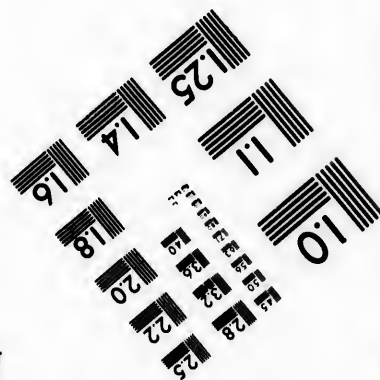
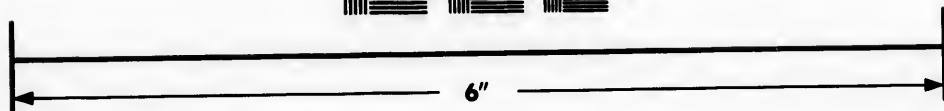
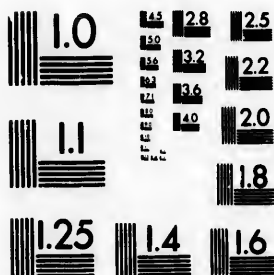


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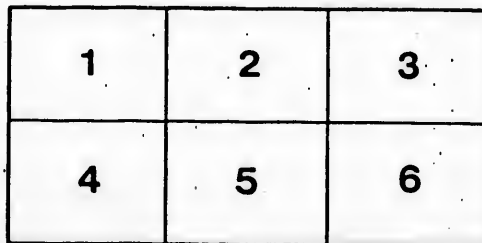
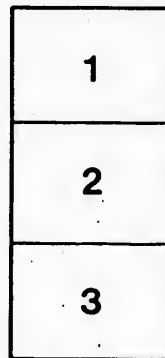
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59	1.80	Dauphin & Susq'na., Pa.		110	2.00	Housatonic, Conn.,	8
53		Dayton & Cincinnati, O.		19		Hotsatonic Branch,	
28	1.00	Dayton and Michigan,*		144	2.88	Hudson River, †	57
36	1.00	Dayton and Western, O.,	98	34	1.00	Hudson and Berkshire,	50
		Dayton and Xenia, O.,	89			I.	
50	1.50	Del., Lack. & West., Pa.				Illinois Central,	
25	75	Detroit & Pontiac, Mich.		308		Main Trunk Cairo, to	26
		Detroit & Port Huron,*				La Salle,	109
134		Dixon and Iowa Central,* Ill.,		250		Chicago Branch,	109
		E.		146		Galena do.,	110
54	1.65	Eastern, Mass.,	73	30	80	Illinois Coal,	111
4	10	Marblehead Branch,		72	2.00	Indiana Central,	98
14	45	Gloucester do.,				Ind. & Illinois Cent.*	
34	10	Salisbury do.,		84		Indianapolis and Belle-	38
82	2.70	East Tenn. & Georgia,*			2.30	fontaine,	93
33	1.00	Erie & Kalamazoo, Mich	79	102	3.00	Indianapolis and Cin.,	97
19	50	Erie and Northeast, Pa.				Iowa Central,*	
21	60	Essex, Mass.,		13	30	Iron, O.,	1
51		Evans. and Craw.,* Ind.				Iron Mountain,* Mo.,	
		F.				J.	
42	1.25	Fall River, Mass.,	72	77	2.00	Jeffersonville, In.,	94
50	1.50	Fitchburg, Mass. †	74			Jackson., & Alton, Ill.,	10
1		Harvard Branch,				K.	
4		Watertown do.		60	2.00	Kennebec & Port., Me.,	74
26	75	Fitch. & Worces., Mass.		9	30	Bath Branch,	8

CONTENTS.

	Pge	Mls.	Fare.	NAME.	Pge	Mls.	Fare.	NAME.	Pge
		22	1.00	Kenn. and Penob.,* Me.	35	1.00		Morris and Essex, N. J.	
		27	75	King's Mountain, S. C.,	72	2.75		Muscogee, Ga.,	35
				Knightstown and Shel-				N.	
				byville, In.,	80	90		Nashua, Lowell & Wilt.,	
				Le	151	4.50		Nash. & Chattanooga, T.	30
g, N.J.		64	2.00	Laf. and Indianapolis,	95	62	1.50	Naugatuck, Conn.,	
go,	102	9	30	Lapeaster & Ster., Ms.,	288	7.00		N. Albany & Salem, In.,	105
		32	1.50	Laurens, S. C.,	31	90		N. Bedford & Taunton,	
		29	1.00	Lex. and Frankfort, Ky.	91	15	40	Newburyport, Mass.,	
Mich.,		6		Lexington and West				N. Castle & Wilmington,	
				Cambridge, Mass.,	50	1.50		N. Haven & N. London,	46
	33	84	2.00	Little Miami, O.,	85	62	1.80	N. H. Hart and Spring,	50
		28	1.00	Little Schuylkill, Pa.,	10	30		Middletown Branch,	
				Logan. & N. Indiana,*	28			New Bruns. & Trenton,	17
	40	95	2.25	Long Island, N. Y.,	47	31	50	New Jersey,	17
		2		Hempstead Branch,	66	2.00		N. Lon., Wil. & Palmer,	
		65	2.00	Louis. & Frankfort, Ky.	91	6	15	N. Orleans & Carrollton,	
	39	13	40	Lowell & Law., Mass.,	72			New Orleans, Opelousas	
				ML				and Western,*	
		101	3.00	Macon & Western, Ga.,	35	84		New Orleans, Jackson	
		86	3.00	Madison & Ind., In.,				and Northern,*	
		16	50	Shelbyville Branch,				New York Central	
		153	3.60	Mad River & Lake E., O.,	87			Branches,	58
		16	50	Findlay Branch,				Albany and Schen. †	60
	89	65	2.60	Manassas Gap,* Va.,				Schenectady & Troy,	
		26	80	Manchester & Law., Ms.				Utica & Schenectady, †	60
				Marietta & Cincinnati,*	88	53		Syracuse and Utica, †	61
		25		Martinsville, In.,		81		Syr. and Roch., —Dir.	61
		8	38	Mauch Chunk, Pa.,	104			Auburn & Canan, Br.,	
				Maysville & Lexington.*	69			Buf. and Roch. —Dir.	61
	57	50	1.50	Memphis & Charles,	76			Lockport and Niagara	
				Eastern Division,*				Falls, Branch,	61
				Western Division,*	25			Buffalo and Lockport,	
				Memphis & Nashville,*	24			Buffalo & N. Falls,	57
		26	1.00	Merrimac & Conn., R.,*	11			Attica Branch,	
	109	27	50	Mexican Gulf, La.,	7			Roch. and L. On. Br.,	
	109	278	7.00	Michigan Central,	77	460	8.40	New York & Erie, † N. Y.	53
	110	247		Michigan Southern,	79	19	45	Newburgh Br., † do.,	
				Constantine Branch,	130	2.25		New York and Harlem,	52
				Goshen do.,	76	1.50		New York & N. Haven,	50
				Tecumseh do.,	36	1.00		Norfolk County, Ms.,	
				Military Tract,* Il.,	111	103		Northeastern,* S. C.,	
		38	1.90	Milledge. & Eaton, Ga.,	69	2.15		Northern, N. H.,	73
		6	12	Milneburg and L. Pon.,	13	35		Bristol Branch,	
		100	3.00	Milwaukie & Miss., Wis.,	112	118	3.00	Northern, N. Y.,	76
				Mineral Point, Wis.,				Northern Indiana,	55
		12	50	Mine Hill, Pa.,	66	1.75		Norwich and Worcester,	49
				Miss. and Terre Haute,*				O.	
	94			Missouri and Miss.,* Ia.,				Oakland & Ottawa,* Mi.,	
		109		Mobile and Ohio,*	40	131	4.00	Ohio and Indiana,	
		9		Aberdeen Branch,				Ohio and Mississippi,*	
		15		Columbus do.,	87	2.00		Eastern Division,*	96
Me.,	74	88	3.50	Mont. & West Point, Al.	36	59		Western Division, }	101

Mls.	Fare.	NAME.	Pgs.	Mls.	Fare.	NAME.	Pgs.
187	5.00	Ohio and Pennsylvania,	82	187		South Carolina,	32
37	1.12	Old Colony, Mass.,		37		Camden Branch,	
		Bridgewater Branch,		66		Columbia do.,	
		Dor. and Milton do.,		22	50	South Shore, Ms.,	
88	3.00	Orange and Alex., Va.,	25			Southern,* Miss.,	
9	30	Warrenton Branch,				South Western, Ga.,	35
		Oswego and Syr., N. Y.,				Southern Mississippi,	
		P.				Spart. & Union,* S. C.,	
37		Pacific,* Mo.,	100	67		Spring. & Mt. Ver.,* O.,	
247		Pennsylvania,	44	112		Spring. * Columbus, O.,	
		Holidaysburg Br.,		115		Steub. and Indiana,*	
		Blairsville Branch,		50	1.50	Stonington and Prov.,	48
73	2.00	Peru and Indianapolis,		17	50	Stony Brook, Mass.,	
		Penobscot and Kenn.,*		26	80	Sullivan, N. H.,	
23	90	Peterboro' & Shirley, Ms.				Sunbury and Erie,* Pa.	
64	3.00	Petersburg, Vir.,	30	80		Syr. & Bingamton, N.Y.	
123	4.00	Petersburg & Lynch.,				T.	
		Peoria & Oquawka,* Ill.,				Terre Haute and Alton,*	
		Oquawka Branch,		73	2.00	Terre Haute and Rich.,	100
17	40	Phil. & Norristown, Pa.				Toledo and Illinois,*	
		Germantown Branch,		32	1.00	Troy and Boston,*	64
93	2.75	Philad. and Reading,†	45	6		Troy & Greenbush, N.Y.	51
20	60	Philad. and Sunbury,				Tuscumbia and Dec., Al.	
29	1.00	Philad. and Trenton,		17		V.	
98		Phil. Wil. and Balt.,	19	158	4.60	Vermont Central,	72
20	60	Pitts. & N. Adams, Ms.,		12		Burlington Branch,	
21	60	Platts. & Mont. N. Y.,		69	2.00	Vermont and Mass.,	
51	1.50	Portland & Ports., Me.,	73	8		Greenfield Branch,	
47	1.50	Ports. & Concord, N.H.,		24	70	Vermont Valley,	
43	1.30	Prov. & Worcester, Ms.,		46	2.00	Vicksburg and Jackson,	40
		H.		7		Raymond Branch,	
97	4.00	Ral. & Gaston, N. C.,	29	138	5.00	Virginia Central,*	26
25	75	Renss. & Saratoga, N. Y.	65	108		Virginia & Tennessee,*	28
100	3.50	Rich. & Danville, Va.,	28			W.	
75	3.50	Richmond, Frederics-				Wabash Valley, In.,*	
		burg & Potomac, Va.		27	97	Water. & Rome, N. Y.,	68
22	1.35	Rich. and Peters., Va.,	27	156	4.25	Western, Mass.,	69
		Roch. & Gen. Val., N. Y.		51	1.50	Western Vermont,	
19	1.00	Rome, Ga.,		138	4.50	West. & Atlantic, Ga.,	
20	60	Rush. and Shelbyville,		26	1.50	Westchester & Philad.,	
120	3.65	Rutland and Bur., Vt.,	70			West Feliciana, La.,	
62		Rut. & Washington, Vt.,	67			W. Haven and Wilkes.,	
		S.		20	65	White Mountains, N. H.	
		Sacket's Harbor & Sar.*		75	3.00	Williamsport & Elmira,	46
18		Sacket's H. & Ellis' rgh.		171	5.00	Wilmington & Manchester,	31
24	75	Salem & Lowell, Mass.,		162	5.00	Wilmington & Weldon,	30
116	3.25	Sandusky, Mansfield and		32	1.75	Winchester & Potomac,	21
		Newark, Ohio,				Wisconsin Central,*	
22	75	Saratoga & Schenectady		46	1.40	Worcester and Nashua,	
41		Sar. and Wash., N. Y.,	65			Y.	
24		Rutland Branch,		18	56	York and Cumb.* Me.,	
44	1.25	Sciota & Hock. Val., O.,		25	85	York and Cumb., Pa.,	
80	3.00	Seaboard & Roan., Va.,	29			York & Wrightsville,	

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COACH AND CAB FARE IN THE CITY OF NEW YORK

THE RATES OF FARE FOR THE CITY OF NEW YORK ARE AS FOLLOWS:

COACH AND CAB FARES.

USUAL FARES, FOR ONE PERSON, FROM THE HOTELS, TO THE RAILROAD DEPOTS, AND STEAMBOAT WHARVES.

BOSTON.

Coach Fare, with Baggage, 37½ cents

NEW YORK.

Coach and Cab Fare, with Baggage, 50 "

Carman's Fees, 81 "

Porter's Fees, 18½ "

PHILADELPHIA.

Coach Fare,* with Baggage, 50 "

Porter's Fees, 25 "

BALTIMORE.

Coach Fare, with Baggage, 50 "

Porter's Fees, 25 "

WASHINGTON.

Coach Fare, with Baggage, 50 "

MONTREAL.

Coach, 1s. 3d. † Canada Cur

Cab, 0s. 10d. " "

Caleche, 0s. 7½d. " "

CHANGES BY HOUR.

Coach, 5s. for first hour, 3s. 9d. for each subsequent hour

Cab, 2s. " " " 1s. 6d. " " " "

Caleche, 1s. 6d. " " " 1s. 3d. " " " "

For further information, see the Laws relating to Hackney Coaches, &c., which can usually be found in the carriages, as required by law.

* The law allows 50 cents for one or two passengers.

† 25 cents Federal Currency.

RATES OF FARE.

COACH AND CAB FARE IN THE CITY OF NEW YORK.

THE PRICES OR RATES OF FARE TO BE TAKEN BY OR PAID TO THE OWNERS OR DRIVERS OF HACKNEY COACHES, CARRIAGES, OR CABS, SHALL BE AS FOLLOWS, TO WIT :

1. For conveying a passenger any distance not exceeding one mile, 50 cents; for conveying two passengers the same distance, 75 cents, or 37 cents each, and every additional passenger 37 cents, (ordinary baggage included.)

2. For conveying a passenger any distance exceeding a mile, and within two miles, 75 cents, and for every additional passenger, 37 cts.

4. For conveying one passenger to Forty-second-street, and remaining half an hour and returning, \$1½ and for every additional passenger, 50 cents.

7. For conveying one or more passengers to Harlem, and returning, with the privilege of remaining three hours, \$5

8. For conveying one or more passengers to Kingsbridge, and returning, with the privilege of keeping the carriage or cab all day, \$5.

9. For the use of a hackney coach, carriage, or cab, by the day, with one or more passengers, \$5.

11. For children between two and fourteen years of age, half price only is to be charged; and for children under two years of age, no charge is to be made.

12. Whenever a hackney coach, carriage, or cab, shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of 75 cents for an hour.

13. For attending a funeral within the Lamp and Watch District, \$2, and the Potter's Field, \$3; which charge shall include for the necessary detention and returning with passengers.

2. In case of disagreement as to distance or price, the same shall be determined by the Mayor or Superintendent of Hackney Coaches, Carriages, and Cabs.

3. The owner of any coach, carriage, or cab, shall not demand or receive any pay for the conveyance of any passenger, unless the number of the carriage, and the rates and prices of fare shall be fixed and placed in a manner hereinafter directed by section second of title fourth of this law, at the time such passenger may be conveyed in such carriage or cab.

4. The owner or driver of any hackney coach, carriage, or cab, shall not be entitled to recover or receive any pay from any person from whom he has demanded any greater price of rates than he may be authorized to receive as aforesaid.

5. Upon the trial of any cause commenced for the recovery of any of the aforesaid prices or rates, it shall be incumbent on the plaintiff or plaintiffs in such action, to prove that the number and prices or rates were placed and fixed in pursuance of the provisions of this law, at the time the services were rendered for which the suit may be brought.

6. No owner or driver of any hackney coach, carriage, or cab, in the city of New York, shall ask, demand, or receive, any larger sum than he or they may be entitled to receive as aforesaid, under the penalty of \$10 for every such offence.

Complaints of any violation of the Hackney Coach or Cab Law, can be made at the Mayor's Office, City Hall, or at the office of the Chief of Police, Park.

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COACH AND CAB FARE IN PHILADELPHIA.

HACKNEY COACHES.

RATES OF FARE AS FIXED BY CITY ORDINANCE.—PASSENGERS.

1. For conveying one passenger from any place east of Broad-street, to any other place east of Broad-street, within the city limits, 25 cents.

2. For conveying one passenger from any place west of Broad-street, to any other place west of Broad-street, within the city limits, 25 cents.

Not more than four persons to be charged for any one carriage.

3. For conveying one passenger from any place east of Broad-street, to any place west of Broad-street, or from any place west of said street, to any place east of the same, within the city limits, 50 cents.

If more than one passenger, then for each passenger 25 cents.

4. For conveying one or more passengers in any other direction, within the limits of the pavement, for each passenger, per mile, 25 cents.

5. For conveying one or more passengers, when a carriage is employed by the hour, one dollar per hour.

BAGGAGE.—1. For each trunk or other baggage placed inside, at the owner's request, and which would exclude a passenger, for each passenger that might be excluded thereby, 25 cents.

2. For each trunk, &c., placed outside, 12½ cents. Baggage placed outside not to pay more, in the whole, than 25 cents.

Penalty, for exceeding the above charges, \$5.

CABS.

1. For conveying one passenger from any place east of the centre of Broad-street, to any other place east of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place west of the centre of Broad-street, within the city limits, 25 cents.

Each additional passenger, 12½ cents.

2. For conveying one passenger from any place east of the centre of Broad-street, to any other place west of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place east of the centre of Broad-street, within the city limits, 37½ cents.

Each additional passenger, 12½ cents.

3. For the use of a cab by the hour, within the city limits, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, for each and every hour, 50 cents.

4. Whenever a cab shall be detained, except as in the foregoing section, the owner or driver shall be allowed per hour 50 cents.

And so, in proportion, for any part of an hour exceeding 15 minutes.

5. For conveying one or two persons, with reasonable baggage, to or from any of the steamboats or railroads, 50 cents.

More than two persons, each 25 cents.

Penalty, for exceeding the above charges, \$3.

COACH AND PASSENGER TRAINS

1855.

1855.



For convenience of passengers, the cars will be placed east of Broad street, to any other place east of Broad street, within the city limits, at any other place west of Broad street, within the city limits.

NEW ARRANGEMENTS!

OPENING OF THE MAIN LINE AND GALENA BRANCH

OF THE

ILLINOIS CENTRAL RAILROAD.

NEW AND CONTINUOUS RAILROAD ROUTE FROM

CAIRO TO GALENA,

AND FROM

CAIRO TO CHICAGO,

WITHOUT CHANGE OF CARS.

Through Line to St. Louis all the Way by Railroad.

THROUGH PASSENGER AND FREIGHT TRAINS of the *Illinois Central Railroad Company* will leave CAIRO for CHICAGO, and Chicago for Cairo, morning and evening, connecting twice daily at Sandoval with the Ohio and Mississippi Railroad for St. Louis; at Decatur, with the Great Western Railroad of Illinois, for Springfield, Jacksonville and Naples; at Bloomington, with the Chicago and Mississippi Railroad; at La Salle, with the Rock Island Railroad for Rock Island and Davenport; and at Mendota, with the Central Military Track Railroad for Galesburg, Burlington, Quincy, and Central Iowa.

Passenger and Freight Trains will run over the GALENA BRANCH of the Illinois Central Railroad, leaving Galena, morning and evening, going South, and Cairo, as above.

Passengers from the South, bound to St. Louis, can take the Cars at Cairo, avoid the delays and dangers of navigation above that point, and reach their destination from ten to twenty-four hours quicker than by the River.

Passengers going South are assured that, at and below Cairo, the navigation of the Mississippi River is never interrupted by ice or low water, and first class Steamers will always be in readiness to take Passengers and Freight down the River.

For information, apply either to GEORGE WATSON, Division Superintendent, Central; JOHN B. WYMAN, Division Superintendent, Amboy, or at the Office of the Company in Chicago, of

R. B. MASON,

Chief Engineer and General Superintendent.

GREAT SOUTHERN MAIL LINE



Direct from **NEW YORK, PHILADELPHIA and BALTIMORE**, via Washington City, Fredericksburg, Richmond, Petersburg, Weldon, Wilmington, N. C., Charleston, S. C., Augusta, Ga., and Mobile, direct to **NEW ORLEANS**.

THE ONLY LINE CARRYING THE GREAT SOUTHERN MAIL.

The following unrivaled Schedules are now run on this line, giving to the public the advantage of *Two fast daily Mail Lines*, including Sundays, between **NEW YORK and WILMINGTON, N. C.**, one of which, the line leaving New York at 8 A. M. and reaching Wilmington, N. C., the following evening at 8 P. M., is continued through to New Orleans direct, via Augusta, Ga.

Leave New York at 6 P. M. and 8 A. M.

- Philadelphia at 11 P. M. and 12 1/2 P. M. and 3 P. M.
- Baltimore at 4 1/2 and 6 A. M., and 5 P. M. and 8 P. M.
- Washington at 6 1/2 A. M. and 7 1/2 P. M.
- Fredericksburg at 11 1/2 A. M. and 12 P. M.
- Richmond at 3 P. M. and 5 1/2 A. M.
- Petersburg at 6 1/2 P. M. and 8 A. M.
- Weldon at 10 P. M. and 12 M.

Wilmington at 7 1/2 A. M. and 9 1/2 P. M.

Arrive in Philadelphia at 10 P. M. and 12 M.

Baltimore at 3 1/2 A. M., 4 1/2 P. M. and 7 P. M.

Washington at 6 A. M. and 11 A. M., and 6 1/2 P. M. and 8 1/2 P. M.

Fredericksburg at 11 1/2 A. M. and 12 P. M.

Richmond at 2 P. M. and 4 1/2 A. M.

Petersburg at 4 P. M. and 8 A. M.

Weldon at 9 1/2 P. M. and 11 A. M.

Wilmington at 7 A. M. and 8 P. M.

Augusta, Ga., at 3 P. M.

THROUGH PASSENGERS from **WILMINGTON to CHARLESTON, AUGUSTA, So.**, are carried over the Wilmington and Manchester, and South Carolina Railroads.

By the above Schedules it will be perceived that **Passengers** going South, leaving New York at 6 P. M., Philadelphia at 11 P. M., or Baltimore at 4 1/2 A. M., reach Wilmington, N. C., in **ONE DAY FROM BALTIMORE**. *Breakfast on board the Steamboat*; passing down the Potomac, in view of Mount Vernon.

The two lines on this route, it will be perceived, give the traveler the advantage of reaching Augusta, Ga., in the shortest possible time, or of resting, if he chooses, on his journey without incurring much delay, and of avoiding the risk of any serious delay in the event of a breach of connection at any point.

Omnibuses and Baggage Wagons are provided on this line, by which passengers and their baggage are conveyed through Philadelphia, Baltimore, Washington, Richmond and Petersburg, free of all expense, and *Baggage Conductors* accompany travelers by this route the *whole distance*.

Passengers for any point south of Washington, will have their baggage checked for Washington, and thence on board of the *Potomac Boats*, for their point of destination.

For further information and Through Tickets, apply in New York at the New Jersey Railroad Office, foot of Cortlandt street; in PHILADELPHIA, at the Philadelphia and Baltimore Railroad Office; and in BALTIMORE, at the Southern Ticket Office, adjoining the Washington Railroad Ticket Office, Camden Station, Baltimore.

NEW ROUTE FOR SOUTHERN TRAVELERS.

**DIRECT FROM
NEW YORK, PHILADELPHIA and BALTIMORE**

**NORFOLK, WELDON, RALEIGH, WILMINGTON,
CHARLESTON, AUGUSTA, MOBILE and NEW ORLEANS.**

DAILY (except Sundays),

Via the Bay Line and Seaboard and Roanoke Railroad to the above mentioned places the Schedule being so arranged that the traveler is subject to no night travel on the Railroad from New York to Wilmington, N. C.

THROUGH TICKETS

From New York to Wilmington, N. C.,	\$15 50
“ “ “ Weldon, N. C.,	12 00
“ “ “ Norfolk and Portsmouth, Va.,	8 50
“ Philadelphia to Wilmington, N. C.,	14 00
“ Baltimore to Wilmington, N. C.,	12 00
“ “ “ Weldon, N. C.,	8 00
“ “ “ Norfolk and Portsmouth,	5 00

For further information and Through Tickets, apply in New York at the New Jersey Railroad Office, foot of Cortlandt street; in PHILADELPHIA, at the Philadelphia and Baltimore Railroad Office in Library street. In BALTIMORE, at the office of the Baltimore Steam Packet Company, foot of Union Dock, or on board the Bay Steamers.

Omnibuses and baggage wagons are provided on the line, by which passengers and their baggage are conveyed through Philadelphia, and Baltimore free of all expense, and Baggage Conductors, whose duty it is to give information and check the baggage to the several points on this route accompany the passengers.

Passengers from New York and Philadelphia will have their baggage checked to Baltimore, and thence on board the Bay Boats to Norfolk, Portsmouth, Weldon, &c.

The line being now composed of the splendid Steamers

LOUISIANA, Capt. George W. Russell,
NORTH CAROLINA, Capt. James Cannon,

having unsurpassed State Rooms and Berth Accommodations.

The Norfolk or Bay Line steamers will leave the Company's Wharf, Union Dock, foot of Concord street, daily, Sundays excepted, at 5 o'clock P. M. or immediately after the arrival of the Express Train, which leaves New York at 8 A. M.

The following is the Schedule: Leave New York at 8 o'clock A. M., Philadelphia 12 o'clock P. M., Baltimore at 5 o'clock P. M., Portsmouth at 8 o'clock A. M., Weldon at 1 o'clock P. M., and Wilmington at 10 o'clock P. M.

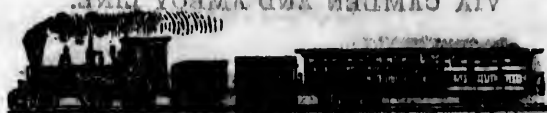
For Augusta, Charleston, and the South, via the Wilmington and Manchester Railroad.

Passengers for Richmond and Petersburg, or any other point on James River, connect with the James River boats early next morning after leaving Baltimore.

All passengers for Edenton, Plymouth, Newbern, Washington, Weldon, Goldsboro', Warsaw, Raleigh and Wilmington, N. C., will find this the most pleasant and agreeable route.

M. N. FALLS, Agent, Baltimore.

NEW YORK TO PHILADELPHIA



NEW JERSEY RAILROAD (Jersey City to N. Brunsw., 31 miles.
 NEW BRUNSWICK and TRENTON RAILROAD, 28
 PHILADELPHIA and TRENTON RAILROAD, 28
 TOTAL DISTANCE, 88 miles. USUAL TIME, 4 hours.

PASSENGER TRAINS leave New York from foot Liberty street, daily, (Sundays excepted,) at 7, 8 & 10 A. M., 4 & 6 P. M. for Philadelphia. SUNDAYS, at 6 P. M.

PASSENGER TRAINS leave Philadelphia daily, (Sundays excepted,) at 11 1/2 & 10A. M., and 6 P. M. from Kensington or foot Walnut str. for N. York. SUNDAYS, at 6 P. M.

STATIONS.	Miles.	Fare.
NEW YORK,	0	\$ cts.
Jersey City,	1	
Newark,	9	25
Elizabethtown, †	15	31
Rahway,	20	31
Uniontown,	23	37
Metuchin,	27	50
New Brunswick,	31	50
Kingston,	44	1 12
Princeton,	48	1 25
Trenton, †	58	2 25
Morrisville, Pa.	59	
Bristol,	68	2 75
Tacony,	60	2 88
Kensington,	87	3 00
PHILADELPHIA,	88	3 00

STATIONS.	Miles.	Fare.
PHILADELPHIA,	0	\$ cts.
Kensington,	2	
Tacony,	8	12
Bristol,	20	25
Morrisville,	29	
Trenton, N. J.,	30	75
Princeton,	40	1 00
Kingston,	44	1 12
New Brunswick,	57	2 25
Metuchin,	61	
Uniontown,	65	
Rahway,	68	2 50
Elizabethtown,	73	2 62
Newark,	79	2 75
Jersey City,	87	3 00
NEW YORK,	88	3 00

FARE, in Second Class Cars, \$2 50.

PASSENGER CARS leave Jersey City almost hourly for Newark, Elizabethtown, Rahway and New Brunswick.

* Connect at this Station with the Morris and Essex Railroad.

† Connect with the Central New Jersey Railroad, extending to Easton, Pa., 61 miles.

‡ The Belvidere and Delaware Railroad commences at this Station. Finished to Phillipsburg, N. J., 50 miles.

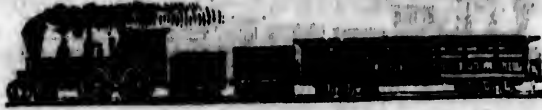
§ Passengers during the season of navigation are usually conveyed from Tacony to Philadelphia, by steamboat. MEALS provided on board.

¶ Through Tickets for Baltimore, Washington, Norfolk, and Wilmington, N. C., sold at the Ticket Offices on this Line, and checks given for through baggage.

J. F. JACKSON, Sup., N. J. R. R., New York.
 R. B. MORRELL, Agent, Phil.

NEW YORK TO PHILADELPHIA.

VIA CAMDEN AND AMBOY LINE.



STEAMBOAT ROUTE, (N. York to South Amboy,) 27 miles.
 CAMDEN and AMBOY RAILROAD, 62 "
 TOTAL DISTANCE, 90 miles. USUAL TIME, 4½ hours.

PASSENGER CARS leave New York daily, (Sundays excepted,) at 6* A. M. and 2 P. M. from Pier No. 1, N. River, near the Battery, by Steamer JOHN POTTER, Capt. J. Simpson

PASSENGER CARS leave Philadelphia daily, (Sundays excepted,) at 6* A. M. and 2 P. M. from foot Walnut street, by ferry boat for Camden, N. J.

STATIONS.	Miles.	Fare.
NEW YORK.....	0	\$ cts.
Perth Amboy,.....	26	12
South Amboy,.....	27	25
Spottswood,.....	38	72
Jamesburg,†.....	42	75
Hightstown,.....	49	1 25
Sand Hill,.....	58	1 75
Bordentown,‡.....	63	2 25
Burlington,§.....	71	2 50
Beverly,.....	77	2 62
Rancocas,.....	78	2 81
Camden,.....	89	3 00
PHILADELPHIA,.....	90	3 00

STATIONS.	Miles.	Fare.
PHILADELPHIA,.....	0	\$ cts.
Camden,.....	1	6
Rancocas,.....	12	19
Beverly,.....	13	25
Burlington,.....	19	25
Bordentown,.....	27	38
Sand Hill,.....	32	50
Hightstown,.....	41	1 00
Jamesburg,.....	48	1 20
Spottswood,.....	52	1 30
South Amboy,.....	63	2 50
Perth Amboy,.....	64	2 50
NEW YORK,.....	90	3 00

MEALS provided on the Steamer.

* Through Fare by Morning Line, \$2.

† Connects at this Station with Railroad to Freehold, 11 miles in length.

‡ The Trenton Branch Railroad commences at this Station, 6 miles in length.

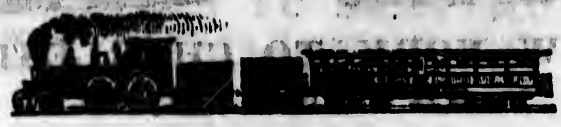
§ Connects with the Mount Holley Branch Railroad, 6 miles in length.

I. BLISS, Agent, 7 Battery Place, New York.
 W. H. GATZMER, Agent, Philadelphia.

NOTE. This is a pleasant route during warm weather, affording a fine view of the Harbor and Bay of New York, Staten Island, and the New Jersey Shore—passing through Staten Island Sound to the mouth of the Raritan River, where commences the *Camden and Amboy Railroad*. The Steamer sometimes passes through the "Narrows" and Lower Bay of New York, affording a view of the Atlantic Ocean.

PHIA

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD



LENGTH, 98 miles. USUAL TIME, 4 hours.

PASSENGER CARS leave Philadelphia from corner Prime and Broad streets at 8 $\frac{1}{2}$ A. M., 12 $\frac{1}{2}$, 3, 11 P. M. SUNDAYS, 10 $\frac{1}{2}$ P. M.

PASSENGER CARS leave Baltimore at 8 $\frac{1}{2}$ and 11 A. M., 5 $\frac{1}{2}$ & 8 P. M., for Philadelphia. SUNDAYS, 7 $\frac{1}{2}$ P. M.

STATIONS.	Miles.	Fare.
PHILADELPHIA,.....	0	\$ cts.
Gray's Ferry,.....	3	20
Lazaretto,.....	11	35
Chester,.....	15	85
Marcus Hook,.....	18	95
Naaman's Creek,.....	20	35
WILMINGTON,*.....	28	60
Newport,.....	32	72
Stanton,.....	34	72
Newark,.....	40	85
Elkton,.....	46	1 35
Northeast,.....	52	1 60
Charleston,.....	61	1 85
Perryville,.....	62	1 85
HAVRE DE GRACE, (Sus.R.)	67	2 10
Aberdeen,.....	67	2 10
Perryman's,.....	71	2 10
Edgewood,.....	79	2 85
Magnolia,.....	83	2 60
Harewood,.....	83	2 60
Chase's,.....	83	2 85
Stemmer's Run,.....	87	2 85
Canton,.....	95	3 00
BALTIMORE,.....	98	3 00

STATIONS.	Miles.	Fare
BALTIMORE,.....	0	\$ cts.
Canton,.....	9	35
Stemmer's Run,.....	9	35
Chase's,.....	15	60
Harewood,.....	18	90
Magnolia,.....	18	90
Edgewood,.....	27	72
Perryman's,.....	27	72
Aberdeen,.....	35	85
HAVRE DE GRACE, (Sus.R.)	35	85
Perryville,.....	37	85
Charleston,.....	46	1 35
Northeast,.....	46	1 35
Elkton,.....	51	1 60
Newark,.....	57	2 10
Stanton,.....	64	2 47
Newport,.....	66	2 60
WILMINGTON,.....	70	2 60
Naaman's Creek,.....	78	2 85
Marcus Hook,.....	80	2 85
Chester,.....	83	2 85
Lazaretto,.....	87	2 85
Gray's Ferry,.....	95	3 00
PHILADELPHIA,.....	98	3 00

* WILMINGTON, NEW CASTLE and FRENCHTOWN RAILROAD runs from this Station.

STEAMBOAT TRAIN.

Cars leave Philadelphia at 11 A. M. via Wilmington, New Castle and Frenchtown, thence by Steamboat to Baltimore.

Returning leaves Baltimore at 6 $\frac{1}{2}$ A. M. by Steamboat.

FARE, \$2 50.

S. M. FELTON, Pres., Philadelphia

S. L. SPAFFORD, Sup't., Baltimore

27 miles.
62 "

Philadelphia
(ed.) at 6 $\frac{1}{2}$ A.
foot Walnut
for Camden,

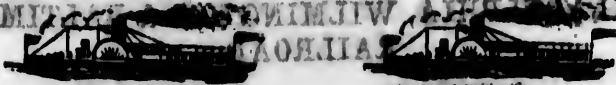
Miles.	Fare
0	\$ cts.
1	6
12	19
13	25
19	25
27	38
32	50
41	1 00
48	1 20
52	1 30
65	2 50
64	2 50
90	3 00

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WILMINGTON AND SAVANNAH RAILROAD



**NEW YORK TO CHARLESTON,
SAVANNAH, &c.**

Savannah and Charleston Steamers.

The steamers **CALHOUN** and **GORDON**, will leave Charleston every Monday, Wednesday, Friday and Saturday afternoon, at 6 o'clock, after the arrival of the Mail Train from New York, via Wilmington, N. C., and will arrive at Savannah early on the following morning, in ample time to connect with the day train on the Central Railroad for Macon and Columbus, Ga., and Montgomery, Ala. They will also connect at Savannah with the Steamers leaving Florida every Tuesday, Thursday and Saturday.

Returning, — Leave Savannah every Monday, Wednesday, Friday and Saturday afternoon, at 7 o'clock, after the arrival of the Central Railroad Cars from Macon and the West, and will arrive at Charleston early on the following morning in ample time to connect with the train carrying the great Northern Mail.

DISTANCES FROM CHARLESTON TO NEW YORK.

Charleston to Camden Junction, S. C.	105 miles.
Camden Junction to Wilmington, N. C.	102
Wilmington to Weldon, N. C.	102
Weldon to Richmond, Va.	86
Richmond to Washington, D. C.	130
Washington to New York	226
Total distance	871 miles.
Usual Time, through	— 2 days.

Through Tickets will be issued as heretofore for the following places, at the same rates as formerly:

From Charleston to Macon, Ga.	\$9 50
“ “ “ to Columbus, Ga.	13 00
“ “ “ to Montgomery, Ala.	17 00
“ “ “ to Jacksonville, Fla.	18 00
“ “ “ to Palatka, Fla.	16 00

No extra charge for Meals or Berths on those boats, nor on the boats from Savannah to Florida. The Florida boats from Savannah take the inland passage, thus rendering this the most pleasant and comfortable route for families and invalids.

All through freight arrangements will be continued as heretofore.

E. LAFITTE & CO., Agents,
Savannah Steam Packet Wharf, foot of Hasell street,
Charleston, S. C.

RAILROAD ROUTE

FROM

WASHINGTON TO BALTIMORE.

WASHINGTON BRANCH RAILROAD, 30 miles.
BALTIMORE AND OHIO RAILROAD, 8 miles.

USUAL TIME, 1½ hours.

PASSENGER CARS leave Washington for Baltimore at 6 and 8 A. M., 3 and 5 P. M. Sunday, 6 A.M. & 5 P.M.

PASSENGER CARS leave Baltimore for Washington at 4½ and 9 A. M., and 6 and 8 P. M.

STATIONS.	Miles.	Fare.
WASHINGTON.....	0	8 cts.
Bladensburg.....	5	25
Paint Branch.....	8	35
Beltville.....	12	40
White Oak Bottom,....	14½	50
Laurel Factory.....	18	60
Watson's Cut.....	19½	70
Annapolis Junction,....	21	70
Jessop's Cut.....	24	80
Elkridge Landing.....	29	95
Relay House.....	30	1 00
BALTIMORE.....	38	1 25

STATIONS.	Miles.	Fare.
BALTIMORE.....	0	8 cts.
Relay House.....	8	25
Elkridge Landing.....	9	35
Jessop's Cut.....	14	50
Annapolis Junction,....	17	60
Watson's Cut.....	18½	70
Laurel Factory.....	20	70
White Oak Bottom,....	23½	80
Beltville.....	26	90
Paint Branch.....	30	95
Bladensburg.....	33	1 05
WASHINGTON.....	38	1 25

J. T. ENGLAND, Agent, Baltimore.

RAILROAD ROUTE TO ANNAPOLIS.

The ANNAPOLIS RAILROAD, 21 miles in length, extends from the Washington Branch to Annapolis, Md. Passengers are conveyed to the latter place from Baltimore and Washington, by the train of cars running between the two places, stopping at the Junction.

FARE, from Baltimore and Washington to Annapolis, \$1 25.

RAILROAD ROUTE TO WINCHESTER.

The WINCHESTER and POTOMAC RAILROAD, 32 miles in length, Fare \$1 75; unites with the Baltimore and Ohio Railroad at Harper's Ferry, on the Potomac River and extends to Winchester, Va., connecting with Stages running to Staunton, Virginia Springs, &c.

Distance from Baltimore to Winchester, by railroad, 113 miles. Usual Time 6½ hours.

I. G. HEIST, Agent, Winchester.

BALTIMORE AND OHIO RAILROAD

From BALTIMORE to WHEELING, Vir., 379 miles.

USUAL TIME, 20 hours.

GOING WEST.			GOING EAST.		
TRAINS leave Baltimore daily at 7 A. M. and 5 P. M. for Harper's Ferry, Cumberland, Wheeling, &c.			TRAINS leave Wheeling daily at 4 P. M. and 11 P. M. for Cumberland, Baltimore, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
BALTIMORE,	0	\$ cts.	WHEELING,	0	\$ cts.
Relay House,	8	25	Moundsville,	11	40
Ellicott's Mills,	14	50	Cameron,	28	1 00
Elysville,	20	70	Burton,	48	1 70
Marriottsville,	28	1 00	Farmington,	66	2 35
Sykesville,	31	1 10	Fairmont,	77	2 75
Woodbine,	37	1 35	Valley River Falls,	91	3 25
Mount Airy,	43	1 55	Fetterman,	97	3 45
Monrovia,	49	1 75	Independence,	110	3 85
Ijamsville,	53	1 90	Tunnelton,	119	4 15
Monocacy,	58	2 05	Cheat River,	125	4 40
Frederick,	61	2 15	Cranberry Summit,	137	4 80
Point of Rocks,	69	2 45	Oakland's,	148	5 00
Berlin,	75	2 66	Altamont,	156	5 00
Knoxville,	78	2 75	Frankville,	165	5 00
HARPER'S FERRY, Va.,	81	2 85	Bloomington,	171	5 00
Duffields,	87	3 10	New Creek,	178	5 00
Kerneysville,	92	3 25	Brady's Mill,	194	5 00
Martinsburg,	100	3 50	CUMBERLAND, Md.,	201	5 00
North Mountain,	107	3 80	Paterson's Creek,	209	5 25
Hancock,	123	4 35	Green Spring Run,	215	5 45
Sir John's Run,	128	4 55	Little Cacapon,	222	
Great Cacapon,	132	4 65	Great Cacapon,	247	6 40
Little Cacapon,	157	5 00	Sir John's Run,	251	6 50
Green Spring Run,	164	5 00	Hancock,	256	6 65
Paterson's Creek,	170	5 00	North Mountain,	272	7 00
CUMBERLAND, Md.,	178	5 00	Martinsburg,	279	7 25
Brady's Mill,	185	5 15	Kerneysville,	287	7 35
New Creek,	201	5 40	Duffield's,	292	7 45
Bloomington,	208	5 55	HARPER'S FERRY, Va.,	298	7 55
Frankville,	214	5 70	Knoxville,	301	7 60
Altamont,	223		Berlin,	304	7 65
Oakland's,	231	6 15	Point of Rocks,	310	7 80
Cranberry Summit,	242	6 40	Monocacy,	318	8 00
Cheat River,	254	6 65	Frederick,	321	8 10
Tunnelton,	260	6 75	Ijamsville,	326	8 15
Independence,	269	6 95	Monrovia,	330	8 25
Fetterman,	282	7 25	Mount Airy,	336	8 40
Valley River Falls,	288	7 35	Woodbine,	342	8 50
Fairmont,	302	7 60	Sykesville,	348	8 50
Farmington,	313	7 90	Marriottsville,	351	8 50
Burton,	331	8 25	Elysville,	359	8 50
Cameron,	351	8 50	Ellicott's Mills,	365	9 50
Moundsville,	368	8 50	Relay House,	371	8 50
WHEELING, Va.,	379	8 50	BALTIMORE,	379	8 50

W. G. HARRISON, Pres., Baltimore

JOHN H. DOANE, Sup't., Baltimore.

ROAD
miles.

AST. ...
ling daily at 4 1/2
or Cumberland,

Miles.	Fare.
0	\$ cts.
11	40
28	1 00
48	1 70
66	2 35
77	2 75
91	3 25
97	3 45
110	3 85
119	4 15
125	4 40
137	4 80
148	5 00
156	5 00
165	5 00
171	5 00
178	5 00
194	5 00
201	5 00
209	5 25
215	5 45
222	
247	6 40
251	6 50
256	6 65
272	7 00
279	7 25
287	7 35
292	7 45
298	7 55
301	7 60
304	7 65
310	7 80
318	8 00
321	8 10
326	8 15
330	8 25
336	8 40
342	8 50
348	8 50
351	8 50
359	8 50
365	9 50
371	8 50
379	8 50

Baltimore
Baltimore.



CENTRAL OHIO RAILROAD.

LENGTH, 137 miles.

FARE, \$4 10.

Open to Bellair on the Ohio River,

Connecting with the Baltimore and Ohio Railroad, for BALTIMORE, WASHINGTON, PHILADELPHIA and NEW YORK.

Forming a direct through Line of Travel from Columbus, Ohio, to the different Atlantic Cities.

TRAINS run as follows:

Express Train leaves Columbus for Zanesville, Bellair and Way Stations at 10 15 A. M., arrives at Bellair at 4 30 P. M. Returning, leaves Bellair at 3 A. M., and arrives at Columbus at 9 55 A. M.

Mail Train leaves Columbus for Bellair and Way Stations at 5 15 P. M., and arrives at Bellair at 11 38 P. M. Returning, leaves Bellair at 10 30 A. M., and arrives at Columbus at 5 50 P. M.

Freight Train leaves Columbus for Bellair and all Way Stations at 6 10 A. M., and arrives at Bellair at 8 20 P. M. Returning, leaves Bellair for Columbus at 6 A. M., and arrives at Columbus at 7 25 P. M.

The **Express Train** going East connects at Newark with Evening Express on the S. M. and N. Railroad at 3 30 P. M., for Mount Vernon and Way Stations, at Bellair with Express Train on B. and O. Railroad for Baltimore and Eastern cities. Going West it connects at Newark with train for Toledo and Chicago via Monroeville and Clyde, and at Columbus with Express Train for Cincinnati at 10 25 A. M., and with trains for Xenia, Dayton, Indianapolis and Chicago via Dayton and via Urbana, and with Express Train for Cleveland.

The **Mail Train** going East connects at Bellair with Mail Train on B. and O. Railroad for Baltimore and Eastern cities. Going West it connects at Newark with train on S. M. and N. Railroad for Toledo and Chicago via Monroeville, and at Columbus with Accommodation Train for Cincinnati at 8 40 P. M., and with trains for Xenia, Dayton, Indianapolis and Chicago via Dayton and Urbana.

G. W. FULTON, Sup't.,

Zanesville, Ohio.



THE STEAMERS OF THE UNION LINE ON THE OHIO

Are all new, and of the most approved modern construction, *having been carefully built expressly for this route.* They all are of the Largest Class, and all have the same unsurpassed accommodations—their rooms and tables being upon a par with the best hotels in the country.

The Boats leave Wheeling for Cincinnati and Louisville on the arrival of the Cars from Baltimore, and connect at Louisville with the St. Louis and New Orleans Packets.

Passengers by Through Lines, leave New York from foot of Cortlandt street, at 9 A. M., and 5.30 P. M.

From foot of Broadway by Camden and Amboy Railroad Company, at 7 A. M., and 2 P. M.

The only Line leaving on Sundays is at 5.30 P. M. Baggage checked through to Wheeling, and NO CHARGE for transfer of Passengers or Baggage.

Travelers will not fail to observe that this is the CHEAPEST, and one of the MOST PLEASANT ROUTES TO THE WEST.

FARE BY THROUGH TICKET

By River from Wheeling, with the right to Lie Over on the Route,

From New York to Cincinnati, - -	\$13 50	To Louisville, \$14 50
“ Philadelphia to “ - -	11 00	To “ “ 12 00
“ Baltimore to “ - -	10 00	To “ “ 11 00
“ Washington to “ - -	11 00	To “ “ 12 00
“ New York to Indianapolis,	16 00	

With an additional charge on board of the Boats for Meals and State-rooms of only \$2 to Cincinnati; \$3 to Louisville.

For Through Tickets apply only at the following places:

- At NEW YORK, to J. L. SLEMMER, corner of Park Place and Broadway.
- At PHILADELPHIA, to Mr. BLACKWELL, Liberty street, or to the Ticket Seller at the Baltimore Railroad Station, Broad and Prime streets.
- At BALTIMORE, to J. T. ENGLAND, at Baltimore and Ohio Railroad Stat'n.
- At WASHINGTON, to T. H. PARSONS, Agent at the Railroad Station.

J. H. DONE, Master Transportation, Baltimore.



ORANGE AND ALEXANDRIA RAILROAD.

Extending from ALEXANDRIA to GORDONSVILLE, Virginia.
Length, 88 miles. Fare \$3 50.

DAILY MAIL TRAINS will be run over this road, agreeably to the following arrangement:

A Train from Alexandria to Gordonsville and intermediate Stations will leave the Depot, corner of Duke and Henry streets, at 7½ o'clock A. M., on the arrival of the coaches from Washington, arriving at Gordonsville at 11½ o'clock, connecting at that Point with the Trains of the Virginia Central Road to Richmond, Charlottesville, and Staunton, thus allowing passengers to pass over that road without delay.

A Train from Gordonsville to Alexandria and intermediate Stations will leave Gordonsville at a quarter before 12 o'clock, on the arrival of the cars on the Virginia Central Road, arriving at Alexandria at a quarter before 4 o'clock, thus allowing ample time to connect with the train leaving Washington for the North.

A Train from Alexandria to Warrenton and intermediate Stations will leave Alexandria daily (Sunday excepted) at a quarter before 2 o'clock P. M., arriving at Warrenton at 4½ o'clock P. M.

On Sunday will leave at 7½ o'clock A. M.

A Train from Warrenton to Alexandria and intermediate Stations will leave Warrenton daily (Sunday excepted) at a quarter past 7 o'clock A. M., arriving at Alexandria at 10 o'clock A. M.

On Sunday will leave at 1½ o'clock P. M.

Through Tickets

To Warrenton.....	\$1 75
" Gordonsville.....	3 00
" Charlottesville,	3 75
" Staunton.....	5 40
" *Lynchburg, (Stage Route,).....	6 75
" *New Market, (Stage Route;).....	5 00

* Passengers for Lynchburg and New Market will take the Train leaving Alexandria at 7½ o'clock A. M. on Tuesdays, Thursdays, and Saturdays.
Freight Trains are running daily. Sunday excepted.

W. B. BROCKETT, Agent,
Alexandria, Vir.

VIRGINIA CENTRAL RAILROAD,

Extending from RICHMOND to COVINGTON, Vir., 188 miles.

Finished to STAUNTON, 138 miles.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Richmond daily at 7½ A. M. for Staunton, &c.			PASSENGER CARS leave Staunton daily at 6 A. M.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
RICHMOND,	0	\$ cts.	STAUNTON,	0	\$ cts.
Atley's,	0	35	Fishersville,	6	25
Hanover, C. H.,	18	63	Waynesboro',	11	45
Junction,	27	88	Greenwood Tunnel,	23	1 00
Beaver Dam,	40	1 40	Mechum's River,	31	1 25
Frederick's Hall,	50	1 75	Woodville,	34	1 35
Tolersville,	56	1 95	Charlottesville,	41	1 50
Louisa, C. H.,	62	2 19	Shadwell,	45	1 75
Trevilian's,	67	2 36	Cobham,	55	2 10
Gordonsville,*	76	2 60	Gordonsville,	62	2 40
Cobham,	83	2 90	Trevilian's,	71	2 65
Shadwell,	93	3 25	Louisa, C. H.,	76	2 80
Charlottesville,	97	3 50	Tolersville,	82	3 05
Woodville,	104	3 65	Frederick's Hall,	88	3 25
Mechum's River,	107	3 75	Beaver Dam,	98	3 60
Greenwood Tunnel,	115	4 00	Junction,	111	4 12
Waynesboro',	127	4 55	Hanover, C. H.,	120	4 37
Fishersville,	132	4 75	Atley's,	129	4 65
STAUNTON,	138	5 00	RICHMOND,	138	5 00

* Cars leave Gordonsville daily, for Alexandria, Washington, &c.

E. FOUNTAIN, Pres., Richmond.

H. D. WHITCOMB, Supt., Richmond, Vir.

RAILROAD AND STAGE CONNECTIONS.

Connect at Staunton with daily line of Stages to Covington, and the White Sulphur and other Mineral Springs in the mountains of Virginia. At Charlottesville with Stages running to Lynchburg on Mondays, Wednesdays and Fridays. At Gordonsville with the ORANGE and ALEXANDRIA RAILROAD. At the Junction with the RICHMOND, FREDERICKSBURG and POTOMAC RAILROAD,—forming a through line of travel, via the Junction and Gordonsville, to Alexandria and Washington, D. C.

STAGES also connect with the VIRGINIA CENTRAL RAILROAD, running to Guyandotte on the Ohio river.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

LENGTH, 75 miles. STEAMBOAT ROUTE, Acquia Creek to Washington, 55 miles.

GREAT NORTHERN MAIL ROUTE.

Twice Daily from Richmond to New York, with transfers of Passengers and Baggage through the cities of Washington, Baltimore and Philadelphia, free of extra charge.

The following quick and comfortable schedules will be run over the inland route between Richmond and New York: Leave Richmond daily, at 6½ o'clock A. M., and 7½ o'clock P. M.; arrive in New York daily, at 5 o'clock A. M., and 5 o'clock P. M.

FARE to Washington, 1st class seats,.....	\$5 50
“ “ Washington, 2d “ “	4 00
“ “ Baltimore, 1st “ “	6 00
“ “ Philadelphia, 1st “ “	8 00

Between Philadelphia and New York, (five times daily,) at \$2 and \$3 for each first class passenger, and \$1 50 and \$2 for second class do.

For Through Tickets to Washington, Baltimore or Philadelphia, or other information apply at the ticket office.

S. RUTH, Agent of Transportation,
Richmond, Va.

RICHMOND AND PETERSBURG RAILROAD.

LENGTH of main line, 22½ miles. Port Walthall Branch, 3 miles

Passenger Trains on this Road will run as follows:

TRAINS LEAVE RICHMOND,

Express, daily at.....	5 45 A. M.
Accommodation, (Sundays excepted,) at	8 30 “
Mail, daily at.....	3 00 P. M.

TRAINS LEAVE PETERSBURG,

Express, daily at.....	4 30 A. M.
Accommodation, daily, (Sundays excepted,) at ..	8 30 “
Mail, daily at.....	5 30 P. M.

The Express and Mail Trains from Richmond, connect with the Southern Trains at Petersburg, for Weldon, Raleigh, Wilmington, &c. Through Tickets to Weldon can be procured at the ticket office in Richmond.

The same trains from Petersburg connect at Richmond with the Northern Trains for Washington, Baltimore, &c., and with the Virginia Central Railroad for Charlottesville, Staunton, &c. Through Tickets for Washington, Baltimore, and Philadelphia, can be procured at the ticket office in Petersburg.

The Express Trains will not stop to take up or set down way passengers.

The Mail Train leaving Richmond at 3 P. M. will stop only at the Half Way Station, Clover Hill, and Port Walthall Junctions.

The Mail Train leaving Petersburg at 5 15 P. M., will stop only at the Port Walthall and Clover Hill Junctions, Half Way Station and Manchester

THOM DODAMEAD Sup't Richmond, Va.

ROAD,
r., 188 miles.
miles.

leave Staunton

Miles.	Fare.
0	\$ cts.
.....	0 25
.....	6 25
.....	11 45
.....	23 1 00
.....	31 1 25
.....	34 1 35
.....	41 1 50
.....	45 1 75
.....	55 2 10
.....	62 2 40
.....	71 2 65
.....	76 2 80
.....	82 3 05
.....	88 3 25
.....	98 3 60
.....	111 4 12
.....	120 4 37
.....	129 4 65
.....	138 5 00

on, &c.

, Richmond.
Richmond, Vir.

CTIONS.

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rings in the
Stages run-
nd Fridays.
RAILROAD.
KSBURG and
travel, via
and Wash-

RAILROAD,

RICHMOND & DANVILLE RAILROAD

Open to ROANOKE, 90 miles.

FARE \$4.

The regular Passenger Train will run daily (Sundays excepted) between Richmond and Roanoke.

The Train will stop for Passengers at the following points only:

Manchester, Robiou's Coal Field, Tomahawk, Powhatan, Mattoax, Chula, Amelia Court House, Wyanoke, Jennings' Ordinary, Haytokah, Liberty Church, Meherrin, Keysville, Drake's Branch, Overby's, and Roanoke.

Leave Richmond at 7 o'clock, A. M. for Danville, &c.

Returning, leave Roanoke at 12 40 o'clock, P. M.

Passengers for Halifax C. H., Danville and Greensboro', can meet Messrs Flagg & Co. four horse coaches at Roanoke daily; and those for German town, Salem, and Salisbury, N. C., can meet Messrs. Flagg & Co. four horse coaches on Tuesdays, Thursdays and Saturdays, at Roanoke. Passengers for Clarksville, Milton, North Carolina, and Yanceyville, can meet Moss & Co.'s coaches at Roanoke, on Tuesdays, Thursdays and Saturdays; and for Milton and Yanceyville by Flagg & Co.'s line, Mondays, Wednesdays and Fridays, at Roanoke.

Passengers for Lynchburg, via PETERSBURG and LYNCHBURG RAILROAD, and Flagg & Co.'s Stages daily.

Through to Lynchburg,	\$5 00
" " Halifax C. H.,	6 00
" " Danville,	8 00
" " Greensborough, N. C.	8 50
" " Germantown,	10 00
" " Salem,	10 50
" " Salisbury,	12 00

A. TALCOTT, *Chief Eng. & Supt.*,
Richmond, Va.

VIRGINIA AND EAST TENNESSEE RAILROAD.

Finished from LYNCHBURG to BIG SPRING, Va., 73 miles.

FARE \$2 50.

PASSENGER CARS leave Lynchburg daily at 7½ A. M. and 2½ P. M. for Big Spring, &c., connecting with STAGES running to Knoxville, Tenn.

RETURNING, leave Big Spring at 2 P. M.

FREIGHT TRAINS will leave Lynchburg and Big Spring daily, Sundays excepted.

Stage and Canal Packet Connections.

STAGES run from Lynchburg to Virginia Springs, Charleston and Guyanotte on the Ohio River, daily. CANAL PACKETS run to Richmond on the East, and Buchanan on the West, daily. Stages also run North to Staunton, &c., connecting with Virginia Central Railroad.

SEABOARD AND ROANOKE RAILROAD,

Extending from PORTSMOUTH, Vir., to WELDON, N. C.

LENGTH, 80 miles.

USUAL TIME, 4 hours.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Portsmouth daily at 8.15 A. M., connecting with Steamers from Baltimore and New York.

Freight Train and Accommodation at 5.30 A. M.

PASSENGER CARS leave Weldon daily at 2 P. M., connecting with Trains to and from Wilmington, &c.

Freight Train and Accommodation at 5.30 A. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
PORTSMOUTH,	0	\$ cts.	WELDON,	0	\$ cts.
Suffolk,	17		Concord,	10	
Carrsville,	31		Margarettsville,	16	
Black Water,	37		Branchville,	23	
Murfee's,	40		Boykin's,	28	
Newsom's,	49		Newsom's,	31	
Boykin's,	54		Murfee's,	40	
Branchville,	57		Black Water,	43	
Margarettsville,	64		Carrsville,	49	
Concord,	70		Suffolk,	63	
WELDON,	80	4 00	PORTSMOUTH,	80	4 00

Through and Return Tickets, good for four days, \$5 00.
Local Fare, 5 cents per mile.

WILLIAM COLLINS, Pres., Portsmouth, Vir.
OWEN D. BALL, Agent, Portsmouth, Vir.

RAILROAD AND STEAMBOAT CONNECTIONS.

The SEABOARD and ROANOKE RAILROAD connects with Steamers from New York, Baltimore and Richmond, at Portsmouth, Vir.; at Weldon, N. C., with the Wilmington, Raleigh and Petersburg Railroads,—forming one of the great Through Lines of Travel from New York to Charleston, S. C., Augusta, Geo., Mobile and New Orleans; at BLACK WATER with a Steamer running to Edenton, N. C., and other ports.

RALEIGH AND GASTEN RAILROAD.

LENGTH, 100 miles. FARE, \$4 00.

PASSENGER CARS leave Weldon, N. C., daily, at 1.30 P. M., for Raleigh, &c.

RETURNING, leave Raleigh at 8 A. M., for Weldon, Petersburg, Portsmouth, &c., connecting with the great Line of Travel to Baltimore, New York, &c.

WILMINGTON AND WELDON RAILROAD.

LENGTH, 162 miles. USUAL TIME, 8 hours.

GOING SOUTH.

PASSENGER CARS leave Weldon, N. C., daily at 12 M. & 9 P. M. for Wilmington.

GOING NORTH.

PASSENGER CARS leave Wilmington N. C., at 6 A. M. and 3 P. M. for Weldon, &c.

STATIONS.	Miles.	Fare.
WELDON*, (<i>dine</i>)	0	\$ cts.
Halifax	8	25
Enfield	19	75
Battles	29	1 00
Rocky Mount	35	1 25
Joiner's	46	1 50
Wilson	54	1 75
Barden's	60	2 00
Nahunta	67	2 25
Goldstoro†	78	2 50
Dudley	87	2 75
Faison's	98	3 00
Warsaw	107	3 25
Strickland	115	3 50
Teachey's	124	3 75
Washington	132	4 00
Burgaw	139	4 25
Rocky Point	148	4 50
North East	153	4 75
WILMINGTON	162	5 00

STATIONS.	Miles.	Fare.
WILMINGTON	0	\$ cts.
North East	9	25
Rocky Point	14	50
Burgaw	23	75
Washington	30	1 00
Teachey's	38	1 25
Strickland	47	1 50
Warsaw	55	1 75
Faison's	64	2 00
Dudley	75	2 25
Goldstoro	84	2 50
Nahunta	95	2 75
Barden's	102	3 00
Wilson	108	3 25
Joiner's	116	3 50
Rocky Mount	125	3 75
Battles	133	4 00
Enfield	143	4 25
Halifax	154	4 75
WELDON, (<i>dine</i>)	162	5 00

* Connects at this Station with the Petersburg, Seaboard and Roanoke, and Gaston and Raleigh Railroads.

† The North Carolina Central Railroad commences at this Station and runs to Raleigh.

ALEX. M. RAE, *Pres. & Sup't.*,
Wilmington, N. C.

PETERSBURG RAILROAD.

Extending from PETERSBURG, Vir., to WELDON, N. C.

LENGTH, 64 miles. FARE, \$3. USUAL TIME, 3 hours.

PASSENGER CARS leave Petersburg at 8 A. M. and 5 15 P. M. for Weldon, Raleigh, &c.

Leave Weldon at 3 P. M. and 11 P. M. for Petersburg, &c., connecting with the Richmond and Petersburg Railroad, and with the Petersburg and Lynchburg Railroad.



WILMINGTON & MANCHESTER RAILROAD.

LENGTH, 162 miles. USUAL TIME, 10 hours.

RUNNING ARRANGEMENT.

PASSENGER CARS leave Wilmington 7 1/2 A. M. & 9 P. M., for Kingsville, &c.		PASSENGER CARS leave Kingsville at 3 A. M. & 2 P. M. for Wilmington, &c.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
WILMINGTON.....	0 \$ cts.	KINGSVILLE.....	0 \$ cts.
Hood's Creek.....	8 25	Waterree Junction,.....	9 25
Brinkley's.....	25 50	Manchester.....	15 50
Maxwell's.....	25 75	Sumterville.....	25 75
Flemington.....	32 1 00	Maysville.....	34 1 00
Whitesville.....	44 1 25	Lynchburg.....	43 1 25
Grist's.....	53 1 50	Timmansville.....	52 1 50
Fair Bluff.....	63 1 75	Florence.....	61 1 75
Nichols'.....	72 2 00	Mar's Bluff, (dine.).....	70 2 00
Mullen's.....	78 2 25	Great Pee Dee River.....	76 2 25
Marion.....	86 2 50	Marion.....	84 2 50
Great Pee Dee River.....	95 2 75	Mullen's.....	93 2 75
Mar's Bluff.....	101 3 00	Nichols'.....	99 3 00
Florence,*.....	110 3 25	Fair Bluff.....	108 3 25
Timmansville.....	118 3 50	Grist's.....	117 3 50
Lynchburg.....	126 3 75	Whitesville.....	127 3 75
Maysville.....	137 4 00	Flemington.....	138 4 00
Sumterville, (dine.).....	146 4 25	Maxwell's.....	145 4 25
Manchester.....	156 4 50	Brinkley's.....	155 4 50
Waterree Junction, †.....	162 4 75	Hood's Creek.....	163 4 75
KINGSVILLE, ‡.....	171 5 00	WILMINGTON.....	171 5 00

* Connects with the Darlington and Cheraw Railroad in progress of construction; and North Western Railroad to run to Charleston, S. C.

† Connects with Camden Branch Railroad.

‡ Junction of the Columbia Branch Railroad, running to Branchville.

L. J. FLEMMING, *Eng. & Sup't.*,
Wilmington, N. C.

Connecting Lines of Travel.

This Line of travel connects at Branchville, S. C., with the South Carolina Railroad, running from Charleston to Augusta, Ga., thus forming an important link in the great line of railroads running from New York to Charleston, Augusta, Savannah, Montgomery, &c.

SOUTH CAROLINA RAILROAD



Extending from CHARLESTON to AUGUSTA, Ga., 137 miles.

COLUMBIA BRANCH, 67 miles. CAMDEN BRANCH, 37 miles.

USUAL TIME, (Charleston to Augusta,) 7 hours.

PASSENGER CARS leave Charleston at 8 and 5 P. M. for Augusta, Columbia, &c.

PASSENGER CARS leave Augusta, Ga., at 6 40 A. M., and 5 00 P. M. Columbia, S. C., at 7 A. M., and 4 P. M. for Charleston, &c.

STATIONS.	Miles.	Fare.
CHARLESTON,	0	\$ cts.
7 Mile pump,	7	
Sineath's,	13	39
Ladson's,	17	54
Summerville,	22	66
Laurence's,	28	93
Ridgeville,	31	
Ross's,	37	1 12
George's,	47	1 44
Reeve's,	52	
Branchville,	62	1 89

BRANCHVILLE.		
Rowe's,	9	
Orangeburg,	17	75
Jamison's,	24	1 50
Lewisville,	30	
Fort Mott,	37	2 00
Camden Junction, †, ..	43	2 25
Gadsden,	48	2 50
Hopkins,	56	2 75
Woodlands,	62	3 00
COLUMBIA, †,		6 25

Midway,	72	2 00
Graham's,	81	2 16
Blackville,	90	2 43
Williston,	99	2 70
Windsor,	107	3 00
Johnson's,	115	3 25
Aiken,	120	3 50
Graniteville,	126	3 60
Marsh's,	128	3 84
Hamburg,	136	4 00
AUGUSTA,*	137	4 00

STATIONS.	Miles.	Fare.
AUGUSTA,*	0	\$ cts.
Hamburg,	1	
Marsh's,	9	24
Graniteville,	11	
Aiken,	17	48
Johnson's,	22	62
Windsor,	30	75
Williston,	38	1 08
Blackville,	47	1 38
Graham's,	56	1 66
Midway,	55	1 92
Branchville,	75	2 17

COLUMBIA BRANCH.		
COLUMBIA, †,		
Woodlands,	5	25
Hopkins,	11	50
Gadsden,	19	75
Camden Junction, †, ..	24	1 12
Fort Mott,	30	1 50
Lewisville,	37	2 00
Jamison's,	43	
Orangeburg,	50	2 50
Rowe's,	58	
BRANCHVILLE,	67	3 25

Reeves,	8	
George's,	90	2 64
Ross's,	100	8 06
Ridgeville,	108	3 15
Laurence's,	109	
Summerville,	115	3 40
Ladson's,	120	3 54
Sineath's,	124	3 69
7 Mile pump,	130	
CHARLESTON,	137	4 00

* Connects here with Georgia Railroad, running to Atlanta.

† Connects at this Point with Greenville and Columbia Railroad; also with Charlotte and South Carolina Railroad.

‡ Connects with Wilmington and Manchester Railroad, forming a through route from Wilmington to Charleston and Augusta, Ga.

JOHN CALDWELL, Pres. Columbia, S. C.
W. M. STOCKTON, Sup't., Charleston, S. C.

ROAD

... 137 miles.

... 37 miles.

rs.

leave Augusta,
and 5 00 P. M. Co-
M., and 4 P. M.

Miles.	Fare.
0	\$ cts
1	0
9	24
11	
17	48
22	62
30	75
38	1 08
47	1 38
56	1 65
65	1 92
75	2 17

5	25
11	50
19	75
24	1 12
30	1 50
37	2 00
43	
50	2 50
58	
67	3 25

8	
90	2 64
100	8 06
106	3 15
109	
115	3 40
120	3 54
124	3 69
130	
137	4 00

Railroad; also

ing a through

olumbia, S. C.
arleston, S. C



GEORGIA RAILROAD.

AUGUSTA to ATLANTA, 171 miles.

USUAL TIME, 11 hours.

GOING WEST.

PASSENGER CARS leave Augusta for Atlanta, &c., daily, at 6 A. M., and 6 P. M., connecting with cars running to West Point, Montgomery, &c. on the West, and Chatanooga, &c. on the North.

STATIONS.	Miles.	Fare.
AUGUSTA,*	0	\$ cts.
Bel Air,	11	30
Berzolia,	21	60
Dearing,	29	90
Thomson,	38	1 20
Camak, †	47	1 40
Cumming,	57	1 70
Crawfordville,	65	2 00
Union Point,	76	2 30
Athens Br. Union Point,		
Woodville,	5	10
Maxey's,	13	40
Lexington,	23	70
Athens,	40	1 20
Greensboro',	84	2 50
Buckhead,		
Madison,	104	3 10
Rutledge,		
Social Circle,	120	3 60
Covington,	130	3 90
Conyer's,	141	4 20
Lithonia,	147	4 40
Stone Mountain,	156	4 70
Decatur,	165	5 00
ATLANTA, †	171	5 00

GOING EAST.

PASSENGER CARS leave Atlanta for Augusta, &c., daily, at 4 A. M., and 6 P. M., connecting with cars running to Columbia, Charleston, &c. also, with a line of travel to Savannah.

STATIONS.	Miles.	Fare.
ATLANTA, †	0	\$ cts.
Decatur,	6	20
Stone Mountain,	15	45
Lithonia,	24	75
Conyer's,	30	90
Covington,	41	1 25
Social Circle,	51	1 60
Rutledge,		
Madison,	67	2 00
Buckhead,		
Greensboro',	87	2 60
Athens Br. ATHENS,		
Lexington,	17	50
Maxey's,	27	80
Woodville,	35	1 10
Union Point,	40	1 20
Union Point,	95	3 00
Crawfordville,	106	3 20
Cumming,	114	3 40
Camak, †	124	3 75
Thomson,	133	4 00
Dearing,	142	4 20
Berzolia,	150	4 50
Bel Air,	160	4 80
AUGUSTA,*	171	5 00

* Connects with the South Carolina Railroad, and a Line of Travel to Savannah, at this Station.

† Branch Railroad to Warrenton, 4 miles. Stages leave daily, for Milledgeville, &c.

‡ Connects at this Station with Western and Atlantic Railroad, Macon and Western Railroad, and with the La Grange Railroad running to West Point, Geo.

J. B. KING, Pres., Augusta, Geo.

GEORGE YONGE, Sup't, Augusta, Geo.

CENTRAL (GEORGIA) RAILROAD.

Extending from SAVANNAH to MACON, Georgia, 191 miles.

USUAL TIME, 10 hours.

PASSENGER CARS leave Savannah at 8 A. M. and 7 P. M. for Macon, &c.			PASSENGER CARS leave Macon at 7½ A. M. & 4½ P. M. for Savannah, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
SAVANNAH,	0	\$ cts.	MACON, †	0	\$ cts.
Station No. 1,	9	30	Griswoldville,	8	30
Eden,	20	60	Gordon, †	16	60
Reform,	30	90	McDonald,	25	90
Egypt,	40	1 20	Emmett,	31	1 20
Armenia,	46	1 50	Oconee,	38	1 50
Halcyondale,	50	1 50	Tenille,	41	1 80
Scarboro',	70	2 10	Davisboro',	55	2 10
Millen, *	79	2 40	Spear's Turnout,	68	2 40
Cushingville,	83	2 70	Holcomb,	79	2 70
Birdsville,	90	2 70	Midville, (dine.)	91	3 00
Midville, (dine.)	94	3 00	Birdsville,	94	3 00
Holcomb,	100	3 00	Cushingville,	101	3 30
Spear's Turnout,	112	3 30	Millen, *	111	3 60
Davisboro',	122	3 60	Scarboro',	121	3 60
Suffie,	136	3 90	Halcyondale,	141	4 20
Oconee,	147	4 20	Armenia,	145	4 50
Emmett,	152	4 50	Egypt,	151	4 80
McDonald,	160	4 80	Reform,	160	4 80
Gordon, †	170	5 10	Eden,	170	5 10
Griswoldville,	183	5 40	Station No. 1,	182	5 40
MACON, †	191	5 75	SAVANNAH,	191	5 75

* Connects at this station with the Augusta and Waynesboro' Railroad, 53 miles in length. Fare \$2.

† Connects at this station with the Milledgeville and Eatonton Railroad, 33 miles in length. Fare \$1 90.

‡ Connects with the Macon and Western Railroad, and with the South Western Railroad, finished to Oglethorpe, 50 miles.

R. R. CUYLER, Pres., Savannah.

W. M. WADLEY, Sup'l., Savannah.

AUGUSTA and WAYNESBORO' RAILROAD.

LENGTH, 53 miles. Fare, \$2.

Passenger cars leave Augusta, Geo., at 7 30 A. M. and 8 P. M. for Waynesboro', Millen, Macon, Savannah, &c.

Leave Millen, Geo., on the arrival of the train from Savannah, at 2 15 and 11 15 P. M., for Augusta, &c., connecting with trains running to Branchville and Charleston, S. C.

A. R. LAWTON, Pres., Augusta, Geo.

MACON
Ext

PASSENGER
A. M. and
lanta, &c.

STAT

MACON, ..
Howard's,
Crawford's,
Smarr's, ..
Forsyth's, ..
Collier's, ..
Barnesville
Milner's, ..
GRIFFIN, (d
Fayette, ..
Jonesboro'
Rough and
East Point
ATLANTA, ..

This Rail
Atlantic an
Road, and a
Roads.

SOUTH
Extending

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at Oglethor
Macon at 3
Central and
Mail Stage

Extending
vigation on
Western Ra
bus, Geo., t

MACON AND WESTERN RAILROAD.

Extending from MACON to ATLANTA, Geo., 101 miles.

USUAL TIME, 8½ hours.

PASSENGER CARS leave Macon at 8 A. M. and 8 20 P. M. (Mail) for Atlanta, &c.

PASSENGER CARS leave Atlanta at 8 A. M. and 5 P. M. (Mail) for Macon, &c.

STATIONS.	Miles.	Fare.
MACON,	0	\$ cts.
Howard's,	6	25
Crawford's,	13	50
Smarr's,	19	75
Forsyth's,	24	1 00
Collier's,	30	1 10
Barnesville,	40	1 50
Milner's,	47	1 75
GRIFIN, (dine,)	58	2 00
Fayette,	65	2 40
Jonesboro',	79	2 75
Rough and Ready,	90	3 00
East Point Junction,	95	3 00
ATLANTA,	101	3 00

STATIONS.	Miles.	Fare.
ATLANTA,	0	\$ cts.
East Point Junction,	6	25
Rough and Ready,	11	40
Jonesboro',	22	75
Fayette,	36	1 25
GRIFIN, (dine,)	43	1 50
Milner's,	54	2 00
Barnesville,	61	2 25
Collier's,	71	2 60
Forsyth's,	77	2 75
Smarr's,	82	3 00
Crawford's,	88	3 00
Howard's,	95	3 00
MACON,	101	3 00

RAILROAD CONNECTIONS.

This Railroad connects at Atlanta with the Trains of the Western and Atlantic and La Grange Roads, and with the Day Train of the Georgia Road, and at Macon, with the Day Trains of the Central and South-Western Roads.

ISAAC SCOTT, *Pres.*, Macon, Geo.E. FOOTE, *Sup't.*, Macon, Geo.**SOUTH-WESTERN RAILWAY.**

Extending from MACON to AMERICUS, Geo. Finished to OGLETHORPE, 50 miles. Fare \$1 75.

A daily Train of Passengers and Freight leaves Macon at 6½ A. M., arrives at Oglethorpe at 10½ A. M., leaves Oglethorpe at 11½ A. M., arrives at Macon at 3½ P. M., connecting each way with the Muscogee Railroad, the Central and Macon and Western Trains, and the Tallahassee and Eufaula Mail Stage lines.

L. O. REYNOLDS, *Pres.*, Macon.GEO. W. ADAMS, *Sup't.*, Macon.**MUSCOGEE RAILROAD.**

LENGTH, 72 miles. FARE, \$2 50.

Extending from FORT VALLEY to COLUMBUS, Geo., the head of Steam Navigation on Chattahooche River. This road connects with the South-Western Railroad of Georgia, forming a through line of travel from Columbus, Geo., to Macon, Savannah, &c.

E. H. MUSGROVE, *Sup't.*, Columbus, Geo.



MONTGOMERY AND WEST POINT RAILROAD

From MONTGOMERY, Ala., to WEST POINT, Geo., 88½ milca.

USUAL TIME, 6½ hours.

The Accommodation Train leaves Montgomery at 8 A. M. The Mail Train leaves at 9 P. M. for West Point, &c.

The Accommodation Train leaves West Point at 10 A. M. The Mail Train leaves 12½ P. M. for Montgomery, &c.

STATIONS.	Miles.	Fare.
MONTGOMERY,.....	0	\$ cts.
Tippecanoe,	11	
Mount Meigs,	14	
Ashurst's,	17	
McGars,	20	
Shorter's,	23	
Fort Decatur,	27	
Franklin,	33	
<i>Chehaw</i> ,	40	1 60
Notasulga,	47	
Louchapoga,	53	
<i>Auburn</i> ,	60	2 40
Opelika,	66	2 60
Rough and Ready,.....	71	
Cusseta,.....	78	
WEST POINT,.....	88	3 50

STATIONS.	Miles.	Fare.
WEST POINT,.....	0	\$ cts
Cusseta,	10	
Rough and Ready,.....	17	
Opelika,	22	
<i>Auburn</i> ,	29	1 10
Louchapoga,.....	35	
Notasulga,	41	
<i>Chehaw</i> ,	48	1 90
Franklin,	55	
Fort Decatur,	61	
Shorter's,	65	
McGars,	68	
Ashurst's,	71	
Mount Meigs,	74	
Tippecanoe,.....	77	
MONTGOMERY,	88	3 50

STAGES leave West Point daily for Griffin, Georgia, passing through Greenville, and from Opelika to Columbus, Georgia, forming a line of travel through Macon to Savannah.

STEAMERS and STAGES leave Montgomery, daily, for Mobile and New Orleans. Also, STAGES, for various parts of Alabama, and Jackson, and Vicksburg, Mississippi.

C. G. POLLARD, *President*, Montgomery.

S. G. JONES *Eng. & Sup't.*, Montgomery.

LA GRANGE RAILROAD.

Extending from Junction near ATLANTA, Georgia, to WEST POINT, Ala., 87 miles.

This Road which is just completed, forms the last connecting link of Railroad from Charleston and Savannah to Montgomery, Ala.

WESTERN and ATLANTIC RAILROAD.



Extending from ATLANTA, Georgia, to CHATANOOGA, Tenn., 140 miles.

USUAL TIME, 8 hours

PASSENGER CARS leave Atlanta at 5 A. M. for Chatanooga, &c.

PASSENGER CARS leave Chatanooga at 10 A. M., for Atlanta, &c.

RAILROAD
Geo., 88½ miles.

Day Train leaves
10 A. M. The Mail
P. M. for Montgo-

	Miles.	Fare.
	0	\$ cts
	10	
	17	
	22	
	29	1 10
	35	
	41	
	48	1 90
	55	
	61	
	65	
	68	
	71	
	74	
	77	
	88	3 50

STATIONS.	Miles.	Fare.
ATLANTA,*	0	\$ cts.
Bolton,	8	
Marietta,	20	
Moon's,	30	
Acworth,	35	
ALATOONA,	40	1 40
Cartersville,	50	
Cass,	55	
KINGSTON, †	60	2 00
Adairsville,	70	
Calhoun,	80	
Resaca,	85	
Tilton,	92	
DALTON, † (dine,)	100	3 25
Tunnell Hill,	108	
Ringgold,	116	
Opelika,	120	
Chickamauga,	129	
Station No. 13½,	134	
CHATANOOGA, §	140	4 50

STATIONS.	Miles.	Fare.
CHATANOOGA, §	0	\$ cts.
Station No. 13½,	6	
Chickamauga,	11	
Opelika,	20	
Ringgold,	24	
Tunnel Hill,	32	
DALTON, †	40	1 25
Tilton,	48	
Resaca,	55	
Calhoun,	60	
Adairsville,	70	
KINGSTON, †	80	2 50
Cass,	85	
Cartersville, (dine,)	90	
ALATOONA,	100	3 10
Acworth,	105	
Moon's,	110	
Marietta,	120	
Bolton,	132	
ATLANTA,*	140	4 50

* Connects at this point with the Georgia Railroad, the Macon and Western Railroad, and La Grange Railroad.

† Connects at this point with the Rome Railroad, 20 miles in length.

‡ Connects at this point with East Tennessee and Georgia Railroad.

§ Connects at this point with Nashville and Chatanooga Railroad, partly finished and in operation.

STRAIBOATS run tri-weekly from Chatanooga to Knoxville; also to Huntsville and Decatur, Ala., thence by Railroad to Tescumbia, and thence by post-coaches to Holly Springs and Memphis, Tenn.

J. F. COOPER, Sup'l., Atlanta, Geo.

EAST TENNESSEE AND GEORGIA RAILROAD.

Finished from DALTON, Geo., to LOUDON, Tenn., 82 miles.

FARE \$2 70.

STAGES now leave Loudon for Knoxville, Tenn., 25 miles, to which point the Railroad will be finished during the year 1854, connecting with the East Tennessee and Virginia Railroad to extend to Lynchburg, Virginia.

M. B. PRITCHARD, Chief Eng., Loudon.

NASHVILLE AND CHATANOOGA RAILROAD

LENGTH, 151 miles.

USUAL TIME, 10 h.

PASSENGER CARS leave Nashville at 11 A. M. for Anderson, Chattanooga, &c.; 2 30 P. M. for Wartrace, Shelbyville, &c., connecting with line of travel to Alabama, Georgia, and South Carolina.

PASSENGER CARS leave Chatanooga daily, for Anderson and Nashville, connecting with Steamers on the Tennessee and Cumberland Rivers. Also, with Stage Lines.

STATIONS.	Miles.	Fare.
NASHVILLE,	0	0 \$ cts.
Antioch,	10	30
Smyrna,	21	60
Murfreesboro',	32	1 00
Christiana,	41	1 30
Fosterville,	45	1 40
Bell-Buckle,	50	1 50
Wartrace,*	55	1 70
Normandy,	63	1 90
Tullahoma, †	70	2 10
ALLISONIA,	77	2 30
Decherd,	84	2 50
Cowan,	89	2 60
Tantallon,	96	2 80
Anderson,	105	3 10
Stevenson, ‡	115	3 50
Tennessee River, §	123	3 75
Shell Mound,	130	
Station,	140	
CHATANOOGA, ¶	151	

STATIONS.	Miles.	Fare.
CHATANOOGA, ¶	0	0 \$ cts.
Station,	11	
Shell Mound,	21	
Tennessee River, §	28	
Stevenson, ‡	36	50
Anderson,	46	60
Tantallon,	55	75
Cowan,	62	1 00
Decherd,	67	1 20
ALLISONIA,	74	1 40
Tullahoma, †	81	1 60
Normandy,	88	1 80
Wartrace,*	96	2 00
Bell-Buckle,	101	2 20
Fosterville,	106	2 40
Christiana,	110	2 50
Murfreesboro',	119	2 80
Smyrna,	130	3 10
Antioch,	141	3 50
NASHVILLE,	151	3 75

- * Branch Railroad runs from this Station to Shelbyville, 8 miles.
- † Connects with Mackminville and Manchester Railroad at this Station.
- ‡ The Memphis and Charleston Railroad will form a junction at this Station.
- § Steamboats run from this Station to Chattanooga, 28 miles.
- ¶ Connects at this Station with the Western and Atlantic Railroad. Distance to Savannah, Geo., via Macon, 432 miles, and to Charleston, via Augusta, 448 miles.

V. K. STEVENSON, Pres., Nashville.
H. J. ANDERSON, Sup't., Nashville.

GREENVILLE AND COLUMBIA RAILROAD.

LENGTH, 143 miles. USUAL TIME, 10 hours.

Connects with the South Carolina Railroad and Charlotte and S. Carolina Railroad, at Columbia, S. C.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Columbia daily, at 6 A. M., for Greenville, &c.
FREIGHT CARS leave morning and evening.

PASSENGER CARS leave Greenville daily, at 5 A. M. for Columbia, &c.
FREIGHT CARS leave morning and evening.

STATIONS.	Miles.	Fare.
COLUMBIA,.....	0	\$ cts.
Littleton,.....	15	60
Alston,.....	25	1 00
Pomaria,.....	32	1 25
Prosperity,.....	40	1 60
NEWBERRY,.....	47	2 00
Helena,*.....	48	2 00
Saluda,.....	61	2 60
Chappel's Br.,.....	65	2 60
Greenwood,.....	85	3 40
Cokesburg,†.....	94	3 80
Donnald's,.....	102	4 10
Belton,‡.....	117	4 70
Williamston,.....	124	4 90
GREENVILLE,.....	143	5 75

STATIONS.	Miles.	Fare.
GREENVILLE,.....	0	\$ cts.
Williamston,.....	19	75
Belton,.....	26	1 00
Donnald's,.....	41	1 60
Cokesburg,.....	49	2 00
Greenwood,.....	58	2 35
Chappel's Br.,.....	76	3 15
Saluda,.....	82	3 50
Helena,.....	93	3 75
NEWBERRY,.....	94	3 75
Prosperity,.....	103	4 15
Pomaria,.....	111	4 50
Alston,.....	118	4 75
Littleton,.....	123	5 15
COLUMBIA,.....	143	5 75

* LAURENS RAILROAD commences at this Station and runs to Laurens, 33 miles.

† ABBEVILLE BRANCH RAILROAD runs from this Station, 12 miles.

‡ ANDERSON BRANCH RAILROAD runs from this Station, 10 miles.

T. C. PERRIN, Pres., Abbeville, S. C.

H. T. PEAKE, Sup't., Columbia, S. C.

CHARLOTTE & SOUTH CAROLINA RAILROAD.

Extends from COLUMBIA, S. C., to CHARLOTTE, N. C.,

LENGTH, 109 miles. FARE, \$4 25.

PASSENGER CARS leave Columbia and Charlotte daily at 7 o'clock, A. M., connecting with Stages running to Salisbury, Raleigh, &c., forming a through line of travel from Columbia to Richmond and Norfolk, Vir.

KINGS MOUNTAIN RAILROAD.

Extends from CHESTERVILLE, on the line of the Charlotte and South Carolina Railroad to YORKVILLE, S. C.

LENGTH, 22 miles.

RAILROAD

leave Chatanooga on and Nashville, Steamers on the Cumberland Rivers. Lines.

Miles.	Fare.
0	\$ cts.
11	
21	
26	
36	50
46	60
55	75
62	1 00
67	1 20
74	1 40
81	1 60
88	1 80
96	2 00
101	2 20
106	2 40
110	2 50
119	2 80
130	3 10
141	3 50
151	3 75

8 miles.
at this Station.
junction at this
miles.
ic Railroad. Dis-
o. Charleston, via
Nashville.
Nashville.

VICKSBURG, JACKSON and BRANDON RAILROAD.



LENGTH, 60 miles. USUAL TIME, 4 hours.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Vicksburg daily at 7 A. M. and 3 P. M., for Jackson, Brandon, &c.

PASSENGER CARS leave Brandon at 6 45 A. M., and Jackson 11 A. M. for Vicksburg, &c.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
VICKSBURG,	0	\$ cts.	BRANDON,	0	\$ cts.
Mount Albin,	6	30	JACKSON,	14	60
Bovina,	10	45	Clinton,	24	1 10
Big Black,	12	50	Belton's,*	33	1 40
Edward's,	18	60	Edward's,	42	1 60
Belton's,*	27	1 20	Big Black,	48	2 10
Clinton,	36	1 50	Bovina,	50	2 15
JACKSON,	46	2 00	Mount Albin,	54	2 30
BRANDON,	60	2 60	VICKSBURG,	60	2 60

* RAYMOND R. R. runs from this Station, 7 miles. Stages run from Raymond and Clinton to Mississippi Springs and Cooper's Wells.

MAIL STAGES run from Brandon daily to Montgomery, Ala., connecting with a through line of travel to Charleston and Savannah.

GEO. S. YERGER, *Pres.*, Vicksburg, Miss.
J. H. CRUMP, *Sup't.*, Vicksburg, Miss.

MOBILE AND OHIO RAILROAD.

Finished from MOBILE to CITRONVILLE, Alabama, 33 miles.

This important Railroad is to extend North to opposite Cairo, Il., running through the states of Mississippi, Tennessee and Kentucky, connecting with the Illinois Central R. R.

SIDNEY SMITH, *Pres.*, Mobile.
JOHN CHILDE, *Eng.*, Mobile.

GIRARD RAILROAD.

This Railroad when finished will extend from Girard, Al., opposite Columbus, Geo., 225 miles, to Mobile. This road, with its connections finished and in progress of construction, will form the quickest and most direct route of travel between Charleston, Savannah, Mobile and New Orleans.

ALABAMA AND TENNESSEE RAILROAD.

Finished from SELMA to MONTEVALLO, Ala., 56 miles, is to extend North to Gadsden, 167 miles, and thence to the Tennessee river

BRANDON

D. C. MONTREAL BOSTON NEW YORK



NEW YORK TO WASHINGTON, D. C.

No. 1.

THROUGH ROUTE FROM NEW YORK TO WASHINGTON, D. C.,
via New Brunswick, Trenton, Philadelphia and Baltimore.

LENGTH, 226 miles. USUAL TIME, 12 hours.

Miles.	STATIONS.	1st Train.	2d Train.	Fare.
	New York ,.....Departure,	8 00 A. M.	6 P. M.	1st Cl.
9	Newark, N. J.,.....	"	"	
31	New Brunswick,.....	"	"	
58	Trenton,.....	"	"	\$2 00
88	PHILADELPHIA,.....Arrive,	P. M.	"	3 00
	".....Departure,	12	11	
118	WILMINGTON, Del.,.....	"	11 50	3 60
130	Elkton, Md.,.....	"	12 37 A. M.	
152	Havre de Grace, Md.,.....	"	1 40	4 85
188	BALTIMORE,.....Arrive,	"	3 20	6 00
	".....Departure,	5	4 15	
206	Annapolis Junction,.....	"	5 00	
226	Washington, D. C.,.....Arrive,	6 30	5 45	7 25

Passengers leave Washington by Steamboat at 6 A. M. and 9 P. M. for Acquia Creek, Richmond, &c.

No. 2.

THROUGH ROUTE FROM WASHINGTON, D. C., TO NEW YORK,
via Baltimore, Philadelphia, Trenton, &c.

Miles.	STATIONS.	1st Train.	2d Train.	Fare.
	Washington, D. C. ,...Departure,	6 00 A. M.	3 30 P. M.	1st Cl.
21	Annapolis Junction,.....	6 55	4 25	
38	BALTIMORE, Md.,.....Arrive,	7 45	5 15	\$1 25
	".....Departure,	8 30	7 30	
74	Havre de Grace, Md.,.....	9 50	9 10	
90	Elkton, Md.,.....	10 37	10 08	
109	WILMINGTON, Del.,.....	11 15	10 56	3 85
138	PHILADELPHIA,.....Arrive,	12 20 P. M.	12 15 A. M.	4 25
	".....Departure,	2 00	1 30	
158	Trenton, N. J.,.....	C. & A.	2 42	5 25
196	New Brunswick, N. J.,...	R. R.	4 00	6 50
217	Newark, N. J.,.....	"	4 45	7 00
226	New York ,.....Arrive,	6 30	5 30	7 25

Passengers can leave New York, by Steamboat or Railroad, morning and evening for Albany, Boston, Montreal, &c.

hours.

leave Brandon at 6
11 A. M. for

Miles.	Fare.
0	\$ cts.
14	1 60
24	1 10
38	1 40
42	1 80
48	2 10
50	2 15
54	2 80
60	2 60

run from Ray-
Miss.

Ala., connecting

icksburg, Miss.
rg, Miss.

ROAD.

ma, 33 miles.

airo, Il., running
connecting with

Pres. Mobile,
ng, Mobile.

D.

Al., opposite Co-
connections fin-
and most direct
New Orleans.

ILROAD.

56 miles,

Tennessee river

WASHINGTON D. C., TO CHARLESTON, S. C.

No. 1.

THR. ROUTE FROM WASHINGTON, D. C., TO CHARLESTON, S. C.,

via Richmond, Petersburg, Weldon, Wilmington, Branchville, &c.

USUAL TIME, 44 hours.

Miles.	STATIONS.	1st Train.	2d Train.	Fare.
	Washington, D. C......Departure,	6 00 A. M.	7 00 P. M.	1st Cl.
55	Aquia Creek, Vir. S. B., " "	10 30 "	1 30 A. M.	\$2 00
70	Fredericksburg, " R. R., " "	11 25 "	2 25 "	3 00
130	RICHMOND, Va......Arrive,	2 00 P. M.	6 00 "	5 50
	".....Departure,	3 00 "	7 00 "	
163	Petersburg, Va.,.....Arrive,	5 15 "	8 15 "	9 50
	".....Departure,	6 30 "	9 00 "	
227	WELDON, N. C......Arrive,	9 30 "	12 00 M.	9 50
	".....Departure,	10 00 "	1 30 P. M.	
305	Goldsboro', N. C.,....." "	2 45 A. M.	4 40 "	
389	WILMINGTON, "Arrive,	7 00 "	9 00 "	14 50
	".....Departure,	7 30 "	10 00 "	
475	Marion, S. C.,....." "		2 45 A. M.	
535	Sumterville, S. C.,....." "		7 15 "	
551	Junction S. Car. R. R.,... " "		8 50 "	
594	Branchville, * S. C.,.....Arrive,		11 30 "	
	".....Departure,		12 00 M.	
656	Charleston, S. C......Arrive,	4 00 A. M.	4 00 P. M.	

* Passengers for Augusta, Ga., 75 miles, diverge at this station, arriving at about 5 P. M.

No. 2.

THROUGH ROUTE FROM AUGUSTA, GA., TO WASHINGTON, D. C.,

via Branchville, Wilmington, Weldon, Petersburg, and Richmond.

USUAL TIME, 46 hours.

Miles.	STATIONS.	1st Train.	2d Train.	Fare.
	Augusta, Geo......Departure,	6 40 A. M.	5 00 P. M.	1st Cl.
75	Branchville, S. C. ....Arrive,	11 00 "		\$2 17
	".....Departure,	12 00 M.		
118	Kingsville, S. C.,....." "	2 45 P. M.	3 00 A. M.	3 50
143	Sumterville, "....." "	4 55 "		
202	Marion, "....." "	10 10 "		
289	WILMINGTON, N. C......Arrive,	3 00 A. M.		8 50
	".....Departure,	7 30 "	3 00 P. M.	
373	Goldsboro', N. C.,....." "	11 10 "		
451	WELDON, * ".....Arrive,	2 30 P. M.	10 00 "	13 50
	".....Departure,	3 00 "	11 00 "	
515	Petersburg, Va.,.....Arrive,	6 00 "	2 00 A. M.	16 50
	".....Departure,	6 30 "	4 30 "	
538	RICHMOND, Va......Arrive,	7 45 "	5 45 "	17 50
	".....Departure,	9 00 "	7 00 "	
599	Fredericksburg, Va.,....." "	12 30 A. M.	10 30 "	
618	Aquia Creek, "....." "	1 30 "	11 30 "	
668	Washington, D. C......Arrive,	5 00 "	3 00 "	

* SEABOARD and ROANOKE RAILROAD runs from this station to Portsmouth, Va., connecting with a line of travel to Baltimore and N. York by steamers.

TON, S. C.

BLESTON, S. O.,
nchville, &c.

BALTIMORE AND SUSQUEHANNA RAILROAD.

BALTIMORE to YORK, Pa., 57 miles. YORK to COLUMBIA,
Pa., 18 miles. YORK to HARRISBURG, Pa., 25 miles.

Fare from Baltimore to Columbia, \$2 00

" " Baltimore to Harrisburg, 2 35

WESTERN PASSENGERS leaving Calvert Station in the Morning Train at 8 15 A. M., connect at Harrisburg at 12 30 P. M., with the Mail Train on the Pennsylvania Road, arrive in Pittsburg at midnight, leaving Pittsburg at 2 30 A. M., for all points West.

Passengers for Gettysburg, Emmittsburg, Columbia, Lancaster, Carlisle, Chambersburg, &c., &c., go by this train, it being the only one which connects with Cars and Stages to those points.

The Express Train

leaves Calvert Station at 10 P. M. daily. Passengers by it arrive in Pittsburg at 1 P. M., the next day, and Cincinnati the following morning. Passengers leaving Baltimore on Saturdays lay over Sunday at Pittsburg.

Either of the above trains have connections at Alliance with trains for Cleveland, Toledo and Chicago. At Mansfield—for Newark, Zanesville and Chicago via Monroeville. At Crestline with trains for Cincinnati via Forrest and Dayton (Mad River Railroad) or via Columbus (Little Miami Railroad.) Also at Galion—for Indianapolis, Louisville, La Fayette and Chicago via Indianapolis.

All Western Baggage is re-checked at Pittsburg.

Accommodation Train for York and intermediate points daily, Sundays excepted, at 3 10 P. M.

station, arriving
INGTON, D. C.,
Richmond.

2d Train.	Fare.
7 00 P. M.	1st Cl. \$2 00
1 30 A. M.	3 00
2 25 "	5 50
6 00 "	9 50
7 00 "	14 50
8 15 "	18 50
9 00 "	22 50
2 00 M.	26 50
1 30 P. M.	30 50
4 40 "	34 50
9 00 "	38 50
2 45 A. M.	42 50
7 15 "	46 50
8 50 "	50 50
1 30 "	54 50
2 00 M.	58 50
4 00 P. M.	62 50

Fare between Baltimore and		Fare to Bellefontaine, \$13 50	
Gettysburg,	\$2 50	" Columbus,	13 90
Fare to Pittsburg,	8 50	" Toledo,	14 85
" Massillon,	10 75	" Dayton,	15 00
" Wooster,	11 25	" Cincinnati,	15 25
" Cleveland,	12 00	" Indianapolis,	16 50
" Mansfield,	12 00	" Louisville,	17 25
" Crestline,	12 25	" Lafayette,	18 50
" Sandusky,	13 00	" Chicago,	19 25
" Newark,	13 00	" St. Louis,	27 25
" Zanesville,	13 50		

Bankable Funds only received for Fare.

Westminster Branch.

The Cars on this road make but one trip per day, connecting with the 3 10 P. M., trains. On Sundays with the 8 15 A. M., train.

Further information and THROUGH TICKETS can be obtained at Calvert Station, North-east corner of Calvert and Franklin streets.

B. F. PATRICK, Ticket Agent,
Baltimore.

to Portsmouth,
k by steamers.

PENNSYLVANIA RAILROAD.

Extending from HARRISBURG to PITTSBURGH, 248 miles.
 HARRISBURG to PHILADELPHIA, 105 "
 PHILADELPHIA to PITTSBURGH, 253 miles.

Three Through Trains—from Philadelphia to Pittsburgh, over the Pennsylvania Railroad.

The Mail Train leaves at 7 30 A. M., through to Pittsburgh in 17 hours.
 Fast Express Train at 1 P. M., through to Pittsburgh in 13 hours, and to Cincinnati in 29 hours.

Night Express Train at 11 P. M., through to Pittsburgh in 15 hours, and to Cincinnati in 30 hours.

The 11 P. M. train runs daily—the other two, Sundays excepted.

The above trains connect at Pittsburgh with the trains of the Ohio and Pennsylvania Railroad, leaving at 3 A. M., 8 A. M., and 3 P. M., direct for Cleveland, Cincinnati, Louisville, Indianapolis, Chicago and St. Louis.

Time by Railroad from Pittsburgh to Cincinnati, 15 hours.

Passengers ticketed through (by a continuous Railroad from Philadelphia,) to the following places, and—

FARE TO	FARE TO
Pittsburgh, \$9 00	Fort Wayne, 16 25
Massillon, 11 25	Indianapolis, 17 10
Cleveland, 12 45	La Fayette, via Indianapolis, 19 00
Wooster, 11 75	Madison, " " " " 19 00
Mansfield, 12 50	Louisville, { by Railroad, 18 25
Crestline, 12 75	{ by boat from Cin. 17 75
Sandusky or Newark, 13 50	Detroit, via Cleve. and Lakes, 14 45
Forrest, 13 75	Chicago { via Clev. and Det., 19 45
Zanesville, 14 00	{ via Clev. & Toledo, 19 75
Bellefontaine, 14 00	{ via Mans. & Toledo, 19 75
Columbus, 14 40	{ via Indianapolis, .. 19 75
Springfield, 14 75	Waukegan, 20 75
Toledo, 15 35	La Salle, 22 75
Dayton, 15 50	Galena, 25 00
Xenia, 15 75	Rock Island, 24 75
Cincinnati, 15 75	St. Louis, 27 75

Tickets may be had either by Cleveland or Sandusky and Michigan Central Railroad to Michigan City, La Fayette, Waukegan, Kenosha, Racine, Milwaukee, Sheboygan, Urbana, Elgin, Belvidere, Heloit, Rockfort, Freeport, Galena, Aurora, Mendota, La Salle, Bloomington, Decatur and St. Louis.

NOTICE TO PASSENGERS.—The Pennsylvania Railroad is ballasted throughout with fine broken stone, which is a complete preventative to the clouds of dust that annoy travellers on almost every other Railroad in this country.

Passenger Stations, South-east corner of Eleventh and Market streets, entrance on Eleventh street.

THOMAS MOORE, Agent,
 Pennsylvania Railroad Company, Philadelphia.

CATAWISSA, WILLIAMSPORT AND ERIE RAILROAD,

Open to MILTON, Northumberland County, Pa.

Eight and a half Hours from Philadelphia to Milton.

Until the extension by the Sunbury and Erie Railroad Company to Williamsport is completed, Passenger Trains will be run every day, except Sundays, as follows:

Leave Reading Railroad Depot, corner of Broad and Vine sts., Philadelphia, at 7 30 A. M.; connect at Port Clinton with the Catawissa Company's cars, passing over the Little Schuylkill and Catawissa Railroads, and arrive at Milton at 4 30 P. M.

Stages or Packets will leave for Williamsport on arrival of the cars at Milton, and returning, leave Williamsport every morning to connect with the train at Milton, which starts at 11 o'clock, A. M., connecting with the Reading Railroad at Port Clinton, and arrives at Philadelphia at 7 30 P. M. By this route the distance between Philadelphia and Williamsport is accomplished in *fourteen hours*.

Passenger Trains leave Williamsport for Elmira every day, except Sundays, at 7 A. M.; connecting at Elmira with trains for Buffalo, Niagara Falls, and other Western points. Trains leave Elmira for Williamsport at 4 P. M. Passengers there take the Morning Stage to Milton.

Passengers leaving Philadelphia will procure their tickets for this route at the above named Depot of the Reading Railroad Company.

FARE.

Philadelphia to Catawissa,.....	\$3 75
“ to Milton,	4 50
“ to Williamsport,.....	5 50
“ to Wilkesbarre,	4 50
Tamaqua to Wilkesbarre,.....	2 00

Goods carried to and from Philadelphia without transshipment. Apply at the Reading Railroad Freight Depot, cor. of Broad and Cherry sts.

W. D. LEWIS, President, Philadelphia.

WILLIAMSPORT AND ELMIRA RAILROAD.

PASSENGER TRAINS will commence running on this road, as follows, until further notice—

Leaving **Williamsport** every day, except Sunday, at 7 A. M., connecting at **ELMIRA** with trains on the New York and Erie Railroad to New York and Dunkirk; also with trains on the Elmira, Canandaigua and Niagara Falls Railroad to Geneva, Canandaigua, Rochester, Batavia, Lockport, Buffalo and Niagara Falls, and with trains on the Great Western Railroad, at the Suspension Bridge, for Detroit, Chicago, and the Western cities.

Leaving **Elmira** every day, excepting Sunday, at 4 P. M., connecting at **WILLIAMSPORT**, for the present, with the Packet Boats and Stages to Danville and Cattawissa, thence by railroad to Tamaqua, Reading and Philadelphia.

HENRY COFFIN, Sup't., Elmira, N. Y.

T AND

LONG ISLAND RAILROAD.



Extending from BROOKLYN to GREENPORT, L. I.

LENGTH, 95 miles. FARE, \$2 00.

Trains will run as follows, until the 15th June, 1854:

TRAINS GOING EAST.

Leave Brooklyn at 10 A. M., for Greenport, at 12 M. for Hempstead, at 3 45 P. M. for Farmingdale, at 6 P. M. for Hempstead, and for Jamaica. On Saturdays, the 3 45 P. M. train from Brooklyn will run to Yaphank. Returning, leave Yaphank every Monday, at 6 10 A. M., for Brooklyn. Freight train leaves Brooklyn, at 7 30 A. M. for Greenport.

TRAINS GOING WEST.

Leave Greenport at 10 A. M. for Brooklyn.
 " Farmingdale, at 7 30 A. M., 12 5 P. M., for Brooklyn.
 " Hempstead, at 6 20 A. M., 4 55 P. M., " "
 " Jamaica, 5 42, 7, 8, 8 45 A. M., 2 15, 5 42 P. M., "
 Freight train leaves Greenport at 7 A. M., for Brooklyn.

On and after Thursday, 15th June, the 12 o'clock train will run on to the Cold Spring Branch, and return to Brooklyn—leaving Seyosset (the present termination) at 4 50 P. M.

In place of one train East, at 3 45 P. M., there will be two trains—one at 3 30 to Yaphank, omitting all stops west of Jerusalem Station, except Bedford and Jamaica; and one train at 4 P. M. to Seyosset, making the regular stops, and return from Seyosset at 6 50 A. M., reaching Brooklyn at 8 45 A. M.; and the train at 7 P. M. from Brooklyn, will change to 7 1 P. M., and the 6 20 A. M. train from Hempstead, will leave Hempstead at 6 A. M. The 3 30 Yaphank train will be extended to Greenport on Saturdays, and leave there for Brooklyn on Monday mornings at 4 45.

The other trains will run the same as per Spring arrangement.

W. E. MORRIS, Pres., Brooklyn, N. Y.

ROAD.

CENTRAL RAILROAD OF NEW JERSEY.

ELIZABETHPORT to EASTON, Pa., 64 miles.

Leave New York for Easton, by the Steamers RED JACKET and WYOMING, from Pier No. 2, N. R., at 8 A. M., 1 and 4 P. M., connecting at Elizabethtown with Trains on the New Jersey Railroad, which leave New York, from foot of Courtlandt street, at 8 A. M., 12 M., and 4 P. M.

For Somerville (way), by New Jersey Railroad, from foot of Courtlandt street, at 5 P. M.

Returning, leave Phillipsburg, (opposite Easton,) at 6 15 and 9 30 A. M., and 3 P. M., Somerville, (way train,) at 6 35 A. M.

NEW YORK AND ELIZABETHPORT,

Leave New York at 8 and 10 40 A. M., 1 and 4 P. M.; Elizabethport at 8 and 9 45 A. M., 1 15 and 3 30 P. M.

J. O. STERNS, Sup'l.

y, Pa.
to Milton.

ad Company to
ery day, except

e sta., Philadel-
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Railroads, and

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Elmira, N. Y.



NEW YORK TO BOSTON,
VIA STONINGTON AND PROVIDENCE.

STEAMBOAT ROUTE, (N. York to Stonington, Con.) 125 miles.
PROVIDENCE and STONINGTON RAILROAD, 50 "
BOSTON and PROVIDENCE RAILROAD, 43 "

PASSENGER CARS leave New York daily, (Sundays excepted,) from Pier No. 2 North river, for Stonington, &c.

PASSENGER CARS leave Boston daily, (Sundays excepted,) at 5 1/2 P. M., for Providence, Stonington, &c.

STATIONS.	Miles.	Fare.
NEW YORK	0	\$ cts.
STONINGTON	125	
Westerly, R. I.	130	
Kingston	148	
Greenwich	161	
PROVIDENCE	175	
Mansfield	194	
BOSTON	218	4 00

STATIONS.	Miles.	Fare.
BOSTON	0	\$ cts.
Mansfield	24	70
PROVIDENCE, R. I.	43	1 25
Greenwich	57	1 05
Kingston	70	2 05
Westerly	88	
STONINGTON	93	2 80
NEW YORK	218	4 00

THE REGULAR MAIL LINE,

VIA STONINGTON,

FOR BOSTON, PROVIDENCE, NEW BEDFORD AND TAUNTON.

Inland Route, without change of Cars or detention,

Carrying the Eastern Mail.

The Steamers PLYMOUTH ROCK, Capt. Joel Stone, and COMMODORE, Capt. W. H. Frazee, in connexion with the Stonington and Providence, and Boston and Providence Railroads, leaving New York daily, (Sundays excepted,) from Pier No. 2 North River, (first wharf above Battery Place,) at 4 o'clock P. M., and Stonington at 8 o'clock P. M., or on the arrival of the mail train which leaves Boston at 5 1/2 o'clock P. M.

These steamers are unsurpassed for strength, safety, speed, comfort and elegance. The officers are experienced and attentive.

The COMMODORE will leave New York on Monday, Wednesday and Friday. Leave Stonington on Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, will leave New York on Tuesday, Thursday and Saturday. Leave Stonington on Monday, Wednesday and Friday.

A baggage master accompanies the steamer and train through each way.

For passage, berths, state rooms, or freight, application may be made at Pier No. 2, North River, or at the office, No. 10 Battery Place.

BOSTON TO NEW YORK.

VIA FALL RIVER AND NEWPORT.

OLD COLONY RAILROAD, (Boston to S. Braintree,) 11 miles.
 FALL RIVER RAILROAD, (S. Braintree to Fall River,) 42 "
 STEAMBOAT ROUTE, (Fall River to New York), . . 183 "

CARS leave Boston daily, (Sundays excepted,) from the Old Colony Railroad Depot, at 5½ P. M., connecting with a steamboat at Fall River, stopping at Newport, R. I., to land and receive passengers.

NEW YORK, BOSTON and FALL RIVER LINE,

Leave pier No. 3, North River, near the Battery, for Fall River, Mass.

The steamer BAY STATE, Capt. William Brown, on Monday, Wednesday and Friday, at 4 P. M., touching at Newport each way.

The steamer EMPIRE STATE, Capt. Benjamin Brayton, on Tuesday, Thursday and Saturday, at 4 P. M., touching at Newport each way.

These steamers are fitted with commodious state-rooms, and every arrangement for the comfort and security of passengers, who are offered by this route a night's rest on board, and on arrival at Fall River proceed per railroad, reaching Boston early the following morning.

A steamer runs in connection with this line to and from Providence daily, except Sunday.

For state-rooms or berths, apply on board, or if desirous to engage them ahead, application may be made to

WILLIAM BORDEN, Agent, 70 & 71 West st., New York.

BOSTON TO NEW YORK.

VIA WORCESTER AND NORWICH.

BOSTON and WORCESTER RAILROAD, 44 miles.
 NORWICH and WORCESTER RAILROAD, 66 "
 STEAMBOAT, (from Allyn's Point to New York), . 128 "

CARS leave Boston from the Boston and Worcester Railroad Depot, at 5½ P. M. daily, (Sundays excepted), connecting with Steamers.

REGULAR U. S. MAIL LINE

FOR

BOSTON, WORCESTER, LOWELL, FITCHBURG, NASHUA, CONCORD, BELLINGS FALLS, &c.,

via Norwich and Worcester, Worcester and Nashua, Boston and Worcester, New London and Willimantic, and Palmer Railroads.

Passengers by this line leave pier No. 18 North River, foot of Cortlandt street, every day, at 4 o'clock P. M., (Sundays excepted).

Steamer CONNECTICUT, Capt. J. W. Williams, will leave New York every Tuesday, Thursday and Saturday.

Steamer WORCESTER, Capt. Wm. Wilcox, will leave New York every Monday, Wednesday and Friday.

An Express Freight Train leaves Allyn's Point for Boston immediately on the arrival of the steamboats.

For further information inquire at the Office on pier No. 18, foot of Cortlandt st., to **E. S. MARTIN, Agent, New York.**

NEW YORK AND NEW HAVEN RAILROAD.

USUAL TIME, 8½ HOURS. FARE \$5.

GOING EAST.		GOING WEST.	
BOSTON EXPRESS TRAINS leave New York from Canal st. at 8 A. M., and 3 P. M.		BOSTON EXPRESS TRAINS leave Boston from Boston and Worc. Depot for Springfield, New Haven, &c., at 8 A. M., and 2 P. M.	
NEW HAVEN TRAINS leave New York at 7 & 12 M., 3½ and 4 P. M., connecting with the Danbury, Housatonic, Naugatuck, Canal, and New London Railroads.		NEW HAVEN TRAINS leave New Haven for New York, &c., at 5½, 7, and 9 A. M., and 1 10, 4 and 8 25 P. M.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
New York,	0 \$ cts.	New Haven,	0 \$ cts.
32d Street,	3	West Haven,	3
Harlem,	7	Milford,	10 30
William's Bridge,	13	Naugatuck Junc.,	12
Mount Vernon,	16 35	Stratford,	14 45
New Rochelle,	20 35	Bridgeport,	18 55
Mamaroneck,	23 45	Fairfield,	22 70
Rye,	27 50	Southport,	24 80
Fort Chester,	29 55	Westport,	29 90
Greenwich,	31 60	Norwalk,	43 95
Stamford,	36 70	Darien,	35 1 00
Darien,	41 75	Stamford,	49 1 05
Norwalk,	44 80	Greenwich,	45 1 10
Westport,	47 90	Port Chester,	47 1 15
Southport,	52 1 00	Rye,	49 1 25
Fairfield,	54 1 00	Mamaroneck,	53 1 30
Bridgeport,	58 1 05	New Rochelle,	56 1 35
Stratford,	62 1 20	Mount Vernon,	59 1 40
Naugatuck Junc.,	64	William's Bridge,	63
Milford,	66 1 30	Harlem,	68
West Haven,	73	32d Street,	73
New Haven,	76 1 55	New York,	76 1 55

RAILROAD CONNECTIONS.

This road connects with the Danbury and Norwalk Railroad at Norwalk, with the Housatonic and Naugatuck Railroad at Bridgeport, and with the Canal, New Haven and New London, and New Haven, Hartford and Springfield Railroads at New Haven. The latter Railroad forms part of the through route to Boston.

JAMES H. HOYT, Sup't., New Haven.

ROUTE FROM NEW YORK TO BOSTON,

via SPRINGFIELD, Mass.

New York and New Haven Railroad . . .	76 miles.
New Haven, Hartford and Springfield R. R.,	62 "
Western Railroad, (Springfield to Worcester,)	54 "
Boston and Worcester Railroad,	44 "

Total, New York to Boston, 236 miles.

RAILROAD. NEW YORK TO ALBANY AND TROY,
 VIA

HUDSON RIVER RAILROAD, . . . 144 miles.
 TROY and GREENBUSH RAILROAD, 6 1/2

WEST.
 EXPRESS TRAINS
 to Boston and Worcester,
 New Haven,
 and 2 P. M.
 FREIGHT TRAINS
 for New York, &c.,
 A. M., and 1 10,

GOING NORTH.

PASSENGER CARS leave New York
 from Chambers st. for Albany, Troy
 &c., at 7 and 9 A. M., 12 M., 4 1/2 & 6
 P. M.
 EMIGRANT and FREIGHT TRAIN at
 6 P. M.

GOING SOUTH.

PASSENGER CARS leave Albany for
 New York, &c., at 4 1/2, 8 and 11
 A. M.; 1 1/2 and 4 1/2 P. M.
 FREIGHT and PASSENGER TRAIN, 5 1/2
 P. M. Leave Troy 15 minutes ear-
 lier.

Miles.	Fare.
0	0 \$ cts.
3	
10	30
12	
14	45
18	55
22	70
24	80
29	90
43	95
35	1 00
49	1 05
45	1 10
47	1 15
49	1 25
53	1 30
56	1 35
59	1 40
68	
73	
78	1 55

STATIONS.	Miles.	Fare.
New York	0	0 \$ cts
31st Street	3	
Manhattanville	8	
Spuyt'n Duyvil Creek	12 1/2	
Yonkers	17	
Hastings	21	
Dobb's Ferry	22	
Dearman	24	
Tarrytown	27	
Sing Sing	32	
Croton	35 1/2	
Verplank's	41	
Peekskill	43	75
Garrison's	51	
Cold Spring	54	
Fishkill	60	
New Hamburg	66	
Milton Ferry	70	
POUGHKEEPSIE	75	1 25
Hyde Park	81	
Staatsburgh	85	
Rhinebeck	90	
Barrytown	98	
Tivoli	100	
East Camp	105	
Oak Hill	110	
Hudson	116	
Stockport	120	
Coxsackie Ferry	123	
Stuyvesant	126	
Schodack	133	
Castleton	136	
East Albany	144	2 50
Troy	150	2 60

STATIONS.	Miles.	Fare.
Troy	0	0 \$ cts.
East Albany	6	
Castleton	14	
Schodack	17	
Stuyvesant	24	
Coxsackie Ferry	27	
Stockport	30	
Hudson	34	
Oak Hill	40	
East Camp	45	
Tivoli	50	
Barrytown	54	
Rhinebeck	60	
Staatsburgh	65	
Hyde Park	70	
POUGHKEEPSIE	75	1 25
Milton Ferry	80	
New Hamburg	84	
Fishkill	90	
Cold Spring	96	
Garrison's	99	
Peekskill	107	1 75
Verplank's	109	
Croton	114 1/2	
Sing Sing	118	
Tarrytown	123	
Dearman	126	
Dobb's Ferry	128	
Hastings	129	
Yonkers	133	
Spuyt'n Duyvil Creek	137 1/2	
Manhattanville	142	
31st Street	147	
NEW YORK	150	2 60

road at Norwalk,
 port, and with the
 rtford and Spring-
 art of the through

., New Haven.
BOSTON,
 76 miles.
 ., 62 "
 r., 54 "
 44 "

CARS for Poughkeepsie, from New York, at 7 and 10 A. M., and 1 and 4 P. M.
 For Peekskill at 3 and 5 1/2 P. M.
 SUNDAY TRAINS from Canal street station at 3 40 P. M. for Albany, &c.
 Leave Albany for New York, &c. at 9 1/2 A. M., and 9 1/2 P. M.

O. H. LEE, V. Pres., New York.

236 miles.

RAILROAD ROUTE FROM NEW YORK TO ALBANY AND TROY,

NEW YORK and HARLEM RAILROAD,

Extending from the CITY HALL, New York, to CHATHAM FOUR CORNERS, Columbia Co., 130 miles, connecting with the Albany and West Stockbridge Railroad, 23 miles East of Albany.

PASSENGER CARS leave New York from City Hall at 7½ A. M., and 3 P. M., for Chatham Four Corners and Albany; and at 10 A. M., 3½, 5 and 6½ P. M. for White Plains. &c.

PASSENGER CARS leave Albany at 2 30 P. M. for New York, &c. ACCOMMODATION TRAINS leave Croton Falls and White Plains several times daily.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
NEW YORK.....	0	\$ cts.	EAST ALBANY.....	0	\$ cts.
32d Street.....	3		Schodack.....	8	
Yorkville.....	5½		Kinderhook.....	16	
Harlem.....	8	12	Chatham Four Corners,..	23	
Morrisiana.....	10	15	Ghent.....	25	
Fordham.....	12	20	Martindale.....	34	
William's Bridge.....	14	25	Hillsdale.....	41	
Tuckahoe.....	20	37½	Copake.....	45	
Scarsdale.....	22½		Boston Corners.....	50	
White Plains.....	26	50	Millerton.....	57	
Unionville.....	32		Amenia.....	65	
Pleasantville.....	34	62	Dover Plains.....	73	
New Castle.....	40	75	South Dover.....	80	
Bedford.....	42½	88	Pawling's.....	86	
Whitlockville.....	45	88	Patterson.....	89	
Croton Falls.....	51	1 00	Brewster's.....	97½	
Brewster's.....	55½	1 10	Croton Falls.....	102	
Patterson.....	64	1 30	Whitlockville.....	108	
Pawling's.....	67	1 40	Bedford.....	110½	
South Dover.....	73	1 50	New Castle.....	113	
Dover Plains.....	80	1 50	Pleasantville.....	119	
Amenia.....	88	1 70	Unionville.....	121	
Millerton.....	96	1 90	White Plains.....	127	
Boston Corners.....	103	2 40	Scarsdale.....	130½	
Copake.....	108		Tuckahoe.....	133	
Hillsdale.....	112	2 00	William's Bridge.....	139	
Martindale.....	119	2 00	Fordham.....	141	
Ghent.....	128	2 00	Morrisiana.....	143	
Chatham Four Corners,..	130	2 00	Harlem.....	145	
Kinderhook.....	137		Yorkville.....	147½	
Schodack.....	145		32d Street.....	150	
East Albany.....	153	2 50	NEW YORK.....	153	2 50

TROY and GREENBUSH RAILROAD, 6 miles in length, connects with Trains running to Saratoga Springs, Whitehall, Rutland, Montreal, &c.

J. D. ELLIOT, Sup'l., New York.

**GREAT WESTERN AND SOUTH WESTERN
UNITED STATES MAIL & EXPRESS ROUTE.**



NEW YORK AND ERIE RAILROAD.

Extending from New York to DUNKIRK, 460 miles.

WINTER ARRANGEMENT.

EXPRESS TRAINS leave New York from foot of Duane street, as follows:

- 1st. **BUFFALO EXPRESS**, at 7 A. M.
Connecting at Buffalo with Buffalo & Brantford, and Lake Shore Railroads, and with steamers on Lake Erie, for Cleveland, Cincinnati, Sandusky, Monroe, and Chicago.
- 2d. **DUNKIRK EXPRESS**, at 7 A. M.
Passengers taking this train connect at Dunkirk with "Lightning Express" Train on Lake Shore Road, reaching all points West and South in advance of any other route.
- 3d. **MAIL TRAIN**, at 8 15 A. M.

- 4th. **WAY EXPRESS**, at 4 P. M.
- 5th. **NIGHT EXPRESS**, at 5 P. M.
For Dunkirk and Buffalo, connecting at Dunkirk with Express Trains on Lake Shore Railroad, and with steamers on Lake Erie, for Cleveland, and all Western and Southern points.

One Passenger Train on Sunday.

NIGHT EXPRESS at 6 P. M.

Offices, foot of Duane street, and No. 193 Broadway, corner of Dey st.

FARES BY THIS ROUTE:

BY RAILROAD.

Dunkirk,	\$8 40	Columbus,	\$14 40
Buffalo,	7 50	Dayton,	15 90
Niagara Falls,	7 50	Cincinnati,	16 50
Canandaigua,	6 44	Shelby,	12 75
Rochester,	6 58	Xenia,	15 70
Ithaca,	5 25	Chicago,	18 50
Cayuga,	5 50	Indianapolis,	17 00
Toledo,	14 00	Louisville, via Cincinnati,	18 00
Detroit, via Cleveland,	13 00	St. Louis, via Cincinnati,	25 50
Detroit, (Railroad,)	12 50	Meals and state rooms included on steamers between Cincinnati, Louisville & St. Louis.	
Cleveland,	11 00	St. Louis, via Chicago,	26 00
Sandusky,	12 50	Louisville, via Indianapolis,	19 50

BY RAILROAD AND LAKE ERIE.

Cleveland,	\$10 00	Detroit,	\$10 50
Columbus,	13 40	Chicago,	15 50
Cincinnati,	15 50	Milwaukee and all Ports on Lake Michigan,	16 50
Sandusky,	11 50		
Toledo,	13 00		

D. C. McCALLUM, Gen. Sup't., New York

ND TROY,

ROAD,

CHATHAM FOUR
cting with
road,

leave Albany
M. for New
COMMODATION TRAINS
and White Plains
y.

	Miles.	Fare.
.....	0	0 cts.
.....	8	
.....	16	
.....	23	
.....	25	
.....	34	
.....	41	
.....	45	
.....	50	
.....	57	
.....	65	
.....	73	
.....	80	
.....	86	
.....	89	
.....	97½	
.....	102	
.....	108	
.....	110½	
.....	113	
.....	119	
.....	121	
.....	127	
.....	130½	
.....	133	
.....	139	
.....	141	
.....	143	
.....	145	
.....	147½	
.....	150	
.....	153	2 50

h, connects with
Montreal, &c.

ork.

ELMIRA, CANANDAIGUA AND NIAGARA FALLS RAILROAD.

Trains on this Road will run daily, Sundays excepted, as follows :

Trains Going East.			
	Express.	Freight and Acc.	Express.
Leave Suspension Bridge,	5 15 A. M.	7 30 A. M.	5 15 P. M.
do Niagara Falls,	5 25 "	8 00 "	7 00 "
do Tonawanda,	5 47 "	9 00 "	7 33 "
do Batavia,	7 03 "	12 30 P. M.	9 20 "
do Canandaigua,	9 00 "	11 30 A. M.	11 40 "
Arrive Elmira,	10 37 "	6 20 P. M.	4 10 A. M.
Trains Going West.			
	Express.	Freight and Acc.	Express.
Leave Elmira,	5 50 A. M.	1 30 P. M.	4 35 P. M.
do Canandaigua,	8 50 "	1 20 "	7 30 "
do Batavia	10 45 "	5 05 "	9 20 "
do Tonawanda,	12 25 P. M.	7 45 "	10 45 "
do Niagara Falls,	1 00 "	8 35 "	11 15 "
Arrive Suspension Bridge,	1 05 "	8 40 "	11 20 "

Passengers leaving Buffalo at 5 30 A. M. and 5 30 P. M., via Express Train on the New York Central Railroad, will arrive in Batavia in time for the Express Train East on this Road.

A Way Passenger Train leaves Canandaigua at 6 30 P. M., arriving at Elmira at 10 30 P. M. Also, from Elmira at 9 25 A. M., arriving at Canandaigua at 1 05 P. M.

Trains connect at Elmira with Express Trains on the New York and Erie Railroad for New York, without delay. Also, with Trains on the Williamsport and Elmira Railroad, for Williamsport, Catawissa, Reading, Philadelphia, Harrisburgh, Baltimore and Washington, *in advance of any other Route.*

N. B.—Through Tickets to be obtained at the Ticket Offices of the Company, at the Stations. Also of WM. W. PALMER, Agent, 193 Broadway, New York; N. Y. and E. Railroad Office, foot of Duane street, New York.

W. G. LAPHAM, Sup't, Canandaigua, N. Y.

BUFFALO, CORNING AND NEW YORK R. R.

IN CONNECTION WITH THE

NEW YORK CENTRAL RAILROAD

At Batavia, forming a Direct and Expeditious Railroad Route
from Buffalo to New York.

Trains leave Batavia every day, (Sundays excepted,) as follows:

No. 1—N. York Express, at 7 15 A. M., on the arrival of the 6 00 A. M. Express Train from Buffalo, connecting with the Day Express Train upon the New York and Erie Railroad, at Corning, arriving in New York in the same evening.

No. 3—Freight and Accommodation, 7 45 A. M.

No. 5—Mail, 4 15 P. M., on arrival of Way Express from Rochester, and Mail Train from Buffalo on New York Central Railroad; connects at Corning with Night Express on New York and Erie Railroad, arriving in New York next A. M.

Through Tickets to New York can be obtained at the Office of the Buffalo, Corning and New York Railroad, at Batavia.

J. A. REDFIELD, Sup't, Corning, N. Y.

AND ROAD.

as follows:

Express.
 5 16 P. M.
 7 00 "
 7 33 "
 9 20 "
 11 40 "
 4 10 A. M.

Express.
 4 35 P. M.
 7 30 "
 9 20 "
 10 45 "
 11 15 "
 11 20 "

30 P. M., via Ex-
 ve in Batavia in

30 P. M., arriving
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ew York and Erie
 on the Williams-
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 193 Broadway,
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GREAT WESTERN MAIL ROUTE.

SIXTY MILES DISTANCE SAVED TO CHICAGO AND ST. LOUIS.

THE MICHIGAN, SOUTHERN AND NORTHERN INDIANA RAILROAD LINE,

Carrying the Great Western United States Through Mail, have the follow-
 ing stanch first class STEAMERS running on Lake Erie in connection with
 the NEW YORK AND ERIE RAILROAD from Dunkirk, touching at Cleveland,
 and connecting with their road at Toledo, and connecting directly with the
 CHICAGO AND ROCK ISLAND RAILROADS at Chicago, in the same Depot, thus
 forming a Daily Line for Passengers and Freight from New York to the
 Mississippi River: Steamer NIAGARA, Capt. Miller; EMPIRE, Capt. Mitchell;
 KEYSTONE STATE, Capt. Richards; LOUISIANA, Capt. Davenport. Also,

A DAILY LINE FROM BUFFALO DIRECT TO MONROE.

by those well-known magnificent floating Palaces, EMPIRE STATE, G. Wilson
 Commander, leaves Buffalo Mondays and Thursdays; SOUTHERN MICHIGAN, A.
 D. Perkins commander, leaves Buffalo Tuesdays and Fridays; NORTHERN IN-
 DIANA, I. T. Pheatt commander, leaves Buffalo Wednesdays and Saturdays.

One of the above splendid Steamers will leave the M. S. R. R. Line Dock,
 at 9 o'clock P. M. every day, (except Sundays,) and run direct through to
 Monroe, without landing, in 14 hours, where the LIGHTNING EXPRESS TRAIN
 will be in waiting to take passengers direct to Chicago in 8 hours, arriving
 next evening after leaving Buffalo.

Running time from New York to Buffalo,.....14 hours.
 " " " Buffalo to Monroe,.....14 "
 " " " Monroe to Chicago,..... 8 "

Total,.....36 hours.

Connecting at Chicago with a fine line of low pressure steamboats to all
 places north of Chicago to Green Bay; also with Chicago and Rock Island
 Railroad to La Salle, and there connect with Illinois River Line of Steam-
 boats or Express Trains of ILLINOIS CENTRAL AND CHICAGO AND MISSISSIPPI
 RAILROADS, or connecting at Rock Island with regular line of steamers for
 all points above and below, making the cheapest and most direct Route to
 St. Louis, Rock Island, Minnesota and the Great West.

The American Lake Shore Railroads from Buffalo and Dunkirk connect
 with this line at Toledo, forming the only direct and continuous line of
 Railroads from the Atlantic Seaboard to the Valley of the Mississippi.

Running time to Chicago,.....36 hours.
 " " St. Louis,.....50 "

FOUR DAILY TRAINS by railroad all the way.

Two DAILY LINES by Steamers on Lake Erie.

Passengers ticketed through from New York with privilege of stop-
 ping over at any point on the route.

For any further information, Through Tickets, or Freight, apply at the
 company's Office, 193 Broadway, corner of Dey street, New York, to

JOHN F. PORTER, General Agent, or
L. P. DUNTON, Ticket Agent, New York.

Great Central Route and United States Mail Line

FROM

**NEW YORK to CHICAGO and the MISSISSIPPI,
AND ALL POINTS WEST AND SOUTHWEST.**

Passengers going West, can now take the New SHORT RAILROAD ROUTE via
GREAT WESTERN RAILWAY OF CANADA, or
THE SPLENDID LINE OF NORTH SHORE STEAMERS
and MICHIGAN CENTRAL RAILROAD,

and avoid the delays and annoyances incident to the long circuitous journey
 around the South Shore and Lake Erie.

Express Trains leave Niagara Falls, Suspension Bridge by
 Great Western Railway, and leave Buffalo via Buffalo and
 Braintford Railroad, every morning and evening, upon the
 arrival of Express Trains from the East.

The splendid Steamers **MAY FLOWER, OCEAN, and BCK
 EYE STATE** leave Buffalo every evening at 9 o'clock.

Time of leaving New York:

People's Line, Steamers **ISAAC NEWTON** and **HENDRIK HUD-
 SON** leave foot of Cortlandt street at 6 P. M.

Hudson River Railroad Express Trains leave Chambers st.
 at 6 A. M., and 4 P. M.

New York and Erie Railroad Express Trains leave foot of
 Duane st. at 6 A. M. and 3 P. M.

MEALS AND BERTHS EXTRA, ON LAKE AND RIVER.

RATES OF FARE TO	Steamers on river and lake.	Railroad.
Buffalo or N. Falls,	\$6 50	
Detroit,	9 50	\$12 50
Chicago,	14 50	18 50
Milwaukie,	15 50	19 50
Beloit,	17 00	21 00
Galena,	19 75	23 75
Dubuque,	20 75	24 75
La Fayette,	14 50	17 50
La Salle,	17 50	21 50
Springfield,	21 10	25 10
St. Louis,	22 50	26 50
Cleveland,		11 00
Columbus,		14 50
Cincinnati,		16 50

For Through Tickets, or Freight via People's Line Steam-
 ers, Hudson River Railroad, New York Central Railroad,
 New York & Erie Railroad, Buffalo & New York City Rail-
 road, Canada & Niagara Falls Railroad, apply at the office of
Great Central Route, 173 Broadway, cor. of Cortlandt st., N. Y.

DARIUS CLARK, Agent New York.

BUFFALO and NIAGARA FALLS RAILROAD.



PASSENGER CARS leave Buffalo at 9 A. M., and 12½ and 7½ P. M. for Niagara Falls, &c. Sundays, at 9 A. M.

PASSENGER CARS leave Niagara Falls at 9 A. M., 1½ and 6 P. M.

Sundays, at 6½ P. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
BUFFALO,	0	\$ cts.	NIAGARA FALLS,	0	\$ cts.
Black Rock Dam,	4	15	Cayuga Creek,	5	20
Tonawanda,	11	30	Tonawanda,	11	30
Cayuga Creek,	17	40	Black Rock Dam,	18	35
NIAGARA FALLS,	22	60	BUFFALO,	22	60

G. H. BURROWS, Assist't Sup't., Buffalo.

NEW ROUTE

BETWEEN

BUFFALO AND DETROIT

BY THE

BUFFALO and BRA FORD

AND

GREAT WESTERN RAILWAY OF CANADA,

In connection with the several Eastern Lines terminating in Buffalo, and the Michigan Central Railroad to Chicago, St. Louis and the great West.

Trains leave Buffalo daily, (Sundays excepted,) namely the Express and Accommodation as follows:

The Express will leave the New Depot, Erie street, at 10 A. M., arriving in Detroit same evening, and Chicago next morning at 1 40 P. M.

The Accommodation will leave by the Ferry boat, from the Michigan Central Railroad Dock, at 10 40 P. M. This Train goes directly through, stopping at all Stations.

Tickets can be procured at the Depot, the Ticket Offices at the Michigan Central Railroad Dock, at 37 Exchange street, Buffalo.

Express Train leaves Detroit at 10 A. M., and Paris at 4 40 P. M., and arrives in Buffalo at 9 30 P. M., and in New York at 2 40 P. M. next day.

Baggage checked through.

WILLIAM WALLACE, Sup't., Buffalo, N. Y

ail Line
MISSISSIPPI,
THWEST.

ILROAD ROUTE via
ADA, or
STEAMERS
DAD,

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on Bridge by
a Buffalo and
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AN, and BCK
clock.

ENDRIK HUD-

Chambers st,
leave foot of
RIVER.

ke. Railroad.

- ... \$12 50
- ... 18 50
- ... 19 50
- ... 21 60
- ... 23 75
- ... 24 75
- ... 17 50
- ... 21 50
- ... 25 10
- ... 26 50
- ... 11 00
- ... 14 50
- ... 16 50

Line Steam
l. Railroad,
City Rail-
the office of
ndt st., N.Y
New York.

BUFFALO AND NIAGARA FALLS



NEW YORK CENTRAL RAILROAD.

THROUGH WITHOUT CHANGE OF CARS.

PASSENGER TRAINS will run between **Albany, Troy, Buffalo, Niagara Falls**, and intermediate stations, as follows:

WESTWARD.

FROM ALBANY:

1st Morning Express—7 30 A. M., stops at Schenectady, Amsterdam, Fonda, Palatine Bridge, Fort Plain, St. Johnsville, Little Falls, Herkimer, Frankfort, Utica, at 11 and 1 A. M., Oriskany, Rome, at 11 38, Verona, Oneida, Canastota, Chittenango, Manlius, Syracuse, (to dine, leave at 1 45 P. M.) Jordan, Port Byron, Clyde, Lyons, Newark, Palmyra, Rochester, at 5, Bergen, Batavia, arriving at Buffalo at 7 30 P. M.

Mail—9 30 A. M., stopping at all stations; arrives at Utica, 2 P. M., Syracuse, 5 P. M.; leaves via old road at 5 30 P. M., via new road, 6 10 P. M., arriving in Buffalo at 2 A. M.

New York Express—12 A. M., stops at Schenectady, Fonda, Little Falls, Utica, (to dine, leaves at 3 40 P. M.) Rome at 4 06 P. M., Chittenango, Syracuse at 5 26 P. M., Clyde, Rochester at 8 10 P. M., Batavia, arriving at Buffalo at 10 30 P. M.

Emigrant—12 15 P. M., stopping at all stations to Buffalo, arriving at 11 12 A. M.

Syracuse Accommodation—3 30 P. M., stopping at all stations, and arrives at Syracuse at 10 30 P. M.

Evening Express—8 30 P. M., stops at Schenectady and Utica at 10 30 P. M., Rome at 11 05 P. M., Syracuse, (leave at 1 P. M., via old road, and 12 45 A. M., via new road;) Jordan, Port Byron, Clyde, Lyons, Newark, Palmyra, Rochester, leaves at 4 45 A. M., Bergen, Batavia, Pembroke, Wende, Lancaster, arriving at Buffalo at 7 30 A. M.

New York Express—11 15 P. M., stops at Schenectady, Amsterdam, Fonda, Palatine Bridge, Fort Plain, St. Johnsville, Little Falls, Herkimer, Utica at 2 40 A. M., Rome at 3 10 A. M., Oneida, Canastota, Chittenango, Syracuse at 4 42 A. M., Clyde, Lyons, Palmyra, Fairport, Rochester, (to breakfast,) leaves at 8 15 A. M., Churchville, Bergen, Byron, Batavia, Crofts, Alden, Town Line, arrive at Buffalo at 10 30 A. M., Suspension Bridge at 10 25 A. M., and at Niagara Falls at 10 25 A. M.

From Troy connecting at Schenectady with trains westward.

Morning Express, 7 A. M.

New York Express, 11 30 A. M.

Syracuse Accommodation, 2 P. M.

Evening Express, 9 P. M.

ALBANY, N. Y. DEPARTMENT OF YANALIA 1888
EASTWARD.
BUFFALO TO NEW YORK AND
BOSTON.

DEPOT ON EXCHANGE STREET.

TRAINS going East will leave as follows, Sundays excepted:

- No. 1, Buffalo and New York Express**,..... 6 A. M.
Connecting with the Hudson River Railroad, and arriving in Albany at 4 30 P. M.
- No. 2, Mail**,..... 8 A. M.
Stops at all stations; passes over the old and new roads between Rochester and Syracuse.
- No. 3, Through Freight and Live Stock**,..... 11 A. M.
- No. 4, Accommodation and Freight to Rochester**, 1 30 P. M.
Stops at all stations.
- No. 5, Cleveland and Detroit Express**,..... 5 P. M.,
Arriving in Albany at 4 30 A. M., and connecting with the Hudson River Railroad for New York, and Western Railroad for Springfield; Worcester and Boston.
- No. 6, Accommodation and Freight**,..... 5 30 P. M.
Stops to take on or let off passengers.
- No. 7, Cincinnati and Chicago Express**,..... 11 P. M.
Connecting with Hudson River R. R., and arriving in Albany at 10 A. M.

Depot on Erie Street.
BUFFALO, NIAGARA FALLS AND LEWISTON.

For Lewiston—9 A. M., 12 30 P. M., and 7 30 P. M., Niagara Falls and Suspension Bridge.

Leave Suspension Bridge—8 30 A. M., 1 30 and 5 30 P. M.

“ Lewiston—1 P. M.

“ Niagara Falls—9 A. M., 1 45 and 6 P. M.

BUFFALO AND LOCKPORT.

7 50 A. M., 1 20 P. M., 4 20 P. M.

LOCKPORT TO BUFFALO.

9 53 A. M., 11 48 A. M., 7 35 P. M.

SUNDAY TRAINS:

One train from Exchange street Depot, at 5 P. M.

One train from Erie st. Depot to Niagara Falls, at 9 A. M.

One train from Niagara Falls for Albany, at 3 45 P. M.

One train from Niagara Falls for Buffalo, at 5 P. M.

One train from Rochester, over old road, at 6 P. M.

Trains from the East arrive in Buffalo, as follows:

Night Express, 7 30 A. M.; New York Express, 10 30 A. M.; Way Express, 4 55 P. M.; Ex., 7 30 P. M.; Albany Ex., 10 30 P. M.; Mail, 2 A. M.

Baggage checked to New York and Albany, and all Way Stations.

Particular attention paid to the transportation of Freight.

C. VIBBARD, General Sup't., Albany.

GEO. H. BURROWS, Assistant Sup't., Buffalo.

No. 1.] ALBANY TO SCHENECTADY, UTICA AND SYRACUSE,

via New York Central Railroad.

STATIONS	Miles.	Fare.	STATIONS.	Miles.	Fare.
ALBANY,.....	0	\$ cts.	SYRACUSE,.....	0	\$ cts.
Schenectady,.....	17	34	Manlius,.....	8	16
Hoffman's,.....	26½	53	Chittenango,.....	14½	29
Amsterdam,.....	33	66	Canastota,.....	20½	41
Fonda,.....	44	88	Oneida,*.....	26	52
Palatine Branch,.....	55	1 10	Verona,.....	30	60
Fort Plain,.....	58	1 17	Rome,.....	38½	77
St. Johnsville,*.....	64	1 28	Oriskany,.....	46	92
Little Falls,.....	74	1 48	Whitesboro',.....	49	98
Herkimer,.....	81	1 62	UTICA,.....	53	1 06
Frankfort,.....	86	1 72	Frankfort,.....	62	1 24
UTICA,.....	95	1 90	Herkimer,.....	67	1 34
Whitesboro',.....	99	1 98	Little Falls,.....	74	1 48
Oriskany,.....	102	2 04	St. Johnsville,*.....	84	1 68
Rome,.....	109½	2 19	Fort Plain,.....	90	1 80
Verona,.....	118	2 36	Palatine Branch,.....	93	1 86
Oneida,*.....	122½	2 45	Fonda,.....	104	2 08
Canastota,.....	127½	2 55	Amsterdam,.....	115	2 30
Chittenango,.....	133½	2 67	Hoffman's,.....	122	2 42
Manlius,.....	140	2 81	Schenectady,.....	131	2 62
SYRACUSE,.....	148	2 96	ALBANY,.....	148	2 96

No. 2.] SYRACUSE TO LYONS, ROCHESTER, BATAVIA AND BUFFALO,

via New York Central Railroad (Direct Route).

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
SYRACUSE,.....	0	\$ cts.	BUFFALO,.....	0	\$ cts.
Jordan,.....	17	34	Lancaster,.....	10	20
Weedsport,.....	21½	43	Town Line,.....	15	30
Port Byron,.....	24½	49	Alden,.....	20	40
Clyde,.....	38	76	Pembroke,.....	25	50
Lyons,.....	45	90	ATTICA BRANCH,.....	47½	95
Newark,.....	50½	1 01	Batavia,.....	36½	73
Palmyra,.....	58	1 16	Byron,.....	44	89
Fairport,.....	70	1 41	Bergen,.....	51	1 03
Rochester,*.....	81	1 62	Churchville,.....	54	1 09
Chili,.....	91	1 82	Chili,.....	58	1 18
Churchville,.....	95½	1 91	Rochester,*.....	69	1 38
Bergen,.....	98	1 97	Fairport,.....	79	1 59
Byron,.....	105	2 11	Palmyra,.....	92	1 84
Batavia,.....	113	2 27	Newark,.....	99½	1 99
ATTICA BRANCH,.....	124	2 49	Lyons,.....	105	2 10
Pembroke,.....	125	2 50	Clyde,.....	112	2 24
Alden,.....	130	2 60	Port Byron,.....	125	2 51
Town Line,.....	135	2 70	Weedsport,.....	128½	2 57
Lancaster,.....	140	2 80	Jordan,.....	133	2 66
BUFFALO,.....	150	3 00	SYRACUSE,.....	150	3 00

* Refreshment Stations.

No. 3.
SYRACUSE TO AUBURN AND ROCHESTER,
via New York Central Railroad (Old Route).
AUBURN AND CANANDAIGUA BRANCH.

Miles. Fare.		STATIONS.		Miles. Fare.		STATIONS.		Miles. Fare.	
0	\$ cts.			0	\$ cts.			0	\$ cts.
0	0	SYRACUSE	0	0	0	ROCHESTER	0	0	0
8	16	Marcellus	10	20	10	Pittsford	8	16	8
14	29	Junction	17	34	17	Victor	19	38	14
20	41	AUBURN	26	52	26	Canandaigua*	29	58	20
26	52	Cayuga	37	74	37	Clifton Springs	40	80	26
30	60	Seneca Falls	42	84	42	Vienna	44	88	30
38	77	Waterloo	45	90	45	Geneva	52	1 04	38
46	92	Geneva*	52	1 04	52	Waterloo	59	1 18	46
49	98	Vienna	60	1 20	60	Seneca Falls	62	1 24	49
53	1 06	Clifton Springs	64	1 28	64	Cayuga	67	1 34	53
62	1 24	Canandaigua*	75	1 50	75	AUBURN	78	1 56	62
67	1 34	Victor	85	1 70	85	Junction	87	1 74	67
74	1 48	Pittsford	96	1 92	96	Marcellus	94	1 88	74
84	1 68	ROCHESTER	104	2 08	104	SYRACUSE	104	2 08	84
90	1 80								90
93	1 86								93
104	2 08								104
115	2 30								115
122	2 42								122
131	2 62								131
148	2 96								148

No. 4.
ROCHESTER TO LOCKPORT & NIAGARA FALLS,
via New York Central Railroad.
LOCKPORT AND NIAGARA FALLS BRANCH.

Miles. Fare.		STATIONS.		Miles. Fare.		STATIONS.		Miles. Fare.	
0	\$ cts.			0	\$ cts.			0	\$ cts.
0	0	ROCHESTER	0	0	0	NIAGARA FALLS	0	0	0
10	20	Spencerport	10	20	10	Suspension Bridge	2	4	10
17	34	Brockport	17	34	17	Pekin	10	21	17
21	43	Holley	21	43	21				21
26	50	Murray	26	50	26	{ BUFFALO			26
30	61	Albion*	30	61	30	{ Tonawanda	10	21	30
36	72	Knowlesville	36	72	36	{ Lockport	25	50	36
40	81	Medina	40	81	40	LOCKPORT	21	42	40
44	89	Middleport	44	89	44	Orangeport	26	52	44
51	1 02	Orangeport	51	1 02	51	Middleport	32	65	51
56	1 12	LOCKPORT	56	1 12	56	Medina	36	73	56
70	1 41	{ Tonawanda	70	1 41	70	Knowlesville	41	82	70
77	1 54	{ Black Rock	77	1 54	77	Albion*	46	93	77
81	1 62	{ BUFFALO	81	1 62	81	Murray	51	1 03	81
66	1 33	Pekin	66	1 33	66	Holley	55	1 11	66
75	1 50	Suspension Bridge	75	1 50	75	Brockport	60	1 20	75
77	1 54	NIAGARA FALLS	77	1 54	77	Spencerport	67	1 34	77
						ROCHESTER	77	1 54	

RAILROAD CONNECTIONS.

At Rome with Watertown and Rome Road to Cape Vincent, and Steamers to Kingston, C. W., and Ports on Lake Ontario. At Syracuse with Oswego and Syracuse Road to Oswego. At Suspension Bridge, Niagara Falls, with Great Western Railway to Windsor, Detroit and Chicago. At Buffalo, with Lake Shore Road to Cleveland, Cincinnati, &c., Buffalo and Brantford Road, and Steamers to Detroit and Chicago. At Albany with Albany Northern to Rutland; Burlington to Montreal; Western to Springfield, Worcester, Boston, &c.; Hudson River and Harlem Roads and Steamboats to New York.

C. VIBBARD, Gen. Sup't., Albany.

GREAT WESTERN RAILWAY OF CANADA

Extending from NIAGARA FALLS to WINDSOR, C. W.,
opposite DETROIT, Michigan.



GOING WEST.

PASSENGER CARS leave the Suspension Bridge, Niagara Falls, at 7 for Hamilton, and 10 30 A. M., and 2 and 11 P. M., for London, Windsor, &c.

STATIONS.	Miles.	Fare.
NIAGARA FALLS,.....	0	\$ cts.
Thorold,.....	9	30
St. Catherine's,.....	11	38
Jordan,.....	17	
Beamsville,.....	22	03
Grimsby,.....	27	30
Stoney Creek,.....	37	1 13
HAMILTON,.....	43	1 25
Dundas,.....	48	1 50
Flamboro',.....	52	1 63
Fairchild's Creek,.....	62	2 00
GALT, (Branch,).....	74	
Paris,*.....	72	2 20
Princeton,.....	79	2 38
Woodstock,.....	91	2 75
Beachville,.....	96	2 88
Ingersoll,.....	100	3 00
Dorchester,.....	110	3 25
LONDON,.....	119	3 50
Lobo,.....	129	
Ekfrid,.....	139	4 25
Mosa,.....	149	
Wardsville,.....	155	4 63
Thamesville,.....	168	
Chatham,.....	183	5 50
Baptiste Creek,.....	197	6 20
WINDSOR,.....	229	6 50

GOING EAST.

PASSENGER CARS leave Windsor, (opposite Detroit,) at 7 45 A. M., and 2 30 and 6 30 P. M., for London, Hamilton, Niagara Falls, &c.

STATIONS.	Miles.	Fare.
WINDSOR,.....	0	\$ cts.
Baptiste Creek,.....	32	1 00
Chatham,.....	46	1 38
Thamesville,.....	61	
Wardsville,.....	74	2 20
Mosa,.....	80	
Ekfrid,.....	90	2 63
Lobo,.....	100	
LONDON,.....	110	3 25
Dorchester,.....	119	3 50
Ingersoll,.....	129	3 88
Beachville,.....	133	4 00
Woodstock,.....	138	4 25
Princeton,.....	150	4 50
Paris,*.....	157	4 75
GALT, (Branch,).....	178	
Fairchild's Creek,.....	167	5 00
Flamboro',.....	177	5 25
HAMILTON,.....	186	5 50
Stoney Creek,.....	192	5 75
Grimsby,.....	202	6 00
Beamsville,.....	207	6 13
Jordan,.....	212	
St. Catherine's,.....	218	6 25
Thorold,.....	220	6 25
NIAGARA FALLS,.....	229	6 50

* Connects with Buffalo, Brantford, and Goderich Railroad.

C. J. BRYDGES, *Managing Director*, Hamilton, C. W.

AGENTS.

JULIUS MOVIUS, Buffalo,
D. CLARK, New York,

E. F. WOOD, Detroit,
G. WILLIAMS, Boston.

L W A Y

ALBANY NORTHERN RAILROAD.

Connecting with the SARATOGA, WHITEHALL, and RUTLAND RAILROAD.

**Great Northern and Eastern Route**

to

CAMBRIDGE, MANCHESTER, SALEM, RUTLAND, BURLINGTON,
PLATTSBURGH, RAUSE'S POINT, OGDENSBURGH, MONTREAL,
BELLOW'S FALLS, FITCHBURGH, LOWELL, and BOSTON,
via *Albany Northern Railroad.*

Trains will run as follows:

<i>GOING SOUTH, leave Albany,</i>		<i>GOING SOUTH, leave Eagle Bridge,</i>	
Local for Saratoga,.....	7 00 A. M.	Express Train,.....	8 00 A. M.
Local for Waterford,.....	9 00 "	" " " " " " " "	6 00 P. M.
Through Express,.....	10 30 "	Freight Train,.....	7 00 "
Local for Waterford,....	1 00 P. M.	Leave Water'd Local Tr.	7 50 A. M.
Through Freight Train,..	4 00 "	" " " " " " " "	9 45 "
Through Accommodation, 5 00 "	"	" " " " " " " "	2 00 P. M.
Saratoga Local,.....	5 45 "	" " " " " " " "	6 45 "

Cars will start from corner Maiden Lane and Dean streets, Albany, adjoining N. Y. Central Railroad Depot, and within a few steps of the Ferries, where Tickets may be procured and Baggage checked for any place North and East.

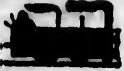
GEORGE H. CLARK, Sup'l, Albany.**RUTLAND AND WASHINGTON RAILROAD.**

Passenger Cars leave Rutland at 6 and 10 A. M., and 2 30 P. M., for Eagle Bridge, Troy, Albany, &c., connecting with the Saratoga and Washington Railroad.

Passengers leave Albany at 7 and 10 30 A. M., and 5 P. M. Leave Troy at 7 1/2 A. M., 12 M., and 5 30 P. M. for Eagle Bridge, Rutland, etc.

T. H. CANFIELD, Lessee, Rutland, Vt.

, C. W.,



AST.

ave Windsor,
at 7 45 A. M.,
M., for London,
alls, &c.

Miles.	Fare.
...	0 \$ cts.
...	32 1 00
...	46 1 38
...	61 2 00
...	74 2 25
...	80 2 50
...	90 2 63
...	100 3 00
...	110 3 25
...	119 3 50
...	129 3 88
...	133 4 00
...	138 4 25
...	150 4 50
...	157 4 75
...	178 5 00

...	167 5 00
...	177 5 25
...	181 5 38
...	186 5 50
...	192 5 75
...	202 6 00
...	207 6 13
...	212 6 25
...	218 6 25
...	220 6 25
...	229 6 50

road

on, C. W.

TROY AND BOSTON RAILROAD.

Connecting with VERMONT RAILROADS.



NORTHERN & EASTERN RAILROAD LINE.

Through to MONTREAL in 9 hours.

Through to BOSTON in 8 hours.

Through to Burlington in 5 hours.

CARS LEAVE UNION RAILROAD DEPOT, TROY, N. Y.

WAY TRAIN, via Western Vermont Railroad, 7 30 A. M.

With Passengers from Hudson River night Steamers and Trains from West, reaching Burlington, Rouse's Point, Montreal, Ogdensburgh, and Boston, same day.

EXPRESS, via Rutland and Washington Railroads, at 12 M.

With Passengers from the 6 A. M. Hudson River Railroad Train from New York, and the Express Train from West, arrive at Rutland 1 20 P. M., Burlington 3 35 P. M., Montreal 9 P. M., Ogdensburgh 12 08 A. M., Boston 7 40 P. M.

EVENING EXPRESS, via Rutland and Washington Railroads, or Western Vermont Railroads, 5 25 P. M.

With Passengers from Hudson River 12 Noon Train, from New York, arrive at Rutland 9 P. M., Burlington 11 30 P. M., to lodge, and proceed early next morning to Montreal and Ogdensburgh; going East, lodge at Rutland, and arrive at Boston 2 P. M.

TRAINS LEAVE RUTLAND, VT.,

via Bennington, 4 30 A. M.

Arrive at Troy 9 45 A. M., New York at 2 P. M.

Via Eagle Bridge, 6 A. M.

Arrive at Troy 9 45 A. M., at New York 2 P. M.

Via Bennington, 1 20 P. M.

ACCOMMODATION, stopping at all Stations, arriving at Troy 6 P. M., Albany 7 30 P. M.

Via Eagle Bridge, 1 15 P. M.

Upon arrival of Trains from Montreal, Ogdensburgh, and Boston, reach Troy at 4 30 P. M., New York 9 30 P. M.

Via Bennington, 9 P. M.

Upon arrival of Train from Burlington and Boston; arriving at Troy, (lodge), 11 30 P. M., New York 9 30 next morning.

Through Tickets and Checks may be procured at the office of Troy and Boston Railroad, Union Depot, Troy.

I. V. BAKER, *Sup't.*,
Troy, N. Y.

RENSSELAER and SARATOGA, and SARATOGA and WASHINGTON RAILROADS.

Connecting with STEAMERS on LAKE CHAMPLAIN and LAKE GEORGE.



RUNNING ARRANGEMENTS.

PASSENGER CARS leave Troy for Saratoga Springs, Whitehall, &c., at 7 and 11 A. M., and 5 P. M., connecting morning and evening with Steamers on Lake Champlain.

PASSENGER CARS leave Rutland, Whitehall, &c., morning and evening on the arrival of Cars and Steamers from Burlington, &c.

	STATIONS	Miles.	Fare.	
REN. & SAR. R.R.	TROY,.....	0	\$ cts.	
	Green Island,.....	1		
	Waterford,.....	4	12	
	Junction,*.....	5		
	Mechanicsville,.....	12	37	
	Ballston Spa,.....	25	75	
	Saratoga,.....	32	1 00	
	WRITE-SARAT. & WASH. R.R. HALL B.	Saratoga,.....		
		Van Kleeck's,.....	40	
		Gansevoort,.....	43	1 25
Moreau, †.....		48	1 25	
Fort Edward,.....		49	1 25	
Dunham's Basin,....		52	1 45	
Smith's Basin,.....		56	1 45	
Fort Ann,.....		60	1 55	
Comstock's,.....		64	1 60	
Junction,.....		71		
Lake, ‡.....	73	2 00		
Junction,.....				
RUTL'D BR.	State Line,.....	77		
	Fairhaven,.....	79		
	Hydeville,.....	81		
	Castleton, §.....	84		
	RUTLAND,.....	95	2 50	

	STATIONS.	Miles.	Fare.
RUTL'D BR.	RUTLAND,.....	0	\$ cts.
	Castleton, §.....	10	30
	Hydeville,.....	13	45
	Fairhaven,.....	15	50
	State Line,.....	17	55
	Junction,.....	24	75
WRITE-SARAT. & WASH. R.R. HALL B.	Lake, †.....	26	85
	Junction,.....		
REN. & SAR. R.R.	Comstock's,.....	30	1 00
	Fort Ann,.....	34	1 15
	Smith's Basin,.....	38	1 30
	Dunham's Basin,....	43	1 50
	Fort Edward,.....	46	1 55
	Moreau, †.....	47	1 55
	Gansevoort,.....	52	1 70
	Van Kleeck's,.....	55	
	Saratoga,.....	63	1 85
	Saratoga,.....		
Ballston Spa,.....	70		
Mechanicsville,.....	83		
Junction,*.....	90		
Waterford,.....	91		
Green Island,.....	94		
TROY,.....	95	2 50	

- * Connect with Albany Northern Railroad.
- † Connect with Stages for Glen's Falls and Lake George.
- ‡ Connect with Steamers on Lake Champlain.
- § Connect with Rutland and Washington Railroad.

L. H. TUPPER, Sup't, Troy, N. Y.
J. VAN RENSSELAER, Sup't, Saratoga Springs.

NEW YORK TO MONTREAL---No. 1.

Through Route from New-York to Montreal, via Albany, Troy, Saratoga Springs, Whitehall, &c.

Miles	STATIONS.	1st Train.	2d Train.	RRFare
	New-York.....Departure,	*12 00 M.	†6 00 P.M.	
75	Poughkeepsie....."	2 55 P.M.		
144	ALBANY....."	5 05 "	6 30 A.M.	\$2 50
		5 25 "		
150	TROY....." { Arrive,	6 15 "	7 00 "	2 60
		6 15 "	7 00 "	
182	SARATOGA SPRINGS....." { Departure,	7 45 "	8 25 "	3 60
222	WHITEHALL....."	9 20 "	10 00 "	4 60
246	Ticonderoga....."	11 00 "	11 30 "	
303	BURLINGTON....."	4 00 A.M.	4 00 P.M.	
328	Plattsburgh....."	6 00 "	5 30 "	
353	Rouse's Point....."	8 00 "	7 00 "	7 60
400	Montreal.....Arrive,	10 00 "	9 00 "	9 10

MONTREAL TO NEW-YORK---Return Route.

Miles	STATIONS.	1st Train.	2d Train.	Fare.
	Montreal.....Departure,	8 00 A.M.	3 00 P.M.	
47	Rouse's Point....."			\$1 50
72	Plattsburgh....."			2 50
97	BURLINGTON....."			3 00
154	Ticonderoga....."			4 50
178	WHITEHALL....."			4 50
218	SARATOGA SPRINGS....."			5 80
250	TROY....."			6 50
256	ALBANY....."			6 60
325	Poughkeepsie....."			
400	New-York.....Arrive,			

*Hudson River Railroad Route.—Through Fare, \$9 10—Usual time, 22 hrs
 †Steamboat Route from New-York to Albany and Troy. Through fare, \$7.

NEW-YORK TO MONTREAL---No. 2.

VIA RAILROAD LINE.—TROY, RUTLAND, BURLINGTON, &c.

Miles	STATIONS.	1st Train.	2d Train.	Fare.
	New-York.....Departure,	6 00 A.M.	12 M.	
75	Poughkeepsie....."	8 15 "	2 30 P.M.	
144	ALBANY....."	10 30 "	5 20 "	
150	TROY....."	10 45 "	5 45 "	
173	Eagle Bridge....."	11 25 "		
182	N. Bennington, Vt....."		7 05 "	
233	RUTLAND....."	1 30 P.M.	9 00 "	
300	BURLINGTON....." { Arrive,		11 30 "	
		4 00 "	4 00 A.M.	
354	Rouse's Point, N. Y....." { Departure,	7 00 "	8 00 "	
400	Montreal.....Arrive,	9 00 "	10 00 "	

THROUGH FARE, \$10 10. TIME, 1st Train, 15 hours.

GRAND TRUNK RAILWAY OF CANADA.



QUEBEC AND RICHMOND SECTION,

LENGTH, 97 miles.

MONTREAL TO RICHMOND, . . . 72 miles.

TRAINS will leave LONGUEUIL, opposite Montreal, at 10 A. M., and 8 30 P. M.; and POINT LEVI, opposite Quebec, at 8 30 A. M., and 9 P. M.

Winter Fare, between MONTREAL and QUEBEC, \$6.

Summer Fare, between MONTREAL and QUEBEC, \$4.

In each case these fares are exclusive of the ferriage across the river.

Arrangements have been made with Messrs. HOGAN & PENN, of the St. Lawrence Hall, to convey Passengers in well appointed Sleighs to and from LONGUEUIL and MONTREAL, which will call at the Express Booking Office, 53 Great St. James street, for Passengers three-quarters of an hour before the departure of every train. FARE, 1s. 3d.

The Company have also secured the services of the most careful and experienced men to convey Passengers across the river at Quebec, after the close of the navigation. FARE, Half-a-Dollar, each,—but they will not hold themselves responsible for any loss or damage in that traverse.

Refreshment Rooms have been also provided at the *Richmond Junction*.

TIME TABLES,

Shewing the arrival and departure of the trains at the Local Stations, and any other information, may be obtained at the Express Office, at the General Offices, Little St. James street, of Mr. MARTIN, Superintendent, Longueuil, and of Mr. HANSON, Railway Station, Point Levi.

S. P. BIDDER, *General Manager*, Montreal.

No. 1.
Troy, Saratoga

Train.	RR Fare
6 00 P.M.	
6 30 A.M.	\$2 50
7 00 "	2 60
8 25 "	3 60
9 00 "	4 60
1 30 "	
4 00 P.M.	
5 30 "	
7 00 "	7 60
9 00 "	9 10

n Route.

Train.	Fare.
8 00 P.M.	
	\$1 50
	2 50
	3 00
	4 50
	4 50
	5 80
	6 50
	6 60

al time, 22 hrs
rough fare, \$7.

---No. 2.
STON, &c.

Train.	Fare.
M.	
30 P.M.	
20 "	
45 "	
05 "	
00 "	
30 "	
00 A.M.	
00 "	
00 "	

GREAT NORTHERN, CANADIAN AND WESTERN EXPRESS ROUTE.



WATERTOWN and ROME RAILROAD.

From ROME to CAPE VINCENT, 97 miles.

Connecting at Cape Vincent with Steamers for Cobourg, Port Hope, Toronto and Hamilton, C. W., and Lewiston, Niagara River; also, by regular Steamers, leaving Cape Vincent on arrival of *each* Train of Cars from Rome, to Kingston, Belleville, Pictou, Port Trent, and all ports on Bay Quinte; and French Creek, Brookville, Prescott, Ogdensburgh, Montreal, and the various ports on the River St. Lawrence. At Rome with the N. Y. Central Railroad Express Trains, East & West.

The Trains will run as follows :

LEAVE ROME FOR WATERTOWN, CAPE VINCENT, &c.

7 10 A. M., (Mail Train,) stopping at all way stations. This Train connects at Cape Vincent with Steamers for Cobourg, Port Hope, Toronto and Hamilton; also, Kingston, Ogdensburgh, Prescott, and all way ports on the River St. Lawrence and Bay of Quinte.

7 30 A. M., (Way Freight,) stopping at all the stations.

11 A. M., (Through Freight,) stopping only for wood and water.

3 P. M., (Express Train,) stopping at all stations except West Camden, Centreville and Mannsville, connecting at Cape Vincent with Steamers for Kingston and Bay of Quinte, Ogdensburgh, &c.

7 30 P. M., (Through Freight and Passenger Train,) stopping only on signal, connecting with Steamboats as above.

LEAVE CAPE VINCENT FOR ROME, &c.

6 A. M. M., (Mail Train,) stopping at all stations, connecting with Express Trains at Rome for Albany, Buffalo and Niagara Falls.

6 10 A. M., (Way Freight,) stopping at all stations.

7 A. M., (Through Freight,) stopping only for wood and water.

9 45 A. M., (Express Train,) stopping at all stations except West Camden and Centreville, connecting at Rome with Express Trains for Albany, Buffalo and Niagara Falls.

7 30 P. M., (Through Freight and Passenger Train,) stopping only on signal, connecting with Express Trains for Albany, Buffalo and Niagara Falls.

This route, for speed and comfort, is unequaled.

Travelers on business or pleasure will find this one of the most expeditious and delightful routes to Montreal, as the Steamboats running in connection with this road pass through the whole of the Thousand Islands and Rapids of the River St. Lawrence by daylight.

The Steamboats of this Line start directly from the Railroad Depot at Cape Vincent.

Baggage to and from Cars and Steamboats FREE.

Tickets can be obtained and Baggage checked for this route, at the New York Central Railroad Depots at Albany or Troy.

J. COLLAMER, *Sup'l.*, Rome, N. Y

PA
daily,
field,
follow
7 20
8
1 50
2 30
4 30
Boston
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Natick
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South
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For
3, 5, 6
For
30 P.
For
New

BOSTON TO ALBANY, N. Y.,

Via BOSTON and WORCESTER RAILROAD,..... 44 miles.
 " WESTERN RAILROAD of MASS.,..... 118 "
 " ALBANY and WEST STOCKBRIDGE RAILROAD,..... 38 "

GOING WEST.

PASSENGER CARS leave Boston, daily, Sundays excepted, for Springfield, Albany, New York, &c., as follows:—

7 20 A. M., Albany Accommodation.
 8 " " Albany and N. York Ex.
 1 50 P. M., Springfield Accom.
 2 30 " " Alb. and New York Ex.
 4 30 " " Wor. & N. Y. S. B. Train.

GOING EAST.

PASSENGER CARS leave Albany, daily, Sundays excepted, at 7 A. M., and 4 15 P. M. Leave Springfield at 7 15 A. M. Accommodation Train, 1 45 P. M., and 9 25 P. M. Express Trains carrying through passengers from New York, &c.

STATIONS.		Miles.	Fare.	STATIONS.		Miles.	Fare.
BOSTON,	.....	0	\$ cts.	ALBANY,	.....	0	\$ cts.
Brighton,	.....	5	20	Chatham Four Corners, ..	23	70	
West Newton,*	.....	9	30	Mass. State Line,.....	38	1 15	
Natick, †	.....	17	50	Pittsfield,	49	1 50	
Framingham, ‡	.....	21	60	Washington,.....	62	1 85	
Southboro,.....	.....	28	80	Chester Village,.....	74	2 35	
Westboro,.....	.....	32	90	Westfield,.....	92	2 65	
Grafton, §	.....	38	1 05	SPRINGFIELD,.....	102	2 75	
WORCESTER,.....	.....	44	1 25	Palmer,.....	117	3 20	
West Brookfield,.....	.....	69	1 90	West Brookfield,.....	131	3 65	
Palmer,.....	.....	83	2 25	WORCESTER,.....	156	4 25	
SPRINGFIELD,.....	.....	98	2 65	Grafton,.....	162		
Westfield,.....	.....	108	2 95	Westboro,.....	168		
Chester Village,.....	.....	119	3 15	Southboro,.....	172		
Washington,.....	.....	138	3 70	Framingham,.....	179		
Pittsfield,.....	.....	151	4 00	Natick,.....	183		
N. Y. State Line,.....	.....	162	4 45	West Newton,.....	191		
Chatham Four Corners, ..	.....	177	4 80	Brighton,.....	195		
ALBANY,.....	.....	200	5 00	BOSTON,.....	200	5 00	

BOSTON AND WORCESTER RAILROAD.

PASSENGER TRAINS leave Boston as follows:—

For Worcester at 7 20, (8 Ex.) A. M., 1 50, (2 30 Ex.,) 4 30 P. M.

For § Millbury, 7 20, A. M., 4 30 P. M.

For Milford, 7 20 A. M., 1 50 and 4 30 P. M.

For † Framingham, 7 20, (8 Ex.,) A. M., 1 50 (2 30 Ex.,) 4 15 P. M.

For ‡ Saxonville, 9 15 A. M., and 5 P. M.

For * Newton, 7 20, (W. Tr.,) 8 15, 9 15, A. M., 12 30, 1 50, (W. Tr.,) 3, 5, 6 15, and 9 15 P. M.

For Brookline, 7, 7 50, 9 A. M., 12 M., 12 45, 2 40, 3 30, 5 05, 6, 7, 9 30 P. M.

For Charles River Branch, 7 A. M., 12 M., 3 30, 6 P. M.

New York Sunday Mail at 8 P. M. Ex. Trains stop only at Framingham.

G. TWICHELL, Sup't., Boston.

RUTLAND and BURLINGTON RAILROAD.



PASSENGER CARS leave Burlington at 10½ A. M., and 6½ P. M. for Rutland, Bellow's Falls, &c., connecting with Trains running to Albany, Troy, and Boston.

PASSENGER CARS leave Bellow's Falls at 11 05 A. M., and 6½ P. M. for Rutland, &c. Leave Rutland at 6 A. M., 1½ P. M., for Burlington, Montreal, &c.

STATIONS.	Miles.	Fare.
BURLINGTON,.....	0	\$ cts.
Shelburne,.....	6	
Charlotte,.....	11	50
North Ferrisburg,.....		
Ferrisburg,.....	15	
Vergennes,.....	21	85
New Haven,.....	26	
Middlebury,.....	33	1 35
Salisbury,.....	39	1 60
Whiting,.....	44	1 75
Brandon,.....	50	1 95
Pittsford,.....	58	2 20
Centre Rutland,.....		
RUTLAND,.....	67	2 55
North Clarendon,.....		
Clarendon,.....	70	2 75
Cuttingsville,.....	77	2 85
East Wallingford,.....		
Mount Holly,.....	85	2 00
Summit,.....		
Ludlow,.....	92	3 30
Duttonsville,.....	97	3 45
Gassetts,.....	102	3 60
Chester,.....	106	3 65
Bartonsville,.....	110	3 65
Rockingham,.....	114	3 65
BELLOW'S FALLS,.....	120	3 65

STATIONS.	Miles.	Fare.
BELLOW'S FALLS,.....	0	\$ cts.
Rockingham,.....	6	25
Bartonsville,.....	10	35
Chester,.....	14	45
Gassetts,.....	18	60
Duttonsville,.....	23	75
Ludlow,.....	28	90
Summit,.....		
Mount Holly,.....	35	1 15
East Wallingford,.....		
Cuttingsville,.....	44	1 35
Clarendon,.....	47	1 55
North Clarendon,.....		
RUTLAND,.....	53	1 65
Centre Rutland,.....	55	1 74
Pittsford,.....	64	2 00
Brandon,.....	70	2 25
Whiting,.....	75	2 45
Salisbury,.....	79	2 60
Middlebury,.....	85	2 85
New Haven,.....	93	3 15
Vergennes,.....	98	3 35
Ferrisburg,.....	100	3 40
North Ferrisburg,.....	105	
Charlotte,.....	109	3 65
Shelburne,.....	114	3 65
BURLINGTON,.....	120	3 65

RAILROAD CONNECTIONS.

This Road connects with the New York and Massachusetts Railroads, forming, in part, a through Line of travel from Boston and New York to Ogdensburgh Montreal, &c.

E. A. CHAPIN. *Sup't.*, Rutland, Vt.

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 STAT
 BOSTON, ...
 Somerville, ...
 Medford, ...
 Winchester
 Woburn, ...
 Wilmington
 Billerica, ...
 North Biller
 LOWELL, ...
 Chelmsford,
 NASHUA, † ...
 MANCHESTER,
 Hooksett, ...
 CONCORD, † ...
 * Woburn
 † Nashua,
 † Connect
 length, and

BOSTON AND LOWELL RAILROAD.

LENGTH,..... 25 miles. FARE,..... 75 cents.

PASSENGER TRAINS leave *Boston*, as follows:

For *Nashua, Concord, &c.*, at 7 30 A. M., 12 M., 5 P. M.
 For *Lowell*, 7 30, 10 A. M., 12 M., 2 30, 4, 5, 6 P. M.
 For *Woburn Centre*, 8 A. M., 12 15, 3, 5 15, 6 15, 7 15, 9 15* P. M.
 * Wednesdays at 11 30, and Saturdays at 10 P. M., instead of 9 15.
 Leave *Lowell* at 7, 7 50†, 9 30 A. M., 12 10†, 2, 4 05, 5 30† P. M.
 Leave *Woburn Centre* at 6 30, 8, 9 A. M., 2, 4, 6 15, 8 15 P. M.

† Or on arrival of trains from *Nashua*.

RAILROAD ROUTE

FROM BOSTON TO LOWELL, MASS., NASHUA, MANCHESTER, CONCORD, N. H., MONTPELIER, BURLINGTON AND ST. ALBANS, VT., ROUSES' POINT AND OGDENSBURG, N. Y., AND MONTREAL, CANADA.

Trains leave *Boston* every morning, at advertised hours, and go directly through the same day in Spring and Summer, or early next day in Winter.

Trains also leave *Boston* at *noon*, exactly, and about 5 P. M., and go through, in the first case, to Connecticut River, and in the latter, to Concord, N. H., at which latter named place, trains for the White Mountains of New Hampshire and St. Johnsbury, Vt., connect with all the trains by way of the BOSTON, CONCORD, and MONTREAL RAILROAD, through Plymouth and Haverhill, N. H.

Returning.—Trains over same lines at like hours of the day, connect through without delay, as advertised. Fare—3 cents per mile, or less.

Fare—Between *Boston* and *Montreal*, generally, 8 to 10 dollars.

WM. PARKER, Agent,
 Boston and Lowell Railroad, Boston, Mass.

BOSTON TO CONCORD, N. H.

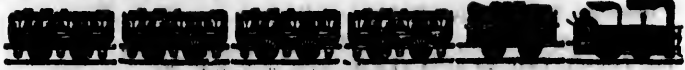
STATIONS.		Miles.	Fare.	STATIONS.		Miles.	Fare
			\$ cts.				\$ cts.
BOSTON,.....	0			CONCORD,.....	0		
Somerville,.....	2½		10	Hooksett,.....	9		30
Medford,.....	5		17	MANCHESTER,.....	18		50
Winchester,*.....	8		25	NASHUA,.....	35		1 00
Woburn,.....	10		30	Chelmsford,.....	46		
Wilmington,.....	15		45	LOWELL,.....	50		1 50
Billerica,.....	19		60	North Billerica,.....	54		
North Billerica,.....	21½		75	Billerica,.....	56		
LOWELL,.....	25		75	Wilmington,.....	60		
Chelmsford,.....	29		87	Woburn,.....	65		
NASHUA,†.....	40		1 20	Winchester,.....	67		
MANCHESTER,.....	57		1 50	Medford,.....	70		
Hooksett,.....	66		1 75	Somerville,.....			
CONCORD,‡.....	75		2 00	BOSTON,.....	75		2 00

* Woburn Branch Railroad, 2 miles in length.
 † *Nashua, Lowell* and *Wilton* Railroad, extends to *Wilton* 15 miles.
 ‡ Connects with the Northern Railroad of New Hampshire, 69 miles in length, and with the Boston, Concord and Montreal Railroad, 93 miles.

Bellow's
 6½ P. M.
 (land at
 for Bur-
 Miles. Fare.
 \$ cts.
 6 25
 10 35
 14 45
 18 60
 23 75
 28 90
 35 1 15
 44 1 35
 47 1 55
 53 1 65
 55 1 75
 64 2 00
 70 2 25
 75 2 45
 79 2 60
 85 2 85
 93 3 15
 98 3 35
 100 3 40
 105 3 65
 109 3 65
 114 3 65
 120 3 65

Railroads,
 New York to
 and, Vt.

VERMONT CENTRAL RAILROAD.



PASSENGER CARS leave Rouse's Point at 8 A. M., and 7 P. M. for Burlington, Montpelier, Windsor, &c., connecting with Trains running to Concord, N. H., and Boston, Mass.

PASSENGER CARS leave Boston at 7 A. M., and 12 M., for Windsor, Montpelier, Burlington, Rouse's Point, &c., connecting with Trains running to Ogdensburgh, Montreal, &c.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
ROUSE'S POINT,.....	0	\$ cts.	WINDSOR,.....	0	\$ cts.
West Alburgh,.....			Hartland,.....	5	20
Alburgh,.....	4	20	N. Hartland,.....	9	36
Alburgh Spa,.....	6	25	White R. Junction,.....	14	50
Swanton,.....	14	45	White R. Village,.....	16	55
St. Albans,.....	23	75	Woodstock,.....	18	60
Georgia,.....	33	1 00	West Hartford,.....	22	70
Milton,.....	37	1 05	Sharon,.....	32	85
Colchester,.....	44	1 30	South Royalton,.....	32	1 00
BURLINGTON,.....	56	1 55	Royalton,.....	34	1 05
Essex Junction,.....			Bethel,.....	39	1 20
Williston,.....	52	1 55	Randolph,.....	46	1 40
Richmond,.....	56	1 70	Braintree,.....	52	1 55
Jones',.....	59	1 80	Roxbury,.....	60	1 30
Bolton,.....	62	1 90	Northfield,.....	67	2 05
Waterbury,.....	69	2 10	Montpelier,.....	77	2 30
Middlesex,.....	74	2 25	Middlesex,.....	84	2 50
Montpelier,.....	81	2 45	Waterbury,.....	89	2 65
Northfield,.....	91	2 65	Bolton,.....	96	2 85
Roxbury,.....	98	2 90	Jones',.....	99	2 95
Braintree,.....	106	3 15	Richmond,.....	102	3 05
Randolph,.....	112	3 30	Williston,.....	106	3 40
Bethel,.....	119	3 50	Essex Junction,.....	110	3 30
Royalton,.....	124	3 65	BURLINGTON,.....	118	3 30
South Royalton,.....	126	3 70	Colchester,.....	114	3 45
Sharon,.....	131	3 85	Milton,.....	121	3 60
West Hartford,.....	136	3 95	Georgia,.....	125	3 75
Woodstock,.....	140	4 05	St. Albans,.....	135	4 00
White R. Village,.....	142	4 10	Swanton,.....	144	4 30
White R. Junction,.....	144	4 15	Alburgh Spa,.....	152	4 40
N. Hartland,.....	149	4 30	Alburgh,.....	154	4 45
Hartland,.....	153	4 45	West Alburgh,.....		
WINDSOR,.....	158	4 60	ROUSE'S POINT,.....	158	4 60

CONNECTING RAILROADS.

This Railroad connects with the Railroad of New Hampshire and Canada forming a great Route of travel from Boston, New York, &c., to Montreal and Quebec. Also connecting with Steamers on Lake Champlain and the St. Lawrence River.

JAMES MOORE, *Sup'l*, Northfield, Vt

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Sales

BOSTON TO PORTLAND, ME.

Via EASTERN RAILROAD,..... 58 miles.
 " PORTLAND, SACO and PORTSMOUTH, R. R..... 51 "

GOING EAST.

PASSENGER CARS leave Boston, from Causeway street, at 7 30 A. M., and 3 P. M., for Portland, &c., and at 4 30 P. M., for Portsmouth and intermediate Stations.

GOING WEST.

PASSENGER CARS leave Portland at 8 30 A. M., and 3 P. M., for Boston, &c. Leave Portsmouth at 7, 10 45 A. M., and 5 15 P. M.

STATIONS.			STATIONS.		
	Miles.	Fare.		Miles.	Fare
BOSTON,.....	0	\$ cts.	PORTLAND,.....	0	\$ cts.
Lynn,.....	11	35	Scarborough,.....	6	25
Salem,*.....	16	50	Saco,.....	13	45
Beverly,†.....	18	55	Biddeford,.....	15	45
Ipswich,.....	27	80	Kennebunk,.....	23	80
Newburyport,.....	36	1 10	Wells,.....	23	95
Salisbury,‡.....	38	1 15	North Berwick,.....	34	1 10
Saybrook,.....	42	1 25	South Berwick,.....	38	1 20
Hampton,.....	46	1 35	Kittery,.....	50	1 55
Greenland,.....	51	1 55	PORTSMOUTH,.....	51	1 55
PORTSMOUTH,.....	56	1 65	Greenland,.....	56	
Kittery, Me.,.....	57		Hampton,.....	61	
South Berwick,.....	69		Saybrook,.....	65	
North Berwick,.....	73		Salisbury,.....	69	
Wells,.....	79		Newburyport,.....	71	
Kennebunk,.....	84		Ipswich,.....	80	
Biddeford,.....	92		Beverly,.....	89	
Saco,.....	94		Salem,.....	91	
Scarborough,.....	101		Lynn,.....	96	
PORTLAND,.....	107	2 50	BOSTON,.....	107	2 50

* Marblehead Branch Railroad, 4 miles in length. † Gloucester Branch Railroad, 14 miles do. ‡ Salisbury Branch Railroad, 3½ miles do.

EASTERN RAILROAD.

Depot in Boston on Causeway St., foot of Friend and Canal Sts.

TRAINS from Boston leave for—Lynn and Salem, 7 30, 8 30, 10 30 A. M., 12 15, 2 30, 3, 4, 4 30, 6, 7, 10 P. M.
 " " Swampscot, 8 30, 10 30 A. M., 12 15, 2 30, 4, 6, 7 P. M.
 " " Gloucester, 10 30 A. M., 4 P. M.
 " " Newburyport, 7 30 A. M., 12 15, 3, 4 30, 6 P. M.
 " " Portsmouth, 7 30 A. M., 3, 4 30 P. M.
 " " Portland, 7 30 A. M., 3 P. M.
 Trains for Boston leave from—Portland, 8 30 A. M., 3 P. M.,
 " " Portsmouth, 7, 10 45 A. M., 5 15 P. M.
 " " Newburyport, 8, 10, 11 30 A. M., 3, 6 P. M.
 " " Gloucester, 7 25 A. M., 1 25 P. M.
 " " Salem, 6, 7 30, 8 15, 9, 10, 10 50, A. M., 12 15, 2 15, 4, 5 30, [6 55 P. M.]
 " " Lynn, 6 20, 7 40, 8 25, 9 10, 10 10, 11 A. M., 12 25, 2 25, 4 10, 5 40, 7 05 P. M.

Marblehead for Salem, 7 15, 8 45, 9 45 A. M., 12, 2, 5 P. M.

Salem for Marblehead, 8 15, 9 15, 11 15, A. M., 1, 3 15, 5 15 P. M.

JOHN KINSMAN, Sup't., Salem.

AD.

Boston at 7
 andor, Mont
 use's Point,
 rains running
 eal, &c.

Miles. Fare

0	\$ cts.
5	20
9	35
14	50
18	55
18	60
22	70
32	85
32	1 00
34	1 05
39	1 20
46	1 40
52	1 55
60	1 30
67	2 05
77	2 30
84	2 50
89	2 65
96	2 85
99	2 95
102	3 05
106	3 40
110	3 30
118	3 30
114	3 45
121	3 60
125	3 75
135	4 00
144	4 30
152	4 40
154	4 45
158	4 60

S.

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 c., to Montreal
 amplain and the

Northfield, Vt



GRAND TRUNK RAILWAY

PORTLAND DISTRICT

PASSENGER TRAINS will run daily, Sundays excepted, on and after Monday, December 4, 1854, as follows :

Leave Portland for South Paris at 7 A. M.
 Leave Portland for Island Pond at 1 10 P. M.
 Leave Island Pond for Montreal and Quebec at 10 A. M.
 Leave Island Pond for Portland at 8 A. M.
 Leave South Paris for Portland at 6 A. M.
 Leave Portland for A. and K. Railroad at 7 10 A. M., and 1 10 P. M.

S. P. BIDDER, *General Manager*.

S. T. CORSER, *Superintendent*, Portland.

ANDROSCOGGIN AND KENNEBEC RAILROAD.

PASSENGER TRAINS will run in connection with trains on the Grand Trunk Railroad, between Portland and Waterville, and intermediate stations, as follows :

Leave Portland at 7 10 A. M., and 1 10 P. M.
 Leave Waterville at 4 40 A. M., and 11 05 A. M.
 Trains are due at Portland at 8 10 A. M., and 2 30 P. M.
 THROUGH TICKETS are sold to Bangor at the Office of the Grand Trunk Railroad Company in Portland.

At Waterville, Stages for Norridgewock, Skowhegan and Bangor, connect with each train.

EDWIN NOYES, *Superintendent*.

KENNEBEC AND PORTLAND RAILROAD.

TRAINS leave daily, Sundays excepted, as follows :

Leave Augusta for Portland and Boston at 5 10 A. M., and 11 40 A. M.
 Leave Portland for Bath and Augusta at 7 10 A. M., and 12 50 P. M.
 Leave Bath for Portland and Boston at 6 15 A. M., and 12 35 P. M.
 Leave Augusta for Bath at 5 10 and 11 40 A. M.
 Leave Bath for Augusta at 7 50 A. M., and 1 45 P. M.

BRUNSWICK TO PORTLAND AND AUGUSTA.

For Portland at 6 48 A. M., and 1 18 P. M.
 For Augusta at 8 30 A. M., and 2 12 P. M.

E. C. HYDE, *Superintendent*.

Mile	Station
17	S
30	S
37	B
43	U
49	A
61	D
72	R
82	W
96	S
99	L
106	W
110	C
118	C
133	N
143	I
151	W
156	N
165	S
170	N
177	S
183	W
189	M
194	B
201	G
207	S
212	G
218	W
222	B
227	L
230	E
237	N
244	S
251	O
256	M
260	E
264	D
268	C
270	N
274	P
277	N
280	Y
281	Y
283	C
287	F
292	P

GRAND TRUNK RAILWAY OF CANADA.
MONTREAL TO PORTLAND, ME.

DOWN TRAINS.				UP TRAINS.			
Mis	STATIONS.	Express T.	Local T.	Mis	STATIONS.	Express T.	Local T
	LONGUEUIL	7 20 A M			PORTLAND.....	7 15 A M	1 30 P M
17	St. Hilaire....	7 54 "		5	Falmouth.....		1 45 "
30	St. Hyacinthe.	8 20 "		9	Cumberland....		
37	Britannia M'ls.	8 37 "		11	Yarmouth.....	7 40 "	1 57 "
43	Upton.....	8 51 "		12	Yarmouth Jun	7 45 "	2 00 "
49	Acton.....	9 05 "		15	N. Yarmouth..		2 10 "
61	Durham.....	9 34 "		18	Pownal.....		2 17 "
72	Richmond.....	10 00 "		22	New Gloucester	8 15 "	2 30 "
82	Windsor.....	10 24 "		24	Cobb's Bridge.		2 35 "
96	SHERBROOKE..	10 54 "		28	Danville Junc..	8 30 "	2 45 "
99	Lennoxville..	11 01 "		32	Empire Road..		2 55 "
106	Waterville....	11 18 "		36	Mechanic Falls	8 50 "	3 05 "
110	Compton.....	11 27 "		41	Oxford.....	9 00 "	3 10 "
118	Coaticook.....	11 46 "		48	South Paris...	9 15 "	3 35 "
133	Norton.....	12 22 P M		55	North Paris....		3 50 "
143	Island P'd, Arr.	12 45 "		62	Bryant's Pond.	9 45 "	4 05 "
	Island P'd, Dep.	1 30 "	7 45 A M	65	Locke's Mills..		4 20 "
151	Wenlock.....		8 00 "	70	Bethel.....	10 05 "	4 32 "
158	N. Stratford..		8 15 "	74	West Bethel..		4 40 "
166	Stratford Hol.		8 30 "	80	Gilead.....	10 25 "	4 50 "
170	Northumberl'd	2 25 "	8 45 "	85	Shelburne....		5 00 "
177	Stark.....		9 00 "	91	Gorham.....	10 55 "	5 25 "
183	West Milan....		9 12 "	97	Berlin Falls..		5 40 "
189	Milan.....		9 22 "	104	Milan.....	11 10 "	5 50 "
194	Berlin Falls..	3 10 "	9 35 "	109	West Milan....		6 03 "
201	Gorham.....	3 30 "	9 55 "	115	Stark.....		6 13 "
207	Shelburne....		10 05 "	122	Northumberl'd	12 00 "	6 35 "
212	Gilead.....		10 25 "	127	Stratford Hol.		6 43 "
218	West Bethel..		10 35 "	134	N. Stratford..	12 25 P M	7 00 "
222	Bethel.....	4 10 "	10 47 "	141	Wenlock.....		7 15 "
227	Locke's Mills.		10 58 "	149	Island P'd, Arr.	1 00 "	7 35 "
230	Bryant's Pond.	4 30 "	11 10 "		Island P'd, Dep.	1 15 "	
237	North Paris..		11 25 "	159	Norton.....	1 38 "	
244	South Paris...	5 05 "	12 00 "	174	Coaticook.....	2 14 "	
251	Oxford.....	5 15 "	12 12 P M	182	Compton.....	2 33 "	
256	Mechanic Falls	5 25 "	12 22 "	186	Waterville....	2 42 "	
260	Empire Road..	5 35 "	12 32 "	193	Lennoxville...	2 59 "	
264	Danville Junc.	5 50 "	12 50 "	196	SHERBROOKE..	3 08 "	
268	Cobb's Bridge.			210	Windsor.....	3 40 "	
270	New Gloucester	6 00 "	1 02 "	220	Richmond.....	4 04 "	
274	Pownal.....		1 10 "	231	Durham.....	4 32 "	
277	N. Yarmouth..		1 20 "	243	Acton.....	5 00 "	
280	Yarmouth Jun	6 23 "	1 26 "	249	Upton.....	5 15 "	
281	Yarmouth....	6 27 "	1 30 "	255	Britannia Mills	5 29 "	
283	Cumberland....			262	St. Hyacinthe.	5 46 "	
287	Falmouth.....		1 45 "	275	St. Hilaire...	6 12 "	
292	PORTLAND....	7 00 "	2 00 "	292	LONGUEUIL....	6 45 "	

THROUGH FARE, \$6.
 USUAL TIME, 12 hours.

S. P. BIDDER, General Manager, Montreal.

CHAMPLAIN AND ST. LAWRENCE RAILROAD.

LENGTH,	47 miles.
FARE,	\$1 50.

The trains leave ST. LAMBERT for ROUSE'S POINT, at 8 30 A. M., and 3 30 P. M.; connecting at Rouse's Point with the Boston, New York and Ogdensburgh Railroads.

Passengers by the Morning Train, arrive at Ogdensburgh same afternoon, and at New York and Boston the next day. Those taking the Afternoon Train, reach New York and Boston the next day.

For Tickets or information respecting the various Routes in the United States and Canada West, apply at the "GENERAL RAILROAD TICKET OFFICE," 69 Commissioners' street, opposite the Quebec Steamboat Basin.

WM. A. MERRY, *Secretary*, Montreal

For Distances, Fare to New York, &c., See page 66.

NORTHERN RAILROAD, N. Y.

OGDENSBURGH TO ROUSE'S POINT, N. Y.,	118 miles.
FARE,	\$3.

PASSENGER TRAINS run as follows :

GOING EAST.

Leave Ogdensburgh at 8 15 A. M., on arrival of the Express Steamers from Lewiston—dine at Rouse's Point—proceed by Vermont Central Cars for Burlington and the East.

Leave Ogdensburgh at 1 P. M., connecting at Rouse's Point with the Cars for Burlington and the East—lodge at Montpeller, arriving in Boston the following day at 1 P. M., and New York via Conn. Railroad at 4 30 P. M.; also with Lake Champlain; Steamers for Burlington, Whitehall, Saratoga, Troy, Albany and New York, and with the Cars for Montreal. Through from Boston to Ogdensburgh in one day.

GOING WEST.

Leave Rouse's Point at 8 15 A. M., on arrival of the Cars from the East, Steamers from the South, and Cars from Montreal, connecting with the Express Steamers at Ogdensburgh at 2 P. M., for Lewiston, Niagara Falls and Buffalo.

Leave Rouse's Point at 7 P. M., on arrival of the Cars from Boston, New York and Montreal, and Steamers from the South.

GEORGE V. HOYLE, *Superintendent*,
Ogdensburgh, N. Y.

MICHIGAN CENTRAL RAILROAD.

PASSENGER TRAINS will be run as follows:

TRAINS GOING WEST.

1st EXPRESS leaves Detroit at 7 A. M., (Sundays excepted,) and stops at all Regular and Signal Stations. This Train connects from the East with Night Express over the Great Western (Canada) Road, and with Boats from Cleveland, Sandusky and other South Shore Ports, and arrives at Chicago to connect with the various Lines at that point.

2d EXPRESS leaves Detroit at 9 45 A. M., (Sundays and Mondays excepted,) This train connects from the East with the new North Shore Line of Steamers from Buffalo, and takes Passengers to Chicago to sleep. This Train stops at the following places only:—Ypsilanti, Ann Arbor, Dexter, Chelsen, Jackson, Albion, Marengo, Marshall, Battle Creek, Decatur, Niles, Terre Coupee, Michigan City, Lake, and Gibson's.

3d EXPRESS leaves Detroit at 8 P. M., daily, and stops at all Regular Stations excepting Decatur, Buchanan, Porter, and Gibson's. This Train connects from the East with Day Express of the Great Western (Canada) Railway, and gets to Chicago in the morning to connect with the Boats for Ports on Lake Michigan, and all other conveyances out of that city. It connects at Michigan City with Trains of the New Albany and Salem Road to La Fayette, New Albany, Cincinnati, and the South. This Train will stop to leave Passengers only at Signal Stations East of Kalamazoo, but will not stop at Signal Stations West of Kalamazoo.

TRAINS GOING EAST.

1st EXPRESS leaves Chicago at 5 45 A. M., (Sundays excepted,) and will stop at all the Regular and Signal Stations on the Line. This Train connects at Detroit with the Great Western (Canada) Railway Night Express, to the Falls, and early Morning Express to Albany and New York.

2d EXPRESS leaves Chicago at 2½ P. M., (Sundays excepted,) and will stop at the following places only:—Lake, Michigan City, Terre Coupee, Niles, Decatur, Kalamazoo, Battle Creek, Marshall, Albion, Jackson, Chelsen, Dexter, Ann Arbor, Ypsilanti, and Wayne. This Train on Saturdays will make the stops of the 3d Express of other days, excepting at Signal Stations East of Dexter. This Train connects at Detroit with the North Shore Line of Steamers for Buffalo, and Cleveland Boats for South side of Lake Erie.

3d EXPRESS leaves Chicago at 9 P. M., (Saturdays excepted,) and will stop at the following places *only* West of Jackson:—Gibson's, Porter, Michigan City, Terre Coupee, Niles, Dowagiac, Paw Paw, Kalamazoo, Galesburgh, Battle Creek, Marshall, Albion, and Parma. East of Jackson, it will stop at all Regular and Signal Stations. This Train connects at Detroit with the Day Express over the Great Western (Canada) Road, and with Boats for Sandusky and other Ports on South side Lake Erie.

CINCINNATI EXPRESS via NEW ALBANY AND SALEM RAILROAD.

Leaves Chicago at 4 40 A. M., (Sundays excepted,) and connects at Michigan City with New Albany and Salem Railroad for Cincinnati, La Fayette, and New Albany the same Evening. Returning: leave Michigan City at 8 10 P. M., or on the arrival of the New Albany and Salem Train from the South.

R. N. RICE, Sup't., Detroit, Mich.



MICHIGAN CENTRAL RAILROAD.

USUAL TIME, 11 hours.

GOING EAST.			GOING WEST.		
PASSENGER CARS leave Detroit daily, at 7, 9 $\frac{1}{2}$ A. M. and 8 P. M., for Chicago, &c.			PASSENGER CARS leave Chicago at 5 $\frac{1}{2}$ A. M. 2 $\frac{1}{2}$, 9 P. M., for Detroit, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
DETROIT,.....	0	\$ cts.	CHICAGO,.....	0	\$ cts.
Dearborn,.....	10		Calumet, Il.,.....	13	
Wayne,.....	17		Gibson's,.....	22	
Ypsilanti,.....	30		Lake,.....	34	
<i>Ann Arbor</i> ,.....	37	1 10	Porter,.....	42	
Dexter,.....	47		<i>Michigan City, In.</i> ,.....	55	1 70
Chelsea,.....	54		New Buffalo, Mich.,.....	64	
Grass Lake,.....	65		Terre Coupee,.....	81	
<i>Jackson</i> ,.....	75	2 25	Buchanan,.....	85	
Parma,.....	86		<i>Niles</i> ,.....	91	2 70
Albion,.....	95		Dowagiac,.....	104	
<i>Marshall, (dine.)</i> ,.....	107	3 20	Decatur,.....	115	
Battle Creek,.....	120		Paw Paw,.....	123	
Galesburgh,.....	134		<i>Kalamazoo</i> ,.....	139	3 90
<i>Kalamazoo</i> ,.....	143	4 00	Galesburgh,.....	148	
Paw Paw,.....	159		Battle Creek,.....	162	
Decatur,.....	167		<i>Marshall, (dine.)</i> ,.....	175	4 60
Dowagiac,.....	178		Albion,.....	187	
<i>Niles</i> ,.....	191	4 80	Parma,.....	196	
Buchanan,.....	197		<i>Jackson</i> ,.....	207	5 40
Terre Coupee,.....	201		Grass Lake,.....	217	
New Buffalo,.....	218		Chelsea,.....	228	
<i>Michigan City, In.</i> ,.....	227	6 00	Dexter,.....	235	
Porter,.....	240		<i>Ann Arbor</i> ,.....	245	6 35
Lake,.....	248		Ypsilanti,.....	252	
Gibson's,.....	260		Wayne,.....	265	
Calumet, Il.,.....	269		Dearborn,.....	272	
CHICAGO,.....	282	7 00	DETROIT,.....	282	7 00

DISTANCE from NEW YORK to CHICAGO, via Hudson River, New York Central, Great Western Railroad of Canada, and Michigan Central Railroad, 961 miles.

USUAL TIME, 34 hours.

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MICHIGAN SOUTHERN AND INDIANA NORTHERN RAILROAD.

Extending from MONROE, Mi., to CHICAGO, Il., 247 miles.

USUAL TIME, 11 hours.

PASSENGER CARS leave Monroe at 2 P. M., and Toledo at 2 and 11 A. M., and 8½ P. M., for Adrian, Chicago, &c.

PASSENGER CARS leave Chicago at 6 A. M., and 2, 6, and 8 P. M., for Toledo, &c., connecting with Lines of travel to Philadelphia & N. York.

STATIONS.		Miles.	Fare.	STATIONS.		Miles.	Fare
			\$ cts.				\$ cts.
MONROE,	0			CHICAGO,	0		
Ida,	13		30	Ainsworth,	12		35
Petersburg,	20		50	Millers,	29		75
Deerfield,	24		60	Bally Town,	36	1	15
ADRIAN,*	37	1	00	Calumet,	40		
Clayton,	48	1	35	Holmesville,	49		
Hudson,	54	1	50	Laporte,	58	1	80
Pittsford,	60	1	70	Terre Coupee,	73	2	25
Osseo,	64	1	85	SOUTH BEND,	85	2	60
HILLSDALE,	70	2	00	Mishawaka,	89	2	75
Jonesville,	75	2	15	Elkhart, †	100	3	10
Quincy,	86	2	50	Bristol,	108	3	30
COLDWATER,	93	2	65	White Pigeon, (dine,) ...	119	3	65
Bronson,	103	3	00	STURGIS,	131	4	00
Burr Oak,	110	3	20	Burr Oak,	137	4	10
STURGIS,	116	3	40	Bronson,	144	4	35
White Pigeon, (dine,) . .	128	3	70	COLDWATER,	154	4	65
Bristol, (In.),	139	3	90	Quincy,	161	4	85
Elkhart, †	147	4	15	Jonesville,	172	5	15
Mishawaka,	158	4	50	HILLSDALE,	177	5	35
SOUTH BEND,	162	4	65	Osseo,	183	5	50
Terre Coupee,	174	5	00	Pittsford,	187	5	60
Laporte,	189	5	50	Hudson,	193	5	85
Holmesville,	198			Clayton,	199	6	00
Calumet,	207			ADRIAN,	210	6	35
Bally Town,	211	6	20	Deerfield,	223	6	75
Millers,	218	6	60	Petersburg,	227	6	80
Ainsworth,	235	6	90	Ida,	234	7	00
CHICAGO,	247	7	00	MONROE,	247	7	00

* Junction of the Erie and Kalamazoo Railroad. Tecumseh Branch Railroad diverges from this Station, 8 miles.

† Goshen Branch Railroad diverges from this Station.

ERIE and KALAMAZOO RAILROAD.

Runs in connection with the Michigan Southern Railroad.

Extends from TOLEDO, O., to ADRIAN, Mich.

LENGTH, 32 miles. FARE, \$1.

CARS leave Toledo for Adrian, Chicago, &c., at 2 and 11 A. M., and 8½ A. M., forming in part the Great Line of Travel from Buffalo to Cleveland, Toledo, and Chicago.

J. H. MOORE, Sup^r, Adrian, Michigan.

CLEVELAND AND PITTSBURGH R. R.

PASSENGER TRAINS run daily, Sundays excepted, as follows :

GOING SOUTH.

Leave Cleveland at 9 20 A. M.,	2 50	and	6 45 P. M.
Leave Hudson at 10 29 "	3 51	"	7 50 "
Leave Ravenna at 11 03 "	4 21	"	8 23 "
Reach Alliance at 11 50 "	5 05	"	9 06 "
Leave Alliance at 12 10 P. M.,	and		9 12 "
Arrive at Bayard, 12 44 "	"	"	9 45 "
Arrive at Wellsville, 2 12 "			

GOING NORTH.

Leave Wellsville at ..	9 50 A. M.		
Leave Bayard at	11 15 "		
Leave Alliance at 7 30 A. M.,	12 00 M.	6 40 P. M.	
Leave Ravenna at 8 20 "	12 47	and	7 19 "
Leave Hudson at 8 53 "	1 18	"	7 48 "
Reach Cleveland, 10 00 "	2 20	"	8 45 "

The 6 40 P. M. Express Train from Alliance, will stop at no Way Stations except at Atwater, Ravenna, Earlville, Hudson and Bedford.

CONNECTIONS GOING SOUTH.

At Hudson with Cleveland, Zanesville and Cincinnati Railroad for Cuyahoga Falls, Akron and Millersburgh; at Ravenna with Coaches for Warren; at Alliance with Ohio and Pennsylvania Railroad for Pittsburg, Salem, Canton, Massilon and Wooster; at Bayard with Railroad for Minerva, Carrollton, Waynesburgh, Canal, Dover and New Philadelphia; at Wellsville with Steamers on Ohio River for Pittsburg, Steubenville and Wheeling.

GOING NORTH.

Trains connect at Bayard with train from New Philadelphia, Waynesburgh and Carrollton; at Alliance with Ohio and Pennsylvania Railroad to and from Pittsburg, Canton, Massilon and Wooster; at Hudson with C. Z. and C. Railroad to and from Akron, Millersburgh, &c.; at Cleveland with Cleveland and Toledo Railroad for Toledo, Chicago, St. Louis and the North-west; with C. C. and C. Railroad for the South, and with Lake Shore Railroad for Buffalo, Niagara Falls and New York.

FOR PHILADELPHIA, BALTIMORE, WASHINGTON CITY, AND NEW YORK.

Passengers are ticketed by the 9 20 A. M. train from Cleveland via Wellsville, by Steamers to Wheeling, thence over the Baltimore and Ohio Railroad to Baltimore and Washington City. Also by the 2 50 and 6 45 P. M. trains from Cleveland via Alliance and Pittsburg over the Pennsylvania Railroad to Philadelphia, Baltimore and New York.

Fare from Cleveland to Pittsburg	via Alliance.....	\$4 00
"	" " " Wellsville.....	3 00
"	Philadelphia " Pittsburg,.....	12 00
"	Baltimore " ".....	11 50
"	Baltimore " Wheeling,.....	11 25
"	Washington City via Wheeling,.....	12 40
"	New York via Philadelphia,.....	13 00

J. DURAND, Sup't., Cleveland, Ohio.

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R. R.

LAKE SHORE ROAD,
Running from Buffalo to Cleveland, Toledo, Chicago,
Cincinnati and St. Louis,
CARRYING THE UNITED STATES MAIL.
**Buffalo and State Line Railroad, and
Cleveland and Erie Railroad.**

BUFFALO to CLEVELAND, 183 miles. USUAL TIME, 7 hours.

Trains will leave Buffalo from the

NEW YORK CENTRAL RAILROAD DEPOT,

Exchange street, as follows, (Sundays excepted.)

Chicago and Cincinnati Train:

Leaves	1st Express,	2nd Express Mail,	3d Express,
Buffalo,	7 30, A. M.,	10 45, A. M.,	9 50, P. M.
	ARRIVE AT		
Dunkirk,	8 45, A. M.,	12 25, P. M., dine,	1 40, P. M.
Erie,	10 25, " "	2 40, " "	1 30, A. M.
Cleveland,	1 45, P. M., dine,	6 55, " sup.	5 15, " b'fast.
Toledo,	7 20, " sup.	2 00, " "	10 00, " "
Chicago,	6 45, A. M.	1 00, " "	8 45, P. M.
St. Louis,	11 20, P. M.		12 00, " "

Cincinnati Train.

Cleveland,	2 15, P. M.	7 50, P. M.	8 00, A. M.
Columbus,	8 00, " supper,	1 30, M.	1 00, P. M., dine.
Cincinnati,	1 00, A. M.,	5 50, A. M.	5 40, " "

The Second Class and Accommodation Train leaves at 3 30, P. M.

The 7 30, A. M. Train connects at Cleveland, at 3 00, P. M., with Train for Pittsburg.

RATES OF FARE.

	1st Class.	2d Class.
Cleveland.....	\$ 4 00	\$ 2 00
Toledo	7 00	3 25
Chicago, via Lake Shore and M. S. R. R.	12 00	5 00
Chicago, via Cleveland, D. and M. C. R. R.	12 00	
St. Louis, via Chicago	20 00	
St. Louis, via Cincinnati and Ohio Railroad	18 50	6 00
Milwaukee.....	13 00	6 00
Sheboygan	13 00	6 00
Kenosha	13 00	6 00
Racine	13 00	6 00
Rock Island	17 00	
La Salle	15 00	" "
Detroit.....	6 00	
Columbus	7 40	3 75
Cincinnati, via Columbus.....	9 50	4 50
Sandusky.....	6 50	
Pittsburg.....	8 00	
Louisville	11 50	5 50

Passengers for St. Louis, by taking the 7 30 A. M. Train, arrive in St. Louis "Thirteen hours ahead of any other route!"

Tickets can be procured at the Office of the New York Central Railroad, at the Depot. Baggage checked through to Cincinnati and Chicago.

C. C. DENNIS, *Super^r*, Buffalo, N. Y.

OHIO & PENNSYLVANIA RAILROAD,

Extending from PITTSBURGH to CRESTLINE, Ohio.

LENGTH, 187 miles. FARE, \$5 00.

MAIL TRAIN leaves Pittsburgh at 8 A. M.; dines at Alliance; takes tea at Crestline, and makes a close connection there with a fast Express Train, reaching Cincinnati about 12 o'clock at night.

EXPRESS TRAIN leaves Pittsburgh at 3 o'clock P. M., after the arrival of the Express Train from Philadelphia, and reaches Crestline at 11 30 P. M., connecting with the Night Express which reaches Cincinnati in the morning.

Connections are made with the Ohio and Indiana, and Bellefontaine and Indiana Railroads for Dayton, Indianapolis and towns in Indiana.

Connections are made with Cleveland, Monroeville, Sandusky, Toledo, Detroit and Chicago with Bucyrus, Upper Sandusky, Forest, and the towns on the Mad River Road. Also, with Mount Vernon, Newark, Zanesville and towns on the Mansfield road.

Fare to Cincinnati, \$7; to Indianapolis, \$8; to Dayton, \$6 50; to Toledo, \$6; to Columbus, \$5 25; to Zanesville, \$5 10; to Cleveland, \$4. Through Tickets to Louisville at reduced rates.


RETURNING:


The **EXPRESS TRAIN** leaves Crestline at 1 15 P. M., and reaches Pittsburgh at 8 30 P. M., connecting with the fast Express Train through in fifteen hours to Philadelphia.

MAIL TRAIN leaves Crestline at 2 30 A. M., on the arrival of the Night Express Train from Cincinnati, and arrives at Pittsburgh at 11 40 P. M.

NEW BRIGHTON ACCOMMODATION TRAIN leaves Pittsburgh at 10 A. M. and 5 P. M., and New Brighton at 6 A. M. and 1 15 P. M.

FREIGHT TRAIN leaves Pittsburgh at 7 A. M. and 9 P. M., and arrives at 4 30 A. M. and 4 30 P. M.

 The Trains do not run on Sunday.

 Tickets or further information, apply at the Ticket Offices of the Ohio and Pennsylvania Railroad Company, of J. G. CURRY, at the corner office under the Monongahela House, Pittsburgh, or of

GEORGE PARKIN, Ticket Agent, Federal street Station.
JOHN KELLY, Passenger Agent, Pittsburgh, Pa.

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CLEVELAND and TOLEDO RAILROAD. SOUTHERN DIVISION.

GOING WEST.

PASSENGER CARS leave Cleveland for Grafton, Toledo, &c., at 7 and 8 A. M., and 2 30, and 4 P. M., connecting with the great line of travel to Chicago, &c.

STATIONS.	Miles.	Fare.
CLEVELAND,.....	0	\$ cts.
Grafton,.....	25	65
Oberlin,.....	33	95
Camden,.....	38	1 10
Wakeman,.....	43	1 25
Townsend,.....	48	1 40
Norwalk,.....	55	1 55
Monroeville,.....	59	1 70
Bellevue,.....	67	1 85
Clyde,.....	74	2 10
Fremont,.....	82	2 30
Washington,.....		2 50
Elmore,.....	95	2 65
Stony Ridge,.....		2 80
TOLEDO,.....	112	3 05

GOING EAST.

PASSENGER CARS leave Toledo for Grafton, Cleveland, &c., four times daily, connecting with lines of travel to Philadelphia, New York, &c.

STATIONS.	Miles.	Fare.
TOLEDO,.....	0	\$ cts.
Stony Ridge,.....	13	40
Elmore,.....	17	55
Washington,.....	23	70
Fremont,.....	30	90
Clyde,.....	38	1 10
Bellevue,.....	46	1 30
Monroeville,.....	53	1 50
Norwalk,.....	57	1 65
Townsend,.....	64	1 80
Wakeman,.....	69	1 95
Camden,.....	74	2 10
Oberlin,.....	79	2 25
Grafton,.....	87	2 45
CLEVELAND,.....	112	3 05

NORTHERN DIVISION.

When finished to extend from OHIO CITY to PERRYSBURG, 120 miles.

PASSENGER CARS leave Ohio City at 6 45 A. M., & 3 P. M. for Sandusky, &c.

STATIONS.	Miles.	Fare.
OHIO CITY,.....	0	\$ cts.
Side Track,.....	3	
Berea,.....	12	35
Olmstead,.....	14	45
Elyria,.....	25	75
Amherst,.....	31	90
Brownhelm,.....	34	1 00
Vermillion,.....	38	1 10
Berlin,.....	46	1 30
Huron,.....	50	1 45
SANDUSKY,.....	60	1 70

PASSENGER CARS leave Sandusky twice daily, for Cleveland, &c.

STATIONS.	Miles.	Fare.
SANDUSKY,.....	0	\$ cts.
Huron,.....	10	35
Berlin,.....	14	45
Vermillion,.....	22	65
Brownhelm,.....	26	75
Amherst,.....	29	85
Elyria,.....	35	1 05
Olmstead,.....	46	1 35
Berea,.....	48	1 40
Side Track,.....	57	
OHIO CITY,.....	60	1 70

NOTE.—A reduction of 5 cents will be made on the above rates, when Tickets are purchased at the offices.

RAILROAD CONNECTIONS.

This Road connects with the Cleveland, Columbus and Cincinnati Railroad at Grafton; with the Sandusky and Mansfield Railroad at Monroeville; with the Mad River Railroad at Clyde, and with the Erie and Kalamazoo Railroad at Toledo.

J. F. VINTON, *Pres.*, Cleveland.

E. B. PHILLIPS, *Sup't*, Cleveland.

CLEVELAND TO CINCINNATI, OHIO.

CLEVELAND, COLUMBUS, & CINCINNATI RAILROAD, 135 miles.
 COLUMBUS and XENIA RAILROAD, 55 "
 LITTLE MIAMI, (Xenia to Cincinnati,) 65 "

TOTAL, CLEVELAND to CINCINNATI, 255 miles.

CLEVELAND to COLUMBUS.

USUAL TIME, from Cleveland to Columbus, 5 hours.

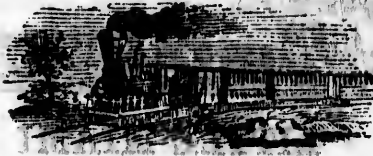
PASSENGER CARS leave Cleveland at 8 A. M., and 2½ and 7½ P. M. for Columbus, Cincinnati, &c.		PASSENGER CARS leave Columbus at 10½ A. M., and 1½ and 11 P. M., for Cleveland, &c.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
CLEVELAND,.....	0 \$ cts.	COLUMBUS, ¶.....	0 \$ cts
Rookport,.....	7 15	Worthington,.....	9
Berea,.....	12 35	Orange,.....	16
Olmstead,.....	15 45	Berlin,.....	20
Columbia,.....	18 55	Delaware, ¶.....	22
Grafton,*.....	25 65	Eden,.....	27
La Grange,.....	29 75	Ashley,.....	31
Wellington,.....	38 85	Cardington,.....	38
Rochester,.....	41 1 05	Gilead,.....	43
New London,.....	47 1 25	Iberia,.....	50
Greenwich,.....	54 1 40	Galion, §.....	56
Salem,.....	60 1 60	Crestline, †.....	
Shelby, †.....	67 1 80	Vernon,.....	60
Vernon,.....	75 2 00	Shelby, †.....	68
Crestline, †.....		Salem,.....	75
Galion, §.....	79 2 25	Greenwich,.....	81
Iberia,.....	85 2 35	New London,.....	88
Gilead,.....	92 2 55	Rochester,.....	94
Cardington,.....	97 2 75	Wellington,.....	99
Ashley,.....	104 2 90	La Grange,.....	106
Eden,.....	108 3 10	Grafton,*.....	110
Delaware, ¶.....	112 3 35	Columbia,.....	117
Berlin,.....	115 3 45	Olmstead,.....	120
Orange,.....	119 3 55	Berea,.....	123
Worthington,.....	126 3 75	Rockport,.....	128
COLUMBUS, ¶.....	135 4 00	CLEVELAND,.....	135 4 00

* Toledo, Norwalk, and Cleveland Railroad intersects.
 † Sandusky and Mansfield Railroad crosses at this Depot.
 ‡ Ohio and Indiana, and Ohio and Pennsylvania Railroads commence at this point.
 § Bellefontaine and Indiana Railroad intersects.
 ¶ Delaware and Springfield Railroad intersects.
 ¶ Columbus and Xenia Railroad commences; also, the Central Ohio Railroad, extending from Columbus to Wheeling, Va.

L. TILTON, Sup'l, Cleveland, Ohio.

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OHIO.
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5 miles.



CINCINNATI TO COLUMBUS, OHIO.

LITTLE MIAMI RAILROAD, CINCINNATI to XENIA, . 65 miles.
" " " " XENIA to SPRINGFIELD, . 19 "
COLUMBUS and XENIA RAILROAD, 55 "

Columbus at
P. M., for

Miles. Fare.
0 \$ cts
9
16
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23
27
31
38
43
50
56
60
68
75
81
88
94
99
106
110
117
120
123
128
135 4 00

PASSENGER CARS leave Cincinnati
for Springfield, Columbus, Cleveland,
&c., at 5 and 8 A. M., 3 & 6 P. M.

PASSENGER CARS leave Columbus
for Xenia, Cincinnati, &c., at 4 A. M.,
and 2, 2 20, and 7 50 P. M.

STATIONS.	Miles.	Fare.
CINCINNATI.....	0	\$ cts.
Engine House,.....	3	
Plainville,.....	9	25
Milford,.....	14	40
Miamiville,.....	17	50
Loveland's,*,.....	23	65
Foster's,.....	27	80
Deerfield,.....	32	95
Morrow, †,.....	36	1 05
Fort Ancient,.....	41	1 20
Oregon,.....	45	1 30
Corwin,.....	51	1 50
Claysville,.....	58	1 70
Spring Valley,.....	58	1 90
XENIA, ‡,.....	65	1 90
Old Town,.....	70	
Yellow Springs,.....	72	
SPRINGFIELD,.....	84	2 00
Cedarville,.....	73	2 15
Selma,.....	79	2 35
S. Charleston,.....	84	2 50
London,.....	95	2 80
W. Jefferson,.....	105	3 10
Rome,.....	112	
COLUMBUS, §,.....	120	3 50

STATIONS.	Miles.	Fare.
COLUMBUS, §,.....	0	\$ cts
Rome,.....	8	
W. Jefferson,.....	15	
London,.....	25	
S. Charleston,.....	36	
Selma,.....	41	
Cedarville,.....	47	
XENIA, ‡,.....	55	1 60
Old Town,.....	60	
Yellow Springs,.....	62	
SPRINGFIELD,.....	72	
Spring Valley,.....	62	
Claysville,.....	69	
Corwin,.....	69	
Oregon,.....	75	
Fort Ancient,.....	79	
Morrow, †,.....	84	
Deerfield,.....	88	
Foster's,.....	93	
Loveland's,*,.....	97	
Miamiville,.....	103	
Milford,.....	106	
Plainville,.....	111	
Engine House,.....	117	
CINCINNATI,.....	120	3 50

commence at
al Ohio Rail.
and, Ohio.

* Connects with Hillsborough's Railroad, 37 miles in length.
† Wilmington and Zanesville Railroad commences; finished to Lancaster, Ohio.
‡ Columbus and Xenia Railroad commences.
§ Cleveland, Columbus, and Cincinnati Railroad commences.



LITTLE MIAMI AND COLUMBUS and XENIA RAILROADS.

Connect as follows:

- At Loveland with Cars for Hillsborough and Chillicothe.
- At Deerfield with Stages for Lebanon.
- At Morrow with Cars for Wilmington, Circleville and Lancaster.
- At Springfield with the Mad River and Lake Erie, and Springfield, Mount Vernon and Pittsburgh Railroads.
- At London with the Springfield and London Railroad.
- At Columbus with the Cleveland and Erie, and Central Ohio Railroads to and from Cleveland, Pittsburgh, Zanesville, Wheeling, &c.

On Sundays but one Train is run, stopping at all Way Stations on notice, leaving Columbus at 4 A. M. and Cincinnati at 2 30 P. M.

Fare from Cincinnati to

Xenia,.....	\$1 60	Shelby,.....	\$4 75
Hillsborough,.....	1 75	Columbus,.....	3 00
Chillicothe,.....	3 75	Zanesville,.....	4 80
Springfield,.....	2 10	Wheeling,.....	7 15
Cleveland,.....	6 00	Pittsburgh,.....	7 75

FROM CINCINNATI TO THE NORTH, EAST AND WEST, By Railroad, VIA CINCINNATI, COLUMBUS and CLEVELAND ROUTE.

To New York, via Columbus, Cleveland and Lake Shore Railway in.....	32 hours.
To Boston, via Columbus, Cleveland and Lake Shore Railway in.....	34 " "
To Pittsburgh, by Columbus and Crestline, in.....	14 " "
To Philadelphia in.....	30 " "
To Baltimore in.....	30 " "
To Wheeling in.....	18 " "

via LITTLE MIAMI RAILWAY.

For further information, and Through Tickets, apply to P. W. STRADER, General Agent, south-east corner of Broadway and Front street, or at Passenger Station, East Front street, Cincinnati.

W. H. CLEMENT, *Sup't*, Cincinnati.

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CINCINNATI, HAMILTON & DAYTON RAILROAD.

PASSENGER TRAINS will leave the Sixth street Depot. Cincinnati as follows:

First Train at 6 A. M., Lightning Express, for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette, and Chicago direct.

Second Train at 8 A. M., for Hamilton, Eaton, Richmond, Dayton, Troy, Piqua, Sandusky, Toledo, Chicago, Clyde, Cleveland, Buffalo, New York, Boston, Pittsburg, Philadelphia, Baltimore, Washington, &c.

Third Train at 2 15 P. M., for Dayton, and intermediate Stations, Troy, Piqua, &c.

Fourth Train at 4 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, Lafayette, Chicago, Dayton, Springfield, Urbana, Kenton, Carey, Crestline, Pittsburg, Philadelphia, Baltimore, Washington, &c.

Fifth Train at 5 20 P. M., for Hamilton and intermediate Stations.

The First Train will connect at Richmond at 9 A. M. with Train of Indiana Central Road for Indianapolis; arrivè there at 11 30 A. M.; thence to Terre Haute, Lafayette and Chicago, without detention. Time as short as by any other route.

The Second Train will connect at Dayton at 10 30 A. M. with Mad River Train for Sandusky and intermediate points; also, at Crestline at 4 20 P. M. with Ohio and Pennsylvania Train for Pittsburg, Philadelphia, Baltimore, Washington, &c. The same Train will connect at Clyde with Toledo and Cleveland Train to Toledo, Chicago, and intermediate points. Also, with Dayton and Michigan Railroad to Troy and Piqua, and at Dayton with Dayton and Greenville Railroad to Greenville, Union, and all points on Bellefontaine and Indianapolis Railroad at 2 30 P. M.

Third Train connects at Dayton with Train for Troy, Piqua, &c. Also, with Train of Dayton and Western Road for Indianapolis.

The Fourth Train will connect at Richmond at 6 40 P. M. with Indiana Central Train for Indianapolis, Terre Haute, and Lafayette, and at Dayton with Mad River and Lake Erie Railroad for Springfield, Urbana, Kenton, Carey, Crestline, Pittsburg, Philadelphia, Baltimore, and Washington.

FARE.

From Cincinnati to Indianapolis,	\$3 50
" " " Terre Haute,	5 75
" " " Lafayette,	5 50
" " " Chicago,	9 00
" " " Springfield,	2 10
" " " Toledo,	5 75
" " " Cleveland,	6 00
" " " Pittsburg, first class,	7 00
" " " " front car,	5 00
" " " Philadelphia,	14 00
" " " Baltimore,	14 00
" " " New York, via Pittsburg and Philadelphia, (Railroad all the way),	16 00

For further information or tickets apply to W. A. Latham, Gen. Ag't, at the Office, corner Broadway and Front street, under Spencer House, or at the Office on Walnut street, next door to the Gibson House, or at the Sixth street Depot.

HENRY O. AMES, Sup't, Cincinnati, O.

ADS.

Mount

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\$4 75
3 00
4 80
7 15
7 75

WEST,

AND

Rail-
ways.

STRADER,
or at Pas-

Cincinnati.

CINCINNATI, HAMILTON, AND DAYTON RAILROAD.

LENGTH, 60 miles.

USUAL TIME, 2½ hours.

UPWARDS.

PASSENGER CARS leave Cincinnati at 6 and 8 A. M., 2 15 and 4 P. M. for Hamilton, Dayton, &c.

Leave at 6 30 A. M., and 4 P. M., for Eaton, New Castle, &c.

Connecting with Trains of Cars running to Indianapolis, Sandusky, &c.

See Cincinnati, Logansport and Chicago R. R., and Mad River and Erie Railroad.

DOWNWARDS.

PASSENGER CARS leave Dayton at 6 and 8 A. M., 3 45 and 6 30 P. M. for Hamilton, Cincinnati, &c.

Leave New Castle, In., at 7 A. M. and 1 15 P. M., for Cincinnati, &c.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
CINCINNATI.....	0	\$ cts.	DAYTON.....	0	\$ cts.
Ernst's.....	2		Carrolton.....	8	
Cumminsville.....	5		Miamisburg.....	11	
Carthage.....	10		Carlisle.....	18	
Lockland.....	12		Post Town.....	20	
Glendale.....	15		Middletown.....	23	
Jones.....	19		Trenton.....	27	
HAMILTON,*.....	25	60	Busenbarck's.....	29	
Junction.....	27		Junction.....	33	
Busenbarck's.....	31		HAMILTON,*.....	35	
Trenton.....	33		Jones.....	41	
Middletown.....	37		Glendale.....	45	
Post Town.....	40		Lockland.....	48	
Carlisle.....	44		Carthage.....	50	
Miamisburg.....	49		Cumminsville.....	55	
Carrolton.....	52		Ernst's.....	58	
DAYTON. †.....	60	1 50	CINCINNATI.....	60	1 50

* Hamilton and Eaton Railroad commences at this Station, and extends to Richmond, Ind.

† Mad River and Erie Railroad commences at this Station, and extends Sandusky, Ohio; also Indiana Central Railroad, and Dayton and Xenia R. R.

HENRY O. AMES, *Sup't.*, Cincinnati.

MARIETTA AND CINCINNATI RAILROAD.

Open through to CHILlicothe.

Passenger Trains will run as follows, viz:

Leave Little Miami Railroad Station, Cincinnati, at 8 A. M.; arrive at Chillicothe at 2 P. M.

Leave Chillicothe at 5 45 A. M.; arrives at Cincinnati, 11 25 A. M.

J. W. STOWELL, *Sup't.*, Chillicothe, O.

CINCINNATI, LOGANSFORT, AND CHICAGO RAILROAD.



Finished to New Castle, Ind., 98 miles from Cincinnati.

FARE, \$——. USUAL TIME, 4½ hours.

UPWARDS.

Leave Cincinnati from Cin., Ham. and Dayton Depot at 6½ A. M., and 4 P. M., for Richmond, New Castle, Indianapolis, &c.

DOWNWARDS.

Leave New Castle at 7 A. M., and 1 15 P. M. for Richmond, &c., connecting with cars from Indianapolis.

See Cincinnati, Hamilton and Dayton Railroad.

Miles. Fare.
 .. 0 \$ cts.
 .. 8
 .. 11
 .. 16
 .. 20
 .. 23
 .. 27
 .. 29
 .. 33
 .. 35
 .. 41
 .. 45
 .. 48
 .. 50
 .. 55
 .. 58
 .. 60 1 50

STATIONS.	Miles.	Fare.
CINCINNATI,	0	\$ cts.
Hamilton,	25	60
Seven Mile,	32	
Collinsville,	36	
Somerville,	39	
Camden,	45	
Barnet's,	47	
Eaton,	53	1 35
Florence,	61	
Westville,	63	
Richmond, In.,*	70	1 75
Washington,	80	
Hagerstown,	86	
Millville,	92	
New Castle,	98	
Anderson,		unfinish'd.
LOGANSFORT,		"

STATIONS.	Miles.	Fare.
LOGANSFORT,		unfinish'd.
Anderson,		"
New Castle,	0	
Millville,	6	
Hagerstown,	12	
Washington,	18	
Richmond,	28	
Westville, O.,	35	
Florence,	37	
Eaton,	45	
Barnet's,	51	
Camden,	53	
Somerville,	59	
Collinsville,	62	
Seven Mile,	66	
Hamilton,	73	
CINCINNATI,	98	

and extends
 and extends
 Xenia R. R.
 Cincinnati.

* Connects with the Indiana Central R. R. running to Indianapolis, &c.
S. B. MORSE, Acting Sup't.

DAYTON, XENIA, AND BELPRE RAILROAD.

Open between DAYTON and XENIA,

forming a connecting link in the GREAT EASTERN AND WESTERN CENTRAL ROUTE.

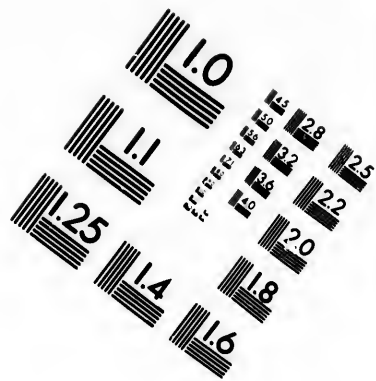
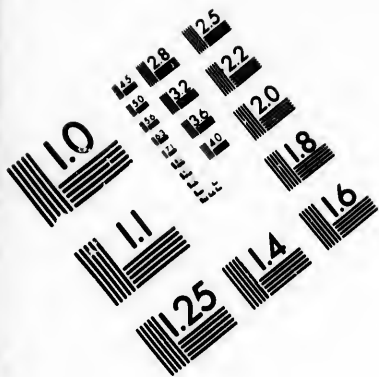
FOUR DAILY TRAINS.

; arrive at
 A. M.
 icothe, O.

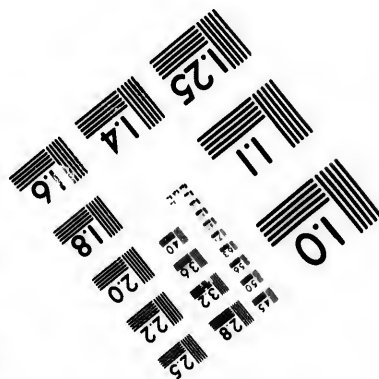
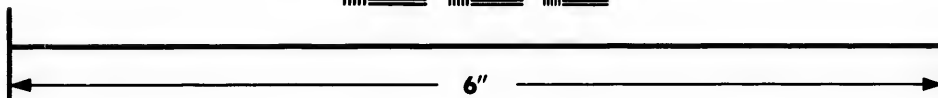
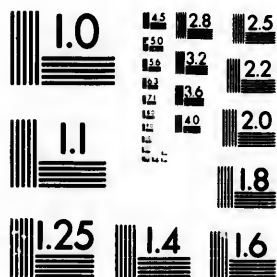
TRAINS.	Leave Dayton	Leave Xenia.
Express,	7 25 A. M.	3 10 P. M.
Dayton and Columbus,	11 10 "	12 25 "
Accommodation,	1 30 P. M.	11 50 "
Mail,	6 40 "	5 00 A. M.

W. E. MORRIS, Sup't, Dayton, O.
 8*





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



COVINGTON AND LEXINGTON RAILROAD

LENGTH, 99 miles.

USUAL TIME — hours.

PASSENGER CARS leave Covington, Ky., at 7 A. M., (Express,) and 2 40 P. M., (Accommodation,) for Paris, Lexington, &c.

PASSENGER CARS leave Lexington at 10 A. M., (Express,) leave Paris for Covington, &c., at 12 M. Accommodation, at 5 30 A. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
COVINGTON,	0	\$ cts.	LEXINGTON,	0	\$ cts.
De Coursey,	6	20	Bryant's,	6	20
Culbertson,	8	25	Cooper's,	12	40
Grant's Bend,	10	30	Paris,	19	60
New Philadelphia,	13	40	Kiser's Mills,	25	75
Canton,	15	45	Lair's Mills,	30	90
Benton,	18	55	Cynthiana,	33	1 00
Clarkson,	22	65	Garnett's,	39	1 20
Demossville,	25	75	Robinson's,	44	1 35
Butler,	28	85	Berry's,	46	1 40
Boston,	30	90	Boyd's,	49	1 50
Wright's,	33	1 00	Callensville,	52	1 60
Falmouth,	39	1 15	Livengoods,	56	1 70
Livengoods,	43	1 30	Falmouth,	60	1 85
Callensville,	47	1 40	Wright's,	66	2 00
Boyd's,	50	1 50	Boston,	69	2 10
Berry's,	53	1 60	Rutler,	71	2 15
Robinson's,	55	1 65	Demosville,	74	2 25
Garnett's,	60	1 80	Clarkson,	77	2 40
Cynthiana,	66	2 00	Benton,	81	2 45
Lair's Mills,	69	2 10	Canton,	84	2 55
Kiser's Mills,	74	2 25	New Philadelphia,	86	2 60
Paris,	80	2 40	Grant's Bend,	89	2 70
Cooper's,	87	2 80	Culbertson,	91	2 75
Bryant's,	93	2 80	De Coursey,	93	2 80
LEXINGTON,	99	3 00	Covington,	99	3 00

J. M. DOHERTY, Supt., Covington, Ky.

COVINGTON AND LEXINGTON RAILROAD

Open to PARIS, Kentucky.

Direct Railroad Connection with Lexington, Frankfort, and Louisville.

TWO DAILY PASSENGER TRAINS.
THE EXPRESS TRAIN.

Leaves Covington Depot at 7 o'clock A. M., stopping at Grant's Bend, New Philadelphia, Canton, Benton, Clarkson, Demossville, Butler, Irving, Fal-

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mouth, Livengood's, Callensville, Boyd's, Berry's, Robinson's, Garrett's, Cythlana, Lair's, and Kiser's, and arriving at Paris at 11 00 A. M.

Returning, leave Paris at 12 o'clock M., stopping as above, and arriving at Covington at 4 35 P. M.

Through Passengers by this Train connect directly at Paris with the Mayaville and Lexington Road, and arrive at Lexington at 1 o'clock P. M., connecting at Lexington with Stage Lines for Danville, Winchester, &c., and with the Afternoon Train of the Lexington and Frankfort Road, for Frankfort and Louisville.

Returning, leave Lexington at 10 o'clock A. M. and arrive at Covington at 4 35 P. M., in time for the Evening Express Trains for the North and East.

THE ACCOMMODATION TRAIN

Leaves Paris at 5 30 A. M., stopping at all regular and Flag Stations, and arriving at Covington at 10 25 A. M.

Returning, leave Covington at 2 40 P. M., stopping as above, and arriving at Paris, at 7 35 P. M.

RATES OF FARE.

Covington to Lexington,..... \$3 00
 Covington to Paris,..... 2 40

For Through Tickets apply at the Little Miami Railroad Ticket Office.

Cincinnati, Hamilton, and Dayton Railroad Ticket Office.

Or at the Depot, Covington, Ky.

P. W. STRADER, Agent.
 W. A. LATHAM, Agent.

J. M. DOHERTY, Sup't.

LOUISVILLE, FRANKFORT and LEXINGTON RAILROAD.

Connecting with the COVINGTON and LEXINGTON RAILROAD.

PASSENGER CARS leave Louisville at 6 A. M., and 2 30 P. M. for Frankfort, Lexington, &c.

PASSENGER CARS leave Lexington at 6 A. M., and 2 30 P. M. for Frankfort, Louisville, &c.

STATIONS	Miles.	Fare.	STATIONS	Miles.	Fare.
LOUISVILLE,	0	\$ cts.	LEXINGTON,	0	\$ cts.
O'Bannon's,	14	35	Midway,	14	50
Lagrange,	27	65	FRANKFORT,	29	1 00
Smithfield,	35	75	Consolation,	41	1 50
Eminence,	40	1 00	Bagdad,	42	1 50
Bellevue,	42	1 10	Christianburg,	44	1 60
Pleasureville,	44	1 20	Pleasureville,	50	1 75
Christianburg,	50	1 40	Bellevue,	52	1 90
Bagdad,	52	1 50	Eminence,	54	2 00
Consolation,	53	1 60	Smithfield,	59	2 25
FRANKFORT,	65	2 00	Lagrange,	67	2 40
Midway,	80	2 50	O'Bannon's,	80	2 75
LEXINGTON,	94	3 00	LOUISVILLE,	94	3 00

J. F. GAMBLE, Sup't., Louisville, Ky.

BELLEFONTAINE AND INDIANA RAILROAD.

Running in connection with the INDIANAPOLIS and BELLEFONTAINE RAILROAD.

GOING WEST.

PASSENGER CARS leave Galion, O., at 11 20 A. M., and 11 80 P. M., for Union, Indianapolis, &c.

STATIONS.	Miles.	Fare.
GALION, O.,	0	\$ cts.
Caledonia	11	30
Marion	20	45
Bryant's	25	55
Larue	34	75
Mount Victory	42	90
Ridgeway	45	95
Big Spring	49	1 10
Rushsylvania	51	1 10
Harper	54	1 20
Bellefontaine	60	1 25
De Grass	70	1 45
Quincy	73	1 50
Pemberton	76	1 55
Sidney	83	1 70
Hardin	88	1 85
Houston	93	1 90
Fulton's	97	2 00
Versailles	101	2 10
Dallas	109	2 25
UNION, IN.,	118	2 45

GOING EAST.

PASSENGER CARS leave Union, In., at 10 A. M., and 4 10 P. M., for Galion, Cleveland, &c.

STATIONS.	Miles.	Fare.
UNION, IN.,	0	\$ cts.
Dallas	9	25
Versailles	17	40
Fulton's	21	
Houston	25	55
Hardin	30	65
Sidney	35	75
Pemberton	42	90
Quincy	45	95
De Grass	49	1 05
Bellefontaine	58	1 25
Harper	64	1 35
Rushsylvania	67	1 40
Big Spring	70	
Ridgeway	73	1 55
Mount Victory	76	1 60
Larue	84	1 75
Bryant's	93	1 95
Marion	98	2 05
Caledonia	107	2 20
GALION, O.,	118	2 45

J. NOTTINGHAM, Sup't, Indianapolis.

GREAT WESTERN AND SOUTH-WESTERN MAIL ROUTE.
NEW YORK TO INDIANAPOLIS
via LAKE SHORE and CLEVELAND.

BELLEFONTAINE and INDIANAPOLIS RAILROAD.

INDIANAPOLIS, TERRE HAUTE, LAFAYETTE, LOUISVILLE, ST. LOUIS, MADISON, MARION, AND SIDNEY.

Connect at Bellefontaine with the *Mad River and Lake Erie Railroad* for URBANA, SPRINGFIELD, DAYTON, AND CINCINNATI.
Forming the most direct route to the West and South-west.

THREE TRAINS DAILY, (Sundays excepted,) leave the New York Central Railroad Depot, on Exchange street, Buffalo, as follows:

Buffalo
" "
" "
Buffs cured a eastern
IND
Run
PASSENGER
45 A. M.
polis, &c
STA
UNION,
Harrisville
Winchester
Farmland
Morristown
Smithfield
Muncie,
Yorktown
Daleville,
Chesterfie
Anderson
Pendleton
Alfnt,
Fortville,
Woodbury
M-Cord's,
Oakland,
Laneville,
Dezell's,
INDIANAPOLIS

FIRST TRAIN—leaves Buffalo at 7 30 A. M., connecting at Bellefontaine with Mad River and Lake Erie Railroad Trains for the above named places; arrives at Indianapolis in time to connect, *without delay*, with Trains for Madison, Louisville, Terre Haute, Lafayette, and St. Louis.

SECOND TRAIN—Leaves Buffalo, at 10 45 A. M., and makes the same connections as above, allowing time for a comfortable night's sleep at Cleveland, and also at Indianapolis.

THIRD TRAIN—Leaves Buffalo at 9 30 P. M., makes the same connections, and allows time for a night's sleep at Indianapolis.

RATES OF FARE.

Buffalo to Indianapolis,.....	\$10 50	Buffalo to Bellefontaine,.....	\$7 50
“ “ Lafayette,.....	13 50	“ “ Dayton,.....	8 90
“ “ Terre Haute,.....	12 75	“ “ Sidney,.....	8 10
“ “ Louisville,.....	12 50	“ “ Marion,.....	6 50
“ “ Peru,.....	12 50		

Baggage checked through—no charge for handling.—Tickets can be procured at the Office of the New York Central Railroad at the Depot, and all eastern Railroad Offices. **J. NOTTINGHAM, Sup't, Indianapolis.**

INDIANAPOLIS & BELLEFONTAINE RAILROAD.

Running in connection with the BELLEFONTAINE and INDIANA RAILROAD.

GOING WEST.

PASSENGER CARS leave Union at 6 45 A. M., and 5 P. M., for Indianapolis, &c.

GOING EAST.

PASSENGER CARS leave Indianapolis at 5 45 A. M., and 12 M. for Union, Gallon, &c.

STATIONS.	Miles.	Fare.
		0 \$ cts.
UNION,.....	0	
Harrisville,.....	4	
Winchester,.....	10	30
Farmland,.....	18	50
Morristown,.....	24	55
Smithfield,.....	24	65
Muncie,.....	30	80
Yorktown,.....	36	1 00
Daleville,.....	40	
Chesterfield,.....	42	1 15
Anderson,.....	48	1 30
Pendleton,.....	56	1 50
Alfont,.....	61	1 65
Fortville,.....	62	1 70
Woodbury,.....	66	1 80
M'Cord's,.....	68	1 85
Oakland,.....	70	1 90
Laneville,.....	75	2 05
Dezell's,.....	79	2 15
INDIANAPOLIS,.....	84	2 30

STATIONS.	Miles.	Fare.
		0 \$ cts.
INDIANAPOLIS,.....	0	
Dezell's,.....	5	25
Laneville,.....	9	25
Oakland,.....	14	40
M'Cord's,.....	16	45
Woodbury,.....	18	50
Fortville,.....	20	60
Alfont,.....	23	65
Pendleton,.....	28	75
Anderson,.....	36	1 00
Chesterfield,.....	42	1 15
Daleville,.....	44	
Yorktown,.....	48	1 30
Muncie,.....	54	1 50
Smithfield,.....	60	1 65
Morristown,.....	66	1 75
Farmland,.....	66	1 80
Winchester,.....	74	2 00
Harrisville,.....	79	
UNION,.....	84	2 30

J. NOTTINGHAM, Sup't, Indianapolis.

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Union, In.,	
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Miles. Fare.	
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25 55	
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45 95	
48 1 05	
58 1 25	
64 1 35	
67 1 40	
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73 1 55	
76 1 60	
84 1 75	
93 1 95	
98 2 05	
107 2 20	
118 2 45	

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ROUTE.

APOLIS

ST. LOUIS,

Railroad for
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South-west.

he New York
rs:

JEFFERSONVILLE RAILROAD.

Extending from JEFFERSONVILLE to COLUMBUS, IN.

Connecting with the MADISON and INDIANAPOLIS RAILROAD.



GOING NORTH.

PASSENGER CARS leave Jeffersonville at 6 A. M. & 1 P. M.

STATIONS.	Miles.	Fare.
JEFFERSONVILLE	0	0 cts.
Sellersburg	8	
Memphis	18	
Henryville	19	
Summit	23	
Vienna	27	
Austin	33	
Applegates	37	
Langden's	40	
Farmington	47	
Seymour*	49	
Rockford	51	
Jonesville	56	
Bannerville	60	
Waynesville	61	
Walesboro'	62	
COLUMBUS	66	
Irwin's	70	
Taylorville	73	
Edinburg, †	77	
Franklin	89	
INDIANAPOLIS	108	

GOING SOUTH.

PASSENGER CARS leave Indianapolis at 7 A. M. & 1 P. M.

STATIONS.	Miles.	Fare.
INDIANAPOLIS	0	0 cts.
Franklin	19	
Edinburg, †	31	
Taylorville	35	
Irwin's	37	
COLUMBUS	42	
Walesboro	46	
Waynesville	47	
Bannerville	48	
Jonesville	52	
Rockford	57	
Seymour*	59	
Farmington	61	
Langden's	63	
Applegates	71	
Austin	75	
Vienna	81	
Summit	85	
Henryville	89	
Memphis	93	
Sellersburg	99	
JEFFERSONVILLE	108	

* Connects with the Ohio and Mississippi R. R., running to Cincinnati.

† Connects with the Shelbyville Branch Railroad.

A. P. OSBORNE, *Sup't*, Jeffersonville, In.

JEFFERSONVILLE RAILROAD.

PASSENGER TRAINS will run as follows.

Leave for Indianapolis and Chicago at 6 30 A. M., and 1 30 P. M.

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Clarksvi
Baker's
Culver's
LAFAYET
* Conr
gan City
of Travel

Freight Trains each way daily (Sundays excepted.) Arrangements are made for freights to and from the East. Freight taken at the lowest rates, and no charge for drayage and commissions, and put through with less handling and transshipment than any other route. All shippers sending freight from the East to Jeffersonville, Louisville, and New Albany, via Jeffersonville, have it marked, J. & B. R. R., via Gallion.

For general information and tickets apply at the Jeffersonville Railroad Office, Main street, between Second and Third, Louisville, or at the Depot.

Omnibusses will call for Passengers by leaving their address at the Office in Louisville.

A. P. OSBORNE, Sup'l, Jeffersonville, In.

LAFAYETTE AND INDIANAPOLIS RAILROAD.



Connecting with the NEW ALBANY and SALEM RAILROAD.

Forming a Through Line of Travel from CHICAGO to INDIANAPOLIS, CINCINNATI, &c.

PASSENGER CARS leave Indianapolis at 6 30 A. M., and 12 M. for Lafayette, Michigan City, Chicago, &c.

PASSENGER CARS leave Lafayette at 7 30 A. M., and 12 30 P. M., for Indianapolis, Cincinnati, &c.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
INDIANAPOLIS.....	0	0 cts.	LAFAYETTE,*.....	64	2 00
Augusta.....	10	30	Culver's.....	8	
Zionsville.....	14	45	Baker's.....	12	
Whitestown.....	20	65	Clarksville.....	16	
Holmes.....	23	75	Midway.....	21	
Lebanon.....	27	85	Thornton.....	26	
Hazelrigg.....	33	1 00	Hazelrigg.....	31	
Thornton.....	37	1 15	Lebanon.....	36	
Midway.....	42	1 30	Holmes.....	40	
Clarksville.....	47	1 45	Whitestown.....	43	
Baker's.....	51	1 55	Zionsville.....	49	
Culver's.....	56	1 65	Augusta.....	54	
LAFAYETTE,*.....	64	2 00	INDIANAPOLIS.....	64	2 00

* Connects with the New Albany and Salem Railroad, running to Michigan City, In., forming in connection with other Railroads a Through Line of Travel from Cincinnati to Chicago, &c.

Wm. DURLIN, Sup'l, Lafayette, In.

OHIO AND MISSISSIPPI RAILROAD.

OHIO AND INDIANA DIVISION.

Lawrence, Finished, 36 1/2 miles.

Usual Time, 4 hours.

GOING WEST.

PASSENGER CARS leave Cincinnati at 6 1/2, 7 1/2 A. M., & 12 1/2, 3 1/2 P. M., for Lawrenceburgh, Seymour, &c.

GOING EAST.

PASSENGER CARS leave Seymour at 11 A. M., and 5 45 P. M., for Lawrenceburgh, Cincinnati, &c.

Connecting with Trains of Cars, running to Indianapolis, Louisville, &c. See Indianapolis and Cincinnati Railroad, and Jeffersonville Railroad.

GOING WEST.		GOING EAST.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
CINCINNATI,.....	0 \$ cts.	SEYMOUR,.....	0 \$ cts.
Mill Creek,.....	1 10	Hardenberg,.....	1 25
Sylvania,.....	2 20	North Vernon,.....	16 40
Delhi,.....	3 30	Butlerville,.....	21 55
North Bend,.....	14 60	Otter Creek,.....	26 65
Lawrenceburgh,.....	15 65	Holman's Mills,.....	29 70
In. & Cin. R. R. Junction,*	21 60	Michigan Road,.....	32 75
Aurora,.....	24 65	Osgood,.....	36 85
Cochran,.....	28 70	Laurens Creek,.....	38 95
Dillsborough,.....	32 85	Delaware,.....	41 1 00
Moore's Hill,.....	39 1 00	Pierceville,.....	43 1 05
Milan,.....	41 1 05	Milan,.....	45 1 10
Pierceville,.....	44 1 10	Moore's Hill,.....	48 1 15
Delaware,.....	46 1 15	Dillsborough,.....	54 1 30
Laurens Creek,.....	48 1 20	Cochran,.....	61 1 45
Osgood,.....	51 1 30	Aurora,.....	62 1 50
Michigan Road,.....	55 1 40	In. & Cin. R. R. Junction,*	66 1 60
Holman's Hill,.....	57 1 45	Lawrenceburgh,.....	72 1 75
Otter Creek,.....	60 1 50	North Bend,.....	72 1 75
Butlerville,.....	65 1 65	Delhi,.....	77 1 85
North Vernon,.....	72 1 75	Sylvania,.....	85 2 00
Hardenberg,.....	78 1 90	Mill Creek,.....	86 2 00
SEYMOUR, †.....	86 2 00	CINCINNATI,.....	2 00

* Indianapolis and Cincinnati Railroad commences.

† Jeffersonville Railroad intersects.

S. S. POST, Eng. & Sup't, Cincinnati.

TO LOUISVILLE,

MADISON, INDIANAPOLIS, TERRE HAUTE, PERU, LAFAYETTE, MICHIGAN CITY, CHICAGO, GALENA, DAVENPORT, ST. LOUIS, AND NEW ORLEANS.

OHIO AND MISSISSIPPI RAILROAD.

For Louisville—leave Cincinnati at 6 15 A. M., and 12 45 P. M., connecting with the Jeffersonville Railroad at Seymour, and arrive at Jeffersonville—opposite Louisville—at 12 05 P. M., and 6 10 P. M.

Returning—leave Jeffersonville at 6 30 A. M., and at 1 30 P. M., arrive in Cincinnati at 11 42 A. M., and 7 30 P. M.

Fare between Cincinnati and Jeffersonville, \$2 50.

For Indianapolis—Leave Cincinnati at 7 15 A. M., and 3 15 P. M., connecting with the Indianapolis and Cincinnati Railroad at Lawrenceburgh, for Indianapolis, and all the principal cities and towns of the north & west. Returning—These Trains arrive in Cincinnati, at 4 06 & 9 30 P. M. Fare, \$3. For Lawrenceburgh and Aurora—Leave Cincinnati at 7 15 and 10 45 A. M., and 3 15 and 5 P. M., stopping at all the regular Stations. Freight Trains for Jeffersonville and all intermediate Stations, leave Cincinnati at 9 30 A. M.

For further information see handbills, or apply at the Ticket Office on Fourth Street, north side, four doors from Vine street, opposite New Custom House.

S. S. POST, Chief Eng. & Sup't., Cincinnati.

INDIANAPOLIS AND CINCINNATI RAILROAD.

Extending from LAWRENCEBURGH, In., to INDIANAPOLIS.

LENGTH, 90 miles.

USUAL TIME, 3 1/2 hours.

PASSENGER CARS leave Lawrenceburgh at 8 15 A. M., and 4 15 P. M., for Indianapolis, &c., connecting with Trains running north and west.

PASSENGER CARS leave Indianapolis at 11 45 A. M., and 4 P. M., for Lawrenceburgh, connecting with Cars running to Cincinnati, &c.

See Ohio and Mississippi Railroad.

STATIONS.	Miles.	Fare.
LAWRENCEBURGH.	0	\$ cts.
Guilford.	8	25
Harman's.	14	40
Van Wedden's.	18	55
Spades.	23	70
Batesville.	29	85
New Point.	35	1 05
Greensburgh.	44	1 30
Clifty.	49	1 45
St. Omar.	54	1 60
Middletown.	57	1 70
Shelbyville.	64	1 90
Fairland.	70	2 10
London.	74	2 20
Farmerville.	78	2 30
Gallaudet.	81	2 40
INDIANAPOLIS.	90	2 50

STATIONS.	Miles.	Fare.
INDIANAPOLIS.	0	\$ cts.
Gallaudet.	9	35
Farmerville.	12	35
London.	16	45
Fairland.	20	60
Shelbyville.	26	75
Middletown.	33	1 00
St. Omar.	36	1 00
Clifty.	41	1 20
Greensburgh.	46	1 35
New Point.	55	1 65
Batesville.	61	1 75
Spades.	67	2 00
Van Wedden's.	71	2 10
Harman's.	75	2 25
Guilford.	81	2 40
LAWRENCEBURGH.	90	2 50

Cincinnati, 111 miles, Fare, \$3; Time, 5 hours.—Fare from Cincinnati to Lafayette, \$5—To Michigan City, \$7 75—To Chicago, \$9.

Connects with the Ohio and Mississippi Railroad, 20 miles from Cincinnati.

T. A. MORRIS, Pra., Indianapolis.

SYDNEY RICE, Agent, Cincinnati.

INDIANA CENTRAL, AND DAYTON AND WESTERN RAILROAD.

Extending from INDIANAPOLIS to DAYTON.

LENGTH, 108 miles. USUAL TIME, 5 hours.

GOING WEST.

PASSENGER CARS leave Dayton at 7 A. M. and 5 P. M., for Indianapolis, Terre Haute, &c.

GOING EAST.

PASSENGER CARS leave Indianapolis at 5 45 A. M., and 12 M., for Dayton, Cincinnati, &c.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
DAYTON	0	0 cts.	INDIANAPOLIS	0	0 cts.
Higgin's	6	0	Cumberland	11	1 30
Brookville	18	0	Philadelphia	17	50
Dobson	16	0	Greenfield	21	60
Sonora	21	0	Cleveland	28	75
Manchester	25	0	Charlottsville	30	80
Eldorado	27	0	Knights town	35	1 00
New Paris	35	0	Raysville	36	1 00
Richmond	40	0	Ogden	38	1 10
Centreville	46	0	Lewisville	44	1 25
Germantown	52	0	Dublin	52	1 50
Cambridge City	54	0	Cambridge City	54	1 50
Dublin	56	0	Germantown	56	1 60
Lewisville	64	0	Centreville	62	1 80
Ogden	70	0	Richmond	68	2 00
Raysville	72	0	New Paris	73	2 20
Knights town	73	0	Eldorado	81	2 40
Charlottsville	78	0	Manchester	83	2 50
Cleveland	80	0	Sonora	87	
Greenfield	87	0	Dobson	93	
Philadelphia	91	0	Brookville	95	
Cumberland	97	0	Higgin's	102	
INDIANAPOLIS	108	2 50	DAYTON	108	2 50

* Connects with the Cincinnati, Logansport and Chicago Railroad.

GREAT CENTRAL ROUTE,

VIA

INDIANA CENTRAL, RAILWAY.

The Great Eastern and Western Mail Line, connecting at Richmond with Eaton and Hamilton Road for Cincinnati, and at Dayton with Mad River and Lake Erie, Cincinnati, Hamilton and Dayton, Dayton and Michigan, and Dayton and Xenia Roads.

Passengers taking the 12 M. Train from Indianapolis, for Dayton, Columbus, Newark, Zanesville, and Wheeling, arrive in Columbus at 9 45 P. M. Six hours in advance of any other route!!

Through to Cincinnati direct, via Richmond and Eaton.

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Passengers taking the 5 45 P. M. Train, arrive in Cincinnati at 11 45 A. M., in Dayton at 10 40 A. M., in Columbus at 2 30 P. M., in Cleveland at 6 45 P. M. Passengers leaving Indianapolis at 12 M., for Dayton, Columbus, Crestline, Pittsburg, Philadelphia, and New York, arrive in Dayton at 5 P. M., in Columbus at 9 45 P. M., at Crestline 12 at night, in time to connect with the night train on Ohio and Pennsylvania Road for Pittsburg, Philadelphia and New York.

Eastern Baggage checked to Buffalo. Pittsburg and Philadelphia Baggage to Pittsburg.

Passengers procure Tickets at the Union Passenger Station, at Indianapolis. **JAMES M. SMITH, Sup'l, Indianapolis.**

TERRE HAUTE AND RICHMOND RAILROAD.

LENGTH, 73 miles. USUAL TIME, 3 1/2 hours.



This Road connects with the Erie and Wabash Canal at Terre Haute; also with the Mississippi and Atlantic, and Terre Haute and Alton Railroad, both in progress of construction.

GOING WEST.

PASSENGER CARS leave Indianapolis at 7 1/2 A. M., (Freight), and 1 10 P. M. for Terre Haute, &c.

STATIONS	Miles.	Fare.
INDIANAPOLIS	0	\$ cts.
Bridgeport	9	25
Plainfield	14	40
Cartersburgh	17	50
Bellville	19	60
Claysville	21	65
Morrisville	25	75
Crittenden	27	80
Coatsville	29	85
Fillmore	33	1 00
Green Castle	39	1 15
Hamerick's	44	1 45
Reel's Mills	48	1 55
Croy's Creek	52	1 70
Brazil	57	1 85
Highland	61	2 00
Cloverland	63	2 00
Wood's Mill	65	2 00
TERRE HAUTE	73	2 00

GOING EAST.

PASSENGER CARS leave Terre Haute at 7 A. M., and 7 15 P. M., (Freight,) for Indianapolis, &c.

STATIONS	Miles.	Fare
TERRE HAUTE	0	\$ cts.
Wood's Mill	8	25
Cloverland	10	30
Highland	12	35
Brazil	16	50
Croy's Creek	20	65
Reel's Mills	25	75
Hamerick's	29	85
Green Castle	34	1 00
Fillmore	40	1 20
Coatsville	44	1 30
Crittenden	46	1 40
Morrisville	48	1 45
Claysville	52	1 55
Bellville	54	1 60
Cartersburgh	56	1 70
Plainfield	59	1 75
Bridgeport	64	1 90
INDIANAPOLIS	73	2 00

*Connects with the New Albany and Salem Railroad, running from New Albany, In. to Michigan City.

S. HUESTIS, Sup'l, Terre Haute, In

PACIFIC RAILROAD.

Finished from St. Louis to Franklin, 27 miles.



Trains will run regularly every day, excepting Sundays, connecting at Memphis with F. Bartold's Stages to Manchester and Ellisville, and at Franklin with Sanger & Co's Stages to Jefferson City, and Bartold's Express to Washington, Mo., as follows:

ST. LOUIS AND FRANKLIN.

Leave St. Louis at 8 A. M., and 2 30 and 6 P. M.
Reach Franklin at 9 45 A. M., and 4 15 and 7 30 P. M.

FRANKLIN TO ST. LOUIS.

Leave Franklin at 6 and 11 15 A. M., and 4 45 P. M.
Reach St. Louis at 8 30 A. M., and 1 and 6 30 P. M.

SUNDAY.

ST. LOUIS TO FRANKLIN.

Leave St. Louis at 9 30 A. M., and 3 and 5 P. M.
Reach Franklin at 11 15, 4 45, and 7 P. M.

FRANKLIN TO ST. LOUIS.

Leave Franklin at 6 45 A. M., and 12 45 and 5 15 P. M.
Reach St. Louis at 8 30 A. M., and 2 30 and 7 P. M.

The above Trains stop at all the Way Stations.

Omnibuses leave the Planters' House, on 4th street, half an hour in advance of every Train, and run regularly, in connection, to and from all the Trains.

UNITED STATES MAIL



SANGER & Co. will run a daily Line of four horse Post Coaches as follows, Leaving Franklin in connection with the 8 A. M. Train from St. Louis; they will run Coaches to Jefferson City, and thence westward and south-westward; they will also run a Line of four horse Post Coaches, via Union, to Washington. Time to Washington, from St. Louis, 7 hours; to Jefferson City 30 hours.

Tickets to be procured of Sanger & Co., at their office, under the Planters' House, fourth street.

JAMES M. WARD, Ass't Sup't,

Office, Pacific Railroad Depot, 14th st., St. Louis

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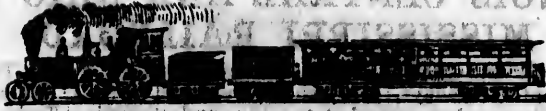
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GALENA and CHICAGO UNION RAILROAD.



PASSENGER CARS leave Chicago at 8 A. M., and 9½ P. M., for Warren, Galena, &c.

PASSENGER CARS leave Warren at 11 A. M., and 9 P. M., for Chicago, &c.

STATIONS.	Miles.	Fare.
CHICAGO.	0	0 cts.
Oak Ridge	8	20
Cottage Hill	16	40
Babcock's Grove	20	50
Danby	22	60
Wheaton	25	65
Warren	27	70
Junction*	30	75
Wayne	35	90
Clinton	39	95
Elgin, †	42	1 05
Gilbert's	50	1 25
Huntley	55	1 35
Union	62	1 55
Marengo	65	1 65
Garden Prairie	72	1 80
Belvidere, ‡	78	1 95
Cherry Valley	84	2 10
Rockford	92	2 30
Winnebago	99	2 50
Pecatonica	106	2 65
Nevada	114	2 85
FREEPORT, §	120	3 00
ELGIN, CENTRAL		
Elerey	123	
Lena	133	
Nova	140	
Warren	144	
Council Hill	163	
GALENA	170	
Du Buque	187	

STATIONS.	Miles.	Fare.
DU BUQUE	17	
GALENA	24	
Council Hill	24	
Warren	43	
Nova	47	
Lena	54	
Elerey	59	
ILLIN. CENTRAL		
Trains leave		
FREEPORT, §	67	
Nevada	73	
Pecatonica	81	
Winnebago	88	
Rockford	95	
Cherry Valley	103	
Belvidere, †	109	
Garden Prairie	115	
Marengo	121	
Union	125	
Huntley	132	
Gilbert's	137	
Elgin, †	145	
Clinton	148	
Wayne	152	
Junction*	157	
Warren	160	
Wheaton	162	
Danby	165	
Babcock's Grove	167	
Cottage Hill	111	
Oak Ridge	179	
CHICAGO	187	

* The Dixon Branch Railroad, and the Chicago and Aurora Railroad, both diverge from this Junction.

† Fox River Valley Railroad runs North to Wisconsin State Line.

‡ Beloit Branch runs from Belvidere, 20 miles.

§ The Illinois Central Railroad runs from Freeport to opposite Du Buque and when finished, will extend South to La Salle and Cairo, Ill.

JOHN. B. TURNER, Pres. & Sup't, Chicago.
W. M. LARRABEE, Secretary, Chicago.

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CHICAGO and ROCK ISLAND RAILROAD.

Three Trains daily, through to Rock Island, Sundays excepted.

Leaving Chicago:

- 1st Through Freight with 2d Class Cars at 6 A. M.
arriving at Rock Island at 9 00 P. M.
- 2d Mail Train at 9 30 A. M., arriving at 6 00 P. M.
- 3d Night Express at 11 P. M., daily, arriving at 8 20 next morning.
- Two TRAINS daily for La Salle and Peru, (Sundays excepted.)
- 1st Way Freight with 2d Class Car at 4 00 A. M.
- St. Louis Mail Train at 8 20 A. M. and 10 00 P. M.
- 2d Accommodation at 3 30 P. M., arriving at Peru at 8 00 P. M.

Arriving at Chicago:

- 1st. Night Express Train, from Rock Island at 3 00 A. M.
- 2d. Accommodation Train, from Peru at 11 30 "
- 3d. Mail Train, from Rock Island at 5 00 P. M.
- 4th. Way Freight Train, from Peru at 6 15 "
- 5th. Through Freight Train, from Rock Island at 8 40 "

All Freight Trains have second Class and Emigrant Cars attached.
Tickets can be had at E. A. Murphy, 39 Dearborn street, opposite the Tremont House, and at the Office of the Company at the Passenger station, corner of Sherman and Van Buren streets, Chicago.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Chicago for La Salle, Rock Island, &c., at 9 A. M., & 3, 11 P. M., connecting with trains running to Alton, and Steamers on the Mississippi River.

PASSENGER CARS leave Rock Island three times daily, for La Salle, Chicago, &c., connecting with the Railroads running East and South.

STATIONS.	Miles.	Fare.
CHICAGO,.....	0	
Junction,.....	6	
Blue Island,.....	15	
Bremen,.....	23	
Mokena,.....	29	
Joliet,.....	40	
Onoko,.....	50	
Morris,.....	61	
Seneca,.....	71	
Marselles,.....	76	
Ottawa,.....	84	
Utica,.....	93	
LA SALLE,*.....	98	
Peru,.....	99	
Trenton,.....	109	
Bureau,.....	113	
Tiskilwa,.....	122	
Pond Creek,.....	128	
Sheffield,.....	136	
Geneseo,.....	158	
Moline,.....	178	
ROCK ISLAND,.....	181	

FARE, three cents per mile.

STATIONS.	Miles.	Fare.
ROCK ISLAND,.....	0	
Moline,.....	3	
Geneseo,.....	23	
Sheffield,.....	45	
Pond Creek,.....	53	
Tiskilwa,.....	59	
Bureau,.....	68	
Trenton,.....	72	
Peru,.....	82	
LA SALLE,*.....	83	
Utica,.....	88	
Ottawa,.....	97	
Marselles,.....	106	
Seneca,.....	110	
Morris,.....	120	
Onoko,.....	131	
Joliet,.....	141	
Mokena,.....	152	
Bremen,.....	158	
Blue Island,.....	166	
Junction,.....	175	
CHICAGO,.....	181	

FARE, three cents per mile.

* Connects with the Illinois Central Railroad.

JOHN E. HENRY, Sup't, Chicago.

CHICAGO AND ROCK ISLAND RAILROAD.

NEW AND IMPORTANT CONNECTIONS

BUREAU VALLEY RAILROAD OPEN TO PEORIA,
11 P. M. TRAIN FROM CHICAGO.

The Chicago & Mississippi Railroad is now completed and Open to Joliet,
and in conjunction with this Road.

BY THIS ROUTE PASSENGERS ARE CONVEYED TO
BLOOMINGTON, SPRINGFIELD AND ALTON,
Without Change of Cars or Baggage,
connecting with
Steamers to St. Louis.

FIVE DAILY PASSENGER TRAINS,
(Sundays excepted,) and the usual NIGHT EXPRESS on Sundays, leaving
Chicago as follows:

For Rock Island: Through Mail at 9 A. M.; Night Express, daily,
Saturdays excepted, 11 P. M.

For Peru only: Accommodation at 3 15 P. M.

For St. Louis: Through Mail at 8 20 A. M.; Night Express at 10
P. M., and which run directly through, without change of Cars or Baggage.

FREIGHT TRAINS,

With Second Class and Emigrant Cars attached.

Leave Chicago for Peru and intermediate Places at 3 45 A. M.

Leave Chicago for Rock Island at 5 45 A. M.

The 11 P. M. Train

Connects at Bureau Junction with Trains to and from Henry, on the Peoria
and Bureau Valley Railroad. Stages connect from the 9 A. M. Train at
Rock Island and Davenport, for

**TIPTON, CEDAR RAPIDS, IOWA CITY, FORT DES MOINES, AND
COUNCIL BLUFFS.**

At Rock Island the Morning Train from Chicago connects with a regular
Line of First Class Steamers for, GALENA, DUBUQUE, St. PAULS, and

THE UPPER MISSISSIPPI,
Also for MUSCATINE, BURLINGTON, KEOKUK, St. LOUIS, and intermediate places.

All Trains over this Road are in direct connection at Chicago with Trains
over both the

MICHIGAN CENTRAL & MICHIGAN SOUTHERN RAILROADS

To and from Detroit, Toledo, Cleveland, Columbus, Cincinnati, Pittsburg,
Dunkirk, Buffalo, Niagara Falls, Albany, Boston.

NEW YORK, PHILADELPHIA, BALTIMORE, AND WASHINGTON.

Tickets to all Stations on the Chicago and Rock Island, and Chicago
and Mississippi Railroads; also to St. Louis, Galena, and St. Pauls, may be
had at the Passenger Station, corner of Sherman and Van Buren sts.; also
Through Tickets at W. A. Murfey's, No. 30 Dearborn st., opposite the Tre-
mont House, Chicago. **JOHN B. HENRY, Sup't, Chicago.**

NEW ALBANY & SALEM RAILROAD.

Trains leave daily, (Sundays excepted,) as follows:

EXPRESS TRAINS GOING NORTH,

Leave New Albany at 8 o'clock A. M., leave Greencastle at 4 P. M., leave Crawfordsville at 5 33 P. M., and arrive in Lafayette at 7 55 P. M.

From Crawfordsville two Daily Trains leave as follows: Leave Crawfordsville at 5 40 A. M., and at 6 33 P. M.; leave Lafayette at 7 30 A. M., and 2 45 P. M., arriving at Michigan City at 12 30 P. M., and 6 45 P. M., and connect with Trains on the Michigan Central Railroad; run in direct connection with the Trains of this road for Chicago and the West and North-west, also for Detroit, Niagara Falls, Buffalo, Albany, New York, Boston, &c.

EXPRESS TRAINS GOING SOUTH,

Leave Michigan City at 7 45 A. M., (after the arrival of the Trains of the M. C. R. R. from Detroit and Chicago), and arrive in Lafayette at 11 40 A. M.; leave Lafayette at 5 10 A. M., Crawfordsville at 6 35 A. M., Greencastle at 7 58 A. M., and arrive in New Albany at 4 15 P. M.

CHICAGO TO CINCINNATI.

Through in Sixteen Hours.

MICHIGAN CENTRAL,

NEW ALBANY AND SALEM,

LAFAYETTE AND INDIANAPOLIS

RAILROADS

to

Louisville, New Albany, Greencastle, Indianapolis,

Madison, Terre Haute, Pittsburg, Philadelphia,

Baltimore Washington, &c., &c.

NEW ALBANY & SALEM RAILROAD.

Extending from New Albany and MICHIGAN CITY.

LENGTH, 288 miles. USUAL TIME, — hours.

GOING NORTH.

EXPRESS TRAIN leaves New Albany at 8 A. M. for Crawfordsville, Lafayette, Michigan City, &c.

ACCOMMODATION TRAIN leaves at 9 A. M.

GOING SOUTH.

EXPRESS TRAIN leaves Michigan City at 7 45 for Lafayette, New Albany, &c.

ACCOMMODATION TRAIN leaves Michigan City at 5 30 A. M. for Crawfordsville.

STATIONS.	Miles.	Fare
NEW ALBANY	0	
Smith's Mills	6	
Bennettsville	10	
Providence	18½	
Pekin	23	
Harristown	30	
SALEM	35	
Campbelsburg	45	
Saltillo	47	
Lancaster	52	
Orleans	57	
Mitchell	61	
Woodville	63	
Juliet	65	
Bedford	71	
Harrodsburg	85	
Smithville	89	
Bloomington	96	
Ellettsville	104	
Gosport	113	
Hart's Mills	121	
Cloverdale	127	
Putnamville	134	
Greencastle	139	
Bainbridge	148	
Ladoga	158	
Crawfordsville	169	
Linden	179	
Corwin	183	
LAFAYETTE	197	
Battle Ground	203	
Brookston	210	
Reynold's	220	
Francesville	237	
Madeiraville	244	
San Pierre	252½	
Roselle	267	
Westville	276	
S. R. R. Crossing	280	
MICHIGAN CITY	288	

STATIONS.	Miles.	Fare.
MICHIGAN CITY	0	
S. R. R. Crossing	8	
Westville	12	
Roselle	21	
San Pierre	35½	
Madeiraville	44	
Francesville	51	
Reynold's	68	
Brookston	78	
Battle Ground	85	
LAFAYETTE	97	
Corwin	105	
Linden	109	
Crawfordsville	119	
Ladoga	130	
Bainbridge	140	
Greencastle	149	
Putnamville	154	
Cloyerdale	161	
Hart's Mills	167	
Gosport	175	
Ellettsville	184	
Bloomington	192	
Smithville	203	
Harrodsburg	217	
Bedford		
Juliet	223	
Woodville	225	
Mitchell	227	
Orleans	231	
Lancaster	236	
Saltillo	241	
Campbelsburg	243	
SALEM	253	
Harristown	258	
Pekin	265	
Providence	269	
Bennettsville	278½	
Smith's Mills	282	
NEW ALBANY	288	

J. BROOKS, Pres't, New Albany, In.
 C. KNOWLTON, Sup't, Michigan City, In.

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Chicago and St. Louis.

UNITED STATES MAIL AND EXPRESS ROUTE.



CHICAGO & MISSISSIPPI RAILROAD.

TWO THROUGH PASSENGER TRAINS
 Leave Chicago daily, Sundays excepted.

Day Express and Mail at, 8 20 A. M.,
 Night Express at, 10 00 P. M.

Trains directly through to Alton

Without change of Cars or Baggage,

and connect with the Company's Steamers WINCHESTER and
 REINDER through, without landing, and arrive at St. Louis,

Day Express at, 11 P. M.,
 Night Express at, 12 M.

TIME FROM CHICAGO TO ST. LOUIS, 14 HOURS.



RAILROAD, STAGE, & STEAMBOAT CONNECTIONS.

At Bloomington—Night Train from Chicago connect with Trains of
 Illinois Central Railroad for Clinton and Waynesville, and with Stage for
 Peoria.

At Springfield—With Trains of Great Western Railroad for Decatur,
 Jacksonville and Naples, and Stage for Petersburg and Havana.

At Virden—With Stage for Waverly and Franklin.

At Carlinville—With Stages for Hillsboro', Salem, and Vandalia.

At Alton—Day Train from Chicago connects with Evening Line of
 Packets for Hannibal, Quincy and Keokuk, (direct Route to all portions
 north-east Missouri). Night Train connects with Stages for Edwardsville,
 Jerseyville and Carrollton.

At St. Louis—Trains connect with regular Lines of Steamers for all
 points on Missouri, Mississippi, Ohio, Tennessee and Arkansas Rivers.

Baggage checked through to St. Louis and to Way Stations.

Through Tickets to St. Louis and to all Way Stations can be ob-
 tained at the Rock Island Passenger Depot and at the Company's Ticket
 Office, No. 48 Dearborn street, opposite Tremont House.

ROAD.
 CITY.

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 Michigan City
 w Albany,
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 l. for Craw-

Miles. Fare.
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 8
 12
 21
 35½
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223
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 278½
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 288

In.
 City, In.

CHICAGO & MISSISSIPPI RAILROAD.

Distance from CHICAGO to ALTON, Ill., 260 miles.

Usual Time, 16 Hours.

GOING SOUTH.

PASSENGER CARS leave Chicago at 8 20 A. M., and 10 P. M. for Alton, St. Louis, &c. Leave Joliet at 8 50 A. M., and 11 35 P. M.

STATIONS.	Miles.
CHICAGO,	0
Joliet, (R. Is. R. R.),.....	40
Elwood,.....	48
Wilmington,.....	57
Stewart's Grove,.....	63
Gardner,.....	69
Dwight,.....	77
Odell,.....	85
Wolf Grove,.....	90
Pontiac,.....	95
Rock Creek,.....	101
Peoria Junction,.....	106
Lexington,.....	113
Money Creek,.....	121
Il. Centr. R. R. Junction,.....	127
Bloomington,.....	129
Funk's Grove,.....	145
Atlanta,.....	149
Kickapoo,.....	153
Lincoln,.....	160
Elkhart,.....	170
Williamsville,.....	176
Sangamon,.....	183
SPRINGFIELD,.....	188
G. W. R. R. Junction,.....	190
Lick Creek,.....	194
Chatham,.....	197
Auburn,.....	203
Virden,.....	210
Girard,.....	214
Prairie Station,.....	218
Carlinville,.....	226
Macoupin,.....	233
Shipman,.....	231
Brighton,.....	218
Monticello,.....	225
Alton,.....	260
St. Louis, (Steamboat),.....	285

GOING NORTH.

PASSENGER CARS leave St. Louis by Steamer for Alton, &c., at 6 45 A. M., and 4 P. M. Leave Alton at 10 A. M., and 7 40 P. M.

STATIONS.	Miles.
St. Louis, (Steamboat),.....	0
Alton,.....	25
Monticello,.....	30
Brighton,.....	37
Shipman,.....	44
Macoupin,.....	52
Carlinville,.....	59
Prairie Station,.....	67
Girard,.....	71
Virden,.....	75
Auburn,.....	82
Chatham,.....	88
Lick Creek,.....	91
G. W. R. R. Junction,.....	95
SPRINGFIELD,.....	97
Sangamon,.....	102
Williamsville,.....	109
Elkhart,.....	115
Lincoln,.....	122
Kickapoo,.....	132
Atlanta,.....	136
Funk's Grove,.....	145
Bloomington,.....	156
Il. Cen. R. R. Junction,.....	158
Money Creek,.....	164
Lexington,.....	172
Peoria Junction,.....	179
Rock Creek,.....	184
Pontiac,.....	190
Wolf Grove,.....	195
Odell,.....	200
Dwight,.....	208
Gardner,.....	216
Stewart's Grove,.....	222
Wilmington,.....	228
Elwood,.....	237
Joliet,.....	245
CHICAGO, (R. Is. R. R.),.....	385

FARE, 3 cents per mile.

FARE, 3 cents per mile.

RICHARD P. MORGAN, Jr., Supl., Alton, Ill

TRAINS (except

Leave Illinois C at 4 and

Return 3 and 4 directly Chicago Great We

Passeng Springfield route.

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TRAINS w as follows: Leave Ch Return A Spec A. M., and Returning P. M.

* This in miles, conn

ILLINOIS CENTRAL RAILROAD.



MAIN TRUNK

BETWEEN MENDOTA AND DECATUR.*

TRAINS upon the Main Line of the Illinois Central Railroad will run daily, (except Sundays,) as follows:

Leave Mendota, (Junction of the Chicago and Aurora Railroad with the Illinois Central Railroad,) at 7 30 A. M., and 1 30 P. M., arriving at Decatur at 4 and 7 o'clock P. M.

Returning leave Decatur at 7 30 and 9 15 A. M., arriving at Mendota at 3 and 4 45 P. M. The Train which leaves Mendota at 1 30 P. M., connects directly with the Train of the Chicago and Aurora Railroad, which leaves Chicago at 8 45 A. M., and also connects at Decatur with Trains of the Great Western Railroad for Springfield, Jacksonville, and Naples.

Passengers from Chicago for Lasalle, Bloomington, Clinton, Decatur, Springfield, Jacksonville, or Naples, will find this a pleasant and agreeable route.

The Train which leaves Decatur at 9 15 A. M., connects with a Train of the Great Western Railroad from Springfield and Jacksonville, and at Mendota with the Express Train of the Chicago and Aurora Railroad for Chicago, so that Passengers leaving Springfield at 7 A. M., will arrive in Chicago at 6 30 P. M., same day, and in ample time for all Trains East and South.

Freight taken by this route, will be way billed directly through and without change of cars, and at low rates.

R. B. MASON, *Gen. Sup't & Eng.*

J. B. WYMAN, *Ass't Sup't.*

ILLINOIS CENTRAL RAILROAD.

CHICAGO BRANCH.

WINTER ARRANGEMENT.

TRAINS will run daily (Sundays excepted,) between *Chicago* and *Urbana*, as follows:

Leave Chicago at 8 A. M., and arrive at Urbana at 3 P. M.

Returning, leave Urbana at 8 A. M., and arrive at Chicago at 8 30 P. M.

A **Special Accommodation Train** will leave Bourbonnia at 7 30 A. M., and arrive at Chicago at 10 30 A. M.

Returning leave Chicago at 2 30 P. M., and arrives at Bourbonnia at 5 30 P. M.

* This important Railroad is now finished from Galena to Freeport, 50 miles, connecting with the Galena and Chicago Union Railroad.

DAD.

H.

Louis by
45 A. M.
10 A. M.,

Miles.

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164
172
179
184
190
195
200
208
216
222
228
237
245
385

FARE, 3 cents per mile.

Alton, D

ILLINOIS CENTRAL RAILROAD.

Finished from MENDOTA to DECATUR, 120 miles.

GOING SOUTH.		GOING SOUTH.	
PASSENGER CARS leave Mendota at 7 30 A. M., and 1 30 P. M., connecting with Cars running from Chicago to Alton, &c.		PASSENGER CARS leave Decatur at 7 30 and 9 16 A. M., for Mendota, Chicago, &c.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
MENDOTA,*	0	DECATUR,§	0
Homer,		Maroa,	18
La Salle,†	16	Clinton,	21
Topica,	25	Wapella,	26
Wenona,	36	Elmwood,	33
Minonk,	47	Bloomington,‡	44
Panola,	55	Hudson,	53
Kappa,	63	Kappa,	57
Hudson,	67	Panola,	65
Bloomington,‡	76	Minonk,	73
Elmwood,	87	Wenona,	84
Wapella,	94	Topica,	95
Clinton,	99	La Salle,†	104
Maroa,	107	Homer,	112
DECATUR,§	120	MENDOTA,*	120

FARE, 3 cents per mile.

- * Connects with Chicago and Aurora Railroad.
- † Connects with Chicago and Rock Island Railroad.
- ‡ Connects with Chicago and Mississippi Railroad.
- § Connects with the Great Western Railroad.

CHICAGO BRANCH.—ILLINOIS CENTRAL RAILROAD.

GOING SOUTH.		GOING NORTH.	
PASSENGER CARS leave Chicago at 7 A. M., & 1 30 P. M., for Urbana, &c.		PASSENGER CARS leave Urbana at 6 30 A. M., and 12 40 P. M.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
CHICAGO,	0	URBANA,	0
Calumet,*	14	Rantoul,	10
Thornton,	23	Pera,	20
Rich,	28	Loda,	30
Monee,	31	Onarga,	44
Manteeno,	46	Ashkum,	56
Bourbonnai,	56	Chebansé,	64
Chebansé,	64	Bourbonnai,	72
Ashkum,	72	Manteeno,	82
Onarga,	84	Monee,	94
Loda,	98	Rich,	100
Pera,	108	Thornton,	106
Rantoul,	118	Calumet,*	114
URBANA,	128	CHICAGO,	128

FARE, 3 cents per mile.

- * Connects with the Michigan Central Railroad.
- R. B. MASON, Sup't, Chicago, Ill.

CHICAGO AND AURORA RAILROAD,

Open from CHICAGO to LA SALLE, 104 miles.

Forming a through line of travel to Springfield, Alton, St. Louis, &c.

Trains West.

Trains leave Chicago, from Wells street Station daily, (Sundays excepted,) as follows:

Freight Accommodation.....	6 15 A. M.
Express Mail	8 10 "
Aurora Freight and Accommodation	4 25 P. M.
Passenger Train	11 00 "

Trains East.

Leave Station at La Salle daily, (Sundays excepted,) as follows:

Freight Accommodation.....	6 00 A. M.
Express Mail	6 45 "
Aurora Freight Accommodation	7 15 P. M.
Passenger	9 10 "

At 11 00 P. M. Express Train leaves Chicago every evening, (Saturday excepted.)

St. Louis Evening Express Train leaves La Salle every evening, (except Sunday.)

Dixon passengers should take the Morning Express for Mendota.

The Morning and Evening St. Louis Express Trains on the Chicago and Aurora Railroad, in connection with the Illinois Central and Chicago and Mississippi Railroads, from the through line between St. Louis and Chicago, and thence east by Michigan Central, Great Western, New York Central and Hudson River Railroads to New York, Philadelphia and Boston, and all other places in New England.

Baggage checked through to and from St. Louis.

Miles. Fare

0
18
21
26
39
44
53
57
65
78
84
95
104
112
120

FARE, 3 cents per mile.

RAILROAD.

TH. e Urbana at M.

Miles. Fare

0
10
20
30
44
56
64
72
82
94
100
106
114
128

FARE, 3 cents per mile.

CENTRAL MILITARY TRACT R. R.,

Extending from MENDOTA to GALESBURG, Ill.

Trains will run on this road in connection with Trains on the CHICAGO AND AURORA and PEORIA AND OQUAWKA RAILROADS, and Stage Coaches from Walnut to Galesburg and Monmouth, (about 30 miles,) to and from MENDOTA and WALNUT, (65 miles,) as follows:

Leave Walnut, Ill., at 9 30 o'clock, A. M.

Leave Mendota at 2 30 o'clock, P. M.

Passengers leaving Chicago at 8 40 A. M., by the Chicago and Aurora Trains, arrive in Burlington, Iowa, the next morning, in time for Packet Boats North or South, or Stages West.

Passengers leaving Burlington in the afternoon arrive in Chicago at 6 40 P. M. next day, in time for Trains East or South.

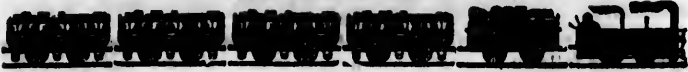
By this Route passengers are conveyed through the counties of Cook, Du Page, Kane, Kendall, De Kalb, La Salle, Bureau, Henry, Knox, Warren, and Henderson; stopping at the flourishing towns and villages of Mendota, Arlington, (Lost Grove) Dover, Princeton, Wyanet, French Grove, Kewanee (Weathersfield,) Galvy, Walnut, Wataga, Galesburg and Monmouth. And it is the most direct and comfortable way of reaching Burlington on the Mississippi River, and Southern Iowa.

AMOS T. HALL, Sup't. Princeton, Ill.

Chicago, Ill.

MILWAUKIE and MISSISSIPPI RAILROAD.

Now in operation from Milwaukee to Madison, 100 miles.



Trains will run as follows, Sundays excepted,—

GOING WESTWARD.

A PASSENGER TRAIN will leave Milwaukee at 7 30 A. M.; arrive at Janesville at 11 A. M.; at Madison, the Capital of the State, at 12 40 P. M.

A PASSENGER TRAIN will also leave Milwaukee at 5 15 P. M., on the arrival of the Boat from Chicago, and arrive at Janesville and Madison the same evening.

GOING EASTWARD.

A PASSENGER TRAIN will leave Madison, for the present, at 3 A. M., and Janesville at 5 A. M., and arrive in Milwaukee at 8 30 A. M., in time for the Morning Boat for Chicago.

A PASSENGER TRAIN will also leave Madison at 1 30 P. M., and Janesville at 3 30 P. M., and arrive at Milwaukee at 7 P. M., in time to connect with the Evening Boat for Chicago.

Freight Trains run each way every day the entire Length of the Road.

Stages run in connection with the Cars, to and from the Forest House and Whitewater to Watertown, Fort Winnebago, Fond du Lac, Beaver Dam, Horicon, Waupun and Berlin.

Also from Janesville and Madison to Sauk, Baraboo, Dodgeville, Mineral Point, Florence, Galena and Du Buque, and to various other portions of the State.

Passengers are ticketed to and from Madison to Chicago at \$5, and to and from Janesville to Chicago at \$3.

N. B. The price from Milwaukee to all Eastern points is the same as from Chicago, which makes the Milwaukee route the cheapest by several Dollars.

EDWARD H. BRODHEAD, Sup't, & Eng., Milwaukee.

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Travel fro

ONTARIO, SIMCOE, AND HURON RAILROAD.

Extending from Toronto to Collingwood, C. W.

GOING NORTH.		GOING SOUTH.	
PASSENGER CARS leave Toronto at 8 30 A. M., and 8 30 P. M., for Barrie, &c.		PASSENGER CARS leave Barrie, C. W., at 7 A. M., and 2 30 P. M., for Toronto, &c.	
STATIONS.	Miles. Fare.	STATIONS.	Miles. Fare.
TORONTO,	0 \$ cts.	COLLINGWOOD,	0 \$ cts.
Davenport,	5	Sunnydale,	32
Weston,	8	Barrie,	35
York,	12	Long Bridge,	43
Thornhill,	15	Lefroy,	44
Richmond Hill,	18	Bell Ewart,	50
King,	23	Steamboat Landing,	53
Aurora,	29	Scanlan's,	57
New Market,	33	Bradford,	61
Holland Landing,	37	Holland Landing,	65
Bradford,	41	New Market,	71
Scanlan's,	44	Aurora,	76
Lefroy,	51	King,	79
Bell Ewart,	52	Richmond Hill,	82
Steamboat Landing,	59	Thornhill,	86
Long Bridge,	62	York,	89
Barrie,	62	Weston,	89
Sunnydale,	94	Davenport,	94
COLLINGWOOD,	94	TORONTO,	94

STEAMBOAT CONNECTIONS.

The Steamer "MORNING," running on Lake Simcoe in connection with the Trains, will leave Bell Ewart on Mondays, Wednesdays, and Fridays, on the arrival of the Morning Train from Toronto at 11 A. M., during navigation.

Returning, will leave Orillia at 7 30 A. M., on Tuesdays, Thursdays, and Saturdays, arriving at Bell Ewart at 3 P. M., in time for the Evening Train to Toronto.

Will call both ways, weather permitting, at

Jackson's Port, Hodge's Wharf, and
Beaverton, Atherly,

Except on Friday, when she will run direct to Orillia, touching only at Hodge's Wharf, with passengers for the Steamer "KALOLOAH," running on the Georgian Bay, to the Sault Ste. Marie; forming a Through Line of Travel from Toronto to Lake Superior.

A. BRUNEL, Sup't, Toronto, C. W.

UNITED STATES MAIL LINE.



CINCINNATI, LOUISVILLE and ST. LOUIS
THE ONLY THROUGH LINE.

ST. LOUIS, CINCINNATI and LOUISVILLE.

UNITED STATES MORNING LINE for Louisville, leaving at 11 o'clock A. M.

Low Pressure Steamer "NORTHERNER," W. F. Fuller, Master, and HIGHFLYER, T. T. Wright, Master, will leave Mail Line Wharf Boat, foot of Broadway, at 11 o'clock A. M.

CINCINNATI AND LOUISVILLE.

U. S. M. Evening Express Line, leaving at 7 o'clock P. M.

Low Pressure Steamer "JACOB STRADER, J. B. Summons, Master, and TELEGRAPH No. 3, M. McLellan, Master, will leave Mail Line Wharf Boat, foot of Broadway, at 7 o'clock P. M.

The U. S. Mail Morning Line and U. S. Mail Evening Express Line are the only Lines authorized to issue Through Tickets and the only Lines connecting at Louisville with the superb Passenger Packet U. S. Mail Line Steamers.

FROM LOUISVILLE TO ST. LOUIS.

Louisville and St. Louis U. S. Mail Line Steamers—One of these large and magnificent Steamers leaves Louisville every morning at 10 o'clock A. M.

Low Pressure SOUTHERNER, J. H. Jones, Master.

" FASHION, H. L. Church, "

" HOOSIER STATE, Geo. Lampton, "

" LADY PIKE, S. Catterlin, "

" CRYSTAL PALACE, W. J. Kountz, "

" TELEGRAPH, N. 2, M. Erwin, "

" J. G. CLINE, J. C. Hite, "

Leaving Louisville for St. Louis daily, at 10 o'clock A. M. Cabin passage from Cincinnati to St. Louis, meals and State-rooms included, \$9.

No extra charge for transferring passengers and their baggage from one boat to another. *Baggage checked through.*

This is the only Through Line. Through Tickets, and Tickets to all Way Points, for sale on board the Boat, or at the Company's Office, No. 16 Broadway, Cincinnati.

THOS. SHERLOCK, Agent, Cincinnati.

PITTSBURGH, CINCINNATI, LOUISVILLE AND ST. LOUIS.



THE PITTSBURGH AND CINCINNATI STEAM PACKET LINE,
FOR THE CONVEYANCE OF
PASSENGERS AND FREIGHT

Between Pittsburgh, Cincinnati, Louisville and St. Louis.

This Line is composed of seven first-class, powerful Steamers, unequalled for speed, splendor, safety and comfort, and is the *only through* daily Line of Steam Packets on the Ohio river. It connects with the United States Mail Line of Steamers from Cincinnati to Louisville and St. Louis, by which Passengers and Freights are *ticketed and received through daily*. Two new Steamers have been added to the Line, which now consists of the following boats:

Boats.	Captains.	Days of Departure from Pittsburgh.
BUCKEYE STATE,	M. W. BELTZHOVER,	Sunday.
MESSENGER No. 2,	J. B. DAVIS,	Monday.
ALLEGHENY,	GEO. M'LAIN,	Tuesday.
CRYSTAL PALACE,	WM. J. KOUNTZ,	Wednesday.
PHILADELPHIA,	R. J. GRACE,	Thursday.
PITTSBURGH,	H. CAMPBELL,	Friday.
PENNSYLVANIA,	JOHN KLINEFELTER,	Saturday.

Leave daily at 10 o'clock A. M., precisely.

No Freight received after 9 o'clock, on the morning of departure.

For particulars, apply on board, or to

**JOHN B. LIVINGSTON,
JOHN FLACK, Agents,**

Monongahela House Buildings, Pittsburgh, Pa.

GALENA and MINNESOTA PACKET COMPANY.



The GALENA and MINNESOTA PACKET COMPANY will run a daily Line of Boats during the ensuing season between Galena, Stillwater and St. Paul, stopping at all intermediate landings, leaving Galena at 12 M. daily, except Sundays.

The Line will consist of the

NOMINEE,.....	Captain R. BLAKELY.
WAR EAGLE,.....	D. S. HARRIS.
GALENA,.....	D. B. MOREHOUSE.
ROYAL ARCH,.....	E. H. GLEIM.

All first Class Boats, and commanded by experienced and accommodating officers.

These Boats will connect at Galena with the St. Louis and Galena daily Line of Steamers, which Line connects at Rock Island with the Chicago and Rock Island Railroad.

This Company's Boats being U. S. Mail Steamers, their punctuality can be confidentially relied upon.

Freight shipped at St. Louis, or between St. Louis and Galena, on the St. Louis and Galena Line of Boats to points above Galena, will be re-shipped at Galena free of charge for drayage or forwarding, and without delay.

The Railroad between Galena and Chicago, connecting with the various Eastern Roads, is now completed within a few miles of Galena, and the unfinished portion of the Road stocked with comfortable Stage Coaches.

B. H. CAMPBELL & CO., Agents, Galena, Ill.

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THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.

The Ships comprising this Line are the

ATLANTIC, Capt. West,
PACIFIC, Capt. Nye.

ADRIATIC, Capt. —.
BAL TIC, Capt. Comstock.

These Ships having been built by Contract, expressly for Government Service, every care has been taken in their construction—as in their engines, to insure strength and speed, and their accommodations for Passengers are unequalled for elegance and comfort.

PRICE OF PASSAGE from New York to Liverpool, in first cabin, \$130; in second cabin, \$75; exclusive use of extra size state room, \$300. From Liverpool to New York, in first cabin £30, and £20 in second cabin.

An experienced Surgeon attached to each ship.

No berths secured until paid for.

PROPOSED DATES OF SAILING:

<i>From New York.</i>			<i>From Liverpool.</i>		
Wednesday,	January	10, 1855.	Saturday,	January	13, 1855.
Do.	January	24, "	Do.	January	27, "
Do.	February	7, "	Do.	February	10, "
Do.	February	21, "	Do.	February	24, "
Do.	March	7, "	Do.	March	"
Do.	March	"	Do.	March	"
Do.	April	"	Do.	April	"
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Do.	October	"	Do.	November	"
Do.	November	"	Do.	November	"
Do.	November	"	Do.	November	"
Do.	December	"	Do.	December	"
Do.	December	"	Do.	December	"

For Freight or Passage apply to

Edward K. Collins, 56 Wall Street, New York.
Brown, Shipley & Co., Liverpool

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FROM PHILADELPHIA.

FROM LIVERPOOL.

THE LIVERPOOL AND PHILADELPHIA STEAMSHIP COMPANY

INTEND SAILING THEIR FAVORITE STEAMSHIPS:

CITY OF MANCHESTER,..... 2125 Tons... Capt. WYLIE,
 CITY OF BALTIMORE, (new) 2538 Tons... Capt. ROBT. LETCH.
 CITY OF WASHINGTON, (new) 2700 Tons... Capt. ROBT. LETCH.
 KANGAROO,..... 1874 Tons... Capt. _____

FROM PHILADELPHIA:

CITY OF MANCHESTER, —THURSDAY, _____
 KANGAROO,about THURSDAY, _____

FROM LIVERPOOL:

CITY OF MANCHESTER, —WEDNESDAY, 20th Dec., 1854.
 KANGAROO,about WEDNESDAY, _____

RATES OF PASSAGE,

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon Berths,.....	\$60	Saloon Berths,.....	21 guineas.
Midship ".....	65	Midship ".....	17 "
Forward ".....	55	Forward ".....	15 "

Including Steward's Fees.

THIRD CLASS PASSENGERS.

A limited number of Third Class Passengers will be taken from Philadelphia and Liverpool, and found in provisions.

From Philadelphia, \$25. From Liverpool, \$45.

Certificates of passage will be issued here to parties who are desirous of bringing out their friends, at corresponding rates.

~~25~~ Drafts on Liverpool from £1 upwards.

~~25~~ An experienced Surgeon will be carried on each ship.

All Goods sent to the agents in Philadelphia and Liverpool, will be forwarded with economy and despatch.

For Freight or Passage, apply to

SAMUEL SMITH, Agent,
 17 Walnut street, Philadelphia. or 7 Broadway, New York,
 And **WILLIAM INMAN, Agent,**
 1 Tower Buildings, Liverpool.

HAVRE PACKETS.

ONLY REGULAR LINE.

The following ships will leave Havre on the 16th, and New York on the 1st of each month, as follows :

	FROM NEW YORK.	FROM HAVRE.
Ship	{ Jan. 1.	Feb. 16.
ST. DENIS,	{ May 1.	June 16.
Capt. Follunsbee.	{ Sept. 1.	Oct. 16.
Ship	{ Feb. 1.	March 16.
ST. NICOLAS,	{ June 1.	July 16.
Capt. Bragden.	{ Oct. 1.	Nov. 16.
NEW SHIP. MERCURY,	{ March 1.	April 16.
Capt. Conn.	{ July 1.	Aug. 16.
New Ship,	{ Nov. 1.	Dec. 16.
WILLIAM TELL,	{ April 1.	May 16.
Capt. Funck.	{ Aug. 1.	Sept. 16.
	{ Dec. 1.	Jan. 16.

They are all first class New York built ships, provided with all requisite articles for the comfort and convenience of passengers, and commanded by men of experience in the trade. The price of passage is \$100, without wines or liquors.

Goods sent to the Subscribers, will be forwarded free from any expenses but those actually incurred.

BOYD & HINCKIN, Agents, 161 Pearl street.

NEW YORK AND LIVERPOOL PACKETS.

SAMUEL THOMPSON & NEPHEW'S



"BLACK STAR" LINE.



This favorite line is composed of the following Ships,

SAILING EVERY WEEK.

LUCY THOMPSON,	CORNELIA,	AMERICA,
WEBSTER,	SARDINIA,	ARGO,
EXCELSIOR,	TORNADO,	VANDALIA,
EMPIRE STATE,	CALHOUN,	SCREAMER,
LADY FRANKLIN,	HENRY CLAY,	MARTHA J. WARD,
STAR OF THE WEST,	ORIENT,	SIMOON.

The accommodations for Cabin, Second Cabin, and Steerage Passengers are of the first class, and rates of Passage very low.

FREIGHT will also be taken at the lowest current rates.

DRAFTS at Sight for any amount can also be had on Ireland, Scotland and England. For further information apply to

SAMUEL THOMPSON & NEPHEW, 275 Pearl street, New York,
or to C. GRIMSHAW & CO., 10 Gore Piazza, Liverpool.

TAPSCOTT'S

General Emigration & Foreign Exchange Offices.



1854.



TAPSCOTT'S LINE OF LIVERPOOL PACKETS

NOW COMPRISE THE FOLLOWING MAGNIFICENT SHIPS:

Albion (new)	Kossuth	W. Tapscott (new)
Continent	Empire	Constellation
Shamrock (new)	Arctic	Underwriter
Cambria (new)	Waterloo	Compromise
Emma Fields	Racer	Dreadnaught (new)
Ben. Adams	E. Z.	John Rutledge
West Point	A. Z.	Emerald Isle (new)
Siddons	Roscius	Antarctic
Garrick	Sheridan	

Two of the above Ships will be despatched from Liverpool every week throughout the year, thus passengers can fully rely on not having any detention at that Port; and the same attention which has hitherto characterized our Liverpool House will still be paid to the embarkation of all persons whose passage may be engaged in the United States, or Canada, for this line. Persons sending for their friends in any part of Great Britain or Ireland, will therefore perceive the superiority of these arrangements, by which their friends can be brought out better and quicker than any other house.

DRAFTS AND BILLS OF EXCHANGE.

W. & J. T. TAPSCOTT & Co. still continue to issue Drafts on ENGLAND, IRELAND, SCOTLAND, WALES, FRANCE and GERMANY, viz:

IRELAND—on DUBLIN, payable in all the provincial towns.

ENGLAND—on W. TAPSCOTT & Co, Liverpool, and PRESCOTT, GROTH & Co., London, payable throughout England and Wales.

SCOTLAND—on the BRITISH LINEN CO'S BANK, Glasgow, and all their Branches.

GERMANY—on Messrs. GOGEL, KOCH & Co., Bankers, Frankfort-on-the-Maine, payable throughout Germany and Switzerland.

FRANCE—on Messrs. EDWARD BLOUNT & Co., Bankers, Paris, payable throughout France.

Such drafts are paid at Sight, without discount or any other charge.

Persons residing in the country, and wishing to engage passage or send money to their friends, can do so by remitting the amount to W. & J. T. TAPSCOTT & Co., with full directions, which will immediately be attended to, and a receipt returned per first mail.

Emigrants and others forwarded to all parts of the West and Canada, in the same expeditious and economical manner as heretofore.

Any further information will be given on application, personally or by letter, addressed to

W. & J. T. Tapscott & Co.,

86 South street, New York.

NEW YORK AND SAVANNAH PACKETS.**"UNION LINE."**

This Line of Packets is composed of the following new and first class Schooners, one of which will leave New York every Wednesday morning.

Schooner	North State , Horton, Master,	430 tons.
"	Enchantress , Tyler, "	378 "
"	S. J. Waring , Neff, "	372 "
"	L. S. Davis , Davis, "	347 "
"	Cataract , Francis, "	310 "
"	Wm. Smith , Smith, "	314 "

The above have been built in the best manner expressly for this Line, and as they are commanded by able and experienced masters, Passengers and Shippers may feel assured of their passages comparing favorably with any vessels on the coast, and every exertion being made to forward goods with despatch.

In New York the vessels will load at Pier 11, East River, where one of the above is always ready to receive freight, each vessel closing up Tuesday night.

McCREADY, MOTT & Co., Agents, 36 South st., N. Y.,
and **F. J. OGDEN**, Savannah.

NEW YORK & WILMINGTON, N. C., PACKETS.**"Old Line."**

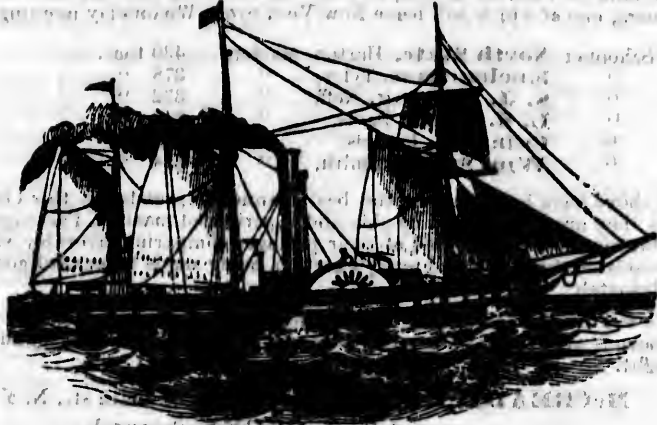
Composed of the following new Schooners, built expressly for this Line,

Schooner	Myrover , Horton, master,	355 tons.
"	Lily , Jones, "	329 "
"	Wm. A. Ellis , Nichols, "	255 "
"	Helene , Stutts, "	243 "
"	M. E. Wells , Terry, "	230 "
"	Lamartine , Briggs, "	179 "

One of the above will leave New York every Monday morning—receiving no freight after Saturday. As they are commanded by masters of experience and energy, the public may rely on their passages being made quickly, and goods forwarded with the utmost despatch.

McCREADY, MOTT & Co., Agents, 36 South st., N. Y.
or **T. C. WORTH**, Wilmington, N. C.

**NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAMSHIPS.**



STEAMERS.

LOUISIANA,	1300 tons burthen,	Capt. J. Smith.
MEXICO,	1200 " "	" H. Thompson.
TEXAS,	1400 " "	" H. Place.
PERSEVERANCE, . . .	1000 " "	" J. Y. Lawless.
CHARLES MORGAN, . .	1300 " "	" T. Forbes.
VERA CRUZ,	1800 " "	" J. Lawless.

The above New and Magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the Vessels in this Line,) with solid floor timbers and frames doubly iron braced.

CARRYING THE U. S. MAILS,

LEAVE ON SUNDAYS AND THURSDAYS,

At 8 o'clock A. M., punctually,

FROM THE FOOT OF JULIA STREET, NEW ORLEANS,

Taking Passengers for

GALVESTON,
HOUSTON,
AUSTIN,
MATAGORDA,

SALURIA,
INDIANOLA,
LA VACA,
VICTORIA,

SAN ANTONIO,
BRASOS SANTIAGO,
POINT ISABEL,
MATAMORAS,

BROWNSVILLE, &c. &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room Accommodations, apply to

HARRIS & MORGAN, 79 Tchoupitoulas street, N. O.

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U. S. MAIL STEAMSHIP COMPANY,

BETWEEN

NEW YORK, HAVANA, AND NEW ORLEANS.



Leave New York 2d and 17th of each month,
at 2 P. M., from foot Warren st., N. R.

When these dates fall on Sunday, the Steamer will sail the following Monday.

OFFICE, 177 WEST, CORNER WARREN ST., NEW YORK.

Leave New Orleans 5th and 20th of each month,

At 8 A. M., from Jackson Square.

J. R. JENNINGS, ESQ., AGENT, 72 MAGAZINE STREET

Leave Havana for New Orleans and New York, about
8th and 23d each month.

DRAKE & CO. AGENTS, HAVANA.

RATES OF PASSAGE:

<i>New York to Havana and N. Orleans, New Orleans to New York, Havana to New York.</i>	<i>Havana to New Orleans, and New Orleans to Havana.</i>
First Cabin,..... \$80	First Cabin,..... \$30
Second Cabin,..... 50	Second Cabin,..... 20
Steerage,..... 25	Steerage,..... 15

Shippers will be supplied with blank Bills of Lading of the form signed by the Company, on application at their office. No other form signed, and no Bills of Lading will be signed after the hour of sailing.

Passengers for Havana must have Passports from the Spanish Consul at the port of departure.

For Freight or passage, apply to

M. O. ROBERTS, 177 West street, New York.

U. S. Mail Steamship Co., connecting with the Pacific Mail Steamship Co.
ONLY THROUGH
UNITED STATES MAIL LINE for CALIFORNIA and OREGON,
VIA PANAMA RAILROAD.

By order of the Postmaster General, the United States Mail Steamers, with the great CALIFORNIA and OREGON MAILS, are to be dispatched on the 5th and 20th of each month, from New York direct for Aspinwall; and from New Orleans for Aspinwall on the 5th and 20th. When these dates occur on Sunday, the sailing postponed until the Monday following. The PACIFIC MAIL STEAMERS are to be in readiness for immediate dispatch on arrival of the Mails at Panama.



U. S. MAIL STEAMSHIP COMPANY.

The following is a list of the Steamships belonging to this Company.

NORTH STAR.....	2500 Tons.	PHILADELPHIA.....	1100 Tons.
ILLINOIS.....	2500 "	EL DORADO.....	1300 "
GEORGE LAW.....	2500 "	FALCON.....	1000 "
EMPIRE CITY.....	2000 "	UNITED STATES.....	1100 "
CRESCENT CITY.....	1500 "		

Leaving New York for Aspinwall, on the 5th and 20th of each month.

The new Steamship EL DORADO, and the UNITED STATES, will form a line between New Orleans and Aspinwall, leaving on the 5th and 20th of each month, and forming with the Pacific Steamships a Through Line to and from NEW ORLEANS and Ports in MEXICO, CALIFORNIA, and OREGON. Passage from New Orleans can be secured from

JAS. R. JENNINGS, Agents, 72 Magazine street, New Orleans.

The Rates from New York through to San Francisco including Isthmus Transit, will be.....

First Cabin,.....	\$300	Second Cabin,.....	\$250
Steerage,.....	\$150.		

PASSENGERS are conveyed from Aspinwall to Ship at Panama via Railroad free of expense in a few hours. All Mule Travel and River Navigation are entirely avoided. Office of the Company, corner West and Warren streets, New York.

J. W. RAYMOND, Agent.

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PACIFIC MAIL STEAMSHIP COMPANY.



The following Steam Packets, belonging to the Pacific Mail Steamship Company, are now on the Pacific, one of which will be always in Port at each end of the route:

GOLDEN AGE, 3000 Tons.	OREGON,	1099 Tons.
GOLDEN GATE, 2500 Tons.	PANAMA,	1087 Tons.
J. L. STEPHENS, 2500 Tons.	CALIFORNIA,	1050 Tons.
NORTHERNER,	COLUMBIA,	800 Tons.

The Public are informed that, under the new arrangement of this Company, Steamers inspected and approved by the Navy Department, and carrying the U. S. Mails, will hereafter leave PANAMA, immediately on arrival of the Atlantic Mails, and SAN FRANCISCO on the 1st and 16th days of each month, and will touch at Acapulco.

A reserved Boat will be kept at each end of the route to cover accidents.

The new Steamship COLUMBIA will ply between San Francisco and Ports in Oregon, awaiting at the former Port the arrival of the Mails and Passengers at Panama, and returning without delay, with the Mails and Passengers for the Steamer from San Francisco. Persons securing Through Passage by the United States Mail Steamers from New York, have preference of accommodation on board the Pacific Mail Steamers.

An experienced Surgeon is permanently attached to each Steamer in these Lines. Each passenger is allowed 250 lbs. Personal Baggage free, not exceeding in measurement 10 cubic feet, to San Francisco, at the rate of \$100 per ton.

For Freight or Passage apply to **J. W. RAYMOND,**
At the Office of the Companies, 177 West street,
corner of Warren street, New York.

**NEW YORK AND CALIFORNIA
STEAMSHIP LINE,
VIA
NICARAGUA.**



**THE ONLY LINE GIVING THROUGH TICKETS,
INCLUDING ISTHMUS CROSSING.**

THROUGH TO SAN FRANCISCO.

IN ADVANCE OF THE MAIL.

This Line is composed of the following First-class STEAMSHIPS:

Between New York and San Juan
Del Norte.

Between San Juan Del Sur and
San Francisco.

**NORTHERN LIGHT,
STAR OF THE WEST,
PROMETHEUS,
DANIEL WEBSTER,**

**SIERRA NEVADA,
UNCLE SAM,
BROTHER JONATHAN,
CORTES AND PACIFIC.**

These Steamers are all in first-rate order: and for speed, safety, and accommodation, are unsurpassed. The days for leaving New York are the 12th and 27th of each month. When these dates fall on Sunday, the day of sailing will be on the Monday following.

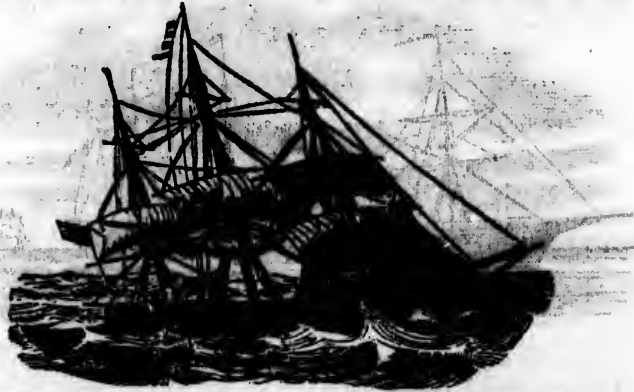
From San Juan del Norte, on the Atlantic, to San Juan del Sur, on the Pacific Ocean, Passengers will be promptly conveyed over the NICARAGUA TRANSIT ROUTE, HAVING BUT TWELVE MILES OF LAND CARRIAGE over a good Macadamized Road in Carriages.

It is well known that this Route is the shortest and safest, and by far the most comfortable and healthful.

For further information apply personally, or by letter, to

CHARLES MORGAN, Agent,
No. 5 Bowling Green, New York.

CALIFORNIA LINE
SAN FRANCISCO.
DIRECT FROM PHILADELPHIA.



**BISHOP, SIMONS & Co., Agents,
36 NORTH WHARVES,
PHILADELPHIA.**

Arrangements are now made to dispatch an A 1, Clipper, on the 1st and 15th, and also a First Class Packet Ship about the 25th of each month.

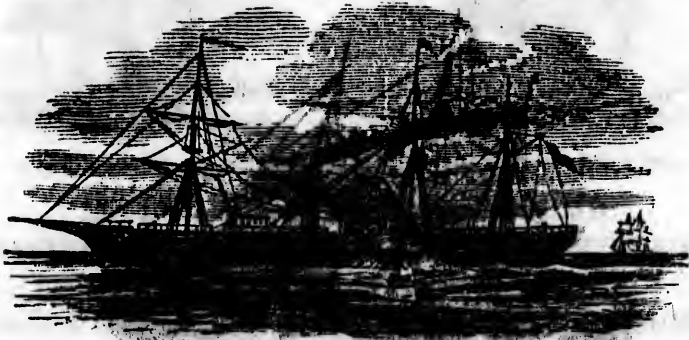
Ships of this Line perform their passages in from 90 to 130 days. As none but First Class vessels will be admitted, Freights can be engaged at lowest rates, and shippers will not be subject to detention in the vessels loading.

Parties at a distance, can apply by Mail for Freight or Passage, and receive **Prompt Attention.**

Also, Agents for New Orleans Line of Packets, sailing every 10 days.

**BISHOP, SIMONS & Co.,
36 North Wharves,
PHILADELPHIA.**

**NEW YORK AND NEW ORLEANS
STEAMSHIP COMPANY,
CARRYING UNITED STATES MAILS.
FOR NEW ORLEANS, STOPPING AT HAVANA.**



SEMI-MONTHLY LINE.

Sailing on the 9th and 25th of each Month.

**From NEW YORK and NEW ORLEANS,
The New Side-Wheel Steamships**

BLACK WARRIOR, Capt. J. D. BULLOCH;
CAHAWBA, Capt. R. W. SHUFFELDT.
Leaving New York from Pier foot of Beach St., North River.
Passage, \$65

Goods for the interior and Mobile consigned to JAMES CONNOLLY'S & Co., New Orleans, will be forwarded free of commissions.

Company's Bills of Lading can be had by application at the Office.

No Freight taken to Havana but Specie. No Freight received on sailing days.

Shippers will please send in their Bills of Lading to be signed on the evening previous to the day of sailing.

Parcels received at the Office only.

Passengers for Havana must procure Passports before leaving port.

LIVINGSTON, COCHERON & CO.,
No. 31 BROADWAY, N. Y.

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CHARLESTON TO HAVANA,
Via Key West.

UNITED STATES MAIL STEAMSHIP

ISABEL,

WILLIAM ROLLINS, *Commander.*

Will leave **Charleston** for **HAVANA**, via **KEY WEST**, on the 4th and 19th, and **Havana** for **Charleston**, via **Key West**, on the 10th and 25th of each month.

The *Isabel* now connects at **Havana** with the United States Mail Steamship Company's Line of Steamers for **SAN FRANCISCO**, via **Aspinwall**, and will carry the **Pacific Mails**.

For Passage apply to

MORDECAI & CO.,

110 East Bay, Charleston, S. C.

NEW YORK AND CHARLESTON
STEAMSHIPS,

CONNECTING WITH STEAMERS RUNNING TO

SAVANNAH, FLORIDA, HAVANA, &c.

SEMI-WEEKLY UNITED STATES MAIL LINE.

ON SATURDAYS.

Steamer **SOUTHERNER**, Capt. T. EWAN.
" **JAMES ADGER**, " S. C. TURNER.

WEDNESDAY.

Steamer **MARION**, Capt. FOSTER.
" **NASHVILLE**, Capt. M. BERRY.

The above Steamers will leave as above for **CHARLESTON**, at 3 o'clock, P. M., from Pier No. 4, North River.

Apply to **SPOFFORD, TILESTON, & CO.,**
30 Broadway, N. Y.

HENRY MISSROON, Agent,
Charleston, S. C.

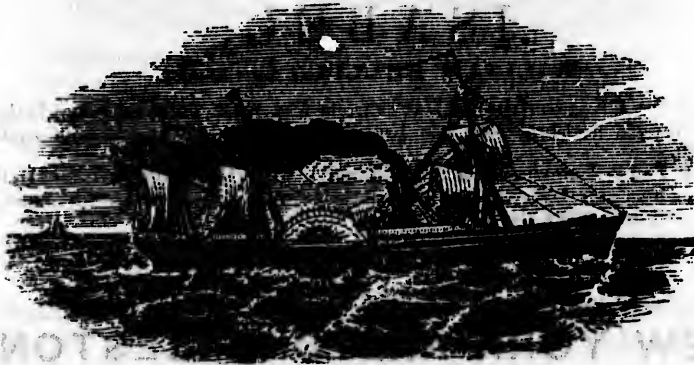
TO SOUTHERN TRAVELERS AND MERCHANTS.

STEAMSHIP LINE BETWEEN

N. Y., NORFOLK, PETERSBURG AND RICHMOND,

Connecting with Southern Cars at Norfolk, and proceeding
by Sea Board & Roanoke, and Wilmington & Manchester
Railroads, to interior of South Carolina, Georgia, &c.

The New and Elegant side-wheel Steamships



ROANOKE, CAPT. SKINNER, every Saturday afternoon,
from Pier 13, North River, at 3 o'clock, P. M.

RETURNING, leaves Richmond *Tuesday*,
Norfolk every *Wednesday* afternoon.

Passage and fare between New York and Norfolk,	} \$ 8 00
State Room included,.....	
Do. do. New York and Petersburg, and	} 10 00
Richmond, State Room included,....	

Steerage Passage half price.

These Ships have been built with the greatest care, and no
pains or expense spared to make them in every respect *first*
class sea-steamers. The accommodations are in every respect
superior, and the fare only about one-half of that by the
Inland Mail Route.

LUDLAM & PLEASANTS, Agents, 32 Broadway, N. Y.

LUDLAM & WATSON, Agents, Richmond, Va.

J. M. SMITH & BRO., Agents, Norfolk, Va.

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NEW YORK AND SAVANNAH,

**REGULAR LINE OF OCEAN STEAMERS,
UNITED STATES MAIL LINE.**

Great Route to the South and West by Steamships to Savannah, and Railroad to the Interior of Georgia, Alabama, Tennessee, and Florida.

THE SPLENDID FIRST CLASS SIDEWHEEL STEAMSHIPS,

Florida, 1500 Tons, Capt. *M. S. Woodhull.*

Alabama, 1500 Tons, Capt. *Geo. R. Schenck.*

Augusta, 1600 Tons, Capt. *Thos. Lyon.*

Knoxville, 1600 Tons, Capt. *C. D. Ludlow.*

Leave New York every **Wednesday and Saturday at 3 o'clock P. M.**, from **Pier No. 4, North River.**

Apply to **SAMUEL L. MITCHILL**, 13 Broadway, New York.
PADELFORD, FAY & Co., Savannah, Ga.

CONNECTING LINES OF TRAVEL.

From Savannah going West.

Two Railroad Trains leave Savannah daily, for Augusta, Ga., by the Augusta and Waynesboro' Railroad; to Macon, Ga., by the Central Railroad; to Atlanta, Ga., by the Macon and Western Railroad; to Chattanooga, Tenn., by the Western and Atlantic Railroad; to Knoxville, Tenn., by the East Tennessee and Georgia Railroad; to Nashville, Tenn., by the Nashville and Chattanooga Railroad.

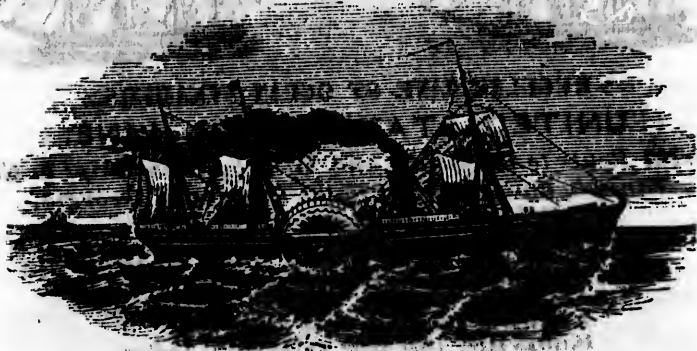
From Savannah going South.

To Macon, Ga., by the Central Railroad; to Fort Valley and Oglethorpe, Ga., by the South Western Railroad; to Columbus, Ga., by the Muscogee Railroad; to Montgomery, Ala., by the Montgomery and West Point Railroad; to Mobile and New Orleans by Steamers, etc.

To Florida, by *Inland Steamers*, as follows, connecting with New York and Savannah Steamships.

The new Steamer **St. JOHN'S**, Capt. James Freeborn; Steamers **WELAKA**, Capt. N. King, and **WILLIAM GASTON**, Capt. Thos. E. Shaw, form a regular line, connecting with these Steamships, leaving Savannah every Tuesday, Thursday, and Saturday morning, at 10 o'clock, for Palatka, Florida, touching at Darien, and St. Mary's, Ga.; Jacksonville, Middleburg, Picolata, and St. Augustine, Florida. These boats having unsurpassed accommodations for Passengers, and taking the inland route, offer superior inducements for invalids and others.

**THE CANADIAN
STEAM NAVIGATION COMPANY,
UNDER CONTRACT WITH
HER MAJESTY'S PROVINCIAL GOVERNMENT OF CANADA.**



COMPANY'S OFFICES:
No. 3 Royal Insurance Buildings, North John Street, Liverpool.

WILLIAM RUDD, Secretary.

STEAM FROM PORTLAND TO LIVERPOOL.

The Company's First-Class Powerful Screw Steamships

OTTAWA,	Captain J. B. ATKINS;
CLEOPATRA,	Captain SALT;
CHARITY,	Captain W. PATON;
ERIE, new,	Captain _____;
HURON, new,	Captain _____;
ONTARIO, new,	Captain _____;
SARAH SANDS, Chartered,	Captain W. ILSLEY.

One of the above-named vessels will Leave PORTLAND on the 5th and 20th of November.

RATES OF PASSAGE.

<i>From Portland to Liverpool.</i>	<i>Liverpool to Portland.</i>
First Class . . \$85 00	First Class . 20 Guineas.
Second do. . . 60 00	Second do. 14 do.
Third do. . . 30 00	Third do. 8 do.
Provisions, &c.	Provisions, &c.

CARRIES A SURGEON.

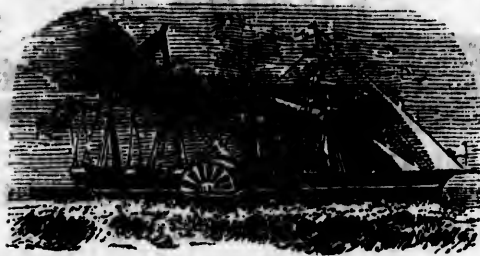
For Freight or Passage apply to

LAMONT & McLARTY, 21 Water street, Liverpool.

DAVID BELLHOUSE, Portland, Montreal and Quebec.

HAMILTON AND TORONTO,

CALLING AT

WELLINGTON SQUARE, OAKVILLE AND CREDIT.

THE STEAMER

HIGHLANDER, Capt. D. McBride,

Will leave Hamilton, every morning, (Sunday excepted,) at 7 o'clock, A. M.

Returning, will leave Toronto, at 2 o'clock P. M, calling at the above Ports, going and returning, weather permitting.

G. B. HOLLAND, Agent, Toronto.

THREE TIMES A WEEK TO ROCHESTER.

CALLING AT

WHITBY, OSHAWA, DARLINGTON, BOND HEAD, PORT HOPE AND COBOURG.

THE STEAMER

MAPLE LEAF, Capt. ROBERT KERR,

Will, until further notice, leave Toronto, for Rochester, every Tuesday, Thursday and Saturday morning, at 10 o'clock precisely.

Returning, will leave Rochester every Monday, Wednesday and Friday morning, at 9 o'clock, calling at the above Ports, going and returning, weather permitting.

G. B. Holland, Agent, Royal Mail Steam Packet Office, Toronto.

OTW ROYAL MAIL LINE MAN



THE QUICKEST AND MOST DIRECT ROUTE TO
**TORONTO, HAMILTON, LONDON, DETROIT,
 CHICAGO AND MILWAUKIE.**

The following are the arrangements of this magnificent Line for the present season :—

RIVER LINE

Composed of the Splendid Steamers

NEW ERA,	Capt. P. G. CHRYSLER.
ST. LAWRENCE,	Capt. HOWARD.
LORD ELGIN,	Capt. P. MILLOY.
OTTAWA,	Capt. PUTNAM.

Leave the Canal Basin, Montreal, daily, at 9 o'clock A. M., and Lachine on the arrival of the 12 o'clock Train from Montreal, (except on Sundays, when they leave on the arrival of the 10 o'clock Train,) calling at all intermediate Ports, arriving in Kingston early on the following day, where they meet the magnificent

LAKE ONTARIO STEAMERS

PASSPORT,	Capt. HARBOTTLE,
ARABIAN,	Capt. COLCLEUGH,
MAGNET,	Capt. TWOHY,

For Cobourg, Port Hope, Toronto and Hamilton, connecting at Hamilton with the Great Western Railway, for London, Chatham, Windsor, Detroit, Chicago, Milwaukie, and all Ports on Lake Michigan; and at Lewiston for Niagara Falls, Buffalo, and all Ports on Lake Erie.

The Steamers are fitted up with elegantly furnished Saloons and State Rooms.

Passing through the beautiful scenery of the

LAKE OF THE THOUSAND ISLANDS,

AND ALL THE

RAPIDS OF THE ST. LAWRENCE,

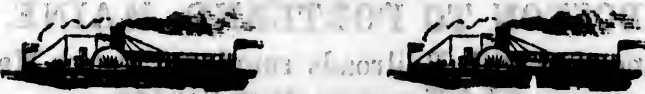
By daylight. In point of speed they are unsurpassed.

Through to Chicago, including all stops, in Sixty-Eight Hours.

Tickets can be procured of C. F. MUCKLE, at the Hotels, on board of the Steamers, or at the Office, 40 McGill street.

A. MILLOY, Agent, Royal Mail Line Office, Montreal.

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**STEAMBOAT ROUTE
BETWEEN MONTREAL AND QUEBEC.**

During the SEASON OF NAVIGATION, a Daily Line of Steamboats, conveying the Royal Mail, leaves Montreal daily, (Sundays excepted,) at 7 P. M., stopping to land and receive Passengers at Sorel, Port St. Francis, Three Rivers, and Platon.

Leaves QUEBEC for MONTREAL at 5 P. M., stopping at the above Ports. Usual time descending the River, 12 hours ascending, 14 hours.

FARE, \$3 —Meals included.

The Line is composed of the following *commodious Boats*:

Steamers.	Masters.
QUEBEC.....	A. M. RUDOLF.
JOHN MUNN.....	C. L. ARMSTRONG.

AGENTS.

R. SHAW, Quebec, R. HARROWER, Sorel,	HUGH E. SCOTT, Montreal, J. C. SIMMONS, Port St. Francis, J. McDUGALL, Three Rivers.
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TABLE OF DISTANCES.

STOPPING PLACES.	Miles.	From Montreal.	From Quebec.
MONTREAL,	0	0	180
Sorel,	45	45	135
Port St. Francis,	39	84	96
Three Rivers,	8	90	90
Platon,	50	140	40
QUEBEC,	40	180	0

STEAMBOAT EXCURSION

FROM QUEBEC TO THE SAGUENAY RIVER, &c.

STEAMBOATS run to different Ports on the St. Lawrence River, below Quebec, and the Saguenay River, affording, during warm weather, one of the most delightful excursions —the SAGUENAY being one of the most wonderful Rivers on the continent, now annually visited by thousands of admiring travelers.

BOSTON TO PORTLAND, MAINE,
Connecting with Railroads running through Maine
and different parts of Canada.

DAILY LINE FOR PORTLAND, WHITE MOUNTAINS & MONTREAL,
 (SUNDAYS EXCEPTED.)

The new and superior sea-going Steamers **St. LAWRENCE**, Captain **CYRUS STURTEVANT**, and **ATLANTIC**, Capt. **GEORGE KNIGHT**, will leave the end of Central wharf, Boston, for Portland, alternately, every Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, at 7 o'clock, P. M. Returning, will leave Atlantic Railroad wharf, Portland, on the same days, at 7 P. M.

On the arrival of the boat at Portland, cars leave for South Paris, Bethel, Gorham, N. H., Northumberland, N. H.; Island Point, Montreal, Lewiston, Monmouth, Winthrop, Readfield, Bangor, Waterville, Hallowell and Augusta.

Cabin Fare to Portland, \$1. . . . Deck, 75 cents.

Stages will be in readiness at the above Stations, to convey passengers to the different towns throughout the State.

JOSEPH BROOKS, Agent, Boston.

BOSTON TO EASTPORT AND ST. JOHN, N. B.,
 VIA PORTLAND.

The Steamer **ADMIRAL**, Captain **A. Wood**, will leave Lincoln's wharf, Boston, every Tuesday, at 10 o'clock A. M., and Custom House wharf, Portland, at 8 o'clock P. M.

EASTERN CITY, Captain **WINCHESTER**, leaves Boston every Friday. Returning, leaves **St. JOHN, N. B.**, Tuesdays and Fridays, at 8 o'clock, A. M.

Fare from BOSTON to EASTPORT, ME.,	\$5 00
" " " " ST. JOHN, N. B.,	6 00
" " PORTLAND to EASTPORT, ME.,	4 00
" " " " to ST. JOHN, N. B.,	5 00

Freight taken on Monday. No Freight taken within one hour of the boats' sailing.

No goods prohibited by the U. S. Steamboat law taken.

For further information, apply to

J. FERRIS, 14 North Market street,
 or **JOHN C. NICHOLS**, Agent, Lincoln's Wharf, Boston.

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**NEW ORLEANS AND MOBILE
U. S. DAILY MAIL LINE,**

Connecting with STEAMERS and MAIL COACHES running
to MONTGOMERY, ALA.

Steamer FLORIDA, Capt. W. T. Gliberson.
" OREGON, " L. A. Hiern.
" CALIFORNIA, " H. S. Ensign.

PASSENGERS leave *New Orleans*, daily, at 4 P. M. for *Lake Pontchartrain*, via Railroad, 5 miles, taking one of the above steamers for *Mobile*, &c.

RETURNING—leave *Mobile* at 1 P. M., connecting at *Milneburg* with the *Lake Pontchartrain Railroad*.

THROUGH STEAMBOAT FARE, \$5—USUAL TIME, 18 hours.

R. Geddes, Agent,
New Orleans.

To Invalids going South in Search of Health.

THE QUICKEST & MOST PLEASANT ROUTE TO FLORIDA.

**Charleston & Florida Steam Packets,
UNITED STATES MAIL LINE, (Semi-weekly.)**

CONNECTING WITH THE NEW YORK STEAMERS EACH WAY, WITH THE
"MARION," "JAMES ADGER," "UNION" & "SOUTHERNER."

The CAROLINA, L. M., Coxetter, master, will leave every Saturday, at 3 o'clock, touching at Jacksonville, Picolata and Pilatka, on the St. John's River; returning will arrive in Charleston on Wednesday. The FLORIDA, Charles Willy, master, will leave on Tuesday afternoon of each week at same hour, and in addition to the above ports, will stop at Black Creek; returning will arrive on Saturday morning. Due notice will always be given, when the CAROLINA makes an extra trip to St. Augustine. It is only considered necessary to say, that these boats have been built especially for this trade, and are commanded by the most experienced navigators.—Fare from Charleston to Jacksonville \$8; Pilatka \$10. For freight or passage, apply on board, at Southern Wharf, or to

JOHN W. CALDWELL, 38 East Ray, Charleston, S. C.

Through tickets from New York to Jacksonville, \$31; Pilatka and Picolata, \$33.
SPOFFORD, TILESTON & CO., Agents, N. Y.

 **SANDFORD'S** 
INDEPENDENT LINE of STEAMERS
BETWEEN

NEW YORK and PHILADELPHIA,
TOUCHING EACH WAY AT CAPE MAY.

The new and substantial Steamers,
Mennemon, Captain **SANFORD.**
Delaware, " **CLARK.**
Kennebec, " **COPE.**

Will leave Pier No. 14, North River, (foot of Cedar street,) Tuesday,
Thursday, and Saturday at 4 P. M.
Leave Philadelphia, at 11 o'clock, A. M.

Cabin Passage to Cape May or Philadelphia, \$2.

These Steamers are of the first class for strength and speed, built expressly for sea navigation, and are fitted up with a view to the comfort, safety, and security of passengers.

For Freight or Passage, apply on board the boat, or to

EDW. B. THORPE, Agent, Pier 14, N. R., foot of Cedar st., N. Y.
JAS. ALLDERDICE, Agent, 73 South Delaware Av., Phil.

COMMERCIAL TRANSPORTATION CO.

STEAM PROPELLER LINE

BETWEEN

PHILADELPHIA, ALBANY & TROY,
Via Delaware and Raritan Canal.



The Steamers and Barges of this Line run regularly between the above named places for the Transportation of Freight, and also connect with the Western Transportation Company, at Albany, who have unsurpassed facilities for forwarding Freight to all Western Points, attainable by Railroad and Steam.

S. FLANAGAN,
68 1/2 S. Wharves,
PHILADELPHIA.

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STEAMBOAT LINE BETWEEN NEW YORK, ALBANY & TROY.

PEOPLE'S
EVENING LINE AT 6 O'CLOCK,
FOR ALBANY, DIRECT.

PASSAGE, 50 CENTS.

CONNECTING WITH RAILROAD CARS.



THE NEW AND ELEGANT STEAMER

ISAAC NEWTON, Capt. W. H. PECK.

Monday, Wednesday and Friday,

HENDRICK HUDSON, Capt. A. P. ST. JOHN.

Tuesday, Thursday and Saturday, from the Pier between Cortlandt and Liberty streets, at 6 o'clock.

PASSENGERS by these Boats will arrive in Albany in ample time to take the morning train of Railroad cars North, East or West.

For Freight apply at the office on the wharf, foot of Liberty street, New York.

TROY STEAMERS.

RIP VAN WINKLE, Capt. FARNHAM,

Leaves New York, Monday, Wednesday and Friday.

TROY, Capt. SMITH,

Leaves New York, Tuesday, Thursday and Saturday, leaving Troy for New York the alternate days.

These Boats connect at Troy with Passenger Trains running to Saratoga Springs, Whitehall, Burlington, Ogdensburgh, Montreal, &c. Leave from foot Liberty St. N. Y.

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LAKE ONTARIO.

**ONTARIO & ST. LAWRENCE STEAMBOAT COMPANY'S
AMERICAN STEAMERS,**

1854.



1854.

NORTHERNER,
ONTARIO,
CATARACT,

Capt. R. CHILD,
Capt. H. N. THROOP,
Capt. J. B. ESTES.

COMPOSING THE
UNITED STATES MAIL LINE.

These large and commodious Lake Steamers, in connection with the River Steamers

JENNY LIND,

Capt. L. MOODY,

BRITISH EMPIRE,

Capt. D. S. ALLEN,

BRITISH QUEEN,

Capt. J. LAFLAMME,

WILL FORM A DAILY LINE BETWEEN

Lewiston, Oswego, Ogdensburgh, Montreal, Boston and Portland.

DOWNWARDS.

Leave LEWISTON, (Sundays excepted,) 3½ P. M.
Leave ROCHESTER, 10 P. M.
Leave OSWEGO—Connecting with Cars for Albany, 7 A. M.
Leave SACKETS HARBOR, 10½ A. M.
Leave KINGSTON, Can., 1 P. M.
Leave OGDENSBURGH, 8 A. M.

UPWARDS.

Leave MONTREAL, (Sundays excepted,) 4 P. M.
Leave OGDENSBURGH on arrival of Boston Cars, 8 P. M.
Leave KINGSTON, 7 A. M.
Leave SACKETS HARBOR, 10½ A. M.
Leave OSWEGO on arrival of Cars from Albany, 4 P. M.
Leave ROCHESTER, 9 P. M.

And arrive in MONTREAL, at 5 P. M.

And arrive at Lewiston at 5 A. M., in time for Boat for Toronto, and Cars for Niagara Falls, Hamilton and Buffalo.

PASSING THE THOUSAND ISLANDS AND RAPIDS BY DAYLIGHT.

AMERICAN EXPRESS LINE.

The new, large and splendid Lake Steamers

NEW YORK,

Capt. B. B. CHAPMAN,

BAY STATE,

Capt. J. H. LUDYARD,

Will, from the 10th June to the 20th September, in connection with the River Steamers, form a Daily Line, (Sundays excepted,) between Lewiston, Cape Vincent, Ogdensburgh and Montreal.

DOWNWARDS.

Leave LEWISTON, 3½ P. M.
Leave CAPE VINCENT, con. with Cars for Albany, 3 A. M.
Leave OGDENSBURGH, con. with Cars for Boston, 8 A. M.
Arriving at Montreal at 5 P. M., in time for Boats for Quebec—Passing the Thousand Islands and all the Rapids by Daylight.

UPWARDS.

Leave MONTREAL, 4 P. M.
Leave OGDENSBURGH on arrival of Boston Cars, 2 P. M.
Leave CAPE VINCENT on arrival of Albany Cars, 6 P. M.
And arrive at Lewistown in time for Boats for Toronto, and at Niagara Falls in time for Cars for Hamilton and Buffalo.

PANAMA RAILROAD.

Finished from ASPINWALL to OBISPO, 31 miles.
 OBISPO to PANAMA.—Mule Route, . 20 "

Passenger Cars leave Aspinwall, N. G., daily, Sundays excepted, at 9 A. M.

Returning, leave Obispo Station, at 2 P. M., stopping at all the Stations.

SPECIAL TRAINS leave Aspinwall on arrival of Steamers with passengers for Panama, &c., so that no unnecessary delay shall occur on the transit from Ocean to Ocean.

FRANCIS SPIES, Secretary,

Office, PANAMA R. R. Co., 78 Broadway, N. Y.

RUNNELS & HERMANN'S

CALIFORNIA AND ISTHMUS OF PANAMA

FAMILY EXPRESS.



36 Broadway, New York.

California Family Express, for the Conveyance of Families from any portion of the Western and Northern States, via

NEW YORK to SAN FRANCISCO

and the Interior of California, in charge of kind and experienced Conductors all the Way.

Baggage checked through to Destination.

From our long established reputation upon the Isthmus, (where we own a Line of Passenger and Baggage Transportation, preferred by the best Express Companies.) and the favorable notices which our original Family Express has received from the most reliable New York and Western Newspapers, we hope for a continuance of public favor.

All letters of inquiry, &c., should be prepaid, and addressed to our Agent, Mr. A. L. STIMSON, at our California Family Express Office, 36 Broadway, New York.

CALIFORNIA FAMILY EXPRESS and BAGGAGE TRANSPORTATION Co.

RUNNELS & HERMANN, Panama.

RAN RUNNELS, Aspinwall.

M. HERMANN, San Francisco.

A. L. STIMSON, 36 Broadway, N. Y.

RAILROAD PANAMA



PANAMA TRANSIT TICKETS.

The Transit can be made through from ASPINWALL to PANAMA in one day.

AMANA M. HINKLEY, (Aspinwall)

(Late Forwarder for Adams & Co's Express)

Is now furnishing Through Transit Tickets from Aspinwall to Panama; by the best conveyances—Railroad and Mules.

TICKETS—from Ship to Ship—with 25 lbs. of baggage included, \$30.

Extra Baggage, 15 cents per pound, payable in New York or Panama.

The First Class Ticket includes all Expenses of Transit—Porterages, Boating in Panama Bay, &c.—excepting merely board during the crossing.

Good Mules and capable Guides, and Stirrup Men, furnished, with special attention and care to ladies and children.

Mr. HINKLEY's long residence and experience upon the Isthmus, enables him to guarantee every dispatch and facility. Baggage received on the Steamer at Aspinwall, and promptly delivered in Panama, relieving the Passenger from all annoyance of looking after it during his own transit.

Apply to

JOHN W. CARRINGTON, No. 78 Broadway, or at 177 West street, N Y.

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EXPRESS OFFICES IN NEW YORK.

Adams & Co.—Eastern, Southern, and Western ; California, Australia and Foreign Express, 59 Broadway.

American Express Co's.—"GREAT WESTERN;"—Offices, 62 Broadway.

Baldwin's New York and Newark, N. J. Express, 74 Broadway.

Berford & Co.—Atlantic and Pacific, California, Virginia, North and South Carolina and Tennessee Express ; Office 124 Broadway.

Commercial Express Co.—Albany, Troy, &c., 124 Broadway.

Davenport & Mason.—Taunton, New Bedford, and Nantucket Express, 74 Broadway.

Day's Newark Express, 9 and 167 Broadway.

Edward's, Son & Co.—Foreign Express. Offices, 36 Broadway, N. Y.; 17 and 18 Cornhill, London; Commercial Buildings, Liverpool; 9 Rue de la Chaussee, Havre; 86 Rue de Rivoli, Paris; Bremen and Melbourne, Australia.

European Express.—Ocean Parcel Delivery Company. Offices, 173 Broadway, New York; and 4 Agar street, Strand, London.

Harnden's Eastern and Southern Express, 74 Broadway.

Hope's New Jersey and Pennsylvania Express, 74 Broadway.

Jansen's New York and Brooklyn Express, 59 Broadway.

Kennedy's City Express, 58 William street.

Kinsley & Co.—Eastern, Southern and Western Express, 1 Wall str.

Livingston & Co.—Southern Express, 74 Broadway.

Munro's New Bedford and Nantucket Express, 1 Wall street.

National Express Co., late PULLEN, VIRGIL & Co.—New York, Troy, Montreal and Quebec Express. Offices, 74 Broadway, N. Y.; 221 River street, Troy; Place d'Armes, Montreal; St. Andrew's Wharf, Quebec.

Stimson's Express Agency, for the trans-shipment of merchandise, 59 Broadway.

United States Express Co.—82 Broadway

Wells, Fargo & Co.—California and European Express, 82 Broadway.

Wells, Butterfield & Co.—American Express Company. Office, 62 Broadway.



TELEGRAPH OFFICES IN NEW YORK

MORSE'S AMERICAN TELEGRAPH.—New York, Albany and Buffalo.—Northern, Western and South-western Lines. Offices, 2½ Wall street, and St. Nicholas Hotel, Broadway.

NEW YORK AND WESTERN UNION LINE.—To Dunkirk, Cleveland, Columbus, Cincinnati, St. Louis, Detroit, Chicago, Milwaukee, and other Cities and Towns, North, West, and Southwest. Office, 2½ Wall street, (4th door from Broadway.)

NEW YORK AND WASHINGTON MAGNETIC TELEGRAPH, (Morse's). Offices, 5 Hanover street, and Irving House, Broadway.

NEW ORLEANS AND NEW YORK, (Morse's). Telegraph Line, direct. Office, corner Hanover street and Exchange Place.

BOSTON AND NEW YORK PRINTING, (House's). Office, 21 Wall street.

NEW YORK STATE PRINTING, (House's), to Buffalo, Canada, and Western States. Office, 21 Wall street.

NEW YORK AND WASHINGTON PRINTING TELEGRAPH. Offices, 21 Wall street, and Metropolitan Hotel, Broadway.

NATIONAL TELEGRAPH.—To Pittsburg, Cincinnati, Louisville, New Orleans, St. Louis, and Western States. Office, 23 Wall street.

UNION TELEGRAPH COMPANY. Office, 23 Wall street, Corner Broadway street.

CITY AND SUBURBAN TELEGRAPH. Office, 21 Nassau & 67 Chamb. sts.

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GREAT LINES OF TRAVEL BETWEEN NEW YORK & MONTREAL, via Lake Champlain, Rutland, Burlington, &c.

There are now, June 1854, *three direct Lines of Travel* between *New York and Montreal*, leaving New York City several times daily. The *NEW YORK and NEW HAVEN RAILROAD* also connects with a Through Line of travel to Montreal, via the Connecticut River and Central Vermont R. R.

1. *Hudson River Railroad Line*, running to Albany and Troy; six daily Through Trains, (Sundays excepted.) *Only one Sunday Train*. (See page 51.) TICKET OFFICE, corner Warren st. and College Place, N. Y.

2. *New York and Harlem Railroad*, (Inland Route,) running through to Albany, two daily Express Trains, Sundays excepted. (See page 52.) TICKET OFFICE, City Hall Square.

3. *Hudson River Steamboat Lines*; the Day Boats landing passengers at all the principal places on the river, during the season of navigation, while the two Evening Through Lines run one direct to Albany, and the other to Troy, without stopping. (See pages 113, 140.)

LINES OF STEAMERS RUNNING TO AMERICAN PORTS.

1. ALBANY and NEW YORK STEAMERS, (Night Line,) foot of Cortlandt st., N. R.
2. ALBANY and NEW YORK STEAMERS, (Night Line,) foot of Robinson st., N. R.
3. BALTIMORE and NEW YORK, (Parker Vein Steamship Line,) Pier 13, N. R.
4. BOSTON and NEW YORK, (Newport and Fall River Line,) Pier 3, N. R.
5. BOSTON and NEW YORK, (Norwich and Worcester Line,) Pier 18, N. R.
6. BOSTON and NEW YORK, (Stonington and Providence Line,) Pier 2, N. R.
7. CHARLESTON and FLORIDA STEAMERS, Pier 4, N. R.
8. HUDSON and NEW YORK STEAMERS, foot Warren st., N. R.
9. MOBILE and HAVANA STEAMERS, foot Harrison st., N. R.
10. NEW HAVEN and HARTFORD STEAMERS, foot Peck Slip, E. R.
11. NEW ORLEANS and HAVANA STEAMERS, foot Warren st., N. R.
12. NORFOLK and RICHMOND STEAMERS, Pier 13, N. R.
13. PHILADELPHIA and CAPE MAY STEAMERS, foot Cedar st., N. R.
14. PHILADELPHIA and NEW YORK, (Camden and Amboy Line,) Pier 1, N. R.
15. SAVANNAH and NEW YORK STEAMERS, Pier No. 4, N. R.
16. SAN FRANCISCO STEAMERS, via Aspinwall, (Pan'a Route,) f. Warren st., N. R.
17. SAN FRANCISCO STEAMERS, (Nicaragua Route,) Pier No. 2, N. R.
18. TROY and NEW YORK STEAMERS, (Night Line,) foot Liberty st., N. R.

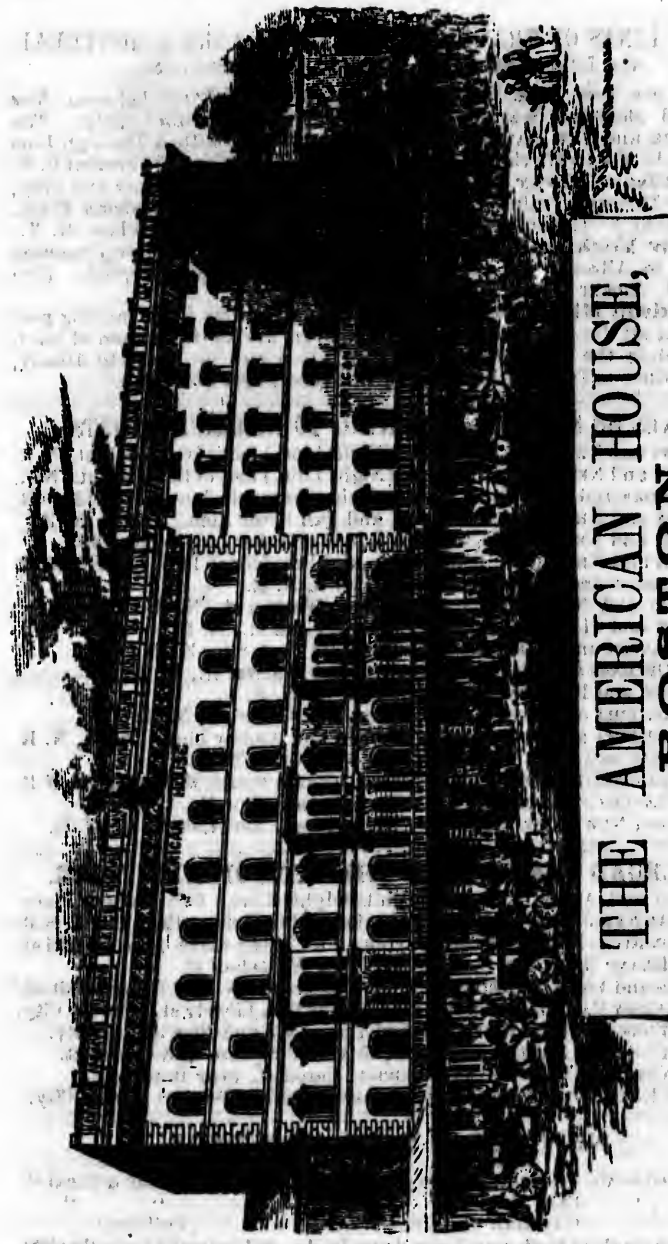
RAILROAD STATIONS IN THE CITY OF NEW YORK.

1. CAMDEN and AMBOY RAILROAD, (Philadelphia Line,) foot Battery Place.
2. CENTRAL NEW JERSEY RAILROAD, (Elizabethp't to Easton, Pa.,) Pier 1, N. R.
3. HUDSON RIVER RAILROAD, cor. Warren st. & College Place. [& f. Cortl st.
4. LONG ISLAND RAILROAD, South Ferry, foot Whitehall st.
5. MORRIS and ESSEX RAILROAD, (Newark to Dover, N. J.,) f. Cortlandt st.
6. NEW JERSEY RAILROAD, (Philad. Line,) f. Cortl. & Liberty st. & Jersey City.
7. NEW YORK and ERIE RAILROAD, foot Duane st. and New Jersey City.
8. NEW YORK and HARLEM RAILROAD, City Hall Square and Centre st.
9. NEW YORK and NEW HAVEN RAILROAD, Canal st. near Broadway.
10. UNION RAILROAD, (Jersey City to Paterson and Suffern's,) Jersey City.

NEW YORK CITY RAILROADS.

	<i>Depot.</i>		<i>Depot.</i>
2d AV. RAILROAD,	Franklin Square.	6th AV. RAILROAD,	Barclay & Canal st
3d " " "	Park Row.	8th " " "	" " "
4th " " "	City Hall Square.	9th " " "	(Building).

Cars run on the above Roads every 5 min. during the day, and frequently during the night



THE AMERICAN HOUSE, BOSTON,

With the new addition, is the largest Hotel in New England, possessing all the modern improvements and conveniences for the accommodation of the traveler. **LEWIS RICE, Proprietor.**

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- Natio
- Unite
- Willia
- Unlon
- Barnu
- Entaw
- Fount
- Globe
- Howar
- Unlon
- Americ
- City Ho
- Eagle H
- Exchan
- Frankli
- Jones' H
- La Pierr
- Mansion
- Markee
- Merchan
- Girard H
- Red Lion
- Unite S
- Unlon H
- Washing

HOTELS

IN THE PRINCIPAL CITIES.

Principal Hotels in Washington, D. C.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Brown's Hotel,	T. P. & M. Brown,	Pennsylvania Avenue.
Gadsby's Hotel,	William Gadsby,	Pennsylvania Avenue.
National Hotel,	M. A. Dexter,	Pennsylvania Avenue.
United States Hotel,	R. B. Hackney,	Pennsylvania Avenue.
Willard's City Hotel,	E. D. Willard,	Pennsylvania Avenue.
Union Hotel,	Wm. M. Fitzhugh,	Georgetown, D. C.

Principal Hotels in Baltimore.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Barnum's City Hotel,	Barnum & McLaughlin,	Calvert street.
Eutaw House,	Henry F. Jackson,	Eutaw, cor. Balt. street.
Fountain Hotel,	Claybaugh & Brother,	Light street.
Globe Hotel,	P. J. Bartholow & Co.,	Baltimore street.
Howard House,	J. McIntosh,	Howard street.
Union Hotel,	John Manly,	Pratt street.

Principal Hotels in Philadelphia.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Wyatt & Heulings,	181 Chestnut street.
City Hotel,	Mr. Hirst,	41 North Third street.
Eagle Hotel,	C. Almond,	139 North Third street.
Exchange Hotel,	R. B. Jones, Jr.,	77 Dock street.
Franklin House,	B. H. Woolman,	105 Chestnut street.
Jones' Hotel,	Bridges & West,	152 Chestnut street.
La Pierre House,	Taber & Son,	Broad street.
Mansion House,	J. London,	Market and 11th streets.
Markee House,	R. Wilkinson,	293 Chestnut street.
Merchants' Hotel,	C. & J. M'Kibbin,	Fourth, above Market.
Girard House,	Presbury & Billings,	271 Chestnut street.
Red Lion Hotel,	J. C. Wistar,	200 Market street.
United States Hotel,	C. J. MacLellan,	Chestnut, above 4th.
Union House,	T. S. Webb,	111 Arch street.
Washington House,	A. F. Glass,	223 Chestnut street.

With the new addition, is the largest hotel in the city for the accommodation of the traveler. Lewis Rice, Proprietor.

PRINCIPAL HOTELS IN NEW YORK.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Astor House,	Coleman & Stetson,	Broadway.
Atlantic Hotel,		3 and 5 Broadway.
Barclay Street Hotel,	S. Van Buren,	105 Barclay street.
Battery Hotel,		2 Greenwich street.
Bixby's Hotel,	D. Bixby,	B'way and Park Place.
Bond Street House,	C. Plinta,	665 Broadway.
Carlton House,	P. H. Hodges,	Broadway and Leonard.
Clarendon,	O. C. Putnam,	60 Union Place.
Clinton Hotel,	A. B. Miller,	3 Beekman street.
Collamore House,	G. M. Perry,	Broadway, cor. Spring.
Cooper House,		Broadway, cor. Anthony.
Delmonico's Hotel,	L. Delmonico,	25 Broadway.
Earle's Hotel,	Wm. P. Earle,	19 Park Row.
French's Hotel,	R. French,	Chatham, cor. Frankfort.
Florence's Hotel,	Reuben Lovejoy,	Broadway, cor. Walker.
Girard House,		Chambers st., cor. W. Br.
Gramercy Hotel,	G. Donadi,	Broadway, cor. 20th st.
Howard Hotel,	Clark and Bailey,	B'way and Maiden Lane.
International Hotel,	J. Taylor,	Broadway, cor. Franklin.
Irving Hotel,	Deokille & Burroughs,	Broadway and Chambers
Judson's Hotel,	J. & P. O'Grady,	61 Broadway.
Lovejoy's Hotel,	James S. Libby,	Park Row.
Manhattan Hotel,	S. Hawk,	6 and 7 Murray street.
Merchant's Hotel,	W. Muirhead & Co.,	41 Cortlandt street,
Metropolitan Hotel,	S. Leland & Co.,	Broadway and Prince st.
National Hotel,	George Seeley,	5 Cortlandt street.
New York Hotel,	Judson & Cranston,	B'way and Wav'ly Place
Northern Hotel,	J. Harrison,	Cortlandt and West st.
Pacific Hotel,	Salisbury & Co.,	164 & 166 Greenwich st.
Patten's Hotel,	J. Patten & Son,	cor. Green'ch & Warren
Prescott House,	Gannett & Staples,	Broadway and Spring.
St. Nicholas Hotel,	J. P. Treadwell & Co.,	Broadway.
St. Dennis Hotel,		Broadway, cor. 11th st.
St. George's Hotel,	R. H. Perkins,	834 Broadway.
Tammany Hall,	Jos. W. Howard,	Nassau and Frankfort.
Union Place Hotel,	J. C. Wheeler,	B'way, cor. Union Place
United States Hotel,	Johnson & Carlton,	Pearl, cor. Fulton.
Washington Hotel,	J. Bartlett,	1 Broadway.
Western Hotel,	D. D. Winchester,	9 Cortlandt street.
Wyckoff's Hotel,	C. Wyckoff & Brother,	58 Warren street.
Wyoming Hotel,	G. W. Mersereau,	33 Greenwich street.

In addition to the above HOTELS, there are numerous RESTAURANTS, EATING HOUSES, which are much frequented by citizens and strangers.

Hotels in Brooklyn.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Pierpont House,	Russell, Chase & Co.,	Montague street.
Mansion House,	E. R. Yale,	121 and 123 Hicks street

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PRINCIPAL HOTELS IN BOSTON.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Adams House,	S. B. Robbins,	871 Washington street.
Albion Hotel,	J. W. Barton,	Tremont street.
American House,	Lewis Rice,	42 Hanover street.
Bromfield House,	S. Crockett,	Bromfield street.
City Hotel,	Gage & Tucker,	Brattle street.
Eastern Ex. Hotel,	J. B. Carter,	near Eastern R. R. depot.
Franklin House,	Cross, Sampson & Co.,	44 Merchants' Row.
Maverick House,	T. J. Plummer,	East Boston.
Marlborough Hotel,	John A. Parks,	229 Washington street.
Merchants' Ex. Hotel,	Mr. Fearing,	State street.
Merrimac House,	Sargent & Co.,	Merrimac street.
N. England House,	L. Maynard,	Clinton street.
Pavilion,	P. Harvey,	41 Tremont street.
Pearl st. House,	Chamberlain & Co.,	Pearl street.
Pemberton House,	A. Moulton,	Howard street.
Quincy House,	A. Long,	Brattle Square.
Revere House,	P. Stevens,	Bowdoin Square.
Tremont House,	P. Stevens,	Tremont street.
United States Hotel,	Wm. H. Spooner,	{ cor. Kingston, Beach and Lincoln streets.
Washington House,	A. Cooley,	158 Washington street.
Winthrop House,	J. H. Silsby,	Tremont street.

Principal Hotels in Montreal.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Donagena's Hotel,	J. H. Daley,	Notre Dame street.
Ex. Coffee House,	F. P. Levine,	St. Paul street.
Montreal House,	J. W. Coleman,	Custom House Square.
Ottawa Hotel,	S. Browning,	Great St. James street.
St. Lawrence Hall,	Hogan & Penn,	Great St. James street.
Temperance House,	F. Duclos,	College street.
Western Hotel,	J. W. Hewitt,	McGill street.

Principal Hotels in Quebec.

<i>Name.</i>	<i>Location.</i>
Russell's Hotel,	Palace street, Upper Town.
Sword's Hotel,	St. Louis street, "
Ottawa Hotel,	Sault au Malelot street, Lower Town.
St. Lawrence Hotel,	St. Peter street, "

Principal Hotels at Niagara Falls.

AMERICAN SIDE.

<i>Name.</i>	<i>Proprietors.</i>
Cataract House,	Whitney & Jerrault.
Niagara Falls House,	T. R. Coulen.
International Hotel,	Ira Osborn.

CANADIAN SIDE.

Clifton House,	George Shears.
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Principal Hotels in Albany.

Name.	Proprietors.	Location.
American Hotel,	A. & S. Osterhout,	State street.
City Hotel,	Wm. Landon,	Broadway.
Congress Hall,	James Mitchell,	Capitol Square.
Delavan House,	T. Roessle,	Broadway.
Franklin House,	Edwin Beebee,	State street.
Mansion House,	Wm. Griffin,	Broadway.
Stanwix Hall,	L. L. Britton,	Broadway.

Principal Hotels in Troy.

Name.	Proprietors.	Location.
American Hotel,	Shepard & Miller,	cor. River & Third sts.
Mansion House,	E. & W. Dorlon,	
St. Charles Hotel,	T. G. Platt,	River street.
Union House,	J. W. Stearns,	Albany street.
Washington Hotel,	Philip S. Dorlon,	River street.

Principal Hotels in Buffalo.

Name.	Proprietors.	Location.
American Hotel,	L. L. Hodges,	Main street.
Clarendon Hotel,	H. Van Allen,	Main street.
Commercial Hotel,	J. Bush, jr.,	cor. Main and Ohio sts.
Huff's Hotel,	A. Slocum,	Main street.
Mansion House,	R. Dorsheimer,	cor. Main and Exch. sts.
Merchant's Hotel,	H. D. Huff,	
Niagara Temp. Hotel,	Bally & Son,	cor. Pearl and Com. sts.
United States Hotel,	Z. Bonney,	Terrace.
Western Hotel,	F. L. Brown,	Terrace.

Principal Hotels in Cleveland.

Name.	Proprietors.	Location.
American Hotel,	Wm. Milford,	Main street.
Franklin House,	C. Patrick & Son,	Main street.
Forest City House,	M. Brown,	Main street.
Johnson House,	J. R. Surbrug,	Main street.
New England Hotel,	J. P. Ross,	Superior street.
Weddell House,	C. S. Butts & Son,	Main street.

Principal Hotels in Detroit.

Name.	Proprietors.	Location.
Biddle House,	O. B. Dibble & Son,	Jefferson Avenue.
Commercial Hotel,	B. S. Farnsworth,	Jefferson Avenue.
Howard House,	Davis,	
Johnson's Hotel,	H. R. Johnson,	
Larned House,	O. Whitney,	
Michigan Exchange,	H. A. Barlow & Co.,	Jefferson Avenue.
Merchant's Exchange,	John Moore,	
National Hotel,	Fellers & Benjamin,	
St. Charles Hotel,	Wadleigh,	Jefferson Avenue.
Waverly Temp. House,	C. H. Baldwin,	Jefferson Avenue.

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Principal Hotels in Columbus, Ohio.

<i>Name.</i>	<i>Proprietors</i>	<i>Location.</i>
American Hotel,	Wm. Kelsey,	High street.
Buckeye Hotel,	Col. Green,	Broadway.
Capitol House,	Mr. Allen,	High street.
Nell House,	W. Failing,	High street.
United States Hotel,	Mr. Simonton,	High street.

Principal Hotels in Wheeling, Va.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
McLure House,	Dr. Watson Carr,	Market street.
Monroe House,	James Mathews,	Main street.
Sprigg House,	Z. S. & J. J. Yarnall,	near S. B. Landing.

Principal Hotels in Cincinnati.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Burnet House,	A. B. Coleman,	Third street.
Broadway Hotel,	J. Cromwell,	Broadway.
Dennison House,	Dennison & Son,	Fifth street.
Gibson House,	A. Wetherbee,	Walnut street.
Madison House,	J. W. Garrison,	Main street.
Merchant's Hotel,	L. Mount,	Main street.
Spencer House,	Geo. Moore & Co.	Broadway.
United States Hotel,	A. Wetherbee,	Walnut street.
Woodruff House,	David Ruanion,	Sycamore street.
Winne House,	K. Winne	Cor. 8d & B. W.
Walnut street House,		Walnut, bet. 6 & 7.
Waverly House,		Cor. Canal & Main street.

Principal Hotels in Chicago.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	W. R. Irish,	Lake street.
City Hotel,	Orcutt & Co.	Lake street.
Lake House,	P. G. Ballingall,	
Matteson House,		Randolph street.
McCardle House,	J. McCardle,	Dearborn street.
Sherman House,	Tuttle & Co.	Randolph street.
Tremont House,	Gage & Brother,	Lake street.

Principal Hotels in Indianapolis.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Wm. J. Elliot,	Railroad Depot.
Bate's House,	D. D. Sloan,	Illinois street.
Capitol House,	R. N. Lanton,	Washington street.
Palmer House,	Dr. S. Barber,	Washington street.

BARNUM'S ST. LOUIS HOTEL,

CORNER OF SECOND AND WALNUT STS., ST. LOUIS.

We beg leave to announce to our friends and the traveling public, that we have opened the above named elegant and commodious Hotel, (built by George R. Taylor, Esq.,) for the reception of guests, and respectfully solicit a share of public patronage.

THERON BARNUM,
JOSIAH FOGG, } *Proprietors.*

ADVERTISING DEPARTMENT.



MILLS' HOUSE,
CHARLESTON, S. C.

CORNER OF MEETING and QUEEN STS.

THOMAS S. NICKERSON, PROPRIETOR.

Opened in November, 1853, and in style of architecture and furnishing not surpassed by any hotel in the United States, having all the conveniences of water, bathing rooms, &c.

CHARLESTON HOTEL,
MEETING ST., CHARLESTON, S. C.

D. MIXER, PROPRIETOR.

This is an old and favorite Hotel, well worthy the patronage of the traveling Public.

PULASKI HOUSE,
MONUMENT SQUARE,
SAVANNAH, GEORGIA.

W. H. WILTBURGER & Co., PROPRIETORS.

This HOTEL is the largest and most popular house in Savannah, favorably situated, facing the GREEN and PULASKI MONUMENT.

The
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a call

CINCINNATI
(Corner of 6th & Vine St.)

BURNETT HOUSE
A. T. COLLEMAN,
PROPRIETOR.

NEW
MADYSON HOUSE,
 Main, between Front and Columbia Streets,
CINCINNATI, OHIO.

This large, new, well furnished, and commodious Hotel is, in point of locality, prices, and general accommodation, unequalled in the West.

TERMS—\$1 25 PER DAY.

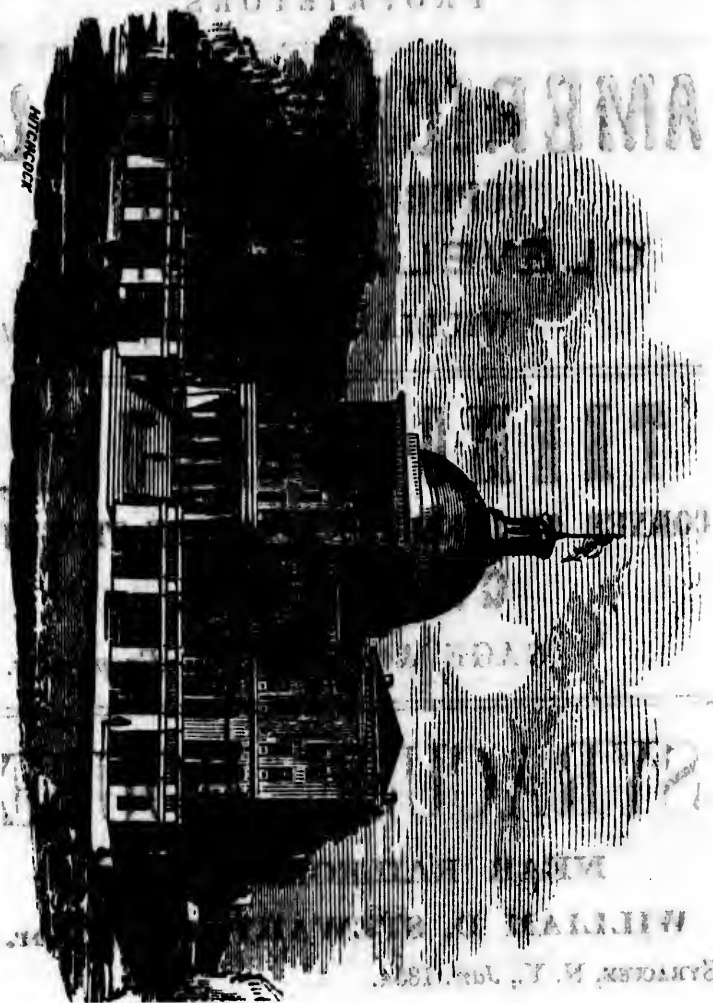
Strangers as well as acquaintances would do well to give the "Madison" a call.

J. W. GARRISON, Host.

CINCINNATI,
 Corner 2d & Vine St.

BIRMINGHAM HOUSE.

A. T. GOSWAMY,
 PROPRIETOR.



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ADVERTISING DEPARTMENT.

AMERICAN HOTEL,
LOCKPORT, NEW YORK,
WITBECK & HOAG
PROPRIETORS.

AMERICAN HOTEL,
SUPERIOR STREET,
CLEVELAND, OHIO.
WILLIAM MILFORD, *Proprietor.*

TREMONT HOUSE,
CORNER OF LAKE AND DEARBORN STREETS,
CHICAGO.
GAGE & BROTHER, *Proprietors.*

SYRACUSE HOUSE,
NEAR RAILROAD DEPOT.
WILLIAM D. STEWART, *Proprietor.*
SYRACUSE, N. Y., *Jan. 1854.*

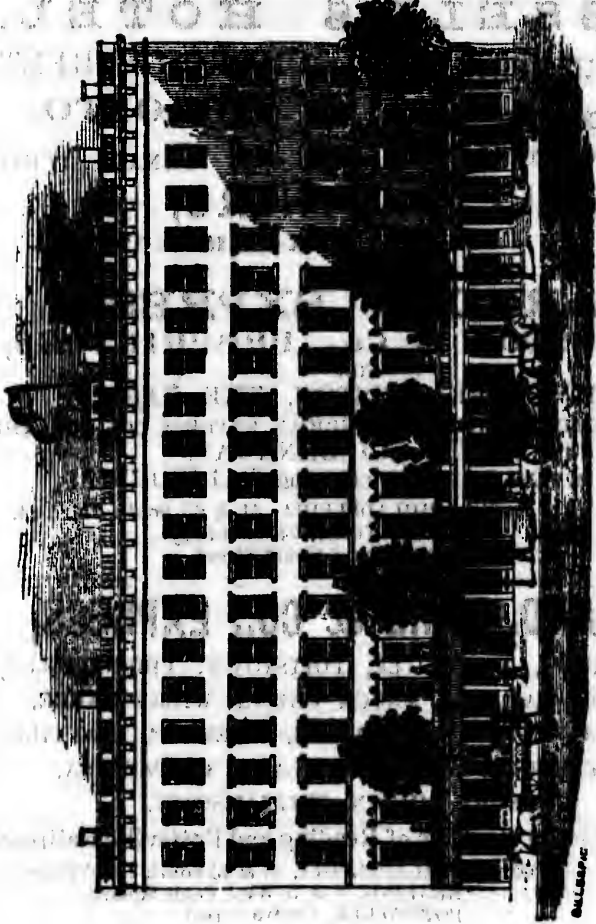
ADVERTISING DEPARTMENT.

BROWN'S HOTEL.

The PROPRIETORS respectfully announce that their new establishment is now open for the reception of guests. Its front is of white marble, covering one hundred and ninety feet on Pennsylvania Avenue, and is six stories in height. They hesitate not to say that their house is one of the largest and most elegant hotel buildings in the country, replete with all the modern improvements, and affording every desirable convenience and comfort to both ladies and gentlemen, in all its departments. It has been newly furnished in a superior style, and no expense has been spared to render it in every respect worthy of public patronage.


T. P. & M. BROWN,

PROPRIETORS,
PENNSYLVANIA AVENUE,
Between 6th and 7th Sts.



BROWN'S HOTEL,
CITY OF WASHINGTON, D. C.

ADVERTISING DEPARTMENT.

NATIONAL HOTEL,
**PENNSYLVANIA AVENUE,**
CORNER OF SIXTH STREET,
WASHINGTON CITY, D. C.
M. A. DEXTER, Proprietor.

RUSSELL'S HOTEL,
PALACE STREET, | CHURCH STREET,
QUEBEC, | TORONTO,
(UPPER TOWN.) | CANADA WEST.
RUSSELL BROTHERS,
PROPRIETORS.

HARDEN EXPRESS.
LIVINGSTON & Co., PROPRIETORS,
for
NEW YORK, BOSTON, THE EAST,
AND CONNECTING WITH THE AMERICAN EXPRESS CO., FOR THE
WEST AND CANADAS,
AND WELLS, FARGO & CO., FOR CALIFORNIA.
Office, PHILADELPHIA, 41 & 43 South Third St.
NEW YORK, 74 Broadway.
BOSTON, 8 Court Street.

HOWARD, EARL & CO., EXPRESS,
FOR READING, POTTSVILLE, POTTSTOWN, PHOENIXVILLE,
LEBANON, TAMAQUA, MAUCH CHUNK, WILKESBARRE,
SCHUYLKILL HAVEN, MINESVILLE, TREMONT, DANVILLE,
GLOVERSBERG, NORTHUMBERLAND, CATTAWISSA,
SUNBURY, MILTON, WILLIAMSPORT,
And all towns on the Line of Reading and Pottsville Railroad.
Office, PHILADELPHIA, 41 & 43 South Third Street.
READING, 3 & 5 West Penn Square.
POTTSVILLE, Centre Street.

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ADVERTISING DEPARTMENT.

AMERICAN EXPRESS COMPANY.



WELLS, BUTTERFIELD & Co., 62 Broadway, New York,
LIVINGSTON, FARGO & Co., Seneca Street, Buffalo.

EXPRESS FORWARDERS

AND

GENERAL FOREIGN AND DOMESTIC AGENTS.

MONEY, JEWELRY, VALUABLES AND MERCHANDISE

FORWARDED,

DRAFTS, NOTES, BILLS, &c. COLLECTED,

COMMISSIONS EXECUTED

AND

General Business transacted in Accordance with Instructions,

AT ALL THE

PRINCIPAL CITIES, TOWNS, AND VILLAGES IN THE STATES OF NEW

YORK, NORTH-WESTERN PENNSYLVANIA, OHIO, INDIANA,

ILLINOIS, MICHIGAN, WISCONSIN, NORTHERN

KENTUCKY, MISSOURI, IOWA, AND

CANADA WEST.

THE EXPRESSES OF THIS COMPANY

ARE

FORWARDED FROM NEW YORK.

BY

THE PEOPLE'S LINE OF STEAMBOATS, THE HUDSON RIVER RAILROAD, THE NEW YORK CENTRAL, AND ALL THE BRANCH RAILROADS THROUGH THE CENTRE OF THE STATE, BY PASSENGER TRAINS, ACCOMPANIED BY SPECIAL MESSENGERS WITH IRON SAFES.

The several established Express Lines from the South, East and North, connect with this Company.

The long experience of this Company in the business, and the extent of their Capital, afford the public a sufficient guarantee that their business will be transacted with dispatch and fidelity.

MESSRS. DUNCAN, SHERMAN & CO.,
BANKERS,
48 WILLIAM ST., NEW YORK,

ISSUE

FOREIGN CIRCULAR LETTERS OF CREDIT

ON THE FOLLOWING CITIES :

Alexandria,	Carlsruhe,	Lisbon,	Rome,
Antwerp,	Calcutta,	Madrid,	Rotterdam,
Athens,	Canton,	Malta,	Rio de Janeiro,
Amsterdam,	Dresden,	Marseilles,	St. Petersburg,
Berlin,	Dusseldorf,	Milan,	Strasbourg,
Baden-Baden,	Edinburgh,	Moscow,	Siena,
Berne,	Florence,	Munich,	Smyrna,
Bonn,	Frankfort,	Messina,	Seville,
Bordeaux,	Genoa,	Mulhouse,	Stettin,
Boulogne,	Geneva,	Madras,	Shanghai,
Bremen,	Gibraltar,	Malta,	Singapore,
Brussels,	Hamburg,	Manilla,	Sydney, N. S. W.
Bagni de Lucca,	Hague,	Madeira,	Turin,
Basle,	Havre,	Melbourne, Aust.	Toulon,
Bombay,	Heidelberg,	Naples,	Trieste,
Batavia,	Hong Kong,	Nice,	Venice,
Beyrout,	Kandy, Ceylon,	Oporto,	Vevey,
Cairo,	Liverpool,	Oleron,	Vienna,
Coblentz,	London,	Paris,	Wiesbaden,
Cologne,	Leghorn,	Pau,	Warsaw,
Cadix,	Liepsic,	Palermo,	Zurich.
Columbo, Ceylon,	Lyons, Lucerne,	Pisa,	

CREDITS ON CHINA, INDIA, &c.

Messrs. DUNCAN, SHERMAN & Co., BANKERS, *New York*, are prepared to issue Mercantile Credits, Circular Notes, and Letters of Credit on the Oriental Bank of London, available at all the branches and agencies of that establishment, as follows :

Canton,	} China.	Madras,	} Columbo,	
Hong Kong,		Bombay,		Kandy,
Shanghai,		Calcutta,		Singapore,
			} Ceylon.	

CREDITS, &c. FOR THE PACIFIC.

Messrs. DUNCAN, SHERMAN & Co., BANKERS, *New York*, issue Credits, available at sight, on the following places on the West Coast :
 LIMA, VALPARAISO, PANAMA, SAN FRANCISCO, SANDWICH IS.,

CREDITS, &c. FOR AUSTRALIA.

Messrs. DUNCAN, SHERMAN & Co., BANKERS, *New York*, issue Credits and Bills of Exchange on the Oriental Bank of London, Bank of New South Wales and Branches, at MELBOURNE, PORT PHILIP, &c., &c., available at sight.

ADVERTISING DEPARTMENT.

OFFICE OF THE
ATLANTIC MUTUAL INSURANCE CO.

New York, 31st Jan., 1854.

The Trustees, in conformity to the Charter, submit the following Statement of the affairs of the Company on the 31st December, 1853.

Premiums received on Marine Risks, from 1st January, 1853, to 31st December, 1853,	\$4,238,478 80
Premiums on Policies not marked off 1st January, 1853,	1,347,406 90
Total amount of Marine Premiums,	<u>\$5,585,885 20</u>
No Policies have been issued upon Life Risks; nor upon Fire Risks disconnected with Marine Risks.	
Premiums marked off from 1st Jan. 1853, to 31st Dec. 1853, ..	<u>3,801,948 57</u>
Losses paid during the same period,	\$2,152,216 43
Returns of Premiums and Expenses,	481,500 55
	<u>\$2,633,716 98</u>

The Company have the following Assets, viz:

New York City Bank Stocks, State Stocks, and Loans on State and other Stocks, drawing Interest,	\$1,027,434 64
Bonds and Mortgages, and Real Estate,	448,500 00
Dividends on Stocks, Interest on Bonds and Mortgages and other Loans, sundry notes, re-insurance and other claims due to the Company, estimated at	123,135 41
Premium Notes and Bills Receivable,	2,773,217 08
Cash in Bank,	59,945 37
Total Amount of Assets,	<u>\$4,432,233 10</u>

The Trustees, after reserving **ONE MILLION OF DOLLARS** of profits, have further resolved that Fifty-four per cent. of the outstanding certificates of the Company be redeemed and paid to the holders thereof, or their legal representatives, on and after the first day of July next, from which date all interest will cease thereon. The certificates to be produced at the time of payment, and cancelled to the extent paid.

The Board have also declared a dividend of *Sixteen per cent.* on the nett earned premiums of the Company, for the year ending 31st December, 1853, for which certificates will be issued on and after Tuesday the Seventh day of February next.

The profits of the Company, ascertained from the 1st July, 1842, to the 1st day of January, 1853, for which Certificates were issued, amount to	\$4,924,640 00
Additional profits from 1st Jan. 1853, to 1st Jan. 1854,	540,484 06
Total profits for 11 1/2 years,	\$5,465,124 06
Certificates of 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851 and 1852, have been redeemed by Cash,	3,919,060 00
Nett earnings rem. with the Com. on 1st Jan. 1854,	<u>\$1,546,064 06</u>

By order of the Board.

JOHN P. PAULSON,
 Sec'y.

WALTER R. JONES, *President.*
 JOSIAH L. HALE, *Vice President.*
 JOHN D. JONES, *2d Vice President.*
 THOMAS HALE, *3d Vice President.*

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ADVERTISING DEPARTMENT.

OFFICE OF THE
MERCANTILE MUTUAL INSURANCE CO.,
 No. 35 WALL STREET.

In conformity with the requisitions of their Charter, the Company submit the following Statement:

Amount of Premiums not marked off, 3d April, 1853,	\$506,634 98
Amount of Premiums on Policies issued from 3d April, 1853, to 3d April, 1854,	2,374,453 82
Total Amount of Premiums,	<u>\$2,881,088 80</u>
The Amount of Premiums marked off from 3d April, 1853, to 3d April 1854, was:—	
On Marine Risks,	\$2,116,063 91
On Inland Navigation Risks,	137,586 00
	<u>\$2,253,649 91</u>
Less Return Premiums,	126,794 80
Earned Premiums for the year,	\$2,126,855 11
Paid during the same period:—	
For Marine Losses,	\$1,724,169 63
For Inland Navigation Losses,	36,214 40
For Re-insurance Commissions, Interest and Expenses,	337,306 04
	<u>\$2,097,690 07</u>
Profits,	<u>\$29,165 04</u>

Amount of Earnings, 1847,	\$53,053 05
“ “ 1848,	198,118 77
“ “ 1849,	237,725 68
“ “ 1850,	260,186 06
“ “ 1851,	381,348 60
“ “ 1852,	497,966 23
“ “ 1853,	562,549 46
“ “ 1854,	29,165 04
Total for eight years,	<u>\$2,220,112 89</u>
Less Amount of Certificates of 1847, 1848, 1849, 1850, 1851, and 25 per cent. of 1852, paid in cash,	1,254,923 72
	<u>\$965,189 17</u>

The Company further report, that they had at that date, the following Assets, viz:—

Stocks and Loans on Stocks and other Securities, ..	\$169,332 50
Bonds and Mortgages,	66,000 00
Bills Receivable,	1,233,254 25
Cash, and sundry Accounts, to be closed by Cash or Notes,	131,179 22
Total Assets,	<u>\$1,599,765 97</u>

The Trustees have resolved that interest at the rate of Six per cent. per annum on the outstanding Certificates of profits, be paid to the holders thereof, or their legal representatives, on and after the second Monday in August next.

By order of the Board,

New York, April 24, 1854.

ELLWOOD WALTER, *President.*

LEWIS GREGORY, *Vice President.*

W. V. HURCHINGS, *Sec'y.*

CHARLES NEWCOMB, *2d Vice President.*

ADVERTISING DEPARTMENT.

DEFIANCE SALAMANDER SAFES

ROBERT M. PATRICK,
MANUFACTURER,

Depot, 192 Pearl street,

One door below Maiden Lane, formerly 80 John street.

Manufactory—60, 62, 64 and 66 Cannon street, New York.

These original and really Fire and Burglar-Proof SAFES, possess more security against Fire and Thieves than any others manufactured. About 25,000 are now in use, many of which have been thoroughly tested in accidental fires, in this and other cities, with the most satisfactory results.

NOT ONE HAS EVER FAILED.

IN ADDITION TO OTHER IMPROVEMENTS,

And to increase the security against Burglars, the Manufacturer has secured the exclusive right, for the City and County of New York, of

**GORRIN'S
PATENT DEFIANCE LOCK,**

AND
PATENT CROSSBAR.

These Locks and Crossbars are warranted by the Patentee to be proof against every known mode of operation, adopted by the most skillful Pick-Locks and Burglars.

The Patent Crossbar is a most decided improvement upon the ordinary Padlock-Bar, as it is securely fastened on the inside of the door, affording a complete protection to the keyhole, and does not project beyond the outer surface of the Safe.

Each Safe is provided with Gorrin's Patent Powder Channel.

These improvements need only to be seen to convince all of the absolute "Defiance" they bid to the attempts of Burglars, Pick-Locks, Gunpowder, or Fire.

The above, or Locks of any other description, furnished to order.

An assortment of *Defiance Salamander Safes*, at prices from \$45 and upwards, always on hand.

SAFES for Jewelers, Banks, Record Offices, Fire and Thief-Proof Bank-Vault Doors, Plate and Money Chests, Strong Boxes, &c., made to order at the Depot, No. 192 Pearl street, one door below Maiden Lane; and at the manufactory, 60, 62, 64, and 66 Cannon st., N. Y. **R. M. Patrick.**

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THE MARSTON FIRE ARMS MAN'G CO.
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NEW YORK.

PATENT BREECH LOADING RIFLES,
SHOT GUNS, PISTOLS,
AND PATENT CARTRIDGES,

TOGETHER WITH OTHER KINDS OF

FIRE ARMS,

For Sale at Wholesale and Retail.

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MANUFACTURED BY THE

Bridgewater Paint Manufacturing Co.

NEW JERSEY.

The Company have now on hand a supply of this Paint, which they offer to the public as the best article known for roofs, decks, and bottoms of steamers and other vessels, also for brick and wood work generally; and from its **Spark and Cinder-proof Qualities**, they can safely recommend it as the best and most perfect protection for railroad and other bridges, cars, depot buildings, &c. The strongest testimonials of the virtues of this article from officers of the army, superintendents of railroads, insurance companies, captains of vessels, painters, &c., may be seen, together with specimens of tin, wood, canvas, &c., at the depot of the company.

For sale dry, in packages of 200 lbs. and upwards, and in oil, in kegs of 25, 50, and 100 lbs. by

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A DURABLE AND SUPERIOR STYLE

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WORKMANSHIP.

Orders respectfully solicited from every section of
the Union, and from Foreign countries.

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For Purifying the Blood and for the Cure of
*Scrophulous Affections, Stomach & Liver, Eruptions, Feet Sores, Erysipelas,
Pimples, Biles, Liver Complaint, Bronchitis, Loss of Appetite,
General Debility, &c.*

In this preparation all the restorative properties of the roots are concentrated in their sum, and efficacy, but while Sarsaparilla Root forms an important part of its combination, it is, at the same time, compounded with other vegetable remedies of great power, and it is in the peculiar combination and scientific manner of its preparation, that its remarkable success in the cure of disease depends. Many other preparations imitate it in bearing the name of Sarsaparilla, and in that their resemblance ends, being often prepared from worthless and inert roots, and of course possess no healing or curative properties, and patients in making choice of which they will use should take no other, but that one entitled to their confidence; from the long list of cures it has effected on living witnesses, whose testimonials and residence have been published, and who are still bearing daily testimony to its worth.

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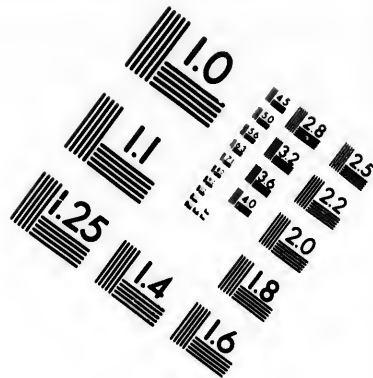
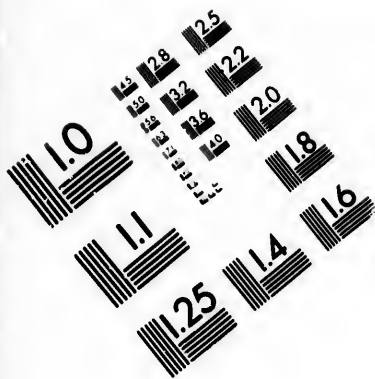
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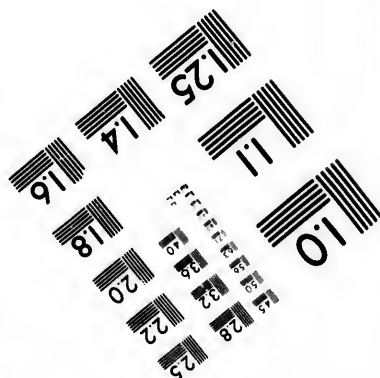
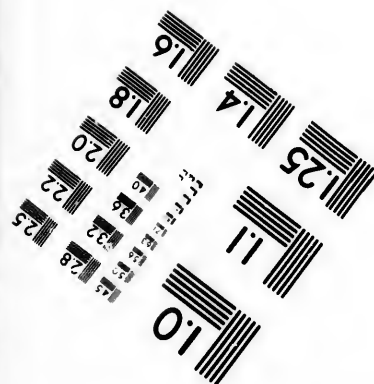
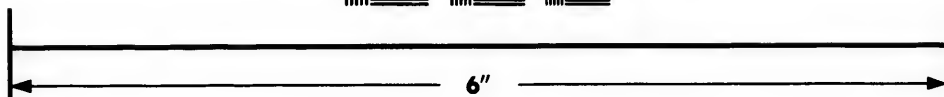
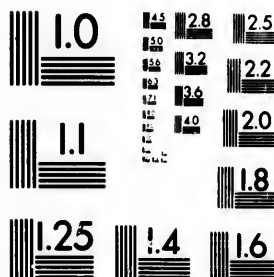
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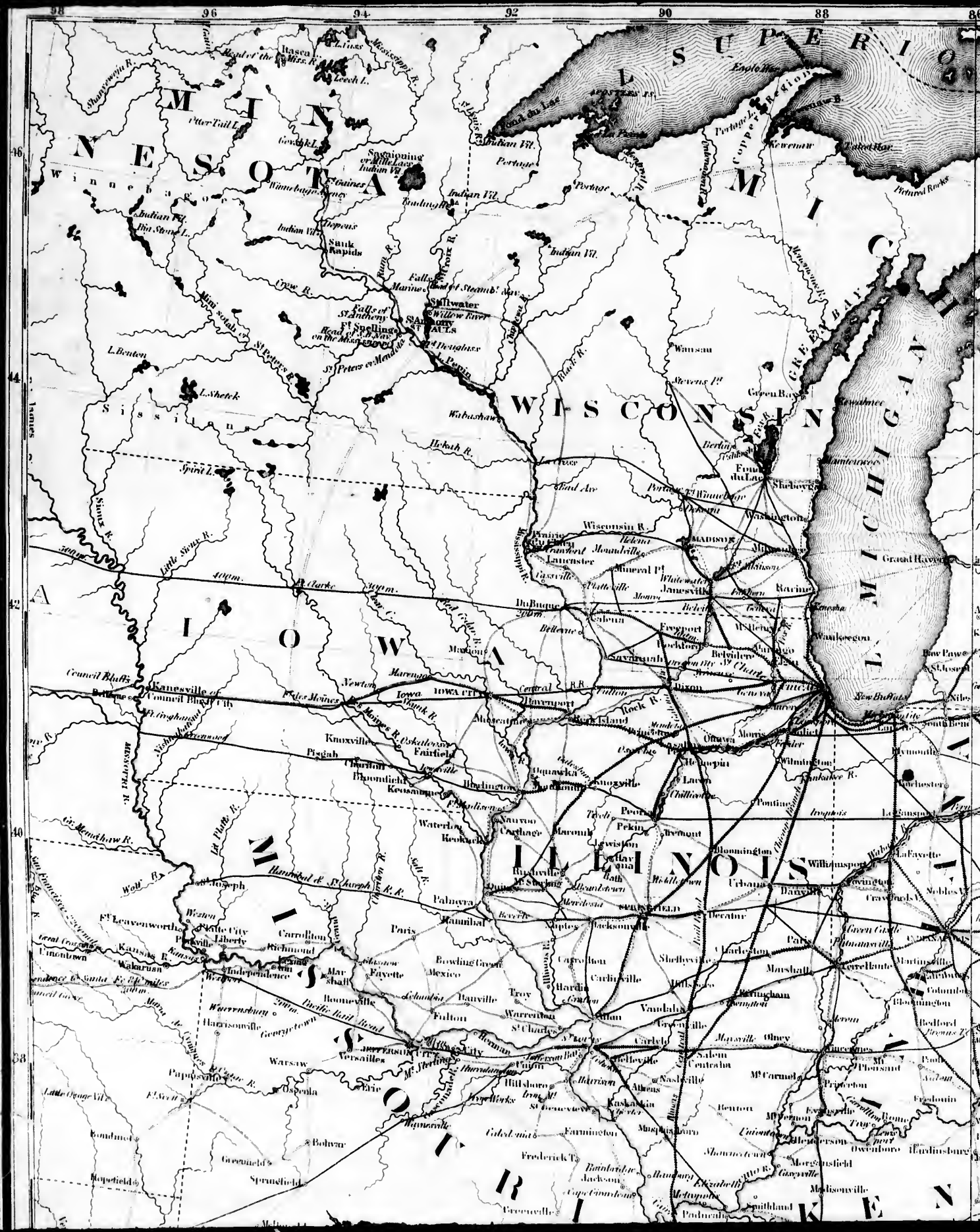


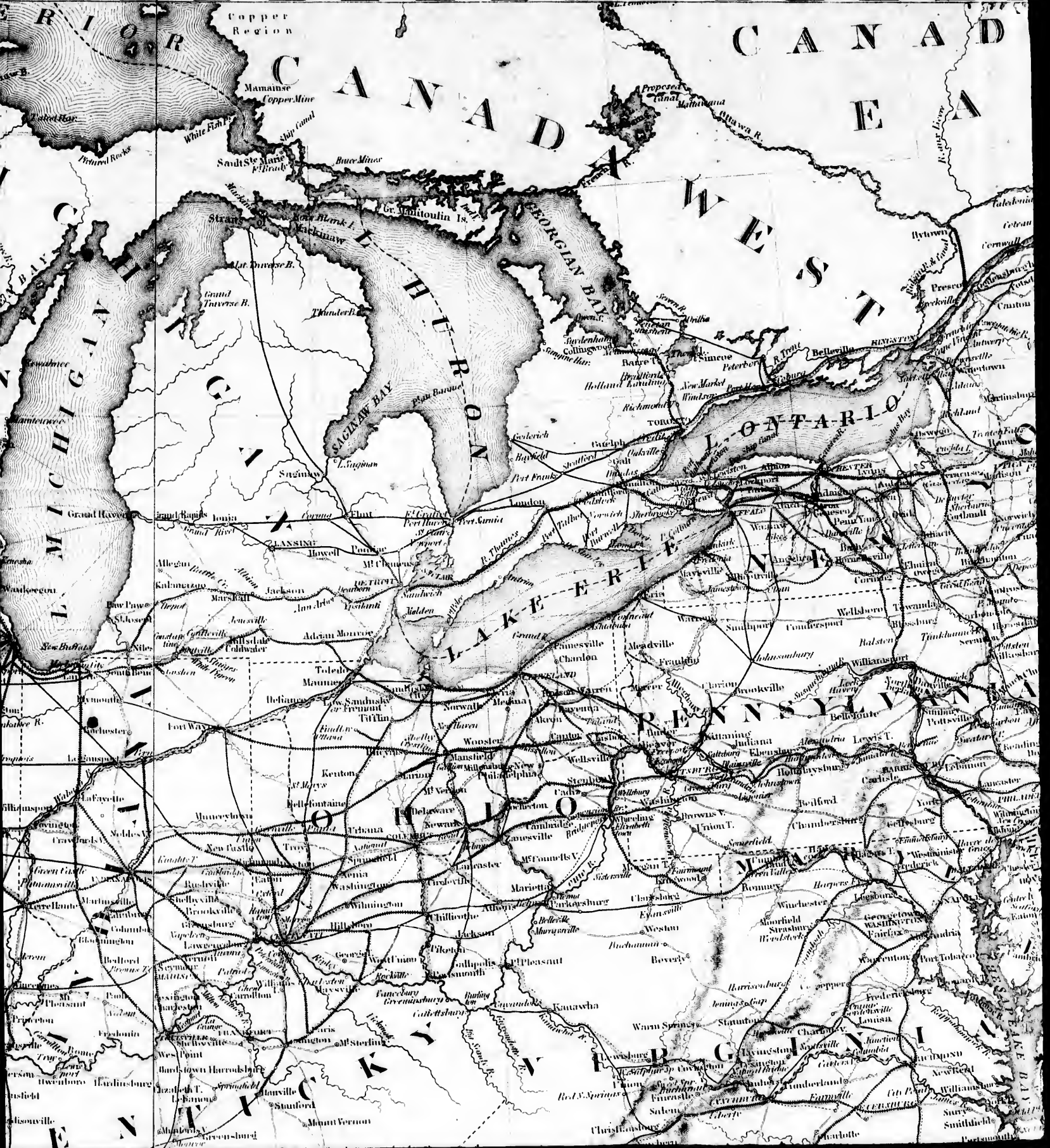
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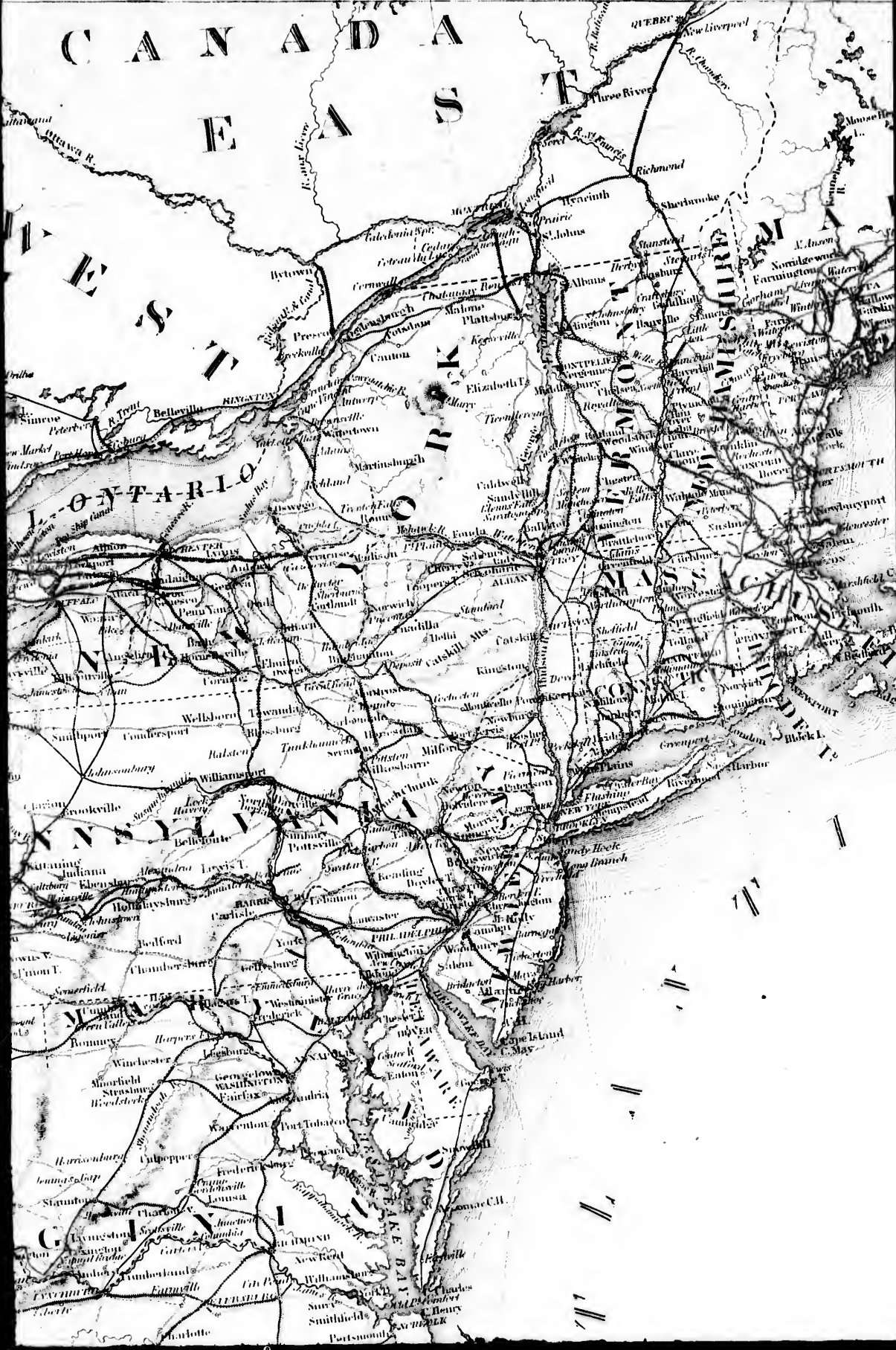




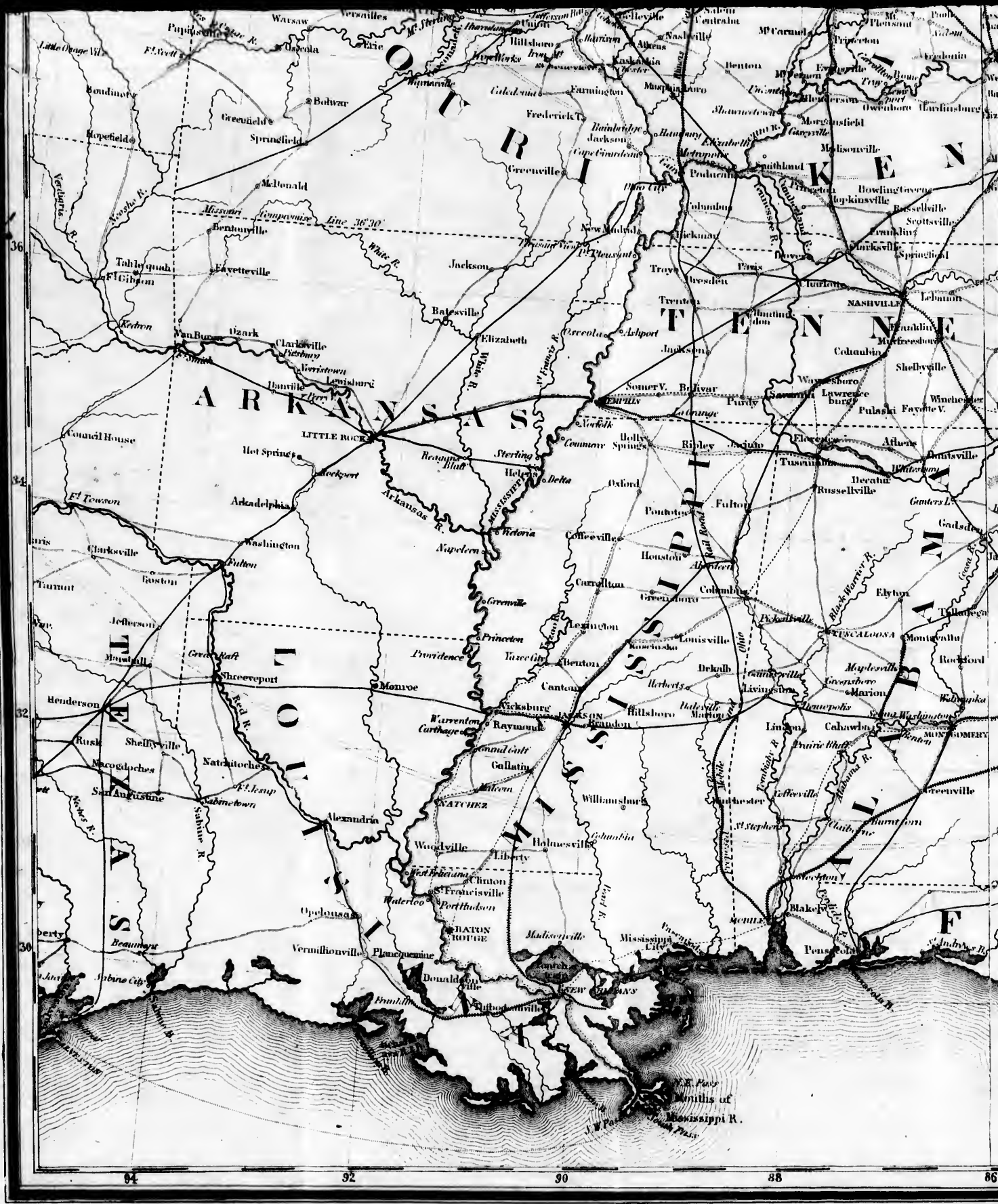
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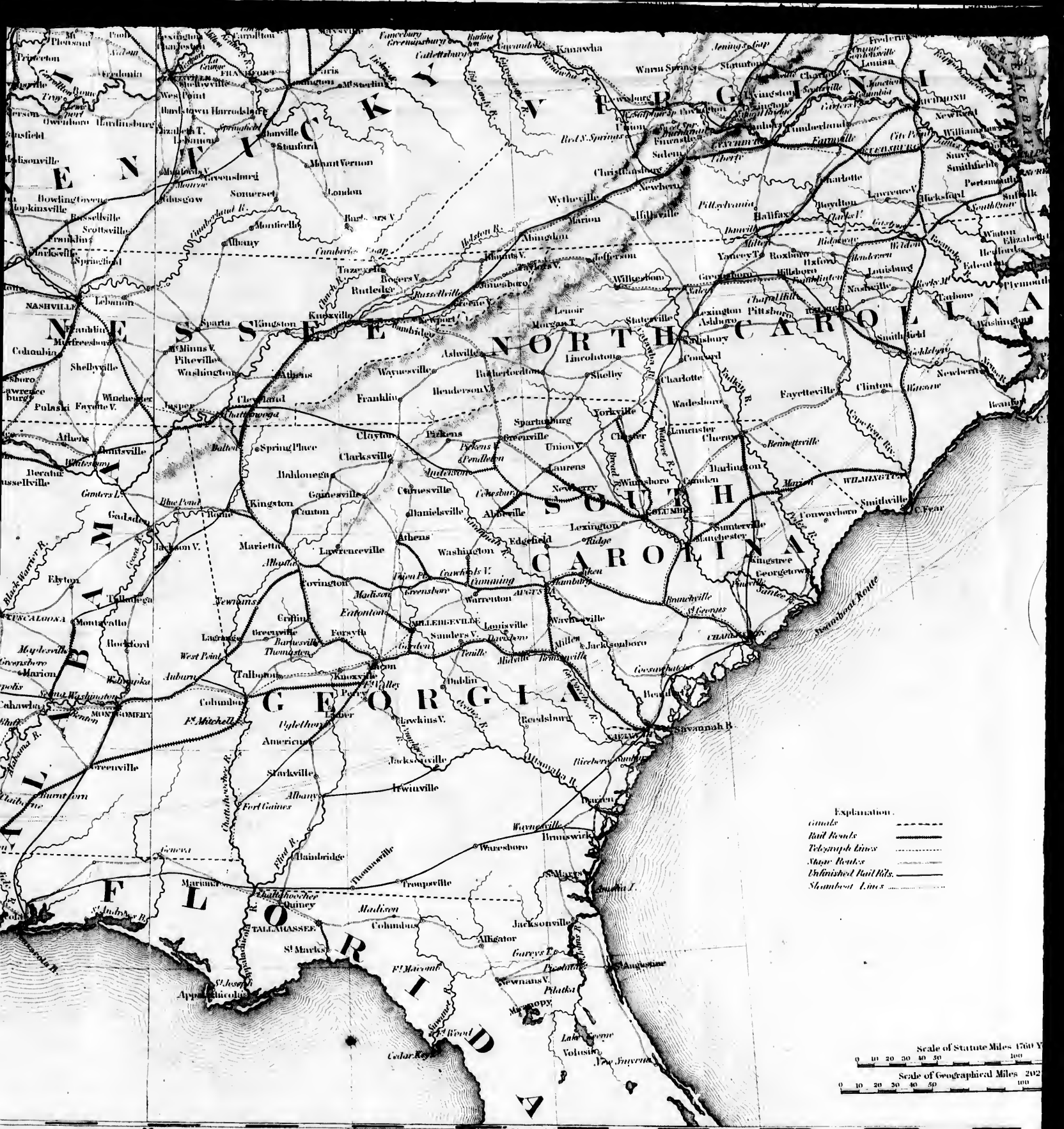
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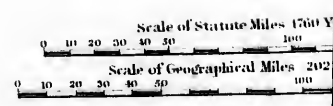
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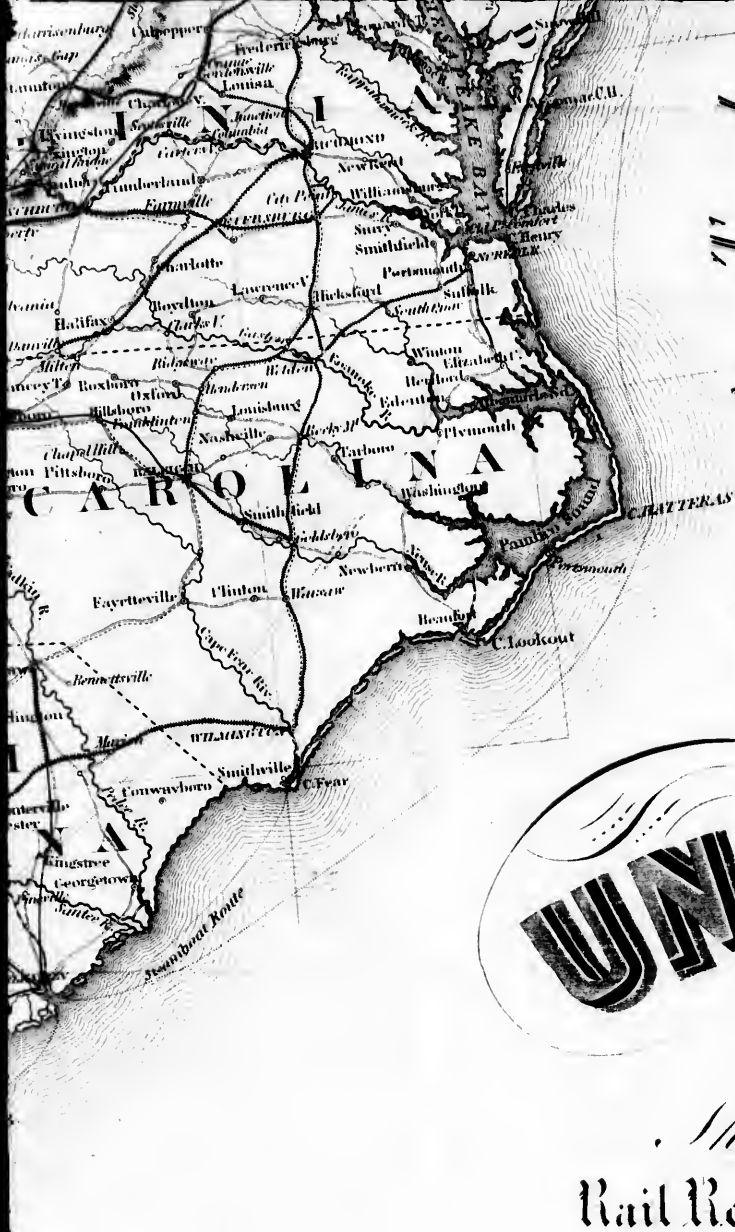
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- Explanation.
- Canals
 - Rail Roads
 - Telegraph Lines
 - Stage Roads
 - Unfinished Rail Rls.
 - Steamboat Lines





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ALL THE
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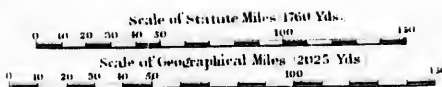
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 - Telegraph Lines
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 - Unfinished Rail Rds.
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HENRY A

Topographer to the Gov.
WASHINGTON
NEW YORK, Published by

Nº207 BROAD

1855.



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OF THE

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Surveyor to the Post Office Dep't.

WASHINGTON, D.C.

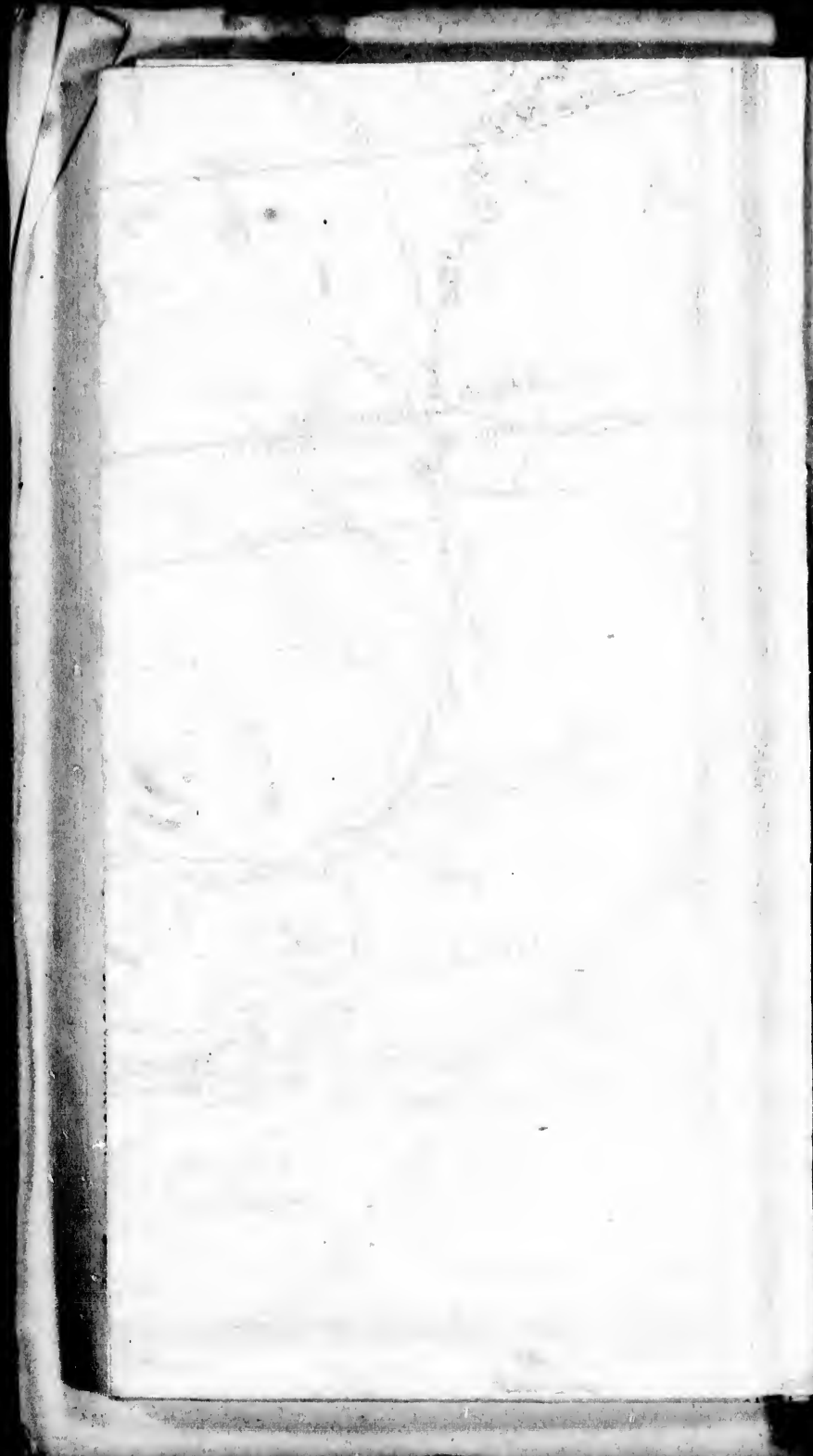
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