

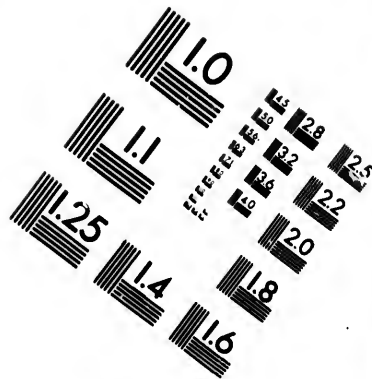
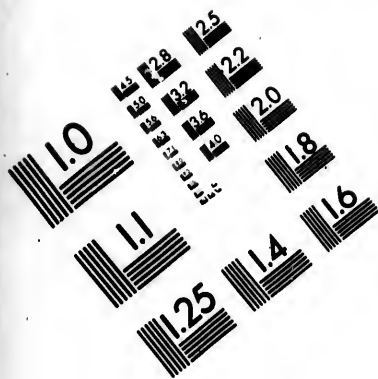
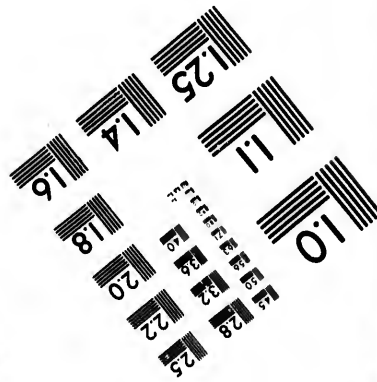
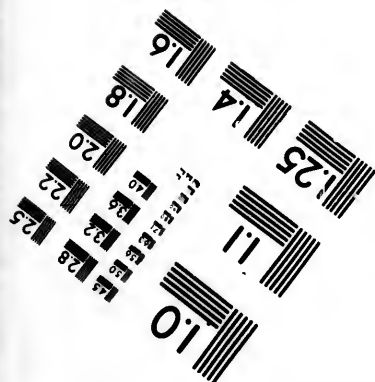
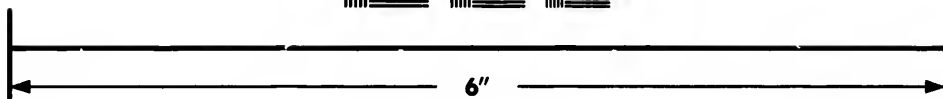
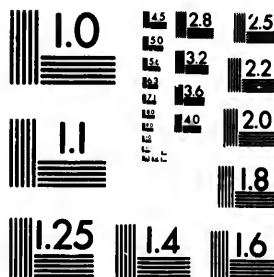


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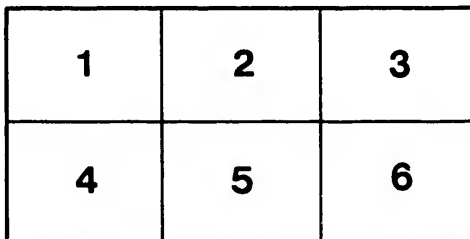
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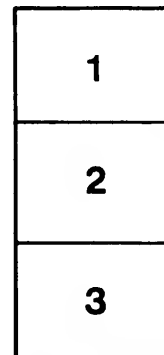
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UNRIVALED MEDIUM OF ADVERTISING.
DISTURNELL
RAILWAY AND STEAMSHIP
GUIDE



FOR

1854,

TO BE ISSUED EVERY TWO MONTHS,

IN

January, March, May, July, September and November.

J. DISTURNELL, 205 BROADWAY, NEW YORK,

PROPOSES TO ISSUE, EVERY TWO MONTHS, A COMPLETE

**AMERICAN
GUIDE BOOK.**

Giving all the principal Railroad and Steamboat Routes
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The Railroad, Steamship Companies, and Packet Lines, to furnish their
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BUSINESS ADVERTISEMENTS inserted at Forty Dollars per page, for the year
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NEW YORK, July, 1854.

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View of the CRYSTAL PALACE, Re-opened in New York in May, 1854,
Situated on Reservoir Square.

The Crystal Palace, New York, July 1854.
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Note the date of the above work having
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The Railroad

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DISTURNELL'S RAILWAY AND STEAMSHIP GUIDE;

GIVING THE

RAILROAD AND STEAMBOAT ROUTES,

DISTANCES, FARES, &c.,

THROUGH THE

UNITED STATES AND CANADA.

ALSO,

THE OCEAN STEAMSHIP ARRANGEMENTS;

LIST OF HOTELS, &c.

WITH A

Map of the United States and Canada,

SHOWING ALL THE CANALS, RAILROADS, &c.

NEW YORK

S.M.M.

PUBLISHED BY J. DISTURNELL, 205 BROADWAY.

FOR SALE BY BOOKSELLERS AND PERIODICAL AGENTS.

JULY, 1854.

Entered according to Act of Congress, in the year 1854, by J. DISTURNELL
in the Clerk's Office of the District Court for the Southern District of N. Y.



Situated on Reservoir Square.

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The stereotype plates of the former edition of the *Railway and Steamship Guide* having been destroyed by fire, the contents of the present work are consequently entirely new matter. Superintendents and Agents, taking an interest in this guide, are respectfully invited to forward by mail all new arrangements, as soon as perfected, so as to make the work correct and usefull to the traveling public.—*New York*, June, 1854.

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RAILROADS IN THE UNITED STATES,

JULY, 1854—Giving the Length, Fares, &c.

RAILROADS IN THE EASTERN STATES.

NAME.	RAILROAD.	From	To	Mile.	Fare.
Amherst & Belchert'n.		Amherst, Mass.	Palmer,	20	60
Androscooggin,		Junction,	Livermore, Me.	20	60
Androscooggin & Ken.	†	Danville, Me.	Waterville,	55	1 70
Atlan. & St. Law.	†	Portland, Me.	Island Pond, Vt.	149	4 00
Buckfield Br.		Mechanic Falls,	Buckfield, Me.	13	40
Ashuelot,		Keene, N. H.	South Vernon,	23	70
Bangor & Piscat,		Bangor, Me.	Old Town,	12	38
Berkshire,		Conn. St. Line,	W. Stockbridge,	21	
Boston Con. & Mon.		Concord, N. H.	Wells River,	93	2 60
Boston & Lowell,†		Boston,	Lowell,	26	65
Woburn Branch,		Winchester,	Woburn,	2	5
Boston and Maine,		Boston,	Berwick, Me.	74	1 90
Medford Branch,		Malden,	Medford,	2	
Great Falls "		Rollinsford,	Grt. Falls, N. H.	3	
Boston & Providence,		Boston,	Providence, R.I.	43	1 25
Dedham Branch,		Junction,	Dedham,	2	
Stoughton "		Canton,	Stoughton,	4	
Taunton "		Mansfield,	Taunton,	11	30
Pawtucket "		Junction,	Providence,	5	
Boston & Worcester,		Boston,	Worcester, Mass.	44	1 15
Brookline Branch,		Junction,	Brookline,	14	
Milford "		Frammingham,	Milford,	12	30
Newton "		West Newton,	Newton,	11	
Saxonville "		Natick,	Saxonville,	6	12
Millbury "		Grafton,	Millbury,	4	15
Calais and Baring,		Calais, Me.	Baring,	6	
Canal Railroad,*		New Haven,	Tariffville,	45	1 25
Collinsville Branch,		Plainville,	Collinsville,	11	35
Cape Cod Branch,		Middleb., Mass.	Sandwich,	23	90
Cheshire,		S. Ashburnham,	Bellows' Falls,	54	1 56
Cacheco,*		Dover N. H.	Alton Bay,	23	85
Concord,†		Nashua,	Concord, N. H.	85	90
Con. & Claremont,*		Concord,	Bradford,	25	1 00
Conn. & Pass. River,*		Wh. Riv. June.	St. Johnsbury,	61	1 85
Connecticut Riv.		Spring., Mass.	South Vernon,	50	1 50
Chicopee Falls Br.		Cabottville,	Chicopee Falls,	2	
Contoocook Valley,		Contoocookville,	Hillsboro' Br.	14	50
Danbury & Norwalk,		Danbury, Conn.	Norwalk,	24	80
Dorchester & Milton,		Neponset,	Milton,	34	
Eastern Massachusetts,		Boston,	Portsm., N. H.	53	1 55
Marblehead Branch,		Salem,	Marblehead,	4	10
Gloucester "		Beverly,	Gloucester,	14	45
Salisbury "		Junction,	Salisbury,	34	10
Essex,		Salem, Mass.	Lawrence,	21	60
Fall River,		Fall River, Mass.	S. Braintree,	42	1 25

* Unfinished Railroads. † Broad Gauge. ‡ Double Track.

NAME—RAILROAD.	From	To	Mi.	Fare.
Fitchburg, & Watertown.	Boston, Mass.	Fitchburg, Mass.	50	\$1 30
Fitchburg & Worcester.	W. Cambridge, Mass.	Watertown, Worcester,	4	12
Franklin, Gt. Falls & Conway,*	Fitchburg, Mass.	Worcester,	26	75
Housatonic,	Machiasport, Me.	Whitneyville,	9	
Kennebec & Portland,	Gt. Falls, N. H.	Milton,	13	40
Bath Branch,	Bridgeport, Conn.	Pittsfield, Mass.	110	2 00
Lancaster & Sterling,	Portland, Me.	Augusta,	60	1 50
Lexington & W. Cam.	Brunswick,	Bath, Me.	9	25
Lowell and Lawrence,	South Acton,	Feltonville,	9	
Manchester and Law.	Lexington,	W. Cambridge,	6	
Nashua & Lowell,	Lowell,	Lawrence,	13	35
Naugatuck,	Manchester,	Lawrence,	26	80
New Bedford & Taun.	Nashua, N. H.	Lowell,	15	30
Newburyport,	Bridgeport,	Winsted, Conn.	62	1 50
New Hamp. Central,*	New Bedford,	Taunton, Mass.	20	75
New Haven & N. Lon.	Newburyport,	Bradford,	16	40
N. Hav. H. & Spring,	Manches., N. H.	Hempicker,	26	1 00
Middletown Branch,	New Haven,	New London,	50	1 45
N. London W. & Pal.	New Haven,	Spring., Mass.	62	1 75
Norfolk County,	Berlin,	Middletown,	10	30
Northern, N. H.	New Lon. Conn.	Palmer, Mass.	66	1 75
Bristol Branch,	Boston,	Blackstone,	36	1 00
Norwich & Worcester,	Concord, N. H.	West Lebanon,	69	2 00
Old Colony,	Franklin,	Bristol,	18	35
Bridgewater Branch,	Allyn's Point,	Worcester, Mass.	66	1 60
Peterboro' and Shir.	Boston,	Plymouth,	37	1 12
Pittsfield & N. Adams,	St. Abington,	Bridgewater,	7	25
Por., Saco & Portland,	Groton, Mass.	Mason Village,	23	90
Portsm. & Concord,	Pittsfield, Mass.	North Adams,	20	60
Providence & Worces.	Portland, Me.	Portsm., N. H.	51	1 42
Providence H. & Fish,*	Portsmouth,	Raymond, N. H.	47	1 40
Rut. and Burlington,	Providence, R. I.	Worcester, Mass.	43	1 30
Salem and Lowell,	Bristol, Conn.	Willimantic,	51	1 40
South Reading Branch	Bellows' Falls,	Burlington, Vt.	120	3 60
South Shore,	Salem, Mass.	Lowell,	24	60
Stonington,	South Reading,	Salem,	9	20
Stony Brook,	Braintree,	Cohasset,	12	35
Sullivan,	Stonington, Conn.	Providence, R. I.	50	1 50
Troy and Boston,*	Groton, Mass.	Chelmsford,	13	40
Vermont Central,	Bellows' Falls,	Windsor, Vt.	25	75
Vermont and Can.	N. Y. St. Line,	Greenfield, Mass.		
Vermont and Mass.	Windsor, Vt.	Burlington,	117	3 45
Vermont Valley,	Essex Junction,	Rouse's Point,	47	1 40
Western,	Fitchburg, Mass.	Brattleboro', Vt.	69	1 80
Western Vermont,	Brattleboro', Vt.	Bellows' Falls,	24	70
White Mountain,	Worcester, Mass.	N. Y. St. Line,	118	3 00
Wilton,	Bennington,	Rutland, Vt.	52	1 55
Worcester and Nash.	Wells River,	Littleton, N. H.	20	65
York and Cumb.*	Wilton,	Nashville,	15	50
	Worcester, Mass.	Nashua, N. H.	45	1 25
	Portland,	Saco River,	18	56

RAILROADS IN THE NORTHERN AND MIDDLE STATES. 9

Mls.	Fare.
50	\$1 30
4	12
26	75
9	
13	40
110	2 00
60	1 50
9	25
9	
6	
13	35
26	80
15	30
62	1 50
20	75
16	40
26	1 00
50	1 45
62	1 75
10	30
66	1 75
38	1 00
69	2 00
18	35
95	1 60
37	1 12
7	25
23	90
0	60
1	1 42
7	1 40
3	1 30
1	40
0	3 60
60	
20	
35	
1 50	
40	
75	
3 45	
1 40	
1 80	
70	
3 00	
1 55	
65	
50	
25	
56	

RAILROADS IN THE NORTHERN AND MIDDLE STATES.

NAME.	RAILROAD.	From	To	Mls.	Fare.
Albany Northern,		Albany, N. N.	Eagle Bridge,	32	70
Albany & Susqueh.*		Albany,	Binghamton,		
A. & W. Stockport,		Albany,	Mass. St. Line,	38	95
Alleghany Portage,		Hollydaysburg,	Johnstown, Pa.	36	1 50
Annapolis & Elk.		Annapolis,	Junction W. Br.	21	90
Attica & Allegh. Val.*		Attica, N. Y.			
Baltimore and Ohio,		Baltimore,	Wheeling, Va.	378	8 50
Washington Branch		Relay House,	Washington,	31	1 25
Frederick		Junction,	Frederick,	3	
Baltimore and Susq.		Baltimore,	York, Pa.	57	1 50
Westmin. Branch,		Relay House,	Owing's Mills,	7	20
Beaver Meadow.				26	
Bel. and Delaware,		Trenton, N. J.	Eastern Penn.	50	1 00
Buffalo, C. and N. Y.†		Corning, N. Y.	Batavia,	100	2 25
Buffalo and N. Y. C.†		Hornellsville,	Buffalo,	92	1 30
Buffalo & State Line,		Buffalo,	Penn. St. Line,	60	1 50
Burling. & Mt. Holley,		Burlington, N. J.	Mount Holley,	6	25
Camden & Amboy.		Camden, N. J.	Amboy,	62	2 50
Trenton Branch,		Bordentown,	Trenton,	6	
Canan. & Elmira,†		Canandaigua,	Elmira,	67	1 50
Canan. & Niagara F.†		Canandaigua,	Niagara Falls,	97	2 00
Carbondale & Hones.		Carbondale,	Honesdale,	16	
Cayuga & Susque.		Owego, N. Y.	Ithaca,	33	1 00
Central New Jersey,		Elizabethport,	Eastern Penn.	64	1 56
Columbia,		Philadelphia,	Columbia, Pa.	82	2 37
Westchester Branch,		Intersection,	Westchester, Pa.	9	25
Corning & Blossburg,		Corning, N. Y.	Blossburg, Pa.	40	1 20
Cumber. Valley,		Harrisburg, Va.	Chambersburg,	56	2 12
Dauphin & Susque.		Auburn, Pa.	Junc. Penn. R.R.	54	1 60
Erie & Northeast,		Erie, Pa.	N. Y. State L.	19	50
Flushing,		Brooklyn,	Flushing, L. I.	8	
Franklin,		Chambersb., Pa.	Hagerstown,	22	1 00
Genesee Valley,*		Rochester, N. Y.			
Harrisburg & Lan.		Harrisburg,	Lancaster,	36	1 50
Hudson River,		New York,	Albany,	144	2 50
Hudson & Berkshire,		Hudson,	W. Stockb. Ma.	34	1 00
Lack. & Western,†		Great Bend,	Seranton, Pa.	50	1 50
Lebanon Spr. & Ben.		Leb. Springs,	Bennington, Vt.		
Little Schuylkill,		Port Clinton,	Tamaqua,	20	75
Long Island,		Brooklyn, L. I.	Greenport,	95	2 00
Hempstead Branch,		Junction,	Hempstead,	2	
Lyken's Valley.				16	
Mauch Chunk,		Summit Hill,	Mauch Chunk,	9	88
Mine Hill,		Schuyl. Haven,	Tremont, Pa.	12	50
Morris & Essex,		Newark, N. J.	Dover,	35	1 00
Newcastle & French.		Newcastle, Del.	Frenchtown,	16	75
N. Brunswick & Tren.		New Brunswick,	Trenton, N. J.	29	1 25

NAME—RAILROAD	From	To	Mi.	Fare.
New Jersey	Jersey City,	New Brunswick,	31	\$ 50
New York Cent. & Br.				
Albany & Schenect.	Albany,	Schenectady	17	34
Schenectady & Troy	Schenectady,	Troy,	20	40
Utica & Schenectady	Utica,	Schenectady	78	1 56
Syracuse & Utica	Syracuse,	Utica,	53	1 06
Syr. & Roch. direct	Syracuse,	Rochester,	81	1 62
Buffalo & Roch. "	Buffalo,	Rochester,	69	1 38
Auburn & Canan. Br.	Syracuse,	Rochester,	104	2 08
Lockport & N.F. Br.	Lockport,	Niagara Falls,	76	1 50
Buffalo & Lockport	Buffalo,	Lockport,	25	50
Buffalo & Niagara F.	Buffalo,	Niagara Falls,	24	60
Niagara F. & Lewis	Niagara Falls,	Youngstown,	10	
Attica Branch	Batavia,	Attica,	11	
Roch. & Lake On. Br.	Rochester,	Charlotte	7	
New York & Harlem	New York,	Chatham 4 Cor.	130	2 25
New York & Erie,†	New York,	Dunkirk, N. Y.	460	8 40
Newburgh Branch	Chester,	Newburgh	19	45
N. York & N. Haven	New York,	New Haven,	76	1 50
Northern New York	Ogdensburg,	Rouse's Point	118	3 00
Oswego & Syracuse	Oswego,	Syracuse,	35	1 00
Paterson & Hudson	Jersey City,	Paterson,	17	40
Pennsylvania	Harrisburg,	Pittsburg, Pa.	255	8 00
Blairsville Branch	Junction,	Blairsville,	3	
Phil. & Norristown	Philadelphia,	Norristown,	17	40
Germantown Br.		Germantown,	6	15
Phil. & Reading,†	Philadelphia,	Pottsville, Pa.	92	2 75
Phil. & Sunbury,*	Sunbury, Pa.	Shamokin,	20	60
Phil. & Trenton	Philadelphia,	Trenton, N. J.	29	75
Phil. Wil. & Baltim.	Philadelphia,	Baltimore,	100	3 00
Platts. & Montreal	Plattsburg, N. Y.	Oaughna., Can.	52	
Potsdam & Watert'n.*	Potsdam, N. Y.	Watertown,		
Rensselaer & Saratoga	Troy, N. Y.	Ballston Spa,	25	75
Rutland & Wash.	Rutland, Vt.	Eagle Bridge,	61	1 40
Sacket's Har. & Ellis	Sacket's Harbor,	Ellisburgh,	17	
Sack. H. & Saratoga,*	Sacket's Harbor,	Saratoga Spr.		
Saratoga & Schenec.	Saratoga Spr.	Schenectady,	22	75
Saratoga & Wash.	Saratoga Spr.	Castleton, Vt.	52	2 00
Skaneateles & Jordan.*	Skaneateles,	Junction,	5	
Syracuse & Bingham.*	Syracuse, N. Y.	Binghamton,	80	
Troy & Boston,*	Troy, N. Y.	N. Bennington,	32	1 00
Troy & Greenbush	Troy,	Greenbush,	6	15
Watertown & Rome	Cape Vincent,	Rome, N. Y.	97	2 75
Williams & Elmira.*	Williamsport,	Ralston,	25	1 00
Wilming. & N. Castle	Wilmington, Del.	New Castle,	5	20
White Haven & Wilk.	White Haven,	Wilkesbarre,	20	
York & Cumber.	York, Pa.	Harrisburg,	25	85
York & Wrightsville	York, Pa.	Wrightsville,	14	

Miles	Fare.
31	\$ 50
17	34
20	40
78	1 56
53	1 06
81	1 62
69	1 38
104	2 08
76	1 50
25	50
24	60
10	
11	
7	
130	2 25
460	8 40
19	45
76	1 50
118	3 00
35	1 00
17	40
255	8 00
3	
17	40
6	15
92	2 75
20	60
29	75
100	3 00
52	
25	75
61	1 40
17	
22	75
52	2 00
5	
80	
32	1 00
6	15
97	2 75
25	1 00
5	20
20	
25	85
14	

Railroads in the Southern States.

NAME RAILROAD.	From	To	Fare
Alabama & Tonn.*	Selma, Al.	Montgomery	56
Appomattox.	City Point, Vir.	Petersburg	10
Augusta & Wayn's.	Millen, Geo.	Augusta	58
Central Georgia.	Savannah, Geo.	Macon, Geo.	51
Central N. Carolina.*	Goldsboro',	Charlotte	57
Charleston & Savann.*			
Charlotte & S. Car.	Columbia, S. C.	Charlotte	4
Cherow & Darlington.*			
Clinton & Port Hud.	Clinton, Lou.	Port Hudson	24
Covington & Lexing.	Covington, Ken.	Lexington	96
E. Tennessee & Geor.*	Dalton, Geo.	London, Tenn.	27
Georgia,	Augusta,	Atlanta	12
Athens Branch,	Union Point,	Athens	20
Warrentown Br.	Camak,	Warrenton	10
Greenv. & Columbia,	Columbia, S. C.	Warrenton	140
Abbeville Branch,	Cokesburg, S.C.	Abbeville	12
Anderson " "			10
Greenville & Roan.	Hicksford, Va.	Gaston, N. C.	21
Kings Mountain,	Chester, S. C.	Yorkville	22
Lagrange,	Junction,	West Point, Al.	87
Laurens,	Newberry, S. C.	Laurensville	32
Lexington & Frank.	Lexington,	Frankfort	29
Louisville & Frank.	Louisville,	Frankf. t.	65
Macon & Western	Macon, Geo.	Atlanta	108
Manassas Gap.*	Junction,	Strasburg, Va.	50
Memphis & Charlest.*			
Eastern Division,	Decatur, Al.	Tuscumbia	44
Western " "	Memphis, Tenn.	La Grange	50
Memphis & Nashville.*	Memphis,	Nashville, Tenn.	60
Mexican Gulf,	New Orleans,	Proctorsville	27
Milneb'g & Lk. Ponch.	New Orleans,	Milneburg	6
Milledgev. & Gordon	Milledgeville,	Eatonton, Geo.	85
Mobile & Ohio,*	Mobile, Al.	Citronelle	82
Aberdeen Branch.*			9
Columbus			15
Montgomery & W. P't.	Montgomery, Al.	West Point	88
Muscogee,	Fort Valley, Geo.	Columbus	72
Nashville & Chatt'ga.	Nashville, Tenn.	Chatanooga, Ga.	151
Shelbyville Branch,			18
Nashville & Louisv.*	Nashville,	Louisville, Ken.	6
N. Orleans & Carrollton	New Orleans,	Carrollton	6
North Eastern,*	Charleston,	Junction, S. C.	103
Orange & Alexandria,	Alexandria, Va.	Gordonville	88
Warrenton Branch,	Junction,	Warrenton	29
Petersburg,	Petersburg, Va.	Waldon, N. C.	62
Petersburg & Lynch.	Petersburg, Va.	Lynchburg	100
Raleigh & Gaston,	Raleigh, N. C.	Weldon	4 00



NAME RAILROAD.	From	To	Mls.	Fa. c.
Richmond & Danville,	Richmond, Va.	Roanoke,	90	\$4 00
Richmond & Potomac,	Richmond, Va.	Acquia Creek,	76	3 00
Rome,	Rome, Geo.	Kingston,	20	1 00
Seaboard & Roan,	Portsmouth, Va.	Weldon, N. C.	80	4 00
South Carolina,	Charleston,	Hamburg,	136	4 00
Columbia Branch,	Branchville,	Columbia,	68	2 04
Camden Branch,	Junction,	Camden,	37	1 12
South Western,*	Macon, Geo.	Oglethorpe,	50	1 75
Spartanb'g & Union,*	Chester, S. C.	Spartanburg,	67	
Tuscumbia & Decatur,	Tuscumbia, Al.	Decatur,	44	
Vicksburg, Jackson and Brandon,	Vicksburg, Miss.	Brandon,	60	2 60
Raymond Branch,	Bolton's,	Raymond,	7	
Virginia Central,*	Richmond,	Staunton, Va.	135	5 00
Virginia & Tennes.*	Lynchburg, Va.	Big Spring,	73	2 50
Western & Atlantic,	Atlanta, Geo.	Chattanooga,	140	4 20
West Feliciana,	Woodville, Miss.	Bayou Sara,	26	1 50
Wilmington & Manch.	Junction,	Wilmington,	162	4 75
Wilmington & Weldon,	Wilmington,	Weldon, N. C.	162	5 00
Winchester & Potomac	Winchester, Va.	Harper's Ferry,	32	2 00

Railroads in the Western States.

NAME RAILROAD.	From	To	Mls.	Fa. c.
Alton & Jacksonville*	Alton, Il.	Rock Island,		\$ cts.
Bellefontaine & Indiana	Galion, O.	Union, In.	118	2 45
Beloit and Madison,*	Beloit,	Madison, Wis.		
Central Ohio,*	Columbus, O.	Zanesville,	59	1 75
Chicago and Aurora,	Chicago,	Mendota,	86	
Chicago and Cin.*	Chicago,	Cincinnati,	27	
Chicago & Ft. Wayne*	Chicago,	Fort Wayne, In.		
Chicago & Milwaukee*	Chicago,	Milwaukee,	92	
Chicago and Miss.†	Alton,	Chicago,	130	
Chicago and Rock Is.,	Chicago,	Rock Island,	150	4 40
Chicago, St. Charles, and Miss.†	St. Charles,	Savannah, Il.	135	
Cin. & Marietta,*	Cincinnati,	Marietta,	24	
Cin., Ham. & Dayton,	Cincinnati,	Dayton,	60	1 50
Cin., Wil. & Zanes.*	Cincinnati,	Zanesville,	45	
Cin. and Hillsboro.*	Loveland's,	Hillsborough,	37	1 15
Cleveland & Columbus	Cleveland,	Columbus,	135	4 00
Delaware Curve,			5	
Cleveland and Erie,	Cleveland,	Erie, Penn.	95	
Clevel. & Mahoning,*	Cleveland,	New Castle, P.		
Clevel. & Pittsburgh,	Cleveland,	Wellsville,	100	3 00
Akron Branch,	Hudson,	Akron,	14	
Carrollton " "	Bayard,	Carrollton,	15	
Wheeling " "	Wellsville,	Wheeling,		

RAILROADS IN THE WESTERN STATES.

18

Mls	Fare.	NAME RAILROAD.	From	To	Mls	Fare.
90	\$4 00	Cleveland and Toledo.				\$ cts.
76	3 00	Northern Division,	Ohio City,	Sandusky,	60	1 70
20	1 00	Southern "	Grafton,	Toledo,	87	2 45
80	4 00	Cleveland & Zanesville	Akron, O.	Hudson,	14	45
136	4 00	Columbus and Piqua,	Columbus,	Union, In.	102	
68	2 04	Columbus and Xenia,	Columbus,	Xenia,	54	1 60
37	1 12	Decatur & Indianapolis.	Decatur, Il.	Indianapolis,		
50	1 75	Dayton, Xenia & Chil.*	Dayton,	Chillicothe,		
67		Dayton & Michigan.*	Dayton,	Troy, O.		
44		Dayton and Western,	Dayton,	State Line,	36	1 00
60	2 60	Detroit and Pontiac,	Detroit,	Pontiac, Mich.	25	1 00
7		Detroit & Port Huron*	Detroit,	Port Huron,	50	
135	5 00	Erie and Kalamazoo,	Toledo, O.	Adrian, Mich.	33	1 00
73	2 50	Evansville & Illinois,*	Evansville,	Vincennes, In.	51	
140	4 20	Fox River Valley,*	Elgin, Il.	Wis. State Line,	32	
26	1 50	Galena and Chicago,	Chicago,	Freeport, Il.	120	3 00
162	4 75	Dixon Branch,	Junction,	Dixon, Il.	68	
162	5 00	Beloit "	Belvidere,	Beloit, Wis.	20	
32	2 00	Genesee and Oakland*	Waterford, Mic.	Saginaw City,	60	
		Greenville and Miami,	Dayton,	Union,	46	1 35
		Great Western,	Long Point, Il.	Naples, Il.	81	3 50
		Hamilton and Eaton,	Hamilton,	Richmond,	45	
		Hanni. & St. Joseph,*	Hannibal,	St. Joseph, Mo.		
		Illinois & Wisconsin,*	Chicago, Il.	Fond du Lac, W.	175	
Mls	Fare.	Illinois Central,*	Cairo, Il.	La Salle,	308	
118	2 45	Chicago Branch,	Salem,	Chicago,	250	
		Galena Branch,	La Salle,	Op. Du Buque,	146	
59	1 75	Indiana Central,	Indianapolis,	State Line,	72	
86		Indianapolis & Bellef.,	Indianapolis,	Union,	84	2 30
27		Indianapolis and Cin.,	Lawrenceburgh,	Indianapolis,	90	2 50
		Jeffersonville,	Jeffersonville,	Edinburg, In.	77	2 00
92		Knightstown & Shelby,	Knightstown,	Shelbyville,	27	75
130		Lafayette & Indianap.	Lafayette,	Indianapolis,	64	2 00
180	4 40	Little Miami,	Cincinnati,	Springfield, O.	84	2 00
135		Lake Erie & Wabash,	Toledo, O.	Danville, Il.	250	
24		Mad River and Erie,	Sandusky,	Dayton, O.	153	
60	1 50	Findlay Branch,	Junction,	Findlay,	16	50
45		Madison & Indianapol.	Madison,	Indianapolis,	86	2 50
37	1 15	Shelbyville Branch,	Edinburg,	Shelbyville,	16	50
135	4 00	Michigan Central,	Detroit,	Chicago,	278	7 00
5		Michigan Southern,	Monroe, Mich.	Chicago, Il.	247	7 00
95		Constantine Branch,	White Pigeon,	Constantine,		
		Goshen "	Elkhart,	Goshen, In.		
100	3 00	Tecumseh "	Junction,	Tecumseh,		
14		Missouri & Mississippi*	Council Bluffs city	Davenport,		
15		Military Tract,*	Mendota, Il.	Quincy,		
		Mineral Point,*	Junc. Illin. Can.	Min. Point, Wis.		
		Milwaukie and Miss.,	Milwaukie,	Janesville,	70	2 00
		Miss. & Terre Haute,*	Alton, Il.	Terre Haute, In.		

NAME RAILROAD.	From	To	Mls.	Fare.
Muskingum Valley,*	Marietta,	Zanesville,		\$ cts.
New Albany & Salem,	New Albany,	Mich. City, In.	237	
Oakland & Ottawa,*	Pontiac, Mich.	Grand Haven,	168	
Ohio and Indiana,*	Crestline, O.	Fort Wayne, In.		
Ohio & Mississippi,*	Cincinnati,	St. Louis,		
Ohio and Penn.	Pittsburgh,	Crestline, O.	187	
Paris, Cov. & Toledo,	Paris, Il.	Logansport, In.		
Pacific,*	St. Louis,	Franklin, Mo.	37	
Peru and Indianap.	Peru,	Indianapolis,	73	
Peoria and Oquawka,	Peoria, Il.	Burlington Iowa		
Oquawka Branch,	Junction,	Oquawka, Il.		
Portsm. Chil. & Colum.*	Portsmouth,	Columbus,		
Savannah Branch,*	Freeport,	Savannah, Il.	85	
Sandusky & Mansfield	Sandusky,	Newark, O.	116	3 25
Sciota and Hoeking,	Portsmouth, O.	Jackson,	44	1 25
Shelbyville and Rush.	Shelbyville,	Rushville,	20	60
Steubenville and In.,	Steubenville,	Columbus, O.	149	
Terre Haute & Rich.,	Terre Haute,	Indianapolis,	73	2 00
Terre Haute & Alton,*	Terre Haute,	Alton, Il.		
Toledo and Illinois,*	Toledo,	In. State Line,		
Union, Peru & Chicago	Chicago,	Union, In.		
Warsaw and Peoria,	Warsaw,	Peoria,		
Wabash Valley,*	In. State Line,	Il. State Line,		
Wisconsin Central,*	Il. State Line,	Fond du Lac,		

RAILROADS IN CANADA &c.

1854.

NAME RAILROAD.	From	To	Mls.	Fare.
Buffalo & Brantford,	Buffalo, N. Y.	Paris, C. W.	80	\$2 12
Bytown & Prescott,	Bytown, C. W.	Prescott,	54	
Champlain & St. Lawr.	Montreal, C. E.	Rouse's P't, NY.	47	1 50
Erie & Ontario,	Chippewa, C. W.	Niagara,	20	
European & N. Amer.*	St. Andrews,	Schediac, N. B.		
Great Western,	Niagara Falls,	Windsor, C. W.	229	6 50
Galt Branch.	Junction,	Galt, C. W.	13	
Montreal & Lachine,	Montreal,	Lachine, C. E.	8	37
Montreal & New York,	Caughnawaga,	N. Y. State Line,	39	
Ontario & Simcoe,*	Toronto, C. W.	Barrie,	64	
Peterboro' & Cob'rg.*	Peterboro',	Coburg,	30	
Richmond & Québec,	Richmond, C. E.	Québec,	100	
St. Lawrence & Atlan.	Montreal,	Island Pond, Vt.	148	
St. Andrews & Queb'c	S. Andrews, N. B.	Woodstock,	10	
Toronto & Sarnia,*	Toronto, C. W.	Guelph,	47	
Toronto & Hamilton.*	Toronto,	Hamilton,	40	

* Unfinished Railroads.

GREAT SOUTHERN MAIL LINE.

Direct from NEW YORK, PHILADELPHIA and BALTIMORE, via Washington City, Fredericksburg, Richmond, Petersburg, Vir., 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 9 A. M. and reaching Wilmington, N. C., the following evening at 9 P. M., is continued through to New Orleans direct, via Augusta, Ga.

Leave New York at 9 A. M. and 5½ P. M.

“ Philadelphia at 2 P. M. and 10½ P. M.

“ Baltimore at 7 P. M., 4½ and 9 A. M., and 3½ P. M.

“ Washington at 9 P. M. and 6½ A. M.

“ Fredericksburg at 2 A. M. and 11½ A. M.

“ Richmond at 7 A. M. and 4 P. M.

“ Petersburg at 9 A. M. and 6 P. M.

“ Weldon at 1 P. M. and 11 P. M.

“ Wilmington at 10 P. M., via Manchester Railroad.

Arrive in Philadelphia at 1 P. M. and 9½ P. M.

“ Baltimore at 6 P. M. and 4 A. M.

“ Washington at 8½ P. M., 6 and 11 A. M., and 6 P. M.

“ Fredericksburg at 2 A. M. and 11½ A. M.

“ Richmond at 6 A. M. and 2½ P. M.

“ Petersburg at 8½ A. M. and 5½ P. M.

“ Weldon at 12 M. and 9 P. M.

“ Wilmington at 9 P. M. and 9 A. M.

“ Augusta, Ga., at 3 P. M.

THROUGH PASSENGERS from WILMINGTON to CHARLESTON, AUGUSTA, &c., 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 5½ P. M., Philadelphia at 10½ P. M., or Baltimore at 4½ 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.

Ms. Fare.
cts.

287
163

187

37

73

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116 3 25

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73 2 00

&c.

Ms. Fare.

60 62 12

54

47 1 50

29

229 6 50

18

8 37

33

64

30

100

148

10

47

40

NEW ROUTE FOR SOUTHERN TRAVELERS.
DIRECT FROM
NEW YORK, PHILADELPHIA and BALTIMORE
TO
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 new and splendid Steamer NORTH CAROLINA has just been added to the Line.

The Steamers GEORGIA and HERALD have just been thoroughly overhauled, new boilers, state rooms and every other convenience to make the passage comfortable and pleasant.

The Norfolk or Bay Line steamers will leave the Company's Wharf, Union Dock, foot of Concord street, daily, Sundays excepted, at 6 o'clock P. M. or immediately after the arrival of the Express Train, which leaves New York at 9 A. M., and Philadelphia at 2 P. M.

The following is the Schedule: Leave New York at 9 o'clock A. M.; Philadelphia at 2 o'clock P. M.; Baltimore at 6 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 ARRANGEMENTS—CHANGE OF HOURS.
FOR PHILADELPHIA,
 AND THE
SOUTH AND WEST
 VIA.

NEW JERSEY RAILROAD.
LEAVE NEW YORK, FOOT OF COURTLANDT ST

At 7 A. M. <i>via</i> Taconey (morning line,) -	\$2,25
" 8 " " Camden (morning mail) - -	3,00
" 10 " " Taconey (" Express,) -	3,00
" 12 " " Camden (N. J., Accom'dation)	2,00
" 4½ P. M. " Taconey (even'g Express,) -	2,75
" 6 " " Camden, (even'g Mail,) - -	3,00

Through Tickets for Cincinnati (fare \$16,) and the West, and for Baltimore, Washington, and the South sold, and through Baggage checked to Washington in 8, and 10 A. M., and 6 P. M. trains. Way passengers carried at reduced fares to places south of New Brunswick, in 7 and 10 A. M., in 12 M., and 4½ P. M. Dinner on Steamboat for the 10 A. M., and Supper for the 4½ P. M. lines from New York.

FROM PHILADELPHIA, FOR NEW YORK,

At 1½ and 7½ A. M., fare \$2,25.—4½, P. M., fare \$2,75.—10 A. M., and 6 P. M., \$3,00—Reduced way fares in all but 10 and 6. Lines leave Walnut Street wharf, except the 1½ A. M., which leaves Kensington.

FIVE DAILY LINES FOR BALTIMORE, VIA., PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. Trains for Baltimore will leave the Depot Broad and Prime street, as follows viz:—

- Way Mail Train at 8,30 A. M. through in 4½ hours.
- Steamboat Train at 11 A. M. through in 6 hours.
- Express Mail Train, 12,45, Noon, through in 4 hours.
- Afternoon Mail Train, 3 P. M. through 4,10 hours.
- Night Mail Train, 11 P. M. through in 4½ hours.

Omnibuses leave the Station in Library street, (in the rear of the Custom House,) twenty minutes before the departure of the trains.

The Mail trains will leave Baltimore for Philadelphia at 8,30 and 11 A. M., 5,30 and 8 P. M. and the Steamboat line at 6,30 A. M.

THE JERSEY RAILROAD COMPANY OF NEW JERSEY
 AND THE
 NEW YORK, NORTHERN AND PALESTINE RAILROAD

NEW JERSEY RAILROAD

TO THE NEW YORK, FOOT OF COURT STREET

1. 7. 11. 15. 19. 23. 27. 31. 35. 39. 43. 47. 51. 55. 59. 63. 67. 71. 75. 79. 83. 87. 91. 95. 99. 103. 107. 111. 115. 119. 123. 127. 131. 135. 139. 143. 147. 151. 155. 159. 163. 167. 171. 175. 179. 183. 187. 191. 195. 199. 203. 207. 211. 215. 219. 223. 227. 231. 235. 239. 243. 247. 251. 255. 259. 263. 267. 271. 275. 279. 283. 287. 291. 295. 299. 303. 307. 311. 315. 319. 323. 327. 331. 335. 339. 343. 347. 351. 355. 359. 363. 367. 371. 375. 379. 383. 387. 391. 395. 399. 403. 407. 411. 415. 419. 423. 427. 431. 435. 439. 443. 447. 451. 455. 459. 463. 467. 471. 475. 479. 483. 487. 491. 495. 499. 503. 507. 511. 515. 519. 523. 527. 531. 535. 539. 543. 547. 551. 555. 559. 563. 567. 571. 575. 579. 583. 587. 591. 595. 599. 603. 607. 611. 615. 619. 623. 627. 631. 635. 639. 643. 647. 651. 655. 659. 663. 667. 671. 675. 679. 683. 687. 691. 695. 699. 703. 707. 711. 715. 719. 723. 727. 731. 735. 739. 743. 747. 751. 755. 759. 763. 767. 771. 775. 779. 783. 787. 791. 795. 799. 803. 807. 811. 815. 819. 823. 827. 831. 835. 839. 843. 847. 851. 855. 859. 863. 867. 871. 875. 879. 883. 887. 891. 895. 899. 903. 907. 911. 915. 919. 923. 927. 931. 935. 939. 943. 947. 951. 955. 959. 963. 967. 971. 975. 979. 983. 987. 991. 995. 999. 1003. 1007. 1011. 1015. 1019. 1023. 1027. 1031. 1035. 1039. 1043. 1047. 1051. 1055. 1059. 1063. 1067. 1071. 1075. 1079. 1083. 1087. 1091. 1095. 1099. 1103. 1107. 1111. 1115. 1119. 1123. 1127. 1131. 1135. 1139. 1143. 1147. 1151. 1155. 1159. 1163. 1167. 1171. 1175. 1179. 1183. 1187. 1191. 1195. 1199. 1203. 1207. 1211. 1215. 1219. 1223. 1227. 1231. 1235. 1239. 1243. 1247. 1251. 1255. 1259. 1263. 1267. 1271. 1275. 1279. 1283. 1287. 1291. 1295. 1299. 1303. 1307. 1311. 1315. 1319. 1323. 1327. 1331. 1335. 1339. 1343. 1347. 1351. 1355. 1359. 1363. 1367. 1371. 1375. 1379. 1383. 1387. 1391. 1395. 1399. 1403. 1407. 1411. 1415. 1419. 1423. 1427. 1431. 1435. 1439. 1443. 1447. 1451. 1455. 1459. 1463. 1467. 1471. 1475. 1479. 1483. 1487. 1491. 1495. 1499. 1503. 1507. 1511. 1515. 1519. 1523. 1527. 1531. 1535. 1539. 1543. 1547. 1551. 1555. 1559. 1563. 1567. 1571. 1575. 1579. 1583. 1587. 1591. 1595. 1599. 1603. 1607. 1611. 1615. 1619. 1623. 1627. 1631. 1635. 1639. 1643. 1647. 1651. 1655. 1659. 1663. 1667. 1671. 1675. 1679. 1683. 1687. 1691. 1695. 1699. 1703. 1707. 1711. 1715. 1719. 1723. 1727. 1731. 1735. 1739. 1743. 1747. 1751. 1755. 1759. 1763. 1767. 1771. 1775. 1779. 1783. 1787. 1791. 1795. 1799. 1803. 1807. 1811. 1815. 1819. 1823. 1827. 1831. 1835. 1839. 1843. 1847. 1851. 1855. 1859. 1863. 1867. 1871. 1875. 1879. 1883. 1887. 1891. 1895. 1899. 1903. 1907. 1911. 1915. 1919. 1923. 1927. 1931. 1935. 1939. 1943. 1947. 1951. 1955. 1959. 1963. 1967. 1971. 1975. 1979. 1983. 1987. 1991. 1995. 1999. 2003. 2007. 2011. 2015. 2019. 2023. 2027. 2031. 2035. 2039. 2043. 2047. 2051. 2055. 2059. 2063. 2067. 2071. 2075. 2079. 2083. 2087. 2091. 2095. 2099. 2103. 2107. 2111. 2115. 2119. 2123. 2127. 2131. 2135. 2139. 2143. 2147. 2151. 2155. 2159. 2163. 2167. 2171. 2175. 2179. 2183. 2187. 2191. 2195. 2199. 2203. 2207. 2211. 2215. 2219. 2223. 2227. 2231. 2235. 2239. 2243. 2247. 2251. 2255. 2259. 2263. 2267. 2271. 2275. 2279. 2283. 2287. 2291. 2295. 2299. 2303. 2307. 2311. 2315. 2319. 2323. 2327. 2331. 2335. 2339. 2343. 2347. 2351. 2355. 2359. 2363. 2367. 2371. 2375. 2379. 2383. 2387. 2391. 2395. 2399. 2403. 2407. 2411. 2415. 2419. 2423. 2427. 2431. 2435. 2439. 2443. 2447. 2451. 2455. 2459. 2463. 2467. 2471. 2475. 2479. 2483. 2487. 2491. 2495. 2499. 2503. 2507. 2511. 2515. 2519. 2523. 2527. 2531. 2535. 2539. 2543. 2547. 2551. 2555. 2559. 2563. 2567. 2571. 2575. 2579. 2583. 2587. 2591. 2595. 2599. 2603. 2607. 2611. 2615. 2619. 2623. 2627. 2631. 2635. 2639. 2643. 2647. 2651. 2655. 2659. 2663. 2667. 2671. 2675. 2679. 2683. 2687. 2691. 2695. 2699. 2703. 2707. 2711. 2715. 2719. 2723. 2727. 2731. 2735. 2739. 2743. 2747. 2751. 2755. 2759. 2763. 2767. 2771. 2775. 2779. 2783. 2787. 2791. 2795. 2799. 2803. 2807. 2811. 2815. 2819. 2823. 2827. 2831. 2835. 2839. 2843. 2847. 2851. 2855. 2859. 2863. 2867. 2871. 2875. 2879. 2883. 2887. 2891. 2895. 2899. 2903. 2907. 2911. 2915. 2919. 2923. 2927. 2931. 2935. 2939. 2943. 2947. 2951. 2955. 2959. 2963. 2967. 2971. 2975. 2979. 2983. 2987. 2991. 2995. 2999. 3003. 3007. 3011. 3015. 3019. 3023. 3027. 3031. 3035. 3039. 3043. 3047. 3051. 3055. 3059. 3063. 3067. 3071. 3075. 3079. 3083. 3087. 3091. 3095. 3099. 3103. 3107. 3111. 3115. 3119. 3123. 3127. 3131. 3135. 3139. 3143. 3147. 3151. 3155. 3159. 3163. 3167. 3171. 3175. 3179. 3183. 3187. 3191. 3195. 3199. 3203. 3207. 3211. 3215. 3219. 3223. 3227. 3231. 3235. 3239. 3243. 3247. 3251. 3255. 3259. 3263. 3267. 3271. 3275. 3279. 3283. 3287. 3291. 3295. 3299. 3303. 3307. 3311. 3315. 3319. 3323. 3327. 3331. 3335. 3339. 3343. 3347. 3351. 3355. 3359. 3363. 3367. 3371. 3375. 3379. 3383. 3387. 3391. 3395. 3399. 3403. 3407. 3411. 3415. 3419. 3423. 3427. 3431. 3435. 3439. 3443. 3447. 3451. 3455. 3459. 3463. 3467. 3471. 3475. 3479. 3483. 3487. 3491. 3495. 3499. 3503. 3507. 3511. 3515. 3519. 3523. 3527. 3531. 3535. 3539. 3543. 3547. 3551. 3555. 3559. 3563. 3567. 3571. 3575. 3579. 3583. 3587. 3591. 3595. 3599. 3603. 3607. 3611. 3615. 3619. 3623. 3627. 3631. 3635. 3639. 3643. 3647. 3651. 3655. 3659. 3663. 3667. 3671. 3675. 3679. 3683. 3687. 3691. 3695. 3699. 3703. 3707. 3711. 3715. 3719. 3723. 3727. 3731. 3735. 3739. 3743. 3747. 3751. 3755. 3759. 3763. 3767. 3771. 3775. 3779. 3783. 3787. 3791. 3795. 3799. 3803. 3807. 3811. 3815. 3819. 3823. 3827. 3831. 3835. 3839. 3843. 3847. 3851. 3855. 3859. 3863. 3867. 3871. 3875. 3879. 3883. 3887. 3891. 3895. 3899. 3903. 3907. 3911. 3915. 3919. 3923. 3927. 3931. 3935. 3939. 3943. 3947. 3951. 3955. 3959. 3963. 3967. 3971. 3975. 3979. 3983. 3987. 3991. 3995. 3999. 4003. 4007. 4011. 4015. 4019. 4023. 4027. 4031. 4035. 4039. 4043. 4047. 4051. 4055. 4059. 4063. 4067. 4071. 4075. 4079. 4083. 4087. 4091. 4095. 4099. 4103. 4107. 4111. 4115. 4119. 4123. 4127. 4131. 4135. 4139. 4143. 4147. 4151. 4155. 4159. 4163. 4167. 4171. 4175. 4179. 4183. 4187. 4191. 4195. 4199. 4203. 4207. 4211. 4215. 4219. 4223. 4227. 4231. 4235. 4239. 4243. 4247. 4251. 4255. 4259. 4263. 4267. 4271. 4275. 4279. 4283. 4287. 4291. 4295. 4299. 4303. 4307. 4311. 4315. 4319. 4323. 4327. 4331. 4335. 4339. 4343. 4347. 4351. 4355. 4359. 4363. 4367. 4371. 4375. 4379. 4383. 4387. 4391. 4395. 4399. 4403. 4407. 4411. 4415. 4419. 4423. 4427. 4431. 4435. 4439. 4443. 4447. 4451. 4455. 4459. 4463. 4467. 4471. 4475. 4479. 4483. 4487. 4491. 4495. 4499. 4503. 4507. 4511. 4515. 4519. 4523. 4527. 4531. 4535. 4539. 4543. 4547. 4551. 4555. 4559. 4563. 4567. 4571. 4575. 4579. 4583. 4587. 4591. 4595. 4599. 4603. 4607. 4611. 4615. 4619. 4623. 4627. 4631. 4635. 4639. 4643. 4647. 4651. 4655. 4659. 4663. 4667. 4671. 4675. 4679. 4683. 4687. 4691. 4695. 4699. 4703. 4707. 4711. 4715. 4719. 4723. 4727. 4731. 4735. 4739. 4743. 4747. 4751. 4755. 4759. 4763. 4767. 4771. 4775. 4779. 4783. 4787. 4791. 4795. 4799. 4803. 4807. 4811. 4815. 4819. 4823. 4827. 4831. 4835. 4839. 4843. 4847. 4851. 4855. 4859. 4863. 4867. 4871. 4875. 4879. 4883. 4887. 4891. 4895. 4899. 4903. 4907. 4911. 4915. 4919. 4923. 4927. 4931. 4935. 4939. 4943. 4947. 4951. 4955. 4959. 4963. 4967. 4971. 4975. 4979. 4983. 4987. 4991. 4995. 4999. 5003. 5007. 5011. 5015. 5019. 5023. 5027. 5031. 5035. 5039. 5043. 5047. 5051. 5055. 5059. 5063. 5067. 5071. 5075. 5079. 5083. 5087. 5091. 5095. 5099. 5103. 5107. 5111. 5115. 5119. 5123. 5127. 5131. 5135. 5139. 5143. 5147. 5151. 5155. 5159. 5163. 5167. 5171. 5175. 5179. 5183. 5187. 5191. 5195. 5199. 5203. 5207. 5211. 5215. 5219. 5223. 5227. 5231. 5235. 5239. 5243. 5247. 5251. 5255. 5259. 5263. 5267. 5271. 5275. 5279. 5283. 5287. 5291. 5295. 5299. 5303. 5307. 5311. 5315. 5319. 5323. 5327. 5331. 5335. 5339. 5343. 5347. 5351. 5355. 5359. 5363. 5367. 5371. 5375. 5379. 5383. 5387. 5391. 5395. 5399. 5403. 5407. 5411. 5415. 5419. 5423. 5427. 5431. 5435. 5439. 5443. 5447. 5451. 5455. 5459. 5463. 5467. 5471. 5475. 5479. 5483. 5487. 5491. 5495. 5499. 5503. 5507. 5511. 5515. 5519. 5523. 5527. 5531. 5535. 5539. 5543. 5547. 5551. 5555. 5559. 5563. 5567. 5571. 5575. 5579. 5583. 5587. 5591. 5595. 5599. 5603. 5607. 5611. 5615. 5619. 5623. 5627. 5631. 5635. 5639. 5643. 5647. 5651. 5655. 5659. 5663. 5667. 5671. 5675. 5679. 5683. 5687. 5691. 5695. 5699. 5703. 5707. 5711. 5715. 5719. 5723. 5727. 5731. 5735. 5739. 5743. 5747. 5751. 5755. 5759. 5763. 5767. 5771. 5775. 5779. 5783. 5787. 5791. 5795. 5799. 5803. 5807. 5811. 5815. 5819. 5823. 5827. 5831. 5835. 5839. 5843. 5847. 5851. 5855. 5859. 5863. 5867. 5871. 5875. 5879. 5883. 5887. 5891. 5895. 5899. 5903. 5907. 5911. 5915. 5919. 5923. 5927. 5931. 5935. 5939. 5943. 5947. 5951. 5955. 5959. 5963. 5967. 5971. 5975. 5979. 5983. 5987. 5991. 5995. 5999. 6003. 6007. 6011. 6015. 6019. 6023. 6027. 6031. 6035. 6039. 6043. 6047. 6051. 6055. 6059. 6063. 6067. 6071. 6075. 6079. 6083. 6087. 6091. 6095. 6099. 6103. 6107. 6111. 6115. 6119. 6123. 6127. 6131. 6135. 6139. 6143. 6147. 6151. 6155. 6159. 6163. 6167. 6171. 6175. 6179. 6183. 6187. 6191. 6195. 6199. 6203. 6207. 6211. 6215. 6219. 6223. 6227. 6231. 6235. 6239. 6243. 6247. 6251. 6255. 6259. 6263. 6267. 6271. 6275. 6279. 6283. 6287. 6291. 6295. 6299. 6303. 6307. 6311. 6315. 6319. 6323. 6327. 6331. 6335. 6339. 6343. 6347. 6351. 6355. 6359. 6363. 6367. 6371. 6375. 6379. 6383. 6387. 6391. 6395. 6399. 6403. 6407. 6411. 6415. 6419. 6423. 6427. 6431. 6435. 6439. 6443. 6447. 6451. 6455. 6459. 6463. 6467. 6471. 6475. 6479. 6483. 6487. 6491. 6495. 6499. 6503. 6507. 6511. 6515. 6519. 6523. 6527. 6531. 6535. 6539. 6543. 6547. 6551. 6555. 6559. 6563. 6567. 6571. 6575. 6579. 6583. 6587. 6591. 6595. 6599. 6603. 6607. 6611. 6615. 6619. 6623. 6627. 6631. 6635. 6639. 6643. 6647. 6651. 6655. 6659. 6663. 6667. 6671. 6675. 6679. 6683. 6687. 6691. 6695. 6699. 6703. 6707. 6711. 6715. 6719. 6723. 6727. 6731. 6735. 6739. 6743. 6747. 6751. 6755. 6759. 6763. 6767. 6771. 6775. 6779. 6783. 6787. 6791. 6795. 6799. 6803. 6807. 6811. 6815. 6819. 6823. 6827. 6831. 6835. 6839. 6843. 6847. 6851. 6855. 6859. 6863. 6867. 6871. 6875. 6879. 6883. 6887. 6891. 6895. 6899. 6903. 6907. 6911. 6915. 6919. 6923. 6927. 6931. 6935. 6939. 6943. 6947. 6951. 6955. 6959. 6963. 6967. 6971. 6975. 6979. 6983. 6987. 6991. 6995. 6999. 7003. 7007. 7011. 7015. 7019. 7023. 7027. 7031. 7035. 7039. 7043. 7047. 7051. 7055. 7059. 7063. 7067. 7071. 7075. 7079. 7083. 7087. 7091. 7095. 7099. 7103. 7107. 7111. 7115. 7119. 7123. 7127. 7131. 7135. 7139. 7143. 7147. 7151. 7155. 7159. 7163. 7167. 7171. 7175. 7179. 7183. 7187. 7191. 7195. 7199. 7203. 7207. 7211. 7215. 7219. 7223. 7227. 7231. 7235. 7239. 7243. 7247. 7251. 7255. 7259. 7263. 7267. 7271. 7275. 7279. 7283. 7287. 7291. 7295. 7299. 7303. 7307. 7311. 7315. 7319. 7323. 7327. 7331. 7335. 7339. 7343. 7347. 7351. 7355. 7359. 7363. 7367. 7371. 7375. 7379. 7383. 7387. 7391. 7395. 7399. 7403. 7407. 7411. 7415. 7419. 7423. 7427. 7431. 7435. 7439. 7443. 7447. 7451. 7455. 7459. 7463. 7467. 7471. 7475. 7479. 7483. 7487. 7491. 7495. 7499. 7503. 7507. 7511. 7515. 7519. 7523. 7527. 7531. 7535. 7539. 7543. 7547. 7551. 7555. 7559. 7563. 7567. 7571. 7575. 7579. 7583. 7587. 7591. 7595. 7599. 7603. 7607. 7611. 7615. 7619. 7623. 7627. 7631. 7635. 7639. 7643. 7647. 7651. 7655. 7659. 7663. 7667. 7671. 7675. 7679. 7683. 7687. 7691. 7695. 7699. 7703. 7707. 7711. 7715. 7719. 7723. 7727. 7731. 7735. 7739. 7743. 7747. 7751. 7755. 7759. 7763. 7767. 7771. 7775. 7779. 7783. 7787. 7791. 7795. 7799. 7803. 7807. 7811. 7815. 7819. 7823. 7827. 7831. 7835. 7839. 7843. 7847. 7851. 7855. 7859. 7863. 7867. 7871. 7875. 7879. 7883. 7887. 7891. 7895. 7899. 7903. 7907. 7911. 7915. 7919. 7923. 7927. 7931. 7935. 7939. 7943. 7947. 7951. 7955. 7959. 7963. 7967. 7971. 7975. 7979. 7983. 7987. 7991. 7995. 7999. 8003. 8007. 8011. 8015. 8019. 8023. 8027. 8031. 8035. 8039. 8043. 8047. 8051. 8055. 8059. 8063. 8067. 8071. 8075. 8079. 8083. 8087. 8091. 8095. 8099. 8103. 8107. 8111. 8115. 8119. 8123. 8127. 8131. 8135. 8139. 8143. 8147. 8151. 8155. 8159. 8163. 8167. 8171. 8175. 8179. 8183. 8187. 8191. 8195. 8199. 8203. 8207. 8211. 8215. 8219. 8223. 8227. 8231. 8235. 8239. 8243. 8247. 8251. 8255. 8259. 8263. 8267. 8271. 8275. 8279. 8283. 8287. 8291. 8295. 8299. 8303.

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, 9 & 11 A. M., 12 M., 4 & 5½ P. M. for Philadelphia. SUNDAYS, at 5 30 P. M.

PASSENGER TRAINS leave Philadelphia daily, (Sundays excepted,) at 1½, 8 & 9 A. M., & 4 & 5½ P. M. from Kensington or foot Walnut str. for N. York. SUNDAYS, at 5 30 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, | 80 | 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 Belvedere 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. P. JACKSON, Sup., N. J. R. R., New York.

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 7* 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 7* 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~~ 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.

PHILADELPHIA.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD



LENGTH, 98 miles. USUAL TIME, 4 hours.

,) 27 miles.

62 "

urs.

ave Philadelphia
epted,) at 7 A.
m foot Walnut
at 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 |
| 63 | 2 50 |
| 64 | 2 50 |
| 90 | 3 00 |

miles in length.

tion, 6 miles in

es in length.

, New York.
Philadelphia.

weather, af-
New York,
ing through
River, where
The Steamer
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n.

PASSENGER CARS leave Philadelphia
from corner Prime and Broad streets
at 8½ A. M., 2 and 10½ P. M.
SUNDAYS, 10½ P. M.

| STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|
| PHILADELPHIA,..... | 0 | \$ cts. |
| Gray's Ferry,..... | 3 | 20 |
| Lazaretto,..... | 11 | 35 |
| Chester,..... | 15 | 35 |
| Marcus Hook,..... | 18 | 35 |
| 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,..... | 61 | 1 85 |
| HAVRE DE GRACE, (Sus.R.) | 62 | 1 85 |
| Aberdeen,..... | 67 | 2 10 |
| Perryman's,..... | 71 | 2 10 |
| Edgewood,..... | 79 | 2 35 |
| Magnolia,..... | 79 | 2 35 |
| Harewood,..... | 83 | 2 60 |
| Chase's,..... | 83 | 2 60 |
| Stemmer's Run,..... | 89 | 2 85 |
| Canton,..... | 98 | 3 00 |
| BALTIMORE,..... | 98 | 3 00 |

PASSENGER CARS leave Baltimore
at 8½ and 11 A. M. and 7½ P. M. for
Philadelphia.
SUNDAYS, 7½ P. M.

| STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|
| BALTIMORE,..... | 0 | \$ cts. |
| Canton,..... | 9 | 35 |
| Stemmer's Run,..... | 15 | 60 |
| Chase's,..... | 15 | 60 |
| Harewood,..... | 18 | 60 |
| Magnolia,..... | 18 | 60 |
| Edgewood,..... | 27 | 72 |
| Perryman's,..... | 27 | 72 |
| Aberdeen,..... | 35 | 85 |
| HAVRE DE GRACE, (Sus.R.) | 37 | 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,..... | 68 | 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 12 Noon, via Wilmington, New
Castle and Frenchtown, thence by Steamboat to Baltimore.

Returning leaves Baltimore at 7½ A. M. by Steamboat.

FARE, \$2 50.

S. M. FELTON, Pres., Philadelphia.

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

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

FOUR DAILY LINES TO BALTIMORE—At 8 30 A. M., 12 Noon, 2 P. M. and 10 30 P. M.

The Lines for BALTIMORE will leave the *New Station*, Broad and Prime streets, as follows, viz :

1. **MORNING MAIL TRAIN**—At 8 30 daily, (except Sunday,) through in 4½ hours, stopping at Lasaretto, Chester, Hook, Wilmington, and all regular stations on the road.

2. **STEAMBOAT TRAIN**—At 12 Noon, daily, (except Sundays.)

3. **EXPRESS LINE**—At 2 o'clock daily, (except Sundays,) stopping only at Chester, Wilmington, Havre de Grace and Magnolia. Through in 4 hours.

4. **NIGHT MAIL TRAIN**—At 10 30 daily, through in 6½ hours; stops at the principal stations on the road.

Second Class Passengers by 8 30 A. M. train, \$2.

At 12 Noon, by Steamboat train, \$1 50.

~~33~~ Tickets sold only in the Office.

RETURNING, the Lines leave Baltimore for Philadelphia at 7 30 A. M. by Steamboat, and at 8 30, 11 A. M. and 7 30 P. M. by Railroad.

ACCOMMODATION TRAINS between PHILADELPHIA and WILMINGTON—Leave Broad and Prime streets at 12 Noon, 4 30 and 7 P. M., stopping at all the way stations between Philadelphia and Wilmington.

The Trains leave Wilmington for Philadelphia at 4 A. M., 7 30 A. M., 11 A. M., 12 45 Noon, 2 20, 4 30 and 10 50 P. M.

NEW CASTLE, DELAWARE.

Passengers for NEW CASTLE can take the Trains leaving at 8 30, 12, 2, 4 30, 7.

Fare 50 cents. Tickets sold only at the Office.

ACCOMMODATION TRAIN between PHILADELPHIA and SUSQUEHANNA RIVER—Leave Philadelphia at 4 30 P. M. Leaves Perryville for Philadelphia at 6 A. M.

FREIGHT TRAIN for Baltimore, with Passenger Car attached, leaves the Depot at 5 45 P. M. Fare by it to Baltimore, \$2.

Tickets will be sold at the Office, to the following named places :—

Wilmington, N. C., \$14; Weldon, N. C., \$10; Petersburg, \$9; Norfolk, \$6 50; Washington, D. C., \$4 25; Hagerstown, \$5; Richmond, \$8; Wheeling, \$10; Cincinnati, \$11; Louisville, \$12.

The connecting Lines between New York and Baltimore leave the Depot at 2 P. M. and 10 30 P. M. Passengers can also leave by 8½ A. M. Train.

~~33~~ Omnibuses will leave the City Station, GOLDSMITH'S HALL, in Library street, back of the Custom House, 30 minutes before the departure of each Train.

G. H. HUDDALL, Agent, Philadelphia.

FAST EMIGRANT LINE

Leaves the Depot, Broad and Prime streets, daily, (Sundays excepted,) for the South and Southwest.

FARE—To Wheeling, Va., \$4 75; Marietta, Ohio, \$6; Portsmouth, Ohio, \$6; Cincinnati, Ohio, \$6; Madison, Indiana, \$6 25; Louisville, Ky., \$6 25. Through to Wheeling in 36 hours, and to Cincinnati in Three Days. 100 lbs. of baggage free.

~~33~~ For Tickets and all information, apply to

LAWRENCE SECKEL, Agent of the Line,

Office No. 6 Walnut street, below Water, Phil.

RAILROAD ROUTES.

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 | | | PASSENGER CARS leave Baltimore | | |
|--------------------------------------|--------|---------|----------------------------------|--------|---------|
| for Baltimore at 6 and 8 A. M., 3 30 | | | for Washington at 4 and 9 A. M., | | |
| and 5 P. M. | | | and 3½ and 7 P. M. | | |
| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
| WASHINGTON..... | 0 | \$ cts. | BALTIMORE..... | 0 | \$ cts. |
| Bladensburg..... | 5 | 25 | Relay House..... | 8 | 25 |
| Paint Branch..... | 8 | 35 | Elkridge Landing..... | 9 | 35 |
| Beltsville..... | 12 | 40 | Jessop's Cut..... | 14 | 50 |
| White Oak Bottom..... | 14½ | 50 | Annapolis Junction..... | 17 | 60 |
| Laurel Factory..... | 18 | 60 | Watson's Cut..... | 19½ | 60 |
| Watson's Cut..... | 19½ | 60 | Laurel Factory..... | 20 | 70 |
| Annapolis Junction..... | 21 | 70 | White Oak Bottom..... | 23 | 80 |
| Jessop's Cut..... | 24 | 80 | Beltsville..... | 26 | 90 |
| Elkridge Landing..... | 29 | 95 | Paint Branch..... | 30 | 95 |
| Relay House..... | 30 | 1 00 | Bladensburg..... | 33 | 1 05 |
| BALTIMORE..... | 38 | 1 25 | 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.

J. G. HEIST, Agent, Winchester.

BALTIMORE AND OHIO RAILROAD.

From BALTIMORE to WHEELING, Vir., 379 miles.

USUAL TIME, 20 hours.

GOING WEST.

TRAINS leave Baltimore daily at 8
A. M. and 7 P. M. for Harper's Ferry,
Cumberland, Wheeling, &c.

| STATIONS. | Miles. | Fare. |
|----------------------------|--------|---------|
| BALTIMORE, | 0 | \$ cts. |
| Relay House, | 8 | 25 |
| Ellicott's Mills, | 14 | 50 |
| Elysville, | 20 | 70 |
| Marriottsville, | 23 | 1 00 |
| Sykesville, | 31 | 1 10 |
| Woodbine, | 37 | 1 35 |
| Mount Airy, | 43 | 1 55 |
| Monrovia, | 49 | 1 75 |
| Ijamsville, | 53 | 1 90 |
| Monocacy, | 58 | 2 05 |
| Frederick, | 61 | 2 15 |
| Point of Rocks, | 69 | 2 45 |
| Berlin, | 76 | 2 65 |
| Knoxville, | 78 | 2 75 |
| HARPER'S FERRY, Va., | 81 | 2 85 |
| Duffields, | 87 | 3 10 |
| Kerneysville, | 92 | 3 25 |
| Martinsburg, | 100 | 3 50 |
| North Mountain, | 107 | 3 80 |
| Hancock, | 123 | 4 35 |
| Sir John's Run, | 128 | 4 55 |
| Great Cacapon, | 132 | 4 65 |
| Little Cacapon, | 157 | 5 00 |
| Green Spring Run, | 164 | 5 00 |
| Paterson's Creek, | 170 | 5 00 |
| CUMBERLAND, Md., | 178 | 5 00 |
| Brady's Mill, | 185 | 5 15 |
| New Creek, | 201 | 5 40 |
| Bloomington, | 208 | 5 55 |
| Frankville, | 214 | 5 70 |
| Altamont, | 223 | |
| Oakland's, | 231 | 6 15 |
| Cranberry Summit, | 242 | 6 40 |
| Cheat River, | 254 | 6 65 |
| Tunnelton, | 260 | 6 75 |
| Independence, | 269 | 6 95 |
| Fetterman, | 282 | 7 25 |
| Valley River Falls, | 288 | 7 35 |
| Fairmont, | 302 | 7 60 |
| Farmington, | 313 | 7 90 |
| Burton, | 331 | 8 25 |
| Cameron, | 351 | 8 50 |
| Moundsville, | 368 | 8 50 |
| WHEELING, Va., | 379 | 8 60 |

GOING EAST.

TRAINS leave Wheeling daily at 9;
A. M. and 8 P. M. for Cumberland,
Baltimore, &c.

| STATIONS. | Miles. | Fare. |
|----------------------------|--------|---------|
| WHEELING, | 0 | \$ cts. |
| Moundsville, | 11 | 40 |
| Cameron, | 23 | 1 00 |
| Burton, | 48 | 1 70 |
| Farmington, | 66 | 2 35 |
| Fairmont, | 77 | 2 75 |
| Valley River Falls, | 91 | 3 25 |
| Fetterman, | 97 | 3 45 |
| Independence, | 110 | 3 85 |
| Tunnelton, | 119 | 4 15 |
| Cheat River, | 125 | 4 40 |
| Cranberry Summit, | 137 | 4 80 |
| Oakland's, | 148 | 5 00 |
| Altamont, | 166 | 5 00 |
| Frankville, | 165 | 5 00 |
| Bloomington, | 171 | 5 00 |
| New Creek, | 178 | 5 00 |
| Brady's Mill, | 194 | 5 00 |
| CUMBERLAND, Md., | 201 | 5 00 |
| Paterson's Creek, | 209 | 5 25 |
| Green Spring Run, | 215 | 5 45 |
| Little Cacapon, | 222 | |
| Great Cacapon, | 247 | 6 40 |
| Sir John's Run, | 251 | 6 50 |
| Hancock, | 256 | 6 65 |
| North Mountain, | 272 | 7 00 |
| Martinsburg, | 279 | 7 25 |
| Kerneysville, | 287 | 7 35 |
| Duffield's, | 292 | 7 45 |
| HARPER'S FERRY, Va., | 298 | 7 55 |
| Knoxville, | 301 | 7 60 |
| Berlin, | 304 | 7 65 |
| Point of Rocks, | 310 | 7 80 |
| Monocacy, | 318 | 8 00 |
| Frederick, | 321 | 8 10 |
| Ijamsville, | 326 | 8 15 |
| Monrovia, | 330 | 8 25 |
| Mount Airy, | 336 | 8 40 |
| Woodbine, | 342 | 8 50 |
| Sykesville, | 348 | 8 50 |
| Marriottsville, | 351 | 8 50 |
| Elysville, | 359 | 8 50 |
| Ellicott's Mills, | 365 | 8 50 |
| Relay House, | 371 | 8 50 |
| BALTIMORE, | 379 | 8 50 |

W. G. HARRISON, Pres. Baltimore.
JOHN H. DOANE, Sup't., Baltimore.

RAILROAD.

99 miles.

EAST.
 Wheeling daily at 9
 for 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 |
| 158 | 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 55 |
| 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 | 8 50 |
| 371 | 8 50 |
| 379 | 8 50 |

Baltimore.
 timore.

GREAT NATIONAL ROUTE TO THE WEST!

From
 New York,
 Philadelphia,
 Baltimore,
 and
 Washington,



To
 Wheeling,
 Cincinnati,
 Louisville,
 Indianapolis,
 etc., etc.

BALTIMORE AND OHIO RAILROAD.

TWO DAILY TRAINS FROM

BALTIMORE TO WHEELING,

AND CONNECTING THERE WITH THE

NEW UNION LINE OF STEAMERS

FOR

Cincinnati, Louisville, Indianapolis and St. Louis,

CONNECTING ALSO WITH THE STEAMERS FOR

WELLSVILLE,

AND THENCE BY RAILROAD TO

Cleveland, Toledo, Chicago, St. Louis, &c.

PASSENGER TRAINS

ARE NOW RUNNING AS FOLLOWS:

Leave Baltimore for Wheeling, Cumberland, Harper's Ferry,
 Winchester, Staunton, Virginia Springs, and intermediate
 places, at 8 o'clock, A. M. daily, except Sunday.

THROUGH TO WHEELING IN 20 HOURS!

EXPRESS TRAIN for Wheeling daily, at 7 P. M.

THROUGH IN 19 HOURS!

All Tunnels all Completed and Road in Fine Order.

This Road was opened for Through Travel on the 1st of
 January, 1853, and is now become thoroughly settled and
 complete in all its appointments. It is 380 miles in length,
 and passes through a highly interesting and attractive coun-
 try. Among the Alleghanies, the scenery is remarkably sub-
 lime. There are no DRAW-BRIDGES upon the line, and the
 safety and comfort of the Passengers are carefully provided
 for by competent and attentive officers.



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 11¼ 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 4¼ 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 11 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.

N LINE

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ARGE for trans-

the CHEAPEST,
THE WEST.

Lie Over on

ville, \$14 50

" 12 00

" 11 00

" 12 00

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aces:

nd Broadway.

to the Ticket

streets.

ailroad Stat'n.

Station.

Baltimore.

VIRGINIA CENTRAL RAILROAD,

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

Finished to STAUNTON, 138 miles.

RUNNING ARRANGEMENTS.

PASSENGER CARS leave Richmond daily at 7 A. M. for Staunton, &c.

PASSENGER CARS leave Staunton daily at 6 45 A. M. for Richmond, &c.

| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
|-----------------------------|--------|---------|-----------------------------|--------|---------|
| RICHMOND, | 0 | \$ cts. | STAUNTON, | 0 | \$ cts. |
| Atley's, | 9 | 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 35 | 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, | 93 | 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.

E. H. GILL, 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.

ROAD,

, 188 miles.
miles.leave Staunton
Richmond, &c.

| Miles. | Fare. |
|--------|---------|
| 0 | \$ cts. |
| 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.

IONS.

s to Covington
Stages run-
nd Fridays.
A RAILROAD.
KSBURG and
travel, via
and Wash-

RAILROAD,

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

LENGTH, 75 miles. STEAMBOAT ROUTE, Aquia 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 in-land route between Richmond and New York: Leave Richmond daily, at 6½ o'clock A. M., and 8 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 passengers, and \$1 60 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.

EXPRESS TRAIN

Leaves Richmond daily, at 6½ A. M., and Petersburg daily, at 6 P. M.

MAIL TRAIN

Leaves Richmond daily, at 4 P. M., and Petersburg daily, at 4 A. M.

FARE, \$1. Children over three, and not over 12 years of age, 60 cents.

Through tickets in connection with Bland and Dunn's Western Stage Line can be procured at the office, to the following places:

| | |
|-----------------------|---------|
| Greensborough, N. C., | \$10 00 |
| Lexington, N. C., | 13 00 |
| Salisbury, " " | 14 00 |
| Charlotte, " " | 17 00 |

Tickets to Weldon, " 3 50

NORFOLK TRAIN

Leaves Richmond Mondays, Wednesdays and Fridays at 6½ A. M. for Walthall, where it connects with the Steamboat AUGUSTA, Capt. Wm. C. Smith, for Norfolk, Portsmouth, and all the intermediate places.

FARE from Richmond to Norfolk or Portsmouth, \$2. Meals, (each) 50 cts.

RETURNING, the Steamer AUGUSTA leaves Norfolk on the alternate days, viz., Tuesday, Thursday, and Saturday at the same hour for City Point and Port Walthall where Passengers take the cars for Petersburg and Richmond respectively.

This Road also connects with the Clover Hill Road, 18 miles long, at the C. Hill Junction, 13 miles from Richmond; a Passenger Car is regularly attached to the Coal Trains of Clover Hill so as to connect with the Trains on the Main Line. The transportation on this Road is performed by the Richmond and Petersburg Railroad Company.

P. V. DANIEL Jr., Pres., Richmond, Va.
THOM. DODAMEAD, Supl., Richmond, Va.

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, Robison's Coal Field, Tomahawk, Payhatan, Mattox, 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 Germantown, Salem, and Salisbury, N. C., can meet Messrs. Flagg & Co. four horse coaches on Tuesdays, Thursdays and Saturdays, at Roanoke. Passengers for Clarkeville, 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, | \$6 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. & Sup't.,
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 7 A. M. and 2 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 Guyandotte 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.

THOMAS SHARP, Sup't., Lynchburg, Va.

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. |
|------------------------|--------------|
| PORTSMOUTH, | 0 \$ cts. |
| Suffolk, | 17 |
| Carrsville, | 31 |
| Black Water, | 37 |
| Murfee's, | 40 |
| Newsom's, | 49 |
| Boykin's, | 54 |
| Branchville, | 57 |
| Margarettsville, | 64 |
| Concord, | 70 |
| WELDON, | 80 4 00 |

| STATIONS. | Miles. Fare. |
|------------------------|--------------|
| WELDON, | 0 \$ cts. |
| Concord, | 10 |
| Margarettsville, | 16 |
| Branchville, | 23 |
| Boykin's, | 26 |
| Newsom's, | 31 |
| Murfee's, | 40 |
| Black Water, | 43 |
| Carrsville, | 49 |
| Suffolk, | 63 |
| 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 1 30 and 11 P. M. for Wilmington.

| STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|
| Weldon*, (<i>dine</i>) | 0 | \$ cts. |
| Halifax | 8 | 25 |
| Enfield | 19 | 75 |
| Battles | 26 | 1 00 |
| Rocky Mount | 37 | 1 25 |
| Joiner's | 46 | 1 50 |
| Wilson | 54 | 1 75 |
| Barden's | 60 | 2 00 |
| Nahunta | 67 | 2 25 |
| Goldboro† | 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 |

GOING NORTH.

PASSENGER CARS leave Wilmington, N. C., at 7 30 A. M. and 2 P. M. for Weldon, &c.

| 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 |
| Goldboro | 84 | 2 50 |
| Nahunta | 95 | 2 75 |
| Barden's | 107 | 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 9 A. M. and 6 30 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.

RAILROAD ROUTES.

SOUTH CAROLINA RAILROAD



WILMINGTON & MANCHESTER RAILROAD.

LENGTH, 162 miles. USUAL TIME, 10 hours.

RUNNING ARRANGEMENT.

PASSENGER CARS leave Wilmington daily, at 11 P. M., for Kingsville, &c.

PASSENGER CARS leave Kingsville daily, at 2 45 P. M. for Wilmington, &c.

| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
|---------------------------|--------|---------|---------------------------|--------|---------|
| WILMINGTON,..... | 0 | \$ cts. | KINGSVILLE,..... | 0 | \$ cts. |
| Hood's Creek,..... | 8 | 25 | Wateres Junction,..... | 9 | 25 |
| Brinkley's,..... | 16 | 50 | Manchester,..... | 15 | 50 |
| Maxwell's,..... | 26 | 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 | Timmanville,..... | 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,.... | 70 | 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 |
| Timmanville,..... | 118 | 3 50 | Grist's,..... | 117 | 3 50 |
| Lynchburg,..... | 128 | 3 75 | Whitesville,..... | 127 | 3 75 |
| Maysville,..... | 137 | 4 00 | Flemington,..... | 135 | 4 00 |
| Sumterville, (dine,)..... | 146 | 4 25 | Maxwell's,..... | 145 | 4 25 |
| Manchester,..... | 156 | 4 50 | Brinkley's,..... | 155 | 4 50 |
| Wateres 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. & Supl.,
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, Savannah, Montgomery, &c.

SOUTH CAROLINA RAILROAD.



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

COLUMBIA BRANCH, 67 miles. CAMDEN BRANCH, 31 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 1/2 P. M. for Charleston, &c.

| STATIONS. | Miles. | Fare. |
|--------------------|--------|---------|
| CHARLESTON, | 0 | \$ cts. |
| 7 Mile pump, | 7 | |
| Sineath's, | 13 | 36 |
| Ladson's, | 17 | 54 |
| Summerville, | 22 | 36 |
| Laurence's, | 28 | 54 |
| Ridgeville, | 31 | |
| Ross's, | 37 | 1 12 |
| George's, | 47 | 1 42 |
| Reeve's, | 52 | |
| Branchville, | 62 | 1 80 |

| COLUMBIA BRANCH. | | |
|------------------------|----|------|
| 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, †, | | 3 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 65 |
| Midway, | 65 | 1 92 |
| Branchville, | 75 | 2 17 |

| COLUMBIA BRANCH. | | |
|------------------------|----|------|
| 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 | 3 06 |
| Ridgeville, | 106 | 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.

187 miles.
17 miles.

leave Augusta,
d 5 00 P. M. Co-
M., and 4½ P. M.

RAILROAD ROUTES.

38

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 | 60 |
| Berzella, &c. | 21 | 60 |
| Dearing, | 29 | 65 |
| Thomson, | 38 | 1 20 |
| Camak,† | 47 | 1 40 |
| Cumming, | 57 | 1 70 |
| Crawfordville, | 65 | 2 00 |
| Union Point, | 70 | 2 35 |
| Athens,‡ | | |
| 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 6 A. M., and 5½ 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,‡ | | |
| Lexington, | 17 | 50 |
| Maxey's, | 27 | 80 |
| Woodville, | 35 | 1 10 |
| Union Point, | 40 | 1 20 |
| Union Point, | 55 | 5 00 |
| Crawfordville, | 100 | 3 20 |
| Cumming, | 114 | 3 40 |
| Camak,† | 124 | 3 75 |
| Thomson, | 133 | 4 00 |
| Dearing, | 142 | 4 20 |
| Berzella, | 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 Rutledgeville, &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.

Railroad; also
ing a through

umbia, S. C.
arleston, S. C.

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. |
|-------------------------|--------|---------|
| SAVANNAH, | 0 | \$ cts. |
| Station No. 1, | 9 | 30 |
| Eden, | 20 | 60 |
| Reform, | 30 | 80 |
| Egypt, | 40 | 1 20 |
| Armenia, | 46 | 1 50 |
| Halcyondale, | 50 | 1 50 |
| Scarboro', | 70 | 2 10 |
| Millen,*, | 79 | 2 40 |
| Cushingville, | 83 | 2 70 |
| Birdsville, | 90 | 2 70 |
| Midville, (dine,) | 94 | 3 00 |
| Holcomb, | 100 | 3 00 |
| Spear's Turnout, | 112 | 3 30 |
| Davisboro', | 122 | 3 60 |
| Tonille, | 136 | 3 00 |
| Oconee, | 147 | 4 20 |
| Emmett, | 152 | 4 50 |
| McDonald, | 160 | 4 80 |
| Gordon,†, | 170 | 5 10 |
| Griswoldville, | 183 | 5 40 |
| MACON,†, | 191 | 5 75 |

| STATIONS. | Miles. | Fare. |
|-------------------------|--------|---------|
| MACON,†, | 0 | \$ cts. |
| Griswoldville, | 8 | 30 |
| Gordon,†, | 16 | 60 |
| McDonald, | 25 | 80 |
| Emmett, | 31 | 1 20 |
| Oconee, | 38 | 1 50 |
| Tonille, | 41 | 1 30 |
| Davisboro', | 55 | 2 10 |
| Spear's Turnout, | 68 | 2 40 |
| Holcomb, | 79 | 2 70 |
| Midville, (dine,) | 91 | 3 00 |
| Birdsville, | 94 | 3 00 |
| Cushingville, | 101 | 3 30 |
| Millen,*, | 111 | 3 60 |
| Scarboro', | 121 | 3 60 |
| Halcyondale, | 141 | 4 20 |
| Armenia, | 145 | 4 50 |
| Egypt, | 151 | 4 80 |
| Reform, | 160 | 4 80 |
| Eden, | 170 | 5 10 |
| Station No. 1, | 182 | 5 40 |
| SAVANNAH, | 191 | 5 75 |

* Connects at this station with the Augusta and Waynesboro' Railroad, 63 miles in length. Fare \$2.

† Connects at this station with the Milledgeville and Eatonton Railroad, 38 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't., 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. B. LAWTON, Pres., Augusta, Geo.

RAILROAD.

101 miles.

leave Macon at
for Savannah, &c.

| Miles. | Fare. |
|--------|---------|
| 0 | \$ cts. |
| 8 | 30 |
| 15 | 60 |
| 25 | 90 |
| 31 | 1 20 |
| 38 | 1 50 |
| 41 | 1 30 |
| 55 | 2 10 |
| 68 | 2 40 |
| 79 | 2 70 |
| 91 | 3 00 |
| 94 | 3 00 |
| 101 | 3 30 |
| 111 | 3 60 |
| 121 | 3 60 |
| 141 | 4 20 |
| 145 | 4 50 |
| 151 | 4 80 |
| 160 | 4 80 |
| 170 | 5 10 |
| 182 | 5 40 |
| 191 | 5 75 |

sboro' Railroad.

nton Railroad,

with the South

Savannah.

2., Savannah.

RAILROAD.

M. for Waynes-

annah, at 2 15
ns running to

ugusta, Geo.

MACON AND WESTERN RAILROAD.

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

USUAL TIME, 4 1/2 hours.

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

| STATIONS. | Miles. | Fare. |
|---------------------------|--------|---------|
| MACON, | 0 | \$ cts. |
| Howard's, | 8 | 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 |
| GRIFFIN, (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 |

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

| STATIONS. | Miles. | Fare. |
|---------------------------|--------|---------|
| ATLANTA, | 0 | \$ cts. |
| East Point Junction, | 6 | 25 |
| Rough and Ready, | 11 | 40 |
| Jonesboro', | 22 | 75 |
| Fayette, | 36 | 1 25 |
| GRIFFIN, (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, | 92 | 3 00 |
| Crawford's, | 98 | 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 OGLE-
THORPE, 50 miles. Fare \$1 75.

A daily Train of Passengers and Freight leaves Macon at 6 A. M., arrives
at Oglethorpe at 10 A. M., leaves Oglethorpe at 11 A. M., arrives at
Macon at 3 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 Na-
vigation on Chattahooche River. This road connects with the South-
Western Railroad of Georgia, forming a through line of travel from Colum-
bus, Geo., to Macon, Savannah, &c.

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

MONTGOMERY AND WEST POINT RAILROAD.

**MONTGOMERY AND WEST POINT RAILROAD.**

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

USUAL TIME, 6½ hours.

The Accommodation Train leaves Montgomery at 7½ A. M. The Mail Train leaves at 9 P. M. for West Point, &c.

| STATIONS. | Miles. | Fare. |
|----------------------|--------|---------|
| MONTGOMERY..... | 0 | \$ 0.00 |
| Tippecanoe..... | 11 | |
| Mount Meigs..... | 14 | |
| Ashurst's..... | 17 | |
| McGars..... | 20 | |
| Shorter's..... | 23 | |
| Fort Decatur..... | 27 | |
| Franklin..... | 33 | |
| Opelika..... | 40 | 1 00 |
| Notasulga..... | 47 | |
| Louchapoga..... | 53 | |
| Auburn..... | 60 | 2 40 |
| Opelika..... | 66 | 2 60 |
| Rough and Ready..... | 71 | |
| Cusseta..... | 78 | |
| WEST POINT..... | 88 | 3 50 |

The Accommodation Train leaves West Point at 7 A. M. The Mail Train leaves at 2 P. M. for Montgomery, &c.

| STATIONS. | Miles. | Fare. |
|----------------------|--------|---------|
| WEST POINT..... | 0 | \$ 0.00 |
| Cusseta..... | 10 | |
| Rough and Ready..... | 17 | |
| Opelika..... | 23 | |
| Auburn..... | 29 | 1 10 |
| Louchapoga..... | 35 | |
| Notasulga..... | 41 | |
| Franklin..... | 48 | 1 90 |
| Fort Decatur..... | 55 | |
| Shorter's..... | 61 | |
| 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.

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

C. G. FOLLARD, 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.

RAILROAD ROUTES.

37

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 Chattanooga
at 8 A. M., for Atlanta, &c.

| 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 | |
| Adairville, | 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 Chattanooga Railroad, partly finished and in operation.

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

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

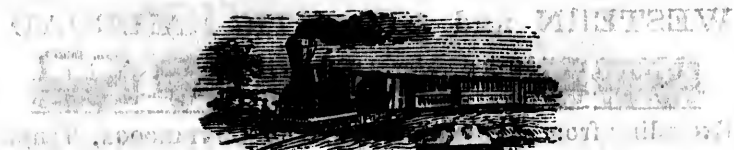
EAST TENNESSEE and GEORGIA RAILROAD.

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 5 A. M. for Anderson, Chatanooga, &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. | STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|--------------------------|--------|---------|
| NASHVILLE, | 0 | \$ cts. | CHATANOOGA, | 0 | \$ cts. |
| Antioch, | 10 | 30 | Station, | 11 | |
| Smyrna, | 21 | 60 | Shell Mound, | 21 | |
| Murfreesboro', | 32 | 1 00 | Tennessee River, § | 28 | |
| Christiana, | 41 | 1 30 | Stevenson, † | 36 | 50 |
| Fosterville, | 45 | 1 40 | Anderson, | 46 | 60 |
| Bell-Buckle, | 50 | 1 50 | Tantallon, | 55 | 75 |
| Wartrace,* | 55 | 1 70 | Cowan, | 62 | 1 00 |
| Normandy, | 63 | 1 90 | Decherd, | 67 | 1 20 |
| Tullahoma, † | 70 | 2 10 | ALLISONIA, | 74 | 1 40 |
| ALLISONIA, | 77 | 2 30 | Tullahoma, † | 81 | 1 60 |
| Decherd, | 84 | 2 50 | Normandy, | 88 | 1 80 |
| Cowan, | 89 | 2 60 | Wartrace,* | 96 | 2 00 |
| Tantallon, | 96 | 2 80 | Bell-Buckle, | 101 | 2 20 |
| Anderson, | 105 | 3 10 | Fosterville, | 106 | 2 40 |
| Stevenson, † | 115 | 3 50 | Christiana, | 110 | 2 50 |
| Tennessee River, § | 123 | 3 75 | Murfreesboro', | 119 | 2 80 |
| Shell Mound, | 130 | | Smyrna, | 130 | 3 10 |
| Station, | 140 | | Antioch, | 141 | 3 50 |
| CHATANOOGA, \|\| ..... | 151 | | 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 Chatanooga, 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 65 |
| Cokesburg,..... | 49 | 2 00 |
| Greenwood,..... | 58 | 2 35 |
| Chappel's Br.,..... | 78 | 3 15 |
| Saluda,..... | 82 | 3 60 |
| Helena,..... | 93 | 3 75 |
| NEWBERRY,..... | 94 | 3 75 |
| Prosperity,..... | 103 | 4 15 |
| Pomaria,..... | 111 | 4 50 |
| Alston,..... | 118 | 4 75 |
| Littleton,..... | 128 | 5 15 |
| COLUMBIA,..... | 143 | 5 75 |

* LAURENS RAILROAD commences at this Station and runs to Laurens, 32 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 CHESTERTVILLE, on the line of the Charlotte and South Carolina Railroad to YORKVILLE, S. C.

LENGTH, 22 miles.

RAILROAD.

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

Miles. Fare.

| | | |
|-------|-----|---------|
| ..... | 0 | \$ cts. |
| ..... | 11 | |
| ..... | 21 | |
| ..... | 28 | |
| ..... | 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

lines.

c Railroad. Dis-
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 at 2 P. 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 | Bolton's, * | 33 | 1 40 |
| Edward's, | 18 | 80 | Edward's, | 42 | 1 80 |
| Bolton'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.

RANDON



ours.

ave Brandon at 6
son at 2 P. M. for

| Miles. | Fare. |
|--------|---------|
| 0 | \$ cts. |
| 14 | 60 |
| 24 | 1 10 |
| 33 | 1 40 |
| 42 | 1 80 |
| 48 | 2 10 |
| 50 | 2 15 |
| 54 | 2 30 |
| 60 | 2 60 |

run from Ray-

Ma., connecting

ssburg, Miss.
Miss.

LOAD.

a, 33 miles.

o, Il., running
connecting with

es. Mobile.
Mobile.

opposite Co-
nections fin-
d most direct
w Orleans.

ROAD.

miles,

nessee river.

RAILROAD ROUTES.

41

3.8 NOTICED BY J. C. NOTICED BY J. C.



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, | 9 00 A. M. | 5 30 P. M. | 1st Cl. |
| 9 | Newark, N. J.,....." | 9 30 " | 6 00 " | |
| 31 | New Brunswick,....." | 10 20 " | 6 50 " | |
| 58 | Trenton,....." | 11 25 " | 7 55 " | \$2 00 |
| 88 | PHILADELPHIA,.....Arrive, | 1 00 P. M. | 9 30 " | 3 00 |
| | ".....Departure, | 2 00 " | 10 30 " | |
| 118 | WILMINGTON, Del.,....." | 3 00 " | 11 50 " | 3 60 |
| 130 | Elkton, Md.,....." | 3 43 " | 12 37 A. M. | |
| 152 | Havre de Grace, Md.,....." | 3 30 " | 1 40 " | 4 85 |
| 188 | BALTIMORE,.....Arrive, | 6 00 " | 3 20 " | 6 00 |
| | ".....Departure, | 7 00 " | 4 15 " | |
| 206 | Annapolis Junction,....." | 7 45 " | 5 00 " | |
| 226 | Washington, D. C......Arrive, | 8 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 " | |
| 58 | 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 " | |
| 168 | Trenton, N. J.,....." | C. & A. | 2 42 " | 5 25 |
| 195 | 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.

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. | 9 00 P. M. | 1st Cl. |
| 55 | Acquia 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, | 3 00 P. M. | 6 00 " | 5 50 |
| | "..... Departure, | 4 00 " | 7 00 " | |
| 163 | Petersburg, Va.,..... Arrive, | 5 15 " | 8 15 " | 6 50 |
| | "..... Departure, | 6 30 " | 9 00 " | |
| 227 | WELDON, N. C.,..... Arrive, | 9 30 " | 12 00 M. | 9 50 |
| | "..... Departure, | 11 00 " | 1 30 P. M. | |
| 305 | Goldsboro', N. C.,..... " " | 2 45 A. M. | 4 40 " | |
| 389 | WILMINGTON, "..... Arrive, | 7 30 " | 9 00 " | 14 50 |
| | "..... Departure, | | 10 00 " | |
| 475 | Marion, S. C.,..... " " | | 2 45 A. M. | |
| 535 | Sumterville, S. C.,..... " " | | 7 15 " | |
| 551 | Junction S. Car. P. R.,... " " | | 8 50 " | |
| 594 | Branchville, * S. C.,..... Arrive, | | 11 30 " | |
| | "..... Departure, | | 12 00 M. | |
| 656 | Charleston, S. C., Arrive, | | 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. | | 1st Cl. |
| 75 | Branchville, S. C. Arrive, | 11 00 " | | \$2 17 |
| | "..... Departure, | 12 00 M. | | |
| 118 | Kingsville, S. C.,..... " " | 2 45 P. 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 " | 2 00 P. M. | |
| 373 | Goldsboro', N. C.,..... " " | 11 10 " | 6 00 " | |
| 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 " | |
| 613 | Acquia 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.

LESTON, S. C.,
Richville, &c.

| 2d Train. | Fare. |
|-----------|---------|
| 00 P. M. | 1st Cl. |
| 30 A. M. | \$2 00 |
| 25 " | 3 00 |
| 00 " | 5 50 |
| 00 " | |
| 15 " | 6 50 |
| 00 " | |
| 00 M. | 9 50 |
| 00 P. M. | |
| 40 " | |
| 00 " | 14 50 |
| 00 " | |
| 45 A. M. | |
| 15 " | |
| 50 " | |
| 30 " | |
| 00 M. | |
| 00 P. M. | |

NGTON, D. C.,
Richmond.

LENGTH, 93 miles. FARE, \$2 75. TIME, 41 hours.

MORNING LINE

AFTERNOON LINE

FARES.

| | 1st class cars. | 2d class cars. |
|---|-----------------|----------------|
| Between Philadelphia and Pottsville,..... | \$2 75 | \$2 25 |
| “ Philadelphia and Reading,..... | 1 75 | 1 45. |

STAGES will be in readiness at Phoenixville, morning and afternoon, to convey passengers to the Yellow Springs every day, immediately on the arrival of the cars.

An Express Excursion Passenger Train will leave Philadelphia at 7½ A. M., and return from Pottsville at 4 P. M. same day, stopping at all the stations.

| UP TRAIN. | | | DOWN TRAIN. | | |
|-----------|---------------------------|----------------|-------------|-----------------------------|----------------|
| Miles. | STATIONS. | Time.
A. M. | Miles. | STATIONS. | Time.
P. M. |
| 0 | Leaves Philadelphia,... | 7 30 | 0 | Leaves Pottsville,..... | 4 00 |
| 27 | Passes Phoenixville,..... | 8 31 | 1 | Passes Mt. Carbon,..... | 4 07 |
| 40 | " Pottstown,..... | 8 58 | 4 | " Sch. Haven,..... | 4 13 |
| 58 | " Reading,..... | 9 34 | 35 | " Reading,..... | 5 21 |
| 89 | " Sch. Haven,..... | 10 43 | 53 | " Pottstown,..... | 6 00 |
| 92 | " Mt. Carbon,..... | 10 52 | 65 | " Phoenixville,..... | 6 20 |
| 93 | Arrives at Pottsville,... | 11 00 | 93 | Arrives at Philadelphia,... | 7 30 |

FARES.

For the round trip, up and down, in No. 1 cars:

| | |
|---|--------|
| From Philadelphia to Phoenixville and back, same day,.... | \$1 50 |
| " " " Pottstown, " " " " | 1 75 |
| " " " Reading, " " " " | 2 50 |
| " " " Sch. Haven, Mt. Carbon & Pottsville, 4 | 00 |
| " Reading to Pottsville, and back same day..... | 1 50 |

☞ No baggage carried with these trains. All tickets must be purchased before entering the cars.

Depot in Philadelphia, corner of Broad and Vine streets.

By order of the Board of Managers.

S. BRADFORD, *Secretary*, Philadelphia.

Portsmouth,
by steamers.

PENNSYLVANIA RAILROAD.

Extending from HARRISBURG to PITTSBURG, LENGTH 247 miles.
HARRISBURG to PHILADELPHIA, 106 miles. PHILADELPHIA to PITTSBURG, 253 m.

TWO DAILY THROUGH LINES
from PHILADELPHIA to PITTSBURG, and Time reduced to 15 hours by Express Train.
HOURS CHANGED.

The morning mail train to 7½ A. M., and the night express train to 10½ P. M.
THE MORNING MAIL TRAIN,

Through, from PHILADELPHIA to PITTSBURG daily, (except Sundays,) in 17 hours, and stopping at all the regular stations, will give passengers the benefit of a comfortable night's rest at Pittsburgh. From thence, they can take the Ohio and Pennsylvania Railroad, at 8 o'clock, A. M., for ALLIANCE, MASSILLON, WOOSTER, MANSFIELD, CREST LINE, COLUMBUS, KENIA, and CINCINNATI, connecting at Mansfield with the Sandusky, Mansfield, Newark and Zanesville Road.

THROUGH FROM PITTSBURG TO CINCINNATI IN 15 HOURS,
connecting with the trains for CLEVELAND, TOLEDO, DETROIT, and CHICAGO.

THE NIGHT EXPRESS TRAIN THROUGH IN 15 HOURS,

Leaving Philadelphia (daily) at 10½ P. M., and stopping at the principal stations only, connects at Pittsburgh with the Ohio and Pennsylvania Railroad at 3 P. M. for CINCINNATI; and with the Bellefontaine and Indiana Railroad, for Dayton, Indianapolis, Terre Haute, Louisville, Ky., and Chicago, Illinois. Also with the Mail steam packet boats from Cincinnati to Louisville and St. Louis, from whence passengers can take the steam packets to New Orleans and intermediate places.

FARE THROUGH BY RAILROAD.

| FROM PHILADELPHIA TO | | FROM PHILADELPHIA TO | |
|--------------------------------|--------|----------------------------------|-------|
| Pittsburg, | \$8 00 | Indianapolis, | 15 25 |
| Massillon, | 10 00 | Madison, | 17 25 |
| Cleveland, | 10 00 | Louisville, via Bellefontaine, & | |
| Mansfield and Crest Line, | 11 00 | Indianapolis and Jefferson- | |
| Sandusky, | 11 75 | ville Railroads, | 17 25 |
| Bellefontaine, | 12 25 | Louisville, via Steamboat | |
| Zanesville, | 12 25 | from Cincinnati, | 17 00 |
| Columbus, | 12 65 | St. Louis, via Steamboat | |
| Toledo, | 13 00 | from Cincinnati, | 24 00 |
| Dayton, | 13 75 | Chicago, via Indianapolis, .. | 18 25 |
| Kenia, | 14 00 | Chicago, via Michigan South- | |
| Cincinnati, | 15 00 | ern Railroad, | 18 00 |

The Cars will leave the Commonwealth's station, N. E. corner of Eighteenth and Market streets, where tickets can be purchased.

The Ohio river navigable for the largest sized packets—they leave Pittsburgh at 2 o'clock, P. M., daily, connecting with the Express Train leaving Philadelphia at 10 P. M.

FARE from Philadelphia to Cincinnati, \$11; to Louisville \$12; and to St. Louis, \$20, via Pennsylvania Railroad and Steamboats of the Pittsburgh and Cincinnati and United States Mail Lines.

Meals and Lodgings on the Packets to be paid for extra, as follows: from Pittsburgh to Cincinnati, \$2 50; to Louisville, \$3 50. Passengers for St. Louis will be charged \$2 50 extra for meals and lodgings between Pittsburgh and Cincinnati, but no extra charge is made after they leave Cincinnati on board the St. Louis packets. Passengers purchasing tickets in the cars will be charged *ten cents* in addition to the station rate, except from stations where the Company has not an agent.

THOMAS MOORE, Agent of the Penn. R. R. C., Philadelphia.

ROAD.

by Express Train.

rain to 10½ P. M.

Sundays,) in 17
passengers the
hence, they can
M., for ALLIANCE,
ENLA, and CINCIN-
ld, Newark and

15 HOURS,
and CHICAGO.
HOURS,

at the principal
sylvania Rail-
nd Indiana Rail-
., and Chicago,
innati to Louis-
eam packets to

PHIA TO
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inboat
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inboat

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| | 24 | 00 |
| polis,.. | 18 | 25 |
| South- | | |

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E. corner of
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Train leaving

...; and to St.
Pittsburg and
as follows:

as follows:
 1. 100,000 shares of St.
 2. 100,000 shares of Pittsburg
 3. 100,000 shares of

he cars will
om stations

Philadelphia.



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

FARE from Baltimore to Columbia, \$2.
 " " Baltimore to Harrisburg, \$2 35.

ARRIVAL and DEPARTURE of the Trains at and from the principal stations of the road.

LEAVE—Baltimore, 8½ A. M., 4 25 and 10 P. M.

" York, 6 and 10 5 A. M., and 3 P. M.

" Harrisburg, 8 $\frac{1}{2}$ A. M., and 2 P. M.

" Columbia, 8¹/₂ A. M., and 1¹/₂ P. M.

ARRIVE—Baltimore, 9½ A. M., 12 50, and 6½ P. M.

“ York, 11 A. M., 73 and 1 A. M.

" Harrisburg, 123 P. M., 24 A. M.

" Columbia, 8 A. M., and 12 Noon.

Passengers for the West leave Calvert Station, Baltimore, in the 8 P. M. Train, arrive in Pittsburg at Midnight, proceed on westward in the 8 o'clock Train next morning, and arrive in Cincinnati about 12 at night. On Sundays this train runs to Harrisburg only.

By leaving in the Express train at 10 P. M., passengers arrive in Pittsburg about 1 P. M., next day, and taking the 3 P. M. train, arrive in Cincinnati early next morning, thus making the time through in less than 32 hours. Either of these trains connect at Alliance with trains for Cleveland, Toledo and Chicago, and at Galion with Bellefontaine and Indianapolis Road to Lafayette and Louisville.

| | FARE FROM | BALTIMORE TO | |
|------------------|-----------|--------------------|---------|
| Pittsburg,..... | \$ 8 00 | Columbus,..... | \$12 65 |
| Cleveland,..... | 10 00 | Toledo,..... | 13 00 |
| Mansfield,..... | 11 00 | Cincinnati,..... | 15 00 |
| Crest Line,..... | 11 00 | Indianapolis,..... | 15 25 |
| Sandusky,..... | 11 75 | Lafayette,..... | 17 25 |
| Newark,..... | 11 75 | Louisville,..... | 17 25 |
| Zanesville,..... | 12 25 | Chicago,..... | 18 00 |

All of these cities are reached by Railway travel exclusively.

The 10 P. M. Train also connects at Pittsburg with the Pittsburg, Cincinnati, Louisville and St. Louis Steam Packet Line, being the only through line on the Ohio River. Boats leave Pittsburg daily on arrival of the express train of Pennsylvania Railroad.

| | |
|-----------------------------------|---------|
| FARE from Baltimore to Cincinnati | \$10 00 |
| " " " " Louisville | 11 00 |
| " " " " St. Louis | 19 00 |

WESTMINSTER BRANCH.

The Cars on this road make one trip per day each way connecting with the 4.25 train from Baltimore, and the train arriving in Baltimore at 8.45 A. M. on Sundays with the 8.45 A. M. train from Baltimore, returning in the evening.

B. F. PATRICK, Ticket Agent, Baltimore



PHILADELPHIA TO NEW YORK.

VIA CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD LINES.

Leave Philadelphia as follows :

| | Fare. | Time. |
|--|--------|--------|
| At 1½ A. M. (night), via Kensington and Jersey City, (Mail.) | \$3 00 | 4½ h. |
| At 7 A. M., via Camden and Amboy,..... | 2 00 | 5 " " |
| At 8 A. M., via Tacony and Jersey City,..... | 2 75 | 4½ " " |
| At 9 A. M., via Camden and Jersey City, (Express,)..... | 3 00 | 4½ " " |
| At 2 P. M., via Camden and Amboy, (Mail,)..... | 3 00 | 4½ " " |
| At 4 P. M., via Tacony and Jersey City,..... | 2 75 | 4½ " " |
| At 5½ P. M., via Camden and Jersey City, (Express,)..... | 3 00 | 4½ " " |

EMIGRANT PASSENGERS will leave at 7 A. M., and take Emigrant Cars at Camden. Fare, \$1 50.

~~At~~ The 5½ P. M. Line runs daily—all others Sundays excepted.

Place of Departure of all Lines, except 1½ A. M., *Walnut Street Wharf.*

FOR WAY STATIONS.

By the 7 and 8 A. M., and 4 P. M. Lines.

Express and Mail Lines stop at the principal Stations only.

STEAMBOAT AND RAILROAD WAY LINES.

Steamboat TRENTON for Burlington, Bristol, and intermediate places at 8 A. M., and 4 P. M.

Steamboat JOHN STEVENS for Bordentown, and intermediate places at 2½ P. M.

Way Line for Trenton, via Tacony, at 2½ P. M.

Way Line for Bordentown, via Camden at 4 P. M.

For Mount Holly at 7 A. M., and 2½, 4 and 5½ P. M.

For Freehold at 7 A. M., and 2 P. M.

For Bethlehem, Allentown, &c., at 9 A. M.

For Easton, or Phillipsburg, Carpentersville, Reiglesville, Milford and Lambertville at 9 A. M., and 2½ P. M.

NEW YORK TO PHILADELPHIA.

VIA NEW JERSEY RAILROAD, THROUGH IN 4 HOURS.

United States Mail and Express Lines leave New York, foot of Cortlandt st., at 7, 9 and 11 A. M., and at 4 and 5½ P. M. Fare, \$2 75 in 7 and 11 A. M., and 4 P. M.; \$2 50 (for 2d class) in 11 A. M. from New York, and 4 from Philadelphia; \$3 in 9 A. M., 5½ P. M. Accommodation Line leaves at 12 M. (at reduced prices), from Cortlandt street, through in 6 hours.

VIA CAMDEN AND AMBOY; FROM PIER NO. 1, NORTH RIVER.

Two lines daily, at 7 A. M., and 2 P. M. The Accommodation Line at 7 A. M. by Steamer JOHN POTTER, to South Amboy, thence by cars to way places and Camden; Fare, \$2. Express Lines at 2 P. M., by John Potter to Amboy, thence direct to Camden by cars, through in 5 hours; Fare, \$3.

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 7 P. M. 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 58 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.

SUMMER ARRANGEMENT.

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 1/2 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.

CENTRAL RAILROAD OF NEW JERSEY.

ELIZABETHPORT to EASTON, Pa., 64 miles.

FARE, \$1 56.

Passengers leave New York for Easton, &c., at 8 A. M., 12 M., and 4 P. M.

Leave New York for Somerville (way) at 3 P. M.

By steamers RED JACKET and WYOMING, from Pier No. 2 North River, connecting at Elizabethtown with trains by New Jersey Railroad from foot of Cortlandt street. Returning will leave

Phillipsburg (opposite Easton), at 6 15 and 10 30 A. M., and 3 P. M.

Somerville (way), at 6 30 A. M.

ELIZABETHPORT AND NEW YORK.

Leave New York at 8 and 10 15 A. M., 12 M., 4 and 6 P. M.

Leave Elizabethport at 7 45, and 9 25 A. M., 1 40, 3, and 6 P. M.

GEORGE H. PEGRAM, Sup't., Elizabethport, N. J.

STEAMBOAT AND RAILROAD ROUTES.

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 5½ P. M., for Providence, Stonington, &c. | | |
|---|--------|-----------|---|--------|-----------|
| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
| NEW YORK, | | 0 \$ cts. | BOSTON, | | 0 \$ cts. |
| STONINGTON, | 125 | | Mansfield, | 24 | 70 |
| Westerly, R. I., | 130 | | PROVIDENCE, R. I., | 43 | 1 25 |
| Kingston, | 148 | | Greenwich, | 57 | 1 65 |
| Greenwich, | 181 | | Kingston, | 70 | 2 05 |
| PROVIDENCE, | 175 | | Westerly, | 88 | |
| Mansfield, | 194 | | STONINGTON, | 93 | 2 80 |
| Boston, | 218 | 4 00 | 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 C. VANDERBILT, Capt. Joel Stone, and COMMODORE, Capt. John G. Bowes, 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 5 o'clock P. M., and Stonington at 8 o'clock P. M., or on the arrival of the mail train which leaves Boston at 5½ 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 C. VANDERBILT 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 5 P. M., touching at Newport each way.

The steamer EMPIRE STATE, Capt. Benjamin Brayton, on Tuesday, Thursday and Saturday, at 5 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, BELLOWS 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 5 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 | | | BOSTON EXPRESS TRAINS | | |
| leave New York from Canal st. at 8 A. M., and 4 P. M. | | | leave Boston from Boston and Worc. Depot for Springfield, New Haven, &c., at 9 A. M., and 4 P. M. | | |
| NEW HAVEN TRAINS | | | NEW HAVEN TRAINS | | |
| leave New York at 7 & 11½ A. M., 3 and 4 10 P. M., connecting with the Danbury, Housatonic, Naugatuck, Canal and New London Railroads. | | | leave New Haven for New York, &c., at 5½, 6½, and 9½ A. M., and 1 10, 5½, 4 and 9 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 |
| Darlen,..... | 41 | 75 | Stamford,..... | 40 | 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.

GEORGE W. WHISTLER Jr., *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.

NEW YORK TO ALBANY AND TROY,

VIA
HUDSON RIVER RAILROAD, . . . 144 miles.
TROY and GREENBUSH RAILROAD, 6 "

GOING NORTH.

PASSENGER CARS leave New York from Chambers st. for Albany, Troy, &c., at 6 and 9 A. M., 12 M., 4 and 5 P. M.

EMIGRANT and FREIGHT TRAIN at 630 P. M.

| STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|
| New York,..... | 0 | \$ cts. |
| 31st Street,..... | 3 | |
| Manhattanville,..... | 8 | |
| Spuyt'n Duyvil Creek,... | 12½ | |
| Yonkers,..... | 17 | |
| Hastings,..... | 21 | |
| Dobb's Ferry,..... | 22 | |
| Dearman,..... | 24 | |
| Tarrytown,..... | 27 | |
| Sing Sing,..... | 32 | |
| Croton,..... | 35½ | |
| 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,..... | 96 | |
| Tivoli,..... | 100 | |
| East Camp,..... | 105 | |
| Oak Hill,..... | 110 | |
| Hudson,..... | 116 | |
| Stockport,..... | 120 | |
| Coxsackie Ferry,..... | 123 | |
| Stuyvesant,..... | 126 | |
| Schodack,..... | 133 | |
| Castleton,..... | 133 | |
| East Albany,..... | 144 | 2 50 |
| Troy,..... | 150 | 2 60 |

GOING SOUTH.

PASSENGER CARS leave Albany for New York, &c., at 4½, 6, 8½, and 11 A. M.; 1½ and 4½ P. M.

FREIGHT and PASSENGER TRAIN, 5½ P. M. Leave Troy 15 minutes earlier.

| STATIONS. | Miles. | Fare. |
|--------------------------|--------|---------|
| Troy,..... | 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,..... | 114½ | |
| Sing Sing,..... | 118 | |
| Tarrytown,..... | 123 | |
| Dearman,..... | 126 | |
| Dobb's Ferry,..... | 128 | |
| Hastings,..... | 129 | |
| Yonkers,..... | 133 | |
| Spuyt'n Duyvil Creek,... | 137½ | |
| Manhattanville,..... | 142 | |
| 31st Street,..... | 147 | |
| New York,..... | 150 | 2 60 |

CARS for Poughkeepsie, from New York, at 7 and 10 A. M., and 1 and 4 P. M. For Peekskill at 3 and 5½ P. M.

SUNDAY TRAINS from Canal street station at 3 40 P. M. for Albany, &c. Leave Albany for New York, &c. at 9½ A. M., and 9½ P. M.

EDMUND FRENCH, Sup't., New York.

RAILROAD ROUTE FROM NEW YORK TO ALBANY AND TROY,

VIA

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 7, 9 A. M., and 4 P. M., for Chatham Four Corners and Albany; and at 10 A. M., 2½, 3½, 5 and 6½ P. M. for White Plains. &c.

PASSENGER CARS leave East Albany at 5, 9 A. M., and 4 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 | 37 | 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 00 | 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 |

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

GEO. L. SCHUYLER, Pres., New York.
J. D. ELIOT, Sup't., New York.

TROY,

D,

HAM FOUR
withEast Albany
M. for New
TION TRAINS
White Plains

Miles. Fare.

| | |
|------|---------|
| 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 |

ects with
, &c.
York.

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



NEW YORK AND ERIE RAILROAD.

Extending from New York to DUNKIRK, 460 miles.

SUMMER ARRANGEMENT.

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

1st. BUFFALO EXPRESS, at 6 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.

For Dunkirk, stopping at Way Stations.

4th. WAY EXPRESS, at 12 45 P. M.

5th. NIGHT EXPRESS, at 6 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 30 | 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 | Millwaukie and all
Ports on Lake | |
| Sandusky,..... | 11 50 | Michigan,..... | 16 50 |
| Toledo, | 13 00 | | |

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

ELMIRA, CANANDAIGUA,

AND

NIAGARA FALLS RAILROAD.

THIS ROAD CONNECTING WITH THE

New York and Erie Railroad, Great Western Railway, Michigan Central Railroad, Chicago and Aurora Railroad, Chicago and Mississippi Railroad,

FORMS

THE SHORTEST AND MOST EXPEDITIOUS ROUTE

between New York City, Upper Canada and the Western States.

Trains leave foot of Duane st., New York, as follows, (Sundays excepted,)

6 A. M. Express, 8 15 A. M. Mail Train, 6 P. M. Night Express.

RETURNING, Cars leave Niagara Falls at 5, 7 A. M., and 3 P. M. for Canandaigua, &c.

Only one Passenger Train on Sunday, at 6 P. M.

BB Baggage checked through and no charge for handling.

Rates of Fare by this Railroad:

| | | | |
|----------------------|--------|----------------|---------|
| Canandaigua, | \$6 44 | Detroit, | \$12 50 |
| Niagara Falls, | 7 50 | Chicago, | 18 50 |

For Through Tickets apply at the Company's Office, 193 Broadway, or at the Offices of the New York and Erie Railroad, foot of Duane street.

NB. Passengers can be ticketed through to the West, via the Falls and Buffalo, by calling at the Broadway Office.

WILLIAM G. LAPHAM, Sup't., Canandaigua.

New York and Erie Railroad to Hornellsville.**BUFFALO AND NEW YORK CITY RAILROAD.**

Through to Buffalo without Change of Cars,

THERE CONNECTING WITH THE SPLENDID STEAMERS

MISSISSIPPI, M. Hazard, ST. LAWRENCE, N. Mead,
for Cleveland.

Thence by Railroad to CINCINNATI, CHICAGO, and ST. LOUIS.

This Route also connects at Buffalo with the

| | |
|---|----------------------------------|
| Buffalo and Brantford R. R. to Paris, | Lake Shore Railroad to Cleveland |
| Great Western to Detroit, | and Cincinnati, |
| Michigan Central to Chicago, | Michigan Southern to Chicago. |
| And first class steamers for Monroe or Detroit, thence Railroad to Chicago. | |

Passengers leave from foot of Duane st., New York,

6 A. M. Express Train arrives in Buffalo 8 30 P. M.

12 45 P. M. Way Express arrive at Buffalo 9 18 A. M.

6 P. M. Express Train, arrives in Buffalo 9 55 A. M.

RETURNING, Cars leave Buffalo at 8 $\frac{1}{2}$, 10 $\frac{1}{2}$ A. M., and 5 11 P. M. for Hornellsville.

BB Baggage checked through to Buffalo, and no charge for transferring to the other Routes.

For Through Tickets or Freight apply at the General Railroad Office, 229 Broadway, corner Barclay street.

J. G. HOYT, Sup't., Buffalo.

**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 following 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 INDIANA, 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 Steamboats 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,..... | 56 | “ |

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 stopping 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
 Brantford Railroad, every morning and evening, upon the
 arrival of Express Trains from the East.

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

Time of leaving New York:

People's Line Steamers **ISAAO 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 6 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.

LAKE SHORE RAILROAD.

UNIFORM GAUGE ESTABLISHED.



BUFFALO and STATE LINE RAILROAD, and CLEVELAND and ERIE RAILROAD.

BUFFALO to CLEVELAND, 183 miles. USUAL TIME, 8 hours.

GREAT AMERICAN RAILROAD ROUTE,

Carrying the United States Mail

To DETROIT, CHICAGO, St. LOUIS and NEW ORLEANS.

Leave Buffalo from the New York Central Railroad Depot, Exchange st., (Sundays excepted,) as follows:

| LEAVES | 1st EXPRESS
Chicago & Cincinnati. | 2d EXPRESS MAIL.
Chicago & Cincinnati. | 3d EXPRESS.
Chicago & Cincinnati. |
|----------------|--------------------------------------|---|--------------------------------------|
| Buffalo,..... | 7 30 A. M..... | 10 45 A. M..... | 9 00 P. M. |
| Dunkirk,..... | 9 00 " | 12 00 P. M., Dine,.. | 11 00 " |
| Erie,..... | 10 30 " | 2 50 " | 1 00 A. M. |
| Cleveland,... | 2 10 P. M., Dine, .. | 6 45 " Supper, .. | 5 00 " Breakfast. |
| Toledo,..... | 7 15 " Supper, .. | 1 00 A. M..... | 10 00 " |
| Chicago,..... | 5 30 A. M., Arrive, .. | 12 00 Noon, Arrive, .. | 8 00 P. M., Arrive. |
| LEAVES | CINCINNATI TRAIN. | CINCINNATI TRAIN. | CINCINNATI TRAIN. |
| Cleveland,.... | 3 00 P. M..... | 7 30 P. M..... | 7 00 A. M. |
| Columbus,... | 7 30 " Supper, .. | 12 00 Noon,..... | 1 00 P. M. |
| Cincinnati,... | 1 00 A. M..... | 8 00 A. M..... | 8 00 " |

Second Class and Accommodation Train leaves at 2 30 P. M.

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

FIRST CLASS FARE

| | TO | |
|------------------------------|--------|---------------------------------------|
| Cleveland,..... | \$3 50 | Alton, Il.,.....\$18 50 |
| Cincinnati, via Columbus,... | 9 00 | St. Louis, via Chicago,..... 19 00 |
| " via Sandusky,.... | 9 00 | " via Cincinnati,.... 18 00 |
| Sandusky,..... | 5 00 | Louisville, via Cincinnati,.... 10 50 |
| Toledo,..... | 5 75 | " via Indianapolis,.. 11 50 |
| Chicago,..... | 11 00 | |

Passengers going to Detroit, by taking either of the Morning Trains, arrive at Cleveland in time for the Evening Line of Boats, arriving at Detroit next morning.

Through Tickets by the Lake Shore Road may be procured at the office of the N. Y. Central R. R. at the Depot. Baggage checked through to Cincinnati and Chicago.

C. C. DENNIS, Sup't., Buffalo, N. Y.



NEW YORK CENTRAL RAILROAD

BETWEEN

ALBANY, TROY, BUFFALO & NIAGARA FALLS.

Through, without change of Cars.

SUMMER ARRANGEMENTS.

Passenger Trains will leave as follows:

| FROM ALBANY. | | FROM BUFFALO. | |
|----------------------------------|------------|--------------------------|------------|
| 1st Morning Express,.... | 6 30 A. M. | Buffalo & N. York Expr., | 5 30 A. M. |
| 2d " " " " " " " " | 7 30 " " | Express,..... | 8 30 " " |
| Mail,..... | 9 00 " " | Mail,..... | 10 30 " " |
| New York Express,..... | 11 00 " " | Emigrant,..... | 12 00 M. |
| Emigrant,..... | 12 00 " " | Cleveland Express,..... | 5 00 P. M. |
| Syracuse Accommodat'n, 4 00 . M. | | Accommodation,..... | 5 45 " " |
| Evening Express,..... | 6 30 " " | Cincinnati and Chicago | |
| New York Express,..... | 10 30 " " | Express,..... | 11 10 " " |

WESTWARD. ALBANY TO BUFFALO, &c.

1st MORNING EXPRESS, 6 30 A. M.; stops at Schenectady, Utica, at 9 55 A. M., Rome, at 1 25, Syracuse, to dine, leave at 12 20 P. M., Auburn, at 1 24, Geneva, Canandaigua, at 3 12, Rochester, at 4 15 P. M., and Batavia, arriving at Buffalo at 6 1 P. M.

2d MORNING EXPRESS, 7 30 A. M.; stops at Schenectady, Utica, at 10 55 A. M., Rome, at 11 25, Syracuse, to dine, and leave at 1 35 P. M., Lyons, Rochester, at 4 20 P. M., and Batavia; arrive at Buffalo at 6 45 P. M.

MAIL, 9 A. M.; via Auburn, Geneva and Canandaigua, &c., stopping at all Stations; arriving at Buffalo at 12 55 A. M.

NEW YORK EXPRESS, 11 A. M.; stops at Schenectady, Utica, to dine, leave at 2 22 P. M., Rome, at 2 45 P. M., Syracuse, at 3 58 P. M., Clyde, Lyons, Palmyra, Rochester, at 6 40 P. M., and Batavia; arrives at Buffalo at 8 30 P. M.

EMIGRANT, 12 M.; stops at Schenectady, Utica, at 6 P. M., Rome, at 7 P. M., Syracuse, at 10, and leaves at 12, Clyde, Palmyra, Rochester, at 5 50, leave at 5 50 A. M., via Lockport, stopping at all Stations to Buffalo, arriving at 10 42 A. M.

SYRACUSE ACCOMMODATION, 4 P. M.; stops at all Stations; arrives at Syracuse at 10 30 P. M.

EVENING EXPRESS, 6 30 P. M.; stops at Schenectady, Utica, at 10 30 P. M., Rome, at 11 05 P. M., Syracuse, at 12 45 A. M., Auburn, Geneva, Canandaigua, Rochester, at 4 45 A. M., Batavia and Lancaster; arrive at Buffalo at 7 10 A. M.

NEW YORK EXPRESS, 10 30 P. M.; stops at Schenectady, Utica, at 2 20 A. M., Rome, at 2 55 A. M., Syracuse, at 4 30 A. M., Lyons, Rochester, to breakfast, leave at 7 40 A. M., and Batavia; arrive at Buffalo 9 50 A. M., at Suspension Bridge at 9 45 A. M., connecting with Great Western Railway Train to Detroit and Chicago, and at Niagara Falls at 9 50 A. M.

Syracuse and Rochester Accommodation leaves Syracuse, via Old Road at 6 30 A. M.; via New Road at 4 30 P. M., stopping at all stations

One Train on Sunday, leaving Albany at 6 30 P. M.

EASTWARD. FROM BUFFALO TO ALBANY, TROY, &c.

NEW YORK EXPRESS, 5 30 A. M.; stops at Rochester, for breakfast, leaves at 8 09 A. M., Lyons, Syracuse, at 10 40 A. M., Oneida, Rome, 11 47 A. M., Utica, 12 17 P. M., Schenectady, Albany, at 8 15 P. M., connecting with Hudson River Express Train, arriving in New York at 9 15 P. M.

STEAMBOAT EXPRESS, 8 30 A. M.; stops at Batavia, Rochester, at 11 A. M., Newark, Port Byron, Syracuse, to dine, and leave at 2 P. M., Rome, at 3 15 P. M., Utica, at 3 48 P. M., and Schenectady, arriving at Albany at 7 P. M.

MAIL, 10 30 A. M.; stops at all stations, passes over Old Road between Rochester and Syracuse, arriving in Albany at 1 45 A. M.

EMIGRANT, 12 M., via New Road between Rochester and Syracuse; arrives at Albany at 12 M. next day.

CLEVELAND EXPRESS, 5 P. M.; stops at Batavia, Rochester, for supper, leaves at 8 03 P. M., Palmyra, Lyons, Syracuse, at 11 02 P. M., Rome, at 12 25 A. M., Utica, at 1 A. M., Schenectady, Albany, at 4 30 A. M., connecting with Hudson River Railroad Express Train, arriving in New York at 9 55 A. M.; also with Western Railroad Train, to Springfield, Worcester and Boston.

CINCINNATI AND CHICAGO EXPRESS, 11 P. M.; stops at Batavia, Rochester, at 1 12 A. M., Clyde, Syracuse, at 3 46 A. M., Rome, at 4 53 A. M., Utica, at 5 26 A. M., Schenectady, Albany, at 8 30 A. M., connecting with Hudson River Railroad Train, arriving in New York at 1 25 P. M.

ACCOMMODATION TO ROCHESTER, 5 45 P. M.; stops at all Stations.

ROCHESTER AND ALBANY WAY EXPRESS, leaves Rochester via Old Road at 8 A. M., and 8 30 via New Road; stops at all Stations between Rochester and Syracuse at 12 M., (N. R.) 12 45 P. M., (O. R.); Rome, 2 20 P. M., Utica, 3 48 P. M., and Schenectady; arrives at Albany at 6 35 P. M.

ROCHESTER AND SYRACUSE ACCOMMODATION, leaves Rochester at 7 45 P. M., via Canandaigua, &c.; arrives at Syracuse at 12 30 A. M.

SYRACUSE AND ALBANY ACCOMMODATION, leaves Syracuse at 8 A. M.; arrives at Albany 2 35 P. M.

UTICA AND ALBANY ACCOMMODATION, leaves Utica 7 A. M.; arrives at Albany 10 40 A. M.

One train only on Sunday, (Cleveland Express,) leaving Buffalo at 5 P. M.

ROCHESTER TO BUFFALO, NIAGARA FALLS, &c.

ROCHESTER VIA LOCKPORT TO BUFFALO: Emigrant Train 5 50 A. M.; Mail Express 7 20 A. M.; Mail Express 8 30 A. M.; Accommodation 2 40 P. M.

BUFFALO VIA LOCKPORT TO ROCHESTER: Mail 7 50 A. M.; Express 3 50 P. M.; Emigrant 5 30 P. M.

ROCHESTER TO NIAGARA FALLS: Emigrant 5 50 A. M.; Detroit Express 7 20 A. M.; Express 8 30 A. M.; Accommodation 2 40 P. M.; Albany and Niagara Falls Express 4 30 P. M.; New York Express 6 30 P. M.

NIAGARA FALLS TO ROCHESTER AND ALBANY: New York Express 5 A. M.; Niagara Falls and Albany Express 8 15 A. M.; Mail 11 A. M.; Way Express 4 15 P. M.; Detroit and Chicago Express 9 50 P. M.

SUSPENSION BRIDGE, and stopping at all Stations to Buffalo at 6 50 A. M.; from Niagara Falls to Buffalo at 10 30 A. M., 2 P. M., 6 P. M., 10 P. M.

BUFFALO TO SUSPENSION BRIDGE, stopping at all Stations, 7 15 A. M., 9 A. M., (12 30 A. M. to Niagara Falls only,) 5 P. M., 8 P. M.

TROY TO SCHENECTADY, connecting with Trains Westward: Morning Express 6 A. M.; Mail 8 40 A. M.; New York Express 10 30 A. M.; Syracuse Accommodation 3 30 P. M.; Night Express 6 10 P. M.

Trains leave Schenectady for Troy on arrival of Trains from the West 4, 7 55, 10 20 A. M.; and 2 40, and 6 20 P. M.

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,..... | 20½ | 53 | Chittenango,..... | 14½ | 29 |
| Amsterdam,..... | 33 | 66 | Canastota,..... | 20½ | 41 |
| Fonda,..... | 44 | 88 | Oneida,*..... | 28 | 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,..... | 149 | 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,..... | 54½ | 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.

| | |
|-----|---------|
| 0 | \$ cts. |
| 8 | 16 |
| 14 | 29 |
| 20 | 41 |
| 26 | 52 |
| 30 | 60 |
| 38 | 77 |
| 46 | 92 |
| 49 | 98 |
| 53 | 1 06 |
| 62 | 1 24 |
| 67 | 1 34 |
| 74 | 1 48 |
| 84 | 1 68 |
| 90 | 1 80 |
| 93 | 1 86 |
| 104 | 2 08 |
| 116 | 2 30 |
| 122 | 2 42 |
| 131 | 2 62 |
| 148 | 2 96 |

| STATIONS. | Miles. Fare. | | STATIONS. | Miles. Fare. | |
|-----------------------|--------------|---------|-----------------------|--------------|---------|
| | | \$ cts. | | | \$ cts. |
| SYRACUSE,..... | 0 | \$ cts. | ROCHESTER,..... | 0 | \$ cts. |
| Marcellus,..... | 10 | 20 | Pittsford,..... | 8 | 16 |
| Junction,..... | 17 | 34 | Victor,..... | 19 | 38 |
| AUBURN,..... | 26 | 52 | Canandaigua,*..... | 29 | 58 |
| Cayuga,..... | 37 | 74 | Clifton Springs,..... | 40 | 80 |
| Seneca Falls,..... | 42 | 84 | Vienna,..... | 44 | 88 |
| Waterloo,..... | 45 | 90 | Geneva,..... | 52 | 1 04 |
| Geneva,*..... | 52 | 1 04 | Waterloo,..... | 59 | 1 18 |
| Vienna,..... | 60 | 1 20 | Seneca Falls,..... | 62 | 1 24 |
| Clifton Springs,..... | 64 | 1 28 | Cayuga,..... | 67 | 1 34 |
| Canandaigua,*..... | 75 | 1 50 | AUBURN,..... | 78 | 1 56 |
| Victor,..... | 85 | 1 70 | Junction,..... | 87 | 1 74 |
| Pittsford,..... | 96 | 1 92 | Marcellus,..... | 94 | 1 88 |
| ROCHESTER,..... | 104 | 2 08 | SYRACUSE,..... | 104 | 2 08 |

No. 4.

ROCHESTER TO LOCKPORT & NIAGARA FALLS,*via New York Central Railroad.***LOCKPORT AND NIAGARA FALLS BRANCH.**

B,

e).

| |
|--------------|
| Miles. Fare. |
| 0 \$ cts. |
| 10 20 |
| 15 30 |
| 20 40 |
| 25 50 |
| 47 95 |
| 86 73 |
| 44 89 |
| 51 1 03 |
| 54 1 09 |
| 58 1 18 |
| 69 1 38 |
| 79 1 59 |
| 92 1 84 |
| 99 1 99 |
| 105 2 10 |
| 112 2 24 |
| 126 2 51 |
| 138 2 57 |
| 133 2 66 |
| 150 3 00 |

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

BUFFALO and NIAGARA FALLS RAILROAD.



PASSENGER CARS leave Buffalo at
7½, 9 A. M., and 12½, 6½ and 7½ P. M.
for Niagara Falls, &c.
Sundays, at 9 A. M.

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

PASSENGER CARS leave Niagara Falls
at 7½, 10½ A. M., and 2½, 6½ and 10½
P. M.
Sundays, at 6½ P. M.

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

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

NEW ROUTE BETWEEN BUFFALO AND DETROIT

BY THE
BUFFALO and BRANTFORD

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.

Two 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.

The Accommodation will leave by the Ferry boat, from the Michigan Central Railroad Dock, at 12 30 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

GREAT WESTERN RAILROAD OF CANADA.

LENGTH, 220 miles. FARE, \$6 50. USUAL TIME, 8 hours.



1854.

NEW ARRANGEMENT.

1854.

FARE REDUCED! THREE TRAINS DAILY!
GREAT WESTERN U. S. THROUGH MAIL ROUTE

THE GREAT WESTERN RAILWAY, FROM NIAGARA FALLS TO DETROIT.

Forming the Cheapest, Safest and Quickest Route for DETROIT, CHICAGO, ST. LOUIS, GALENA and all points in the great West.

Trains leave and arrive as follows:

| LEAVES | 1st EXPRESS. | 2d EXPRESS. |
|--------------------------|--------------|-------------|
| Buffalo, | 7 15 A. M. | 5 00 P. M. |
| " | 9 00 " | 8 00 " |
| Suspension Bridge, | 10 30 " | 10 00 " |
| Hamilton, dine, | 12 30 P. M. | 12 00 " |
| London, | 4 05 " | 3 40 A. M. |
| Detroit, arrives, | 8 00 " | 8 00 " |
| " leaves, | 9 00 " | 9 00 " |
| Michigan City, | 5 00 A. M. | 5 00 " |
| Chicago, arrives, | 7 30 " | 7 30 " |
| FARE to Detroit, | | |
| | | \$ 5. |
| " Chicago, | | 11. |
| " St. Louis, | | 19. |

Only one change of Cars between Niagara Falls and Chicago.

Baggage checked through to Detroit and Chicago. Connecting at Detroit with Michigan Central, Pontiac and Oakland and Ottawa Railroads; at Michigan City with New Albany and Salem Railroad to Lafayette, &c., and at Chicago with all the thoroughfares West, North and South.

A Local Train for the Accommodation of Way passengers will leave the Suspension Bridge at 1 30 P. M.

THROUGH TICKETS

can be obtained at the office of the New York Central Railroad, on Erie street, and at the Great Western Railway Agency, No 17 Exchange street, two doors from Washington street, under the Mansion House, Buffalo.

For the speedy transaction of freight this route offers unequalled facilities.

J. MOVIUS, Gen. Agent, Great Western Railway.

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

TROY AND BOSTON RAILROAD.

Connecting with the RUTLAND and WASHINGTON RAILROAD
at Eagle Bridge, N. Y.



Great Northern and Eastern Railroad Line.

Through to Burlington, Vt., in 5 hours.

" " Montreal, 10 "

" " Boston, 8 "

Cars leave Union Railroad Depot, Troy,

WAY TRAIN, 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 OR WESTERN VERMONT RAILROADS, 10 45 A. 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 30 P. M., Burlington 4 P. M., Montreal 9 P. M., Ogdensburgh 12 08 A. M., Boston 7 40 P. M.

EVENING EXPRESS, VIA RUTLAND AND WASHINGTON OR WESTERN VERMONT RAILROADS, 5 45 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.

*Berths and Meals unnecessary which makes this as cheap,
and **Six Hours quicker**
than by any other route.*

RETURNING,

Passenger Cars leave Rutland, Vt., at 6 A. M., and 1 1/2 P. M., for Troy, &c.; at 1 20 P. M. for Whitehall, Saratoga Springs, &c.

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

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

RUTLAND BR. (WHITE-SARAT & WASH. R. R. & SAR. & BOSTON R. R.)

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 6 15 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. | | | STATIONS. | | |
|----------------------|--------|---------|----------------------|--------|---------|
| | Miles. | Fare. | | Miles. | Fare. |
| TROY,..... | 0 | \$ cts. | RUTLAND,..... | 0 | \$ cts. |
| Green Island,..... | 1 | | Castleton,§..... | 10½ | 30 |
| Waterford,..... | 4 | 12 | Hydeville,..... | 13½ | 45 |
| Junction,*..... | 5 | | Fairhaven,..... | 15½ | 50 |
| Mechanicsville,..... | 12 | 37 | State Line,..... | 17½ | 55 |
| Ballston Spa,..... | 25 | 75 | | | |
| Saratoga,..... | 32 | 1 00 | Junction,..... | 24 | 75 |
| | | | Lake,†..... | 26 | 85 |
| Saratoga,..... | | | Junction,..... | | |
| Van Kleeck's,..... | 40 | | Comstock's,..... | 30½ | 1 00 |
| Gansevoort,..... | 43 | 1 25 | Fort Ann,..... | 34½ | 1 15 |
| Moreau,†..... | 48 | 1 25 | Smith's Basin,..... | 38½ | 1 30 |
| Fort Edward,..... | 49 | 1 25 | Dunham's Basin,..... | 43 | 1 50 |
| Dunham's Basin,..... | 52 | 1 45 | Fort Edward,..... | 46 | 1 55 |
| Smith's Basin,..... | 56½ | 1 45 | Moreau,†..... | 47 | 1 55 |
| Fort Ann,..... | 60½ | 1 55 | Gansevoort,..... | 52 | 1 70 |
| Comstock's,..... | 64½ | 1 60 | Van Kleeck's,..... | 55 | |
| | | | Saratoga,..... | 63 | 1 85 |
| Junction,..... | 71 | 1 75 | | | |
| Lake,†..... | 73 | 1 80 | Saratoga,..... | | |
| Junction,..... | | | Ballston Spa,..... | 70 | |
| State Line,..... | 77½ | 1 75 | Mechanicsville,..... | 83 | |
| Fairhaven,..... | 79½ | 1 75 | Junction,*..... | 90 | |
| Hydeville,..... | 81½ | 1 75 | Waterford,..... | 91 | 2 10 |
| Castleton,§..... | 84½ | 1 80 | Green Island,..... | 94 | |
| RUTLAND,..... | 95 | 2 10 | TROY,..... | 95 | 2 10 |

* 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.

GREAT NORTHERN MAIL & PASSENGER ROUTE

BETWEEN

TROY and MONTREAL,

BY THE

RENSSELAER and SARATOGA, and SARATOGA and
WASHINGTON RAILROADS.

AND THE

STEAMERS ON LAKE CHAMPLAIN.

TRAINS will run daily, (except Sundays,) as follows:

GOING NORTH,

Leave Troy Union Depot, in Sixth street, at 7 A. M., Express, with Passengers from Hudson River Night Steamers, connecting at Saratoga with Trains for Whitehall, Castleton, Rutland, Burlington, Rouse's Point, Plattsburgh, Montreal, Bellow's Falls, Brattleboro', Keene, Lowell, and Boston.

11 A. M., Freight and Accommodation, to Saratoga Springs.

6 15 P. M., Express, with Passengers from Hudson River Trains, connecting at Saratoga with Trains for above places.

GOING SOUTH,

Leave Saratoga Springs at 9 45 A. M., (Express,) 2 30, (Accommodation,) 6 15 P. M.

Baggage checked and through Tickets furnished.

For further information apply at the Rensselaer and Saratoga Railroad Office, Union Depot, Troy.



NORTHERN (OGDENSBURGH) RAILROAD.

LENGTH, 118 miles. FARE \$3.

Leave Ogdensburgh at 6, 7 1/2 A. M., 2 1/2 P. M.; arriving at Rouse's Point at 10 1/2, 11 1/2 A. M., 7 1/2 P. M., connecting with Steamers on Lake Champlain.

Leave Rouse's Point at 9 A. M., 2 1/2, 6 1/2 P. M.; arriving at Ogdensburgh at 1 1/2, 7, 11 P. M., connecting with Steamers on the St. Lawrence River.

Passengers leaving Ogdensburgh by the morning trains will be able to reach Boston and New York the same evening. By the afternoon Train they will reach Montpelier and Rutland the same evening, and Boston and New York early the next day.

Passengers leaving Boston and New York in the early trains from those cities, and Montreal at 5 o'clock P. M., will reach the boats from Ogdensburgh for ports on Lake Ontario and the Upper Lakes the same evening.

The Train leaving Ogdensburgh at 7 1/2 A. M., connects with the Express Steamers from the West, putting passengers by those Steamers into Boston and New York the same evening. This Train does not stop at Way Stations.

GEORGE PARKER, Sup't, Ogdensburgh, N. Y.

ALBANY and RUTLAND RAILROAD.

Cars leave Albany, corner of Steuben and Water streets, near Hudson River Ferry, as follows:

THROUGH TRAINS—GOING NORTH, VIA SARATOGA.**ALBANY AND SARATOGA.**

Leave Albany, 7, 11 A. M., and 5 50 P. M.

Leave Saratoga, 9 A. M., 2 30 and 7 P. M.

For West Troy, Cohoes and Waterford.

GOING NORTH.

Leave Albany, 7, 9, 11 A. M., and 2 45, 5 50 P. M.

Leave West Troy, 7 15, 9 15, 11 15 A. M., and 3, 6 05 P. M.

Leave Cohoes, 7 20, 9 20, 11 20 A. M., and 3 05, 6 10 P. M.

GOING SOUTH.

Leave Waterford, 8, 10 15 A. M., and 1, 4 10, 8 15 P. M.

Leave Cohoes, 8 05, 11 20 A. M., and 1 05, 4 15, 8 20 P. M.

Leave West Troy, 8 10, 10 25 A. M., and 1 10, 4 20, 8 25 P. M.

Omnibuses will run between Troy and West Troy Station in connection with the above Trains.

Through Tickets and Checks for Baggage to the principal points North.

W. GIBSON, Sup't, Albany.

SARATOGA AND SCHENECTADY RAILROAD.

(Run by Rensselaer and Saratoga Railroad Company.)

PASSENGER CARS leave Schenectady at 8 15 A. M., and 6 30 P. M.

PASSENGER CARS leave Saratoga Springs at 9 A. M., and 4 30 P. M.

| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
|--------------------|--------|---------|--------------------|--------|---------|
| SCHENECTADY,* | 0 | \$ cts. | SARATOGA SPRINGS,† | 0 | \$ cts. |
| Halfway House, | 8 | | Ballston Spa,‡ | 6½ | 25 |
| Ballston Spa,‡ | 16½ | 50 | Halfway House, | 14 | |
| SARATOGA SPRINGS,† | 22½ | 75 | SCHENECTADY,* | 22 | 75 |

* Connect with New York Central Railroad.

† Connect with Rensselaer and Saratoga Railroad.

‡ Connect with Saratoga and Washington Railroad.

L. H. TUPPER, Sup't, Troy, N. Y.

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 unequalled.

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't., Rome, N. Y.

BOSTON and WORCESTER RAILROAD.

LENGTH, 44 miles. FARE, \$1 15.

Passenger trains leave Boston as follows:

For Worcester, at 7 30 (9 Express) A. M., 1 30, (2 15 and 4 Express,) 4 30, (and 5 30 Express) P. M.

For Milbury, 7 30 A. M., 4 30 P. M.

For Milford, 7 30 A. M., 1 30, 4 30 P. M.

For Framingham, 7 30, (9 Express) A. M., 1 30, (2 15 and 4 Express,) 4 30, (and 5 30 Express) P. M.

For Saxonville, 9 15 A. M., 6 P. M.

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

For Brookline, 7, 7 40, 9 05 A. M., 12 M., 12 45, 2 30, 3 30, 5 10, 6 15, 7 30, 9 30 P. M.

For Charles River Branch, 7 A. M., 12 M., 3 30, 6 15 P. M.

Express Trains stop only at Framingham. Saturday nights at 10 (instead at 9 15.)

TRAINS FOR BOSTON, as follows:

Leave Worcester, about 5, at 7, 9 20, 11 20 Express) A. M., (3 20 Expr.) 4, (and 11 Express) P. M.

Leave Framingham, about 6, 7 55, 10 25 A. M., (12 05, 4 05 Express,) 4 55, (and 11 45 Express) P. M.

For further particulars see Pathfinder Railway Guide.

G. TWITCHEL, *Sup't.*, Boston.**WESTERN RAILROAD.**

LENGTH, 118 miles. FARE, \$3.

ALBANY and WEST STOCKBRIDGE RAILROAD, . . . 33 miles.

TOTAL DISTANCE from ALBANY to BOSTON, 200 miles.

Passenger Trains leave Boston as follows:

For Albany, New York, and Way Stations, at 7 30 A. M.

" New York and Albany, (Express Train,) 9 A. M.

" Albany, (Express Train,) 2 P. M.

" New York, (Express Train,) 4 P. M.

" Springfield, Hartford, and Northampton, 4 P. M.

PASSENGER TRAINS LEAVE WORCESTER

For New York and Albany, (Express Train,) 10 25 A. M., 5 25 P. M.

" Albany, New York and Way Stations, 10 25 A. M., 3 P. M.

" Springfield, Hartford, and Northampton, 6 25 P. M.

PASSENGER TRAINS LEAVE SPRINGFIELD

For Albany, 6 A. M., 12 P. M., and 5 P. M.

" Worcester and Boston, (Accom. Trains,) 7 A. M., 1 50 P. M.

" Worcester and Boston, (Express Trains,) 9, 12, 9 25 P. M.

PASSENGER TRAINS LEAVE ALBANY

For Springfield, Worcester and Boston, 5, 9 A. M., 3 P. M.

Trains connect at Albany with the Albany and Schenectady, Troy and Greenbush and Hudson River Railroads; at Chatham 4 Corners with the Harlem and Hudson and Berkshire Railroads; at State Line with the Housatonic Railroad; at Pittsfield with the Pittsfield and North Adams, and Stockbridge and Pittsfield Railroads; at Springfield with the Hartford, New Haven and Springfield, and Connecticut River Railroads; at Palmer with the New London, Palmer, and Willimantic Railroad; at Worcester with the Providence and Worcester, Worcester and Nashua, Norwich and Worcester Railroads.

HENRY GRAY, *Sup.*, Springfield, Mass.

RUTLAND and BURLINGTON RAILROAD.



PASSENGER CARS leave Burlington at 6½, 10½ A. M., and 10½ 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 6½ A. M., 1½, and 9 P. M., for Burlington, Montreal, &c.

| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|------------------------|--------|---------|
| BURLINGTON,..... | 0 | \$ cts. | BELLOW'S FALLS,..... | 0 | \$ cts. |
| Shelburne,..... | 6 | | Rockingham,..... | 6 | 25 |
| Charlotte,..... | 11 | 50 | Bartonsville,..... | 10 | 35 |
| North Ferrisburg,..... | | | Chester,..... | 14 | 45 |
| Ferrisburg,..... | 15 | | Gassetts,..... | 18 | 60 |
| Vergennes,..... | 21 | 85 | Duttonsville,..... | 23 | 75 |
| New Haven,..... | 26 | | Ludlow,..... | 28 | 90 |
| Middlebury,..... | 33 | 1 35 | Summit,..... | | |
| Salisbury,..... | 39 | 1 60 | Mount Holly,..... | 35 | 1 15 |
| Whiting,..... | 44 | 1 75 | East Wallingford,..... | | |
| Brandon,..... | 50 | 1 95 | Cuttingsville,..... | 44 | 1 35 |
| Pittsford,..... | 58 | 2 20 | Clarendon,..... | 47 | 1 55 |
| Centre Rutland,..... | | | North Clarendon,..... | | |
| RUTLAND,..... | 67 | 2 55 | RUTLAND,..... | 53 | 1 3 |
| North Clarendon,..... | | | Centre Rutland,..... | 55 | 1 70 |
| Clarendon,..... | 70 | 2 75 | Pittsford,..... | 64 | 2 00 |
| Cuttingsville,..... | 77 | 2 85 | Brandon,..... | 70 | 2 25 |
| East Wallingford,..... | | | Whiting,..... | 75 | 2 45 |
| Mount Holly,..... | 85 | 2 00 | Salisbury,..... | 79 | 2 60 |
| Summit,..... | | | Middlebury,..... | 85 | 2 85 |
| Ludlow,..... | 92 | 3 30 | New Haven,..... | 93 | 3 15 |
| Duttonsville,..... | 97 | 3 45 | Vergennes,..... | 98 | 3 35 |
| Gassetts,..... | 102 | 3 60 | Ferrisburg,..... | 100 | 3 40 |
| Chester,..... | 108 | 3 65 | North Ferrisburg,..... | 105 | |
| Bartonsville,..... | 110 | 3 65 | Charlotte,..... | 109 | 3 65 |
| Rockingham,..... | 114 | 3 65 | Shelburne,..... | 114 | 3 65 |
| BELLOW'S FALLS,..... | 120 | 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 Ogdensburg, Montreal, &c.

Wm. RAYMOND LEE, Pres., Boston.

JAMES M. DUNLAP, Sup't, Rutland, Vt.

VERMONT CENTRAL RAILROAD.



PASSENGER CARS leave Rouse's Point at 8 A. M., and 3 & 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.

| Miles. | Fare. |
|--------|---------|
| 0 | \$ cts. |
| 6 | 25 |
| 10 | 35 |
| 14 | 45 |
| 18 | 60 |
| 23 | 75 |
| 28 | 90 |
| 35 | 1 15 |
| 44 | 1 35 |
| 47 | 1 55 |
| 53 | 1 5 |
| 55 | 1 70 |
| 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 | |
| 109 | 3 65 |
| 114 | 3 65 |
| 120 | 3 65 |

| STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|
| ROUSE'S POINT..... | 0 | \$ cts. |
| West Alburgh..... | | |
| Alburgh..... | 4 | 20 |
| Alburgh Spa..... | 6 | 25 |
| Swanton..... | 14 | 45 |
| St. Albans..... | 23 | 75 |
| Georgia..... | 33 | 1 00 |
| Milton..... | 37 | 1 05 |
| Colchester..... | 44 | 1 30 |
| BURLINGTON..... | 56 | 1 55 |
| Essex Junction..... | | |
| Williston..... | 52 | 1 55 |
| Richmond..... | 56 | 1 70 |
| Jones'..... | 59 | 1 80 |
| Bolton..... | 62 | 1 90 |
| Waterbury..... | 69 | 2 10 |
| Middlesex..... | 74 | 2 25 |
| Montpelier..... | 81 | 2 45 |
| Northfield..... | 91 | 2 65 |
| Roxbury..... | 98 | 2 90 |
| Braintree..... | 106 | 3 15 |
| Randolph..... | 112 | 3 30 |
| Bethel..... | 119 | 3 50 |
| Royalton..... | 124 | 3 65 |
| South Royalton..... | 126 | 3 70 |
| Sharon..... | 131 | 3 85 |
| West Hartford..... | 136 | 3 95 |
| Woodstock..... | 140 | 4 05 |
| White R. Village..... | 142 | 4 10 |
| White R. Junction..... | 144 | 4 15 |
| N. Hartland..... | 149 | 4 30 |
| Hartland..... | 153 | 4 45 |
| WINDSOR..... | 158 | 4 60 |

| STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|
| WINDSOR..... | 0 | \$ cts. |
| Hartland..... | 5 | 20 |
| N. Hartland..... | 9 | 35 |
| White R. Junction..... | 14 | 50 |
| White R. Village..... | 16 | 55 |
| Woodstock..... | 18 | 60 |
| West Hartford..... | 22 | 70 |
| Sharon..... | 32 | 85 |
| South Royalton..... | 32 | 1 00 |
| Royalton..... | 34 | 1 05 |
| Bethel..... | 39 | 1 20 |
| Randolph..... | 46 | 1 40 |
| Braintree..... | 52 | 1 55 |
| Roxbury..... | 60 | 1 30 |
| Northfield..... | 67 | 2 05 |
| Montpelier..... | 77 | 2 30 |
| Middlesex..... | 84 | 2 50 |
| Waterbury..... | 89 | 2 65 |
| Bolton..... | 96 | 2 85 |
| Jones'..... | 99 | 2 95 |
| Richmond..... | 102 | 3 05 |
| Williston..... | 106 | 3 40 |
| Essex Junction..... | 110 | 3 30 |
| BURLINGTON..... | 118 | 3 30 |
| Colchester..... | 114 | 3 45 |
| Milton..... | 121 | 3 60 |
| Georgia..... | 125 | 3 75 |
| St. Albans..... | 135 | 4 00 |
| Swanton..... | 144 | 4 30 |
| Alburgh Spa..... | 152 | 4 40 |
| Alburgh..... | 154 | 4 45 |
| West Alburgh..... | | |
| 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't, Northfield, Vt

EASTERN RAILROAD.

Connecting with the Portland, Saco, and Portsmouth Railroad.

BOSTON to PORTLAND, (from Causeway Street,) 105 miles. FARE, \$2.

Trains from Boston leave for Lynn and Salem, at 7, 7 30, 8 30, 10 15 A. M.,
12 15, 2, 2 30, 3 30, 4, 5, 5 30, 6, 7, 9 P. M.
Gloucester, 7 30, 8 30 A. M., 2 30, 5 30 P. M.
Newburyport, 7 30, 10 15 A. M., 12 15, 2, 4, 5, 6 P. M.
Portsmouth, 7 30 A. M., 2, 4, 5 P. M.
Portland, 7 30 A. M., 2, 5 P. M.
From Portland for Boston, 8 30 A. M., 2 15, 5 P. M.
Portsmouth, 7 15, *10 45 A. M., *4 30, *7 15 P. M.
Newburyport, 7, *8 10, 10 15, *11 30 A. M., 3 40, *5 15, *8 P. M.
Gloucester, 7 10, 9 10 A. M., 1 20, 4 40 P. M.
Salem, 5 50, 7 15, *8, 8 45, *9 10, 10, 11 15 A. M., *12 25, 2 15, 4 40, 5 30,
*6 15, 7 30, *8 40 P. M.

* Or on arrival from the East.

JOHN KINSMAN, Sup't, Salem, Mass.

BOSTON and MAINE RAILROAD.

*Extending from Boston to Haverhill, Me., 74 miles, connecting with the
above Route.*

For Portland and Saco, 7 30 A. M., 2, 5 P. M.
" Great Falls, Dover, and Exeter, at 7 30 A. M., 12 20, 2, 5 P. M.
" Concord and Upper Railroads, at 7 30 A. M., 12 M., 5 30 P. M.
" Haverhill, at 7 30, 10 15 A. M., 12 20, 2, 5, 6 20 P. M.
" Lawrence, 7, 7 30, 10 15 A. M., 12, 12 20, 2, 2 45, 5, 5 30, 6 20 P. M.
" Reading, 7, 10 15, 11 30 A. M., 12 20, 1 40, 2 45, 4 40, 5 45, 6 20, 7 15,
9 15 P. M.
For Medford, 6 45, 9 30, 11 20 A. M., 12 45, 2 50, 5 35, 6 45, 9 20 P. M.
From Portland, 8 30 A. M., 2 15, 5 P. M.
" Great Falls, 6, 10 20 A. M., 4 P. M.
" Lawrence, 6 42, 7 45, 9 A. M., 12, 12 15, 2, 4 15, 5 20, 8 15 P. M.

T. S. WILLIAMS, Sup't, Boston.

OLD COLONY RAILROAD.

LENGTH, 37 miles. FARE, \$1 12.

Connecting with the Fall River Railroad at S. Braintree.

Trains will leave Boston,

For Savin-Hill, 7 30, 9, 10 15 A. M., 1, 3, 5 45, 6 20, 7 15, 9 15 P. M.
" Quincy and South Braintree, 7 15, 8 30, 10 15 A. M., 1 30, 2 30, 4, 5,
6 20, 6 50, 9 15 P. M. (on Saturday at 10 P. M.)
Dorchester and Milton, 7 30, 9 A. M., 1, 3, 5 45, 7 15 P. M.
Plymouth and Bridgewater, 8 30 A. M., 2 30, 5 P. M.
Plymouth for Boston, 6 15, 9 15 A. M., 4 55 P. M.
Bridgewater for Boston, 6 50, 9 07 A. M., 4 55 P. M.
Milton for Boston, 6 15, 8 10, 10 10 A. M., 1 45, 5 05, 5 25 P. M.

BOSTON AND LOWELL RAILROAD.

Length, 26 miles. FARE, 65 cts.

Trains leave BOSTON:

For Lowell, Nashua, Concord, and Upper Railroad, at 7:30 A. M., 12 M.
 5:30 P. M., stopping for passengers to Lowell and beyond.
 For Lowell and North of Lowell, at 7:30, 8:30, 6:30 P. M.
 " Woburn Centre at 7, 8, 11:30 A. M., 2:30, 3, 5, 6:15
 " Winchester and West Medford, at 7, 8, 9, 11:30 A. M., 2:30, 3, 5, 6:15
 6:30, 7:30, and 9 P. M.
 * On Wednesdays at 11, Saturdays at 10 P. M., instead of 9 P. M.

Leave LOWELL,

at 7, 7:50, 19:15 A. M., 12 M., 2 and 15:30 P. M. Woburn Centre at 6, 7,
 8, 9 A. M., 1:15, 4, 6:15, and 8:15 P. M.
 Trains marked †, leave on arrival of Trains from Nashua.

Wm. PARKER, Agent, Boston.

NORTHERN RAILROAD, N. H.

Length, 49 miles. FARE, \$2.

Passenger Trains leave the Depots of the Lowell and Boston and Maine
 Roads, at 7:30 A. M., and 12 M., for White River Junction, Wells River,
 Vt., Littleton, N. H., St. Johnsbury, Montpelier, Burlington, Vt., Ogdens-
 burgh, N. Y., and Montreal; also at 12 M. for Bristol, N. H.

Leave White River Junction for Boston, &c., at 7:05 A. M., and 2 P. M.,
 or on the arrival of the Cars from the Central and Passumpsic Roads. The
 Cars of the Vt. Central and Passumpsic Railroads run over this road. It is
 also the British Steam Mail Route. Numerous Stages leave the principal
 Stations on the line, to and for most parts of the country.

J. H. STEARNS, Agent, Concord, N. H.

FITCHBURG RAILROAD.

Length, 10 miles. FARE, \$1.50.

Trains will run as follows,

For Fitchburg, 6:20, (7, Express,) A. M., 1 and 4 P. M.
 " W. Townsend and Mason, 6:20, 7 A. M., and 4 P. M.
 " Worcester and Nashua, 6:20, 11 A. M., and 4 P. M.
 " Peltonville, 11 A. M., and 4 P. M.
 " Concord, 6:20 and 11 A. M., 1 P. M., and 6:30 P. M.
 " Waltham, 8:20, 7:45, 9, 9:45, 11, 11:45 A. M., 1, 2:30, 4, 4:30, 6:20,
 6:30, 8:30 P. M.
 For Wellington Hill, 6:20, 9, 11 A. M., 1, 2, 3, 4, 6:30 P. M.; on Tuesdays,
 Thursdays, and Saturdays, at 8:30 P. M.
 For Lexington and West Cambridge, 7:50 A. M., 12:10, 2:30, 4:40 P. M.
 For Fresh Pond, Mt. Auburn, & Watertown, 7:45, 9:45, 11:45 A. M., 2:30,
 4:30, 6:20 P. M.; and on Mondays, Wednesdays, and Fridays at 8:30 P. M.
 For Old Cambridge, 7:45, 9:45 A. M., 12:10, 1, 2:30, 3:30, 4:30, 6:30, 7:15,
 8:30 P. M.
 From Fitchburg, 7:25 A. M., 12 M., 5, (6, Express,) P. M.
 " Groton Junction, 7:55 A. M., 12:30, 3:30, 5:37, 6:25 P. M.
 " Concord, 7, 8:35 A. M., 1:08, 4:08, 6:10, 6:57 P. M.
 " Lexington, 6:55, 9:05, 2, 5:40 P. M.

L. BIGELOW, Sup't., Boston.

ANDROSCOGGIN AND KENNEBEC RAILROAD,

LENGTH, 55 miles. FARE, \$1 70.

Passenger Trains leave Waterville at 4 40 A. M. and 12 M., arriving in Portland at 8 05 A. M. and 3 40 P. M.
 Returning, leave Portland at 7 10 A. M. and 1 15 P. M., arriving in Waterville at 10 47 A. M. and 4 52 P. M.

Passengers by Morning Trains from Waterville, can reach same day most of the principal towns in Massachusetts, R. I., Southern New Hampshire and Vermont, Conn., Albany and New York.

Those by Afternoon Train can spend one hour and a quarter in Portland, and proceed to Boston same evening by the Express Train.

Passengers for Bangor by Morning Train from Portland take Pinkham's line of Stages at Waterville, and proceed to Bangor same night.

Those by Afternoon Train spend the night in Portland, and reach Bangor next day.

Stages connect at the several Stations on this Road for most of towns North and East of the line, as heretofore.

FARE—Between Boston and Lewiston, \$2 25; Wintthrop, Readfield, &c., \$2 50; Waterville, \$3; Bangor, \$4 75.

Through Tickets are sold for this Road at Lowell, and the principal Stations on the Eastern and Boston and Maine Railroads. Also at the Eastern depot in Portland, for Bangor, at \$3 50.

CHARLES M. MORSE, Sup't, Waterville, Me.

KENNEBEC AND PORTLAND RAILROAD.

Two Through Trains each way daily, between Boston and Augusta.

TRAINS leave daily, (Sundays excepted,) as follows:
 Leave Augusta for Portland and Boston, at 5 20 A. M. and 11 00 A. M.

Augusta for Portland at 5 20 and 11 00 A. M., and 1 15 P. M.

Portland for Bath and Augusta, at 5 10 A. M., and 1 00 and 5 55 P. M.

Bath for Portland and Boston, at 6 25 A. M., and 12 05 P. M.

Bath for Portland at 6 25 A. M., and 12 05 and 3 05 P. M.

Augusta for Bath at 5 20 and 11 00 A. M., and 1 15 P. M.

Bath for Augusta at 6 25 A. M., and 1 45 and 7 35 P. M.

BATH AND BRUNSWICK TRAINS.

Leave Bath at 6 25 A. M., and 12 05, 1 45, 3 05, and 7 35 P. M.

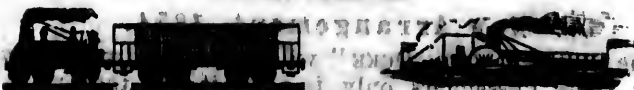
Leave Brunswick at 7 20 A. M., and 12 30, 2 20, 4 05 and 6 08 P. M.

The 5 20 and 11 00 A. M. Trains from Augusta, and the 6 25 A. M. and 12 05 P. M. Trains from Bath, connect at Portland with the Trains from Portland to Boston and Lowell.

The 1 00 and 7 30 P. M. Trains from Portland, connect with the Trains leaving Boston at 7 30 A. M. and 2 00 P. M.

E. C. HYDE, Sup't, Bath, Me.

THE GRAND TRUNK RAILWAY OF CANADA.



The Trains for Portland and Boston leave Longueuil, opposite Montreal, every day at 3 o'clock P. M.

FARE to Boston by Railway throughout, \$7 50
and Packet from Portland, 6 75

Tickets can be obtained at the Office of the British and North American Express Company, Great St. James street, or on board the Steamer.

Passengers booked through are allowed to stop at the White Mountain Station, Gorham; remain there any time up to fourteen days, and proceed with the same ticket.

The Steamer will leave the Wharf, at the foot of Jacques Cartier Square, and Longueuil, as follows:

Leave Montreal—10 30 A. M., Freight.

2 30 P. M., Passengers.

6 00 " Freight.

Longueuil—8 30 A. M., Freight.

12 00 Noon, Passengers.

3 30 P. M., Freight.

N.B. Passenger Fares 71d. each.

Time Tables, showing the arrival and departure of the Trains at the Local Stations, and any other information may be obtained at the Offices, Little St. James street, or of

J. L. MARTIN, *Sup't*, Montreal District, Longueuil Station.

PORTLAND AND MONTREAL DISTRICT.

PORTLAND to ISLAND POND, 149 miles.

ISLAND POND to MONTREAL, 145 "

Passenger Trains will run daily, (Sundays excepted,) until further notice, as follows:

Leave Portland for Island Pond, at 1 15 P. M.
Island Pond for Portland, at 7 A. M.
Portland for South Paris, at 7 10 A. M., and 1 15 P. M.
South Paris for Portland, at 6 A. M., and 11 35 A. M.
Island Pond for Longueuil, at 6 A. M.
Longueuil, opposite Montreal, for Island Pond at 3 P. M.
Portland for the Andr. and K. R. R., at 7 15 A. M., and 1 15 P. M.

Express Freight Train leaves Portland for Island Pond at 6 A. M.

Local Freight Train leaves Portland for Gorham, at 7 20 A. M.

Express Freight Train leaves Island Pond for Portland, at 6 A. M.

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

S. T. COURSER, *Sup't*, Portland, Me.

CHAMPLAIN and ST. LAWRENCE RAILROAD.

LENGTH, 41 Miles. FARE, \$1 50.

New Arrangement, 1854.

The Steamer "IRON DUKE" will leave Montreal, carrying First Class Passengers only, to connect with the Trains for Rouse's Point at 6 A. M., and 5 P. M.; and also, at 1 30 P. M., with Second Class Passengers only, connecting at Rouse's Point with the Lake Champlain Steamers, and the Boston, New York and Ogdensburgh Railroads.

Passengers by the Morning Train, arrive at New York and Boston the same evening, and at Ogdensburgh soon after Noon. Those taking the afternoon Train, reach Ogdensburgh the same night, New York at 9 30 next morning, and Boston next day about Noon.

For Tickets or information respecting the various Routes in the United States and Canada West, apply at the General Railroad Ticket Office, 62 Commissioner's street, opposite the Quebec Steamboat Basin.

W. A. MERRY, Secretary, Montreal.

**MONTREAL and NEW YORK RAILROAD.**

The Train for Hemmingford and intermediate Stations will leave the Depot, Bonaventure street, at 6 o'clock P. M.; and will leave Hemmingford, for Montreal, at 6 o'clock A. M.

Trains between MONTREAL and LACHINE run as follows:

From Montreal: From Lachine:

| | |
|-------------|-------------|
| 7 00 A. M. | 8 30 A. M. |
| 12 00 Noon, | 12 30 P. M. |
| 4 00 P. M., | 4 30 |
| 6 00 | 6 30 |

Trains will not go further South than Hemmingford, Canada E.

ANDREW ROUGH, Agent, Montreal.

NEW

HUDSON

To Albany
Falls, Western (either of
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at 9 P. M.
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RAILROAD ROUTES.

35



GREAT CENTRAL ROUTE BETWEEN

NEW YORK & CHICAGO & THE WEST,

VIA
HUDSON RIVER RAILROAD, OR PEOPLE'S LINE STEAMERS,

To Albany, New York Central Railroad to Buffalo or Niagara Falls. Thence from Niagara Falls to Detroit by Great Western (Canada) Railroad, or from Buffalo to Detroit by either of the Splendid Steamers PLYMOUTH ROCK, WESTERN WORLD OR MAY FLOWER, one of which leaves Buffalo daily at 9 P. M. Or from New York via New York and Erie, to Elmira, thence by the Canandagua and Elmira, the Canandagua and Niagara Falls Railroads to Niagara Falls, and thence to Detroit by Great Western Railroad. Or via New York and Erie Railroad to Hornellsville, and thence via Buffalo and New York City Railroad to Buffalo, thence by same Steamers as above, to Detroit, or from Buffalo via Buffalo and Brantford and Great Western Railroad to Detroit, and thence via

MICHIGAN CENTRAL RAILROAD TO CHICAGO,

LENGTH, (Detroit to Chicago,) 282 miles.

RAILROAD CONNECTIONS.

At CHICAGO this Railroad connects with the various Lines of Railway and Steamboats, to Milwaukee and other ports on Lake Michigan, with Galena and Dubuque; Rock Island, Burlington, Alton and St. Louis, and other points on the Mississippi river.

Through Tickets sold at 173 Broadway, and at the Ticket Offices of Railways leading out of New York.

EDWIN NOYES, Sup't, Detroit.

MICHIGAN CENTRAL RAILROAD.

USUAL TIME, 11 hours.

GOING EAST.

PASSENGER CARS leave Detroit daily, at 9 A. M., 6 and 9 P. M., for Chicago, &c.

| STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|
| Detroit..... | 0 | \$ cts. |
| Dearborn..... | 10 | |
| Wayne..... | 17 | |
| Ypsilanti..... | 30 | |
| Ann Arbor..... | 37 | 1 10 |
| Dexter..... | 47 | |
| Chelsea..... | 54 | |
| Grass Lake..... | 65 | |
| Jackson..... | 75 | 2 25 |
| Parma..... | 86 | |
| Albion..... | 95 | |
| Marshall, (dine.)..... | 107 | 3 20 |
| Battle Creek..... | 120 | |
| Galesburgh..... | 134 | |
| Kalamazoo..... | 143 | 4 00 |
| Paw Paw..... | 159 | |
| Decatur..... | 167 | |
| Dowagiac..... | 173 | |
| Niles..... | 191 | 4 80 |
| Buchanan..... | 197 | |
| Terre Coupee..... | 201 | |
| New Buffalo..... | 218 | |
| Michigan City, In..... | 227 | 6 00 |
| Porter..... | 240 | |
| Lak..... | 248 | |
| Gr..... | 260 | |
| Calumet, Il..... | 269 | |
| Chicago..... | 282 | 7 00 |

GOING WEST.

PASSENGER CARS leave Chicago at 6 A. M., 8 and 9 P. M., for Detroit, &c.

| STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|
| CHICAGO..... | 0 | \$ cts. |
| Calumet, Il..... | 13 | |
| Gibson's..... | 22 | |
| Lake..... | 34 | |
| Porter..... | 42 | |
| Michigan City, In..... | 55 | 1 70 |
| New Buffalo, Mich..... | 64 | |
| Terre Coupee..... | 81 | |
| Buchanan..... | 85 | |
| Niles..... | 91 | 2 70 |
| Dowagiac..... | 104 | |
| Decatur..... | 115 | |
| Paw Paw..... | 123 | |
| Kalamazoo..... | 139 | 3 90 |
| Galesburgh..... | 149 | |
| Battle Creek..... | 162 | |
| Marshall, (dine.)..... | 175 | 4 60 |
| Albion..... | 187 | |
| Parma..... | 196 | |
| Jackson..... | 207 | 5 40 |
| Grass Lake..... | 217 | |
| Chelsea..... | 228 | |
| Dexter..... | 235 | |
| Ann Arbor..... | 245 | 6 35 |
| Ypsilanti..... | 252 | |
| Wayne..... | 265 | |
| Dearborn..... | 272 | |
| 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.

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 8 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. |
|---------------------------|--------|---------|---------------------------|--------|---------|
| MONROE, | 0 | \$ cts. | CHICAGO, | 0 | \$ cts. |
| Ida, | 13 | 30 | Ainsworth, | 12 | 35 |
| Petersburg, | 20 | 50 | Millers, | 29 | 75 |
| Deerfield, | 24 | 60 | Bailly Town, | 36 | 1.15 |
| ADRIAN, * | 37 | 1.00 | Calumet, | 40 | 1.40 |
| Clayton, | 48 | 1.35 | Holmesville, | 49 | 1.40 |
| 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,) ... | 123 | 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 | 4.60 | 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 |
| Bailly Town, | 211 | 6.20 | Deerfield, | 223 | 6.70 |
| 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 8 P. M., forming in part the Great Line of Travel from Buffalo to Cleveland, Toledo, and Chicago.

J. H. MOORE, Sup't, Adrian, Michigan

NEW YORK TO CHICAGO,

VIA

MICHIGAN and SOUTHERN RAILROAD, and
INDIANA NORTHERN RAILROAD.

TIME TABLE

by Railroad all the way via New York and Erie Railroad.

THREE DAILY TRAINS.

| STATIONS. | 1st Train. | 2d Train. | 3d Train. |
|----------------------------|-------------|-------------|------------|
| New York,..... Leave,... | 7 00 A. M. | 12 45 P. M. | 6 00 P. M. |
| Dunkirk,..... " " | 11 00 P. M. | 9 00 A. M. | 12 50 " |
| Cleveland,..... Arrive,... | 5 10 A. M. | 2 10 P. M. | 6 55 " |
| " " " " " " " " " " | 6 00 " | 2 55 " | 8 00 " |
| Toledo,..... Arrive,... | 10 00 " | 7 15 " | 1 00 " |
| " " " " " " " " " " | 11 00 " | 8 15 " | 2 00 " |
| Chicago,..... Leave,... | 9 00 P. M. | 6 45 A. M. | 1 23 " |
| St. Louis,..... " " | Third day. | Third day. | Third day. |

Via Hudson River and New York Central Railroads.

| | | | |
|---------------------------|------------|------------|------------|
| New York,..... Leave,... | 8 00 A. M. | 12 00 M. | 4 00 P. M. |
| Albany,..... Arrive,... | 10 30 " | 5 30 P. M. | 9 00 " |
| " " " " " " " " " " | 11 00 " | 6 40 " | 10 30 " |
| Buffalo,..... Arrive,... | 8 00 P. M. | 7 00 A. M. | 8 30 " |
| " " " " " " " " " " | 9 00 " | 7 30 " | 10 45 " |
| Cleveland,..... Leave,... | 6 00 A. M. | 2 55 P. M. | 8 00 " |
| Chicago,..... Arrive,... | 9 00 P. M. | 6 45 A. M. | 1 23 " |

Passengers leaving Chicago Saturday morning, will go through to St. Louis, arriving Sunday morning.

Travelers from the East, arriving at Chicago by the Evening Trains, can take the Evening Train directly on, and arrive in St. Louis the next evening—or remain in Chicago over night, and take the 8 A. M. Train, and arrive in St. Louis early the next morning.

A Regular Line of Packets on the Mississippi River run in connection with this Line from St. Louis to New Orleans, and intermediate Points, and Passengers ticketed through from New York.

Passengers ticketed through from New York with privilege of stopping over at any point on the route, and resuming seats at leisure, either by the New York and Erie Railroad, via Dunkirk, New York and Erie and Buffalo and New York City Railroads, via Buffalo; People's Line Steamboats, Hudson River or Harlem and New York Central Railroads, via Albany and Buffalo.

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, Gen. Agent, New York.



CLEVELAND TO PITTSBURGH,

LENGTH, 140 miles.

FARE, \$3 00.

BY THE CLEVELAND & PITTSBURGH RAILROAD.

Passenger Trains will run daily, (Sundays excepted,) as follows:

Leave Cleveland at 9 30 A. M. for Hudson, Ravenna, Alliance and Wells-ville, stopping at all intermediate Stations; at 2 50 P. M. for Alliance, stopping at all Way Stations.

Leaves Alliance at 7 40 A. M., Ravenna at 8 30 A. M., Hudson at 9 03 A. M., stopping at all intermediate Stations, and arrive at Cleveland at 10 10 A. M.

Leaves Wellsville at 3 00 P. M., Alliance at 5 10 P. M., Ravenna at 5 57 P. M., Hudson at 6 28 P. M., stopping at intermediate Stations, and arrive at Cleveland at 7 30 P. M.

CONNECTIONS.

The 9 30 A. M. Train from Cleveland connects at Ravenna with Coaches for Warren; at Alliance with Trains for Canton, Massillon and Wooster; at Bayard with Railroad for Carrollton, Minerva and Waynesburgh; at Wellsville with Steamers WINCHESTER and DIURNAL for Steubenville, Wheeling, and points on the Ohio River.

FOR PITTSBURGH.

The 9 30 A. M. Train from Cleveland connects at Wellsville with the splendid Side-wheel STEAMERS

WINCHESTER AND DIURNAL

For Pittsburgh, and Passengers go through direct.

~~Bag~~ Baggage is checked through each way between Cleveland and Pitts-
burgh, via Wellsville, and accompanied by a Baggage-master. No charge
for handling Baggage.

FOR BALTIMORE, PHILADELPHIA AND WASHINGTON.

Passengers are ticketed through by the 9 30 A. M. or 2 50 P. M. Trains from Cleveland, in connection with the Pennsylvania Railroad from Pitts-
burgh, and they can go through direct to the above cities without detaction.

The 7 50 A. M. Train from Alliance connects with Train from Canton, Massillon and Wooster.

The 3 00 P. M. Train from Wellsville connects with the Steamers WIN-
CHESTER and DIURNAL from Pittsburgh, Wheeling and Steubenville, and
arrives in Cleveland in time to connect with the Cleveland and Toledo
Railroad for Sandusky, Toledo, Chicago, and the Northwest; with the
Lake Shore Railroad for Dunkirk, Buffalo and New York, and with the
C. C. and C. Railroad for Columbus, Cincinnati, Galion, Indianapolis, and
Stations on the Bellefontaine and Indiana Railroad.

The Trains connect both ways with the Cleveland, Zanesville and Cincin-
nati Railroad at Hudson for Cuyahoga Falls, Akron, Clinton, &c.

JOHN DURAND, Sup't, Cleveland, Ohio.

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, Pittsburg¹, Pa.

CLEVELAND and TOLEDO RAILROAD.**SOUTHERN DIVISION.****GOING WEST.**

PASSENGER CARS leave Cleveland for Grafton, Toledo, &c., at 6 and 8 A. M., and 2 50, and 7 45 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 60 |
| 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 PERRYBURG, 120 miles.

PASSENGER CARS leave Ohio City at 8 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,..... | | 67 |
| 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 6 A. M., and 3 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. |
| Rockport, | 7 | 10 | Worthington, | 16 | 20 |
| Berea, | 12 | 13 | Orange, | 16 | 20 |
| Olmstead, | 15 | 14 | Berlin, | 20 | 24 |
| Columbia, | 18 | 55 | Delaware, ¶ | 23 | 28 |
| Grafton*, | 25 | 65 | Eden, | 27 | 32 |
| La Grange, | 29 | 75 | Ashley, | 31 | 36 |
| Wellington, | 36 | 85 | Cardington, | 38 | 40 |
| Rochester, | 41 | 1 05 | Gilead, | 43 | 44 |
| New London, | 47 | 1 25 | Iberia, | 50 | 48 |
| Greenwich, | 54 | 1 40 | Galion, § | 56 | 50 |
| Salem, | 60 | 1 60 | Crestline, † | 60 | 54 |
| Shelby, † | 67 | 1 80 | Vernon, | 60 | 54 |
| Vernon, | 75 | 2 00 | Shelby, † | 63 | 56 |
| Crestline, † | 79 | 2 25 | Salem, | 75 | 60 |
| Galion, § | 85 | 2 35 | Greenwich, | 81 | 64 |
| Iberia, | 92 | 2 55 | New London, | 88 | 68 |
| Gilead, | 97 | 2 75 | Rochester, | 94 | 72 |
| Cardington, | 104 | 2 90 | Wellington, | 99 | 76 |
| Ashley, | 108 | 3 10 | La Grange, | 106 | 80 |
| Eden, | 112 | 3 35 | Grafton*, | 110 | 84 |
| Delaware, ¶ | 115 | 3 45 | Columbia, | 117 | 88 |
| Berlin, | 119 | 3 55 | Olmstead, | 120 | 92 |
| Orange, | 126 | 3 75 | Berea, | 123 | 96 |
| Worthington, | 135 | 4 00 | Rockport, | 123 | 96 |
| COLUMBUS, ¶ | | | 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't, Cleveland, Ohio.

OHIO.

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CINCINNATI TO COLUMBUS, OHIO.

LITTLE MIAMI RAILROAD, CINCINNATI to XENIA, . 65 miles.

" " " XENIA to SPRINGFIELD, . 19 "

COLUMBUS and XENIA RAILROAD, 55 "

PASSENGER CARS leave Cincinnati
for Springfield, Columbus, Cleveland,
&c., at 6 and 7½ A. M., and 5 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,..... | | 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,..... | | |
| 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 |

* Connects with Hillsborough 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.

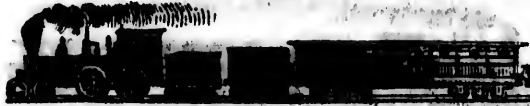
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| To New York, via Columbus, Cleveland and Lake Shore Rail-
way in..... | 32 hours. |
| To Boston, via Columbus, Cleveland and Lake Shore
Railway in..... | 34 1/2 " |
| To Pittsburgh, by Columbus and Crestline, in..... | 14 " |
| To Philadelphia in..... | 30 1/2 " |
| To Baltimore in..... | 30 1/2 " |
| 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 Pas-
 senger Station, East Front street, Cincinnati.

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

CINCINNATI, HAMILTON & DAYTON RAILROAD.



LENGTH, 60 miles.

FARE, \$1 50.

First Train leaves the Depot in Cincinnati at 6 A. M., Lightning Express, for Dayton, Crestline, Pittsburgh, Philadelphia and Baltimore.

Second Train at 6 10 A. M., for Hamilton, Richmond, Indianapolis, Terre Haute, La Fayette and Chicago direct.

Third Train at 8 20 A. M., for Dayton, Sandusky, Toledo, Detroit, Chicago, Cleveland, Buffalo, New York, Boston, Pittsburgh, Philadelphia, Baltimore and Washington.

Fourth Train at 2 P. M., for Dayton, Troy, Piqua, &c.

Fifth Train at 3 30 P. M., for Hamilton, Richmond, Indianapolis, Terre Haute, La Fayette and Chicago.

Sixth Train at 5 P. M., for Dayton and intermediate Stations.

Seventh Train at 6 30 P. M., for Hamilton and intermediate Stations.

The First Train, Express, will stop only at Hamilton and Middletown.

Second, third, fourth, fifth and sixth Trains, will stop at all regular Stations.

The seventh Train will stop at all way and flag Stations.

The first Train will connect at Crestline, 1 P. M., with Ohio and Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore, &c., forming a direct and continuous line to each of these cities. Cars run through to Crestline without change. Baggage checked to Pittsburgh.

Second Train will connect at Richmond, 9 05 A. M., with Train of Indiana Central Road, for Indianapolis. Arrive at that place 12 M., thence to Terre Haute, La Fayette or Chicago, without detention. Time as short as by any other route.

Third Train will connect at Dayton, 10 45 A. M., with Mad River Train to Sandusky, thence by Toledo and Cleveland Road to Cleveland, thence at 7 P. M. with splendid steamers ST. LAWRENCE and MISSISSIPPI to Buffalo, thence at 7 30 A. M. with Buffalo and New York City Road to New York—arriving at that place 10 P. M. Also at Crestline, 4 20 P. M., with Ohio and Pennsylvania Train for Pittsburgh, Philadelphia, Baltimore and Washington. The same Train will also connect at Clyde with Cleveland and Toledo Train to Toledo, Chicago, and intermediate points. At Sandusky, 5 P. M., with steamer BAY CITY, for Detroit.

Fourth Train will connect at Dayton with Dayton and Michigan Railroad to Troy, Piqua, &c.

Fifth Train will connect at Richmond, 6 40 P. M., with Indiana Central Train for Indianapolis, Terre Haute, La Fayette, &c.

For further information or Tickets, apply to WM. A. LATHAM, General Agent, at the Office corner of Broadway and Front street, under Spencer House; at the Office on Walnut street, next door to Gibson House, or at the Sixth street Depot.

HENRY O. AMES, Sup^y, Cincinnati.

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INDIANAPOLIS AND CINCINNATI RAILROAD, VIA LAWRENCEBURGH.



THROUGH TO CHICAGO IN 15 HOURS.

Shortest Line to Indianapolis, Terre Haute, Lafayette and Chicago.

THROUGH FROM CINCINNATI TO INDIANAPOLIS IN 6 HOURS.

Two Trains daily, Boat or Cars, each way, (Sundays excepted.) Passengers who prefer taking Steamboat for the first twenty miles, will go by the Steamer FOREST QUEEN, foot of Main street, at 12 M.

Those who prefer the Cars for the whole distance, will go by the Regular Passenger Trains of the

OHIO AND MISSISSIPPI RAILROAD,

Which leaves Cincinnati at 6 30 A. M. and 3 45 P. M. The Train from Cincinnati at 6 15 A. M., connects at Lawrenceburgh with the Indianapolis and Cincinnati Railroad Train for Indianapolis, Lafayette, Terre Haute, Michigan City and Chicago.

Baggage checked through, and a Baggage Master accompanies the same.

| | |
|---------------------------------------|--------|
| Fare from Cincinnati to Indianapolis, | \$3 00 |
| " " " " Lafayette, | 5 00 |
| " " " " Chicago, | 9 00 |

At Shelbyville, Passengers may take the Jefferson, Rushville, Knightstown or Columbus Cars.

Through Tickets can be procured on board the boat, or at the Office of the Ohio and Mississippi Railroad, Fourth street, near Vine, or of

C. S. RUSSELL, Agent,

Ind. and Cin. R. Office, cor. of Main and Water sts., Cin.

 Omnibusses will call for Passengers, by leaving their names at either of the above offices.

GEORGE HAVEN, Sup't.

THE CHEAPEST, SHORTEST, AND QUIKKEST ROUTE TO

A very comfortable Route, via INDIANAPOLIS, to CHICAGO.

Which connect at Indianapolis with the Trains on the Bellefontaine and Indiana

1st. EXPRESS MAIL, at 10.00 A. M., makes all the connections for the above-named place.

For general information, refer to bills posted in all the Hotels, or inquire of D. HORTON, Ticket Agent, Weddell House, or of

C. H. BROOKS, Agent, at the C. C. & C. R. Depot, Cleveland, O.

OPEN TO LANCASTER.

UPWARD TRAIN for Lancaster, leaves Cincinnati at 7 40 A. M., and arrives at Lancaster at 4 25 P. M.

UPWARD TRAIN for Washington, leaves Cincinnati at 3 10 P. M., and arrives at Washington at 8 05 P. M.

DOWNWARD TRAIN leaves Lancaster at 10 45 A. M., and arrives at Cincinnati at 7 45 P. M.

DOWNWARD TRAIN from Washington, leaves at 6 30 A. M., and arrives at Cincinnati at 11 25 A. M.

The downward Trains connect at Morrow with the Trains on the Little Miami Road for Columbus.

Lines of Omnibusses and Packets will run between Circleville and Chillicothe, and Stages and Packets between Lancaster, Logan, Nelsonville, Athens and Pomroy; and Stages between Lancaster, Somerset and Zanesville, connecting with the Morning Train from, and the Evening Train to, Cincinnati.

| | |
|--|--------|
| Fare from Cincinnati to Washington,..... | \$2 25 |
| " " " " Circleville,..... | 3 00 |
| " " " " Lancaster,..... | 3 60 |
| " " " " Chillicothe,..... | 4 00 |

For other information and Tickets, apply at Ticket Office corner of Broadway and Front streets, and at the Little Miami Depot, or to the Station Agents on the line.

E. W. WOODWARD, *Engineer and Sup't.*



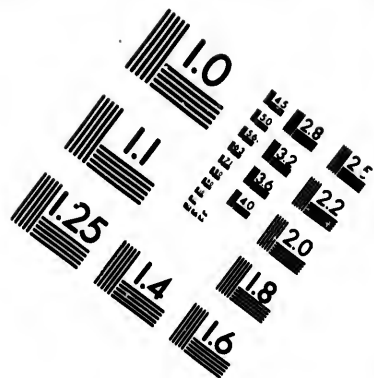
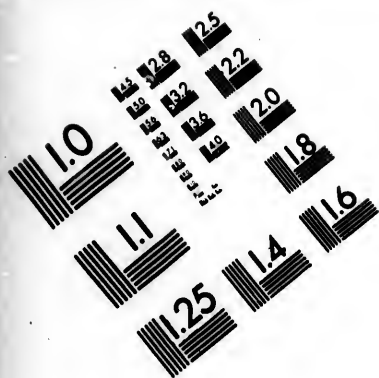
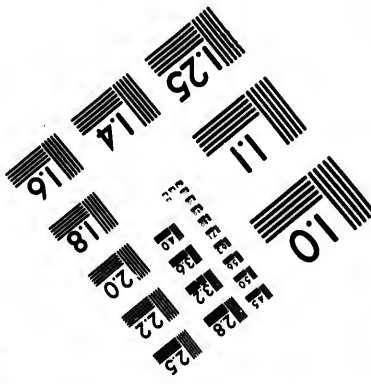
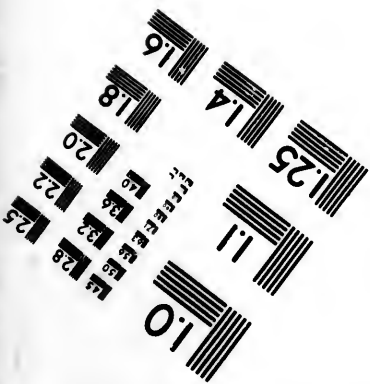
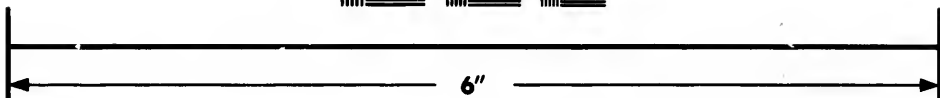
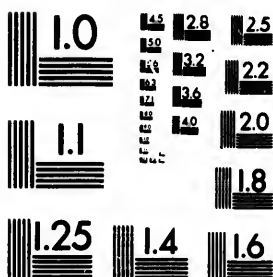


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WEBSTER, N.Y. 14580
(716) 872-4503

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CINCINNATI, LOGANSPOUT AND CHICAGO RAILROAD LINE.

For RICHMOND, NEW CASTLE, INDIANAPOLIS, TERRE HAUTE,
LAFAYETTE, MICHIGAN CITY, CHICAGO, MILWAUKIE
And ST. LOUIS.

Two Passenger Trains daily, (Sundays excepted.) Until further notice, Passenger Trains will leave the Cincinnati, Hamilton and Dayton Railroad Depot foot of Sixth street, as follows:—

Morning—Express and Mail Train, at.....6 10 A. M.
Evening—Express, at.....3 30 P. M.

For Hamilton, Seven Mile, Collinsville, Somerville, Camden, Barnets, Eaton, New Hope, Florence, Westville, Richmond, Washington, Hagerstown and New Castle.

Both Trains connect at Richmond with Trains on Indiana Central Railroad for Centreville, Cambridge City, Dublin, Lewisville, Ogden, Raysville, Knightstown, Charlottesville, Cleveland, Greenfield, Philadelphia, Cumberland and Indianapolis. Arriving at Indianapolis at 12 M. and 10 30 P. M.

Connect at Indianapolis with 1 o'clock P. M. Train for Lafayette, Michigan City and Chicago. Arriving at Chicago 9 o'clock P. M. of same day. Also with 6 o'clock A. M. Trains for same points.

Connect at Indianapolis with 1 o'clock P. M. Train, on Terre Haute and Richmond Railroad, for Terre Haute and intermediate points.

RETURNING.

Morning Train will leave New Castle at.....7 00 A. M.
" " Richmond at.....9 00 A. M.
Evening " New Castle at.....2 15 P. M.
" " Richmond at.....4 20 P. M.
Arriving at Cincinnati 12 M. and 7 30 P. M.

Morning Train from Indianapolis connects at Richmond with 9 05 A. M. Train. Evening Train from Indianapolis connects with 4 25 P. M. Train for Cincinnati.

Trains run by Columbus time, which is 7 minutes faster than Cincinnati time.

FARE.

| | |
|------------------------|--------|
| Cincinnati to Richmond | \$1.75 |
| " " New Castle | 2 50 |
| " " Indianapolis | 3 00 |
| " " Terre Haute | 5 00 |
| " " Lafayette | 5 00 |
| " " Chicago | 9 00 |
| " " St. Louis | 18 30 |

For information and Through Tickets, apply to J. W. SHIPLEY, at General Railroad Ticket Office, No. 169 Walnut street, next door to the Gibson House, or at the Sixth street Depot.

D, M. MORROW, Supt.

GALENA and CHICAGO UNION RAILROAD.



PASSENGER CARS leave Chicago at 8½ A. M. and 10½ P. M., for Warren, Galena, &c.

PASSENGER CARS leave Warren at 11 A. M. and 9 35 P. M., for Chicago, &c.

| STATIONS. | | Miles. | Fare. | STATIONS. | | Miles. | Fare. |
|------------------------------|-----|--------|-------|-----------------------|-----|--------|-------|
| CHICAGO,..... | 0 | \$ | cts. | DO BUQUE,..... | 17 | | |
| Oak Ridge,..... | 8 | | 20 | GALENA,..... | 24 | | |
| Cottage Hill,..... | 16 | | 40 | Council Hill,..... | 24 | | |
| Babcock's Grove,..... | 20 | | 50 | Warren,..... | 43 | | |
| Danby,..... | 22 | | 60 | Nova,..... | 47 | | |
| Wheaton,..... | 25 | | 65 | Lena,..... | 54 | | |
| Warren,..... | 27 | | 70 | Elerey,..... | 59 | | |
| Junction,*..... | 30 | | 75 | FREEPORT,§..... | 67 | | |
| Wayne,..... | 35 | | 90 | Nevada,..... | 73 | | |
| Clinton,..... | 39 | | 95 | Pecatonica,..... | 81 | | |
| Elgin,†..... | 42 | 1 | 05 | Winnebago,..... | 88 | | |
| Gilbert's,..... | 50 | 1 | 25 | Rockford,..... | 95 | | |
| Huntley,..... | 55 | 1 | 35 | Cherry Valley,..... | 103 | | |
| Union,..... | 62 | 1 | 55 | Belvidere,‡..... | 109 | | |
| Marengo,..... | 65 | 1 | 65 | Garden Prairie,..... | 115 | | |
| Garden Prairie,..... | 72 | 1 | 80 | Marengo,..... | 121 | | |
| Belvidere,‡..... | 78 | 1 | 95 | Union,..... | 125 | | |
| Cherry Valley,..... | 84 | 2 | 10 | Huntley,..... | 132 | | |
| Rockford,..... | 92 | 2 | 30 | Gilbert's,..... | 137 | | |
| Winnebago,..... | 99 | 2 | 50 | Elgin,†..... | 145 | | |
| Pecatonica,..... | 106 | 2 | 65 | Clinton,..... | 148 | | |
| Nevada,..... | 114 | 2 | 85 | Wayne,..... | 152 | | |
| FREEPORT,§..... | 120 | 3 | 00 | Junction,*..... | 157 | | |
| ELGIN, CENTRAL. Elerey,..... | 123 | | | Warren,..... | 160 | | |
| Lena,..... | 133 | | | Wheaton,..... | 162 | | |
| Nova,..... | 140 | | | Danby,..... | 165 | | |
| Warren,..... | 144 | | | Babcock's Grove,..... | 167 | | |
| Council Hill,..... | 163 | | | Cottage Hill,..... | 171 | | |
| GALENA,..... | 170 | | | Oak Ridge,..... | 179 | | |
| DO BUQUE,..... | 187 | | | 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.

GREAT WESTERN MAIL ROUTE.

**GALENA AND CHICAGO UNION RAILROAD,
BELOIT and MADISON, and KNOX and IOWA
CENTRAL ROUTE.**

THREE DAILY PASSENGER TRAINS.

Two Passenger Trains will leave daily, (Sundays excepted,) from the Wells street Depot, for WARREN, Jo Davies County: first Train at 8 30 A. M., Evening Train at 10 15 P. M.; by which connections are made, by Stage, with Galena and Dubuque.

Two Passenger Trains daily, (Sundays excepted,) will leave for BELOIT, at 8 30 A. M., and 3 30 P. M.

One Passenger Train, daily (Sundays excepted,) will leave for DIXON and Iowa, Central route, at 8 30 A. M.

Passengers for Milwaukee, Beloit, Janesville and Madison, will leave Chicago at 8 30 A. M., and 3 8 P. M.

Trains Eastward.

| | | | |
|----------------------|-------------|--------------------------|------------|
| Leave Warren at..... | 11 00 A. M. | Arrive at Chicago at.... | 6 45 P. M. |
| " " at..... | 9 35 P. M. | " " at.... | 4 45 A. M. |
| " Beloit at..... | 6 35 A. M. | " " at.... | 12 00 M. |
| " " at..... | 1 35 " | " " at.... | 6 45 P. M. |

Passengers from Dixon, Oregon, &c., will leave LANE, (Hickory Grove,) at 2 15 P. M., and arrive at Chicago at 6 45 P. M.

Connections made East, with all the Great Eastern Lines to Buffalo, New York, Boston, Philadelphia, Pittsburgh, Cleveland, Cincinnati, Indianapolis, Central and Southern Ohio.

J. B. TURNER, Sup't, Chicago.

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 30 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 | 7 00 A. M. |
| arriving at Peru at | 3 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, 30 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 6 A. M., and 6 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 |
| Oneko, | 50 |
| Morris, | 61 |
| Seneca, | 71 |
| Marseilles, | 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 |
| Marseilles, | 105 |
| Seneca, | 110 |
| Morris, | 120 |
| Oneko, | 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.

ST. LOUIS, ALTON, SPRINGFIELD, BLOOMINGTON AND LASALLE.

CHICAGO AND AURORA RAILROAD.

OPENED FROM CHICAGO TO LASALLE.

TRAINS WEST.

Leave Chicago, daily, from Wells street Depot, (Sundays excepted,) as follows:

| | |
|---------------------------------|-------------|
| 1st Freight Accommodation,..... | 6 30 A. M. |
| 2d Express,..... | 9 15 A. M. |
| 3d Passenger,..... | 3 30 P. M. |
| 4th Passenger,..... | 11 00 P. M. |

TRAINS EAST.

| | |
|------------------------------------|-------------|
| 1st Passenger,..... | 6 15 A. M. |
| 2d Freight and Accommodation,..... | 6 30 A. M. |
| 3d Express,..... | 12 15 P. M. |
| 4th Passenger,..... | 10 00 P. M. |

The 3 30 P. M. Passenger Train from Chicago to Lasalle, connects with the River Boats to St. Louis and Peoria, and other places on the Illinois river.

The 11 P. M. Passenger Train for St. Louis, leaves every evening, (Saturday evening excepted.)

These Trains connect with all Trains going South, via Illinois Central and Chicago and Mississippi Railroad, and Trains going East by Michigan Central and Michigan Southern Railroads. Also Trains on the Galena and Chicago Union Railroads.

WALTER S. JOHNSON, Chicago.**ILLINOIS AND WISCONSIN RAILROAD.**

OPEN TO DEER GROVE.

*Thirty miles North West from Chicago.***TWO TRAINS DAILY.**

Trains will leave Passenger Station, corner of Water and Kinzie streets, on North Branch Chicago River, as follows:

GOING WEST.

| | |
|---------------------------|---------------------------|
| Leave Chicago at..... | 8 00 A. M. and 2 00 P. M. |
| Arrive at Deer Grove..... | 9 40 " " 3 40 P. M. |

RETURNING.

| | |
|--------------------------|----------------------------|
| Leave Deer Grove at..... | 11 00 A. M. and 4 30 P. M. |
| Arrive at Chicago..... | 12 30 " " 6 00 P. M. |

Freight leaves daily with Passenger Train, at 8 A. M., and returns at 4 30 P. M.

Passengers for Plum, Palatine, Schaumburg, Barrington, Dundee, Long Grove, Buffalo Grove, Elia, Crystal Lake and Woodstock, will find this the direct route.

S. F. JOHNSON, Sup't, Chicago.

ILLINOIS CENTRAL RAILROAD AND BRANCHES.

| | |
|---|------------|
| CAIRO to LA SALLE, <i>Main Line</i> , | 308 miles. |
| GALENA BRANCH, <i>La Salle to opposite Du Buque</i> , | 146 " |
| CHICAGO BRANCH, <i>Salem to Chicago</i> , | 250 " |
| TOTAL LENGTH , | 704 miles. |

RAILROAD ROUTE

FROM

CHICAGO TO ST. LOUIS.

| | |
|--|------------|
| CHICAGO to LA SALLE, | 100 miles. |
| LA SALLE to BLOOMINGTON, | 60 " |
| BLOOMINGTON to ALTON, (Chic. & Miss. R. R.), | 130 " |
| ALTON to ST. LOUIS, (Steamboat Route), | 25 " |

USUAL TIME, 20 hours. THROUGH FARE, \$9 30.

ILLINOIS CENTRAL RAILROAD.

PASSENGER CARS leave La Salle at 4½ and 8½ A. M., and 2 50 P. M., for Bloomington, &c., connecting with Trains running to Alton and St. Louis.

PASSENGER CARS leave Bloomington at 8 A. M., and 5½ P. M. Leave Clinton at 9 A. M. for La Salle, &c., connecting with Trains running to Chicago, &c.

| STATIONS. | Miles. | Fare. | STATIONS. | Miles. | Fare. |
|------------------------|--------|---------|------------------------|--------|---------|
| LA SALLE, | 0 | \$ cts. | DECATUR, | 0 | \$ cts. |
| Tonica, | 9 | 30 | Clinton, | 21 | |
| Wenona, | 21 | 60 | Elmwood, | 33 | |
| Minonk, | 31 | 90 | BLOOMINGTON, * | 44 | |
| Panola, | 41 | 1 15 | Hudson, | 52 | |
| Kappa, | 47 | 1 40 | Kappa, | 57 | |
| Hudson, | 52 | 1 50 | Panola, | 63 | |
| BLOOMINGTON, * | 60 | 1 80 | Minonk, | 73 | |
| Elmwood, | 71 | 2 13 | Wenona, | 83 | |
| Clinton, | 83 | 2 50 | Tonica, | 95 | |
| DECATUR, | 104 | 3 12 | LA SALLE, | 104 | 3 12 |

* Connects at this Station with the Chicago and Mississippi Railroad.

CHICAGO BRANCH, open to PERA.

110 miles south of Chicago.

Trains will run daily, Sundays excepted, between Chicago and Pera. Leave Chicago at 7½ A. M., and 1½ P. M., and arrive at Pera at 2½ & 7½ P. M. RETURNING leave Pera at 7 A. M. and 1½ P. M., and arrive at Chicago at 2 40 and 7½ A. M.

The Train that leaves Chicago at 7½ A. M., connects at Pera with Stages for Urbana, which arrive at Pera before the departure of the 1½ P. M. Train for Chicago.—Freight transported daily, upon reasonable terms.

ILLINOIS CENTRAL RAILROAD.



Main Line between La Salle and Clinton.

SUMMER ARRANGEMENTS.

Trains upon this division of the Road, will run daily, except Sundays, as follows:

From La Salle, first St. Louis Express Train at 4 30 A. M., after the arrival of Trains on the Chicago and Rock Island, and Chicago and Aurora Railroads from Chicago, connecting at Bloomington with Express Trains upon the Chicago and Mississippi Railroad, for Springfield, Alton and St. Louis, arriving at 4 00 P. M.

Second—Freight and Passenger Train at 8 30 A. M., for Clinton, (Dewitt county,) and all intermediate Stations, arriving at Clinton at 8 00 P. M.

Third—St. Louis Express Trains at 2 50 P. M., after the arrival of Trains on the Chicago and Rock Island, and Chicago and Aurora Railroads from Chicago and Rock Island and intermediate places, connecting at Bloomington with Trains of the Chicago and Mississippi Railroads, arriving at St. Louis at 4 00 A. M. next morning.

RETURN TRAINS LEAVE BLOOMINGTON,

First—St. Louis Express Train at 8 00 A. M., after the arrival of Train from St. Louis on Chicago and Mississippi Railroad, connecting at La Salle with Trains on the Chicago and Aurora and Chicago and Rock Island Railroads, for Chicago, Rock Island, and all intermediate points.

Second—Freight and Passenger Train leaves Clinton at 9 00 A. M., for La Salle and all intermediate Stations.

Third—St. Louis Express Train from Bloomington at 5 30 P. M., after the arrival of Train from St. Louis on the Chicago and Mississippi Railroad, connecting at La Salle with Chicago and Aurora and Chicago and Rock Island Railroads, for Chicago, Rock Island, and all intermediate points.

Passengers taking the Morning Trains on the Chicago and Aurora and Chicago and Rock Island Railroads, arrive in St. Louis at 4 00 A. M. next morning; or, by taking the Evening Trains, will arrive in St. Louis at 4 30 P. M. next day.

Fare from Chicago to St. Louis, . . . \$9.

R. B. MASON, Gen'l Supt and Eng., Chicago

J. E. WYMAN, Asst. Supt.

THE MISSISSIPPI AND ATLANTIC CONNECTED!**UNITED STATES MAIL ROUTE.**

ONLY 56 HOURS FROM ST. LOUIS TO NEW YORK.

THIRTY-SIX HOURS, (via CHICAGO,) TO CINCINNATI.

CHICAGO & MISSISSIPPI RAILROAD.

The Only Railroad Route from the Lower Mississippi to the Atlantic.

From St. Louis to Chicago only 30 hours.

The Steamer WINCHESTER leaves the Alton Wharf Boat at St. Louis daily, (Sundays excepted,) at 7 o'clock A. M.

The Steamer REINDEER, leaves the Alton Wharf Boat at St. Louis daily, at 5½ P. M.

The Steamers connect at Alton, (only 25 miles from St. Louis,) with Express Trains for Springfield, Bloomington, La Salle, Chicago, and the Eastern Cities.

Passengers leaving St. Louis by the Steamer Winchester at 7 A. M. take the cars at Alton at 10 A. M., and arrive at Chicago at 3 30 the next morning in time to take the earliest morning Trains going East.

Passengers leaving St. Louis by the Steamer Reindeer at 5 30 P. M., take the Cars at Alton (Saturdays excepted), at 9 P. M., and arrive at Chicago the next day at 5 P. M., in time to take the Evening Express Trains going East.

This Line, via Chicago and Mississippi, Ill. Central, and Chicago and Rock Island, or Chicago and Aurora Railroads, connects with all the Railroads at Chicago, and affords the most speedy Route from St. Louis to points on the Mississippi River at and above the Upper Rapids, as well as to points on the Illinois River at and above Peoria.

The Trains of the Chicago and Mississippi Railroad connect at Carlinville, Virden, Springfield, and Bloomington with the Stage Lines for Hillsboro', Waverly, Danville, Terre Haute, Pekin and Peoria; and also, at Springfield, with the Great Western Railroad for Jacksonville and Decatur, and at Bloomington with the Illinois Central Railroad for La Salle.

Through Tickets and Tickets to Chicago can be had at the Offices of the Michigan Southern, the Michigan Central, and the New York and Erie Railroads in St. Louis.

Tickets to Chicago and intermediate places can be had at the Alton Wharf Boat, and on the Railroad Packets, and at the offices of the Chicago and Mississippi, Illinois Central, and Chicago and Rock Island Railroads.

E. HEATING, Sup't, Alton, Il.

PACIFIC RAILROAD.

Finished from St. Louis to FRANKLIN, 37 miles.



Trains will run regularly every day, excepting Sundays, connecting at Meramec 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 5 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 8 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.

GREAT WESTERN RAILROAD OF ILLINOIS.**OPENED FROM NAPLES TO DECATUR,—94 miles.**

Trains will run as follows, until further notice :

GOING EAST—Leave Naples at 8 o'clock A. M., Jacksonville at 9 45; Springfield, at 1 P. M.; Mechanicsburg, 1 45; arrive at Decatur at 3 15 P. M.
GOING WEST—Leave Decatur at 12 15 P. M.; Mechanicsburg, at 1 45; Springfield, at 2 45; Jacksonville, at 5 35, and arrive at Naples at 7 30 P. M., connecting with Steamboats on the Illinois River for St. Louis and La Salle.

Freight Trains daily, (Sundays excepted.)

STAGES CONNECT

At Decatur for Monticello, Urbana, Homer, Danville, Covington, Attica, Lafayette, Crawfordville, Shelbyville, Paris and Terre Haute. Connect at Springfield with Stages for Richland, Lancaster, Virginia, Beardstown, Frederick, Littleton, Macomb, Bendinville, Burlington, Camden, Rock Island, New Albany, Petersburg, Bath and Havana. Connect at Jacksonville with Stages for Winchester, Manchester, Whitehall, Carrollton and Alton. Connect at Naples with Stages for Meredosia, Mount Sterling, and Quincy, and also by the Southern route, Griggsville, Kingston, Liberty and Burton, to Quincy.

T. J. CARTER, Eng. and Sup't, Springfield, Il.**NEW ALBANY AND SALEM RAILROAD.****OPENED TO GREEN CASTLE,—95 miles.***New Running Time, and Arrangements of Great Importance to the Traveling Public.*

EXPRESS PASSENGER TRAINS will run as follows:

Going South,

Leave Michigan City at 8 10 A. M., Lafayette at 12 45, and arrive at Green Castle at 4 30 P. M.

Going North,

Leave Green Castle at 9 A. M., Lafayette at 3 20 P. M., and arrive at Michigan City at 7 30 P. M.

CINCINNATI AND CHICAGO ONLY 16 HOURS.

At Green Castle the connection is with Trains upon the Terre Haute and Richmond Railroad for Terre Haute, Indianapolis, Cincinnati, &c.

The Trains leaving Green Castle at 9 A. M., connects direct with Morning Trains from Indianapolis and Terre Haute.

Freight Trains each way daily, and Freight forwarded with promptness and dispatch.

C. KNOWLTON, Sup't, Michigan City,

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'l, & Eng., Milwaukee.

LOUISVILLE AND FRANKFORT RAILROAD.

LENGTH, 66 miles.

FARE, \$2.

Trains will leave Louisville and Frankfort daily, (Sundays excepted,) as follows:

Leave Louisville at 6 A. M., and arrive at Frankfort at 9 15. *Returning*, leave Frankfort at 4 P. M., and arrive at Louisville at 7 P. M.

Leave Louisville at 2 30 P. M., and arrive at Frankfort at 5 25 P. M. *Returning*, leave Frankfort at 7 50 A. M., and arrive at Louisville at 10 35 A. M.

Leave Louisville at 5 P. M., and arrive at La Grange at 6 40 P. M. *Returning*, leave La Grange at 6 15 A. M., and arrive at Louisville at 7 40.

The Trains through to Frankfort run in connection with the Lexington and Frankfort Railroad.

JAMES F. GAMBLE, *Sup't*, Louisville, Ken.

GREAT RAILROAD ROUTE,

FROM

**LOUISVILLE TO NEW YORK, BOSTON, PHILADELPHIA,
BALTIMORE AND WASHINGTON,**

VIA INDIANAPOLIS,

OVER JEFFERSONVILLE RAILROAD.



Our arrangements are now completed to carry Passengers direct through to Knightstown, Shelbyville and Nashville, without loss of time.

TWO DAILY TRAINS, (SUNDAYS EXCEPTED.)

Leave Jeffersonville, 6 00 A. M. Arrive at Indianapolis 11 30 A. M.
Leave Jeffersonville 1 45 P. M. Arrive at Indianapolis 7 20 P. M. Leave Indianapolis 8 45 A. M. Arrive at Jeffersonville 12 20 P. M. Leave Indianapolis 1 P. M. Arrive at Jeffersonville 6 30 P. M.

Baggage checked from Louisville to Cleveland, thence to Buffalo, thence to Albany, thence to Boston or New York. Or from Cleveland to Dunkirk, thence by New York and Erie Railroad to New York.

Baggage to Philadelphia is checked through by Crestline, on Ohio and Pennsylvania Railroad to Pittsburgh, and thence to Philadelphia, Baltimore and Washington.

S. FLEMING, *Sup't*, Jeffersonville, In.

ONTARIO, SIMCOE and HURON RAILROAD.

The Trains on this Road will run as follows,—
Leave the foot of Bay st., Toronto, daily, Sundays excepted.

MAIL TRAIN, . . . at 7 00 A. M.

ACCOMMODATION, . . at 4 35 P. M.

Returning, leave Barrie Station,

ACCOMMODATION, . . at 6 05 A. M.

MAIL TRAIN, . . . at 6 30 P. M.

Both Trains stop at Flag Stations.

The Mail Train connects with the Steamer MORNING, which will leave *Bell Ewart* daily on the arrival of the Train from Toronto, and will run to Orillia on Lake Couchiching as follows:

ON MONDAYS, WEDNESDAYS, and FRIDAYS,

Calling at intermediate landings, on the North Shore of Lake Simcoe. Returning, same day, calling at Atherly, Point Mara, Beaverton and Jackson's Point.

ON TUESDAYS, THURSDAYS, and SATURDAYS,

Calling at Jackson's Point, Beavertown, Point Mara and Atherly. Returning, same day, will call at intermediate landings, on the North Shore of the Lake.

Breakfast will be served on the Boat, on the arrival of the Train.

Passengers taking the Mail Train, leaving Toronto at 7 A. M., can make the circuit of Lake Simcoe, visit Lake Couchiching, and return to Toronto at 9 30 the same evening.

Parties seeking recreation, will find this a most agreeable trip.

Passengers for the Lake Huron Steamer KALOONAH, going North, will take the Mail Train on Fridays.

A. BRUNEL, Sup^t, Toronto.

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 receipted 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. BELZHOVER, | <i>Sunday.</i> |
| MESSENGER No. 2, | J. B. DAVIS, | <i>Monday.</i> |
| ALLEGHENY, | GEO. M'LAIN, | <i>Tuesday.</i> |
| CRYSTAL PALACE, | WM. J. KOUNTZ, | <i>Wednesday.</i> |
| PHILADELPHIA, | B. J. GRACE, | <i>Thursday.</i> |
| PITTSBURGH, | H. CAMPBELL, | <i>Friday.</i> |
| PENNSYLVANIA, | JOHN KLINEFELTER, | <i>Saturday.</i> |

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.

United States Mail Line.
CINCINNATI, LOUISVILLE and ST. LOUIS
THE ONLY THROUGH LINE

TO
ST. LOUIS, CINCINNATI and LOUISVILLE.

UNITED STATES MORNING LINE for Louisville, leaving at 11 o'clock A. M.

Low Pressure Steamer "**NORTHEMER**," 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.*

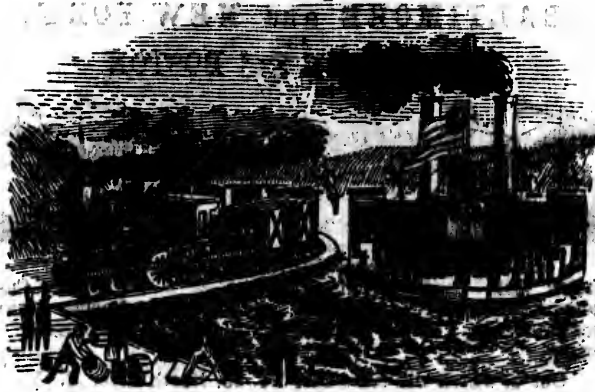
This is the only Through Line. Through Tickets, and Tickets to all Way Points, for sale on board the Boat, or at the Company's Office, No. 16 Broadway, Cincinnati.

THOS. SHERLOCK, Agent, Cincinnati.

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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 confidently 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, Il.

PARKER VEIN STEAMSHIP LINE

BETWEEN

BALTIMORE and NEW YORK,
AND
BALTIMORE and BOSTON.



The Company's Eleven New Steamers:

PARKER VEIN,
MOUNT SAVAGE,
THOMAS SWANN,
TOTTER.

CALDONIA,
JACKSON,
GRANITE STATE,
WESTERFORD.

GEORGE'S CREEK,
LOCHS POINT,
FIDMONT.

One of which will leave Pier No. 13, North River, N. Y.,
Daily, at 4 o'clock P. M.

For Freight apply at the Company's Office, Trinity Buildings, No. 111 Broadway, or at Pier No. 13, North River.

Freight destined for the West, will be forwarded by the Baltimore and Ohio Railroad, if sent to the care of Company's Agent at Baltimore.

NEW YORK & PALERMO DIRECT STEAM COMMUNICATION,
Touching at intermediate Mediterranean Ports.



The new Screw Steamer *SICILIA*, of 1200 Tons burden and 300 horse power, built in the Clyde, especially for this Line, with all the recent improvements, is expected to leave Palermo in the month of May; and to start from New York on her return voyage, in June or July, touching at Marseilles, Genoa, Leghorn, Naples and Messina.

This Steamer sailing under the Flag of the Two Sicilies, has been fitted expressly for the comfort and convenience of first, second, and third-Class passengers, and is under the command of an officer of great experience.

The Line of Steamers, of which the "*Sicilia*" is to be the pioneer, will recommend itself particularly to those who desire to reach Italy or the East in the quickest, easiest, and most economical manner.

Further particulars will be published, meanwhile apply for all information to the General New York Agent,

ERNEST FIEDLER, 32 Broadway.

WELL

Will leave
7 o'clock
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Return
day and
Ports, go
G. E

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 COBBOURG.**



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.

ROYAL MAIL LINE



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, Milwaukee, 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. MCKEE, 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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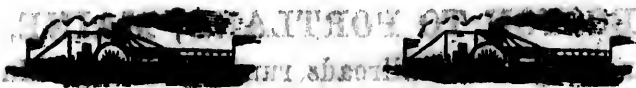
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STEAMBOAT ROUTE BETWEEN MONTREAL AND QUEBEC.

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, \$2 50—Meals included.

The Line is composed of the following commodious Boats:

| Steamers. | Masters. |
|----------------|------------------|
| QUEBEC..... | A. M. RUDOLF. |
| JOHN MUNN..... | C. L. ARMSTRONG. |
| MONTREAL..... | |

AGENTS.

| | |
|--------------------------|----------------------------------|
| HUGH E. SCOTT, Montreal, | J. C. SIMMONS, Port St. Francis, |
| R. SHAW, Quebec, | J. McDUGALL, Three Rivers. |
| R. HARROWER, Sorel, | |

TABLE OF DISTANCES.

| STOPPING PLACES. | Miles. | From Montreal. | From Quebec. |
|-------------------|--------|----------------|--------------|
| MONTREAL, | 0 | 0 | 136 |
| Sorel, | 45 | 45 | 135 |
| Port St. Francis, | 39 | 84 | 96 |
| Three Rivers, | 6 | 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, Belgrade, 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.



NEW ORLEANS AND MOBILE U. S. DAILY MAIL LINE,

Connecting with STEAMERS and MAIL COACHES running
to MONTGOMERY, ALA.

Steamer FLORIDA, Capt. W. T. Giberson.

" OREGON, " L. A. Hiern.

" CALIFORNIA, " H. S. Ensigen.

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 Bay, Charleston, S. C.

Through tickets from New York to Jacksonville, \$31; Pilatka and Picolata, \$39. SPOFFORD, TILESTON & CO., Agents, N. Y.




SANFORD'S INDEPENDENT LINE OF STEAMERS

BETWEEN NEW YORK AND PHILADELPHIA.

TOUCHING EACH WAY AT CAPE MAY.

The New and Substantial Steamers

DELAWARE, Captain CLARK,
KENNEBEC, Captain CÔRÊS,

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

C. B. Sanford, Agent, 91 West street, New York, or to
D. W. Eldridge, Beck's Wharf, Philadelphia.

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,

68½ S. Wharves,

PHILADELPHIA.

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, Ogdens-
 burgh, Montreal, &c. Leave from foot Liberty St. N. Y.

LAKE ONTARIO.
ONTARIO & ST. LAWRENCE STEAMBOAT COMPANY'S
AMERICAN STEAMERS,

1854.  1855.

NORTHERNER, Capt. R. CHILD,
 ONTARIO, Capt. H. N. THROOP,
 CATARACT, 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,) 3 1/2 P. M.
 Leave ROCHESTER, 10 P. M.
 Leave OSWEGO—Con-
 necting with Cars for
 Albany, 7 A. M.
 Leave SACKETS HARBOR, 10 1/2 A. M.
 Leave KINGSTON, Can., 1 P. M.
 Leave OGDENSBURGH, 8 A. M.

And arrive in MONTREAL,
 at 5 P. M.

UPWARDS.

Leave MONTREAL, (Sundays
 excepted,) 4 P. M.
 Leave OGDENSBURGH on ar-
 rival of Boston Cars, 8 P. M.
 Leave KINGSTON, 7 A. M.
 Leave SACKETS HARBOR, 10 1/2 A. M.
 Leave OSWEGO, on arrival of
 Cars from Albany, 4 P. M.
 Leave ROCHESTER, 9 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. LEDYARD,

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, 3 1/2 P. M.
 Leave CAPE VINCENT, con.
 with Cars for Albany, 8 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 ar-
 rival of Boston Cars, 2 P. M.
 Leave CAPE VINCENT on ar-
 rival of Albany Cars, 6 P. M.
 And arrive at Lewistown in time
 for Boats for Toronto, and at Ni-
 agara 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.



PANAMA TRANSIT TICKETS.

The Transit can be made through from ASPINWALL to PANAMA in one day.

A. 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,

At Adams & Co's, 59 Broadway, or at 177 West street, N Y.

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OCEAN STEAM NAVIGATION COMPANY.

United States Mail Line to Southampton and Bremen.

The Steamers of this Company, WASHINGTON, E. M. Fitch, Commander, and HERMANN, Edward Higgins, Commander, will sail regularly once a month, touching at Southampton both ways, as follows :—

| STEAMERS. | From
New York. | From
Bremen. | From
Southampton. |
|-------------------|-------------------|-----------------|----------------------|
| | SATURDAY. | FRIDAY. | WEDNESDAY. |
| WASHINGTON, - - - | Jan. 28, 1854. | Feb. 24, - - - | March 1. |
| HERMANN, - - - | Feb. 25, - - - | March 24, - - - | March 29. |
| WASHINGTON, - - - | March 25, - - - | April 21, - - - | April 26. |
| HERMANN, - - - | April 22, - - - | May 19, - - - | May 24. |
| WASHINGTON, - - - | May 20, - - - | June 16, - - - | June 21. |
| HERMANN, - - - | June 17, - - - | July 14, - - - | July 19. |
| WASHINGTON, - - - | July 15, - - - | Aug. 11, - - - | August 16. |
| HERMANN, - - - | Aug. 12, - - - | Sept. 8, - - - | September 13. |
| WASHINGTON, - - - | Sept. 9, - - - | Oct. 6, - - - | October 11. |
| HERMANN, - - - | Oct. 7, - - - | Nov. 3, - - - | November 8. |
| WASHINGTON, - - - | Nov. 4, - - - | Dec. 1, - - - | December 6. |
| HERMANN, - - - | Dec. 2, - - - | Dec. 29, - - - | January 3. |

Passage from New York to Southampton or Bremen.

First Cabin, main Saloon, \$120.
Second Cabin, - - -

First Cabin, lower Saloon, \$100,
\$60.

An experienced Surgeon is attached to each ship.

For freight or passage, apply to

C. H. SAND, 11 South William St., New York.

C. A. HEINEKEN & CO., Bremen.

MARTINEAU, CROSKEY & CO., Southampton.

WILLIAM ISELIN, Havre.

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.

The Ships comprising this Line are the

ATLANTIC, Capt. West,
PACIFIC, Capt. Nye.
ARCTIC, Capt. Luce.

ADRIATIC, Capt. —.
BALTIC, 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> | | |
|-----------------------|-----------|----------|------------------------|-----------|-----------|
| Saturday, | January | 7, 1854. | Wednesday, | January | 11, 1854. |
| Do. | January | 21, " | Do. | January | 25, " |
| Do. | February | 4, " | Do. | February | 8, " |
| Do. | February | 18, " | Do. | February | 22, " |
| Do. | March | 4, " | Do. | March | 8, " |
| Do. | March | 18, " | Do. | March | 22, " |
| Do. | April | 1, " | Do. | April | 5, " |
| Do. | April | 15, " | Do. | April | 19, " |
| Do. | April | 29, " | Do. | May | 3, " |
| Do. | May | 13, " | Do. | May | 17, " |
| Do. | May | 27, " | Do. | May | 31, " |
| Do. | June | 10, " | Do. | June | 14, " |
| Do. | June | 24, " | Do. | June | 28, " |
| Do. | July | 8, " | Do. | July | 12, " |
| Do. | July | 22, " | Do. | July | 26, " |
| Do. | August | 5, " | Do. | August | 9, " |
| Do. | August | 19, " | Do. | August | 23, " |
| Do. | September | 2, " | Do. | September | 6, " |
| Do. | September | 16, " | Do. | September | 20, " |
| Do. | September | 30, " | Do. | October | 4, " |
| Do. | October | 14, " | Do. | October | 18, " |
| Do. | October | 28, " | Do. | November | 1, " |
| Do. | November | 11, " | Do. | November | 15, " |
| Do. | November | 25, " | Do. | November | 29, " |
| Do. | December | 9, " | Do. | December | 13, " |
| Do. | December | 23, " | Do. | December | 27, " |

 For Freight or Passage apply to

Edward K. Collins, 56 Wall Street, New York.
Brown, Shipley & Co., Liverpool
John Monroe & Co., Paris.

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NEW YORK AND HAVRE

Steam Navigation Company.

The United States Mail Steamer **FRANKLIN**, 2,200 TONS, J. A. WOOTTEN, Commander, and Steamer **UNION**, 1,600 TONS, R. ADAMS, Commander, will leave *New York, Havre,* and *Southampton*, for the year 1854, on the following days:—



LEAVE NEW YORK.

| | | 1854. |
|-----------|-------|-------|
| FRANKLIN, | April | 8. |
| UNION, | May | 6. |
| FRANKLIN, | June | 3. |
| UNION, | July | 1. |
| FRANKLIN, | July | 29. |
| UNION, | Aug. | 26. |
| FRANKLIN, | Sept. | 23. |
| UNION, | Oct. | 21. |
| FRANKLIN, | Nov. | 18. |

LEAVE HAVRE.

| | | 1854. |
|-----------|-------|-------|
| FRANKLIN, | May | 10. |
| UNION, | June | 7. |
| FRANKLIN, | July | 5. |
| UNION, | Aug. | 2. |
| FRANKLIN, | Aug. | 30. |
| UNION, | Sept. | 27. |
| FRANKLIN, | Oct. | 25. |
| UNION, | Nov. | 22. |
| FRANKLIN, | Dec. | 20. |

Stopping at Southampton both going and returning, they offer to Passengers proceeding to LONDON, the advantages over any other route in the economy both of time and money.

Price of passage from New York to Southampton or Havre,—First Cabin, \$120. Second Cabin, \$70.

From Havre or Southampton to New York,—First Cabin, 800 frs. Second Cabin, 500 frs.

No passage secured until paid for.

An experienced Surgeon on board.

All Letters and Papers must pass through the Post Office. For Freight or Passage, apply to

MORTIMER LIVINGSTON,

Agent, 53 Broadway, N. Y.

WILLIAM ISELIN,

Agent, Havre.

MARTINEAU, CROSKEY & CO.,

Southampton.

LIVINGSTON, WELLS & CO., Paris.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

From New York to Liverpool.

Chief Cabin Passage, . . . \$130 | Second Cabin Passage, . . . \$75

From Boston to Liverpool.

Chief Cabin Passage, . . . \$110 | Second Cabin Passage, . . . \$60

The Ships from Boston call at Halifax.

FOR 1854.

| | | | |
|----------|-------------------------|----------|------------------------|
| ARABIA, | Capt. C. H. E. Judkins. | PERSIA, | Capt. Alexander Ryrie. |
| ASIA, | " Edward G. Lott. | AFRICA, | " William Harrison. |
| EUROPA, | " Nell Shannon. | NIAGARA, | " John Leitch. |
| AMERICA, | " W. J. C. Lang. | CANADA, | " James Stone. |
| CAMBRIA, | Captain Walter Douglas. | | |

DAYS OF SAILING.

From Boston and New York.

| | |
|-------------------|--------------------|
| Boston, May 24, | N. York, May 31. |
| Boston, June 7, | N. York, June 14. |
| Boston, June 21, | N. York, June 28. |
| Boston, July 5, | N. York, July 12. |
| Boston, July 19, | N. York, July 26. |
| Boston, Aug. 2, | N. York, Aug. 9. |
| Boston, Aug. 16, | N. York, Aug. 23. |
| Boston, Aug. 30, | N. York, Sept. 6. |
| Boston, Sept. 13, | N. York, Sept. 20. |
| Boston, Sept. 27, | N. York, Oct. 4. |
| Boston, Oct. 11, | N. York, Oct. 18. |
| Boston, Oct. 25, | N. York, Nov. 1. |
| Boston, Nov. 8, | N. York, Nov. 15. |
| Boston, Nov. 22, | N. York, Nov. 29. |
| Boston, Dec. 6, | N. York, Dec. 13. |
| Boston, Dec. 20, | N. York, Dec. 27. |

From Liverpool for

| | |
|-------------------|--------------------|
| Boston, May 27, | N. York, June 3. |
| Boston, June 10, | N. York, June 17. |
| Boston, June 24, | N. York, July 1. |
| Boston, July 8, | N. York, July 15. |
| Boston, July 22, | N. York, July 29. |
| Boston, Aug. 5, | N. York, Aug. 12. |
| Boston, Aug. 19, | N. York, Aug. 26. |
| Boston, Sept. 2, | N. York, Sept. 9. |
| Boston, Sept. 16, | N. York, Sept. 23. |
| Boston, Sept. 30, | N. York, Oct. 7. |
| Boston, Oct. 14, | N. York, Oct. 21. |
| Boston, Oct. 28, | N. York, Nov. 4. |
| Boston, Nov. 11, | N. York, Nov. 18. |
| Boston, Nov. 25, | N. York, Dec. 2. |
| Boston, Dec. 9, | N. York, Dec. 16. |
| Boston, Dec. 23, | N. York, Dec. 30. |

Berths not secured until paid. An experienced Surgeon on Board.

All Letters or Newspapers must pass through the Post Office.

For Freight or Passage, apply to

EDWARD CUNARD, 4 Bowling Green, New York, or to
SAMUEL S. LEWIS, 1 Commercial Wharf, Boston.



THE ROYAL MAIL STEAMER

CURLEW, W. SAMPSON, Com.,

will leave New York for Bermuda and St. Thomas.
1854.—Tuesday, April 7; May 8, and on the Seventh of every succeeding
month during the year.

Passage Money to Bermuda, \$35. To St. Thomas, \$70.

For Freight or Passage, apply to

E. CUNARD, 4 Bowling Green.



FROM PHILADELPHIA.

FROM LIVERPOOL.

THE LIVERPOOL AND PHILADELPHIA STEAMSHIP COMPANY

INTEND SAILING THEIR FAVORITE STEAMSHIPS:

CITY OF MANCHESTER, 2127 Tons, . . Capt. LEITCH.

CITY OF PHILADELPHIA (new) 2189 " Capt. WYLIE.

CITY OF BALTIMORE (new) . . 2538 " Capt.

FROM PHILADELPHIA:

CITY OF MANCHESTER, Saturday, July 22, 1854

CITY OF PHILADELPHIA, Saturday, Aug. 5, 1854

FROM LIVERPOOL:

CITY OF MANCHESTER, Wednesday, June 28, 1854.

CITY OF PHILADELPHIA, Wednesday, July 12, 1854.

Rates of Passage.

| FROM PHILADELPHIA. | | FROM LIVERPOOL. | |
|--------------------|------|-----------------|-------------|
| Saloon Berths, | \$90 | Saloon Berths, | 21 guineas. |
| Midship " | 65 | Midship " | 17 " |
| Forward " | 55 | Forward " | 15 " |

Including Stewart's Fees.

THIRD CLASS PASSENGERS.

A limited number of Third Class Passengers will be taken from Philadelphia and Liverpool, and be found in provisions.

From Philadelphia, \$25. | From Liverpool, \$40.

Certificates of Passage will be issued here to parties who are desirous of bringing out their friends, at corresponding rates.

Drafts on the Agents from £1 upwards.

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, 42 Walnut street, Philadelphia.

Richardson, Brothers & Co., Liverpool.

HAVRE PACKETS.**ONLY REGULAR LINE.**

The following ships will leave Havre on the 10th, 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. Bragdon. | { 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.

To sail from New York on the 26th, and from Liverpool on the 11th of every month, viz:

| | FROM NEW YORK. | FROM LIVERPOOL. |
|---------------------|----------------|-----------------|
| Ship GARRICK, | { Nov. 26. | Jan. 11. |
| Capt. R. W. Foster. | { March 26. | May 11. |
| | { July 26. | Sept. 11. |
| Ship SHERIDAN, | { Dec. 26. | Feb. 11. |
| Capt. S. Clark. | { April 26. | June 11. |
| | { Aug. 26. | Oct. 11. |
| Ship SIDDONS, | { Jan. 26. | March 11. |
| Capt. J. C. Taylor. | { May 26. | July 11. |
| | { Sept. 26. | Nov. 11. |
| Ship ROSCIUS, | { Feb. 26. | April 11. |
| Capt. J. W. Foster. | { June 26. | Aug. 11. |
| | { Oct. 26. | Dec. 11. |

These ships are of the first class, built in the city of New York, and commanded by men of experience and ability. Their accommodations are equal to any ships in the trade, and every exertion will be made to promote the comfort of passengers and convenience of shippers.

Neither the Captains nor owners of these ships will be responsible for any letters, parcels, or packages, unless regular bills of lading are signed therefor.

For Freight or Passage, apply to

JOHN COLLINS, Agent, 106 Wall street, New York,

or to **RICHARD S. ELY, Agent, Liverpool.**



NEW YORK AND LIVERPOOL PACKETS.

This Line of Packets will be composed hereafter of the following Ships, which will succeed each other in the order in which they are named, sailing punctually from New York on the 1st and 16th of every month, and from Liverpool on the 1st and 16th of each month throughout the year, viz.:

| | | FROM NEW YORK. | FROM LIVERPOOL. |
|--|--|----------------|-----------------|
| Ship ISAAC WEBB,
1300 tons,
E. G. Farber. | | November 1. | December 16. |
| | | March 1. | April 16. |
| | | July 1. | August 16. |
| Ship ISAAC WRIGHT,
1155 tons,
E. Abeel. | | November 16. | January 1. |
| | | March 16. | May 1. |
| | | July 16. | September 1. |
| Ship MONTEZUMA,
1000 tons,
W. De Coursee. | | December 1. | January 16. |
| | | April 1. | May 16. |
| | | August 1. | September 16. |
| Ship COLUMBIA,
1100 tons,
J. M. Bryer. | | December 16. | February 1. |
| | | April 16. | June 1. |
| | | August 16. | October 1. |
| Ship FIDELIA,
900 tons,
T. Dixon. | | January 1. | February 16. |
| | | May 1. | June 16. |
| | | September 1. | October 16. |
| Ship MANHATTAN,
1260 tons,
E. W. Peabody. | | January 16. | March 1. |
| | | May 16. | July 1. |
| | | September 16. | November 1. |
| Ship YORKSHIRE,
1050 tons,
E. Young. | | February 1. | March 16. |
| | | June 1. | July 16. |
| | | October 1. | November 16. |
| Ship GREAT WESTERN,
1500 tons,
W. G. Farber. | | February 16. | April 1. |
| | | June 16. | August 1. |
| | | October 16. | December 1. |

These ships are all of the largest class, and commanded by men of character and experience. Their cabin accommodations are all that can be desired in point of elegance, comfort or convenience, and they are furnished with stores of the best kind.

Neither the Captains nor owners of these ships will be responsible for any letters, parcels, or packages sent by them, unless regular bills of lading are signed therefor.

For Freight or Passage, apply

C. H. Marshall & Co., 38 Burling Slip, New York,
or Baring, Brothers & Co., 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 | Roscious | Antaretic |
| 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, Grote & 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 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, 276 Pearl street, New York,
or to C. GRIMSHAW & CO., 10 Gore Piazza, Liverpool.

New York and New Orleans Packets, LOUISIANA LINE.

TO SAIL EVERY THURSDAY DURING THE SEASON.

This Line is composed of the following first class Ships:

| | |
|-----------------------|------------------------|
| New Ship TOULON, | J. L. Rich, Master. |
| New Ship ST. CHARLES, | P. B. Bowers, Master. |
| Ship LIBERTY, | B. Atkins, Master. |
| Ship WELLINGTON, | J. E. Barston, Master. |
| Ship WESTMINSTER, | F. B. Sladden, Master. |
| Ship CLIFTON, | T. Ingersoll, Master. |
| Ship LOUISIANA, | I. Sullivan, Master. |
| New Ship ———, | S. V. Peabody, Master. |

These Packets having been modeled for speed, shippers are requested to compare their passages with those of any vessels in the trade.

They are commanded by men of character and experience, who will use every exertion to promote the comfort of passengers and convenience of shippers.

For Freight or Passage, apply to

STANTON & THOMPSON, 114 Wall street, New York,
or to CHESTER HILLARD, 100 Magazine st., New Orleans.

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, . . . | 1600 " " | " 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,

BROWNSVILLE, &c. &c.

SAN ANTONIO,
BRASOS SANTIAGO,
POINT ISABEL,
MATAMORAS,

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.



UNITED STATES MAIL STEAMSHIP CO.

For Havana, New Orleans, and Aspinwall.

TABLE OF DISTANCES, &c.

From New York to ASPINWALL, and communicating with the Pacific Mail Steamers at Panama.

| Ports. | M's fm. N. Y. | Time. | Fare. |
|------------------|---------------|-------|-------|
| NEW YORK, | 00 | Days. | |
| HAVANA, (Cuba,) | 1,400 | 5½ | \$60 |
| NEW ORLEANS, | 2,100 | 8 | 60 |
| ASPINWALL, N. G. | 2,400 | 9 | 65 |

STEAMERS.

| | Tons. | Capt. | |
|----------------|-------|------------------|----------|
| OHIO, | 2,500 | | |
| GEORGIA, | 2,700 | J. P. McKinstry, | U. S. N. |
| ILLINOIS, | 2,200 | H. J. Hartstene, | U. S. N. |
| FALCON, | 1,000 | | |
| EMPIRE CITY, | 2,000 | John McGowan, | |
| CRESCENT CITY, | 1,500 | Henry Windle, | |
| GEORGE LAW, | 2,200 | G. V. Fox, | U. S. N. |
| EL DORADO, | 1,200 | A. G. Gray, | |
| PHILADELPHIA, | 1,100 | | |
| UNITED STATES, | 1,200 | J. D. Lucas, | |

DAYS OF SAILING.

From New York, for Havana and New Orleans, the 12th and 27th of every month.

For Aspinwall, the 5th and 20th of every month.

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 U. S. MAIL LINE FOR
CALIFORNIA AND OREGON,
 VIA ASPINWALL AND PANAMA DIRECT.

By order of the Foremaster 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 direct for ASPINWALL, on the 7th and 22d. When these dates occur on Sunday, the sailing to be postponed until the Monday following. The Steamship 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.

| | | | |
|------------------------|------------|--------------------------|------------|
| GEORGIA, | 3000 Tons. | CRESCENT CITY, | 1500 Tons. |
| OHIO, | 3000 Tons. | PHILADELPHIA, | 1100 Tons. |
| ILLINOIS, | 2500 Tons. | EL DORADO, | 1300 Tons. |
| GEORGE LAW, | 2500 Tons. | FALCON, | 1000 Tons. |
| EMPIRE CITY, | 2500 Tons. | UNITED STATES, | 1100 Tons. |

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 direct line between New Orleans and Aspinwall, leaving on the 7th and 22d 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 ARMSTRONG, HARRIS & CO., or JAS. R. JENNINGS, Agents, at that place.

The Rates from New York to Aspinwall, and from Panama to San Francisco, will be—

| | | | |
|------------------------|--------|-------------------------|--------|
| FIRST CABIN, | \$200. | SECOND CABIN, | \$150. |
| STEERAGE, | \$70. | | |

PASSENGERS are landed at the Railroad Depot, Aspinwall, *Free of Expense*. The Railroad being in operation, and Cars running from Aspinwall to Gorgona, the transit of the Isthmus may be performed in from Eighteen to Twenty-four hours, the expense, \$30, to be borne by the passengers.

Tickets for the transit of the Isthmus from Ship to Ship, can be procured of J. W. CARRINGTON, at 59 Broadway, or at 177 West street, New York. Price \$30, including 25 pounds Baggage.

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:

| | | | |
|-----------------|------------|-------------|------------|
| J. L. STEPHENS, | 2500 Tons. | SACRAMENTO, | 2500 Tons. |
| GOLDEN GATE, | 2500 Tons. | CALIFORNIA, | 1050 Tons. |
| SAN FRANCISCO, | 2500 Tons. | COLUMBIA, | 800 Tons. |
| NORTHERNER, | 1200 Tons. | CAROLINA, | 600 Tons. |
| REPUBLIC, | 1200 Tons. | COLUMBUS, | 600 Tons. |
| OREGON, | 1099 Tons. | ISTHMUS, | 600 Tons. |
| PANAMA, | 1087 Tons. | FREMONT, | 600 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 reserve 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. Freight will be taken to Chagres at 70 cents per foot, and from Panama to San Francisco at the rate of \$100 per ton.

For Freight or Passage, apply to

CHARLES A. WHITNEY,

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,**

**SIERRA NEVADA,
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 5th and 20th of each month. When these dates fall on Sunday, the day of sailing will be on Saturday previous.

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 FIRST CLASS COACHES.

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, N. Y.

INDEPENDENT LINE FOR CALIFORNIA.

JAMES M. CROSS, Proprietor of the Atlantic Steamer.
EDWARD MILLS, Proprietor, and Messrs. **GARRISON, FRETZ & Co.**, Panama, and Messrs. **FRETZ & BALSTON**, San Francisco, Agents of the Pacific Steamers.



This Line is composed of the following **FIRST CLASS OCEAN STEAMERS** :

NORTH STAR.

Leaving NEW YORK for ASPENWALL, on the 1st of every month.

UNCLE SAM and YANKEE BLADE;

Leaving SAN FRANCISCO for PANAMA, on the 1st of every month.

When the above dates fall on Sunday, the Steamer from New York will leave on the following Monday; and the Steamer from San Francisco on the previous Saturday.

These Ships are all staunch and new, and fitted expressly for the trade, with all the improvements suggested by experience.

The transit across the Isthmus of Panama by means of the Railroad, &c., is performed in the shortest possible time.

The unrivalled speed of these steamers, with a determination of the Proprietors and Agents to spare no exertion, induces them to believe it will excel all other lines.

TICKETS for both Oceans can be procured in New York and San Francisco, by the following arrangement: The undersigned is authorized to sell Tickets in New York for the Pacific Steamers, and Messrs. **FRETZ & BALSTON** to sell Tickets in San Francisco, for the Atlantic Steamer.

Passengers pay their own expenses crossing the Isthmus, which are very much reduced. Baggage on the ships is free to the extent of 250 pounds, or 10 cubic feet, for each full passenger; for all over this quantity, the customary rate of freight will be charged. No passage will be secured until paid for in full at this office, where plans of cabins may be seen.

JAMES M. CROSS,

9 Battery Place, (Up Stairs.)

N. Y. AND ALABAMA STEAMSHIP CO.
CARRYING U. S. MAILS.
FOR MOBILE, STOPPING AT HAVANA.



SEMI-MONTHLY LINE.

Sailing on the 9th and 25th of each Month.

FROM NEW YORK AND MOBILE,
THE NEW SIDE-WHEEL STEAMSHIPS

BLACK WARRIOR, . . . CAPT. J. D. BULLOCH.

CAHAWBA, . . . CAPT. R. W. SHUFFELDT.

Leaving New York from Pier foot of Beach street, North River.

PASSAGE, \$65.

Freight taken for New Orleans.

Company's Printed Rates of Freight and 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, CROCHERON & CO.,

31 Broadway.

CHARLESTON TO HAVANA.**UNITED STATES MAIL STEAMSHIP****"ISABEL,"**

For Havana, via Key West, from Charleston, S. C.

This splendid Steamship, WILLIAM ROLLINS, Commander, whose unprecedented regularity has fully obtained the confidence of the Traveling Public, will leave Charleston for Havana, via Key West, on the 1st and 15th of each month; and will leave Havana for Charleston, via Key West, on the 8th and 22d of each month.

✶ This Steamer will connect at Havana with NEW ORLEANS and NEW YORK Steamers. Apply to

MORDECAI & CO.,

110 East Bay, Charleston, S. C.

NEW YORK AND CHARLESTON
STEAMERS,

CONNECTING WITH STEAMERS RUNNING TO

SAVANNAH, FLORIDA, HAVANA, &c.**SEMI-WEEKLY UNITED STATES MAIL LINE.****ON SATURDAYS.**Steamer **MARION**, Capt. **W. FOSTER**." **JAMES ADGER**, " **J. DICKINSON**.**WEDNESDAY.**Steamer **SOUTHERNER**, Capt. **T. EWAN**." **NASHVILLE**, " **M. BERRY**.

The above Steamers will leave as above for **CHARLESTON**, at 4 o'clock P. M., from Pier No. 4, North River.

Apply to **SPOFFORD, TILLESTON & CO.,**

30 Broadway, N. Y.

HENRY MISSROON, Agent,

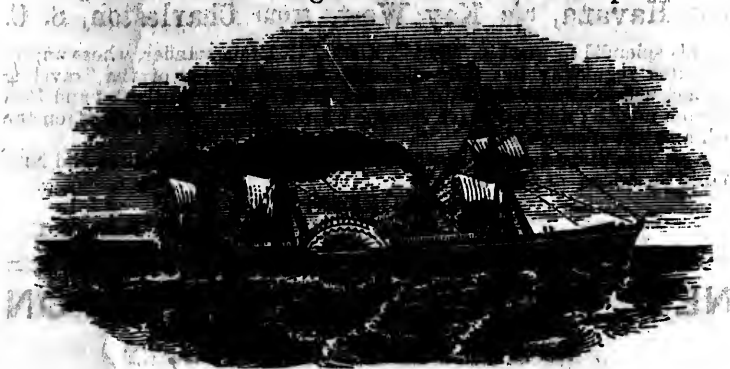
Charleston, S. C.

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 Tuesday afternoon,
JAMESTOWN, CAPT. CAVENDY, every Saturday afternoon,
from Pier 13, North River, at 4 o'clock, P. M.

RETURNING, leaves Richmond Tuesday and Friday;
Norfolk every Wednesday and Saturday afternoon.

| | |
|--|-----------|
| Passage and fare between New York and Norfolk, | } \$ 8 00 |
| do. State Room included, | |
| do. New York and Petersburg, and | } 10 00 |
| do. 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-steamer*. 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.

NEW YORK AND SAVANNAH

REGULAR LINE OF OCEAN STEAMERS.

UNITED STATES MAIL LINE.

Great Southern Route from NEW YORK, MOBILE and NEW ORLEANS, via SAVANNAH, MACON and COLUMBUS, Ga., and MONTGOMERY, AL., also the most important points in FLORIDA.

STEAMSHIPS:

| | |
|------------|-----------------|
| FLORIDA. | Capt. WOODHULL, |
| ALABAMA. | " SCHENCK, |
| AUGUSTA, | " LYON, |
| KNOXVILLE, | " LUDLOW. |

One of the above Steamers will leave NEW YORK every SATURDAY and WEDNESDAY, at 4 o'clock P. M., from Pier No. 4, N. R.



FOR THE INTERIOR.

Two Trains leave SAVANNAH daily for MACON, &c., Morning and Evening. In case of delay in the arrival of the SAVANNAH every Tuesday and Saturday, after the arrival at 3½ o'clock P. M., taking Passengers into COLUMBUS the next morning at 7 o'clock, and into MONTGOMERY the same day at 7½ P. M.—only 28 hours from SAVANNAH to MONTGOMERY—making 12 hours less land travel than by any other route.

FOR FLORIDA.

The New Steamer ST. JOHN'S, Capt. JAMES FREEBORN; Steamer 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, Georgia; JACKSONVILLE, MIDDLEBURG, PICOLATA, and ST. AUGUSTINE, Florida.

For Freight or Passage, apply to

SAMUEL L. MITCHILL,

No. 13 Broadway, New York.

CANADIAN STEAM NAVIGATION COMPANY..



MONTREAL AND QUEBEC TO LIVERPOOL.

THE FIRST-CLASS POWERFUL SCREW STEAMSHIPS

| | |
|----------------------------------|-------------|
| Cleopatra, | 1,500 Tons. |
| Ontario, (building,) | 1,750 " |
| Erie, do. | 1,750 " |
| Huron, do. | 1,750 " |
| Sarah Sands, (chartered,) | 1,300 " |

These vessels will maintain a regular communication between **LIVERPOOL**, **QUEBEC** and **MONTREAL**, sailing twice a month during Summer, commencing April, 1854; and between **LIVERPOOL** and **PORTLAND**, once a month during Winter.

FARES.

| | |
|---|-------------|
| First Cabin (including Fare from Portland to Montreal,) | 20 Guineas. |
| Second Cabin, (reserved berths,) | 14 " |
| Ditto, | 12 " |
| Steerage, | 6 " |

These Rates include Provisions.

Freight: 60s. per Ton Measurement, and 5 per Cent. Primage.

THE **CLEOPATRA** and **SARAH SANDS** have excellent accommodation for Passengers, and no expense will be spared in making the new vessels, now being constructed by the eminent ship-builder, **JOHN LAIRD, Esq.**, of Birkenhead, equal to any afloat.

These Steamers sail in conjunction with the Railway recently opened between Portland and Montreal; trains leave each of these places several times daily, performing the entire distance in twelve hours. This is the most direct route to the Upper and Lower Canadas during the close of the navigation of the St. Lawrence, and also the cheapest and best route to the Western States of America.

Arrangements are in progress for the conveyance of Emigrants, at Through Rates, from Liverpool to their destination.

Apply in London, to **ROBERT CARTER & Co.**, 11 Leadenhall street; in Glasgow, to **PATRICK HENDERSON & Co.**, 4 Bothwell street; in Paris, to **FRITCHARD & MONNERON**, 36 Rue de Dame de Victoires; or to

McKEAN, McLARTY & CO.,

4 Drury Lane, Water street, Liverpool.

GILLESPIE, MOFFATT & CO., Montreal.

GILLESPIES & CO., Quebec.

DAVID BELLHOUSE, Portland, Me.



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,

Beard & Co.—Atlantic and Pacific, California, Virginia, North and South Carolina and Tennessee Express; Office 38 Broadway.

Conklin & Co.—Telegraph Express. City and Country. Office, 33 Broadway.

Davenport, Mason & Co.—Taunton, New Bedford, and Nantucket Express, 74 Broadway.

Day's Newark Express, 59 Broadway.

Edward's, Sanford & Co.—Foreign Express. Offices, 36 Broadway, N. Y.; 17 and 18 Cornhill, London; Commercial Buildings, Liverpool; 9 Rue de la Chaussee, Havre; 36 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, 23 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, 21 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 Broad street.

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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, (Elizabeth 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.

| | Depot. | | Depot. |
|------------------|-------------------|-------------------|--------------------|
| 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

NEW YORK TO ALBANY.

*Merchant's Line*

at 6 o'clock P. M. for Albany without Landing.

FARE 50 CENTS.

From foot Robinson st., (North Side of Barclay st. Pier). In connection with New York Central, Michigan Central and Southern, Albany, Rutland and Montreal Railroads, without Change of Cars.

Steamers MANHATTAN and HERO will leave the Steamboat Pier, foot of Robinson street,—Steamer MANHATTAN, Capt. Wm. B. NELSON, on Monday, Wednesday and Friday; and the Steamer HERO, Capt. J. HANCOX, on Tuesday, Thursday and Sunday, at 6 o'clock P. M.

For Freight or passage apply on board, or to GEO. T. STANLEY, at the office on the wharf. Special contracts for the transportation of freight can be made with the Captains on board, or with the Agent, at the office on the Wharf, Pier No. 27, North River.

HUDSON RIVER DAY BOATS.

RUNNING BETWEEN

NEW YORK and ALBANY.



The Steamer ARMENIA leaves New York from foot Chambers st., N. R., every other day, at 7 o'clock A. M., landing at all the principal places on the Hudson River.

The Steamer GEORGE WASHINGTON, leaves New York from foot Jay street, N. R., every other day, landing as above, at 7 o'clock A. M.

Returning leave Albany every other day.

The above Boats form a regular **Day Line** during the season of pleasure traveling, affording a most delightful excursion during warm weather.

IN

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Gadsby's
Irving Ho
National
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United St
Willard's
Union Ho

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Barnum's
Eutaw Ho
Fountain
Globe Ho
Howard H
Union Ho
United St
Washington

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American
City Hotel
Columbia
Eagle Ho
Exchange
Franklin
Jones' Ho
La Pierre
Mansion
Markee H
Merchants
Girard Ho
Red Lion
United St
Union Ho
Washington

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. |
| Irving House, | | Pennsylvania Avenue. |
| National Hotel, | M. A. Dexter, | Pennsylvania Avenue. |
| Temperance House, | Isaac Beers, | Third st., near Penn. Av. |
| 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. |
| United States Hotel, | J. & W. Guy, | Pratt street. |
| Washington Hotel, | J. Gilman, | 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. |
| Columbia House, | | 207 Chestnut 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. McKibbin, | Fourth, above Market. |
| Girard House, | Presbury & Billings, | 271 Chestnut street. |
| Red Lion Hotel, | J. C. Wistar, | 200 Market street. |
| United States Hotel, | C. H. Miller, | Chestnut, above 4th. |
| Union House, | T. S. Webb, | 111 Arch street. |
| Washington House, | A. F. Glass, | 223 Chestnut street. |

PRINCIPAL HOTELS IN NEW YORK.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|-----------------------|------------------------|---------------------------|
| Astor House, | Coleman & Stetson, | Broadway. |
| Atlantic Hotel, | J. Foreman, | 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. |
| Earl's Hotel, | Wm. P. Earle, | 19 Park Row. |
| French's Hotel, | R. French, | Chatham, cor. Frankfort. |
| Florence's Hotel, | Reuben Lovejoy, | Broadway, cor. Walker. |
| Grand House, | | Chambers st., cor. W. Hr. |
| 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, | Doolittle & 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, | 5 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, or 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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Washin
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Montre
Ottawa
St. Law
Temper
Wester

Russell
Sword's
Ottawa
St. Law

Catarac
Niagara
Internat

Clifton

PRINCIPAL HOTELS IN BOSTON.

| Name. | Proprietors. | Location. |
|-----------------------|-----------------------|--|
| Adams House, | S. B. Robbins, | 371 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. |
| Pavillon, | 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.

| Name. | Proprietors. | Location. |
|--------------------|-----------------|-------------------------|
| 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, | Vardon & Hogan, | Great St. James street. |
| Temperance House, | F. Duclos, | College street. |
| Western Hotel, | J. W. Hewitt, | McGill street. |

Principal Hotels in Quebec.

| Name. | Location. |
|---------------------|--------------------------------------|
| Russell's Hotel, | Palace street, — Upper Town. |
| Sword's Hotel, | St. Louis street, — " |
| Ottawa Hotel, | Sault au Malecot street, Lower Town. |
| St. Lawrence Hotel, | St. Peter street, |

Principal Hotels at Niagara Falls.

| AMERICAN SIDE. | |
|----------------------|--------------------|
| Name. | Proprietors. |
| Cataract House, | Whitney & Jerraud. |
| Niagara Falls House, | T. R. Coulen. |
| International Hotel, | Ira Osborn. |
| CANADIAN SIDE. | |
| Clifton House, | George Shears. |

Principal Hotels in Albany.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|-----------------|---------------------|------------------|
| 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.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|--------------------|---------------------|-------------------------|
| 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.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|----------------------|---------------------|--------------------------|
| 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, | Baily & Son, | cor. Pearl and Com. sts. |
| United States Hotel, | Z. Bonney, | Terrace. |
| Western Hotel, | F. L. Brown, | Terrace. |

Principal Hotels in Cleveland.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|--------------------|---------------------|------------------|
| 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 Chicago.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|-----------------|---------------------|------------------|
| American Hotel, | | Lake street. |
| City Hotel, | Cyrus Adams, | Lake street. |
| Lake House, | | |
| Madison House, | | Randolph street. |
| Sherman House, | Brown & Tuttle, | Randolph street. |
| Tremont House, | Gage & Brother, | Lake street. |

Principal Hotels in Detroit.

| <i>Name.</i> | <i>Proprietors.</i> | <i>Location.</i> |
|----------------------|---------------------|-------------------|
| 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. |

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, 31 "

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. "

CHARGES BY HOUR.

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

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

Caleche, 1s. 3d. " " 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, \$1 $\frac{1}{2}$ 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 plaintiff 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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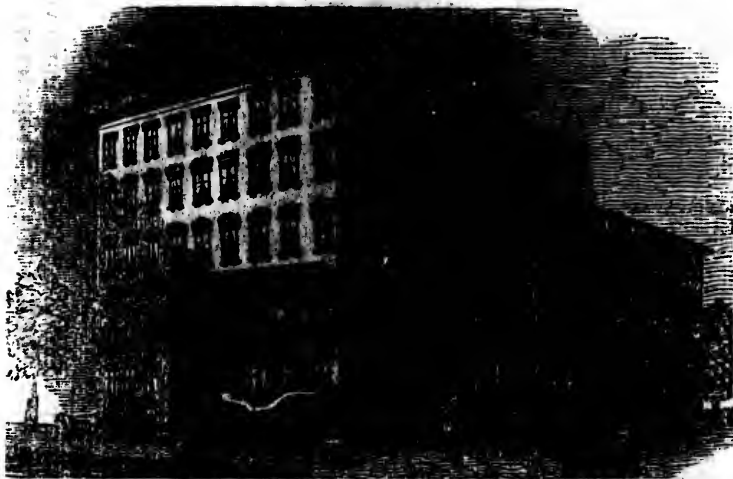
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ADVERTISING DEPARTMENT.



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.

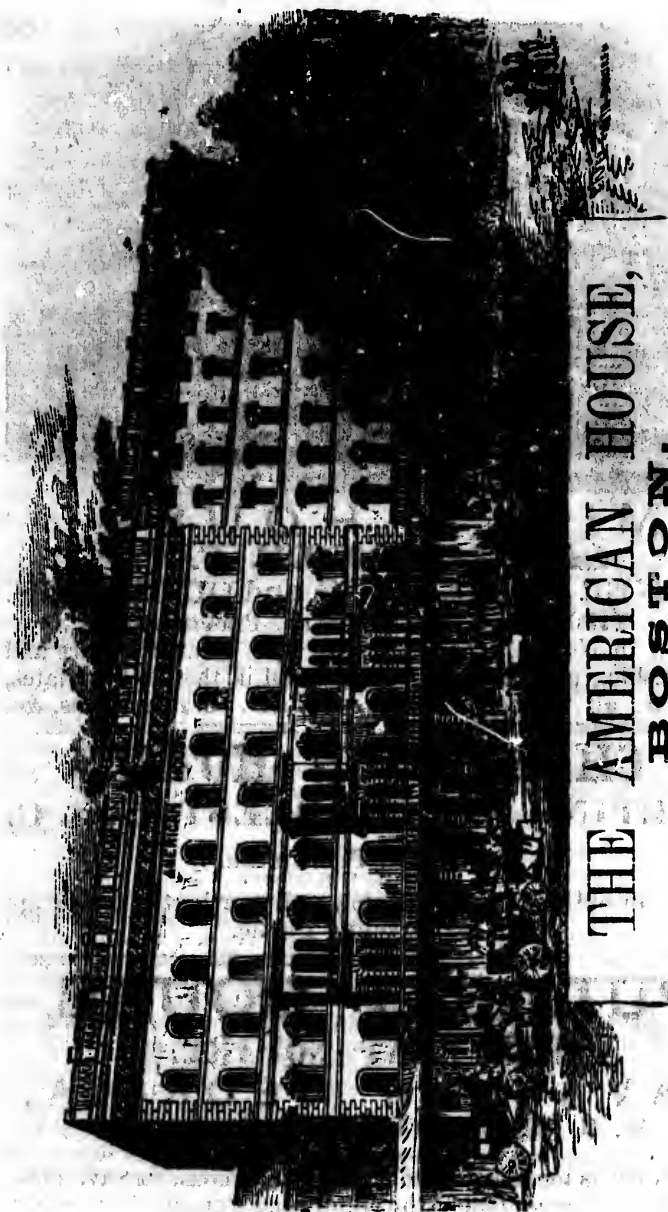
CHARLESTON HOTEL,
MEETING ST., CHARLESTON, S. C.
D. MIXER, PROPRIETOR.

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.

ADVERTISING DEPARTMENT.



**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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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.**

ADVERTISING DEPARTMENT.



TREMONT HOUSE,

(FORMERLY THE EAGLE,)

LOCKPORT, NEW YORK.

H. H. CRAM, PROPRIETOR.

66 CLARENDON, 99

(LATE PHELPS HOUSE,)

CORNER OF MAIN AND SOUTH DIVISION STREETS.

BUFFALO.

CAPT. HENRY VAN ALLEN, Proprietor,

Late of the Steamers May Flower and Empire State.

The Subscriber having leased the above well-known Hotel, for a term of years, is fully prepared to accommodate his friends and the public, in the most satisfactory manner.

ADVERTISING DEPARTMENT.

AMERICAN HOTEL,
LOOKPORT, 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.

NATIONAL HOTEL,



PENNSYLVANIA AVENUE,
CORNER OF SIXTH STREET,
WASHINGTON CITY, D. C.

M. A. DEXTER, Proprietor.

RUSSELL'S HOTEL,

PALACE STREET,

QUEBEC,

(UPPER TOWN.)



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, MAUGH CHUNG, WILKESBARRE,

SCHUYLKILL TAVEN, MINESVILLE, TREMONT, DANVILLE,

GLOVERSBURG, NORTHEMBERLAND, 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.

ADVERTISING DEPARTMENT.

BROWN'S HOTEL.

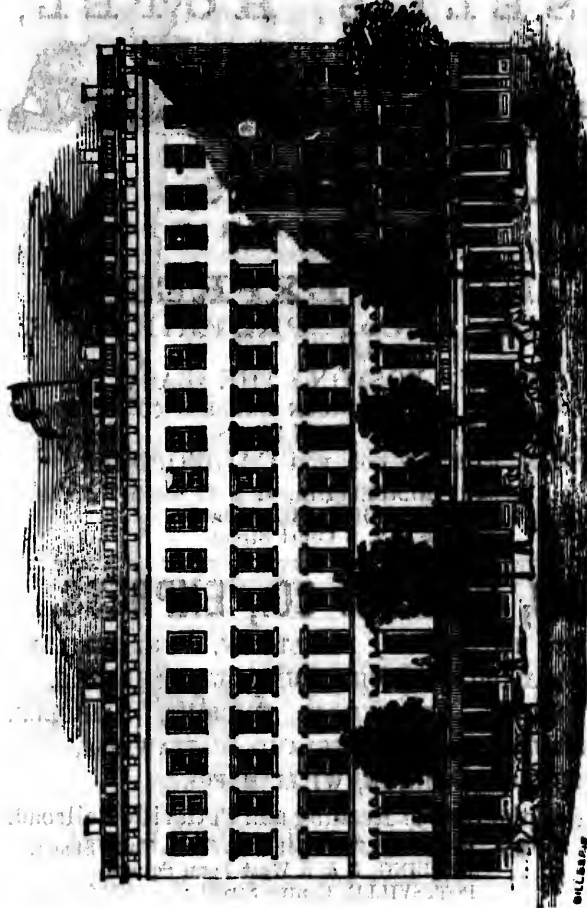
The PROPRIETORS respectfully announce that their new establishment is now open for the reception of guests. Its front is of white marble, covering one hundred and ninety feet on Pennsylvania Avenue, and is six stories in height. They hesitate not to say that their house is one of the largest and most 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.

AMERICAN HOTEL,

RICHMOND, VA.,

J. MILDEBERGER SMITH,

PROPRIETOR,

(Formerly of JONES' HOTEL, Philadelphia, and the New York and AMERICAN HOTELS, New York.)

THIS popular Hotel is situated on Main Street, directly fronting the Capitol grounds, and next to the Banks. Its location is the most desirable in the city. Every attention is paid to its guests calculated to add to their comfort. Travelers are respectfully solicited to give the AMERICAN HOTEL a trial, hoping they will find every comfort that can be desired in a public house.

RICHMOND, April, 1854.

BRAINARD HOUSE,
ELMIRA, NEW YORK.

COLEMAN & PIKE,
LATE OF THE ASTOR HOUSE.

 Accommodate three hundred Guests.

FRANKLIN HOUSE,

CHESTNUT STREET,

(Between 3rd and 4th,)

PHILADELPHIA.

BENJAMIN H. WOOLMAN,
PROPRIETOR.

A FIRST CLASS HOTEL.

PRICES REDUCED from \$2 to \$1 50, per DAY.

BROWN'S HOTEL,
CITY OF WASHINGTON, D. C.
PROPRIETORS,
PENNSYLVANIA AVENUE,
Between 6th and 7th Sts.

ADVERTISING DEPARTMENT.

CALIFORNIA LINE
FOR
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.

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 RAIL-
ROAD, 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.

ADVERTISING DEPARTMENT.

NATIONAL EXPRESS COMPANY,
Formerly Pullen, Virgil & Comp.
GENERAL FORWARDING AND COMMISSION HOUSE,
MERCHANDISE AND PACKAGES

OF EVERY DESCRIPTION,

SPECIE, BANK NOTES, &c.

will be forwarded daily in charge of Messengers to and from

MONTREAL, NEW YORK, QUEBEC, TROY, BOSTON

AND ALL INTERMEDIATE PLACES.

Notes, Drafts and Bills collected, and Orders attended to, with promptness, and at reasonable rates.

Debenture Goods, or Goods in Bonds, will receive prompt attention in New York, and be forwarded with all despatch. Invoices should be sent with all Goods going to or coming from Canada, to pass them up the customs.

Bills of Exchange may be had at either of our Offices on England, Ireland, Scotland, France, and Antwerp from £1 upwards.

PRINCIPAL OFFICES.

No. 74 Broadway, New York.

No. 221 River street, Troy.

No. 3 Place d'Armes, Montreal.

St. Andrew's Wharf, Quebec.

THE EXPRESS MESSENGER,

PUBLISHED EVERY SATURDAY AT

No. 36 BROADWAY, N. Y.

A COMMERCIAL AND FAMILY NEWSPAPER,

CIRCULATED FREE

ALL OVER THE

UNITED STATES, CALIFORNIA, AND AUSTRALIA,

AND

Some portions of Europe, by the various Express Companies.

From the novel and beautiful appearance of

"THE EXPRESS MESSENGER,"

(being printed in two colors,) the value of its contents, and its extraordinary circulation far and wide, elsewhere as well as in the City of New York, it is one of the very best of

ADVERTISING MEDIUMS.

NEW YORK, Jan. 1864.

ADVERTISING DEPARTMENT.

WM. T. JENNINGS & CO.,

7 & 9 BARCLAY STREET,

OPPOSITE THE ASTOR HOUSE.

WHOLESALE DEALERS IN FIRST QUALITY

READY MADE CLOTHING.

W. T. JENNINGS.

H. K. RICHARDSON.

**LOOKING GLASSES, PLATES,
PORTRAIT, AND PICTURE FRAMES.**

JOHN S. WILLARD,

No. 440 PEARL STREET,

Offers at Wholesale and Retail a large assortment of Gilt, Rosewood, Black Walnut, and Mahogany O G Band and Bevil Looking Glasses, French and German Looking Glass Plates, and Plate Glasses, Gilt Mouldings, rich Gilt Ornamented Mantel and Fier Glasses, Portrait and Picture Frames, of all kinds and descriptions, constantly on hand and made to order.

The trade and public generally are invited to call and examine the stock before purchasing elsewhere.

JOHN S. WILLARD,

Importer and Manufacturer,

Warehouse No. 440 Pearl, between Chatham & Madison streets.



BERFORD & CO'S

Atlantic and Pacific, California,

VIRGINIA, NORTH CAROLINA & TENNESSEE

EXPRESS,

For the Transportation of every description of Merchandise and Valuables, the Collection of Notes, Drafts, Bills, &c., and the execution of all Orders, large or small.

OFFICE, 38 BROADWAY, NEW YORK.

ADVERTISING DEPARTMENT.

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, | Stena, |
| Berne, | Florence, | Munich, | Smyrna, |
| Bonn, | Frankfort, | Messina, | Seville, |
| Bordeaux, | Genoa, | Mulhouse, | Stettin, |
| Boulogne, | Geneva, | Madras, | Shanghai, |
| Bremer, | 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, |
| Cadiz, | Leipsic, | Palermo, | Zurich. |
| Columbo, Ceylon, | Lyons, | 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, | } Ceylon. |
| Hong Kong, | | Bombay, | Kandy, | |
| Shanghai, | | Calcutta, | Singapore, | |

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.

CREDITS, &c. FOR AUSTRALIA.

Messrs. DUNCAN, SHERMAN & Co., BANKERS, New York, issue Credits and Bills of Exchange on the Oriental Bank of London, 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 30 |
| Premiums on Policies not marked off 1st January, 1853, | 1,347,408 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>3,891,948 57</u> |
|--|---------------------|

| | |
|---|----------------|
| Losses paid during the same period, | \$2,152,216 43 |
| Returns of Premiums and Expenses, | 481,500 55 |

\$2,633,716 98

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 68 |
| Cash in Bank, | <u>59,945 37</u> |

Total Amount of Assets,

\$4,432,233 10

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, | <u>540,484 08</u> |

| | |
|---|---------------------|
| Total profits for 11½ years, | \$5,465,124 08 |
| Certificates of 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851 }
and 1852, have been redeemed by Cash, | <u>3,919,060 00</u> |

Nett earnings rem. with the Com. on 1st Jan. 1854, \$1,546,064 08

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.*

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 06 |
| | <u>\$2,253,649 91</u> |

| | |
|-------------------------------------|-----------------------|
| Less Return Premiums, | 126,794 80 |
| Earned Premiums for the year, | <u>\$2,126,855 11</u> |

| | |
|---|-----------------------|
| 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, | 131,170 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.

New York, April 24, 1854.

W. V. HUTCHINGS, Sec'y.

By order of the Board,

ELLWOOD WALTER, *President.*

LEWIS GREGORY, *Vice President.*

CHARLES NEWCOMB, *2d Vice President.*

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ADVERTISING DEPARTMENT.

THE MARSTON FIRE ARMS MAN'G CO.
OFFICE
205 BROADWAY



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.

BRIDGEWATER PAINT,

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

**R. BOGERT, General Agent,
125 Pearl, and 78 Beaver Streets, New York.**

ADVERTISING DEPARTMENT.

IRON SAFE WAREHOUSE, GREEN BLOCK,

No. 135, 137,

and 139

WATER ST.,



Cor. Pine and

Depeyster Sts.,

NEW YORK.

SILAS C. HERRING,

MANUFACTURER AND SOLE PROPRIETOR

OF

HERRING'S

PATENT FIRE-PROOF SAFE

WHICH

Received the Medal at the World's Fair.

The SAFE which was awarded this distinction can be seen as above,
together with the largest assortment of
FIRE-PROOF SAFES IN THE WORLD.

Also, Manufacturer of HERRING'S (Wilder's Patent) single
and double SALAMANDER SAFES, and dealer in all kinds of
IRON SAFES, VAULT DOORS, EXPRESS BOXES, and MONEY
CHESTS; and sole Proprietor of

HALL'S PATENT POWDER-PROOF LOCK,

which obtained a Medal at the World's Fair, London, 1851.

SILAS C. HERRING,

GREEN BLOCK, 135, 137, and 139 WATER ST., NEW YORK.

ADVERTISING DEPARTMENT.

DEFIANCE SALAMANDER SAFES

ROBERT M. PATRICK,
MANUFACTURER,

Depot, 192 Pearl street,

One door below Maiden Lane, formerly 90 John street.

Manufactory—60, 62, 64 and 66 Canon street, New York.

These original and really Fire and Burglar-Proof SAFES, possess more security against Fire and Thieves than any others manufactured. About 15,000 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

**GORTIN'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 Gortin'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.

ROBERT M. PATRICK,

192 Pearl street.

ADVERTISING DEPARTMENT.

THE PHENIX FIRE INSURANCE CO. OF BROOKLYN.

Insures property against loss or damage by Fire.

OFFICES : 365 FULTON STREET, BROOKLYN, (opposite City Hall). CORNER WILLIAM & JOHN STREETS, NEW YORK, (Shoe and Leather Bank Building.)

CASH CAPITAL 300,000 DOLLARS.

DIRECTORS.

Stephen Crowell,
Richard L. Crook,
John Harper,
Francis B. Stryker,
Alanson Trask,
Rufus R. Graves,
A. V. Stout,
James H. Taft,
J. D. Ingersoll,
John M. Hicks,
John W. Hoyt,
Thomas S. Denike,
Moses F. Odell,

Loring Andrews,
Henry Collins,
L. H. Frothingham,
Matth. Armstrong,
T. J. Easterbrook,
S. Bald. Chapman,
Daniel F. Fernald,
Jotham Weeks,
George W. Brown,
John A. Betts,
Benj. F. Beaver,
David Barker,
Henry Holt,
Gilbert W. Bowne.

George W. Bergen,
Henry N. Conklin,
Alexis Bregy,
George H. Barry,
Edwin Beers,
Henry Bange,
Charles C. Betts,
Edward Anthony,
James S. Rockwell,
St. Van Denschoten,
Samuel E. Sproulls,
Gustav Schwab,
John D. Lawrence,

STEPHEN CROWELL, *President.*

PETERLANDER CHAW, *Secretary.*

OFFICE OF THE ATLAS MUTUAL INSURANCE CO.

NEW YORK, January 28, 1854.

The following being the First Statement of the affairs of this Company, is published in conformity with the requirements of its Charter:

Premiums received on Marine and Inland Transportation Risks
for the period ending 31st December 1853, \$637,319 82

No Policies have been issued upon Fire Risks disconnected with
Marine Risks.

| | |
|---|---------------------|
| Premiums earned during the same period, | \$453,851 54 |
| Less Return Premiums, | 30,917 51 |
| Nett Earned Premiums, | \$422,934 03 |
| Losses and Expenses, | \$317,841 85 |
| Re-insurances, | 19,235 12 |
| | <u>\$337,076 97</u> |

The Company have the following Assets :

| | |
|--|---------------------|
| Premium Notes and Notes in advance of Premiums, | \$424,024 64 |
| Stocks and other Securities, Claims due the Company, and un- | |
| settled Premiums to be closed by Cash or Notes, | 42,252 94 |
| Cash on hand, | 25,173 31 |
| Total Amount of Assets, | <u>\$491,450 89</u> |

The Board of Trustees have this day declared a Dividend of Twenty per cent. on the nett earned Premiums for the period ending 31st December, 1853, for which Certificates will be issued on and after Tuesday the 14th of February next.

By order of the Board,

N. H. OSBORN, *President.*

E. RUSSELL INCKLEY, *Vice-President.*

GEO. H. TRACY, *Sec'y.*

ADVERTISING DEPARTMENT.

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TROY, NEW YORK.



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OMNIBUS AND POST COACH
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For Purifying the Blood and for the Care of
Scrofula, Rheumatism, Stubborn Ulcers, Salt Rheum, Fever Sores, Erysipelas,
Pimples, Biles, Liver Complaint, Bronchitis, Loss of Appetite,
General Debility, &c.

In this preparation all the restorative properties of the root are concentrated in their utmost strength 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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" " " New England States.

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States of the Union.

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TREATY MAP OF THE REPUBLIC OF MEXICO.

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MAPS OF ENGLAND, FRANCE, &c., &c.

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New York, May, 1854.

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