canfield	113	7 48	3 36	
		5 36			51	Cook's Station	108	7 30		
		6 10	10 49		53	Caledonia 3	101	7 05	3 06	
		6 30			65	Middleport	95	6 35		
5 Connects with Grand Trunk Railway for Sarnia, Montreal, and intermediate stations.		6 40	11 11		67	Onondaga	92	6 27	2 45	
		6 55			72	Cainsville	87	6 12		
		7 07	11 34		75	Brantford	84	6 00	2 27	
6 Connects with Steamers for Lake Huron ports, and stages for Lucknow and Kincadine.			12 00		83	Paris 4	76		2 02	
			12 12		89	Richwood	70		1 45	
			12 19		92	Drumbo	63		1 39	
			12 32		97	Plattsville	62		1 27	
			1 04	107		Tavistock	52		1 04	
			1 45	115		Stratford 5	44		12 45	
			2 32	123		Mitchell	33		11 42	
			2 50	133		Carron Brook	27		11 25	
			3 10	139		Seaforth	20		11 05	
			3 16	140		Harpurhey	19		10 59	
			3 38	147		Clinton	12		10 38	
			4 20	159		Goderich 6			10 00	
		P. M.	P. M.		ARRIVE	LEAVE		A. M.	A. M.	

The trains arrive and depart at all stations, Goderich to Fort Erie inclusive, on Hamilton time; depart from Buffalo on New York time, which is 20 mi. utes faster than Buffalo, and 25 minutes faster than Hamilton time.

Fares.—Way Fares about three cents per mile.

NORTHERN RAILWAY OF CANADA.

JOSEPH C. MORRISON, Pres., and J. LEWIS GRANT, Supt., Toronto, Can.

STANDARD OF TIME—Clock at Union Station, Toronto.

[April 22.

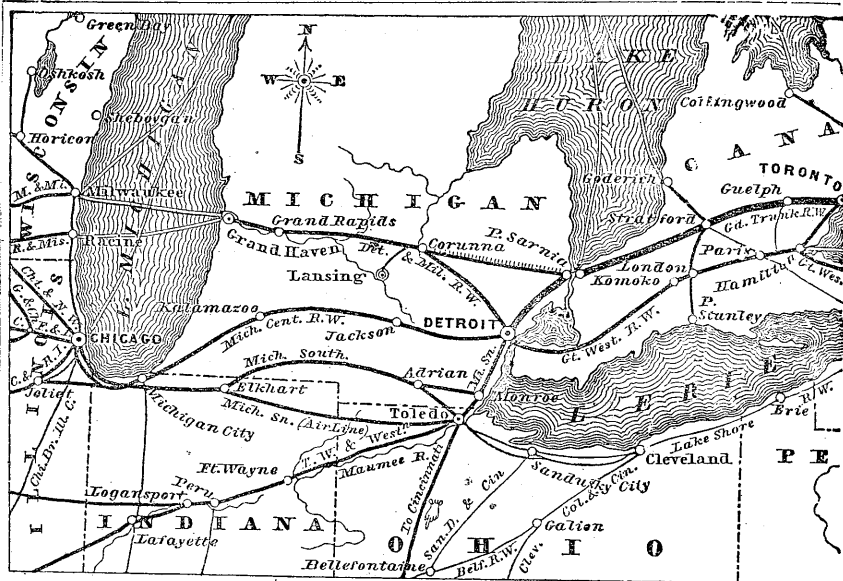
CONNECTIONS.	Toronto to Collingw'd.					STATIONS.		Collingw'd to Toronto.			
	Exp.	Mail.	Frs.	Miles.		LEAVE	ARRIVE	Miles.	Exp.	Mail.	Mxd.
	P. M.	A. M.							A. M.	P. M.	
1 Connects with Grand Trunk and Great Western Railways. Also with Steamers to Montreal, Niagara, Oswego, &c.	4 10	7 00				1	Toronto 1	95	10 40	8 30	
2 Steamers to L. Simcoe ports.	4 30	7 18	5				Davenport Road	90	10 20	8 10	
3 Steamers to Mackinac, Milwaukee, Chicago, &c.	4 40	7 28	8				Weston	87	10 10	8 00	
	4 52	7 42	12				York	83	10 00		
	5 05	7 52	15				Thornhill	80	9 50	7 40	
	5 20	8 10	19				Richmond Hill	76	9 35	7 25	
	5 35	8 28	23				King	72	9 20	7 05	
	6 00	8 55	30				Aurora	65	8 55	6 35	
	6 20	9 11	35				Newmarket	60	8 40	6 20	
	6 34	9 25	38				Holland Landing	57	8 26	6 05	
	6 46	9 40	42				Bradford	53	8 12	5 50	
	7 22	10 20	52				Leffroy	43	7 36	5 14	
							Bell Ewart 2	43			
	7 42	10 40	58				Craigville	37	7 18	4 52	
	8 15	11 10	63				Burrie	32	7 00	4 30	
	8 50	11 55	74				Angus	21	6 12	3 50	
	9 08	12 20	80				Sunnidale	15	5 50	3 25	
	9 28	12 45	86				Nottawasaga	9	5 30	3 00	
	9 50	1 15	95				Collingwood 3	5	5 00	2 30	
	P. M.	P. M.				ARRIVE	LEAVE		A. M.	P. M.	

Through Fare, \$3 00.

PORTLAND AND OXFORD CENTRAL RAILWAY.
F. O. J. SMITH, Pres., Portland.
J. HARLOW, Supt., Buckfield, Me.

This road is now open between Mechanics' Falls and Sumner (55 miles), and is in progress to Canton Point, on the Androscoggin River. The intermediate stations are West Minot, Bearce Road, East Hebron, Buckfield, Sumner, Hall's Mills, &c. At Mechanics' Falls this road connects with the Grand Trunk Railway.

No Time Table received.



The above Map of the Vermont Central and Vermont & Canada Railways—Windsor to Rouse's Point, a distance of 166 miles (including Branch from Essex Junction to Burlington, 8 miles)—represents the main connecting link of this great thoroughfare between the East and West.

This is the old established route between New York, Boston, &c., and Montreal, Ogdensburg, &c., and is the only route by which passengers and merchandise are transported across Lake Champlain *without change of cars*.

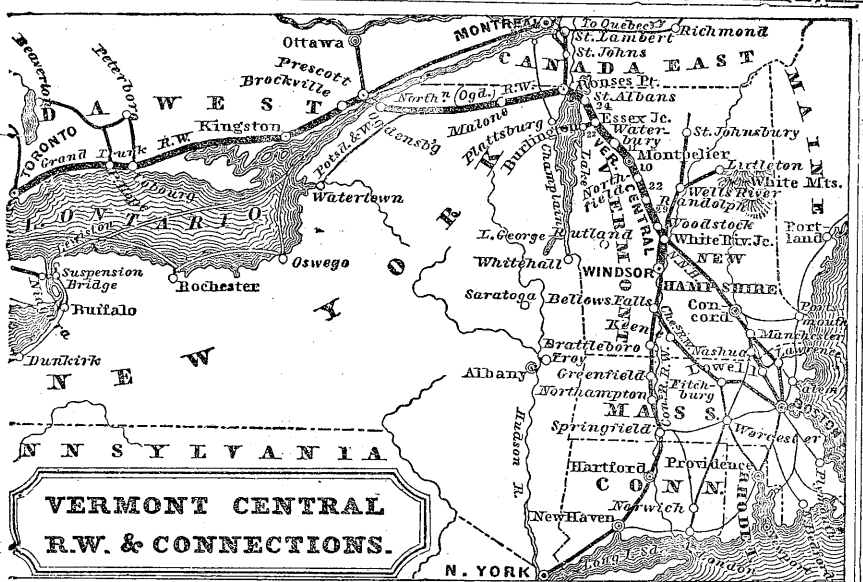
WINDSOR, the southern terminus of these Roads, and the northern terminus of the Sullivan Railway Line, is a flourishing town, situated on the Connecticut River, 140 miles north of Boston, via the Sullivan, Cheshire, and Fitchburg Railways; and 110 miles from Springfield, Mass. Among other public buildings located here is the United States Court House, and Vermont State Prison.

WHITE RIVER JUNCTION, 14 miles north of Windsor, is situated at the junction of the White and Connecticut Rivers, and is the northern terminus of the Northern (N. H.) Railway Line, 143 miles from Boston, via Concord, Manchester, Lowell, or Lawrence; is also the southern terminus of the Connecticut & Passumpsic Rivers Railway, 61 miles from St. Johnsbury, and 60 miles from Littleton, the terminus of the White Mountains Railway. Littleton is within 12 miles of Franconia Notch, and 22 miles of the Crawford House.

At NORTHFIELD, 67 miles from Windsor, are located the machine and repair shops of the road. Slate of the first quality is quarried here. Number of inhabitants, 5,000.

MONTPELIER, the capital of Vermont, 77 miles from Windsor, is one of the most pleasant villages in the State; and it is adorned by one of the most beautiful State Houses in the Union. This place offers superior inducements for summer tourists, being supplied with the best of first-class hotels, and abounding with wild and romantic scenery. Montpelier is situated on the Winooski River.

WATERBURY is a flourishing town on the Winooski River, 88 miles from Windsor. Passengers visiting the Mansfield Mountains leave the cars at this place. Mount Mansfield is the highest peak of the Green Mountains, being about 5,000 feet high. This mountain, being so easy of access, has become a noted resort for the tourist. It is situated about 15 miles from Waterbury Station; 10 miles of the route is over a plank agreeable; and horses, carriages, and other necessities, to make the ascent with ease. The scenery from the summit of this mountain *cannot be excelled in the Union*. Montreal, 70 miles, and the White Mountains, 100 miles distant, can be seen with the naked eye. Fifty villages, and every county in the State, can be seen from the summit.



BURLINGTON, 118 miles from Windsor, is situated on the east side of Lake Champlain, at the terminus of the Rutland & Burlington Railway, and is the capital of Chittenden County. This town enjoys the advantages of an excellent harbor, and has a large amount of shipping. Inhabitants number about 1,000. In the eastern part of the town, near the village of Winooski, overlooking the placid waters of Winooski River, lie the remains of Ethan Allen, the hero of the Green Mountain Boys; a monument to his memory can be seen on the left, immediately after leaving Winooski Station for Burlington.

ST. ALBANS, 135 miles from Windsor, the capital of Franklin County, is a flourishing town, and contributes, with its surrounding country, more produce for shipment, such as butter, cheese, &c., than any other station on the line. The General Offices of the road are located here.

At Swanton Station, the head of navigation on Missisco River, 145 miles from Windsor, passengers leave the cars for Highgate Springs, a distance of four miles.

ALBURN SPRINGS, 152 miles from Windsor, is fast becoming noted for its valuable Springs. These Springs are located within about one mile of the station, within a few rods of two excellent hotels, and on the western shore of Missisco Bay. This bay abounds with fish; and the hotels are supplied with row and sailing boats for the accommodation of visitors. A few days of leisure can be very agreeably spent at this place.

ROUSE'S POINT, N. Y., is the northern terminus of these Roads, connecting them with the Montreal & Champlain Railway for St. John's, Montreal, Quebec, &c.; also with the Northern (N. Y.) Railway for Ogdensburg and the West.

THIS ROUTE.—The Vermont Central and Grand Trunk Line is 100 miles the shortest route from Northern New Hampshire and Vermont to Chicago and the West. Fare as low as by any other route.

VERMONT CENTRAL RAILWAY LINE, comprising the Boston & Lowell, Nashua & Lowell, Concord, Manchester & Lawrence, Northern N. H., Vermont Central, and Northern (N. Y.) Railways, with its thoroughly perfected organization, presents to shippers of freight unsurpassed facilities for cheap and speedy transportation between *Boston and the West*.

Western freight sent exclusively by Express trains, running through to Ogdensburg in 48 hours, and connecting there with propellers of the Northern Transportation Co., and the Grand Trunk Railway.

VERMONT CENTRAL AND VERMONT & CANADA RAILWAY.

For Map of this Line, see pages 118 & 119.

LAWRENCE BRAINERD, J. GREGORY SMITH, and JOSEPH CLARK, } G. MERRILL, Supt., St. Albans, Vt.
Trustees and Managers, St. Albans, Vt.

Windsor to Rouse's Point.

Rouse's Point to Windsor. [Aug. 12.]

STATIONS.	Mls.	Frs.	Mail.	Exp.	Acc.	STATIONS.	Mls.	Frs.	Mail.	Exp.	Exp.
TRAINS LEAVE			A. M.	A. M.	A. M.	TRAINS LEAVE			A. M.	A. M.	A. M.
New York.....			8 00	5 45 PM		Ogdensburg.....				6 15	8 45 PM
Boston.....			6 45	5 PM		Montreal.....				8 10	6 00
Worcester.....			7 30	1 30		Rouse's Point*.....	0	0	4 00	8 10	6 00
Springfield.....				6 50		West Allburgh.....	4	20	4 20	8 23	6 15
Windsor*.....	0	0	1 15 PM			Allburgh.....	6	20	4 40	8 31	6 23
Hartland.....	4	20	1 35	7 02		Allburgh Springs.....	14	65	5 25	8 47	6 49
North Hartland.....	8	35	1 45	7 14		Swanton.....	24	1 05	6 10	9 07	7 15
Wh. Riv. Junc.*.....	14	55	2 10	12 20		St. Albans † } arr. } Eve	34	1 30	7 22	9 30	7 59
White River Village.....	15	65	2 15	12 25		Georgia.....	37	1 45	7 31	9 38	8 08
Woodstock.....	17	75	2 20	12 32		Colchester.....	44	1 55	7 49	9 58	8 26
West Hartford.....	21	90	2 30	12 43		Essex Junction.....	48	1 55	8 00	10 05	8 36
Sharon.....	27	1 10	2 44	1 00		Winooski.....	54	1 55	7 50	10 20	8 10
South Royalton.....	32	1 30	2 57	1 13		Burlington*.....	56	1 55	7 40	10 30	8 00
Royalton.....	34	1 40	3 01	1 18		Winooski.....	48	1 55	8 05		8 44
Bethel.....	39	1 50	3 13	1 31		Essex Junction.....	52	1 70	8 15		8 54
Randolph.....	46	1 55	3 31	1 50		Williston.....	56	1 55	8 27		9 08
Braintree.....	51	2 05	3 47	2 06		Richmond.....	59	1 55	8 35		9 13
Roxbury.....	60	2 35	4 05	2 27		Winooski.....	62	2 05	8 42		9 27
Northfield.....	67	2 50	4 33	2 55		Bolton.....	69	2 30	9 00		9 51
Montpelier.....	77	2 50	4 45	3 20		Waterbury.....	74	2 50	9 12		10 05
Middlesex.....	83	3 15	5 11	3 55		Middlesex.....	81	2 75	9 10		10 30
Waterbury.....	88	3 35	5 24	4 10		Montpelier.....	91	2 05	9 52		11 15
Bolton.....	95	3 50	5 42	4 31		Roxbury.....	98	3 30	10 10		11 40
Jones.....	98	3 50	5 50	4 40		Braintree.....	101	3 30	10 32		12 10
Richmond.....	101	3 50	5 58	4 50		Randolph.....	112	3 30	10 46		12 26
Williston.....	106	3 55	6 13	5 05		Bethel.....	119	4 05	11 04		12 45
Essex Junction.....	110	3 50	6 23	5 15		Royalton.....	124	4 25	11 17		12 59
Winooski.....	113	3 50	6 29	5 10		South Royalton.....	126	4 35	11 24		1 13
Burlington*.....	118	3 50	6 10	5 00	9 30	Sharon.....	131	4 55	11 36		1 30
Winooski.....	110	3 50	6 35	5 25	10 20	West Hartford.....	136	4 55	11 50		1 47
Essex Junction.....	114	3 50	6 45	5 35	10 33	Woodstock.....	140	4 50	12 00		1 59
Colchester.....	121	4 15	7 00	5 50	10 53	White River Village.....	142	5 00	12 05		2 05
Milton.....	125	4 30	7 03	5 53	11 10	Wh. Riv. Junc.*.....	144	5 05	12 40		6 00
Georgia.....	125	4 30	7 03	5 53	11 10	North Hartland.....	150	5 05	12 54		6 14
St. Albans † } arr. }	135	4 55	7 35	6 25	11 44	Hartland.....	154	5 05	1 05		6 25
Swanton.....	144	4 55	8 01	6 51	12 30	Windsor* (arrive).....	158	5 10	1 15		6 35
Allburgh Springs.....	151	5 10	8 18	7 03	1 05	Springfield (arrive).....			6 30		11 AM
Allburgh.....	153	5 10	8 26	7 16	1 25	Worcester (arrive).....			7 00		9 00
West Allburgh.....	157	5 10	8 31	7 21	1 35	Boston (arrive).....			6 30		8 40
Rouse's Pt.* (arr.).....	158	5 10	8 40	7 30	1 45	New York (arrive).....			11 15		4 45
Montreal (arrive).....			10 30	9 40	6 00						
Ogdensburg (arr.).....			1 45	1 00							
			A. M.	P. M.	P. M.				P. M.	A. M.	P. M.

* Railway Connections.

Railway Connections.

At *Windsor*, with trains over the Sullivan, Cheshire, and Fitchburg R'ways for Bellows' Falls, Keene, Fitchburg, Worcester, and Boston; and over the Vt. Val. and Conn. Riv. R'ways for Brattleboro', Springfield, Hartford, New Haven, and N. York.

At *White River Junction*, with trains over the Conn. & Passumpsic Rivers R'way for Wells River, St. Johnsbury, Littleton, and the White Mountains; and over Northern (N. H.) Railway for Concord, Portsmouth, Portland, Lawrence, Salem, Nashua, Worcester, Providence, Lowell, and Boston.

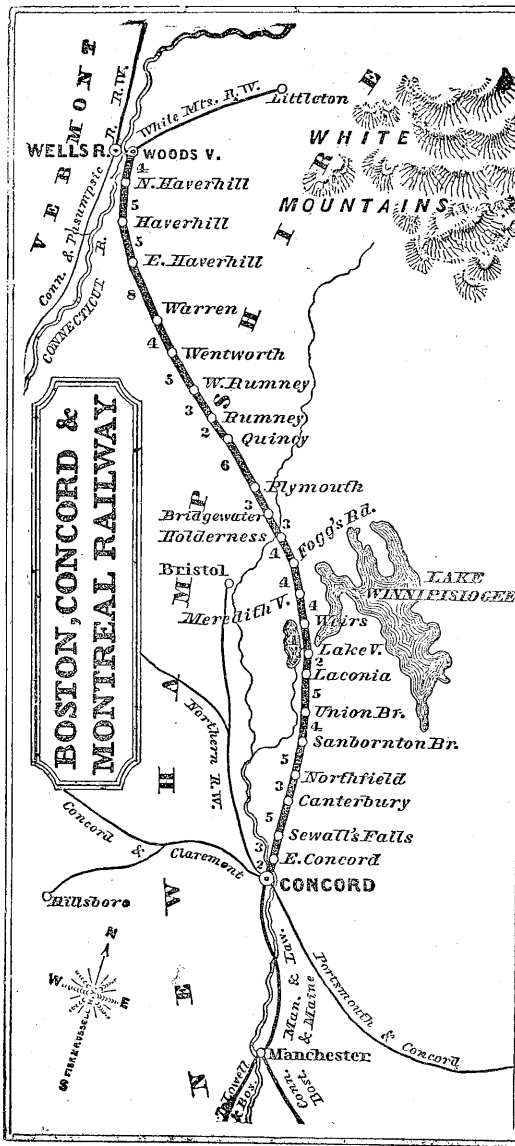
At *Burlington*, with trains over Rutland & Burling-

† Stage Connections.

ton Railway for Rutland, Troy, Albany, &c.; and with Steamers on Lake Champlain for Ticonderoga, Lake George, Saratoga Springs, &c.

At *Rouse's Point*, with trains over Northern (N. H.) Railway for Potsdam, Ogdensburg, and the West, via Grand Trunk Railway &c.; and over the Montreal & Champlain Railway for St. John's, Montreal, Quebec, &c.

STAGE CONNECTIONS.—Connects at Montpelier for Calais, Hardwick, Greensborough, Williamstown, Plainfield, Marshfield, Cabot, Danville, Barre, Orange, Elmore, &c. At St. Albans for Fairfield, Bakersfield, Enosburg, East Berkshire, &c.



Concord is a city of considerable importance; it is the seat of justice of Merrimack county, and the capital of the State of New Hampshire. It is (as the traveller will perceive by the above Map) situated on the east branch of the Merrimack river. The river is about one hundred feet wide, and is spanned by handsome bridges. The distance from Boston, via Boston & Lowell, and Concord, Manchester & Lawrence Railways, is 78 miles. The city extends about two miles along the river, and about one mile back. The streets are handsomely laid out, and many of them beautifully shaded. The hotels, the principal mercantile houses, and a large portion of the manufactories are on Maine street, which is nearly 100 feet wide and two miles long. The State House stands in the midst of a beautiful Common, planted with maple and elm trees; it is constructed of brown granite. It is 120 feet in length, 40 feet in width, and with a projection in the centre of four feet on each front. The cost of the building was \$30,000. The population in 1800 was 2,082; in 1810, 2,393; in 1820, 2,883; in 1830, 3,727; in 1840, 4,897; in 1850, 8,584; in 1860, about 12,000. Concord is one of the chief seats of New England industry. It has numerous cotton factories, paper mills, boot and shoe shops, and a large variety of other industrial establishments.

LAKE WINNEPESEUKE is about 83 miles north of Concord. It is the largest and most picturesque in the State. It is very regular in its shape, being indented with numerous bays. It is about 26 miles long, by from 1 to 10 in width. It has very fine and clear water, and is thought by some to rival Loch Lomond in picturesque beauty.

THE WHITE MOUNTAINS.—These mountains attract more tourists than any other natural object in the United States, excepting only Niagara Falls. The traveller may journey for weeks through the wild scenery with a constant succession of grand objects to interest his mind. There are many objects of interest to the traveller which would escape him by a pass of great celebrity; coming from the north or west you enter it by an opening only 28 feet in width, between two perpendicular cliffs, one 20 and the other 12 feet high. In this pass occurred in 1896 the land-slide which destroyed the Willey family. The Franconia Notch is deemed by many quite as interesting as the White Mountain Notch. Near it are many agreeable accessories not found in the latter among which are Echo Lake, the Old Man of the Mountain, a well-defined profile of a human face, 1,000 feet above the level of the pass. The Basin, four miles south of the Notch, is a pool of beautifully transparent water.

BOSTON, CONCORD & MONTREAL, AND WHITE MOUNTAINS (N. H.) RAILWAYS.

J. E. LYON, Pres., Boston, Mass.

JOS. A. DODGE, Supt., Plymouth, N. H.

JAS. L. ROGERS, Gen. Ticket Agent.

[July 18.]

[ADVERTISEMENT.]

THE OLD, DIRECT, AND MOST CONVENIENT ROUTE

FROM

BOSTON, NEW YORK,

AND THE SOUTHERN AND SOUTH-WESTERN CITIES, TO THE

WHITE MOUNTAINS.

BOSTON, CONCORD & MONTREAL R'WAY is fifty-nine miles nearer, cheaper, and more romantic in its scenery, than any other, and requires much less conveyance by stages to visit all points of interest in the Mountains.

From Boston, Trains leave the Depots of the Boston & Maine, and Boston & Lowell Railways, at 7 30 A. M., and 12 M.

By the first train travelers can leave the cars at Weirs, dine at Centre Harbor, arrive at Conway in the evening, and reach the Mountains, by the Eastern Notch, the next day at noon.

Or, can leave the cars at Plymouth (where they dine), and reach the Flume or Profile House, in the Franconia Notch, at six P. M., by stage.

Or, can proceed in the cars to Littleton, the nearest point approached by railway to the Mountains, where Stages will immediately leave for the White and Franconia Mountains, arriving at the Profile House, Franconia Mountains, at 5 30 P. M., and at the Crawford House, White Mountains, at 7 30 P. M.

Travelers can spend such time on the Lake as they think proper, either going or returning.

From New York.—Passengers via Boston, leaving in the afternoon, can connect with the train from Boston at 12 M.

The Norwich Line of Steamers connects with the first train up in the morning, by the route from Norwich through Worcester to Nashua, and thus makes a direct line from New York to all points in the Mountains.

From Philadelphia and the South.—Passengers leaving Philadelphia to connect with the Norwich boat in New York, can reach the Mountains next day, having a night's rest on board the steamer. This forms the best and most direct route to Baltimore and the Southern cities.

Concord to Littleton.

Littleton to Concord.

Accom.		Mail.		Fares.		Miles.		STATIONS.		Miles.		Fares.		Mail.		Accom.	
P. M.	A. M.	A. M.	P. M.					LEAVE	ARRIVE					P. M.	A. M.	A. M.	P. M.
3 08	10 32							 Concord	113 3	70				3 26	10 10		
3 21	10 37			5	2			East Concord.....	111 3	70				3 21	10 04		
				20	5			Sewall's Falls.....	108								
3 38	10 56			30	10			Canterbury.....	103				3 02	9 45			
3 47	11 05			45	13			Northfield.....	100				2 53	9 36			
4 02	11 18			60	18			Sanbornton.....	95	3 65			2 40	9 17			
4 11	11 27			75	22			Union Bridge.....	91	3 60			2 31	9 07			
4 25	11 41			95	27			Laconia.....	86	3 40			2 17	8 52			
4 30	11 46			1 00	29			Lake Village.....	84	3 35			2 12	8 47			
4 44	12 00			1 15	33			Weirs.....	80	3 20			1 58	8 33			
4 59	12 15			1 30	37			Meredith Village.....	76	3 05			1 41	8 18			
				1 45	41			Foggs'.....	72								
5 23	12 40			1 55	45			Holderness.....	68	2 75			1 18	7 39			
				1 70	48			Bridgewater.....	65								
5 38	12 55			1 85	51	arr		 Plymouth	62	2 45			1 04	7 20			
	1 25				51	lve		Quincy.....	56				12 37				
				1 50	2 15			Rumney.....	54	2 15			12 14				
				2 01	2 30			West Rumney.....	51	2 00			12 08				
				2 16	2 45			Wentworth.....	46	1 50			11 48				
				2 29	2 70			Warren.....	42	1 40			11 36				
				3 00	3 10			East Haverhill.....	34	1 25			11 07				
				3 17	3 20			Haverhill.....	29	1 05			10 52				
				3 30	3 35			North Haverhill.....	24	95			10 41				
				3 45	3 50			Woodsville.....	20	90			10 2				
				3 53	3 50			 Wells R. 2	20	90			10 20				
				4 00		arr		Bath.....	15	60			9 54				
				4 16	3 45	98		Lisbon.....	10	40			9 39				
				4 31	3 65	103		North Lisbon.....	5	20			9 24				
				4 45	3 70	108		Littleton.....					9 10				
				5 00	3 70	113		Littleton.....									
P. M.	P. M.	P. M.						ARRIVE	LEAVE					A. M.	A. M.	A. M.	P. M.

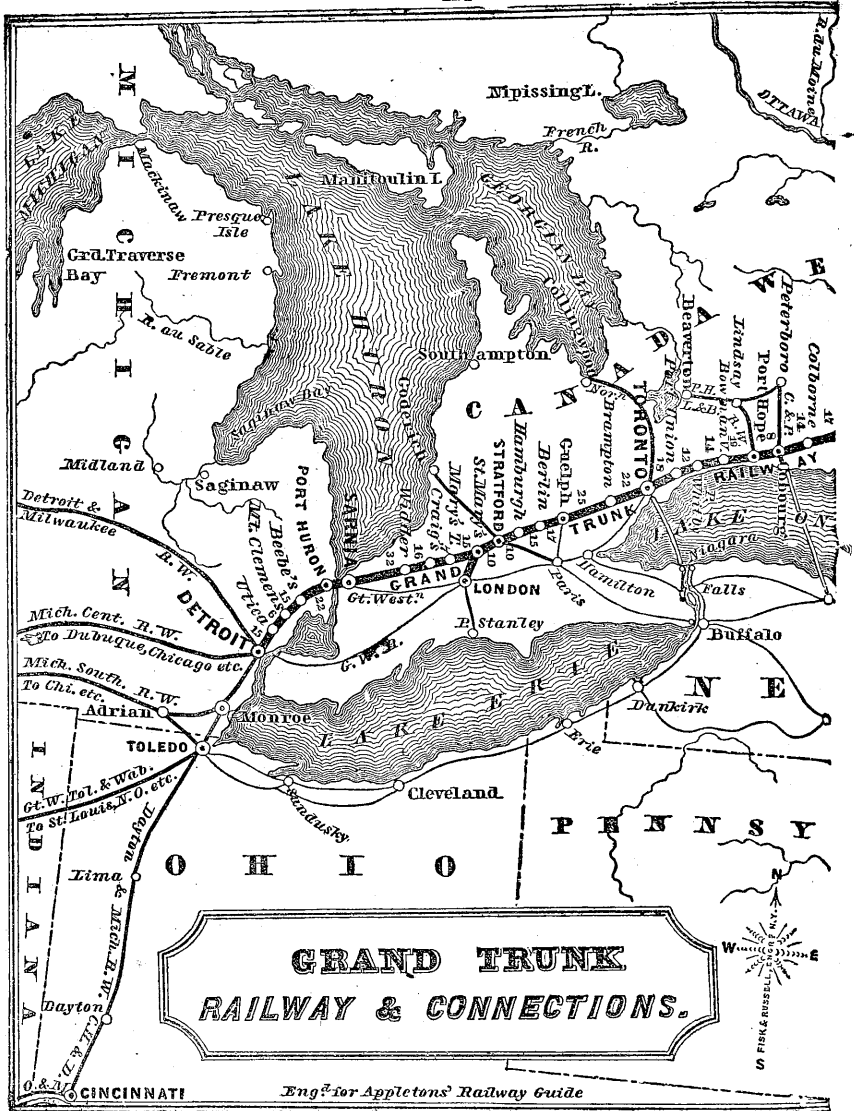
¹ RAILWAYS DIVERGING FROM CONCORD:—Boston, Concord & Montreal, *above*; Northern, p. 149; Concord & Portsmouth, p. 149; Concord & Claremont, p. 152; Concord, Manchester & Lawrence, p. 153.

² Connects with Connecticut & Passumpsic Rivers Railway, p. 153.

Steamer "Lady of the Lake," during the season of navigation, leaves Weirs for Centre Harbor, Wolfboro', &c., on arrival of each train.

Stages leave Plymouth and Littleton for White Mountains and Franconia Notch.

Stages leave Sanbornton for New Hampton and Gilmanston—Meredith Village for Conway—Plymouth for Franconia—Littleton for Lancaster—and Barton for Stanstead and other places (see Connecticut and Passumpsic Railway) on the arrival of the first up train from Boston.



For Time Tables of this

Line, see pages 126 & 127.

GRAND TRUNK RAILWAY.

Hon. JOHN ROSS, President, Toronto.
T. E. BLACKWELL, Managing Director Montreal.
W. SHANLY, General Manager, "
HENRY BAILEY, Assistant Manager, "
M. PENNINGTON, Gen. Freight Manager, "

J. HARDMAN, Auditor & Gen. Ticket Ag't, Montreal.
S. T. CORSEY, Supt. Portland District, Portland, Me.
J. S. MARTIN, Supt. Mont. & Isl. Pond. Dis., Richm'd.
S. T. WEBSTER, Supt. Montreal to Toronto, Montreal.
C. R. CHRISTIE, Supt. Tor. & London Div., "

JOHN M. GRANT, Secretary, Montreal.

 Trains are run between Island Pond and Portland by Portland Time; between Montreal and Quebec, by Montreal Time. [June 9.]

QUEBEC & RICHMOND DISTRICT.

Exp.	Mail.	M.	STATIONS.	Mail.	Exp.
P. M.	A. M.		L'VE ARR.	P. M.	P. M.
4 00			Montreal.	9 00	11 00
		8	St. Lambert.		
6 40	8 30	73	Richmond.	8 00	8 20
	9 30	85	Danville.	2 08	
7 30	10 32	97	Warwick.	1 15	7 30
7 46	11 17	105	Arthabaska.	12 40	7 14
	12 05	114	Stanford.	12 05	
8 17	12 35	120	Somerset.	11 27	6 42
8 35	1 20	128	Becancour.	10 43	6 25
	2 25	140	Methot's Mills.	9 35	
	3 10	149	Black River.	8 50	
	3 36	154	Craig's Road.	8 20	
	4 10	160	Chaudiere.	7 45	
	4 15	161	Chaudiere Jun ² .	7 40	
10 00	4 45	169	Point Levi.	7 00	*5 00
P. M.	P. M.		ARR.	L'VE A. M.	P. M.

* The 5 P. M. Express train from Quebec connects at Montreal with Night Mail train for Ottawa, Toronto, Detroit and the West.

¹ Con. with Portland & Montreal District.

² " " Riviere du Loup Br., below.

³ " " Steamers sailing from Quebec.

RIVIERE DU LOUP BRANCH.

C. FREER, Supt., Quebec, Can.

A Mail Train leaves Point Levi (opposite Quebec) daily, at 2 15 P. M., arriving at Riviere du Loup at 7 30 P. M. Returning, leaves Riviere du Loup at 8 45 A. M., and connects at Quebec with Express trains for Montreal, the White Mountains, Portland and Boston.

A mixed freight and passenger train also leaves Point Levi on Tuesdays, Thursdays and Saturdays at 3 45 P. M. Returning, leaves Riviere du Loup on Mondays, Wednesdays and Fridays at 5 00 A. M.

Through distance, 126 miles.

BROCKVILLE & OTTAWA R'WAY.

ROBERT WATSON, Managing Director, Brockville, Can.

A Train leaves Brockville at 4 00 P. M. for Bellamy's, Irish Creek, Smith's Falls, Franktown, Carleton Place, and Almonte. Returning, train leaves Almonte at 7 15 A. M., arriving at Brockville at 10 45 A. M.

Connects at Smith's Falls with Branch Railway for Perth.

Portland to Montreal.

Montreal to Portland.

Mail.	Mxd	Loc'l	M's	STATIONS.	M's	Loc'l	Mail.	Mxd
P. M.	A. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.	
1 15		7 50		Portland ¹	298	8 17	1 45	
1 20		8 05	5	Falmouth	288	8 05	1 30	
1 45		8 20	11	Yarmouth	282	7 50	1 14	
1 48		8 25	12	Yarmouth Junction ²	281	7 42	1 10	
2 15		8 50	22	New Gloucester	271	7 18	12 45	
2 35		9 05	28	Danville Junction ³	265	7 05	12 32	
3 00		9 30	37	Mechanic Falls ⁴	252	6 35	12 00	
3 10		9 40	41	Oxford	245	6 28	11 48	
3 30		10 00	48	South Paris	231	6 10	11 35	
4 05		A. M.	62	Bryant's Pond	231	A. M.	10 51	
4 20			70	Bethel	223		10 30	
4 52			80	Gilead	213		10 04	
5 05			85	Shelburne	208		9 53	
5 25			91	Gorham	202		9 40	
5 40			97	Berlin Falls	195		9 18	
5 52			103	Milan	190		9 05	
6 05			109	West Milan	184		8 51	
6 40		Mail.	122	Northumberland	171	Mxd.	8 20	
7 08			134	North Stratford	159		7 50	
7 45		A. M.	149	Island Pond	144	P. M.	7 24	A. M.
8 00	7 30	5 00	149	Island Pond	144	9 30	11 45	6 30
9 18	8 47	5 40	166	Boundary Line	127	8 15	11 00	4 55
10 35	9 50	6 04	174	Coaticook	119	7 25	10 35	4 00
11 15	10 32	6 25	182	Compton	111	6 40	10 11	3 25
11 30	10 50	6 33	186	Waterville	107	6 22	10 03	3 10
12 00	11 25	6 50	193	Lennoxville	100	5 45	9 43	2 35
12 12	11 40	7 00	196	Sherbrooke	97	5 30	9 35	2 20
12 40	12 10	7 15	202	Brompton Falls	91	4 52	9 19	1 51
1 15	12 50	7 35	210	Windsor	83	4 10	9 00	1 15
1 15	12 50	8 00	220	Richm'd ⁵	73	3 15	8 35	12 30
2 00	1 42	8 15	230	Durham	62	2 35	7 55	11 52
3 07	2 35	8 45	231	Acton	50	1 30	7 20	11 06
4 00	3 30	9 19	243	Upton	44	1 00	7 04	10 45
4 20	4 00	9 35	249	Britannia Mills	38	12 30	6 49	10 25
4 40	4 26	9 54	255	St. Hyacinthe	31	11 55	6 30	9 57
5 05	5 00	10 14	262	St. Hilaire	18	10 50	5 55	9 06
5 53	6 55	10 50	275	St. Lambert	8	9 46	5 10	8 15
6 45	7 15	11 33	290	Montreal ⁶		9 30	5 00	8 00
7 00	7 30	11 45	293					
A. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	P. M.

A Special Train leaves Montreal every Friday night at 10 30 P. M., arriving at Quebec at 6 00 next morning, connecting there with the Montreal Ocean Steamer.

¹ Connects with Port., Saco & Portsmouth R'way, which connects with the Eastern and Boston & Maine Railways for Boston.

² Junction of Kennebec & Portland Railway.

³ Junction of Androscoggin & Kennebec Railway.

⁴ Junction of Buckfield Branch.

⁵ Junction of Quebec Division, above.

⁶ Connects with Montreal & Tor. Division, next page.

⁷ Connects with Montreal & Champlain Railway.

 For Map of this Line, see pages 124 & 125.

GRAND TRUNK RAILWAY.

HON. JOHN ROSS, President, Toronto.

W. SHANLY, General Manager, Montreal.

S. T. WEBSTER, Supt. Montreal & Toronto District, Montreal.

[June 9.]

STANDARD OF TIME—Clock at Depot, Montreal, 25 minutes faster than Hamilton.

TORONTO & DETROIT DIVISIONS.

C. N. CHRISTIE, Supt., Toronto.

(Trains run by Toronto Time.)

Montreal to Toronto. | Toronto to Montreal.

Mxd.	Exp.	Mail	Mls	STATIONS.	Mls	Mail	Exp.	Mxd.
P.M.	Night	A.M.		LEAVE ARRIVE		P.M.	P.M.	A.M.
5 30	11 30	8 45		Montreal	333	9 30	2 00	8 30
6 25	12 07	9 20	15	Pointe Claire.....	318	8 53	1 28	7 35
6 50		9 35	21	St. Anne's.....	312	8 33	1 14	7 10
7 58	12 30	9 45	24	Vaudreuil.....	309	8 31	1 07	6 58
8 20	1 03	10 16	37	Coteau Landing.....	296	7 58	12 38	6 05
9 05	1 45	10 55	54	River Beaudette.....	289	7 44	12 25	5 42
9 28		11 09	59	Lancaster.....	279	7 19	12 03	4 57
10 00	2 20	11 50	67	Summertown.....	274	7 05	11 50	4 34
10 20	2 30	11 45	67	Cornwall { ar	266	6 45	11 30	4 AM
10 55		12 01	73	Moulinette.....	260	6 30	11 15	6 PM
11 15	2 55	12 12	73	Dickinson's Landing.....	256	6 17	11 02	5 30
11 45		12 30	83	Aultsville.....	250	6 06	10 50	5 00
12 30	3 35	12 52	92	Williamsburg.....	241	5 52	10 35	4 20
1 00	3 53	1 10	99	Matilda.....	234	5 30	10 14	3 30
		1 25	104	Edwardsburg.....	229	5 15	9 57	2 50
	4 25	1 45	112	Prescott Junction.....	221	5 04	9 45	2 28
2 05	4 30	1 50	113	Prescott.....	220	4 45	9 25	2 00
		2 07	120	Maitland.....	218	4 40	9 15	1 50
3 00	5 00	2 30	125	Brookville { lv	208	4 28	8 45	1 15
9 00	5 05	2 25	125	ar {	206	4 10	8 25	1 05
9 20	5 15	2 35	130	Lyn.....	204	4 05	8 20	12 30
10 00	5 42	2 52	132	Mallorytown.....	195	3 53	8 04	12 05
10 45	6 07	3 12	146	Lansdowne.....	187	3 32	7 35	11 30
11 30	6 30	3 30	153	Gananoque.....	178	3 12	7 02	10 45
1 00	7 15	4 10	172	Kingston { lv	161	2 46	6 30	9 35
6 30	7 30	4 30	172	ar {	161	2 00	5 45	8 AM
7 35	8 09	5 05	188	Earnestown.....	145	1 40	5 00	11 30
8 20	8 35	5 30	198	Napanee.....	135	1 00		10 23
8 57	8 55	5 48	206	Tyendinaga.....	127	12 32	8 45	9 33
9 25	9 15	6 02	213	Shannonville.....	120	11 55		8 29
10 00	9 35	6 20	220	Belleville { lv	113	11 35	2 40	7 55
10 15	9 40	6 25	220	ar {	113	11 30	2 35	7 45
11 10	10 13	6 52	232	Trenton.....	101	11 00	2 00	6 52
11 55	10 37	7 12	242	Brighton.....	91	10 37	1 33	6 13
12 27	10 55	7 28	249	Colborne.....	84	10 19	1 13	5 41
12 54	11 10	7 43	256	Grafton.....	77	10 04	12 54	5 14
1 30	11 30	8 00	264	Cobourg { lv	69	9 45	12 30	4 40
6 00	11 45	8 15	264	ar {	69	9 30	12 15	4 25
6 20	12 04	8 30	270	Port Hope.....	63	9 14	11 56	8 58
			274	Port Britain.....	59			
6 53	12 30	8 52	280	Newtonville.....	53	8 49	11 27	8 15
7 12	12 47	9 06	286	Newcastle.....	47	8 35	11 11	7 50
7 25	12 59	9 15	290	Bowmanville.....	43	8 24	10 58	7 30
8 00	1 25	9 36	300	Oshawa.....	33	8 00	10 31	7 00
8 13	1 35	9 45	304	Port Whitby.....	29	7 50	10 19	6 35
8 35	1 52	10 00	310	Duffin's Creek.....	23	7 35	10 00	6 05
8 42	1 58		312	Frenchman's Bay.....	21	7 29	9 53	12 55
8 55	2 10	10 15	316	Port Union.....	17	7 18	9 37	12 40
9 15	2 25		322	Scarboro.....	11	7 05	9 16	12 15
9 45	2 50	10 50	331	Don.....	2	6 40	8 45	11 35
10 00	3 00	11 00	333	Toronto		6 30	8 30	11 15
A. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	A. M.

(For RAILWAY CONNECTIONS, see Map, pages 124 & 125.)

Refreshment Rooms at Richmond, Cornwall, Kingston, Cobourg, St. Mary's and Sarnia.

Toronto to Detroit. | Detroit to Tor.

Exp.	Exp.	Mls	STATIONS.	M	Exp.	Exp.
P.M.	P.M.		L'VE ARR.		P.M.	A.M.
4 00	11 00		Toronto	228	5 10	4 45
		5	Carlton.....	223		
		9	Weston.....	219	4 32	
		16	Malton.....	212	4 13	
		22	Brampton.....	206	3 58	8 35
		27	Norval.....	201		
		30	Georgetown.....	198	3 35	8 10
		36	Acton West.....	192	3 12	
		42	Guelph.....	186	2 55	
		59	Breslau.....	181	2 36	2 10
		64	Berlin.....	164		
		72	Petersburgh.....	156		
		73	Baden.....	155	1 35	12 50
		76	Hamburg.....	152		
		82	Shakespeare.....	146	1 05	
		89	Stratford.....	139	12 56	12 05
		99	St. Marys.....	129	12 05	11 25
		110	Thorndale.....	150	11 35	
		120	London	140	11 10	
		114	Mary's Twn.....	114		
		121	Craigs.....	107		
		137	Widder.....	90	10 40	10 05
		169	Sarnia	59	9 35	9 00
		170	Port Huron.....	58	8 40	8 05
		192	Ridgeway.....	36	7 58	7 20
		207	Mt. Clemens.....	21	7 25	6 43
		218	Utica.....	15		
		225	Detroit	3	6 25	6 00
		228	ARR. L'VE		6 15	5 35
A.M.	A.M.				A.M.	P. M.

1 Connects with Northern R'way; Hamilton & Toronto Br. of Gt. Western R'way. Also, with Steamers sailing from Toronto.

2 June, of Guelph Br. of Gt. Western.

3 Crossing of Buffalo & L. Huron R'way.

4 Connects with Gt. Western Railway.

5 June, of London & Ft. Stanley R'way.

6 Con. with Michigan Central, Detroit & Milwaukee, and the Michigan Southern Railways; and with Lake Steamers.

NOVA SCOTIA RAILWAY.

JAMES McNAB, Chairman.

Two Trains run daily between Halifax and Truro. Distance, 61 miles. Fare, \$2 00.

WINDSOR BRANCH.

Accom. Trains daily between Halifax and Windsor. Distance, 45 miles. Fare, \$1 50.

UTICA & BLACK RIVER RAILWAY.

JOHN THORN, Pres., Utica, N. Y.

CHAS. MILLAR, Supt.,

[June 13.]

Utica to Boonville.

Boonville to Utica.

Mxd.	Acc.	Mls.	STATIONS.		Mls.	Mxd.	Acc.
P. M.	P. M.		LEAVE	ARRIVE		A. M.	P. M.
4 15	12 05		Utica ¹	85	9 30	4 00	
4 35	12 23	6	Marcy	29	9 10	3 42	
4 41	12 29	8	Floyd Road	27	9 05	3 36	
4 47	12 35	10	Stittsville	25	9 00	3 31	
4 51	12 41	12	Holland Patent	23	8 50	3 25	
5 15	12 53	16	Trenton	19	8 32	3 14	
5 25	1 00	17	Trenton Falls	18	8 22	3 08	
5 30	1 05	18	Prospect	17	8 17	3 03	
5 48	1 15	21	Remsen	14	8 00	2 54	
6 13	1 31	26	Steuben	9	7 35	2 38	
6 13	1 36	28	Alder Creek	7	7 30	2 34	
6 45	1 55	35	Boonville		7 00	2 15	
P. M.	P. M.		ARRIVE	LEAVE		A. M.	P. M.

Fare—Utica to T. Falls, 60 cts.; to Boonville, \$1 25.

¹ Connects with New York Central Railway.**OTTAWA & PRESCOTT RAILWAY.**

R. BELL, President, Ottawa, Can.

B. FRENCH, Jr., Supt., Prescott, Can. [June 10.]

Prescott to Ottawa.

Ottawa to Prescott.

Mail.	Acc.	Mls.	STATIONS.		Mls.	Mail.	Acc.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
2 00	6 15		Prescott ¹	54	9 30	4 30	
2 06	6 27	2	Prescott Junction	52	9 24	4 20	
2 07	7 09	9	Spencerville	45	9 03	3 55	
3 02	8 28	23	Kemptville	31	8 28	3 02	
3 30	9 24	32	Osgoode	22	8 00	2 02	
4 00	10 20	43	Gloucester	11	7 30	1 20	
4 30	11 15	54	Ottawa ²		7 00	12 30	
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

Thru fare, \$1 75. Way fares, about 3 cents per mile.

¹ Connects (by ferry) with Northern (Ogdensburg) Railway. Also with Grand Trunk Railway.² Steamboats to places on Ottawa River.**COBBOURG & PETERBORO' RAILWAY.**COVERT & FOWLER, Lessees, and G. M. GOODEVE,
Manager, Cobourg, Can. [Mar. 10.]

Cobourg to Peterboro'. | Peterboro' to Cobourg.

Mxd.	Mxd.	Mls.	STATIONS.		Mls.	Mxd.	Mxd.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
4 00	9 00		Cobourg ¹	29	11 30	6 30	
4 20	9 20	5	Baltimore	24	11 10	6 10	
5 15	10 15	15	Harwood	14	10 30	5 30	
5 45	10 45	18	Indian Village	11	9 45	4 45	
5 55	10 55	21	Keene Station	8	9 35	4 35	
6 30	11 30	29	Peterboro' ²		9 30	4 00	
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

Through Fare, \$1 00.

¹ Connects with Grand Trunk Railway.² Con. with Pt. Hope, Lindsay & Beaverton R'way.**CUMBERLAND VALLEY RAILWAY.**

FRED. A. WATTS, President, Carlisle, Pa.

O. N. LULL, Supt., Chambersburg, Pa. [Dec. 3.]

Trains Leave.

Trains Arrive.

Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
1 25	8 30		Chambersburg	52	11 00	4 35	
1 35	8 40	5	Scotland	47	10 50	4 23	
1 57	9 00	11	Shippensburg	41	10 38	4 05	
2 12	9 17	18	Oakville	34	10 12	3 44	
2 30	9 32	22	Newville	30	10 02	3 34	
2 41	9 47	27	Altertown	25	9 47	3 20	
2 48	9 54		Good Hope		9 37	3 11	
3 10	10 10	34	Carlisle	28	9 27	3 00	
3 18	10 20		Middlesex		9 04	2 37	
3 28	10 28	41	Kingston	11	8 55	2 29	
3 42	10 42	44	Mechanicsburg	8	8 47	2 20	
3 48	10 50	47	Shiremanstown	5	8 30	2 05	
4 00	11 03	51	Bridgeport	1	8 18	1 58	
4 10	11 15	52	Harrisburg		8 05	1 40	
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

Through Fare, \$1 65. Way Fares, 3 cents per mile.

FRANKLIN RAILWAY. [Dec. 3.]

(Operated by Cumberland Valley Railway.)

A. J. JONES, Pres., Harrisb'g, Pa. O. N. LULL, Supt.,
Chambersburg, Pa. GEO. B. AYRES, Gen. Agent,
Hagerstown, Md.

Stations—Chambersb'g, Marion, Greencastle, State Line, Hagerstown. Distance, 22 mls. Fare, 75 cts.

Trains I've Chambersburg at 11 10 A.M. and 4 45 P.M. Returning, I've Hagerstown at 7 00 A.M. and 2 45 P.M.

Connects at Chambersburg with Cumberland Valley Railway. At Greencastle, with daily coaches to Mercersburg and Waynesboro', Pa. At Hagerstown, with Stage lines to Martinsburg, Hancock, and Frederick City, Md., every morning, except Sunday.

LONDON & PORT STANLEY RAILWAY.

W. BOWMAN, Supt., London, Can.

Trains leave London at 7 30 A.M. and 3 00 P.M. for Westminster, Yarmouth, St. Thomas, Hart's Union, and Port Stanley. Returning, leave Port Stanley at 9 30 A.M. and 5 15 P.M. Distance, 24 mls. Fare, \$1.

Connects at London with Great Western Railway, and at Port Stanley with Steamers to Buffalo, &c.

PLATTSBURG & MONTREAL RAILWAY.

M. K. PLATT, Receiver and Supt., Plattsburg, N. Y.

 No Time Table Received.

DELAWARE, LACKAWANNA & WESTERN RAILWAY.

C. R. ROBERT, Pres., N. York City. JOHN BRISBIN, Supt., Scranton. WM. N. JENKS, Gen. Ticket Agent; and R. A. HENRY, Gen. Freight Agent, Scranton, Pa. [June 13.]

CONNECTIONS.

- 1 Trains leave foot of Cortland st., and run over N. Jersey R'way to Elizabethtown.
- 2 Leave by Steamboat from Pier No. 2, N. R. Con. with Central R'way of N. J., p. 89.
- 3 Southern terminus of Delaware, Lackawanna & Western Railway.
- 4 Connects with Belvidere & Delaware Railway by omnibus (3 miles), p. 97.
- 5 Con. Lack. & Bloomsburg R'way, p. 113.
- 6 Con. with N. Y. & Erie Railway, p. 81.

CAYUGA DIVISION.—April 15.

W. R. HUMPHREY, Supt., Ithaca, N. Y.

Mail Train leaves Owego at 5 30 A. M., on the arrival of the Cincinnati Exp., and after the arrival of Night Express Trains on the New York & Erie Railway from the East and West, for Cattatunk, Candor Centre, Wilserville, Caroline, and Ithaca; connecting at Ithaca with the Cayuga Lake Steamboat Line for Cayuga, Albany, &c.

Accom. Train leaves Owego at 4 20 P. M., on arrival of the N. Y. and Dunkirk Exp. Returning—Leave Ithaca, Accom. Train, at 9 00 A. M., connects with New York and Dunkirk Express Train.

Leave Ithaca, Mail Train, at 6 45 P. M., on arrival of Cayuga Lake Steamboat Line, runs to the Night Express Trains East and West on New York and Erie Railway.

Fare, Owego to Ithaca, \$1 20.

BEAVER MEADOW RAILWAY.

A. BRODHEAD, Supt., Mauch Chunk, Pa.

A Train leaves Mauch Chunk for Jeaneville at 2 00 P. M. Returning, leaves Jeaneville at 9 30 A. M. Fare, \$1 00.

N. York to Great Bend.

Great Bend to N. York.

Acc.	Pass.	Frs.	Mls.	STATIONS.		Mls.	Pass.	Acc.
A. M.	A. M.			LEAVE	ARRIVE		P. M.	P. M.
	8 00			N. York	Cortland st.	193	4 00	
	7 20				Pier 2, N. R.	193	4 20	
	8 30	25	12	Elizabethport		181	3 20	
	8 50	30	14	Elizabethtown		179	3 15	
	11 00			N. Hampton	lv	133	1 45	
	11 12	1 50	60	lv Junction	4	133	1 40	
	11 29	1 65	66	Washington		123	1 23	
	11 45	1 50	71	Oxford		113	1 07	
	12 00	1 55	76	Bridgeville		117	1 34	
	12 04	2 00	77	Hope (Phila. connection)		117	1 50	
	12 18	2 05	80	Delaware		113	1 25	
	12 46	2 20	83	Columbia		111	1 16	
	1 00	2 35	88	Water Gap		105	12 02	
	1 14	2 50	93	Stroudsburg		101	11 43	
	1 24	2 65	97	Spragueville		97	11 38	
	1 34	2 80	100	Henryville		93	11 23	
	1 50	3 00	106	Oakland		85	11 12	
	2 07	3 20	112	Forks		82	10 54	
	2 27	3 45	119	Tobyhanna		75	10 35	
	2 49	3 60	124	Gouldsboro		70	10 22	
	3 01	3 50	131	Moscow		61	9 57	
	3 15	4 00	135	Dunning's		53	9 43	
	3 26	4 00	139	Greenville		54	9 38	
	3 45	4 00	145	Scranton	lv	43	9 20	
9 20	3 50	4 00	152	Clark's Summit		41	9 10	6 30
9 50	4 10	4 25	152	Abington		38	8 45	5 40
10 05	4 18	4 35	155	Factoryville		33	8 40	5 17
10 30	4 32	4 55	161	Nicholson		27	8 25	4 45
11 00	4 50	4 70	167	Hopbottom		21	7 45	3 15
11 35	5 11	4 75	173	Oakley's		18	7 38	3 00
11 50	5 15	4 80	175	Montrose		14	7 23	2 35
12 15	5 32	4 80	180	New Milford		6	7 03	2 05
12 50	5 52	4 80	187	Great Bend	7	0	6 45	1 40
1 15	6 10	4 80	193	ARRIVE	LEAVE		A. M.	P. M.

SCHUYLKILL & SUSQUEHANNA RAILWAY.

THOS. E. DAVIS, Pres.; DANIEL TYLER, Gen. Agent
New York. U. R. TRACY, Supt., Cold Spring, Pa.

Auburn to Harrisb'g. | Harrisb'g to Auburn.

Pass.	Miles.	STATIONS.		Miles.	Pass.
A. M.		LEAVE	ARRIVE		P. M.
9 00		Auburn		59	6 10
9 32	12	White Horse		47	5 26
10 00	18	Pinegrove		41	5 00
10 45	30	Raush Gap		29	4 10
10 55	31	Junction		23	4 00
11 01	33	Cold Spring		26	3 50
11 11	35	Yellow Spring		24	3 40
11 26	38	Rattling Run		21	3 25
12 10	51	Dauphin		8	2 35
12 22	54	Penn'a Railroad		5	2 25
12 42	59	Harrisburg			2 10
P. M.		ARRIVE	LEAVE		P. M.

1 Connects with Philadelphia & Reading Railway.

2 Connects with Pennsylvania Central, Northern Central, and Cumberland Valley Railways.

MINE HILL & SCHUYLKILL HAVEN RAILWAY.

JOHN C. CRESSON, Pres., Philadelphia.

R. A. WILDER, Supt., Cressona, Pa. [July 1.]

Pass.	Pass.	Miles.	STATIONS.		Miles.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
12 30	6 00		Schuykill Haven		12	9 15	2 15
1 30	7 15	8	Minersville		4	8 15	1 15
7 30	12		Tremont			7 15	
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

Through Fare, 50 cents.

1 Connects with Philadelphia & Reading Railway.
2 Stages—Wiconisco, Millersburg, &c.

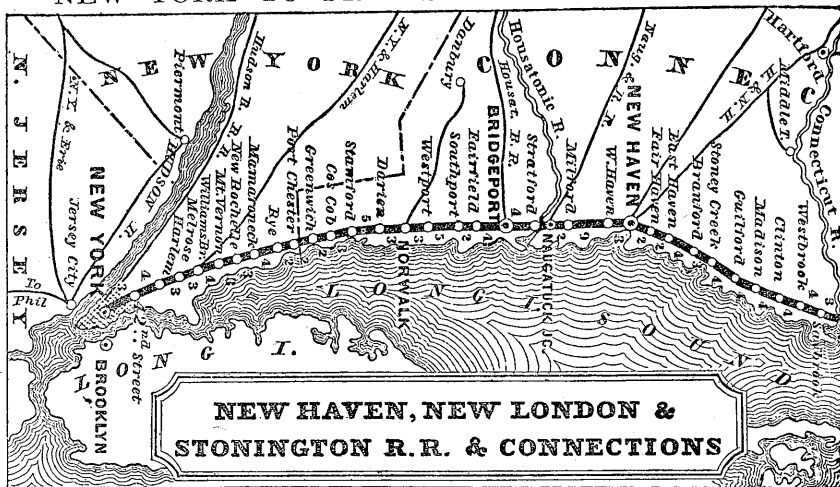
WEST JERSEY RAILWAY CO.

R. F. STOCKTON, Pres. T. JONES YORKE, Treas.
RICHARD SHIPPEN, Agent.

Leave Philadelphia, Walnut street Wharf, at 9 00 & 11 30 A. M., and 2 & 5 P. M. Leave Woodbury at 7 30 & 9 45 A. M., and 1 00 & 3 15 P. M.

Fare between Philadelphia and Woodbury, 25 cents. Philadelphia to Gloucester, 10 cents.

SHORE LINE. NEW YORK TO PROVIDENCE AND BOSTON.



This Route commences at New Haven, Conn., connecting with the New York & New Haven Railway at that point, and running along the shore of Long Island Sound, through some of the most beautiful villages in New England, to New London and Stonington; thence to Providence, along the shore of Narragansett Bay, to Boston—thus forming a most delightful route between New York and Boston: being entirely free from dust, at all seasons of the year, and very straight and level, the road can be run at the greatest speed with perfect safety.

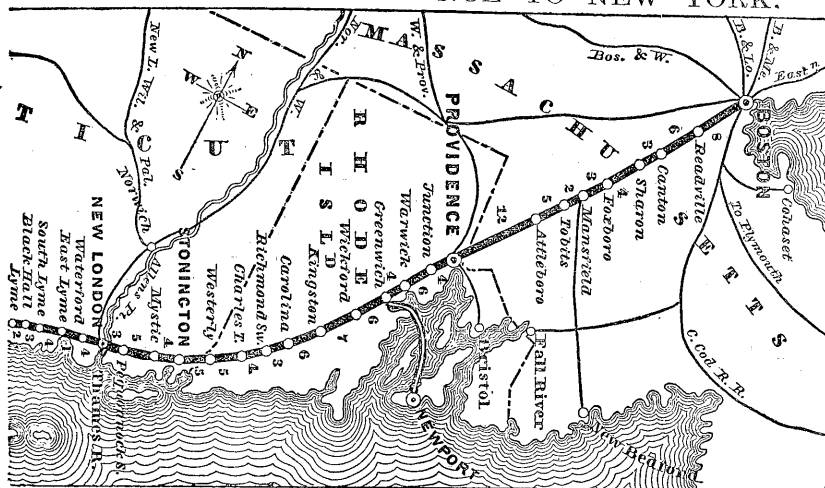
Connections as follows, viz.:—At Connecticut River, with steamers for Hartford, Sag Harbor, and other points on the River and Sound; at New London, with railway for Norwich, Worcester and vicinity; at East Greenwich, with the fast-sailing steamer Golden Gate, for Newport. Passengers from New York for Providence and Newport, will save from two to three hours time by taking this Route.

NEW HAVEN, Conn., the western terminus of the N. Haven, N. London & Stonington Railway—the “City of Elms,” so-called, on account of the numerous elm-trees which line the different streets and avenues of this truly beautiful place—is situated at the head of the bay of the same name, and about four miles north of Long Island Sound, seventy-six miles from New York, and from Boston, Mass., one hundred and sixty miles. In manufactures, New Haven is noted principally for its carriages and clocks, particularly the latter.

New Haven has an extensive communication by steamboat and railway with the interior, and cities along the seaboard, but its harbor is not adapted for the accommodation of vessels of great tonnage, in consequence of its shallowness. This defect, however, is remedied by the construction of an immense pier, 3,493 feet in length, which has been built at much expense. This city was first settled in 1638 by a London Company. It was incorporated as a city in 1784. Population in 1840 was 14,000; in 1850 22,000. It is at present (1859) about 35,000.

NEW LONDON is the semi-capital of New London county, Conn., situated on the right bank of the Thames River, three miles from the ocean, and fifty miles east of New Haven. The harbor of New London is one of the best in the United States. It is three miles long, five fathoms deep, and seldom obstructed with ice. It is environed by hills, and defended by Fort Trumbull and Fort Griswold, the former of which is garrisoned. The inhabitants have long been extensively engaged in the whale fishery, which employs about 1,500 men and a large amount of capital. The coast trade and other fisheries are also very important.

SHORE LINE. BOSTON AND PROVIDENCE TO NEW YORK.



NEW YORK TO BOSTON,

Via N. Y. & New Haven, N. H., New London & Stonington, Stonington & Providence, and Boston & Providence Railways.

STATIONS.	Mls.	Exp.	Exp.	Mail.	Sund
TRAINS LEAVE					
N. York { 27th st..		A. M.	P. M.	P. M.	P. M.
	2	8 00	12 15	8 00	5 00
Stamford	36	8 08	12 23		
Norwalk	44	9 20	1 44		
Bridgeport	58	10 10	2 37		
New Haven { arr.	76	10 45	3 15	11 15	7 50
		10 50	3 20	11 15	7 50
Branford	84	11 10			
Gulford	91	11 28	3 52	11 52	8 25
Madison	96	11 40			
Westbrook	104	12 00			
Saybrook	107	12 10			
Connecticut River..	109	12 15		12 50	9 05
Lyme	109	12 25	4 35	1 00	9 15
N. London { arr.	126	1 00	5 05	1 30	9 50
		1 10	5 15	1 40	
Stonington	138	2 05	6 00	2 22	
Greenwich		3 29	7 04	3 43	
Providence { arr.	188	4 00	7 30	4 15	
		4 10	7 30	4 20	12 20
Attleboro'	200	4 40			
Mansfield	207	5 00	8 12	5 06	
Boston	230	6 05	9 00	6 00	2 00
(Trains arrive.)		P. M.	P. M.	A. M.	A. M.

BOSTON TO NEW YORK,

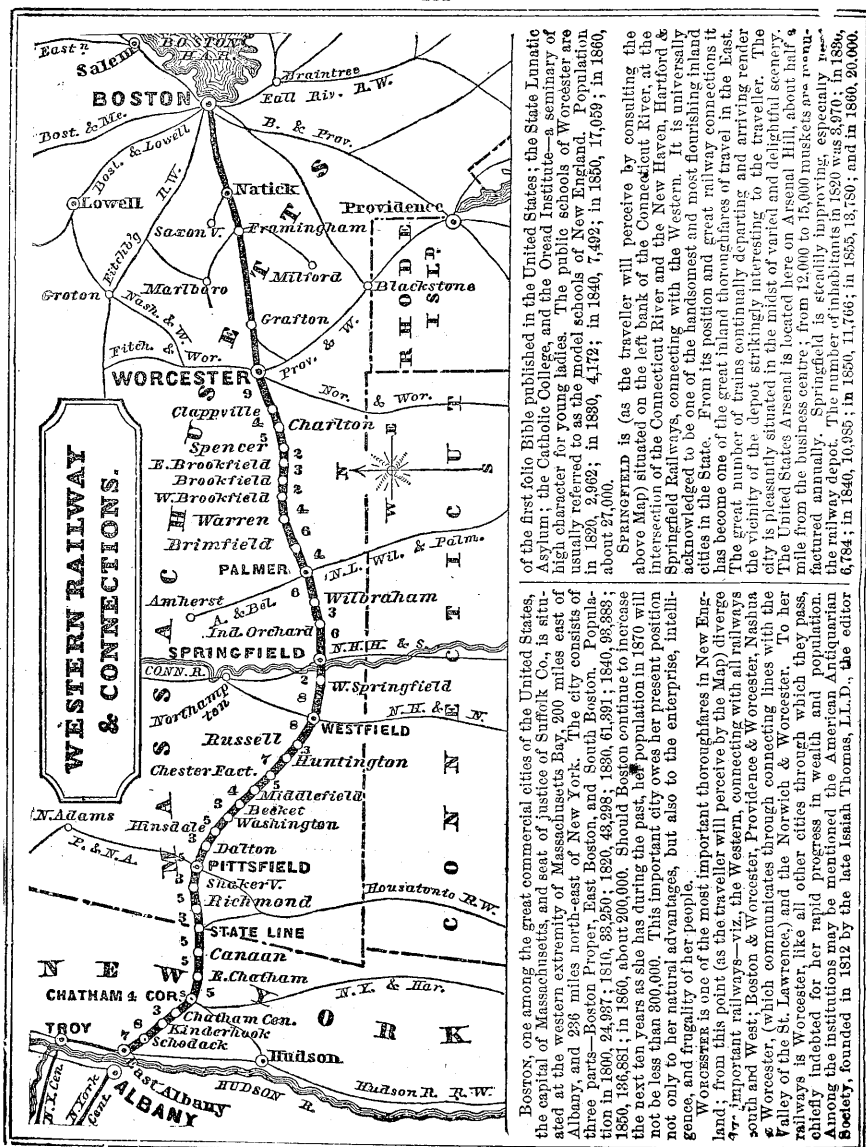
Via Boston & Providence, Stonington & Providence, N. H., New London & Stonington, and N. Y. & New Haven Railways.

STATIONS.	Mls.	Exp.	Mail.	Mall.	Sund
TRAINS LEAVE					
Boston		A. M.	P. M.	P. M.	P. M.
Mansfield	24	11 10		8 30	6 30
Attleboro'	31	11 58		9 18	
Providence { arr.	48	12 35		9 55	
		12 35		10 00	8 00
Greenwich	123	12 57		10 28	
Stonington	93	2 05		10 54	
N. London { arr.	105	2 40		11 39	
		2 40		12 20	10 15
Lyme	122	3 10	5 50	12 40	10 50
Connecticut River..	122		6 40	12 50	11 00
Saybrook	124		6 45		
Westbrook	127		6 55		
Madison	135		7 15		
Gulford	140	8 52	7 27	1 27	11 41
Branford	147		8 25		
New Haven { arr.	155	4 25	8 35		
		4 30	8 35	2 00	12 15
Bridgeport	173	5 08	9 10		
Norwalk	187	5 44	9 40		
Stamford	195	6 04	9 59		
N. York { 42d st..	229	7 22	11 09		
	230	7 30	11 15	4 50	3 10
(Trains arrive.)		P. M.	P. M.	A. M.	A. M.

For full Time Table of N. Haven, N. London & Stonington Railway, see page 147.

August 1.

F. J. CALHOUN, Supt., New Haven.



WESTERN (Mass.) RAILWAY.

CHESTER W. CHAPIN, Pres., Springfield, Mass. HENRY GRAY, Supt., Springfield, Mass.

Standard of Time—Clock at Springfield Depot.

[Aug. 19.]

Boston to Albany.										Albany to Boston.									
Sund. Mail.	Mail.	Exp.	Acc.	Exp.	Acc.	Acc.	Fares.	Miles.	STATIONS.	Miles.	Mail.	Acc.	Acc.	Exp.	Acc.	Sund. Mail.	Mail.	Exp.	Acc.
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			LEAVE										
6 30	8 30	3 00	1 30	8 30	7 00	A. M.			... Boston 1.....	200	A. M.	A. M.	P. M.	P. M.	NIGHT	A. M.			
									... Boston & Worcester 2.....										
8 00	10 00	4 30	3 30	9 55	9 00		1 35	44	... Worcester 3.....	156	4 28	9 45	12 40	3 20	10 15	11 55			
			3 40		9 05		1 35	45	... Worcester Junction 3.....	155		9 40	12 34						
			3 50		9 25		1 55	53	... Clayville	147		9 16	12 14						
			4 09		9 38		1 70	57	... Charlton	143		9 03	12 04						
			4 20		9 49		1 50	62	... Spencer	138		8 50	11 54						
			4 29		9 53		1 90	64	... East Brookfield	136		8 42	11 46						
			4 37		10 06		2 00	67	... Brookfield	133		8 34	11 39						
9 03	11 00	5 22	4 49	10 56	10 15		2 05	69	... West Brookfield	131	3 17	8 26	11 32	2 26	9 21	11 02			
			4 58		10 27		2 15	73	... Warren	127		8 15	11 23						
			5 11		10 40			79	... Brimfield	121		8 00	11 11						
9 20	11 28	5 50	5 20	11 20	10 50		2 40	83	... Palmer 4.....	117	2 44	7 49	11 00	1 50	8 54	10 36			
			5 36		11 05			89	... Wilbraham	111		7 35	10 46						
			5 47		11 17		2 70	92	... Indian Orchard	103		7 27	10 37						
10 00	12 00	6 15	6 00	11 45	11 30			98	arr Springfield 5	102	2 10	7 15	10 25	1 30	8 25	10 10			
		6 25			12 10	7 15	2 80	98	lve field 5	100			10 15	1 05	7 45				
		6 33		A. M.	12 20	7 25	2 90	100	... West Springfield	102			10 08		7 39				
		6 50			12 40	7 45	3 10	108	... Westfield 6.....	92			9 45	12 40	7 23				
		7 05			12 58	8 03	3 25	116	... Russell	84			9 27		7 05				
		7 14			1 08	8 13	3 35	119	... Huntington	81			9 17		6 50				
		7 30			1 25	8 30	3 55	126	... Chester	74			9 04	12 04	6 34				
		7 47			1 43	8 47		131	... Middlefield	69			8 47		6 14				
		8 00			1 57	9 00	3 75	135	... Becket	65			8 29		6 04				
		8 13			2 11	9 13	3 85	138	... Washington	62			8 30		5 54				
		8 20		Acc.	2 21	9 24	3 95	143	... Hinsdale	57			8 20		5 44				
		8 27		A. M.	2 29	9 32	4 00	146	... Dalton	54			8 08		5 38				
		8 40		6 45	2 45	9 48	4 05	151	... Pittsfield 7.....	49			7 54	11 12	5 20				
		8 49		7 05	2 55	9 58	4 20	154	... Shaker Village	46			7 41		5 07				
		8 59		7 21	3 06	10 09	4 30	159	... Richmond	41			7 29		4 57				
		9 06		7 36	3 15	10 18	4 40	162	... State Line 8.....	38			7 19		4 48				
		9 19		7 56	3 31	10 34	4 55	167	... Canaan	33			7 04		4 32				
		9 28		8 14	3 44	10 47	4 70	172	... East Chatham	28			6 51		4 19				
		9 44		8 39	4 01	11 07	4 85	177	... Chatham 9.....	23			6 36	10 14	4 04				
		9 53		8 53	4 14	11 20	4 95	181	... Chatham Centre	19			6 18		3 44				
		9 59		9 03	4 21	11 27	5 00	184	... Kinderhook	16			6 08		3 36				
		10 12		9 22	4 38	11 44	5 05	192	... Schodack	8			5 49		3 18				
		10 25		9 40	4 55	12 00	5 05	199	... Greenbush 10.....	1			5 30	9 30	3 00				
		10 40		9 55	5 10	12 15	5 05	200	... Albany 11.....	1			5 15	9 15	2 45				
P. M.	NIGHT	P. M.	P. M.	A. M.	P. M.	P. M.			ARRIVE	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			

Albany and Chatham Trains leave Albany for Chatham Four Corners at 6 00 & 9 00 A. M., and 8 40 P. M.; returning at 11 25 A. M., and 3 50 & 9 44 P. M., Express Trains, and do not stop at Way Stations.

¹ Connects with Railways diverging from Boston.

² Junction of Boston & Worcester Railway.

³ Junction of Providence & Worcester, Worcester & Nashua, and Norwich & Worcester Railways.

⁴ Junction of New London, Willimantic & Palmer, and Amherst & Belchertown Railways.

⁵ Junction of Connecticut River, and New Haven, Hartford & Springfield Railways.

⁶ Crossing of New Haven & Northampton Railway.

⁷ Junction of Pittsfield & North Adams Railway.

⁷ " Housatonic Railway Line.

⁸ Junction of Housatonic Railway.

⁹ Connects with Hudson & Boston Railway.

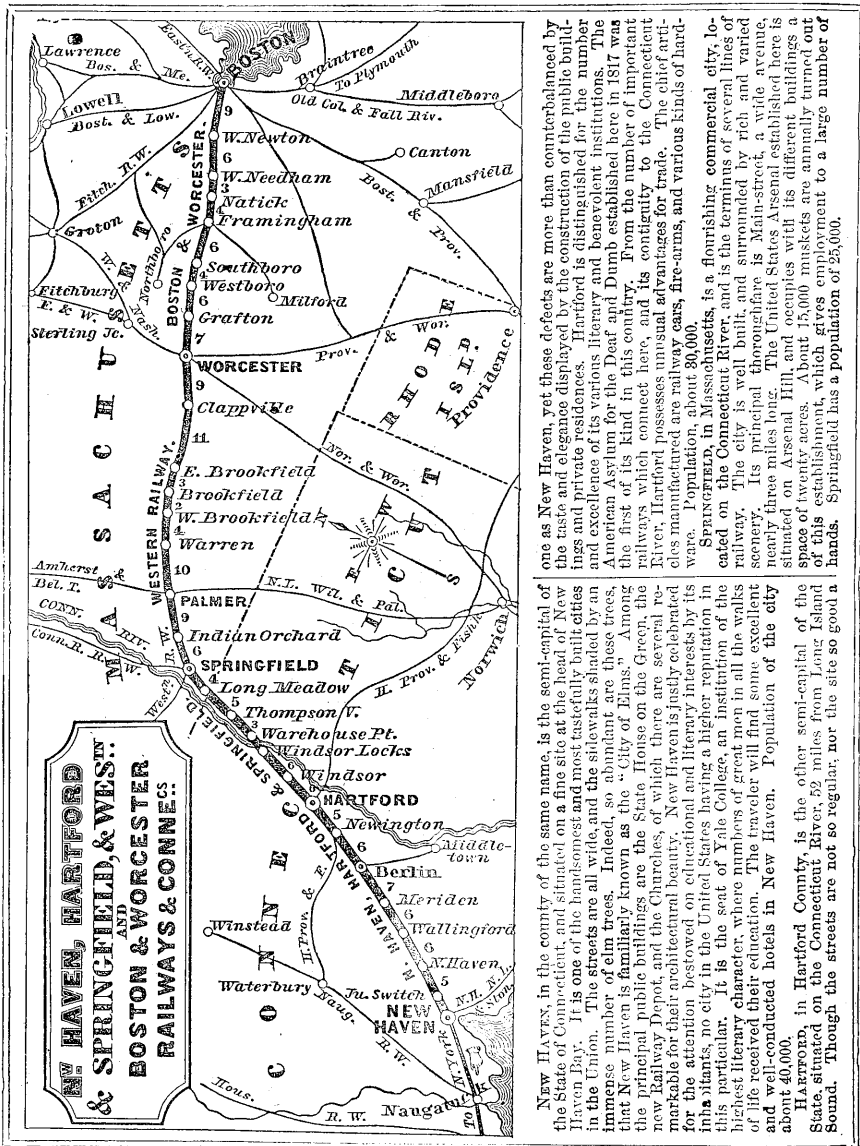
¹⁰ Junction of Troy & Greenbush Railway.

¹¹ Connects with New York Central Railway for Niagara Falls, Buffalo and the West.

PITTSFIELD & NORTH ADAMS RAILWAY.

Operated by Western (Mass.) Railway. WM. BURTON, Agent, North Adams, Mass. [May 6.]

Trains leave Pittsfield for Packard's, Berkshire, Cheshire Harbor, Maple Grove, S. Adams, and North Adams at 9 50 a. m., and 2 50 & 6 25 p. m. Returning, leave North Adams at 5 40 a. m., and 1 15 & 5 p. m. Dist., 20 mls.; fare, 60 cts. At Pittsfield, connects with Housatonic and Western R'ways.



one as New Haven, yet these defects are more than counterbalanced by the taste and elegance displayed by the construction of the public buildings and private residences. Hartford is distinguished for the number and excellence of its various literary and benevolent institutions. The American Museum for the Deaf and Dumb established here in 1817 was the first of its kind in this country. From the number of important railroads which connect here, and its contiguity to the Connecticut River, Hartford possesses unusual advantages for trade. The chief articles manufactured are railway cars, fire-arms, and various kinds of hardware. Population, about 30,000.

Springfield, in Massachusetts, is a flourishing commercial city, located on the Connecticut River, and is the terminus of several lines of the New England Railroad. The city is well built, and surrounded by rich and varied scenery. Its principal thoroughfare is Main-street, a wide avenue, nearly three miles long. The United States Arsenal established here is situated on Arsenal Hill and contains with its different buildings a space of twenty acres. About 15,000 muskets are annually turned out of this establishment, which gives employment to a large number of hands. Springfield has a population of 25,000.

NEW HAVEN, in the county of the same name, is the semi-capital of the State of Connecticut, and situated on a fine site at the head of New Haven Bay. It is one of the handsomest and best aesthetically built cities in the Union. The streets are all wide, and the sidewalks shaded by an immense number of elm trees. Indeed so abundant are these trees, that New Haven is familiarly known as the "City of Elms." Among the principal public buildings are the State House on the Green, the new Railway Depot and the Churches, of which there are several remarkable for their architectural beauty. New Haven is justly celebrated for the attention bestowed on educational and literary interests by its inhabitants, no city in the United States having a higher reputation in this particular. It is the seat of Yale College, an institution of the highest literary character, where numbers of great men in all the walks of life received their education. The traveler will find some excellent and well-conducted hotels in New Haven. Population of the city about 40,000.

Hartford, in Hartford County, is the other semi-capital of the State, situated on the Connecticut River, 52 miles from Long Island Sound. Though the streets are not so regular, nor the site so good a

NEW HAVEN, HARTFORD & SPRINGFIELD RAILWAY.

CHARLES F. POND, President.

E. M. REED, Supt., Hartford, Ct.

[Standard of Time—CLOCK AT HARTFORD DEPOT.]

[Aug. 19.]

Springfield to New Haven.										New Haven to Springfield.									
Mail.	Hart.	Exp.	Pass.	Exp.	Pass.	Fares.	Miles.	STATIONS.		Miles.	Fares.	Pass.	Exp.	Hart.	Pass.	Exp.	Mail.		
A. M.	P. M.	P. M.	P. M.	M.	A. M.			LEAVE	ARRIVE			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
12 05	8 05	6 40	1 45	12 00	7 00			 Springfield	62	1 80	10 05	1 00	3 07	6 10	8 00	1 55			
8 14			1 54		7 09	10	4	Longmeadow....	58	1 70	9 54		2 57	5 59					
8 23			2 03		7 18	35	9	Thompsonville....	53	1 55	9 45		2 45	5 48					
8 34			2 13		7 29	35	12	Warehouse Point....	50	1 45	9 34		2 34	5 37					
8 41			2 19		7 36	40	14	Windsor Locks....	48	1 40	9 27		2 28	5 30					
8 55			2 31		7 50	60	20	Windsor....	42	1 20	9 15		2 15	5 16					
9 08			2 42		8 03			Branch Switch....			9 02		2 03	5 03					
1 05	9 10	7 30	2 50	12 50	8 10	75	26	 Hartford	36	1 05	9 00	12 15	2 00	5 00	7 15	12 50			
			3 01		8 23	85	31	Newington....	31	95	8 41		4 42						
			7 51	3 12	1 10	35	1 00	Berlin....	25	80	8 31	11 50	4 32	6 50					
1 44		8 00	3 22	1 27	8 57	1 25	44	 Meriden	18	55	8 13	11 30	4 13	6 32	12 02				
			3 45		9 11	1 45	50	Wallingford....	12	35	7 59		3 58	6 20					
			3 58		9 24	1 55	55	North Haven....	6	26	7 47		3 45						
2 27		8 40	4 15	2 05	9 41	1 80	62	Junction Switch....	1		7 33		3 33						
								 New Haven			7 30	10 55	3 30	5 55	11 20				
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE	LEAVE			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		

For Time Table of Road between Springfield and Worcester, see Western Railway, p. 138.

SUMMER ARRANGEMENT.

On and after Monday, Aug. 19th, Trains will run daily, (Sundays excepted,) as follows:

Leave New Haven.—7 30 A. M., Passenger Train, for Middletown Junction, Hartford, Springfield, and Way Stations, connecting at Springfield with trains of the Western Railway for Albany and Boston.

10 55 A. M., Express Train, for Meriden, Middletown Junction, Hartford, Springfield and Boston, connecting with train of the Connecticut River Railway for the North.

5 55 P. M., Express Train, for Meriden, Middletown Junction, Hartford, Springfield and Boston.

MIDDLETOWN RAILWAY.

Trains leave Middletown at 8 00 & 11 05 A. M., and 12 40 & 6 20 P. M. Returning, leave Berlin at 8 35 & 11 50 A. M., and 1 12 & 7 52 P. M. Connecting each way with the trains of the Hartford & New Haven Railway at Berlin.

E. M. REED, Supt.

NEW LONDON, WILLIMANTIC & PALMER RAILWAY.

T. W. WILLIAMS, Pres.; RICHARD N. DOWD, Supt.; and J. DICKINSON, Sec., N. London, Ct. [Dec. 3.]

Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
1 50	7 15		 New London	66	11 30	5 45	
2 05	7 31	6	Montville....	60	11 14	5 23	
2 35	8 00	13	Norwich....	53	10 45	5 00	
2 49	8 13	17	Yantic....	50	10 29	4 46	
3 16	8 40	26	S. Windham....	40	10 00	4 19	
3 32	8 55	30	 Willimantic	36	9 42	4 05	
3 50	9 09	34	South Coventry....	32	9 21	3 50	
4 04	9 20	38	Mansfield....	25	9 03	3 36	
4 27	9 38	44	Tolland & Willington	21	9 01	3 18	
4 45	9 56	50	 Stafford	16	8 43	3 00	
5 23	10 32	62	Monson....	4	8 07	2 23	
5 35	10 45	66	 Palmer		7 55	2 10	
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.

Through fare, \$2 05; Way fare, about 8½ cts. per mile.

Special Trains leave New London for Norwich & Worcester Depot at 10½ A. M. and 3 00 & 8 35 P. M. Leave Depot for New London at 6 00 A. M. and 1 25 & 4 10 P. M.

HUDSON & BOSTON RAILWAY.

GEORGE H. POWER, Pres. and Supt., Hudson, N. Y.

Hudson to W. Stockb. | W. Stockb. to Hudson.

Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE		P. M.	P. M.
3 20	11 00		 Hudson	34	12 40	4 58	
3 52	11 24	4	Claverack....	30	12 15	4 33	
4 07	11 40	9	Mellenville....	25	12 00	4 25	
4 15	11 55		Pulvers....	11	55	4 15	
4 25	12 10	15	Ghent....	19	11 30	4 00	
5 15	12 20	17	Chatham ²	14	11 20	3 50	
5 26		23	East Chatham....	11	11 13		
6 22		39	State Line....	3	10 30		
6 25		34	 W. Stockbridge ³	10	10 00		
P. M.	P. M.		ARRIVE	LEAVE		A. M.	P. M.

Through Fare, \$1 00.

[June 19.]

Extra Trains.—Leave Hudson for Chatham at 5 00 A. M. Returning, leave Chatham at 8 30 A. M.

¹ Connects with Hudson River R'way. Also, with Steamboats for Albany, Troy, &c., and New York.

² Junction of New York & Harlem Railway.

³ Connects with Western Railway.

Connects with Housatonic Railway.

1

BOSTON & LOWELL RAILWAY.

F. B. CROWNINSHIELD, President, Boston.

GEORGE STARK, Manager—Office, Boston.

JOHN B. WINSLOW, Supt. of the Corporation, Boston.

[May 6.]

Boston to Lowell, Nashua & Wilton.										STATIONS.		Wilton & Lowell to Boston.							
P. M.	P. M.	P. M.	M.	A. M.	A. M.	Frs.	M.	LEAVE	ARRIVE	M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
11 30	5 30	2 30	12 00	10 00	7 30			 Boston	55	8 40	10 40	1 15	8 27	6 35					
	5 42	2 44		10 14		15	5	 West Medford.....	50	8 27	10 22		8 07						
	5 48	2 51		10 21		25	8	 Winchester	47	8 18	10 15		8 00						
						30	10	 East Woburn.....	45	8 12				6 13					
		2 53		10 28	7 55	30	10	 Woburn Watering pl.	45	8 10	10 08		2 53	6 11					
	5 55					35	12	 North Woburn.....	43										
	6 04	3 12		10 42	8 04	45	15	 Wilmington.....	40	8 01	9 55		2 39	6 00					
	6 12	3 22		10 52	8 12	60	19	 Billerica & Tewksbury.....	36	7 51	9 46		2 29	5 52					
	6 18	3 23		10 59	8 18	65	22	 North Billerica	33	7 46	9 39		2 22	5 46					
						75		 Bleachery, Lowell.....											
12 42			1 00		8 30	75		Lowell Middlesex St.	29	7 35		12 23		5 35					
		3 40		11 10		75	26	 Merrimac St.	28		9 30		2 15						
Monday	6 39				8 39	80	27	 Middlesex.....	23										
stopping	6 46		1 09		8 46	85	29	 North Chelmsford.....	26	7 27		12 11		5 24					
			1 16		8 46	95	32	 Tyngsboro'.....	23	7 20		12 03		5 17					
						1 05	35	 Little's.....	20										
1 12	7 07		1 37		9 08	1 20	39	 Nashua	16	7 00		11 45		5 00					
	7 21		2 03		9 22	1 35	45	 South Merrimack.....	10	6 40		11 26		4 25					
	7 29		2 23		9 30	1 45	45	 Danforth's.....	7	6 35		11 18		4 13					
	7 37		2 41		9 33	1 50	51	 Milford.....	4	6 25		11 10		4 00					
	7 47		3 03		9 43	1 55	55	 Wilton		6 15		11 00		3 30					
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.			ARRIVE	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

WOBBURN BRANCH RAILWAY.

Boston to Woburn Centre.										STATIONS.		Woburn Centre to Boston.							
P. M.	P. M.	P. M.	A. M.	A. M.	Frs.	M.	LEAVE	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9 30	6 30	5 10	3 00	11 30	7 00			 Boston	6 35	7 35	9 05	1 50	5 50	7 50					
9 50	6 50	5 30	3 20	11 50	7 20	15	5	 West Medford.....	6 15	7 15	8 45	1 30	5 30	7 30					
						25	7	 Mystic.....											
9 58	6 58	5 38	3 28	11 58	7 28	25	8	 Winchester	6 07	7 07	8 37	1 22	5 25	7 22					
						30	9	 Richardson's.....											
						30	10	 Horn Pond.....											
10 05	7 05	5 45	3 35	12 05	7 35	30	10	 Woburn Centre ..	6 00	7 00	8 30	1 15	5 15	7 15					
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STONY BROOK RAILWAY.

JOHN B. WINSLOW, Supt., Boston. [Apr. 1.]

Trains leave Lowell for Westford and Groton Junction at 6 00 & 11 45 A. M., and 4 45 P. M. Returning, leave Groton June at 8 00 A. M., and 12 45 & 5 45 P. M. Distance, 17 miles. Fare, 50 cents.

Connects at Groton Junction with trains on Worcester & Nashua, Fitchburg, Cheshire, Vermont & Massachusetts, and Peterboro' & Shirley Railways.

LOWELL & LAWRENCE RAILWAY.

F. H. NOURSE, Supt., Lowell, Mass. [Apr. 1.]

Trains leave Lowell for North Lawrence at 7 30 & 10 00 A. M., and 5 00 P. M. Returning, leave North Lawrence at 8 30 A. M., and 12 45 & 7 00 P. M. Distance, 13 miles. Fare, 45 cents.

SALEM & LOWELL RAILWAY.

F. H. NOURSE, Supt., Lowell, Mass. [Apr. 1.]

Trains leave Lowell for Salem at 7 25 A. M. and 9 00 P. M. Returning, leave Salem at 9 40 A. M. and 5 55 P. M. Distance, 24 miles. Fare, 80 cents.

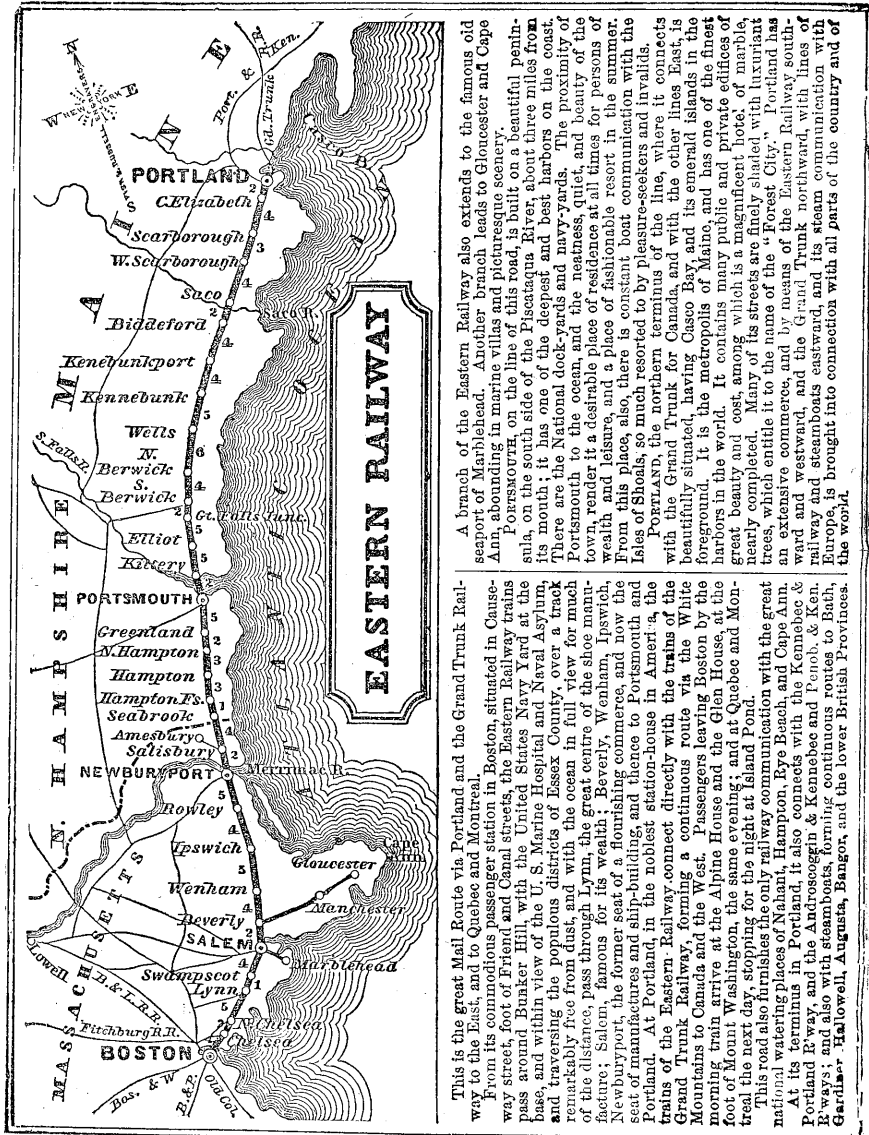
WORCESTER & NASHUA RAILWAY.

G. T. RICE, Pres., Worcester, Mass.

G. W. BENTLEY, Supt., " [June 8.]

Worcester to Nashua. | Nashua to Wor.

Pas.	Pass.	Pas.	Frs.	M.	STATIONS.	Pas.	Pass.	Pas.
P. M.	A. M.	A. M.			L'VE ARR.	A. M.	P. M.	P. M.
4 10	11 15	6 20			Worcester	9 00	2 00	6 55
4 30	11 40	6 45	30	9	West Boylston.....	8 35	1 38	6 32
4 35	11 45	6 50	35	10	 Oakdale.....	8 30	1 33	6 27
4 40	11 50	6 55	40	12	 Sterling.....	8 25	1 28	6 22
4 45	12 05	7 08	45	17	 Clinton.....	8 14	1 13	6 10
5 00	12 09	7 12	50	18	 S. Lancaster.....	8 10	1 09	6 07
5 07	12 13	7 18	57	19	 Lancaster.....	8 06	1 06	6 04
5 20	12 27	7 30	55	23	 Still River.....	7 56	1 55	5 55
5 27	12 32	7 35	55	25	 Harvard.....	7 51	1 50	5 50
5 44	12 45	7 45	1 05	28	Groton June.....	7 45	1 45	5 44
5 53	12 55	7 55	1 15	31	Groton Centre.....	7 39	1 39	5 39
6 05	1 10	8 08	1 30	36	 Pepperell.....	7 22	1 22	5 19
6 13	1 18	8 17	1 40	39	 Hollis.....	7 13	1 13	5 11
6 25	1 30	8 35	1 55	46	Nashua	7 00	1 00	5 00
P. M.	P. M.	A. M.			ARR. L'VE	A. M.	M.	P. M.



This is the great Mail Route via Portland and the Grand Trunk Railway to the East, and to Quebec and Montreal.

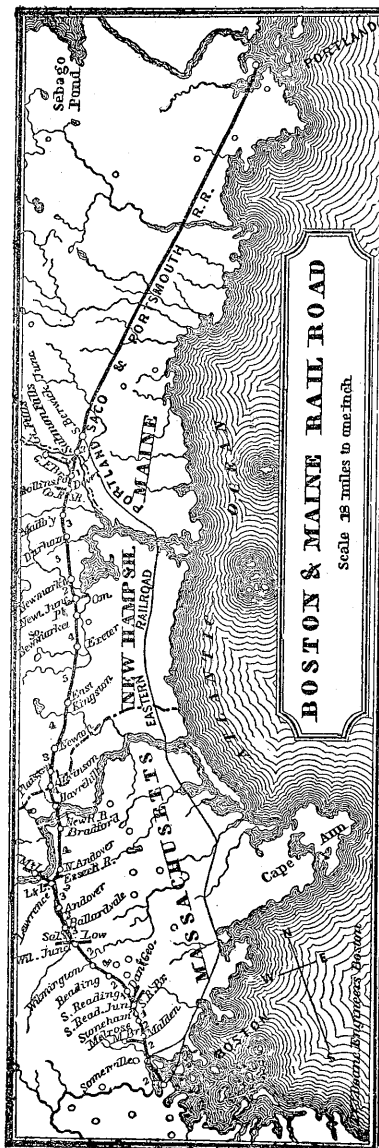
From its commodious passenger station in Boston, situated in Causeway street, foot of Fritch and Canal streets, the Eastern Railway trains pass around Bunker Hill with the United States Navy Yard at the base, and within view of the U. S. Marine Hospital and Naval Asylum, and traversing the populous district of Essex County, over a track remarkably free from obstructions, the great current of the slice manufacturing line passes through Lynn the great centre of the shoe trade, Saugus, famous for its wealth, Beverly, Wrentham, Ipswich, Newburyport, the former seat of a flourishing commerce, and the seat of manufactures and ship-building, and thence to Portsmouth and Portland. At Portland, in the noblest station-house in America, the trains of the Eastern Railway connect directly with the trains of the Grand Trunk Railway, forming a continuous route via the White Mountains to Canada and the West. Passengers leaving Boston by the morning train arrive at the Alpine House and the Glen House, at the foot of Mount Washington, the same evening, and at Quebec and Montreal the next day, stopping at the light at Island Pond.

This road also furnishes the railway communication with the great national watering places of Nahant, Haverhill, Byes River, and Cape Ann. At its terminus in Portland it also connects with the Kennebec & Portland Railway, and the Androscoggin & Kennebec and Portland & Kennebec Railways; and also with steamboats, forming continuous routes to Bath, Gardiner, Hallowell, Augusta, Bangor, and the lower British Provinces.

A branch of the Eastern Railway also extends to the famous old seaport of Marblehead. Another branch leads to Gloucester and Cape Ann, abounding in marine villas and picturesque scenery.

PORTSMOUTH, on the line of this road, is built on a beautiful peninsula, on the south side of the Piscataqua River, about three miles from its mouth; it has one of the deepest and best harbors on the coast. There are the National dock-yards and navy-yards. The proximity of Portsmouth to the ocean, and the neatness, quiet, and beauty of the town, render it a desirable place of residence at all times for persons of wealth and leisure, and a place of fashionable resort in the summer. From this place, also, there is constant boat communication with the Isles of Shoals, so much resorted to by pleasure-seekers and invalids.

PORTLAND, the northern terminus of the line, where it connects with the Grand Trunk for Canada, and with the other lines East, is beautifully situated, having Casco Bay, and its emerald islands in the foreground. It is the metropolis of Maine, and has one of the finest harbors in the world. It contains many public and private edifices of great beauty and cost, among which is a magnificent hotel, of marble, nearly completed. Many of its streets are finely shaded with luxuriant trees, which entitle it to the name of the "Forest City." Portland has an extensive commerce, and by means of the Eastern Railway southward and westward, and the Grand Trunk northward, with lines of railway and steamboats eastward, and its steam communication with Europe, is brought into connection with all parts of the country and of the world.

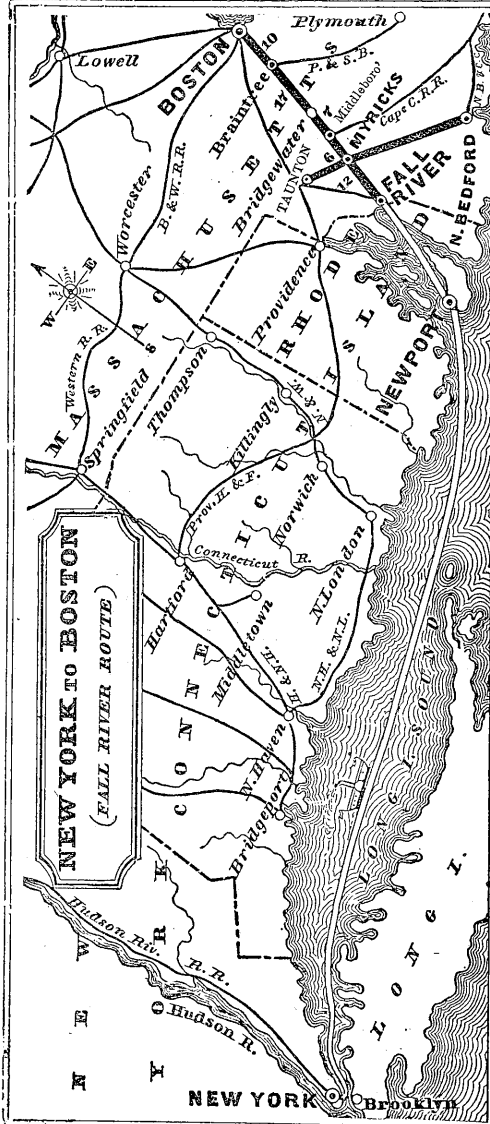


The Passenger Station of the Boston and Maine Railway is in Haymarket Square, being the most convenient on that account of any Railway Station in Boston: it is within three minutes walk of the principal hotels, and the business parts of the city. Passenger Trains run almost hourly to the suburban villages on the line of the road, and every facility is rendered to persons desiring to take advantage of a country residence. This is also the great route to the East and North, and to the White Mountains; passengers can take their choice of five different routes to the Mountains. 1st, via the Wiers and Centre Harbor, in the cars of the Boston, Concord and Montreal Railway; again, by same Railway to Plymouth, N. H., and by same to Littleton and Franconia Notch. Also, via Cocheo Railway and Lake Winnepesaukee, the most beautiful sheet of water in the country. Also, via Portland and Grand Trunk Railway. The Boston and Maine Railway runs through some of the most beautiful and thriving villages and towns in all New England; and in nearly every town on the line is a manufacturing interest. Ballard Vale, Andover, Lawrence, North Andover, Haverhill, Exeter, Newmarket, Dover, Great Falls, Salmon Falls, and South Berwick, have all cotton or woollen mills in full operation, and the quantities of goods made at these places almost surpass belief.

The following named railways connect with the Boston and Maine Railway: the Danvers Railway and the South Reading Branch Railway at South Reading Junction, 10 miles from Boston; the Salem and Lowell Railway at Wilmington Junction, 18 miles from Boston; the Manchester and Lawrence and Lowell and Lawrence Railways at Lawrence, 26 miles from Boston; the Essex Railway at North Andover, 28 miles; the Newburyport Railway at Bradford Junction, 33 miles; the Portsmouth

and Concord Railway at Newmarket, 55 miles; the Cocheo Railway at Dover, 68 miles; the Great Falls and Concord Railway at Great Falls, 74 miles; the Portland, Saco and Portsmouth Railway at South Berwick, 75 miles. The eastern terminus of this railway is at Portland, Me.; the B. and M. Railway connects at Portland with the Kennebec and Portland Railway, the Grand Trunk and Androscoggin and Kennebec Railway, and the steamers for Bangor and Eastport, and St. John's, N. Brunswick.

Portland, the northern terminus of this route, is the metropolis of the State of Maine; it is situated in Cumberland County, on Casco Bay. The city is built on a point of land projecting into the bay, and presents a very beautiful appearance from the sea. It has an excellent harbor, of sufficient depth for ships of the largest size; it is seldom or never closed by ice, and affords good anchorage. The streets are for the most part regular, and lined with a great number of fine shade trees. The houses are chiefly of brick. Of the public buildings, the Court House and City Hall rank as noble edifices. Portland has twenty-six churches, and several literary and scientific institutions in a flourishing condition, viz. the Atheneum, Moreau Association, Portland Sacred Music Society, and the Portland Natural History Society, which possesses a valuable collection of specimens of ornithology, mineralogy, and geology. Ship-building is carried on very extensively in this city; there are also several locomotive and car factories, and a large sugar-house, employing over two hundred hands. Portland has a large coasting trade, and many vessels engaged in the cod and mackerel fisheries. The population of the city of Portland is not less than 25,000.



This line, between New York and Boston, is usually known as the *Fall River Line*. The route is from *New York to Fall River* by the Company's magnificent steamers, the *Metropolis*, *Empire State*, *Bay State*, *State of Maine*, and thence by Railway, a distance of only 53 miles to Boston.

The advantages of the route are, that passengers have an entire night's rest on Steamers unparalleled in strength, safety and comfort, and on arrival at Fall River are within an hour and forty minutes, by railway, of Boston, where they arrive in 8 hours for an early breakfast.

Passengers from New York to Boston leave the steamer at Pier No. 8, North River, New York. Leaving New York every afternoon at 5 o'clock, P. M. in Summer, and at 4 o'clock in winter. (See page 143.)

Passengers from Boston for New York leave the Depot of the Old Colony and Fall River Railway, corner of South and Kneeland streets, Boston, every afternoon. (See page 143.)

This is the easiest and most direct route between New York and

at Newport going and on returning; so that passengers may leave New York every evening for Newport, or leave Newport every evening for New York.

NOTE. This is the only regular and direct line between New York and Newport.

Passengers visiting Newport from Boston will find this the easiest, quickest and most pleasant route from Boston to Newport; as, by taking the Steamboat Train in Boston, any afternoon, they will find themselves, in three hours, at Newport.

New Bedford and *Taunton* passengers take steamboat from New York to Fall River, and thence by railway to Myricks, on the route to Boston, there connecting with the Taunton and New Bedford Railway. *Wareham*, *Sandwich* and *Nantucket* passengers take Steamboat from New York to Fall River, and thence to Middleboro, on the railway from Fall River for Boston, where the trains connect with trains of the Cape Cod Railway for these and other places on that road.

Plymouth passengers take steamboat from New York to South Bayville, on the railway from Fall River to Boston, where they connect with the Plymouth and other localities on that road.

For further information apply to Wm. Borden, Agent, 70 and 71 West street, New York.

NEW YORK TO BOSTON, via FALL RIVER and NEWPORT.

The Steamer *Bay State*, Capt. Jewett, leaves New York (starting from Pier No. 3, North River) every Tuesday, Thursday, and Saturday, at 5 o'clock p. m.

The *Empire State*, Capt. Benjamin Brayton, leaves New York (starting from Pier No. 3, North River) every Monday, Wednesday, and Friday, at 5 o'clock p. m.

Trains from Boston for New York leave the Old Colony & Fall River Depot, corner of South and Kneeland street, every afternoon at 5 30 p. m., for Fall River, where they connect with the steamers of the Line for New York. (See preceding page.)

WM. BORDEN, Agent, 70 & 71 West street, New York.

OLD COLONY & FALL RIVER RAILWAY.

ALEXANDER HOLMES, President, Boston, Mass.

GEO. SHEVERICK, Agent, Boston, Mass. [April 15.

Boston & Fall River to New York.										STATIONS.		New York & Fall River to Boston.													
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	Frs.	M.	LEAVE	ARRIVE	Mls.	Frs.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5 30	4 45	4 00	2 15	11 30	7 15			 Boston.....	54	1 50		8 00	9 10	9 45	12 34	2 05	6 00								
		4 14	2 27	11 46	7 26	15	4	 Harrison Square.....	50	1 50		7 45		9 31		1 49									
		4 18	2 30	11 50	7 30	18	5	 Neponset.....	49	1 50		7 42		9 28		1 45									
		4 26	2 37	12 00	7 37	30	8	 Quincy.....	46	1 50		7 34		9 20		1 35									
		4 32	2 42	12 06	7 43	35	10	 Braintree.....	44	1 50		7 28		9 15		1 29	5 32								
		4 36	2 46	12 10	7 48	40	12	 South Braintree.....	42	1 40		7 24		9 10	12 09	1 25	5 29								
		4 44	2 55	12 20	7 56	45	15	 Randolph.....	39	1 20		7 10		9 03	12 02	1 14	5 21								
		4 49	3 00	12 25	8 01	50	17	 East Stoughton.....	37	1 15		7 03		8 58		1 08	5 15								
		4 57	3 09	12 35	8 09	55	20	 North Bridgewater.....	34	1 10		6 55		8 50	11 52	1 00	5 07								
		5 02	3 14		8 14			 Campello.....	32	1 00				8 45		5 02									
		5 08	3 20		8 20			 Keith's.....	30	95				8 40		4 55									
		5 12	3 25		8 26			 E. & W. B'water.....	29	90				8 37		4 50									
6 34	5 34	5 20	3 31		8 32			 Bridgewater.....	27	85				8 32	11 35	4 43									
		5 29	3 40		8 40			 Titicut.....	23	75				8 22		4 33									
		5 45	5 40	3 50	8 50			 Middleboro.....	19	70		8 10		8 15	11 20	4 25									
		5 54		3 54	8 57			 Lakeville.....	17	60				7 58		4 20									
7 04	6 06	6 06	4 10		9 15			 Myrick's.....	12	35				7 43		4 10									
	6 14		4 19		9 24			 Assonet.....	9	25				7 34		4 02									
	6 26		4 32		9 37			 Miller's.....	3	10				7 22		3 45									
7 30	6 35		4 40		9 45			 Fall River.....				3 30		7 15		3 40									
								(Steamboat)																	
								 New York.....																	
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE	LEAVE			P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Railway Connections are the numerous railways diverging from Boston; at Braintree, with South Shore Railway, p. 157; at S. Braintree, with Plymouth trains, *below*; at S. Abington, with Abington & Bridgewater Branch, *below*; at Middleboro', with Cape Cod Railway, p. 154, and Middleboro' & Taunton Railway, p. 155; at Myrick's, with N. Bed. & Taun. R'way, p. 155; at F. River, with Steamers to Newport and N. York.

PLYMOUTH AND SOUTH BRAINTREE TRAINS.

[April 15.

Boston & South Braintree to Plymouth.										STATIONS.		Plymouth & South Braintree to Boston.													
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	Frs.	Mls.	LEAVE	ARRIVE	Mls.	Frs.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9 30	6 45	5 10	2 40	8 30				 Boston.....	37	1 20	6 55	8 15		8 50	11 10	6 15									
9 46	7 01	5 22	2 54	8 44	15	4		 Harrison Square.....	34	1 10	6 39		8 34	10 55	5 59										
9 50	7 05	5 26	2 58	8 48	18	5		 Neponset.....	32	1 05	6 35		8 30	10 50	5 55										
10 00	7 15	5 33	3 07	8 57	30	8		 Quincy.....	29	95	6 25		7 48	8 20	4 51	5 43									
10 06	7 21	5 38	3 15	9 05	35	10		 Braintree.....	27	90	6 19		7 42	8 14	4 35	5 42									
10 10	7 25	5 43	3 19	9 10	40	11		 So. Braintree.....	26	85	6 15		7 38	8 10	4 30	5 38									
		5 56	3 29	9 21	50	15		 South Weymouth.....	22	75			7 28		4 25										
		6 05	3 38	9 30	60	18		 North Abington.....	20	65			7 21		4 20										
		6 09	3 42	9 36	65	19		 Abington.....	18	60			7 16		4 15										
		6 15	3 48	9 45	70	21		 South Abington.....	16	55			7 10		4 10										
		6 25	3 58	9 55	80	25		 Hanson.....	12	45			7 00		4 00										
		6 33	4 06	10 03	90	28		 Halifax.....	9	35			6 52		3 55										
		6 37	4 10	10 07	1 00	30		 Plympton.....	8	30			6 48		3 48										
		6 45	4 20	10 15	1 10	33		 Kingston.....	4	12			6 40		3 41										
		7 00	4 30	10 25	1 20	37		 Plymouth.....					6 30		3 30										
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE	LEAVE			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Dorchester & Milton Branch Trains.—Trains leave Boston for Mattapan at 8 50 A. M., and 1, 3 & 6 15 P. M. Leave Mattapan for Boston at 7 50 & 10 10 A. M., and 2 10 & 5 20 P. M. Distance, 8 miles. Fare, 25 cents.

Abington & Bridgewater Br.—Trains leave South Abington at 7 20 & 10 00 A. M., and 5 10 & 6 20 P. M.

Leave Bridgewater for S. Abington at 6 40 & 9 10 A. M., and 3 15 & 5 45 P. M. Dist., 7 miles. Fare, 30 cts.

HARTFORD, PROVIDENCE & FISHKILL RAILWAY.

JAMES G. ANTHONY, Pres., Providence, R. I. EDWARD M. BRIDGEMAN, Sec. & Treas., Hartford, Ct.
 SAMUEL NOTT, Supt., Hartford, Ct. E. S. GOODRICH, Gen. Ticket Agent, Hartford.

Standard of Time—Clock at Hartford Depot.

[August 1.

Providence to Hartford & Waterbury.						STATIONS.		Waterbury & Hartford to Providence.							
Acc.	Acc.	Acc.	Acc.	Acc.	Frs.	Mis.	LEAVE	ARRIVE	Mis.	Frs.	Acc.	Acc.	Acc.	Acc.	Acc.
P. M.	P. M.	A. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6 05	2 35	11 20	6 45				.. Providence ¹ ...	90	3 45	9 20	11 00	2 20	6 13		
6 18	2 45	11 35	6 55				.. Cranston ..	86	3 40	9 07	10 45	2 08	6 00		
							.. Searle's Corner...	83	3 35						
6 32	2 53	11 50	7 06			15	.. Natick ..	81	3 30	8 53	10 30	1 50	5 49		
6 42	3 03	12 03	7 14			25	.. Riverpoint ..	79	3 30	8 47	10 20	1 40	5 44		
		12 13				35	.. Quindnick ..	77	3 25	8 37	10 07	1 25	5 36		
6 52	3 15	12 18	7 21			40	.. Anthony ..	76	3 20	8 37	10 01	1 18			
7 00	3 20	12 21	7 26			45	.. Washington ..	75	3 15	8 27	9 55	1 10	5 32		
7 03	3 23		7 33			50	.. Nipmuc ..	73	3 15	8 17	9 45		5 23		
7 24	3 40	P. M.	7 48			50	.. Summit ..	68	3 05	8 05	9 33		5 13		
7 35	3 52		7 59			80	.. Greene ..	66	2 50	7 56	9 23		5 07		
7 46	4 02		8 10			90	.. Oneco ..	63	2 55	7 25	9 13		4 53		
7 55	4 09		8 20			95	.. Sterling ..	61	2 50	7 15	9 07		4 53		
8 10	4 23		8 33			00	.. Moosup ..	57	2 40	7 03	8 56		4 43		
8 20	4 34		8 50			1 15	.. Plainfield ² ..	54	2 40	6 50	8 45		4 32		
	4 43		9 00			1	.. Canterbury ..	50		A. M.	8 30		4 20		
						1 30	.. Jewett City ..	47	2 40						
						1 40	.. Lovett's ..	44	2 30						
5 02			9 20			1 50	.. Baltic ..	42	2 25		8 05		3 58		
						1 60	.. Waldo's ..	39	2 20						
5 20			9 38			1 70	.. South Windham ..	35	2 10		7 42		3 42		
5 31			9 50	7 50		1 80	.. Willimantic ³ ..	31	1 55		7 30		3 33	7 30	
						64	.. Hop River ..	26							
5 53			10 12	8 15	2 05	63	.. Andover ..	22	1 60		7 08		3 10	7 06	
6 10			10 30	8 35	2 25	74	.. Bolton ..	16	1 45		6 52		2 54	6 45	
6 28			10 45	8 55	2 40	78	.. Vernon ..	12	1 30		6 40		2 42	6 25	
6 38			10 56	9 10	2 50	81	.. Manchester ..	9	1 20		6 30		2 30	6 02	
					2 60	83	.. Buckland's ..	7	1 20						
					2 65	86	.. Scotland ..	4	1 10						
6 55			14 14	9 29	2 70	88	.. E. Hartford Switch.	2	1 05		6 15		2 15	5 45	
7 11	P. M.		11 30	9 45	2 75	90	ar } Hartford ⁴ { lv	95	A. M.		6 00	A. M.	2 00	5 30	
7 50	12 20		4 10	10 00	2 75		lv } ..	33	95	8 33	10 05	1 55	5 10		
8 05	12 35		4 23	10 13	2 75	5	.. Newington June.	27	90	8 20	9 53	1 40	4 57		
							.. Pratts ..								
8 20	12 50		4 40	10 23	2 80	9	.. New Britain ..	23	75	8 07		9 36	1 25	4 45	
				5 00	10 45	3 00	.. Plainville ⁶ ..	19	60			9 16		4 15	
				5 03	10 55	3 05	.. Forestville ..	17	55			9 04		4 02	
				5 18	11 03	3 15	.. Bristol ..	14	50			8 53		3 50	
				5 26	11 25	3 20	.. Terryville ..	10	35			8 35		3 35	
					3 25	25	.. Tolles' ..	7	30						
					3 35	27	.. Hancock ..	6							
					3 40	30	.. Hoadleys' ..	4	20						
					3 40	30	.. Waterville ..	2	15						
				6 08	11 55		.. N. R. R. Junction.					8 08		3 05	
				6 13	12 00	3 45	.. Waterbury ⁶ ..					8 05		3 00	
P. M.	P. M.	P. M.	P. M.	NOON.			ARRIVE	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

NEW YORK TO PROVIDENCE.—Leave New York (via N. Y. & New Haven Railway) at 8 00 A. M., connecting at Hartford with Train on Providence, Hartford & Fishkill Railway for Providence.

PROVIDENCE TO NEW YORK.—Leave Providence at 6 45 A. M. and 2 35 P. M., connecting at Hartford with Express trains for New York and Springfield.

¹ Connects with Providence & Worcester, p. 150; New York, Providence & Boston, p. 155; Providence, Warren & Bristol, p. 150. Also, Steamboats to Newport, Fall River, Nantucket, &c.

² Crossing of Norwich & Worcester, p. 150.

³ Crossing of N. Lond., Willim. & Palmer, p. 135.

⁴ Junction of New Haven, Hartford & Springfield, p. 135. Steamboats to New York, &c.

⁵ Crossing of N. Haven & Northampton, p. 147.

⁶ Crossing of Naugatuck Railway, p. 151.

RUTLAND & WASHINGTON RAILWAY.

F. E. WOODBRIDGE, Superintendent, Rutland, Vt. [Aug. 15.
Z. V. K. WILLSON, Master Trans., "

Troy to Rutland.				Rutland to Troy.			
STATIONS.				STATIONS.			
Mxd.	Mail.	Exp.	Mxd.	Mxd.	Mail.	Mxd.	Acc.
5.30	P. M.	12.15		8.40	A. M.	7.00	P. M.
6.33	1	1.16	28	7.30	4.15	5.54	5.80
7.00	1	2.00	29	7.30	4.40	5.84	5.84
7.85	1	2.44	30	7.13	3.15	5.20	5.20
8.18	1	2.55	31	6.58	3.15	5.20	5.20
8.50	1	3.27	32	6.40	2.40	4.43	4.43
9.20	1	3.57	33	6.25	2.10	4.43	4.43
9.50	1	4.27	34	6.04	1.20	4.43	4.43
10.20	1	4.57	35	5.55	1.00	4.20	4.20
10.50	1	5.27	36	5.48	12.45	4.15	4.15
11.20	1	5.57	37	5.32	12.45	4.15	4.15
11.50	1	6.27	38	5.13	11.30	3.40	3.40
12.20	1	6.57	39	4.55	10.40	3.26	3.26
12.50	1	7.27	40	4.44	10.00	3.05	3.05
1.20	1	7.57	41	4.40	9.20	2.40	2.40
1.50	1	8.27	42	4.40	8.40	2.10	2.10
2.20	1	8.57	43	4.40	8.00	1.40	1.40
2.50	1	9.27	44	4.40	7.20	1.10	1.10
3.20	1	9.57	45	4.40	6.40	0.40	0.40
3.50	1	10.27	46	4.40	6.00	0.10	0.10
4.20	1	10.57	47	4.40	5.20	0.00	0.00
4.50	1	11.27	48	4.40	4.40	0.00	0.00
5.20	1	11.57	49	4.40	4.00	0.00	0.00
5.50	1	12.27	50	4.40	3.20	0.00	0.00
6.20	1	12.57	51	4.40	2.40	0.00	0.00
6.50	1	1.27	52	4.40	2.00	0.00	0.00
7.20	1	1.57	53	4.40	1.20	0.00	0.00
7.50	1	2.27	54	4.40	0.40	0.00	0.00
8.20	1	2.57	55	4.40	0.00	0.00	0.00
8.50	1	3.27	56	4.40	0.00	0.00	0.00
9.20	1	3.57	57	4.40	0.00	0.00	0.00
9.50	1	4.27	58	4.40	0.00	0.00	0.00
10.20	1	4.57	59	4.40	0.00	0.00	0.00
10.50	1	5.27	60	4.40	0.00	0.00	0.00
11.20	1	5.57	61	4.40	0.00	0.00	0.00
11.50	1	6.27	62	4.40	0.00	0.00	0.00
12.20	1	6.57	63	4.40	0.00	0.00	0.00
12.50	1	7.27	64	4.40	0.00	0.00	0.00
1.20	1	7.57	65	4.40	0.00	0.00	0.00
1.50	1	8.27	66	4.40	0.00	0.00	0.00
2.20	1	8.57	67	4.40	0.00	0.00	0.00
2.50	1	9.27	68	4.40	0.00	0.00	0.00
3.20	1	9.57	69	4.40	0.00	0.00	0.00
3.50	1	10.27	70	4.40	0.00	0.00	0.00
4.20	1	10.57	71	4.40	0.00	0.00	0.00
4.50	1	11.27	72	4.40	0.00	0.00	0.00
5.20	1	11.57	73	4.40	0.00	0.00	0.00
5.50	1	12.27	74	4.40	0.00	0.00	0.00
6.20	1	12.57	75	4.40	0.00	0.00	0.00
6.50	1	1.27	76	4.40	0.00	0.00	0.00
7.20	1	1.57	77	4.40	0.00	0.00	0.00
7.50	1	2.27	78	4.40	0.00	0.00	0.00
8.20	1	2.57	79	4.40	0.00	0.00	0.00
8.50	1	3.27	80	4.40	0.00	0.00	0.00
9.20	1	3.57	81	4.40	0.00	0.00	0.00
9.50	1	4.27	82	4.40	0.00	0.00	0.00
10.20	1	4.57	83	4.40	0.00	0.00	0.00
10.50	1	5.27	84	4.40	0.00	0.00	0.00
11.20	1	5.57	85	4.40	0.00	0.00	0.00
11.50	1	6.27	86	4.40	0.00	0.00	0.00
12.20	1	6.57	87	4.40	0.00	0.00	0.00
12.50	1	7.27	88	4.40	0.00	0.00	0.00
1.20	1	7.57	89	4.40	0.00	0.00	0.00
1.50	1	8.27	90	4.40	0.00	0.00	0.00
2.20	1	8.57	91	4.40	0.00	0.00	0.00
2.50	1	9.27	92	4.40	0.00	0.00	0.00
3.20	1	9.57	93	4.40	0.00	0.00	0.00
3.50	1	10.27	94	4.40	0.00	0.00	0.00
4.20	1	10.57	95	4.40	0.00	0.00	0.00
4.50	1	11.27	96	4.40	0.00	0.00	0.00
5.20	1	11.57	97	4.40	0.00	0.00	0.00
5.50	1	12.27	98	4.40	0.00	0.00	0.00
6.20	1	12.57	99	4.40	0.00	0.00	0.00
6.50	1	1.27	100	4.40	0.00	0.00	0.00

Through Fare, \$2 50. Way Fares, about 3 cents per mile.

Castleton Accom. Trains leave Castleton for Rutland at 11 45 A.M. and 9 20 P. M. Returning, leave Rutland at 4 00 A. M.

¹ Connects with Hud. Riv. R'way: also with Steamboat for N. York.

2 " " Troy & Boston and Western Vermont Railway.

3 " " Saratoga & Whitehall Railway.

“ Rutland & Burlington Railway.

Clarendon Springs.—Stages leave West Rutland for Clarendon Springs on arrival of trains from Rutland and Troy.

NEW YORK & BOSTON RAILWAY. [April 22.]

(Formerly Charles River Branch.)

M. S. Rice, Superintendent, Newton Centre, Mass.

Stations—Boston, Brookline, Brighton Street, Chestnut Hill, Newton Centre, Oak Hill, Upper Falls, Highlandville, and Needham Plains.

Trains leave Boston for Needham Plains at 7 15 A. M., and 12 15, 8 30 & 6 15 P. M. Returning, leave Needham Plains at 6 05 & 8 10 A. M., and 1 48 & 4 55 P. M. Distance, 12 miles. Through Fare, 37 cents.

SCHENECTADY & TROY RAILWAY.

Trains leave Troy at 7 10 & 11 50 A. M., and 5 00 P. M.
leave Schenectady at 8 10 A. M., and 1 40 & 6 50 P. M.
[May 6. Returning,

TROY & BOSTON, AND W. VERMONT R'WY.

D. T. VAIL, Pres., and I. V. BAKER, Supt., Troy, N. Y. [Aug. 15.
Standard of Time—Clock at Machine Shop, Troy.

Troy to Rutland.				STATIONS.				Rutland to Troy.			
Acc.	Exp.	Mail.	M	LEAVE	ARRIVE	M	Acc.	Exp.	Mail.	M	ARRIVE
P. M.	P. M.	A. M.		Troy,	River Strt.		A. M.	P. M.	P. M.		Rutland
5 30	12 15	7 45	8	Lansburg.		84	8 35	7 00	4 40		
5 40	12 23	7 53	8	Dunston.		81	8 56	7 00	4 30		
5 53	12 33	8 17	12	Schaghticoke.		76	9 15	6 59	4 18		
6 04	12 41	8 27	12	Pittsboro.		72	9 30	6 29	4 06		
6 08	12 44	8 34	16	Johnstownville.		68	9 47	6 22	4 00		
6 15	12 50	8 42	16	Busker's Bridge.		63	7 54	6 15	3 53		
6 27	1 05	8 57	21	Eagle Bridge.		61	7 35	5 53	3 41		
6 33	1 05	9 04	23	Hoosick Falls Junc.		59	7 30	5 50	3 36		
6 41		9 13	25				7 20		3 28		
6 46		9 21	26	Hoosick Falls.		21	7 16		3 17		
6 51		9 30	26	Hoosick Corners.		18	7 05		3 02		
6 53		9 34	32	Petersburg.		15	7 01		2 52		
7 08		10 03	36	North Pownal.		12	6 51		2 38		
7 15		10 11	38	Pownal.		9	6 44		2 28		
7 27		10 36	43	Williamstown.		5	6 32		2 11		
7 40		10 52	47	North Adams.			6 20		1 55		
6 45		9 17	28	North Hoosick.		37	7 15		3 20		
6 50		9 21	28	Wallumscac.		36	7 11		3 16		
7 00		9 33	32	N. Bennington	³	31	7 00		3 05		
7 07		9 39	35	South Shaftsbury.		49			2 58		
7 19		9 52	40	Shaftsbury.		44			2 46		
7 31		10 04	43	Arlington.		39			2 38		
7 38		10 12	43	Sunderland.		36			2 25		
7 53		10 31	54	Manchester.		30			2 10		
8 10		10 49	59	East Dorset.		25			1 52		
8 18		10 51	62	North Dorset.		22			1 43		
8 29		11 01	66	Danby.		18			1 32		
8 41		11 12	71	South Wallingford.		13			1 19		
8 53		11 20	75	Wallingford.		9			1 08		
9 01		11 30	78	Clarendon.		6			1 00		
9 16		11 43	84	Rutland	⁴		5 00		3 00		
P. M.	P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.	P. M.		

Fares.—Through Fare, \$2 55; way fares, about 3 cents per mile.

¹ Connects at Troy by Railway and Steamboat for New York; also, with Renn. & Saratoga R'way (p. 104), and N. York Cent. R'way (p. 108).

² Con. with Rut. & Wash., and Albany, Ver. & Can. R'ways.

³ Branch Railway to Bennington, making close connections.

⁴ Connects with Rutland & Burlington Railway (p. 148) for Burlington, Rouse's Point, Montreal, &c.

CANAL RAILWAY.

June 3.

W. M. JOHNSON, Pres., and P. DENNIS, Gen. Agent, New Haven, Ct.

New Haven to Granby. | Granby to New Haven.

Granby to New Haven.

Mix	Pass.	Pass. Mxd.	M	STATIONS.	M	Pass. Mxd.	P. M.
		A. M.	ARRIVE	LEAVE	ARRIVE	A. M.	P. M.
		8 46	7 00	4	New Haven	9 45	4 30
				6	Hartford Plains		
				4	Centreville		
		4 05	7 40	7	Ives'	9 23	4 05
		4 09	7 50	8	Mount Carmel	9 19	8 47
				12	Brooks		
		4 26	8 25	15	Cheshire	9 02	8 13
		4 36	8 52	19	Hitchcock's	8 52	2 55
		4 41	9 02	21	Plattsville	8 46	2 45
		4 46	9 12	22	Southington	8 42	2 38
				32	Millers'		
		5 00	9 45	37	Planville	8 30	2 30
		5 09	10 00	39	Fragville	8 30	2 30
		5 23	10 25	37	Avonville	8 03	1 50
		5 33	10 37	37	Wentogue	7 57	1 13
		5 39	10 47	41	Simsbury	7 50	1 13
		6 10	11 15	46	Graub's	7 20	12 30
		P. M.			ARRIVE LEAVE	A. M.	P. M.

Through Fare, \$1 35. Way Fares, about 3 cents per mile.

- 1 Connects with New York & New Haven Railway.
2 Con. with Collinsville Br., *below*; and Prov., Hart, & Fishk. R way.
3 Connects with Hampshire & Hamden Railway, *below*.

Collinsville Branch.—Trains leave Plainville for Collinsville at

— & 5 05 P.M. Returning, leave Collinsville at 7 35 A.M. and ——— P.M.
Distance, 11 miles. Fare, 30 cents.

HAMPSHIRE & HAMPDEN R'WAY.—N. H. & Northampton Co.

W. JOHNSON, Pres., N. Haven. C. N. YEAMANS, Supt., Westfield, Mass.

From Northampton. To Northampton.

[illegible]

Con. with Conn. River Railway. 2 Con. with Western Railway.

N. HAVEN. N. LONDON & STONINGTON R'WAY.

MR. HAVEN, N. LONDON & SINGAPORE TO W. H. L.
(For Map of this Road, and its Connections, see pp. 130 & 131.)

C. S. BUSINELL, Pres., New Haven. F. J. CALHOUN, Supt., N. Haven.

Standard of Time—CLOCK AT NEW HAVEN DEPOT. [August 1.

N. Haven to N. London. | **N. London to N. Haven.**

STATIONS.				Mileage.			
Mail.	Acc.	Exp. Mail.	Mile.	Mail.	Exp. Mail.	Mile.	Mile.
P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 40	6 40		11 10	8			
1 15	7 00		11 18	16			
8 52	7 00		11 23	18			
1 15	7 05		11 28	18			
7 15	7 15		11 40	23			
7 25	7 25		11 45	23			
7 38	7 38		12 00	28			
7 49	7 49		12 10	32			
7 55	7 55		12 15	33			
8 05	8 05		12 25	33			
8 11	8 11		12 30	36			
8 15	8 15		12 37	39			
8 26	8 26		12 45	43			
8 35	8 35		12 53	47			
8 45	8 45		1 00	50			
1 30	8 55	5 05	1 00	50			
P. M.	P. M.	P. M.	P. M.				
1 15	6 15	3 20	10 55	2			
6 22	6 22		10 55	3			
6 28	6 28		11 03	5			
6 4							

Through Fare, \$1 55. Way Fare, about 8 cents per mile.

Sunday Mail Train leaves New York at 5:00 P. M., arriving at

Boston 2 00 A.M. Leave Boston at 8 30 P.M., arriving in N.Y. 3 10 A.M.
Newport passengers take the 8 A.M. and 12 15 P.M. trains from New
Bedford station. Arrive Newport at 2 P.M.

Newport passengers take the 8 A. M. and 12 15 P. M. trains from New York, via New Haven Railway.

- 1 Connects with New York & New Haven Railway.
 " " daily with Steamers for New York.
 2 Connects with New London, Willimantic & Palmer E'way.
 " " " Steamboats for New York.
 2 Connects with Stonington & Providence Railway. Also, daily,
 with Steamers for New York and Boston.

NEWBURYPORT RAILWAY.

B. POOLE, Pres., Newburyport. W.M. MERRITT, Supt., Boston.

Trains leave Boston daily for Newburyport, at 7 40 A. M., and 2 30 &

5 30 P. M., arrive at Newburyport 9 27 A. M., and 4 15 & 7 15 P. M.
Leave Newburyport for Boston at 7 95 & 11 00 A. M. and 5 15 P. M.

Leave Newburyport for Boston at 7.25 & 11.00
arrive at Boston 9.10 A. M. and 12.40 & 6.58 P. M.

NORWICH & WORCESTER RAILWAY.

AUGUSTUS BRUNSTER, Pres., Norwich, Ct.
P. ST. M. ANDREWS, Supt., Norwich, Ct.

[June 10.]

Standard of Time—Clock at Worcester Depot.

Norwich to Worcester.				Worcester to Norwich.			
Pass.	Pass.	Frs.	Mls.	Mls.	Frs.	Pass.	Pass.
P. M.	NOON	A. M.				P. M.	P. M.
3 45	12 00	6 00	25	66	1 50	9 30	9 30
4 12	12 23	6 25	30	Allyn's Point.	1 50	9 02	9 02
4 40	12 45	6 25	35	Norwich	1 50	9 02	9 02
4 40	1 00	6 55	40	Jewett City	1 50	9 02	9 02
4 40	1 20	6 55	45	Plaintail June	1 50	9 02	9 02
4 40	1 40	6 55	50	Cent. Village	1 50	9 02	9 02
4 40	1 55	6 55	55	Danversville	1 50	9 02	9 02
4 40	2 15	6 55	60	Dayville	1 50	9 02	9 02
4 40	2 35	6 55	65	Putnam	1 50	9 02	9 02
4 40	2 55	6 55	70	Thompson	1 50	9 02	9 02
4 40	3 15	6 55	75	Thompson	1 50	9 02	9 02
4 40	3 35	6 55	80	Thompson	1 50	9 02	9 02
4 40	3 55	6 55	85	Thompson	1 50	9 02	9 02
4 40	4 15	6 55	90	Thompson	1 50	9 02	9 02
4 40	4 35	6 55	95	Thompson	1 50	9 02	9 02
4 40	4 55	6 55	100	Thompson	1 50	9 02	9 02
4 40	5 15	6 55	105	Thompson	1 50	9 02	9 02
4 40	5 35	6 55	110	Thompson	1 50	9 02	9 02
4 40	5 55	6 55	115	Thompson	1 50	9 02	9 02
4 40	6 15	6 55	120	Thompson	1 50	9 02	9 02
4 40	6 35	6 55	125	Thompson	1 50	9 02	9 02
4 40	6 55	6 55	130	Thompson	1 50	9 02	9 02
4 40	7 15	6 55	135	Thompson	1 50	9 02	9 02
4 40	7 35	6 55	140	Thompson	1 50	9 02	9 02
4 40	7 55	6 55	145	Thompson	1 50	9 02	9 02
4 40	8 15	6 55	150	Thompson	1 50	9 02	9 02
4 40	8 35	6 55	155	Thompson	1 50	9 02	9 02
4 40	8 55	6 55	160	Thompson	1 50	9 02	9 02
4 40	9 15	6 55	165	Thompson	1 50	9 02	9 02
4 40	9 35	6 55	170	Thompson	1 50	9 02	9 02
4 40	9 55	6 55	175	Thompson	1 50	9 02	9 02
4 40	10 15	6 55	180	Thompson	1 50	9 02	9 02
4 40	10 35	6 55	185	Thompson	1 50	9 02	9 02
4 40	10 55	6 55	190	Thompson	1 50	9 02	9 02
4 40	11 15	6 55	195	Thompson	1 50	9 02	9 02
4 40	11 35	6 55	200	Thompson	1 50	9 02	9 02
4 40	11 55	6 55	205	Thompson	1 50	9 02	9 02
4 40	12 15	6 55	210	Thompson	1 50	9 02	9 02
4 40	12 35	6 55	215	Thompson	1 50	9 02	9 02
4 40	12 55	6 55	220	Thompson	1 50	9 02	9 02
4 40	1 15	6 55	225	Thompson	1 50	9 02	9 02
4 40	1 35	6 55	230	Thompson	1 50	9 02	9 02
4 40	1 55	6 55	235	Thompson	1 50	9 02	9 02
4 40	2 15	6 55	240	Thompson	1 50	9 02	9 02
4 40	2 35	6 55	245	Thompson	1 50	9 02	9 02
4 40	2 55	6 55	250	Thompson	1 50	9 02	9 02
4 40	3 15	6 55	255	Thompson	1 50	9 02	9 02
4 40	3 35	6 55	260	Thompson	1 50	9 02	9 02
4 40	3 55	6 55	265	Thompson	1 50	9 02	9 02
4 40	4 15	6 55	270	Thompson	1 50	9 02	9 02
4 40	4 35	6 55	275	Thompson	1 50	9 02	9 02
4 40	4 55	6 55	280	Thompson	1 50	9 02	9 02
4 40	5 15	6 55	285	Thompson	1 50	9 02	9 02
4 40	5 35	6 55	290	Thompson	1 50	9 02	9 02
4 40	5 55	6 55	295	Thompson	1 50	9 02	9 02
4 40	6 15	6 55	300	Thompson	1 50	9 02	9 02
4 40	6 35	6 55	305	Thompson	1 50	9 02	9 02
4 40	6 55	6 55	310	Thompson	1 50	9 02	9 02
4 40	7 15	6 55	315	Thompson	1 50	9 02	9 02
4 40	7 35	6 55	320	Thompson	1 50	9 02	9 02
4 40	7 55	6 55	325	Thompson	1 50	9 02	9 02
4 40	8 15	6 55	330	Thompson	1 50	9 02	9 02
4 40	8 35	6 55	335	Thompson	1 50	9 02	9 02
4 40	8 55	6 55	340	Thompson	1 50	9 02	9 02
4 40	9 15	6 55	345	Thompson	1 50	9 02	9 02
4 40	9 35	6 55	350	Thompson	1 50	9 02	9 02
4 40	9 55	6 55	355	Thompson	1 50	9 02	9 02
4 40	10 15	6 55	360	Thompson	1 50	9 02	9 02
4 40	10 35	6 55	365	Thompson	1 50	9 02	9 02
4 40	10 55	6 55	370	Thompson	1 50	9 02	9 02
4 40	11 15	6 55	375	Thompson	1 50	9 02	9 02
4 40	11 35	6 55	380	Thompson	1 50	9 02	9 02
4 40	11 55	6 55	385	Thompson	1 50	9 02	9 02
4 40	12 15	6 55	390	Thompson	1 50	9 02	9 02
4 40	12 35	6 55	395	Thompson	1 50	9 02	9 02
4 40	12 55	6 55	400	Thompson	1 50	9 02	9 02
4 40	1 15	6 55	405	Thompson	1 50	9 02	9 02
4 40	1 35	6 55	410	Thompson	1 50	9 02	9 02
4 40	1 55	6 55	415	Thompson	1 50	9 02	9 02
4 40	2 15	6 55	420	Thompson	1 50	9 02	9 02
4 40	2 35	6 55	425	Thompson	1 50	9 02	9 02
4 40	2 55	6 55	430	Thompson	1 50	9 02	9 02
4 40	3 15	6 55	435	Thompson	1 50	9 02	9 02
4 40	3 35	6 55	440	Thompson	1 50	9 02	9 02
4 40	3 55	6 55	445	Thompson	1 50	9 02	9 02
4 40	4 15	6 55	450	Thompson	1 50	9 02	9 02
4 40	4 35	6 55	455	Thompson	1 50	9 02	9 02
4 40	4 55	6 55	460	Thompson	1 50	9 02	9 02
4 40	5 15	6 55	465	Thompson	1 50	9 02	9 02
4 40	5 35	6 55	470	Thompson	1 50	9 02	9 02
4 40	5 55	6 55	475	Thompson	1 50	9 02	9 02
4 40	6 15	6 55	480	Thompson	1 50	9 02	9 02
4 40	6 35	6 55	485	Thompson	1 50	9 02	9 02
4 40	6 55	6 55	490	Thompson	1 50	9 02	9 02
4 40	7 15	6 55	495	Thompson	1 50	9 02	9 02
4 40	7 35	6 55	500	Thompson	1 50	9 02	9 02
4 40	7 55	6 55	505	Thompson	1 50	9 02	9 02
4 40	8 15	6 55	510	Thompson	1 50	9 02	9 02
4 40	8 35	6 55	515	Thompson	1 50	9 02	9 02
4 40	8 55	6 55	520	Thompson	1 50	9 02	9 02
4 40	9 15	6 55	525	Thompson	1 50	9 02	9 02
4 40	9 35	6 55	530	Thompson	1 50	9 02	9 02
4 40	9 55	6 55	535	Thompson	1 50	9 02	9 02
4 40	10 15	6 55	540	Thompson	1 50	9 02	9 02
4 40	10 35	6 55	545	Thompson	1 50	9 02	9 02
4 40	10 55	6 55	550	Thompson	1 50	9 02	9 02
4 40	11 15	6 55	555	Thompson	1 50	9 02	9 02
4 40	11 35	6 55	560	Thompson	1 50	9 02	9 02
4 40	11 55	6 55	565	Thompson	1 50	9 02	9 02
4 40	12 15	6 55	570	Thompson	1 50	9 02	9 02
4 40	12 35	6 55	575	Thompson	1 50	9 02	9 02
4 40	12 55	6 55	580	Thompson	1 50	9 02	9 02
4 40	1 15	6 55	585	Thompson	1 50	9 02	9 02
4 40	1 35	6 55	590	Thompson	1 50	9 02	9 02
4 40	1 55	6 55	595	Thompson	1 50	9 02	9 02
4 40	2 15	6 55	600	Thompson	1 50	9 02	9 02
4 40	2 35	6 55	605	Thompson	1 50	9 02	9 02
4 40	2 55	6 55	610	Thompson	1 50	9 02	9 02
4 40	3 15	6 55	615	Thompson	1 50	9 02	9 02
4 40	3 35	6 55	620	Thompson	1 50	9 02	9 02
4 40	3 55	6 55	625	Thompson	1 50	9 02	9 02
4 40	4 15	6 55	630	Thompson	1 50	9 02	9 02
4 40	4 35	6 55	635	Thompson	1 50	9 02	9 02
4 40	4 55	6 55	640	Thompson	1 50	9 02	9 02
4 40	5 15	6 55	645	Thompson	1 50	9 02	9 02
4 40	5 35	6 55	650	Thompson	1 50	9 02	9 02
4 40	5 55	6 55	655	Thompson	1 50	9 02	9 02
4 40	6 15	6 55	660	Thompson	1 50	9 02	9 02
4 40	6 35	6 55	665	Thompson	1 50	9 02	9 02
4 40	6 55	6 55	670	Thompson	1 50	9 02	9 02
4 40	7 15	6 55	675	Thompson	1 50	9 02	9 02
4 40	7 35	6 55	680	Thompson	1 50	9 02	9 02
4 40	7 55	6 55	685	Thompson	1 50	9 02	9 02
4 40	8 15	6 55	690	Thompson	1 50	9 02	9 02
4 40	8 35	6 55	695	Thompson	1 50	9 02	9 02
4 40	8 55	6 55	700	Thompson	1 50	9 02	9 02
4 40	9 15	6 55	705	Thompson	1 50	9 02	9 02
4 40	9 35	6 55	710	Thompson	1 50	9 02	9 02
4 40	9 55	6 55	715	Thompson	1 50	9 02	9 02
4 40	10 15	6 55	720	Thompson	1 50	9 02	9 02
4 40	10 35	6 55	725	Thompson	1 50	9 02	9 02
4 40	10 55	6 55	730	Thompson	1 50	9 02	9 02
4 40	11 15	6 55	735	Thompson	1 50	9 02	9 02
4 40	11 35	6 55	740	Thompson	1 50	9 02	9 02
4 40	11 55	6 55	745	Thompson	1 50	9 02	9 02
4 40	12 15	6 55	750	Thompson	1 50	9 02	9 02
4 40	12 35	6 55	755	Thompson	1 50	9 02	9 02
4 40	12 55	6 55	760	Thompson	1 50	9 02	9 02
4 40	1 15	6 55	765	Thompson	1 50	9 02	9 02
4 40	1 35	6 55	770	Thompson	1 50	9 02	9 02
4 40	1 55	6 55	775	Thompson	1 50	9 02	9 02
4 40	2 15	6 55	780	Thompson	1 50	9 02	9 02
4 40	2 35	6 55	785	Thompson	1 50	9 02	9 02
4 40	2 55	6 55	790	Thompson	1 50	9 02	9 02
4 40	3 15	6 55	795	Thompson	1 50	9 02	9 02
4 40	3 35	6 55	800	Thompson	1 50	9 02	9 02
4 40	3 55	6 55	805	Thompson	1 50	9 02	9 02
4 40	4 15	6 55	810	Thompson	1 50	9 02	9 02
4 40	4 35	6 55	815	Thompson	1 50	9 02	9 02
4 40	4 55	6 55	820	Thompson	1 50	9 02	9 02
4 40	5 15	6 55	825	Thompson	1 50	9 02	9 02
4 40	5 35	6 55	830	Thompson	1 50	9 02	9 02
4 40	5 55	6 55	835	Thompson	1 50	9 02	9 02
4 40	6 15	6 55	840	Thompson	1 50	9 02	9 02
4 40	6 35	6 55	845	Thompson	1 50	9 02	9 02
4 40	6						

NAUGATUCK RAILWAY.

W. M. D. BISHOP, Pres., Bridgeport, Conn. A. L. DENNIS, Vice-Pres.,
New York City. C. WATERBURY, Supt., Bridgeport, Conn.

STANDARD OF TIME—Clock at Bridgeport Depot. [Aug. 27.]

Bridgeport to Winsted.				Winsted to Bridgeport.				
Pass.		Frs.		M/Frs.		Pass.		
P. M.	A. M.	P. M.	A. M.	LEAVE	ARRIVE	P. M.	A. M.	
5 05	10 15	80	3	Bridgeport.	61	1 85	10 02	5 00
5 21	10 26	80	5	Stratford.	57	1 75	9 50	4 48
5 23	10 32	80	5	Junction.	56	1 65	9 44	4 43
5 54	10 59	50	14	Derby.	45	1 45	9 16	4 16
6 08	11 08	55	16	Ansonia.	46	1 45	9 08	4 08
6 15	11 20	55	20	Seymour.	42	1 30	8 55	3 54
6 25	11 30	80	23	Beacon Falls.	39	1 20	8 44	3 44
6 38	11 42	85	27	Naugatuck.	34	1 10	8 32	3 33
6 43	11 46	85	28	Union City.	33	1 05	8 28	3 30
6 57	12 03	95	32	Waterbury.	29	95	8 15	3 18
12 12	1 05	35		Waterville.	26	90	3 05	3 05
12 34	1 25	41		Plymouth.	20	65	2 46	
12 50	1 45	47		Camp's Mills.	15	50	2 30	
12 58	1 50	49		Litchfield.	12	45	2 22	
1 07	1 60	52		Wolcottville.	9	35	2 18	
1 23	1 75	57		Burrville.	4	20	1 57	
1 36	1 85	62		Winsted.			1 44	
P. M.	P. M.	ARRIVE	LEAVE			A. M.	P. M.	

The Woodbury Stage arrives to connect at Seymour with the 8 15 A.M. train down from Waterbury, and returns on arrival of the 10 15 A.M. train from Bridgeport.

The Stage for Harwinton leaves Litchfield Station on arrival of the 10 15 A.M. train up from Bridgeport.

AMHERST, BELCHERTOWN & PALMER RAILWAY.

L. M. HILLS, Pres., and W. DUXEY, Supt., Amherst, Mass. [Apr. 15.]

Amherst to Palmer.				Palmer to Amherst.			
Pas. Pass.		Frs. Mts.		STATIONS.		M/Frs. Pass.	
P. M.	A. M.	P. M.	A. M.	LEAVE	ARRIVE	P. M.	A. M.
4 00	9 00	20	5	Amherst...	20 75	8 15	7 45
4 15	9 15	20	5	Dwights...	15 60	2 55	7 28
4 30	9 40	40	10	Belchertown...	10 40	2 58	7 13
4 50	9 57	65	17	Three Rivers...	8 10	2 12	6 52
5 00	10 10	75	20	Palmer...		2 05	6 45
P. M.	A. M.	ARRIVE	LEAVE			P. M.	P. M.

Connects at Palmer with Western (Mass.) Railway.

HOUSATONIC RAILWAY.

CHAS. HUNT, Pres. and Supt.; and Geo. B. HUNT, Asst. Supt., Bridgeport. [Aug. 19.]

Bridgeport to Pittsfield.				Pittsfield to Bridgeport.			
Pass.		Frs.		M/Frs.		Pass.	
P. M.	A. M.	P. M.	A. M.	LEAVE	ARRIVE	P. M.	A. M.
5 15	10 30	85	10	Bridgeport.	110	2 30	9 10
5 45	10 54	90	15	Storrey.	100	2 02	8 48
5 57	11 08	90	15	Botsford.	95	1 49	8 31
6 07	11 18	70	19	Newtown.	91	1 37	8 20
6 19	11 31	85	23	Hawleyville.	87	1 25	8 07
6 35	11 46	1	10	Brookfield.	81	1 09	7 51
6 50	12 01	1	35	New Milford.	75	12 38	1 36
7 25	12 36	1	45	Merrimans.	68	12 36	1 20
7 41	12 51	1	60	Kent.	62	12 00	6 43
8 00	1 10	1	85	Conwall Bridge.	53	11 30	6 23
8 12	1 22	1	95	West Cornwall.	48	11 23	6 12
8 29	1 38	2	10	Falls Village.	43	11 10	5 57
8 45	1 53	2	10	Andover.	37	10 54	5 42
8 51	1 59	2	30	Shelton.	35	10 35	5 30
9 02	2 05	2	50	Burrington.	31	10 18	5 17
9 08	2 10	2	60	W. Densenville.	23	10 10	5 09
9 23	2 25	2	80	Housatonic.	19	10 08	4 53
9 36	2 40	2	75	Chatham.	15	9 53	4 44
9 49	2 56	2	50	Stockbridge.	17	9 41	4 30
9 59	3 03	2	50	South Lee.	15	9 41	4 33
10 11	3 15	7	06	Lee.	11	9 30	4 21
10 19	3 23	7	12	Lenox Furnace.	9	9 23	4 14
10 34	3 38	7	15	Lenox.	8	9 20	4 10
10 48	3 53	7	25	Dewey.	4	9 10	4 00
10 45	3 45	7	40	Pittsfield.	3	9 00	3 50
P. M.	P. M.	ARRIVE	LEAVE			A. M.	P. M.

On Saturdays, a special train leaves Bridgeport for New Milford at 8 45 P. M. On Mondays, leaves N. Milford for Bridgeport at 6 00 A. M. 1 Con. with N. Y. & N. Haven Railway. Also, with Naugatuck R-way.

2 Branch to West Stockbridge and State Line, *below*.

3 Connects with Western Railway, and Pittsfield & N. Adams R-way.

Branch.—A train leaves Van Densenville for West Stockbridge and State Line at 2 20 P. M. Returning, leaves State Line at 7 10 A. M. Distance, 15 miles.

FLUSHING & NEW YORK RAILWAY.

J. S. BORROR, Supt., Flushing, L. I.

Passengers leave New York by the Steamer *Mariano* (Fulton Market Slip) for Hunter's Point, connecting there with cars to and from Flushing. Fare between Fulton Slip and Flushing, 25 cents.

CONNECTICUT & PASSUMPSIC RIVERS RAILWAY.

E. H. TUCKER, Jr., Agent for Trustees, Blackstone, Mass.
G. A. MERRILL, Superintendent, St. Johnsbury.

		Pass.		Frs.		Mts.		STATIONS.		Pass.	
		A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	LEAVE	ARRIVE	A. M.	P. M.
1	Barton to White River Junction.	8 00	8 55	8 00	8 55	8 00	8 55	8 00	8 55	8 00	8 55
2	" "	8 05	8 50	8 05	8 50	8 05	8 50	8 05	8 50	8 05	8 50
3	" "	8 10	8 45	8 10	8 45	8 10	8 45	8 10	8 45	8 10	8 45
4	" "	8 15	8 40	8 15	8 40	8 15	8 40	8 15	8 40	8 15	8 40
5	" "	8 20	8 35	8 20	8 35	8 20	8 35	8 20	8 35	8 20	8 35
6	" "	8 25	8 30	8 25	8 30	8 25	8 30	8 25	8 30	8 25	8 30
7	" "	8 30	8 25	8 30	8 25	8 30	8 25	8 30	8 25	8 30	8 25
8	" "	8 35	8 20	8 35	8 20	8 35	8 20	8 35	8 20	8 35	8 20
9	" "	8 40	8 15	8 40	8 15	8 40	8 15	8 40	8 15	8 40	8 15
10	" "	8 45	8 10	8 45	8 10	8 45	8 10	8 45	8 10	8 45	8 10
11	" "	8 50	8 05	8 50	8 05	8 50	8 05	8 50	8 05	8 50	8 05
12	" "	8 55	8 00	8 55	8 00	8 55	8 00	8 55	8 00	8 55	8 00
13	" "	9 00	7 55	9 00	7 55	9 00	7 55	9 00	7 55	9 00	7 55
14	" "	9 05	7 50	9 05	7 50	9 05	7 50	9 05	7 50	9 05	7 50
15	" "	9 10	7 45	9 10	7 45	9 10	7 45	9 10	7 45	9 10	7 45
16	" "	9 15	7 40	9 15	7 40	9 15	7 40	9 15	7 40	9 15	7 40
17	" "	9 20	7 35	9 20	7 35	9 20	7 35	9 20	7 35	9 20	7 35
18	" "	9 25	7 30	9 25	7 30	9 25	7 30	9 25	7 30	9 25	7 30
19	" "	9 30	7 25	9 30	7 25	9 30	7 25	9 30	7 25	9 30	7 25
20	" "	9 35	7 20	9 35	7 20	9 35	7 20	9 35	7 20	9 35	7 20
21	" "	9 40	7 15	9 40	7 15	9 40	7 15	9 40	7 15	9 40	7 15
22	" "	9 45	7 10	9 45	7 10	9 45	7 10	9 45	7 10	9 45	7 10
23	" "	9 50	7 05	9 50	7 05	9 50	7 05	9 50	7 05	9 50	7 05
24	" "	9 55	7 00	9 55	7 00	9 55	7 00	9 55	7 00	9 55	7 00
25	" "	10 00	6 55	10 00	6 55	10 00	6 55	10 00	6 55	10 00	6 55
26	" "	10 05	6 50	10 05	6 50	10 05	6 50	10 05	6 50	10 05	6 50
27	" "	10 10	6 45	10 10	6 45	10 10	6 45	10 10	6 45	10 10	6 45
28	" "	10 15	6 40	10 15	6 40	10 15	6 40	10 15	6 40	10 15	6 40
29	" "	10 20	6 35	10 20	6 35	10 20	6 35	10 20	6 35	10 20	6 35
30	" "	10 25	6 30	10 25	6 30	10 25	6 30	10 25	6 30	10 25	6 30
31	" "	10 30	6 25	10 30	6 25	10 30	6 25	10 30	6 25	10 30	6 25
32	" "	10 35	6 20	10 35	6 20	10 35	6 20	10 35	6 20	10 35	6 20
33	" "	10 40	6 15	10 40	6 15	10 40	6 15	10 40	6 15	10 40	6 15
34	" "	10 45	6 10	10 45	6 10	10 45	6 10	10 45	6 10	10 45	6 10
35	" "	10 50	6 05	10 50	6 05	10 50	6 05	10 50	6 05	10 50	6 05
36	" "	10 55	6 00	10 55	6 00	10 55	6 00	10 55	6 00	10 55	6 00
37	" "	11 00	5 55	11 00	5 55	11 00	5 55	11 00	5 55	11 00	5 55
38	" "	11 05	5 50	11 05	5 50	11 05	5 50	11 05	5 50	11 05	5 50
39	" "	11 10	5 45	11 10	5 45	11 10	5 45	11 10	5 45	11 10	5 45
40	" "	11 15	5 40	11 15	5 40	11 15	5 40	11 15	5 40	11 15	5 40
41	" "	11 20	5 35	11 20	5 35	11 20	5 35	11 20	5 35	11 20	5 35
42	" "	11 25	5 30	11 25	5 30	11 25	5 30	11 25	5 30	11 25	5 30
43	" "	11 30	5 25	11 30	5 25	11 30	5 25	11 30	5 25	11 30	5 25
44	" "	11 35	5 20	11 35	5 20	11 35	5 20	11 35	5 20	11 35	5 20
45	" "	11 40	5 15	11 40	5 15	11 40	5 15	11 40	5 15	11 40	5 15
46	" "	11 45	5 10	11 45	5 10	11 45	5 10	11 45	5 10	11 45	5 10
47	" "	11 50	5 05	11 50	5 05	11 50	5 05	11 50	5 05	11 50	5 05
48	" "	11 55	5 00	11 55	5 00	11 55	5 00	11 55	5 00	11 55	5 00
49	" "	12 00	4 55	12 00	4 55	12 00	4 55	12 00	4 55	12 00	4 55
50	" "	12 05	4 50	12 05	4 50	12 05	4 50	12 05	4 50	12 05	4 50
51	" "	12 10	4 45	12 10	4 45	12 10	4 45	12 10	4 45	12 10	4 45
52	" "	12 15	4 40	12 15	4 40	12 15	4 40	12 15	4 40	12 15	4 40
53	" "	12 20	4 35	12 20	4 35	12 20	4 35	12 20	4 35	12 20	4 35
54	" "	12 25	4 30	12 25	4 30	12 25	4 30	12 25	4 30	12 25	4 30
55	" "	12 30	4 25	12 30	4 25	12 30	4 25	12 30	4 25	12 30	4 25
56	" "	12 35	4 20	12 35	4 20	12 35	4 20	12 35	4 20	12 35	4 20
57	" "	12 40	4 15	12 40	4 15	12 40	4 15	12 40	4 15	12 40	4 15
58	" "	12 45	4 10	12 45	4 10	12 45	4 10	12 45	4 10	12 45	4 10
59	" "	12 50	4 05	12 50	4 05	12 50	4 05	12 50	4 05	12 50	4 05
60	" "	12 55	4 00	12 55	4 00	12 55	4 00	12 55	4 00	12 55	4 00
61	" "	1 00	3 55	1 00	3 55	1 00	3 55	1 00	3 55	1 00	3 55
62	" "	1 05	3 50	1 05	3 50	1 05	3 50	1 05	3 50	1 05	3 50
63	" "	1 10	3 45	1 10	3 45	1 10	3 45	1 10	3 45	1 10	3 45
64	" "	1 15	3 40	1 15	3 40	1 15	3 40	1 15	3 40	1 15	3 40
65	" "	1 20	3 35	1 20	3 35	1 20	3 35	1 20	3 35	1 20	3 35
66	" "	1 25	3 30	1 25	3 30	1 25	3 30	1 25	3 30	1 25	3 30
67	" "	1 30	3 25	1 30	3 25	1 30	3 25	1 30	3 25	1 30	3 25
68	" "	1 35	3 20	1 35	3 20	1 35	3 20	1 35	3 20	1 35	3 20
69	" "	1 40	3 15	1 40	3 15	1 40	3 15	1 40	3 15	1 40	3 15
70	" "	1 45	3 10	1 45	3 10	1 45	3 10	1 45	3 10	1 45	3 10
71	" "	1 50	3 05	1 50	3 05	1 50	3 05	1 50	3 05	1 50	3 05
72	" "	1 55	3 00	1 55	3 00	1 55	3 00	1 55	3 00	1 55	3 00
73	" "	2 00	2 55	2 00	2 55	2 00	2 55	2 00	2 55	2 00	2 55
74	" "	2 05	2 50	2 05	2 50	2 05	2 50	2 05	2 50	2 05	2 50
75	" "	2 10	2 45	2 10	2 45	2 10	2 45	2 10	2 45	2 10	2 45
76	" "	2 15	2 40	2 15	2 40	2 15	2 40	2 15	2 40	2 15	2 40
77	" "	2 20	2 35	2 20	2 35	2 20	2 35	2 20	2 35	2 20	2 35
78	" "	2 25	2 30	2 25	2 30	2 25	2 30	2 25	2 30	2 25	2 30
79	" "	2 30	2 25	2 30	2 25	2 30	2 25	2 30	2 25	2 30	2 25
80	" "	2 35	2 20	2 35	2 20	2 35	2 20	2 35	2 20	2 35	2 20
81	" "	2 40	2 15	2 40	2 15	2 40	2 15	2 40	2 15	2 40	2 15
82	" "	2 45	2 10	2 45	2 10	2 45	2 10	2 45	2 10	2 45	2 10
83	" "	2 50	2 05	2 50	2 05	2 50	2 05	2 50	2 05	2 50	2 05
84	" "	2 55	2 00	2 55	2 00	2 55	2 00	2 55	2 00	2 55	2 00
85	" "	3 00	1 55	3 00	1 55	3 00	1 55	3 00	1 55	3 00	1 55
86	" "	3 05	1 50	3 05	1 50	3 05	1 50	3 05	1 50	3 05	1 50
87	" "	3 10	1 45	3 10	1 45	3 10	1 45	3 10	1 45	3 10	1 45
88	" "	3 15	1 40	3 15	1 40	3 15	1 40	3 15	1 40	3 15	1 40
89	" "	3 20	1 35	3 20	1 35	3 20	1 35	3 20	1 35	3 20	1 35
90	" "	3 25	1 30	3 25	1 30	3 25	1 30	3 25	1 30	3 25	1 30
91	" "	3 30	1 25	3 30	1 25	3 30	1 25	3 30	1 25	3 30	1 25
92	" "	3 35	1 20	3 35	1 20	3 35	1 20	3 35	1 20	3 35	1 20
93	" "	3 40	1 15	3 40	1 15	3 40	1 15	3 40	1 15	3 40	1 15
94	" "	3 45	1 10	3 45	1 10	3 45	1 10	3 45	1 10	3 45	1 10
95	" "	3 50	1 05	3 50	1 05	3 50	1 05	3 50	1 05	3 50	1 05
96	" "	3 55	1 00	3 55	1 00	3 55	1 00	3 55	1 00	3 55	1 00
97	" "	4 00	5 55	4 00	5 55	4 00	5 55	4 00	5 55	4 00	5 55
98	" "	4 05	5 50	4 05	5 50	4 05	5 50	4 05	5 50	4 05	5 50
99	" "	4 10	5 45	4 10	5 45	4 10	5 45	4 10	5 45	4 10	5 45
100	" "	4 15	5 40	4 15	5 40	4 15	5 40	4 15	5 40	4 15	5 40
101	" "	4 20	5 35	4 20	5 35	4 20	5 35	4 20	5 35	4 20	5 35
102	" "	4 25	5 30	4 25	5 30	4 25	5 30	4 25	5 30	4 25	5 30
103	" "	4 30	5 25	4 30	5 25	4 30	5 25	4 30	5 25	4 30	5 25
104	" "	4 35	5 20	4 35	5 20	4 35	5 20	4 35	5 20	4 35	5 20
105	" "	4 40	5 15	4 40	5 15	4 40	5 15	4 40	5 15	4 40	5 15
106	" "	4 45	5 10	4 45	5 10	4 45	5 10	4 45	5 10	4 45	5 10
107	" "	4 50	5 05	4 50	5 05	4 50	5 05	4 50	5 05	4 50	5 05
108	" "	4 55	5 00	4 55	5 00	4 55	5 00	4 55	5 00	4 55	5 00
109	" "	5 00	4 55	5 00	4 55	5 00	4 55	5 00	4 55	5 00	4

FITCHBURG RAILWAY.

JOHN J. SWIFT, Pres., Boston. W. D. SWEENEY, Supt., Boston, Mass.

Boston to Fitchburg.				Fitchburg to Boston.			
Acc.	Ac.	Acc.	Ms.	Acc.	Acc.	Acc.	Acc.
P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.
6 15	4 00	11 00	7 30	85	10	7 53	9 30
6 22	4 35	11 33	7 50	65	20	8 13	9 57
7 22	5 00	11 50	8 23	65	20	8 45	10 30
5 17	12 16	8 38	1	80	25	9 13	1 13
5 45	12 45	9 06	1	10	35	9 43	1 45
6 30	1 25	9 40	1	55	50	7 05	12 00
P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.
ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE

Additional Trains leave Boston for Waltham at 2 15 & 8 (P) P. M. Returning—Leave Waltham 6 05 A. M. and 5 00 P. M. [June 3.]

BRANCHES OF FITCHBURG RAILWAY.

Marlboro' Branch.—Trains leave Boston for South Acton and Marlboro' at 7 30 A. M. and 4 00 P. M. Returning leave Marlboro' at 7 30 A. M. and 12 30 P. M. Distance, 33 miles. Fare, 1 05.

Peterboro' & Shirley Branch.—Trains leave Boston for Groton Junction and Nelson Village at 7 30 A. M. and 4 00 P. M. Returning leave Nelson Village at 9 10 & 11 30 A. M. Distance, 35 miles. Fare, \$1 50.

Lexington & West Cambridge Br.—Trains leave Boston for West Cambridge and Lexington at 8 40 A. M., 12 M., and 8 05 & 6 15 P. M. Returning leave Lexington at 7 20 & 9 05 A. M., and 1 10 & 4 13 P. M. Distance, 11 miles. Fare, 35 cents.

Watertown Branch.—Trains leave Boston for Watertown and Waltham at 8 40 A. M., 12 M., and 8 05 & 7 20 P. M. Returning, trains leave Waltham at 6 00, 7 30 & 9 35 A. M., and 1 10, 4 00 & 6 15 P. M. Distance, 10 1/2 miles. Fare, 30 cents.

FAIRHAVEN BRANCH RAILWAY.

Trains leave Boston 7 15 A. M. and 9 15 & 4 45 P. M. Leave New Bedford at 7 10 & 10 15 A. M., and 8 15 P. M. Dist., 61 miles. Fare, \$1 50.

New Bedford and Cape Cod.—Leave New Bedford at 8 00 A. M., and 3 15 P. M. Leave Hyannis at 5 20 & 9 15 A. M., and 2 25 P. M.

HORACE SCOTT, Supt., Fairhaven, Mass.

LEXINGTON & WEST CAMBRIDGE BRANCH RAILWAY.

CHAS. HUDSON, Pres.

Trains leave Lexington at 7 20 & 9 05 A. M., and 1 10 & 4 55 P. M. Leave Boston (Fitchburg Depot.) at 8 40 A. M., 12 M., and 3 00 & 6 15 P. M.

VERMONT & MASSACHUSETTS RAILWAY.

T. WHITTEMORE, Pres., Boston, Mass. O. T. RUEGLES, Supt., Fitchburg.

Fitchburg to Brattleboro'.				Brattleboro' to Fitchburg.			
Sat.	Pas.	Pas.	Ms.	Sat.	Pas.	Pas.	Ms.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6 30	1 30	1 30	2	6 30	1 30	1 30	2
6 37	1 35	1 35	15	6 37	1 35	1 35	15
6 44	1 40	1 40	25	6 44	1 40	1 40	25
6 51	1 45	1 45	35	6 51	1 45	1 45	35
7 02	1 50	1 50	40	7 02	1 50	1 50	40
7 13	1 55	1 55	50	7 13	1 55	1 55	50
7 24	2 00	2 00	55	7 24	2 00	2 00	55
7 35	2 05	2 05	65	7 35	2 05	2 05	65
7 46	2 10	2 10	75	7 46	2 10	2 10	75
7 57	2 15	2 15	85	7 57	2 15	2 15	85
8 08	2 20	2 20	95	8 08	2 20	2 20	95
8 19	2 25	2 25	1 05	8 19	2 25	2 25	1 05
8 30	2 30	2 30	1 15	8 30	2 30	2 30	1 15
8 41	2 35	2 35	1 25	8 41	2 35	2 35	1 25
8 52	2 40	2 40	1 35	8 52	2 40	2 40	1 35
9 03	2 45	2 45	1 45	9 03	2 45	2 45	1 45
9 14	2 50	2 50	1 55	9 14	2 50	2 50	1 55
9 25	2 55	2 55	2 05	9 25	2 55	2 55	2 05
9 36	3 00	3 00	2 15	9 36	3 00	3 00	2 15
9 47	3 05	3 05	2 25	9 47	3 05	3 05	2 25
9 58	3 10	3 10	2 35	9 58	3 10	3 10	2 35
10 09	3 15	3 15	2 45	10 09	3 15	3 15	2 45
10 20	3 20	3 20	2 55	10 20	3 20	3 20	2 55
10 31	3 25	3 25	3 05	10 31	3 25	3 25	3 05
10 42	3 30	3 30	3 15	10 42	3 30	3 30	3 15
10 53	3 35	3 35	3 25	10 53	3 35	3 35	3 25
11 04	3 40	3 40	3 35	11 04	3 40	3 40	3 35
11 15	3 45	3 45	3 45	11 15	3 45	3 45	3 45
11 26	3 50	3 50	3 55	11 26	3 50	3 50	3 55
11 37	3 55	3 55	4 05	11 37	3 55	3 55	4 05
11 48	4 00	4 00	4 15	11 48	4 00	4 00	4 15
11 59	4 05	4 05	4 25	11 59	4 05	4 05	4 25
12 10	4 10	4 10	4 35	12 10	4 10	4 10	4 35
12 21	4 15	4 15	4 45	12 21	4 15	4 15	4 45
12 32	4 20	4 20	4 55	12 32	4 20	4 20	4 55
12 43	4 25	4 25	5 05	12 43	4 25	4 25	5 05
12 54	4 30	4 30	5 15	12 54	4 30	4 30	5 15
1 05	4 35	4 35	5 25	1 05	4 35	4 35	5 25
1 16	4 40	4 40	5 35	1 16	4 40	4 40	5 35
1 27	4 45	4 45	5 45	1 27	4 45	4 45	5 45
1 38	4 50	4 50	5 55	1 38	4 50	4 50	5 55
1 49	4 55	4 55	6 05	1 49	4 55	4 55	6 05
2 00	5 00	5 00	6 15	2 00	5 00	5 00	6 15
2 11	5 05	5 05	6 25	2 11	5 05	5 05	6 25
2 22	5 10	5 10	6 35	2 22	5 10	5 10	6 35
2 33	5 15	5 15	6 45	2 33	5 15	5 15	6 45
2 44	5 20	5 20	6 55	2 44	5 20	5 20	6 55
2 55	5 25	5 25	7 05	2 55	5 25	5 25	7 05
3 06	5 30	5 30	7 15	3 06	5 30	5 30	7 15
3 17	5 35	5 35	7 25	3 17	5 35	5 35	7 25
3 28	5 40	5 40	7 35	3 28	5 40	5 40	7 35
3 39	5 45	5 45	7 45	3 39	5 45	5 45	7 45
3 50	5 50	5 50	7 55	3 50	5 50	5 50	7 55
4 01	5 55	5 55	8 05	4 01	5 55	5 55	8 05
4 12	6 00	6 00	8 15	4 12	6 00	6 00	8 15
4 23	6 05	6 05	8 25	4 23	6 05	6 05	8 25
4 34	6 10	6 10	8 35	4 34	6 10	6 10	8 35
4 45	6 15	6 15	8 45	4 45	6 15	6 15	8 45
4 56	6 20	6 20	8 55	4 56	6 20	6 20	8 55
5 07	6 25	6 25	9 05	5 07	6 25	6 25	9 05
5 18	6 30	6 30	9 15	5 18	6 30	6 30	9 15
5 29	6 35	6 35	9 25	5 29	6 35	6 35	9 25
5 40	6 40	6 40	9 35	5 40	6 40	6 40	9 35
5 51	6 45	6 45	9 45	5 51	6 45	6 45	9 45
6 02	6 50	6 50	9 55	6 02	6 50	6 50	9 55
6 13	6 55	6 55	10 05	6 13	6 55	6 55	10 05
6 24	7 00	7 00	10 15	6 24	7 00	7 00	10 15
6 35	7 05	7 05	10 25	6 35	7 05	7 05	10 25
6 46	7 10	7 10	10 35	6 46	7 10	7 10	10 35
6 57	7 15	7 15	10 45	6 57	7 15	7 15	10 45
7 08	7 20	7 20	10 55	7 08	7 20	7 20	10 55
7 19	7 25	7 25	11 05	7 19	7 25	7 25	11 05
7 30	7 30	7 30	11 15	7 30	7 30	7 30	11 15
7 41	7 35	7 35	11 25	7 41	7 35	7 35	11 25
7 52	7 40	7 40	11 35	7 52	7 40	7 40	11 35
8 03	7 45	7 45	11 45	8 03	7 45	7 45	11 45
8 14	7 50	7 50	11 55	8 14	7 50	7 50	11 55
8 25	7 55	7 55	12 05	8 25	7 55	7 55	12 05
8 36	8 00	8 00	12 15	8 36	8 00	8 00	12 15
8 47	8 05	8 05	12 25	8 47	8 05	8 05	12 25
8 58	8 10	8 10	12 35	8 58	8 10	8 10	12 35
9 09	8 15	8 15	12 45	9 09	8 15	8 15	12 45
9 20	8 20	8 20	12 55	9 20	8 20	8 20	12 55
9 31	8 25	8 25	1 05	9 31	8 25	8 25	1 05
9 42	8 30	8 30	1 15	9 42	8 30	8 30	1 15
9 53	8 35	8 35	1 25	9 53	8 35	8 35	1 25
10 04	8 40	8 40	1 35	10 04	8 40	8 40	1 35
10 15	8 45	8 45	1 45	10 15	8 45	8 45	1 45
10 26	8 50	8 50	1 55	10 26	8 50	8 50	1 55
10 37	8 55	8 55	2 05	10 37	8 55	8 55	2 05
10 48	9 00	9 00	2 15	10 48	9 00	9 00	2 15
10 59	9 05	9 05	2 25	10 59	9 05	9 05	2 25
11 10	9 10	9 10	2 35	11 10	9 10	9 10	2 35
11 21	9 15	9 15	2 45	11 21	9 15	9 15	2 45
11 32	9 20	9 20	2 55	11 32	9 20	9 20	2 55
11 43	9 25	9 25	3 05	11 43	9 25	9 25	3 05
11 54	9 30	9 30	3 15	11 54	9 30	9 30	3 15
12 05	9 35	9 35	3 25	12 05	9 35	9 35	3 25
12 16	9 40	9 40	3 35	12 16	9 40	9 40	3 35
12 27	9 45	9 45	3 45	12 27	9 45	9 45	3 45
12 38	9 50	9 50	3 55	12 38	9 50	9 50	3 55
12 49	9 55	9 55	4 05	12 49	9 55	9 55	4 05
1 00	10 00	10 00	4 15	1 00	10 00	10 00	4 15
1 11	10 05	10 05	4 25	1 11	10 05	10 05	4 25
1 22	10 10	10 10	4 35	1 22	10 10	10 10	4 35
1 33	10 15	10 15	4 45	1 33	10 15	10 15	4 45
1 44	10 20	10 20	4 55	1 44	10 20	10 20	4 55
1 55	10 25	10 25	5 05	1 55	10 25	10 25	5 05
2 06	10 30	10 30	5 15	2 06	10 30	10 30	5 15
2 17	10 35	10 35	5 25	2 17	10 35	10 35	5 25
2 28	10 40	10 40	5 35	2 28	10 40	10 40	5 35
2 39	10 45	10 45	5 45	2 39	10 45	10 45	5 45
2 50	10 50	10 50	5 55	2 50	10 50	10 50	5 55
3 01	10 55	10 55	6 05	3 01	10 55	10 55	6 05
3 12	11 00	11 00	6 15	3 12	11 00	11 00	6 15
3 23	11 05	11 05	6 25	3 23	11 05	11 05	6 25
3 34	11 10	11 10	6 35	3 34	11 10	11 10	6 35
3 45	11 15	11 15	6 45	3 45	11 15	11 15	6 45
3 56	11 20	11 20	6 55	3 56	11 20	11 20	6 55
4 07	11 25	11 25	7 05	4 07	11 25	11 25	7 05
4 18	11 30	11 30	7 15	4 18	11 30	11 30	7 15
4 29	11 35	11 35	7 25	4 29	11 35	11 35	7 25
4 40	11 40	11 40	7 35	4 40	11 40	11 40	7 35
4 51	11 45	11 45	7 45	4 51	11 45	11 45	7 45
5 02	11 50	11 50	7 55	5 02	11 50	11 50	7 55
5 13	11 55	11 55	8 05	5 13	11 55	11 55	8 05
5 24	12 00	12 00	8 15	5 24	12 00	12 00	8 15
5 35	12 05	12 05	8 25	5 35	12 05	12 05	8 25
5 46	12 10	12 10	8 35	5 46	12 10	12 10	8 35
5 57	12 15	12 15	8 45	5 57	12 15	12 15	8 45
6 08	12 20	12 20	8 55	6 08	12 20	12 20	8 55
6 19	12 25	12 25	9 05	6 19	12 25	12 25	9 05
6 30	12 30	12 30	9 15	6 30	12 30	12 30	9 15
6 41	12 35	12 35	9 25	6 41	12 35	12 35	9 25
6 52	12 40	12 40	9 35	6 52	12 40	12 40	9 35
7 03	12 45	12 45	9 45	7 03	12 45	12 45	9 45
7 14	12 50	12 50	9 55	7 14	12 50	12 50	9 55
7 25	12 55	12 55	10 05	7 25	12 55	12 55	10 05
7 36	1 00	1 00	10 15	7 36	1 00	1 00	10 15
7 47	1 05	1 05	10 25	7 47	1 05	1 05	10 25
7 58	1 10	1 10	10 35	7 58	1 10	1 10	10 35
8 09	1 15	1 15	10 45	8 09	1 15	1 15	10 45
8 20	1 20	1 20	10 55	8 20	1 20	1 20	10 55
8 31	1 25	1 25	11 05	8 31	1 25	1 25	11 05
8 42	1 30	1 30	11 15	8 42	1 30	1 30	11 15
8 53	1 35	1 35	11 25	8 53	1 35	1 35	11 25
9 04	1 40	1 40	11 35	9 04	1 40	1 40	11 35
9 15	1 45	1 45	11 45	9 15	1 45	1 45	11 45
9 26	1 50	1 50	11 55	9 26	1 50	1 50	11 55
9 37	1 55	1 55	12 05	9 37	1 55	1 55	12 05
9 48	2 00	2 00	12 15	9 48	2 00	2 00	12 15
9 59	2 05	2 05	12 25	9 59	2 05	2 05	12 25
10 10	2 10	2 10	12 35	10 10	2 10	2 10	12 35
10 21	2 15	2 15	12 45	10 21	2 15	2 15	12 45
10 32	2 20	2 20	12 55	10 32	2 20	2 20	12 55
10 43	2 25	2 25	1 05	10 43	2 25	2 25	1 05
10 54	2 30	2 30	1 15	10 54	2 30	2 30	1 15
11 05	2 35	2 35	1 25	11 05	2 35		

STONINGTON & PROVIDENCE, AND BOSTON & PROV. RAILWAYS.

Ston. & Providence—JAMES J. DAY, President, and A. S. MATHEWS, Supt., Stonington, Ct.

Bost. & Prov.—CHAS. H. WARREN, Pres., Boston, & DAN. NASON, Supt., Boston, Mass. [Aug. 1.

New London to Providence.					STATIONS.		Providence to New London.							
Exp.	Pass.	Pass.	Pass.	Mail.	Frs.	M		M	Pass.	Exp.	Acc.	Pass.	Mail.	Pass.
P. M.	P. M.	A. M.	A. M.				LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
*5 15	1 10	7 00	1 40				...New London...	9 43	2 45	6 45				12 20
5 30	1 27	7 15	1 55				...Groton...	9 33	2 30	5 48	6 34	9 30		12 05
	1 37	7 22	2 02				...Pogonnock S...	9 24		5 36	6 25			
	1 48	7 31	2 13				... West Mystic...	9 15		5 14	6 15			
5 49	1 51	7 34	2 14				... Mystic	9 12	2 14	5 05	6 11			
6 00	2 05	7 45	2 23				...Stonington...	9 02	2 05	4 50	6 00	9 00	11 39	
6 09	2 16	7 53	2 35				...Westerly...	8 51	1 54	4 30	5 48	8 48	11 28	
	2 26	8 09	2 45				...Charlestown...	8 40		4 08	5 37			
	2 35	8 19	2 54				...Richmond Switch...	8 31		3 50	5 28			
	2 40	8 25	3 00				...Carolina...	8 25		3 30	5 22			
6 39	3 00	8 45	3 14				...Kingston...	8 08	1 24	3 00	5 08	8 13	10 54	
	3 16	9 01	3 29				...Wickford...	7 48		12 20	4 45			
7 04	3 29	9 16	3 43				...Greenwich...	7 33	12 57	1 57	4 34	7 41	10 28	
	3 40	9 30	3 54				...Warwick...	7 20		1 35	4 21			
	3 48	9 38	4 02				... Junction	7 11		1 26	4 12			
7 33	4 00	9 50	4 15				...Providence...	7 00	12 35	1 15	4 00	7 12	10 00	
P. M.	P. M.	A. M.	A. M.				ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Mail train leaves Groton every Monday except Monday on arrival of steamer from N. York.

* On arrival of Express Tr'n that leaves New York at 12 15 p. m. and New Haven at 3 20 p. m.

+ On arrival of train that leaves Boston at 5 30 P. M. for N. York, via Steamer from Groton.

Providence to Boston.					STATIONS.			Boston to Providence.					Aug. 1.		
P. M.	P. M.	A. M.	A. M.	A. M.	Frs.	M	LEAVE	ARRIVE	Mls.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7 30	4 10	10 40	7 10	4 20			Providence.			48	9 25	12 25	12 35	5 55	7 05 9 55
		11 03	7 40		45	12	Attleboro			81	8 50	11 56		5 25	6 41
	4 50	11 18	7 51		60	17	West Mansfield.			26	8 38	11 45		5 13	
8 12	5 00	11 28	8 01	5 06	75	22	Mansfield.			34	8 32	11 40	11 58	5 07	6 27 9 18
	5 07	11 36	8 07		90	26	Foxboro.			21	8 22	11 30		4 48	
	5 17	11 46	8 16		100	26	Sharon.			17	8 12	11 20		4 43	
	5 27	11 56	8 24	7 25	1	29	Canton.			14	8 00	11 08		12 58	4 38
	5 40	12 08	8 35	7 39	1	25	Readville.			8	7 47	10 56		12 48	4 25
	6 05	12 35	9 00	8 10	1	50	Boston.			7	7 20	10 30	11 10	12 10	4 00 5 30 8 30
9 00	P. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE			LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.

Stoughton & Easton Br.—Leave Boston at 12 10 P. M. and 5 40 P. M., arrive at Easton 1 25 & 6 50 P. M. Leave Easton 6 50 A. M. and 3 00 P. M., arrive at Boston 8 10 A. M. and 4 15 P. M. Dist., 22 mls. Fare, 70 cts.

Dedham Branch.—Leave Boston at 7 05 & 8 30 A. M., and 12 30, 3 00, 4 45, 6 15, 6 30, 7 30 & 9 45 P. M. Leave Dedham at 6, 6 15, 7 00, 8 00, & 9 50 A. M., and 2 10, 4 40, 6 20 & 8 45 P. M. Dist., 9½ mls. Fare, 25 cts.

BOSTON AND PROVIDENCE to TAUNTON AND NEW BEDFORD,

Via New Bedford and Taunton, Taunton Branch, and Boston and Providence Railways.

JOS. GRINNELL, Pres. N. B. & Taun. New Bedford. WM. A. CROCKER, Pres., Taunton Branch, Taunton. A. E. SWASEY, Supt., Taunton, Mass. [May 6.

Boston to N. Bedford.						STATIONS.		New Bedford to Boston.					
P. M.	A. M.	A. M.	A. M.	Frs.	Mls.	LEAVE	ARRIVE	Mls.	A. M.	P. M.	P. M.	P. M.	
4 30	10 30	7 20				.....	Boston	55	9 15	12 35	6 05		
5 20	11 40	8 32		85	24	.....	Mansfield	31	8 30	11 28	5 00	6 27	
	11 57		1 00	31			.....	24					
													
5 45	12 10	9 00	6 45	1 00	35		Taunton	20	8 00	11 00	4 30	5 50	
	12 25			1 20	41		.....	14					
	12 37			1 40	45		.....	10					
	12 40			1 50	47		.....	8					
													
6 35	12 57	10 00	7 45	1 50	55		New Bedford	7	7 10	10 10	3 40	4 45	
P. M.	P. M.	A. M.	A. M.				ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.	

7 10 A.M. train from New Bedford, connects with Old Colony and Fall River Railway to Middleboro'. Bridge-water, Fall River, &c.

Trains leave Providence for N. Bedford and Taunton at 7 10 & 10 40 A. M. and 4 10 P. M. Leave N. Bedford for Prov. at 7 10 & 10 10 A. M. and 3 40 P. M.; leave Taunton for Prov. at 8 & 11 00 A. M. and 4 30 & 5 50 P. M.

Middleboro' and Taunton Railway.—Trains leave Middleboro' at 7 30 & 10 15 A. M., and 3 50 P. M. Leave Taunton at 9 05 & 9 45 A. M., and 12 10 & 5 20 P. M. Distance, 10½ miles. Fare, 40 cts.

7 10 A. M. train from New Bedford, connects with Old Colony and Fall River Railway to Middleboro', Bridge-water, Fall River, &c.

PORTLAND, SACO & PORTSMOUTH R'WAY.I. GOODWIN, President, Portsmouth.
J. RUSSELL, Jr., Supt., Portland.

[April 1.]

Portland to Boston.				Boston to Portland.			
Pas.	Pas.	Pas.	Mis.	STATIONS.	Mis.	Pas.	Pas.
P. M.	A. M.	A. M.		LEAVE	ARRIVE	P. M.	P. M.
3 00	3 45	7 30		Portland	108	10 20	12 35
3 03	3 53	7 33	2	Cape Elizabeth	106	10 13	12 27
3 08	3 58	7 38	6	Scarborough	102	10 12	12 20
3 15	4 03	7 45	9	West Scarborough	95	10 12	12 17
3 25	4 10	7 50	13	Biddeford	92	10 12	12 12
3 35	4 20	7 55	15	Biddeford	92	10 11	12 12
3 43	4 30	8 00	15	Keeneburg Port.	89	10 11	12 12
3 52	4 40	8 05	18	Keeneburg	85	10 11	12 12
4 05	4 50	8 15	23	Wells	80	10 11	12 12
4 18	5 00	8 25	28	North Berwick	74	10 11	12 12
4 30	5 10	8 35	33	So. Berwick	70	10 11	12 12
4 43	5 20	8 45	41	Jun. Gt. Falls Br.	67	10 11	12 12
5 10	5 45	9 05	45	Elliot	63	10 11	12 12
5 20	6 00	9 15	50	Kittery	58	10 11	12 12
5 25	6 10	9 20	52	Portsmouth	53	10 11	12 12
5 30	6 15	9 25	53	Boston	50	10 11	12 12
5 40	6 25	9 35	58	ARRIVE	LEAVE		
5 50	6 35	9 45	63				
6 00	6 45	9 55	68				
6 10	6 55	10 05	73				
6 20	7 05	10 15	78				
6 30	7 15	10 25	83				
6 40	7 25	10 35	88				
6 50	7 35	10 45	93				
7 00	7 45	10 55	98				
7 10	7 55	11 05	103				
7 20	8 05	11 15	108				

Through Fare, \$2 50; Way Fare, about 24 cents per mile.

* Mondays, Wednesdays, and Fridays only, connecting with steamer
Daniel Webster to and from Bangor.1. Connects at Portland with Androscoggin & Kennebec; Kennebec &
Portland; Grand Trunk; and York & Cumberland Railways.

2. Junction of Boston & Maine Railway.

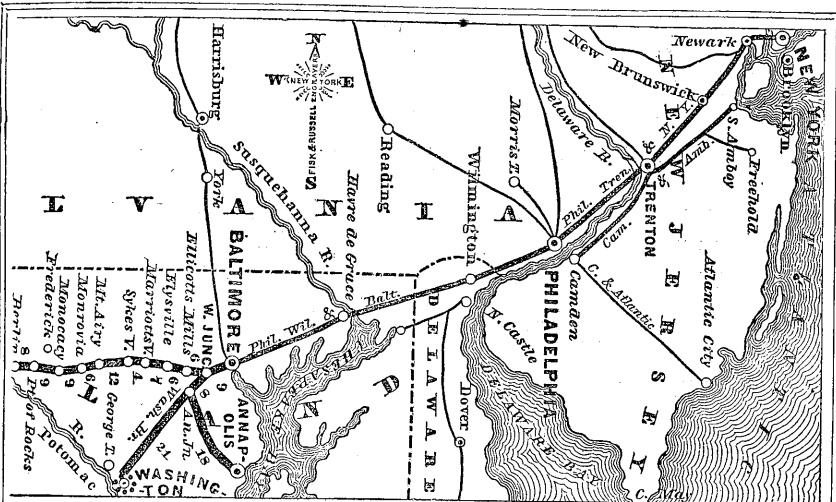
3. Junction of Great Falls & Conway Railway.

4. Junction of Eastern Railway. Connects with Portsmouth & Con-
cord Railway.**YORK & CUMBERLAND RAILWAY.**

J. C. WOODMAN, Pres., and WM. R. SHERWOOD, Supt., Portland.

[March 4.]

Portland to Saco River.				Saco River to Portland.			
Pas.	Pas.	Pas.	Mis.	STATIONS.	Mis.	Pas.	Pas.
P. M.	A. M.	A. M.		LEAVE	ARRIVE	P. M.	P. M.
6 15	7 00	7 45		Portland	18	7 18	11 00
6 20	7 05	7 50	5	Morrill	15	7 23	11 05
6 25	7 10	7 55	10	Sacramento	12	7 28	11 10
6 30	7 15	8 00	15	Gorham	9	7 33	11 15
6 35	7 20	8 05	20	Buxton Center	6	7 38	11 20
6 40	7 25	8 10	25	Saco River	3	7 43	11 25
6 45	7 30	8 15	30	ARRIVE	LEAVE		
6 50	7 35	8 20	35				
6 55	7 40	8 25	40				
7 00	7 45	8 30	45				
7 05	7 50	8 35	50				
7 10	7 55	8 40	55				
7 15	8 00	8 45	60				
7 20	8 05	8 50	65				
7 25	8 10	8 55	70				
7 30	8 15	9 00	75				
7 35	8 20	9 05	80				
7 40	8 25	9 10	85				
7 45	8 30	9 15	90				
7 50	8 35	9 20	95				
7 55	8 40	9 25	100				
8 00	8 45	9 30	105				
8 05	8 50	9 35	110				
8 10	8 55	9 40	115				
8 15	9 00	9 45	120				
8 20	9 05	9 50	125				
8 25	9 10	9 55	130				
8 30	9 15	10 00	135				
8 35	9 20	10 05	140				
8 40	9 25	10 10	145				
8 45	9 30	10 15	150				
8 50	9 35	10 20	155				
8 55	9 40	10 25	160				
9 00	9 45	10 30	165				
9 05	9 50	10 35	170				
9 10	9 55	10 40	175				
9 15	10 00	10 45	180				
9 20	10 05	10 50	185				
9 25	10 10	10 55	190				
9 30	10 15	11 00	195				
9 35	10 20	11 05	200				
9 40	10 25	11 10	205				
9 45	10 30	11 15	210				
9 50	10 35	11 20	215				
9 55	10 40	11 25	220				
10 00	10 45	11 30	225				
10 05	10 50	11 35	230				
10 10	10 55	11 40	235				
10 15	11 00	11 45	240				
10 20	11 05	11 50	245				
10 25	11 10	11 55	250				
10 30	11 15	12 00	255				
10 35	11 20	12 05	260				
10 40	11 25	12 10	265				
10 45	11 30	12 15	270				
10 50	11 35	12 20	275				
10 55	11 40	12 25	280				
11 00	11 45	12 30	285				
11 05	11 50	12 35	290				
11 10	11 55	12 40	295				
11 15	12 00	12 45	300				
11 20	12 05	12 50	305				
11 25	12 10	12 55	310				
11 30	12 15	13 00	315				
11 35	12 20	13 05	320				
11 40	12 25	13 10	325				
11 45	12 30	13 15	330				
11 50	12 35	13 20	335				
11 55	12 40	13 25	340				
12 00	12 45	13 30	345				
12 05	12 50	13 35	350				
12 10	12 55	13 40	355				
12 15	13 00	13 45	360				
12 20	13 05	13 50	365				
12 25	13 10	13 55	370				
12 30	13 15	14 00	375				
12 35	13 20	14 05	380				
12 40	13 25	14 10	385				
12 45	13 30	14 15	390				
12 50	13 35	14 20	395				
12 55	13 40	14 25	400				
1 00	13 45	14 30	405				
1 05	13 50	14 35	410				
1 10	13 55	14 40	415				
1 15	14 00	14 45	420				
1 20	14 05	14 50	425				
1 25	14 10	14 55	430				
1 30	14 15	15 00	435				
1 35	14 20	15 05	440				
1 40	14 25	15 10	445				
1 45	14 30	15 15	450				
1 50	14 35	15 20	455				
1 55	14 40	15 25	460				
2 00	14 45	15 30	465				
2 05	14 50	15 35	470				
2 10	14 55	15 40	475				
2 15	15 00	15 45	480				
2 20	15 05	15 50	485				
2 25	15 10	15 55	490				
2 30	15 15	16 00	495				
2 35	15 20	16 05	500				
2 40	15 25	16 10	505				
2 45	15 30	16 15	510				
2 50	15 35	16 20	515				
2 55	15 40	16 25	520				
3 00	15 45	16 30	525				
3 05	15 50	16 35	530				
3 10	15 55	16 40	535				
3 15	16 00	16 45	540				
3 20	16 05	16 50	545				
3 25	16 10	16 55	550				
3 30	16 15	17 00	555				
3 35	16 20	17 05	560				
3 40	16 25	17 10	565				
3 45	16 30	17 15	570				
3 50	16 35	17 20	575				
3 55	16 40	17 25	580				
4 00	16 45	17 30	585				
4 05	16 50	17 35	590				
4 10	16 55	17 40	595				
4 15	17 00	17 45	600				
4 20	17 05	17 50	605				
4 25	17 10	17 55	610				
4 30	17 15	18 00	615				
4 35	17 20	18 05	620				
4 40	17 25	18 10	625				
4 45	17 30	18 15	630				
4 50	17 35	18 20	635				
4 55	17 40	18 25	640				
5 00	17 45	18 30	645				
5 05	17 50	18 35	650				
5 10	17 55	18 40	655				
5 15	18 00	18 45	660				
5 20	18 05	18 50	665				
5 25	18 10	18 55	670				
5 30	18 15	19 00	675				
5 35	18 20	19 05	680				
5 40	18 25	19 10	685				
5 45	18 30	19 15	690				
5 50	18 35	19 20	695				
5 55	18 40	19 25	700				
6 00	18 45	19 30	705				
6 05	18 50	19 35	710				
6 10	18 55	19 40	715				
6 15	19 00	19 45	720				
6 20	19 05	19 50	725				
6 25	19 10	19 55	730				
6 30	19 15	20 00	735				
6 35	19 20	20 05	740				
6 40	19 25	20 10	745				
6 45	19 30	20 15	750				
6 50	19 35	20 20	755				
6 55	19 40	20 25	760				
7 00	19 45	20 30	765				
7 05	19 50	20 35	770				
7 10	19 55	20 40	775				
7 15	20 00	20 45	780				
7 20	20 05	20 50	785				
7 25	20 10	20 55	790				
7 30	20 15	21 00	795				
7 35	20 20	21 05	800				
7 40	20 25	21 10	805				
7 45	20 30	21 15	810				
7 50	20 35	21 20	815				
7 55	20 40	21 25	820				
8 00	20 45	21 30	825				
8 05	20 50	21 35	830				
8 10	20 55	21 40	835				
8 15	21 00	21 45	840				
8 20	21 05	21 50	845				
8 25	21 10	21 55	850				
8 30	21 15	22 00	855				
8 35	21 20	22 05	860				
8 40	21 25	22 10	865				
8 45	21 30	22 15	870				
8 50	21 35	22 20	875				
8 55	21 40	22 25	880				
9 00	21 45	22 30	885				
9 05	21 50	22 35	890				
9 10	21 55	22 40	895				
9 15	22 00	22 45	900				
9 20	22 05	22 50	905				
9 25	22 10	22 55	910				
9 30	22 15	23 00	915				
9 35	22 20	23 05	920				
9 40	22 25	23 10	925				
9 45	22 30	23 15	930				
9 50	22 35	23 20	935				
9 55	22 40	23 25	940				
10 00	22 45	23 30	945				
10 05	22 50	23 35	950				
10 10	22 55	23 40	955				
10 15	23 00	23 45	960				
10 20	23 05	23 50	965				
10 25	23 10	23 55	970				
10 30	23 15	24 00	975				
10 35	23 20	24 05	980				
10 40	23 25	24 10	985				
10 45	23 30	24 15	990				
10 50	23 35	24 20	995				
10 55	23 40	24 25	1000				



SUMMER ARRANGEMENT.

[April 14.]

CINCINNATI AND WHEELING TO NEW YORK.

1st. EXPRESS TRAIN.—Passengers leave Wheeling at 10 20 A. M. (connecting at Wheeling and Benwood with Night Express train from Columbus and Cincinnati), and arrives at Grafton 3 13 P. M., Cumberland 9 00 P. M., and Baltimore 4 40 next morning.

Leave Baltimore at 6 21 A. M., via *Phila., Wilm. & Balt. Railway*, (connecting with morning trains from Washington via *Washington Br.*) and arrive at Philadelphia at 10 18 A. M.

Leave Philadelphia at 11 00 A. M., via *New Jersey Railway*, arriving in New York at 3 15 P. M.

2d. MAIL TRAIN.—Leaves Wheeling at 7 15 P. M., (connecting with morning train from Cincinnati), and arrives at Grafton 12 24 A. M.

Leaves Grafton at 12 33 A. M., and arrives at Cumberland 6 30 A. M., and Baltimore 3 15 P. M.

Leaves Baltimore at 4 51 P. M. (connecting with 3 10 P. M. train from Washington), and arrives at Philadelphia 9 21 P. M.

Leaves Philadelphia at 11 00 P. M., via *New Jersey Railway*, and arrives at New York 3 10 A. M.

The above Trains make stops as per accompanying Time Tables, see pages 160 & 161.

This is the only Line by which Travellers between New York and the West can visit Washington City. Round Trip Tickets from Baltimore to Washington City, have been provided especially for their convenience between the Eastern Cities and the Great West, at the largely reduced rate of but Two Dollars; for which sum, added to the current price of Western Tickets, Travellers may visit Washington City on their way. New and superior Sleeping Cars have been introduced on this road.

Through Tickets and general information can be had at the Baltimore & Ohio Railway Office, 229 Broadway, New York, cor. of Barclay Street, above the Astor House, or New Jersey Railway Depot, foot of Cortlandt Street.

L. M. COLE, Gen. Ticket Agent, Balt.

NEW YORK TO WHEELING AND CINCINNATI.

MORNING EXPRESS.—Passengers leave N. York, foot of Cortlandt street, at 7 00 A. M., via *New Jersey Railway*, arriving at Philadelphia 10 50 A. M.

Leave Philadelphia, via *Phila., Wilm. & Baltimore Rwy.*, at 11 35 A. M., arriving at Baltimore 3 29 P. M., and Washington (via *Washington Br.*) at 6 00 P. M.

Leave Baltimore at 3 45 P. M., via *Baltimore & Ohio Railway*, arriving at Benwood next morning, in time to connect with the morning train on *Central Ohio Railway* for Columbus and Cincinnati.

The above train (leaving New York at 7 00 A. M.) connects at Grafton with *North Western Virginia Railway*, arriving at Parkersburg 7 05 next morning.

MAIL TRAIN.—Leaves New York at 6 00 P. M., and arrives at Philadelphia 9 40 P. M.

Leaves Philadelphia at 10 50 P. M. and arrives at Baltimore 3 30 A. M. and Washington 6 00 A. M.

Leaves Baltimore at 5 30 A. M., and arrives at Wheeling 10 50 P. M.

W. P. SMITH, Mast. of Trans., Baltimore.

BALTIMORE & OHIO RAILWAY.

JOHN W. GARRETT, Pres., Baltimore, Md. W. P. SMITH, Mast. Trans. J. J. ATKINSON, Sec. & Treas.
J. H. SULLIVAN, Gen. West'n Ag't. L. M. COLE, Gen. Ticket Ag't. [April 14.]

Baltimore to Wheeling.						Wheeling to Baltimore.					
STATIONS.	Miles.					STATIONS.	Miles.				
	Mls.	Frs.	Mail.	Exp.	Acc. Acc.		Mls.	Frs.	Exp.	Mail	Acc. Acc.
TRAINS LEAVE.						TRAINS LEAVE.					
Baltimore			A. M.	P. M.	P. M.	Wheeling			A. M.	P. M.	
Washington Junc.	9	35	5 30	3 45	4 30	Benwood	4	25	10 20	7 15	
Ellicott's Mills	15	60	5 35	4 10	5 00	Moundsville	11	50	10 50	7 45	
Elysville	20	80	6 09	4 21	5 15	Roseby's Rock	17	70	11 25	8 18	
Marriottsville	27	1 05	6 40		5 50	Cameron	28	1 10	11 58	8 50	
Sykesville	32	1 20	6 54	4 55	6 06	Board Tree Tunnel	39	1 35		9 22	
Mount Airy	42	1 60	7 28		6 38	Littleton	42	1 55		9 31	
Monrovia	50	1 35	7 39		7 00	Mannington	60	2 20		10 26	
Monocacy*	58	2 15	8 02	5 50	7 25	Farmington	67	2 45		10 46	
Frederick [Branch]					7 40	Fairmont	77	2 30	2 17	11 17	
Point of Rocks	60	2 55	8 30		P. M.	Benton's Ferry	82	3 00	2 30	11 30	
Berlin	75	2 75	8 46			Valley Falls	91	3 30	2 57	12 00	
Harper's Ferry	81	2 95	9 08	6 40		Fetterman	97	3 55	3 14	12 18	
Duffields	87	3 15	9 24			Grafton† arr.	100	3 30	3 18	12 24	
Kearneysville	92	3 35	9 38			leave			3 35	12 33	
Martinsburg arr.	100	3 30	10 00	7 25		Newburg	113	4 05		1 14	
leave			10 15	7 40		Tunnelton	119	4 25		1 36	
North Mountain	107	3 35	10 33			Rowlesburg	126	4 50	5 00	2 08	
Cherry Run	113	4 05	10 50			Cranberry Summit	137	4 30		2 42	
Sleepy Creek	117	4 20	11 00			Oakland	147	5 15	6 08	3 15	
Hancock	122	4 40	11 12			Altamont	156	5 15	6 30	3 42	
Sir John's Run	128	4 40	11 27	8 40		Frankville	163	5 35	6 57	4 12	
L. Cacapon Siding	156	5 10	12 32			Piedmont arr.	173	5 65	7 20	4 40	
Green Spring Run	163	5 15	12 50			leave			7 30	4 45	
Patterson's Creek	170	5 20	1 06			New Creek	173	5 30		4 58	
Cumberland	178	5 35	1 25	10 25		Brady's Mill	194	6 00		5 42	
Brady's Mill	185	5 50	1 45			Cumberland	201	6 00	9 00	6 30	
New Creek	201	6 10	2 27			Patterson's Creek	209	6 40		6 50	
Piedmont arr.	206	6 30	2 40	11 25	A. M.	Green Spring Run	215	6 75		7 08	
leave			2 43	11 23	6 40	L. Cacapon Siding	222	7 10	10 07	7 26	
Frankville	214	6 50	3 05	11 49	7 12	Sir John's Run	251	7 30	11 14	8 35	
Altamont	223	6 70	3 33	12 16	7 52	Hancock	256	7 30		8 50	
Oakland	232	6 55	3 56	12 38	8 30	Sleepy Creek	266	8 00		9 04	
Cranberry Summit	242	7 20	4 20		9 15	Cherry Run	266	8 20		9 17	
Rowlesburg	253	7 50	4 55	1 36	10 15	North Mountain	272	8 25		9 33	
Tunnelton	260	7 70	5 13	1 54	10 45	Martinsburg arr.	273	8 25	12 17	9 53	
Newburg	266	7 55	5 33		11 20	leave			12 20	10 00	
Grafton† arr.	279	8 10	6 08	2 46	12 15	Kearneysville	287	8 35		10 23	
leave			6 25	2 50	12 30	Duffields	292	8 35		10 33	
Fetterman	281	8 15	6 29	2 54	12 37	Harper's Ferry	298	8 45	1 08	11 00	
Valley Falls	287	8 40	6 44	3 06	1 01	Berlin	304	8 55		11 18	
Benton's Ferry	297	8 60	7 03	3 25	1 45	Point of Rocks	310	8 55		11 36	A. M.
Fairmont	302	8 75	7 20	3 35	2 17	Frederick [Branch]					
Farmington	312	9 05	7 45		3 03	Monocacy*	321	9 15	2 06	12 10	6 30
Mannington	319	9 25	8 05	4 13	3 31	Monrovia	330	9 40		12 35	7 07
Littleton	319	9 55	8 49	4 54	4 51	Mount Airy	336	9 50		1 04	7 56
Board Tree Tunnel	340	9 60	8 57		5 04	Sykesville	348	9 60	3 17	1 35	7 28
Cameron	351	9 60	9 29	5 25	5 53	Marriottsville	352	9 60		1 53	8 10
Roseby's Rock	363	9 60	9 55	5 42	6 45	Elysville	359	9 60		2 15	8 31
Moundsville	363	9 60	10 09		7 10	Ellicott's Mills	365	9 60	4 02	2 30	8 46
Benwood	375	9 60	10 30	6 25	7 50	Washington Junc.	370	9 60	4 16	2 47	9 03
Wheeling	379	9 60	10 50	6 45	8 10	Baltimore	379	9 60	4 40	3 15	9 30
(Trains arrive.)			P. M.	A. M.	P. M.	(Trains arrive.)			A. M.	P. M.	A. M.

* Junction of Frederick Branch, which connects at Monocacy with main line.

† Connects at Grafton with North Western Virginia Railway, p. 161.

RAILWAY CONNECTIONS are the Phila., Wilm. & Balt. R'way (p. 103) at Balt.; at Wheeling and Benwood with the Cent. Ohio (p. 172) and the Cleve. R'ways; and at Grafton, trains of the N. West. Virginia R'way (p. 161) for Parkersburg, &c., make close connections.

WASHINGTON BRANCH RAILWAY.

(OWNED AND RUN BY BALTIMORE AND OHIO RAILWAY CO.)

[Aug. 19.]

Baltimore to Washington.

STATIONS.	Mls.	Frs.	Pass.	Pass.	Pas.	Pas.
TRAINS LEAVE			A. M.	A. M.	P. M.	P. M.
Baltimore.....			4 20	8 30	3 45	5 00
Mount Clare Jun.	2		4 28	8 45	3 58	5 08
Washington Jun.	9		4 46	9 07	4 13	5 23
Jessup's Cut.....	15		4 58	9 20	4 27	5 41
Annapolis Jun.*...	17		5 03	9 26	4 32	5 50
Watson's Cut.....	19		5 07	9 32	4 37	5 57
Laurel.....	21		5 17	9 38	4 43	6 03
W. Oak Bottom.....	24		5 22	9 44	4 48	6 09
Beltville.....	27		5 28	9 52	4 54	6 17
Paint Branch.....	30		5 34	10 00	5 00	6 24
Bladensburg.....	33		5 39	10 09	5 07	6 32
Washington.....	38		5 50	10 25	5 20	6 45
TRAINS ARRIVE			A. M.	A. M.	P. M.	P. M.

Washington to Baltimore.

STATIONS.	Mls.	Frs.	Pass.	Pass.	Pas.	Pas.
TRAINS LEAVE			A. M.	A. M.	P. M.	P. M.
Washington.....			6 00	7 30	2 30	5 45
Bladensburg.....	5		6 11	7 42	2 42	5 57
Paint Branch.....	8		6 16	7 49	2 50	6 04
Beltville.....	11		6 21	7 56	2 56	6 17
W. Oak Bottom.....	14		6 27	8 03	3 04	6 24
Laurel.....	16		6 32	8 09	3 10	6 30
Watson's Cut.....	18		6 37	8 14	3 16	6 35
Annapolis Jun.*...	20		6 42	8 19	3 23	6 42
Jessup's Cut.....	23		6 48	8 25	3 28	6 48
Washington Jun.	29		8 01	8 43	3 40	7 03
Mount Clare Jun.	33		7 17	9 01	3 59	7 21
Baltimore.....	38		7 25	9 10	4 05	7 30
TRAINS ARRIVE			A. M.	A. M.	P. M.	P. M.

* **Annapolis Junction.**—Trains leave Junction for Millersville and Annapolis at — A. M. and — P. M., arriving at Annapolis at — A. M. and — P. M.
 Leave Annapolis at — A. M. and — P. M., arriving at Junction — A. M. and — P. M., making direct connections with main line to Washington. Distance from Washington, 39 miles. Fare, \$1 50.

FOR WASHINGTON AND THE SOUTH.

Leave Baltimore at 4 20 and 8 30 A. M., and 3 45 & 5 00 P. M. Leave Washington at 6 00 and 7 30 A. M., and 2 30 & 5 45 P. M. The 2 30 P. M. is the Western Train.

Passengers by this line from New York, or Philadelphia, for the West, or South-west, can buy tickets to Washington and back at only \$2 00 additional, thus allowing them to visit the National Metropolis on their route at but trifling cost. Baggage checked from Washington through to the West.

For further information, tickets of every kind, &c., apply to J. T. ENGLAND, Agent, at Camden Station, Baltimore, or T. H. PARSONS, Agent, at Washington Station.
 L. M. COLE, General Ticket Agent. W. P. SMITH, Mast. Trans., Balt.

NORTH WESTERN VIRGINIA RAILWAY.

P. G. VAN WINKLE, Pres., Balt.

W. P. SMITH, Mast. Trans. [April 15.]

Grafton to Parkersb'g. | Parkersb'g to Grafton.

Mail.	Exp.	Mls.	STATIONS.	M.	Mail.	Exp.
P. M.	A. M.		LEAVE	ARRIVE	P. M.	A. M.
6 25	2 50		Grafton.....	104	3 15	12 25
6 35	2 59	4	Webster.....	100	3 03	12 14
6 45	3 03	8	Simpson's.....	96	2 51	12 03
6 50	3 13	10	Flemington.....	94	2 45	11 51
7 08	3 29	17	Bridgeport.....	87	2 25	11 37
7 23	3 43	22	Clarksburg.....	82	2 10	11 22
7 34	3 53	26	Wilsonburg.....	78	1 58	11 10
8 04	4 17	36	Salem.....	68	1 22	10 43
8 35	4 45	46	Smithton.....	57	12 59	10 09
8 44	4 53	50	West Union.....	55	12 51	10 00
8 51	4 59	52	Central.....	52	12 45	9 53
9 24	5 23	62	Pennsboro.....	42	12 16	9 24
9 33	5 35	67	Ellenboro.....	37	12 01	9 10
9 55	5 50	72	Cornwallis.....	32	11 47	8 57
10 19	6 13	82	Petroleum.....	23	11 18	8 29
10 33	6 30	90	Walker's.....	15	10 58	8 10
10 51	6 42	94	Kanawha.....	11	10 44	7 56
10 58	6 50	97	Claysville.....	7	10 35	7 48
11 15	7 05	104	Parkersburg.....	10	15 7	8 00
P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.

Connects with Balt. & Ohio R'way at Grafton, and Marietta & Cincinnati Railway (p. 205) at Parkersburg.

BALTIMORE & OHIO RAILWAY.**SPRING ARRANGEMENT.**

On and after April 14, Trains will run as follows:

Morning Mail leaves Balt. at 5 30 A. M., arrives at Wheeling 10 50, and Parkersburg 11 15 same night.

Exp. Train, leaves Balt. at 3 45 P. M., and arrives at Wheeling 6 43, and Parkersburg 7 50 next morning.

From the West, there will be two through trains, making full connection at both ends, viz.: Leave Wheeling at 10 20 A. M. and 7 15 P. M., and Benwood at 10 50 A. M. and 7 45 P. M., reaching Baltimore at 4 40 A. M. and 3 15 P. M.

Piedmont and Wheeling Accom. Train leaves Piedmont at 6 40 A. M., and arrives at Baltimore 8 10 P. M.

The **FREDERICK TRAIN** starts from Baltimore at 4 30 P. M., stopping at way stations, and arriving at Frederick 7 40 P. M. Leaves Frederick at 6 30 A. M., and arrives at Baltimore 9 30 A. M.

The **ELLIOTT'S MILLS TRAINS** leave Baltimore at 6 20 A. M., and 1 45 & 5 40 P. M. Leave Elliott's Mills at 7 40 A. M., and 3 45 & 7 00 P. M. Baggage checked through to all points.

THROUGH TICKETS sold at lowest rates at Camden Station and at Washington, D. C.

W. P. SMITH, Mast. Trans.

NORTHERN CENTRAL RAILWAY.

A. B. WARFORD, Pres., Baltimore. JOHN D. CAMERON, Vice-Pres., Harrisburg, Pa. JAMES C. CLARKE, Supt., and R. S. HOLLINS, Sec., Baltimore. J. S. LEIR, Treas., Harrisburg, Pa. [May 19.

RAILWAY CONNECTIONS.
 At Baltimore—Balt. & Ohio Railway, and Wash. Br. pp. 153—161.
 " Baltimore—Philadelphia, Wilmington & Baltimore, p. 103.
 " Junction—Hanover Branch, *below*.
 " Bridgeport Junc.—Cumberland Valley, p. 128.
 " Harrisburg—Pennsylvania Central Railway, pp. 99, 100.
 " Harrisburg—Lebanon Valley R'way, p. 97.
 " Dauphin—Schuylkill & Susquehanna, p. 129.
 " Sunbury—Philadelphia & Erie, p. 96.
 " Williamsport—Williamsport & Elmira, p. 95.
 " Elmira—N. Y. & Erie, p. 82; Elmira & Canandaigua, p. 82.

WRIGHTSVILLE, YORK & COLUMBIA RAILWAY.

Trains leave York for Wrightsville at 6 00 & 11 30 A. M., and 4 00 P. M. Leave Wrightsville at 7 50 A. M., and 1 10 & 6 50 P. M. Dist., 13 mls.; fare, 50 cts.

Connects at Wrightsville with Philadelphia trains.

HANOVER BRANCH.

[No Time Table received.]

Dist., 13 mls.; fare, 50 cts.

WESTMINSTER BRANCH.

[No Time Table received.]

Balt. to Harrisb'g and Sunbury.				STATIONS.		Sunbury and Harrisburg to Balt.			
Read Downward.						Read Upward.			
Acc.	Exp.	Mail.	Mls			Mls	Mail.	Exp.	Acc.
P. M.	P. M.	A. M.		LEAVE	ARRIVE		P. M.	A. M.	P. M.
8 00	8 30	8 15		{ Baltimore. }		256	6 10	7 45	12 55
				{ Calvert Stat'n }					
8 10	8 38	8 23	1	 Bolton	255	6 00	7 37	12 47	
8 30	8 56	8 43	7	 Relay	249	5 36	7 17	12 27	
8 36	4 02	8 48	9	 Rider's	247	5 30	7 10	12 21	
8 42	4 08	8 54	11	 Timonium	245	5 22	7 04	12 15	
9 00	4 20	9 06	15	 Cockskeyville	241	5 10	6 52	12 02	
9 31	4 43	9 35	23	 Monkton	238	4 43	6 25	11 38	
9 50	5 01	9 53	29	 Parkton	227	4 25	6 05	11 20	
10 07	5 18	10 12	34	 Freeland	222	4 07	5 46	11 03	
10 15	5 25	10 19	36	Summit No. 1.	220	4 00	5 38	10 55	
10 33	5 45	10 36	42	 Glenrock	214	3 40	5 20	10 36	
10 45	5 57	10 43	46	Hanover Junc.	210	3 25	5 08	10 18	
10 48	6 00	10 52	47	 Smysers	209	3 22	5 05	10 15	
10 54	6 06	10 58	49	 Glafalters	207	3 15	4 59	10 10	
11 23	6 33	11 22	57	 York	199	2 50	4 35	9 40	
11 41	6 51	11 40	63	Summit No. 2.	193	2 25	4 15	9 10	
11 56	7 04	11 55	68	 Tank	188	2 12	4 00	8 55	
12 10	7 16	12 08	72	 Goldsborough	184	2 00	3 45	8 38	
12 45	7 48	12 45	85	 Bridgeport	173	1 30	3 10	8 05	
1 00	8 05	1 15	85	Harrisburg	172	1 20	3 00	7 50	
			85	 Fairview	171				
			92	 Marysville	164				
8 30	1 37		93	 Dauphin	163	12 33	12 25		
8 47	1 56		99	 Clark's Ferry	157	12 15	12 18		
9 05	2 15	106	 Halifax	150	11 57	12 00			
9 21	2 33	112	 Millersburg	144	11 41	11 43			
9 26	2 39	114	 Buchanan	142	11 36	11 38			
9 48	3 02	122	 Georgetown	134	11 14	11 16			
10 02	3 17	127	Trevorton Junc'tn	129	11 00	11 02			
10 17	3 31	133	 Selin's Grove	123	10 44	10 45			
10 31	3 45	138	 Sunbury	118	10 30	10 31			
			(Sun. & Erie R.)						
			151	 Milton	105				
			178	Williamsport	78				
			256	 Elmira	0				
A. M.	P. M.	P. M.		ARRIVE	LEAVE		A. M.	P. M.	A. M.

Through Fare to Williamsport, \$5 35. Way Fares, about 3 cents per mile.

CHANGE OF HOURS AND TRAINS.—Summer Arrangement.

On and after Sunday, May 19th, trains will leave Calvert Station, Baltimore, as follows:—

For the West.—The Mail Train leaves daily (Sundays excepted) at 8 15 A. M., arriving in Harrisburg at 1 00 P. M., there connecting with the Mail Train (via Pennsylvania Railway) for Pittsburg and the West.

For the North.—Passengers leave daily (Sundays excepted) at 3 30 P. M., arriving at Harrisburg 8 00 P. M., and Sunbury at 10 30 P. M. Leave Sunbury at 10 30 P. M. (via Phila. & Erie Railway), arriving at Williamsport in time to connect with the Night Express Train for Elmira. This train connects at Elmira with trains for all the cities and towns in Western New York and Canada; and at Buffalo with trains for Suspension Bridge, and thence via Great Western Railway for all parts of Canada, and the West and North-West.

For Tickets, and further correct and reliable information, apply at the Ticket Office, Calvert Station, north-east corner of Calvert and Franklin streets, Baltimore.

JAMES C. CLARKE, Supt., Baltimore.

CLEVELAND & PITTSBURG RAILWAY.

J. N. McCULLOUGH, Pres. and Supt.; C. E. GORHAM, Asst. Supt.; E. ROCKWELL, Sec.; W. W. CHANDLER, Gen. Freight Agent; and F. R. MYERS, Gen. Ticket Agent, Cleveland, Ohio.

Standard of Time—Clock at Cleveland Depot.

[June 17.]

[ADVERTISEMENT.]

SUMMER ARRANGEMENT.

On and after Monday, June 17th, 1861,
Trains will run daily (Sundays excepted)
as follows:

LEAVES CLEVELAND.

9 15 A. M., Pittsburg & Wheeling Mail,
arrives at Pittsburg at 3 40 P. M.
4 30 P. M. Express, arrives at Pittsburg
11 35 A. M. next morning.

Going South and East, connections are
made at Hudson for Cuyahoga Falls, Ak-
ron and Millersburg. At Alliance, for Can-
ton, Massillon, Wooster and Salem. At
Bayard, for Carrollton, Dover and New
Philadelphia. At Steubenville, for Cadiz,
Coshocton and Newark. At Wheeling,
for Baltimore and Washington. At Belle
Air, for Cambridge, Zanesville and Circleville.
At Pittsburg, for Harrisburg, Balti-
more, Philadelphia and New York.

LEAVES PITTSBURG.

12 35 A. M., Mail Train, arriving at Clevel-
and at 9 10 A. M.
12 10 P. M., Cleveland, Buffalo & Chicago
Express, arriving at Cleveland 6 50 P. M.

Connections are made with Returning
Trains from the same points as are made
going South and East; also, at Cleveland
for Sandusky, Toledo, Detroit, Chicago,
Erie, Dunkirk, Buffalo, Niagara Falls, and
Canada, Youngstown, Warren and New
Castle.

Fares, about three cents per mile.

For Tickets, apply at the Union Ticket
Office, 51 Superior Street, or the C. & P.
Way Ticket Office at Pass. Station.

J. N. McCULLOUGH, Pres. & Supt.

TUSCARAWAS BRANCH.

A Train leaves New Philadelphia for
Dover, Mineral Pt., Waynesburgh, Mal-
vern, Oneida, Minerva and Bayard, at
4 10 A. M.

Returning, leaves Bayard at 4 00 P. M.,
stopping at all Way Stations.

Time, 2½ hrs. Dist., 32 mls. Fare, \$1.

Connects with the Main Line at Bayard.

Cleveland to Pittsburg. | Pittsburg to Cleveland.

Acc.	Exp.	Mail.	Mls	STATIONS.	Mls	Mail.	Exp.	Acc.
	P. M.	A. M.	A. M.	LEAVE ARRIVE		A. M.	P. M.	
	4 30	9 15		...Cleveland...	150	9 10	6 50	
	4 54	9 36	8	...Newburg...	142	8 45	6 25	
	5 09	9 48	14	...Bedford...	136	8 30	6 10	
	5 24	9 59	20	...Macedonia...	131	8 15	5 56	
	5 40	10 12	26	...Hudson...	124	8 00	5 40	
	5 58	10 22	32	...Earlville...	118	7 45	5 26	
	6 13	10 36	38	...Ravenna...	112	7 28	5 08	
	6 28	10 49	42	...Rootstown...	108	7 16	4 57	
	6 44	11 02	49	...Atwater...	102	7 01	4 45	
	6 53	11 11	52	...Lima...	99	6 53	4 36	
	7 04	11 22	57	...Alliance...	94	6 40	4 23	
	7 22	11 34	63	...Winchester...	87	6 26	4 08	
	7 31	11 41	66	...Moultrie...	84	6 18	4 00	
	7 40	11 49	69	...Bayard...	81	5 50	3 48	
	8 07	12 02	71	...East Rochester...	79			
	8 17	12 11	75	...Hanover...	75	5 36	3 34	
	8 31	12 24	81	...Summitville...	69	5 27	3 20	
	8 45	12 36	87	...Salineville...	64	5 09	3 07	
		12 47	92	...New Salisbury...	58	4 57		
	9 06	12 55	95	...Hammondsville...	54	4 48	2 45	
A. M.	9 15	1 05	99	...Yellow Creek...	51	4 39	2 35	P. M.
6 50	9 45	1 25	102	...Wellsville...	49	4 30	2 25	6 25
7 05		1 35	106	...Liverpool...	44			6 13
7 25		1 55	111	...Smith's Ferry...	40	2 35	1 55	6 00
7 45		2 07	116	...Industry...	34	2 23		5 45
8 15	10 25	2 30	124	...Rochester...	26	1 50	1 15	5 15
9 35	11 35	3 40	150	...Pittsburg...		12 35	12 10	4 00
A. M.	P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

RIVER DIVISION.

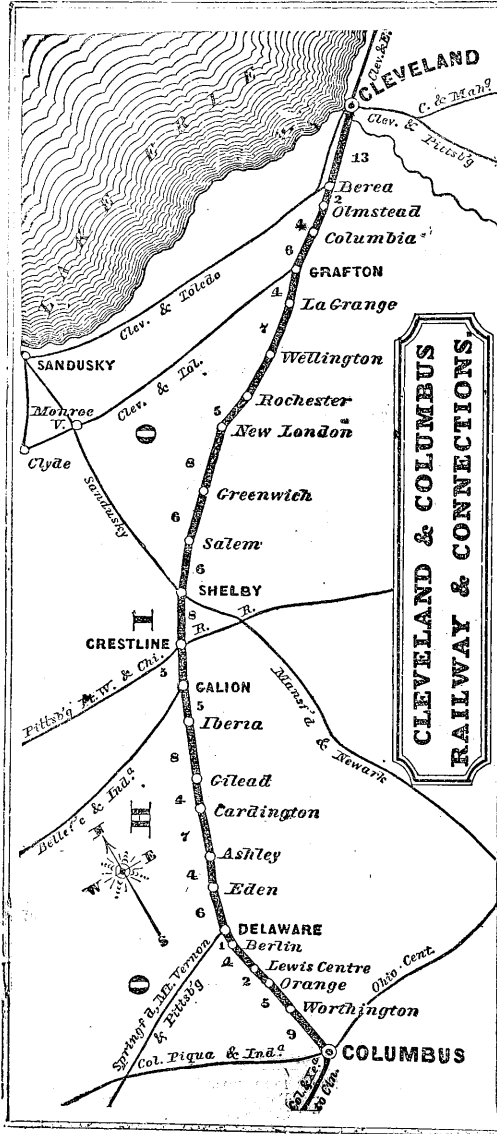
Pittsburg to Wheeling. | Wheeling to Pittsburg.

Exp.	Mail.	Exp.	Mls	STATIONS.	Mls	Mail.	Exp.	Exp.
P. M.	A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.	P. M.
12 10	6 05	12 35		...Pittsburg...	95	3 40	8 40	11 35
1 15	7 25	1 50	26	...Rochester...	69	2 30	7 25	10 25
	7 45	2 23	34	...Industry...	61	2 07	7 07	
1 55	7 58	2 35	40	...Smith's Ferry...	55	1 55	6 54	
	8 09		44	...Liverpool...	51	1 35	6 44	
2 18	8 19	3 05	49	...Wellsville...	46	1 25	6 35	9 45
2 26	8 29	3 15	52	...Yellow Creek...	43	12 53	6 26	9 38
2 38	8 44	3 29	57	...M'Coys...	38	12 40	6 13	
2 49	8 59	3 43	61	...Jeddo...	34	12 25		
3 10	9 20	4 03	69	...Steubenville...	26	12 08	5 43	8 57
3 20	9 31	4 13	72	...Mingo Junction...	23	12 00	5 35	
3 32	9 42	4 23	73	...Lagrange...	20	11 45	5 15	
3 45	9 55	4 35	80	...Rush Run...	15	11 33	5 03	
3 58	10 02	4 42	82	...Portland...	13	11 25	4 55	
4 10	10 18	4 57	89	...Martinsville...	6	11 10	4 35	
4 20	10 26	5 07	91	...Bridgeport...	4	11 00	4 20	8 03
4 35	10 40	5 20	95	...Wheeling...		10 50	4 05	8 00
P. M.	A. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.	P. M.

1 Connects with Pennsylvania Railway.

2 " " Baltimore & Ohio Railway.

3 " " Central Ohio Railway.



CLEVELAND, Ohio, is the capital of Cuyahoga County. The city is built on a gravelly plain, elevated nearly 100 feet above the level of the lake. The streets cross each other at right angles, and vary from 80 to 100 feet in width; they are well paved, and bordered with ornamental trees. Near the centre of the city is a public square of about twelve acres. In the centre of which is a beautiful fountain. The most remarkable public buildings are the Post Office, the Merchants Exchange, the Angier House, and the Weddell House. Cleveland has from 40 to 50 churches, many of them very beautiful edifices. At this point is located the Cuyahoga Iron Works; one of the most extensive establishments for the manufacture of iron and steel in the Western country. The city is supplied with water from Lake Erie. Cleveland can boast of as many hotels as there are in the State; the Angier House, the American, and others, which are all well patronized. The city is also the terminus of several railways which terminate at this point, and it receives but the attention of the citizens to the encouragement of the manufacturing interest so make it a place of considerable importance. Population (1880) about 60,000.

GRAFTON, Ohio, is a smart village, situated (as the reader will perceive by the above map) 25 miles south-west of Cleveland, and is the terminus of the Cleveland & Toledo Railway. Population is about 1,200.

CRESTLINE is a village of some considerable importance. It is situated in Crawford County, at the junction of the Pittsburg, Ft. Wayne & Chicago Rwy. It was laid out in 1881; population (1880) about 1,400. DELAWARE, or Delaware Court-House, is situated in the county of the same name, Ohio. The town, which is uniformly laid out and well built, is on the right bank of the Olentangy River. As it is the capital of the county, it contains the usual county buildings, besides a bank, numerous fine stores, and one of the best hotels in the State—the Hinton House. There is a spring in the vicinity much resorted to for its medicinal qualities, which have been found beneficial in cutaneous affections. Population of Delaware, 4,000.

COLUMBUS, the capital of Ohio, and seat of justice of Franklin County, is situated on the east bank of the Scioto River, and is 120 miles North of Cincinnati, by the Little Miami, Columbus & Xenia Railway, which is a beautiful line. It is a continuation of the Cleveland & Columbus Railway. Columbus is a beautiful city, containing about 80,000 inhabitants, and rapidly increasing in wealth and population. It is surrounded by a rich and fertile country, and is a place of active business. The new State House is not yet completed in the Union. Want of space prevents us from giving a description of it at this time; we may probably find room in some other part of the Guide.

CLEVELAND, COLUMBUS & CINCINNATI RAILWAY.

L. M. HUBBY, President, Cleveland, O.

E. S. FLINT, Superintendent, Cleveland, O.

H. C. MARSHALL, Gen. Ticket Agent, Cleveland, O.

[June 10.

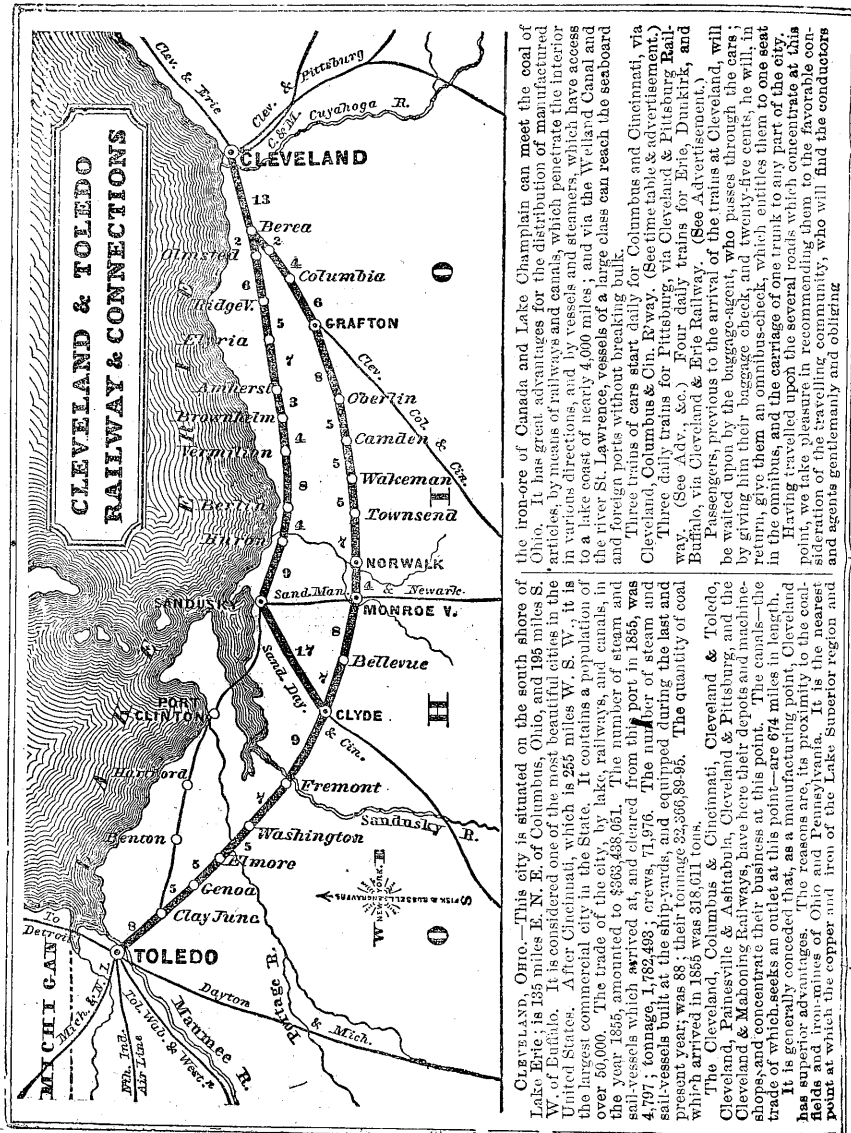
CONNECTIONS.			Cleveland to Cincinnati.				Cincinnati to Cleveland.				
	Exp.	Acc.	Exp.	Frs.	Mls	STATIONS.	Mls	Frs.	Exp.	Exp.	Mail.
At Shelby—Sandusky, Mansfield & Newark R'way, for Mansfield, Mt. Vernon, Newark, Zanesville, &c.	P. M.	P. M.	A. M.			LEAVE	ARRIVE		A. M.	P. M.	P. M.
	4 55	2 10	5 10			...Cleveland...	255 7 00		9 00	3 35	8 30
At Crestline—Pittsb., Ft. Wayne & Chicago R'way, for Forest, Upper Sandusky, Delphos, Lima, Ft. Wayne, Laporte, Chicago, &c.	5 28	2 46	5 44	40	13	...Berca...	242 6 65		8 30		7 57
	5 34	2 52		45	16	...Olmsted...	240 6 60		8 24		
	5 43	3 02		60	19	...Columbia...	236 6 50		8 16		
	6 00	3 19	6 15	75	25	...Grafton...	230 6 30		8 02	2 45	7 27
	6 11	3 30		90	30	...La Grange...	226 6 15		7 52		
At Galton—Bellefontaine R'way Line, for Marion, Bellefontaine, Sidney, Union, Muncie, Indianapolis, Terre Haute, Vincennes, Evansville, Louisville, Cairo, St. Louis, &c.	6 28	3 49	6 45	1 10	37	...Wellington...	219 6 00		7 36	2 24	6 56
	6 42	4 01		1 25	42	...Rochester...	213 5 50		7 24		6 42
	6 54	4 15	7 18	1 40	48	...New London...	208 5 65		7 13	2 03	6 25
	7 08	4 38		1 55	55	...Greenwich...	201 5 45		6 55		
	7 20	4 48	7 43	1 55	61	...Salem...	194 5 25		6 42		
	7 33	5 03	7 56	2 00	67	...Shelby...	188 5 05		6 28	1 25	5 42
At Delaware—Delaware, Dayton & Cincinnati Line, for Springfield, Ohio, Dayton, Hamilton, Cincinnati, Richmond, Indianapolis, Terre Haute, St. Louis, &c.	8 12	5 24	8 25	2 25	76	...Crestline...	180 4 50		6 10	1 09	5 05
	8 27	5 35	8 36	2 40	80	...Galton...	175 4 65		5 59	1 00	4 56
		5 48		2 55	86	...Iberia...	170 4 50		5 46		4 39
		6 06	9 05	2 75	93	...Gilead...	163 4 30		5 29		4 20
	9 21	6 17	9 13	2 90	97	...Cardington...	158 4 15		5 18	12 27	4 09
		6 32	9 32	3 10	104	...Ashley...	151 3 55		5 01		3 51
At Columbus—Little Miami, & Columbus & Xenia R'way, for Xenia, Dayton, Indianapolis, Terre Haute, St. Louis, Morrow, Lovelands and Cincinnati.	10 09	6 55	9 54	3 40	114	...Delaware...	141 3 30		4 38	11 56	3 28
		7 05		3 45	115	...Berlin...	140 3 30		4 28		3 15
		7 14		3 60	119	...Lewis Center...	136 3 50		4 18	11 40	3 03
		7 18		2 65	121	...Orange...	134 3 45		4 14		3 04
		7 32	10 30	3 50	126	...Worthington...	129 3 25		4 00		2 50
	11 15	7 50	10 50	4 00	135	...Columbus...	120 3 00		3 40	11 10	2 30
At Cincinnati—Ohio & Missis. R'way, for Louisville, Evansville, Cairo, St. Louis, and all points on the Ohio River.	P. M.	A. M.	P. M.			...Cincinnati...	0				
	5 25	4 30		7 00	255	...Cincinnati...	0		7 00		9 00
	A. M.	P. M.	P. M.			ARRIVE	LEAVE		A. M.	A. M.	A. M.

SANDUSKY, MANSFIELD & NEWARK RAILWAY.

W. DUBBIN, President & Supt., and W. J. DILL, Gen. Ticket Agent, Sandusky, O.

[June 26.

CONNECTIONS.	Sandusky to Newark.					Newark to Sandusky.				
	Acc.	Exp.	Mail.	Frs.	Mls.	STATIONS.	Mls.	Exp.	Mail.	Acc.
1 Connects with Cleveland & Toledo Railway.	P. M.	A. M.				LEAVE	ARRIVE		A. M.	P. M.
2 Junction of Huron Branch, 9 miles, connecting at Huron with Cleveland & Toledo Railway.	6 00	6 20				...Sandusky 1...	116	11 25	7 45	
3 Crossing of Cleveland & Toledo Railway.	6 22	6 42		25	8	...Huron Junction 2...	108	11 12	7 24	
4 Crossing of Cleveland, Columbus & Cincinnati Railway.	6 58	7 08		50	15	...Monroeville 3...	101	10 55	7 05	
5 Crossing of Pittsburg, Fort Wayne & Chicago Railway.	7 10	7 20		60	19	...Pontiac...	97	10 43	6 47	
6 Crossing of Springfield, Mt. Vernon & Pittsburg R'way.	7 21	7 30		75	23	...Havana...	93	10 33	6 37	
7 Connects with Central Ohio Railway.	7 32	7 42		85	27	...Centerville...	89	10 22	6 27	
8 Crossing of Cleveland, Columbus & Cincinnati Railway.	7 58	8 04		1 10	34	...Plymouth...	82	10 00	6 05	
9 Crossing of Pittsburg, Fort Wayne & Chicago Railway.	8 17	8 22		1 35	42	...Shelby Junction 4...	74	9 33	5 43	
10 Crossing of Springfield, Mt. Vernon & Pittsburg R'way.	8 48	9 00		1 65	54	...Mansfield 5...	62	9 05	5 06	
11 Crossing of Sandusky, Mansfield & Newark Railway.	9 18	9 25		1 95	63	...Lexington...	53	8 17	4 44	
12 Crossing of Sandusky, Mansfield & Newark Railway.	9 28	9 42		2 10	68	...Belleville...	48	8 00	4 28	
13 Crossing of Sandusky, Mansfield & Newark Railway.	9 45	9 57		2 25	74	...Independence...	42	7 43	4 14	
14 Crossing of Sandusky, Mansfield & Newark Railway.	10 02	10 13		2 40	79	...Ankneytown...	37	7 25	3 57	
15 Crossing of Sandusky, Mansfield & Newark Railway.	10 18	10 27		2 65	84	...Frederick...	32	7 11	3 45	
16 Crossing of Sandusky, Mansfield & Newark Railway.	10 33	10 47		2 75	91	...Mt. Vernon 6...	25	6 50	3 25	
17 Crossing of Sandusky, Mansfield & Newark Railway.	11 05	11 20		3 10	102	...Utica...	14	6 14	2 53	
18 Crossing of Sandusky, Mansfield & Newark Railway.	11 19	11 34		3 50	107	...Louisville...	9	5 58	2 40	
19 Crossing of Sandusky, Mansfield & Newark Railway.	11 27	11 43		3 50	110	...Vanatta's...	6	5 48	2 32	
20 Crossing of Sandusky, Mansfield & Newark Railway.	11 45	12 00		3 50	116	...Newark 7...	0	5 30	2 15	
	P. M.	NOON				ARRIVE	LEAVE		A. M.	P. M.



CLEVELAND, OHIO.—This city is situated on the south shore of Lake Erie; is 135 miles E. N. E. of Columbus, Ohio, and 195 miles S. W. of Buffalo. It is considered one of the most beautiful cities in the United States. After Cincinnati, which is 255 miles W. S. W., it is the largest commercial city in the State. It contains a population of over 50,000. The trade of the city, by lake, railways, and canals, in the year 1855, amounted to \$363,438,051. The number of steam and sail-vessels which arrived at and cleared from this port in 1855, was 4,797; tonnage, 1,782,493; crews, 71,976. The number of steam and sail-vessels built at the ship-yards, and equipped during the last and present year, was 88; their tonnage 22,366,89-95. The quantity of coal which arrived in 1855 was 318,011 tons.

The Cleveland, Columbus & Cincinnati, Cleveland & Toledo, Cleveland, Painesville & Ashtabula, Cleveland & Pittsburgh, and the Cleveland & Marion Railways, have here their depots and machine-shops, and concentrate their business at this point. The canals—the trade of which seeks an outlet at this point—are 674 miles in length. It is generally conceded that, as a manufacturing point, Cleveland has superior advantages. The reasons are, its proximity to the coal-fields and iron mines of Ohio, and its location on the Lake Superior region and point at which the copper and iron of the Lake Superior region and

the iron-ore of Canada and Lake Champlain can meet the coal of Ohio. It has great advantages for the distribution of manufactured articles, by means of railways and canals, which penetrate the interior in various directions, and by vessels and steamers, which have access to a lake coast of nearly 4,000 miles; and via the Welland Canal and the river St. Lawrence, vessels of a large class can reach the seaboard and foreign ports without breaking bulk.

Three trains of cars start daily for Columbus and Cincinnati, via Cleveland, Columbus & Cin. R-way. (See timetable & advertisement.)

Three daily trains for Pittsburgh, via Cleveland & Pittsburgh Railway. (See Advt., &c.) Four daily trains for Erie, Dunkirk, and Buffalo, via Cleveland & Erie Railway. (See Advertisement.)

Passengers, previous to the arrival of the trains at Cleveland, will be waited upon by the baggage-agent, who passes through the cars; by giving him their baggage-check, and twenty-five cents, he will, in return, give them an omnibus-check, which entitles them to one seat in the omnibus, and the carriage of one trunk to any part of the city.

Having travelled upon the several roads which concentrate at this point, we take pleasure in recommending them to the favorable consideration of the travelling community, who will find the conductors and agents gentlemanly and obliging.

CLEVELAND & TOLEDO RAILWAY.

JOHN GARDINER, President, Cleveland, O.

L. D. RUCKER, Gen. Superintendent, Cleveland, O.

JOHN U. PARSONS, Gen. Ticket Agent, Cleveland, O.

[Aug. 19.

Cleveland to Toledo.						Toledo to Cleveland.					
Read Downward.						Read Upward.					
Exp.	Mail.	Exp.	Fares.	Miles.	STATIONS.	Miles.	Fares.	Exp.	Mail.	Exp.	
P. M.	P. M.	A. M.						A. M.	P. M.	P. M.	
4 45	2 00	5 00			LEAVE	113	3 05	9 10			
	2 10				Cleveland ¹				8 25	8 45	
5 20	2 35	5 35	35	14	Mahoning Bridge.....	99	2 90		8 15		
	2 39			16	Berea.....	97			2 43		
	2 46			19	Olmsted.....	94			2 49		
5 48	3 03	6 00	75	25	Columbia.....	87	2 55	8 20	2 55	7 55	
6 06	3 21	6 17	95	34	Grafton ²	79	2 25	8 01	2 00	7 36	
	3 33		1 10	38	Oberlin.....	74	2 10		1 45		
6 27	3 45	6 35	1 25	44	Camden.....	69	1 95	7 42	1 37		
	3 57		1 40	48	Wakeman.....	64	1 80		1 26		
6 53	4 15	6 58	1 55	55	Townsend.....	58	1 65	7 20	1 10	6 56	
7 03	4 26	7 08	1 70	60	Norwalk.....	53	1 55	7 08	12 56	6 45	
7 19	4 43	7 24	1 85	67	Monroeville ³	46	1 30	6 51	12 40	6 31	
7 35	5 01	7 40	2 10	74	Bellevue.....	38	1 15	6 36	12 23	6 16	
7 55	5 23	8 00	2 30	83	Clyde ⁴	30	90	6 18	12 04	5 59	
	5 43		2 50	90	Fremont ⁵	23	70		11 45		
	5 57	8 23	2 65	95	Washington.....	17	55		11 35	5 38	
	6 07		2 80	100	Elmore.....	13	40		11 23		
	6 19		3 05	104	Genoa.....	8	30		11 13		
8 55	6 40	9 00	3 05	113	Clay Junction.....			5 15	10 50	4 55	
P. M.	P. M.	A. M.			Toledo ⁶			A. M.	A. M.	P. M.	
					ARRIVE						

No Passenger Trains on Sundays.

¹ Connects with Cleveland & Erie, Cleveland & Mahoning, and Cleveland & Pittsburgh Railways. Also with Steamboats to Lake ports.

² Connects with Cleveland, Col. & Cin. Railway.

³ Con. with Sandusky, Mansfield & Newark R'way.

⁴ Connects with Sandusky, Dayton & Cin. Railway.

⁵ Connects with Fremont & Indiana Railway.

⁶ Connects with Michigan Southern & Northern Indiana, and Toledo, Wabash & Western Railways. Also with Steamboats to Lake ports.

Cleveland and Sandusky Train.—A train leaves Cleveland at 4 30 p. m. on the Northern Division of the above Road for Berea, Olmsted Falls, Ridgeville, Elyria, Almhurst, Brownhelm, Vermilion, Berlin, Huron and Sandusky—arriving at the latter place at 7 10 p. m. Returning, leaves Sandusky at 6 10 a. m., arriving at Cleveland at 8 50 a. m. Distance, 62 miles. Fare, \$1 80.

[ADVERTISEMENT.]

SUMMER ARRANGEMENT.—To take effect Aug. 19, 1861.

PASSENGERS TICKETED TO TOLEDO, CHICAGO, ST. LOUIS, ROCK ISLAND, BURLINGTON, IOWA CITY, GALENA, DUBUQUE, FORT WAYNE, LOGANSPOUT, PERU, TEREE HAUTE, JACKSON, MICHIGAN, ETC., ETC.

Three Through Express Trains from Cleveland.

1st.—5 00 a. m., *Express Train*, reaches Toledo at 9 00 a. m., connecting at Toledo directly with train of Michigan Southern Railway for Chicago, and the West. Also connects at Toledo with the Toledo Wabash & Western Railway.

2d.—2 00 p. m., *Mail Train*, arriving at Toledo 6 40 p. m.

3d.—4 45 p. m., *Express Train*, arrives at Toledo 8 55 p. m., and Chicago 7 00 next morning; connecting there with Chicago & Rock Island, Galena & Chicago Union, Chicago & North-Western, Illinois Central, Chicago & Milwaukee, and Chicago & Burlington Railways.

Tickets to be procured at 51 Superior Street, Cleveland, and at Station.

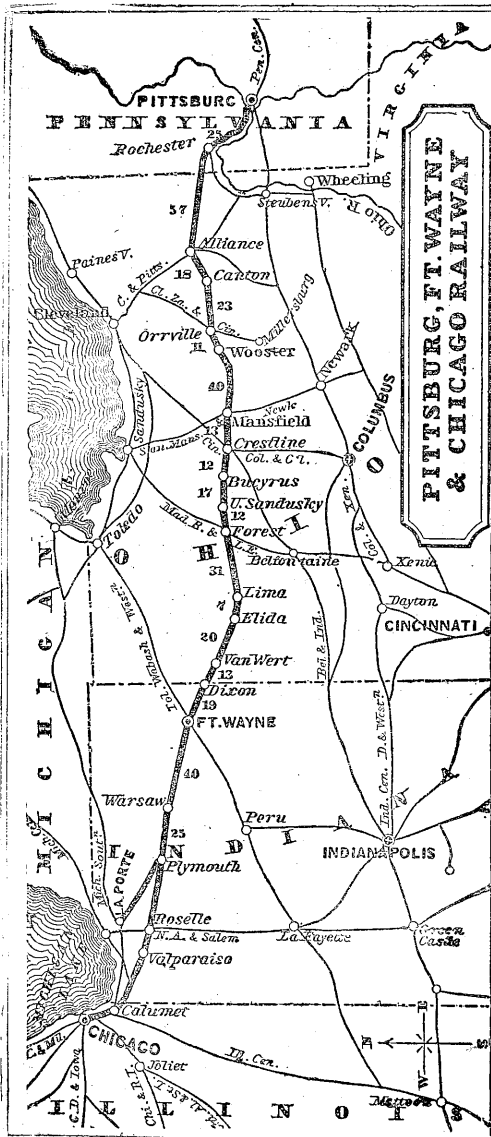
L. D. RUCKER, Gen. Supt., Cleveland, O.

JOHN U. PARSONS, Gen. Ticket Agent, Cleveland, O.

W. R. BARR, Gen. "Lake Shore Line" Agent, Buffalo, N. Y.

FREMONT & INDIANA RAILWAY.—L. Q. RAWSON, Pres. & Supt., and R. W. B. McLELLAN, Freight Agent, Fremont, O. Trains leave Fremont at 8 05 a. m. and 6 05 p. m., for Winters, Carlin, Jackson, Postoria, Arcadia, Marion, and Findlay—arriving at the latter place at 11 12 a. m. and 5 18 p. m. Returning, leave Findlay at 8 50 a. m. and 2 00 p. m., arriving at Fremont at 6 00 a. m. and 5 00 p. m. Distance, 37 miles. Connects at Fremont with Cleveland & Toledo Railway.

[May 9.



seminary. Carriage-making is the principal business carried on here. The population is about 5,000.

MANSFIELD, Rockland County, Ohio.—This is a very beautiful town, situated on elevated ground, and in the midst of a very fertile and populous country. It was laid out in 1808, and has now a population of over 4,000. There are some fine churches, and a branch of the Ohio State Bank in the town. The Pittsburg, Fort Wayne & Chicago Railway intersects the Sandusky & Newark Railway at this point.

At CHESTER, the terminus of the Eastern Division of this Railway the Road connects with the Columbus & Cincinnati Railway and the Bellefontaine Route for Indianapolis.

FORT WAYNE, 315 miles from Pittsburg, is a flourishing town. On its site was the old Twichew village of the Miami tribe of Indiana. Here Fort Wayne was erected by order of Gen. Wayne, and it continued to be a military post until 1819. Population, about 5,000.

At Chicago, connections are made with all railway trains starting from that point; travellers having ample time to make all necessary arrangements previous to the departure of the cars.

PITTSBURG, FORT WAYNE & CHICAGO.—This line runs from Pittsburg, Pennsylvania, to Chicago, Ill., (467 miles.) It is composed of the three consolidated lines—the Ohio & Pennsylvania, Ohio & Ind., and Fort Wayne & Chicago.

Twenty-eight miles from Pittsburg is the flourishing little town of New Bremen, Beaver County, Penn., on Beaver River, about three miles from the confluence of that river with the Ohio. The plan of the town is regular, and it contains many handsome private residences and churches. The number of inhabitants is about 3,000.

ALLAUME is a village of Lexington Township, Stark County, Ohio. The Cleveland & Pittsburg Railway connects here with the above route. The place was only laid out in 1850, but it seems likely to become an important station. Trains stop here a short time for refreshment.

WOOSTER is a growing town of Wayne County, Ohio, on Killbuck Creek. It is a well built town, has an active trade, and is well supplied with the necessities of life. It connects with the Philadelphia & Erie, and the State of Indiana. It contains eight or nine churches, a bank, two newspaper offices, and a female

PITTSBURG, FORT WAYNE & CHICAGO RAILWAY.

WM. B. OGDEN, Receiver, Chicago. GEO. W. CASS, Pres. & Gen. Supt., Pittsburg. AUGUSTUS BRADLEY, Supt. Eastern Division, Pittsburg, Pa. J. N. DUBARRY, Supt. Western Div., Fort Wayne. JOHN J. HOUSTON, Gen. Freight Agent, Pittsburg. GEO. C. HATHEWAY, Gen. Passenger Agent, Pittsburg. JOS. H. MOORE, Gen. Agent, Chicago. [August 1]

Pittsburg to Chicago.										Chicago to Pittsburg.									
Acc.	Pass.	Acc.	Exp.	Exp.	Frs.	Mls.	STATIONS.			Mls.	Frs.	Exp.	Mail.	Pass.	Acc.				
P. M.	P. M.	A. M.	P. M.	A. M.			LEAVE	ARRIVE	\$ c.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.			
4 20	2 55	9 48	12 10	12 35			Pittsburg	467	14 00	11 55	3 20	11 10			8 20	2 45			
4 45		10 03	12 25	12 50			Outer Station	465		11 40	3 05				7 49	2 30			
5 10	3 43	10 33					Haysville	466				10 16			7 35	2 02			
5 17		10 37					Sewickley	454	13 60						7 28	1 55			
5 24	4 04	10 45					Leetsdale	452	13 55			2 40		10 01	7 20	1 50			
5 35		10 55					Economy	448	13 50						7 10	1 40			
5 55		11 13					Freedom	443	13 30						6 49	1 22			
6 05	4 55	11 25	1 20	1 50			Rochester	441	13 25	10 45	2 10	9 15			6 42	1 15			
6 15	5 05	11 35	1 27				New Brighton	438	13 20	10 39	1 57	8 55			6 30	1 00			
P. M.		A. M.					New Galilee	427	12 55		1 29	8 23							
5 51			2 01	2 34			Enon	422	12 70	10 05	1 17	8 10							
6 14							Palestine	417	12 50			1 04	8 03						
							New Waterford	412	12 40			12 50	7 55						
6 42		2 31					Columbiana	407	12 25			12 37							
7 11		2 50	3 26				Salem	397	11 55	9 16	12 12	7 25							
7 22							Damascus	392	11 50			6 55							
7 33							Smithfield	389	11 70			6 40							
7 40		3 05	3 50				83 ar	384	11 55	8 50	11 40	6 30							
7 53		3 25	4 00				Alliance lv	384	11 55	8 40	11 22	6 15							
8 05							Strasburg	373	11 35			5 54							
8 20		4 03					Louisville	372	11 20		10 51	5 39							
8 33		4 18	4 41				Canton	366	11 00	8 09	10 36	5 23							
9 00		4 35	5 00				Massillon	358	10 75	7 54	10 15	5 00							
P. M.		5 09	5 34				Orrville	343	10 30	7 25	9 37								
		5 32	5 53				135	332	10 00	7 02	9 09								
							Wooster	326	9 50										
							Millbrook	323	9 70			8 46							
							Clinton	311	9 35	6 20	8 10								
							Loudonville	306	9 20		8 03								
							Perrysville	299	9 00		7 45								
							Lucas	292	8 50	5 41	7 22								
							Mansfield	288	8 50										
							Richland	279	8 40										
							188 ar	279	8 40	5 15	6 40								
							Crestline lv	267	8 00	4 32	5 37								
							Bucyrus	250	7 50	3 52	4 59								
							Upper Sandusky	238	7 15	3 25	4 31								
							Forest	222	6 05	2 44	3 54								
							Johnstown	214	6 45	2 30	3 38								
							Lafayette	207	6 20	1 20	3 20								
							Lima	193	5 50	1 37	2 48								
							Delphos	180	5 40	1 07	2 18								
							Van Wert	167	5 00	12 38	1 48								
							Dixon	153	4 75	12 17	1 27								
							Maples	148	4 45	11 55	1 05								
							Fort Wayne	123	3 55	11 00	12 21								
							Columbia	108	3 25	10 16	11 37								
							Warsaw	83	2 50	9 26	10 47								
							Plymouth	72	2 15	9 05	10 28								
							Grover Town	63		8 56	10 20								
							Stark	55		8 30	9 58								
							Morgan	52		8 24	9 52								
							Wanatah	43		8 05	9 27								
							Valparaiso	32		7 43	9 16								
							Hobart	23		7 25	8 57								
							Clarke	12		7 03	8 35								
							Ainsworth	7		6 50	8 25								
							Rock Island June	0		6 23	8 00								
							Chicago	0											
							ARRIVE	LEAVE											

Standard of Time—Columbus Time, 12 minutes slower than Pittsburg Time.

Economy Passenger Trains.—Trains leave Pittsburg for Economy at 11 50 A. M., and 6 00 P. M. Returning, leave Economy at 8 30 A. M. and 4 22 P. M. Time, 1 hour.

COLUMBUS & INDIANAPOLIS R'WAY LINE.

J. H. BRADLEY, Agt of Receivers of C. & P. & I. R.; W. M. F. SLATER, Asst. Supt.; H. B. BIGELOW, Sec. & Gen. Trk. Agt.; CHAS. W. SMITH, Gen. Freight Agt.; JAS. ALEXANDER, Jr., Cashier, Columbus, Ohio.
T. A. MORRIS, President of I. P. & C. Railway.

Standard of Time—Clock at Columbus Depot. [June 3.

Colum. to Indianapolis.				Indian. to Columbus.			
Mxd. Exp.		STATIONS.		Mls.		Exp. Mxd.	
P. M.	A. M.	LEAVE	ARRIVE	P. M.	A. M.	P. M.	A. M.
8 20	6 30	 Columbus 1	 Columbus 1	103	8 25	8 20	10 50
8 50	7 00	 Taylor's	 Taylor's	93	8 55	8 50	10 50
4 13	7 23	 Black Lick	 Black Lick	83	7 28	7 20	10 00
4 25	7 35	 Columbia	 Columbia	73	7 40	7 35	9 55
4 40	7 50	 Paducah	 Paducah	63	7 50	7 45	9 55
4 55	8 05	 Union	 Union	53	8 05	8 00	9 55
5 10	8 20	 Woodstock	 Woodstock	43	8 15	8 10	9 55
5 25	8 35	 Cable	 Cable	33	8 25	8 20	9 55
5 40	8 50	 Urbana 3	 Urbana 3	23	8 35	8 30	9 55
5 55	9 00	 Westville	 Westville	13	8 45	8 40	9 55
6 10	9 20	 St. Paris	 St. Paris	3	8 55	8 50	9 55
6 25	9 35	 Lena	 Lena	42	9 05	9 00	9 55
6 40	9 50	 Conover	 Conover	41	9 15	9 10	9 55
6 55	10 05	 Fletcher	 Fletcher	38	9 25	9 20	9 55
7 10	10 20	 D. & M. Crossing	 D. & M. Crossing	32	9 35	9 30	9 55
7 25	10 35	 Piqua 4	 Piqua 4	31	9 45	9 40	9 55
7 40	10 50	 Covington	 Covington	24	9 55	9 50	9 55
7 55	11 05	 New Harrison	 New Harrison	18	10 05	10 00	9 55
8 10	11 20	 Gettysburg	 Gettysburg	15	10 15	10 10	9 55
8 25	11 35	 Steelville	 Steelville	14	10 25	10 20	9 55
8 40	11 50	 Hunter's	 Hunter's	9	10 35	10 30	9 55
8 55	12 05	 Union 4	 Union 4	7	10 45	10 40	9 55
9 10	12 20	 (Ballou's R.)	 (Ballou's R.)	0	10 55	10 50	9 55
9 25	12 35	 Indianapolis	 Indianapolis	5 45	11 05	11 00	9 55

1 Connects with Central Ohio Railway.
1 " " Cleveland, Colum. & Cincinnati Railway.
1 " " Columbus & Xenia Railway.
2 Crossing of Springfield, Mt. Vernon & Pittsburg Railway.
3 Sandusky, Dayton & Cincinnati Railway.
4 Dayton & Michigan Railway.
5 Indianapolis, Pitts. & Cleveland Railway.

KNIGHTSTOWN & SHELBYVILLE RAILWAY.

Stations—Shelbyville, Marion, Hanover, Morristown, Carthage and Knightstown. Total length, 27 miles. (At present not in operation.)

CENTRAL OHIO RAILWAY.

H. J. JEWETT, Pres. & Supt., Zanesville, O. J. W. BROWN, Gen. Ticket Agent, and D. S. GRAY, Gen. Freight Agent, Columbus, Ohio.

Standard of Time—Clock at Columbus Depot. [June 9.

Columbus to Wheeling.				Wheeling to Columbus.			
Exp. Exp.		STATIONS.		M. Fts.		Exp. Exp.	
P. M.	A. M.	LEAVE	ARRIVE	P. M.	A. M.	P. M.	A. M.
2 15	11 25	 Columbus 1	 Columbus 1	137	4 00	11 25	8 45
2 30	11 40	 Taylor's	 Taylor's	129	3 55	11 40	8 45
2 45	11 55	 Black Lick	 Black Lick	127	3 50	11 55	8 45
3 00	12 10	 Columbia	 Columbia	121	3 45	12 10	8 45
3 15	12 25	 Paducah	 Paducah	120	3 40	12 25	8 45
3 30	12 40	 Union	 Union	115	3 35	12 40	8 45
3 45	12 55	 Woodstock	 Woodstock	113	3 30	12 55	8 45
3 60	1 10	 Cable	 Cable	110	3 25	1 10	8 45
3 75	1 25	 Urbana 3	 Urbana 3	104	3 20	1 25	8 45
3 90	1 40	 Westville	 Westville	98	3 15	1 40	8 45
4 05	1 55	 St. Paris	 St. Paris	93	3 10	1 55	8 45
4 20	2 10	 Lena	 Lena	90	3 05	2 10	8 45
4 35	2 25	 Conover	 Conover	82	3 00	2 25	8 45
4 50	2 40	 Fletcher	 Fletcher	78	2 55	2 40	8 45
5 05	2 55	 D. & M. Crossing	 D. & M. Crossing	74	2 50	2 55	8 45
5 20	3 10	 Piqua 4	 Piqua 4	71	2 45	3 10	8 45
5 35	3 25	 Covington	 Covington	64	2 40	3 25	8 45
5 50	3 40	 New Harrison	 New Harrison	61	2 35	3 40	8 45
6 05	3 55	 Gettysburg	 Gettysburg	58	2 30	3 55	8 45
6 20	4 10	 Steelville	 Steelville	52	2 25	4 10	8 45
6 35	4 25	 Hunter's	 Hunter's	44	2 20	4 25	8 45
6 50	4 40	 Union 4	 Union 4	41	2 15	4 40	8 45
7 05	4 55	 (Ballou's R.)	 (Ballou's R.)	38	2 10	4 55	8 45
7 20	5 10	 Indianapolis	 Indianapolis	34	2 05	5 10	8 45

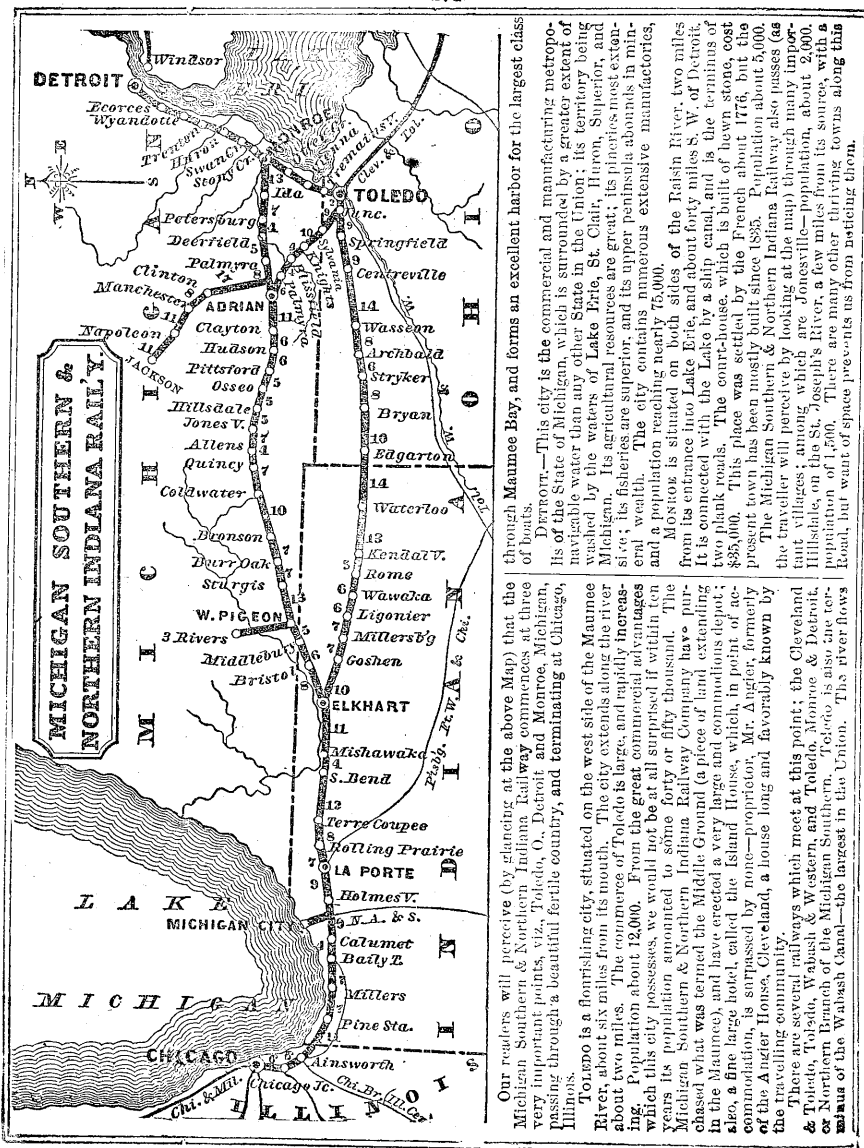
1 Connects with Cleveland, Columbus & Cincinnati Railway.
2 " " Steubenville & Indiana Railway.
3 " " Cincinnati, Wilmington & Zanesville R'way.
4 " " by ferry with Balt. & Ohio Railway at Wheeling.

SANDUSKY, DAYTON & CINCINNATI R'WAY.

ORAN FOLLETT, Pres., and HARVEY RICE, Supt., Sandusky, Ohio.
M. G. CLAPP, Gen. Ticket Agent, Sandusky, O. [August 8.

Sandusky to Cincin.

Sandusky to Cincin.			Cincin. to Sandusky.		
Acc.	Acc.	Mail.	M.	Mail.	Acc.
A. M.	A. M.			P. M.	P. M.
STATIONS.					
LEAVE			ARRIVE		
6 45	7 03	6	154	4 30	Sandusky
7 03	7 44	11	148	4 10	Castalia
8 00	8 20	22	137	3 35	City A.
8 20	8 30	27	132	3 15	Green Springs
8 42	8 49	33	127	3 00	Watson's
9 08	9 08	42	121	2 40	Tiffin
9 14	9 14	44	112	2 07	Berwick
9 23	9 23	49	110	2 00	Adrian
10 04	10 04	66	105	1 45	Carey
10 10	10 10	61	98	1 23	Wharton'sburgh
10 41	10 41	73	93	1 06	Forest
10 47	10 47	75	91	1 00	Patterson
10 58	10 58	79	81	12 30	Kennon
11 05	11 05	81	73	12 10	Hudsonville
11 17	11 17	85	69	12 05	Yelverton
11 23	11 23	87	67	11 53	Belle Center
11 36	11 36	91	63	11 47	Richland
11 55	11 55	97	57	11 36	Huntsville
12 16	12 16	105	49	10 53	West Liberty
12 43	12 43	115	39	10 26	Urban
1 00	1 00	121	33	10 10	Lawrence
1 07	1 07	124	30	10 02	Trenton
1 23	1 23	130	28	9 45	Springfield
1 40	1 40	136	24	9 30	Snyder's
1 53	1 53	138	20	9 08	Enon
2 01	2 01	144	16	9 24	Osborn
2 17	2 17	147	10	9 07	Kneisley's
2 25	2 25	150	7	9 01	Harsman's
2 35	2 35	153	4	8 53	Draw Bridge
2 43	2 43	154	60	8 45	Payton
2 51	2 51	214	60	8 35	Payton
(C., H. & D. R.R.)					
ARRIVE			LEAVE		
Cincinnati					
10 13	10 13	P. M.		6 00	A. M.
4 15	4 15	P. M.		4 15	P. M.



Our readers will perceive (by glancing at the above Map) that the Michigan Southern & Northern Indiana Railway commences at three very important points, *i.e.*, Toledo, O., Detroit and Monroe, Michigan, running through a beautiful fertile country, and terminating at Chicago, Ill.

Toledo is a flourishing city, situated on the west side of the Maumee River, about six miles from its mouth. The city extends along the river about two miles. The population of Toledo is large, and rapidly increasing. About 12,000. From the great commercial advantages which this city possesses, we will not be at all surprised if within ten years its population will attain to some forty or fifty thousand. The Michigan Southern & Northern Indiana Railway Company have purchased what was termed the Middle Ground (a piece of land extending in the Maumee, and having a very large and commodious depot; also, a fine large hotel, called the Island House, which, in point of accommodation is surpassed by no place in the West; Mr. Angier, formerly of the Angier House, Cleveland, a house long and favorably known by the travelling community.

There are several railways which meet at this point; the Cleveland & Toledo, Toledo, Wabash & Western, and Toledo, Monroe & Detroit, or Northern Branch of the Michigan Southern. Toledo is also the terminus of the Wabash Canal—the largest in the Union. The river flows

through Maumee Bay, and forms an excellent harbor for the largest class of boats.

DETROIT.—This city is the commercial and manufacturing metropolis of the State of Michigan, which is surrounded by a greater extent of navigable water than any other State in the Union; its territory being washed by the waters of Lake Erie, St. Clair, Huron, Superior, and Michigan. Its agricultural resources are great; its fisheries most extensive; its fisheries are superior, and its upper peninsula abounds in mineral wealth. The city contains numerous extensive manufactories, and a population reaching nearly 75,000.

Monroe is situated on both sides of the Raisin River, two miles from its entrance into Lake Erie, and about forty miles S. W. of Detroit. It is connected with the Lake by a ship canal, and is the terminus of two plank roads. The court-house, which is built of brown stone, cost \$35,000. This place was settled by the French about 1776, but the present town has been mostly built since 1835. Population about 5,000. The Michigan Southern & Northern Indiana Railway also passes (as the traveller will perceive by looking at the map) through many important villages; among which are Jonesville—population, about 2,000. Hillsdale, on the St. Joseph's River, a few miles from its source, with a population of 1,400. There are many other thriving towns along this Road, but want of space prevents us from naming them.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILWAY.

E. M. GILBERT, Pres., Utica, N. Y. M. L. SYKES, Vice-Pres., Toledo. HENRY KEEP, Treas., N. York City.
JNO. D. CAMPBELL, Gen. Superintendent, Toledo, O. H. H. PORTER, Gen. Freight Agent, Chicago, Ill.
C. P. LELAND, Gen. Ticket Agent, Toledo, Ohio. GEO. M. GRAY, Passenger Agent, Chicago, Ill.

TRAINS ARE RUN BY CHICAGO TIME, WHICH IS 17 1/2 MINUTES SLOWER THAN TOLEDO OR DETROIT TIME. [Aug. 11.]

Toledo to Chicago.						Chicago to Toledo.					
STATIONS.						STATIONS.					
Acc.	Exp.	Mail.	Exp.	F.	M.	M.	Exp.	Mail.	Exp.	Acc.	
P. M.	P. M.	A. M.	A. M.			P. M.	P. M.	A. M.	A. M.		
5 00	9 00	9 05	9 00			L'VE	ARR.				
	9 07					2 Toledo...	244	4 20	4 15	4 30	8 55
						2 Air Line June.	241		4 23		
		9 32		10	Springfield...	224		3 53			
		9 57		19	Centerville...	214		3 31			
		10 12		25	Delta...	208		3 17			
		10 34		32	Wauseon...	201		3 00			
		10 43		36	Pettisville...	197		2 50			
		10 55		41	Archbald...	192		2 40			
		11 12		47	Stryker...	186		2 26			
		11 32		54	Bryan...	179		2 08			
		11 59		64	Edgerton...	167		1 45			
		12 17		71	Butler...	161		1 30			
		12 38		79	Waterloo...	153		1 13			
		12 57		87	Corwano...	146		12 57			
		1 12		91	Kendallville...	142		12 43			
		1 30		96	Rome...	137		12 26			
		1 42		103	Wawaka...	130		12 16			
		1 57		108	Ligonier...	125		12 04			
		2 15		115	Millersburg...	118		11 48			
		2 40		123	Goshen...	111		11 30			
5 32	9 25		9 25	11	Sylvania...	232	3 53		8 22		
6 02			9 50	21	Knight's...	222	3 37		7 53		
6 11			9 57	24	Blissfield...	220	3 30		7 43		
6 22			10 06	27	Palmyra...	216	3 22		7 32		
6 40	10 19		10 21	33	Adrian...	210	3 10	3 25	7 15		
			10 50	44	Clayton...	199	2 44				
			11 07	50	Hudson...	193	2 30	2 45			
			11 33	60	Ossseo...	183	2 08				
	11 00		11 43	66	Hillsdale...	177	1 56	2 09			
			11 59	70	Jonesville...	173	1 46	1 59			
	11 51		12 17	78	Allens...	165	1 29				
			12 27	82	Quincy...	161	1 19	1 35			
			12 42	88	Coldwater...	155	1 05	1 20			
			1 03	99	Bronson...	144	12 41	12 58			
			1 25	106	Burr Oak...	137	12 27	12 43			
			1 42	112	Sturgis...	131	12 13	12 28			
			2 15	124	W. Pigeon...	119	11 47	12 03			
			2 27	129	Middlebury...	114	11 34				
	2 29		2 40	134	Bristol...	109	11 23				
	2 50	3 05	3 10	143	Elkhart...	101	11 05	11 00	11 22		
	3 15		3 37	154	Mishawaka...	89	10 30	10 57			
	3 24		3 47	158	South Bend...	85	10 21	10 43			
			4 14	169	Terre Coupee...	73	9 55				
	3 54		4 17	171	Carlisle...	72	9 51				
	4 10		4 35	178	Rolling Prairie...	65	9 36				
	4 30		4 54	185	Laporte...	58	9 21	9 51			
			5 15	198	Holmesville...	50	9 00				
	4 54		5 19	195	N. A. & S. Cr. *	49	8 55	9 26			
	5 12		5 37	202	Calumet...	41	8 40	9 09			
			6 05	214	Miller's...	29	8 15				
	5 56		6 24	221	Pine Station...	22	8 00	8 29			
	6 21		6 51	232	Ainsworth...	11	7 36				
	6 35		7 05	237	Chicago June...	6	7 25	7 55			
	7 00		7 30	244	Chicago...		7 00	7 30			
P. M.	A. M.	P. M.	P. M.	P. M.		ARR.	L'VE	A. M.	A. M.	P. M.	A. M.

* Connects with Louisville, N. Albany & Chicago Railway, p. 237.

DETROIT, MONROE & ADRIAN RAILWAY.

Exp.	Exp.	STAT'NS.	Exp.	Exp.
P. M.	A. M.	L'VE ARR.	A. M.	P. M.
6 30	7 15	Detroit.	6 55	6 05
6 55	7 41	G. T. June.	6 31	5 40
7 05		Ecocres...	6 18	
7 13	8 00	Wyandotte	6 10	5 19
7 23	8 09	Trenton...	6 00	5 19
7 38	8 22	Huron...	5 43	4 5
7 50	8 33	Swan Crk	4 47	
	8 39	Stony Crk		
8 08	8 53	Monroe.	5 17	4 29
	9 04	Otter Crk		4 12
8 35	9 17	Vienna...	4 52	3 17
	9 23	State Line	3 42	
	9 35	Tremainsv	3 34	
9 07		A. L. June.	4 23	
9 15	9 55	Toledo.	4 03	3 15
P. M.	A. M.	ARR.	L'VE	A. M.
Exp.	Exp.	Monroe B.	Exp.	Exp.
A. M.	L'VE	ARR.	P. M.	P. M.
9 00	Monroe.		4 21	
9 19	Ida...	Air Line	4 03	
9 34	Petersburg		3 43	
9 44	Deerfield.		3 40	
9 58	Wellsville		3 27	
10 15	Adrian...		3 25	3 10
P. M.	A. M.	ARR.	L'VE	A. M.

Additional Express Train
Leaves Detroit at — P. M., arrives at Toledo — P. M.
Leaves Toledo at — A. M., arrives at Detroit — P. M.

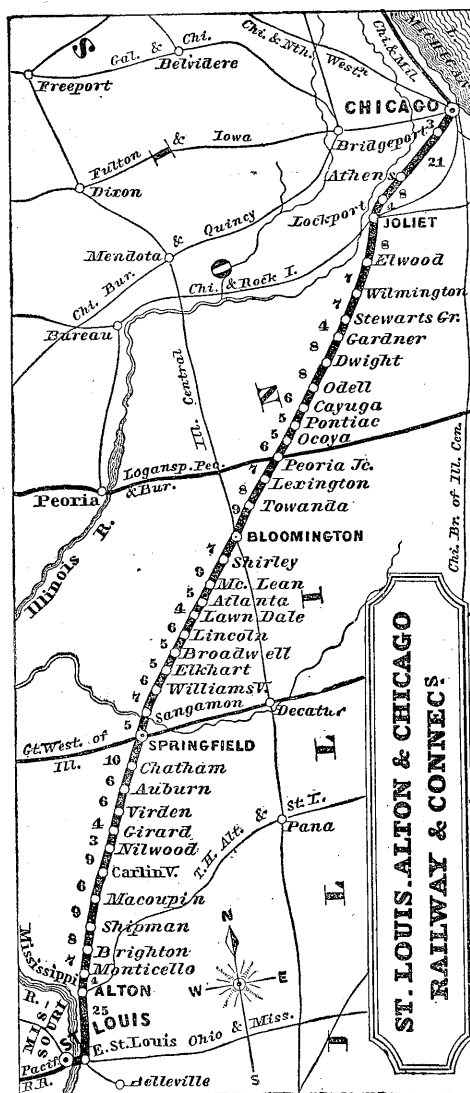
JACKSON BRANCH.

Exp.	Acc.	STAT'NS.	Exp.	Acc.
P. M.	A. M.	L'VE ARR.	P. M.	P. M.
1 05	4 45	Jackson.	12 25	9 15
1 32	5 25	Napoleon	11 58	8 35
1 59	6 05	Manchester	11 31	7 54
2 18	6 34	Clinton...	11 19	7 23
2 29	6 50	Tecumseh.	11 02	7 07
	7 25	Junction.		6 28
3 05	7 45	Adrian.	10 25	6 15
P. M.	A. M.	ARR.	L'VE	A. M.

THREE RIVERS BR'CH.

A tr'n leaves W. Pigeon for Constantine and Three Rivers at 6 10 P. M., arr. at W. Pigeon at 7 30 P. M. Returning, leaves Three Rivers at 9 00 A. M., arr. at W. Pigeon at 10 20 A. M. Distance, 12 miles.

All the above trains connect directly with trains on Cleveland & Toledo Road to and from Cleveland, Columbus, &c., and at Chicago with Railways leading South, West and North.



A description and account of Chicago, the north-eastern terminus of this line, having been given in connection with the Chicago & Rock Island Railway, we will proceed to the rapidly-increasing city of St. Louis, a city of the north-western terminus.

St. Louis, Mo., is situated on the right bank of the Mississippi River, twenty miles below the junction of that river with the Missouri. It is well laid out, the streets being wide, and rising each other at right angles. Front street, which is 100 feet wide, Main, and Second streets, are occupied principally by wholesale stores and shipping-houses, while Fourth street contains the finest retail stores, and is the fashionable promenade. St. Louis is also remarkable for the number and beauty of its public buildings. The Court House, a newly-erected building, covering a whole square, or block, is bounded by Market, Chestnut, Fourth, and Fifth streets, is a splendid structure of Geneva limestone, and cost nearly half a million of dollars. Of the churches, the Roman Catholic Cathedral is the largest, but most of the churches, of various denominations, are distinguished for the beauty of their design. There is also a United States' Arsenal, in an enclosed ground; a massive and imposing edifice.

The principal hotels in St. Louis are Barnum's Hotel, the Planters'

House—a large hotel, occupying the whole front between Chestnut and Pine streets, on Fourth; also, the United States Hotel, the Virginia, the Missouri, &c., &c.

St. Louis is the center of the great valley of the Mississippi. It has water communication extended in different directions over 8,000 miles. This advantage, with its railways, and the enterprising spirit of its citizens, has already marked out St. Louis as destined to become one of the greatest cities of the Western States. Indeed, it is now only second to Cincinnati in wealth and population. The population in 1840 was but 16,000; it is now estimated at about 200,000.

The railway connections along this line are the Terre Haute & Alton, at Alton; the Great Western Railway, at Springfield; Illinois Central Railway, at Bloomington; and the Chicago & Rock Island Railway, at Joliet.

Alton, a city in Madison County, Illinois, is a prosperous place, connected by railway to Terre Haute, Indiana. It has a population of about 25,000 inhabitants. The distance between Alton and St. Louis is made by steamboats.

Stages connect with Carlinville to Hillsboro'; at Springfield, to Terre Haute, Decatur, and Urbana.

ST. LOUIS, ALTON & CHICAGO RAILWAY.

JAMES ROBB and CHARLES CONGDON, Receivers. R. B. MASON, Supt., Chicago. J. PRICE, Treas., Chicago.
C. C. WHEELER, Gen. Freight Agent, Chicago.

Standard of Time—Clock at Chicago Depot.

[Aug. 28.]

[ADVERTISEMENT.]

GOING SOUTHWEST.

AIR LINE ROUTE FROM CHICAGO TO ST. LOUIS,

VIA ST. LOUIS, ALTON, AND CHICAGO R'WAY.

Carrying the Great American Express and U. S. Mails.

Trains leave Chicago daily (Saturday evenings excepted) from their Depot, corner of West Van Buren and Canal streets, (as per Time Table,) in direct connection, from all the great Eastern Through Lines.

Trains run directly through, *without change of Cars or Baggage.*

IMPORTANT LOCAL CONNECTIONS.

At Chicago, with all the Great Eastern and Northern Lines.

At Joliet, with Rock Island Railway west, and "Cut Off," east.

At Peoria Junction, with Peoria and Oquawka Railway, for Peoria, Galesburg, Burlington and intermediate places.

At Bloomington, with Illinois Central Railway, North and South.

At Springfield, with Gt. Western R'way, East for Decatur, &c.; West for Jacksonville and Naples.

At Alton, with Terre Haute & Alton Railway East, and steamers on the River.

At St. Louis, with Ohio & Mississippi Railway East, West by Pacific Railway and Missouri River steamers to Northern Missouri, Kansas and Nebraska. Also, to all points on the Illinois and Mississippi Rivers.

THROUGH TICKETS can be procured at all the Eastern Railway Offices; at the Company's Office, No 48 Dearborn-street, opposite the Tremont House, and at their new Depot, corner of West Van Buren and Canal streets, Chicago.

Through Tickets and Freights as low as by any other Route.

Chicago to St. Louis.

Joliet Acc.	Mixed	Exp. Mail.	Miles.
P. M.	A. M.		
3 45	8 00		
4 00	8 10		
4 10	8 18		
4 20	8 21		
4 40	8 36		
4 55	8 48		
5 19	9 01		
5 40	9 16		
6 05	9 30		
6 40	9 50		
6 50	9 56		
7 10	10 06		
7 35	10 20		
7 50	10 32		
8 20	10 52		
8 50	11 12		
9 10	11 25		
9 30	11 43		
9 55	11 56		
10 15	12 10		
10 40	12 30		
11 10	12 51		
11 35	1 10		
11 40	1 15		
12 00	1 35		
12 20	1 51		
12 35	2 00		
12 50	2 13		
1 10	2 26		
1 25	2 35		
1 50	2 50		
2 10	3 03		
2 35	3 20		
3 00	3 35		
3 20	3 48		
3 30	3 53		
4 05	4 08		
4 15	4 17		
4 30	4 27		
4 50	4 39		
5 15	4 55		
5 45	5 12		
6 05	5 22		
6 20	5 30		
7 00	5 54		
7 20	6 08		
7 40	6 19		
8 03	6 30		
8 23	6 43		
8 33	6 50		
9 00	7 10		
9 20	7 30		
	8 35		
A. M.	P. M.		

STATIONS.

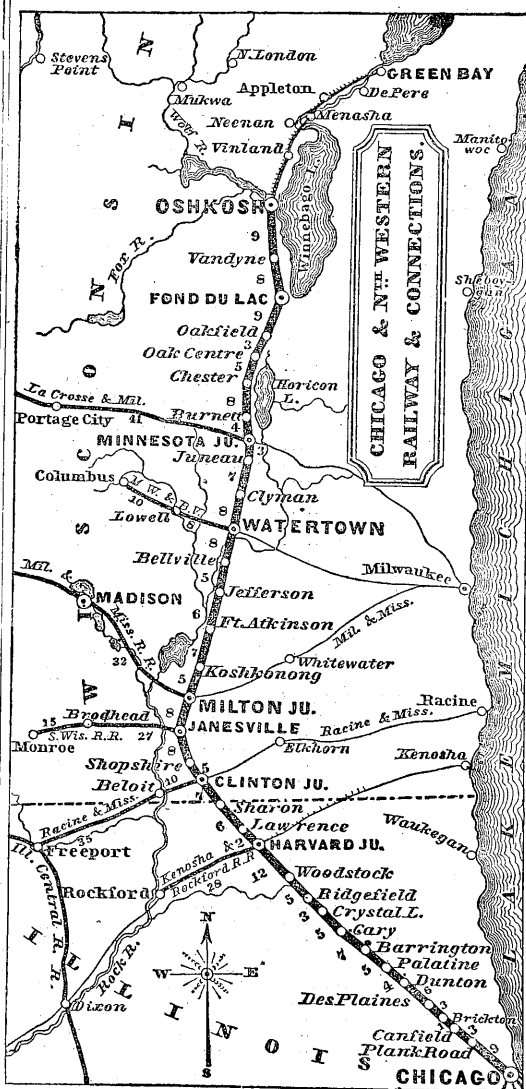
LEAVE ARRIVE

....Chicago....	281	
1 Ft. Wayne Junct'n	280	
3 Bridgeport....	278	
4 Brighton Course.	277	
11 Summit.....	270	
18 Willow Springs..	263	
24 Athens.....	257	
32 Lockport.....	249	
36 Joliet.....	245	
45 Elwood.....	236	
48 Hampton.....	233	
52 Wilmington.....	229	
59 Stewart's Grove.	222	
64 Gardner.....	217	
73 Dwight.....	208	
81 Odell.....	200	
86 Cayuga.....	195	
91 Pontiac.....	190	
96 Ocoya.....	185	
Chenoa.....	179	
Lexington.....	172	
Towanda.....	164	
L. C. E. R. Junction	157	
arr Bloom- live	1 08	
live ington arr	156	
Shirley.....	149	
Funk's Grove..	145	
McLean.....	141	
Atlanta.....	136	
Lawn Dale.....	132	
Lincoln.....	125	
Broadwell.....	120	
Elkhart.....	115	
Williamsville..	109	
Sherman.....	104	
Sangamon.....	102	
Springfield.....	97	
G. W. R. R. Junc.	95	
Wood Side.....	91	
Chatham.....	87	
Anburn.....	81	
Virden.....	75	
Girard.....	71	
Nilwood.....	67	
Carlville.....	58	
Macoupin.....	52	
Plainview.....	48	
Shipman.....	44	
Miles.....	37	
Brighton.....	36	
Monticello.....	29	
Alton.....	25	
East St. Louis.	6 15	
ARRIVE LEAVE		
A. M.	P. M.	

St. Louis to Chicago.

Miles.	Exp. Mail.	Mixed	Joliet Acc.
P. M.	A. M.		
6 20	8 40		
6 10	8 28		
6 02	8 18		
5 59	8 05		
5 44	7 40		
5 32	7 23		
5 19	7 05		
5 04	6 45		
4 54	6 30		
4 28	5 45		
4 22	5 35		
4 12	5 05		
3 55	4 35		
3 45	4 15		
3 23	3 45		
3 03	3 10		
2 49	2 42		
2 39	2 25		
2 22	2 00		
2 10	1 40		
1 50	1 15		
1 28	1 45		
1 10	1 20		
1 08	1 20		
12 43	12 00		
12 27	11 35		
12 17	11 20		
12 05	11 00		
11 53	10 40		
11 42	10 15		
11 25	9 45		
11 10	9 25		
10 59	9 05		
10 41	8 35		
10 28	8 15		
10 23	8 05		
10 10	7 45		
10 02	7 05		
9 54	6 52		
9 46	6 37		
9 29	6 12		
9 14	5 42		
9 05	5 22		
8 58	4 55		
8 40	4 20		
8 20	3 35		
8 11	3 50		
8 03	3 20		
7 53	3 00		
7 48	2 50		
7 33	2 25		
7 20	2 00		
6 15			
A. M.	P. M.		

Through Fare, \$10 00. Way Fares, about 3½ cents per mile.



In consequence of its commanding position. It was incorporated in 1836; in 1840, it contained about 5,000 inhabitants; in 1850, 29,963; in 1853, 60,682; in 1855 nearly 100,000. The population at this time (1859) is about 200,000 having doubled in four years, and its course is still onward. JAMESVILLE, beautifully situated on Rock River, with two fine water-powers, well improved, and a number of flouring-mills, &c. Has a very large trade, and is one of the most important cities of Wisconsin. Population, 12,000.

WATERTOWN possesses an abundant water-power on Rock River; is the market for an old-settled and well-improved section of country; and from these advantages, and its recently extended railway facilities, must become a place of much importance. Population, 8,500.

FOND DU LAC, at the head of Lake Winnebago, an important point, with well-established trade; in the centre of a thickly-settled and productive region, substantially built up, with many fine residences and business blocks. Population, 10,700.

OSHKOSH, on Lake Winnebago, at the mouth of Fox River, the outstanding point for the Wolf River fisheries; has an excellent location, and a large and flourishing trade. Population, 9,000.

The Chicago & N. Western Rwy is completed from Chicago, by way of Janesville, Watertown, and Fond du Lac, to Oshkosh, on Lake Winnebago, 194 miles, and is in progress thence to Appleton and Green Bay. The route of this road lies mainly through a rich wheat-growing district, thickly populated, and including the Rock River Valley—the "Garden of Wisconsin," and important water-powers are found along the line, at Janesville, Port Atkinson, Jefferson and Watertown. At Oshkosh, it reaches the extensive lumber regions of Wisconsin.

CHICAGO.—This city is built on an extremely level plain, but sufficiently elevated to prevent inundation, and extending many miles towards the south and west. The adjacent country consists of beautiful and fertile plains interspersed with grass, and diversified by gentle slopes. By a glance at a map of the United States, the great commercial advantages of Chicago will at once be perceived. It communicates by means of the chain of lakes, with the Atlantic cities. Her railways communicate to the north, south, east and west, and places her in a position which cannot be surpassed. According to a late estimate, over one hundred trains of cars depart and arrive at Chicago daily. Chicago is destined to become the chief commercial emporium of the North-west.

CHICAGO & NORTH-WESTERN RAILWAY.

(LATE CHICAGO, ST. PAUL & FOND DU LAC.)

WM. B. OGDEN, Pres., and GEO. L. DUNLAP, Gen. Supt., Chicago. T. F. STRONG, Asst. Supt., Fond du Lac, Wis.
E. DE WITT ROBINSON, Gen. Ticket Agent, and CHAS. S. TAPPEN, Gen. Freight Agent, Chicago.
Rockford Branch.—C. H. SPAFFORD, President, Rockford, Ill. [May 8.]

Standard of Time—Clock at Chicago Passenger Station.

DIRECT ROUTE

From Chicago to Rockford, Beloit, Janesville, Freeport, Galena, Madison, Mineral Point, Prairie du Chien, Dunleith, Dubuque, Watertown, Columbus, Portage City, Sparta, Waupun, Ripon, Berlin, Fond du Lac, Oshkosh, Green Bay, La Crosse, St. Paul, and all points in Northern and Central Iowa, Wisconsin, Minnesota, &c.,

VIA

Chicago & North-Western Railway,

CARRYING THE THROUGH MAILS AND EXPRESS FOR ST. PAUL AND LA CROSSE.

Two Through Express Trains leave Chicago daily (Sundays excepted) for Oshkosh, Fond du Lac, Green Bay, La Crosse, Prairie du Chien, and Dunleith direct, and all intermediate points.

8 00 A. M., DAY EXPRESS, through to Oshkosh (via Janesville, Watertown, and Fond du Lac) without change of cars; and connecting, without delay, with trains for Rockford, Freeport and Dunleith; Madison and Prairie du Chien; Waupun, Ripon and Berlin; Columbus, Portage City, Sparta and La Crosse.

8 00 P. M., NIGHT EXPRESS, arrives at Janesville at 12 30 A. M., and Appleton at 10 00 A. M.

8 30 P. M., WAY PASSENGER TRAIN for Janesville.

Both Express trains from Chicago connect direct at Prairie du Chien and La Crosse with lines of splendid river packets for St. Paul, and all intermediate places, forming a direct and expeditious route to the North-west.

THROUGH TICKETS can be purchased at all the principal Railway Ticket Offices East and West, and at the Passenger Depot, corner West Water and Kinzie streets, Chicago, *always as low as by any other Line.*

Through Tickets by this line include meals and state-room in packets.

GEO. L. DUNLAP, Supt.

E. DE WITT ROBINSON,
Gen. Ticket Agent.

Chicago to Oshkosh.

Oshkosh to Chicago.

Way Pass.	Night Exp.	Day Exp.	Mls.	STATIONS.	Mls.	Day Exp.	Night Exp.	Way Pass.
P. M.	P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.	P. M.
8 30	8 00	8 00		Chicago.....	218	6 50	5 20	12 15
4 02	8 24		9	Plank Road.....	204		4 55	11 48
4 15	8 32	8 30	12	Canfield.....	201		4 44	11 35
4 33	8 44	8 44	17	Des Plaines.....	196	6 16	4 30	11 20
4 55	9 00	9 00	22	Dunton.....	191	6 04	4 10	11 02
5 08	9 10	9 09	26	Palatine.....	187	5 55	4 00	10 50
5 44	9 28	9 24	32	Barrington.....	181		3 42	10 31
6 10	9 49	9 42	38	Cary.....	175		3 22	10 10
6 25	10 04	9 55	43	Crystal Lake.....	170		3 06	9 55
6 35	10 14	10 03	46	Ridgefield.....	167			9 41
6 55	10 30	10 17	51	Woodstock.....	162	5 05	2 40	9 23
7 40	11 05	10 47	63	Harvard Junction ¹	150	4 43	2 05	8 45
	11 10	11 00		Harvard Junction	28	4 40		8 40
	11 20	11 10	65	Chemung.....	26	4 30		8 31
	11 54	11 44	75	Poplar Grove.....	16	3 56		7 58
	12 08	11 58	79	Caledonia.....	13	3 42		7 45
	12 15	12 05	82	Argyle.....	10	3 32		7 36
	12 32	12 22	83	Harlem.....	6	2 15		7 22
	12 55	12 45	90	Rockford.....	2	3 58		7 00
7 50	11 13		65	Lawrence.....	148			8 35
8 10	11 31	11 10	71	Sharon.....	142	4 21	1 40	8 15
8 40	11 55	11 29	78	Clinton Junc. ²	135	4 02	1 15	7 50
8 56	12 10	11 40	83	Shopiere.....	130	3 50	1 02	7 25
9 30	12 35	12 06	91	Janesville ³	122	3 30	12 35	7 10
	1 00	12 25	99	Milton Junc. ⁴	114	3 05	11 59	
	1 37	12 54	111	Fort Atkinson.....	102	2 35	11 15	
	1 55	1 10	117	Jefferson.....	96	2 20	10 55	
	1 24		122	Bellville.....	91		10 37	
2 37	1 45	130		Watertown ⁵	83	1 45	10 06	
3 25	2 22	145		Juneau.....	68	1 13	9 12	
3 35	2 30		ar	Minneap. ⁶	65	1 05	9 00	
3 45	2 50		lv	Sota J. ⁶	65	12 40	8 45	
3 55	3 00	152		Burnett ⁷	61	12 30	8 33	
4 22	3 24	160		Chester.....	53	12 09	8 05	
4 38	3 37	165		Oak Centre.....	45	11 55	7 50	
4 48	3 46	168		Oakfield.....	45	11 45	7 38	
5 20	4 10	177		Fond du Lac.....	36	11 20	7 10	
	4 35	185		Van Dyne.....	28	10 53	6 40	
8 00	5 00	194		Oshkosh ⁸	19	10 30	6 15	
9 15		206		Neehan.....	7		2 45	
10 00		213		Appleton.....			2 00	
P. M.	A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.	A. M.

¹ Rockford Railway to Rockford.

² Racine & Mississippi Railway to Beloit, Freeport, Mineral Point, Galena, Dunleith and Dubuque.

³ Branch of Milwaukee & Mississippi Railway, for Monroe.

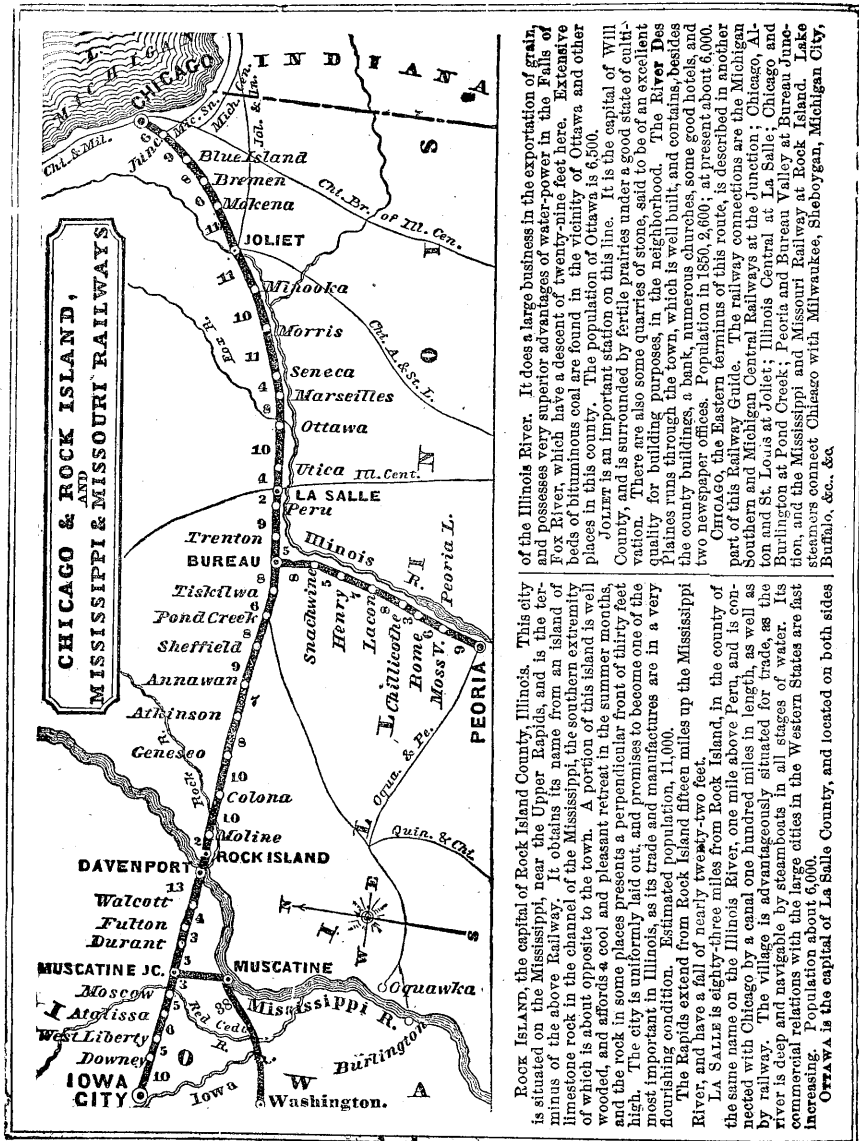
⁴ Milwaukee & Mississippi Railway for Madison, Whitewater, Prairie du Chien, and McGregor's.

⁵ Milwaukee, Watertown & Baraboo Val. R'way for Columbus.

⁶ Le Crosse & Milwaukee Railway to Portage City, Lisbon, Tomah, Sparta and La Crosse.

⁷ Milwaukee & Horicon Railway to Waupun, Ripon and Berlin.

⁸ Steamers on Lake Winnebago and Wolf and Fox Rivers to Green Bay, Appleton, Menasha, New London, Stevens' Pt., &c.



Rock Island, the capital of Rock Island County, Illinois. This city is situated on the Mississippi, near the Upper Rapids, and is the terminus of the above Railway. It obtains its name from an island of limestone rock in the channel of the Mississippi, the southern extremity of which is about opposite to the town. A portion of this island is well wooded, and affords a cool and pleasant retreat in the summer months, and the rock in some places presents a perpendicular front of thirty feet high. The city is uniformly laid out, and promises to become one of the most important in Illinois, as its trade and manufactures are in a very flourishing condition. Estimated population, 11,000.

The Rapids extend from Rock Island fifteen miles up the Mississippi River, and have a fall of nearly twenty-two feet.

LA SALLE is eighty-three miles from Rock Island, in the county of the same name on the Illinois River, one mile above Peru, and is connected with Chicago by a canal one hundred miles in length, as well as by railway. The village is advantageously situated for trade, as the river is deep and navigable by steamboats in all stages of water. Its commercial relations with the large cities in the Western States are fast increasing. Population about 6,000.

OTTAWA is the capital of La Salle County, and located on both sides

of the Illinois River. It does a large business in the exportation of grain, and possesses very superior advantages of water-power in the Falls of Fox River, which have a descent of twenty-nine feet here. Extensive beds of bituminous coal are found in the vicinity of Ottawa and other places in this county. The population of Ottawa is 6,500.

JOLIET is an important station on this line. It is the capital of Will County, and is surrounded by fertile prairies under a good state of cultivation. There are also some quarries of stone, said to be of an excellent quality for building purposes, in the neighborhood. The River Des Plaines runs through the town, which is well built, and contains, besides the county buildings, a bank, numerous churches, some good hotels, and two newspaper offices. Population in 1850, 2,600; at present about 6,000.

CHICAGO, the Eastern terminus of this route, is described in another part of this Railway Guide. The railway connections are the Michigan Southern and Michigan Central Railways at the junction; Chicago, Alton and St. Louis at Joliet; Illinois Central at La Salle; Chicago and Burlington at Pond Creek; Peoria and Bureau Valley at Bureau Junction, and the Mississippi and Missouri Railway at Rock Island. Lake steamers connect Chicago with Milwaukee, Sheboygan, Michigan City, Buffalo, &c., &c.

HENRY FARNUM, Pres. Chicago & R. I. R'way, Chicago. JOHN A. DIX, Pres. Missis. & Missouri R'way, New York. JOHN F. TRACY, Gen. Supt., Chicago. W. H. WHITMAN, Asst. Supt., Rock Island, Iowa. W. L. ST. JOHN, Gen. Freight and Ticket Agent, Chicago. [April 15]

SPRING ARRANGEMENT.

April 15th.

**CHICAGO AND ROCK ISLAND RAIL-
WAY LINE.**

Composed of the

CHICAGO & ROCK ISLAND, PEORIA & BUREAU VALLEY, AND MISSISSIPPI & MISSOURI RAILWAYS.

*Only Direct Route from Chicago to
Joliet, La Salle, Peoria, Rock Island,
Davenport, Muscatine, Washington,
Iowa City, Des Moines, Council Bluffs,
Omaha, Denver City, and all points
in Central and Western Iowa and
Nebraska.*

Passenger Depot corner Van Buren
and Sherman streets, Chicago.

AN EXPRESS TRAIN leaves Chicago daily, running through to Marengo and Washington without change of cars, at the Mississippi River; making direct connections at La Salle with trains of the Illinois Central Railway for Dubuque, Galena, Cairo, St. Louis, and intermediate points; at Peoria, with the Peoria, Okwaka & Burlington Railway for Galesburg and Burlington; at Iowa City and Washington, with Western Stage Co.'s line of Mail Stages to Oskaloosa, Pella, Knoxville, Indianola, Fort des Moines, Winter-set, Council Bluffs, Omaha City, Denver City, and all the principal places in Central and Western Iowa, Kansas, and Nebraska.

THROUGH TICKETS, via this Line, can be procured at all the principal Railway offices in the United States and Canadas.

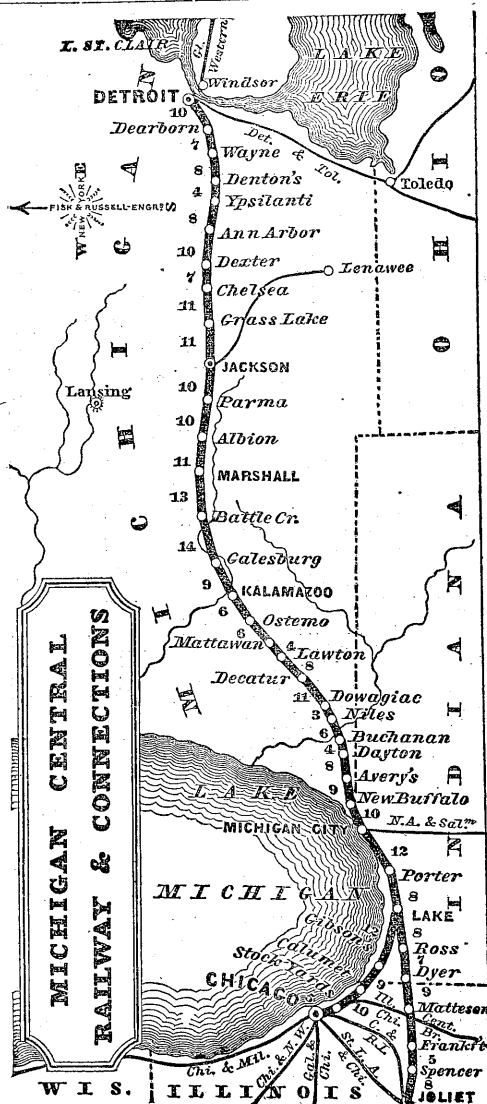
W. L. ST. JOHN,
Gen'l Ticket Agent.

Fares, about 2½ cents per mile.

Trains leave by Chicago Time.

- ¹ R'ways diverging from Chicago.
- ² Michigan Southern, and Joliet & Northern Indiana Railways, p. 175.
- ³ Chicago, Alton & St. Louis, and Joliet & Northern Indiana Railways, p. 177.
- ⁴ Illinois Central Railway, p. 190.
- ⁵ Peoria & Bureau Valley Railway.
- ⁶ Peoria & Oquawka Railway.
- ⁷ Chic., Bur. & Quincy R'way, p. 191.

Chic. to Marengo.				STATIONS.		Marengo to Chic.			
Exp.	Acc.	Mail.	Mls.			Mls.	Mail.	Acc.	Exp.
P. M.	P. M.	A. M.			LEAVE		P. M.	A. M.	A. M.
9 00	5 00	9 00			... Chicago ¹ ...	263	6 30	9 40	6 15
9 20	5 20	9 20	6		... Junction 2 ...	262	6 10	9 20	5 50
9 45	5 45	9 45	15		... Blue Island ...	258	5 45	8 55	5 20
10 08	6 05	10 05	23		... Bremen ...	249	5 25	8 35	4 35
10 25	6 20	10 20	29		... Mokena ...	235	5 12	8 15	4 55
10 55	6 50	10 50	40		... Joliet ³ ...	228	4 45	7 45	3 35
11 25	P. M.	11 15	51		... Minooka ...	217	4 20	7 20	3 10
11 55		11 45	62		... Morris ...	206	3 57		2 35
12 30		12 07	72		... Seneca ...	196	3 35		1 57
12 47		12 20	77		... Marseilles ...	191	3 25		1 40
1 15		12 40	84		... Ottawa ...	184	3 05		1 15
1 50		1 05	94		... Utica ...	174	2 40		12 40
2 05		1 15	98		... La Salle 4 ...	170	2 25		12 20
2 15		1 25	100		... Peru ...	168	2 15		12 10
2 40		1 50	110		... Trenton ...	158	1 50		11 45
2 50		2 20	114		... Bureau ...	154	1 40		11 35
2 50		2 20			... Bureau J. ⁵ ...		1 15		11 10
3 20		2 45	122		... Seneca ...		12 50		10 40
3 40		3 03	127		... Henry ...		12 30		10 20
4 05		3 25	134		... Lacon ...		12 10		9 55
4 35		3 50	142		... Chilliicothe ...		11 45		9 25
4 47		4 00	145		... Rome ...		11 35		9 10
5 10		4 20	151		... Merilla ...		11 15		8 50
5 45		4 50	160		... Peoria ⁶ ...		10 45		8 15
3 15		2 40	122		... Tiskilwa 7 ...	146	1 00		10 50
3 30		2 55	128		... Pond Creek ...	140	12 45		10 25
3 55		3 15	136		... Sheffield ...	132	12 35		10 00
4 20		3 37	145		... Annawan ...	128	12 02		9 30
4 35		3 50	151		... Atkinson ...	117	11 50		9 10
4 55		4 10	159		... Geneseo ...	109	11 30		8 45
5 25		4 35	169		... Colona ...	99	11 05		8 10
5 53		5 08	179		... Moline ...	89	10 36		7 40
6 00		5 10	182		... Ar. Rock Isl'd L. ...	86	10 30		7 30
6 05					... L'Ve do. Arr. ...				7 20
6 40			185		... Davenport ...	85			7 05
7 00			187		... Side Track ...	82			6 50
7 35			196		... Walcott ...	72			6 35
7 55			199		... Fulton ...	68			5 35
8 10			203		... Durant ...	65			5 20
8 30			209		... Wilton ...	59			5 00
8 40					... Wilton ...				4 50
9 30			221		... Muscantine ...				4 00
10 20			234		... Ononwa ...				2 50
11 00			243		... Clifton ...				2 10
11 35			251		... Ainsworth ...				1 40
12 00			259		... Washington ...				1 15
9 00			212		... Moscow ...	56			4 35
9 20			217		... Atalissa ...	51			4 15
9 40			222		... West Liberty ...	46			3 55
10 00			228		... Downey ...	40			3 30
10 50			238		... Iowa City ...	30			2 45
11 40			253		... Oxford ...	15			1 55
12 00			258		... Homestead ...	10			1 35
12 30			268		... Marengo ...				1 00
NOON	P. M.				ARRIVE		A. M.		P. M.



on the train, and convey passengers (with the ordinary amount of baggage) to the hotels and the various steamboat lines (excepting to lines departing from M. C. Railway Docks) for 15 cents, and to the Detroit & Milwaukee Railway for 25 cents per passenger.

Passengers going to private houses will find at the front of the depot hackmen and cabmen with their carriages, (with rates of fare posted up in them,) to whom they can give their checks upon arrival of the train at Detroit, and the baggage will be delivered with as little delay as is practicable.

Through Tickets via either the Gt. Western Rwy., or by the North Shore Steamboat Line, will be received on either at their full value.

Detroit, Wayne County, Michigan, is situated on the west bank of Detroit River, and extends about three miles and a half along the river; it is 7 miles from Lake St. Clair, 18 from Lake Erie, and 500 from Washington. The streets are wide, some being 200 feet, and others 120. Jefferson and Woodward Avenues are the principal streets.

Detroit has a periodical press of three or four daily papers, seven weekly, and one monthly. The population is upwards of 75,000.

Among the most important places on the line of the road are Ypsilanti, Ann Arbor, Jackson, Marshall, Battle Creek, Kalamazoo, and Niles—all flourishing villages.

The Michigan Central Railway, extending from Detroit to Chicago, forms one of the great connecting links of communication between the East and the West. It connects at Detroit with the Great Western (Canada) Railway, and with the North Shore Steamers on Lake Erie, (run by the Railway Company,) as well as with the Detroit & Milwaukee Railway; at Michigan City, with the New Albany & Salem Railway; at Calumet, with the Illinois Central Railway; and at Chicago, with all roads running to Milwaukee, Madison, Galena, Dubuque, Rock Island, Davenport, Iowa City, Quincy, St. Louis, Cairo, and all the west, north-west and south-west. It has a branch, commencing at Lake, (45 miles south-east of Chicago), and running to Joliet, where it connects with the Alton & St. Louis Railway.

The passenger station at Detroit is located at the landing of the North Shore Steamers, and the ferry-boats of the Great Western Railway, and within a few minutes walk of the principal hotels and business parts of the city. Baggage from the Michigan Central Railway designed for the Great Western Railway via the North Shore Steamers, and all other boats departing from the M. C. Railway Dock, is conveyed by the agents of the respective lines from the depot to the boats, free of charge.

The Agents of Barber's Omnibus Line will take up baggage-checks

MICHIGAN CENTRAL RAILWAY.

J. W. BROOKS, President, Boston, Mass.
C. H. HURD, Ass't Superintendent.

R. N. RICE, Gen. Supt, Detroit, Mich.
H. J. SPALDING, Pass. Agent.

[Aug. 19.]

Standard of Time—CLOCK IN PASSENGER STATION, CHICAGO. (See Time Indicator, p. 80.)

Detroit to Joliet and Chicago.						Chicago to Joliet and Detroit.					
STATIONS.						STATIONS.					
Mail.	Acc.	Night Exp.	Day Exp.	Fares.	Miles.	Miles.	Fares.	Day Exp.	Night Exp.	Acc.	Mail.
	P. M.	P. M.	A. M.			LEAVE	ARRIVE			P. M.	A. M.
4 30	6 30	7 15				 Detroit	284	8 25	6 05	6 40	9 40
4 40	6 40	7 25			3	Grand Trunk Junction	281		5 55	6 30	9 30
5 05	7 00	7 42	35	10		 Dearborn	274	8 10	5 40		9 05
5 25	7 20	8 05	60	17		 Wayne	267	7 95	5 25		8 45
		8 20	80	25		 Denton's	259				8 25
6 05	7 50	8 30	29			 Ypsilanti	255	7 60	5 00	5 35	8 00
6 30	8 15	8 53	1 10	37		 Ann Arbor	247	7 35	4 38	5 13	7 20
7 05	8 40	9 15	1 40	47		 Dexter	237	7 10	4 15		6 55
7 30	9 00	9 30	1 60	54		 Chelsea	230	6 55	4 00		6 30
8 04	9 30	9 55	1 95	65		 Grass Lake	219	6 55	3 35		5 50
8 40	10 00	10 25	2 25	76		 Jackson	208	6 20	3 10	3 45	5 15
	10 30	10 50	2 55	86		 Parma	198	5 90	2 45	3 20	
	10 55	11 10	2 55	96		 Albion	188	5 70	2 25	3 00	
	11 30	11 40		2 20	107	arr { Marshall { lve	177	5 25	2 00	2 35	
	11 30	11 55				lve { Battle Creek { arr			1 45	2 35	
	12 05	12 25	3 60	120		 Battle Creek	164	4 90	1 15	2 05	
	12 40	1 00	4 00	134		 Galesburg	150	4 45	12 40	1 30	
	1 05	1 20	4 20	143		 Kalamazoo	141	4 20	12 20	1 05	
		1 35	4 45	149		 Ostemo	135	4 05	12 05		
		1 55	4 65	155		 Mattawan	129	3 55	11 50		
	1 45	2 00	4 75	159		 Lawton	125	3 70	11 43	12 25	
	2 05	2 20	5 00	167		 Decatur	117	3 50	11 25	12 05	
	2 35	2 50	5 30	173		 Dowagiac	106	3 15	11 00	11 40	
	3 05	3 30	5 55	191		 Niles	93	2 75	10 30	11 10	
	3 20	3 45	5 50	197		 Buchanan	87	2 60	10 15	10 55	
	3 35	4 00	5 95	201		 Dayton	83	2 45	10 05	10 45	
			6 25	209		 Avery's	75	2 30			
	4 15	4 45	6 50	213		 New Buffalo	68	1 95	9 25	10 05	
	4 45	5 15				arr { Michigan { lve			9 03	9 45	
	4 45	5 15	6 30	223		lve { City { arr	56	1 75	9 08	9 45	
						 Morgan's					
	5 10	5 40	7 20	234		 Porter	50	1 30	8 43	9 15	
	5 35	6 05	7 45	240		 Lake	44	1 05	8 25	8 57	
	6 00	6 30	7 50	260		 Gibson's	24	50	8 00	8 30	
	6 20	6 50	8 00	269		 Calumet	15	50	7 40	8 10	
				279		 Stock Yards	5				
P. M.	A. M.	P. M.	P. M.	8 25	234	ARRIVE	LEAVE			A. M.	P. M.
						 Chicago			7 00	*7 30	A. M.

* Daily, except Saturdays. Other trains daily, Sundays excepted.
Connects at Lake with Joliet Division, below.

JOLIET DIVISION.—C. KNOWLTON, Supt., Joliet, Ill.

NO TIME TABLE RECEIVED.

STATIONS.	Miles.	Pass.	Pass.	STATIONS.	Miles.	Pass.	Pass.
TRAINS LEAVE				TRAINS LEAVE			
Lake		A. M.		Joliet		A. M.	
Ross				Spencer	8		
Dyer	15			Frankfort	13		
Matteson	24			Matteson	21		
Frankfort	32			Dyer	30		
Spencer	37			Ross			
Joliet (arrive)	45			Lake (arrive)	45		

GALENA AND CHICAGO UNION RAILWAY.

W. L. NEWBERRY, Pres.; WM. H. BROWN, Vice-Pres.; E. B. TALCOTT, Gen. Supt.; EDWARD H. WILLIAMS, Asst. Supt.; GEO. M. WHEELER, Gen. Ticket Ag't; A. W. ADAMS, Gen. Freight Ag't; W. M. LARRABEE, Sec.; WM. LARNED, Treas.; and HENRY TUCKER, Auditor, Chicago, Ill.

Standard of Time—Clock at Chicago Depot.

[July 14.

[illegible]

¹ Con. with Railways and Steamboats from Chicago.

² June. of Chicago, Bur. & Quincy Railway.

³ Crossing of Illinois Central Railway.

⁴ Con. with Chic., Iowa & Nebraska R'way.

⁵ June. Fox River Val. & Wis. Cent. R'way.

⁶ Junction of Beloit & Madison Branch, *above*.

7 Crossing of Illinois Central Railway.

⁸ Connects with Illinois Central Railway.

⁹ Ferry to Dubuque, Iowa; connecting there with

Steamboats up and down the Mississippi River.



CHICAGO & MILWAUKEE (Lake Shore) RAILWAY.

MAHLON D. OGDEN, Pres., and S. C. BALDWIN, Supt., Chicago, Ill. C. B. HALL, Gen. Agent Mortgagees; Jno. T. MOODY, Mast. Trans.; A. V. H. CARPENTER, Cashier and Ticket Agent, Milwaukee. [Aug. 22.

Standard of Time: Clock at Chicago Depot.

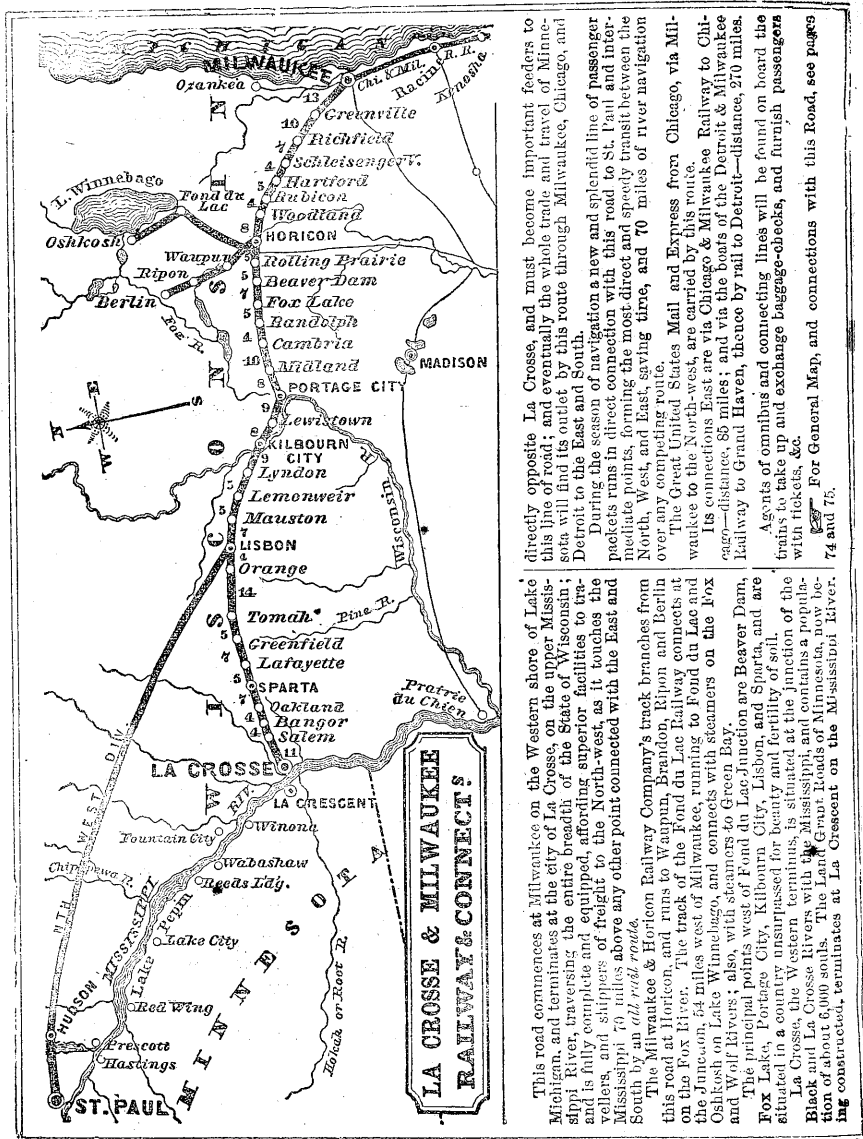
Fares—Through Fare, \$2 50.
Way Fares, about 3 cents per mile.

CONNECTIONS.

- 1 Connects with Railways diverging from Chicago.
- 2 Junction of Kenosha, Rockford & Rock Island R'way.
- 3 Junction of Racine & Mississippi Railway.
- 4 Connects *directly* with Milwaukee & Minnesota Railway. Also with Milwaukee & Mississippi R'way; Milwaukee & Watertown Railway; and Milwaukee & Horicon Railway.

	Acc. Pas. Pass.				Mls.	STATIONS.		Mls.	Acc. Pas. Pas. Acc.			
	P. M.	P. M.	A. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.	P. M.	A. M.
Chicago to Milwaukee.	8 10	5 30	8 00		0	LEAVE Chicago 1.	85	8 43	1 50	6 35		
	8 21	5 41	8 11		2	... Junction...	83	8 33	1 40	6 25		
	8 32	5 53	8 22		8	... Rosehill...	78	8 22	1 29	6 14		
	8 41	6 05	8 31		12	... Evanston...	73	8 12	1 20	6 05		
	8 50	6 15	8 40		16	... Winnetka...	69	8 01	1 10	5 56		
	8 55	6 20	8 45		19	... Glenocoe...	66	7 55	1 05			
	9 05	6 29	8 55		23	... Highland Park...	62	7 45	12 56			
	9 16	6 40	9 06		28	... Lake Forest...	57	7 33	12 45	5 84		
	9 21	6 45	9 11		30	... Rockland...	55	7 28	12 40			
	9 39	6 57	9 29		35	... Waukegan...	50	7 15	12 28	5 19		
	9 58		9 48		45	... State Line...	40		12 05			
	10 15		10 05		52	... Kenosha 2.	33		11 47	4 42		
	10 36		10 26		60	... Racine Junction...	25		11 24	4 23		
	10 44		10 34		62	... Racine 3.	23		11 16	4 16		
	11 06		10 56		71	... County Line...	14		10 56	3 56		
	11 18		11 08		76	... Oak Creek...	9		10 43	3 45		
	11 45		11 35		85	... Milwaukee 4.	0		10 15	3 20		
	P. M.	P. M.	A. M.	A. M.		ARRIVE	LEAVE		A. M.	A. M.	P. M.	P. M.

Milwaukee to Chicago.



directly opposite La Crosse, and must become important feeders to this line of road; and eventually the whole trade and travel of Minnesota will find its outlet by this route through Milwaukee, Chicago, and Detroit to the East and South.

During the season of navigation a new and splendid line of passenger packets runs in direct connection with this road to St. Paul and in immediate points, forming the most direct and speedy transit between the North, West, and East, saving time, and 70 miles of river navigation over any competing route.

The Great United States Mail and Express from Chicago, via Milwaukee to the North-west, are carried by this route.

Its connections East are via Chicago & Milwaukee Railway to Chicago—distance, 80 miles; and via the route of the Detroit & Milwaukee Railway to Grand Haven, thence by rail to Detroit—distance, 270 miles.

Agents of omnibuses and connecting lines will be found on board the trains to take up and exchange baggage-checks, and furnish passengers with tickets, &c.

For General Map, and connections with this Road, see pages 74 and 75.

This road commences at Milwaukee on the Western shore of Lake Michigan, and terminates at the city of La Crosse, on the upper Mississippi River, traversing the entire breadth of the State of Wisconsin; and is fully complete and equipped, affording superior facilities to travellers, and shippers of freight to the North-west, as it touches the Mississippi 70 miles above any other point connected with the East and South by a rail route.

The Milwaukee & Horicon Railway Company's track branches from this road at Horicon, and runs to Waupun, Brandon, Ripon and Berlin on the Fox River. The track of the Fond du Lac Railway connects at the Junction, 64 miles west of Milwaukee, running to Fond du Lac and Oshkosh on Lake Winnebago, and connects with steamers on the Fox and Wolf Rivers; also, with steamers to Green Bay.

The principal points west of Fond du Lac Junction are Beaver Dam, Fox Lake, Portage City, Kilbourn City, Lisbon, and Sparta, and are situated in a country unsurpassed for beauty and fertility of soil.

La Crosse, the Western terminus, is situated at the junction of the Black and La Crosse Rivers with the Mississippi, and commands a position of about 6,000 souls. The La Crosse and Milwaukee may be constructed, terminating at La Crosse on the Mississippi River.

LA CROSSE & MILWAUKEE RAILWAY.

H. CROCKER, Receiver, Milwaukee, Wis. EDWIN H. GOODRICH, Manager, Milwaukee. J. M. KIMBALL, Gen. Ticket Agent; and R. D. JENNINGS, Gen. Freight Agent, Milwaukee, Wis.

Standard of Time—CLOCK AT MILWAUKEE DEPOT.

[Aug. 22.]

[ADVERTISEMENT.]

GREAT UNITED STATES MAIL AND EXPRESS ROUTE.

*From Chicago via Milwaukee to
La Crosse on the Upper Mis-
sissippi River.*

Two Through Trains of Cars,
and Two Lines of Steamers on
the Mississippi daily, each way.
Time from Chicago to La Crosse,
12 hours. Passengers taking this
Route arrive at a point on the
Mississippi 100 miles nearer St.
Paul than by any other line, thus
saving distance and time.

CONNECTIONS.

At Horicon—With the Horicon
& Berlin R'way (p. 236) for Wau-
pau, Brandon, Ripon, and Berlin.

At Junction—With Fond du
Lac & Oshkosh R'way (p. 179) for
Fond du Lac, Oshkosh, Neenah,
Menasha, Appleton, and Green
Bay.

At Kilbourn City—With Wis-
consin Stage Co.'s Line for Bara-
boo, (12 miles to the West), and
Northley to Grand Rapids and
Stevens' Point.

At Lisbon—With Stages to Nec-
cedah, Germantown and Quincy.

At Sparta—With Stages for
Black Riv. Falls, Eau Claire, Me-
nominee, Mills, Hudson and Still-
water.

At La Crosse—With Steam
Packets for Dacotah, Widona,
Reed's Landing, Prescott, Still-
water, St. Anthony, Trempealeau,
Fountain City, Redwing, Hudson,
Hastings, and St. Paul.

Milwaukee to La Crosse.

La Crosse to Milwaukee.

Mxd.	Exp.	Exp.	Frs.	Mls	STATIONS.	Mls	Frs.	Exp.	Exp.	Mxd	
P. M.	P. M.	A. M.	\$	c.	LEAVE	ARRIVE	\$	c.	A. M.	P. M.	P. M.
1 00	12 15	12 30			...Milwaukee	200	6 35	9 45	2 50	2 05	
1 37		12 50	35	7	...Schwartzburg	198	6 20	9 26		1 37	
2 20		1 10	55	13	...Granville	187	6 10	9 08		12 45	
2 42		1 25	70	18	...Germantown	182	6 00	8 54		12 17	
3 05		1 40	90	23	...Richfield	177	5 55	8 39		12 00	
3 25		1 55	1 00	28	...Cedar Creek	172	5 40	8 25		11 40	
3 35	1 25	2 02	1 10	30	...Schleisingsville	170	5 30	8 19		11 30	
3 52	1 35	2 13	1 25	34	...Hartford	166	5 40	8 08	1 35	11 10	
4 14		2 29	1 40	39	...Rubicon	161	5 35	7 53		10 43	
4 31		2 42	1 60	43	...Woodland	157	5 25	7 42		10 21	
4 40		2 43	1 70	45	...Iron Ridge	155	5 20	7 36		10 10	
5 00	2 11	3 03	1 85	51	...Horicon	149	5 10	7 22		9 42	
5 05	2 14	3 07		52	Horicon Junction	148		7 18	12 56	9 36	
5 30	2 30	3 25	1 85	54	Minnesota Junction	146	5 05	7 10	12 50	9 20	
5 40	2 35	3 32	2 10	56	...Rolling Prairie	144	5 00	6 45		9 05	
6 05	2 50	3 49	2 25	61	Beaver Dam	139	4 55	6 30	12 14	8 40	
6 31	3 05	4 07		66	Fox Lake Junction	134		6 17	12 02	8 15	
6 41	3 11	4 14	2 70	68	...Fox Lake	132	4 50	6 12		8 02	
7 01	3 23	4 28	2 60	72	...Randolph	128	4 55	6 02		7 37	
7 27	3 37	4 45	2 85	77	...Cambria	123	4 40	5 47		7 05	
8 18	4 07	5 20	3 10	87	...Midland	113	4 00	5 20		6 24	
9 00	4 30	5 50	3 35	95	ar Portage (lv lv City ar	105	3 75	4 50	10 45	5 50	
	4 50	6 10		104	...Lewiston	96		4 45	10 40		
	5 12	6 41		111	...Newport	89	3 15	4 20			
	5 23	7 03	4 00	112	...Kilbourn City	88	3 15	3 58	9 56		
	5 30	7 10	4 00	121	...Lyndon	79	2 35	3 23			
	5 52	7 40	4 35	128	...Lemonweir	72	2 50	3 14			
	6 07	8 03	4 50	131	...Mauston	69	2 50	3 05			
	6 15	8 17	4 70	138	...Lisbon	62	2 25	2 43	8 50		
	6 32	8 50	4 95	142	...Orange	58	2 10	2 38			
	6 42	9 00	5 10	145	...Tomah	44	1 60	2 04			
	7 15	9 33	5 60	156	...Greenfield	39	1 45	1 51			
	7 27	9 45	5 60	161	...Lafayette	32	1 20	1 34			
	7 44	10 02	5 75	173	...Sparta	27	1 00	1 21	7 23		
	7 55	10 14	5 75	173	...Hersheyville	22	80	1 09			
	8 08	10 25	5 80	178	...Bangor	16	65	12 54			
	8 22	10 40	5 90	184	...Salmon	12	50	12 45			
	8 32	10 49	6 00	185	...La Crosse			12 15	6 15		
	9 00	11 15	6 35	200	ARRIVE	LEAVE		A. M.	A. M.	A. M.	
P. M.	P. M.	P. M.									

SUMMER ARRANGEMENT.

Three Daily Lines of Stages will connect with this road for St. Paul, as follows:

First—At Sparta via Black River Falls, Eau Claire, Menominee, Hudson and Stillwater.

Second—At La Crosse via Winona, Redwing, Prescott and Hastings, carrying the Great United States Mail from Chicago, by Milwaukee and La Crosse to St. Paul.

Third—At La Crosse by Chatfield, Rochester, Cannon Falls and Faribault. Tickets good by either of the above Routes. Through Tickets can be obtained at all the principal Ticket Offices in the country.

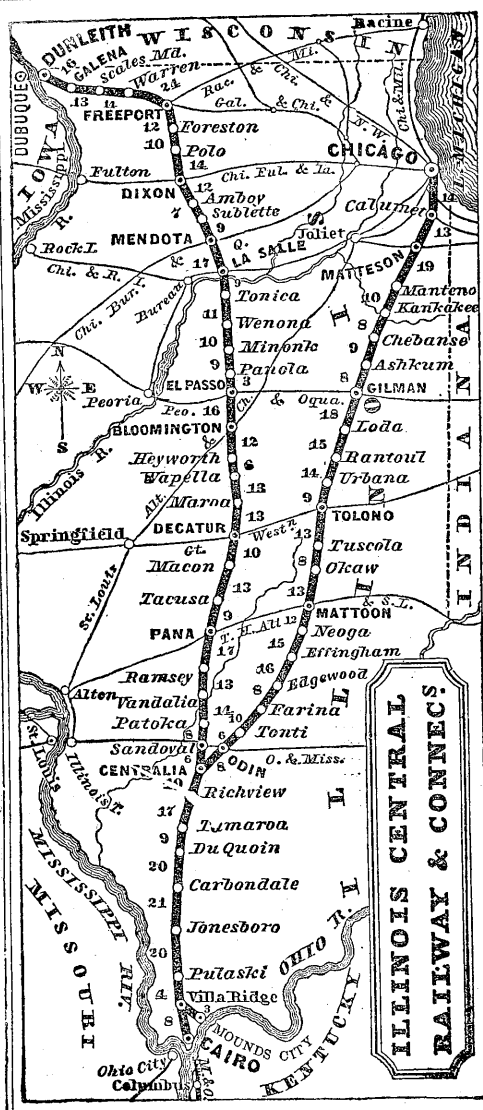
MILWAUKEE & WESTERN RAILWAY.

(Formerly Milwaukee, Watertown & Baraboo Valley Railway.)

S. S. MERRILL, Supt., Milwaukee, Wis.

Stations—Milwaukee, Wauwatosa, Elm Grove, Mil. & Min. Junction, Pewaukee, Hartland, Pine Lake, Oconomowoc, Ixonia, Watertown, Chicago & N. W. Junction, Hubbelton, Waterloo, Hanchettville, Deansville and Sun Prairie. Distance, 71 miles.

A Passenger Train leaves Milwaukee at 4 45 P. M. Returning, leaves Sun Prairie at 6 00 A. M.



GREAT THROUGH MAIL AND PASSENGER ROUTE,

FROM NEW YORK TO NEW ORLEANS, and all Southern Cities,
VIA CHICAGO AND ILLINOIS CENTRAL RAILWAY.

Two Daily Trains leave Chicago from the Great Central Depot morning and evening, upon arrival of the trains from New York, running through to Cairo, without change of cars or baggage, and making direct connections with two daily trains on the *Mobile & Ohio Railway*, for

Trenton, Tenn.,
Jackson, Miss.,
Grenada, Miss.,
Oxford, Miss.,
Vicksburg, Miss.,
Natchez, Miss.,
New Orleans, La.,
Mobile, Ala.,
Canton, Miss.,
Holly Springs, Miss.,
Jackson, Miss.,
Galveston, Tex.,
Houston, Tex.,
San Antonio, Tex.,
Austin, Tex.,
Dallas, Tex.,
Fort Worth, Tex.,
El Paso, Tex.,
Phoenix, Ariz.,
San Diego, Cal.,
Los Angeles, Cal.,
San Francisco, Cal.,
Portland, Ore.,
Seattle, Wash.,
Tacoma, Wash.,
Olympia, Wash.,
Vancouver, B.C.,
Portland, Me.,
Boston, Mass.,
New York, N.Y.

Connections are also made at Cairo with all boats on the Ohio and Mississippi Rivers.

The trains of the Michigan Central, Michigan Southern, and Pittsburg, Fort Wayne & Chicago Railways make direct connections with the Illinois Central Railway at Chicago.

The Northern Route from New York to New Orleans offers to passengers unrivalled inducements; the roads being smooth and well bal-

lasted, and the whole route stocked with fine and spacious saloon cars, drawn by the best locomotive power in the country.

SLEEPING CARS ARE ATTACHED TO ALL NIGHT TRAINS. Superior Eating Houses will be found at suitable distances, where ample time will be allowed for meals.

Tickets good until used, with the privilege of stopping at any point on the route by notifying the Conductor.

THE CHANGES ON THIS ROUTE ARE LESS THAN BY ANY OTHER, and are all made in Union Depot, thus saving a great annoyance and trouble to travellers.

THE TIME BY THIS ROUTE IS QUICKER THAN BY ANY OTHER, being only

28 hours from New York to New Orleans.
77 " " " " " " " " " " " "
77 " " " " " " " " " " " "
60 " " " " " " " " " " " "
50 " " " " " " " " " " " "

THROUGH TICKETS AND BAGGAGE CHECKS to all important points can be obtained at all the principal Railway and Steamboat Offices throughout the United States and Canada.

Fare as low as by any other Route.

W. P. JOHNSON, Gen. Passenger Agent, Chicago.

ILLINOIS CENTRAL RAILWAY.

President.—WM. H. OSBORN, New York City.

W. R. ARTHUR, Gen. Supt., Chicago, Ill.

HON. N. P. BANKS, Resident Director, Chicago, Ill.

ROBERT FORSYTH, Gen. Freight Agent, Chicago, Ill.

W. P. JOHNSON, Gen. Passenger Agent, Chicago, Ill.

J. D. HERRIMAN, Supt. Chicago Div., Centralia, Ill.

JOHN J. SPOULL, General Agent, New York City.

Standard of Time—Chicago time as far as Urbana; from thence by Centralia time. [July 28.

Read down—Chicago to Cairo.				STATIONS.	Read up—Cairo to Chicago.			
Accom.	Express.	Fares.	Miles.		Miles.	Fares.	Express.	Accom.
4 30 P.M.	6 50 A.M.			Live.. Chicago.. Arr.	365	11 10	9 00 P.M.	9 30 A.M.
5 30	7 35	60	14	 Calumet	351	10 65	8 20	8 30
6 05	7 55	95	24	 Thornton	341	10 35	7 57	7 55
6 22	8 06	1 05	28	 Matteson	337	10 25	7 44	7 37
6 27	8 10	1 10	29	 Richton	336	10 20	7 40	7 32
6 45	8 22	1 30	34	 Monee	331	10 05	7 27	7 14
7 10	8 36	1 50	40	 Peotone	325	9 55	7 10	6 50
7 33	8 50	1 75	47	 Manteno	313	9 65	6 52	6 23
8 07	9 12	2 05	56	 Kankakee	309	9 40	6 27	5 55
8 37	9 32	2 35	65	 Chebanse	300	9 10	6 05	5 25
8 55	9 43	2 50	69	 Clifton	296	9 09	5 53	5 07
9 10	9 53	2 65	73	 Ashkum	292	8 55	5 43	4 52
9 38	10 11	2 90	81	 Gilman	284	8 65	5 22	4 23
9 52	10 22	3 00	85	 Onarga	280	8 50	5 12	4 10
10 03	10 23	3 05	88	 Spring Creek	277	8 40	5 04	3 58
10 43	10 55	3 40	99	 Loda	266	8 10	4 32	3 17
10 55	11 06		103	 Paxton	262		4 20	3 03
11 18	11 20	3 60	109	 Pera	256	7 30	4 05	2 42
11 40	11 35	3 30	114	 Rantoul	251	7 65	3 50	2 20
12 30 A.M.	12 05 P.M.			arr } Urbana { live	237	7 20	3 15	1 30
1 10	12 25	3 95	128	live } Urbana { arr	237	7 20	3 10	1 00
1 50	1 00	4 20	137	 Tolono	223	6 95	2 45	12 20 A.M.
2 10	1 20	4 35	143	 Pesotom	222	6 30	2 10	12 00
2 45	1 43	4 60	150	 Tuscola	215	6 55	1 43	11 23
3 20	2 15	4 35	153	 Okaw	207	6 30	1 25	10 47
3 47	2 35	5 05	165	 Milton	200	6 15	1 10	10 20
4 25	3 10	5 30	172	arr } Mattoon { live	193	5 50	12 45	9 40
4 45	3 10			live } Mattoon { arr	193	5 50	12 45	9 10
5 27	3 40	5 65	184	 Neoga	181	5 50	12 15 P.M.	8 30
6 20	4 17	6 10	193	 Effingham	167	5 10	11 39	7 40
6 50	4 34	6 30	205	 Watson	160	4 90	11 27	7 12
7 15	4 50	6 45	209	 Mason	156	4 70	11 07	6 43
7 28	4 53	6 55	214	 Edgewood	151	4 60	11 00	6 35
8 04	5 20	6 30	223	 Farina	142	4 50	10 38	6 00
8 28	5 36	7 00	230	 Kimmunday	135	4 35	10 23	5 36
9 12	6 02	7 30	239	 Tonth	126	4 20	9 58	4 47
9 40	6 15	7 45	244	 Odin	121	4 00	9 45	4 25
10 15	6 40	7 70	252	arr } Centralia { live	113	3 75	9 20	3 50
11 00	7 00			live } Centralia { arr	113	3 75	9 00	3 10
11 45	7 25	8 00	263	 Richview	102	3 50	8 35	2 25
12 02 P.M.	7 35	8 10	277	 Ashley	98	3 35	8 25	2 03
12 37	7 55	8 35	274	 Coloma	91	3 15	8 05	1 33
1 05	8 10	8 50	280	 Tamaroa	85	3 00	7 43	1 05
1 45	8 35	8 75	289	 Du Quoin	76	2 30	7 25	12 25 P.M.
2 40	9 05	9 15	302	 De Soto	63	2 30	6 55	11 30
3 10	9 22	9 35	308	 Carbondale	57	2 10	6 39	11 00
3 50	9 43	9 60	316	 Makanda	49	1 50	6 17	10 20
4 24	10 03		323	 Cobden	42		5 57	9 44
4 52	10 18	10 00	329	 Jonesboro	36	1 35	5 42	9 17
5 52	10 52	10 35	341	 Watsaug	24	95	5 08	8 18
6 10	11 02	10 45	345	 Ullin	20	80	4 53	7 53
6 33	11 15	10 60	349	 Pulaski	16		4 45	7 37
6 53	11 25	10 70	353	 Villa Ridge	12	50	4 35	7 17
7 10	11 35	10 80	357	 Mounds	8	40	4 25	7 00
8 00 P.M.	12 00 P.M.	11 10	365	Arr... Cairo... Live			4 00 A.M.	6 15 A.M.
				Grand Junction..				
				New Orleans...				

For Connections with other Roads, see next page.

For Danleith and Centralia Division, see next page.

ILLINOIS CENTRAL RAILWAY. DUNLEITH AND CENTRALIA DIVISION.

WM. H. OSBORN, Pres., New York City. JOHN C. JACOBS, Supt. Northern Div., Amboy, Ill. [July 23.

STANDARD OF TIME—From Dunleith to Wapella, Amboy Time; from Wapella to Cairo, Centralia Time.

GREAT SOUTHERN AND CENTRAL ROUTE, VIA ILLINOIS CENTRAL RAILWAY.

Two Daily Trains leave Chicago, Cairo and Dunleith, Morning and Evening, connecting with all Lines running South and East, and West, as follows:

At Chicago, with the Michigan Central, Michigan Southern, and Pittsburg, Ft. Wayne & Chicago Railways to and from New York, Boston, Niagara Falls, Buffalo, Cleveland, Detroit, Montreal, Quebec, Portland, Philadelphia, and Baltimore.

At Cairo, with the Mobile & Ohio Railway to and from Jackson, Memphis, Grand Junction, Holly Springs, Oxford, Granada, Canton, Jackson, Vicksburg, Natchez, New Orleans, and Mobile. Also, with the Cairo and New Orleans Railway Line of Steamers to and from all points on the Lower Mississippi River.

At Odessa and Sandover, with the Ohio & Mississippi Railway to and from St. Louis, Louisville, Cincinnati, Wheeling, Pittsburg, Philadelphia, Washington, and Baltimore.

At Mattoon and Peoria, with Terre Haute, Alton & St. Louis Railway, to and from Alton, St. Louis, St. Joseph, T. Haute, Indianapolis, Pittsburg, Wheeling, Baltimore, Washington, & Philadelphia.

At Tolono and Decatur, with the Great Western (Ill.) Railway, to and from Springfield, Jacksonville, Naples, Hannibal, Quincy, St. Joseph, Lafayette, Toledo, Pittsburg, and Philadelphia.

At Gliman and El-Paso, with the Peoria & Okanwa Railway, to and from Peoria, Galesburg, Burlington, and Quincy.

At Matteson, with Joliet & Northern Indiana Railway, to and from Joliet and Lake.

At La Salle, with Chicago & Rock Island Railway, to and from Chicago, Peoria, Rock Island, Davenport, Muscatine, and Iowa City.

At Mendota, with Chicago, Bur. & Quincy R'way.

At Dixon, with Chicago, Ful. & Iowa Cent. R'way.

At Freeport, with the Galena & Chicago Union and Racine & Mississippi Railways, to and from Chicago, Elgin, Belvidere, Rockford, Beloit, Janesville, Madison, Racine, and Milwaukee.

At Warren, with Mineral Point Railway to and from Darlington and Mineral Point.

At Dunleith, with a daily line of first-class U.S. Mail Steamers to and from Prairie du Chien, Lacrosse, Hudson, Prescott, St. Paul, and St. Anthony.

At Dubuque, with the Dubuque & Pacific Railway, to and from Manchester, Nottingham, Cedar Falls, and all points in Central Iowa.

GOING SOUTH.

Read Downward.

GOING NORTH.

Read Upward.

Pass.	Pass.	Mis.	STATIONS.		Mis.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.
6 15	6 00		 Dunleith	455		8 50	8 00
6 45	6 30	8	Menominee.....	447		8 25	7 40
7 15	7 00	16	 Galena	439		7 55	7 15
7 35	7 25	22	Council Hill.....	432		7 25	6 53
7 55	7 45	29	Scalps' Mound.....	426		6 55	6 37
8 22	8 14	37	Apple River.....	418		6 23	6 12
8 42	8 35	45	 Warren	412		6 00	5 55
8 52	8 47	46	Nora.....	409		5 45	5 45
9 13	9 15	54	Lena.....	401		5 13	5 20
9 33	9 32	59	Eleroy.....	396		4 45	5 05
10 05	10 10	67	 Freeport	388		4 20	4 40
10 35	10 46	79	Foreston.....	376		3 30	3 53
10 45	11 00	84	Haldane.....	371		3 15	3 46
10 57	11 14	89	Polo.....	366		3 00	3 33
11 12	11 32	96	Woosung.....	359		2 40	3 17
11 23	11 52	103	 Dixon	352		2 20	2 53
12 00	12 40	115	Amboy.....	340		1 45	2 30
12 22	1 05	122	Sublette.....	333		1 18	2 03
12 50	1 35	131	 Mendota	324		12 50	1 35
1 35	2 18	141	Coal Track.....	311		12 05	12 32
1 50	2 30	147	 La Salle	308		11 55	12 20
2 25	3 03	156	Tonica.....	299		11 27	11 48
3 07	3 42	167	Wenona.....	288		10 57	11 10
3 47	4 20	177	Minonk.....	278		10 25	10 35
4 18	4 43	186	Panola.....	269		10 00	10 05
4 40	5 10	189	El-Paso.....	266		9 50	9 50
4 53	5 23	194	Kappa.....	261		9 28	9 20
5 08	5 40	198	Hudson.....	257		9 15	9 05
5 35	6 05	207	 Bloomington	248		8 50	8 35
6 05	6 37	219	Heyworth.....	236		8 18	8 00
6 45	7 10	225	 Wapella	230		8 00	7 40
7 05	7 23	230	Clinton.....	226		7 25	7 05
7 42	7 46	238	Maroa.....	217		6 37	6 33
8 55	8 23	251	 Decatur	204		5 35	5 53
9 46	8 53	261	Macon.....	194		4 43	5 20
10 15	9 10	266	Moawequa.....	189		4 15	5 03
10 55	9 32	274	Assumption.....	181		3 35	4 33
12 00	10 00	283	Pana.....	172		2 50	4 10
12 35	10 20	290	Oconee.....	165		2 15	3 47
1 25	10 47	300	Ramsey.....	155		1 25	3 15
2 27	11 23	313	 Vandalia	142		12 12	2 35
3 00	11 42	319	Shobonier.....	136		11 38	2 15
3 40	12 04	327	Patoka.....	128		10 55	1 50
4 30	12 32	337	Sandoval.....	118		10 03	1 20
5 P.M.	12 50	343	 Centralia	112		9 30	1 A.M.
12 00	8 00	455	 Cairo	0		4 00	6 15
NIGHT	P. M.		ARRIVE	LEAVE		A. M.	A. M.

Through Fare, to Centralia, \$10 40; to Cairo, \$13 10. Way Fares, about 3 cents per mile.

 Elegant Sleeping Cars are attached to all Night Trains. Baggage checked to all important points.

THROUGH TICKETS for sale at Chicago, and the principal Stations on the Line; also, at all the principal Railway and Steamboat Offices throughout the United States and Canadas.

W. P. JOHNSON, Gen. Pass. Agent, Chicago.

W. R. ARTHUR, Gen. Supt., Chicago.

CHICAGO, BURLINGTON & QUINCY RAILWAY.

JOHN VAN NORTWICK, Pres., Chicago, Ill. C. G. HAMMOND, Supt., Chicago, Ill. H. HITCHCOCK, Asst. Supt.,
Galesburg, Ill. C. W. MEAD, Asst. Supt., Quincy, Ill. SAM'L POWELL, Gen. Ticket Agent.

Standard of Time—CLOCK AT GALENA DEPOT, CHICAGO.

[April 15.]

Chicago to E. Bur. and Quincy.					Quincy to Chicago.				
Pass.	Exp.	Mail.	Fares.	Miles.	STATIONS.	Miles.	Mail.	Exp.	Pass.
P. M.	P. M.	A. M.			LEAVE ARRIVE		P. M.	A. M.	A. M.
4 50	8 45	8 45		9	Chicago, C. Depot ¹	268	6 00	7 15	10 25
6 00	9 25	9 30		30	 Harlem	259	5 20	6 35	9 30
7 16	10 12	10 20		36	 Junction ²	238	4 20	5 45	8 05
7 36	10 25	10 33		43	 Batavia	232	4 03	5 32	7 36
8 00	10 40	10 50		44	 Aurora	225	3 45	5 15	7 00
	10 43	10 54		47	 West Aurora	224	3 42	5 12	
	10 52	11 03		51	 Oswego	221	3 32	5 03	
	11 00	11 12		57	 Bristol	217	3 22	4 55	
	11 14	11 29		61	 Plano	211	3 05	4 41	
	11 24	11 41		64	 Sandwich	207	2 53	4 30	
	11 33	11 50		71	 Romanauk	204	2 44	4 22	
	11 43	12 07		77	 Leland	197	2 27	4 07	
	12 04	12 25		88	 Earl	191	2 09	3 50	
	12 33	12 55		97	ar) Mendota (ar	180	1 49	3 20	
	12 58	1 49		104	 Arlington	171	1 15	3 15	
	1 16	2 00		109	 Malden	164	12 52	2 47	
	1 32	2 15		116	 Princeton	159	12 35	2 26	
	1 43	2 32		122	 Wyanet	152	12 09	2 08	
	2 05	2 45		128	 Buda	146	11 47	1 31	
	2 22	3 05		136	 Nepouset	140	11 32	1 14	
	2 43	3 27		144	 Kewanee	132	11 12	12 53	
	3 04	3 50		152	 Galva	124	10 50	12 32	
	3 23	4 10		156	 Altona	116	10 30	12 13	
	3 33	4 17		160	 Oneida	112	10 19	12 02	
	3 45	4 34		168	 Wataga	103	10 07	11 50	
	4 05	4 55		168	 Galesburg	100	9 45	11 30	
	4 20	5 15		169	 Galesburg	42	9 20	11 00	
	4 43	5 40		177	 Cameron	33	8 52	10 31	
	5 09	6 01		184	 Monmouth	26	6 30	10 03	
	5 29	6 21		191	 Young America	19	8 10	9 48	
	6 04	6 56		202	 Oquawka Junction	8	7 36	9 11	
	6 30	7 20		210	East Burlington ⁴	0	7 10	8 45	
				285	Bur. & Miss. R. R.				
					 Ottumwa ⁵				
	4 20	5 10		168	 Galesburg	100	9 30	11 15	
	4 47	5 38		178	 Abingdon	91	9 04	10 43	
	5 06	5 56		184	 St. Augustine	85	8 46	10 30	
	5 17	6 08		188	 Avon	81	8 35	10 17	
	5 26	6 16		191	 Prairie City	77	8 27	10 10	
	5 43	6 32		197	 Bushnell	72	8 10	9 48	
	5 56	6 45		201	 Bardolph	67	7 57	9 40	
	6 17	7 03		209	 Macomb	60	7 37	9 19	
	6 34	7 23		215	 Colchester	54	7 20	9 01	
	6 41	7 31		217	 Tennessee	51	7 13	8 54	
	6 57	7 47		223	 Colmar	45	6 57	8 37	
	7 10	8 00		227	 Plymouth	41	6 45	8 24	
	7 22	8 12		231	 Augusta	37	6 34	8 12	
	7 39	8 29		233	 La Prairie	30	6 17	7 54	
	8 02	8 55		240	 Camp Point	22	5 55	7 31	
	8 15	9 09		251	 Coatsburg	17	5 42	7 17	
	8 22	9 16		254	 Paloma	14	5 27	7 10	
	8 30	9 26		257	 Fowler	11	5 27	7 00	
	8 36	9 31		259	 Cliola	9	5 22	6 55	
	9 00	9 55		263	 Quincy ⁶	0	5 00	6 30	
				473	Ham. & St. Jos. R. R.				
					 St. Joseph ⁷				
P. M.	A. M.	P. M.			ARRIVE LEAVE		A. M.	P. M.	A. M.

MISSISSIPPI & WABASH RAILWAY.—Stations: Warsaw, Hamilton and Keokuk. Oakwood, Ellettsburg and Carthage. Trains leave Warsaw at 7 00 A. M. and 4 30 P. M. Connecting at Oakwood with Eastern Railway, and at Ellettsburg with Chicago, Burlington & Quincy Railway for Chicago, and all points East. Returning, leave Carthage at 9 00 A. M. and 4 30 P. M. Connecting at Ellettsburg with Eastern Railway, and at Warsaw with Chicago, Burlington & Quincy Railway for Chicago, and all points East.

Through Fare to East Burlington, \$6 00; to Quincy, \$8 00. Way Fare, 3 cents per mile.

Stages for all points in Kansas, Nebraska and Western Missouri.

4 Connects with Burlington & Missouri River Railway, p. 225.
5 Connects with Western Stage Company.
6 Connects with Quincy & Palmyra Railway.
7 Connects with Hannibal & St. Joseph Railway, p. 234.

1 Connects at Chicago with Michigan Central Railway, p. 133;
2 Connects at Chicago with Michigan Central Railway, p. 175; and Pittsburgh, Fort Wayne & Chicago Railway, p. 171.
3 Connects with Steamboats sailing from Chicago.
4 Connects with Galena & Chicago Union Railway, p. 154.
5 Connects with Illinois Central Railway, p. 130.

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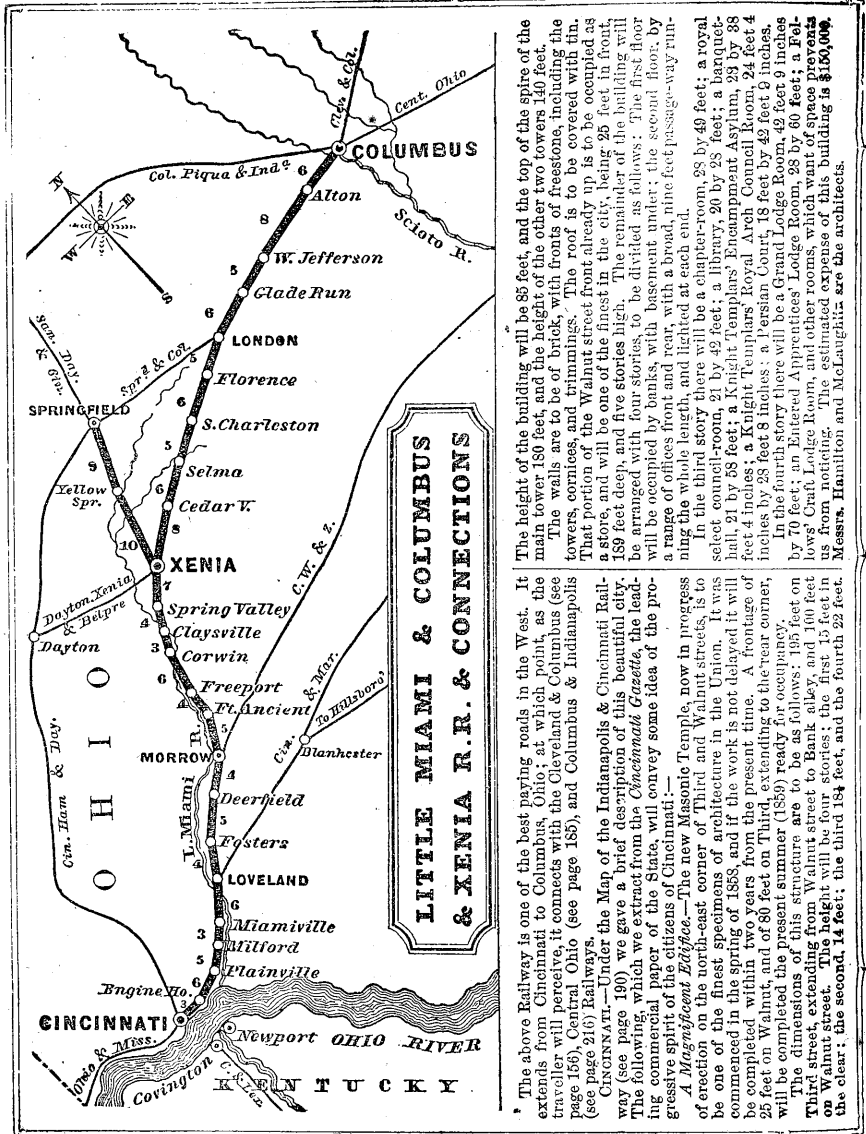
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* The above Railway is one of the best paying roads in the West. It extends from Cincinnati to Columbus, Ohio; at which point, as the traveler will perceive, it connects with the Cleveland & Columbus (see page 156), Central Ohio (see page 185), and Columbus & Indianapolis (see page 216) Railways.

CINCINNATI.—Under the Map of the Indianapolis & Cincinnati Railway (see page 190) we gave a brief description of this beautiful city. The following, which we extract from the *Cincinnati Gazette*, the leading commercial paper of the State, will convey some idea of the progressive spirit of the citizens of Cincinnati:—

A Magnificent Edifice.—The new Masonic Temple, now in progress of erection on the north-east corner of Third and Walnut streets, is to be one of the finest specimens of architecture in the Union. It was commenced in the spring of 1858, and if the work is not delayed it will be completed within two years from the present time. A frontage of 25 feet on Walnut, and of 80 feet on Third, extending to the rear corner, will be completed the present summer (1859) ready for occupancy.

The dimensions of this structure are to be as follows: 195 feet on Third street, extending from Walnut street to Bank alley, and 100 feet on Walnut street. The height will be four stories; the first 15 feet in the clear; the second, 14 feet; the third 13½ feet, and the fourth 22 feet.

The height of the building will be 85 feet, and the top of the spire of the main tower 180 feet, and the height of the other two towers 140 feet. The walls are to be of brick, with fronts of freestone, including the towers, cornices, and trimmings. The roof is to be covered with tin. That portion of the Walnut street front already up is to be occupied as a store, and will be one of the finest in the city, being 25 feet in front, 159 feet deep, and five stories high. The remainder of the building will be arranged with four stories, to be divided as follows: The first floor will be occupied by banks, with basement under; the second floor, by a range of offices front and rear, with a broad, nine feet passage-way running the whole length, and lighted at each end.

In the third story there will be a chapter-room, 28 by 49 feet; a royal select council-room, 21 by 42 feet; a library, 20 by 25 feet; a banquet-hall, 21 by 63 feet; a Knight Templars' Encampment Asylum, 23 by 38 feet 4 inches; a Knight Templars' Royal Arch Council Room, 23 feet 4 inches by 28 feet 8 inches; a Persian Court, 18 feet by 42 feet 9 inches.

In the fourth story there will be a Grand Lodge Room, 42 feet 9 inches by 70 feet; an Entered Apprentices' Lodge Room, 28 by 60 feet; a Fellows' Craft Lodge Room, and other rooms, which want of space prevents our from noticing. The estimated expense of this building is \$100,000. Messrs. Hamilton and McLaughlin are the architects.

LITTLE MIAMI, AND COLUMBUS & XENIA RAILWAYS.

Little Miami Railway—W. M. H. CLEMENT, Pres., Cincinnati. } **E. W. WOODWARD**, Supt., Cincinnati, O.
Col. & Xenia Railway—JOSEPH R. SWAN, Pres., Columbus. } **P. W. STRADER**, Gen. Ticket Ag't, Cincinnati.

Trains run by Columbus Time.

[June 10.]

Cincinnati to Columbus.						Columbus to Cincinnati.									
Night Exp.	Xenia Acc.	Col. Acc.	Mail Acc.	Cin. Exp.	Frs.	Mls.	STATIONS.		Mls.	Frs.	Xenia Acc.	Col. Acc.	Cin. Exp.	Mail Acc.	Night Exp.
P. M.	P. M.	P. M.	A. M.	A. M.			LEAVE	ARRIVE			A. M.	A. M.	P. M.	A. M.	A. M.
10 07	6 00	8 50	9 00	7 00			..Cincinnati ¹ ..	120 3 25	8 00	10 05	4 30	2 00	5 25		
	6 15	4 05	9 15	7 15			...Engine House...	117	7 45	9 49	4 15	1 44			
	6 33	4 25	9 34		30	9	...Plainville...	111 3 25	7 26	9 34					
	6 43	4 35	9 43		45	14	...Milford...	106 3 25	7 15	9 23			3 52		
	6 53	4 47	9 55		50	17	...Miamiville...	103 3 00	7 05	9 15					
							...Branch Hill...								
	7 12	5 07	10 13	7 56	70	23	...Loveland ² ..	97 2 30	6 51	9 02	3 27	12 56			
	7 23	5 19	10 24		27		...Foster's...	93	6 34	8 43	3 12				
	7 34	5 30	10 35		95	32	...S. Lebanon...	88 2 30	6 23	8 37	3 01				
	7 45	5 41	10 46	8 25	1 10	36	...Morrow...	83 2 50	6 09	8 25	2 52	12 21			
	8 00	5 56	11 01		1 20	41	...Fort Ancient...	79 2 35	5 56	8 08	2 36				
	8 07	6 03	11 03		1 35	45	...Freeport...	75 2 25	5 49	8 01	2 23				
	8 22	6 16	11 21		1 50	51	...Corwin...	69 2 10	5 35	7 49	2 16	11 49			
	8 37	6 31	11 36		1 50	54	...Claysville...	66 2 00	5 23	7 38					
	8 41	6 35	11 40		1 75	58	...Spring Valley...	62 1 75	5 19	7 34	2 00	11 34			
1 20	8 55	6 49	11 54	9 20	1 95	65	Arr. Xenia ³ L've	55 1 30	5 05	7 20	1 46	11 20	2 06		
		6 55		9 30	1 95	65	...Xenia.....	19 55		7 10	1 40				
		7 35		10 10	2 25	75	...Yellow Springs...	9 30		6 42	1 00				
		8 05		10 40	2 50	84	...Springfield ⁴ ..			6 20	12 35				
1 25		7 05	11 59	9 25	1 95	65	L've. Xenia. Arr.			7 05	1 41	11 15	2 01		
1 44		7 20	12 16		2 15	73	...Cedarville...	47 1 40		6 48	1 24	10 58			
		7 35	12 29		2 35	79	...Selma...	41 1 20		6 35		10 45			
		7 47	12 40		2 50	84	...S. Charleston...	36 1 10		6 23	1 01	10 33			
			12 51			90	...Florence...	20							
2 29		8 15	1 07	10 17	2 35	95	...London ⁵ ...	25 75		6 01	12 39	10 11	12 59		
					3 00	101	...Glade Run...	19 55							
		8 37	1 27	10 35	3 15	106	...West Jefferson...	14 40		5 33	12 13	9 43			
		8 50	1 40		3 21	114	...Alton...	6 20		5 20		9 30			
3 20		9 10	2 00	11 03	3 25	120	...Columbus ⁶ ...			5 00	11 40	9 10	12 00		
A. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE	LEAVE			A. M.	A. M.	P. M.	P. M.	NIGHT

¹ For Railways diverging from Cincinnati, see p. 206.

² Junction of Marietta & Cincinnati Railway, p. 206.

³ Junction of Dayton, Xenia & Belpre Railway, *below*.

⁴ Connects with Sandusky, Dayton & Cincinnati Railway, p. 173.

⁵ Junction of Springfield & Columbus Railway, *below*.

⁶ Connects with Cleveland, Colum. & Cincinnati Railway, p. 167.

SPRINGFIELD & COLUMBUS RAILWAY.

JOHN B. FRISH, Pres. & Supt., and
J. C. BUXTON, Agent, Springfield, Ohio.
[Aug. 19.]

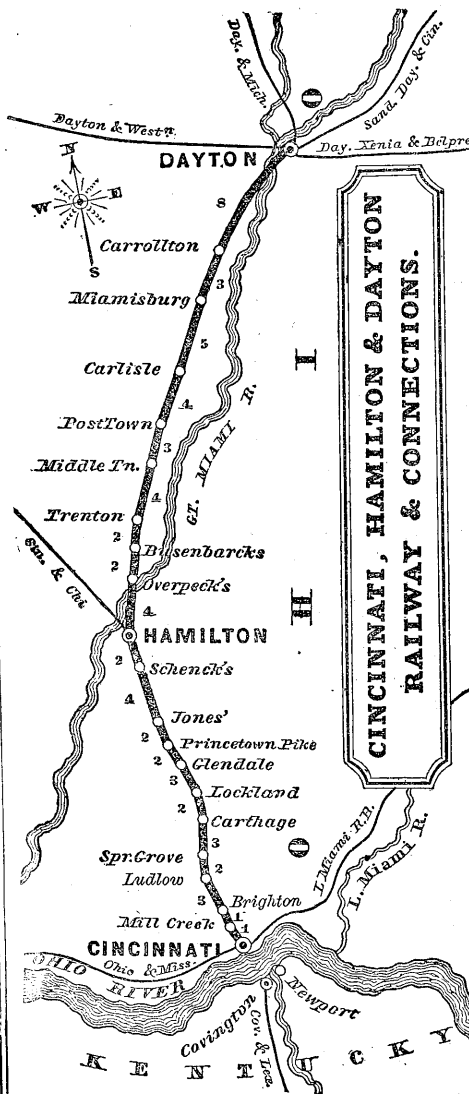
Exp.	M	STATIONS.	M	Exp.
A. M.		L'VE	ARR.	P. M.
9 00		...Springfield	45	2 10
9 30	11	...Plattsburg	34	1 30
10 00	20	...London	25	1 00
11 30	45	...Columbus.		11 40
A. M.		ARR.	L'VE	A. M.

Connects with Lit. Miami R'way.

DAYTON, XENIA AND BELPRE RAILWAY.

SIMON GEBHART, Pres., Dayton, O. J. DURAND, Supt., Cincinnati, O.
O. S. PEASE, Train Master.
[June 10.]

Xenia to Dayton.					Dayton to Xenia.				
Exp.	Acc.	Exp.	Frs.	Mls.	STATIONS.	Mls.	Exp.	Acc.	Exp.
P. M.	A. M.	A. M.			LEAVE	ARRIVE			
1 55	7 10	2 06			...Xenia.....	16	11 52	6 44	1 20
2 05	7 24		4		...Frost's.....	12	11 39	6 34	
2 10	7 30		6		...Harpine.....	10	11 34	6 28	1 07
			8		...Shoup's.....	8			
			10		...Hawker's.....	6			
			16		...Dayton.....		10 55	5 45	12 30
2 45	8 10	2 55	50		ARRIVE	LEAVE			
P. M.	A. M.	A. M.					A. M.	P. M.	A. M.



The above railway passes through a rich and beautiful section of country. It is a well built road, each and every officer connected with it acting as if its success depended upon his individual effort. To the energetic and enterprising spirit of its President, assisted by the Board of Directors, who are all practical business men, does this road owe its success.

CINCINNATI.—Although we have given sketches of this important city in different parts of the Guide, yet much more remains to be said, which we feel assured will be of use to the traveler. There are few cities of the Union which has more natural advantages in every respect. It has one of the finest rivers in the world, fronting its railways and canals, and extending in every direction for thousands of miles. This city has a direct railway communication with Albany, Lake Port, New York, Baltimore, and Philadelphia. West and North-west, with Indianapolis, St. Louis, St. Paul, St. Pauls, Fort du Lac, St. Joseph, Mo.; South, with Lexington and Louisville, Ind.; in Texas, Savannah, and New Orleans, Memphis, Montgomery, Mobile, Canton, Savannah, and New Orleans. It has already and is daily extending within its walls all which its natural advantages so richly affords it to. Seven miles from the city, upon the Miami River, is Spring Grove Cemetery, the home of the dead. The grounds are varied and extensive. It would be difficult to

conceive of any place possessing more natural attractions—it being one of the most picturesque and beautiful burial plots any where to be found. The citizens have displayed much taste in the arrangement of the grounds; and we know of no spot which can be visited with more pleasure and profit than Spring Grove Cemetery.

HAMILTON, capital of Butler County, is located on both sides of the Miami River, 25 miles from Cincinnati, and 90 miles south-west from Columbus, the capital of the State. It is in the centre of a rich, fertile, and populous district of country, and possesses many advantages in a manufacturing point of view, which has rendered it one among the important cities in the State. A few years since a hydraulic canal was completed here, by which a fall of 23 feet has been secured, furnishing a water-power equal to 166 pair of stones. The city contains a beautiful court-house, jail, &c., several large flouring-mills, cotton and woolen factories, wholesale stores, and churches of various denominations. Since the year 1853 Russell has become a part of Hamilton, or, in other words, the two cities are united in one. Population (1859) about 12,000.

MIAMISBURG, Montgomery Co., is a thriving village on the Miami River, eleven miles from Dayton. Miamisburg has several churches, a good hotel, and a large iron foundry. Population in 1859, about 3,000. Want of space prevents us from making any remarks here in reference to Dayton, but which will be noticed in some other part of the Guide.

CINCINNATI, HAMILTON & DAYTON RAILWAY.

S. S. L'HOMMEDIEU, President, Cincinnati, O.

D. McLAREN, Superintendent, Cincinnati, O.

P. W. STRADER, Gen. Ticket, Cincinnati, O.

TRAINS RUN BY COLUMBUS TIME.

[August 8.]

Cincinnati to Dayton.										Dayton to Cincinnati.									
Columbus Express.	Hamilton Accom.	Richmond & Chic. Exp.	Day, Tol. & San. Exp.	Rich., Ind. & Chic. Exp.	San., Toledo & Chic. Mail.	Fares.	Miles.	STATIONS.		Miles.	Columbus Express.	Hamilton Accom.	Chicago Express.	Day, Tol. & San. Exp.	Chi. Day & San. Exp.	Toledo & Day. Exp.	Hamilton Accom.		
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			LEAVE	ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
10*07	7 00	6 00	4 15	7 30	6 00			... Cincinnati...	60	5 25	6 30	8 00	10 13	8 15					
	7 05	6 05	4 20	7 34	6 05		1	... O. & M. Junction.	59		6 25	7 55	10 08	8 10					
	7 10	6 08	4 23	7 37	6 07		2	... Brighton...	58		6 22	7 53	10 05	8 07					
	7 25	6 18	4 33	7 45	6 15		5	... Ludlow...	55		6 12	7 43	9 53	7 57					
	7 33	6 23	4 38				7	... Spring Grove...	53		6 04	7 38							
	7 47	6 28	4 44	7 55	6 25		10	... Carthage...	50		5 56	7 33	9 45	7 47					
	7 58	6 34	4 50	8 00	6 30		12	... Lockland...	48		5 50	7 28	9 40	7 42					
	8 12	6 45	5 00	8 07	6 40		15	... Glendale...	45		5 40	7 20	9 33	7 35					
		6 50	5 05				17	... Princetown Pike.	43			7 15							
	8 33	6 55	5 10	8 15	6 50		19	... Jones'...	41		5 30	7 10	9 23	7 25					
11 07	9 00	7 10	5 25	8 28	7 00		23	... Schenck's...	37			7 00							
			5 37		7 05		25	... Hamilton...	35	4 18	5 15	6 50	9 08	7 10					
			5 42		7 15		29	... Overpeck's...	31										
11 35			5 47		7 20		31	... Busenbark's...	29					8 52	6 50				
			5 57		7 25		33	... Trenton...	27					8 47	6 45				
			6 05		7 35		37	... Middletown...	23	8 52				8 37	6 35				
			6 17		7 42		40	... Poast Town...	20					8 27	6 25				
			6 25		7 53		44	... Carlisle...	16					8 18	6 15				
			6 35		8 05		49	... Miamisburg...	11					8 05	6 00				
12 30			6 53		8 12		52	... Carrollton...	-8					7 53	5 52				
					8 27		60	... Dayton...			13 00			7 35	5 35				
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.			ARRIVE	LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.

* Daily, except Saturdays.

† Daily, except Mondays.

All other trains daily, Sundays excepted.

Cincinnati, Hamilton & Dayton Railway.

SUMMER ARRANGEMENT.

TRAINS RUN THROUGH TO RICHMOND, LIMA, SANDUSKY AND DELAWARE, WITHOUT CHANGE OF CARS.

On and after Thursday, Aug. 8th, *Six Daily Trains* leave Sixth-street Depot, as per Time Table above.

Connections are made as follows:—At *Dayton*, with Dayton & Michigan Railway for Troy, Piqua, At *Richmond*, with Indiana Central Railway for Indianapolis, Lafayette, Chicago, Terre Haute, St. Louis, and all Western cities. Also with Cincinnati and Chicago R'way for Anderson, Kokomo and Peru, Sidney, Lima, &c. Also with Greenville & Miami R'way for Greenville, Union, Winchester and Muncie.

For Cleveland and Pittsburg, via Delaware, make close connections at Crestline for Pittsburg, Baltimore, Philadelphia, and New York; and at Cleveland for Dunkirk, Buffalo, Boston and New York.

Through Tickets for all Eastern, Western, Northern and Northwestern Cities.

D. McLAREN, Supt.

CINCINNATI, EATON & RICHMOND RAILWAY.

—, Pres. D. M. Morrow, Supt., Cincin., Ohio.

Exp	Mail	Mls.	STATIONS.		Mls.	Acc.	Mail
No Time Table received.			LEAVE	ARRIVE			
		25	... Cincinnati ¹	70			
		32	... Hamilton ²	45			
		36	... Seven Mile...	38			
		39	... Collinsville...	34			
		45	... Somerville...	31			
		47	... Camden...	26			
		53	... Barnes's...	24			
		60	... Eaton...	17			
		70	... Florence...	10			
			... Richmond ³				
			ARRIVE	LEAVE			

¹ Railways diverging from Cincinnati, see p. 205.² Connects with Cin., Ham & Dayton R'way, above.³ " " Cin. & Chicago Railway.

" " Indiana Central Railway.

CINCINNATI & INDIANAPOLIS JUNCTION RAILWAY.—W. H. MILLER, Pres. & Supt., Cincinnati.

Stations—Hamilton, Hanover, McGonigles, Rogersville, Ogletown, Oxford, McDonalds and College Corner.

Trains leave Hamilton at 7 10 A. M. and 4 55 P. M., arriving at College Corner 8 25 A. M. and 6 05 P. M.

Leave Col. Corner at 8 45 A. M. and 6 30 P. M., arr. at Hamilton 10 A. M. and 7 43 P. M. Distance, 20 miles.

INDIANAPOLIS & CINCINNATI RAILWAY.

H. C. LORD, Pres. and Supt., Cincinnati, O. J. W. MILLS, Asst. Supt., Indianapolis, Ind. W. H. L. NOBLE, Gen. Ticket Agent, Indianapolis. GEO. L. BARRINGER, Gen. Freight Agent; and SIDNEY RICE, Gen. Agent, Cincinnati, Ohio. [May 20.]

[ADVERTISEMENT.]

GREAT WESTERN ROUTE.

Indianapolis and Cincinnati Short Line Railway, VIA LAWRENCEBURG.

*No Change of Cars to Indian-
apolis.*

Three Passenger Trains leave Cincinnati daily, from the foot of Mill and Front streets, as follows:
5 35 A. M., Chicago Mail, arrives at Indianapolis 10 25 A. M.

11 50 A. M., Terre Haute and Lafayette Accom., arrives at Indianapolis at 4 35 P. M., making direct connections at Indianapolis with Terre Haute trains and Indianapolis and Lafayette trains for Decatur, Springfield, Naples, Quincy, Hannibal, and St. Joseph; also with Peru trains for Peru, Fort Wayne, and Toledo.

4 50 P. M., Chicago Exp., arrives at Indianapolis 9 30 P. M., and Chicago next morning.

This train connects at Indianapolis with Terre Haute trains for all points West and North-west.

Returning Trains, leave Indianapolis—

First—5 40 A. M., Accom., arrives at Cincinnati 10 30 A. M.

Second—11 00 A. M., Mail, arrives at Cincinnati 3 50 P. M.

Third—6 45 P. M., Chicago Exp., arrives at Cincinnati 11 20 P. M.

Sleeping Cars are attached to all the night trains on this line, and run through to Chicago without change of cars.

This is exclusively a Western and North-Western Route, and with favorable and reliable arrangements with all connecting Roads throughout the entire West, guarantees unusual care and the amplest accommodation to the patrons of this line.

Be sure you are in the right Ticket Office before you purchase your Tickets, and ask for Tickets via Lawrenceburgh and Indianapolis.

J. W. MILLS, Asst. Supt.

Cincin. to Indianapolis.

Chic. Exp.	Acc.	Chic. Mail.	Fares.	Miles.
P. M.	A. M.	A. M.		
4 50	11 50	5 35		
			25	2
			35	10
			45	14
			17	
5 46	12 45	6 30	70	20
5 51	12 52	6 37		
6 08	1 10	6 53	95	28
6 25	1 27	7 10	1 15	34
6 37	1 38	7 22	1 30	39
6 42	1 45	7 27	1 40	41
6 48	1 50	7 32	1 45	43
7 05	2 05	7 50	1 55	46
7 12	2 12	8 00	1 60	49
7 27	2 26	8 13	1 50	55
7 31	2 31	8 18	1 55	57
7 38	2 37	8 25	2 00	60
7 48	2 46	8 35	2 10	64
7 50	2 59	8 47	2 25	70
8 02	3 10	8 59	2 40	75
8 12	3 16	9 05	2 50	77
8 22	3 23	9 12		
8 31	3 32	9 22	2 70	84
8 45	3 47	9 37	2 95	91
8 53	3 57	9 47	3 05	95
9 07	4 00	9 50	3 15	96
9 11	4 04	9 54	3 20	98
9 08	4 13	10 03	3 30	102
9 15	4 20	10 11	3 40	105
9 30	4 35	10 25	3 50	110
P. M.	P. M.	A. M.		

STATIONS.

LEAVE	ARRIVE
Cincinnati	110 3 50
Storrs	108 3 50
Culloms	105
Delhi	100 3 20
North Bend	96 3 05
Gravel Pit	93
O. & M. Junc.	
Lawrenceburg	90 2 80
Newtown	89
Gulford	82 2 60
Harmans	76 2 40
Van Waddens	71 2 25
Sunman	69 2 15
Spades	67 2 10
Morris	64 2 00
Batesville	61 1 95
New Point	55 1 75
Smith's Crossing	53 1 70
McCoy's	50 1 65
Greensburg	46 1 50
Adams	40 1 30
St. Paul	35 1 10
Waldron	33 1 00
Prescott	30
Shelbyville	26 80
Fairland	19 60
London	15 50
Brookfield	14 45
Acton	12 40
Gallaudet	8 30
Poplar Grove	5 25
Indianapolis	
ARRIVE	LEAVE

Indianap. to Cincinnati.

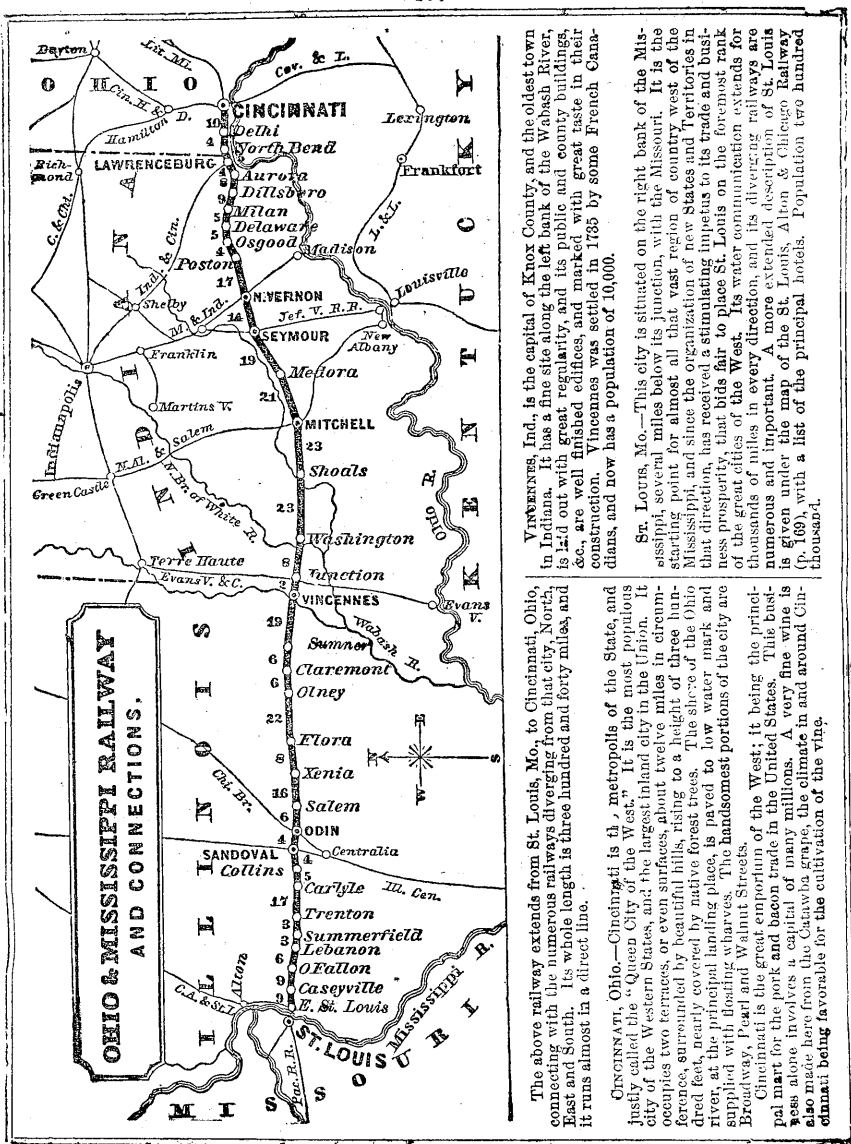
Miles.	Fares.	Acc.	Mail.	Chic. Exp.
		A. M.	P. M.	P. M.
110	3 50	10 30	3 50	11 20
108	3 50			
105				
100	3 20			
96	3 05			
93				
90	2 80	9 35	2 56	10 25
89		9 27	2 48	
82	2 60	9 10	2 32	
76	2 40	8 51	2 18	
71	2 25	8 39	2 03	
69	2 15	8 33	1 57	
67	2 10	8 27	1 50	
64	2 00	8 20	1 42	9 25
61	1 95	8 00	1 27	
55	1 75	7 45	1 13	
53	1 70	7 40	1 08	
50	1 65	7 33	1 01	
46	1 50	7 24	12 51	8 25
40	1 30	7 12	12 37	8 23
35	1 10	7 00	12 25	8 18
33	1 00	6 55	12 20	8 05
30		6 48	12 12	7 58
26	80	6 38	12 03	7 48
19	60	6 23	11 47	7 32
15	50	6 15	11 37	7 22
14	45	6 11	11 33	7 19
12	40	6 07	11 28	7 14
8	30	5 59	11 20	7 05
5	25	5 52	11 12	6 57
		5 40	11 00	6 45
		A. M.	A. M.	P. M.

PERU & INDIANAPOLIS RAILWAY.

J. D. DEFREES, Pres.; D. MACY, Gen. Agent and Supt.; C. B. ROBINSON, Asst. Supt.; T. P. HAUGHEY, Gen. Ticket Agent; L. N. ANDREWS, Gen. Freight Agent, Indianapolis, Ind. [June 17.]

Exp.	Mail.	Frs.	Mis.	STATIONS.	Mis.	Mail.	Exp.
P. M.	A. M.			LEAVE	ARRIVE		
9 40	11 05			Indianapolis	75	9 00	8 30
10 08	11 32	25	6	James	69	8 36	8 03
10 18	11 41	40	11	Castleton	64	8 27	2 54
10 35	11 54	60	17	Britton's	58	8 12	2 39
10 48	12 06	75	22	Noble'sville	53	8 01	2 28
11 10	12 26	1 00	23	Cicero	47	7 39	2 06
11 28	12 39	1 20	34	Buena Vista	41	7 24	1 48
11 45	12 53	1 35	39	Tipton	36	7 10	1 33
12 09	1 11	1 60	46	Sharpsville	29	6 50	1 14
12 21	1 20	1 70	49	Fairfield	26	6 40	12 59
12 38	1 32	1 85	54	Kokomo	21	6 25	12 42
1 18	2 24	2 20	63	Miami	12	5 35	12 06
1 55	2 55	2 50	74	Peru	1	5 05	11 35
2 00	3 00	2 50	75	T. W. & W. R. R.		5 00	11 30
A. M.	P. M.			ARRIVE	LEAVE	A. M.	A. M.

1 Connects with the Toledo, Wabash & Western Railway, p. 224.



OHIO & MISSISSIPPI RAILWAY.

B. L. M. BARLOW, President, New York. H. D. BACON, Vice-President, St. Louis. G. B. McCLELLAN, Gen. Supt. W. F. BIDDLE, Supt. Eastern Div. A. H. LEWIS, Asst. Supt. Eastern Div. T. LOVER, Gen. Ticket Agent, St. Louis, Mo. E. F. FULLER, Gen. Agent of Eastern Div., Cincinnati. Feb. 24.

Cincinnati to St. Louis.					St. Louis to Cincinnati.						
Exp.	Acc.	Mail.	Fares.	Miles.	STATIONS.		Miles.	Fares.	Mail.	Acc.	Exp.
P. M.	P. M.	A. M.			LEAVE	ARRIVE			P. M.	P. M.	A. M.
7 50	4 30	7 30		2	...Cincinnati...	340	\$10 00	9 50	1 00	8 00	
	4 40	7 50		5	...Storrs...	338			12 50	7 50	
	4 48			10	...Culloms...	335			12 40		
8 23	5 03	8 12		14	...Delhi...	330		9 08	12 24	7 28	
8 35	5 13	8 22		18	...North Bend...	326		8 55	12 12	7 17	
8 47	5 23	8 31		21	...Gravel Pit...	322		8 47	12 02		
				21	I. & C. R. R. Junc.	319			11 52		
8 59	5 35	8 41		25	Lawrenceburg	319		8 35	11 50	7 00	
9 10	5 47	8 53		27	...Aurora...	315		8 22	11 35	6 50	
9 20	5 57	9 00		33	...Cochran...	313		6 17	11 30	6 45	
	6 15	9 18		38	...Dillsborough...	307		7 57	11 08	6 23	
9 55	6 35	9 38		40	...Moore's Hill...	300		7 41	10 51	6 06	
	6 42	9 45		42	...Milan...	298		7 35	10 43	6 00	
10 10	6 50	9 52		45	...Pierceville...	295		7 28	10 36		
	6 55	9 59		47	...Delaware...	293		7 23	10 30	5 43	
10 27	7 10	10 15		52	...Osgood...	288		7 10	10 15	5 35	
	7 25	10 27		56	...Poston...	284		6 59	9 59	5 24	
10 45	7 33	10 35		62	...Holton...	282		6 52	9 52	5 17	
	7 45	10 46		66	...Nebraska...	278		6 42	9 41	5 07	
11 04	7 55	10 57		73	Butlerville	274		6 32	9 30	4 58	
11 23	8 16	11 16		79	North Vernon	267		6 15	9 12	4 40	
	8 34	11 35		87	Hardenbergh	261		5 58	8 53		
12 00	9 00	12 15		87	Seymour*	253		5 55	8 30	4 00	
12 26		12 44		98	Brownstown	242		4 58		3 35	
		12 52		101	Velonia	239		4 50			
12 47		1 05		106	Medora	234		4 38		3 16	
1 07		1 28		114	Fort Ritner	226		4 17			
		1 50		121	Scottville	219		3 58			
1 45		2 10		127	Mitchell	218		3 45		2 24	
2 05		2 25		132	Georgia	208		3 25		2 05	
		2 55		142	Willow Valley	198		3 55		1 40	
2 50		3 16		150	Shoals	190		3 38		1 22	
3 15		3 38		158	Logoootee	182		2 38		1 02	
3 54		4 17		173	Washington	167		1 44		12 28	
4 45		5 05		191	Junc. E. & C. R. R.	149		1 00		11 40	
5 00		5 20		192	Vincennes*	148		12 55		11 35	
5 22		5 45		201	Lawrenceville	139		12 19		11 07	
5 35		6 00		206	Bridgeport	134		12 05		10 55	
5 47		6 12		211	Sumner	129		11 56		10 41	
5 55		6 18		218	Hadley	127		11 50		10 34	
6 05		6 30		217	Claremont	123		11 40		10 25	
6 40		6 45		223	Olney*	117		11 25		10 10	
7 03		7 08		231	Noble	109		11 05		9 45	
7 20		7 25		235	Clay City	102		10 47		9 26	
7 40		7 45		245	Flora	95		10 30		9 10	
8 02		8 07		253	Xenia	87		10 12		8 46	
8 20		8 30		260	Middleton	80		9 55		8 30	
8 44		8 44		269	Salem	71		9 33		8 04	
9 20		9 00		275	Odin	65		9 20		7 48	
9 30		9 12		279	Sandoval	61		9 06		7 20	
10 06		9 50		293	Carlyle	47		8 34		6 40	
10 25		10 12		301	Breese	39		8 12		6 18	
10 50		10 36		310	Trenton	30		7 51		5 54	
10 56		10 44		313	Summerfield	27		7 43		5 37	
11 05		10 54		316	Lebanon	24		7 37		5 20	
11 20		11 08		322	O'Fallon	18		7 20		4 57	
11 40		11 25		331	Caseyville	9		7 00		4 35	
12 00		11 50	\$10 00	340	East St. Louis			6 40			
NOON.	P. M.	P. M.			ARRIVE	LEAVE			A. M.	A. M.	P. M.

Way fares, about 3 cents per mile.

Way fares, 3 cents per mile.

Standard of Time—Clock at Cincinnati Depot.

At North Vernon—Crossing of Madison & Indianapolis (p. 236).
At Mitchell—Crossing of New Albany & Salem (p. 237).
At Odin & Sandoval—Crossing of Illinois Central (pp. 189, 190).
At St. Louis—Crossing of St. Louis & Chicago.
At Alton & Terre Haute, Alton & St. Louis (p. 201).
At Alton & St. Louis (p. 177).
At Pacific (p. 212).
At Iron Mountain (p. 217).
At North Missouri (p. 219) and Belleville & Uniontown (p. 207).

At Cincinnati—Chicago (p. 205), Cineta, Ham, & Dayton (p. 192), Cin. and Wilm. & Zanesville (p. 206), Cleveland, Col. & Cin. (p. 167), Cineta, Eaton & Richmond (p. 195), Kentucky Central (p. 227), Little Miami (p. 193), and Marietta & Cincinnati (p. 206).
At Lawrenceburg—Indianapolis & Cincinnati (p. 197).

Way fares, 3 cents per mile.

Standard of Time—Clock at Cincinnati Depot.

At North Vernon—Crossing of Madison & Indianapolis (p. 236).

At Mitchell—Crossing of New Albany & Salem (p. 237).

At Odin & Sandoval—Crossing of Illinois Central (pp. 189, 190).

At St. Louis—Terre Haute, Alton & St. Louis (p. 207), Chicago,

Alton & St. Louis (p. 177), Pacific (p. 217), St. Louis &

Iron Mountain (p. 217), North Missouri (p. 219) and Belle-

ville & Illinois (p. 207).

RAILWAY CONNECTIONS.

At Cincinnati—Cincinnati (p. 205), Cincinnati, Ham & Day-

ton (p. 205), Cincinnati (p. 205), Cincinnati (p. 205),

Cincinnati (p. 205), Cincinnati (p. 205), Cincinnati (p. 205),

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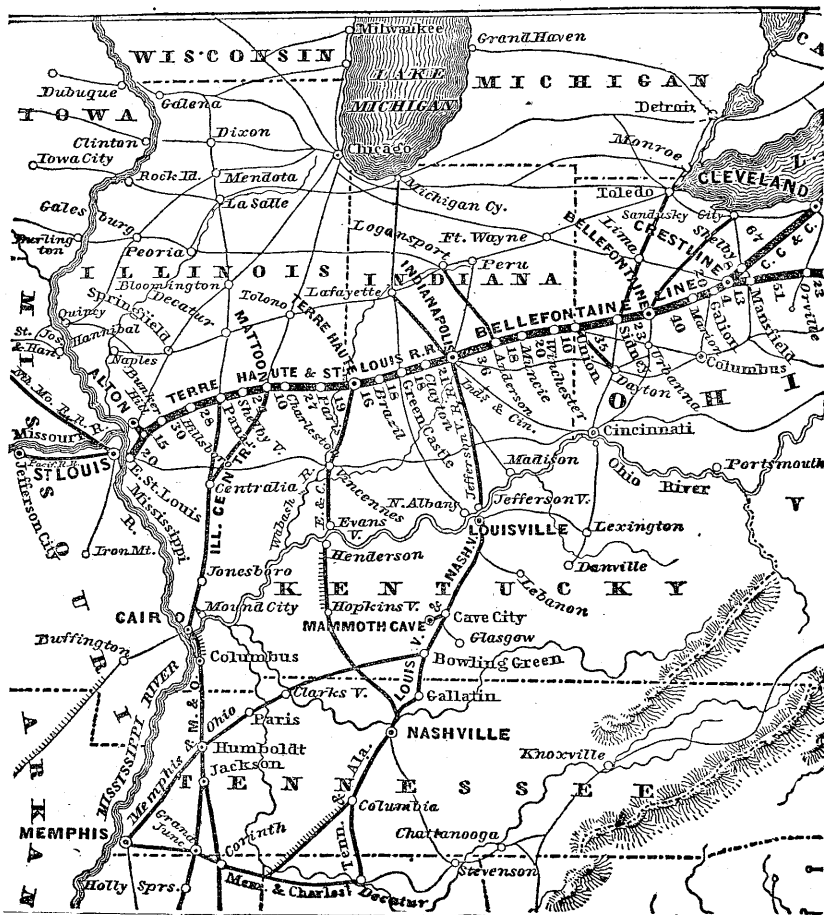
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BELLEFONTAINE LINE, AND TERRE HAUTE & ST. LOUIS RAILWAY, AND THEIR CONNECTIONS.



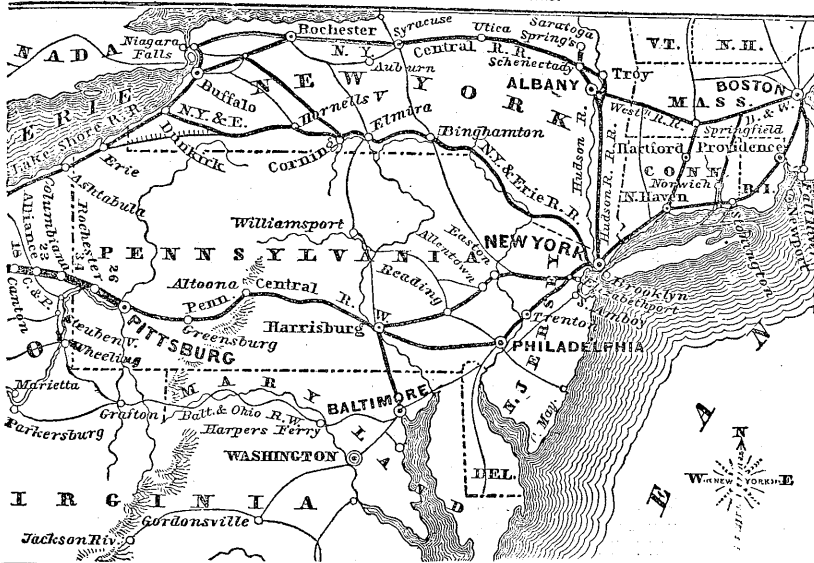
THROUGH ROUTE CONDENSED TIME TABLES.

FOR EXPRESS PASSENGER TRAINS EASTWARDsee page 202.

FOR EXPRESS PASSENGER TRAINS WESTWARD " " 202.

FOR EXPRESS FREIGHT TRAINS WESTWARD " "

N. Y. CENTRAL, N. Y. & ERIE, AND PENN. CENTRAL RAILWAYS, AND THEIR CONNECTIONS.



RATES OF FIRST-CLASS FARE

Between the principal Eastern, Western, and Southern Cities of the United States, by the BELLEFONTAINE LINE, and TERRE HAUTE & ST. LOUIS RAILWAY, and their Connections.

The rates of First Class Fare between the points named are the same East and West. Second Class Tickets are sold between most of the points named, at a reduction of about 35 per cent. from First Class Rates.

Passengers by this Route should ask for Tickets via Crestline and Indianapolis over the "BELLEFONTAINE LINE."

From	CREST- LINE	OLIVE- LAND	DUNKIRK	BUFFALO	NIAGARA FALLS	ALBANY	PITT- BURG	BALT- MORE	PHILA- DELPHIA	NEW YORK	BOSTON
Crestline		\$2 25	\$6 15	\$7 25	\$7 75	\$13 25	\$5 65	\$12 75	\$13 25	\$16 25	\$18 25
Bellefontaine	\$2 00	4 25	8 15	9 25	9 75	15 25	17 25	14 25	15 25	18 25	20 25
Indianapolis	6 25	8 50	12 40	13 50	14 00	19 50	11 50	17 50	19 50	22 50	24 50
Lafayette	7 20	9 25	12 90	14 00	14 50	20 00	12 85	19 00	20 00	23 00	25 00
Louisville	8 25	10 00	13 90	15 00	15 50	21 00	12 50	19 00	21 00	24 00	26 00
Mammoth Cave	13 00	14 75	18 65	19 75	20 25	25 75	17 25	23 75	25 75	28 75	30 75
Nashville	15 25	17 00	20 90	22 00	22 50	28 00	19 50	25 50	27 50	30 00	32 00
Terre Haute	8 50	10 75	14 65	15 75	16 25	21 75	13 75	19 75	21 75	24 75	26 75
Vincennes	10 75	13 00	16 90	18 00	18 50	24 00	16 00	22 00	24 00	27 00	29 00
Evansville	12 50	14 50	18 40	19 50	20 00	25 50	17 00	23 50	25 50	28 50	30 50
Madison	10 50	12 75	16 65	17 75	17 75	23 75	15 75	21 75	23 75	26 75	28 75
Pana.	11 95	14 20	18 10	19 20	19 20	25 20	17 20	22 65	24 65	27 65	29 65
Alton	14 00	16 25	20 15	21 25	21 25	27 25	18 75	25 25	27 25	30 25	32 25
St. Louis	14 75	17 00	20 90	22 00	22 00	28 00	19 50	26 00	28 00	31 00	33 00
Jefferson City	19 75	22 00	25 90	27 00	27 00	33 00	24 50	31 00	33 00	36 00	38 00
Kansas City	26 25	28 75	32 40	33 50	33 50	39 50	31 75	38 50	39 50	42 50	44 50
Leavenworth	26 15	28 25	31 90	33 00	33 00	39 00	31 25	38 00	34 00	43 00	44 00
St. Joseph	24 15	26 25	29 90	31 00	31 00	37 00	29 25	36 00	37 00	40 00	42 00
Cairo	14 75	17 00	20 90	22 00	22 00	28 00	19 50	25 00	27 00	30 00	32 00
Memphis	21 25	23 50	27 40	28 50	28 50	34 50	26 00	32 00	34 50	38 00	40 00
New Orleans	34 75	37 00	40 90	42 00	42 00	48 00	39 50	43 00	45 00	48 00	50 00

BELLEFONTAINE RAILWAY LINE.—Condensed Time Tables.

For Map of this Line, see pages 200 & 201.

Bellefontaine Line.—JOHN BROUGH, Pres. & Gen. Supt., Indianapolis, Ind. GEO. LOVIS, Passenger Ag't.
Terre Haute & Richmond Railway.—E. J. PECK, Pres. and Supt. CHAS. WOOD, Gen. Ticket Agent.
T. Haute & St. Louis Railway.—W. D. GRISWOLD, Pres. & Gen. Supt. H. Q. SANDERSON, Gen. Tkt. Ag't.

THROUGH ROUTE WESTWARD.

NEW YORK CENTRAL ROUTE.

	No. 1.	No. 2.
Leave Boston, via Bost. & Wor. R. R.	8 30 A.M.	3 00 P.M.
Leave Springfield, via Western R. R.	12 10 P.M.	6 25 "
Arrive at Albany	4 55 P.M.	10 25 P.M.
Leave New York, via Hud. Riv. R. R.	7 00 A.M.	5 00 P.M.
Albany	12 10 P.M.	10 45 "
" Niagara Falls	5 20 "	8 00 A.M.
Arrive at Buffalo	10 00 "	9 30 "
Arrive at Cleveland, via Lake Shore R. R.	4 33 A.M.	4 20 P.M.
Arrive at Crestline	8 40 A.M.	8 40 P.M.

NEW YORK AND ERIE ROUTE.

Leave N. York, via N. Y. & Erie R. R.	7 00 A.M.	5 00 P.M.
Elmira	5 05 P.M.	3 57 A.M.
Arrive at Dunkirk	11 50 "	11 15 "
Arrive at Cleveland, via Lake Shore R. R.	4 38 A.M.	4 20 P.M.
Arrive at Crestline	8 40 A.M.	8 40 P.M.

PENNSYLVANIA CENTRAL ROUTE.

Leave New York, via Philadelphia.	7 00 A.M.	6 00 P.M.
" Philadelphia	11 20 "	10 20 "
Arrive at Harrisburg	3 30 P.M.	2 25 A.M.
Leave New York, via Allentown		8 00 P.M.
Arrive at Harrisburg		2 30 A.M.
Leave Harrisburg	3 35 P.M.	2 35 A.M.
" Pittsburg	12 35 A.M.	12 10 P.M.
Arrive at Crestline	8 00 A.M.	7 30 P.M.

BELLEFONTAINE RAILWAY LINE.

Leave Crestline	9 10 A.M.	9 30 P.M.
" Indianapolis	8 20 P.M.	6 05 A.M.
" Terre Haute	11 20 "	9 00 "
" Mattoon	1 50 A.M.	11 15 "
Arrive at St. Louis	8 00 "	5 15 P.M.
Arrive at Cairo	10 45 "	10 45 "
" Columbus, Ky.	12 45 P.M.	12 45 A.M.
" Jackson, Tenn.	5 15 "	5 15 "
" Canton, Miss.	7 15 A.M.	7 15 P.M.
Arrive at New Orleans	6 15 P.M.	6 15 A.M.

JEFFERSONVILLE AND LOUISVILLE AND NASHVILLE RAILWAYS.

Leave Indianapolis	6 00 P.M.	6 00 A.M.
" Louisville	12 00 "	12 00 M.
Arrive at Nashville	9 20 A.M.	9 00 P.M.
" Clarksville	9 00 "	9 00 "
" Humboldt	4 35 P.M.	4 35 A.M.
Arrive at Memphis	9 00 "	9 30 "
Arrive at New Orleans	6 15 P.M.	6 15 A.M.

Sleeping Cars are run on all Night Trains between New York, Memphis, St. Louis and New Orleans.

Passengers going West and South by this route, should ask for tickets via Crestline and Indianapolis, over the Bellefontaine Line.

THROUGH ROUTE EASTWARD.

NEW ORLEANS TO CRESTLINE.

	No. 1.	No. 2.
Leave N. Orleans, via N. O. & J. R. R.	6 30 A.M.	6 30 P.M.
" Canton, Miss.	5 30 P.M.	5 30 A.M.
" Jackson, Tenn., via Miss. Central	7 30 A.M.	7 30 P.M.
" Columbus, Ky., via M. & O. R. R.	12 45 P.M.	12 45 A.M.
" Cairo, via Ill. Central R. R.	4 00 "	4 00 "
Arrive at Mattoon	12 50 A.M.	12 55 P.M.
Leave St. Louis	6 45 P.M.	7 30 A.M.
" Alton Junction	7 41 "	8 25 "
Arrive at Mattoon	12 50 A.M.	12 40 P.M.
Leave Mattoon	12 55 A.M.	1 20 P.M.
" Terre Haute	3 15 "	3 55 "
Arrive at Indianapolis	5 40 A.M.	6 35 P.M.
" Crestline	1 05 P.M.	5 45 A.M.

LOUISVILLE AND NASHVILLE, AND JEFFERSONVILLE ROUTE.

Leave Memphis, via Mem. & O. R. R.	5 00 A.M.	4 00 P.M.
" Humboldt	8 45 "	9 05 "
" Clarksville, via Mem. Br. of L. & N.	4 00 P.M.	5 00 A.M.
" Nashville, via Lou. & Nash. R. R.	5 10 "	5 30 "
" Louisville, via Jeff. R. R.	11 20 "	1 30 P.M.
" Jeffersonville, via Jeff. R. R.	12 20 A.M.	2 30 "
Arrive at Indianapolis	5 20 A.M.	8 10 P.M.
" Crestline	1 05 P.M.	5 45 A.M.

NEW YORK AND ERIE ROUTE.

Leave Crestline, via L. Shore R. R.	1 15 P.M.	5 55 A.M.
" Cleveland	4 05 "	9 25 "
" Dunkirk, via N. Y. & Erie R. R.	9 15 "	3 25 P.M.
" Elmira	3 50 A.M.	10 41 "
Arrive at New York	2 10 P.M.	8 38 A.M.
" Boston	12 10 A.M.	9 00 P.M.

NEW YORK CENTRAL ROUTE.

Leave Crestline, via L. Shore R. R.	1 15 P.M.	5 55 A.M.
" Cleveland	4 05 "	9 25 "
" Buffalo, via N. Y. Central R. R.	10 55 P.M.	5 00 P.M.
" Albany	9 10 A.M.	4 00 A.M.
Arrive at New York	2 30 P.M.	9 00 A.M.
" Boston, via Western R. R.	4 45 P.M.	2 30 P.M.

PENNSYLVANIA CENTRAL ROUTE.

Leave Crestline, via P., F. & C.	5 15 P.M.	6 40 A.M.
" Pittsburg	12 30 A.M.	4 10 P.M.
" Harrisburg	9 20 "	1 15 A.M.
Arrive at Philadelphia	9 20 "	5 10 "
" New York	6 30 P.M.	10 30 A.M.
Leave Harrisburg, via Allentown	9 30 A.M.	
Arrive at New York	4 00 P.M.	
" Boston	5 00 A.M.	9 00 P.M.

Sleeping Cars are run on all Night Trains between New Orleans, Memphis, St. Louis, and New York.

Passengers going North and East by this route, should ask for tickets via Indianapolis and Crestline, over the Bellefontaine Line.

For Connections with other Roads, see Map on pages 200 & 201.

CINCINNATI AND CHICAGO

AIR-LINE RAILWAY.

THROUGH DISTANCE TO CHICAGO, 280 MILES.

FORTY-TWO MILES SHORTER THAN ANY OTHER ROUTE.

Through Time, 10 Hours.

FARE REDUCED TO \$8 50.

NEW SLEEPING CARS ON ALL NIGHT TRAINS.

Passenger Trains leave the Cincinnati, Hamilton & Dayton Depot at 7 30 A. M. and 6 00 P. M., and run through to Chicago without change of Passenger or Baggage Cars, in less time than by any other route.

For all information, and Through Tickets, please apply at the offices, southeast corner of Front and Broadway; west side of Vine street, between the Post-Office and the Burnet House; No. 7 and 9 West Third street; Sixth street Depot, and 169 Walnut street.

Freight Trains leave Cincinnati at 6 00 P. M., and run direct through, without re-billing or transshipment.

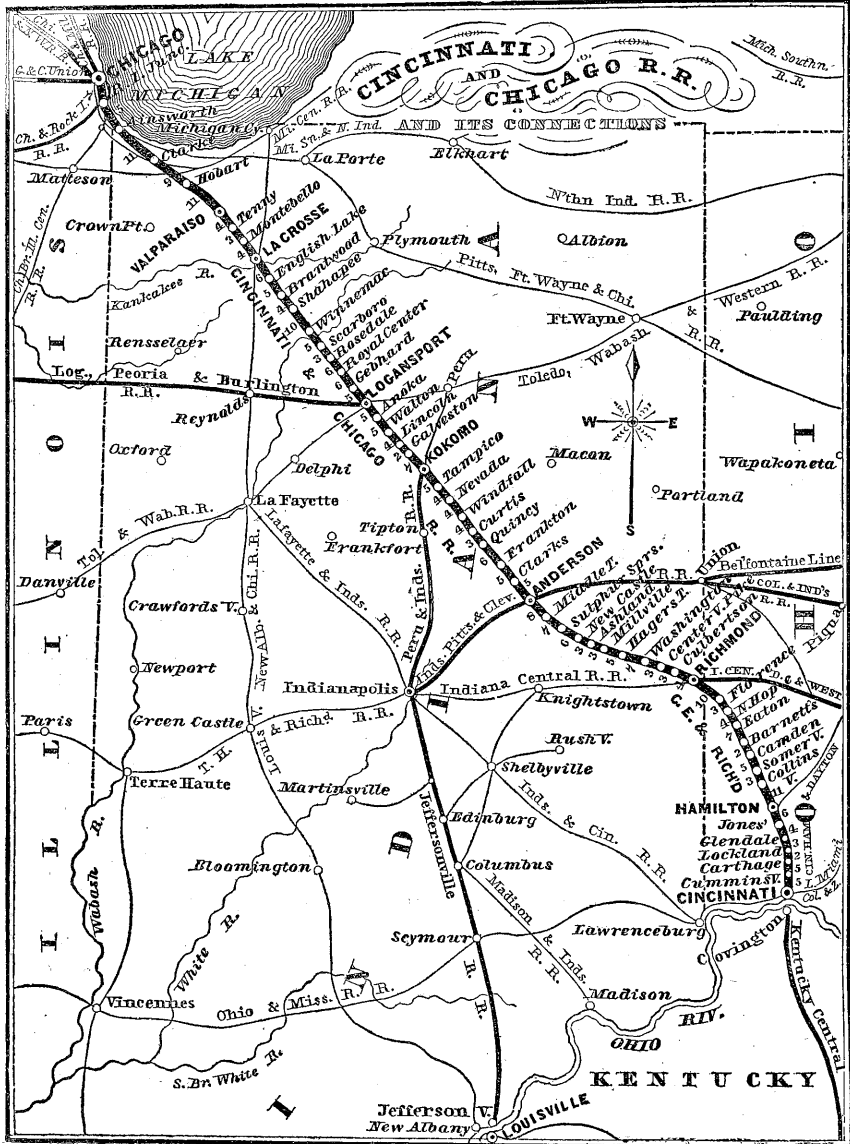
JOHN BRANDT, Jr.,
Superintendent, Richmond, Ind.

C. E. FOLLETT,
Gen. Ticket Agent, Richmond, Ind.

S. W. CHAPMAN,
Gen. Freight Agent, Walnut street, Cincinnati, O.

— **MOORE,** Agent, Sherman House, Chicago, Ill.

For Map and Time Table of this Route, see pages 204 & 205.



CINCINNATI & CHICAGO AIR-LINE RAILWAY.

WM. D. JUDSON, President, New York City.

JOHN BRANDT, Jr., Supt., Richmond, Ind.

CHAS. E. FOLLETT, Gen. Ticket Agent, Richmond, Ind.

S. W. CHAPMAN, Gen. Freight Agent, 130 Walnut street, Cincinnati, O.

[August 1.

CINCINNATI TO CHICAGO.

STATIONS.	Miles.	Fares.	Mail.	Exp.
TRAINS LEAVE				
Cincinnati ¹			A. M.	P. M.
Hamilton.....	23		7 30	6 00
Richmond ²	70		8 30	7 05
Culbertson.....	74	25	10 15	9 00
Centerville Pike.....	77	35	10 26	9 13
Washington.....	80	45	10 34	9 21
Walnut Level.....	84	55	10 40	9 30
Hagerstown.....	87	65	10 48	9 39
Millville.....	92	80	11 05	9 49
Ashland.....	95	90	11 17	10 00
New Castle.....	93	1 00	11 19	10 10
Ball's Crossing.....	103	1 15	11 20	10 19
Sulphur Springs.....	105	1 25	11 31	10 30
Honey Creek.....	108	1 35	11 35	10 36
Middletown.....	111	1 45	11 43	10 45
Sly Fork.....	115	1 55	11 50	10 55
Anderson ³	119	1 70	11 59	11 04
Clarks.....	125	1 90	12 12	11 16
Frankton.....	129	2 05	12 28	11 31
Quincy.....	133	2 20	12 40	11 44
Curtis.....	137	2 40	12 53	11 56
Windfall.....	141	2 50	1 15	12 21
Nevada.....	145	2 60	1 25	12 31
Tampico.....	149	2 70	1 35	12 41
Kokomo ⁴	153	2 85	1 50	12 56
Galveston.....	160	3 10	2 07	1 15
Lincoln.....	163	3 20	2 15	1 20
Walton.....	166	3 30	2 25	1 30
Anoka.....	171	3 45	2 38	1 45
Logansport ⁵	176	3 60	2 50	1 58
Gebhard.....	181	3 75	3 03	2 12
Royal Centre.....	187	3 90	3 20	2 30
Rosedale.....	192	4 05	3 35	2 45
Scarboro ⁶	195	4 20	3 42	2 52
Winnemac.....	201	4 35	3 53	3 09
Ripley.....	204	4 45	4 10	3 20
Shakapee.....	211	4 55	4 25	3 36
Brandtwood.....	216	4 65	4 38	3 50
English Lake.....	220	4 75	4 50	4 04
La Crosse ⁶	225	4 85	5 04	4 15
Montebello.....	229	4 95	5 11	4 25
Tenney.....	233	5 05	5 20	4 35
Valparaiso ⁷	237	5 10	5 29	4 45
Chicago ⁸	280		7 20	6 45
TRAINS ARRIVE.				
			P. M.	A. M.

CHICAGO TO CINCINNATI.

STATIONS.	Miles.	Fares.	Mail.	Exp.
TRAINS LEAVE				
Chicago ⁸			A. M.	P. M.
Valparaiso ⁷	43		6 25	8 00
Tenney.....	47		8 10	9 45
Montebello.....	51		8 21	10 00
La Crosse ⁶	55		8 31	10 10
English Lake.....	60		8 41	10 20
Brandtwood.....	64		8 55	10 30
Shakapee.....	69		9 05	10 45
Ripley.....	75		9 21	10 59
Winnemac.....	79		9 37	11 15
Scarboro ⁶	85		9 50	11 25
Rosedale.....	88		10 06	11 44
Royal Centre.....	93		10 16	11 50
Gebhard.....	99		10 29	12 05
Logansport ⁵	104		10 45	12 22
Anoka.....	109		11 00	12 35
Walton.....	114		11 14	12 50
Lincoln.....	117		11 26	1 00
Galveston.....	120		11 36	1 10
Kokomo ⁴	127		11 44	1 15
Tampico.....	131		12 00	1 31
Nevada.....	135		12 15	1 45
Windfall.....	139		12 25	1 55
Curtis.....	143		12 32	2 04
Quincy.....	147		12 53	2 25
Frankton.....	151		1 05	2 36
Clarks.....	155		1 19	2 46
Anderson ³	161		1 45	3 00
Sly Fork.....	165		2 00	3 13
Middletown.....	169		2 10	3 21
Honey Creek.....	172		2 19	3 29
Sulphur Springs.....	175		2 26	3 35
Ball's Crossing.....	177		2 31	3 41
New Castle.....	182		2 45	3 53
Ashland.....	185		2 53	4 00
Millville.....	188		3 00	4 07
Hagerstown.....	193		3 12	4 20
Walnut Level.....	196		3 21	4 28
Washington.....	200		3 30	4 37
Centerville Pike.....	203		3 38	4 45
Culbertson.....	206		3 45	4 52
Richmond ²	210		3 55	5 00
Hamilton.....	235		6 45	
Cincinnati ¹	280		8 00	
TRAINS ARRIVE.				
			P. M.	A. M.

Through Fare between Cincinnati and Chicago, \$3 50.

The 8 00 p. m. train from Chicago runs daily, Saturdays excepted.
All other trains daily, Sundays excepted.

A discount of ten cents allowed on the above Fares when tickets are purchased before taking seats in the cars.

1. Connects with Railways diverging from Cincinnati.
2. Connects with the Cincinnati, Eaton & Richmond Railway, and through it with the Cincinnati, Ham. & Dayton R'way to and from Cincinnati.
3. Con. with Ind. Central and Day. & West'n R'way.
3. Connects with Bellefontaine Railway Line.
4. Connects with Peru & Indianapolis Railway.

5. Connects with Logansport, Peoria & Bur. Railway.
5. Junction with Toledo & Wabash Railway.
6. Crossing of Louisville, N. Alb. & Chicago R'way.
7. Connects with Pittsburg, Ft. Wayne & Chicago Railway, over which trains of the above line are run to Chicago.
8. Connects with Railways diverging from Chicago.

For Advertisement of this Line, see page 203.

MARIETTA & CINCINNATI RAILWAY.

NOAH L. WILSON, Pres., and J. DURAND, Supt.
JOHN FOLLETT, Gen. Ticket Agent, Chillicothe, O.
WM. NASH, Master of Trains,

TRAINS RUN BY CINCINNATI TIME. [Nov. 26.]

Cincinnati to Marietta.

Marietta to Cin.

Exp.	Mail.	Frs.	Mls.	STATIONS.	Mail.	Exp.
				LEAVE ARRIVE		
P. M.	A. M.				P. M.	A. M.
10 45	9 40			... Cincinnati ¹	7 00	6 58
11 14	10 11	30	9	... Plainville....	6 29	
11 24	10 22	40	14	... Milford....	6 19	
	10 29	50	17	... Miamiville....	6 12	
11 50	10 49	70	23	... Loveland....	5 57	5 58
	11 14	1 00	32	Gosh. & Wil. Pike	5 28	
12 34	11 38	1 20	39	... Blanchester ²	5 10	5 05
	11 58	1 45	48	... Martinsville....	4 46	
1 18	12 17	1 55	55	... Vienna....	4 27	4 22
	12 31	1 50	59	... Lexington....	4 14	
1 36	12 37	1 50	61	... Leesburg....	4 08	4 08
	12 45	1 55	65	... Munroe....	4 00	
2 02	1 03	2 20	72	... Greenfield....	3 48	3 38
	1 14	2 30	76	... Lyndon....	3 32	
	1 32	2 50	83	... Frankfort....	3 15	
3 10	2 25	2 50	96	... Chillicothe....	2 42	2 35
	2 43	3 15	104	... Schooley's....	2 08	
	2 54	3 25	108	... Londonderry....	1 57	
	3 18	3 50	116	... Raysville....	1 39	
	3 26	3 55	121	... Cin. Furnace....	1 28	
4 20	3 41	3 50	126	... Hamden ³	1 13	1 18
	3 57	3 50	130	... McArthur....	1 01	
	4 09	4 05	134	... Vinton Furnace....	12 50	
4 55	4 21	4 15	138	... Zaleski....	12 38	12 38
	4 38	4 30	142	... Big Sand Furnace....	12 26	
	4 59		144	... Marshville....	12 01	
5 54	5 20	4 50	150	... Athens....	11 38	11 38
6 18	5 39	4 75	157	... Warren's....	11 20	11 15
6 27	5 53	4 90	163	... New England....	11 06	11 01
6 46	6 12	5 00	166	... Big Run....	10 47	10 42
7 03	6 23	5 15	171	... Cutler....	10 30	10 25
7 30	6 56		178	... Vincent's....	10 05	10 00
7 52	7 12	5 50	183	... Tunnel....	9 43	9 38
8 12	7 32	5 50	189	... Scott's Landing....	9 20	9 15
8 30	7 50	5 50	192	... Marietta ⁴	9 05	9 00
8 42	8 05	5 50	196	... Belpre....	8 55	8 50
A. M.	P. M.			ARRIVE LEAVE	A. M.	P. M.

An Extra Train leaves Cincinnati for Chillicothe at 8 30 P. M. Returning, leaves Chillicothe at 5 50 A. M.

HILLSBORO' BRANCH.

Trains leave Blanchester 11 35 A. M. and 5 30 P. M., arrive at Hillsboro' 1 00 & 6 45 P. M. Leave Hillsboro' 7 00 A. M. and 3 30 P. M., arr. at Blanchester 8 25 A. M. and 5 00 P. M. Distance, 20 miles. Fare, 60 cents.

¹ Railways diverging from Cincinnati.—Cincinnati & Chicago, p. 205; Cincinnati, Hamilton & Dayton, p. 195; Cin., Wilm. & Zanesville, p. 206; Cleveland, Col. & Cin., p. 167; Cin., Eaton & Richmond, p. 195; Kentucky Central, p. 237; Lit. Miami, p. 193; Ohio & Miss., p. 199; and Marietta & Cin., above.

² Hillsboro' Branch, above.

³ June, of Scioto and Hocking Val. R'way, p. 207.

⁴ Connects with North-Western (Va.) R'way, p. 161, by a steamboat to and from Parkersburg, 11 miles, forming a through route between Baltimore, Cincinnati and St. Louis.

CINCINNATI, WILMINGTON & ZANESVILLE RAILWAY.

W. KEY BOND, Receiver, Cincinnati, O.
B. D. ABBOT, Supt., Zanesville, O. [June 10.]

Cincinnati to Zanesville.

Zanesville to Cin.

Mxd.	Pass.	Frs.	Mls.	STATIONS.	Pass.	Mxd.
				LEAVE ARRIVE		
P. M.	A. M.				P. M.	A. M.
6 00	7 00			... Cincinnati ¹	4 30	8 00
8 00	8 30	1 10	36	... Morrow ¹	2 40	4 00
8 52	9 00	1 40	46	... Clarksville....	2 12	3 00
9 43	9 25	1 70	56	... Wilmington....	1 46	1 45
10 05	9 36		60	... Clinton....	1 35	1 21
10 45	9 55	2 00	66	... Sabina....	1 16	12 50
11 15	10 14		73	... Jasper's Mills....	12 59	12 27
11 50	10 25	2 35	73	... Washington	12 46	11 50
12 40	10 54	2 50	87	... New Holland....	12 22	10 55
1 20	11 15	2 55	95	... Williamsport....	12 08	10 17
1 32	11 21		97	... Yellow Bird....	11 57	10 05
2 20	11 40	3 10	104	... Circleville....	11 40	9 30
3 15	12 01		111	... Stout's....	11 23	8 20
3 45	12 20	3 50	110	... Amanda....	11 10	7 40
5 55	12 50	3 70	125	... Lancaster....	10 45	6 35
6 45	1 17	4 00	135	... Bremen....	10 17	5 00
7 25	1 40		143	... Wolf's....	9 58	4 25
7 55	1 55	4 35	147	... New Lexington....	9 45	3 50
8 50	2 10		152	... McLuncy....	9 28	2 50
9 15	2 30	4 70	158	... Roseville....	9 15	2 30
10 10	3 00	5 00	168	... Zanesville ²	8 45	1 45
A. M.	P. M.			ARRIVE LEAVE	A. M.	P. M.

¹ Junction of Little Miami R'way (on which trains run to Morrow), p. 193.

² Con. with Cleveland, Zanesville & Cin. R'way.

³ " " Central Ohio Railway, p. 172.

SPRINGFIELD, MT. VERNON & PITTSBURG RAILWAY.

WM. DUNBAR, Pres., Mount Vernon, Ohio.
J. R. STRAUGHAN, Supt., Delaware, O. [May 8.]

Springfield to Delaware.

Del. to Springfield.

Mxd.	Pass.	Frs.	Mls.	STATIONS.	Mxd.	Mxd.
				LEAVE ARRIVE		
P. M.	A. M.				A. M.	P. M.
1 00	10 30			... Springfield ¹	11 20	9 30
1 25	10 54	25	8	... Moorefield....	10 50	9 00
1 45	11 10	40	12	... Catawba....	10 10	8 40
1 55	11 15		14	... Perrin's....	10 00	8 35
2 25	11 25	55	18	... Mechanicsburg....	9 35	8 15
2 50	11 45	70	23	... Irvin....	9 10	7 55
3 15	12 00	85	23	... Milford Centre ²	8 45	7 35
3 45	12 20	1 00	33	... Marysville....	8 10	7 10
4 05	12 35		37	... Dover....	7 40	6 50
4 30	12 50		41	... Ostrander....	7 10	6 25
4 50	1 00	1 25	44	... Sulphur Springs....	6 50	6 10
5 20	1 25	1 50	50	... Delaware ³	6 15	5 40
P. M.	P. M.			ARRIVE LEAVE	A. M.	P. M.

¹ Connects at Springfield with San., Dayton & Cin. Railway, p. 178; Cin., Ham. & Day., p. 195; Springfield & Colum., p. 193; and Lit. Miami R'way, p. 193, for Cin., Dayton, and points South and S. West.

² Crossing of Colum. & Indianapolis R'way, p. 172.

³ Connects at Delaware with Cleveland, Columbus & Cincinnati Railway, p. 161, for all points East.

TERRE HAUTE, ALTON & ST. LOUIS RAILWAY.

Wm. D. GRISWOLD, President and Gen. Supt., Terre Haute, Ind. HENRY C. MOORE, Supt. Western Div., St. Louis, Mo. JOHN W. CONLOGUE, Supt. Eastern Div., Terre Haute, Ind. R. TONSEY, Sec. & Treas., Terre Haute, Ind. H. Q. SANDERSON, Gen. Ticket Agent. [April 14.]

CONNECTIONS.

* **Alton and Junction Branch.**
—Leave Alton (to connect with main line) at 6 50 & 7 35 A. M., and 4 05 & 7 20 P. M. Arrive at Alton from Junction at 7 25 & 8 15 A. M., and 4 35 & 7 55 P. M.

1 **RAILWAYS DIVERGING FROM ST. LOUIS:**
Ohio & Mississippi, p. 199; St. Louis, Alton & Chicago, p. 177; Pacific, p. 215; St. Louis & Iron Mountain, p. 219; and North Missouri, p. 219.

Connect at Alton with Chicago, Alton & St. Louis Railway.

2 **Connects with Illinois Central R'way.**

3 **Con. with Terre Haute & Richmond & Evansville & Crawfordsville R'ways.**

BELLEVILLE & ILLINOISTOWN RAILWAY.

Trains leave Belleville at 7 15 A. M. and 4 00 P. M.; arrive at East St. Louis 8 05 A. M. and 4 50 P. M. Returning, leave East St. Louis at 8 40 A. M. and 5 40 P. M., arr. at Belleville 9 30 A. M. and 6 30 P. M. Distance, 14 miles. Fare, 35 cents.

St. Louis to Terre Haute.

Terre Haute to St. Louis.

Exp.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
6 45	7 05		... M. St. Louis ¹ ...	189	5 15	8 10
6 53	7 13		1 O. & M. R. Crossing	188	5 06	8 01
7 41	7 59	21	... Junction	168	4 20	7 10
		24	... Alton*			
7 53	8 10	25	... Bethalto	164	4 08	6 56
8 23	8 35	36	... Bunker Hill	153	3 41	6 28
8 45	8 57	45	... Gillespie	144	3 18	6 05
9 15	9 22	55	... Litchfield	134	2 55	5 42
9 45	9 50	66	... Hillsboro	128	2 22	5 15
10 23	10 25	81	... Nokomis	108	1 46	4 35
11 00	11 00	94	... Pana ²	95	1 15	4 00
11 42	11 40	109	... Shelbyville	80	12 30	3 10
11 50	11 46	111	... Thornton's	78	12 10	3 01
12 20	12 12	121	... Windsor	68	11 48	2 35
12 55	12 45	138	... Mattoon	56	11 20	2 00
1 23	1 10	144	... Charleston	48	10 50	1 20
1 50	1 40	157	... Kansas	38	10 18	12 45
2 25	2 14	170	... Paris	19	9 45	12 10
2 50	2 40	181	... Sandford's	8	9 20	11 42
3 10	3 00	189	... Terre Haute ³		9 00	11 20
A. M. P. M.			ARRIVE LEAVE		A. M. P. M.	

Through Fare, \$5 75. Way Fares, about 3 cents per mile.

CLEVELAND, ZANESVILLE & CINCINNATI RAILWAY.

S. PERKINS, Pres. & Supt., Akron, O. [April 15.]

STANDARD OF TIME—Clock at Akron Depot.

Cleveland to Millersb'g. | Mill. to Clevel'd.

Exp.	Acc.	Frs.	M	STATIONS.	M	Exp.	Acc.
P. M.	A. M.			LEAVE ARRIVE		P. M.	A. M.
5 30	9 25			... Cleveland ¹ ...	37	10 35	6 20
6 55	10 20	75	26	... Hudson	61	9 20	5 32
7 15	10 56	90	34	... Cuyahoga Falls	53	8 53	4 45
7 32	11 45	1 10	40	... Akron	47	8 34	4 20
7 52	12 12	1 25	46	... New Portage	41	8 17	3 31
8 12	12 48	1 45	53	... Clinton	34	7 56	2 55
8 31	1 21	1 65	59	... Marshville	28	7 37	2 23
9 03	2 25	1 80	64	... Orrville	23	7 20	2 00
9 23	3 00	2 05	72	... Apple Creek	15	6 57	1 03
9 41	3 32	2 20	78	... Fredericksburg	9	6 40	12 31
9 54	3 54	2 35	82	... Holmesville	5	6 28	12 05
10 10	4 21	2 50	87	... Millersburg		6 15	11 45
P. M. P. M.				ARRIVE LEAVE		A. M. A. M.	

¹ Trains run on Cleveland & Pittsburgh Railway to Hudson.

SCIOTO & HOCKING VALLEY RAILWAY.

C. H. DAMARIN, President, Portsmouth, O.
J. W. WEBB, Receiver and Supt., Portsmouth.

 No Time Table Received.

Connects at Hamden with the Marietta & Cincinnati R'way, p. 205, and with Steamers at Portsmouth.

ALLEGHENY VALLEY RAILWAY.

R. F. MORLEY, President and Superintendent, Pittsburg, Pa. [May 27.]

Pittsb'g to Kittanning. | Kittan. to Pittsburg.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
4 05	6 05		... Pittsburg	44	8 55	6 45
4 23	6 19	2	... Lawrenceville	42	8 21	6 23
4 32	6 27	4	... Sharpsburg	40	8 13	6 18
4 46	6 39	7	... Ireland	37	8 01	6 07
4 53	6 45	9	... Sandy Creek	35	7 55	6 01
5 00	6 51	10	... Verner	34	7 49	5 55
5 10	7 00	12	... Hulton	32	7 40	5 46
5 25	7 15	16	... Johnston	28	7 25	5 36
5 30	7 20	18	... Logan's Ferry	26	7 20	5 30
5 35	7 26	19	... Farnassus	25	7 14	5 24
5 43	7 34	21	... Arnold	23	7 04	5 15
5 49	7 40	23	... Trenton	21	6 56	5 12
5 56	7 46	25	... Charters	19	6 48	5 06
6 14	8 00	28	... McKain	16	6 32	4 53
6 21	8 05	30	... Freeport	14	6 24	4 49
6 36	8 16	31	... Schenley	13	6 11	4 38
6 42	8 20		... Aladdin		6 02	4 34
7 01	8 35	35	... White Rock	9	5 50	4 21
7 06	8 42	36	... Kelly	8	5 44	4 16
7 11	8 48	38	... Logansport	6	5 38	4 11
7 21	8 57	40	... Rosston	4	5 29	4 02
7 34	9 09	43	... Manorville	1	5 16	3 50
7 40	9 15	44	... Kittanning		5 10	3 45
P. M. A. M.			ARRIVE LEAVE		A. M. P. M.	

Through fare, \$1 25; Way fares, about 3 cts. per mile.

The Jeffersonville Railway has (as the traveller will perceive by the above Map) many important connections. At its southern terminus it connects with the Ohio River, opposite the city of Louisville, Ky.; at which place it connects with the Louisville, Frankfort & Lexington and Louisville and Nashville Railways.

JEFFERSONVILLE, where the principal depot of the railway is located, contains a population of over 4,000 inhabitants; the situation is elevated, and presents a fine view of the city of Louisville. The penitentiary of the State is located at this point. Since the completion of the Jeffersonville Railway, its population and business has increased very much. The railway passes through many pleasant and thriving villages, which want of space will prevent us from noticing; among which are Seymour, an important town, with 1,200 inhabitants. Good connection is here made with the Ohio & Mississippi Railway, and passengers can take the cars for St. Louis or Cincinnati. Edinburg is a flourishing and important village, being located in the midst of a rich agricultural region. It was first settled in 1821, but fell into decay until the completion of the railway, but of slow growth. In 1855 the population was 700; it has since that time a population of 1,400, and striking evidence of the rapid advance of the population. The Louisville & Nashville Railway connects here with the Madison & Indianapolis and Shelbyville & Rushville Railways.

At Indianapolis, the N.W. terminus of the above railway, connection is made with the Bellefontaine, T. H. & Rich., Laif & Paul, Paul & Indiana, and the Cincinnati & Indianapolis. The latter connects with the Ind. & Cin. Railways. Indianapolis is a beautiful city, well built out, and contains a population of over 25,000. The principal public buildings are on Washington street, which is 120 feet wide. The State House, erected on a lot at a cost of over \$60,000, is an elegant building, surmounted by a dome and having 10oric columns on each front. Its dimensions are 180 feet long by 80 wide. It is on the model of the Parthenon at Athens. The Governor's House is near the centre of the city and is a fine four-fronted building, situated on a natural mound, nearly 60 feet high. The other public buildings are the Court-house, Masonic and Old Fellows' Halls, the Bates House, the largest hotel in the State, and many other hotels. No city in the West has so many public accommodations. In addition to the advantages it possesses as a commercial, it has also superior advantages as a manufacturing city; and like many other important inland cities, it is indebted to its railways for its rapid progress and proud position,—from which point (as the reader will perceive by the Map) they radiate in every direction. The population in 1830 was 1,035; in 1840, 22,699; in 1850, 8,890; in 1855, 12,000; in 1860, about 25,000. We would not, however, exaggerate the importance of this place, if, then, the year 1870 makes its appearance, the population of this city will be 40,000.

JEFFERSONVILLE RAILWAY.

D. RICKETTS, President, Louisville. A. S. CROTHERS, Superintendent, Jeffersonville.
JAMES FERRIER, General Ticket Agent, Jeffersonville, Ind.

Trains run by Clock at Union Depot, Indianapolis.

[Aug. 7.]

Louisville to Indianapolis.						Indianapolis to Louisville.							
Exp.	Night Exp.	Ev'ng Exp.	Mixed	Fares.	Miles.	STATIONS.		Miles.	Fares.	Mail.	Night Exp.	Exp.	
A. M.	P. M.	P. M.	A. M.			LEAVE	ARRIVE				A. M.	P. M.	
	10 30	2 00	8 30			 Louisville.....					11 40	12 00	
	11 00	2 30	4 00	0	0	 Jeffersonville 1.....	108	8 25			11 10	11 30	
	11 18	2 45	4 30		5	 Five Mile Post.....	103					11 18	
	11 32	2 55	4 50	30	9	 Sellersburg.....	99	8 00		10 36	11 05		
	11 41		5 05		11	 Talbott's.....	97				10 57		
	11 46	3 08	5 13		12	 Slate Cut.....	96			10 25	10 53		
	11 55	3 15	5 27	45	15	 Memphis.....	93	2 80		10 19	10 45		
	12 08	3 27	5 47	55	19	 Henryville.....	89	2 70		10 09	10 35		
	12 35	3 50	6 30	80	26	 Vienna.....	82	2 45		9 48	10 13		
	12 55	4 05	7 00	85	31	 Marshfield.....	77	2 35		9 35	9 58		
	1 01	4 10	7 11	1 00	33	 Austin.....	75	2 25		9 28	9 52		
	1 10	4 18	7 25	1 05	35	 Baker's.....	73	2 20		9 21	9 45		
	1 16	4 23	7 35	1 10	37	 Crothersville.....	71	2 15		9 17	9 40		
	1 23	4 29	7 47	1 15	39	 Retreat.....	69	2 05		9 12	9 35		
	1 30	4 35	8 00	1 25	41	 Langdon's.....	67	2 00		9 07	9 29		
	1 50	4 51	8 30	1 40	46	 Farmington.....	62	1 85		8 57	9 12		
	2 15	5 10	9 00	1 50	49	 Seymour 2.....	59	1 75		8 50	9 05		
	2 22	5 16	9 15	1 55	51	 Rockford.....	57	1 70		8 38	8 42		
	2 39	5 30	9 45	1 70	56	 Jonesville.....	52	1 55		8 25	8 27		
	2 54	5 42	10 20	1 85	61	 Waynesville.....	47	1 40		8 10	8 15		
	2 59	5 45	10 30	1 85	62	 Walesboro.....	46	1 40		8 07	8 12		
	3 12	5 57	11 00	2 00	66	 Columbus 3.....	42	1 25		7 55	8 02		
	3 25	6 09	11 30	2 10	70	 Lowell.....	38	1 15			7 50		
	3 35	6 16	11 50	2 20	73	 Taylorsville.....	35	1 00		7 36	7 44		
9 27	3 52	6 30	12 15	2 35	73	 Edinburg 4.....	30	90		7 24	7 33	1 42	
9 44	4 08	6 45	12 40	2 50	83	 Amity.....	25	75		7 12	7 23	1 27	
10 00	4 23	7 00	1 22	2 65	88	 Franklin.....	20	60		7 00	7 10	1 12	
10 15	4 40	7 15	2 03	2 75	92	 Wheatland.....	16	50		6 42	6 45	12 54	
10 24	4 46	7 21	2 23		94	 Worthsville.....	14	30		6 37	6 39	13 45	
10 31	4 57	7 35	2 50	2 95	98	 Greenwood.....	10	30		6 28	6 30	12 37	
10 42	5 10	7 50	2 15	3 00	102	 Southport.....	6	25		6 16	6 18	12 25	
11 05	5 30	8 10	4 00	3 25	103	 Indianapolis 5.....				6 00	6 00	12 40	
A. M.	A. M.	P. M.	P. M.			ARRIVE	LEAVE				A. M.	P. M.	

¹ Stages to New Albany, and ferry to Portland.

² Steamers to river ports.

³ Crossing of Ohio & Mississippi Railway.

⁴ Junction of Madison & Indianapolis Railway.

⁵ Junction of Shelbyville Lateral Railway.

⁶ R'ways diverging from Indianapolis, see p. 213.

[ADVERTISEMENT.]

THE ONLY DIRECT AND MOST RELIABLE ROUTE

FROM BOSTON, NEW YORK, PHILADELPHIA, BALTIMORE, AND ALL THE EASTERN CITIES,
TO LOUISVILLE, MAMMOTH CAVE, BOWLING GREEN, NASHVILLE, MURFREESBORO',
CHATTANOOGA, AND POINTS SOUTH.

Trains leave Indianapolis daily, connecting at Louisville direct for the above points.

Time from Boston to Louisville, 46 hours; Nashville, 55 hours.

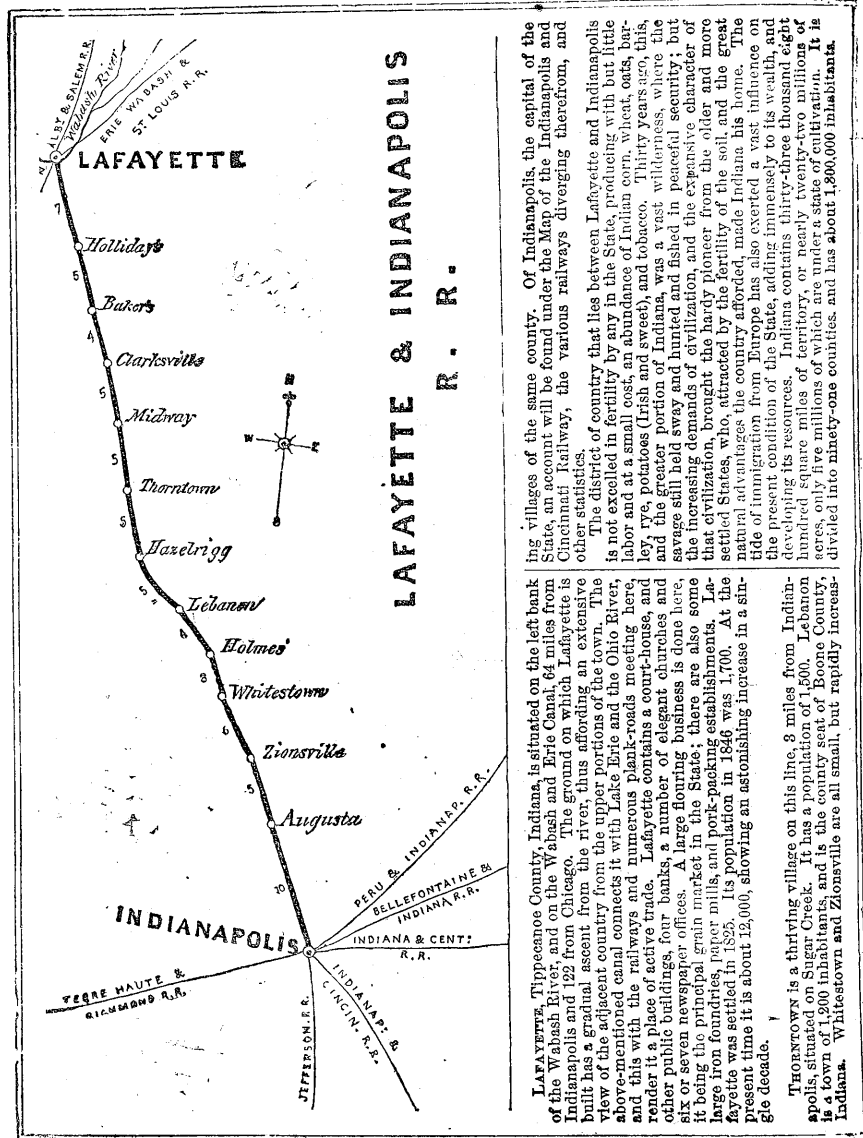
" " New York to " 43 " " 52 "
" " Philadelphia to " 37½ " " 46½ "
" " Baltimore to " 34 " " 43 "

Baggage checked through.

Be sure and ask for Tickets via Jeffersonville Railway. Tickets for sale over this line at all the principal Eastern offices.

JAMES FERRIER, Gen. Ticket Agent.

A. S. CROTHERS, Supt.



ing villages of the same county. Of Indianapolis, the capital of the State, an account will be found under the Map of the Indianapolis and Cincinnati Railway, the various railways diverging therefrom, and other statistics.

The district of country that lies between Lafayette and Indianapolis is not excelled in fertility by any in the State, producing with but little labor and at a small cost, an abundance of Indian corn, wheat, oats, barley, rye, potatoes (Irish and sweet), and tobacco. Thirty years ago, this, and the greater portion of Indiana, was a vast wilderness, where the savage still held sway and hunted and fished in peaceful security; but the increasing demands of civilization, and the expansive character of that civilization, brought the hardy pioneer from the older and more settled States, who, attracted by the fertility of the soil, and the great natural advantages the country afforded, made Indiana his home. The tide of immigration from Europe has also exerted a vast influence on the present condition of the State, adding immensely to its wealth, and developing its resources. Indiana contains thirty-three thousand eight hundred square miles of territory, or nearly twenty-two millions of acres, only five millions of which are under a state of cultivation. It is divided into ninety-one counties, and has about 1,800,000 inhabitants.

LAFAYETTE, Tippecanoe County, Indiana, is situated on the left bank of the Wabash River, and the Wabash and Erie Canal, 64 miles from Indianapolis and 192 from Chicago. The ground on which Lafayette is built has a gradual ascent from the river, thus affording an extensive view of the adjacent country from the upper portions of the town. The above-mentioned canal connects it with Lake Erie and the Ohio River, and this with the railroads and numerous plank-roads meeting here, render it a place of active trade. Lafayette contains a court-house, and other public buildings, four banks, a number of elegant churches and six or seven newspaper offices. A large flouring business is done here, it being the principal grain market in the State; there are also some large iron foundries, paper mills, and pork-packing establishments. Lafayette was settled in 1825. Its population in 1846 was 1,700. At the present time it is about 12,000, showing an astonishing increase in a single decade.

THORNTON is a thriving village on this line, 8 miles from Indianapolis, situated on Sugar Creek. It has a population of 1,500. Lebanon is a town of 1,200 inhabitants, and is the county seat of Boone County, Indiana. Whitestown and Zionsville are all small, but rapidly increasing.

LAFAYETTE & INDIANAPOLIS RAILWAY.

WILLIAM F. REYNOLDS, President, Lafayette, Ind. J. O. D. LILLY, Supt., Indianapolis, Ind.
WM. P. WATSON, Gen. Ticket Agent, Lafayette, Ind.

Standard of Time—CLOCK AT LAFAYETTE DEPOT.

[Aug. 12.

CONNECTIONS.		Lafayette to Indian.				STATIONS.		Indianap. to Lafay.			
		Acc.	Mail.	Exp.	Mls.			Mls.	Mail.	Exp.	Acc.
¹ Connects with Toledo, Wabash & Western Railway.						LEAVE	ARRIVE				
¹ Connects with Louisville, New Albany & Chicago Railway.		P. M.	A. M.			 Lafayette.....	64	P. M.	NIGHT		
² Stages to Frankfort, &c.		5 00	7 30			 L., N.A. & C. Crossing ¹	63	2 15	12 00		
³ Connects with Railways diverging from Indianapolis.		5 15	7 40		1	 Side Track.....	61	2 07	11 50		
					2	 Culver's.....	56				
					3	 Stockwell.....	52				
					8	 Clarke's Hill.....	48	1 32	11 12		
					12	 Colfax ²	43				
					16	 Thortown.....	38	1 10	10 47		
					21	 Hazelrigg.....	33				
					25	 Lebanon.....	28	12 45	10 22		
					31	 Holmes.....	24				
					36	 Whitestown.....	21				
					40	 Zionsville.....	15	12 12	9 47		
					43	 Augusta.....	10				
					49	 Freight House.....	1				
					54	 Indianapolis ³	0	11 30	9 00		
					63	ARRIVE	LEAVE	A. M.	P. M.		
					64						

Sleeping Cars on all Night Trains.

Fares.—Through Fare, \$2 00.

Way Fares, about three cents per mile.

KEOKUK, FT. DES MOINES & MINNESOTA RAILWAY.

W. S. MCGARIC, Pres., and GEO. WILLIAMS, Jr., Supt.
Keokuk, Iowa. [May 20.

Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.
P. M.	A. M.		LEAVE	ARRIVE	NOON	P. M.
2 30	7 00		 Keokuk ¹	92	12 00	8 00
3 00	7 45	10	 Melrose.....	82	11 30	7 15
3 15	8 07	15	 Sand Prairie.....	77	11 15	6 50
3 32	8 30	20	 Belfast.....	72	11 00	6 25
3 48	8 55	25	 Croton.....	67	10 45	5 55
4 07	9 15	30	 Farmington.....	62	10 30	5 30
4 40	10 00	39	 Bentonsport.....	53	10 00	4 40
5 00	10 25	45	 Summit.....	47	9 40	4 15
5 45	11 45	59	 Independent.....	33	8 55	2 55
6 40	1 15	77	 Ottumwa ²	15	7 55	1 15
7 05	1 50	84	 Comstock.....	8	7 25	12 40
7 30	2 30	92	 Eddyville.....		7 00	12 00
P. M.	P. M.		ARRIVE	LEAVE	A. M.	NOON

¹ Connects with Mississippi & Wabash Railway, and Mississippi River Steamers.

² Con. with Burlington & Mississippi River R'way.

ERIE & PITTSBURG RAILWAY.

JOHN A. TRACY, Pres., Erie, Pa.
D. B. CLAYTON, Supt., Girard, Pa.

STATIONS.—Girard, Junction, Crosses, Sandy's, Albion, Wells' Mills, Spring Corners, Conneautville, Center Road, Linesville, Espyville, McLanes Corners, Jamestown.

An Accom. Train leaves Girard at 2 20 P. M., arriving at James town 5 35 P. M.

Returning.—Leaves Jamestown at 9 00 A. M., arriving at Girard at 12 30 P. M. Distance, 41 miles.

Connects at Girard with L. Shore R'way, p. 112.
Connects with Stages at Conneautville and Linesville for Meadville, Pa.

CLEVELAND & MAHONING RAILWAY.

DAVID TOD, Pres., —. CHAS. L. RHODES, Vice-Pres. & Supt., Cleveland, O. O. M. BURKE, Sec. & Treas.
[March 21.

Clevel'd to Youngs T. | Youngstown to Cleve.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.
4 00	6 50		 Cleveland ¹	67	10 00	7 05
4 18	7 22	6	 Newburgh.....	60	9 43	6 38
4 34	7 45	12	 Plank Road.....	55	9 27	6 14
4 50	8 09	17	 Solon.....	50	9 11	5 46
5 12	8 49	24	 Aurora.....	43	8 49	5 12
5 31	9 28	31	 Mantua.....	36	8 29	4 34
5 51	9 56	37	 Garrettsville.....	29	8 09	3 57
6 02	10 13	41	 Windham.....	26	7 58	3 41
6 17	10 37	46	 Braceville.....	21	7 43	3 18
6 28	10 52	50	 Leavittsburg.....	17	7 32	3 05
6 37	11 10	53	 Warren.....	14	7 28	2 50
6 52	11 46	58	 Niles.....	9	7 08	2 22
7 04	12 07	62	 Girard.....	5	6 56	2 04
7 12	12 18	64	 Brier Hill.....	2	6 48	1 52
7 20	12 30	67	 Youngstown ²	0	6 40	1 40
P. M.	P. M.		ARRIVE	LEAVE	A. M.	P. M.

Through Fare, \$2 10. Way Fare, about $\frac{3}{4}$ cents per mile.

¹ Connects with Cleveland & Toledo Railway; Cleveland, Columbus & Cincinnati Railway; and Cleveland & Pittsburg Railway.

² Connects with Stages for Newcastle, Poland, Lowell, and Enon Valley, and thence by Pittsburg, Ft. Wayne & Chicago R'way to Pittsburg.

DAYTON & MICHIGAN RAILWAY.

CLEMENT DIETRICH, Pres., Cincinnati, O. R. M. SHOEMAKER, Gen. Supt., Dayton, O. M. SHOEMAKER,
Gen. Freight & Pass. Agent, Toledo, O. D. C. HENDERSON, Gen. Travelling Agent. [April 25.]

CONNECTIONS.

¹ Connects with Cin., Ham. & Dayton Railway, p. 195; Dayton & Western, *below*; Sandusky, Dayton & West'n Railway, p. 173.

² Crossing of Columbus & Indianapolis Railway.

³ Cross'g of Bellefontaine Railway Line, p. 200—202.

⁴ Crossing of Pittsburg, Fort Wayne & Chicago R'way, p. 171.

⁵ Connects with Mich. Southern & Northern Indiana Railway, p. 175.

⁶ Connects with Cleveland & Toledo Railway, p. 169.

Railways diverging from Cincinnati.—Cincinnati & Chicago, p. 205; Cincinnati, Hamilton & Dayton, p. 195; Cincinnati, Wilmington & Zanesville, p. 206; Cleveland, Columbus & Cincinnati, p. 167; Cincinnati, Eaton & Richm'd, p. 195; Kentucky Central, p. 227; Little Miami, p. 193; Ohio & Mississippi, p. 199; and Marietta & Cincinnati, p. 206.

Railways diverging from Toledo.—Cleveland & Toledo, p. 169; Michigan Southern & Northern Indiana, p. 175; Dayton & Michigan, p. 218; Detroit & Toledo, p. 175; and Toledo, Wabash & Western, p. 224.

Cincinnati to Detroit.

	Exp.	Mail.	Frs.	Mls.
P. M. A. M.				
5 45	6 15			
6 56	7 23			
8 25	8 53			
8 25	8 55			
8 50	9 20			
9 00	9 28			
9 12	9 40			
9 30	9 53			
9 42	10 11			
9 53	10 18			
10 08	10 32			
10 26	10 50			
10 41	11 05			
10 57	11 21			
11 16	11 40			
11 31	11 55			
11 50	12 10			
12 05	12 25			
12 26	12 43			
12 43	1 04			
1 11	1 25			
1 34	1 46			
2 22	2 28			
2 35	2 39			
2 55	2 56			
3 09	3 07			
3 30	3 27			
4 00	3 40			
4 05	3 40			
5 17	4 43			
6 55	6 30			
A. M. P. M.				

Trains are run by Columbus time, which is 5 minutes faster than Dayton time.

Fares, about 3 cents per mile.

STATIONS.

LEAVE ARRIVE

25	Cincinnati	267
60	Hamilton	242
	Arr. Dayton ¹ Lv.	207
	L'Ve do. Arr.	
67	Johnson's	200
70	National Road	197
74	Tippecanoe	193
80	Troy	187
84	Peterson's	183
88	Piqua ²	179
94	Pontiac	173
100	Sidney ³	167
106	Careysville	161
112	Botkins	155
119	Wapakoneta	148
125	Criderville	142
131	Arr. Lima ⁴ L'Ve	136
	L'Ve do. Arr.	
137	Cairo	130
144	Colum. Grove	123
151	Ottawa	116
153	Leipsic	109
165	Portage	102
172	Milton	95
176	Westfield	91
182	Tontogony	85
186	Waterville	80
193	Perrysburg	74
202	Arr. Toledo ⁵ L'Ve	65
	L'Ve do. Arr.	
243	Monroe	24
267	Detroit	0
	ARRIVE LEAVE	

Detroit to Cincinnati.

Mls.	Frs.	Mail.	Exp.
P. M. A. M.			
9 20	10 10		
8 16	9 05		
6 45	7 30		
6 40	7 30		
6 15	7 03		
5 56	6 45		
5 38	6 23		
5 26	6 16		
5 15	6 03		
4 58	5 48		
4 38	5 30		
4 21	5 18		
4 06	4 55		
3 47	4 34		
3 30	4 17		
3 15	4 00		
2 50	3 40		
2 30	2 46		
2 07	2 22		
1 45	1 53		
1 03	1 34		
12 23	12 52		
12 12	12 40		
11 56	12 23		
11 42	12 08		
11 22	11 45		
10 52	11 15		
10 09	9 15		
8 50	8 08		
7 10	6 30		
A. M. P. M.			

Fares, about 3 cents per mile.

INDIANA CENTRAL, AND DAYTON & WESTERN RAILWAY.

J. S. NEWMAN, Pres. and Gen. Supt., Indianapolis, Ind. H. G. CAREY, Acting Supt., Dayton, Ohio.
HORACE PARROTT, Gen. Ticket Agent, and WM. A. BRADSHAW, Gen. Freight Agent, Indianapolis, Ind.
Day & West'n R'way.—JONATHAN HARSHMAN, Pres., and W. F. DOGGETT, Sec., Dayton, Ohio. [June 17.]

CONNECTIONS.

¹ Connects with Little Miami and Col. & Xenia Railway; San., Dayton & Cin. Railway; Dayton & Mich. Railway; and with Cin., Ham. & Day. Railway.

² Connects with Greenville & Miami Railway.

³ Crossing of Cincinnati & Chicago Railway, p. 205.

⁴ Connects with Railways diverging from Indianapolis.

Fares.—Fare, between Indianapolis and Dayton, \$3 25. Way fares, about 3 cents per mile.

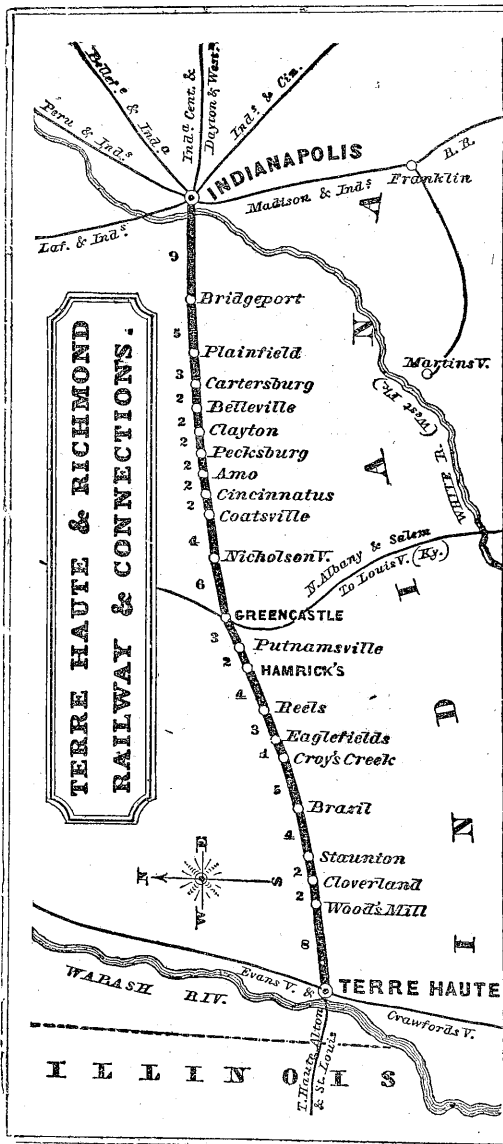
Standard of Time.—Trains are run by Columbus time, which is 15 minutes faster than Indianapolis.

Exp.	Mail.	Exp.	Mls.
A. M. A. M. N.Y.T.			
11 50	5 00	12 00	0
2 40	8 22	3 00	70
3 12	8 53	3 23	83
3 18	8 57	3 32	85
3 33	9 14	3 46	91
4 12	9 50	4 20	105
4 30	10 15	4 34	111
4 44	10 30	4 43	117
5 09	11 02	5 12	127
5 30	11 25	5 34	136
5 56	11 52	6 03	146
6 07	12 04	6 13	151
6 27	12 23	6 37	159
6 37	12 32	6 46	163
6 55	12 46	7 00	169
7 30	1 15	7 25	180
P. M. P. M. A. M.			

STATIONS.

LEAVE	ARRIVE
180	Columbus
110	Dayton ¹
97	Brookville
95	Dodson ²
89	Sonora
75	New Paris
69	Richmond ³
63	Centerville
53	Cambridge City
44	Lewisville
34	Knights town
29	Charlottesville
21	Greenfield
17	Philadelphia
11	Cumbersland
0	Indianapolis ⁴
	ARRIVE LEAVE

Indianapolis to Dayton.



INDIANAPOLIS, Indiana—Is the capital of the State and seat of justice of Marion County, on the West Fork of White River, at the crossing of the National Road and immediately below the mouth of Fall Creek, 109 miles N. W. of Cincinnati, 86 miles N. W. of Madison. Indianapolis is beautifully laid out, situated upon a fertile and extensive plain. The streets are at right angles with each other. Washington, the principal street of the city, is 120 feet wide, the minor streets averaging from 80 to 90 feet. The average size of city lots are 98 by 165 feet. In 1821, when the city was laid out, lots were sold at \$20 to \$80, which at this period (1859) realize \$10,000 to \$15,000, illustrating forcibly the progress spirit of the West. Population in 1840, 2,700; in 1850, 9,000; in 1853, about 25,000. There are several excellent hotels; among them is the Bates House, the largest hotel in the city.

railways of the West will be the most profitable investment the capitalist can make.

THE TERRE HAUTE & RICHMOND RAILWAY, represented by the above emblem, is one among the most judiciously managed roads of the country, to which it owes its enviable position. GREENCASTLE is the capital of Putnam Co., Ind., and is, as the reader will perceive, on the line of the New York & Erie Railroad, 34 miles from Indianapolis, 84 miles from Terre Haute. The town is a beautiful one, and is situated in a rich and fertile farming region. It contains a seminary, a female academy, and is the seat of Ashury University, a flourishing institution, under the direction of the Methodists. Population about 2,500.

TERRE HAUTE is one of the most important towns in the State, and being located on the Wabash & Erie Canal, and on the most available line of railway travel East and West, is destined to become a place of importance. The bank upon which the town is situated is about 60 feet above the level of the river; if therefore commands an admirable prospect, combined with the beauty and regularity of its streets, and the abundance of its water supply, bearing in mind the circumstances that will always be found to take passengers to early years of the city. Population about 10,000.

TERRE HAUTE & RICHMOND RAILWAY.

E. J. Peck, President & Superintendent; C. Wood, Secretary, Terre Haute, Ind.

[July 15.

TERRE HAUTE AND RICHMOND RAILWAY.

Trains leave Terre Haute for Indianapolis, as follows:—

Mail, 7 30 A. M., arrive at Indianapolis 10 57 A. M.
Express, 4 45 P. M., " 7 30 P. M.

Returning—Leave Indianapolis at 7 25 A. M., and 1 50 P. M., arriving at 10 15 A. M. and 5 18 P. M.; connecting at Terre Haute and Indianapolis with Express and Mail Trains to all parts East and West.

EVANSVILLE AND CRAWFORDSVILLE RAILWAY.

JOHN INGRAM, JR., Pres. & Supt., Evansville. J. IVINSON, Mast. Trains.

Standard of Time—Clock at Evansville Depot.

[July 15.

Evansville to T. Haute.

STATIONS.			T. Haute to Evansville.		
Mail.	Fr. & Acc.	Mis.	Mis.	Fr. & Mail.	
A. M.	A. M.			P. M.	P. M.
10 20	9 50		109 4 00	8 55	4 40
10 55	10 25		99 3 50	8 18	4 13
11 25	10 55	40	89 3 20	2 30	3 40
11 55	11 25	80	82 3 00	1 45	3 15
12 25	11 55	120	78 2 75	1 10	3 03
12 55	12 25	160	71 2 50	12 30	2 41
1 25	12 55	200	69 2 40	12 10	2 31
1 55	1 25	240	58 2 25	11 22	1 58
2 25	1 55	280	48 1 85	10 07	1 50
2 55	2 25	320	43 1 70	9 47	12 59
3 25	2 55	360	38 1 55	9 27	12 44
3 55	3 25	400	33 1 40	9 07	12 29
4 25	3 55	440	28 1 25	8 47	12 14
4 55	4 25	480	23 1 10	8 27	11 59
5 25	4 55	520	18 1 00	8 07	11 44
5 55	5 25	560	13 55	7 47	11 29
6 25	5 55	600	11 45	7 27	11 14
6 55	6 25	640	9 35	7 07	10 59
7 25	6 55	680	7 25	6 47	10 44
7 55	7 25	720	5 15	6 27	10 29
8 25	7 55	760	3 05	6 07	10 14
8 55	8 25	800	1 00	5 47	10 00
9 25	8 55	840	0 45	5 27	9 45
9 55	9 25	880	0 30	5 07	9 30
10 25	9 55	920	0 15	4 47	9 15
10 55	10 25	960	0 00	4 27	9 00
11 25	10 55	1000		4 07	8 45
11 55	11 25	1040		3 47	8 30
12 25	11 55	1080		3 27	8 15
12 55	12 25	1120		3 07	8 00
1 25	12 55	1160		2 47	7 45
1 55	1 25	1200		2 27	7 30
2 25	1 55	1240		2 07	7 15
2 55	2 25	1280		1 47	7 00
3 25	2 55	1320		1 27	6 45
3 55	3 25	1360		1 07	6 30
4 25	3 55	1400		0 47	6 15
4 55	4 25	1440		0 27	6 00
5 25	4 55	1480		0 07	5 45
5 55	5 25	1520		0 00	5 30
6 25	5 55	1560			5 15
6 55	6 25	1600			5 00
7 25	6 55	1640			4 45
7 55	7 25	1680			4 30
8 25	7 55	1720			4 15
8 55	8 25	1760			4 00
9 25	8 55	1800			3 45
9 55	9 25	1840			3 30
10 25	9 55	1880			3 15
10 55	10 25	1920			3 00
11 25	10 55	1960			2 45
11 55	11 25	2000			2 30
12 25	11 55	2040			2 15
12 55	12 25	2080			2 00
1 25	12 55	2120			1 45
1 55	1 25	2160			1 30
2 25	1 55	2200			1 15
2 55	2 25	2240			1 00
3 25	2 55	2280			0 45
3 55	3 25	2320			0 30
4 25	3 55	2360			0 15
4 55	4 25	2400			0 00

Rockville Train.—A Mail and Accom. train leaves Terre Haute for Otter Creek, Rosedale, Catlin, and Rockville at 5 18 P. M. Returning, leaves Rockville at 8 30 A. M. Distance, 28 miles.

Standard of Time—Clock at Indianapolis Depot.

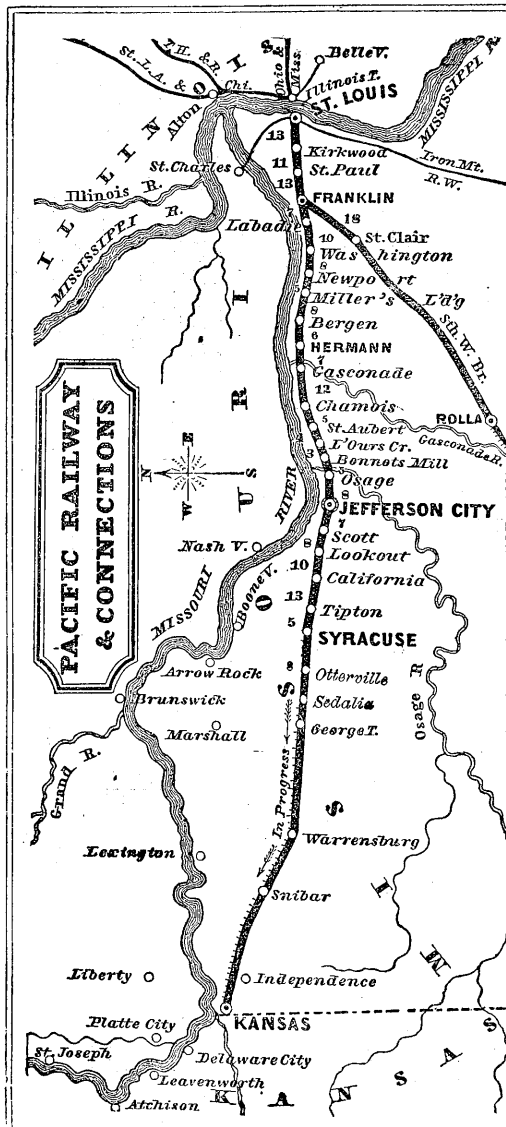
T. Haute to Indianapolis.

STATIONS.			Indianap. to T. Haute.		
Exp.	Exp.	Mis.	Exp.	Exp.	Exp.
P. M.	A. M.		A. M.	P. M.	
4 45	7 30		10 15	5 18	
	7 50	8	10 50	5 01	
	8 02	16	9 49	4 46	
5 12	8 14	12	9 39	4 34	
5 22	8 23	19		4 24	
	8 31	22		4 15	
5 42	8 39	25		4 07	
	8 49	29		3 57	
5 58	9 02	32		3 49	
6 03	9 13	34		3 42	
6 20	9 28	40		3 33	
	9 39	44		3 25	
	9 44	46		3 18	
	9 49	48		3 10	
	9 55	50		3 00	
	10 02	52		2 54	
	10 07	54		2 47	
6 54	10 13	56		2 41	
7 02	10 22	59		2 35	
	10 25	60		2 26	
	10 35	64		2 23	
7 30	10 57	73		2 12	
P. M.	A. M.			2 05	
				1 50	
				1 40	
				1 30	
				1 20	
				1 10	
				1 00	
				0 50	
				0 40	
				0 30	
				0 20	
				0 10	
				0 00	

Through Fare, \$2.25. Way Fare, 8 cents per mile.

Railway Connections are the railways diverging from Indianapolis, the New Albany & Salem Railway (p. 237) at Greencastle, the Terre Haute, Alton & St. Louis Railway (p. 207), and Evansville & Crawfordsville Railway at Terre Haute (this page).

Connections of Evansville & Crawfordsville Railway.—Connects at the Junction below Vincennes with the Ohio and Mississippi Railway (p. 199), and at Terre Haute with the Terre Haute, Alton and St. Louis (p. 207), and Terre Haute and Richmond Railway (this page). At Evansville, with steamboats on the Ohio, and with hacks for Mount Vernon, Harmony Henderson, and Newburg.



The Pacific Railway commences at St. Louis, and is completed to Sedalia; distance, 159 miles. The line of road leaves the Missouri four miles above Jefferson City, and runs through the counties of Monticau, Cooper, Pettis, Johnson, and Jackson; strikes the Missouri River again at Kansas City, at the mouth of the Kansas River. The road west of Sedalia is progressing rapidly. The distance from St. Louis to Kansas by this line will be 292 miles. The company are also constructing a road called the South-West Branch, commencing at Franklin, 87 miles west of St. Louis, and running south-west, striking the western boundary of the State in Newton County—76 miles of which are now in operation. The company have over one million of acres of land granted to aid in the construction of this Branch, which runs through some of the finest land in Missouri, developing the iron and lead regions on the head of the Maramec, and terminating in the great lead region of the South-west.

St. Louis.—The natural advantages which this city enjoys as a commercial emporium are probably not surpassed by those of any other inland port in the world. Situated midway between two oceans, and near the geographical centre of the finest agricultural region on the globe,

almost at the very focus towards which converge the Mississippi, the Missouri, the Ohio, and the Illinois Rivers, there can be no doubt that she is destined at no distant period to become the great receiving and distributing depot of most of the vast regions drained by these streams. In a circuit of less than ninety miles from the city, iron, coal, lead and copper are sufficiently abundant to supply the Union for indefinite ages. The population of St. Louis in 1830 was 6,694; in 1840, 16,490; in 1850, 75,204; in 1860, 160,500.

JEFFERSON CITY, since the opening of the Pacific Railway, has become a place of some considerable importance. It is the capital of the State of Missouri, situated on the south bank of the Missouri River, 125 miles from St. Louis by railway, and 155 by water. The situation is elevated and picturesque, commanding a fine view of the river, and the cedar-crowned cliffs on the opposite shore. Population about 6,000.

KANSAS is a flourishing city on the Missouri, below the mouth of Kansas River, and 14 miles west of Independence; and, as the reader will perceive by the above Map, the terminus of the Pacific Railway. It is the point where all the goods to go up the Kansas River are transported. Population about 10,000, and rapidly increasing.

PACIFIC RAILWAY.

GEO. R. TAYLOR, President; D. R. GARRISON, Vice-Pres.; T. McKISSECK, Supt.; and
E. W. WALLACE, Gen. Ticket Agent, St. Louis, Mo.

[April 21.

SOUTH-WEST BRANCH.

(Connecting at Franklin with Main Line.)

Trains Leave. | Trains Arrive.

Mixed	Miles.	STATIONS.	Miles.	Mixed
A. M.		LEAVE	ARRIVE	P. M.
8 20		St. Louis	118	6 55
10 40	37	Franklin	76	4 54
11 02	41	Catawissa	72	4 00
11 13	43	Calvey	70	3 50
11 45	49	Moselle	64	3 18
12 15	55	St. Clair	58	2 50
1 03	65	Stanton	48	2 00
1 35	71	Sullivan	42	1 35
2 05	77	Bourbon	36	1 09
2 30	82	Harrison	31	12 48
3 04	90	Cuba	23	12 17
3 35	97	Knobview	16	11 44
4 00	103	St. James	10	11 19
4 25	108	Dillon	5	10 55
4 50	113	Rolla		10 30
P. M.		ARRIVE	LEAVE	A. M.

Through Fare from St. Louis, \$1 35.
Way Fares, about 4 cents per mile.

Railways diverging from St. Louis:

Ohio & Mississippi, p. 199; Belleville
& Illinoistown, p. 207; Terre Haute,
Alton & St. Louis, p. 207; St. Louis,
Alton & Chicago, p. 177; Pacific, *above*;
St. Louis & Iron Mountain, p. 219;
North Missouri, p. 219.

ROCK ISLAND & PEORIA RAILWAY.

W. B. BUFORD, Pres., and H. HAKES,
Supt., Rock Island, Ill.

Trains leave Rock Island for Coal Val-
ley at 10 40 P. M. Returning, leave Coal
Valley at 5 30 A. M. and 2 00 P. M.

Distance, 11 miles. Fare, 25 cents.

St. Louis to Sedalia.

Read Downward.

Sedalia to St. Louis.

Read Upward.

Acc	Acc.	Mail.	Frs.	Mls.	STATIONS.	Mls.	Mail.	Acc	Acc
	P. M.	A. M.			LEAVE	ARRIVE		P. M.	A. M.
	4 50	8 20			St. Louis, 7th st. ¹	159		6 55	7 40
	4 55	8 25			" 14th st.			6 50	7 35
	5 09	8 39	20	6	Cheltenham	183		6 38	7 22
	5 18	8 48	30	8	Laclede	181		6 29	7 12
	5 27	8 57	40	10	Webster	179		6 21	7 05
	5 37	9 07	55	14	Kirkwood	175		6 12	6 55
	5 47	9 17	65	17	Barrett's	172		6 03	6 45
	5 55	9 25	75	19	Meramec ²	170		5 55	6 36
				25	Gravel Switch ¹	166			
	6 09	9 39	95	24	Saint Paul	165	5 33	6 20	
				26	Gravel Switch 2	163			
	6 19	9 47	1 05	27	Glencoe	162	5 25	6 11	
	6 29	9 56	1 15	30	Eureka	159	5 15	6 00	
	6 38	10 04	1 30	32	Allenton	157	5 05	5 51	
	6 44			34	Dozier Switch	155		5 45	
	6 50	10 23	1 50	37	Franklin ³	152	4 54	5 40	
	P. M.	10 34	1 65	41	Gray's Summit	148		A. M.	
		10 44	1 75	45	Labadie	144		4 29	
		11 05	2 10	52	South Point	137		4 07	
		11 15	2 15	55	Washington	134		4 00	
		11 36	2 50	62	Newport	127		3 36	
		11 49	2 65	67	Miller's Landing	122		3 05	
		12 09	3 00	75	Berger	114		3 25	
		12 47	3 25	81	Hermann	105		2 48	
		1 06	3 50	85	Gasconade	101		2 10	
		1 37	4 00	100	Chamois	89		1 37	
		1 55	4 25	105	St. Aubert	84		1 14	
		2 06	4 35	109	L'Our Creek	80		1 03	
		2 17	4 50	113	Bonnot's Mill	76		12 51	
		2 29	4 65	117	Osage	72		12 39	
		3 00	5 00	125	Jefferson City ⁴	64		12 12	
		3 25	5 30	132	Scott	57		11 43	
		3 45	5 60	140	Lookout	49		11 16	
		4 16	6 00	150	California	39		10 53	
		4 45	6 50	163	Tipton	26		10 15	
		5 06	6 75	168	Syracuse ⁵	21		10 02	
		5 30	7 00	176	Otterville	18		9 35	
		5 50		182	Smithton	7		9 15	
		6 25		189	Sedalia ⁶	0		8 40	
					Warrensburg				
					Kansas City				
					ARRIVE	LEAVE		A. M.	

¹ Connects with Railways diverging from St. Louis.

² Steamboats from St. Louis.

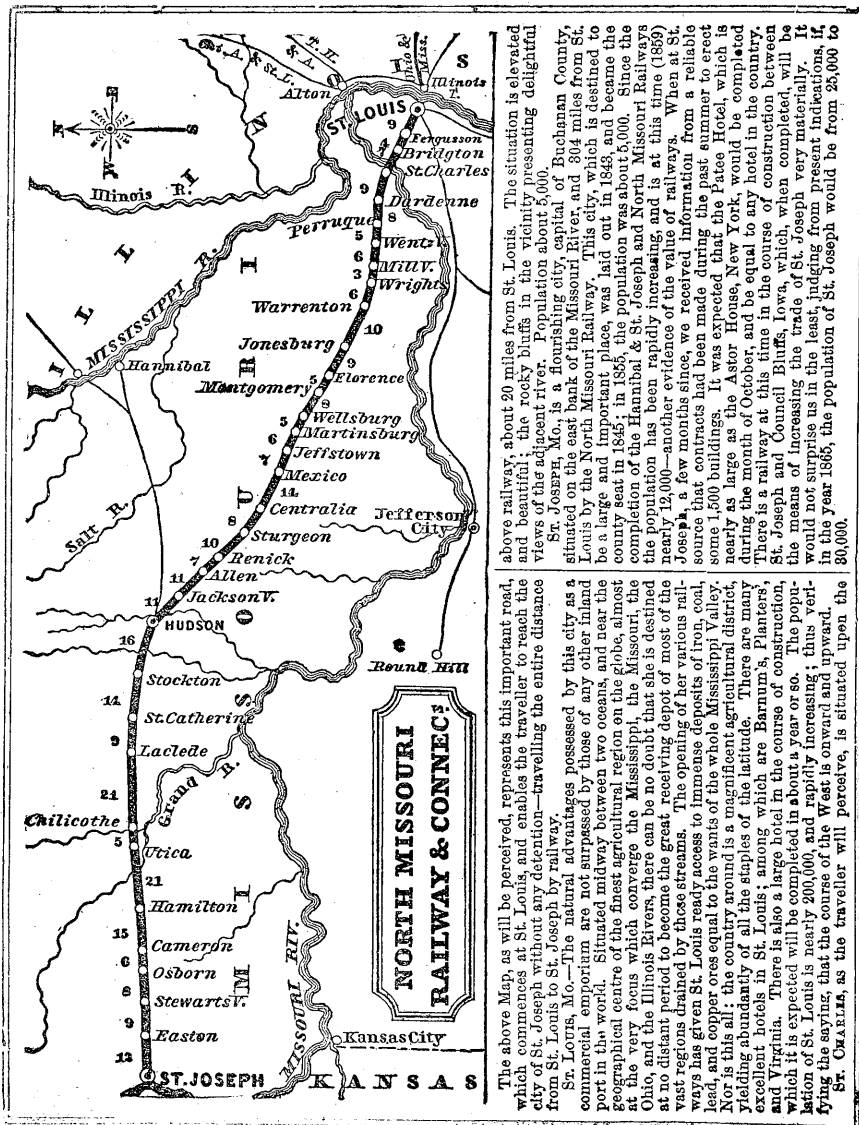
³ Stages to Manchester and Ellisville.

⁴ South-West Branch diverges.

⁵ Steamers for points on Missouri River.

⁶ Stages for principal towns in South-West Missouri, and de-
parture of Overland Mail.

⁷ Stages for principal towns in Western Missouri and Kansas.



The above Map, as will be perceived, represents this important road, which commences at St. Louis, and enables the traveller to reach the city of St. Joseph without any detention—travelling the entire distance from St. Louis to St. Joseph by railway.

St. Joseph, Mo.—The natural advantages possessed by this city as a commercial emporium are not surpassed by those of any other inland port in the world. Situated midway between two oceans, and near the geographical centre of the finest agricultural region on the globe, almost at the very focus which converge the Mississippi, the Missouri, the Ohio, and the Illinois Rivers, there can be no doubt that she is destined at no distant period to become the great receiving depot of most of the vast regions drained by these streams. The opening of her various railways has given St. Louis ready access to immense deposits of iron, coal, lead, and copper ore equal to the wants of the whole Mississippi Valley. Now this all; the country around is a magnificent agricultural district, yielding abundantly all the staples of the latitude. There are many well located in St. Louis; among which are Barnum's, Planter's, and Vinton's. There is also a large hotel in the course of construction, which it is expected will be completed in about a year or so. The population of St. Louis is nearly 200,000, and rapidly increasing; thus verifying the saying, that the course of the West is onward and upward, the East, as the traveller will perceive, is situated upon the

above railway, about 20 miles from St. Louis. The situation is elevated and beautiful; the rocky bluffs in the vicinity presenting delightful views of the adjacent river. Population about 5,000.

St. Joseph, Mo., is a flourishing city, capital of Buchanan County, situated on the east bank of the Missouri River, and 304 miles from St. Louis by the North Missouri Railway. This city, which is destined to be a large and important place, was laid out in 1843, and became the county seat in 1845; in 1855, the population was about 5,000. Since the completion of the Hannibal & St. Joseph and North Missouri Railways the population has been rapidly increasing, and is at this time (1859) nearly 12,000—another evidence of the value of railways. When at St. Joseph, a few months since, we received information from a reliable source that contracts had been made during the past summer to erect some 1,500 buildings. It was expected that the Fate Hotel, which is nearly as large as the Astor House, New York, would be completed during the month of October, and be equal to any hotel in the country. There is a railway at this time in the course of construction between St. Joseph and Council Bluffs, Iowa, which, when completed, will be the means of increasing the trade of St. Joseph very materially. It would not surprise us in the least, judging from present indications, if, in the year 1863, the population of St. Joseph would be from 25,000 to 30,000.

NORTH MISSOURI RAILWAY.

ISAAC H. STURGEON, President and Gen. Supt., and JOSEPH H. GAMBLE, Asst. Supt., St. Louis, Mo.
WILLIAM E. WILSON, Gen. Ticket Agent. [April 15.]

CONNECTIONS.

- ¹ Con. with Railways diverging from St. Louis.
- ² Steamers to Nebraska, Kansas, &c.
- ³ Stages to all towns on the Missouri River.
- ⁴ Connects with Han. & St. Joseph Railway.
- ⁵ Stages to Brunswick.
- ⁶ Connects with Platte Co. Railway.
- ⁶ Steamers to Kansas City, Leavenworth, Omaha, Council Bluffs, and Nebraska City; also, Stages to Lawrence, Topeka, and Leocompton; and Great Salt Lake Mail for Utah and California.

ST. LOUIS & IRON MOUNTAIN R'WAY.

STEPHEN D. BARLOW, Pres.; JAMES A. FELPS, Supt., and H. G. WHITNEY, Gen. Ticket Agent, St. Louis, Mo. [Dec. 27.]

St. L. to Pilot Knob. | P. Knob to St. Louis.

Acc.	Mxd.	M	STATIONS.	M	Acc.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 00	11 30		.. St. Louis ..	87	8 30	5 00
4 10	11 40	2	..Lami Street..	55	8 20	4 50
4 30	12 00	6	..Carondelet..	80	8 00	4 30
4 33	12 05	7	..Docks.....	60	7 57	4 15
4 43	12 20	10	Jefferson Barr'ks	77	7 47	3 59
4 59	12 40	14	..Grimsley's..	73	7 30	3 35
5 12	1 00	18	..Jefferson....	69	7 15	3 12
5 20	1 12	21	..Kimmswick..	66	7 07	3 00
5 27	1 24	23	Sulphur Springs	64	7 00	2 44
5 37	1 40	26	..Illinois....	61	6 50	2 23
5 43	1 50	28	..Peevy.....	59	6 46	2 20
5 51	2 10	30	..Hornes.....	57	6 39	2 10
6 10	2 40	36	..Hemetite....	51	6 21	1 38
6 22	3 10	39	..Victoria....	48	6 10	1 22
6 35	3 25	43	..De Soto.....	44	6 00	12 52
	4 00	47	..Tunnel.....	40		12 20
	4 08	50	..Blackwell's..	37		12 00
	4 40	57	..Cadet.....	30		11 32
	4 55	61	..Mineral Point	26		11 14
	5 30	65	..Potosi (Branch)	22		11 00
	5 20	63	..Hopewell....	22		10 54
	5 42	70	..Irondale....	17		10 34
	6 04	75	..Blairsville..	12		10 12
	6 32	81	..Iron Mountain	6		9 40
	6 45	85	..Middle Brooke	4		9 15
	7 00	87	..Pilot Knob..			9 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

Extra trains leave St. Louis for Carondelet at 6 50, 8 40 & 10 10 A. M., and 2 30, 5 20 & 6 40 P. M. Returning, leave Carondelet at 6 10, 9 30 & 10 50 A. M., and 1 50, 3 10 & 6 00 P. M. Distance, 7 mls.

¹ Br. Railway to Potosi, about 4 miles distant.

IRON RAILWAY.

SAMUEL W. DEMPSEY, Pres., Ironton, Ohio.
HENRY CLARKSON, Supt., " "

Trains leave Ironton for Centre Station and way places at 7 00 A. M. and 1 00 P. M. Returning, leave Centre Station at 9 00 A. M. and 3 P. M. Distance, 13 miles. Fare, 30 cents.

St. Louis to St. Joseph. | St. Joseph to St. Louis.

Acc.	Exp.	Frs.	Mls.	STATIONS.	Mls.	Exp.	Acc.
P. M.	A. M.			L'VE ARR.		N'T'IT	A. M.
4 00	5 00			..St. Louis ¹ ..	304	12 00	8 45
4 20		25	4	..Bellefontaine..	300		8 25
4 28		25	6	..Jennings....	298		8 17
4 38	5 26	40	10	..Ferguson....	295	11 35	8 07
4 44		45	12	..Graham....	293		8 01
4 50	5 37	55	14	..Bridgton....	291	11 24	7 55
5 05		65	17	..Section 16....	289		7 40
5 15	5 52	75	19	..Ferry Landing..	285	11 08	7 30
	6 24	80	20	..St. Charles ² ..	284	10 36	
	6 58	1 20	29	..Dardenne....	275	10 03	
	7 13	1 35	34	..O'Fallon....	271		9 46
	7 25	1 50	37	..Perruque....	267		9 35
	7 43	1 70	42	..Wentzville....	262		9 18
	8 02	1 90	48	..Millville....	256		8 57
	8 15	2 10	51	..Wright's....	253		8 45
	8 56	2 40	57	..Warrenton ³ ..	247		8 24
	9 34	2 75	67	..Jonesburg....	237		7 49
	9 52	2 95	72	..High Hill....	232		7 34
	10 08	3 10	76	..Florence....	228		7 19
	10 24	3 25	82	..Montgomery..	223		7 00
	10 43	3 40	89	..Wellsburg....	215		6 21
	10 58	3 50	94	..Martinsburg..	210		6 09
	11 15	4 10	101	..Jeffstown....	204		5 52
	11 32	4 40	108	..Mexico.....	197		5 34
	12 06	4 55	121	..Centralla....	183		4 59
	12 25	5 25	129	..Sturgeon....	175		4 38
	12 50	5 70	140	..Renick.....	165		4 11
	1 08	6 00	147	..Allen.....	158		3 54
	1 34	6 00	157	..Jacksonville..	147		3 27
	2 00	6 00	163	ar } Hind. fly	136		3 00
	2 35			lv } son ⁴ ar			12 15
	3 05		177	..Callao....	127		11 51
	3 55		192	..Bucklin....	112		11 05
	4 50		202	..Brookfield..	102		10 30
	5 05		207	..Laclede....	97		9 55
	5 05		223	..Chillicothe ⁵ ..	76		8 53
	6 55		243	..Breckenridge..	61		8 05
	7 30		254	..Hamilton....	50		7 30
	8 34		275	..Osborn....	29		6 26
	8 57		283	..Stewartsville	21		6 03
	10 00		304	..St. Joseph ⁶ ..			5 00
P. M.	P. M.			ARR.	L'VE	A. M.	A. M.

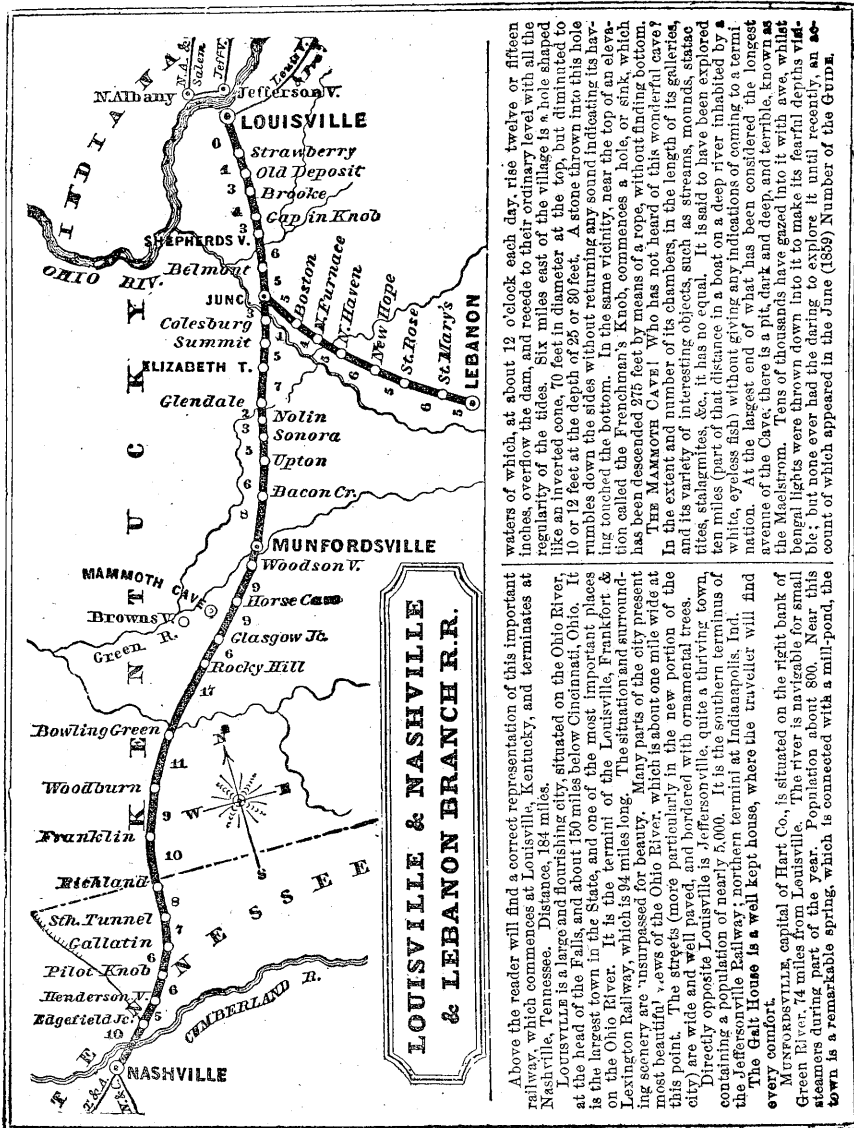
PLATTE COUNTY [Mo.] RAILWAY.

WILLIAM OSBORN, President.
D. CARPENTER, Jr., Supt., St. Joseph, Mo.

Trains leave St. Joseph for Halls, Rushville, Winthrop, Sugar Creek, Iatan, and Weston, at 1 30 and 10 45 P. M. Returning, leave Weston for St. Joseph at 8 30 A. M. and 6 00 P. M. Distance, 37 miles. Time, 2 hours. Fare, about 4 cents per mile.

Connects at St. Joseph with Han. & St. Joseph R'way, and Railway Packets to Council Bluffs. At Winthrop, with ferry to Atchison; connecting there with stages to Topeka and Leocompton. At Weston, with Railway packets to Leavenworth and Kansas City.

Northern Division.—A train leaves St. Joseph for Savannah at 8 00 A. M. Returning, leaves Savannah at 9 40 A. M. Distance, 15 miles.
Connects at Savannah with stages to Council Bluffs.



Above the reader will find a correct representation of this important railway, which commences at Louisville, Kentucky, and terminates at Nashville, Tennessee. Distance, 184 miles.

Louisville is a large and flourishing city, situated on the Ohio River, at the head of the Falls, and about 150 miles below Cincinnati, Ohio. It is the largest town in the State, and one of the most important places on the Ohio River. It is the terminus of the Louisville, Frankfort & Lexington Railway, which is 94 miles long. The situation and surrounding scenery are unsurpassed for beauty. Many parts of the city are wide at this point. The streets (more particularly the new portal trees) are wide and well paved, and the city is a thriving town. Directly opposite Louisville is Hendersonville, quite a thriving town containing a population of nearly 5,000. It is the southern terminus of the Jeffersonville Railway, northern terminus at Indianapolis, Ind.

The *Galt House* is a well kept house, where the traveller will find every comfort.

Murfreesboro, capital of Hart Co., is situated on the right bank of Green River, 74 miles from Louisville. The river is navigable for small steamers during part of the year. Population about 800. Near this town is a remarkable spring, which is connected with a mill-pond, the

waters of which, at about 12 o'clock each day, rise twelve or fifteen inches, overflow the dam, and recede to their ordinary level with all the regularity of the tides. Six miles east of the village is a hole shaped like an inverted cone, 10 feet in diameter at the top, but diminished to 10 or 12 feet at the depth of 25 or 30 feet. A stone thrown into this hole rumbles down the sides without returning any sound indicating its having touched the bottom. In the same vicinity, near the top of an elevation called the *Evangelical Knob*, commences a hole, or sink, which has been descended 275 feet by means of ropes, and of this wonderful cave?

TYPE MAMMOTH CAVE! Who has not heard of this wonderful cave? In the extent and number of its chambers, in the length of its galleries, and its variety of interesting objects, such as stalactites, stalagmites, etc., it has no equal. It is said to have been inhabited by ten miles (part of that distance in a boat on a deep river inhabited by a white, eyeless fish) without giving any indication of coming to a termination. At the largest end of what has been considered the longest avenue of the Cave, there is a pit, dark and deep and terrible known as the *Maelstrom*. Tens of thousands have gazed into it with awe, whilst bengal lights were thrown down into it to make its fearful depths visible; but none ever had the daring to explore it until recently, an account of which appeared in the June (1859) Number of the *Globe*.

LOUISVILLE & NASHVILLE RAILWAY.

Hon. JAS. GUTHRIE, Pres., Louisville, Ky. JAS. B. WILDER, Vice-Pres., Louisville. JOHN B. ANDERSON, Supt.; and J. F. BOYD, Gen. Freight & Pass. Agent, Louisville, Ky.

Standard of Time—CLOCK AT LOUISVILLE DEPOT.

[April 29.]

MEMPHIS BRANCH OF LOUISVILLE & Nashville Railway, and Memphis, Clarksville & Louisville Railways.

J. B. ANDERSON, Supt. L. & N. Railway.
J. P. LESLEY, Supt. M., C. & L. Railway.
Clarksville, Tenn. [April 29.]

Trains South. | Trains North.

Mail.	Exp.	M	STATIONS.	M	Mail Exp
noon	n't		LVE ARR.		P.M. P.M.
12 00	12 00		... Louisville...		12 30 11 20
5 15	5 30	0	Bowling Green	57	7 10 6 40
5 29	5 46	5	Mem. Junction	60	6 56
5 45	6 05	10	... Rockfield...	55	6 42
6 03	6 25	15	South Union	50	6 25 6 03
6 14	6 35	18	... Auburn...	47	6 15
6 55	7 13	30	... Russellville...	35	5 41 5 27
7 20	7 38	37	Whippoorwill	28	5 22
7 31	7 42	40	... Olmstead...	25	5 13
7 44	7 54	43	... Allensville...	22	5 02
8 00	8 08	48	... Hadenville...	17	4 48
8 11	8 17	51	State Line ¹	14	4 41 4 42
8 17	8 21	52	... Tait's...	13	4 37
8 25	8 29	55	... Hampton's...	10	4 30
8 43	8 45	60	... Cherry's...	5	4 15
9 00	9 00	65	Clarksville	0	4 00 4 00
11 50	11 50		Tenn. R. ver	1	4 51 5 00
P.M. A.M.			ARR. LVE		A.M. P.M.

Con. with Edgfield & Kentucky Railway.

NASHVILLE (Edgfield) & KENTUCKY RAILWAY. [Apr. 15.]

A. ANDERSON, Receiver, Nashville, Tenn.

Going North. | Going South.

Exp. Pas.	Mls.	STATIONS.	M	Pass Exp
P.M. A.M.		LVE ARR.		A.M. P.M.
4 30 5 30		... Nashville ¹	47	9 05 7 00
5 04 5 59	10	... Junction ²	37	8 31 6 32
5 15 6 08	13	Goodlettsville	34	8 21 6 24
5 20 6 12	17	... Baker's...	30	8 04 6 12
5 45 6 32	19	Ridge Top	28	7 53 6 02
6 41 7 15	29	Springfield	18	7 15 5 37
7 06 7 38	36	Cedar Hill	11	6 34 5 13
7 26	40	Red River	7	6 15
	47	State Line ³	0	
7 55 8 15	54	Memphis June		5 45 4 40
	70	Hopkinsville		
	105	Madisonville		
	143	Henderson ⁴		
	153	Evansville ⁵		
P.M. A.M.		ARR. LVE		A.M. P.M.

¹ Railways diverging from Nashville.

² Con. with Louis. & Nash. R'way, above.

³ Con. with Mem., Clarksville & Louisville, and Mem. Br. of Louis. & Nash. R'ways.

⁴ Steamboats on Ohio River.

⁵ Con. Evansville & Crawfordville R'way.

Louisville to Nashville. | Nashville to Louisville.

Acc	Exp.	Mail.	M	STATIONS.	M	Mail.	Exp.	Acc
P.M. N'T	NOON			LEAVE ARRIVE		P.M. P.M.		A.M.
5 00	12 00	12 00		... Louisville...	186	12 30	11 20	9 10
5 17	12 17	12 15	7	... Randolph's...	178	12 15	11 05	8 51
5 36	12 33	12 30	13	... Brooks...	172	12 00		8 30
5 52	12 47	12 43	18	Shepherdsville	167	11 47		8 10
6 02	12 55	12 50	22	Bardstown June	163	11 39		7 58
6 11	1 03	12 57	25	... Belmont...	160	11 32		7 48
6 25	1 13	1 25	30	Lebanon Jun ⁶	155	11 22		7 35
6 38	1 21	1 31	32	... Booth's...	153	11 15		7 23
6 38	1 25	1 35	34	... Coloburg...	151	11 10		7 13
7 00	1 49	1 56	42	Elizabethtown	143	10 47	9 44	6 50
2 08	2 15	2 15	50	... Glendale...	135	10 26		
2 15	2 21	2 21	53	... Nolin...	132	10 20		
2 22	2 27	2 27	55	... Sonora...	130	10 14		
2 33	2 39	2 39	59	... Upton's...	126	10 02		
2 51	2 56	2 56	66	... Bacon Creek...	119	9 46		
3 09	3 13	3 13	72	Manfordsville	113	9 28		
3 18	3 21	3 21	75	... Rowlett's...	110	9 20		
3 32	3 35	3 35	81	... Horse Cave...	104	9 05		
3 39	3 41	3 41	84	... Woodland...	101	8 59		
3 43	3 45	3 45	85	... Cave City...	100	8 55		
3 58	3 58	3 58	91	Glasgow Junction	94	8 21		
4 13	4 14	4 14	96	... Rocky Hill...	89	8 07		
4 24	4 22	4 22	100	... Smith's Grove...	85	7 55		
4 31	4 28	4 28	103	... Oakland...	83	7 48		
4 48	4 44	4 44	109	... Bristow...	86	7 31		
5 20	5 20	5 20	114	Bowling Green	71	7 18	7 00	
5 34	5 36	5 36	118	Memphis Junction	67	7 08		
5 57	6 00	6 00	125	... Woodburn...	60	6 43		
6 22	6 25	6 25	134	... Franklin...	51	6 22		
6 41	6 43	6 43	141	... Mitchellville...	44	6 05		
7 53	6 55	6 55	144	... Richland...	41	5 53		
7 00	7 01	7 01	146	... Fountain Head...	39	5 48		
7 13	7 16	7 16	152	... South Tunnel...	33	5 33		
7 50	7 45	7 45	159	... Gallatin...	26	5 15	4 23	
8 11	8 02	8 02	164	... Pilot Knob...	21	4 57		
8 18	8 07	8 07	166	... Saundersville...	19	4 52		
8 39	8 17	8 17	170	Hendersonville	15	4 42		
8 46	8 30	8 30	175	Edgfield Junction	10	4 28	3 31	
9 20	9 00	9 00	185	... Nashville...	4	4 00	3 00	
P.M. A.M.	P.M.	P.M.		ARRIVE LEAVE		A.M. P.M.		A.M.

Through Fare, \$7 60. Way Fares, about 4 cents per mile.

* Connects at Junction with Lebanon Branch, below.

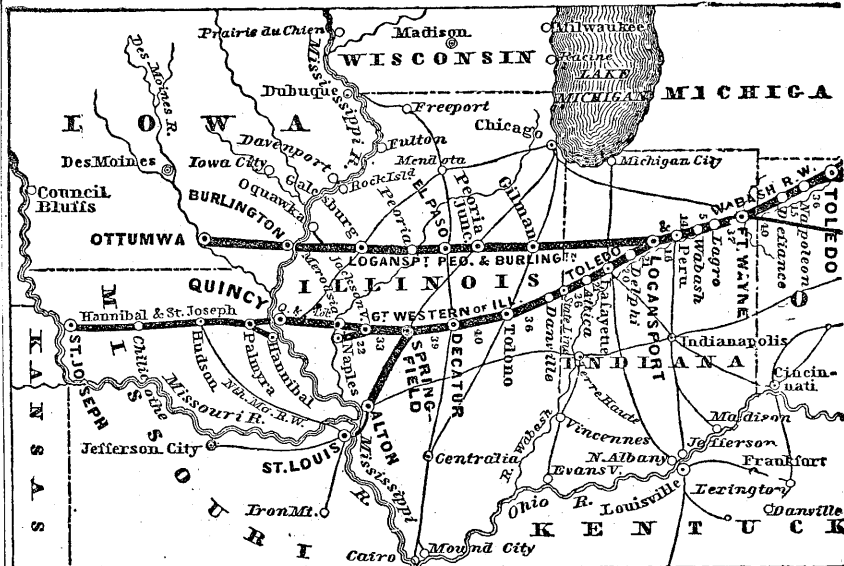
LEBANON BRANCH.

Exp.	Acc.	Mls.	STATIONS.	Mls.	Exp.	Acc.
P.M. A.M.			LEAVE ARRIVE		A.M. P.M.	
6 35	7 00	30	... Louisville...	66	7 15	5 00
6 50	9 18	35	Lebanon Junction	86	7 02	5 27
7 03	9 35	40	... Boston...	81	6 51	5 40
7 18	9 55	45	Nelson Furnace	26	6 37	5 20
7 29	10 10	49	... New Haven...	21	6 27	5 05
7 46	10 32	55	... Getsemane...	17	6 10	4 43
8 05	10 55	61	... Chicago...	11	5 51	4 19
8 20	11 15	66	... St. Mary's...	5	5 40	4 00
P.M. A.M.			... Lebanon...			
			ARRIVE LEAVE		A.M. P.M.	

Louisville to Lebanon.

Lebanon to Louisville.

LAKE SHORE, TOLEDO & WABASH



Logansport, Peoria & Burlington Railway,

The Toledo & Wabash Railway, with its immediate connections, the Great Western Railway of Illinois, the Quincy & Toledo Railway, and the Logansport, Peoria & Burlington Railway (completed January 1st, 1860), though under separate organizations, are so combined together in interest, as to form one united line, commencing at the terminus of the Lake Shore Line in Toledo, and terminating on the Mississippi at Burlington, Quincy and St. Louis.

A glance at the Map, will show that the geographical position of this line for the business it claims, is unrivalled. Traversing the States of Ohio, Indiana, and Illinois in a southwesterly direction, it intersects the principal thoroughfares of that region, affording connections always reliable, since from the superior directness of this line its trains must always arrive at the crossing-places in advance.

The trains of this line, leaving the Union Depot at Toledo on arrival of trains from the Lake Shore Road and from Detroit, make the following important connections:

At Fort Wayne, with the Pittsburg, Fort Wayne & Chicago Railway, to and from Pittsburg, Philadelphia, and Baltimore.

At Peru, with the Peru & Indianapolis Railway, for Indianapolis, Cincinnati, Louisville, Ky., and Nashville.

At Logansport, the Logansport, Peoria & Burlington Railway diverges.

At Lafayette, with the N. Albany & Salem Railway, and with the Lafayette & Indianapolis, affords the most direct line from Columbus, Indianapolis, and Cincinnati, to Quincy and St. Joseph.

At Tolono, with the Chicago Branch, and at Decatur with the main line of the Illinois Central Railway for Cairo, Memphis, Vicksburg, and New Orleans.

At Springfield, with the Chicago, Alton & St. Louis Railway, for Alton & St. Louis.

At Quincy, by the Quincy & Palmyra Railway, direct connections are made with the Hannibal & St. Joseph Railway, for St. Joseph and the far West.

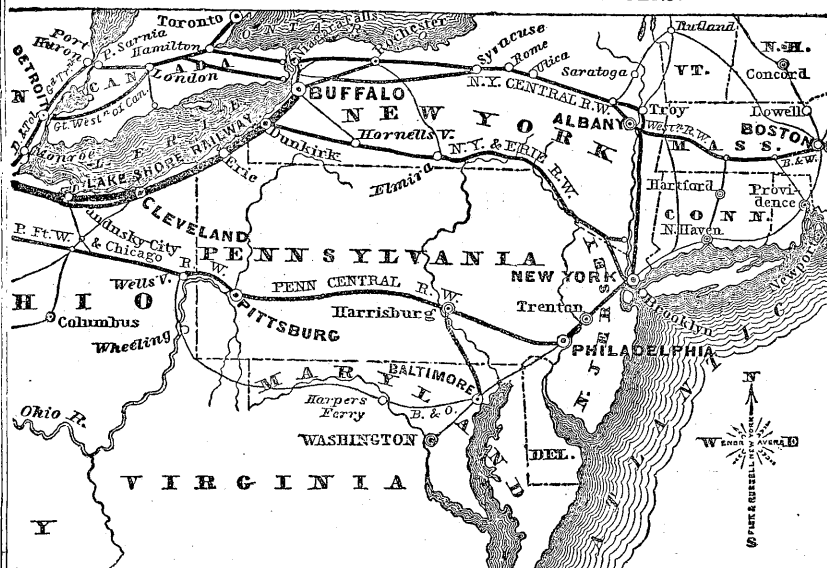
Connections are also made by the Logansport, Peoria & Burlington Railway—

At Gilman, with the Chicago Branch, and at El Paso, with the main line of the Illinois Central Railway, for Cairo, Lasselie and Bloomington.

At Chenoa, with the Chicago, Alton & St. Louis Railway, for Alton & St. Louis.

At Burlington, with the Burlington & Missouri Railway, now open to Ottumwa.

RAILWAY AND CONNECTIONS.



and Great Western Railway of Illinois.

WESTWARD.

1. Express Train from Buffalo, 10 30 P. M., reaches Dunkirk 12 15 A. M., Cleveland 5 30 A. M., (breakfast,) Toledo 10 20 A. M., Fort Wayne 2 45 P. M., Peru 5 15 P. M., Logansport 6 00 P. M., Lafayette 7 35 P. M., State Line (Ill.) 9 20 P. M., Tolono 11 55 P. M., (Cairo 10 35 A. M.) Decatur 1 35 A. M., Springfield 3 20 A. M., (St. Louis 10 30 A. M.) Jacksonville 5 05 A. M., Meredosia 6 30 A. M., Mt. Sterling 7 50 A. M., (breakfast,) Quincy 10 00 A. M., St. Joseph 9 30 P. M.

2. Express train from Buffalo, 10 00 A. M., reaches Dunkirk 11 50 A. M., (dinner,) Cleveland 5 20 P. M., (supper,) Toledo 10 20 P. M., Fort Wayne 2 50 A. M., Peru 5 45 A. M., (breakfast,) Logansport 6 30 A. M., (Gilman 10 20 A. M., Chenoa 1 32 P. M., (dinner,) El Paso 2 15 P. M., Peoria 3 45 P. M., Galesburg 6 30 P. M., Burlington 8 30 P. M., Lafayette 8 25 A. M., State Line (Ill.) 10 40 A. M., Tolono 12 58 P. M., (dinner,) Cairo 10 35 P. M., Decatur 3 13 P. M., Springfield 5 10 P. M., (St. Louis 10 15 P. M.), Jacksonville 8 21 P. M., Naples 10 20 P. M.

Trains arrive at Fort Wayne from Philadelphia, &c., at 2 40 P. M. and 2 33 A. M.

Trains arrive at Lafayette from Cincinnati, &c., at 7 35 P. M., and 1 30 A. M.

For full Time Tables of the Toledo & Wabash and Great Western Railways, see next page.

April 22, 1860.

EASTWARD.

1. Express train leaves St. Joseph at 6 00 A. M., reaches Quincy 5 30 P. M., Mt. Sterling 8 00 P. M., (supper,) Meredosia 9 00 P. M., Jacksonville 10 06 P. M., (leaves St. Louis 5 00 P. M.) Springfield 11 50 P. M., Decatur 1 35 A. M., (leaves Cairo 3 55 P. M.) Tolono 3 27 A. M., State Line (Ill.) 5 50 A. M., (breakfast,) Lafayette 7 35 A. M., Logansport 9 08 A. M., Peru 9 53 A. M., Fort Wayne 12 30 P. M., (dinner,) Toledo 4 20 P. M., Cleveland 9 05 P. M., (supper,) Dunkirk 2 50 A. M., Buffalo 4 20 A. M., New York 9 00 P. M., Boston 11 30 P. M.

2. Express train leaves St. Louis 7 00 A. M., reaches Springfield 11 15 A. M., Decatur 1 06 P. M., (leaves Cairo 3 55 A. M.) Tolono 2 50 P. M., State Line (Ill.) 5 15 P. M., (supper,) Lafayette 7 35 P. M., (leaves Burlington 8 00 A. M., Galesburg 10 00 A. M., Peoria 12 45 P. M., El Paso 2 15 P. M., (dinner,) Gilman 4 45 P. M., Logansport 9 20 P. M., Peru 10 05 P. M., Fort Wayne 12 45 A. M., Toledo 4 50 A. M., Cleveland 9 40 A. M., Dunkirk 3 55 P. M., Buffalo 5 25 P. M., New York 9 45 A. M., Boston 1 00 P. M.

Trains leave Fort Wayne for Philadelphia, Pittsburg, &c., 12 45 P. M. and 1 15 A. M.

Trains leave Lafayette for Cincinnati, &c., at 7 35 A. M., and 2 50 A. M.

GEO. H. BURROWS, Gen. Supt. Toledo & Wabash Railway.

TOLEDO & WABASH RAILWAY.

A. BOODY, Pres., New York City. W. COLBURN, Vice-Pres.; Geo. H. BURGESS, Gen. Supt.; and G. W. BARTLETT, Gen. Tkt. Agt., Toledo.

Standard of Time—Clock at Toledo Depot. [Aug. 23.]

Westward Trains.				Eastward Trains.			
Mix		Miles.		STATIONS.		Miles.	
P. M.	P. M.	A. M.	A. M.	LEAVE	ARRIVE	LEAVE	ARRIVE
9 10	9 10	9 10	9 10	0	Toledo 1	0	Toledo 1
9 40	9 45	9 45	9 45	16	Maumee City.	243	Maumee City.
10 04	10 15	10 15	10 15	27	Whitehouse.	234	Whitehouse.
10 34	10 50	10 50	10 50	26	Washington.	226	Washington.
11 05	11 30	11 30	11 30	36	Napoleon.	207	Napoleon.
11 23	11 33	11 33	11 33	42	Adams.	201	Adams.
12 00	12 45	12 45	12 45	61	Defiance.	182	Defiance.
12 32	1 00	1 00	1 00	61	Emmett.	182	Emmett.
1 07	1 15	1 15	1 15	72	Antwerp.	171	Antwerp.
1 37	1 45	1 45	1 45	83	New Haven.	163	New Haven.
2 05	2 20	2 20	2 20	84	Fort Wayne.	139	Fort Wayne.
2 35	2 50	2 50	2 50	111	Kanoke.	139	Kanoke.
3 18	3 35	3 35	3 35	111	Marion.	125	Marion.
3 55	4 00	4 00	4 00	118	Huntington.	125	Huntington.
4 30	4 45	4 45	4 45	124	Antioch.	119	Antioch.
5 07	5 20	5 20	5 20	131	Wabash.	107	Wabash.
5 23	5 40	5 40	5 40	136	Wabash.	107	Wabash.
5 50	6 05	6 05	6 05	158	New Waverly.	85	New Waverly.
6 05	6 25	6 25	6 25	168	Locustport.	77	Locustport.
6 30	6 45	6 45	6 45	170	Clyde.	73	Clyde.
6 50	7 10	7 10	7 10	187	Rockfield.	63	Rockfield.
7 10	7 25	7 25	7 25	195	Darlington.	58	Darlington.
7 40	7 55	7 55	7 55	203	Buck Creek.	48	Buck Creek.
8 00	8 15	8 15	8 15	210	Lafayette.	40	Lafayette.
8 30	8 45	8 45	8 45	212	Wesley.	33	Wesley.
8 45	8 55	8 55	8 55	217	West Point.	31	West Point.
9 00	9 15	9 15	9 15	219	Nebraska.	25	Nebraska.
9 15	9 30	9 30	9 30	224	Independence.	24	Independence.
9 30	9 45	9 45	9 45	232	Attea.	19	Attea.
9 45	9 55	9 55	9 55	237	Williamsport.	16	Williamsport.
10 00	10 15	10 15	10 15	239	West Lebanon.	11	West Lebanon.
10 15	10 30	10 30	10 30	243	Marshfield.	7	Marshfield.
10 30	10 45	10 45	10 45	243	State Line.	0	State Line.

1 Con. with L. Shore Route, p. 112; and Nor. Ind. Air Line, p. 175.
 2 Connects with Pittsburg, Ft. Wayne & Chicago Railway, p. 171.
 3 Con. with Lat. & Ind. Way, p. 211; and N. Alb. & Salem, p. 237.
 4 Connects with Great Western Railway (above) at Napoleon.

GREAT WESTERN (ILL.) RAILWAY.

L. TILDEN, Pres., Springfield, Ill. F. W. BOWEN, Supt., Springfield.
 L. R. KIMBALL, Gen. Ticket Agent, Springfield, Ill. [Aug. 20.]

Westward Trains.				STATIONS.				Eastward Trains.			
Mail.		Miles.		LEAVE		ARRIVE		Miles.		Mxd. Mail.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
10 00	10 00	10 00	10 00	0	State Line 1	175	State Line 1	175	State Line 1	175	State Line 1
10 20	10 20	10 20	10 20	30	Draville.	165	Draville.	165	Draville.	165	Draville.
10 40	10 40	10 40	10 40	43	Bryant.	150	Bryant.	150	Bryant.	150	Bryant.
10 55	10 55	10 55	10 55	50	Clinton.	144	Clinton.	144	Clinton.	144	Clinton.
11 10	11 10	11 10	11 10	55	Farmington.	134	Farmington.	134	Farmington.	134	Farmington.
11 25	11 25	11 25	11 25	62	Stoner.	124	Stoner.	124	Stoner.	124	Stoner.
11 40	11 40	11 40	11 40	68	Stacy.	114	Stacy.	114	Stacy.	114	Stacy.
11 55	11 55	11 55	11 55	75	Tolono.	104	Tolono.	104	Tolono.	104	Tolono.
12 10	12 10	12 10	12 10	82	Stacy.	94	Stacy.	94	Stacy.	94	Stacy.
12 25	12 25	12 25	12 25	89	Stacy.	87	Stacy.	87	Stacy.	87	Stacy.
12 40	12 40	12 40	12 40	96	Stacy.	80	Stacy.	80	Stacy.	80	Stacy.
1 00	1 00	1 00	1 00	103	Stacy.	73	Stacy.	73	Stacy.	73	Stacy.
1 15	1 15	1 15	1 15	110	Stacy.	66	Stacy.	66	Stacy.	66	Stacy.
1 30	1 30	1 30	1 30	117	Stacy.	59	Stacy.	59	Stacy.	59	Stacy.
1 45	1 45	1 45	1 45	124	Stacy.	52	Stacy.	52	Stacy.	52	Stacy.
2 00	2 00	2 00	2 00	131	Stacy.	45	Stacy.	45	Stacy.	45	Stacy.
2 15	2 15	2 15	2 15	138	Stacy.	38	Stacy.	38	Stacy.	38	Stacy.
2 30	2 30	2 30	2 30	145	Stacy.	31	Stacy.	31	Stacy.	31	Stacy.
2 45	2 45	2 45	2 45	152	Stacy.	24	Stacy.	24	Stacy.	24	Stacy.
3 00	3 00	3 00	3 00	159	Stacy.	17	Stacy.	17	Stacy.	17	Stacy.
3 15	3 15	3 15	3 15	166	Stacy.	10	Stacy.	10	Stacy.	10	Stacy.
3 30	3 30	3 30	3 30	173	Stacy.	3	Stacy.	3	Stacy.	3	Stacy.
3 45	3 45	3 45	3 45	180	Stacy.	0	Stacy.	0	Stacy.	0	Stacy.

1 Connects with Toledo, Wabash & Western Railway, *above*.
 2 Crossing of Chicago Branch of Illinois Central Railway, p. 139.
 3 Crossing of Illinois Central Railway, p. 139.
 4 Connects with St. Louis, Alton & Chicago Railway, p. 177.
 5 Steamers to St. Louis, &c., and Illinois River ports.

LOGANSPORT, PEORIA & BURLINGTON RAILWAY.

General Manager, Chicago, Ill. H. B. PLANT, Supt.; and H. F. CLARK, Gen. Freight & Ticket Agent, Peoria, Ill. [Aug. 25.]

Exp.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Exp.
A. M.			LEAVE ARRIVE		A. M.	
7 00			Logansport ¹	171	6 15	
7 45			Burnettsville	160	5 25	
8 40	11		Monticello	151	4 50	
8 45	20		Reynolds ²	145	4 25	
9 20	34		Clermont	137	3 52	
10 05	48		Tivoli	123	3 05	
10 55	62		Sheldon	109	2 20	
11 30	71		Middleport	100	1 45	
12 20	85		Griffin ³	86	12 55	
1 20	101		Chatsworth	70	11 50	
2 08	112		Fairbury	59	11 00	
	116		Weston	55		
8 00	123		Chenoa ⁴	45	10 25	
8 30	131		Gridley	40	9 50	
8 53	138		El Paso ⁵	33	9 20	
4 20	145		Secor	26	8 55	
4 50	154		Cruger	17	8 25	
5 05	159		Washington	12	8 10	
5 45	171		Peoria ⁶		7 30	
P. M.			ARRIVE LEAVE		P. M.	

- ¹ Connects with Toledo, Wabash & Western R'way.
- ² Connects with Cin. & Chicago Air-Line R'way.
- ³ Cross'g of Louisville, N. Albany & Chicago R'way.
- ⁴ " " Chicago Branch of Ill. Central R'way.
- ⁵ " " St. Louis, Alton & Chicago Railway.
- ⁶ " " Illinois Central Railway (Main Line).
- ⁶ Con. with Peoria, Oquawka & Bur. R'way, below.

PEORIA, OQUAWKA & BURLINGTON RAILWAY.

CHAS. A. SECOR, Pres., New York City; GEO. WILLIAMS, Jr., Supt., and L. H. WALKLEY, Gen. Ticket Agent, Peoria, Ill.

Exp.	Mxd.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
P. M.	A. M.		LEAVE - ARRIVE		P. M.	A. M.
3 35	7 30	94	Peoria ¹		2 30	12 40
4 15	8 30	81	Edwards	13	1 30	12 05
4 28	8 55	76	Langdon	18	1 10	11 51
4 40	9 12	72	Oak Hill	22	12 50	11 40
4 56	9 35	67	Elmwood	27	12 20	11 20
5 08	9 50	64	Yates City	30	12 00	11 12
5 21	10 08	61	Summit	33	11 40	11 00
5 35	10 22	57	Maquon	37	11 10	10 47
5 50	10 45	52	Gilson	42	10 45	10 35
6 05	11 00	47	Knoxville	47	10 30	10 20
6 35	11 30	42	Galesburg ²	52	9 50	10 05
7 00	12 05	33	Cameron	61	9 12	9 37
7 20	12 40	26	Monmouth	68	8 45	9 17
7 38	1 10	19	Young Am'ca.	75	8 15	8 57
		13	Biggs Mill	81		
8 25	1 55	8	O. Junction	86	7 30	8 25
8 50	2 30		E. Burlington ³	94	7 00	8 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

- ¹ Con. with Logansp't, Peoria & Bur. R'way, above.
- ² " " Chicago, Burlington & Quincy Railway.
- ³ " " Burlington & Miss. River R'way, above.
- ³ Connects with steamers on the Mississippi River, up and down.

BURLINGTON & MISSOURI RIVER RAILWAY.

E. L. BAKER, Pres., New Bedford, Mass. JOHN G. READ, V. Pres. & Supt.; and H. THIELSEN, Gen. Ticket Agent, Burlington, Iowa. [April 18.]

Burling. to Eddyville. | Eddyville to Burling.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 45	7 40		Burlington	92	11 30	8 00
3 31	8 13	9	Middletown	83	10 46	7 26
3 49	8 28	13	Danville	79	10 29	7 13
4 20	8 47	19	New London	73	10 01	6 52
5 13	9 18	23	Mt. Pleasant	64	9 18	6 20
5 56	9 46	35	Chequanna	57	8 31	5 56
7 25	10 38	51	Fairfield	41	7 16	5 00
7 50	10 57	56	Whitfield	36	6 37	4 41
8 26	11 18	62	Batavia	30	6 04	4 16
8 54	11 41	69	Agency City	23	5 32	3 52
9 20	12 00	76	Ottumwa	16	5 00	3 30
	1 30	92	Eddyville			2 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Fares from Burlington.—Ottumwa, 8 30; Eddyville, 4 25; Oskaloosa, 4 25; Bloomfield, 5 00; Albia, 5 50; Pella, 6 25; Chariton, 7 00; Centreville, 7 25; Ft. Des Moines, 9 00; Osceola, 9 50; Winterset, 11 00; Afton, 11 50; Mt. Ayr, 13 00; Quincy, 13 50; Glenwood, 18 00; Sidney, 19 00; Plattsmouth, 19 00; Nebraska City, 19 00; Council Bluffs, 19 00; Sioux City, 27 00.

QUINCY & TOLEDO RAILWAY.

C. A. SAVAGE, Pres., Quincy, Ill. [Aug. 20.]
E. C. SMITH, Gen. Fr't & Tkt. Ag't, Quincy.

Quincy to Meredosia. | Meredosia to Quincy.

Exp.	Mxd.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
5 10	8 10		Quincy ¹	56	1 00	11 00
5 33	8 50	9	Chilola	47	12 23	10 37
5 46	4 12	15	Paloma	42	12 01	10 24
6 05	4 40	22	Camp Point	34	11 30	10 05
6 23	5 10	28	Clayton	28	10 50	9 45
6 38	5 37	33	Mounds	23	10 25	9 30
6 53	6 10	39	Mt. Sterling	17	9 55	9 15
7 00	6 25	42	Hersman	14	9 45	9 06
7 23	6 55	48	Versailles		9 15	8 43
7 55	7 40	56	Meredosia ²		8 30	8 15
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Fares, about 8 cents per mile.

- ¹ Connects with Quincy & Palmyra, and Hannibal & St. Joseph R'ways, and with St. Louis and Keokuk Packets.
- ² Connects with Great Western R'way of Illinois.

SYCAMORE & CORTLAND RAILWAY.

A train leaves Sycamore at 11 15 A. M., arriving at Cortland (5 miles) 11 35 A. M., in time for the train to Chicago on the Fulton Branch of Galena & Chicago Union Railway.

Returning—Leave Cortland at 3 00 P. M., on the arrival of the train from Chicago.

JOHN C. WATERMAN, Pres., Sycamore, Ill.

KENTUCKY CENTRAL RAILWAY.

Board of Control.—R. B. BOWLER, JOHN T. LEVIS, and W. M. H. GEDGE, Covington, Ky.
Eng. and Supt.—G. W. FULTON, Covington, Ky.

[April 29.]

COVINGTON AND LEXINGTON DIVISION.

Direct Route to the Interior of Kentucky; and the most comfortable Road for Travel in the West, being ballasted with broken rock, is entirely free from dust. No accident endangering the life of any passenger has ever occurred.

TWO DAILY TRAINS EACH WAY.

The *Morning Train* leaves the Covington Depot at 6 38 A. M., stopping at all regular stations and flag-stations when flagged, and arriving at Lexington at 11 18 A. M.

Returning—Leaves Lexington at 2 30 P. M., and arrives at Covington at 7 10 P. M.

Passengers by the 6 38 A. M. train from Covington connect with Stage Lines at Cynthiana for Millersburg and Carlisle; at Paris, with Stage Lines to Maysville, Millersburg, Carlisle, Sharpsburg, Blue Licks, Winchester, Mount Sterling, and Georgetown; at Lexington, with Stage Lines to Lancaster, Crab Orchard, Stanford, Danville, Richmond, Winchester, Harrodsburg, Perrysville, Springfield, Bardstown, Glasgow, Lebanon, Greensburg, Versailles, Estel Spring, New Market, Saloma, Campbellsville, Monroe Blue, Spring Grove, Rogersville, Kingston, London, Barboursville, Cumberland Gap, Tazewell, and Bean's Station.

Passengers by this train go directly on to Knoxville and Nashville, Tenn., and Somerset, Ky., by Daily Stage Lines.

The *Morning Train* leaves Lexington at 6 00 A. M., stopping at all regular and flag-stations when flagged, and arrives at Covington at 10 44 A. M.

Returning—Leaves Covington at 2 24 P. M., stopping as above; and arrives at Lexington at 7 04 P. M.

Passengers by this train will have three hours to transact business in Covington or Cincinnati, and return the same day.

Covington to Lexington. | Lexington to Covington.

Pass.		Fares.		Miles.		STATIONS.		Miles.		Fares.		Pass.	
P. M.	A. M.					LEAVE	ARRIVE					A. M.	P. M.
2 24	6 38			5		...Covington...	99	3 00				10 44	7 10
				7		...De Coursey...	94						
				10		...Culbertson...	92	2 70					
2 56	7 10			13		...Grant...	89	2 65					
				15		...Ryland...	86	2 65	10 13			6 39	
				18		...Canton...	84	2 50					
3 09	7 23			21		...Benton...	81	2 40				9 54	6 20
				25		...Mullins...	78						
3 32	7 46			28		...Demossville...	74	2 20				9 36	6 02
3 41	7 55			31		...Butler...	71	2 10				9 27	5 53
				33		...Meridian...	70	2 10					
				36		...Boston...	68	2 00					
3 53	8 07			39		...Irving...	66	1 95				9 14	5 40
				43		...Catawba...	63						
4 18	8 27			47		...Falmouth...	60	1 80				8 51	5 17
				50		...Livingood...	56					8 33	
4 33	8 49			53		...Morgan...	52	1 55				8 30	4 59
4 47	9 01			55		...Boyd...	49	1 50				8 18	4 47
4 54	9 08			58		...Berrys...	46						
5 03	9 17			61		...Robinson...	44	1 30				8 02	4 32
				66		...Garnett...	41	1 15					
5 29	9 43			70		...Cynthiana...	33	1 00				7 34	4 04
				74		...Lair...	29						
5 50	10 04			77		...Shawhan...	25	80				7 12	
				78		...Kiser...	24	75				3 39	
				80		...Talbot...	21						
6 10	10 24			82		...Paris...	19	60				6 46	3 16
				84		...Wright...	17						
				86		...Hueston...	15	45					
6 39	10 48			89		...Hutchinson...	13					6 30	3 00
				92		...Lowe...	10						
				96		...Bryant...	7	25					
7 04	11 18			99		...Duncan...	3					6 00	2 30
7 55	12 00			111		...Lexington...	0	0				3 25	12 30
P. M. NOON						...Nicholasville...						A. M.	P. M.
						ARRIVE	LEAVE						

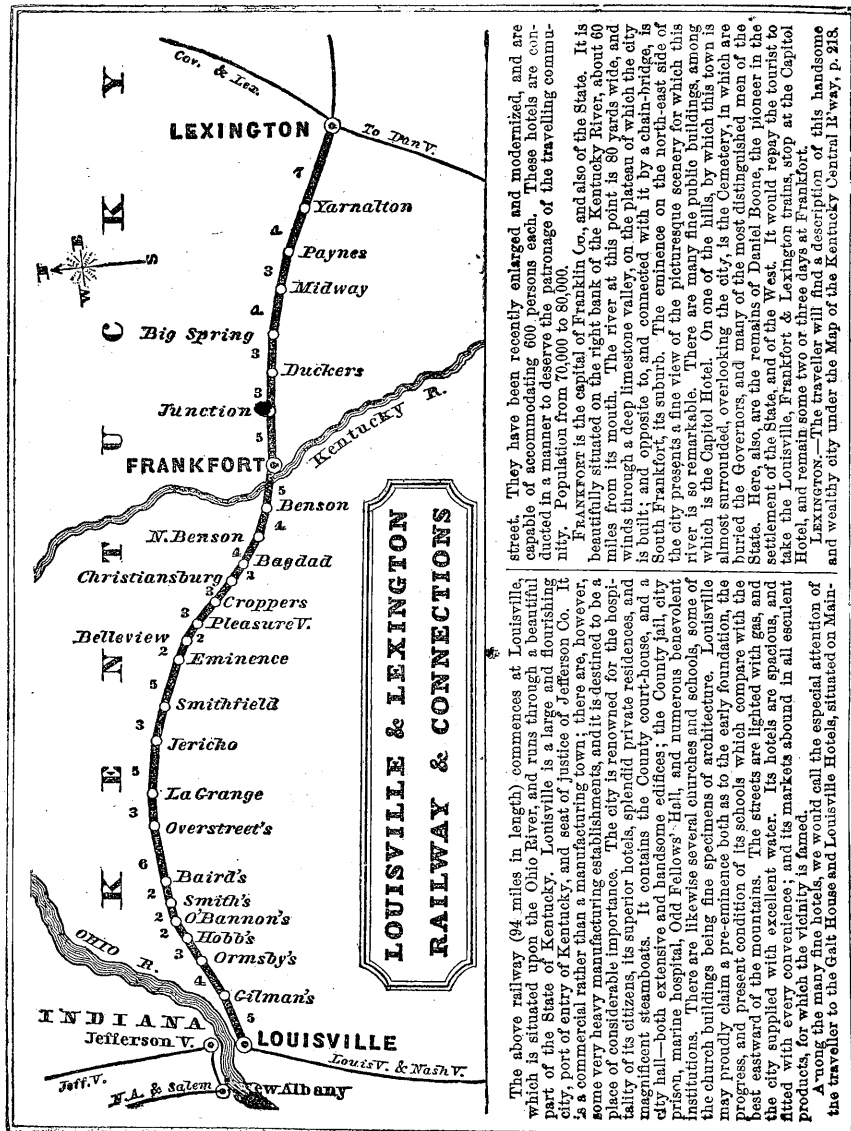
RAILWAY CONNECTIONS are the numerous Railways diverging from Cincinnati, opposite Covington, (see page 206), and the Louisville & Lexington Railway (p. 229) at Lexington.

KENTUCKY CENTRAL RAILWAY.—Second Division.

A. G. GOWER, Manager and Chief Engineer, Lexington, Ky.

Lexington to Nicholasv. | Nicholasv. to Lexington.

Mxd. Pass.		Frs. Mls.		STATIONS.		Mls. Frs.		Mxd. Pass.	
P. M.	A. M.			LEAVE	ARRIVE			A. M.	P. M.
7 10	11 25			...Lexington...	13			4 10	1 05
				...McLeans...	8				
7 32	11 43			...Providence...	5			3 48	12 47
				...Catnip Hill...	3				
7 47	11 55			...Hill Dale...	2			3 33	12 35
7 55	12 00			...Nicholasville...				3 25	12 30
P. M. NOON				ARRIVE	LEAVE			A. M.	P. M.



The above railway (94 miles in length) commences at Louisville, which is situated upon the Ohio River, and runs through a beautiful part of the State of Kentucky. Louisville is a large and flourishing city, port of entry of Kentucky, and seat of justice of Jefferson Co. It is a commercial rather than a manufacturing town; there are, however, some very heavy manufacturing establishments, and it is destined to be a place of considerable importance. The city is renowned for the hospitality of its citizens, its superior hotels, splendid private residences, and magnificent steamboats. It contains the County court-house, and a city hall—both extensive and handsome edifices; the County jail, city prison, marine hospital, Odd Fellows' Hall, and numerous benevolent institutions. There are likewise several churches and schools, some of the church buildings being fine specimens of architecture. Louisville may proudly claim a pre-eminence both as to the early foundation, the progress, and present condition of its schools which compare with the best eastward of the mountains. The streets are lighted with gas, and the city supplied with excellent water. Its hotels are spacious, and fitted with every convenience; and its markets abound in all excellent products, for which the vicinity is famed.

Among the many hotels, we would call the especial attention of the traveler to the Galt House and Louisville Hotels, situated on Main-

street. They have been recently enlarged and modernized, and are capable of accommodating 600 persons each. These hotels are conducted in a manner to deserve the patronage of the travelling community. Population from 70,000 to 80,000.

FRANKFORT is the capital of Franklin Co., and also of the State. It is beautifully situated on the right bank of the Kentucky River, about 80 miles from its mouth. The river at this point is 80 yards wide, and winds through a deep limestone valley, on the plateau of which the city is built; and opposite to, and connected with it by a chain-bridge, is South Frankfort, its suburb. The eminence on the north-east side of the city presents a fine view of the picturesque scenery for which this river is so remarkable. There are many fine public buildings, among which is the Capitol Hotel. On one of the hills, by which this town is almost surrounded, overlooking the city, is the Cemetery, in which are buried the Governors, and many of the most distinguished men of the State. Here, also, are the remains of Daniel Boone, the pioneer in the settlement of the State, and of the West. It would repay the tourist to take the Louisville, Frankfort & Lexington trains, stop at the Capitol Hotel, and remain some two or three days at Frankfort. From Lexington the traveler will find a description of this handsome and wealthy city under the Map of the Kentucky Central Rwy., p. 213.

LOUISVILLE & LEXINGTON RAILWAY ROUTE.

E. D. HOBBS, Pres., and S. GILL, Supt., Louisville, Ky. G. T. SPILMAN, Gen. Ticket Agent, Louisville, Ky.

Standard of Time—Clock in Depot at Frankfort.

[April 22.]

Louisville to Lexington. Read Downward.					STATIONS.	Lexington to Louisville. Read Upward.				
Acc.	Pass.	Pass.	Fares.	Miles.		Miles.	Fares.	Pass.	Acc.	Pass.
P. M.	P. M.	A. M.						A. M.	A. M.	P. M.
5 20	2 50	6 00			LEAVE					
5 40	3 07		10	4	 Louisville ¹	94	3 00	10 40	8 10	6 20
			20	5	 Fair Grounds.	90	3 00	10 22	7 50	
5 55	3 15		25	7	 Gilman's.	89	3 00			
			30	9	 Race Course.	87	3 00	10 13	7 40	
6 13	3 29	6 39	40	12	 Ormsby's.	85	3 00		7 33	
6 21	3 35	6 45	50	14	 Hobbs'	82	2 55	10 01	7 23	5 43
6 28			60	16	 O'Bannon's	80	2 90	9 55	7 15	5 37
6 36	3 46	6 56	65	18	 Smith's	78	2 85		7 06	
6 55	4 00	7 10	75	23	 Baird's	76	2 85	9 44	6 58	5 27
7 05	4 10	7 20	1 00	27	 Buckner's.	71	2 80	9 30	6 36	5 13
	4 27	7 37	1 20	32	 Lagrange	67	2 55	9 20	6 25	5 03
	4 38	7 48	1 30	35	 Jericho.	62	2 35	9 03		4 48
	4 57	8 07	1 50	40	 Smithfield.	59	2 25	8 52		4 38
			1 55	42	 Eminence	54	2 05	8 33		4 22
	5 10	8 20	1 65	44	 Belleview	52	1 95			
			1 75	47	 Pleasureville.	50	1 90	8 20		4 10
5 29	8 38	1 85	50		 Cropper's	47	1 75			
5 35	8 45	1 95	52		 Christiansburg.	44	1 65	8 01		3 51
	8 56	2 10	56		 Bagdad	42	1 55	7 55		3 45
5 57	9 07	2 30	60		 North Benson.	38	1 40			3 33
6 20	9 30	2 50	65		 Benson	34	1 30	7 31		3 21
6 40	9 50	2 70	70		 Frankfort	29	1 10	7 13		3 03
6 47	9 57	2 75	73		 Junction.	24	1 90	6 50		2 40
6 55	10 05	2 80	76		 Ducker's.	21	80	6 43		2 33
7 03	10 13	2 90	80		 Big Spring.	18	70	6 25		2 25
7 19	10 29	2 95	84		 Midway	14	55	6 22		2 12
7 30	10 40	3 00	87		 Payne's	10	40	6 11		2 00
7 50	11 00	3 00	94		 Yarnalton	7	25	6 00		1 50
P. M.	P. M.	A. M.			 Lexington ²			5 40		1 30
					ARRIVE			A. M.	A. M.	P. M.

¹ Connects with Louisville & Nashville Railway.

² Junction of Kentucky Central Railway.

[ADVERTISEMENT.]

SUMMER ARRANGEMENT.

Two Through Passenger Trains daily, Sundays excepted.

On and after Monday, April 22, 1861, Trains will run as follows:—

FIRST TRAIN—Leaves Louisville at 6 00 A. M., stopping at all regular stations, and arrives at Lexington at 11 00 A. M., connecting at Eminence with stages for Newcastles; at Frankfort, with stages for Lawrenceburg, Salvisa, Hardinsville, Danville, and Versailles; at Payne's, with stages for Georgetown; and at Lexington, with Covington & Lexington Railway for Paris, Falmouth, Covington, and Maysville, and with stages for Winchester, Mount Sterling, Owingsville, Richmond, Irwin, Nicholasville, Danville, Lancaster, Crab Orchard, Stanford, London, Barbourville, and all points south.

Returning, this train leaves Lexington at 1 30 P. M., stopping at all regular stations, and arrives at Louisville at 6 20 P. M., connecting by stages at Payne's for Georgetown, and at Eminence for Newcastle and Shelbyville.

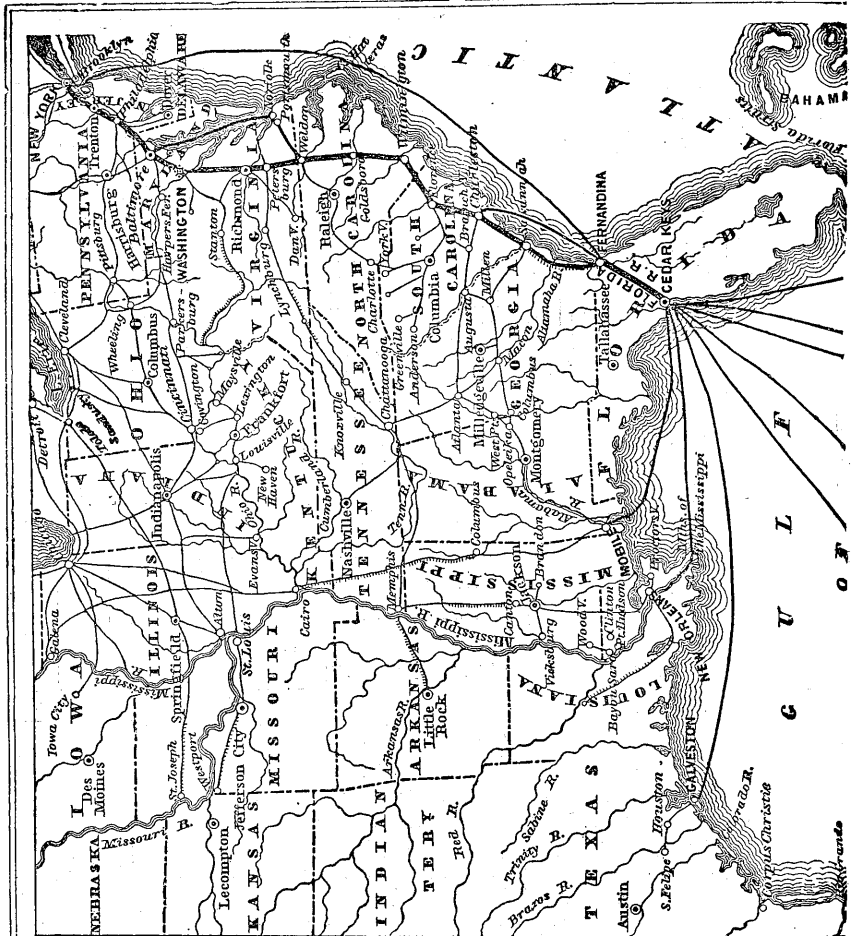
SECOND TRAIN—Leaves Louisville at 2 50 P. M., stopping at all regular stations, and arrives at Lexington at 7 50 P. M., connecting at Eminence by stages for Shelbyville and Newcastle.

Returning, this train leaves Lexington at 5 40 A. M., arriving at Louisville at 10 40 A. M., and connecting by Jeffersonville and New Albany & Salem Railways with Indianapolis, Terre Haute, Vincennes, Evansville, Chicago, St. Louis, Jefferson City, Keokuk, Burlington, Rock Island, Galena, Dubuque, and all the principal towns West and South.

Way Fares is about 4 cents per mile, and a discount of nearly three per cent. is allowed for tickets.

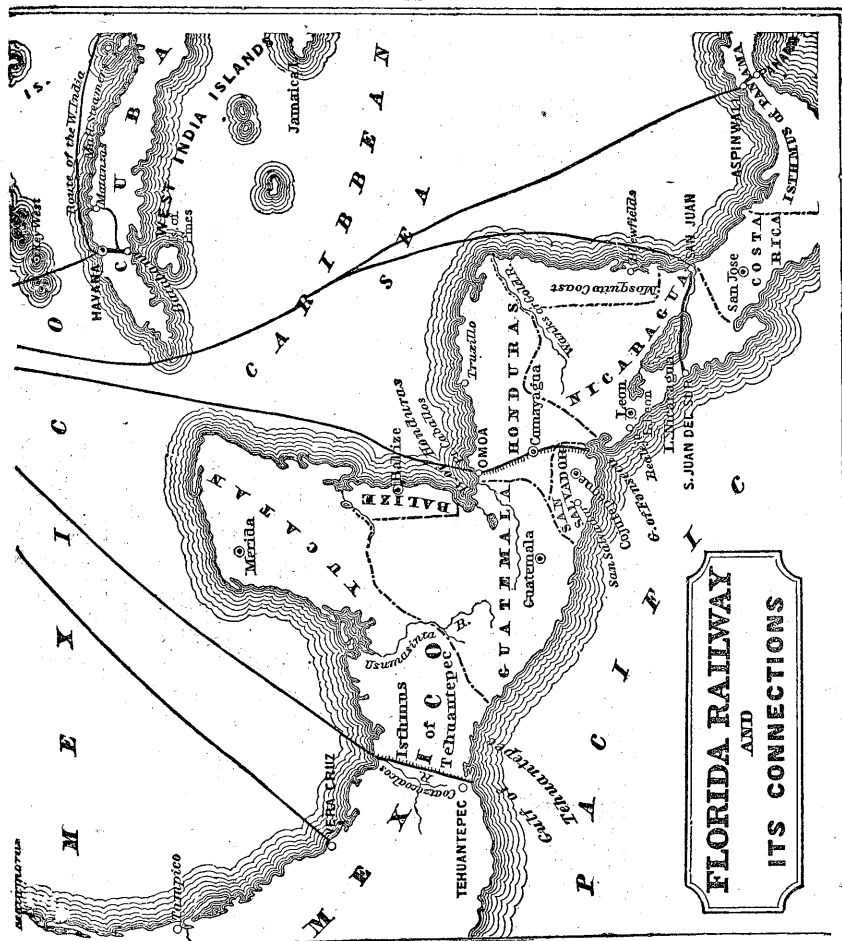
For any further information, call at the Depot, corner of Brook and Jefferson Streets, Louisville.

SAMUEL GILL, Superintendent.

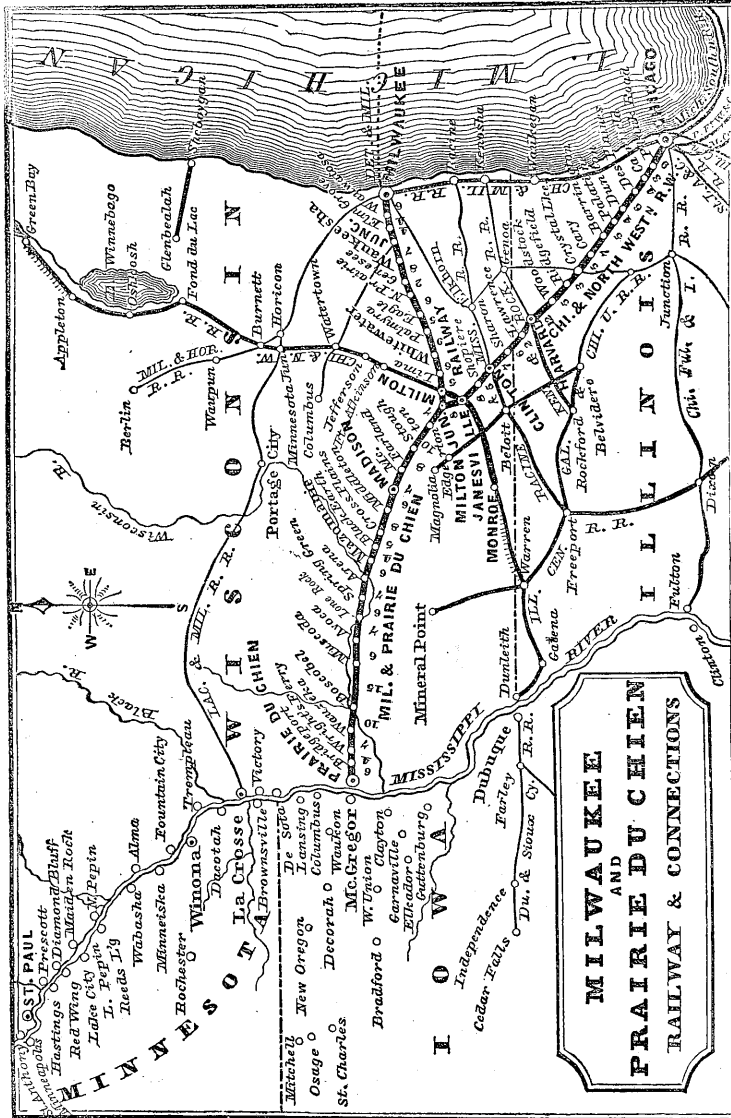


The Town Sites of Fernandina and Cedar Keys, Florida.

FERNANDINA occupies the head of Amelia Island, fronting Amelia River, which forms the harbor. Its site is admirable—the Island having an undulating surface, some portions being seventy feet above sea level. It averages about two miles in breadth and eighteen miles in length. It is regarded as one of the most healthy sea islands on the Southern coast; never having been visited by the Yellow Fever, Cholera, or other epidemic. A portion of the island is covered by groves of live oak. The purest water is found throughout the island, a slight depth below the surface.



CEDAR KEYS, Florida, contains about 1,000 acres of land. Though of less prospective importance than Fernandina, it is destined to become a large town, rendering its site very valuable. It will become the point of distribution of travel for all the Gulf ports, the various Isthmus crossings, and for Havana, and other West Indian ports. It will also become the *entrepôt* of provisions and grain for the greater part of Florida, the industry of which will, for a long time to come, be exclusively devoted to cotton or sugar planting, and to the manufacture of lumber and naval stores. The situation of the town is excellent, being elevated some thirty feet above the Gulf, and resting on a foundation of limestone. It has a good harbor, capable of taking over the bar, vessels drawing twelve feet of water.



Trains are run directly through to Prairie du Chien, both from Milwaukee and Chicago, thus avoiding all omnibus travel, and incurring no change of cars; and are so run that the change from cars to steamers is made by daylight, thus affording passengers a full night's rest on board the steamers, and combining speed with comfort and convenience.

For latest Time Table of this Route, see next page.

THIS Railway, extending from Milwaukee, on the western shore of Lake Michigan, to Prairie du Chien, on the Mississippi River, being introduced by the Chicago & North-western Railway from Chicago, and having a splendid line of steamers running in direct connection with it from Prairie du Chien to St. Paul, forms as direct and expeditious a route between the East and the Upper Mississippi as any other.

MILWAUKEE & PRAIRIE DU CHIEN RAILWAY.

LOUIS H. MEYER, Pres., New York. JAMES C. SPENCER, Gen. Manager; and WM. JERVIS, Supt., Milwaukee.
EDWARD P. BACON, Gen. Ticket Agent, Milwaukee, Wis.

CONNECTIONS.

1 Trways diverging from Milwaukee:

—Chic. & Milwaukee; Milwaukee & Prairie du Chien; Milwaukee & Horicon; La Crosse & Milwaukee; Milwaukee, Watertown & Baraboo.

1 Steamers from Milwaukee to Grand Haven, connect'g with trains of the Detroit & Milwaukee Railway.

2 Junction of Milwaukee, Watertown & Baraboo Railway.

3 Janesville Branch R'way diverges.

4 Connects at Janesville with Southern Wisconsin Division for Monroe, &c.

5 Crossing of Chicago & North-Western Railway.

6 Steamers to St. Paul and ports on the Mississippi River.

Standard of Time—CLOCK AT MILWAUKEE DEPOT. [August 8.

Milwau. to P. du Chien.

Pas. Nt'ht Mail Frs. Mts.

P. M. P. M. A. M.

4 55 9 00 9 05

5 33 9 30

5 51 9 46

6 18 10 20 10 02

6 43 10 20

6 53 10 28

7 25 10 42

7 45 11 00

8 20 12 10 11 25

8 40 12 30 11 40

9 00 12 50 11 55

9 30 12 25

1 00 12 05

1 25 12 25

1 55 12 47

2 25 1 10

3 25 1 56

3 50 2 13

4 15 2 34

4 30 2 43

4 45 3 00

5 05 3 14

5 35 3 32

6 00 3 47

6 20 4 04

6 40 4 18

7 30 4 49

8 05 5 01

8 30 5 20

9 00 5 40

9 30 5 50

10 00 6 00

10 30 6 10

11 00 6 20

11 30 6 30

12 00 6 40

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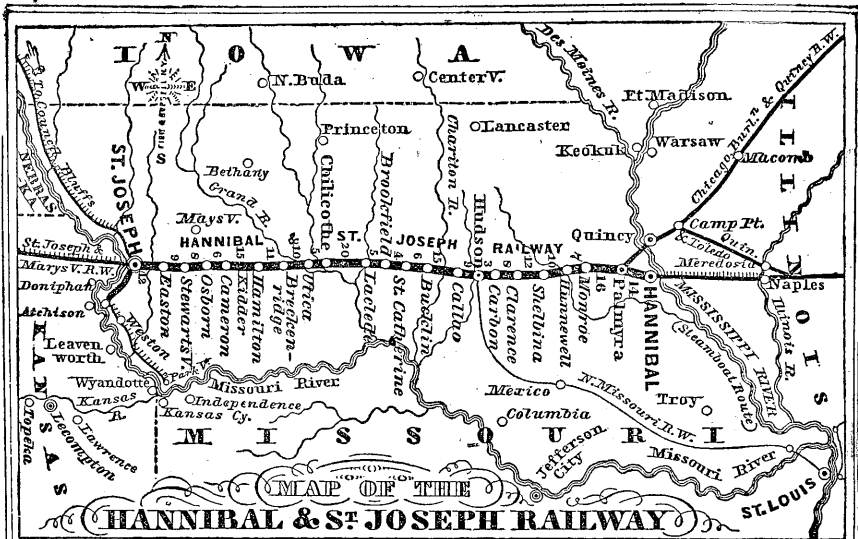
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HANNIBAL & ST. JOSEPH RAILWAY.

J. T. K. HAYWARD, Gen. Supt.; O. N. CUTLER, Asst. Supt.; P. B. GROAT, Gen. Ticket Agent; and
JOHN AYER, Gen. Freight Agent, Hannibal, Mo. [April 14]

Hannibal to St. Joseph. | St. Jos. to Hannibal.

Acc.	Exp.	Frs.	Mls	STATIONS.	Mls	Exp.	Acc.
A. M.				LEAVE		P. M.	
11 00				...Hannibal ¹	206	3 50	
11 30	40	10		 Barkley.....	196	3 28	
11 41	50	14		 Palmyra.....	192	3 10	
12 30	1 00	30		 Monroe.....	176	2 20	
12 53	1 20	37		 Hunnewell.....	169	1 55	
1 25	1 30	47		 Shelbyna ²	159	1 25	
2 00	2 35	59		 Clarence.....	147	12 50	
2 25	2 70	67		 Carbon.....	139	12 27	
2 35	2 80	70		 Macon ³	136	12 18	
2 52	3 00	75		 Bevier.....	131	12 02	
3 05	3 15	79		 Callao.....	127	11 51	
3 55		94		 Bucklin.....	112	11 05	
4 15	4 00	100		 St. Catherine.....	106	10 45	
4 30				ar } Brook- lv	102	10 30	
4 50		104		ar } field ar	102	10 10	
5 05	4 35	109		 Laclede.....	97	9 55	
5 05	5 20	130		 Chillicothe ⁴	76	8 53	
6 21	5 40	135		 Utica.....	71	8 38	
6 55		145		 Breckenridge.....	61	8 05	
7 30	6 25	156		 Hamilton.....	50	7 30	
8 15	6 55	171		 Cameron.....	35	6 43	
8 34	7 10	177		 Osborn.....	29	6 26	
8 57	7 40	185		 Stewartsville.....	21	6 03	
9 25	7 55	194		 Easton.....	12	5 35	
10 00	8 00	206		 St. Joseph ⁵	5	5 00	
P. M.				ARRIVE		A. M.	

[ADVERTISEMENT.]

The Great Pioneer Line to the West.

St. Joseph, its western terminus, is now the central point for all western travel. The Great Salt Lake Mail, the Pike's Peak Express, and the New Pony Express, taking dispatches to San Francisco in eight days, all start from this place.

Every facility is offered by Stage and Steamers to send passengers from St. Joseph to all towns on the Missouri, from Kansas City to Sioux City, and all places West.

Connecting Packets on the Missouri are run under the control of the Road, and no pains will be spared to make travellers comfortable. Meals and rooms free.

This route is so far superior that no one that is "posted" thinks of any other. It affords facilities for shipment of freight unequalled for economy and dispatch.

J. T. K. HAYWARD,
Gen. Superintendent.

CONNECTIONS.

¹ Steamers to St. Louis and Quincy.

² Stages to Paris and Glasgow.

³ Connects with North Missouri Railway, p. 219.

⁴ Stages to Brunswick.

⁵ Steamers to Kansas City, Leavenworth, Omaha, Council Bluffs, and Nebraska City; also, Stages to Lawrence, Topeka and Leocompton; and Gt. Salt Lake Mail for Utah & California.

DUBUQUE & SIOUX CITY RAILWAY.

(Formerly Dubuque & Pacific.)

HERM. GELPCKE, Pres., and GEORGE YOUNG, Supt.,
Dubuque, Iowa. [Sept. 2.]**Westward Trains.****Eastward Trains.**

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
A. M.	A. M.		LEAVE ARRIVE		P. M.	P. M.
11 00	9 00		... Dubuque ¹ ...	111	2 45	1 55
11 35	9 57	10	...Julien.....	101	1 50	1 20
11 55	10 27	14	...Peosta.....	97	1 20	1 00
12 10	10 53	18	...Epworth.....	93	12 54	12 45
12 30	11 17	23	... Farley ² ...	88	12 30	12 30
12 53	12 07	30	...Dyersville...	81	11 55	12 07
1 18	12 52	37	...Earlville ³ ...	74	11 10	11 42
1 38	1 16	41	...Delaware Center.	70	10 46	11 27
2 07	2 07	47	... Manchester ...	64	10 10	11 07
2 30	2 47	54	...Masonville....	57	9 30	10 30
2 55	3 32	61	...Winthrop.....	50	8 45	10 05
3 25	4 22	70	...Independence...	41	7 55	9 35
3 55	5 12	81	...Jesup ⁴	30	7 05	9 05
4 50	6 42	96	...Waterloo.....	15	5 35	8 10
5 10	7 17	111	... Cedar Falls ⁵ ...	0	5 00	7 50
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

¹ Connects with Illinois Central and Galena & Chicago Union Railways to and from the East.² Connects with Dubuque Western Railway, *below*.³ Stages for Strawberry Point, Fayette and West Union.⁴ Stages for Waterloo, Cedar Falls, Fort Dodge, and all points West.⁵ Will be continued to Sioux City, 320 miles west of Dubuque.**DUBUQUE, MARION & WESTERN R'WAY.**EDWARD STIMSON, Pres.; and WILL. BROWN, Supt.,
& Gen. Agent, Dubuque, Iowa. [June 17.]**Westward Trains.****Eastward Trains.**

Pass.	Frs.	Mls.	STATIONS.	Mls.	Pass.
P. M.	\$ c.		LEAVE ARRIVE		A. M.
1 50			... Dubuque ¹ ...	74	11 05
2 35	20	10	...Julien.....	64	10 20
3 00	40	14	...Peosta.....	60	9 55
3 20	50	18	...Epworth.....	56	9 35
3 40	60	23	...Farley Junction ² ...	51	9 15
4 15	75	30	...Worthington....	44	8 40
4 50	1 00	37	...Sand Spring....	37	8 05
5 25	1 20	43	...Monticello....	31	7 25
5 45	1 30	47	...Langworthy....	27	7 05
6 20	1 50	54	... Anamosa ³ ...	20	6 30
7 10		60	...Leonards.....	14	5 35
7 30		68	...Springville....	6	5 15
	2 00	74	... Marion ...		
P. M.			ARRIVE LEAVE		A. M.

¹ Connects with Illinois Central Railway.² " " Dubuque & Pacific R'way, *above*.³ Connects at Anamosa with Stages for Marion, Cedar Rapids, Vinton, Iowa City, Des Moines, &c.**MARTINSVILLE RAILWAY.**

(At present not in operation.)

CHICAGO, IOWA & NEBRASKA RAILWAY.JOHN BERTRAM, Pres., Salem, Mass. C. N. BONFISH,
Supt.; I. B. HOWE, Asst. Supt.; J. M. HAM, Gen.
Pass. Agent; and B. F. HAM, Gen. Freight Agt.,
Clinton, Iowa. [Sept. 2.]**Clinton to Cedar R.****Cedar R. to Clinton.**

Pass.	Mxd.	Mls.	STATIONS.	Mls.	Pass.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 50	8 30		... Clinton ¹ ...	82	9 30	6 00
5 05	8 50	5	...Camanche.....	77	9 20	5 40
5 20	9 05	10	...Low Moor.....	72	9 05	5 20
5 28	9 20	13	...Ramessa.....	69	8 55	5 05
5 50	10 00	20	...Dewitt.....	62	8 35	4 35
6 07	10 30	25	...Grand Mound...	57	8 15	4 00
		31	...Calmas.....			
6 30	11 15	35	...Wheatland.....	47	7 50	3 20
6 40	11 30	40	...Louden.....	42	7 35	2 55
7 00	12 05	47	...Onion Grove....	35	7 15	2 20
7 30	1 15	53	...Mechanicsville..	24	6 45	1 30
7 50	1 50	64	...Lisbon.....	18	6 25	12 30
7 55	2 05	66	...Mount Vernon...	16	6 15	12 20
8 20	2 45	74	...Bertram.....	9	5 55	11 45
8 45	3 30	82	... Cedar Rapids ² ...	0	5 30	11 00
P. M.	P. M.		ARRIVE LEAVE		A. M.	A. M.

Through Fare, \$3 00.

¹ Connects with Chicago, Fulton & Iowa R'way, by bridge and ferry.² Stages for Central and Western Iowa, connect with Cedar Rapids & Missouri Riv. R'way (projected).**TONICA & PETERSBURG RAILWAY.**W. G. GREENE, Pres.; JAS. BERDAN, Treas. & Sec.;
W. T. BEEKMAN, Supt.; and WM. BACON, Gen.
Agent, Jacksonville, Ill. [Feb. 15.]

A train leaves Petersburg at 7 00 A. M. on Mondays, Wednesdays, Thursdays, and Saturdays for Tallula, Ashland, Yatesville, Sinclair, and Jacksonville—arriving at the latter place at 9 00 A. M.

Returning, train leaves Jacksonville on same days at 3 00 P. M., arriving at Petersburg at 5 00 P. M.
Distance, 28 miles.

This Road makes close connections both North and South with Jacksonville, Alton & St. Louis Railway for Woodson, Iatan and Manchester. Also connects with Great Western (Ill.) Railway.

JACKSONVILLE, ALTON & ST. LOUIS RAILWAY.

A train leaves Jacksonville at 7 30 A. M. on Mondays, Wednesdays, Thursdays and Saturdays for Woodson, Iatan, and Manchester—arriving at the latter place at 12 00 noon.

Returning, train leaves Manchester on same days at 12 30 P. M., arriving at Jacksonville at 2 00 P. M.
Distance, 16½ miles.

Connects at Jacksonville with Tonic & Petersburg, and Great Western (Ill.) Railways.

LEXINGTON & BIG SANDY RAILWAY.

M. T. HILTON, Supt., Ashland, Ky.

Stations.—Ashland, Bellefont Furnace, Clinton Furnace, Canonsburg, and Buena Vista Furnace.

Two trains daily each way. Distance, 10 miles.

MADISON & INDIANAPOLIS RAILWAY.

FREDERICK H. SMITH, Pres., and D. C. BRANTHAM, Supt., Madison.
Standard of Time—Clock at Indianapolis Dept. [May 13.]

Madison to Indianapolis.

STATIONS.				Indianapolis to Mad.			
Exp. M.	Exp. M.	Exp. M.	Exp. M.	Ms.	Mail Exp.	Exp. M.	Exp. M.
P. M.	A. M.	P. M.	A. M.		A. M.	P. M.	P. M.
5 57	8 23	8 15	45	86	5 53	8 15	45
6 16	8 32	8 25	52	84	6 00	8 22	52
6 30	8 50	8 41	56	83	6 03	8 25	55
6 43	9 03	8 54	63	82	6 06	8 28	58
7 00	9 20	9 11	68	81	6 09	8 31	61
7 13	9 33	9 24	71	80	6 12	8 34	64
7 26	9 46	9 37	76	79	6 15	8 37	67
7 39	9 59	9 50	80	78	6 18	8 40	70
7 52	10 12	10 03	83	77	6 21	8 43	73
8 10	10 30	10 21	86	76	6 24	8 46	76
				75	6 27	8 49	79
				74	6 30	8 52	82
				73	6 33	8 55	85
				72	6 36	8 58	88
				71	6 39	9 01	91
				70	6 42	9 04	94
				69	6 45	9 07	97
				68	6 48	9 10	100
				67	6 51	9 13	103
				66	6 54	9 16	106
				65	6 57	9 19	109
				64	7 00	9 22	112
				63	7 03	9 25	115
				62	7 06	9 28	118
				61	7 09	9 31	121
				60	7 12	9 34	124
				59	7 15	9 37	127
				58	7 18	9 40	130
				57	7 21	9 43	133
				56	7 24	9 46	136
				55	7 27	9 49	139
				54	7 30	9 52	142
				53	7 33	9 55	145
				52	7 36	9 58	148
				51	7 39	10 01	151
				50	7 42	10 04	154
				49	7 45	10 07	157
				48	7 48	10 10	160
				47	7 51	10 13	163
				46	7 54	10 16	166
				45	7 57	10 19	169
				44	8 00	10 22	172
				43	8 03	10 25	175
				42	8 06	10 28	178
				41	8 09	10 31	181
				40	8 12	10 34	184
				39	8 15	10 37	187
				38	8 18	10 40	190
				37	8 21	10 43	193
				36	8 24	10 46	196
				35	8 27	10 49	199
				34	8 30	10 52	202
				33	8 33	10 55	205
				32	8 36	10 58	208
				31	8 39	11 01	211
				30	8 42	11 04	214
				29	8 45	11 07	217
				28	8 48	11 10	220
				27	8 51	11 13	223
				26	8 54	11 16	226
				25	8 57	11 19	229
				24	9 00	11 22	232
				23	9 03	11 25	235
				22	9 06	11 28	238
				21	9 09	11 31	241
				20	9 12	11 34	244
				19	9 15	11 37	247
				18	9 18	11 40	250
				17	9 21	11 43	253
				16	9 24	11 46	256
				15	9 27	11 49	259
				14	9 30	11 52	262
				13	9 33	11 55	265
				12	9 36	11 58	268
				11	9 39	12 01	271
				10	9 42	12 04	274
				9	9 45	12 07	277
				8	9 48	12 10	280
				7	9 51	12 13	283
				6	9 54	12 16	286
				5	9 57	12 19	289
				4	10 00	12 22	292
				3	10 03	12 25	295
				2	10 06	12 28	298
				1	10 09	12 31	301

Through fare, \$2 50. Way fare, 8 cents per mile.

Shelby & Rush Branch.—Rushville Accommodation will leave Rushville daily, Sundays excepted, at 7 00 A. M. Manila 7 45 A. M., Shelbyville 8 50 A. M., Columbus 10 50 A. M. Arrive at Madison 5 25 P. M. Returning, will leave Madison at 6 00 A. M., Columbus 2 55 P. M., Shelbyville 5 15 P. M., Manila 6 00 P. M. Arrive at Rushville 6 45 P. M.

¹ Connects with Mail Steamers on the Ohio River.

² Crossing of Ohio & Mississippi Railway.

³ Junction of Shelby & Rush Branch, *above*.

⁴ Con. with Jeffersonville Railway. ⁵ June. of Martinsville R. way.

CINCINNATI, PERU & CHICAGO RAILWAY.

M. FRENCIL, Pres., Cincinnati, O. N. KENDALL, Supt., Laporte, Ind.

No Time Table Received.

¹ Connects with Pittsburg, Fort Wayne & Chicago Railway.
² " " Michigan Southern & Northern Railway.

MILWAUKEE & HORICON RAILWAY.

LINDSEY WARD, Receiver, D. L. HARKNESS, Supt., L. Blossom.
Gen. Agent, D. W. HEYWOOD, Gen. Tkt. Agt. [May 13.]

STATIONS.				Omro to Milwaukee.			
Mxd. Pass.	Frs.	Ms.	Pass. Mxd.	Ms.	Pass. Mxd.	A. M.	P. M.
P. M.	A. M.	P. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.
11 50	1 45	1 55	1 75	51	51	7 00	19 57
8 51	1 55	1 55	1 75	50	50	7 00	19 57
4 19	2 16	1 50	1 50	49	49	6 59	19 56
4 29	2 23	1 50	1 50	48	48	6 59	19 56
4 39	2 30	1 50	1 50	47	47	6 59	19 56
4 49	2 37	1 50	1 50	46	46	6 59	19 56
4 59	2 44	1 50	1 50	45	45	6 59	19 56
5 09	2 51	1 50	1 50	44	44	6 59	19 56
5 19	2 58	1 50	1 50	43	43	6 59	19 56
5 29	3 05	1 50	1 50	42	42	6 59	19 56
5 39	3 12	1 50	1 50	41	41	6 59	19 56
5 49	3 19	1 50	1 50	40	40	6 59	19 56
5 59	3 26	1 50	1 50	39	39	6 59	19 56
6 09	3 33	1 50	1 50	38	38	6 59	19 56
6 19	3 40	1 50	1 50	37	37	6 59	19 56
6 29	3 47	1 50	1 50	36	36	6 59	19 56
6 39	3 54	1 50	1 50	35	35	6 59	19 56
6 49	4 01	1 50	1 50	34	34	6 59	19 56
6 59	4 08	1 50	1 50	33	33	6 59	19 56
7 09	4 15	1 50	1 50	32	32	6 59	19 56
7 19	4 22	1 50	1 50	31	31	6 59	19 56
7 29	4 29	1 50	1 50	30	30	6 59	19 56
8 03				29	29	6 59	19 56
				28	28	6 59	19 56
				27	27	6 59	19 56
				26	26	6 59	19 56
				25	25	6 59	19 56
				24	24	6 59	19 56
				23	23	6 59	19 56
				22	22	6 59	19 56
				21	21	6 59	19 56
				20	20	6 59	19 56
				19	19	6 59	19 56
				18	18	6 59	19 56
				17	17	6 59	19 56
				16	16	6 59	19 56
				15	15	6 59	19 56
				14	14	6 59	19 56
				13	13	6 59	19 56
				12	12	6 59	19 56
				11	11	6 59	19 56
				10	10	6 59	19 56
				9	9	6 59	19 56
				8	8	6 59	19 56
				7	7	6 59	19 56
				6	6	6 59	19 56
				5	5	6 59	19 56
				4	4	6 59	19 56
				3	3	6 59	19 56
				2	2	6 59	19 56
				1	1	6 59	19 56

¹ Con. with Chicago & Milwaukee, and Milwaukee & Miss. Railways.
² " " Milwaukee & Minnesota Railway.
³ Crosses Chicago & North-western Railway.

CAIRO & FULTON RAILWAY OF MISSOURI.

M. BRAYMAN, Pres., Springfield, Ill.
JOHN H. CROCKER, Supt. & Chief Eng., Bird's Point, Mo.
G. R. TRASDALE, Sec., Springfield, Ill. [May 4.]

STATIONS.				Going West.			
Mxd. Pass.	Frs.	Ms.	Pass. Mxd.	Ms.	Frs.	Pass. Mxd.	A. M.
P. M.	A. M.	P. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.
3 30	25	4	1	1	1	37	1 55
3 40	30	6	4	2	2	38	1 55
3 50	35	8	6	3	3	39	1 55
4 00	40	10	8	4	4	40	1 55
4 10	45	12	10	5	5	41	1 55
4 20	50	14	12	6	6	42	1 55
4 30	55	16	14	7	7	43	1 55
4 40	60	18	16	8	8	44	1 55
4 50	65	20	18	9	9	45	1 55
5 00	70	22	20	10	10	46	1 55
				11	11	47	1 55
				12	12	48	1 55
				13	13	49	1 55
				14	14	50	1 55
				15	15	51	1 55
				16	16	52	1 55
				17	17	53	1 55
				18	18	54	1 55
				19	19	55	1 55
				20	20	56	1 55
				21	21	57	1 55
				22	22	58	1 55
				23	23	59	1 55
				24	24	60	1 55
				25	25	61	1 55
				26	26	62	1 55
				27	27	63	1 55
				28	28	64	1 55
				29	29	65	1 55
				30	30	66	1 55
				31	31	67	1 55
				32	32	68	1 55
				33	33	69	1 55
				34	34	70	1 55
				35	35	71	1 55
				36	36	72	1 55
				37	37	73	1 55
				38	38	74	1 55
				39	39	75	1 55
				40	40	76	1 55
				41	41	77	1 55

LOUISVILLE, NEW ALBANY & CHICAGO RAILWAY.

D. D. WILLIAMSON, Trustee, New York. D. A. NOBLE, Manager; R. E. RICKER, Supt., New Albany, Ind.
DANIEL F. GRIFFIN, General Ticket Agent, New Albany, Ind.

STANDARD TIME is ten minutes faster than the Ohio & Mississippi, same as Indianapolis, and six minutes faster than the Michigan Central. [Aug. 20.]

New Albany to Michigan City.							Michigan City to New Albany.						
St. Louis Express.	Chic. Exp.	Mixed.	Chic. Mail.	Fares.	Miles.	STATIONS.	Miles.	Lo'ville Express.	Mixed.	Lo'ville Mail.	Chic. Exp.		
P. M.	P. M.	A. M.	A. M.			LEAVE ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.		
7 45*			5 00			New Albany ¹ ..	288	4 30		6 40			*
8 16			5 23		12	Wilson's.....	276	3 56		6 10			
8 40			5 43		18	Providence.....	270	3 34		5 43			
8 57			6 02		23	Pekin.....	265	3 15		5 33			
9 03			6 12		27	Farabee's.....	261	3 04		5 23			
9 20			6 23		30	Harristown.....	258	2 55		5 13			
9 35			6 37	1 30	35	Salem.....	253	2 40		5 00			
10 12			7 10		45	Campbellsburg.....	243	1 57		4 22			
10 18			7 15		47	Saltillo.....	241	1 50		4 15			
10 35			7 26		52	Lancaster.....	236	1 37		4 03			
10 50			7 39		56	Orleans.....	232	1 23		3 50			
11 05			8 03	2 25	61	Mitchell ²	223	1 05		3 35			
			8 16		65	Bedford.....	217			3 07			
			8 36	2 60	71	Harrodsburg.....	203			2 43			
			9 18		85	Smithville.....	199			1 43			
			9 36		89	Bloomington.....	191			1 20			
			10 00	3 50	87	Ellettsville.....	184			12 55			
			10 20		104	Gosport.....	175			12 25			
			10 53	4 05	113	Quincy.....	166			11 53			
			11 25		122	Cloverdale.....	160			11 29			
			11 39		128	Putnamville.....	154			11 17			
			11 55		134	Junction.....	151			11 05			
			12 17		137	Greencastle ³	149			10 45			
			12 25	4 70	139	Bainbridge.....	140			10 15			
			12 52		145	Ladoga.....	129			9 40			
			1 25	5 35	159	Crawfordsville.....	118			9 00			
			2 00	5 60	170	Linden.....	108			8 29			
			2 25		180	Corwin.....	104			8 15			
			2 40		184	Indianap. Junction.....	92			7 42	4 58		
2 25			3 10		196	arr } Lafayette } lve	90		12 15	4 43	4 45		
2 40			3 20	5 60	198	lve } ette ⁴ } arr	84		11 53	4 30	4 40		
3 22		5 15			204	Battle Ground.....	77		11 26	4 15	4 34		
3 38		5 43			211	Brookston.....	67		10 45	3 52	4 15		
3 55		6 17			221	Reynolds ⁵	59		10 05	3 34	3 15		
4 23		7 05		6 40	229	Bradford.....	51		9 27	2 53	2 83		
4 43		7 43			237	Francesville.....	44		8 55	2 33	2 00		
5 04		8 20		7 00	244	Medaryville.....	36		8 15	2 03	1 40		
5 22		8 55			252	San Pierre.....	21		7 10	1 27	1 10		
5 43		9 35			267	Wanatah.....	12		6 33	1 07	1 00		
6 22		10 40		8 10	276	Westville.....	9		6 07	1 00	1 00		
6 43		11 22			287	M. S. Crossing ⁶			5 30	1 00	1 00		
6 54		11 45			288	Michigan City ⁷							
7 12		12 15		8 10		ARRIVE LEAVE							
P. M.	P. M.	P. M.	P. M.					A. M.	A. M.	A. M.	P. M.		

The Through Trains connect at Greencastle with the Terre Haute and Richmond Railway, and at Lafayette with the trains of the Toledo, Wabash and Western Railway; at M. S. Crossing, with Michigan Southern and Northern Indiana Railway; at Michigan City, with the Michigan Central Railway for Chicago and all points west and northwest, and for Detroit and all points east.

¹ Connects with all Louisville, Ky., Railways; and Steamboats on Ohio River, up and down.

² Crossing of Ohio & Mississippi R'way, p. 199.

³ Junction of Terre Haute & Richmond, p. 215.

⁴ Junction of Lafayette & Indianapolis, p. 211.

⁵ Con. with Toledo, Wabash & Western, p. 224.

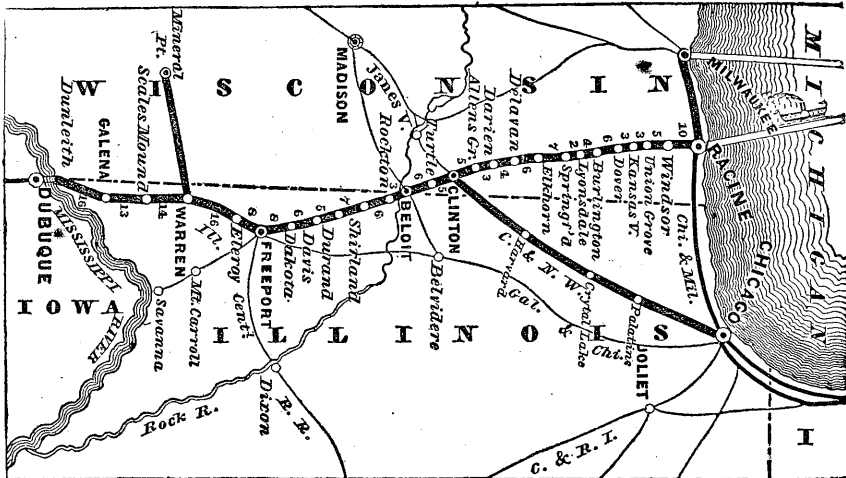
⁶ Crosses Peoria, Logansport & Bur. R'way, p. 225.

⁷ Connects with Michigan Southern & Northern Indiana Railway, p. 175.

⁸ Junction with Michigan Central R'way, p. 183.

Way Fares about 84 cents per mile. A discount of 10 cents on all fares of \$1 or over, and of 5 cents on all fares less than \$1, will be made to passengers purchasing Tickets before entering the cars.

RACINE & MISSISSIPPI



The Racine & Mississippi Railway extends from Racine, on Lake Michigan, to Freeport, Illinois, 104 miles.

The harbor of Racine is easy of access, and admits vessels drawing twelve feet of water. The population of the city is 12,000. The facilities afforded for the shipment of wheat, and other agricultural products, are not inferior to those of Chicago and Milwaukee. Railway tracks run to a series of elevators, where grain is at once transferred from the cars to the vessel. The lumber business for the interior is also managed with great economy and despatch,—the lumber being transferred directly from the vessel to the cars.

The Railway passes through a well settled country, unsurpassed in its natural advantages for farming purposes. On the route are a series of thriving towns. Racine is 62 miles distant from Chicago by the Lake, or Chicago and Milwaukee Railway, and 28 miles from Milwaukee by Lake or Railway: the Racine & Mississippi Railway is, therefore, the route for traffic to Milwaukee from Freeport, Galena, and Dunleith, by way of Racine.

At Clinton Junction, 59 miles from Racine, a connection is made with the Chicago & North-Western Railway, forming a direct through route from Freeport to Chicago; and from Galena, Dubuque and the Mississippi River, Iowa and Minnesota, by the connection made at Freeport with the Galena Branch of the Illinois Central Railway.

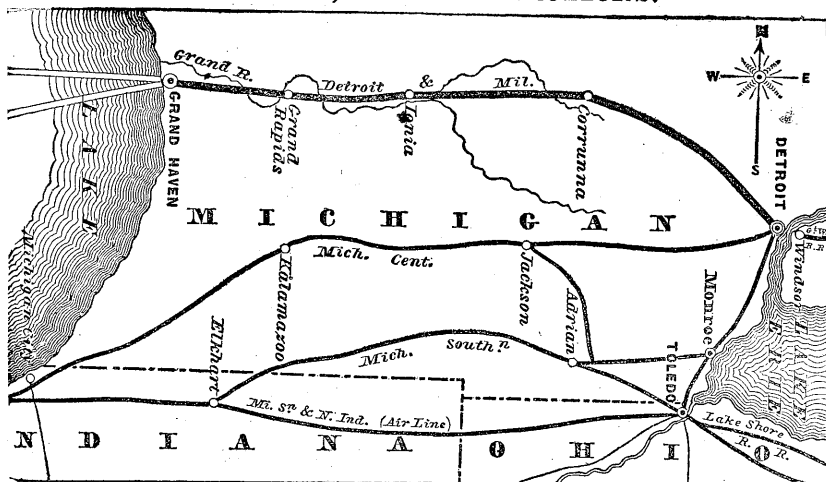
Distances from Dunleith, eastward, are as follows:—

To Racine, by Ill. Central and Racine & Miss. Railways,	171 miles.
To Milwaukee, by " " " " and Mil. & Chicago Railways,	194 "
To Chicago, by " " " " and Chicago & N. W. " "	191 "

By the Lake there is steam connection with Grand Haven, the terminus of the Detroit & Milwaukee Railway. The distance across the Lake from Racine is within the distance between Milwaukee and Grand Haven. Arrangements are being made for Steamers direct from Racine, but in the meantime the connection is made by way of Milwaukee.

Waiting and refreshment rooms are provided at Freeport at the junction of the Illinois Central and Racine & Mississippi Railways.

RAILWAY, AND CONNECTIONS.



RACINE & MISSISSIPPI RAILWAY.

G. A. THOMSON, General Manager, Racine, Wis. MATT. TAYLOR, Supt., Racine, Wis.
A. J. REDBURN, Sec. & Gen. Ticket Agent; and R. C. TATE, Gen. Freight Agent, Racine, Wis.

Standard of Time—Clock at Secretary's Office, Racine.

[June 28.

This Road, now completed to Freeport, forms, with its connections, the shortest, cheapest, and most expeditious route from Racine and Milwaukee to all parts of Southern Wisconsin, Northern Illinois, and Iowa.

Through Fare, \$3 00. Way Fares, about 8 cents per mile.

CONNECTIONS.

¹ Connects at Racine with Chicago & Milwaukee Railway.

Also, by Steamers for Chicago and Grand Haven.

² Crossing of Chicago & North-Western Railway.

³ Connects with Beloit Branch of Galena & Chicago Union Railway, and Beloit & Madison Railway.

⁴ Connects with Illinois Central Railway.

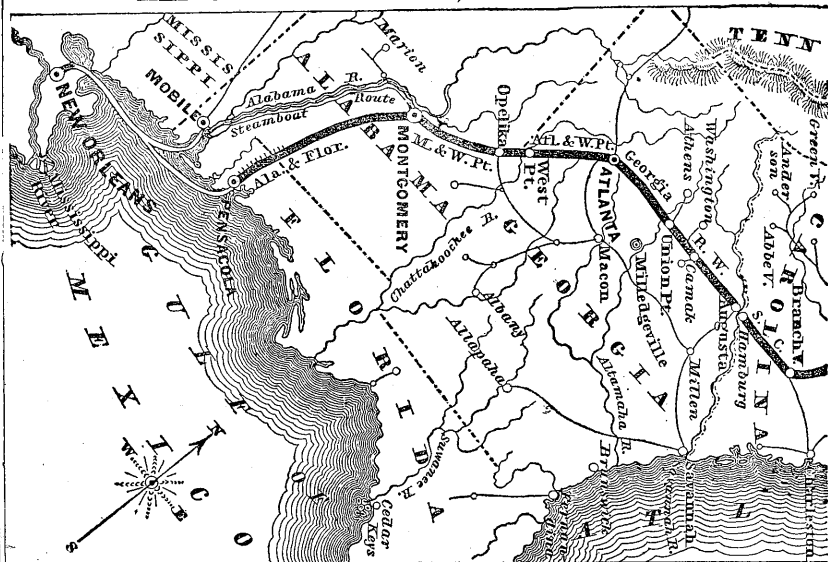
⁵ Stages leave Burlington for Rochester and Waterford; at Springfield, for Geneva; and at Elkhorn for White-water.

Racine to Freeport.

Freeport to Racine.

Pass.	Acc.	Pass.	M	STATIONS.	M	Acc.	Pass.	Acc.
A.M.	A.M.	A.M.		LEAVE ARRIVE		P.M.	P.M.	P.M.
	11 15	8 10		LEAVE Racine ¹	104	1 00	7 00	
	11 30	8 21	2	 Junction.....	102	12 46	6 29	
	12 06	8 41	10	 Windsor.....	94	12 06	6 29	
	12 28	8 55	15	 Union Grove.....	89	11 34	6 16	
	12 41	9 03	18	 Kansasville.....	86	11 17	6 07	
	12 53	9 11	21	 Dover.....	83	11 01	5 59	
	1 27	9 31	27	 Burlington.....	77	10 31	5 43	
	1 45	9 41	31	 Lyons.....	73	10 01	5 28	
	2 03	9 49	34	 Springfield.....	70	9 45	5 20	
	2 38	10 10	40	 Elkhorn.....	64	9 05	4 59	
	3 08	10 50	46	 Delavan.....	58	8 38	4 41	
	3 26	10 42	50	 Darien.....	54	8 21	4 29	
	3 40	10 51	53	 Allen's Grove.....	51	8 07	4 19	
12 20	4 30	11 15	58	 Clinton ²	45	7 44	4 02	11 52
12 32	4 46	11 25	63	 Turtle.....	41	7 24	3 49	11 43
12 56	5 20	11 50	69	 Beloit ³	35	7 00	3 33	11 28
1 06	5 35	12 00	72	 Rockton.....	32	6 29	3 16	11 14
1 24	6 03	12 16	79	 Shirland.....	25	5 58	2 59	10 59
1 42	6 32	12 35	85	 Durand.....	19	5 29	2 43	10 44
1 55	6 55	12 47	90	 Davis.....	14	5 05	2 30	10 33
2 04	7 12	12 56	93	 Rock City.....	11	4 53	2 21	10 25
2 14	7 30	1 06	96	 Dakotah.....	8	4 36	2 11	10 16
2 38	8 05	1 26	104	 Freeport ⁴	4	4 00	1 50	9 53
A.M.	P.M.	P.M.		ARRIVE LEAVE		A.M.	P.M.	P.M.

MAP OF THE RICHMOND, FREDERICKSBURG,



This Railway, as the traveler will perceive by glancing at the above Map, connects with the N. Jersey Railway & Trans. Co. and Camden & Amboy at Philadelphia. At Baltimore, with the Phila., Wilm. & Baltimore Railway; or with the Bay Line Steamer to Portsmouth, to Weldon. At Washington, with the Washington Branch of the Balt. & Ohio Railway, and with Steamers to and from Aquia Creek.

At Richmond, it connects with the Richmond & Petersburg Railway. At Petersburg, with the Petersburg & Roanoke; at Weldon, with the Weldon & Wilmington; at Wilmington, with the Wilmington & Manchester; at Kingsville, with the S. Carolina; at Augusta, with the Georgia; at Atlanta, with the Atlanta & West Point; at West Point, with the Montgomery & West Point Railway.

At Montgomery, the traveller takes the steamboat to Mobile. The Steamboats on the Alabama River are not surpassed by any in the country, either for speed or accommodations. From Mobile, the traveler takes the Steamboat for New Orleans. There is probably not a more pleasant Route in the country than this old established and favorite Route.

RICHMOND is the capital of Virginia, and is situated on the north-east bank of James River. The situation of the city is unsurpassed; the scenery of the environs combines in a high degree the elements of grandeur, beauty, and variety. The city is increasing rapidly in population and business; in 1800, the population was 5,737; in 1810, 9,785; in 1820, 12,000; in 1830, 16,000; in 1840, 20,153; in 1850, 27,570; in 1856, 32,389. The population at this time is estimated at about 40,000.

PETERSBURG, a handsome and flourishing city, about twenty-two miles south of Richmond, is the third city in Virginia in respect to population, and possesses extensive facilities for business. Population in 1800, 14,000; in 1853, 15,000; in 1860, the population is estimated at 18,000.

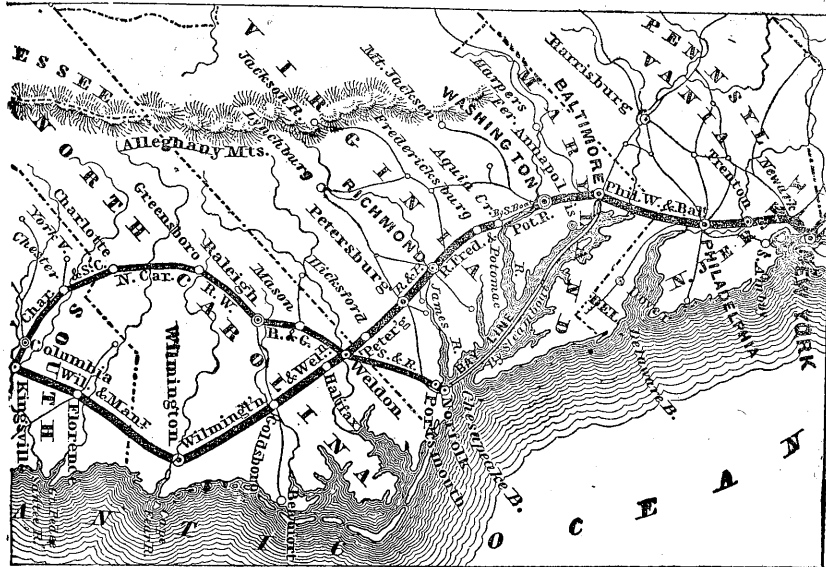
WELDON is situated on the right bank of Roanoke River, at the head of Steamboat navigation. Four Railways meet at this point, viz. the Petersburg, the Wilmington & Weldon, the Raleigh & Gaston, and the Seaboard & Roanoke. Population about 1,000.

WILMINGTON is the largest city in North Carolina. Its business and population is constantly increasing. Independent of its railway facilities, it has a very extensive Steamboat business. Population in 1830 about 8,000; in 1840, 5,000; in 1850, 7,266; in 1855, 10,000; at this time, 1860, about 15,000.

MONTGOMERY, Ala., is a flourishing city, the Capital of the State, and situated on the Alabama River. It is the second city in the State, and possesses great facilities both by land and water for communication with the surrounding country. The Alabama River cannot be surpassed for facilities in transportation, being navigable at all seasons of the year. Its population is estimated at about 15,000.

MOBILE is by far the most considerable city of importance in the State of Alabama. It is situated on the west bank of the Mobile River, and is considered the greatest cotton market in the United States. Population about 30,000.

AND POTOMAC RAILROAD LINE.

NEW ORLEANS TO MONTGOMERY,
WASHINGTON AND NEW YORK.

Leave New Orleans at 4 P. M. by Steamboat, arriving at Mobile 7 A. M. L'v'e Mobile at 10 A. M. by Steamer for Stockton; thence by Stage to Greenville, connecting with A. & F. R. R. for Montgomery. Also through from Mobile to Montgomery by Steamer.

STATIONS.	Mls.	EXPRESS.	EXPRESS.
Montgomery.....leave		8 45 A. M.	9 10 P. M.
Atlanta.....	175	12 00 Night	10 00 A. M.
Augusta.....	346	8 00 A. M.	7 30 P. M.
Kingsville.....	404	8 45 P. M.	3 50 A. M.
Wilmington.....	635	2 30 A. M.	2 10 P. M.
Weldon.....	797	10 40 "	10 45 "
Petersburg.....leave	861	5 00 P. M.	8 45 A. M.
Richmond.....leave	888	7 00 "	6 30 "
Acquia Creek.....leave	958	11 15 "	10 30 "
Washington.....	1013	3 45 A. M.	2 00 P. M.
Baltimore.....	1051	8 00 "	4 50 "
Philadelphia.....	1149	8 36 "	5 31 "
New York.....arrive	1236	12 48 P. M.	9 58 "
		2 00 "	11 00 "
		6 00 "	3 10 A. M.

NEW YORK TO WASHINGTON, MONTGOMERY AND NEW ORLEANS.

Connect at Montgomery with Steamer leaving at 4 00 P. M. for Mobile. Distance, 417 miles. Time, 48 hours.
Leave Mobile at 1 00 P. M. by Mail Line of Steamers, arriving at New Orleans 4 00 next morning. Distance, 165 miles.

STATIONS.	Mls.	EXPRESS.	EXPRESS.
New York.....leave		7 00 A. M.	6 00 P. M.
Philadelphia.....	87	10 50 "	10 00 "
Baltimore.....	185	12 00 P. M.	11 10 "
Washington.....	223	3 54 "	8 55 A. M.
Acquia Creek.....	278	4 20 "	4 20 "
Richmond.....	353	6 00 "	5 54 "
Petersburg.....	375	7 00 "	6 30 "
Weldon.....	439	7 00 "	6 30 "
Wilmington.....	601	11 00 "	10 20 "
Kingsville.....	772	3 40 A. M.	2 55 P. M.
Augusta.....	890	7 09 "	4 45 "
Atlanta.....	1061	8 40 A. M.	8 15 "
Montgomery.....	1236	10 30 "	8 45 "
		7 05 P. M.	5 00 A. M.
		6 15 A. M.	3 05 P. M.
		1 15 P. M.	11 15 "
		11 45 "	9 45 A. M.
		12 00 Noon	10 45 P. M.

See next page for full Time Table of the Richmond, Fredericksburg & Potomac Railway.

For full Time Tables of the Railways composing this Through Route, see for New York & Philadelphia Line, p. 92; Phila., Wilm. & Baltimore, p. 103; Richmond, Fredericksburg & Potomac, Richmond & Petersburg, and Petersburg Railways, p. 242; Wilmington & Weldon, p. 249; Wilmington & Manchester, p. 251; South Carolina, p. 250; Georgia, p. 255; Atlanta & West Point, p. 255; and Mont. & West Point, p. 255.

RICHMOND, FREDERICKSB'G & POTOMAC, RICHM'D & PETERSB'G, AND PETERSBURG RAILWAYS.

Richmond, Fred. & Potomac R'way.—P. V. DANIEL, Jr., Pres., and S. RUTH, Supt. Richmond, Va.
Richmond & Petersburg R'way.—CHAS. ELLIS, Pres., and T. H. WYNNE, Supt., Richmond, Va.
Petersburg R'way.—WM. T. JOYNES, Pres., and C. O. SANFORD, Supt., Petersburg, Va.

Washington to Weldon.

Weldon to Washington.

CONNECTIONS.

Acc.	Mail.	Mail.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Mail.	Mail.	Acc.
A. M.	P. M.	A. M.			LEAVE ARRIVE			A. M.	P. M.	P. M.
	7 00	6 30			Washington	216	9 50	4 15	2 00	
			12	8	... Alexandria ²	205	9 50			
			2 00	53	... Aquia Creek	161	7 50			
					L'Ve do. Arr.			11 20	10 20	
		11 20	10 20		Fredericksburg	146	6 50	10 28	9 34	
		12 14	11 10	3 00	70	Guineas ²	184	6 00	9 45	9 00
		12 53	11 42	3 50	81	... Milford	124	5 60	9 20	8 39
6 45	1 28	12 07	10 56	3 50	105	... Chesterfield	111	5 25	8 46	8 09
7 17	1 54	12 34	11 23	4 25	105	... Junction	109	4 87	8 30	7 54
7 32	2 12	12 49	11 38	4 52	107	... Taylorsville	106	4 80	8 23	7 47
7 47	2 19	12 56	11 45	5 00	110	... Ashland		8 07	7 32	5 03
8 05	2 42	1 28			122	... Hungary	94	4 35	7 28	6 56
8 32	3 06	1 49	5 55	122	Ar (Rich-) Lv			7 00	6 30	4 00
9 00	3 34	2 15	5 50	130	Lv (mond) Ar	86	4 00	6 30	5 05	10 00
9 00	4 30	2 45			... Temple's	84	4 00	6 15	4 50	9 23
9 28	4 49	3 05	5 75	132	... Rice's Turnout	73	3 70	6 00	4 35	9 14
9 46	4 53	3 15	6 00	135	... Halfway Station	73	3 50	5 51	4 26	9 04
9 56	5 07	3 24	6 00	141	... Chester	73	3 50	5 45	4 20	8 55
9 09	5 17	3 34	6 50	143	... Port Walthall	70	3 25	5 32	4 07	8 28
9 30	5 36	3 43	6 25	148	Ar (Peters-) Lv			5 15	3 50	8 00
10 00	5 45	4 00	6 50	152	Lv (burg) Ar	64	3 00	3 00		
	7 00	4 45			... Reams	54	2 50	2 20		
	7 32		7 00	162	... Stony Creek	42	2 00	1 50		
	8 00		7 50	174	... Jarratt's	34	1 50	1 15		
	8 40		8 00	182	... Bellfield	24	1 00	12 50		
	9 12		8 50	192	... Hicks' Rd June*	21	75			
	9 52		9 00	202	... Pleasant Hill	14	50	12 20		
	10 30	8 15	9 50	216	... Weldon*			11 30	10 45	
A. M.	A. M.	P. M.			ARRIVE LEAVE			A. M.	P. M.	A. M.

¹ Connects with Washington Br. of Balt. & Ohio R'way, p. 161.

² Connects with Orange & Alexandria, and Manassas Gap Railways, p. 245.

³ Stages to Charlottesville, Sulphur Springs, &c.

⁴ Connects with Virginia Central R'way, p. 245; and Richmond & Danville Railway, p. 243.

⁵ June. of Petersburg & Lynchburg Railway, *below*; and Norfolk & Petersburg R'way, p. 243.

⁶ Connects with Wilmington & Weldon Railway, p. 249. Also with Seaboard & Roanoke Railway, p. 243.

* **Gaston Branch.**—A train leaves Junction at 9 20 A. M., and arrives at Gaston 10 50 A. M. Leaves Gaston at 1 30 P. M., running through to Petersburg, arriving there about 8 00 P. M. Connects at Gaston with Raleigh & Gaston Railway, p. 249.

JOHN E. WILLS,
Gen. Ticket Ag't, Petersburg.

PETERSBURG & LYNCHBURG (South Side) RAILWAY. [May 30]

THOS. H. CAMPBELL, Pres., Petersburg, Va.
H. D. BIRD, Gen. Supt., Petersburg, Va.

City Pt. to Lynchb'g. | Lynchb'g to City Pt.

Mail.	Frs.	Mls.	STATIONS.	Mls.	Fares.	Mail.
A. M.			LEAVE ARRIVE			P. M.
			... <i>City Point</i> ...	123	5 00	12 55
7 00			... Petersburg	113	5 00	12 24
7 33	50	10	... Sutherland's	108	5 00	11 51
8 06	1 00	20	... Ford's	96	4 75	11 27
8 30	1 25	27	... Wilson's	86	4 45	10 53
8 42	1 55	31	... Wellville	80	3 75	10 30
9 03	1 75	37	Blacks' & Whites	71	2 85	9 58
9 24	2 10	43	Nottoway C. H.	63	2 75	9 22
10 29	2 15	52	Burkeville ²	55	2 65	8 50
10 29	2 55	61	... Rice's	44	2 10	7 57
11 03	3 05	69	... Farmville	36	2 00	7 30
11 41	3 65	79	... Prospect	24	1 30	6 51
12 08	4 15	87	... Pamplin's	18	90	6 30
12 47	4 85	99	... Appomattox	18	65	6 15
1 06	5 00	105	... Spout Spring			5 25
1 24	5 00	110	... Concord			
2 15	5 00	123	Lynchburg ²			
P. M.			ARRIVE LEAVE			A. M.

Connections of Petersburg & Lynchburg Railway.

¹ Connects with City Point Branch Railway (9 miles, fare 50 cents) for City Point.

² Connects with Richmond & Petersburg Railway, *above*; Petersburg Railway, *above*; and Petersburg & Norfolk Railway.

³ Crossing of Richmond & Danville R'way.
⁴ Connects with Virginia & Tennessee R'way.
 Also, Stages to Lexington, Alum Springs, &c.

RICHMOND & YORK RIVER RAILWAY.

ALEX. DUDLEY, Pres.; and R. H. TEMPLE, Supt. and Chief Eng., Richmond, Va.

Standard of Time—Regulator at Mitchell and Tyler, Richmond.

On and after October 9, 1860, a Train will leave Richmond daily (Sundays excepted) at 6 30 A. M., arriving at West Point at 8 00 A. M.; connecting there on Tuesdays, Thursdays and Saturdays with the fast and commodious Steamer West Point, which arrives at Old Point at 12 45 P. M., and Norfolk and Portsmouth at 2 00 P. M.

Returning, the Steamer will leave Norfolk and Portsmouth on Mondays, Wednesdays and Fridays at 6 30 A. M., and Old Pt. at 7 45 A. M., connecting with the cars at West Pt., and arriving at Richmond 2 P. M. On Tuesdays, Thursdays and Saturdays a train will leave W. Point at 9 A. M., arriving at Richmond 11 A. M.

RICHMOND & DANVILLE RAILWAY.

E. E. HARVEY, Pres.; THOS. W. BROCKENBROUGH, Treas.; and CHARLES CAMPBELL, Supt., Richmond, Va. [Jan. 29.]

Richmond to Danville. | Danville to Richmond.

Mail.	Frs.	Mls.	STATIONS.	Mls.	Mail.
			LEAVE ARRIVE		P. M.
A. M.			Richmond 1	140	12 50
8 00			Manchest.	189	
	5	1	Powhatan	132	
		8	Coalfield	127	12 08
8 44	60	13	Tomahawk	122	
	75	18	Powhatan	118	11 85
9 16	90	22	Mattoax	113	11 20
9 31	1 10	27	Chula	110	11 10
9 43	1 20	30	Amelia C. H.	104	10 53
10 04	1 45	36	Jetersville	97	10 27
10 30	1 75	42	Jennings Ordinary	90	
	2 00	50	Burkeville 2	87	9 50
11 15	2 15	53	Price's	79	
	2 40	61	Meherrin	75	9 08
11 52	2 60	65	Keysville	67	8 37
12 23	2 95	73	Drake's Branch	59	7 54
12 45	3 35	81	Mossingford	56	7 43
12 59	3 40	84	Roanoke	50	7 24
1 21	3 60	90	Clover	46	7 03
1 40	3 80	94	Scottsburg	40	6 50
1 59	4 00	100	Boston	31	6 30
2 29	4 40	109	New's Ferry	23	6 05
2 55	4 70	117	Barksdale's	13	5 42
3 27	5 10	127	Ringgold	5	5 18
3 54		135	North Side	1	
4 10	5 70	140	Danville		5 00
	5 70	140	(Stages.)		
			Greensboro 3		
P. M.			ARRIVE LEAVE		A. M.

¹ Connects with Richmond, Frederick & Potomac, and Virginia Central Railways twice daily.

² Connects with South Side Railway for Lynchburg, and the South and South-West twice daily, being the great through Mail Route between New York and New Orleans.

³ Connects with North Carolina Railway.

NORFOLK & PETERSBURG RAILWAY.

WM. MAHONE, Pres. & Supt., Norfolk, Va. [July 27.]

Norfolk to Petersb'g. | Petersb'g to Norfolk.

Exp.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Exp.
			LEAVE ARRIVE			P. M.
P. M.			Norfolk 1	80		10 30
1 20			Suffolk	58		9 32
2 15	23	23	Windsor	47		9 05
2 45	28	40	Zuni	40		8 48
3 00	40	40	Ivor	36		8 35
3 10	44	44	Wakefield	29		8 18
3 30	51	51	Waverly	21		7 55
3 50	59	59	Disputanta	13		7 35
4 15	67	67	Petersburg 2			7 00
4 50	80	80	ARRIVE LEAVE			A. M.

¹ Connects with Steamers to Baltimore, Philadelphia, New York and Boston.

² Connects with Seaboard & Roanoke Railway.

³ Con. with Richmond & Petersburg Railway for Richmond; and South Side R'way for Lynchburg, &c.

SEABOARD & ROANOKE RAILWAY.

S. M. WILSON, Pres., Portsmouth, Va.
JOHN M. ROBINSON, Supt., " [Feb. 20.]

Leave Portsmouth. | Arrive at Portsmouth.

Mxd.	Exp.	Mls.	STATIONS.	Mls.	Mxd.	Exp.
			LEAVE ARRIVE			P. M.
A. M.			Portsmouth 1	80	1 00	5 30
7 20	6 30		Suffolk	63	11 06	4 38
9 51	7 21	17	Carrsville	49	9 18	3 55
11 41	8 02	31	Franklin	43	8 22	3 37
12 32	8 22	37	Newsom's	30	6 48	3 00
2 04	8 58	50	Boykin's	26	6 08	2 46
2 46	9 15	54	Branchville	23	5 40	2 33
3 06	9 22	57	Margarettsville ..	17	4 58	2 12
3 51	9 43	63	Seaboard	10	4 17	1 50
4 34	10 02	70	Weidon		8 00	1 15
5 30	10 35	80	ARRIVE LEAVE			A. M.
P. M.	A. M.					P. M.

Through Fare, \$4.00. Way Fares, 5 cents per mile.

Connects at Weldon with Raleigh & Gaston, p. 249;

Petersburg, p. 242; and Wilton & Weldon, p. 249.

Con. at Portsmouth & Weldon with steamboats.

WINCHESTER & POTOMAC RAILWAY.

W. L. CLARK, Pres. & J. MAGANIS, Supt., Winchester.

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
			LEAVE ARRIVE			A. M.
A. M.			Harper's Ferry 1	32	1 75	9 55
11 30			Halltown	28	1 25	9 35
11 45	37	4	Charlestown	22	1 00	9 20
12 00	50	10	Cameron	18	87	9 05
12 10	62	14	Summit Point	14	75	8 45
12 30	75	18	Wadesville	9	50	8 20
12 50	1 25	23	Stephenson's 2	5	25	8 00
1 05	1 50	27	Winchester 3			8 00
1 25	1 75	32	ARRIVE LEAVE			A. M.
P. M.						

¹ Connects with Baltimore & Ohio Railway, p. 160.

² Connects at Stephenson's with Stages for Frederick and White Sulphur Springs in time for dinner.

³ 20 miles to Capon Springs by stage.

ALEXANDRIA, LOUDON, AND HAMPSHIRE RAILWAY.

LEWIS MCKENZIE, Pres., Alexandria, Va.

W. BLYTHE, Supt., Alexandria, Va. [May 21.]

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
			LEAVE ARRIVE			P. M.
A. M.			Alexandria 1	83	1 50	1 45
8 00			Arlington Mills ..	82	1 30	
	25	6	Carlville	81	1 20	1 25
8 17	30	7	Falls Church	27	1 10	1 10
8 30	45	11	Vienna	23	90	12 55
8 45	60	15	Hunter's Mill	20	80	12 45
8 53	75	19	Thornton	17	65	12 30
9 05	85	21	Herndon	14	55	12 20
9 15	95	23	Gaithford	11	45	12 05
9 30	1 10	27	Farmwell	7	25	11 50
9 45	1 25	31	Leesburg 2			11 30
10 05	1 50	38	ARRIVE LEAVE			A. M.
A. M.						

¹ Con. with Steamboats, and Balt. & Wash. R'way for the North, via Washington City, Baltimore and Philadelphia to New York, &c.

² Con. with Stages to Hamilton, Purcellville, Snickersville, Castleman's Fer., Berryville and Winchester.

VIRGINIA CENTRAL RAILWAY.

E. FONTAINE, President, Richmond, Va.
 THOS. DODANEAD, Supt., " "
 W. D. WHITCOMBE, Chief Eng., Staunton. [June 1.

Richm'd to Jackson's R. | Jackson's R. to Rich.

Mail.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Mail.
A.M.			LEAVE			P. M.
6 30			Richmond ¹	195	8 35	2 30
6 58	50	9	Atlee's.....	186	8 50	2 00
7 23	95	18	Hanover Court H.	177	9 10	1 35
7 50	1 25	28	Junction.....	168	9 40	1 10
	1 40	33	Noel's.....	162	7 40	
8 25	1 50	40	Beaver Dam.....	155	7 10	12 35
8 52	2 35	50	Frederick's Hall..	145	6 55	12 08
9 08	2 45	56	Tolersville.....	139	6 35	11 45
9 27	2 50	62	Louisa Court House	136	6 10	11 28
9 41	3 10	67	Trevilian's.....	128	5 50	11 10
9 57		73	Melton's.....	122		10 53
10 05			arr } Gordonsville {			10 45
10 55	3 55	76	lv } ville ² {	119	5 45	9 50
11 15	3 55	83	Cobham.....	112	5 15	9 33
11 32	4 10	90	Keswick.....	105	4 55	9 12
11 40	4 25	93	Shadwell.....	102	4 40	9 08
12 00	4 35	97	Charlottesville.....	98	4 55	8 50
	4 45	98	University of Va..	97	4 45	
12 25	4 40	104	Ivy.....	91	4 20	8 20
12 34	4 55	107	Mechum's River..	88	4 10	8 10
12 57	5 10	115	Greenwood.....	80	3 70	7 45
1 30	5 50	124	Waynesboro.....	71	3 25	7 14
1 45	5 55	129	Fishersville.....	66	2 50	7 00
2 05	6 10	136	ar } Staunton {	59	2 70	6 40 AM
2 30			lv }			6 35 PM
2 50	6 40	144	Swoope's.....	51	2 35	
3 05		149	Summit, W. Station	46		5 55
3 33	7 25	159	Craigsville.....	36	1 75	5 25
3 53	7 40	163	Goshen.....	27	1 25	4 55
4 25	7 55	176	Millboro ³	20	1 10	4 35
4 45		178	Mason's Tunnel..	17		4 05
5 10	8 50	186	Griffith's.....	9	60	3 40
5 35	8 55	195	Jackson's River ⁴	0	0	3 15
			(In progress.)			
		205	Covington.....			
P. M.			ARRIVE			P. M.

- ¹ Junction of Richmond & Petersburg R'way, p. 240.
² " " Richmond & Fred. Railway, p. 240.
³ " " Richmond & Danville Railway, p. 242.
⁴ Con. with Richm'd & York River Railway, p. 240.
⁵ Junction with Orange & Alexandria R'way, above.
⁶ Stages to Weyer's Cave, 17 miles; and Stroblings Springs, 12 miles.
⁷ Stages to Lexington.
⁸ Stages to Rock Alum, 5 mls.; Bath Alum, 10 mls.; Warm, 15 mls.; Hot, 20 mls.; and Healing Springs, 25 mls. Stages to Natural Bridge.
⁹ Stages to White Sulphur, 31 mls.; Blue Sulphur, 37 mls.; Red Sweet, 32 mls.; Old Sweet, 33 mls.; Salt Sulphur, 35 mls.; and Red Sulphur Springs, 72 mls.

Connections of Manassas Gap Railway.

- ¹ Connects with Steamboat on the Potomac River.
² " " Orange & Alexandria R'way, above.
³ Stages to Capon Springs daily, Sundays excepted.
⁴ Connects with Virginia Central Railway, above.
⁵ Stages to Virginia Springs, daily.

ORANGE & ALEXANDRIA RAILWAY.

J. S. BARBOUR, Jr., Pres.; and H. W. VANDEGRIFT,
 Chief Eng. & Gen. Supt., Alexandria, Va. [Nov. 22.

Alexandria to Lynchb'g. | Lynchb'g to Alex.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE	ARRIVE	P. M.	A. M.
7 30	7 25		Alexandria ¹	170	1 53	4 20
7 50	7 41	9	Springfield.....	161	1 37	4 00
8 10	7 56	14	Burke's.....	156	1 23	3 40
8 22	8 06	18	Fairfax.....	152	1 14	3 30
8 38	8 20	23	Union Mills.....	147	1 00	3 15
8 52	8 33	27	Manassas, June ²	143	12 50	3 02
9 04	8 43	31	Bristoe.....	139	12 37	2 50
9 22	8 58	38	Catlett's.....	132	12 22	2 33
9 37	9 10	41	Warrenton J. ³	129	12 14	2 23
9 53	9 24	47	Baeton.....	123	11 55	2 00
10 03	9 32	51	Rappahannock.....	119	11 47	1 50
10 18	9 44	56	Brandy.....	114	11 34	1 37
10 35	9 58	62	Cutper.....	108	11 20	1 20
10 55	10 13	69	Mitchell's.....	101	11 03	1 00
11 08	10 25	74	Rapidan.....	96	10 51	1 45
11 23	10 41	79	Orange C. H.....	91	10 38	1 30
11 38	10 55	84	Madison.....	86	10 27	1 16
12 00	11 10	88	Gordonsville ⁴	82	10 12	1 00
12 17	11 27	95	Cobham.....	75	9 47	11 38
12 34	11 44	102	Keswick.....	68	9 30	11 21
12 42	11 52	105	Shadwell.....	65	9 22	11 13
1 00	12 25	110	Charlottesville.....	60	9 10	11 00
1 15	12 54	121	North Garden.....	49	8 18	10 28
1 54	1 18	126	Covesville.....	44	8 02	10 12
2 15	1 38	134	Rockfish.....	36	7 34	9 44
2 37	1 58	141	Lovington.....	29	7 08	9 19
3 00	2 17	146	Arrington.....	24	6 46	8 56
3 19	2 38	153	New Glasgow.....	17	6 19	8 29
3 45	3 00	159	Amherst C. H.....	11	5 59	8 09
4 00	3 15	164	Melvor's.....	6	5 38	7 45
4 25	3 40	170	Lynchburg ⁵	5	10	7 20
A. M.	P. M.		ARRIVE	LEAVE	A. M.	P. M.

Through fare, \$7 50. Way fares, about 4½ cts. per mile.

- ¹ Connects with Washington & Alex. Railway; also with Richmond, Frederick & Potomac Railway.
² Junction of Manassas Gap Railway, below.
³ Warrenton Br. - Leave Warrenton at 8 15 & 11 15 A. M. Live War. June. at 9 20 A. M. and 12 50 noon.
⁴ Connects with Virginia Central Railway, above.
⁵ Connects with Vir. & Tennessee Railway, p. 241.

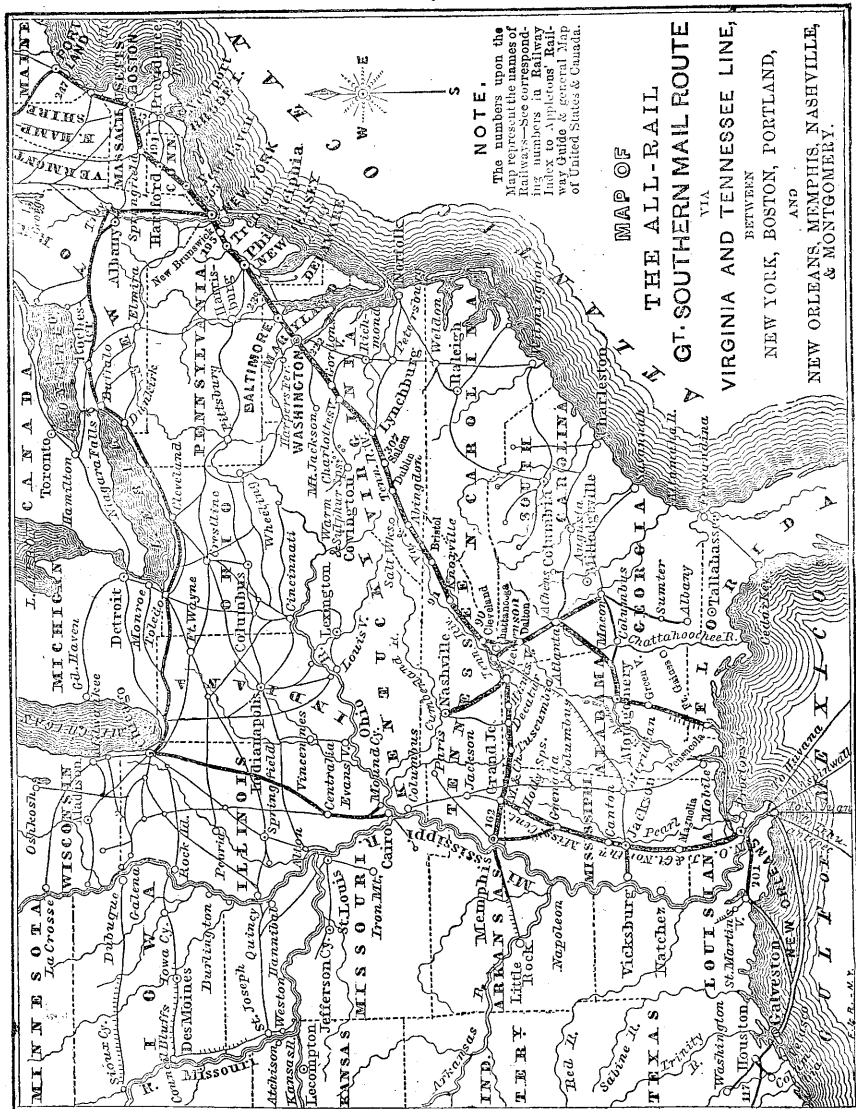
MANASSAS GAP RAILWAY.

J. McD. GOLDSBOROUGH, Gen. Supt., Alexandria, Va.

Pass.	Frs.	Mls.	STATIONS.	Frs.	Pass.
A. M.			LEAVE	ARRIVE	P. M.
7 15			Alexandria ¹	4 50	1 55
8 25	1 20	27	Manassas Jun. ²	3 30	12 40
8 57	1 50	35	Gainesville.....	3 00	12 00
9 15	1 50	41	Thoroughfare.....	2 50	12 18
9 51	2 30	51	Salem.....	2 40	11 25
10 25	2 70	61	Piedmont.....	2 10	10 52
10 38	2 90	65	Markham.....	1 50	10 40
10 57	3 10	70	Linden.....	1 40	10 23
11 25	3 30	78	Front Royal.....	1 50	9 55
11 52	3 50	83	Buckton.....	1 25	9 30
12 10	3 50	88	Strasburg ³	1 00	9 10
12 50	4 00	101	Woodstock.....	50	8 40
1 50	4 50	112	Mt. Jackson ⁴	7 40	
P. M.			ARRIVE	LEAVE	A. M.

Alexandria to Mt. Jackson.

Mt. Jackson to Alexandria.



[ADVERTISEMENT.]

CONDENSED TIME SCHEDULE, BY THE GREAT 3½ DAY ROUTE TO NEW ORLEANS;

ALSO TO
NASHVILLE, MEMPHIS, MONTGOMERY, Etc.

This is the Great ALL-RAIL Trunk Line, transporting the Southern U. S. MAIL and Adams Express.

Two Double Daily Trains, making the closest connections, are run as follows:

New Jersey and Camden & Amboy Railways.			Mem. & Charleston R'way.		
Leave N. York (ft. Cortlandt st.)	7 00 A.M.	6 00 P.M.	Leave Chattanooga.....	7 30 A.M.	7 20 P.M.
Arrive at Philadelphia.....	10 50 "	9 43 "	" Stevenson.....	10 30 "	10 30 "
Phila., Wtl. & Balt. R'way.			" Huntsville.....	1 35 P.M.	1 27 A.M.
Leave Philadelphia.....	12 00 M.	11 10 "	" Tusculmbia.....	4 53 "	4 51 "
Arrive at Baltimore.....	3 54 P.M.	3 55 A.M.	Arrive at Grand Junction...	10 00 "	10 15 "
Wash. Br. of Balt. & Ohio.			Miss. Central Railway.		
Leave Baltimore.....	4 20 "	4 25 "	Leave Grand Junction.....	10 15 P.M.	10 15 "
Arrive at Washington.....	6 00 "	6 00 "	" Holly Springs.....	11 45 "	11 50 "
(Ferry.)			" Grenada.....	4 00 A.M.	4 25 P.M.
Leave Washington.....	6 00 "	6 00 "	Arrive at Canton.....	9 10 "	9 10 "
Orange & Alex. Railway.			N. O., J. & Gt. Nor. R'way.		
Leave Alexandria.....	7 30 "	7 15 "	Leave Canton.....	9 25 "	9 25 P.M.
" Gordonsville.....	12 00 N.Y.	10 50 "	" Jackson.....	10 47 "	10 47 "
Arrive at Lynchburg.....	4 20 A.M.	3 35 P.M.	" Magnolia.....	3 20 P.M.	3 20 A.M.
Virginia & Tenn. R'way.			Arrive at New Orleans.....	8 05 "	8 05 "
Leave Lynchburg.....	4 42 "	4 00 "	Memphis & Charleston Railway.		
" Salem.....	8 41 "	8 04 "	Leave Chattanooga.....	7 30 A.M.	7 20 P.M.
Arrive at Bristol.....	4 45 P.M.	4 10 A.M.	" Huntsville.....	1 35 P.M.	1 27 A.M.
E. Tenn. & Vir. Railway.			" Tusculmbia.....	4 53 "	4 51 "
Leave Bristol.....	5 00 "	4 22 "	" Grand Junction.....	10 00 "	10 15 "
" Jonesboro'.....	7 00 "	6 00 "	Arrive at Memphis.....	1 00 A.M.	1 00 P.M.
" Greeneville.....	8 20 "	7 43 "	Nashville & Chattanooga Railway.		
Arrive at Knoxville.....	12 30 A.M.	11 45 "	Leave Chattanooga.....	7 30 A.M.	7 30 P.M.
E. Tenn. & Georgia R'way.			" Stevenson.....	10 35 "	11 00 "
Leave Knoxville.....	1 00 "	12 00 M.	Arrive at Nashville.....	5 30 P.M.	8 00 A.M.
" Cleveland.....	5 25 "	4 40 P.M.			
Arrive at Chattanooga.....	7 10 "	6 55 "			

For full Time Tables of the Railways composing this Through Route, see for New York and Philadelphia Line, p. 92; Phila., Wilm. & Baltimore, p. 103; Wash. Branch of Balt. & Ohio, p. 161; Orange & Alexandria, p. 245; Virginia & Tennessee, p. 243; E. Tenn. & Virginia, p. 248; E. Tenn. & Georgia, p. 248; Memphis & Charleston, p. 256; Mississippi Central, 261; and N. Orleans, Jackson & Gt. Northern, p. 261.

NOTE. This is the only Through Route to New Orleans, checking Baggage the entire way, without changing check—from New York, Philadelphia, Baltimore, and Washington City.

Full and reliable information can be had, and larger Maps can be seen, at the General Office of the Route, 529 Broadway, corner of Spring street, New York.

D. C. SMITH, General Agent, New York.

VIRGINIA & TENNESSEE RAILWAY.

ROBT. L. OWEN, Pres.; and E. H. GILL, Gen. Supt.,
 Lynchburg. WM. H. HUGHES, Sec. [Jan. 20.]

Lynchburg to Bristol. | Bristol to Lynchburg.

Pass.	Pass.	Frs.	Mls.	STATIONS.		Pass.	Pass.
P. M.				LEAVE	ARRIVE	A. M.	
8 40				...Lynchburg ¹	4 15		
4 25		8		...Clay's	4 07		
4 36		11		...Forest	3 45		
4 58		16		...Goode's	3 18		
5 39		25		...Liberty	2 57		
5 56		30		...Thaxton's	2 35		
6 23		37		...Buford's	1 58		
6 50		47		...Bonsack's ²	1 43		
7 09		51		...Gish's Mill	1 34		
7 23		54		...Big Lick	1 10		
7 47		60		...Salem ²	12 32		
8 22		71		...Thomas'	12 25		
8 32		73		...Big Spring	12 09		
8 58		77		...Shawsville	11 36		
9 19		86		...Christiansburg	10 57		
9 55		97		...Central	10 04		
10 27		105		...Dublin ²	9 19		
10 52		112		...Martin's	8 52		
11 40		125		...Max Meadow	7 59		
12 09		133		...Wytheville	7 16		
12 53		146		...Mount Airy	6 52		
1 43		160		...Marion	6 25		
2 06		167		...Seven Mile Ford	5 45		
2 38		176		...Glade Spring	5 00		
3 28		189		...Abingdon			
4 10		204		...Bristol ⁴			
A. M.				ARRIVE	LEAVE	P. M.	

¹ Connects with Lynchburg & Petersburg R'way.

² Stages to Sweet and White Sulphur Springs.

³ Stages to Red and Salt Sulphur Springs.

⁴ Con. with E. Tennessee & Vir. Railway, below.

EAST TENNESSEE & VIRGINIA RAILWAY.

B. F. McFARLAND, Pres., Jonesboro', Tenn. M. S.
 TEMPLE, Supt., Greeneville. LONDON C. HOSS,
 Gen. Ticket Agent, Bristol, E. Tenn. [Nov. 18.]

Bristol to Knoxville. | Knoxville to Bristol.

Acc.	Mail.	Frs.	Mls.	STATIONS.		Mail.	Acc.
P. M.	A. M.			LEAVE	ARRIVE	P. M.	A. M.
5 00	4 22			...Bristol ¹	4 35	5 22	
5 32	4 53	50	11	...Union	4 04	4 02	
6 00	5 19	80	20	...Carter's	3 36	4 43	
6 20	5 37	1 00	23	...Johnson's	3 20	3 47	
7 09	6 00	1 30	32	...Jonesboro' ²	2 56	3 18	
7 36	6 36	1 75	43	...Limestone	2 03	2 42	
7 49	6 49	1 90	47	...Fullen's	1 50	2 27	
8 20	7 43	2 25	56	...Greeneville	1 18	1 55	
8 54	8 17	2 70	67	...Midway	12 45	1 19	
9 29	8 50	3 00	74	...Rogersville June.	12 14	12 48	
9 52	9 12	3 30	82	...Russellville	11 51	12 22	
10 12	9 30	3 50	88	...Morristown	11 35	12 02	
10 39	9 55	3 55	96	...Talbot's	11 10	11 35	
10 52	10 08	4 05	101	...Nossy Creek	10 58	11 18	
11 05	10 21	4 20	105	...Newmarket	10 45	11 05	
11 32	10 50	4 50	113	...Strawberry Plains	10 23	10 37	
12 00	11 15	4 40	120	...McMillan's	10 00	10 10	
12 30	11 45	5 25	130	...Knoxville ³	9 30	9 30	
A. M.	A. M.			ARRIVE	LEAVE	A. M.	P. M.

EAST TENNESSEE & GEORGIA RAILWAY.

C. WALLACE, Pres., Knoxville, Tenn.
 R. C. JACKSON, Supt., Athens, Tenn. [Nov. 4.]

Standard of Time—CLOCK AT ATHENS DEPOT.**Knox. to Chattanooga. | Chat. to Knoxville.**

Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.
A. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.	
11 30	12 15		...Knoxville ¹	110	8 45	8 45	
		7	...Erin	103			
12 18	12 58	14	...Concord	96	8 01	8 01	
12 44	1 32	20	...Lenoir's	90	7 33	7 32	
1 24	1 58	28	...London	82	7 05	7 03	
1 41	2 16	35	...Philadelphia	75	6 24	6 16	
2 00	2 36	45	...Sweetwater	65	6 04	5 56	
2 10	2 48	50	...Reagan's	60	5 51	5 43	
2 21	3 01		...Mouse Creek	55	5 39	5 31	
2 37	3 19	55	...Athens	55	5 22	5 13	
2 59	3 42	63	...Riceville	47	5 08	4 54	
3 18	4 01	70	...Charleston	40	4 49	4 31	
3 56	4 46	83	...Cleveland ²	27	4 05	3 56	
4 58	5 47	95	...Ooltawah	15	3 00	2 57	
5 21	6 10	101	...Tynner's	9	2 36	2 26	
6 00	6 45	110	...Chattanooga ³		2 00	2 00	
P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	

¹ Connects with East Tennessee & Virginia Railway, below.

² Cleveland & Dalton Branch diverges, see below.

³ Connects with Nashville & Chattanooga Railway; Western & Atlantic Railway; and Memphis & Charleston Railway.

⁴ Connects with Steamboats on Tennessee River.

Cleveland and Dalton Trains.

A train leaves Cleveland at 3 56 p. m., arriving at Dalton 5 51 p. m.

Returning—Leaves Dalton at 2 15 a. m., and arrives at Cleveland 4 00 a. m.

The above trains make close connections with main line to and from Knoxville. Distance, 26 mls.

ROME (Georgia) RAILWAY.

WM. R. SMITH, President, Rome, Ga.
 W. S. COTHRAN, Supt., Rome, Ga.

Trains leave Rome for Kingston at 11 30 a. m. and 6 15 p. m., arriving at Kingston 1 15 & 7 45 p. m.

Leave Kingston for Rome at 2 00 & 8 15 p. m., arriving at Rome 3 45 & 10 00 p. m.

Distance, 20 miles. Fare, \$1 00.

At Kingston, connects with Western & Atlantic Railway; and at Rome with steamboats to Greenport, Ala., 175 miles.

Connections of E. Tennessee & Virginia Railway.

¹ Connects at Bristol with the Virginia & Tennessee Railway (above), which connects at Lynchburg with the Petersburg & Lynchburg and Richmond & Petersburg Railway for Richmond, Washington, &c.

² Connects at Knoxville with East Tennessee & Georgia Railway.

WILMINGTON & WELDON RAILWAY.

Hon. WM. S. ASHE, Pres.; S. L. FREMONT, Supt.;
JAS. S. GREEN, Treas.; S. D. WALLACE, Gen.
Ticket Agent, Wilmington, N. C. [March 1.]

Weldon to Wilmington. | Wilm to Weldon.

Exp.	Exp.	Frs.	Mls.	STATIONS.	Exp.	Exp.
P. M.	A. M.			LEAVE ARRIVE	A. M.	P. M.
8 45	11 00			...Weldon ¹ ...	10 40	10 45
9 09	11 21	30	8	...Halifax...	10 19	10 20
9 46	11 50	75	18	...Enfield...	9 48	9 50
10 03	12 07	75	24	...Whitaker...	9 28	9 30
10 16	12 23	1 00	28	...Brattleboro ² ...	9 14	9 17
10 38	12 45	1 50	36	...Rocky Mount...	8 53	8 56
11 03	1 09	1 75	45	...Joyner...	8 29	8 32
11 25	1 38	2 00	53	...Wilson...	8 07	8 08
11 41	1 51	2 25	59	...Black Creek...	7 49	7 50
12 00	2 11	2 50	66	...Nahunta...	7 29	7 29
12 08	2 21	2 75	69	...Pikeville...	7 20	7 20
12 35	3 05	2 75	77	...Goldsboro ² ...	6 53	6 53
12 54	3 22	3 25	83	...Everettsville...	6 18	6 21
1 04	3 32	3 25	86	...Dudley...	6 13	6 11
1 20	3 47	3 50	91	...Mount Olive...	5 59	5 53
1 41	4 06	3 50	98	...Faison...	5 40	5 34
1 56	4 16	3 75	102	...Bowden...	5 28	5 21
2 10	4 29	3 75	106	...Warsaw...	5 15	5 03
2 32	4 49	4 00	113	...Magnolia...	4 57	4 47
2 48	5 04	4 50	120	...Rose Hill...	4 46	4 34
3 04	5 18	4 50	123	...Teachey...	4 32	4 15
3 20	5 33	4 75	128	...Leesburg...	4 17	3 59
3 31	5 45	4 75	129	...South Washington...	4 04	3 46
3 50	6 06	5 00	139	...Burgaw...	3 46	3 25
4 16	6 27	5 25	147	...Rocky Point...	3 18	2 56
4 27	6 36	5 25	150	...Marlboro ³ ...	3 07	2 46
4 34	6 42	5 50	152	...North East...	2 53	2 33
5 00	7 05	5 50	162	...Wilmington ² ...	2 30	2 10
A. M.	P. M.			ARRIVE LEAVE	A. M.	P. M.

- ¹ Connects with Petersburg Railway, p. 242.
- ¹ " " Seaboard & Roanoke R'way, p. 243.
- ¹ " " Raleigh & Gaston Railway, *above*.
- ² " " Steamboats on Roanoke River.
- ² " " North Carolina Railway, p. 252.
- ² " " Atlantic & N. Car. Railway, p. 252.
- ² " " Wilm. & Manchester R'way, p. 251.
- ³ " " Steamers sailing from Wilmington.

ROANOKE VALLEY RAILWAY.

L. E. FINCH, Pres., and E. A. WILLIAMS, Treas.,
Clarksville, Va.

Pass	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
P. M.			LEAVE ARRIVE	A. M.		
2 15			...Ridgeway Jun. ¹ ...	22	1 00	10 45
2 55	50	10	...Townesville...	12	50	10 00
3 45	1 00	22	...Clarksville...			9 14
P. M.			ARRIVE LEAVE			A. M.

¹ Connects at Ridgeway Junction with Raleigh & Gaston Railway, *above*.

LAURENS RAILWAY.

J. W. SIMPSON, Pres., Laurensville, S. C.
S. B. JONES, Supt., " "

A Passenger Train leaves Newberry at 11 45 A. M., and arrives at Laurens 2 45 P. M. Returning, leaves Laurens at 7 00 A. M., and arrives at Newberry 9 50 P. M. Distance, 32 miles. Through Fare, \$1 50.

RALEIGH & GASTON RAILWAY.

W. J. HAWKINS, Pres., Ridgeway, N. C. W. W. VASE,
Treas., Raleigh. P. A. DUNN, Supt., Forestville
A. JOHNSON, Master Mech., Raleigh. [April 21.]

Raleigh to Weldon. | Weldon to Raleigh.

Mail.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Mail.
A. M.			LEAVE ARRIVE			P. M.
7 10			...Raleigh ¹ ...	97	4 00	3 40
7 30			...Millbrook...			3 20
7 35	50	10	...Huntsville...	88	3 50	3 15
7 50	75	16	...Forestville...	82	3 50	2 58
8 20	1 00	27	...Franklinton...	70	3 00	2 28
9 10	1 50	37	...Kitrell's...	61	2 50	2 02
9 30	1 75	44	...Henderson...	54	2 25	1 25
9 57	2 00	54	...Clarksville R'way ² ...	44	2 00	12 58
10 06	2 00	57	...Ridgeway...	41	2 00	12 50
10 18	2 25	61	...Warrenton...	36	1 75	12 36
10 34	2 50	65	...Macon...	32	1 50	12 24
11 02	3 00	76	...Littleton...	21	1 00	11 47
11 18	3 25	82	...Summit...	15	75	11 42
11 26	3 50	85	...Gaston ³ ...	12	50	11 30
12 00	4 00	97	...Weldon ⁴ ...			11 00
NOON.			ARRIVE LEAVE			A. M.

- ¹ Connects with North Carolina Railway, p. 252.
- ² Junction of Roanoke Valley Railway, *below*.
- ³ Con. Gaston Branch of Petersburg R'way, p. 242.
- ⁴ Con. with Wilm. & Weldon Railway, *above*.
- ⁴ " " Seab'd & Roanoke Railway, p. 243.
- ⁴ " " Steamers sailing from Wilmington.

CHARLOTTE & SOUTH CAROLINA R'WAY.

W. JOHNSTON, Pres., Charlotte.
T. J. SUMNER, Eng. & Supt., Col., S. C.
J. N. ROBERTSON, Gen. Tkt. Agt., Columbia.

Columbia to Charlotte. | Charlotte to Columbia.

Exp.	Acc.	Mls.	STATIONS.	Mls.	Acc.	Exp.
P. M.	A. M.		LEAVE ARRIVE			P. M.
			...Junction ¹ ...	109		
6 50	8 00		...Columbia ² ...	106	1 15	4 55
7 20	8 45	14	...Killian's Mill...	95	12 30	4 25
7 53	9 35	24	...Campbell's...	85	11 47	3 50
8 06	9 50	27	...Ridgeway...	82	11 32	3 39
8 23	10 12	33	...Simpson's...	76	11 10	3 22
8 42	10 40	39	...Winnsboro ³ ...	70	10 40	3 08
9 06	11 17	47	...White Oak T. O.	62	10 05	2 39
9 19	11 37	51	...Yongue's T. O.	58	9 45	2 27
9 35	12 05	54	...Blackstock...	55	9 25	2 15
9 45	12 20	58	...Cornwell's T. O.	51	9 05	2 01
10 30	1 15	66	...Chester...	43	8 35	1 36
11 00	2 00	76	...Smith's S...	33	7 30	1 05
11 30	2 45	86	...Ebenezer...	23	6 50	12 34
11 43	3 05	90	...Catawba River...	19	6 27	12 20
11 52	3 20	93	...Fort Mills...	16	6 15	12 10
12 00	3 45	99	...Morrow's T. O.	10	5 45	11 48
12 45	4 30	109	...Charlotte ³ ...		5 00	11 20
A. M.	P. M.		ARRIVE LEAVE			A. M.

Through Fare, \$5 00. Way Fares, 5 cents per mile.

¹ Connects with Columbia Branch of South Carolina Railway.

² Connects with Greenville & Columbia Railway.

³ Connects with North Carolina Railway.

WILMINGTON & MANCHESTER RAILWAY.

THOS. D. WALKER, Pres.; J. P. ROBERTSON, Supt.; JOSEPH J. LING, Treasurer; and R. B. McRAE, Gen. Transportation and Ticket Agent, Wilmington, N. C. [March 1st.

Exp. Mail.	Frs. Mls.	STATIONS.	Mls. Frs.	Mail. Exp.
P. M.	A. M.	LEAVE	ARRIVE	P. M. A. M.
7 25	5 30	Wil. & Wel. R'way	171	
8 15	6 00	..Wilmington..	170	6 00 1 15 1 45
8 49	6 32	Register's....	161	12 44 1 13
9 13	6 55	Brinkley's....	153	5 40 12 21 12 51
9 42	7 23	Maxwell's....	143	5 10 11 53 12 22
10 04	7 45	Flemington....	136	4 80 11 31 12 02
10 35	8 17	Whiteville....	126	4 50 11 02 11 31
11 05	8 45	Grist's....	117	4 20 10 26 11 05
11 17	8 56	Cerro Gordo....	113	10 24 10 50
11 37	9 15	Fair Bluff....	107	3 90 10 07 10 31
12 08	9 42	Nichols'....	99	3 60 9 41 10 01
12 38	10 04	Mullins'....	93	3 80 9 18 9 34
12 49	10 30	Marion....	84	3 00 8 53 9 07
1 28	10 55	Great Pee Dee....	76	2 70 8 26 8 35
2 03	11 26	Mar's Bluff....	69	2 40 7 54 8 01
2 28	11 50	Florence....	63	2 10 7 35 7 41
3 03	12 19	Timmons'ville....	52	1 30 6 47 6 51
3 32	12 45	Lynchburg....	43	1 50 6 20 6 20
4 00	1 10	Maysville....	34	1 20 5 57 5 54
4 28	1 36	Sumpertville....	24	90 5 32 5 26
5 02	2 05	Manchester....	14	60 5 01 4 54
5 25	2 24	Waterree....	9	30 4 39 4 33
6 15	3 05	Kingsville....	8	50 3 45
A. M. P. M.		ARRIVE	LEAVE	A. M. P. M.

The Railway Connections of the Wilmington and Manchester Railway are the Wilmington & Weldon Railways (p. 249) at Wilmington; the Cheraw & Darlington Railway and North Eastern Railway (p. 250) at Florence; the Camden Br. of S. Carolina Railway at Waterree Junc., and the Col. Br. of S. Carolina Railway at Kingsville (p. 250). The standard time of this road is *eight minutes faster* than that of the S. Carolina.

ALABAMA & MISSISSIPPI RIVERS RAILWAY.

JAMES L. PRICE, Pres., Selma.

W. R. BILL, Acting Supt., " [June 18.

Page.	Mls.	STATIONS.	Mls.	Pass.
A. M.		LEAVE	ARRIVE	P. M.
8 30		Selma....	30	8 30
9 20	12	Harrell's Roads	18	2 50
9 30	14	Junc. C. M. & G. R.	16	2 30
10 15	17	Vernon....	13	2 15
10 55	23	Bellevue....	7	1 45
11 15	27	Coffee Springs....	3	1 30
11 30	30	Uniontown....	1	1 15
A. M.		ARRIVE	LEAVE	P. M.

Fares, about 5 cents per mile.

Daily Stages connect at Uniontown with Greensborough, Demopolis, Lauderdale Springs, on the Mobile & Ohio Railway, and Southern Railway of Mississippi.

A branch road is being constructed from Uniontown in a northerly direction, 9 miles, to Newbern, with a prospect of being extended to Greensborough.

SOUTH WESTERN AND MUSCOGEE RAILWAYS.

[Sept. 6.

R. H. CUYLER, President, Savannah, Ga.

VIRGIL POWERS, Superintendent, Macon, Ga.

Muscogee Railway.—D. DRIFFIN, Pres., Columbus Ga. GEO. W. ADAMS, Supt., Columbus Ga.

Macon to Albany & Columbus.					Columbus to Albany & Macon.				
Mail.	Acc.	Mail.	Fares	Miles.	STATIONS.	Miles.	Fares.	Mail.	Acc.
P. M.	A. M.	A. M.			LEAVE	ARRIVE		A. M.	P. M.
11 45	10 40	9 45			Macon....	99	4 00	9 50	8 44
12 23		10 26	50	12	Echeconnee....	37	3 50	9 12	8 38
12 37		10 40		17	Jackson's....	82		8 58	8 24
12 53		10 58		21	Powersville....	78		8 46	8 12
1 23		11 29	1 10	23	Fort Valley....	71	2 90	8 19	7 45
1 30					Fort Valley....	76			7 32
1 58				7	Marshallville....	69			7 07
2 10				9	Winchester....	67			6 57
2 49				19	Montezuma....	57			6 22
2 59				21	Oglethorpe....	55			6 12
3 23				30	Anderson....	46			5 40
4 14				41	Americus....	35			5 07
4 45				50	Sumter....	26			4 32
5 05				53	Smithville*....	23			4 22
5 50				65	Wootton's....	11			3 37
6 25	5 41			76	Albany....			1 40	3 00
1 44		11 51	1 40	34	Everett's....	65	2 60	7 54	7 19
2 08		12 14	1 70	40	Reynolds....	59	2 30	7 29	6 55
2 25		12 32		45	Thompson's....	54		7 15	6 41
2 40		12 47	2 00	49	Butler t....	50	2 00	7 05	6 32
5 35		8 45	4 00	99	Columbus....			4 00	3 45
A. M. P. M.		P. M.			ARRIVE	LEAVE		A. M. P. M.	

*Cuthbert Extension.—Leaves Cuthbert at 12 45 P. M., arrives Smithville 3 13 P. M. Passenger leaves Smithville at 4 40 P. M. and arrives Cuthbert 6 39 P. M. † Butler to Columbus, Muscogee Railway.

ATLANTIC & NORTH CAROLINA RAILWAY.

JOHN D. WHITFORT, Pres.; J. CICERO JUSTICE, Sec.
 & Treas., Newbern, N. C. W. P. METTS, Supt. of
 Trains; H. V. RICHARDSON, Asst. Supt.; WM. G.
 HALL, Gen. Ticket & Freight Agent.

Trains Leave.			Sept. 26.		Trains Arrive.		
Pass.	Frs.	Mls.	STATIONS.		Mls.	Frs.	Pass.
A. M.							P. M.
6 50							8 30
7 05	25	3	Morehead City ¹	95	4 00		8 20
	50	11	...Carolina City...	92	4 00		
	75	19	...Shepardsville...	84	3 50		
	1 00	25	...Havelock...	76	3 25		
	1 25	30	...Croatan...	70	3 00		
9 10	1 50	36	Wood's Brick Yard	65	2 75		
	1 50	36	...Newbern...	59	2 50	6 35	
	1 75	44	...Batchelor's Creek...	51	2 25		
	2 00	47	...Tuscarora...	43	2 00		
	2 25	53	...Core Creek...	42	1 75		
	2 50	59	...Dover...	36	1 50		
	2 75	65	...South West...	30	1 25		
10 55	3 00	69	...Kinston...	26	1 00	4 30	
	3 25	76	...Falling Creek...	19	75		
11 30	3 50	81	...Mosely Hall...	14	50	8 50	
	3 75	86	...Bests...	9	25		
12 05	4 00	95	...Goldsboro ² ...			3 10	
P. M.			ARRIVE	LEAVE			P. M.

¹ Steam Ferry to Beaufort from Morehead City.

² Connects with Wilmington & Weldon Railway.

³ " " North Carolina Railway.

WILMINGTON, CHARLOTTE & RUTHERFORD RAILWAY.

H. W. GUYON, Pres., Lincolnton, N. C.

N. S. CARPENTER, Supt., Wilmington. [Nov. 19.]

Going West.			Going East.		
Pass.	Mls.	STATIONS.	Mls.	Pass.	
A. M.				P. M.	
8 30		LEAVE		12 45	
9 15		...Wilmington ¹ ...	87	12 15	
9 45		...Riverside...		11 39	
10 29		...North West...		11 00	
11 11		...Marville...		10 20	
11 46		...Rosindale...		9 45	
12 15		...Brown Marsh...		9 15	
1 13		...Bladenboro ² ...		8 16	
1 41	87	...Lumberton...	0	7 42	
		...Moss Neck...			
		...Red Banks...			
		...Shoe Heel...			
		...Laurinburg...			
		...Laurel Hill...			
P. M.		ARRIVE	LEAVE	A. M.	

¹ Connects with Wilmington & Weldon Railway.

WESTERN DIVISION.

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.				P. M.
9 00		LEAVE		5 50
9 45		...Charlotte...	25	4 45
10 33		...Tuckasegee...		4 00
11 00	25	...Brevard...		3 30
A. M.		...Sharon...		
		ARRIVE	LEAVE	P. M.

NORTH CAROLINA RAILWAY.

CHARLES F. FISHER, Pres., Salisbury, N. C.

E. WILKES, Gen. Ticket Agent, Company's Shops.

Standard of Time—CLOCK AT COMPANY'S SHOPS.

Trains Leave.			Aug. 30.		Trains Arrive.		
Exp. Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.		
P. M.	A. M.			P. M.	A. M.		
12 45	6 30	...Goldsboro ² ...	223	6 30	9 45		
1 23	7 13	...Boon Hill...	201	5 21	9 07		
1 56	7 43	...Smithfield...	211	5 13	8 34		
2 35	8 30	...Stalling's...	189	4 38	7 55		
3 35	9 30	...Raleigh ² ...	175	3 45	7 10		
4 06	10 16	...Morrisville...	162	2 37	6 26		
4 40	11 08	...Durham's...	149	1 54	5 51		
5 25	12 03	...Hillsboro ² ...	135	1 09	5 13		
5 50	12 39	...Mebane's...	125	12 36	4 43		
6 05	1 04	...Haw River...	119	12 07	4 27		
6 10	1 14	...Graham...	117	11 58	4 21		
6 30	1 45	...Company's Shops...	115	11 50	4 15		
6 43	2 13	...Gibsonville...	108	11 05	3 49		
7 06	2 39	...McLean's...	101	10 39	3 29		
7 29	3 13	...Greensboro ² ...	93	10 10	3 07		
7 53	3 51	...Jamestown...	82	9 32	2 38		
8 08	4 14	...High Point...	78	9 12	2 25		
8 25	4 42	...Thomasville...	71	8 45	2 04		
8 54	5 24	...Lexington...	60	8 04	1 30		
9 15	5 58	...Holtzburg...	51	7 30	1 05		
9 41	6 36	...Salisbury...	43	7 00	12 42		
10 03	7 11	...China Grove...	34	6 07	12 14		
10 35	8 00	...Concord...	21	5 19	11 38		
10 56	8 30	...Harrisburg...	13	4 48	11 17		
11 30	9 15	...Charlotte ³ ...		4 00	10 40		
P. M.	P. M.	ARRIVE	LEAVE	A. M.	P. M.		

¹ Connects with Wilmington & Weldon Railway.

² " " Atlantic & N. Carolina Railway.

³ " " Raleigh & Gaston Railway.

⁴ " " Charlotte & S. Carolina Railway.

WESTERN [North Carolina] RAILWAY.

JAMES C. TURNER, Chief Engineer, Salisbury, N. C.

Trains Leave.			Oct. 6.		Trains Arrive.		
Mail.	Mls.	STATIONS.	Mls.	Mail.			
A. M.				P. M.			
7 30		...Salisbury ¹ ...	81	5 45			
7 58	6	...Water Tank...	75	5 30			
8 25	13	...Third Creek...	68	5 00			
8 45	18	...Waddell's T. O....	63	4 40			
9 15	25	...Statesville...	56	4 15			
9 45	33	...Plott's T. O....	48	3 40			
10 05	38	...Catawba...	44	3 20			
10 45	50	...Newton...	32	2 40			
11 05	54	...White Sulphur...	27	1 55			
11 35	60	...Hickory Tavern...	21	1 30			
12 00	70	...Icard's...	11	1 00			
	81	...Morganton...					
M.		ARRIVE	LEAVE	P. M.			

(In progress to Asheville.)

¹ Connects with North Carolina Railway.

NASHVILLE & CHATTANOOGA RAILWAY.

V. K. STEVENSON, Pres.; JAS. A. WHITESIDE, V. Pres.;
W. A. GLEAVES, Sec. & Treas.; E. W. COLE, Supt.;
F. PORTERFIELD, Gen. Tkt. Agt., Nash. [Jan. 6.

Nashv. to Chattanooga. | Chat. to Nashville.

Pass.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Pass.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
3 00	8 30		Nashville	151	5 30	8 00
3 38	4 01	9	Antioch	142	4 58	7 22
4 06	4 25	16	Laverne	135	4 34	6 50
4 24	4 40	20	Smyrna	131	4 20	6 27
4 46	5 01	25	Florence	126	3 57	6 00
5 26	5 25	32	Murfreesboro ¹	119	3 36	5 36
6 00	6 00	42	Christiana	109	2 58	4 36
6 14	6 14	45	Fosterville	106	2 44	4 18
6 25	6 20	51	Bellbuckle	100	2 29	3 58
6 47	6 48	55	Wartrace	96	2 13	3 37
7 14	7 13	63	Normandy	88	1 45	3 02
7 43	7 38	71	Tullahoma	80	1 24	2 32
8 06	8 02	77	Estell Springs	74	12 56	1 59
8 29	8 28	83	Decherd	68	12 39	1 35
8 43	8 51	87	Cowan	64	12 05	1 13
9 10	9 16	94	Tantalon	57	11 38	12 25
9 42	9 43	103	Anderson	48	11 12	11 50
10 35	10 45	113	Stevenson	38	10 35	11 00
11 15	11 20	123	Bridgeport	29	9 37	9 30
11 46	11 50	130	Shelbourn	21	9 09	9 02
12 27	12 27	137	Whiteside	14	8 34	8 25
1 07	1 03	144	Lookout	6	7 52	7 45
1 30	1 30	151	Chattanooga	7 30	7 20	
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Through fare, \$6 25; Way fares, about 4 cts. per mile.

RAILWAY CONNECTIONS.—Con. with Memphis & Charleston Railway at Stevenson; with Winchester & Fayetteville at Decherd; with McMinnville & Manchester at Tullahoma; with Shelbyville Br. at Wartrace; with W. & A. at Chattanooga; and with daily packets to Cairo, Louisville, St. Louis, and the West generally, from Nashville.

ALABAMA & FLORIDA RAILWAY.

CHAS. T. POLLEND, Pres., and SAM'L G. JONES, Eng. & Supt., Montgomery, Ala. [Dec. 1.

Leave Montgomery. | Arr. at Montgomery.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Acc.	Mail.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 45	6 30		Montgomery ¹	65	9 40	5 30
3 25	6 50	8	McGehee	53	9 00	5 03
4 30	7 50	20	Letohatchee	45	8 05	4 25
4 55	7 58	24	Givhans	41	7 25	4 05
5 05	8 08	27	Calhoun	38	7 20	3 58
5 30	8 23	32	Fort Deposit	33	6 50	3 40
6 15	9 05	43	Greenville	22	6 00	3 05
9 30	52		Bolling	13		2 25
10 05	58		Georgianna	7		2 00
10 30	65		Gairland			1 30
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

Way Fares, about 5 cents per mile.

¹ Connects at Montgomery with Montgomery & West Point Railway.

NASHVILLE & DECATUR RAILWAY LINE.

COMPOSED OF THE FOLLOWING ROADS:

Tennessee & Alabama—Nashville to Columbia, and branch to Mt. Pleasant. J. S. CLAYBROOK, Pres., Nashville, Tenn.

Central Southern—Columbia to State Line. Thos. MARTIN, Pres., Pulaski, Tenn.

Tennessee & Alabama Central—State Line to Decatur, Ala. I. W. SLOSS, Pres., Athens, Ala.

W. O'NEIL PERKINS, Gen. Supt., Nashville, Tenn.

Leave Nashville. | Arrive at Nashville.

Exp.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exp.
P. M.	A. M.		LEAVE ARRIVE		P. M.	A. M.
6 30	7 00		Nashville ¹	122	1 15	1 15
7 01	7 25	10	Brentwood	112	12 50	12 50
7 34	7 52	19	Franklin	103	12 20	12 20
8 09	8 22	29	Thompson	93	11 48	11 48
8 20	8 32	32	Spring Hill	90	11 23	
8 35	8 42	37	Carter's Creek	85	11 23	
	8 59	42	Duck River	80	11 05	
9 19	9 13	46	Columbia ²	76	10 53	10 53
			Mt. Pleasant			
9 30	9 33	52	Hurricane	70	10 31	10 31
9 50	9 51	55	Pleasant Grove	67	10 13	10 13
10 03	10 03	58	Campbell's	64	10 03	10 03
	10 25	64	Lynnville	58	9 41	9 41
	10 37	67	Buford	55	9 29	
	10 45	69	Reynolds	53	9 22	
	11 05	74	Wales	48	9 03	
11 25	11 25	79	Pulaski	43	8 47	8 47
	11 55	85	Richland	37	8 17	
	12 25	91	Prospect	31	7 48	
12 40	12 40	93	State Line	29	7 35	7 35
	1 02	99	Elkmont	24	7 10	
1 32	1 45	107	Athens	15	6 42	6 42
	2 03	112	McDonald's	10	6 09	
	2 11	114	Foot's	8	6 01	
	2 22	117	Hobb's	5	5 50	
	2 30	120	Junction	2	5 42	
2 25	2 37	122	Decatur ³		5 35	5 35
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

¹ Connects with Louisville & Nashville, Nashville & Chattanooga, and Edgefield & Kentucky Railways.

² Branch Line to Mount Pleasant diverges, above.

³ Connects with Memphis & Charleston Railway, and with Steamboats on Tennessee, Ohio, and Mississippi Rivers. [Jan. 27.

MOBILE & GIRARD RAILWAY.

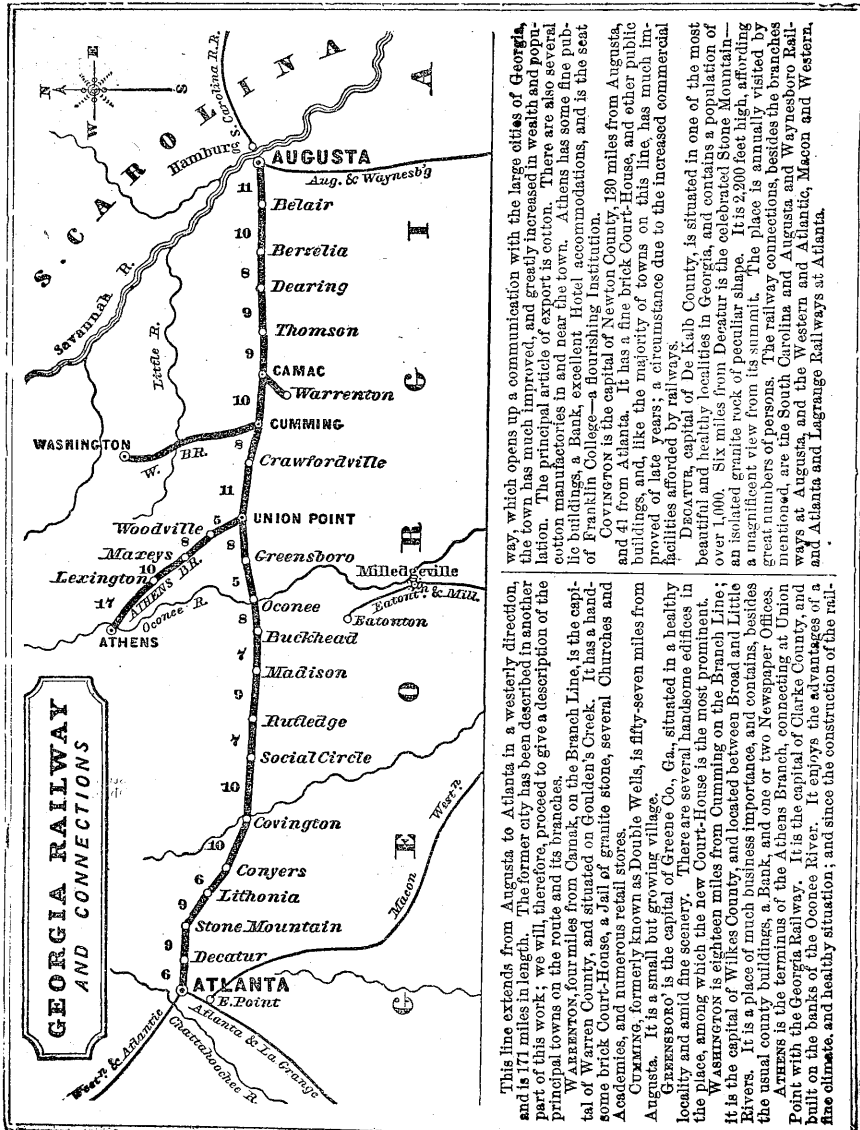
J. H. HOWARD, Pres., and B. E. WELLS, Eng. & Supt., Columbus, Ga. [Nov. 5.

Pass.	Fares.	Mls.	STATIONS.	Miles.	Pass.
P. M.			LEAVE ARRIVE		A. M.
2 40			Girard ¹	52	10 15
3 03	50	9	Fort Mitchell	43	9 49
3 45	1 00	13	Seale's Station ²	34	9 17
5 31	2 00	39	Gerrity's ³	13	7 34
6 03	2 50	47	Chunuggee	5	6 53
6 28	3 00	52	Union Springs		6 35
P. M.			ARRIVE LEAVE		A. M.

¹ Opposite Columbus, on Chattahoochee River.

² Stages for Eufula, Ft. Gaines, and Mariana, Fla.

³ Stages to Clayton, Enon, and Midway.



way, which opens up a communication with the large cities of Georgia, the town has much improved, and greatly increased in wealth and population. The principal article of export is cotton. There are also several cotton manufacturing establishments in the town. Athens has some fine public buildings, a Bank, excellent Hotel accommodations, and is the seat of Franklin College—a flourishing institution.

Covington is the capital of Newton County, 120 miles from Augusta, and 41 from Atlanta. It has a fine brick Court-House, and other public buildings, and like the majority of towns on this line, has much improved of late years; a circumstance due to the increased commercial facilities afforded by railways.

Decatur, capital of De Kalb County, is situated in one of the most beautiful and healthy localities in Georgia, and contains a population of over 1,000. Six miles from Decatur is the celebrated Stone Mountain—an isolated granite rock of peculiar shape. It is 2,200 feet high, affording a magnificent view from its summit. The place is annually visited by great numbers of persons. The railway connections, besides the branches mentioned, are the South Carolina and Augusta, and Waynesboro Railways at Augusta, and the Western and Atlantic, Macon and Western, and Atlanta and Lagrange Railways at Atlanta.

This line extends from Augusta to Atlanta in a westerly direction and is 71 miles in length. The former city has been described in another part of this work; we will, therefore, proceed to give a description of the principal towns on the route and its branches.

WARRENTON, four miles from Camac, on the Branch Line, is the capital of Warren County, and situated on Goulden's Creek. It has a handsome brick Court-House, a Jail of granite stone, several Churches and Academies, and numerous retail stores.

CUMMING, formerly known as Double Wells, is fifty-seven miles from Augusta. It is a small but growing village.

GREENSBORO is the capital of Greene Co., Ga., situated in a healthy locality and amid fine scenery. There are several handsome edifices in the place, among which the new Court-House is the most prominent.

WASHINGTON is eighteen miles from Cumming on the Branch Line; it is the capital of Wilkes County, and located between Broad and Little Rivers. It is a place of much business importance, and contains, besides the usual county buildings, a Bank, and one or two Newspaper Offices.

ATHENS is the terminus of the Athens Branch, connecting at Union Point with the Georgia Railway. It is the capital of Clarke County, and built on the banks of the Oconee River. It enjoys the advantages of a fine climate, and healthy situation; and since the construction of the rail-

GEORGIA RAILWAY.

JOHN P. KING, Pres., Augusta, Ga.

GEORGE YONGE, Gen. Supt., Augusta, Ga.

[Jan. 15.]

CONNECTIONS.—S. Car. R'way—Arrive at Augusta 1 15 & 11 15 P. M.; leave Augusta 7 50 A. M. and 7 20 P. M. Western & Atlantic Railway—Arrive at Atlanta 1 40 P. M.; leave Atlanta 10 20 A. M. Atlanta & Lagrange Railway—Arrive at Atlanta 7 59 A. M. and 7 51 P. M.; leave Atlanta 12 30 and 10 10 A. M.

ATHENS BRANCH.—Leave Athens 11 00 A. M., arrive at Augusta 6 20 P. M. and Atlanta at 11 45 P. M. Leave Augusta 12 30 night, and Atlanta at 8 40 P. M., arrive at Athens 8 30 A. M.

WASHINGTON BRANCH.—Leave Washington 1 30 P. M., arrive at Augusta 6 20 P. M., and Atlanta at 11 45 night. Leave Augusta 2 30 P. M., and Atlanta 10 00 A. M., arrive at Washington 7 20 P. M.

WARRENTON BRANCH.—Leave Warrenton 3 00 P. M., arrive at Augusta 6 20 P. M., and Atlanta 11 45 night. Leave Augusta 2 30 P. M., and Atlanta 9 05 A. M., arrive at Warrenton 6 30 P. M. On Sundays, no trains run on the Branches.

Geo. YONGE, Gen. Supt.

Augusta to Atlan.

Mail. Pass. Frs. Mls.

P. M.	A. M.		
2 30	12 30		
3 03	1 04	35	11
3 34	1 36	75	21
4 04	2 05	1 00	29
4 30	2 31	1 35	38
5 01	3 00	1 70	47
5 36	3 35	2 00	57
6 01	3 59	2 25	65
6 37	4 35	2 70	76
7 01	5 00	2 90	84
7 20	5 19	3 10	89
7 43	5 43	3 30	97
8 06	6 08	3 60	104
8 31	6 32	3 90	113
9 06	7 05	4 20	120
9 39	7 38	4 50	130
10 14	8 14	4 90	141
10 35	8 34	5 00	147
11 01	9 00	5 00	156
11 27	9 28	5 25	165
11 45	9 45	5 50	171
P. M.	A. M.		

STATIONS.

LEAVE ARRIVE

Augusta	ARRIVE
Belair	171 5 50
Berzella	160 5 25
Dearing	150 5 00
Thomson	142 5 00
Camak	138 4 70
Cumming	124 4 40
Crawfordville	114 4 00
Union Point	106 3 75
Greensboro	95 3 30
Oconee	87 3 10
Buckhead	82 2 90
Madison	74 2 70
Rutledge	67 2 40
Social Circle	58 2 00
Covington	51 1 50
Conyers	41 1 50
Lithonia	30 1 05
Stone Mountain	24 80
Dacula	15 60
Atlanta	6 25
Atlanta	LEAVE

Atlanta to Augusta.

Mls. Frs. Pass. Mail.

P. M.	A. M.
6 20	5 56
5 53	5 26
5 20	4 49
4 54	4 23
4 28	3 53
3 57	3 25
3 26	2 52
2 59	2 24
2 24	1 49
1 48	1 20
1 24	1 05
1 05	12 12
12 11	11 47
11 56	11 23
11 20	10 51
10 47	10 19
10 22	9 53
9 57	9 27
9 30	9 00
9 05	8 40
A. M.	P. M.

ATLANTA & WEST POINT RAILWAY.

[Dec. 23.]

JOHN P. KING, President, Augusta, Ga.
GEORGE G. HULL, Supt., Atlanta, Ga.

1 Connects with Georgia Railway, *above*.

" " Macon & Western Railway, p. 257.

" " West'n & Atlantic Railway, p. 259.

2 Connects with Montgomery & W. Point Railway, *below*.

Atlanta to West Point.

Pass.	Pass.	Frs.	Mls.
A. M.	P. M.		
12 30	10 10		
12 55	10 31	25	6
1 38	11 09	75	18
2 02	11 31	1 00	25
2 48	12 13	1 00	40
3 31	1 12	2 10	52
4 01	1 36	2 40	59
4 51	2 19	2 90	72
5 29	2 51	3 25	78
5 46	3 10	3 50	87
A. M.	P. M.		

STATIONS.

LEAVE ARRIVE

Atlanta	ARRIVE
East Point	87
Fairburn	81
Palmetto	69
Newnan	62
Grantville	47
Hogansville	35
Lagrange	28
Long Can.	15
West Point	6
West Point	LEAVE

Mls.	Pass.	Pass.
Mls.	P. M.	P. M.
7 59	7 51	
7 41	7 33	
7 02	6 57	
6 38	6 32	
5 54	5 48	
5 15	5 08	
4 51	4 43	
4 14	4 00	
3 45	3 26	
3 15	3 00	
A. M.	P. M.	

West Point to Atlanta

MONTGOMERY & WEST POINT RAILWAY.

C. T. POLLARD, Pres., Montgomery, Ala.

DANIEL H. CRAM, Eng. & Supt., Montgomery, Ala.

[Aug. 19.]

COLUMBUS BRANCH.

Trains leave Columbus at 6 15 A. M. and 8 50 P. M., arriving at Opelika in time to connect with main line to Montgomery.

Leave Opelika for Columbus at 12 46 A. M. and 11 44 A. M., arriving at Columbus 2 30 A. M. and 1 30 P. M.

Connects at Columbus with Muscogee Railway, p. 261.

Distance, 28 miles. Fare, \$1 10.

West Point to Montgomery.

Pass.	Pass.	Frs.	Mls.
A. M.	P. M.		
6 35	4 10		
7 18	4 48	40	11
7 41	5 16	75	20
8 25	5 55	90	24
8 51	6 21	1 10	28
9 17	6 49	1 35	33
9 39	7 10	1 60	40
10 05	7 39	1 90	47
10 23	8 00	2 15	53
10 35	8 13	2 25	60
10 56	8 37	2 50	66
11 03	8 47	2 75	70
11 22	9 11	3 00	77
12 00	10 00	3 50	88
M.	P. M.		

STATIONS.

LEAVE ARRIVE

West Point	ARRIVE
Cusseta	88
Rough and Ready	77
Opelika	68
Auburn	64
Lochepega	60
Notasulga	55
Chehaw	48
Franklin	41
Cowle's	35
Shorter's	28
Cllett's	22
Mount Meigs	18
Montgomery	11
Montgomery	LEAVE

Mls.	Pass.	Pass.
Mls.	P. M.	P. M.
1 00	2 10	
12 26	1 34	
10 21	1 06	
11 44	12 46	
11 12	12 06	
10 48	11 38	
10 23	11 17	
10 05	10 46	
9 28	10 20	
9 08	9 41	
8 42	9 11	
8 00	8 20	
A. M.	P. M.	

Montgomery to West Point

1 Con. with Atlanta & West Point, *above*.
2 " " Ala. & Florida R'way, p. 259;
and with stages to Selma, Jackson, &c.

3 Con. at Montgomery with steamboats to Mobile, New Orleans, &c.

MOBILE & OHIO RAILWAY.

Hon. MILTON BROWN, Pres.; L. J. FLEMING, Chief
Eng. & Gen. Supt.; and J. W. GOODWIN, Asst.
Supt., Mobile. [Feb. 17.]

Mobile to Corinth.

Corinth to Mobile.

Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.
P. M.	P. M.		LEAVE ARRIVE		A. M.	A. M.
4 25	3 00		Mobile ¹	323	6 00	8 35
4 50	3 15	5	Whistler	323	5 43	8 15
5 07	3 30	11	Kushla	317	5 25	7 50
5 15	3 45	13	Mauville	315	5 15	7 40
5 45	4 05	19	Chunchula	309	4 55	7 17
6 10	4 32	26	Beaver Meadow	302	4 30	6 55
6 40	5 20	33	Citronelle	295	4 00	6 20
5 55	44		Deer Park	284	3 28	
6 58	63		State Line	265	2 20	
7 20	70		Buckatunna	258	1 53	
7 42	77		Winchester	251	1 32	
8 05	83		Waynesboro ²	245	1 08	
8 35	92		Red Bluff	236	12 37	
8 50	97		Shubuta	231	12 20	
9 15	104		De Soto	224	11 53	
9 35	109		Quitman	219	11 35	
10 30	120		Enterprise	203	10 50	
10 55	129		Okatibbee	199	10 05	
11 17	134		Meridian ³	194	9 47	
11 35	140		Marion	183	9 25	
12 00	147		Lockhart	181	9 00	
12 20	153		Lauderdale	175	8 35	
12 35	158		Tamola	170	7 55	
12 54	163		Gainesville Jun	165	7 37	
1 14	169		Sucarnochee	159	7 15	
1 43	176		Scobee	152	6 45	
2 27	183		Shuglak	140	5 55	
3 05	198		Macon	130	5 20	
3 34	206		Brooksville	122	4 50	
3 53	210		Crawford	118	4 30	
4 26	219		Artesia ³	109	3 57	
4 41			Artesia		3 50	
6 00	233		Columbus		2 30	
4 45	224		Mayhew	104	3 37	
5 50	232		West Point	96	2 43	
6 10	238		Loohatan	90	2 15	
6 43	245		Prairie	83	1 45	
7 13	254		Egypt	74	1 10	
7 45	261		Okolona	67	12 35	
8 14	269		Coonowah	59	12 05	
8 32	274		Verona	54	11 45	
8 51	279		Tupelo	49	11 24	
9 22	287		Saltillo	41	10 47	
9 43	292		Gun Town	36	10 30	
10 05	297		Baldwyn	31	10 05	
10 45	303		Boonville	20	9 27	
11 15	316		Rienzi	12	8 55	
12 00	323		Corinth ⁴	0	8 05	
			Jackson ⁵			
P. M. NOON			ARRIVE LEAVE		A. M.	A. M.

Way Fares, about 4 cents per mile.

- 1 Steamers to New York, Havana, New Orleans, &c.
- 2 Southern, N. E. and S. W. Railways, progressing.
- 3 Columbus Branch diverges.
- 4 Connects with Memphis & Charleston Railway.
- 5 Con. with Northern Div. for Columbus, Cairo, &c.

MEMPHIS & CHARLESTON R'WAY.

SAM'L TATE, Pres.; W. J. ROSS, Gen. Supt., & T. H.
BUNCIE, Asst. Supt., all of Memphis. W. M. BABE,
Asst. Supt., and SAM CRUSE, Sec. & Treas., Hunts-
ville, Ala. W. B. WALDRAN, Treas., and GEO.
ROBERTSON, Sec., Memphis, Tenn. [Dec. 2.]

Mem. to Chattanooga.

Chat. to Memphis.

Exp.	Mail	Mls.	STATIONS.	Mls.	Exp.	Mail
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
6 30	6 30		Memphis ¹	309	12 51	1 00
7 22	7 22	15	Germantown	294	12 06	12 16
7 54	8 04	24	Collierville	285	11 36	11 49
8 23	8 24	31	Lafayette	278	11 15	11 23
8 50	8 49	39	Moscow ²	270	10 47	11 00
9 21	9 20	49	La Grange	260	10 16	10 27
10 00	10 00	52	Grand Junction ³	257	10 05	10 15
10 17	10 17	53	Saulsbury	251	9 40	9 45
10 53	10 53	69	Middleton	239	9 08	9 10
11 13	11 12	75	Pocahontas	234	8 52	8 54
11 41	11 45	84	Chawalla	225	8 18	8 19
12 03	12 32	93	Corinth ⁴	216	7 52	7 52
12 55	1 20	107	Burns	201	7 10	6 50
1 17	1 41	115	1-u-k-a	194	6 44	6 25
1 55	2 16	127	Dickson	182	5 45	5 43
2 04	2 24	129	Cherokee	180	5 42	5 42
2 18	2 38	133	Barton	176	5 27	5 26
2 58	3 14	145	Tuscumbia	164	4 53	4 51
3 27	3 41	156	Leighton	153	4 22	4 19
3 55	4 07	163	Jonesboro	146	4 02	3 55
4 13	4 24	169	Courtland	140	3 44	3 39
4 40	4 49	177	Hillsboro	132	3 18	3 13
5 00	5 08	182	Trinity	127	3 03	2 57
5 19	5 26	183	Decatur ⁵	121	2 44	2 37
5 36	5 42	193	Mooreville	116	2 27	2 20
6 08	6 13	203	Madison	106	2 00	1 52
6 54	6 57	212	Huntsville	97	1 35	1 27
7 28	7 29	223	Brownsboro	86	12 47	12 51
8 14	8 14	237	Woodville	72	12 04	12 07
8 44	8 43	248	Larkinsville	61	11 36	11 33
9 21	9 18	259	Bellefonte	50	11 05	11 06
9 55	9 55	272	Stevenson ⁶	37	10 30	10 30
1 30	1 30	309	Nash. & C. R. R. Chattanooga ⁷		7 30	7 20
P. M.	A. M.		ARRIVE LEAVE		A. M.	P. M.

An Accom. Train lives Memphis for Grand Junction at 4 P. M. Returning, leaves Grand Junc. at 6 30 A. M.

Fares.—Memphis to Chattanooga, \$12 35. Memphis to Nashville, \$11 00, either route. Way Fares, about 4 cents per mile.

- 1 Connects with Memphis & Ohio, and Mississippi & Tennessee Railways at Memphis.
- 2 Somerville Branch diverges, see below.
- 3 Junction of Mississippi Central Railway.
- 4 Crossing of Mobile and Ohio Railway.
- 5 Connects with Nashville & Decatur Railway.
- 6 Steamboats—Tennessee, Ohio, and Missis. Rivers.
- 6 Connects with Nashville & Chattanooga Railway.
- 7 Connects with Western & Atlantic, and East Tennessee & Georgia Railways.

Somerville Branch.—Trains leave Moscow for Somerville at 8 50 A. M. and 6 15 P. M. Returning, lvo Somerville at 6 10 A. M. and 10 10 P. M. Dist., 14 miles.

Florence Branch.—Trains leave Tuscumbia for Florence at 6 00 A. M. and 5 00 P. M. Returning, leave Florence at 2 20 and 6 20 P. M. Distance, — miles.

MACON & WESTERN RAILWAY.

ISAAC SCOTT, President, Macon, Ga.
ALFRED L. TYLER, Supt., " " [Sept. 12.]

Atlanta to Macon.**Macon to Atlanta.**

Mail.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Mail.
P. M.	N ^o HT		LEAVE ARRIVE		A. M.	P. M.
1 30	12 00		Atlanta ¹	103	7 15	7 15
1 55	12 30	6	East Point.....	97	6 52	6 55
2 07	12 45	11	Rough and Ready.....	92	6 31	6 43
2 40	1 25	22	Jonesboro ²	81	5 50	6 10
3 00	1 50	29	Lovejoy's.....	74	5 25	5 51
3 20	2 25	36	Fayette.....	67	4 52	5 29
3 45	2 52	43	Griffin.....	60	4 27	5 07
4 02	3 15	49	Thornton's.....	54	4 02	4 44
4 22	3 40	54	Milner.....	49	3 40	4 22
4 40	4 05	61	Barnesville.....	42	3 14	4 00
4 55	4 21	66	Goggin's.....	37	2 52	3 42
5 10	4 45	71	Collier's.....	32	2 27	3 26
5 30	5 10	77	Forsyth.....	26	2 05	3 03
5 47	5 30	82	Smaer's.....	21	1 45	2 48
6 05	5 55	88	Crawford's.....	15	1 20	2 34
6 28	6 30	95	Howard's.....	8	12 45	2 15
6 48	7 05		Junction.....		12 10	1 53
7 00	7 15	103	Macon ²		12 00	1 45
P. M.	A. M.		ARRIVE LEAVE		N ^o HT	P. M.

Through Fare, \$4 50. Way Fares, about 4½ cents per mile.

¹ Connects with Atlanta & West Point Railway; Georgia Railway; and Western & Atlantic Railway.

² Con. with Central Georgia, and S. West'n R'ways.

FLORIDA, ATLANTIC & GULF CENTRAL RAILWAY.

J. P. SANDERSON, Pres., Jacksonville, Fla.
T. E. BUCKMAN, Supt., " " [Dec. 10.]

Trains Leave.**Trains Arrive.**

Mail.	Mls.	STATIONS.	Mls.	Mail.
P. M.		LEAVE ARRIVE		A. M.
2 20		Jacksonville ¹	78	8 45
3 40	20	Baldwin ²	58	2 35
5 05	38	Sanderson.....	40	1 05
5 25	43	Olustee.....	30	12 20
6 20	60	Lake City.....	18	11 30
		(Pen. & G. R'way)		
	72	Welburn.....	6	
	78	Houston.....		
P. M.		ARRIVE LEAVE		P. M.

On Monday mornings leave Lake City at 8 30 a. m., arriving at Jacksonville at 7 30 a. m.

¹ Con. with Steamboats for Savannah and Charleston.

² Connects with Florida Railway.

PENSACOLA & GEORGIA RAILWAY.

E. C. CABELL, President, Tallahassee, Fla.
EDWARD HOUSTON, Supt., " "

Completed 60 miles from Tallahassee. No Time Table received.

CENTRAL [Georgia] RAILWAY.

R. R. CUTLER, Pres., Savannah, Ga.
GEO. W. ADAMS, Supt., " " [Feb. 26.]

Savannah to Macon.**Macon to Savannah.**

Mail.	Pass.	Mls.	STATIONS.	Mls.	Pass.	Mail.
P. M.	P. M.		LEAVE ARRIVE		P. M.	A. M.
11 10	1 30		Savannah ¹	190	7 45	7 30
11 23	1 42	9	Pooler.....	181	7 32	7 16
11 48	2 04	13	Bloomingdale.....	177	7 10	6 54
12 07	2 23	20	Eden.....	170	6 51	6 35
12 29	2 47	26	Marlow.....	164	6 31	6 14
12 42	3 00	30	Guyton.....	160	6 15	5 58
12 56	3 14	35	Brewer.....	155	5 59	5 41
1 10	3 30	40	Egypt.....	150	5 46	5 28
1 26	3 47	45	Oliver.....	145	5 28	5 11
1 42	4 01	50	Haleysdale.....	140	5 15	4 57
1 55	4 13	55	Cameron.....	135	5 01	4 43
2 20	4 38	62	Ogeechee.....	128	4 41	4 23
2 45	5 02	70	Scarborough.....	120	4 14	3 56
3 30	5 50	79	Millen ²	111	3 50	3 30
3 42	6 00	88	Cushingville.....	107	3 10	3 02
4 04	6 21	90	Herndon.....	100	2 51	2 49
4 29	6 44	99	Sebastopol.....	91	2 25	2 18
4 39	6 54	109	Bostwick.....	87	2 15	2 10
5 03	7 18	111	Spier.....	79	1 54	1 48
5 33	7 47	122	Davisboro ³	68	1 23	1 16
6 11	8 24	134	Tennille.....	56	12 49	12 41
6 41	8 52	146	Oconee.....	44	12 16	12 09
7 06	9 17	154	Toombsboro ⁴	36	11 50	11 44
7 26	9 35	163	McIntyre.....	28	11 29	11 25
7 53	10 02	170	Gordon ³	20	11 06	11 03
8 25	10 35	181	Griswold.....	9	10 31	10 32
8 55	11 05	190	Macon ⁴	0	10 00	10 00
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

An Additional Train leaves Savannah for Millen at 10 05 a. m. Returning, leaves Millen at 5 50 p. m.

Through Fare, \$7 00. Way Fares, about 4 cents per mile.

- 1 Connects with Steamers sailing from Savannah.
- 1 " " Charleston & Savannah Railway.
- 1 " " Savannah, Albany & Gulf Railway.
- 2 Junction of Augusta & Savannah Railway.
- 2 Junction of Milledgeville & Eatonton Railway.
- 4 Con. with Macon & West'n and S. West'n R'ways.

AUGUSTA & SAVANNAH RAILWAY.

F. T. WILLIS, Pres., Savannah, Ga.
ANDREW YONGE, Supt., Augusta, Ga.

Trains leave Augusta for Millen and Way Stations at 12 30 a. m. and 2 45 p. m. Returning, leave Millen at 4 00 a. m. and 4 25 p. m.

Distance, 53 miles. Fare, \$2 25.
Both trains connect at Millen with trains to and from Savannah and Macon, Montgomery, Mobile and N. Orleans; and at Augusta, with trains for Charleston, Wilmington, and all points.

MILLEDGEVILLE & EATONTON RAILWAY.

A Train leaves Gordon for Milledgeville, Eatonton, and intermediate stations, at 11 15 a. m.

Returning, leaves Eatonton at 5 00 a. m.
Distance, 38 miles. Fare, \$1 90.

GREENVILLE & COLUMBIA RAILWAY.

T. O. PERRIN, President, Abbeville, S. C.
E. F. RAWORTH, Gen. Supt., Columbia, S. C.

Colum. to Greenville. | Greenville to Columbia.

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
A. M.			LEAVE			ARRIVE
7 30			...Columbia ¹	144	6 50	1 15
8 00	30	6	...Frost's Mill.....	138	6 50	12 55
8 35	75	15	...Littleton.....	129	6 40	12 24
9 15	1 25	25	...Alston ²	119	5 90	11 50
9 30	1 45	29	...Hope's.....	115	5 70	11 32
9 40	1 60	32	...Pomaria.....	112	5 60	11 20
10 15	2 00	40	...Prosperity.....	104	5 20	10 50
10 50	2 40	47	...Newberry C. H. ³	97	4 75	10 25
11 00	2 40	48	...Helena ³	96	4 75	10 17
11 25	2 75	54	...Silver Street.....	90	4 50	9 52
11 48	3 00	61	...Boazman's.....	83	4 10	9 27
12 03	3 25	65	...Chapell's.....	79	3 90	9 12
12 45	3 75	75	...Ninety-Six.....	69	3 40	8 33
1 38	4 25	85	...Greenwood.....	59	2 90	7 58
2 12	4 75	94	...Cokesbury.....	50	2 50	7 30
2 57	5 00	106	...Abbeville [Branch].	3	0 00	6 25
2 32	5 00	100	...Barmore's.....	44	2 20	7 06
2 45	5 10	102	...Donnal's.....	42	2 00	6 59
3 08	5 50	109	...Honea Path.....	35	1 70	6 30
3 45	5 85	117	...Belton.....	27	1 30	5 55
4 40	6 00	127	...Anderson [Branch].	1	75	4 50
4 10	6 00	124	...Williamston.....	20	90	5 13
4 47	6 50	135	...Golden Grove.....	9	40	4 32
5 15	6 50	144	...Greenville ⁴	0		4 00
P. M.			ARRIVE			LEAVE
						A. M.

¹ Connects with Col. Branch of S. Carolina Railway.² Connects with Charlotte & S. Carolina Railway.³ Junction of Spartanburg & Union Railway.⁴ Junction of Laurens Railway.⁵ Stages to Henderson and Asheville.**ALABAMA & TENNESSEE RIVER R'WAY.**

THOS. A. WALKER, Pres., and THOS. H. MILLINGTON,
Gen. Supt., Selma, Ala. [Mar. 20.]

Selma to Talladega. | Talladega to Selma.

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
A. M.			LEAVE			ARRIVE
10 00			...Selma ¹	110	4 40	1 50
11 00	35	9	...Burnsville.....	101	4 05	1 25
11 20	70	17	...Jones ²	93	3 70	12 57
11 37	90	22	...Plantersville.....	83	3 50	12 33
12 11	1 30	32	...Maplesville.....	78	3 10	12 11
1 06	1 60	40	...Raidolph ³	70	2 80	11 34
1 45	1 95	49	...Centreville.....	61	2 45	10 53
2 02	2 25	55	...Montevallo.....	55	2 15	10 36
2 20	2 50	62	...Lime Kilns.....	43	1 90	10 08
2 33	2 75	66	...Shelby Springs.....	44	1 65	9 50
2 50	3 00	73	...Columbia.....	37	1 40	9 31
3 13	3 25	81	...Wilsonville.....	29	1 15	9 02
3 27	3 50	87	...Coosa.....	28	90	8 45
3 35	3 60	90	...Childersburg.....	20	80	8 35
4 01	4 00	99	...Alpine.....	11	40	8 04
4 28	4 40	110	...Talladega ³			7 30
P. M.			ARRIVE			LEAVE
						A. M.

¹ Steamboats to Mobile and Montgomery—Ala. & Miss. River Railway to Uniontown and Marion.² Stages to Tuscaloosa.³ Stages to Rome and Chattanooga.**CHARLESTON & SAVANNAH RAILWAY.**

T. F. DRAYTON, Pres., Charleston, S. C.
H. S. HAINES, Eng. & Supt., Charleston, S. C.

Trains Leave. Feb. 18. Trains Arrive

Pass.	Mls.	STATIONS.	Mls.	Pass.
A. M.				P. M.
9 15		...Charleston ¹	104	7 30
		(Ashley River)		
9 30	1/2	...St. Andrews Depot.	103	7 09
10 04	12	...Rantowles.....	92	6 34
10 40	23	...Adam's Run.....	81	5 57
11 05	30	...Jacksonboro ²	74	5 32
		...Ashpoo Bridge.....	69	
11 35	39	...Green Pond.....	65	5 02
12 01	50	...Salkehatchie.....	54	4 35
12 18	55	...Pocotaligo.....	49	4 21
12 33	61	...Coosawatchie.....	43	4 06
12 55	70	...Grahamville.....	34	3 42
1 30	84	...Hardeeville.....	20	3 06
		...Purysburg Road.....	18	
1 56	89	...Savannah River.....	15	2 38
2 17	94	...Mounteth Road.....	10	2 15
2 35	101	...Junction.....	8	1 55
2 45	104	...Savannah ³	1	1 45
P. M.		ARRIVE		P. M.
		LEAVE		

Through Fare, \$4 00. Way Fares, about 5 cents per mile.

¹ Connects with South Carolina Railway.² " " North-Eastern Railway.³ " " Central (Georgia) Railway.⁴ " " Savannah, Albany & Gulf R'way.⁵ " " Steamers sailing from Savannah.**SAVANNAH, ALBANY & GULF RAILWAY.**

JOHN SCREVEN, Pres., and GASPER J. FULTON,
Supt., Savannah, Ga. [Mar. 1.]

Pass.	Mls.	STATIONS.	Mls.	Pass.
P. M.				P. M.
3 45		...Savannah ¹	189	12 45
4 15	9	...Millers.....	180	12 15
4 50	16	...Ways.....	173	11 48
5 15	24	...Flemings.....	165	11 23
5 38	32	...McIntosh.....	157	11 00
6 01	40	...Waltherville.....	149	10 38
6 22	46	...Johnson.....	143	10 18
7 20	53	...Doctortown.....	136	9 50
7 38	58	...Drawdros.....	131	9 33
7 55	63	...Mill.....	126	9 15
8 14	68	...Screven.....	121	9 00
8 48	77	...Patterson.....	112	8 28
9 16	86	...Blackshear.....	103	8 00
9 50	96	...Tebauville.....	93	7 03
10 30	108	...Glenmore.....	81	6 22
11 15	122	...Holmersville.....	67	5 35
11 48	131	...Lawton.....	58	5 05
12 16	139	...Stockton.....	50	4 36
12 35	144	...Naylor.....	45	4 18
1 25	157	...Valdosta.....	32	3 35
2 30	174	...Quitman.....	15	2 40
3 05	181	...Groovers.....	8	1 35
3 30	189	...Boston ²	1	1 15
A. M.		ARRIVE		A. M.
		LEAVE		

¹ Connects with Savannah, Albany & Gulf Railway.² Con. with coaches for Tallahassee and St. Mark's.

Going East.

Going West.

MEMPHIS & OHIO RAILWAY.

J. P. WOOD, Pres.; BENTLEY D. HASSELL, Chief Eng. & Gen. Supt.; and M. P. WHEELER, Gen. Ticket Agent, all of Memphis, Tenn. [April 15.]

Memphis to Paris. | Paris to Memphis.

Mail.	Exp.	Mls.	STATIONS.	Mls.	Exp.	Exp.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
4 00	5 00		... Memphis ¹ ...	137	9 40	9 00
4 30	5 28	9	... Wells'...	148	9 08	8 30
4 42		12	... Union...	145	8 56	8 18
5 07		19	... Shelby...	138	8 32	7 58
5 26	6 10	26	... Withe...	131	8 10	7 38
5 37		29	... Galloway...	128	7 58	7 28
6 00		36	... Mason's...	121	7 35	7 06
6 32	7 00	45	... Stanton...	112	7 03	6 35
7 26	7 32	57	... Brownsville ...	100	6 20	6 00
7 50		66	... Jones'...	91		
8 00	8 05	70	... Bell's...	87	5 20	5 25
8 29		77	... Gadsden...	80	5 00	5 04
8 35	8 35	82	arr Hum } lve	75	4 42	4 50
8 50	9 00		lve boldt } arr		4 25	4 25
9 22	9 35	94	... Milan...	68	3 55	3 51
9 50	10 00	104	... Trezevant ...	58	3 26	3 25
10 15	10 26	113	... McKenzie...	44	3 02	3 00
11 10	11 15	131	... Paris ...	26	2 12	2 10
11 58	12 00	144	... Travis...	13	1 28	1 26
12 40	12 42	157	... Tenn. River ...		12 45	12 43
A. M.	P. M.		ARRIVE LEAVE		A. M.	P. M.

Way Fares about 4 cents per mile.

¹ Connects with Memphis & Charleston Railway.

² Connects with Mississippi & Tennessee Railway.

³ Connects with Mobile & Ohio Railway.

MISSISSIPPI & TENNESSEE RAILWAY.

F. M. WHITE, Pres., Memphis, Miss.

R. Houch, Gen. Supt., Memphis. [Nov. 28.]

Memphis to Oakland. | Oakland to Memphis.

Mail.	Mxd.	Mls.	STATIONS.	Mls.	Mail.	Mxd.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 00	7 10		... Memphis ...	79	11 00	4 00
2 27	8 57	8	... White's...	71	10 35	8 03
2 40	8 34	12	... Horn Lake...	67	10 20	2 35
		19	... McKay's...	60		
3 13	9 43	22	... Hernandez...	57	9 48	1 20
			... Wheelers...	50		
3 45	10 58	31	... Coldwater...	48	9 13	12 10
			... Hickahaly...			
4 01	11 35	37	... Senatobia...	42	8 57	11 35
4 25	12 17	44	... Como...	35	8 34	10 50
			... Sledgeville...			
4 43	12 50	50	... Sardis...	29	8 17	10 15
5 10	1 45	59	... Panola...	20	7 49	9 15
5 33	2 30	67	... Pope's...	12	7 26	8 30
		73	... Tallafarro...	7		
6 10	3 40	79	... Oakland ...	0	6 50	7 20
P. M.	P. M.	99	ARRIVE LEAVE		A. M.	A. M.

Fares, about 4 cents per mile.

Stages daily to Grenada, (22 miles; time, 9½ hours,) connecting there with Mississippi Central Railway.

SOUTHERN (Mississippi) RAILWAY.

WM. C. SNEDES, Pres.; MORRIS EMANUEL, Vice-Pres.; W. M. WADLEY, Chief Eng. & Gen. Supt.; N. G. BRYSOR, Sec. & Mast. Trans.; JOS. H. JOHNSON, Treas., all of Vicksburg, Miss. [Nov. 21.]

Leave Vicksburg. | Arrive at Vicksburg.

Pas.	Pass.	Mls.	STATIONS.	Mls.	Pas.	Pass.
P. M.	A. M.		LEAVE ARRIVE		A. M.	P. M.
2 40	8 00		... Vicksburg ¹ ...	140	10 45	8 25
3 17	8 34	10	... Bovina...	130	10 18	7 50
3 50	9 04	13	... Edwards...	122	9 40	7 20
4 26	9 39	27	... Bolton...	113	8 58	6 46
4 58	10 09	35	... Clinton...	105		6 18
		44	... Jackson Junction ² ...	96	7 55	
6 00	11 00	44	... Jackson ...	95½	7 35	5 20
		52	... Howell...	88		
11 52	59	70	... Brandon...	81		4 15
1 00	70		... Pelahatchie...	70		3 10
		79	... Morton ...	61		
3 15	90		... Forest...	50		12 55
4 10	100		... Lake...	40		12 00
5 00	110		arr. Newton ³ ...	30		11 00
		118	... Hickory...	22		
		123	... Chunky...	17		
		133	... Tunnel Hill...	7		
P. M.	P. M.	140	... Meridian ...		A. M.	A. M.

Through fare to Newton, \$4 90. Way fares, about 4½ cents per mile.

¹ Connects with Vicksburg, Shreveport & Texas Railway, and with Steamboats up and down the Mississippi River.

² Connects with N. O., J. & Gt. Northern Railway twice a day.

SPARTANBURG & UNION RAILWAY.

J. R. STRAUGHAN, Pres. & Supt., and JAS. H. DUNLAP, Treas., Unionville, S. C.

A train leaves Spartanburg at 6 45 a. m., for Cedar Springs, Batesville, Paeolet, Gist's, Jonesville, Pinkney, Unionville, Stark Gregory, Santuc, Fish Dam, Kelly's, Sims,ville, Shelton, Lyles' Ford, Strother, Lyles' Tank, Peach Tree, Hughes's, Parr's, and Alston—arriving in the latter place at 11 35 a. m., and there connecting with the Greenville & Col. Railway.

Returning, train leaves Alston at 12 noon, arriving in Spartanburg at 4 50 p. m., there connecting with daily line of stages for Rutherfordton, Hendersonville, and Asheville, N. C. Distance, 68 miles. Fares, about 5 cents per mile. [Sept. 6.]

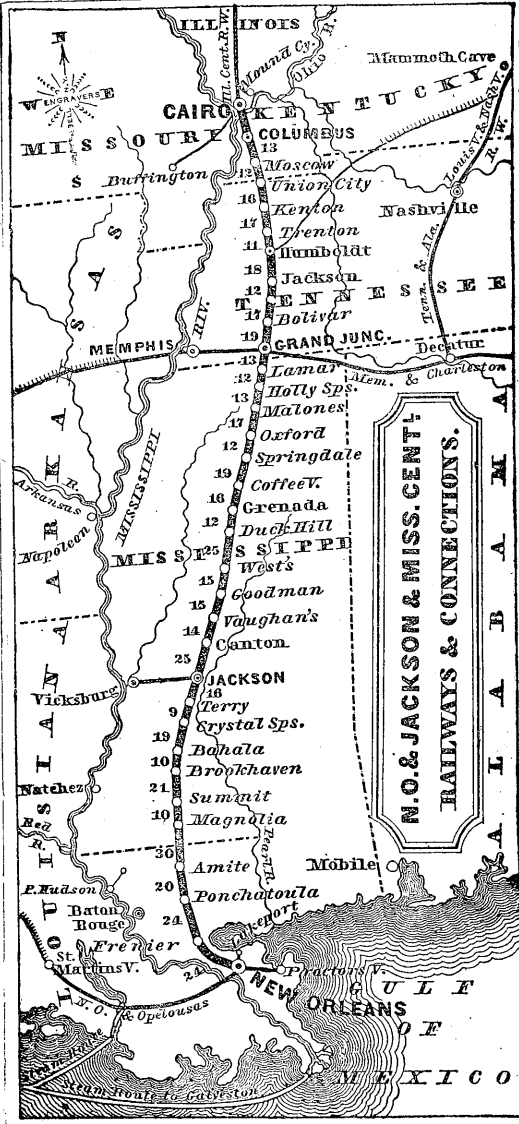
MEXICAN GULF RAILWAY.

W. G. BLAKEWELL, Pres., and W. A. GORDON, Supt., New Orleans.

Trains leave New Orleans for Ducro's Landing and Proctorsville at 10 00 A. M. and 5 00 P. M., arriving at 12 00 M. and 7 00 P. M.; connecting at Proctorsville with Mobile steamers.

Returning, leave Proctorsville at 6 00 A. M. and 1 00 P. M. for New Orleans and intermediate stations. Distance, 28 miles. Through Fare, \$1 50.

Railway Connections are the N. Orleans, Opelousas & Great Western, and New Orleans, Jackson & Great Northern, at New Orleans.



This, as the traveller will perceive by glancing at the above Map, represents the great Inland Route from New Orleans to Cairo, Ill., at which point it connects with the Illinois Central Railway. At Grand Junction, it connects with the Memphis & Charleston Railway; at Humboldt with the Memphis & Ohio Railway.

NEW ORLEANS, La., July 12.—The most important city is situated on the east bank of the Mississippi River, about 100 miles from its mouth. It is surrounded by a bend in the river, from which circumstance it has derived its name. It is also designated the "Crescent City." The streets of New Orleans are all of convenient breadth, well paved, and usually intersect each other at right angles. Canal Street is the broadest, being 100 feet in width, with a grass-plot in the middle about 25 feet wide, extending throughout its entire length.

The hotels of New Orleans are conducted upon a scale of magnitude scarcely equalled in any city in the Union. The St. Charles Hotel, situated on St. Charles Street, was completed in the Fall of 1852, at an entire cost of upwards of \$300,000, and has been leased for a term of years at \$40,000 per annum. The St. Louis Hotel, on St. Louis Street, and the Vendôme Hotel, on Common Street, are also costly establishments. New Orleans possesses unrivalled natural advantages for international commerce.

nal trade, both as regards its river and railway communication. It is the greatest of our markets in the world. Here may be seen vessels from all parts of the world, each bearing at its masthead the ensign of its respective nation to which it belongs. Population in 1820, 27,176; in 1830, 46,810; in 1840, 102,198; in 1850, 126,375; and in 1860 the population is supposed to be nearly 200,000.

JACKSON, Miss. The Capital of the State, is situated on the west bank of Pearl River; at this point, as the traveller will perceive, the N. Orleans & Jackson connects with the Southern Mississippi Railway. It contains a handsome State-House, erected at a cost of over a half million of dollars; the Executive Mansion, the State Lunatic Asylum, the Penitentiary, a United States Land Office, &c. Population, about 4,000.

MEMPHIS, Tenn. The progress of this city during the past few years would astonish us, were we not aware of the almost magical power possessed by railways in populating towns, villages, cities, territories, and States in a day as it were. Towns which, previous to the introduction of the railways, contained but a few hundred inhabitants, are in a short time, through their instrumentality, counted by their thousands. Memphis as a city is not yet twenty years old, nevertheless it exhibits a wealth, strength, and well-directed enterprise worthy of its age.

N. ORLEANS & JACKSON, AND MISSISSIPPI CENTRAL RAILWAYS, AND CONNECTIONS.

N. O., Jack. & Gt. Nor. Rwy.—{ J. H. RANEY, President. T. S. WILLIAMS, Gen. Superintendent; and
—, Gen. Ticket Agent, New Orleans, La.

Miss. Central Rwy.—{ W. GOODMAN, Pres., and E. G. BAENEY, Supt. Nor. Div., Holly Springs, Miss.
E. D. FROST, Supt. Southern Div., Canton, Miss. S. E. CAREY, Gen. Ticket Agent.
Geo. W. BRADLEY, Gen. Traveling Agent for the North and East.

Mobile & Ohio (Nor. Div.) Rwy.—{ Hon. MILTON BROWN, Pres., and L. J. FLEMING, Gen. Supt., Mobile.
J. J. WILLIAMS, Asst. Supt., Jackson, Tenn.

NEW ORLEANS TO CAIRO.				CAIRO TO NEW ORLEANS.			
STATIONS.	Mls.	Mail.	Express.	STATIONS.	Mls.	Mail.	Express.
TRAINS LEAVE				TRAINS LEAVE			
New Orleans		7 30 A. M.	7 00 P. M.	(Steamboat) Cairo		5 00 A. M.	5 00 P. M.
Kenner.....	10	8 30 "	8 30 "	Columbus	20	7 00 "	7 00 "
Frenier.....	24	9 15 "	9 15 "	Moscow.....	38	7 54 "	7 54 "
Manchac.....	37	10 00 "	10 00 "	State Line.....	40	8 22 "	8 21 "
Ponchatoula.....	45	10 35 "	10 35 "	Union City.....	46	8 43 "	8 42 "
Tickfaw.....	53	11 05 "	11 05 "	Crocket.....	54	9 23 "	9 23 "
Amite.....	63	11 23 "	11 23 "	Kenton.....	61	10 00 "	10 00 "
Tangipahoa.....	79	12 03 P. M.	12 03 A. M.	Dyer.....	71	10 40 "	10 40 "
Osyka.....	88	12 23 "	12 23 "	Humboldt.....	89	12 15 P. M.	12 15 A. M.
Magnolia	98	1 00 "	1 20 "	Jackson	107	1 15 "	1 15 "
Summit.....	103	1 50 "	1 50 "	Medon.....	119	7 10 "	7 10 "
Bogue Chitto.....	119	2 20 "	2 20 "	Toons'.....	127	7 55 "	7 55 "
Brookhaven.....	129	2 48 "	2 50 "	Bolivar	135	8 25 "	8 25 "
Bahala.....	139	3 13 "	3 25 "	Hickory Valley.....	146	9 12 "	9 12 "
Hazlehurst.....	149	3 47 "	3 55 "	Grand Junct'n	154	9 45 "	9 45 "
Crystal Springs.....	158	4 16 "	4 25 "	Lamar.....	168	11 11 "	11 11 "
Terry.....	167	4 44 "	4 55 "	Hudsonville.....	172	11 31 "	11 31 "
Byram.....	174	5 08 "	5 20 "	Holly Springs.....	179	12 25 P. M.	12 10 A. M.
Jackson	183	5 43 "	6 00 "	Abbeville.....	199	1 45 "	1 33 "
Tugalo.....	190	6 06 "	6 30 "	Oxford.....	209	2 21 "	2 11 "
Calhoun.....	199	6 36 "	7 00 "	Water Valley.....	227	3 42 "	3 22 "
Canton	206	7 00 "	7 30 "	Coffeeville.....	240	4 27 "	4 17 "
Vaughan's.....	220	8 58 "	9 17 "	Grenada.....	256	5 50 "	5 30 "
Goodman.....	234	9 43 "	10 05 "	Winona.....	279	7 20 "	7 00 "
West's.....	250	10 41 "	11 03 "	West's.....	299	8 41 "	8 20 "
Winona.....	270	12 01 A. M.	12 23 P. M.	Goodman.....	315	9 43 "	9 18 "
Grenada.....	293	1 55 "	2 20 "	Vaughan's.....	329	10 38 "	10 03 "
Coffeeville.....	310	3 00 "	3 22 "	Canton	343	11 25 "	10 50 "
Water Valley.....	323	4 10 "	4 40 "	Calhoun.....	351	9 47 "	9 47 "
Oxford.....	341	5 20 "	5 30 "	Tugalo.....	359	10 17 "	10 17 "
Abbeville.....	351	5 57 "	6 07 "	Jackson	367	10 47 "	10 47 "
Holly Springs.....	370	7 55 "	7 55 "	Byram.....	375	11 17 "	11 17 "
Hudsonville.....	377	8 25 "	8 25 "	Terry.....	383	11 40 "	11 40 "
Lamar.....	381	8 47 "	8 47 "	Crystal Springs.....	391	12 10 A. M.	12 07 P. M.
Grand Junct'n	395	9 45 "	9 45 "	Hazlehurst.....	400	12 40 "	12 35 "
Hickory Valley.....	404	10 47 "	10 47 "	Bahala.....	410	1 15 "	1 05 "
Bolivar	414	11 33 "	11 33 "	Brookhaven.....	420	1 45 "	1 50 "
Toons'.....	422	11 59 "	11 59 "	Bogue Chitto.....	430	2 20 "	2 20 "
Medon.....	430	12 39 P. M.	12 39 A. M.	Summit.....	441	2 50 "	2 50 "
Jackson	442	1 30 "	1 30 "	Magnolia	451	3 20 "	3 20 "
Humboldt.....	460	3 30 "	3 30 "	Osyka.....	461	3 48 "	3 48 "
Dyer.....	473	4 40 "	4 40 "	Tangipahoa.....	471	4 15 "	4 15 "
Kenton.....	485	5 15 "	5 15 "	Amite.....	481	4 44 "	4 44 "
Crocket.....	495	5 54 "	5 54 "	Tickfaw.....	491	5 14 "	5 14 "
Union City.....	503	6 32 "	6 31 "	Ponchatoula.....	501	5 39 "	5 39 "
State Line.....	509	6 57 "	6 57 "	Manchac.....	512	6 14 "	6 14 "
Moscow.....	516	7 16 "	7 16 "	Frenier.....	525	6 57 "	6 57 "
Columbus	529	8 00 "	8 00 "	Kenner.....	539	7 40 "	7 40 "
(Steamboat) Cairo	549	10 00 P. M.	10 00 A. M.	New Orleans	549	8 05 "	8 05 "

Connects at Columbus with Illinois Central Railway, for all parts North and Northeast.

NEW ORLEANS, OPELOUSAS & GREAT WESTERN RAILWAY. **W. G. HAWES, Pres., N. Orleans.** Col. A. B. Seger, Supt., Algiers, La. **G. W. E. BAYLER, Chief Engineer.** [Feb. 5.]

Pass. Fares, Miles.		STATIONS.		Miles. Fares.		Pass.	
A. M.	P. M.	LEAVE	ARRIVE			P. M.	
8 00	8 09	.....	.....	89	4 00	5 00	
8 36	8 46	.....	.....	77	3 75	4 24	
8 54	9 04	.....	.....	63	3 50	4 06	
9 12	9 22	.....	.....	56	3 25	3 48	
9 36	9 46	.....	.....	43	3 00	3 24	
10 00	10 10	.....	.....	40	3 00	3 00	
10 18	10 28	.....	.....	34	2 75	2 42	
10 36	10 46	.....	.....	23	2 25	2 24	
10 45	10 55	.....	.....	25	2 00	1 57	
11 03	11 13	.....	.....	19	2 00	1 42	
11 18	11 28	.....	.....	14	1 50	1 31	
11 29	11 39	.....	.....	11	1 00	1 21	
11 39	11 49	.....	.....	7	50	1 13	
12 00	12 00	.....	.....	5		1 00	
		ARRIVE	LEAVE				P. M.

N. Orleans to Brashear.

The Passenger Train connects at Berwick's Bay, Brashear Station, on Mondays, with the Southern Steamship Company's Mail Steamship for Sabine Pass, and Galveston; and on Wednesdays and Saturdays with their Steamships for Galveston and Indianola. Returning, these Steamships connect with special Express Trains for New Orleans on Mondays, Thursdays and Fridays.

Steamboats for Attakapas, leave Brashear daily, on arrival of Train.

KING'S MOUNTAIN RAILWAY.

W. C. BEARTY, Pres., and EDWARD THOMAS, Engineer, Yorkville, S. C.
 A Train leaves Chester for Yorkville and Way Stations at 1 15 P. M.
 Returning, leaves Yorkville at 6 40 A. M.
 Distance, 22 miles. Fare, \$1 25.

PENSAUOLA & GEORGIA RAILWAY.

E. C. CABELL, Pres.; EDWARD HORSRON, Supt., Tallahassee, Fla.
 In operation for 60 miles from Tallahassee. No Time Table received.

TALLAHASSEE RAILWAY.

EDWARD HORSRON, Pres. & Supt., Tallahassee, Fla.
 This line is completed between Tallahassee and St. Mark's. Distance, 22 miles. Fare, \$1 00. Trains run daily, Sundays excepted.

WESTERN & ATLANTIC RAILWAY.

(Owned by the State of Georgia.)

JOHN W. LEWIS, Superintendent; EUGENE LE HARDY, Engineer;
 and E. B. WALKER, Mast. Trans., Atlanta, Ga. [Feb. 15.]

Atlanta to Chattanooga.				Chattanooga to Atlanta.			
Pass. Fares, Miles.		STATIONS.		Miles. Fares.		Pass. Fares.	
A. M.	P. M.	LEAVE	ARRIVE			A. M.	P. M.
8 15	10 30	.....	.....	8	1 00	1 35	11 32
8 56	11 11	.....	.....	8	1 00	1 35	11 32
9 09	11 14	.....	.....	8	1 00	1 35	11 32
9 27	11 32	.....	.....	20	1 40	2 25	12 02
9 57	12 02	.....	.....	20	1 40	2 25	12 02
10 16	12 41	.....	.....	1 25	85	2 55	12 02
10 46	1 10	.....	.....	1 50	85	2 55	12 02
11 06	1 31	.....	.....	40	2 50	3 35	12 02
11 13	1 39	.....	.....	1 75	47	3 35	12 02
11 30	1 57	.....	.....	2 00	52	3 35	12 02
11 55	2 22	.....	.....	2 25	59	3 35	12 02
12 22	2 50	.....	.....	2 50	69	3 35	12 02
12 50	3 19	.....	.....	2 75	75	3 35	12 02
1 03	3 39	.....	.....	3 00	84	3 35	12 02
1 30	4 02	.....	.....	3 25	91	3 35	12 02
2 00	4 40	.....	.....	3 75	100	3 35	12 02
	5 08	.....	.....	4 00	107	3 35	12 02
	5 50	.....	.....	9 15		3 35	12 02
	6 00	.....	.....	9 35		3 35	12 02
	6 26	.....	.....	10 11		3 35	12 02
	6 52	.....	.....	10 41		3 35	12 02
	7 14	.....	.....	11 06		3 35	12 02
	7 44	.....	.....	11 31		3 35	12 02
		ARRIVE	LEAVE				

McMINNVILLE & MANCHESTER RAILWAY.

P. H. MARSH, Pres., and P. H. COFFEY, Supt., McMinnville, Tenn.

Stations: McMinnville, Morrison, Summitville, Manchester and Tullahoma. Distance, 35 miles. Through Fare, \$1 50.
 A Freight and Accom. Train leaves McMinnville at 10 00 A. M., arriving at Tullahoma 12 20 P. M. Returning, leaves Tullahoma at 1 30 P. M., and arrives at McMinnville 3 45 P. M.

The trains connect with a daily line of stages to all parts East and North of McMinnville, and also with a daily line of stages to Boersboda Springs (18 miles).
 Connects at Tullahoma with Nashville & Chattanooga Railway.

July 10/84.

BUFFALO, BAYOU BRAZOS & COLORADO RAILWAY.

J. F. BARRETT, President, Galveston, Texas.

JOHN A. WILLIAMS, Supt., Harrisburg, "

Galveston to Austin. | Austin to Galveston.

Mail	Pass.	Frs.	Mls.	STATIONS.	Mls.	Pass.	Mail
	A.M.	\$	C.	LEAVE ARRIVE		P.M.	
				Galveston ¹ ..	240		
				(Steamboat) ..			
6 00	8 00	8 00	65	Harrisburg ² ..	185	8 00	4 30
7 30	10 00	4 50	97	Richmond ³ ..	143	1 00	3 00
				(Stages) ..			
				Bernard ..	138		
				Eagle Lake ..	123		
				Columbus ⁴ ..	95		
				La Grange ..	65		
				Cunningham's ..	40		
				Bastrop ..	20		
				Webberville ..	25		
				Austin ⁵ ..			
A.M.				ARRIVE LEAVE		P.M.	

Through Time—60 hours, including 18 hours' rest.

¹ Connects with New Orleans Mail Steamers. Steamboats leave Galveston daily.

² Connects with Galveston steamers daily except Sundays.

³ Daily Stages to interior. Railway progressing to Columbus, and will be continued to Austin.

⁴ Stages—Hallettsville, Gonzales, Seguin and San Antonio.

⁵ Stages—Western and N. W. Texas.

HOUSTON TAP & BRAZORIA RAILWAY.

E. W. TAYLOR, Pres. J. W. STUMP, Supt.

Houston to Colum. | Columbia to Houston.

Pass.	Frs.	Mls.	STATIONS.	Mls.	Frs.	Pass.
A.M.			LEAVE ARRIVE			P.M.
7 00	5		Houston ..	50		4 25
7 25	7		Junction ¹ ..	43		3 40
8 25	21		Arcola ..	30		2 35
8 55	27		Sandy Point ..	23		2 00
9 50	37		Chenango ..	13		1 10
10 15	42		Oyster Creek ..	8		12 35
11 00	50		Columbia ² ..			12 00
A.M.			ARRIVE LEAVE			M.

¹ Connecting with Buffalo, Bayou, Brazos & Colorado Railway, running to Richmond and Columbus.
² Stages to Wharton, Matagorda, &c.; and in Houston with the H. & T. C. R'way, G. & H. R'way, and steamers for Galveston. [April 1.

CLINTON & PORT HUDSON RAILWAY COMPANY.

The Cars will leave Clinton on Mondays, Wednesdays, and Fridays at 7 30 A. M. and on Saturdays at 3 00 P. M. same days, from this date until further notice.

Distance, 22 mls. Time, 2 hours. Fare, \$1.

F. H. W. RAYNARD, Agent.

HOUSTON & TEXAS CENTRAL RAILWAY.

ABRAM GROESBEECK, Pres., Houston, Texas.

D. O. ALLEN, Supt., Houston, Texas. [Oct. 8.

Houston to Navasota. | Navasota to Houston.

Exp.	Mxd.	Frs.	Mls.	STATIONS.	Mxd.	Exp.
A. M.	A. M.			LEAVE ARRIVE	P. M.	P. M.
11 30	8 15			Houston ¹ ..	2 30	6 00
11 55	9 15	60	12	Gum Island ..	1 30	5 32
12 30	10 20	1 25	25	Cypress ..	12 00	5 00
12 54	11 10	1 50	35	Hockley ..	11 10	4 36
1 30	12 25	2 50	50	Hempstead ² ..	9 55	4 00
2 06	1 30		62	Courtney ..	8 55	3 24
2 30	2 10		70	Navasota ..	8 10	3 00
P. M.	P. M.			ARRIVE LEAVE	A. M.	P. M.

¹ Connects with new and splendid Steamers for Galveston and New Orleans.

² Connects with Washington Co. R'way to the Brazos River; from thence by Sawyer's line of daily four-horse Stages to Austin, via Chappell Hill, Brenham, La Grange, Bastrop and Webberville.

NEW ORLEANS & CARROLLTON RAILWAY.

G. C. DUNCAN, Pres., New Orleans, La.

A. G. THORN, Supt., Carrollton, La.

CARROLLTON LINE.—(Length, 4 miles; fare, 10 cts.) Trains leave New Orleans for Carrollton hourly from 7 A. M. to 10 P. M. Returning, leave Carrollton for New Orleans at 6 A. M., and hourly to 9 P. M.

LAFAYETTE BRANCH.—(Length, 4 miles; fare, 10 cents.) Horse cars leave New Orleans (corner of Canal and Baronne streets) for Lafayette (4th District) every 15 minutes from 8 00 A. M. until 8 00 P. M. Returning, leave Lafayette (corner of Tchoupitoulas and Jackson streets) for New Orleans every 15 minutes from 7 30 A. M. to 8 00 P. M.

JEFFERSON & LAKE PONTCHARTRAIN RAILWAY.

(This road is run in connection with N. O. & Carrollton R'way.) Trains leave Tivoli Circle, New Orleans, every two hours, from 7 A. M. to 7 P. M. Returning, leave the Lake for New Orleans about the same hours. Distance, 10 miles. Fare, 25 cents.

PONTCHARTRAIN RAILWAY.

WM. H. AVERY, Pres., New Orleans, La.

P. H. GOODWYN, Supt., "

Cars leave New Orleans on week days at 6 $\frac{1}{2}$, 7 $\frac{1}{2}$, 9, & 10 $\frac{1}{2}$ A. M., 12 M., and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, & 7 $\frac{1}{2}$ P. M. Returning—Leave The Lake at 6, 7, 8, 9 $\frac{1}{2}$ & 11 $\frac{1}{2}$ A. M., and 1, 2 $\frac{1}{2}$, 4 $\frac{1}{2}$ & 6 $\frac{1}{2}$ P. M. Distance, 6 miles. Fare, 12 $\frac{1}{2}$ cents.

WEST FELICIANA RAILWAY.

GEO. H. GORDON, President, Woodville, Miss.

L. T. CUNNINGHAM, Supt., Bayou Sara, La.

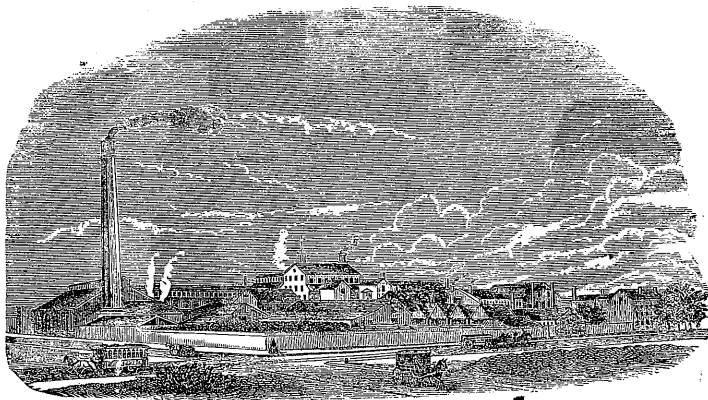
Stations.—Woodville, Ashwood, Lemon Depot, Walker and Bayou Sara.

Distance, 27 miles. Fare, \$1 50.

A train leaves Woodville at 5 30 A. M., arriving at Bayou Sara 8 40 A. M. Returning, leaves Bayou Sara for Woodville at 2 30 P. M.

PASCAL IRON WORKS,

ESTABLISHED IN 1821.



MORRIS, TASKER & CO.,

MANUFACTURERS OF

WROUGHT IRON TUBES, LAP-WELDED BOILER FLUES,

ARTESIAN WELL PIPES,

Tools, Pumps, &c., for Oil Wells, &c., &c.

WARMING AND VENTILATING APPARATUS,

WITH STEAM OR HOT WATER.

IRON & BRASS CASTINGS, GAS WORKS MACHINERY,

SCREWING MACHINES,

And a General Assortment of GAS AND STEAM FITTERS' TOOLS AND MATERIALS.

WORKS, South Fifth, between Tasker and Morris Streets.,
WAREHOUSE & OFFICE, 209 South 3d St., Philadelphia.

STEPHEN MORRIS,
S. P. M. TASKER,

CHAS. WHEELER,

THOS. T. TASKER, JR.,
HENRY G. MORRIS.

HEATH HOUSE.

Schooley's Mountain Mineral Springs, MORRIS COUNTY, N. J.

THIS extensive and popular establishment will be open for the reception of company on the 15th of June. It has been generally refitted and painted, and, in part, newly furnished, since last season. As a convenient, fashionable, and yet quiet retreat, it offers

ATTRACTIONS UNSURPASSED BY ANY OTHER SUMMER RESORT.

It is situated 3 miles from the terminus of the Morris and Essex R. R., (about 60 miles distant from New York,) *with two trains daily, each way.*

From Philadelphia, the route is either *via* Camden and N. J. R. Rs., to Newark, thence by Morris and Essex R. R., or, by the North Penna., Lehigh Valley, and Central R. R., of N. J., to NEW HAMPTON, and thence 12 miles, by stage.

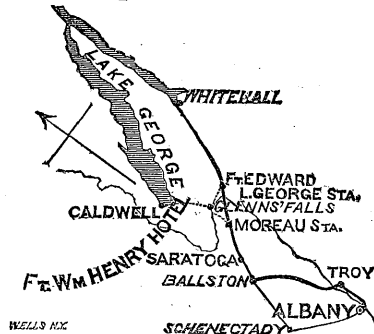
D. A. CROWELL, Proprietor.

SUMMER RESORTS.

FORT WILLIAM HENRY HOTEL, LAKE GEORGE,

Will be Open for the Reception of Guests on the 1st day of June.

DANIEL GALE,
PROPRIETOR,



CALDWELL
NEW YORK.

The Steamer MINNEHAHA, Capt. GALE, will commence her regular trips, in connection with the steamers on Lake Champlain and railroad to Saratoga, on the 10th day of June.

HOTEL ADVERTISEMENTS.

Arranged Alphabetically according to Towns throughout the United States.

The travelling community may rely upon the respectability and standing of the Hotels advertised in the Guide, none but those of the first class being represented.

ALBANY, N. Y.—DELA VAN HOUSE, situated on Broadway, near the Steamboat landings and the Central Depot. This house has been entirely refitted and improved, and ranks with any in the United States. It will accommodate 400 guests. T. Roessele & Sons, proprietors.

AUGUSTA, Ga.—PLANTER'S HOTEL.—Is now complete in all its arrangements, with Hot and Cold Baths, and all other modern improvements—numbering over one hundred rooms, and well adapted for families. The travelling public will find this hotel what has long been wanted in Augusta—strictly a First-class House. S. B. Robbins, proprietor.

N. B.—No charge for Omnibus fare to and from this House, to Passengers holding Through Tickets.

BALTIMORE, Md.—BARNUM'S CITY HOTEL, situated in the heart of the City, on Monument Square. Within the past year it has undergone material improvements, and is capable of accommodating over 500 guests. It is complete in all its arrangements.

EUTAW HOUSE. A first-class hotel, having superior accommodations for families. It is admirably situated, cor. of Baltimore and Eutaw streets, being one of the highest points in the city, and within three squares of the Baltimore and Ohio R. R. Depot. This hotel has, within the past year, undergone a thorough repair, and is refurnished with new and elegant furniture. The house will accommodate 800 guests.

GILMORE HOUSE, S. S. Stone, Proprietor. Centrally situated on Monument Square, is furnished throughout in the most elegant style, provided with all the modern improvements, and is particularly adapted for the accommodation of families.

MALTBY HOUSE. This well-conducted hotel has recently changed hands. The present proprietor having made extensive alterations and improvements in refitting and refurnishing the same, will spare no exertions or expense to sustain the well-known favorable reputation of "the Maltby." L. U. Maltby, proprietor.

BOSTON, Mass.—AMERICAN HOUSE, Hanover Street. This truly excellent hotel has been refitted, and possesses all the modern conveniences and improvements; is inferior to no hotel in Boston. Lewis Rice, proprietor.

CINCINNATI, Ohio.—GIBSON HOUSE, Walnut Street, west side. The attention of the travelling community is directed to the management of this hotel. The situation is one of the most central in the city. The house unsurpassed by any. O. H. Geffray & Co., proprietors.

BURNET HOUSE, Samuel Johnson, Thos. P. Saunders, Russell Potter—under the firm of Johnson, Saunders & Co., successors to A. B. Coleman.

CHICAGO, Ill.—SHERMAN HOUSE. This new and truly splendid hotel was opened July 4th 1861. It is situated in the heart of the city, and contains over three hundred rooms. The rotunda or exchange is 180 feet long. The house is not surpassed by any in the country. Mr. S. Hawk, long and favorably known as proprietor of the Richmond, will now receive his friends and the public at the Sherman House.

CLEVELAND, Ohio.—ANGLER HOUSE, E. M. N. Taylor, Proprietor. The attention of the traveling community is directed to the arrangements of this hotel. It is capable of accommodating over 300 persons. The proprietor, from his long experience, feels fully competent to conduct such a house.

COUNCIL BLUFFS, Iowa.—PACIFIC HOUSE, Lower Broadway, between Main and Scott Streets. This house is situated centrally to the business portion of the city; its apartments large and well ventilated, and every thing about it having an air of comfort and convenience, John Jones, proprietor.

DETROIT, Mich.—RUSSELL HOUSE, Woodward Avenue. A very commodious house, and centrally situated.

INDIANAPOLIS, Ind.—BATES HOUSE. This elegant Hotel is situated in the centre of the city, and is capable of accommodating over 300 persons. William Judson, Proprietor; E. Hartwell, Clerk.

LEAVENWORTH, Kansas.—RENICK HOUSE, corner of Main and Seneca Streets. This new and commodious hotel is situated in the most central part of the city, and next door to the Post-office.

LOUISVILLE, Ky.—GALT HOUSE, corner of Main and Second Streets. This magnificent hotel has been recently rebuilt and modernized, capable of accommodating nearly 600 persons. It is conducted in all respects as a first-class house, and truly deserves the patronage of the travelling community. Silas F. Miller, late of steamer Robert J. Ward, proprietor.

LOUISVILLE HOTEL. Re-built in 1856; enlarged and refurnished in 1859. It is not surpassed by any hotel in the United States. It is centrally located, convenient to all railway depots, and the N. Orleans, Cincinnati, and Western Steamboat landings; near the Court House, Adams' Express, and other Public Offices, and within five minutes' walk of Dupont's celebrated Artesian Well and Baths. Kean, Steele & Judge, proprietors. Mr. Kean is also one of the proprietors of the Newhall House, Milwaukee, Wis.

MEMPHIS, Tenn.—GAYOSO HOUSE, corner of Shelby and McCall Streets, is one of the largest hotels in the South or West, capable of accommodating 600 guests. It is furnished superior to any Southern or Western House, and being situated near the Mississippi, the view of the river from the balconies is magnificent. Being near the landing, it is very convenient for the travelling public. D. Cockrell, proprietor.

MILWAUKEE, Wisconsin.—NEWHALL HOUSE, the largest and most elegant house in the North-west, capable of accommodating 600 persons. Kean & Rice, proprietors.

MINNEAPOLIS, Minn.—NICOLLET HOUSE, Eastis & Rudd, proprietors. A new and pleasantly located house. Terms, \$2 per day.

MONTGOMERY, Ala.—EXCHANGE HOTEL. A large house, capable of accommodating 400 guests.

MONTREAL, Canada.—ST. LAWRENCE HALL, Great St. James Street—the largest and most convenient hotel in the city. Capable of accommodating over 500 people. Situated directly opposite the Post-office. Within three minutes' walk of all the public buildings. Hogan & Co., proprietors.

NEW YORK.—ST. NICHOLAS HOTEL, No. 519 Broadway, is unequalled in size and appointments, having 100 suites of apartments for private families, and accommodations for 1,000 guests, each apartment containing hot and cold water, and gas.

ASTOR HOUSE, with its unequalled system, gratefully presents itself to the travelling community.

BIXBY'S HOTEL. The Subscriber has removed from Park Place to No. 834 Broadway, between Twelfth and Thirteenth Streets. The house, having been leased for a term of years, is now open for the reception of guests, on the European plan. The house has been put in the most thorough repair, and has been superbly furnished, entirely new. The chambers are large and airy, and lighted by gas. Water closets on each floor. The location is very pleasant, and is very convenient, by the stages and cars, to the business part of the city. Daniel Bixby, proprietor.

NIAGARA FALLS, N. Y.—INTERNATIONAL HOTEL. This splendid Hotel has just been opened by R. B. Coleman, late of the firm of Coleman & Stetson, of the Astor House, and more recently of the St. Nicholas Hotel, New York.

Its accommodations are unsurpassed in any hotel. It is lighted with gas; has spacious grounds, handsomely laid out, and is every way desirable.

CLIFTON HOUSE, Canada Side.—Joslin & Dunklee, proprietors. A very fine view of the Falls to be had from this Hotel.

OMAHA, Nebraska.—HERNDON HOUSE. A fine large hotel, situated on Main Street, in the centre of business.

OXFORD, Miss.—UNIVERSITY HOUSE, T. H. Robinson, proprietor. Oxford is a pleasant, healthy village of 1,000 inhabitants, situated on the Mississippi Central Railroad—the great through route from New Orleans to New York. The State University, a first class institution, is located here, and well worth the attention of travellers, who will find at the University House good rooms, prompt attention, and moderate prices.

PHILADELPHIA, Pa.—THE CONTINENTAL. A new first class Hotel, opened in February, 1860. Erected by a stock subscription at a cost of more than one million dollars. Leased and furnished by Paran Stevens, under whose management the well known popularity of the Revere House, Boston, and the Battle House, Mobile, has been established.

PETERSBURG, Va.—JARRATT HOTEL. This elegant hotel is situated near the Petersburg Railway Depot. One of the most delightful situations in the city. Has been recently rebuilt and modernized. Capable of accommodating nearly 200 persons. John Jarratt & Bro., proprietors.

RICHMOND, Va.—EXCHANGE & BALLARD HOUSE. This truly magnificent hotel has been recently refurnished, at a cost of one hundred and fifty thousand dollars. The building occupies about four hundred feet front. Accommodations unsurpassed. John T. Ballard, proprietor.

ST. JOSEPH, Mo.—PATEE HOUSE. A large, commodious hotel, situated near the Railroad. It contains over 100 fine large airy rooms. Omnibuses are always at the hotel to carry guests to any part of the city, free of expense.

ST. LOUIS, Mo.—BARNUM'S ST. LOUIS HOTEL, corner of Second and Walnut Streets. The house is new and commodious, and, in every respect, a first class hotel, with all the modern improvements. Theron Barnum & Josiah Fogg, proprietors.

SARATOGA SPRINGS, N. Y.—UNION HALL, opposite Congress Spring and Park. This well-known Hotel is pleasantly located on the west side of Broadway, opposite the celebrated Congress Spring, and commands a view of the beautiful park connected with it. By the addition, just finished, of a handsome brick building two hundred and forty-one feet long, by fifty-five feet wide, and five stories high, it is much the largest Hotel in the place, having a front of over one thousand feet, and can accommodate over one thousand guests. In extent and completeness, the Dining Hall, Kitchen, and Laundry are unsurpassed in this country. The court inclosed by the buildings forms a lawn of several acres in extent, intersected with well-shaded walks. Here a fine band of music belonging to the house contributes to the enjoyment of the guests every afternoon. A large carriage house containing sixteen bed-rooms for coachmen, was erected last year. The management of Union Hall, we trust, will meet with the approval of all who may honor us with their patronage. Putnam & Payn, Proprietors.

SAVANNAH, Georgia.—SCREVEN HOUSE. This new and elegant house, corner of Bull and Congress Streets, fronts on Monument Square. It has 120 rooms, and can accommodate 800 guests. The rooms are large and airy, and furnished in the most modern style. Every attention is paid to the comfort of its guests. Sarah E. Foley, proprietress.

ST. PAUL, Minn.—WINSLOW HOUSE, E. A. Denel, proprietor. Terms, \$2 per day. A large and pleasantly located house, corner of Fort and Eagle Streets. Accommodations for 200 guests.

ST. ANTHONY'S FALLS, Minn.—WINSLOW HOUSE, J. M. Winslow, proprietor. Terms, \$2 per day. A new, large, and well furnished house, commanding a fine view of the Falls and surrounding country.

TOLEDO, Ohio.—ISLAND HOUSE. An excellent house, situated at the terminus of the Railways. It is kept by R. P. Angier, formerly of the Angier House, Cleveland.

WASHINGTON, D. C.—WILLARD'S HOTEL, at the corner of Pennsylvania Avenue and 14th St. The best hotel in the city, possessing every accommodation for Strangers visiting the city for business or pleasure. J. C. & H. A. Willard, proprietors.

THE METHODIST,

A RELIGIOUS WEEKLY JOURNAL,

IS EDITED BY THE

Rev. GEORGE R. CROOKS, D.D.,

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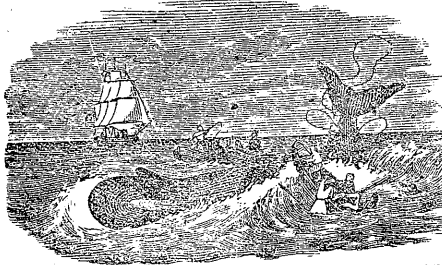
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" FULTON, Oct. 12.
" ARAGO, Nov. 9.
" FULTON, Dec. 7.

From Havre.
Steamer ARAGO, April 30.
" FULTON, May 23.
" ARAGO, June 23.
" FULTON, July 23.
" ARAGO, Aug. 20.
" FULTON, Sept. 17.
" ARAGO, Oct. 15.
" FULTON, Nov. 12.
" ARAGO, Dec. 10.

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" FULTON, May 29.
" ARAGO, June 26.
" FULTON, July 24.
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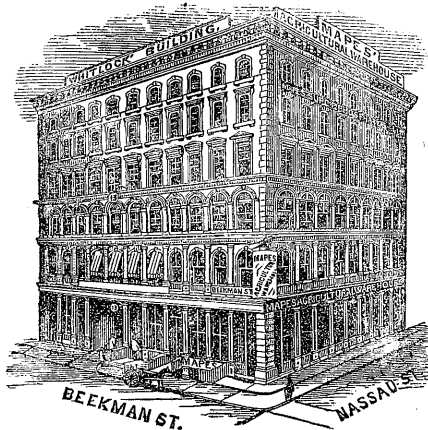
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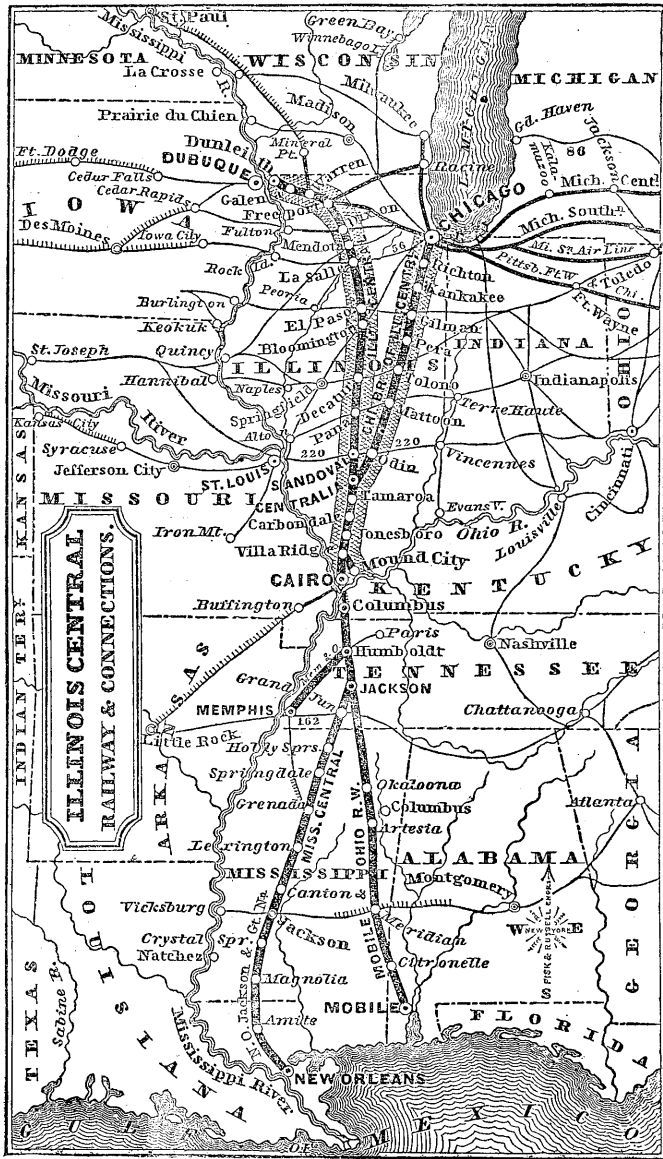
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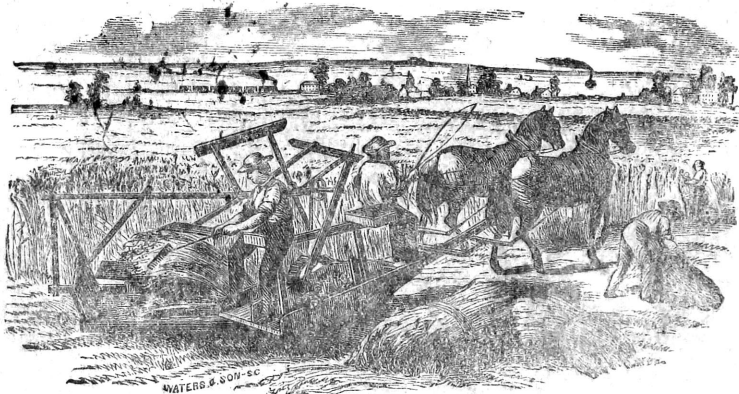
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For the names of the Towns, Villages, and Cities situated upon the Illinois Central Railway, see pages 188, 189, and 190. For Railway connections, &c., see pages 276 and 277.

PASCAL IRON WORKS.—Morris, Tasker & Co.—See Page 264.

CELEBRATED CAST STEEL.—Sanderson, Bros. & Co.,—See Adv't on Map.