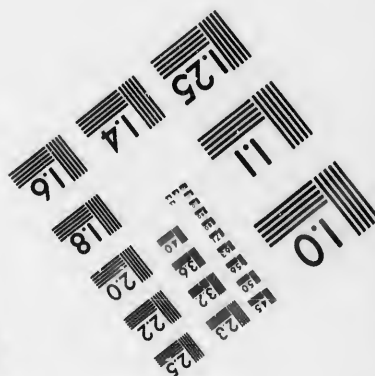
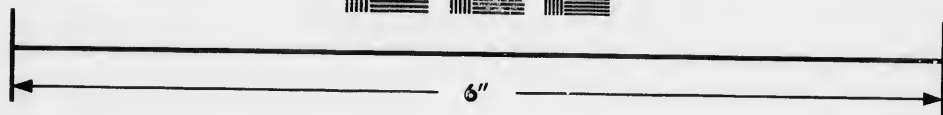
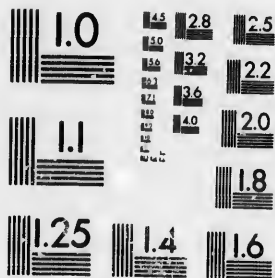


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

28
32
25
22
20
18

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10

© 1987

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institut has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

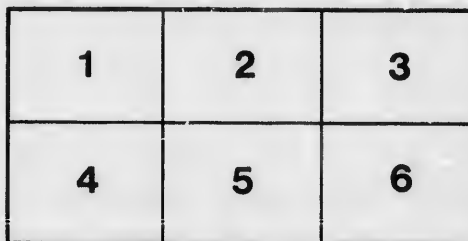
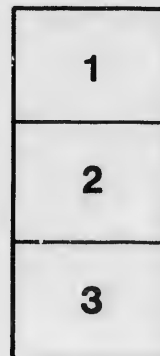
Seminary of Quebec
Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Séminaire de Québec
Bibliothèque

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

PRICE-FIFTEEN CENTS.

TUNIS' NEW
INTERNATIONAL
TOPOGRAPHICAL

Rail Road
Guide of the



UNITED STATES & CANADAS.

MAY, 1859.

W. E. TUNIS,
NIAGARA FALLS, N. Y., AND CLIFTON, C. W.

HISTORY OF CHICAGO, Pages 3 to 18.

Refer to Table of Contents, page 157, 158, 159, and 160.

W. E. TUNIS, Wholesale Dealer in Papers, Periodicals, and Cheap Publications.

RIDDIE HOUSE, Jefferson Avenue, 1859. O. E. RIBBLE, CHAS. L. DIRBLE.

ROSSIN HOUSE,

KING STREET WEST,
TORONTO, C. W.

A. C. JOSLIN, Proprietor.

RENDELL & FAIRCHILD,

MANUFACTURERS OF

GOLD PENS,

Gold and Silver Pencil and Pen Cases,

No. 132 William Street, New York.

WESTERN HOTEL,

Opposite St. Paul's Church,

RICHMOND ST., LONDON, C. W.

PETER M'CANN, PROPRIETOR.

Passengers and Baggage carried to and from the Cars free of charge.

Stages Leave this House Daily.

Jan., 1859.

G. F. HAWKES,

MANUFACTURER OF

GOLD PENS,

Gold and Silver Pencil and Pen Cases,

64 NASSAU ST., N. Y.

Jan., 1859.

SERRAVALLO'S

Corner Randolph and Clark Sts.,

(OPPOSITE COURT HOUSE)

CHICAGO, ILL.

TRIPP & HALE, Proprietors.

Board, \$1.50 per day.



DI.

ge.

LO

RA

F

ENCLOSURE

Dickens' New Novel!

Printed from early proof sheets, for which HARPER & BROS. pay the Author

FIVE THOUSAND DOLLARS!

HARPER'S WEEKLY.

A First-Class Illustrated Family Newspaper.

Five Cents a Copy. \$2.50 a Year.

The Publishers have the pleasure of announcing that they have purchased from the author for Five Thousand Dollars, the early proof sheets of Mr. CHARLES DICKENS'S New Serial, entitled "A TALE OF TWO CITIES," Splendidly Illustrated, which has just been commenced in HARPER'S WEEKLY, and will be continued from week to week until completed. The Publishers also take pleasure in announcing that they have commenced the publication of an Illustrated Serial Tale of American Life, entitled "TRUMPS," by GEO. WILLIAM CURTIS, Author of "The Potiphar Papers," "Nile Notes of a Howadji," &c. — The first Number appeared in HARPER'S WEEKLY for April 9th.

A perusal of HARPER'S WEEKLY will keep persons living in the country THOROUGHLY POSTED on the news of the day. No other publication gives so MUCH AND SO CHOICE MATTER, or so fully illustrated a history of the times in which we live.

TERMS.

One Copy for Twenty Weeks	\$1 00
One Copy for One Year	2 50
One Copy for Two Years	4 00
Five Copies for One Year	9 00
Twelve Copies for One Year	20 00
Twenty-five Copies for One Year	40 00

An Extra Copy will be allowed for every Club of TWELVE or TWENTY-FIVE SUBSCRIBERS.

'OUR MUSICAL FRIEND'

A WEEKLY PUBLICATION OF SHEET MUSIC
CONTAINING 16 PAGES
PRICE ONLY TEN CENTS.

"OUR MUSICAL FRIEND" is filled with the best Piano Solos, Duets, Songs, Operatic Arias, Polkas, Mazourkas, Quadrilles, Waltzes, and every other species of musical composition for voice and piano. The selections are made from the best American and European Composers; are printed on full sized music paper, with all the accuracy and neatness that can be bestowed on music, and will be found adapted to every grade of performer.

WE DIRECT YOUR ATTENTION TO THE PRICE OF THE WORK. The same quantity of music procured from the regular publishers would cost more than ten times what is here charged.

A year's subscription to "Our Musical Friend," will insure an accumulation of new and fashionable music which could not be obtained in any other way without a great expenditure.

PRICE TEN CENTS WEEKLY. ALL THE BACK NUMBERS CONSTANTLY ON HAND.

Published by C. B. SEYMOUR & CO.,
107 Nassau St., New York.

For Sale by all respectable News Dealers. 10 cents a copy, \$5 per year.

W. E. JUNIS, Agent for Canada,

MAY, '59.

Clifton, C. W.

GEO.

194

LOOKING-G

MA

EVERY

RAILROAD

FRAM

BO

Than C

GEO. D. TELLER,

194 Washington Street,

BUFFALO.

WHOLESALE AND RETAIL

LOOKING-GLASS & PICTURE FRAME

MANUFACTURER.

EVERY DESCRIPTION OF

RAILROAD ADVERTISING CARDS

FURNISHED,

—AND—

FRAMED TO ORDER,

LOWER FIGURE

Than Can be Done Elsewhere.

SHERMAN HOUSE

Corner Randolph and Clark Sts.,

(OPPOSITE COURT HOUSE)

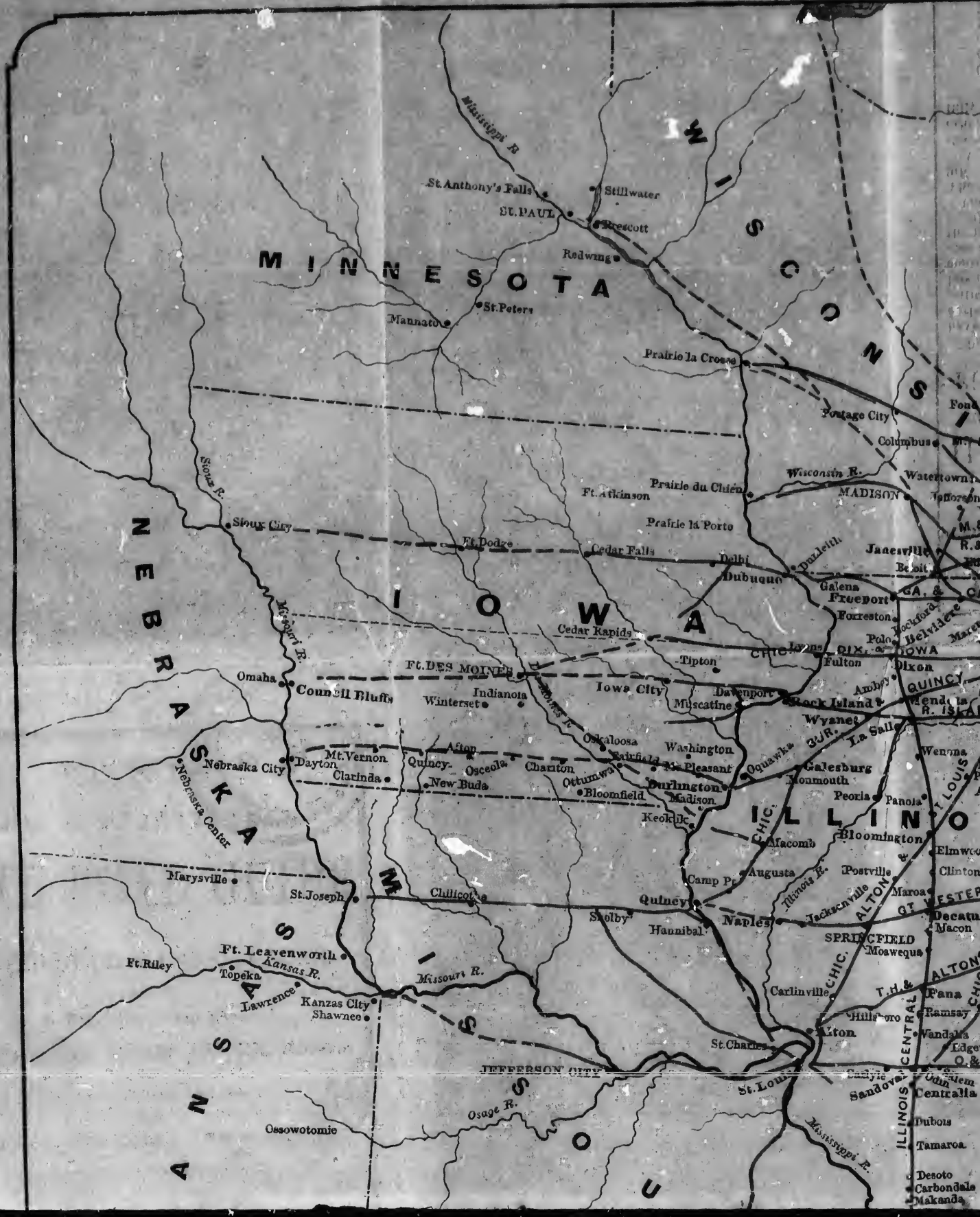
CHICAGO,

ILL.

TRIPP & HALE, Proprietors.

Board, \$1.50 per day.





MINNESOTA

WISCONSIN

NEBRASKA

IOWA

ILLINOIS

KANSAS

MISSOURI

St. Anthony's Falls
Stillwater
St. Paul
Brescott
Redwing
St. Peter
Mannato

Prairie du Chien
Ft. Atkinson
Prairie La Porte
Cedar Falls
Dubuque

Ft. Des Moines
Indianola
Winterset

Omaha
Council Bluffs
Nebraska City
Dayton
Mt. Vernon
Clarinda

Iowa City
Muscatine
Davenport
Oskaloosa
Washington
Pleasant
Burlington
Madison
Keokuk

Marysville
St. Joseph
Chillicothe
Ft. Leavenworth
Kansas City
Lawrence
Shawnee

Quincy
Hannibal
Naples
St. Charles

Springfield
Macon
St. Louis

Jefferson City
St. Louis
Osage R.
Ossawatimie
Tamaroa
Desoto
Carbondale
Makanda

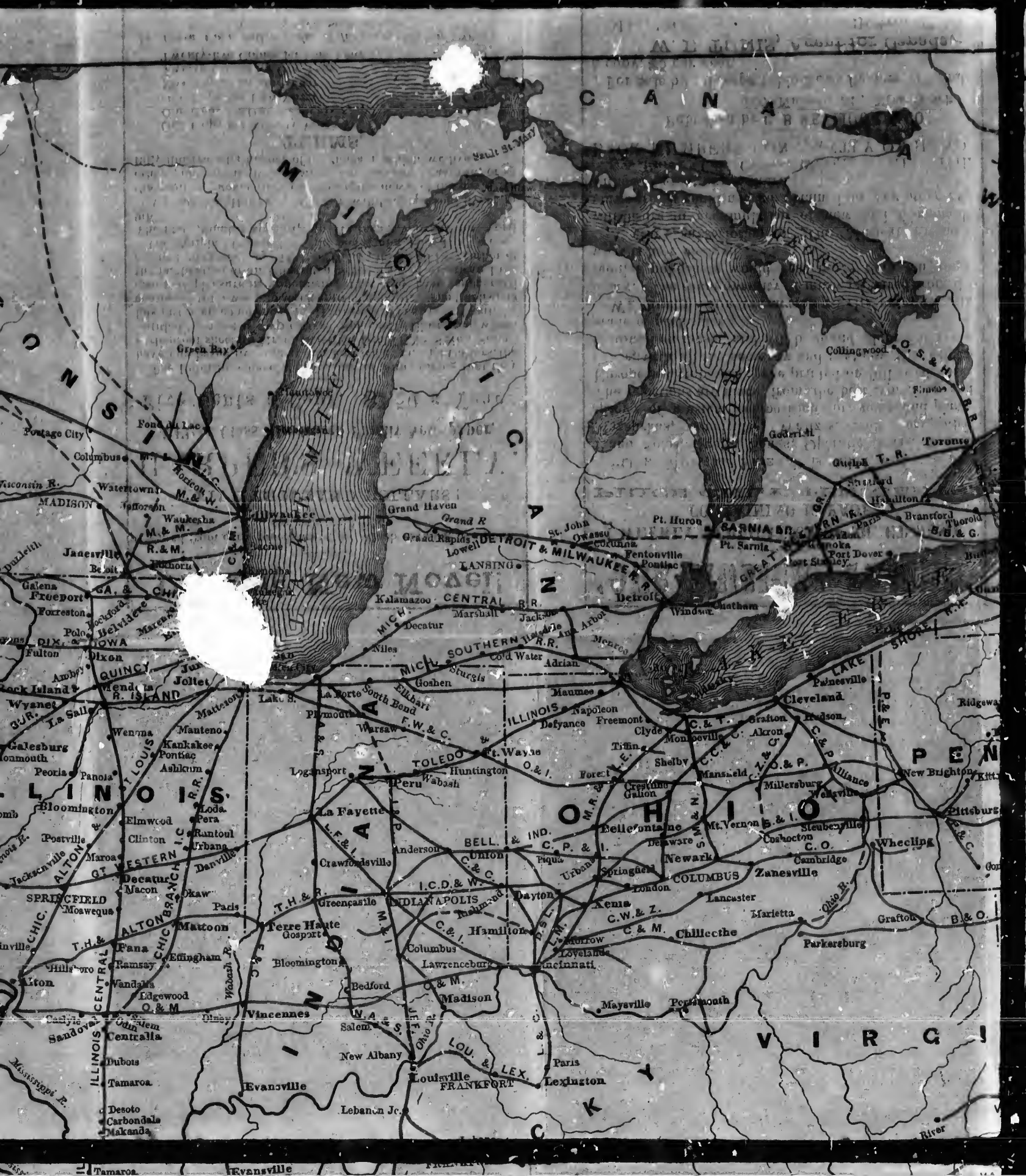
Mississippi R.

St. Louis R.

Kansas R.

Missouri R.

Mississippi R.



C A N A D A

M I C H I G A N

W I S C O N S I N

I L L I N O I S

I N D I A N A

O H I O

P E N N

V I R G I N I A

K Y

Postage City

Fond du Lac

Green Bay

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Watertown

Waukesha

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Janeyville

Beaumont

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Galena

Fredport

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Foxreston

Rockford

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Polo

Belvidere

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Fulton

Dixon

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Rock Island

Wyanet

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Galesburg

Peoria

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Bloomington

Elmwood

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Postville

Clinton

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Jacksonville

Maroa

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Springfield

Moawequa

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Hillsboro

Vandalia

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Sandwich

Edgewood

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Dubois

Tamaroa

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Desoto

Carbondale

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Tamaroa

Evansville

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Evansville

Frankfort

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto

Evansville

Frankfort

Waukegan

Grand Haven

Grand Rapids

Pt. Huron

Collingwood

Toronto



CANADA

MICHIGAN

OHIO

PENNSYLVANIA

TOLEDO

CLEVELAND

HARRISBURG

INDIANAPOLIS

COLUMBUS

WHEELING

LANSING

CHILlicothe

CHAMBERSBURG

LOUISVILLE

LEXINGTON

WASHINGTON

FRANKFORT

VA. CEN.



1897

Quebec

REFERENCES.

The continuous Red Lines represent Rail Road Completed.
 The dotted Red Lines represent Roads projected.

NOTICE.

Map may be obtained with Tunis' International Rail Road





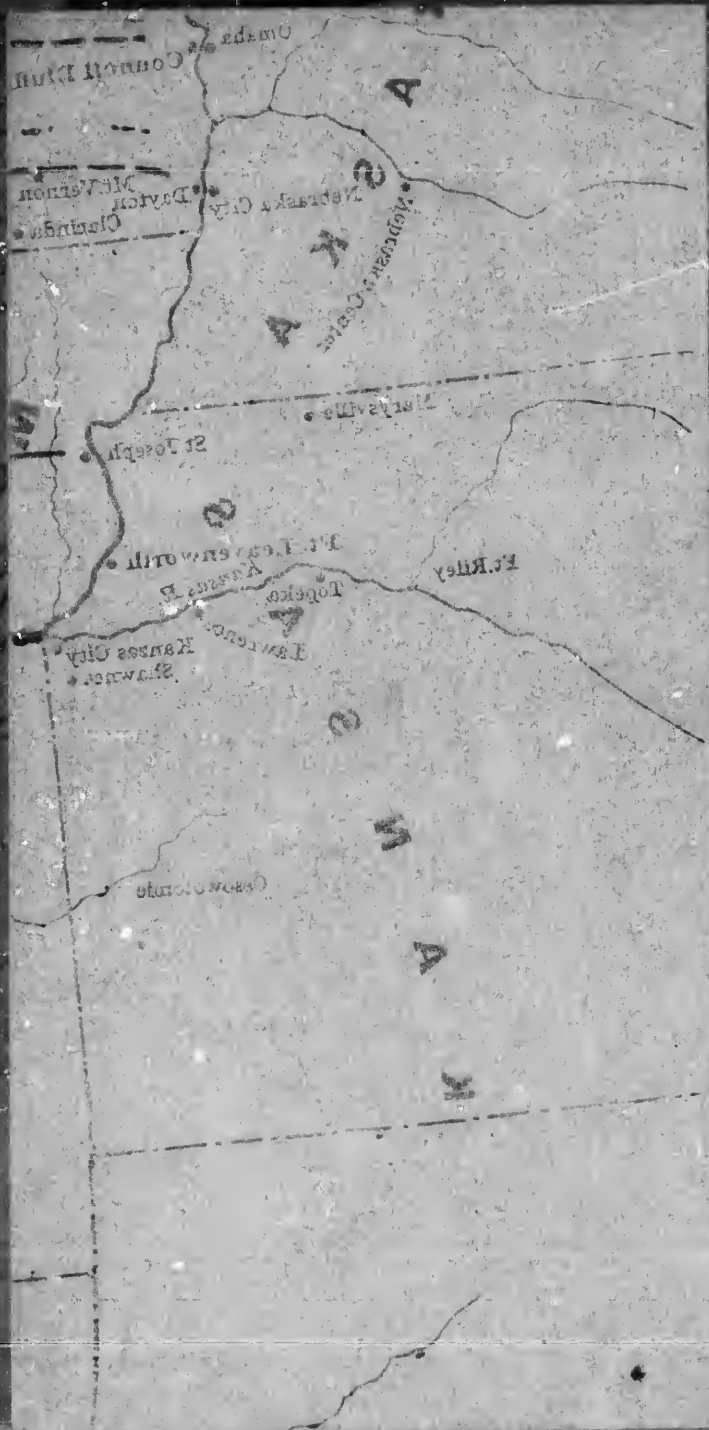
Entered according to Act of Congress in the year 1859, by W. E. Tunis, in the Clerk's Office of the District Court of the United States, for the Northern District of New York.

Entered according to



- Alb. Ver.
- Allegheny
- Amberst
- Androsco
- Atlanta
- Augusta
- Baltimore
- Bellefont
- Belv., De
- Black Ri
- Boston a
- Boston a
- Boston a
- Buffalo a
- Buffalo a
- Buffalo a
- Burling
- Camden
- Canal
- Cananda
- Cape Co
- Catawis
- Central
- Central
- Charlot
- Cheshir
- Chester
- Chicago
- Chicago
- Chicago
- Chicago
- Concor
- Cincin
- Cincin
- Cincin
- Cleve
- Cleve
- Cle
- Cle

... according to Act of Congress in the year 1859. by W. E. Tunis, in the Clerk's Office of the District Court of the United States, for the Northern District of New York.



RA
 UN
 COR
 GEN
 P
 WHER

219



TUNIS

NEW INTERNATIONAL

RAIL ROAD GUIDE

FOR THE
UNITED STATES AND CANADAS

CONTAINING

A Large Rail Road Map,

CORRECT TIME TABLES OF RAIL ROADS,

AND

POPULATION OF CITIES AND TOWNS,

WITH

GENERAL RAILROAD INFORMATION,

COMPILED FROM AUTHENTIC SOURCES

PUBLICATION OFFICE, NIAGARA FALLS, N. Y.

WHERE ALL COMMUNICATIONS MUST BE ADDRESSED.

TERMS.—\$1.50 per Annum, or 15 cts. Six Copy.

W. E. TUNIS,

NIAGARA FALLS, N. Y.


Bibliothèque
Le Séminaire de Québec
35, rue de la Bibliothèque
Québec, QUE.


To Officers of Railroads.

We must urge upon officers of Railroads the necessity of furnishing us with their new Time-Tables at the very *earliest moment* after their issue. There are many who have uniformly responded to our often-repeated requests, and promptly forwarded their Tables; while others have neglected their own interests, as well as ours, by failing to enclose them to our address. It is very important that the Tables should be correct; and if there is any failure, it certainly cannot be charged to our account, as we use every endeavor to keep up with the changes on all roads. Again we say, on every change of time, SEND YOUR TIME-TABLES EARLY.

Our New Railroad Map.

We this month present our readers with a New Railroad Map of the United States and Canadas, from the well-known establishment of E. R. JEWETT & Co., 161 Main street, Buffalo. It is neatly executed, and we flatter ourselves that, all in all, it is the best Map published in any Railroad Guide. Officers of Railroads are requested to examine the routes of their respective roads, and if any errors are found, to report the same to us for correction. We are determined to spare no pains or expense in making the Guide superior to all others in the amount and correctness of the information it contains.

 Business prospects for the Western country are good at this time, and there seems to be a general stirring up of the elements of trade. In Chicago there has been a large influx of eastern capital, estimated by some at not less than \$1,000,000. Improvements are being made, and with the help of one or two good crops, the city will assume her place on the high road to commercial independence.

 For interesting reading matter refer to page 138.

CHICAGO.



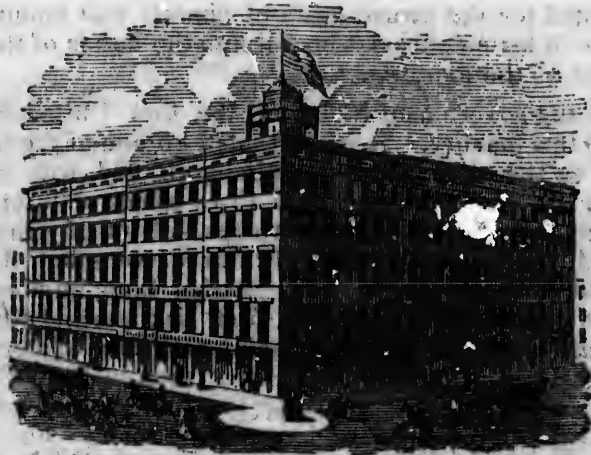
RICHMOND HOUSE, CHICAGO.

We have promised the readers of the Guide a short historical and descriptive sketch of the city of Chicago; and while we lay before them the result of our labors in tracing the rise and progress of this great commercial centre of the North and Northwest, the chief merit of our production will perhaps be recognized in its brevity. Our limits will not permit us to search the records of by-gone and nearly forgotten times for details, which might be interesting to the "oldest inhabitant," but would possess little interest for the enterprising, "Young America" representative of the present age. It will be a history without antiquity—a history of one of the most remarkable instances of rapid growth in communities, which our nation, perhaps the world, furnishes. It must date within the memory of men now living; and although the city has become widely known, for its commercial character, and its commanding and central position in a wide expanse of country, we hope that a perusal of some of

the leading incidents connected with its prosperous career will prove interesting to the general reader, and at least serve to while away the weary hour of the traveler whose eye may chance to rest upon the sketch we lay before him. We do not propose to trace the history of this locality prior to its settlement by the white population, when tribes of Indians held undisputed title to the uncultivated soil; when the waters of our lakes and rivers were navigated only by savages in their rude canoes of bark, but will commence at the period when civilization sent her first delegate to explore the "boundless continent" of the West.

It was a *naïve* saying of the Indians, "that the first *white* man who settled here was a *negro*." Of course, the remark was only intended to preserve a proper distinction between their own race and that of the native of St. Domingo, Point-au-Sable, who made his advent here in 1796. This "gentleman of color" put on an air of importance among the unsophisticated savages, claimed to have been a chief among the white men, and no doubt expected to receive many honors from his newly made friends. He commenced building him a house, and made some improvements, but not having been recognized by the Indians as a chief, in answer to his ambitious royal aspirations, he left in disgust, and ended his days at Peoria, with a St. Domingo friend, Clamorgan, who had obtained large Spanish grants of land about St. Louis. Soon after, a Frenchman, Le Mai, took possession of the improvements made by Point-au-Sable, and commenced trading with the Indians. Of his operations, we find but little account, except that he remained a few years, and then sold out his possessions to John Kinzie, an Indian trader in the St. Joseph country, Michigan, who came with his family to Chicago in 1804. John Kinzie, then, was the first permanent resident, and to him is accorded the honor of being the Father of Chicago. He saw, no doubt, that the location would, at some future day occupy an important position in a commercial point of view; and, acting upon that conviction, he set himself about establishing the first regular system of trade that existed in this region. The house, commenced by Point-au-Sable was finished, and though it would not have borne a very favorable comparison with some of the palaces now standing in the vicinity, it was no doubt comfortable, and perhaps as happy a home as though constructed of marble or granite. Improvements were made, the adjacent country explored, and various points selected as suitable locations for carrying on a traffic with the Indians

Stat
Mil
the
mie
Kiel
of o
equ
tinu
the
load
the
alon
take
catt
sma
ing
and
"co
S
esta
unt
rest
Joh
ble
bou



TREMONT HOUSE, CHICAGO.

Stations were established among the different tribes—one at Milwaukee, among the Menominees; another at Rock River for the Winnebagoes; another on the Illinois river for the Pottawotomies; and others on the head waters of the Kaskaskia, for the Kickapoos. Each station had its superintendent and a number of operators, and was supplied with teams of pack horses, and equipments of boats and canoes. These conveyances were continually employed in bringing into the general depot at Chicago the furs and peltries collected at the different stations, and were loaded in return with "cargoes" of goods necessary to keep up the "balance of trade." Goods were gathered up from the Indians along the course of the Mississippi, sent up the Illinois river, and taken across the portage between the latter river and the lake, by cattle teams. The stock thus collected was shipped off by a small sail vessel, which made its regular *semi-annual* trips, bringing in the spring and fall the season's supply of goods, wares and merchandise, or the "stock in trade" for all the different "commercial houses" of the West.

Such was the character and extent of the first regular business established in Chicago, which continued without interruption until the breaking out of hostilities with the Indians, which resulted in the massacre of 1812. At the head of this trade was John Kinzie, who, by his uniformly consistent, kind and honorable course with the Indians, had gained their confidence, and bound himself to them in strong ties of friendship, to which he

was indebted for the preservation of himself and family from the horrid fate of his neighbors who fell into the hands of the savages at the time of the massacre.

In 1804 the government had built the first United States fort occupying this locality. It was situated on one of the most beautiful sites on the shore of Lake Michigan, and was called Fort Dearborn. It was furnished with three pieces of light artillery, and a company of United States troops—about fifty in number—constituted the garrison. In 1812 there were but five houses outside the fort. The garrison, at this time, numbered about seventy-five men, many of whom, from sickness and other causes, had become quite inefficient as soldiers. The officers in command were Capt. Heald, Lieut. Helm, (son-in-law of Mr. Kinzie,) and Ensign Ronan. Between the Indians and troops there had usually been a good understanding, though hostilities had been prevalent for some time at other places in the west. For a short time previous to the declaration of war with Great Britain, which was made on the 19th of June, 1812, there were signs of dissatisfaction apparent to all who were not lulled into security. Several depredations had been committed within a few miles of Chicago, and in some instances the settlers had fallen victims to the tomahawk and scalping knife. The general massacre of the garrison occurred on the 15th of August. Thirty-eight men, two women, and twelve children were killed, after leaving the fort, and while proceeding on their way to Detroit, in obedience to the command of Gen. Hull. The remainder were taken prisoners, or most of them, and suffered death, or worse than death, during their subsequent captivity. The family of Mr. Kinzie, as before stated, were saved by the friendship of a few of the Indians who acted as protectors. His house was also spared, while all others, including the fort, were destroyed. Mr. Kinzie, however, was surrendered as a prisoner of war, and kept in confinement, away from his family, with a view of sending him to England. At the close of the war he was released.

We have given these particulars in relation to the massacre, for the reason that they are so intimately connected with our main subject as to render it necessary to a complete understanding of the difficulties and hardships encountered by the hardy pioneers who first commenced the settlement of the Western country. The first marks of civilization had been destroyed, the settlers had fled from their homes, or had fallen victims to the

releas
stay
In
his h
lowe
can
was
and
ed t
not l
enjo
close
T
was
wher
the r
than
the
"fast
rout
erse
was
cand



BRIGGS HOUSE, CHICAGO.

relentless savages. But the tide of emigration was not to be stayed.

In 1816, Mr. Kinzie returned to Chicago, took possession of his home, and resumed his trade with the Indians, which he followed for years, on his own account and as agent for the American Fur Company, and resided here until his death, in 1828. He was the first to establish permanent trade, and improvements, and to give form and being to those enterprises which have marked the progress of the city up to the present time. It is true, he did not live to see the result of those enterprises, but his posterity are enjoying the reward of his labors, as well as the honor of being closely related to the largest commercial city of the West.

The growth of the city was slow for years. In 1816, the fort was rebuilt on the site of the old one, and remained until 1856, when it was demolished. From 1816 to 1830, Chicago had gained the number of twelve or fifteen houses, and a population of less than one hundred. This was the "slow" era in the history of the West. The present generation rightfully claim the title of a "fast" people. The iron horse thunders along over the same routes plodded by Kinzie's cattle teams, while the steamer traverses the waters of our Lakes and Rivers, with more of life than was dreamed of in the days when each man "paddled his own canoe."

The reader, who to-day reclines in his velvet-cushioned car seat, listlessly gazing upon the unbounded prairie on all sides, turning from one object to another to seek relief from the tedium of travel, has little conception of the vast amount of enterprise necessary to accomplish these changes in a period of little more than a quarter of a century. The wilderness has been explored by the hardy sons of toil, and the plow has revealed the treasures of earth. The untrodden paths have become the highways of civilization, and commerce holds absolute sway over our broad Lakes and rivers. The pioneers who have wrought these great changes need no costly statues or lofty monuments to perpetuate their memory. Theirs is a fame more lasting than the noble structures reared upon the scene of their primitive wanderings.

Let us now take a glance at the vast extent of country of which Chicago may be said to be the commercial centre. The term "Northwest," embraces the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, and that portion of Minnesota lying east of the Mississippi and the Lake of the Woods; and was designated as the "Northwestern Territory" in the Ordinance of 1787, and upon the old maps. The territory was divided and subdivided, as the population continued to increase, and now it represents six States of our Union. The order in which the several Territories were formed, and subsequently admitted into the Union as States, is as follows:—On May 7, 1800, Indiana Territory was formed. November 29, 1802, Ohio was admitted as a State. January 11, 1805, Michigan Territory was formed. February 3, 1809, Illinois Territory was created. December 11, 1816, Indiana was admitted into the Union. August 26, 1818, Illinois became a State. April 20, 1836, the Territory of Wisconsin was formed. January 26, 1831, Michigan was admitted as a State. May 29, 1848, Wisconsin was also admitted. The Territory of Minnesota was formed March 3, 1849, and became a State in May, 1858. All these States have a common interest, and may well be proud of their common origin. We will give some statistics in reference to their productions, manufactures and improvements, and for our convenience, shall tear down their "line fences," leaving them in their original position of unity. In 1850, the farms of the Northwest numbered 368,257, containing 22,912,190 acres under cultivation, and 27,276,685 acres of woodland. The value of these farms was estimated at \$671,678,075. The following tables give the quantity of productions, for the year 1850:—

Indian Corn.....	177,820,241	bushels.
Wheat.....	39,328	"
Oats.....	35,466,777	"
Rye.....	775,166	"
Barley.....	586,377	"
Buckwheat.....	1,516,096	"
Peas and Beans.....	219,666	"
Potatoes—Irish.....	13,417,941	
Sweet.....	549,181	
	13,976,122	"
Clover seed.....	142,316	"
Flax seed.....	237,074	"
Other grass seeds.....	77,985	"

Making a total production of *two hundred and sixty-nine millions six hundred and sixty-six thousand two hundred and four* bushels of grain, seed and roots.

Besides these there was produced,

Tobacco.....	12,342,977	pounds.
Cotton.....	5,600	"
Sugar (maple).....	10,809,075	"
Flax.....	1,257,009	"
Beeswax and Honey.....	3,099,285	"
Silk cocoons.....	3,285	"
Hops.....	186,571	"
Hay.....	3,128,920	tons.
Hemp.....	150	"
Molasses.....	415,084	gallons.
Wine.....	67,016	"

The estimated value of the foregoing productions was *two hundred and twenty-two million one hundred and four thousand seven hundred and twenty dollars and ninety-eight cents.*

The other productions of the farm, such as cattle, wool, butter, cheese, &c., swell the total value of the yield of the different branches of agriculture, for the year 1850, to the enormous sum of *two hundred and sixty-six million seven hundred and twenty-nine thousand two hundred and fifty-one dollars and sixty-eight cents.*

The iron, lead, coal and copper mines of the Northwest, are inexhaustible; and though this branch of industry is yet in its infancy, the annual yield of these mines is estimated to be seventy millions of dollars. The yield of the fisheries is estimated at three millions; that of the pineries forty-five millions of dollars per annum. The total annual products for the year 1850, may be summed up as follows:

1. Agriculture.....	\$266,729,241 68
2. Mining.....	70,000,000 00
3. Fisheries.....	3,000,000 00
4. Forests.....	60,000,000 00
5. Salines.....	330,000 00
6. Manufactures.....	123,959,653 00

Total value.....\$524,018,904 68

The commerce of the Northwest is another great source of wealth and power. Her lakes, rivers, canals and railroads, give open communication with all the markets of the world. She commands two outlets to the Atlantic—by way of the Mississippi and the Gulf of Mexico—and by the Lakes and River St. Lawrence. Her foreign commerce alone can be accurately ascertained. In 1850 her exports were \$3,716,796, her imports \$1,649,259. Her domestic commerce is estimated as follows, for 1850:—

Lakes.....	\$276,000,000
Rivers.....	220,000,000
Railroads.....	250,000,000
Canals.....	120,000,000

Her total tonnage in 1850 was 128,676 tons. She had in operation, in 1857, 8,586 miles of railroads, which, with their equipments, cost \$223,143,353. Length of Canals, 1,428 miles, costing \$107,000,000. Telegraph lines, 6,966 miles, costing \$150,000. Such is her array of improvements, only seventy-two years from the first private entry of public lands!

The rapid increase in population of the cities of the Northwest is unparalleled in the history of any country. Cincinnati, Cleveland, Milwaukee and Detroit, have advanced rapidly; but we have not before us the statistics of their growth. The statement which follows, shows the actual increase of the population of Chicago, taken from official returns:

1840.....	4,853	1848.....	20,023
1843.....	7,580	1849.....	23,017
1844.....	10,864	1850.....	29,963
1845.....	12,088	1852.....	38,734
1846.....	14,169	1853.....	60,628
1847.....	16,859	1858 (estimated).....	120,000

According to the same ratio of increase it will advance to 150,000 inhabitants in 1860.

This growth of a town, which in 1830 had a population of less than one hundred inhabitants, challenges the cities of the world to a comparison. She has risen to her present important position through her superior facilities for commercial intercourse with the whole world. Thirty-six years ago, a government official, sent to make a report on the subject of building a canal to connect the Illinois river with Lake Michigan, among other equally discouraging remarks, informed the world, that, "as a place of business, it (Chicago) offers no inducement to the settler; for the whole annual trade on the lake did not exceed the cargo of five or six schooners, even at the time when the garrison re-

ceiv
may
the
whi
time
and
som
in t
T
stor
-s f

Illino
Rock
Chica
Gibb
Mung
Mun
Flint
Mitch
S. A.
Jas.
Walk

T
over
T
Gra

T
amo
vess

ceived its supplies from Mackinaw." He further states that it may possibly become one of the points of communication between the Northern Lakes and the Mississippi, but "the intercourse which will be carried on through this communication will at all times be a limited one." We will turn to the statistics of 1858, and see how "limited" that intercourse has been, and also show something of the extent of the greatest grain and lumber market in the world.

There are twelve elevating warehouses, and their capacity for storing and handling Grain, with the names of proprietors, are as follows:—

ELEVATING WAREHOUSES.		Capacity for storage. bu.	Capacity to receive & ship pr. day bu.	Capacity to ship per day. bu.
Illinois Central R. R. (Sturgis, Buckingham & Co.'s A house)		700,000	65,000	225,000
" " " " " " " " " " " B house)		700,000	65,000	225,000
Rock Island Railroad, (Flint, Wheeler & Co.)		700,000	55,000	200,000
Chicago and Galena Union Railroad, (S. Howe)		500,000	50,000	125,000
Gibbs, Griffin & Co.,		500,000	60,000	150,000
Munger & Ailmour,		300,000	50,000	100,000
Munn & Scott,		200,000	30,000	75,000
Flint, Wheeler & Co.,		160,000	5,000	50,000
Mitchell & Dupuy,		100,000	25,000	50,000
S. A. Ford & Co.,		100,000	40,000	45,000
Jas. Peck & Co.,		60,000	20,000	40,000
Walker, Bronson & Co.,		75,000	30,000	60,000
Total,		4,095,000	495,000	1,340,000

The capital invested in these warehouses alone amounts to over \$3,000,000.

The following is a statement of the quantity of Flour and Grain received in 1858, and stored in this city:

Flour	522,137	barrels.
Wheat	9,639,614	bushels.
Corn	8,252,541	"
Oats	2,313,597	"
Rye	71,012	"
Barley	413,812	"

The amount shipped by Lake, Canal and Railroad was—

Flour	470,352	barrels.
Wheat	8,850,257	bushels.
Corn	7,716,264	"
Oats	1,619,069	"
Rye	7,569	"
Barley	132,020	"

The lake tonnage enrolled at the port of Chicago in 1858, amounted to 8,151 tons in steam vessels, and 58,771 tons in sail vessels. The value of these vessels is estimated at \$2,383,025,

which is more than double the value of 1855. There are owned at the port of Chicago, 152 canal boats, employed on the Illinois and Michigan canal, which cost, on an average, \$1000 each; making the aggregate cost of lake and canal tonnage belonging to Chicago, \$2,535,025.

The value of the commerce of Chicago, by the several principal avenues of trade, was, in the year 1858, as follows, viz:

IMPORTS.

1. By Lake Vessels	\$27,194,144 24
2. By the Illinois and Michigan Canal	4,377,370 55
3. By Railroads	60,064,575 71

Total value of imports in 1858\$91,636,090 50

EXPORTS.

1. By Lake Vessels	\$21,261,074 73
2. By Illinois and Michigan Canal	1,390,067 12
3. By Railroads	60,608,779 35

Total value of Exports in 1858\$83,259,921 20

Aggregate value of Imports and Exports of Chicago

during the year 1858\$174,896,011 70

The total number and tonnage of steam and sail vessels that arrived at the port of Chicago in 1858, was as follows:

Number of arrivals of Steam Vessels	901
" " " Sail Vessels	5,981
Total tonnage of Steam and Sail Vessels arrived	1,644,060

The total number and tonnage of steam and sail which cleared from the port of Chicago in 1858, was as follows, viz:

Number of clearances of Steam Vessels	908
" " " Sail Vessels	5,860
Total tonnage of Steam and Sail vessels which cleared	1,640,643

The number of arrivals of canal boats at the port of Chicago in 1858, was 2,231; the number of clearances during same period was 2,224

We have thus far endeavored to inform the reader in regard to the great facilities for shipping which are found at this point. And we must say that the city is as much entitled to credit for its manufactories, its banking and mercantile institutions, as for its commerce. Its educational interests are well attended to, and the city government is as good as in any other city of its size. The "tricks and traps of Chicago" are no more numerous than in other places, (if we except the slight differences in grade of the streets) but plenty of them may be found by strangers if they possess a peculiarly inquiring disposition. As to the streets, they are fast coming up to the high grade, and whole blocks of stores, hotels, and even banks are "going up" every day. Several blocks have been raised within the past few weeks, streets have

owned at
 Illinois and
 making
 to Chica-

Principal

44 24
 70 55
 75 71
 90 50

74 73
 67 12
 79 35
 21 20

11 70

els that

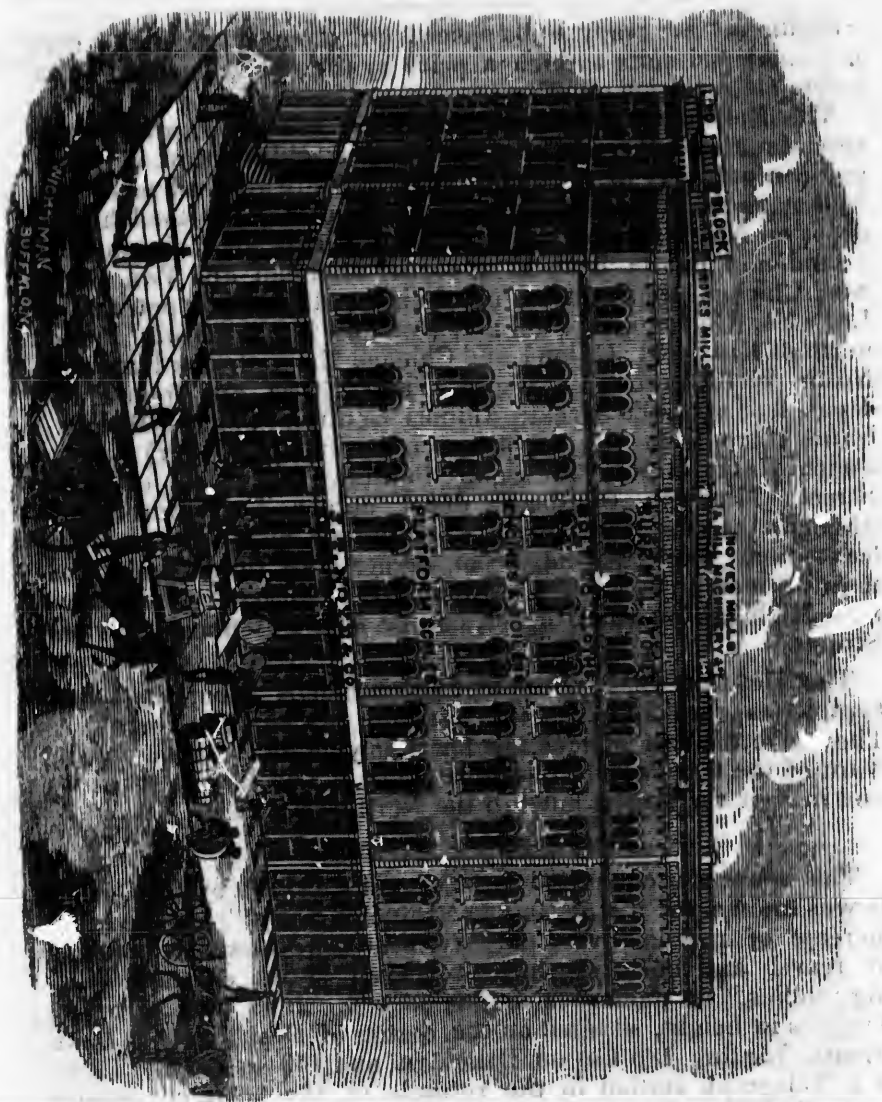
901
 5,981
 44,069

leared

908
 5,860
 40,643

Chicago
 ng same

a regard
 is point.
 redit for
 as, as for
 d to, and
 its size.
 ous than
 grade of
 s if they
 ets, they
 f stores,
 Several
 ets have



LIND BLOCK, (MARKET STREET, COR. RANDOLPH) CHICAGO.

been raised and paved, each finding their proper level about five and a half feet above the old grade. Chicago is not yet finished. Some very fine buildings are being erected, and maps show that

"additions" are ready to be spliced on, though the ground does not command quite so high a price by the square inch as it did before the revulsion of '57.

The Rail Roads terminating here are numerous, and deserve special notice. We will give their names and location of depots, and can only say to the public that they are all good roads and well managed. The Chicago and Milwaukee Rail Road has its depot on North Branch north of West Kinzie St; Chicago Rock Island and Peoria Branch, at corner Sherman and Van Buren Sts; Chicago, Burlington and Quincy, at Union depot, foot of Lake St; Chicago, St. Paul and Fond du Lac, at North Branch north of Kinzie St; Galena and Chicago Union, trains leave from North Wells, corner of North Water Street, and from Union depot, foot of Lake Street; Illinois Central, (Chicago Branch,) trains leave from the depots (freight and passenger) foot of South Water street; Michigan Central, depot foot of Lake Street; Michigan Southern, depot corner Van Buren and Sherman Streets; Pittsburgh, Fort Wayne and Chicago, trains leave from Rock Island depot, corner Van Buren and Sherman Streets; St. Louis, Alton and Chicago, trains leave from Michigan Southern depot, corner Van Buren and Sherman Streets.

The Hotels of Chicago are as fine specimens of buildings, and kept in as good style as those of any city in the Northwest. They have the best of facilities for supplying their tables, and no want of the traveler need be unsupplied. The largest of these, and in fact the largest hotel in the Northwest, is the

TREMONT HOUSE.

This house was completed in 1850, and was built by Ira Couch. It was known for a long time as "Couch's Folly;" but the rapid increase of population in the city, and the consequent increase of travel and business, have rendered it one of those paying "follies," so numerous in this section. It is built of brick, 5 stories in height, situated on the corner of Dearborn and Lake streets, fronting 180 feet on Dearborn, and 160 on Lake. There is a Telegraph station in the rotunda of the hotel, connecting with all stations in the United States and Canadas. It contains about 275 rooms, and is capable of accommodating 500 guests. The suites of parlors, dressing and bath rooms, are well fitted for families, furnished in fine style, heated by steam, and contain all the modern improvements. A large Billard room is connected

with the house. Gage, Brother & Drake, Proprietors. Next in size is the

BRIGGS HOUSE.

Situated on the corner of Randolph and Wells streets. This is a fine building, 5 stories in height, built by William Briggs, in 1854. It contains 218 rooms, will accommodate 400 guests, and is in every respect a first class hotel. Wm. F. Tucker & Co., Proprietors.

THE RICHMOND HOUSE.

Is a splendid marble front building; situated on the corner of South Water street and Michigan Avenue, near the Union Depot. It was built in 1856 by Thomas Richmond; six stories high, fronting 180 feet on South Water street, and 90 on Michigan Avenue. Its rooms are furnished in elegant style, and for comfort and convenience, is second to no hotel in this section. Taber, Hawk & Co., Proprietors.

THE REVERE HOUSE.

Is a five story brick building, situated on the corner of Randolph and South Dearborn streets. It was built in 1855, by Isaac Cook, and is a first class house. David Runnion, Manager.

THE METROPOLITAN HOTEL.

Is situated on the corner of Wells and Randolph streets. It is six stories in height, fronting 80 feet on Randolph, and extending 100 feet on Wells. It was built in 1856, and contains 150 sleeping rooms; owned by Isaac Speer. A. L. Gates, Proprietor.

THE FOSTER HOUSE.

Was built by Geo. F. Foster, Esq., and is situated on the corner of Clark and Kinzie streets. It is a first class hotel, and will compare favorably in its appointments with any hotel in the city. M. H. Baxter, Proprietor.

THE ADAMS HOUSE.

Is situated on the corner of Lake street and Michigan Avenue. It was built in 1857, by Hugh Mahyer; is five stories high, and contains 100 rooms, newly furnished. W. L. Pearce & Co., Proprietors.

THE SHERMAN HOUSE.

Situated on the corner of Randolph and South Clark Streets, directly opposite the City Hall, is a large house, and furnishes a comfortable home to the traveler. The location is excellent, the

table is first class, and the proprietors and *attaches* of the house use every effort to please the traveling public. The house is to be rebuilt in a year or two. Tripp & Hale, Proprietors. C. W. Russell, Clerk. Board; \$1.50 per day.

THE MATTESON HOUSE,

On the corner of Dearborn and Randolph streets, has just been "elevated," repaired and newly furnished, and makes a very comfortable home. Bissell & Goodrich, Proprietors.

THE MASSASOIT HOUSE,

Corner of South Water street and Central Avenue, directly opposite the Union Depot, is a large house and well-kept. J. W. Humphrey, Proprietor.

But it cannot be expected that we will be able to give illustrations or descriptions of all the hotels in the city. We can only mention a few, though there are many others, equally meritorious, which we would be glad to notice, would our limits permit. There are about one hundred hotels in the city, including all classes, and the traveler can easily find his way to any class of house he may prefer.

On another page will be found a view of Lind's Block, on Market street, corner of Randolph, which contains some important business houses. We will mention particularly the firm of CHAPMAN & MAY, No. 30, heavy dealers in Agricultural Implements and Seeds. Their catalogue contains everything necessary for a complete outfit for the farm, and their Farming Tools have a world-wide reputation. Among these we notice Danford & Maury's Reaper and Mower, Morehouse's Improvement on Brown's Double Planter, Farmers' and Lumbermen's Feed Mills, Railroad and Farmers' Wood-Saws, Threshing Machines, Corn and Cob Mills, Cider Mills, Cummin's Straw and Feed Cutters, Cast Steel Plows; and nearly two hundred other kinds of implements for use on the farm, besides a complete assortment of seeds.

No. 28, next door, is the extensive Mill Furnishing Establishment of J. T. NOYE & Co., whose advertisement may be found on the last page of our cover. Their reputation stands high in their department, as all can testify in the vicinity of Chicago or Buffalo.

There are several other important branches of business in this block, which we cannot mention particularly at present.

Lake street contains some of the finest iron-front buildings in America, and here we find some of the largest Mercantile Houses in the West. The most extensive Book Establishment in this

secti
stree
Thei
Stat
list
men
high
one
hour
and
tutio

T
of M
go,
spac
inte
ing
aril

W
rapi
ed b
to th
the
ada
and
T
still
the
tive
not
Tra
inte
fici
visi
of
C
the
per
adv
kep
al
ver
by

section is that of S. C. GRIGGS & Co., Nos. 39 and 41 Lake street, in one of these splendid blocks, called Burch's Building. Their Sales Room is the largest, with one exception, in the United States; being 45 feet front, 165 feet deep, and 18 feet high. The list of works published by them embraces almost every department of Literature and Science, and their reputation stands high among the first-class Book Houses of the United States. No one visiting Chicago should fail to call at their Rooms, where an hour may be most pleasantly passed in viewing the extent and arrangement of one of the most important mercantile institutions of the city.

The next number of the Guide will be devoted to descriptions of Manufactories, and the principal Mercantile Houses of Chicago, which we have been obliged to defer on account of lack of space. We intend to give a fair idea of the principal business interests of the city, and shall spare no pains to make it interesting, not only to the general reader, but to those who are pecuniarily interested in the prosperity of the city.

To Advertisers.

We would call the attentions of Advertisers to the fact that the GUIDE is rapidly increasing in circulation, and as an advertising medium is unsurpassed by any publication in the United States. It is a work which finds its way to the most important business points of the country, is distributed free to the principal Hotels and Railroad Stations throughout the States and Canadas, sold on every Railroad in the West and East, and by News Agents and Booksellers generally.

The new feature which we have introduced in this number will make it still more valuable as an advertising medium. It is our intention to visit all the principal cities in the States and Canadas, and give historical and descriptive sketches of each, in one or more numbers of the GUIDE, together with notices of the principal Business Houses and Manufactories, statistics of Trade and Commerce, and such other information in regard to their business interests as may be interesting to the public generally. In this way we anticipate a still more extended circulation, both in the particular localities visited, and throughout the country, where the prosperity and advancement of one section contribute to the general welfare of the whole.

One great advantage of the GUIDE over ordinary advertising mediums, is the fact that it is *preserved*, instead of being destroyed immediately after a perusal of the reading matter. Each number will be more valuable to the advertiser than a hundred, perhaps a thousand, ordinary newspapers, as it is kept for months for reference in relation to Railroad matters, and for general information in regard to business interests of particular localities. Advertisers will be readily convinced of its utility, and will consult their interest by employing its pages for their mutual benefit.

NEW YORK AND ERIE RAILROAD—Main Line.

CHARLES MORAN, Pres., S. F. HEADLEY, Asst. Pres., N. Y. City; HUGH RIDDLE, Sup't., E. Div.; J. A. HART, Sup't., West. Div.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO DUNKIRK.				DUNKIRK TO NEW YORK.											
Way		Exp.		Pop'n		M.s.		DEPT		ARIVE		Exp.		Way	
P	M	P	M	A	M	P	M	P	M	P	M	P	M	P	M
6 00	4 00	5 00	8 00	6 00	900000	0	0	N York	(Foot)	Duane st	461	9 20	8 00	10 40	1 55
	4 15	5 20	8 20	6 18	300050	3	1	Jersey City			460	9 20	7 42	10 20	1 40
	5 00	6 02	9 07	6 55	185559	50	17	PATERSON			443	9 20	6 55	9 42	1 03
	5 13	6 11	9 20	7 03		65	22	Godwinville			438	9 20	6 40	9 29	12 49
	5 18	6 15	9 25	7 06		70	24	Hohokus			436	9 20	6 34	9 25	12 46
	5 25	6 19	9 30	7 10		75	26	Allendale			434	9 20	6 28	9 20	12 42
	5 33	6 23	9 36	7 13		85	28	Ramsey's			432	9 20	6 23	9 17	12 38
	5 45	6 35	9 48	7 23	4500	90	33	Suffernst			428	9 20	6 10	9 08	12 29
	5 50	6 39	9 53	7 26	3197	95	34	Ranapo			426	9 20	6 05	9 03	12 23
	5 55	6 42	9 58	7 28		1 00	36	Sloatsburg			424	9 20	6 02	9 00	12 20
	6 10	6 55	10 13	7 39	2709	1 15	43	Southfield's			418	9 15	5 46	8 46	12 07
	6 15	7 00	10 18	7 43		1 45		Greenwood			416	9 13	5 40	8 42	12 03
2 15	6 30	7 22	10 30	8 03		1 30	48	TURNER'S			412	9 09	5 31	8 36	11 56
	6 36	7 26	10 36	8 07	4280	1 35	50	Monroe			410	8 95	5 25	8 27	11 49
	6 43	7 31	10 45	8 12		1 40	53	Oxford			408	8 90	5 16	8 23	11 44
	6 54	7 37	10 55	8 16	1861	1 50	56	Chester†			408	8 85	5 08	8 16	11 38
	7 07	7 49	11 07	8 26	3149	1 60	60	Goshen			400	8 75	5 04	8 08	11 27
	7 18	7 45	11 17	8 33		1 70	64	Hampton			400	8 70	4 56	8 08	11 16
	7 25	8 07	11 28	8 42		1 80	68	Middletown			384	8 60	4 46	7 50	11 10
	P M	8 27	11 53	8 56		2 00	76	Otisville			372	8 55	4 45	7 25	10 50
		8 55	12 25	9 20		2 30	89	Port Jervis			355	8 45	4 35	6 58	10 25
		9 42	1 25	10 01		2 75	108	Shohola			349	8 40	4 25	5 49	9 28
		9 52	1 37	10 06		2 80	112	Lackawaxen			344	8 25	4 15	5 37	9 18
		10 03	1 51	10 18		2 95	117	Mast Hope			338	8 30	4 03	5 24	9 08
		10 18	2 08	10 32		3 05	123	NARROWSBURGH			329	8 25	4 22	5 01	8 49
		10 32	2 33	10 47		3 20	132	Cochection			324	8 15	4 12	4 50	8 39
		10 50	2 50	10 58		3 40	137	Calicoon			306	7 75	3 36	4 13	8 07
		11 28	3 38	11 31		4 30	154	Lordville							

9 20	11 42	3 52	11 42	3 75	160		301	7 60	3 27	12 10	4 00	7 56
	11 55	4 05	11 53	1978	85	165	296	7 50	3 17	11 55	3 50	7 47
	12 12	4 23	12 08				288	7 30	2 57	11 52	3 26	7 27
	12 27	4 36	12 21	1500	4	05	283	7 20	2 48	11 20	3 15	7 18
							282	7 00	2 15	10 30	2 35	6 30
							281	6 45	2 00	10 30	2 35	6 30

9 20

Branch.
d.
Road.

Refreshment Stations. †June'n Piermont Branch.
Jun'n Delaware, Lackawanna and Western Railroad.
‡Connects with Buffalo and Erie Railroad.

Station	Time	Distance	Time	Distance	Time	Distance	Time	Distance
Stockport	3 52	11 43	3 52	11 43	3 52	11 43	3 52	11 43
Hancock	11 56	4 05	11 53	1978	3 85	165	296	7 50
Hale's Eddy	12 12	4 23	12 08	4 00	173	288	7 30	2 57
Deposit	12 27	4 36	12 21	1500	4 05	178	283	7 20
Susquehanna	1 05	5 10	12 52	1800	4 35	193	208	6 80
GREAT BEND	1 30	5 37	1 10	1350	4 50	201	259	6 60
Kirkwood	1 40	5 52	1 18	9094	4 75	216	245	6 45
BINGHAMTON	2 03	6 17	1 38	2143	4 95	224	236	6 05
Union	2 20	6 40	1 52	7159	5 05	231	230	5 95
Campville	2 32	6 58	2 03	3039	5 20	238	218	5 70
OWEGO	7 08	7 32	2 15	3522	5 35	247	213	5 65
Tioga	7 23	7 45	2 27	3078	5 50	257	204	5 50
Smithboro'	7 40	7 55	2 50	10107	5 65	274	182	5 20
Barton	8 00	8 15	3 02	1279	5 85	284	169	4 95
Waverly	8 32	8 48	3 18	6000	5 95	292	167	4 75
Chemung	8 48	9 04	3 35	1500	6 00	293	158	4 70
Wellsburg	9 08	9 23	3 43	3721	6 15	303	153	4 50
ELMIRA	9 18	9 40	3 53	500	6 25	306	145	4 35
Junction E. C. & N. F.	9 34	10 15	4 10	1800	6 35	315	137	4 15
Big Flats	9 55	10 26	4 19	2030	7 25	329	132	3 95
Painted Post	10 00	10 50	4 32	2637	7 35	332	128	3 80
Addison	10 25	11 03	4 42	2679	7 56	342	119	3 70
Rathboneville	11 00	11 20	4 57	172	8 00	359	102	3 50
Cameron	11 20	11 52	5 23	1000	8 20	367	94	3 18
Adrial	11 45	12 00	5 30	1765	8 40	375	86	2 80
Canistota	12 33	12 28	5 57	1000	9 00	370	90	2 42
Hornellsville	1 11	1 40	6 53	1765	9 20	381	86	2 28
Alfred	1 41	1 52	7 00	1000	9 30	386	86	2 15
Genesee	2 05	2 05	7 11	1000	9 40	396	86	2 03
Phillipsville	3 03	3 08	8 10	1037	9 05	399	86	1 47
Belvidere	3 11	3 19	8 17	5000	9 20	461	86	1 24
Friendship	3 30	3 38	8 26	1000	9 30	461	86	1 18
CLEAN	3 45	3 45	8 31	1000	9 40	461	86	1 11
Allegany	3 50	3 50	8 37	1000	9 50	461	86	1 05
Arr. DUNKIRK Dep.	4 15	4 15	9 15	1000	10 00	461	86	0 11

April 4.

NEW YORK AND ERIE R. R.—Paterson Trains.

Please inform the publisher, for correction, if any errors are found in this Guide

JERSEY CITY TO PATERSON					STATIONS.		PATERSON TO J. CITY.					
Pass.	Pass.	Pass.	Pas.	Pop'n.	\$	TRAINS		Mls	Pass.	Pass.	Pass.	Pass.
A M	P M	P M	P M	-----	0	DEP'T	AR'VE	A M	A M	P M	P M	P M
9 25	1 05	3 55	6 35	30000	0	JERSEY CITY.		16	7 45	8 45	12 45	4 45
9 35	1 15	4 05	6 45	3 486		... Bergen ...		13	7 35	8 35	12 35	4 35
9 42	1 22	4 12	6 52			Hackensack		10	7 28	8 28	12 28	4 28
9 49	1 29	4 19	6 59		35	Boiling Spring		7	7 21	12 21	12 21	4 21
9 54	1 34	4 24	7 04		46	Passaic Bridge		5	7 16	12 16	12 16	4 16
9 58	1 38	4 28	7 08			.. Huyler's ...		4	7 12	8 12	12 12	4 12
10 10	1 50	4 40	7 20	18 559	60	.. PATERSON ...		0	7 00	8 00	12 00	4 00
A M	P M	P M	P M			AR'VE	DEP'T		A M	A M	M	P M

NEW YORK AND ERIE B. R.—Piermont Branch

NEW YORK TO SUFFERNS.					STATIONS.		SUFFERNS TO NEW YORK						
Fr't.	Emg	Pass.	Pop'n.	\$	c	Mls	TRAINS.		Mls	Pas.	Frg't	Frg't	Frg't
P M	P M	P M	-----	0	0	DEP'T	AR'VE	A M	F M	A M	P M	P M	
						0	0	Foot Duane St	469				
								(Steamboat)					
6 00	6 00	5 00	1 200			24	... Pier ...	445	7 30	12 35	3 00	6 00	
		5 08				25	.. Piermont ...	444	7 22				
		5 20				28	Blauveltville	441	7 07				
		5 35				32	.. Nanuet ...	437	6 55				
		5 45				35	Spring Valley	434	6 44				
		5 52				36	.. Monsey ...	423	6 39				
		5 58				39	15 Mile Turno't	430	6 32				
7 45	12 50	6 07	4 500			42	.. Sufferns ...	427	6 25	10 50	1 20	4 15	
		5 000				469	.. DUNKIRK ...	0					
P M	A M	P M					AR'VE	DEP'T		A M	A M	A M	P M

NEW YORK AND ERIE R. R.—Newburg Branch.

PETER WARD, Supt., Newburgh, N. Y.

NEWBURGH TO MIDDLETOWN.					STATIONS.		MIDDLETOWN TO NEW'H.					
Pass.	Pass.	Pop'n.	\$	c	Mls	TRAINS.		Mls	\$	c	Pass.	Pass.
A M	P M	-----	0	0	DEP'T	AR'VE	A M	P M				
7 00	5 30	11 415	0	0	0	NEWBURGH..	20	65	10 25	7 50		
7 14	5 46				5	.. Vail's Gate ..	15		10 18	7 35		
7 24	5 59				9	.. Salisbury ...	11		10 06	7 24		
7 31	6 15				12	Washington v'e	8		9 58	7 16		
7 42	6 32				17	.. Craigsville ..	5		9 45	7 04		
	6 37					East Junction.			s	s		
7 47						West Junction			9 39	6 58		
7 54	6 42	1 861	65	20	20	.. Chester ...	0	0	9 37	6 55		
8 07		3 149			25	.. Goshen ...			9 22			
8 17					29	.. Hampton ...			9 08			
8 27					33	Middletown ..			8 55			
A M	A M					AR'VE	DEP'T		A M	P M		

April 4.
s. Stops on Signal.

Trains.

his Guide

CITY.

Pass.

P M	P M
2 45	4 45
2 35	4 35
2 28	4 28
2 21	4 21
2 16	4 16
2 12	4 12
2 00	4 00
M	P M

Branch

NEW YORK

g't Frg't

M P M

00 6 00

20 4 15

M P M

Branch.

TO NEW H.

58.
M
50
35
24
16
04
58
55
M

April 4.

s. Stops on Signal.

BUFFALO, NEW YORK & ERIE RAILROAD.

A. D. PATCHIN, Managing Director. H. C. FISK, Ass't Sup't.

Please inform the publisher for correction, if any errors are found in this Guide.

BUFFALO & ROCHESTER TO NEW YORK | NEW YORK TO ROCHESTER & BUFFALO.

Exs.		Exp.		Pop'n.	\$ c	Ml.	TRAINS		Ml.	Exp.		Exp.
A M	P M	A M	P M				DEPART	ARRIVE		A M	P M	P M
		5 15	4 30	100000		0	BUFFALO	433	10 00	10 45		
		5 37	4 53			10	Lancaster		9 39	10 10		
		6 20	5 50			31	ATTICA		9 00	9 00		
		6 40	6 12	3000		42	BATAVIA		8 38	8 32		
		7 00	6 32	3473		52	LEROY		8 21	8 05		
							Rochester Division.			A M	P M	
		6 50	6 00	52000		0	ROCHESTER†		18 9 00	8 35		
		7 08	6 20			8	Henrietta		10 8 38	8 15		
		7 16	6 30			12	Scottsville		6 8 28	8 05		
		7 24	6 40			14	West Rush		5 8 19	7 55		
		7 35	6 55			18	AVON		8 05	7 40		
							Main-Line Continued.					
		7 45	7 20	3000		66	AVON		7 55	7 30		
		8 05	7 44			75	Hamiltons		7 20	6 49		
		8 14	7 55	2627		77	LIVONIA		7 11	6 40		
		8 23	8 10			81	South Livonia		7 02	6 29		
		8 31	8 20	1418		85	Conesus		6 54	6 20		
		8 46	8 35	2670		91	Springwater		6 40	6 06		
		9 02	8 50	2067		96	WAYLAND		6 28	5 52		
		9 16	9 05			102	Bloods		6 13	5 38		
		9 25	9 15			106	Liberty		6 05	5 29		
		9 35	9 27			111	Wallace's		5 56	5 19		
		9 40	9 35	1574		114	Avoca		5 51	5 14		
		9 47	9 45			118	Kanona		5 45	5 07		
		10 00	10 00	6185		121	BATH		5 38	5 00		
		10 13	10 15			127	Savona		5 24	4 43		
		10 22	10 25	1175		133	Campbell		5 14	4 32		
		10 30	10 36			137	Cooper's		5 07	4 21		
		10 37	10 43	1500		140	Painted Post		5 00	4 15		
		A M	P M	6000		142	CORNING*		91	A M	P M	
		9 25	10 30	900000	6 90	433	NEW-YORK		5 00	6 00		
P M	P M	A M	A M				ARRIVE	DEPART		P M	A M	P M

* Connects with N. Y. and Erie RR., and Corning and Blossburg RR.
+ Connects with New York Central RR.

[April 4.]

HORNELLSVILLE BRANCH.

Acc.		Exp.		Pop.	\$ c	Ms	TRAINS		Ms	\$ c	Exp.		Acc.
A M	P M	A M	P M				DEPART	ARRIVE			A M	P M	
				10000		0	BUFFALO		91				
		6 25	6 00			31	Attica		63		8 45	5 30	
		6 55	6 24			38	Linden		59		8 20	5 00	
		7 15	6 40	1299		42	Middlebury		40		8 05	4 35	
		7 45	7 03			48	Warsaw		44		7 45	4 05	
		8 20	7 30	1760		54	Gainesville		37		7 20	3 35	
		8 40	7 53	2446		57	Castile		34		7 10	3 29	
		9 00	8 05	2478		61	Portage		30		6 40	2 55	
		9 20	8 24			65	Hunt's Hollow		26		6 24	2 35	
		9 35	8 34	3123		67	Nunda		24		6 13	2 20	
		10 10	8 57			74	Swainville		17		5 48	1 45	
		10 35	9 15			78	Canaseraga		13		5 32	1 25	
		11 00	9 30	943		82	Burns'		9		5 15	1 00	
		11 40	10 50	2537		91	HORNELLSVILLE		0		4 45	12 20	
A M	P M						ARRIVE	DEPT			A M	P M	

BUFFALO AND ERIE AND NORTHEAST R.R.'S.

B. & S. L. R. R.—G. PALMER, Pres., Buffalo, N. Y. } R. N. BROWN, Supt., Buffalo.
 E. & N. E. R. R.—JOHN A. TRACY, Pres., Erie, Pa. } J. A. BURCH, Gen. Ticket Ag't.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BUFFALO TO ERIE.						STATIONS.		ERIE TO BUFFALO.				
Exp.	Exp.	Acc.	Mail.	\$ c.	M	TRAINS		Pop'n.	Exp.	Exp.	Acc.	Mail.
P M	A M	P M	A M	....	....	DEP'T	AR'VE	.....	A M	P M	A M	P M
9 00	4 00	4 00	10 00	0	0	.. BUFFALO**	.....	100000	4 45	10 20	10 00	5 20
9 25	4 23	4 25	10 23	30	10	.. Hamburg ..	.....	6000	4 23	9 55	9 30	4 56
9 55	4 45	5 00	10 50	60	21	.. Evans Centre.	.....	2182	3 58	9 30	9 00	4 30
10 10	5 00	5 24	11 06	85	29	.. Irving.....	.....	.....	3 41	9 15	8 35	4 14
10 46	5 37	6 05	11 54	1	20 40	.. DUNKIRK †	.....	5000	3 12	8 50	8 00	3 47
11 07	5 57	6 37	12 17	1	50 50	.. Portland ..	.....	2000	2 47	8 14	7 22	3 22
11 23	6 15	7 00	12 35	1	70 57	.. Westfield ..	.....	1500	2 35	8 01	7 00	3 10
11 41	6 32	....	12 55	1	95 65	.. Quincy ..	.....	.....	2 15	7 42	....	2 50
11 47	6 40	....	1 03	2	00 68	.. State Line..	.....	.....	2 09	7 37	....	2 44
11 58	6 50	....	1 15	2	15 73	.. North East..	.....	2766	1 59	7 28	....	2 33
12 12	7 05	....	1 31	2	40 80	.. Harbor Creek.	.....	2634	1 46	7 15	....	2 17
12 30	7 21	....	1 50	2	50 88	.. ERIE †	.....	8000	1 30	7 00	....	2 02
A M	A M	P M	P M	....	....	AR'VE	DEP'T	.....	A M	P M	A M	P M

CLEVELAND AND ERIE RAILROAD.

A. STONE, Jr., Pres., Cleveland, O. H. NOTTINGHAM, Supt., Cleveland, O.
 J. W. CARY, Gen. Ticket Agent, Cleveland.

ERIE TO CLEVELAND.						STATIONS.		CLEVELAND TO ERIE.				
Frg't	Acc.	Mail.	Exp.	\$ c.	M	TRAINS		Pop'n.	Mail.	Acc.	Exp.	Frg't
P M	A M	P M	P M	....	....	DEP'T	AR'VE	.....	P M	P M	A M	P M
7 05	7 00	3 30	7 00	0	0	.. ERIE †	.....	8000	4 30	10 10	12 55	4 22
	7 30	3 50	7 20	25	8	.. Swanville ..	.....	.....	4 10	9 40	12 35	
	7 40	4 02	7 26	30	11	.. Fairview ..	.....	.....	4 02	9 15	12 29	
	8 00	4 16	7 39	45	15	.. Girard.....	.....	1000	3 51	8 50	12 20	
	8 20	4 29	7 51	60	20	.. Springfield.	.....	1946	3 35	8 19	12 07	
	8 48	4 47	8 09	80	27	.. Conneaut ..	.....	1200	3 18	7 51	11 52	
	9 16	5 04	8 26	1	00 35	.. Kingsville ..	.....	.....	2 59	7 21	11 36	
	9 40	5 20	8 42	1	15 41	.. Ashtabula..	.....	1000	2 44	6 59	11 24	
	9 58	5 30	8 53	1	30 45	.. Saybrook ..	.....	.....	2 29	6 34	11 09	
	10 14	5 41	9 04	1	40 50	.. Geneva ..	.....	1000	2 19	6 17	11 01	
	10 26	5 49	9 12	1	50 53	.. Unionville .	.....	800	2 10	6 02	10 55	
	10 38	5 56	9 19	1	55 55	.. Madison ..	.....	600	2 05	5 52	10 50	
	11 28	6 07	9 31	1	70 61	.. Perry.....	.....	200	1 53	5 34	10 39	
	11 50	6 24	9 49	1	85 66	.. Painesville.	.....	1800	1 40	5 15	10 26	
	12 16	6 37	10 03	2	00 72	.. Mentor ..	.....	250	1 22	4 53	10 09	
	12 32	6 48	10 14	2	15 77	.. Willoughby.	.....	650	1 11	4 35	10 00	
	1 00	6 57	10 25	2	25 81	.. Wickliffe ..	.....	.....	1 00	4 19	9 51	
	1 18	7 07	10 36	2	40 86	.. Euclid.....	.....	447	12 50	4 02	9 41	
3 15	1 50	7 30	11 00	2	50 95	.. CLEVELAND**	.....	60000	12 30	3 30	9 20	7 30
A M	P M	P M	A M	....	....	AR'VE	DEP'T	.....	M	P M	P M	A M

*Con. with all Railroads departing from Buffalo; †Junc. N. York & Erie RR; ‡Junction Sunbury and Erie RR; **Con. with all Railroads departing from Cleveland.

RENSELAER & SARATOGA & SARATOGA & WHITEHALL RAILROADS.

R. & S.R.R.—EDMUND SCHRIVER, Pres.; L. H. TUPPER, Sup., Troy, N. Y.
S. & W. R. R.—J. M. DAVISON, Pres. and Supt., Saratoga, N. Y.

Please inform the publisher, for correction, if any errors are found in this Guide

R.R.'S.

Buffalo.
Ticket Ag't.

this Guide.
FALO.

Acc.	Mail.
A M	P M
10 00	5 20
9 30	4 56
9 00	4 30
8 35	4 14
8 00	3 47
7 22	3 22
7 00	3 10
	2 50
	2 44
	2 33
	2 17
	2 02
A M	P M

D.
Cleveland, O.

O ERIE.

Exp.	Frg't
A M	P M
12 55	4 22
12 35	
12 29	
12 20	
12 07	
11 52	
11 36	
11 24	
11 09	
11 01	
10 55	
10 50	
10 39	
10 26	
10 09	
10 06	
9 51	
9 41	
9 20	7 30
P M	A M

York & Erie
Roads depart-

TROY TO RUTLAND				STATIONS.		RUTLAND TO TROY.			
Pass.	Frg't	Pass.	Mls	TRAINS	Pop'n.	Mail.	Frg't	Pass.	
A M	A M	P M		DEP'T	AR'VE	A M	P M	P M	
7 30	10 00	5 15		0	TROY	45000	8 28	5 30	7 28
				1	Green Island				
				4	Waterford	2683			
				6	Albany Junction*				
				12	Mechanicsville	900			
				25	Ballston	269			
				32	ar { SAR'T'GA } lv	3500			
				40	lv { SAR'T'GA } ar		7 00	1 20	6 00
9 05	1 50	6 45	Through Fare, \$2.50.	40	Van Kleeck's		6 40	12 40	5 39
9 26	2 50	7 07		43	Gansevoort		6 31	12 15	5 30
9 35	3 00	7 15		48	Moreau	354	6 17	11 40	5 28
9 49	3 30	7 30		49	Fort Edward	1000	6 13	11 10	5 12
9 53	3 40	7 34		52	Dunham Basin		6 05	10 48	5 05
10 01	4 10	7 47		57	Smith's Basin		5 52	10 04	4 51
10 14	4 40	8 02		60	Fort Ann	700	5 42	9 30	4 41
10 24	5 10	8 13		65	Comstock's Land		5 30	9 00	4 29
10 36	5 40	8 26		71	Whitehall	4200	5 12	8 15	4 10
10 54	6 30	8 45		73	L. Champlain		5 00	7 55	3 45
11 04	6 45	8 55		71	Junction		5 11	7 45	4 10
10 54	6 30	8 45		78	State Line		4 54		3 49
11 11		9 04		79	Fairhaven	500	4 49		3 41
11 17		9 10		81	Hydeville		4 43		3 3
11 22		9 15		84	Castleton	1016	4 30	5 30	3 20
11 30	7 50	9 25	95	Rutland	4500	4 10	5 00	2 55	
11 57	8 45	9 50							
A M	P M	P M	P M	AR'VE	DEP'T	A M	A M	P M	

*Junc. of Albany Northern R.R. †Junction of Rut. and Washing'n R.R.
†Junc. of Sara. and Schenec. †Con. with Rutland and Bur.

SARATOGA & SCHENECTADY RAILROAD.

(LEASED AND RUN BY THE RENSELAER AND SARATOGA COMPANY.)

SARATOGA TO SCH'DY.				STATIONS.		SCH'DY TO SARATOGA				
Pass.	Mxd.	Pass.	Pop'n.	\$ c	Mls	TRAINS	Mls	Pass.	Mxd	Pass.
P M	P M	A M				DEP'T	AR'VE	A M	P M	P M
5 40			3 500	0	0	Saratoga		22		5 20
5 55	2 45	9 00	2 269	25	7	Ballston		15	8 45	5 00
6 12	3 20	9 25		50	14	Halfway House		8	8 30	4 49
6 35	4 00	9 50	9 900	75		Schenectady		0	8 10	4 20
P M	P M	A M				DEP'T			A M	P M

April 13, 1859.

SYRACUSE, BINGHAMTON & N. Y. R. R.

J. M. SCHEMERHORN, Pres., Homer, N. Y. GEO. HAVEN, Supt., Syracuse, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SYRACUSE TO BINGHAMTON.						STATIONS.		BINGHAMTON TO SYRAC.				
Pass		Pass	Pop'n	\$ c.	M s	TRAINS		M s	\$ c.	Pass	Pass	Trains for Syracuse leave New York (foot Duane st.) at 8 15 a. r. & 4 30 p. m.
A M	P M				DEPART	ARRIVE			A M	P M		
8 00	4 20	30000	0	0	.....	SYRACUSE*	80 2 25	10 08	6 20		
8 20	4 40	550	20	7	.....	Jamesville.....	73 2 20	9 48	6 00		
8 43	5 08	335	40	14	.....	Lafayette.....	66 2 00	9 25	5 37		
8 58	5 22	100	55	19	.....	Apulia.....	61 1 85	9 10	5 22		
9 04	5 30	550	65	21	.....	Tully.....	59 1 75	9 04	5 05		
9 20	5 46	500	75	26	.....	Preble.....	54 1 65	8 47	4 48		
9 28	5 54	.....	85	29	.....	Little York.....	51 1 55	8 38	4 40		
9 41	6 07	2000	1 00	33	.....	Homer.....	47 1 40	8 19	4 24		
9 49	6 15	1550	1 10	36	.....	Cortland.....	44 1 30	8 10	4 14		
10 00	6 26	100	1 20	40	.....	Blodgett's Mills.....	40 1 20	8 00	4 04		
10 18	6 45	.....	1 40	45	.....	State Bridge.....	34 1 00	7 41	3 44		
10 29	6 57	355	1 50	50	.....	Marathon.....	30 90	7 29	3 32		
10 38	7 06	.....	1 60	53	.....	Killawog.....	27 80	7 20	3 23		
10 49	7 17	300	1 75	57	.....	Lisle.....	23 70	7 09	3 12		
10 56	7 24	100	1 80	59	.....	Whitney's Point.....	21 65	7 03	3 06		
11 24	7 52	.....	2 05	69	.....	Chenango Forks.....	11 35	6 35	2 35		
11 43	8 10	1500	2 25	73	.....	Chenango.....	7 25	6 16	2 16		
12 09	8 26	9000	2 25	80	.....	BINGHAMTON†	0 0	6 00	2 00		
M	P M	.....	.....	.....	ARRIVE	DEPART	.....	A M	P M		

*Connects with Oswego & Syra., below; N.Y.C.R.R.; Auburn & Roch.

†Con. N. Y. & E. R. R.; Delaware, Lackawanna and Western.

OSWEGO & SYRACUSE R. R.

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

OSWEGO TO SYRACUSE.						STATIONS.		SYRACUSE TO OSWEGO.				
Pass.	Pass	Pass	Pop'n	\$ c.	M s	TRAINS		M s	\$ c.	Pass	Pass	Pass
a m	p m					DEPART	ARRIVE			a m	p m	
9 00	4 00	20000	0	0	.....	OSWEGO.....	35 1 00	10 00	8 00			
9 30	4 30	2350	37	11	.....	Fulton.....	24 75	9 30	7 30			
9 52	4 52	.....	63	17	.....	Lamson's.....	18 50	9 07	7 07			
10 15	5 15	1555	75	23	.....	Baldwinsville.....	12 37	8 50	6 50			
10 45	5 45	30000	1 00	35	.....	SYRACUSE.....	0 0	8 15	6 15			
a m	p m	.....	.....	.....	ARRIVE	DEPART	.....	a m	p m			

RAILWAY CONNECTIONS are N. Y. Central and Syracuse and Southern Railways at Syracuse. Steamers at Oswego.

Schenectady and Troy Railroad.—Trains leave Troy 6 & 10 50 A. M., and 5 30 P. M. Returning, leave Schenectady at 8 10 A. M., and 3 45 & 7 20 P. M.

SACKETT'S HARBOR & ELLISBURG RAILROAD.

W. T. SEARLES, Pres., Belleville. C. W. BISHOP, Supt., Henderson.

Trains leave Sackett's Harbor at 7 A. M. and 12 10 P. M. Arrive at Pierrepont Manor 8 35 A. M., and 1 35 P. M.

Trains leave Pierrepont Manor at 9 50 A. M. and 8 00 P. M. Arrive at Sackett's Harbor 11 10 A. M. and 9 15 P. M.—Distance 18 miles.—Connects with Watertown & Rome Railroad.

LONG ISLAND RAILROAD.

WILLIAM E. MORRIS, President and Superintendent, Brooklyn, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

R. R.
...
this Guide.

ON TO SYRAC.

Class	Pass
M	P M
08	6 20
48	6 00
25	5 37
10	5 22
04	5 05
37	4 48
48	4 40
19	4 24
10	4 14
00	4 04
41	3 44
29	3 32
20	3 23
09	3 12
03	3 06
35	2 35
16	2 16
00	2 00
M	P M

Trains for Syracuse leave New York (foot Duane st.) at 8 15 a. r. & 4 30 p. m.

BROOKLYN TO GREENPORT.				STATIONS.		GREENPORT TO BROOKLYN.							
Pass	Exp.	Pass	Pass	c.	M	M	Pop'n	Pass	Pass	Exp.	Pass		
A M	P M	P M	P M			DEPART	ARRIVE	A M	A M	A M	P M		
10 00	3 30	4 30	5 30	0	0	.....	.....	95	135000	8 25	9 05	9 30	4 10
10 20	3 50	4 50	5 50	6	2	.....	.....	93	300	07	8 47	9 12	3 50
10 33	.....	5 03	6 03	13	5	.....	.....	90	.....	7 53	8 30	.....	3 36
10 38	.....	5 08	6 08	13	7	.....	.....	88	.....	7 48	8 25	.....	3 30
10 43	.....	5 13	6 13	20	9	.....	.....	86	1507	42	8 20	.....	3 23
10 55	4 10	5 23	6 23	25	11	.....	.....	84	4780	7 35	8 15	8 51	3 15
11 03	4 18	.....	6 35	35	14	.....	.....	81	1907	7 20	.....	8 45	3 00
11 12	4 27	.....	6 44	45	17	.....	.....	78	800	7 12	.....	8 34	2 52
11 38	4 53	6 03	7 02	50	20	.....	.....	72	.....	7 30	.....	8 16	2 30
11 26	4 41	5 52	.....	60	23	.....	.....	69	400	7 38	.....	8 06	2 20
11 35	4 50	6 00	.....	70	26	.....	.....	64	500	7 30	.....	7 50	2 05
11 55	5 07	.....	.....	80	31	.....	.....	58	120	.....	.....	7 26	1 40
12 13	5 25	.....	.....	1 00	37	.....	.....	54	200	.....	.....	7 17	1 31
12 27	5 39	.....	.....	1 15	41	.....	.....	52	250	.....	.....	7 10	1 25
12 35	5 50	.....	.....	1 20	43	.....	.....	46	.....	.....	.....	6 56	1 12
12 48	6 03	.....	.....	1 30	49	.....	.....	40	160	.....	.....	6 39	12 49
1 07	6 22	.....	.....	1 45	55	.....	.....	35	.....	.....	.....	6 23	12 33
1 22	6 36	.....	.....	1 55	60	.....	.....	29	80	.....	.....	.....	12 17
1 42	.....	.....	.....	1 70	66	.....	.....	21	1425	.....	.....	.....	11 59
2 02	.....	.....	.....	1 95	74	.....	.....	16	190	.....	.....	.....	11 43
2 15	.....	.....	.....	2 05	79	.....	.....	12	100	.....	.....	.....	11 33
2 27	.....	.....	.....	2 10	83	.....	.....	9	.....	.....	.....	.....	11 25
2 36	.....	.....	.....	2 15	86	.....	.....	6	.....	.....	.....	.....	11 17
2 44	.....	.....	.....	2 20	89	.....	.....	4	.....	.....	.....	.....	11 10
2 50	.....	.....	.....	2 25	91	.....	.....	0	80	.....	.....	.....	11 0
3 00	.....	.....	.....	2 25	95	.....	.....	0	1500	.....	.....	.....	.....
P M	P M	P M	P M			ARRIVE	DEPART			A M	A M	A M	A M

*Hempstead and Brooklyn Trains.—Trains leave :
Hempstead for Brooklyn at 6 25 and 7 28 A. M., 2 18 and 5 18 P. M.
Brooklyn for Hempstead at 10 A. M., 12 M., 4 30 and 5 30 P. M.
Distance, 22½ miles. Fare, 55 cents.
†Syosset and Brooklyn Trains.—Trains leave :
Syosset for Brooklyn at 7 20 A. M., and 4 35 P. M. Distance, 30½ miles. Time,
Brooklyn for Syosset at 12 M. and 4 30 P. M. { 2 hours. Fare, 75 cents.

HUDSON AND BOSTON RAILROAD.

GEORGE H. POWER, Pres. and Supt, Hudson, N. Y. JOHN J. OLCOTT, Sec. Albany.

HUDSON TO W. STOCKBRIDGE.				STATIONS.		W. STOCKBRIDGE TO H.					
Y. R.	Pass	Pass	Pop'n	\$	c.	Mls	\$	c.	Pass	Pass	
P M	P M	A M				ARRIVE	DEPT	A M	A M	P M	
2 30	7 45	.....	8500	0	0	.....	.....	34	1 00	10 05	5 10
2 50	8 05	.....	500	12	4	.....	.....	30	87	9 45	4 55
3 05	8 20	.....	150	25	0	.....	.....	25	75	9 30	4 37
3 25	8 50	.....	300	37	0	.....	.....	19	62	9 10	4 15
3 35	8 50	.....	320	50	17	.....	.....	14	50	9 00	4 05
P M	A M					ARRIVE	DEPT			A M	P M

thern Railways

M., and 5 30 P.

Henderson.

at Pierpont

at Sackett's

Waterstown &

*Junc. S. Hudson Riv. R. R.

NEW YORK AND NEW HAVEN RAILROAD.

JAS. H. HOTT, Superintendent, New York City

JUSTIS E. BUCKLEY, President, Rye, New York.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO NEW HAVEN.												NEW HAVEN TO NEW YORK.																				
NEW YORK STATIONS						STATIONS						NEW HAVEN STATIONS						NEW YORK STATIONS														
Sp	P	M	P	M	P	DEPART	AR'VE	Pop	Sp	P	M	DEPART	AR'VE	Pop	Sp	P	M	DEPART	AR'VE	Pop	Sp	P	M									
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	St.	St.	Acco	Exp.	Exp.	Exp.	St.	St.	Acco	Exp.	Exp.	Exp.	St.	St.	Acco	Exp.	Exp.	Exp.									
6 30	5 35	4 35	3 50	12 50	8 05	NEW YORK, 27th St.*	0	7 00	0	900000	3 38	8 00	8 45	10 10	1 00	4 45	7 29	11 15	NEW YORK, 32d Street	0	7 00	0	900000	3 38	8 00	8 45	10 10	1 00	4 45	7 29	11 15	
6 05	6 05	5 05	4 20	1 20	8 05	Williams' Bridge†	11	7 37	11	5 08	7 22	8 08	9 33	12 25	6 44	6 44	6 44	6 44	Williams' Bridge†	11	7 37	11	5 08	7 22	8 08	9 33	12 25	6 44	6 44	6 44	6 44	
7 13	6 13	5 13	4 28	1 28	8 05	Mount Vernon	14	7 45	14	2500	6 00	7 14	8 00	9 25	12 17	6 36	6 36	6 36	Mount Vernon	14	7 45	14	2500	6 00	7 14	8 00	9 25	12 17	6 36	6 36	6 36	6 36
7 21	6 21	5 21	4 36	1 36	8 05	New Rochelle	17	7 53	17	2455	5 51	7 06	7 51	9 17	12 09	6 28	6 28	6 28	New Rochelle	17	7 53	17	2455	5 51	7 06	7 51	9 17	12 09	6 28	6 28	6 28	6 28
7 29	6 29	5 29	4 44	1 44	8 05	Namavreck	25	8 01	25	1500	5 43	6 57	7 42	9 09	12 01	6 29	6 29	6 29	Namavreck	25	8 01	25	1500	5 43	6 57	7 42	9 09	12 01	6 29	6 29	6 29	6 29
7 33	6 33	5 33	4 52	1 52	8 05	Rye	29	8 09	29	3084	5 35	6 48	7 33	9 00	11 53	6 12	6 12	6 12	Rye	29	8 09	29	3084	5 35	6 48	7 33	9 00	11 53	6 12	6 12	6 12	6 12
7 43	6 43	5 43	4 57	1 57	8 05	Port Chester	31	8 14	31	5596	5 30	6 43	7 28	8 55	11 48	6 07	6 07	6 07	Port Chester	31	8 14	31	5596	5 30	6 43	7 28	8 55	11 48	6 07	6 07	6 07	6 07
6 55	6 55	5 55	4 59	1 59	8 05	Greenwich	32	8 21	32	600	5 30	6 36	7 21	8 48	11 41	6 00	6 00	6 00	Greenwich	32	8 21	32	600	5 30	6 36	7 21	8 48	11 41	6 00	6 00	6 00	6 00
7 05	6 05	5 05	4 20	1 20	8 05	Cos Cob Bridge	34	8 26	34	600	5 30	6 31	7 16	8 36	11 29	5 50	5 50	5 50	Cos Cob Bridge	34	8 26	34	600	5 30	6 31	7 16	8 36	11 29	5 50	5 50	5 50	5 50
7 16	6 16	5 16	4 31	1 31	8 05	Stamford	34	8 37	34	2064	5 30	6 09	6 52	8 21	11 16	5 33	5 33	5 33	Stamford	34	8 37	34	2064	5 30	6 09	6 52	8 21	11 16	5 33	5 33	5 33	5 33
7 25	6 25	5 25	4 38	1 38	8 05	Darien	42	8 48	42	5651	5 30	6 00	6 41	8 13	11 07	5 28	5 28	5 28	Darien	42	8 48	42	5651	5 30	6 00	6 41	8 13	11 07	5 28	5 28	5 28	5 28
6 34	5 34	4 34	3 48	1 48	8 05	Norwalk†	45	9 05	45	3000	5 30	6 25	7 03	8 30	10 47	5 16	5 16	5 16	Norwalk†	45	9 05	45	3000	5 30	6 25	7 03	8 30	10 47	5 16	5 16	5 16	5 16
6 45	5 45	4 45	3 59	1 59	8 05	Westport	45	9 16	45	2000	5 30	6 25	7 03	8 30	10 47	5 16	5 16	5 16	Westport	45	9 16	45	2000	5 30	6 25	7 03	8 30	10 47	5 16	5 16	5 16	5 16
6 50	5 50	4 50	4 04	2 04	8 05	Southern	52	9 21	52	4674	5 30	6 20	7 03	8 30	10 42	5 00	5 00	5 00	Southern	52	9 21	52	4674	5 30	6 20	7 03	8 30	10 42	5 00	5 00	5 00	5 00
7 00	6 00	5 00	4 15	2 15	8 05	Fairfield	52	9 32	52	9500	5 30	6 20	7 03	8 30	10 42	5 00	5 00	5 00	Fairfield	52	9 32	52	9500	5 30	6 20	7 03	8 30	10 42	5 00	5 00	5 00	5 00
7 10	6 10	5 10	4 24	2 24	8 05	Bridgeport‡	60	9 43	60	2540	5 30	5 24	5 59	7 29	10 21	4 41	4 41	4 41	Bridgeport‡	60	9 43	60	2540	5 30	5 24	5 59	7 29	10 21	4 41	4 41	4 41	4 41
7 22	6 22	5 22	4 37	2 37	8 05	Straford	62	9 50	62	3455	5 30	5 18	5 18	6 48	9 16	4 29	4 29	4 29	Straford	62	9 50	62	3455	5 30	5 18	5 18	6 48	9 16	4 29	4 29	4 29	4 29
7 30	6 30	5 30	4 51	2 51	8 05	Naugatuck Junction	64	10 00	64	25000	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	Naugatuck Junction	64	10 00	64	25000	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	4 25
7 40	6 40	5 40	4 55	2 55	8 05	Milford	74	10 06	74	71	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	Milford	74	10 06	74	71	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	4 25
7 50	6 50	5 50	5 10	3 10	8 05	West Haven	74	10 10	74	25000	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	West Haven	74	10 10	74	25000	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	4 25
8 00	7 00	6 00	5 20	3 20	8 05	NEW HAVEN§	74	10 20	74	700	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	NEW HAVEN§	74	10 20	74	700	5 30	4 56	4 56	6 20	8 09	4 25	4 25	4 25	4 25

*Railroads diverging from New York, p. 33.
 †Junction with New York and Harlem Railroad.
 ‡Junction of Danbury and Norwalk R.R.
 §Junction Housatonic R.R.
 ¶Steamboat—New York. Leaves Bridgeport at 8 00 A.M.; leaves New York (Peck Slip) 10 A.M., daily. Fare 50 cts. §Connects with New Haven and New London R.R.
 ¶Connects with N. Haven, Hartford and Springfield R.R.
 §Connects with New Haven and Northampton R.R.
 †Steamboats—New York. The "Elm City" and "Traveller" leave New York (Peck Slip) for New Haven, at 3 P.M.
 ¶New Haven for New York, at 11 P.M.
 †Fare \$1. Distance 83 miles.
 ¶Through Fare \$1.38. Way Fare about 3 cents a mile.

Allen	Pass	AM
8 20	8 20	8 20
8 30	8 30	8 30
8 40	8 40	8 40
8 44	8 44	8 44
8 48	8 48	8 48
8 52	8 52	8 52
8 56	8 56	8 56
9 00	9 00	9 00
9 04	9 04	9 04
9 08	9 08	9 08
9 12	9 12	9 12
9 16	9 16	9 16
9 20	9 20	9 20
9 24	9 24	9 24
9 28	9 28	9 28
9 32	9 32	9 32
9 36	9 36	9 36
9 40	9 40	9 40

NEW YORK AND HARLEM RAILROAD.

ALLEN CAMPBELL, Pres., N. Y. City.

W. J. CAMPBELL, Supt., N. Y. C.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO ALBANY					STATIONS		ALBANY TO NEW YORK.				
Pass.	Pass.	Exp.	Mail.	Pop'n	DEPT	AR'VE	Mi.	Mail.	Exp.	Pass.	Pass
A M	P M	P M	A M	Mis				F M	P M	F M	A M
				0	0	WHITE & CENTER.	154				6 45
				3	3	26th Street.	151	2 53	9 35	5 00	6 15
8 20	5 09	3 30	1 000		5	Yorkville.	149			4 40	5 03
8 30	5 10				7	HARLEM.	147			4 36	5 55
8 40	5 20			6000	8	Mott Haven.	146			4 25	5 51
8 44	5 24			500	9	Melrose.	145			4 20	5 47
8 48	5 28				10	Morrisania.	144			4 12	5 43
8 52	5 34				11	Tremont.	143			4 10	5 37
8 56	5 36				12	Fordham.	142			4 05	5 34
9 00	5 39			200	14	Williams' Bridget.	140			3 56	5 30
9 05	5 45				17	West Mt. Vernon.	137			3 47	5 24
9 12	5 53				19	Bronxville.	135			3 35	5 20
9 19	6 00				20	Tuckahoe.	134			3 30	5 18
9 22	6 03				22	Scarsdale.	132			3 10	5 12
9 23	6 10			100	24	Harlem Corners.	130			3 05	5 03
9 33	6 15				26	WHITE PLAINS.	128	1 55	8 41	3 00	5 00
9 40	6 20	4 30	11 00	750	29	Kensico.	125	1 42			
			11 08		32	Unionville.	121	1 35			
		4 42	11 16		34	Pleasantville.	120	1 30			
			11 22	100	36	Chapequa.	118	1 25			
			11 27		40	Mt. Kisco.	114	1 15			
			11 38		42	Bedford.	112	1 07			
			11 44	400	45	Whitlockville.	109	12 53			
			11 52	250	47	Golden's Bridge.	107	12 51			
			11 57	150	49	Purdy's.	105	12 45	7 46		
		5 30	12 02		51	CROTON FALLS.	103	12 37	7 41		
			12 12	230	55	Brewster's.	99	12 25			
			12 23		58	Dykeman's.	96	12 15			
			12 32		64	Paterson.	90	12 02			
			12 45	340	67	Pawling's.	87	11 56	7 03		
		6 11	1 00	500	73	South Dover.	81	11 40			
			1 18		76	Dover Furnace.	78	11 33			
		6 40	1 35	300	80	DOVER PLAINS.	74	11 25	6 40		
			1 43		85	Wassaic.	69	11 18			
			1 51	850	88	Amenia.	66	11 04			
			1 58		91	Sharon Station.	63	10 56			
		7 15	2 15	220	96	MILLERTON.	58	10 45	6 00		
			2 22		99	Mount Riga.	55	10 33			
			2 32		103	Boston Corners.	51	10 26			
			2 43	500	108	Copake.	46	10 14			
		7 46	2 54	300	112	Hillsdale.	42	10 03	5 20		
			3 00		115	Bain's.	39	9 54			
			3 10	200	119	Martindale.	35	9 47	5 05		
			3 18		122	Philmont.	32	9 29			
			3 32		128	Ghent.	26	9 26			
			3 32		131	CHATHAM 4 Co.†	23	9 20	4 35		
		8 30	3 45	320	153	East Albany.	1	8 15	3 45		
		9 15	5 10		154	ALBANY.	0				
A M	F M	P M	P M			AR'VE	DEPT	A M	P M	P M	A M

Way Fare about 2 1-2 cents a mile.

Through Fare \$2 00

*Branch to Port Morris. †Junc'n of N. Y. and New Haven R.R.
 ‡Con. with Western R.R., and Junc. of Hud. & Bost. R.R.
 §Con. with Troy & Green. R.R. §Railroads departing from Albany, p. 33.

Connects with New York and Northampton R.R.
 Steamboats—New York. The "Elm City" and "Traveler" leave New York (Peck Slip) for New Haven, at 3 P.M.
 New Haven for New York, at 11 P.M.
 Fare \$1. Distance 83 miles.
 Through Fare \$1 35. Way Fare about 3 cents a mile.

Junc'n with New York and Harlem Railroad.
 Junction of Danbury and Norwalk R.R.
 Junction Housatonic R.R.
 Steamboat—New York. Leaves Bridgeport at 8 00 A.M.; New York (Peck Slip) 10 A.M. daily. Fare 50 cts.
 Connects with New Haven and New London R.R.

NEW YORK AND PHILADELPHIA RAILROAD

(VIA NEW JERSEY RAILROAD.)

J. S. DARCY, Pres., N. J. J. P. JACKSON, V. Pres. & Supt., Newark, N. J.
J. W. WOODRUFF, Asst. Supt., Newark, N. J.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO PHILADELPHIA.						STATIONS.		PHILADELPHIA TO N. Y.				
Mail.	Exp.	Exp.	Acc.	Mail.	Pop'n	M	TRAINS	M	Mail.	Mail.	Mail.	Exp.
a m	a m	m	p m	p m	.....	.....	DEP'T AR'VE	a m	p m	p m	p m	p m
8 00	11 00	12 00	4 00	6 00	900000	0	.....NEW YORK.....	3 10	12 20	10 04	2 15	
8 10	11 10	12 10	4 10	6 10	30000	1	.....Jersey City.....	88	3 00	12 10	9 55	2 05
8 35	11 35	12 40	4 35	6 35	55000	9	.....Newark.....	87	2 40	11 50	9 35	1 45
8 50	11 50	12 55	4 50	6 50	3000	15	.....Elizabeth.....	79	2 30	11 35	9 25	1 30
9 00	12 00	1 15	5 00	7 00	2895	19	.....Rahway.....	73	2 20	11 20	9 15	1 20
9 15	12 15	1 35	5 12	7 15	150	27	.....Metuchin.....	68	2 10	11 05	9 05	1 10
9 25	12 25	1 50	5 25	7 25	8000	31	.....New Brunswick.....	60	2 00	10 50	8 50	12 55
9 45	12 47	.....	5 47	7 45	.....	40	.....Deans Pond.....	55	1 40	10 33	8 33	12 35
9 55	12 59	.....	5 59	7 55	300	43	.....Kingston.....	47	1 28	10 20	8 20	12 22
10 05	1 12	.....	6 12	8 05	2750	48	.....Princeton.....	43	1 20	10 07	8 07	12 10
10 27	1 42	4 30	6 42	8 27	9000	57	.....Trenton.....	39	12 55	9 43	7 43	11 45
10 42	.....	.....	7 12	8 42	4500	62	.....Bordentown.....	29	.....	9 25	7 25	.....
.....	.....	.....	7 12	.....	3025	68	.....Bristol.....	25	.....	.....	.....	.....
11 02	.....	.....	9 01	.....	5600	70	.....Burlington.....	19	12 24	9 00	7 00	11 15
.....	2 27	.....	7 27	.....	.....	74	.....Cornwells.....	19	12 12	.....	.....	11 00
.....	2 42	.....	7 40	.....	100	79	.....Tacony.....	12	12 00	.....	.....	10 45
11 38	.....	.....	9 38	.....	16500	89	.....Camden.....	8	.....	.....	.....	.....
12 00	3 10	6 40	8 10	10 00	550000	90	.....PHILADELPHIA.....	0	11 45	8 00	6 00	10 00
m	p m	p m	p m	p m	.....	.....	AR'VE DEP'T	p m	a m	p m	a m	

8 00 A. M., and 6 00 P. M., Trains from New York, stop East of Brunswick, at Newark only; and the 11 00 A. M. and 4 00 P. M. stop on signal only.
Through Tickets to Cincinnati and the West, by Express Trains, at 8 00 A. M. and 6 00 P. M. Baggage must be checked 15 minutes before the Train leaves.
Millstone Passengers take the 2 00 and 4 P. M. train from New York.
Bloomfield Passengers take the 8 30 and 11 30 A. M. & 4 00 and 5 30 P. M. Trains.

NEW JERSEY RAILROAD.

J. S. DARCY, Pres., N. J. J. P. JACKSON, V. Pres. and Supt., Newark, N. J.
J. W. WOODRUFF, Asst. Supt., Newark, N. J.

Trains leave New York for New Brunswick 8 00 and 11 00 A. M. 12 00 M., 2 00, 4 00, 5 00 and 6 00 P. M.
Trains leave New York for Rahway 7 40 & 9 00, A. M., 3 00, 6 10 and 7 P. M.
New York for Newark, (Morris & Essex Station) 6 30, 8 30 & 11 30 A. M., 3 30, 4 40 & 5 30 P. M.
New York for Chestnut St. Newark, 7 00, 10 00 and 11 00 A. M., 1 00 & 10 00 P. M.
New York for Market St. Newark, 8 00 & 12 00* P. M. *To Elizabeth St. Wednesdays and Saturdays.
Trains leave New Brunswick 2 00, 7 00, 8 00 & 10 50 A. M., 12 55, 2 50, 7 45 and 8 50 P. M.
Trains leave Rahway 6 45, 9 20 & 10 30 A. M., 5 45 & 7 30 P. M.
Trains leave Morris & Essex Station, Newark, 5 00, 8 00 & 9 20 A. M., 2 00 & 4 10 P. M.
Trains leave Chestnut St. 6 20, 8 20 & 11 50 A. M., 12 50, 1 50, 4 50.
Trains leave Elizabeth St. 2 40 and 11 00 P. M., except Wednesdays and Saturdays.
Trains leave Market St., Newark, 9 20, 10 00 & 11 15 P. M.
Fare between New York and Newark, 50 cents.

[January, 1859.]

Please
NEW YO
Exp. Ma
P M P
4 40 3
5 15 4
5 20 4
5 25 4
5 31 4
5 38 4
5 45 4
5 52 4
5 57 5
6 05 5
P M P
MILL
p. m. N
from N
N
IRA D
N. YO
Pass
P M
.....
6 06
6 14
6 20
6 24
6 30
P M
Co
Pass
A M
7 55
8 17
8 26
9 05
9 17
9 45
10 45

MORRIS AND ESSEX RAILROAD.

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

Please inform the publisher, for correction, if any errors are found in this Guide.

NEW YORK TO HACKETTSTOWN.					STATIONS.		HACKETTSTOWN TO N. Y.					
Exp.	Mail.	Mail.	Pop'n	Pop'n	Pop'n	Pop'n	TRAINS.	Mls	\$ c.	Exp.	Mail.	Mail.
P M	P M	A M					DEP'T	AR'VE		A M	A M	P M
4 40	3 30	8 30	300000	0	0	0	NEW YORK*	61	1 75	8 35	9 20	4 45
5 15	4 05	9 95	55000	25	9	9	Newark	53	1 50	8 00	9 15	4 10
5 20	4 12	9 12	2500		10	10	Bloomfield J.†	52				
5 25	4 19	9 19	4385	40	13	13	Orange	49	1 50		9 02	3 56
5 31	4 26	9 26		47	15	15	South Orange	47	1 40		8 55	3 49
5 38	4 36	9 36	100	60	19	19	Millburn	43	1 35		8 45	3 39
5 45	4 47	9 47		70	23	23	Summit	41	1 20	7 30	8 34	3 28
5 52	4 57	8 57	1000	80	25	25	Chatham	37	1 15	7 23	8 24	3 18
5 57	5 04	10 04	500	85	27	27	Madison	35	1 00	7 18	8 18	3 12
6 05	5 18	10 18	5500	95	31	31	Morristown	31	88	7 10	8 07	3 02
	5 25	10 25	150	100	33	33	Morris Plains	29	88		7 57	2 52
	5 36	10 36	150	110	38	38	Denville	24	70		7 47	2 42
	5 42	10 42		115	40	40	Rockaway	22	65		7 42	2 37
	5 53	10 53	750	125	43	43	Dover	19	50		7 34	2 29
	6 05	11 05		140	48	48	Drakesville	14	38		7 19	2 14
	6 12	11 12		150	50	50	Port Morris	12			7 15	2 08
	5 18	11 18	600	1 50	53	53	Stanhope	9	25		7 07	2 04
	6 27	11 27		1 63	55	55	Waterloo	7	20		6 59	1 54
	6 40	11 40	1500	1 75	61	61	HACKETTST'N	0	0		6 45	1 40

MILLBURN TRAINS—Leave Millburn for New York at 5 45 and 7 20 a. m. and 1 25 p. m. New York for Millburn at 11 30 a. m., 5 10 and 6 36 p. m. *Railroads departing from N. Y. p. 33. †Jct. of Newark and Bloom. ‡Jct. of Sussex R. R.

NEWARK AND BLOOMFIELD RAILROAD.

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

N. YORK TO WEST BLOOMFIELD.					STATIONS.		W. BLOOMFIELD TO N. Y.					
Pass	Pass	Pass	Pass	Pop'n	\$ M	TRAINS.	M	\$	Pass	Pass	Pass	Pass
P M	P M	P M	A M			DEP'T	AR'VE		A M	A M	P M	P M
				300000	0	0	NEW YORK	12	44			
				3000	1	1	Jersey City	14				
6 06	4 35	12 06	9 25	55000	25	9	Newark	6	20	7 50	10 57	1 55
6 14	4 43	12 14	9 31		31	10	Roseville	5	17	7 42	10 47	1 47
6 20	4 49	12 20	9 39		38	12	Watsessing	3	9	7 36	10 40	1 40
6 24	4 53	12 24	9 43	2500	38	13	Bloomfield	2	7	7 32	10 36	1 36
6 30	5 00	12 30	9 50		44	15	WEST BLOOMFIELD.	0	0	7 26	10 30	1 30

CAMDEN AND ATLANTIC RAILROAD.

J. BRODHEAD, President, and J. H. OSBORNE, Gen. Supt., Philadelphia.

COOPER'S POINT TO ATLANTIC.					STATIONS.		ATLANTIC TO COOPER'S P.					
Pass	Pass	Pass	Acc.	F&P	\$ c.	Mls.	TRAINS.	Pop'n	Pass	Pass	Pass	Acc.
A M	P M	A M	J M	A M			AR'VE	DEP'T	A M	P M	P M	A M
7 55	4 20	6 25	5 50	4 50	0	0	COOPER'S P.T.		8 34	7 42	8 35	7 48
8 17	4 40		6 15	5 33	30	7	Haddonfield	800	8 17	7 15		7 25
8 26			6 26	5 36	30	10	Ashland	500		7 25		7 12
9 05	5 18		7 29	6 55	75	25	Waterford	200		6 37	7 29	6 23
9 17			7 46	7 26	90	27	Winslow	200		6 21		6 03
9 45	6 52	8 27	8 21	8 18	130	37	Weymouth	1032	7 06	5 53	6 49	5 25
10 45	6 55	9 30	9 52	1 60		60	Atlantic	1500	6 00	4 40	5 35	

ROAD

ark, N. J.

this Guide.

IA TO N. Y.

Mail. Exp.

p m p m

10 04 2 15

9 55 2 05

9 25 1 40

9 15 1 20

8 50 12 55

8 33 12 35

8 20 12 22

7 43 11 40

7 25

7 00 11 15

11 00

10 45

6 00 10 00

p m a m

M. Trains.

ark, N. J.

00 M., 2 00,

7 P. M.

M., 3 30, 4 40

& 10 00 P. M.

St. Wednes-

2 50, 7 45 and

A. M., 2 06 &

d Saturdays.

uary, 1859.

CAMDEN & AMBOY RAILROAD & STEAMBOAT.

EDWIN A. STEVENS, Pres., Hoboken. R. S. VAN RENSSELAER, Supt., Bordentown

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO PHILADELPHIA.					STATIONS.		PHILADELPHIA TO N. Y.				
Mxd.	Acc.	Exp.	Acc.	Pop'n	M	Ms	M	Acc.	Exp.	Pass	Pass
P M	P M	P M	A M				A M	P M	P M	P M	P M
5 00	1 00	2 00	6 00	900000	0	90	PIER No. 1, N. R. (Steamboat)				
8 00	4 10	4 00	8 00	3000	27	63	8 55	4 48	2 48	11 00	
8 30	4 37	4 10	8 15		33	57	8 41	4 37	9 15	10 27	
8 50	4 47	4 15	8 20		35	55	8 37	4 33	8 50	10 13	
9 05	5 00	4 26	8 30	500	38	52	8 30	4 26	8 30	9 55	
9 30	5 18	4 37	8 40	150	42	48	8 20	4 15	8 02	9 30	
9 42	5 30	4 43	8 45		44	46	8 12	4 07	7 42	9 12	
9 51	5 40	4 47	8 50	755	45	45	8 07	4 03	7 30	9 00	
10 05	5 53	4 55	8 58	1000	49	41	8 00	3 56	7 10	8 46	
10 20	6 08	5 04	9 07	100	53	37	7 50	3 48	6 38	8 13	
10 32	6 20	5 11	9 14		56	34	7 43	3 40	6 20	7 58	
10 50	6 36	5 20	9 22	80	58	32	7 34	3 33	5 58	7 36	
11 05	7 50	5 30	9 33	4500	63	27	7 25	3 25	5 42	7 15	
11 12	7 55	5 32	9 35	100	64	26	7 20		5 32	7 08	
11 30	7 13	5 43	9 46		67	23	7 13	3 13	5 06	6 50	
11 40	7 18	5 47	9 50		68	22	7 08	3 08	4 56	6 38	
	7 25	5 54	9 53		70	20	7 03	3 03		6 30	
12 00	7 34	6 02	10 00	5560	71	19	7 00	3 00	4 40	6 24	
12 15	7 48	6 12	10 08	1500	77	13	6 51	2 50	4 24	6 12	
12 28	7 58	6 19	10 15		78	12	6 45	2 44	4 12	6 02	
12 36	8 08	6 24	10 19		82	8	6 41	2 40	4 04	5 52	
12 52	8 22	6 33	10 28		83	7	6 36	2 35	3 48	5 42	
1 12	8 32	6 40	10 36		85	5	6 28	2 26	3 28	5 27	
1 30	8 45	6 50	10 50	16500	89	1	6 15	2 12	3 10	5 15	
				550000	90		6 00	2 00	2 45	5 00	
A M	P M	P M	A M				AR'VE [April 11.] DEP'T				

THROUGH FARES.—Exp. trains, \$3 00; accommodation trains, \$2 25, \$1 75, & \$1 50

Philadelphia and Bordentown Way Trains.—Trains leave: Philadelphia at 3 00 P. M., and arrive at Bordentown at 5 00 P. M. } Dis. 27 miles. Bordentown at 7 15 A. M., and arrive at Philadelphia at 9 15 A. M. } Fare, \$1.00.

Burlington and Mt. Holly Trains.—Trains (via Burl. & Mt. Holly R. R.) leave: Burlington for Mt. Holly at 8 50 A. M., 12 M., & 2 50 and 5 00 P. M. Mt. Holly for Burlington at 8 15 and 11 30 A. M., and 2 and 4 15 P. M. Distance 6 miles.—Fare 25 cents. [April 11, 1859.]

Jamesburg and Freehold Trains.—Trains (via Agricultural RR.) leave: Jamesburg for Englishtown and Freehold at 8 42 A. M., and 4 35 P. M. Freehold for Englishtown and Jamesburg at 7 40 A. M. and 3 20 P. M. Connecting with trains of Camden and Amboy Railroad, above. Distance, 11 miles. Fare, 25 cts. Fare between New York and Freehold, 50 cents. W. H. DAVIS, Pres.

*Railroads diverging from New York, p 33. †Junc. of Bur. and Mt. Holly, R.R., above. ‡Junc. of Freehold & Jamesb'g RR., above. §Junc. Cam. & Atlantic RR. †Junc. of Trenton Branch RR. §Railroads diverging from Phil. p 89.

CENTRAL RAILROAD OF NEW JERSEY.

JOHN T. JOHNSON, Pres., N. Y. City. J. O. STEARNS, Supt., Elizabeth City, N. J.
H. P. BALDWIN, Gen. Ticket Agent.

Please inform the publisher, for correction, if any errors are found in this Guide.

BOAT.

, Bordentown

n this Guide.

PHIA TO N. Y.

Exp.	Pass.	Pass.
PM	PM	PM
4 48	9 48	11 00
4 37	9 15	10 27
4 33	8 30	10 13
4 26	8 30	9 55
7 00	5 29	1 27
7 08	5 37	1 35
7 17	5 50	1 45
7 26	5 58	1 54
7 37	6 08	2 04
7 40	6 20	2 16
6 30	5 00	1 00
6 40	5 10	1 08
6 54	5 22	1 20
7 00	5 29	1 27
7 17	5 50	1 45
7 26	5 58	1 54
7 37	6 08	2 04
7 40	6 20	2 16
5 32	7 08	
5 06	6 50	
4 56	6 38	
4 40	6 30	
4 24	6 12	
4 14	6 02	
4 04	5 52	
3 48	5 42	
3 28	5 27	
3 10	5 15	
2 45	5 00	

NEW YORK TO EASTON.					STATIONS.		EASTON TO NEW YORK				
Pass.	Pass.	Pass.	Pass.	Pop'n.	\$ c. M.	TRAINS.	M.	Pass.	Pass.	Pass.	Pass.
P M	P M	M	A M			DEP'T	A'VE	A M	A M	P M	P M
5 30	4 00	12 00	7 30	900000	0 0	... New York*	76	8 15	9 45	12 30	7 10
6 30	5 00	1 00	8 30	1010	20 12	... Elizabethport..	64	7 15	8 45	11 27	6 10
6 40	5 10	1 08	8 35	3000	25 14	... Elizabeth†	62	7 03	8 32	11 16	6 00
6 54	5 22	1 20	8 46	.....	40 19	... Craneville:...	57	6 50	8 18	11 03	5 45
7 00	5 29	1 27	8 52	1575	40 21	... Westfield...	55	6 44	8 31	10 57	5 39
7 08	5 37	1 35	8 59	300	45 24	... Scotch Plains...	52	6 37	8 06	10 51	5 32
7 17	5 50	1 45	9 08	2500	50 26	... Plainfield...	50	6 28	7 58	10 43	5 23
7 26	5 58	1 54	9 16	.....	55 29	... Newmarket...	47	6 19	7 49	10 34	5 13
7 37	6 08	2 04	9 26	600	65 33	... Bound Brook...	43	6 10	7 39	10 24	5 02
7 40	6 20	2 16	9 37	1500	75 37	... Somerville...	39	6 00	7 29	10 14	4 46
6 25	2 21	9 42	1000	80 38	90 43	... Raritan...	38		7 14	9 59	4 37
6 34	2 30	9 51	150	1 00 47	100 47	... North Branch...	33		7 03	9 48	4 26
6 44	2 41	10 02	.....	1 15 51	110 51	... White House...	24		6 54	9 39	4 17
6 54	2 51	10 12	1050	1 20 54	120 54	... Lebanon...	22		6 47	9 32	4 10
7 02	2 59	10 20	2568	1 35 58	135 58	... Clinton...	18		6 31	9 16	3 54
7 21	3 18	10 44	.....	1 40 60	140 60	... Clarksville...	16		6 25	9 10	3 44
7 30	3 23	10 57	.....	1 45 63	145 63	... New Hampton†	13		6 19	9 04	3 37
7 39	3 37	11 04	.....	1 60 68	160 68	... Ashbury...	8		6 07	8 52	3 19
7 53	3 48	11 17	.....	1 70 71	170 71	... Bloomsbury...	5		5 59	8 44	3 10
7 58	3 53	11 21	.....	1 75 75	175 75	... Springtown...	1		5 47	8 32	2 53
8 12	4 10	11 37	.....	1 75 76	175 76	... Phillipsburg§	0		5 45	8 30	2 50
8 15	4 15	11 40	10000	1 75 76	175 76	... Easton†	0				
PM	PM	PM	AM			A'VE	DEP'T	AM	AM	AM	PM

*Railroads departing from New York, p 33; †Con. with New Jersey RR.
‡Con. Lack. and Western RR. §Con. Belvidere and Delaware RR.
¶Connects with Lehigh Valley R. R. [March 10.]

LEHIGH VALLEY RAILROAD.

J. G. FELL, Pres., Philadelphia. R. H. SAYRE, Eng. and Supt., Bethlehem, Pa.

EASTON TO MAUCH CHUNK.					STATIONS.		M CHUNK TO EASTN				
Pass.	Pass.	Pop'n.	\$ c. Ml.		D'PT	A'VE	Ml	Pass.	Pass.	Pass.	Pass.
P M	A M							A M	P M	P M	P M
4 55	11 40	10000	0 0	0	... Easton*	45	0	9 35	2 55		
5 22	12 03	30	9	9	... Freemansburg †	36	10	9 07	2 30		
5 32	12 12	3620	40	11	... Bethlehem†	34	95	8 57	2 20		
5 47	12 25	6500	55	16	... Allentown...	29	85	8 44	2 05		
5 58	12 36	1500	65	20	... Catasauqua...	25	75	8 33	1 54		
6 11	12 48	.....	75	23	... Whitehall...	22	45	8 22	1 42		
6 39	1 15	.....	05	32	... Slatington...	13	35	7 55	1 15		
6 45	1 22	.....	51	35	... Lehigh Gap...	10	15	7 49	1 09		
7 07	1 48	.....	35	41	... Leighton...	4	0	7 27	12 42		
7 20	2 00	4000	1 50	45	... Mauch Chunk§	0	0	7 15	12 30		
PM	PM				A'VE	DEP'T		AM	PM	PM	PM

RAILROADS DIVERGING FROM NIAGARA FALLS.—Rochester, Lockport and Niagara Falls; Canandaigua and Niagara Falls; Buffalo and Niagara Falls; Great Western (Canada); Erie and Ontario.

5, \$1 75, & \$1 50

Dis. 27 miles.
Fare, \$1.00.

R. R.) leave:
M.
April 11, 1859.

leave:
P. M.
P. M.
e. Distance, 11
cents.
DAVIS, Pres.

olly, R.R., above.
c R.R.
om Phil. p 89.

Con. Belvidere R.R.
 Con. North Pa. R.R.
 Con. Mauch C. & S. H. R.R.
 Con. Beaver M. R.R.

NEW YORK AND BOSTON EXPRESS LINE.

N. Y. & N. Haven R. R.—JAS. H. HOYT, Supt. New York.—N. Haven, Hartford & Springfield R. R.—E. M. REED, Supt.—Western Railway.—HENRY GRAY, Supt., Springfield, Mass.—Boston & Worcester R. R.—E. B. PHILLIPS, Supt.
Please inform the publisher, for correction, if any errors are found in this Guide.

BOSTON TO NEW YORK.						STATIONS.		N. YORK TO BOST						
Pass	Pass	Pop'n	\$	c.	M	TRAINS		M	\$	c.	Pass	Pass		
P M	A M					DEPART	ARRIVE				P M	A M		
3 00	8 00	200000	0	0	0	..... Boston .....	.....	236	6 00		5 55	11 30		
4 30	9 30	26550	1 35	45	45	..... Worcester .....	.....	192	3 60		4 00	10 00		
6 35	12 00	18000	2 75	98	98	..... Springfield .....	.....	136	3 25		1 30	8 15		
7 25	12 50	22500	3 50	124	124	..... Hartford .....	.....	112	2 50		12 20	7 04		
8 25	2 05	25000	4 50	160	160	..... New Haven .....	.....	76	1 55		11 00	5 45		
9 02	2 43	11250		177	177	..... Bridgeport .....	.....	58	1 20		10 13	4 58		
11 10	4 45	900000	5 00	236	236	..New York, Twenty-seventh Street..	DEPART	0			8 00	2 45		
P M	P M					AR'VE	DEPART				A M	P M		

FLUSHING RAILROAD.

Wm. M. SMITH, Receiver and Superintendent, Flushing, L. I.

NEW YORK TO FLUSHING.						STATIONS.		FLUSHING TO NEW YORK.						
Pass	Pass	Pass	Pass	Pass	M	TRAINS		M	Pass	Pass	Pass	Pass	Pass	
P. M.	P. M.	P. M.	A. M.	A. M.		DEPART	ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	
6 00	4 00	1 00	10 00	8 00	0	...FULTON MARKET...	...	12	6 50	8 50	0 50	1 50	4 50	
6 25	4 26	1 25	10 25	8 25	4	...Hunter's Point...	...	8	6 25	8 25	10 25	1 25	4 25	
6 30	4 30	1 30	10 30	8 30	5	...Penny's Bridge...	...	7	6 20	8 20	10 20	1 20	4 20	
					7	...Maspeth .....	...	5						
6 35	4 35	1 35	10 35	8 35	7	...Winfield .....	...	6	6 15	8 15	10 15	1 15	4 15	
6 40	4 40	1 40	10 40	8 40	8	...Nawton .....	...	4	6 11	8 11	10 11	1 11	4 11	
					9	...Fashion Course...	...	3						
					10	...West Flushing...	...	3						
6 50	4 50	1 50	10 50	8 50	12	...FLUSHING	DEPART	0	6 00	8 00	10 00	1 00	4 00	
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE	DEPART		A. M.	A. M.	A. M.	P. M.	P. M.	

BOSTON, CONCORD & MONTREAL RAILROAD.

JOSIAH QUINCY, Pres., Romney, N. H. JOHN T. COFFIN, Agt., Plymouth.
Trains leave Concord 10 30 a m, Plymouth 1 43 p m—Arrive at Wells River 3 53 p m. Returning leave Wells River 10 20 a m, Plymouth 12 54 p m—Arrive at Concord 3 25 p m. Through Fare, \$3 50. Distance, 93 miles.

NEW YORK AND WILLIAM'S BRIDGE TRAINS.

Trains leave New York (26th st.) for Williams' Bridge at 8 10, 11 A M, 2 30, 8 30 P M. Williams' Bridge, for New York at 6 40, 9 30 A M, and 1 00 and 4 30 P M.

TROY AND GREENBUSH RAILROAD.

JONATHAN EDWARDS, Pres., Troy, N. Y. E. S. MORGAN, Supt., Troy.
Trains leave Troy (Union Depot.) for East Albany at 4 30, 7 45, 9 00, 10 05, 10 25, A M, 1 00, 2 30, 4 10, 4 30, 6 00 and 8 00 P M.
Trains leave East Albany for Troy, at 7 05, 8 20; 9 30; 11 00, 11 25, A M, 1 35, 3 10, 5 00, 5 25, 6 35 and 10 30 P M. Distance, 6 miles. Fare, 12 cents.

BUFFALO, LOCKPORT, NIAGARA FALLS AND LEWISTON RAILROAD.

ERASTUS CORNING, Pres., Albany.

J. COLLAMER, Assist. Supt., Buffalo, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BUFFALO TO LEWISTON.												LEWISTON TO BUFFALO.											
STATIONS.						STATIONS.						STATIONS.						STATIONS.					
BUFFALO						LOCKPORT						LEWISTON						BUFFALO					
Day	L't	pt	Exp	Acc.	L't	pt	Exp	Pop'n	M	DEP'T	AR'VE	M	Exp.	L't	pt	Exp.	Exp.	L't	pt	Exp.	Sday		
A M	A M	A M	P M	P M	P M	P M	P M			AR'VE	AR'VE	AR'VE	A M	A M	P M	P M	P M	P M	P M	P M			
6 00	8 30	8 40	2 30	2 40	6 40	6 50	6 15	8 00	1000000	0	0	0	9 50	11 15	2 10	7 20	9 00	12 00					
6 10	8 40	8 40	2 40	2 40	6 50	7 00	6 25	8 10	2700	4	4	4	9 40	11 05	2 00	7 10	8 50	12 50					
6 40	8 45	8 45	2 45	2 45	6 55	7 05	6 30	8 15	2472	11	11	11	9 35	11 00	1 55	7 05	8 45	11 45					
9 10	9 25	9 25	3 05	3 05	6 15	6 25	6 45	8 30	17	17	17	17	9 10	10 40	1 35	6 45	8 30	11 25					
9 25	9 40	9 40	3 25	3 25	7 05	7 15	7 35	8 50	3000	32	32	32	8 55		1 00	6 15		11 10					
9 40	9 50	9 50	3 40	3 40	7 20	7 30	7 50	9 05	3000	24	24	24	8 40		12 45	6 05		10 55					
9 50	10 50	10 50	3 50	3 50	7 30	7 40	7 50	9 15	1000	24	24	24	8 30		12 00	6 05		10 45					
6 55	7 15	7 15	6 30	6 30	6 30	6 40	6 50	7 30	3400	98	98	98	10 20				8 08						
7 15	7 30	7 30	6 50	6 50	6 50	7 00	7 10	7 30	15000				10 05				7 45						
7 30	7 45	7 45	7 05	7 05	7 05	7 15	7 25	7 45					9 50				7 30						

*Con. with G. W. R.
*Con. with R. L. & N. F.

Rochester and Charlotte Trains.—Trains leave:
Rochester for Charlotte at 1 30 P M and 8 30 P M,
Charlotte for Rochester, at 9 30 P M, and 5 30 P M
Distance, 6 miles. Fare, 25 cents.

Troy and Schenectady Trains.—Trains leave:
Troy for Schenectady at 6 45 A M, 2 30 and 6 10 P M
Schenectady for Troy at 9 35 A M, and 1 45, and 4 45 P M
Distance, 21 miles. Fare, 50 cents.

RAILROADS DEPARTING FROM NEW YORK.—Candlen and
Amity, New York and Erie, New York and Harlem, Hudson
River, Long Island, New Jersey, New York and New Haven,
Flushing, New Jersey Central, leave New York by Steam
boat, from Pier No. 2, North River, or by N. Jersey K.R. from
foot of Cortlandt Street.

RAILROADS DEPARTING FROM ALBANY.—Albany, Vermont
and Canada; New York Central; Hudson River; New York
and Harlem; Western (Mass.); Troy and Greenbush.

LINE.

en, Hartford
NRY GRAY,
S, Supt.

is Guide.

rk to Bost

Pass		Pass	
P M	A M	P M	A M
5 55	11 30	4 00	10 00
1 30	8 15	12 20	7 04
11 00	5 45	10 13	4 58
8 00	2 45		

NEW YORK.

Pass		Pass	
P M	P M	P M	P M
1 50	4 50	1 25	4 25
1 20	4 20	1 15	4 15
1 11	4 11	1 00	4 00

AD.

lymouth.
ells River 3 53
p m—Arrive at

INS.

t 8 10, 11 A M,
9 30 A M, and

y, Supt., Troy.

30, 7 45, 9 00,

), 11 00, 11 25,
ance, 6 miles.

10 13 12 33	1 58	0 20	9 20	10 00	12 05	4 20	1 20
10 40	1 15	2 35	6 00	8 30	2 35	5 25	5 25
10 40	1 35	2 35	6 00	8 30	2 35	5 17	9 46
10 49	1 45	2 48	6 16	8 39	2 43	5 12	9 39
10 55	1 52	2 42	6 28	8 45	2 48	5 00	9 17
11 12	2 11	3 02	7 00	9 02	3 04	4 58	9 05
11 22	2 22	3 10	7 16	9 12	3 12	4 46	8 55
11 30	2 32	3 17	7 32	9 20	3 20	4 41	8 55

11 39	2 43	3 24	7 48	9 29	3 29	250	123	Oneida	26	4 34	8 43	11 14	3 17	12 27
11 45	2 50	3 29	8 00	9 35	3 35	1500	125	Wampsville	23	4 28	8 35	11 04	3 11	12 21
11 50	2 57	3 34	8 10	9 40	3 40	1500	127	Canastota	20	4 23	8 38	11 01	3 06	12 16
11 57	3 05	3 40	8 24	0 47	3 46	150	131	Canaseraga	17	4 17	8 18	10 55	2 58	12 09
12 03	3 11	3 44	8 34	9 53	3 51	1500	133	Chittenango	14	4 12	8 11	10 51	2 52	12 04
12 12	3 21	3 41	8 50	10 02	3 58	100	137	Kirkville	19	4 05	8 00	10 44	2 43	11 56
12 17	3 27	3 55	9 00	10 07	4 03	500	140	Manlius	8	4 00	7 53	10 40	1 38	11 51
12 40	3 55	4 15	9 30	10 30	4 25	30000	148	SYRACUSE	9	3 45	7 30	10 25	2 20	11 35
A M	P M	P M	P M	P M	A M			ARRIVE	A M	A M	A M	A M	A M	P M
								DEPART	A M	A M	A M	A M	A M	P M

BETWEEN ROCHESTER AND SYRACUSE.—By Way of CLYDE, LYONS, and PALMYRA.
H. W. CHITTENDEN, Assistant Superintendent, Syracuse, N. Y.

SYRACUSE TO ROCHESTER.												ROCHESTER TO SYRACUSE.											
Mail.		Exp.		Exp.		Acc.		Exp.		Acc.		Exp.		Acc.		Exp.		Acc.					
A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M				
4 25	7 00	1 10	4 15	4 30	10 30	30000	0	80	11 35	8 15	1 50	10 25	9 50	3 45									
4 43	7 20	1 32	4 32	4 55	10 55	80	9	71	11 05	7 40	1 20	10 02	9 20	3 20									
4 48	7 27	1 36	4 35	5 05	11 05	1400	12	69	11 00	7 35	1 15	9 58	9 10	3 15									
4 58	7 40	1 48	4 45	5 20	11 15	1000	17	63	16 40	7 20	1 03	9 50	8 55	3 05									
5 06	7 50	2 00	4 52	5 33	11 25	500	21	59	10 40	7 10	12 53	9 40	8 45	2 57									
5 13	7 58	2 08	4 58	5 45	11 32	1500	24	56	10 34	7 00	12 49	9 35	8 35	2 52									
5 27	8 20	2 25	5 11	6 05	11 46	500	31	49	10 18	6 40	12 25	9 22	8 20	2 39									
5 40	8 35	2 40	5 22	6 25	12 00	2000	37	42	10 05	6 25	12 13	9 12	8 00	2 28									
5 55	9 00	2 57	5 35	6 40	12 15	4000	45	38	9 50	6 05	12 00	9 00	7 45	2 15									
6 05	9 20	3 10	5 50	7 05	12 27	1700	50	30	9 40	5 50	11 47	8 48	7 30	2 00									
6 20	9 40	3 29	6 03	7 25	12 43	4000	58	22	9 25	5 30	11 30	8 35	7 10	1 48									
6 30	9 55	3 40	6 12	7 40	12 54	600	62	18	9 15	5 15	11 20	8 27	6 55	1 42									
6 45	10 15	3 55	6 26	8 00	1 10	1500	69	10	9 00	4 55	11 03	8 13	6 35	1 28									
7 15	10 45	4 20	6 30	8 25	1 40	52000	80	0	8 40	4 30	10 40	7 55	6 15	1 10									

Passengers change cars at Rochester for the Great Western Railway through Canada to Chicago and the West. Refer to Rochester, Lockport & Niagara Falls R. R. [Continued on next page.]

April 11, 1889.

NEW YORK CENTRAL R. R.—Continued.
 BETWEEN ROCHESTER AND SYRACUSE—BY WAY OF AUBURN, GENEVA AND CANANDAIGUA.
 H. W. CHITTENDEN, Assistant Superintendent, Syracuse, N. Y.

WESTWARD.				EASTWARD.			
Acc. Exp.		Mail	Pop'n	\$ c.		Mls.	DEPT
A M	P M	P M		Mileage			AR'VE
6 45	12 45	4 20	30000	30000		0	SYRACUSE
6 57	12 57	4 35	400	400		3	Geers
7 07	1 07	4 45	500	500		8	Camillus
7 13	1 13	4 52				10	Marcellus
7 23	1 25	5 02				13	Halfway
7 35	1 37	5 12				17	Junction
7 43	1 45	5 20	200	200		21	Sennett
8 00	2 00	5 35	11800	11800		26	Auburn
8 10	2 10	5 45				29	Shunpike
8 30	2 30	6 10				37	Cayuga
8 50	2 45	6 25	500	500		42	Seneca Falls
9 00	2 55	6 35	4000	4000		46	Waterloo
9 20	3 15	6 50	3000	3000		53	Geneva
9 45	3 40	7 10	6000	6000		57	Phelps
9 57	3 50	7 25	2000	2000		65	Clifton
10 10	4 00	7 35	150	150		70	Shortsville
10 30	4 20	7 50				76	Canandaigua
10 42	4 33	8 03				81	Milk Station
10 55	4 45	8 15	5500	5500		85	Victor
11 05	4 55	8 30	400	400		89	Fishers
11 20	5 15	8 50				96	Pittsford
11 45	5 45	9 20	52000	52000		105	ROCHESTER

Way Fare about 2 cents a mile.

April 7, 1859.

N. Y. CENTRAL RAILROAD.—Rochester and Niagara Falls Division.

ERASTUS CORNING, Pres't, Albany. C. VIBBARD, Gen'l Sup't, Albany. J. COLLAMER, As't Sup't, West Div.

Please inform the Publisher, for correction, if any errors are found in this Guide.

ROCHESTER TO BUFFALO AND N. FALLS.										N. FALLS & BUFF. TO ROCHESTER.										
ROCHESTER					STATIONS.					N. FALLS					BUFFALO					
Exp.	M.S.I.	Mail.	Acc.	Exp.	Pop'n	M	DEPART	TRAINS	ARRIVE	M	Exp.	Mail.	Exp.	Acc.	Exp.	P.M.	P.M.	P.M.	P.M.	
1 40	6 15	7 45	12 15	4 20	6 50	52000	0	ROCHESTER	7 45	10 30	5 50	8 30	9 45	1 05	8 30	9 45	1 05	8 30	9 45	1 05
1 55	6 30	8 00	12 30	4 35	7 05	2005	5	Gates	7 30	10 10	5 35	8 15	9 25	12 48	8 15	9 25	12 48	8 15	9 25	12 48
2 02	6 45	8 10	12 40	4 45	7 15	10	10	Spencerport	66	9 58	5 23	8 03	9 12	12 40	8 03	9 12	12 40	8 03	9 12	12 40
2 07	6 52	8 15	12 47	4 52	7 20	12	12	Adams' Basin	64	9 50	5 15	8 00	9 05	12 35	8 00	9 05	12 35	8 00	9 05	12 35
2 16	7 05	7 25	1 00	5 00	7 30	3000	17	Brockport	59	9 35	5 00	7 50	8 52	12 25	7 50	8 52	12 25	7 50	8 52	12 25
2 25	7 15	8 33	1 10	5 10	7 40	1200	22	Holley	54	9 20	4 45	7 40	8 40	12 17	7 40	8 40	12 17	7 40	8 40	12 17
2 32	7 25	8 40	1 20	5 20	7 47	2520	25	Murray	51	9 07	4 35	7 32	8 30	12 10	7 32	8 30	12 10	7 32	8 30	12 10
2 42	7 38	8 50	1 35	5 33	7 55	2251	30	Albion	46	8 50	4 20	7 22	8 20	12 00	4 20	7 22	8 20	4 20	7 22	8 20
2 52	7 50	9 02	1 50	5 45	8 05	600	40	Knowlesville	40	8 35	4 08	7 12	8 05	11 52	4 08	7 12	8 05	4 08	7 12	8 05
3 00	8 00	9 10	2 00	5 55	8 15	2500	44	Medina	36	8 15	3 45	6 53	7 32	11 33	3 45	6 53	7 32	3 45	6 53	7 32
3 15	8 15	9 20	2 15	6 05	8 27	1009	45	Middleport	31	8 15	3 45	6 53	7 32	11 33	3 45	6 53	7 32	3 45	6 53	7 32
3 25	8 30	9 30	2 30	6 20	8 35	15000	55	Gasport	27	8 00	3 30	6 45	7 20	11 25	3 30	6 45	7 20	3 30	6 45	7 20
3 35	8 50	9 40	2 45	6 35	8 45	1000	66	Lockport	21	5 50	7 45	6 35	7 05	11 15	7 45	6 35	7 05	7 45	6 35	7 05
3 53	9 20	10 00	3 20	7 07	9 05	3000	74	Pekin	10	5 30	7 20	6 15	6 30	10 55	7 20	6 15	6 30	7 20	6 15	6 30
4 10	9 45	10 20	3 45	7 30	9 20	3000	74	Suspension Bridge	2	5 15	7 00	6 00	6 10	10 40	7 00	6 00	6 10	7 00	6 00	6 10
4 20	9 55	10 30	3 55	7 40	9 30	3000	76	NIAGARA FALLS	0	5 00	6 50	5 40	6 00	10 20	6 50	5 40	6 00	6 50	5 40	6 00
A M	A M	A M	A M	P M	P M	P M	P M	ARRIVE	DEPART	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Connects all RR's departing from N. F. Fare 2 cts mile

Phil. Br. of Phil. & R'ding R.R.—Trains leave: Station 16th street for Belmont at 8, 9, 10 and 11 A M, and 1, 2, 3, 4 and 5 P M
 Belmont for 16th street station at 6 30, 8 30, 9 30, 10 30 and 11 30 A M, and 1 30, 2 30, 3 30, 4 30, and 5 30 P M
 Fare, 6 1-4 cents. J. Skiles, Supt.

Port Dalhousie and Thorold R.R.—Trains leave: St. Catharines for Port Dalhousie at 8 15 A M, and 5 30 P M
 Port Dalhousie for St. Catharines at 8 50 A M, and 6 10 P M
 Time 10 minutes.
 E. S. ADAMS, Pres't, St. Catharines, Can.

NEW YORK CENTRAL RAILROAD.—Continued.

BETWEEN BUFFALO AND ROCHESTER.

J. COLLAMER, Assistant Superintendent, Western Division.

ROCHESTER TO BUFFALO.												BUFFALO TO ROCHESTER.																			
Exp.						Acc. Mail.						Acc. Exp.						Exp. Mail.						Exp.							
A M		P M		A M		P M		A M		P M		A M		P M		A M		P M		A M		P M		A M		P M		A M		P M	
1 40		5 30		7 35		12 15		4 20		6 50		9 20		5 2000		5		60		7 35		10 40		5 55		8 20		1 05		8 20	
1 53		5 47		7 50		12 35		4 40		7 02		9 35		52000		5		62		7 20		10 25		5 38		8 07		12 50		8 00	
2 00		5 55		7 57		12 45		4 50		7 09		9 45		10		14		69		7 13		10 15		5 30		8 00		12 43		7 21	
2 10		6 06		8 05		1 00		5 02		7 14		9 58		250		17		55		7 05		10 07		5 20		7 45		12 35		7 45	
2 15		6 15		8 11		1 08		5 10		7 19		10 05		100		21		48		5 58		10 00		5 10		7 45		12 28		7 45	
2 23		6 25		8 18		1 18		5 18		7 24		10 15		3500		24		45		6 45		9 52		5 00		7 38		12 22		7 38	
2 30		6 35		8 25		1 30		5 25		7 30		10 25		400		22		36		6 30		9 30		4 50		7 30		12 15		7 15	
2 45		6 55		8 40		1 55		5 40		7 45		10 45		3500		39		30		6 15		9 13		4 15		7 00		11 51		7 00	
3 00		7 10		9 05		2 15		5 55		8 00		11 00		80		44		23		6 05		9 00		4 00		6 50		11 44		6 50	
3 10		7 25		9 15		2 30		6 05		8 10		11 15		80		49		20		5 55		8 50		3 50		6 41		11 37		6 41	
3 18		7 37		9 27		2 45		6 16		8 19		11 27		80		51		17		5 49		8 42		3 42		6 35		11 32		6 35	
3 25		7 45		9 32		2 53		6 23		8 25		11 35		80		58		15		5 44		8 35		3 37		6 30		11 27		6 30	
3 30		7 50		9 27		3 00		6 28		8 30		11 42		6000		53		10		5 35		8 25		3 27		6 20		11 20		6 20	
3 40		8 03		9 37		3 23		6 43		8 45		11 54		6000		60		0		5 30		8 18		3 20		6 16		11 15		6 16	
3 45		8 10		9 45		3 23		6 43		8 45		12 00		1000000		69		0		5 15		8 00		3 00		6 00		11 00		6 00	
4 00		8 30		10 00		3 45		7 00		9 00		12 20		1000000		69		0		5 15		8 00		3 00		6 00		11 00		6 00	
A M		A M		A M		P M		P M		A M		A M		A M		A M		A M		A M		A M		P M		P M		P M		P M	

NOTES TO NEW YORK CENTRAL ROUTE.

Railroads diverging from Albany, p. 33. †Steamboats from Albany.
 †Con. Canandaigua & Elmira R.R. †Junction of Genesee Valley R.R.
 †Steamboats from Troy. †Con. Railroads diverging from Troy. †Junc. of Sar. & Schenectady R. R.
 †Junc. of B'ck Riv. & Utica R.R. †Connects with Rochester, Lockport, and †Rochester and L. Ontario R.R. diverges.
 †Junc. Watertown & Rome R.R. Niagara Falls R.R. †Junc. of Oswego & Syracuse R.R.
 †Junc. Buff. Corning & N. Y. R.R. †Crossing of Canada. & N. F. R.R. †Albica Branch R.R.
 †Con. Del., Lacka. & West'n R.R. †Junc. Syr., Bing. & N. Y. R.R. †Steamboats from Buffalo.

INDIAN RIVER RAILROAD.

Railroads diverging from Troy, N. Y. City.
 *Con. Canandaigua & Elmira R.R.
 *Steamboats from Troy.
 **Junc. of B'ck Riv. & Utica R.R.
 †Junc. Watertown & Rome R.R.
 †Junc. Buf., Corning & N. Y. R.R.
 ††Con. Del., Lacka. & West'n R.R.
 †Con. Railroads diverging from Troy.
 †Con. Canandaigua & Elmira R.R.
 †Connects with Rochester, Lockport, and Niagara Falls R.R.
 ††Crossing of Cananda. & N. F. R.R.
 †Junc. Syr., Bing. & N. Y. R.R.
 ††Con. all Railroads diverging from Buffalo.
 ††Steamboats from Buffalo.

HUDSON RIVER RAILROAD.

SAM'L SLOAN, Pres., New York City. A. F. SMITH, Supt., N. Y. City. CHAS. H. HENDRICK, Ticket Agt., N. Y. City.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO ALBANY AND TROY.										TROY AND ALBANY TO NEW YORK.										
Way	Exp.	Mail	Pass.	Exp.	Pass.	Way	Pop'n	\$	c.	Ms	DEP'T	ARR'VE	Pass.	Mail.	Exp.	Pass.	Exp.	Pass.	Exp.	
A M	P M	A M	P M	A M	P M	A M					Stations	Stations	A M	P M	A M	P M	A M	P M	A M	P M
6 45	8 00	11 15	3 15	4 30	5 00	6 30	3000000				New York	New York	6 05	9 15	11 45					
7 15	8 25	11 40	3 40	5 00	5 20	7 00					Chambers St.	Chambers St.	5 35	8 50	11 20					
7 23	8 35				5 38	7 08					31st Street	31st Street	5 27	5 12						
7 35					5 53	7 23	13				Manhattan	Manhattan	4 37	4 27						
8 05					6 25	7 54	4160				Yonkers	Yonkers	3 57	3 47						
8 21	9 19	12 35	4 38	5 57	6 09	8 24	5000				Dobbs' Ferry	Dobbs' Ferry	3 30	3 20						
8 34	9 15	12 35	4 50	6 09	6 21	8 25	3000				Tarrytown	Tarrytown	3 45	3 35						
8 46	9 15	12 35	5 15	6 35	6 48	8 25	2600				Sing Sing	Sing Sing	3 07	2 57						
9 24	10 12	1 30	5 34	6 35	7 08	8 37					Peekskill	Peekskill	2 23	2 13						
9 41					7 35						Garrison's	Garrison's	1 10	1 00						
9 56	10 30				7 00		1200				Cold Spring	Cold Spring	1 10	1 00						
10 11					7 12		9240				Fishkill	Fishkill	6 50	6 40						
10 30	11 08				7 26						N. Hamburg	N. Hamburg	6 17	6 07						
					8 27		5 30				Poughkeepsie.	Poughkeepsie.	5 53	5 43						
					8 24		5 53				Hyde Park	Hyde Park	5 27	5 17						
					8 24		2423				Statshurg	Statshurg	5 14	5 04						
					8 27		6 18				Rhinebeck	Rhinebeck	4 41	4 31						
					8 47		2816				Barrytown	Barrytown	4 2	4 12						
					9 01		7 08				Tivoli	Tivoli	4 1	4 01						
					9 23		8 05				G ramantown	G ramantown	3 58	3 48						
					9 38		8 30				Hudson	Hudson	3 41	3 31						
					9 54		8 56				Stockport	Stockport	3 26	3 16						
					10 01		9 16				Coxsackie	Coxsackie	3 12	3 02						
					10 15		9 28				Stuyvesant	Stuyvesant	3 06	2 56						
					10 28		9 40				Schoelack	Schoelack	2 56	2 46						
					10 49		10 11				Gestleton.	Gestleton.	2 46	2 36						
					11 15		10 28				Albany	Albany	2 36	2 26						
					11 30		10 50				Troy	Troy	2 26	2 16						
					11 45		5,000				Albany	Albany	2 16	2 06						

WATERTOWN & ROME RAILROAD.

W. C. PIERREPONT, Pres., Pierrepont Manor. CARLOS DUTTON, Supt. Watertown

Please inform the Publisher, for correction, if any errors are found in this Guide.

ROME TO CAPE VINCENT.				STATIONS		CAPE VIN TO ROME			
Mail.	Exp.	Pop'n	\$ c. Ms	DEP'T	TRAINS	Ms	\$ c.	Mail.	Exp
P M	A M				ARR'VE			A M	A M
3 40	7 15	12500	0 0		ROME*	97 2 80	11 35	12 30	
4 04	7 40		33 11		Taberg	86 2 58	11 03	12 00	
4 10	7 46		27 13		McConnellsville...	84 2 45	10 57	11 54	
4 22	8 00	2320	52 18		Camden	79 2 28	10 42	11 41	
4 34	8 15		67 23		West Camden	74 2 14	10 27	11 27	
4 53	8 30	1121	81 28		Williamstown	69 2 00	10 12	11 14	
4 56	8 40		90 31		Kasoagt.	66 1 91	10 00	11 03	
5 11	8 58	2010	1 07 47		Albion	60 1 74	9 41	10 57	
5 23	9 20	4500	1 22 42		Richland	55 1 59	9 26	10 32	
5 35	9 45	2456	1 36 47		Sandy Hill	50 1 45	9 11	10 19	
5 47	9 54		1 50 52		Mannsville	45 1 30	8 56	10 06	
5 57	10 10		1 56 54		Pierrepont Manort.	43 1	8 50	10 00	
6 09	10 24	3106	1 70 59		Adams	38 1	8 25	9 42	
6 18	10 36		1 30 62		Adams Center	35 1 00	8 16	9 32	
6 42	11 00	8000	2 08 72		Watertown	25	7 50	9 10	
6 52	11 12	4282	2 20 76		Brownville	21	6 27	8 53	
7 02	11 23		2 31 80		Limerick	17	49 7 17	8 43	
7 16	11 33		2 49 86		Chaumont	11	32 6 59	8 28	
7 26	11 46		2 57 89		Three Mile Bay	8	23 6 50	8 20	
7 45	12 04	3044	2 80 97		CAPE VINCENT	0	0	6 30	8 00
P M	P M				ARRIVE	DEPART		A M	P M

*Jon. with New York Central R.R.
 *Con. with Erie Canal.
 †Ju. Sackett's Harbor & Ellensburg RR.
 †Con. with Potsdam & Watertown R.R.
 †Steamboats to Oswego, Niagara, Toronto, Ogdensburg, and Mont. al. †Stages to Oswego.

CORNING & BLOSSBURG & TIOGA RAILROADS.

C. & B. R. R.--JOHN MAGEE, Pres., Bath, N. Y.; Tioga R. R.--J. W. RYERS, Pres., Philadelphia, Pa.; L. H. SHATTUCK, Supt. Corning, N. Y.

CORNING TO BLOSSBURG				STATIONS		BLOSSBURG TO CORNING			
Mail.	Pop'n	\$ c.	Ms	DEPART	TRAINS	Ms.	\$ c.	Mail	P M
A M					ARRIVE				
7 30	6000	0	0		CORNING*	51 1 25			6 05
8 00		25	8		Adams Center	35 1 00			5 32
8 10			11		Cool's Turnout	30			5 20
8 15	686	40	12		Lindley	29	90		5 15
8 32	494	45	15		Lawrenceville	26	85		5 03
8 42		55	17		Somers' Lane	24	75		4 52
8 53		60	20		Mitchell's Creek	21	65		4 38
9 02	1157	65	21		Tioga Old Station	20	60		4 32
9 25		70	23		Berry's Br'dge	18	55		4 22
9 35		80	25		Mill Creek	16	50		4 00
10 00		95	31		Mansfield	10	30		3 35
10 25	1162	1 10	36		Covington	5	5		3 10
10 45	1000	1 25	41		BLOSSBURG	0	0		2 50
A M					ARRIVE	DEPART			P M

* Connects with N. Y. & Erie RR., and Buff., Cor. & N. Y. RR.

BLACK RIVER AND UTICA RAILROAD.

A. HUBBELL, Pres., Utica, N. Y. Wm. Higby, Supt., Utica, N. Y.

Please inform the publisher, for correction, if any errors are found in this Guide.

UTICA TO CLAYTON.				STATIONS.		CLAYTON TO UTICA.				
Acc.	Mail	Exp.	Pop.	Mi.	\$ c.	Mi.	\$ c.	Mail	Exp.	Acco.
P	M	A	M	TRAINS.		M	\$	c. <td>M</td> <td>P</td>	M	P
4	40	11	25	DEPART	AR'VE	109	1	10 00	2	4 45
4	56	11	12	..... UTICA*	.....	103		9 45	.....	4 10
5	06	11	55	..... Marcy	.....	99		9 30	1 55	3 55
5	12	12	05	..... Stittsville	.....	97		9 22	59	3 45
5	25	12	22	..... Holland Patent	.....	93		9 10	1 40	3 35
5	52	12	53	..... Trenton	.....	87	50	8 45		2 55
6	40	1	40	..... Rensen	.....	74		8 00		2 25
				..... Boonville	.....	64				2 25
				..... Colburn	.....	52				
				..... Turin	.....	50				
				..... Lowville	.....	35				
				..... Carthage	.....	22				
				..... Philadelphia	.....	7				
				..... Lafargeville	.....	0				
				..... CLAYTON†	.....				
P	M	P	M	AR'VE	DEPART				A	M
		A	M						P	M

†Ogdensburg Branch diverges. ‡Con. by steamboat with Grand Trunk RR.

POTSDAM & WATERTOWN RAILROAD.

EDWIN DODGE, Pres., Gouverneur, N. Y. GEO. B. PHELPS, Supt., Watertown, N. Y.

WATERTOWN TO POTSDAM.				STATIONS.		POTSDAM TO WATERTOWN.				
Acco.	Mail	Pop.	\$ c.	Mi.	Mi.	\$ c.	Exp.	Mail	Acco.	
6	40	11	00	TRAINS.		M	\$	c. <td>M</td> <td>P</td>	M	P
6	45	11	67	DEPART	AR'VE	76	2	30	5 35	9 10
7	05	11	25	..... Watertown	.....	75			5 45	9 05
7	18	11	25	..... Sanford's Corners	.....	70			4 45	8 47
7	37	11	59	..... Evans' Mills	.....	65			4 23	8 34
7	57	12	17	..... Philadelphia	.....	58			4 00	8 15
8	12	12	31	..... Antwerp	.....	47			3 46	7 57
8	36	1	00	..... Keene's	.....	40			3 30	7 43
8	58	1	35	..... Gouverneur	.....	32			3 05	7 23
9	24	2	20	..... Richville	.....	24			1 35	6 37
9	48	2	55	..... Hermon	.....	17			1 06	6 17
10	15	3	45	..... Canton	.....	6			12 10	5 47
10	00	4	15	..... Potsdam	.....	0			11 15	5 30
				..... Potsdam Junction†	.....				
				AR'VE	DEPART				A	M
									P	M

Watertown and Saratoga Local Trains.—Trains leave:
 Albany for Saratoga Junction at 10 30 A. M. Saratoga Junction for Albany at 4 15 P. M.
 Albany for Watertown at 7, 8 20 and 11 20 A. M., 1 00, 2 45, 3 30 and 6 P. M.
 Watertown for Albany at 7 45, and 10 05 A. M., and 12 15, 1 45, 3 35, 5 18, and 6 50 P. M.

NEW YORK CENTRAL R. R.—BATAVIA & ATTICA BRANCH.—Trains leave Attica at 7 47 a m & 1 00 & 4 00 p m.—Arrive at Batavia at 8 15 a m & 1 50 & 4 30 p m. Leave Batavia at 8 40 a m & 2 00 & 5 40 p m.—Arrive at Attica at 9 10 a m & 3 30 & 6 10 p m.—[April 4.
 J. D. Tuohy, Conductor.

Watertown
 Guide.

*Jon. with New York Central R.R.
 *Con. with Erie Canal.
 †Ju. Sackett's Harbor & Ellisburg RR.
 ‡Con. with Potsdam & Watertown R.R.
 §Steamboats to Oswego, Niagara, Toronto, Ogdensburg, and Montreal. †Stages to Oswego.

ROADS.

J. W. RYERS,
 N. Y.

BURG TO COR

	Mail
	P M
25	6 05
00	5 32
	5 20
50	5 15
80	5 03
75	4 52
65	4 38
60	4 32
55	4 22
50	4 00
30	3 35
	3 10
0	2 50
	P M

*Connects with N. Y. C. RR.

*Connects with Watertown and Rome RR.
 †Pressing of Black R. and Utica Railroad, above.
 ‡Connects with Northern R.R.

NORTHERN—Ogdensburg—RAILROAD.

WILLIAM A. WHEELER, Pres., Boston. GEO. N. HOYLE, Supt., Malone, N. Y.

Please inform the publisher for correction, if any errors are found in this Guide.

ROUSES P'T TO OGDENSB'G.					STATIONS.		OGDENSBURG TO R. POINT				
Pass	Pass.	Pop'n.	\$ c.	Mls	TRAINS.		Ms	\$ c.	Pass	Pass	Mont. RR. with Platts. & M. R. R. with Ottawa & P. R.
P M	P M				DEPART	AR'VE			P M	P M	
12 30	6 30	500	0	0	ROUSE'S POINT*		118	3 50	1 45	11 15	
12 16	6 43	5067	15	4	Champlain		113	3 50	4 31		
1 16	7 03	1000	40	12	Mooer's st.		106	3 50	4 11		
s	s	100	50	15	Centreville		103	3 50	s		
s	s		70	23	Chazy		75	3 35	s		
s	s	1503	95	29	Ellenburg		89	3 10	s		
s	s		1 00	30	Brandy Brook		88	3 00	s		
s	s		1 25	37	Summit		81	2 75	s		
3 23	8 32	3728	1 55	46	Chateaugay		73	2 50	2 39	9 15	
s	s		1 70	49	Burke		69	2 35	s		
3 58	9 06	4550	1 95	57	Malone		61	2 10	2 00	8 43	
4 15	9 22	2159	2 15	63	Bangor		55	1 90	12 50	8 26	
4 30	9 38		2 35	68	Brush's Mills		49	1 70	12 35	8 12	
s	s	1340	2 45	71	Moira		47	1 60	s		
5 53	10 00		2 65	77	Lawrence		41	1 40	12 10	7 45	
5 08	10 15		2 85	83	Brasher's Falls	}	35				
		3666		85	Stockholm			1	20	11 55	7 23
s	s		3 10	85	Knapp's		28	95	s	s	
5 40	10 45	5349	3 20	94	Potsdam Junc†		25	86	11 23	7 00	
6 00	11 03	4856	3 45	101	Madrid		17	60	11 03	6 43	
s	s	5295	3 50	109	Lisbon		9	20	s		
6 45	11 45	7537	3 50	118	OGDENSBURG||		0	0	10 20	6 00	
P M	A M				AR'VE	DEPART			A M	P M	

QUAKAKE RAILROAD.

CHAS. HARTSHORN, Pres., Phil. H. A. FONDA, Supt., Williamsport, Pa

WILL'PORT TO M. CHUNK					STATIONS.		MAUCHUNK TO .			
Pass	Pass.	Pop'n.	\$ c.	Ml.	TRAINS.		Ml.	\$ c.	Pass.	Pass.
A M	A M				DEPT	AR'VE			A M	A M
9 20	4 45	3500	0	0	Williamsport*		123		5 10	12 50
11 45	5 45	1143	1 50	52	Catawissa.		61		2 50	10 35
2 00	8 00		2 50	87	Summit Station†		26		1 00	8 45
s	s			111	Beaver Meadow‡		12		s	s
s	s				Penn Haven				s	s
3 45	9 45	3500		123	Mauch Chunk¶		9		10 15	6 50
P M	A M				AR'VE	DEPART			A M	P M

*Connects with Sunbury and Erie RR. *Connects with Williamsport and Elmira RR. †Junc. Cata, Wil. and Erie RR. ‡Con. with Little Schuylkill RR. †Junc. Beaver Meadow RR. ¶Con. with Lehigh Valley RR.

MONTREAL & CHAMPLAIN RAILROAD.

JOHN OSTELL, Pres., WM. MOLSEN, V. Pres., and W. A. MERRY, Sec., Montreal.

Please inform the Publisher, for correction, if any errors are found this Guide.

ROUSE'S POINT TO MONTREAL.					STATIONS.		MONTR'L TO R. P T			
Exp.	Mxd.	Exp.	Pop'n	\$ c. M	DEP'T	AR'VE	M Exp.	Exp.	Mxd	P T
P M	P M	A M					A M	P M	P M	P M
12 30	7 00	500	0	0	ROUSE'S POINT*	44	4 15	8 00		
12 50	8 15	500	25	6	Lacolle	38	3 57	7 38		
1 05	7 30	100	50	10	Stott's	34	3 45	7 20		
1 27	7 45		75	17	Grand Ligne	27	3 30	6 55		
2 00	8 10	4500	1 00	23	St. JOHN'S	21	3 10	6 20		
2 18	8 25	300	1 25	29	L'Acadie	15	2 50	5 55		
2 30	8 45		1 50	33	Junction	11	2 35	5 40		
3 20	9 05	600	1 75	43	St. Lambert	1	2 50	5 00		
4 00	9 15	75000	2 00	44	MONTREAL†	0	2 00	4 30		
P M	P M	A M			AR'VE	DEP'T	A M	P M	P M	

*Connects with Vermont & Canada RR. and Northern Ogdensburg.
 †Junc. Mont. & N. Y. RR. and connects with Grand Trunk RR.

PLATTSBURG & MONTREAL R. R.

M. K. PLATT, Lessee, Plattsburg, N. Y. J. DODSWORTH, Supt., Montreal.

PLATTSBURG TO MONTR'L				STATIONS.		MON. TO PLATTSB'G			
Exp.	Mail	Pop'n.	\$ c M	DEP'T	AR'VE	M	c	Exp.	Mail
A M	P M					P M	A M		
5 30	1 00	5000	31	0	PLATTSBURG	62	2 10	6 20	8 15
		700	40	5	Beekmantown	57			
6 00	1 40	350	50	10	West Chazy	52		5 50	7 38
			60	15	Sciota	47			
6 28	2 30		20	a	Mooers*	1		5 15	6 50
6 33	4 18		26	l	Hemingford	36		5 03	6 45
6 45	4 35	1000	20		Johnson's	32			
			32		Sherrington	30		4 50	
7 05	4 54	1000	37		La Pigeonere	25			
			41		St. Remi	21		4 30	
7 40	5 21	480	47		St. Isidore	15			
		200	52		Caignawaga	10		4 10	
8 20	5 50	1:00	54		Lachine†	8		3 50	
9 00	6 30	2500	62		MONTREAL†	0		3 30	
9 20	6 30	75000	2 10	62					
A M	A M				AR'VE	DEP'T		B M	

*Con. Northern Ogdensburg road.
 †Steamboat to Kingston & Toronto, &c.
 ‡Ferry to Caignawaga.
 †Connects Grand Trunk RR.
 ‡Steamboat from Montreal in summer.

LACHINE AND MONTREAL LOCAL TRAINS.—Trains (via Lachine R. R.) leave:

Montreal at 8 00 & 10 00 A. M., and 4 00 P. M.
 Lachine at 9 00 & 11 00 A. M., and 5 00 P. M.
 Distance, 8 miles. Fare, 25 cents.

GRAND TRUNK R. R.—Quebec & Richmond Dists.

GEO. REITH, Gen. Manager Montreal, C. E. WM. ATKINS, Supt., Quebec, C. E.
JAMES HARDMAN, Gen. Agent, Montreal.

Please inform the publisher, for correction, if any errors are found in this Guide.

MONTREAL TO QUEBEC.				STATIONS.		QUEBEC TO MONTREAL.			
Pass	Pop'n	\$	c. Mls.	TRAINS.		Mls	\$	c.	*Mxd
A	M			DEP'T	AR'VE				P
									M
							
							
8	30	3000	0	.....	.....	1	68	6	00
11	50	2200		.....	.....				3
12	23	250	12	.....	.....				11
12	56	300	24	.....	.....				10
1	20	130	32	.....	.....				10
1	45		41	.....	.....				9
2	00		47	.....	.....				9
2	23	1000	55	.....	.....				9
2	56		67	.....	.....				8
3	21		76	.....	.....				8
3	35		81	.....	.....				8
3	51		87	.....	.....				7
3	54		88	.....	.....				7
4	20	4500	96	.....	.....				7
P	M			AR'VE	DEP'T				A
									M

Fare about 3 cts. a mile.

*This Train Con. with the Night Mail Train for Toronto, Hamilton, and the West, leaving Point St. Charles at 5 30 p. m.
†Junc. St. Thomas Branch.
§Steamers from Quebec in summer. April 11.

GRAND TRUNK R. R.—St. Thomas Branch.

GEO. REITH, Gen. Manager, Montreal, C. E. WM. ATKINS, Supt., Quebec, C. E.
JAMES HARDMAN, Gen. Agent, Montreal.

QUEBEC TO ST. THOMAS.				STATIONS.		ST. THOMAS TO QUEBEC.			
Mxd	Pop'n	\$	c. Mls.	TRAINS.		Mls	\$	c.	Mxd
P	M			DEP'T	AR'VE				A
									M
							
							
3	15		0	.....	.....	49	1	25	8
3	54	4500		.....	.....	41			7
4	21	3200	17	.....	.....	32			7
4	45	2350	25	.....	.....	24			6
5	00	2750	31	.....	.....	18			6
5	30	1500	40	.....	.....	9			6
5	57		49	.....	.....	0	0		5
P	M			AR'VE	DEP'T				A
									M

About 3 c. a mile.

April 11
*Steamers from Quebec, †Junc. with Quebec, Div. above.

ERIE AND ONTARIO RAILROAD.

This road is closed during the winter months.— Will open 15th March or 1st April.

CHIPPAWA TO NIAGARA.				STATIONS.		NIAG'A TO CHIPPA.					
Pass.	Pass.	Mail.	Pop'n.	\$	c. M	TRAINS.		M	Mail.	Pass.	Pass.
P	M	A				DEP'T	AR'VE			P	M
			1580	0	0	.....	.....		
				10	3	.....	.....		
			3000	25	5	.....	.....		
			4000	20	7	.....	.....		
			600	30	10	.....	.....		
			3500	50	17	.....	.....		
P	M	P				AR'VE	DEP'T			A	M
										P	M

*Steamboat to Buffalo. †Junc'n G W R. ‡Steamboat to & from Toronto

GRAND TRUNK R.R.—Portland & Montreal Dists.

JOHN ROSS, Pres., Toronto, C. W. H. BAILEY, Asst. Gen. Man'r, Montreal
 JOHN M. GRANT, Secretary, Montreal. S. T. CORSER, Supt. Portland District.
 GEO. REITH, Gen. Manager, Montreal. D. STARK, Supt. Montreal District.
 G. M. PENNINGTON, Gen. Freight Manager, JAS. HARDMAN, Gen. Ag't, Montreal.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PORTLAND TO MONTREAL.				STATIONS.		MONTREAL TO PORTLAND.						
Pass.	Pass.	Pass.	Pass.	MI.	TRAINS.		Pop.	Pass.	Pass.	Mxd.	Pass.	Acc.
		P M	A M		DEPART	ARRIVE		A M	P M	P M		
		1 15	7 50	0	PORTLAND*		22500	8 17	1 45			
		1 30	8 05	5	Falmouth		300	8 05	1 30			
				9	Cumberland		1655					
		1 45	8 20	12	Yarmouth		2144	7 50	1 14			
		1 45	8 25	18	Yarmouth Junct'n		1074	7 42	1 10			
		2 15	8 50	22	New Gloucester		1842	7 18	12 45			
		2 35	9 05	28	Danville Junction		1636	7 05	12 32			
				33	Empire Road							
		3 00	9 30	37	Mechanics' Falls			6 35	11 50			
		3 10	9 40	41	Oxford		1233	5 23	11 43			
		3 30	10 00	48	South Paris			6 10	11 35			
				55	North Paris							
		4 05		65	Byrant's Pond				10 51			
		4 30		70	Bethel		2235		10 30			
		4 52		80	Gilead		1359		10 04			
		5 05		85	Shelburne		430		9 53			
		5 25		91	Gorham		224		9 40			
		5 40		97	Berlin Falls				9 18			
		5 52		103	Milan				9 05			
		6 05		114	West Milan		418		8 51			
		6 40		122	Northumberland		429		8 20			
		7 08		134	North Stratf.				7 50			
				141	Wenlock		26					
		7 45		149	Island Pond				10 10			
				159	Norton							
		9 18		166	Boundary Line				9 20			
		9 40		174	Coaticook		300		9 00			
		10 00		182	Compton				8 40	6 00		
		10 12		186	Waterville		3965		8 30	5 15		
		10 40		196	Sherbrooke		3000		8 05	4 20		
		10 55	Loc'l	202	Brompton Falls		400		7 50	4 05		
		11 15	Pass	210	Windsor		300	A M	7 30	3 40		
		11 45	A M	220	Richmond		600	11 40	6 55	3 00		
		12 35	7 15	231	Durham		300	11 15	6 30			
		I 00	7 50	243	Acton		500	10 45	6 00			
		I 17	8 05	249	Upton			10 27	5 45			
		I 54	8 20	255	Britannia Mills		100	10 10	5 30			
		I 55	8 40	262	Ste Hyacinthe		5000	9 55	5 15			
				269	Soixante							
		2 29	9 15	275	St. Hillaire		1600	9 15	4 40			
				282	Bou. Mountain							
				287	Charons							
		3 15	10 00	287	Longueuil		3000	8 30	4 00			
				287	MONTREAL		75000					
		P M	A M		ARRIVE	DEPART		A M	P M	P M		

*RAILROADS DEPARTING FROM PORTLAND.—Androscoggin and Kennebec, Boston and Maine; Grand Trunk; Kennebec and Portland, and Bath Branch; Portland, Saco and Portsmouth. †Ju. Kennebec & Portland R.R. ‡Ju. Ans. & Kenn. R.R. §Ju. Bukland Br. ¶Ju. of Quebec R.R.

Dists.
Quebec, C. E.

this Guide.

REAL.

and the West, leaving Point St. Charles at 5 30 p. m.
 †Junc. St. Thomas Branch.
 §Steamers from Quebec in summer.
 April 11.

ch.
Quebec, C. E.

QUEBEC.

April 11
 *Steamers from Que-
 †Junc. with Quebec,
 Div. above.

1st April.

CHIPPA.

ss. Pass.
M P M

M P M

Toronto

Through Fare \$6.90

Trains run by Montreal time.

April 11.

JOHN BOXALL,

IMPORTER OF

HOT AIR FURNACES

Stoves, Registers, &c.

ALSO, MANUFACTURES ALL KINDS OF

COPPER, TIN AND SHEET IRON WARE

Of the Best Description, at

50 QUEEN STREET, - - - TORONTO.

January, 1859.

ROYAL LYCEUM THEATER,

TORONTO,

KING STREET WEST

JOHN NICKINSON, - - Lessee and Manager.

Open every night throughout the year, for the production of

TRAGEDIES, COMEDIES, OPERAS, FARCES, &c.,

With appropriate Scenery, Costumes and Appointments, equal to any out of New York, Philadelphia or Boston.

Boxes, 50 Cts. Pit and Upper Boxes, 25 Cts.

January, 1859.

G
GEO.
D
Plans
M
Exp
A M
7 00

7 50
8 30

9 10
9 20
9 40
10 00
10 10
10 50
11 00
11 20
11 40
11 40
12 00
12 10
12 40
1 10
1 30
2 10
3 30
3 40
4 10
4 40
5 10
5 50
5 50
6 30
6 30
7 00
7 00
7 00
8 00
8 00
9 00
P
de

G. TRUNK R.R.—Montreal and Toronto District.

GEO. REITH, Gen. Man'r. Montreal. S. T. WEBSTER, Sup't Montreal and Kingston Dist., Montreal; J. S. MARTIN, Sup't Toronto and Kingston Dist., Toronto.
JAS. HARDMAN, Gen. Agent, Montreal.

Please inform the Publisher for correction, if any errors are found in this Guide.

MONT'L TO TORONTO.					STATIONS.		TORONTO TO MONT'L			
Exp.	Mail.	Mxd.	Pop'n.	Mls	TRAINS		Mls	Exp.	Mail	Mxd
A M	P M	A M			DEPART	ARRIVE		P M	A M	P M
7 00	7 30	9 30	75000	0	.....	MONTREAL*	333	9 45	9 15	5 30
.....	.....	.....	.....	5	.....	Blue Bonnets	328	.....	.....	.....
.....	8 17	10 42	1500	15	.....	Pointe Claire	313	.....	8 27	4 27
.....	8 37	11 10	470	21	.....	St. Anne's	312	.....	8 08	4 02
7 58	8 47	11 24	500	24	.....	Vaudreuil	309	8 47	7 58	3 50
8 30	9 24	12 25	600	37	.....	Coteau Landing	296	8 15	7 16	2 55
.....	9 44	12 58	200	44	.....	R Boudette	289	.....	6 55	2 26
9 10	10 12	1 45	350	54	.....	Lancaster	279	7 34	6 25	1 45
9 26	10 30	2 13	.....	60	.....	Summerstown	273	7 19	6 06	1 20
9 45	10 53	2 50	25000	68	.....	Cornwall	265	6 45	5 27	12 35
10 06	11 22	3 24	100	73	.....	Moulinette	260	6 34	5 13	12 12
10 16	11 33	3 44	500	77	.....	Dickinson's Landing	256	6 25	5 02	11 5
10 53	12 16	4 58	175	92	.....	Williamsburg	241	5 50	4 14	10 3
11 09	12 36	5 32	.....	99	.....	Matilda	234	5 32	3 55	10 20
11 21	.....	5 54	150	104	.....	Edwardsburg	229	5 22	.....	9 58
11 40	.....	6 25	.....	112	.....	Prescott Junc.†	221	5 05	.....	9 20
11 45	1 15	7 09	4000	113	.....	Prescott	220	5 00	3 20	8 40
12 01	1 45	7 28	150	120	.....	Maitland	213	4 43	.....	8 19
12 15	.....	7 50	5000	125	.....	BROCKVILLE	208	4 28	2 47	7 50
12 49	2 18	8 45	200	137	.....	Mallorytown	196	4 00	2 18	6 54
1 10	.....	9 22	100	146	.....	Lansdowne	187	3 40	.....	6 08
1 32	2 58	10 00	1600	155	.....	Gananoque	178	3 19	1 32	5 25
2 15	3 40	11 15	13000	173	.....	Kingston	160	2 15	12 30	11 20
3 32	4 50	5 50	2000	199	.....	Napanee	134	1 14	11 23	9 17
3 49	.....	6 25	.....	209	.....	Tyondonag	124	12 54	.....	8 40
4 17	5 38	7 20	7000	220	.....	Belleville	113	12 18	10 24	7 35
4 48	6 10	8 20	1600	232	.....	Trenton	101	11 50	9 54	6 42
5 10	6 33	9 05	1500	242	.....	Brighton	81	11 25	9 29	5 57
5 26	6 49	9 35	1100	249	.....	Colborne	84	11 10	9 11	5 26
5 57	7 20	10 35	7000	263	.....	Cobourg†	70	10 25	8 20	4 20
6 27	7 52	11 18	5000	271	.....	Port Hope||	62	10 09	8 02	3 50
6 50	8 14	12 05	.....	280	.....	Newtonville	53	9 46	7 37	3 04
7 03	8 27	12 31	1250	286	.....	Newcastle	47	9 32	7 22	2 37
7 3	8 58	1 35	3000	300	.....	Oshawa	33	8 58	6 46	1 35
7 45	9 11	1 57	3500	304	.....	Port Whitby	29	8 48	6 35	1 17
.....	9 33	2 37	.....	312	.....	Frenchman's Bay	21	.....	6 14	12 43
8 12	9 44	2 57	30	316	.....	Port Union	17	.....	6 04	12 24
.....	9 54	3 16	60	320	.....	Scarboro'	13	.....	5 49	12 07
8 50	10 30	4 20	.....	.....	.....	Don	.....	7 40	5 20	11 10
9 00	10 40	4 30	65000	333	.....	Toronto§	0	7 30	5 10	11 00
P M	A M	P M			ARRIVE	DEPART		A M	P M	A M

All Trains of G. Trunk; G't. West.; O., Sim. & H. R. R.s, arrive and depart from Union Station, Toronto. Trains daily run by Montreal time

CITY HOTEL,

N. SMITH, Proprietor.

Corner of Dundas and Talbot Streets,

LONDON, C. W.

January 1, 1869.

NEWBIGGING HOUSE,

(Late Clarendon Hotel,)

NOS. 28, 30 AND 32 FRONT ST.

TORONTO.

W. NEWBIGGING.

January, 1859—y1

W. E. TUNIS,

WHOLESALE

NEWS AGENT,

OFFICE ON

Great Western Railway Depot Grounds,

CLIFTON, C. W.

GR.
 GEO.
 Pleas
 T
 Pass
 A M
 7 30
 8 00
 8 18
 8 32
 8 52
 9 12
 9 26
 9 45
 10 07
 10 20
 10 34
 10 42
 10 50
 11 07
 11 21
 11 45
 12 13
 12 40

P M
 Com
 Jun
 de
 R. R.

L. L.
 LOND
 Pass
 A M
 7 30
 7 50
 8 00
 8 10
 8 20
 8 23
 8 33
 8 43
 8 55
 A M

GRAND TRUNK R. R. TORONTO & LONDON DIV.

GEO. REITH, Gen. Supt., Montreal, C. E. C. R. CHRISTIE, Supt. Toronto.
JAS. HARDMAN, Gen. Agent, Montreal.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TORONTO TO LONDON.						STATIONS.		LONDON TO TORONTO.			
Pass.	Pass.	Exp.	Pop'n.	\$ c	Ml.	TRAINS		Mls	Pass.	Pass.	Exp.
A M	P M	A M				DEPART	ARRIVE		A M	P M	P M
7 30	3 50		65000	0	0	TORONTO*		120	11 50	4 45	
8 00	4 18		800		9	Weston		111	11 25	4 18	
8 18	4 35		500		16	Malton		104	11 09	4 02	
8 32	4 49		2000		22	Brampton		98	10 55	3 48	
8 52	5 10		12000		30	Georgetown		90	10 35	3 27	
9 12	5 27	April 11, 1859.	500		36	Acton		84	10 17	3 09	
9 26	5 41		400		42	Rockwood		78	10 03	2 55	
9 45	6 00		4500		50	Guelph†		70	9 45	2 38	
10 07	6 23		125		59	Breslau		61	9 21	2 15	
10 20	6 37		100		64	Berlin		56	9 09	2 03	
10 34	6 51		350		70	Petersburg		50	8 55	1 49	
10 42	7 00		150		73	Baden		47	8 48	1 42	
10 50	7 08				76	Hamburgh		44	8 40	1 34	
11 07	7 25		500		83	Shakspeare		37	8 24	1 18	
11 21	7 40		3500		89	Stratford‡		31	8 00	1 04	
11 45	8 06	2500		99	St. Mary's		21	7 46	12 40		
12 13	8 35			110	Thornedale		10	7 18	12 13		
12 40	9 00	16000		120	London||		0	6 50	11 45		
		3000		230	Windsor						
		60000		231	DETROIT						
P M	P M	P M				ARRIVE	DEPART		A M	A M	A M

Trains run by Toronto time.

†Con. of Guelph Branch R. R. †Cross of Buff. and Lake Huron R. R.
||Junc. of London and Port Stanley R. R. *Connects with all Railroads departing from Toronto.

☞ Trains of Grand Trunk, Great Western, and Ont. Sim. & Huron R. R.'s, arrive at and depart from the Union Station, Toronto.

LONDON AND PORT STANLEY RAILROAD.

L. LAWRENCE, Pres., London C. W. W. BOWMAN, Supt., London, C. W.

LONDON TO PORT STANLEY.						STATIONS.		PORT STANLEY TO LONDON			
Pass.	Pass.	Pop'n.	\$ c	Mls	TRAINS		Mls	\$ c	Pass.	Pass.	of
A M	P M				DEPART	ARRIVE			A M	P M	Ex. of
7 30	3 00	16000			LONDON*		24	10	10 45	6 35	*Con. with Sarnia Ex. of G. W. R. R. and G. T. R. R. Junction of G. W. R. R.
7 50	3 20				Westminster Nor.		18		10 25	6 15	
8 00	3 30			6	Westminster Sou.		15		10 15	6 05	
8 10	3 40			9	Yarmouth		12		10 05	5 55	
8 20	3 50	3000		12	A. St. Thomas Dp		9		9 55	5 45	
8 25	3 55			15	D'pt do Arr.		5		9 50	5 38	
8 35	4 05				Hart'		3		9 40	5 30	
8 42	4 12	300		19	Union		0		9 35	5 23	
8 50	4 20	100		21	PORT STANLEY				9 30	5 15	
A M	P M				ARRIVE	DEPART			A M	P M	

COBOURG & PETERBORO' RAILROAD.

H. COVERT, Pres., Cobourg, Can. W. JAMES R. BARBER, Supt., Cobourg

COBOURG TO PETERBORO.				STATIONS.		P T B'RO TO COB'.				
Pass.	Pass.	Pop'n.	\$ c	Mis	TRAINS.		Mls	\$ c	Pass.	Pass
Frg't Train leaves Co- bourg at 8 00 A. M.		Frg't Train arrives Peterboro' 10 30 A. M.			DEP'T	AR'VE			Frg't Train leaves Pe- terboro at 12 30 P. M.	Frg't Train arrives at Cobourg 3 90 P. M.
		4	500	0	.....	COBOURG*	28	100		
			300	25	.....	Baltimore	23	87		
				37	.....	Braden's	18	75		
				50	.....	Harwood	13	62		
				62	.....	Indian Village	10	50		
		400		75	.....	Keene	7	25		
				87	.....	Morgan's	3	15		
		6000	100	38	.....	Peterboro.	0	0		
					AR'VE	DEP'T				

*Connects Grand Trunk. *Steamers to Rochester and Oswego in summer

PORT HOPE, LINDSAY & BEAVERTON R. R.

D. McLEOD, Gen. Manager, Port Hope, Can. W. A. T. WILLIAMS, Supt.

PORT HOPE TO LINDSAY.				STATIONS.		LINDSAY TO PORT H.			
Acc.	Pass.	Pop'n.	Mls	TRAINS.		Mls	Acc.	Mail.	
P M	P M			DEP'T	AR'VE		P M	P M	
	3 20	5000	0	.....	PORT HOPE*	79	1 30		
		100	9	.....	Perrytown	67			
		375	18	.....	Millbrook	58			
			25	.....	Manvers	51			
		400	33	.....	Omamee	43			
	7 00	800	43	.....	Lindsay†	33	9 50		(Jan. 24.)
			56	.....	Monticella	20			
		500	76	.....	BEAVERTON	0			
P M	P M			AR'VE	DEP'T		A M	P M	

*Steamers to all Lake Ports during the running season. *Jct. with Grand Trunk. †Stages from Lindsay.

PETERBORO SECTION.—Leave Port Hope at 11 A. M.—arrive at Peterboro' at 12 50 P. M. Leave Peterboro' at 4 00 P. M.—arrive at Port Hope at 5 50 P. M.

RAILROADS DEPARTING FROM NIAGARA FALLS.—Rochester, Lockport and Niagara Falls; Canandaigua and Niagara Falls; Buffalo and Niagara Falls; Great Western (Canada); Erie and Ontario.

RAILROADS DEPARTING FROM BUFFALO.—New York Central; Buffalo, New York and Erie; Buffalo, New York and Erie, and Genesee Valley; Buffalo and State Line; Buffalo Niagara Falls and Lewiston; Lockport and Buffalo; Buffalo and Lake Huron.

OTTAWA & PRESCOTT RAILROAD.

ROBERT BELL, Pres., Ottawa, C. W. ; BENJ. FRENCH, Jr., Supt., Prescott, C. W. ; J. S. ARCHIBALD, V. Pres., Heck's Corners.

PRESCOTT TO OTTAWA.				STATIONS.		OTTAWA TO PRESCOTT.			
Mail.	Acc.	Pop'n.	\$ c. M.	TRAINS		M \$ c.	Mail.	Acc.	
A M	P M			DEPART	AR'VE	P M	A M		
11 45	5 00	4000	0 0	PRESCOTT*	54 1 75	5 10	9 25		*Connects (by ferry) with Northern Ogd'n sb. RR. *Con. with Grand Trunk RR. April 11.
11 50	5 20		2	Junction	52	5 00	9 15		
12 03	5 45	250	25 9	Spencerville	45 1 50	4 42	8 50		
12 30	6 10		50 17	Oxford	37 1 25	4 20	8 25		
12 45	6 35	1200	75 23	Kemptville	31 1 00	4 05	7 55		
1 07	7 10		1 12 37	Osgoode	22 75	3 43	7 20		
1 23	7 34		1 37 38	North Osgoode	16 50	3 27	6 58		
1 35	7 49		1 50 43	Gloucester	11 37	3 15	6 45		
2 05	8 40	19000	1 75 54	OTTAWA	0 0	2 45	6 00		
P M	P M			AR'VE	DEPART	A M	A M		

NORTHERN RAILWAY OF CANADA.

Jos. C. MORRISON, Pres., Toronto, Can. W. J. L. GRANT, Supt. Toronto.

TORON. TO COLINGWOOD.				STATIONS.		COLWOOD TO TORON			
Acc.	Acc.	Pop'n.	\$ c. ML.	TRAINS		MI	\$ c.	Acc.	Mail
P M	A M			DEPART	ARRIVE			A M	P M
2 30	7 00	65000	0	TORONTO*	94 3 00	11 30	4 30		
2 50	7 23		5	Davenport Road	89	11 05	3 57		
3 00	7 35	700	8	Weston	86	10 53	3 47		
3 15	7 50		12	York	82	10 35	3 35		
3 25	8 00	800	15	Thornhill	80	10 25	3 25		
3 45	8 20		19	Richmond Hill	76	10 04	3 06		
4 05	8 38		24	King	71	9 45	2 50		
4 40	9 08		31	Aurora	64	9 08	2 20		
5 00	9 30	5000	35	Newmarket	60	8 48	2 00		
5 20	9 50	500	39	Holland Landing	56	8 30	1 45		
5 40	10 10	1000	43	BRADFORD	52	8 12	1 30		
6 35	10 55		52	Lefroy		7 23	12 45		
				BELL EWART					
				Lefroy	42				
7 00	11 25		57	Craigvale	36	6 55	12 20		
7 30	11 50	1000	63	BARRIE	31	6 30	11 50		
7 52	12 28		71	Essa	23	6 08	11 22		
8 20	1 00		80	Sunnidale	15	5 42	10 50		
8 36	1 22		85	Nottawasaga	9	5 24	10 30		
9 00	1 50		94	COLLINGWOOD		5 00	10 00		
P M	P M			AR'VE	DEPART	A M	A M		

*Connects with Grand Trunk Railroad, and Great Western RR.

Trains arrive at and depart from Union Station, Toronto.

D.

Cobourg

To Cob'g.

Pass. Pass

Train leaves re-

teborro at 12 30 P. M.

Frg. Train arrives at

Cobourg 3 90 P. M.

in summer

N. R. R.

iams, Supt.

To Po't H.

Acc. Mail.

P M P M

1 30

(Jan. 24.)

9 50

A M P M

*Jct. with

ve at Peter-

Port Hope

, Lockport

and Niagara

al; Buffalo,

see Valley;

Lockport

GREAT WESTERN—CANADA—RAILWAY.

C. J. BRYDGES, Man'g. Director, Hamilton.
Principal Offices and Machine Shops, at Hamilton, C. W.

JULIUS MOVIUS, Gen. Ag't, Buffalo.
E. S. G. COLPOYS, Ass't Sup't, East'n Div., Hamilton. JAS. PEACOCK, Ass't Sup't, West'n Div., London, C. W.

Please inform the publisher for correction, if any errors are found in this Guide.

SUSP. BRIDGE TO DETROIT.						STATIONS.						DETROIT TO SUSP. BRIDGE.					
Exp.	Mxd	Acc.	Exp.	Acc.	Pop.	ML.	DEPT	TRAINS	ARRIVE	ML.	\$ c.	Mxd	Acc.	Exp.	Acc.	Exp.	Acc.
A M	A M	A M	P M	P M			Susp. Bridge, N.F.	Ar. HAMILT'N	De.			A M	A M	P M	P M	P M	P M
4 20		6 45	10 30	4 15	1000	0	Thorold†	9 27		229	6 00	11 45	4 50	9 55	9 05	4 00	
4 38		7 05	10 38	4 35	1450	9	St. Catharines...	9 38		230	6 00	11 23	4 36	9 42	8 38	3 37	
		7 15	10 45	4 46	5000	11	Jordan.....	6 55		218	6 00	11 15	4 28		8 30		
		7 30	10 57	5 06	300	17	Beamsville.....	7 30		212	6 00	10 50			8 10		
		7 40		5 17	400	22	Grimsby.....	7 59		207	5 00	10 37			7 58		
		7 50		5 28	1050	27	Ontario.....	8 23		202		10 26			7 47		
		8 00		5 40	100	32	Depart " Arrive	8 43		197	6 00	10 15			7 36		
5 50		8 30	11 45	6 05	30000	43	Burlington Junction.	9 37	10 50	186	5 50	9 45	3 25	8 35	7 10	2 35	
6 05		8 38	12 00	6 17		45	Dundas.....	10 00		184		9 30	3 15	8 30	7 00	2 30	
6 10		8 45	12 05	6 25		48	Fleming.....	10 08		180	5 18	9 20	3 07	8 20	6 52	2 25	
6 22		9 05	12 17	6 43	4000	52	Lynden.....	11 40		177	5 25	9 05		8 55	6 39	2 09	
		9 35		7 15	350	59	Harrisburgh††	12 10		170		8 33		6 04			
		9 45	12 57	7 25	300	62	Paris†	12 10		166	5 20	8 24		7 31	5 56		
7 28		10 00	1 22	7 56	2500	72	Arnolds.....	1 00		157	4 75	8 00	1 55	7 08	5 31	1 12	
7 42		10 20	1 37	8 16		79	Eastwood.....	12 37		150	4 50	7 37	1 40	6 53	5 06	12 54	
					81	81	Woodstock.....	1 57	12 45	147						12 50	
8 03		10 40		8 36	86	86	Beachville.....	2 35	1 10	142		7 17	1 25	4 47			
8 12		10 50	2 00	8 47	5000	91	Ingersoll.....	2 35	1 10	138	4 13	7 07	1 14	6 30	4 37	12 30	
		11 00	2 08	8 58	600	96	Edwardsburg.....	3 25	1 30	133	4 00	6 56		6 45	4 15		
		11 20	2 10	9 10	3000	100	Ar. LONDON	3 25	1 30	129	3 88	6 23		4 53	3 33		
		11 43	2 15	9 32	150	109	Depart " Arrive	4 35	2 10	119	3 63	6 00	12 10	5 30	3 30	11 30	
9 10	A M	12 05	3 00	9 55	15000	119		5 00	2 15	110	3 25	6 00	11 55	5 20	11 25		
9 15	P M	6 30	3 05	P M						10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9									

10 11 12 13 14 15 16 17
 99 3 00 10 30
 94 2 87 10 15
 Komoka.....
 Mr Brydges.....

11 00	2 08	8 38	11 00	3 25	1 30	6 00	96	Beachville.....	1334	00	
11 20	9 10	9 32	3000	100	1293	88	6 45	Ingersoll.....	1293	88	
11 43	9 32	3 00	150	109	1193	63	6 23	Edwardsburg.....	1193	63	
9 10	A M	12 05	3 00	9 55	4 35	2 10	15000	Ar. London	1103	25	
9 15	6 30	P M	3 05	P M	5 00	2 15	S	Depart "	11 15	A M	
1	2	3	4	5	6	7	8	9	10	11	12
									13	14	15
									16	17	
											10 55
											10 18
											9 20
											8 00
											P M

10 00	7 55	3 55	4 15	5 30	6 30	7 55	8 35	9 20	10 48	11 00	12 10	13 14	14 15	15 16	16 17
10 30	8 35	4 30	4 39	5 00	7 30	3 27	500	155	73 2	25	9 02	10 48	3 55	10 18	
10 38	10 10	5 00	4 39	8 15	8 15	4 25	300	168	60	1	88	8 15	10 40	3 45	
11 28	11 20	5 30	5 30	9 15	9 15	4 25	3000	183	45	1	28	7 20	10 20	3 26	
	12 15	5 58	6 26	10 40	11 25	5 28	198	Baptiste	31	1	00	6 40	9 55	2 58	
	1 00	6 26	7 00	11 25	11 25	5 28	221	Belle River	17	50	6 00	6 00	2 30	2 30	
12 45	2 20	7 00	7 00	12 30	5 45	5 45	3000	229	8	.....	5 20	8 30	1 48	1 48	
P M	P M	P M	P M	P M	A M	A M	ARRIVE	DEPART	0	.....	4 50	A M	P M	P M	

GREAT WESTERN R. R.—Toronto Branch.

HAMILTON TO TORONTO.				TORONTO TO HAMILTON.			
Acc.	Exp.	Mxd	P.P.	M	Acc.	Exp.	Acc.
A M	P M	P M	P M	\$.	A M	P M	P M
9 10	12 20	3 00	8 10	30000	0	0	50
9 18	12 28	3 05	8 18	.....	2	23	45
9 32	12 44	.....	8 41	.....	15	7	25
9 44	12 59	.....	8 56	200	30	13	10
9 52	1 10	3 40	9 06	1000	50	17	55
10 09	1 30	4 00	9 28	1500	63	25	9 30
10 24	1 44	.....	9 46	5000	63	32	.....
10 45	2 05	4 35	10 10	65000	63	38	.....
A M	P M	P M	P M	P M	A M	P M	P M

* Con. with Main Line for London and Detroit, and N. Falls.
 † Connects with Ontario, Simcoe and Huron R.R. and Gr. Trunk R.R.
 ‡ All trains of Great Western, Grand Trunk, and Ont., Simcoe & Huron R.Rs. arrive at and depart from Union Station, Toronto. [April 4.

Refreshment Stations.
 † Port. D. & Thorold RR.
 ‡ Junc. of Tor. & Ham. RR.
 § Con. with L. & H. H. RR.
 ¶ Con. L. & P't Stan. RR. & Sar. Br.

HAMILTON.
 All trains stop for Meals and Refreshments, which are always ready on arrival of train. Choice Wines and Liquors.
GEORGE ROCHE.

CHATAM.
 Refreshments served while trains wood and water, on arrival of all trains.

For Guelph and Sarnia Branches, and advertisement, see page 53.

BUFFALO AND LAKE HURON RAILROAD.

GEO. BROWN, Pres., Goderich.

R. S. CARTER, General Manager

Please inform the Publisher, for correction, if any errors are found in this Guide.

BUFFALO TO GODERICH.				STATIONS.		GODERICH TO BUFFALO.			
Mxd	Exp.	Mxd	Acc.	\$ c.	Pop'n.	Acc.	Mxd	Exp.	Acc.
A M	A M	P M	P M				A M	P M	P M
7 00	10 35		3 45	0	0	100000	12 35		5 50
7 10	10 35		4 00	25	3		12 08		5 23
7 29			4 19	50	11	1200	11 49		5 09
8 04	11 06		4 48	80	26	300	11 28		4 47
			5 02		26	2500	11 17		4 34
8 39	12 20		5 23	1 18	34		10 43		4 15
9 14	12 44		5 47	1 38	40	900	10 28		4 01
9 54			6 10	1 63	48	150	9 54		3 34
10 09			6 23		53		9 40		3 22
10 33			6 42	1 88	50	1500	9 19		3 05
			6 58		67	250	8 58		2 50
11 01			7 06	2 18	69	100	8 50		2 43
			7 18		74		8 37		2 31
11 21	12 59	5 00	7 31	2 59	77	5060	8 27		2 23
	1 16	5 40	7 53	2 75	85	3000	8 00	1 00	2 00
		5 58			91			12 42	
		6 10		2 88	94	150		12 30	
		6 29		3 09	99			12 11	
		6 55		3 25	109			11 45	
		7 44		3 59	117	1500		11 23	
		8 13			130	300		10 38	
		8 54			141			10 04	
		9 25			149			9 33	
		9 50			161	4000		9 00	
A M	A M	P M	P M				A M	A M	P M

* Con. with all Railroads departing from Buffalo.

FOX RIVER VALLEY & WISCONSIN CENT. R. R.

B. W. RAYMOND, Pres., Chicago.

G. H. MERRILL, Supt., Elgin, Ill.

CHICAGO TO GEN'VA				STATIONS.		GENEVA TO CHICAGO			
Pop'n.	Mxd	\$ c.	M	DEPART	ARRIVE	M	\$ c.	Mxd.	
	P M								
125000	2 50	0	0	Chicago*	84	2 25	10 30		
1100	5 10	90	42	Elgin.	42	1 35	8 05		
		1 15	43	East Elgin.	41	1 10			
	5 35	1 35	47	Dundee.	37	90	7 45		
	6 00	1 35	52	Algonquin.	32	90	7 20		
250	6 20	1 35	56	Crystal Lake†	28	90	7 00		
	6 40	1 35	60	Nunda.	24	80	6 40		
	7 05	1 60	64	McHenry	20	65	6 20		
	7 25	1 70	68	Ringwood.	16	55	5 55		
4000	7 50	1 90	74	Richmond.	10	35	5 30		
1557	8 45	2 25	84	Geneva	0	0	4 30		
	P M			ARRIVE					

*Con. Railroads from Chicago.
†June Gal. & Chic. R.R.
‡Crossing Chicago, St. Paul, & Fond du Lac R.R.

RAILROAD.

General Manager
in this Guide.

TO BUFFALO.

Mx'd	Ex.
P M	P M
	5 50
	5 22
	5 09
	4 47
	4 34
	4 15
	4 01
	3 34
	3 22
	3 05
	2 50
	2 43
	2 31
	2 23
	2 00
1 00	
12 42	
12 30	
12 11	
11 45	
11 23	
10 38	
10 04	
9 33	
9 00	
A M	P M

* Con. with all Railroads departing from Buffalo.

MICHIGAN CENTRAL RAILROAD.

J. W. BROOKS, Pres., Boston, Mass.
C. E. HURD, Asst. Supt., Detroit.

R. N. RICE, Supt., Detroit, Mich.
T. FRASER, Ticket Agt, Detroit.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO CHICAGO.					STATIONS.		CHICAGO TO DETROIT.					
Exp.	Exp.	Exp.	Pop'n.	Ms	DEPT	A'VE	Ms	\$ c.	Mail.	Exp.	Exp.	
P M	P M	A M								P M	P M	A M
7 00	1 00	6 30	60000	0	DETROIT*	284	3	5 40	7 00	7 00	7 30	
7 30	1 25	7 00	300	10	Dearborn	274	30	5 10	6 30	7 00		
7 50	1 40	7 20	450	17	Wayne	267	55	4 50	6 13	6 40		
		1 55		25	Dentons	259	00					
8 20	2 10	7 50	5400	30	Ypsilanti	254	90	4 20	5 45	6 10		
8 40	2 30	8 10	7000	37	Ann Arbor	247	1 10	3 55	5 25	5 50		
9 05	2 53	8 35	1100	47	Dexter	237	1 30	3 30	5 00	5 25		
9 25	3 10	8 55	650	54	Chelsea	230	1 60	3 10	4 45	5 05		
9 55	3 35	9 25	600	65	Grass Lake	219	1 95	2 40	4 20	4 35		
10 25	4 00	9 55	6000	75	Jackson	209	2 25	2 10	4 60	4 05		
10 50	4 25	10 25	500	86	Parma	198	2 55	1 40	3 35	3 35		
11 15	4 45	10 50	1600	95	Albion	189	2 85	1 10	3 17	3 12		
			1014	101	Marengo	183	3 00					
11 45	5 30	11 40	5850	107	Marshall	177	3 20	12 35	2 35	2 45		
		11 55		112	Ceresco		3 35	11 55				
12 20	6 00	12 15	4000	120	Battle Creek	164	3 50	11 30	2 05	2 10		
12 55	6 30	12 50	700	134	Galesburg	150	3 80	10 50	1 55	1 40		
1 20	6 50	1 15	6000	143	KALAMAZOO	141	4 00	10 55	1 15	1 20		
		1 30		149	Ostemo	135	4 10	10 05				
		1 45		155	Mattawan	129	4 25	9 50				
	1 55	7 25	2 00	425	Lawton	125	4 35	9 40	12 42	12 40		
	2 15	7 40	2 20	600	Decatur	117	4 50	9 20	12 25	12 20		
	2 40	8 05	2 50	1500	Dowagiac	106	4 60	8 50				
				184	Pokagon	100	4 70		12 00	11 50		
	3 10	8 35	3 20	4000	Niles	93	4 80	8 20	11 35	11 25		
	3 25	8 50	3 35	800	Buchanan	37	5 00	8 00	11 20	11 10		
	3 35	9 00	3 50	150	Dayton	83	5 20	7 50	11 12	11 00		
			4 05		210	Avery's	74	5 50	7 30		16 25	
	4 15	9 35	4 30	450	New Buffalo	67	5 75	7 10	10 40			
	4 45	10 05	4 55	3500	MICH'N CRTV	57	6 00	5 55	10 20	10 05		
	5 15	10 30	5 25	60	Porter	44	6 25	6 00	9 50	9 37		
	5 40	10 55	5 45	210	LAKE STATION	45	6 40	5 40	9 35	9 20		
					Joliet br—42 ms							
				130	263 Dyer [S. Line.]	30						
				100	272 Matteson	21						
				200	280 Frankfort	13						
					285 Spencer	8						
				8000	293 Joliet	7						
					Main Line con.							
	6 05	11 20	6 10		260 Gibsons	24	6 65	5 05	9 10	8 55		
	6 30	11 40	6 35	50	269 Calumet	15	6 75	4 40	8 45	3 37		
	7 10	12 20	7 15	125000	284 CHICAGO||		7 00	4 00	8 00	8 00		
A M	A M	P M			A'VE	DEPT			A M	P M	P M	

NT. R. R.

Elgin, Ill.

TO CHICAGO

Exd.
A M
P M
0 30
3 05
7 45
7 20
7 00
6 40
6 20
5 55
5 30
5 00
4 30
M

* Con. Railroads from Chicago.
† June Gal. & Chic. RR.
‡ Crossing Chicago, St. Paul, & Fond du Lac R.R.

* Ju. of Detroit and Mt. RR. and con. G't Western RR. † Ju. N. A. & Salem RR. ‡ Con. at Chicago. [April 3, 1893]
Trains run by clock in Chicago Depot.

DETROIT & MILWAUKEE RAILROAD.

C. J. BRYDGES, Prest. Hamilton, C. W. W. K. MUIR, Gen'l Supt. Detroit.
 JULIUS MOVIUS, Gen. Agent, Buffalo, N. Y. JAS. ARMSTRONG, General
 Freight Agent, Detroit, Mich.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO MILWAUKEE.						STATIONS.		MILWAUKEE TO DETROIT				
Mail.	Mxd.	Acc.	Exp.	\$ c.	M s	TRAINS		Pop.	Acc.	Exp	Mxd	Exp.
A M	P M	P M	P M	.....	.....	DEP'T	AR'VE	.....	A M	P M	A M	P M
7 00	1 30	4 45	8 00	0	0	DETROIT	.....	60000	9 40	12 15	6 30	6 00
7 20	1 50	5 00	8 15	.....	3	DM. & T.R. Ju.	.....	.....	9 25	12 00	6 10	5 40
7 47	2 30	5 30	8 40	40	13	†Royal Oak	.....	1429	9 00	11 35	5 30	5 10
8 02	2 55	5 50	.....	60	18	Birmingham	.....	.....	8 40	11 20	5 05	.....
8 22	3 35	6 15	9 15	80	26	†Pontiac	.....	3000	8 20	11 00	4 30	4 30
8 37	4 00	6 30	.....	1 00	31	Drayton Plains	.....	.....	8 00	.....	4 00	.....
.....	4 20	6 40	.....	1 05	33	Waterford	.....	1286	.....	.....	3 45	.....
8 47	4 50	7 00	.....	1 10	35	†Clarkston	.....	.....	7 50	.....	.....	.....
9 05	5 15	7 20	.....	1 30	41	Davisburgh	.....	.....	7 30	.....	8 15	.....
9 20	5 35	7 30	.....	1 45	46	†Holly	.....	.....	7 14	10 10	2 45	.....
9 39	6 00	.....	.....	1 55	50	Fentonville	.....	1000	7 00	9 58	2 15	.....
9 45	6 30	.....	10 20	1 70	55	Linden	.....	.....	.....	9 45	1 50	3 15
10 05	7 00	.....	.....	1 90	62	†Gaines	.....	981	.....	9 27	1 10	.....
10 25	7 25	.....	.....	2 15	70	Vernon	.....	.....	.....	9 11	12 35	.....
10 40	7 40	.....	11 05	2 30	75	Corunna	.....	.....	.....	8 59	12 10	.....
10 50	8 10	.....	11 15	2 40	.....	ar. †Owosso	lv	750	.....	8 59	11 50	2 15
11 20	8 55	.....	11 25	.....	78	lv. †ar	.....	.....	.....	8 30	11 20	2 00
11 45	9 35	.....	A M	2 70	88	Ovid	.....	.....	.....	8 02	10 45	.....
12 20	9 50	.....	12 20	2 95	98	†St. Johns	lv	710	.....	7 40	10 05	1 05
12 44	10 25	.....	12 38	3 20	104	Dallas	.....	.....	.....	7 36	9 20	12 35
1 00	10 50	.....	.....	3 40	112	Pewamo	.....	.....	April 11, 1859.	.....	9 55	.....
1 15	11 15	.....	.....	3 55	117	†Lyons	.....	.....	.....	7 02	8 30	.....
1 33	11 40	.....	1 20	3 75	123	Ionia	.....	850	.....	6 50	8 00	11 45
1 55	12 30	.....	.....	4 00	132	Boston	.....	874	.....	6 36	7 20	.....
2 13	1 00	.....	.....	4 20	139	†Lowell	.....	524	.....	6 16	6 50	.....
2 35	1 40	.....	.....	4 45	148	Ada	.....	.....	.....	6 00	6 10	.....
3 05	2 20	.....	2 35	4 75	157	†Grand Rapids	.....	9500	.....	.....	5 30	10 30
3 35	.....	.....	.....	5 00	166	Berlin	.....	.....	.....	5 20	.....	.....
3 50	.....	.....	.....	5 20	172	†Coopersville	.....	.....	.....	4 55	.....	.....
4 10	.....	.....	.....	5 40	179	Nunica	.....	.....	.....	4 42	.....	.....
4 30	.....	.....	3 40	5 60	186	Mill Point	.....	.....	.....	4 26	.....	8 55
4 40	.....	.....	3 50	5 65	.....	†Grand Haven	.....	.....	.....	4 10	.....	8 15
5 30	.....	.....	12 15	.....	.....	Milwaukee	.....	50000	.....	4 00	.....	12 30
A M	A M	P M	P M	.....	.....	AR'VE	DEP'T	.....	A M	A M	A M	P M

*Steamers to all Lake Ports, and connects with Great Western RR. and with Michigan Central. †The Telegraph Line is now opened at Stations marked † for public business. ‡Junction Port Huron and Mil. RR.

☛ Steamer "Windsor," connecting Detroit and Milwaukee, and Great Western Railways.

D
 CONN
 Canada
 Montre
 STAG
 except
 Almont
 Centre
 andaig
 Milford
 and Sa
 peer C
 Bald E
 days,
 Satuda
 —
 and tri
 —H
 run to
 daily
 land, I
 Tuesd
 Jacks
 ville—
 Grand
 Muske
 Ref
 Ferry
 the T
 from
 MI
 Plea
 AT
 Acc.
 A M
 4 40
 5 19
 6 00
 6 30
 6 48
 7 20
 7 40
 A M
 R
 Milw
 Milw
 prog

DETROIT AND MILWAUKEE RAILROAD.

[ADVERTISEMENT.]

CONNECTION WITH TRAINS.—At Detroit with the G. W. Railway of Canada, for Suspension Bridge, Buffalo, Boston, New York, Toronto, Montreal, and all the principal places East and South East.

STAGES LEAVE STATIONS AS FOLLOWS:—Royal Oak—Daily, Sundays excepted, for Union Corners, Utica, Disco, Washington, Romeo and Almont.—Birmingham—Daily for Franklin, Farmington, Bloomfield Centre, Southfield Centre, and Troy.—Pontiac—Daily, for Orion, Canandaigua, Oxford, and Metamora. Stages arrive from Commerce and Milford on Monday, Wednesday, Friday, and return on Tuesday, Thursday and Saturday. On Wednesdays and Saturdays, for Farmers Creek, (La-peer County.) and intermediate places.—Drayton Plains—For Waterford, Bald Eagle Lake, Ortonville, Kipp's Corners, and Goodrichville, on Mondays, Wednesdays and Fridays, returning Tuesdays, Thursdays and Saturdays.

—Clarkston—Daily, and connecting with Stages to Goderich, and tri-weekly to Springfield, Austin, Stony Run, Grand Blanc and Flint.—Holly—Stages for Flint, Saginaw, via Grand Blanc and Whigville, run to and from the depot.—Fentonville—Boss & Burrell's line daily for Flint, Saginaw, &c., returning A M and P M; also for Hartland, Brighton and Ann Arbor.—Corunna—Chesaning Express leaves Tuesday, Thursday and Saturday.—St. Johns—Daily for Lansing and Jackson.—Muir and Lyons—To Portland.—Ionia—Daily for Greenville.—Lowell—Stages run between Depot and "Lowell House."—Grand Rapids—Omnibus between depot and hotels.—Milpoint—To Muskegon and return daily.

Refreshment Saloons at Detroit and Owosso Stations, and on board Ferry Steamer "Windsor," on Detroit River.—Parcels left at any of the Ticket Offices are promptly forwarded by Passenger Trains, to and from any Station, at very moderate rates.

MICHIGAN SOUTHERN R. R.—Jackson Branch.

Please inform the publisher, for correction, if any errors are found in this Guide.

ADRIAN TO JACKSON.					STATIONS.		JACKSON TO ADRIAN			
Acc.	Exp.	Pop'n.	\$ c	Mls.	TRAINS		Mls.	\$ c	Exp.	Acc.
A M	P M				DEP'T	AR'VE			P M	P M
4 40	1 00	9000	0	0	ADRIAN		41	1 40	12 10	8 10
5 19	1 26			4	Junction*		37		11 44	7 32
6 00	1 52	4000	40	13	Tecumseh		28	1 00	11 19	6 50
6 30	2 14	850	53	17	Clinton		24	85	10 59	6 18
6 48	2 26	550	80	25	Manchester		10	60	10 46	6 00
7 20	2 47	180	1 10	36	Napoleon		5	30	10 21	5 26
7 40	3 00	7000	1 40	41	JACKSON†		0	0	10 10	5 10
A M	P M				AR'VE	DEP'T			A M	P M

*Con. with Mich. Sou.

†Con. with Mich. Cent.

RAILROADS DEPARTING FROM MILWAUKEE.—Chicago and Milwaukee; Milwaukee and Mississippi; Milwaukee and Horicon; La Crosse and Milwaukee; Milwaukee, Watertown and Baraboo; Milwaukee and Beloit, progressing.

c. Detroit. General.

his Guide.

DETROIT

Mxd	Exp.
A M	P M
6 30	6 00
6 10	5 40
5 30	5 10
5 05	
4 30	4 30
4 00	
3 45	
3 15	
2 45	
2 15	
1 50	3 15
1 10	
2 35	
2 10	
1 50	2 15
1 20	2 00
0 45	
0 05	1 05
9 20	12 35
9 55	
8 30	
8 00	11 45
7 20	
6 50	
6 10	
5 30	10 30
8 55	
8 45	
12 30	
A M	P M
ern RR.	
ed at Sta.	
Mil. RR.	
and Great	

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD.

G. BASS, Pres., Springfield, Mass. J. D. CAMPBELL, Supt., Toledo, DUD. P. PHELPS, Ger. Ticket Agent, Toledo.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TOLEDO TO CHICAGO.											
Acc		Exp.		Exp.		Exp.		Pop'n		Ms	
		A M	P M	P M	A M	P M	A M	A M	A M	A M	A M
9 00	10 27	4 05	3 30	3 45	15000	0	DEPART		ARRIVE		
								TOLEDO*		Air Line Junction†	
9 45	10 30	4 38	5 22	6 09	6 38	7 11	7 41	600	9	9	9
11 30	12 15	5 00	5 40	6 20	7 00	7 40	8 20	450	18	18	18
1 00	1 30	2 00	2 30	3 00	3 30	4 00	4 30	500	32	32	32
1 30	2 00	2 30	3 00	3 30	4 00	4 30	5 00	140	40	40	40
2 00	2 30	3 00	3 30	4 00	4 30	5 00	5 30	700	46	46	46
3 30	4 00	4 30	5 00	5 30	6 00	6 30	7 00	1600	54	54	54
4 40	5 10	5 40	6 10	6 40	7 10	7 40	8 10	300	64	64	64
5 10	5 40	6 10	6 40	7 10	7 40	8 10	8 40	1500	91	91	91
5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	100	102	102	102
5 58	6 25	6 55	7 25	7 55	8 25	8 55	9 25	1800	108	108	108
6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	2000	122	122	122
								L'Ve		L'Ve	
								do		do	
								Sylvania		Sylvania	
								Knights		Knights	
								Blissfield		Blissfield	
								Palmyra		Palmyra	
								Adrian†		Adrian†	
3 4	4 3	5 2	6 1	7 0	7 50	8 40	9 30	1200	10	10	10
								Chattanooga		Chattanooga	
								Cleveland		Cleveland	
								Detroit		Detroit	
								St. Louis		St. Louis	
								Chicago		Chicago	

*Connects with Cleveland and Toledo RR. *Junction of Detroit, Monroe and Toledo RR. *Steamboats sailing from Toledo during the season. †Junction of Northern Indiana Air Line. †Branches.—See page 57 & 60.

CHICAGO TO TOLEDO.											
Acc		Exp.		Exp.		Exp.		Pop'n		Ms	
		A M	P M	P M	A M	P M	A M	A M	A M	A M	
9 00	10 27	4 05	3 30	3 45	15000	0	DEPART		ARRIVE		
								TOLEDO*		Air Line Junction†	
9 45	10 30	4 38	5 22	6 09	6 38	7 11	7 41	600	9	9	9
11 30	12 15	5 00	5 40	6 20	7 00	7 40	8 20	450	18	18	18
1 00	1 30	2 00	2 30	3 00	3 30	4 00	4 30	500	32	32	32
1 30	2 00	2 30	3 00	3 30	4 00	4 30	5 00	140	40	40	40
2 00	2 30	3 00	3 30	4 00	4 30	5 00	5 30	700	46	46	46
3 30	4 00	4 30	5 00	5 30	6 00	6 30	7 00	1600	54	54	54
4 40	5 10	5 40	6 10	6 40	7 10	7 40	8 10	300	64	64	64
5 10	5 40	6 10	6 40	7 10	7 40	8 10	8 40	1500	91	91	91
5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	100	102	102	102
5 58	6 25	6 55	7 25	7 55	8 25	8 55	9 25	1800	108	108	108
6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	2000	122	122	122
								L'Ve		L'Ve	
								do		do	
								Sylvania		Sylvania	
								Knights		Knights	
								Blissfield		Blissfield	
								Palmyra		Palmyra	
								Adrian†		Adrian†	
3 4	4 3	5 2	6 1	7 0	7 50	8 40	9 30	1200	10	10	10
								Chattanooga		Chattanooga	
								Cleveland		Cleveland	
								Detroit		Detroit	
								St. Louis		St. Louis	
								Chicago		Chicago	

*Connects with Cleveland and Toledo RR. *Junction of Detroit, Monroe and Toledo RR. *Steamboats sailing from Toledo during the season. †Junction of Northern Indiana Air Line. †Branches.—See page 57 & 60.

STATIONS.											
5	4	3	2	1	100	43	100	43	100	43	100
								Clayton		Clayton	
								Hudson		Hudson	
								Fort		Fort	

Union Station, Peru and Chicago R. R., and Pittsburg, Fort
Wayne and Chicago RR.
§ Railroads diverging from Chicago, p. 68.
§ Steamboats sailing from Chicago in summer.
§ Connects with Illinois and Michigan canal.

Day	Apr 18.											
	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M
	638	7 00	11 33	6 35	125000	244						
	5 51		10 02	4 48	500	202	Calumet	7 51	9 45			
	4 46		10 22	5 10	500	206	Bailey T'n	7 21				
	3 49		9 45	4 27	7000	184	Homerville	8 12				
			3 50	3 25	325	160	Laporte	8 54	10 24			
			3 46	3 50	400	177	Rolling Prairie	8 37				
			3 18	3 46	200	169	New Carlisle	9 11				
			3 08	3 46	4000	157	Terre Coupee	9 15				
			8 26	3 08	2000	153	South Bend	9 44	11 22			
	7 30	3 17	2 20	2 40	750	134	Mishawaka	10 27	11 59			
			2 07	2 40	1400	142	Elkhart	10 57				
			1 56	1 56	1000	123	do	10 44				
			1 14	1 14	1000	112	do	11 25				
	2 19	2 40	1 04	1 04	700	105	White Pigeon	11 36				
			1 24	1 24	1200	105	Sturgis	11 50				
			12 49	1 04	300	98	Burr Oak	12 20				
			12 25	1 04	4000	88	Bronson	12 50				
	1 34		12 10	1 04	560	81	Coldwater	1 00				
			11 59	1 04	1200	77	Quincy	1 20	1 55			
			11 41	1 04	1300	79	Alton	1 17	1 36			
			11 30	1 04	2500	65	Jonesville	1 17	2 32			
			11 16	1 04	125	60	Hillsdale	1 49	2 43			
			11 03	1 04	50	50	Osseo	2 02	2 43			
			10 43	1 04	2500	49	Pittsford	2 12	3 15			
			10 34	1 04	100	43	Hudson	2 25				
			9 33	1 04	300	30	Clayton	2 40				
	5 04		9 48	1 04	300	27	Blissfield	3 28				
	5 13		10 04	1 04	9000	32	Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				
	5 04			1 04			Blissfield	3 28				
	5 13			1 04			Palmyra	3 20				
	5 40			1 04			Adrian	3 08				
	4 3			1 04			Knights	3 35				

ARRIVE DEPART P M A M P M A M P M A M

J. G. WHESTER, Supt., N. D. & T. O.

[April 18.]

DETROIT MONROE AND TOLEDO RAILROAD.

(Operated by the Michigan Southern and Northern Indiana R. R. Co.)

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO TOLEDO.				STATIONS.		TOLEDO TO DETROIT.				
Exp.	Exp.	Pop'n	\$ c. M	TRAINS		M	\$ c.	Acc.	Exp.	Exp.
A M	P M			DEPART	ARRIVE			P M	P M	A M
		60000	0	DETROIT*		65		12 15	7 15	1 35
6 45	5 00					51		11 20	6 31	12 57
7 24	6 10	1250	17			48		11 05	6 24	12 48
7 32	6 24	600	21			44		10 50	6 11	12 37
7 42	6 45	50	27			38		10 28	6 00	12 22
7 58	7 10		33			32		10 06	5 45	12 09
8 11	7 30					24		9 55	5 37	12 01
8 20	7 40	4000	41			20		9 35	5 27	11 50
8 33	8 00		45			24			5 14	11 36
8 44			50			15			5 01	11 21
8 59			55			10			4 49	11 07
9 10			58			7			4 40	10 58
9 18			62			3			4 18	10 45
9 28		15000	65			0			4 10	10 35
9 35				ARRIVE	DEPART				A M	P M

*Connects with Great Western RR., and Michigan South'n RR.

†Con. with Mich. South'n & Nor. Ind. RR. ‡Con. Mich. Central RR.

MONROE BR. MICH. SOUTHERN RAILROAD.

DETROIT TO ADRIAN.				STATIONS.		ADRIAN TO DETROIT.				
Acc.	Exp.	Pop'n	\$ c. M	TRAINS		M	\$ c.	Acc.	Exp.	Pass
A M	P M			DEPART	ARRIVE			A M	P M	P M
		90000	0	DETROIT*		74	2 25			
8 56	8 05	4000	1 25			33		9 30	5 20	
8 58	8 35	1 50	50			24		8 58	4 50	
9 13	9 00	300	1 70			17		8 25	4 30	
9 26	9 15	220	1 80			13		8 05	4 20	
9 37	9 35	2 00	66			8		7 35	4 05	
9 57	10 00	9000	2 25			0	0 7 05	3 45		
				ARRIVE	DEPART				A M	P M

*Con. with Great Western RR.

†Con. with Michigan Central RR.

‡Con. with Michigan Southern RR.

*Steamers from Detroit in summer.

†Junc. Detroit, Monroe & Tol. RR.

‡Con. with Jackson Branch RR.

THREE RIVERS BRANCH RAILROAD.

Trains leave White Pigeon for Constantine and Three Rivers 7 a m, 3 35 p m. Returning, leave Three Rivers for Constantine and White Pigeon at 9 40 a m and 7 00 p m.

Distance, 12 miles. Fare, 35 cents. Stages to Kalamazoo.

MICHIGAN CITY BRANCH RAILROAD.

This road is at present only used for conveyance of wood and lumber. (14 miles.)

TUSCARAWAS BR. CLEVELAND & PITTSBURG R. R.

A train leaves New Phil. for Dover, Zoar, Mineral Point, Waynesburgh, Malvern, Onida, Minerva and Bayard, at 7 30 A. M. Returning, leaves Bayard 2 45 P. M. Distance, 32 miles. Fare, \$1.00. Connects with Main Line at Bayard.

RAILROAD.

(R. Co.)

in this Guide.

TO DETROIT.

Exp.	Exp.	Exp.
P M	A M	
7 15	1 35	
6 31	12 57	
6 24	12 48	
6 11	12 37	
6 00	12 22	
5 45	12 09	
5 37	12 01	
5 27	11 50	
5 14	11 36	
5 01	11 21	
4 49	11 07	
4 40	10 58	
4 18	10 45	
4 10	10 35	
P M	P M	

R.

RAILROAD.

TO DETROIT.

Exp.	Pass
P M	P M
5 20	
4 50	
4 30	
4 20	
4 05	
3 45	
P M	A M

Summer.

l. R.R.

h R.R.

3 35 p.m.
4 0 a.m. and

(14 miles.)

Malvern,
2 45 P. M.

FORT WAYNE AND CHICAGO RAILROAD.

J. K. EDGERTON, President, J. L. WILLIAMS, Chief Engineer, Ft Wayne

Please inform the Publisher, for correction, if any errors are found in this Guide.

FT. WAYNE TO CHICAGO.					STATIONS.		CHI. TO FT. WAYNE			
Exp.	Exp.	Mail.	Pop'n	M s	TRAINS		M s	Exp	Exp.	Mail.
A M	P M	P M			DEPART	ARRIVE	A M	A M	A M	
5 27	3 27	8 40	6800	0	.....	.....	147	11 50	1 00	2 00
				8	.....	.....	139			
				14	.....	.....	133			
6 15	4 17	9 26	630	20	.....	.....	127	10 51	11 10	12 52
			300	27	.....	.....	120			
				30	.....	.....	117			
			150	33	.....	.....	114			
6 57	5 98	10 14	1000	40	.....	.....	107	10 09	9 28	12 09
				50	.....	.....	97			
				53	.....	.....	94			
7 50	6 15	11 12	1100	64	.....	.....	83	9 13	7 32	11 12
8 17	6 48	11 50		75	.....	.....	72	8 44	6 48	10 44
8 30	7 00	12 05		79	.....	.....	68	8 30	6 32	10 34
9 09	7 39	12 50		92	.....	.....	55	7 58	5 40	9 59
9 18	7 50	1 01		95	.....	.....	52	7 50	5 25	9 51
9 42	8 20	1 32		104	.....	.....	43	7 27	4 40	9 27
10 15	8 57	2 10	650	115	.....	.....	32	6 57	3 45	8 57
10 38	9 23	2 42	350	124	.....	.....	23	6 33	2 55	8 33
11 11	9 56	3 21		135	.....	.....	12	6 02	2 00	8 03
11 25	10 10	3 38		140	.....	.....	7	5 49	1 35	7 49
11 50	10 30	4 00	125000	147	.....	.....	0	5 30	1 00	7 30
A M	P M	A M			ARRIVE	DEPART		A M	P M	P M

MIL., WATERTOWN & BARABOO VALLEY R.R.

S. L. ROSE, Pres., Milwaukee.

S. S. MERRILL, Supt., Milwaukee

MILWAUKEE TO COL'BUS.					STATIONS.		COLUMBUS TO MIL			
Pass.	Pass.	Pop'n.	\$ c	Mls.	TRAINS		Mls.	\$ c	Pass.	Pass
A M	P M				DEP'T	AR'VE			P M	P M
		40 000			.....	.....	64	2 15	11 35	
		2 509	15	5	.....	.....	59	2 10		
			30	9	.....	.....	56	1 95		
			50	14	.....	.....	50	1 80		
		2 260	70	20	.....	.....	44	1 60		
		200	80	24	.....	.....	40	1 50		
			90	27	.....	.....	37	1 40		
		1 216	1 10	33	.....	.....	31	1 20		
		1 209	1 35	38	.....	.....	27	95		
		4 590	1 50	45	.....	.....	19	80		
		1600	1 80	54	.....	.....	10	40		
		1 200	2 25	64	.....	.....			4 20	
A M	P M				AR'VE	DEP'T			P M	P M

April 4, 1859

*Con. with Eaton Div. La Crosse & Mil. RR., and Mil. & Chic. R.R.

†In progress to Hamhill Village, 17 mile.

LA CROSSE & MILWAUKEE R. R.

S. CHAMBERLAIN, Lessee, Cleveland, O. N. P. STANTON, Pres't, Albany, N. Y. EDWIN H. GODERICH, Manager, Milwaukee, Wis. J. M. KIMBALL, Gen'l Ticket Agent; R. D. JENNINGS, Gen'l Freight Agent, Milwaukee, Wis. L. H. COTTON, Eastern Agent, New York.

Please inform the Publisher, for correction, if any errors are found in this Guide.

MILWA'KEE TO LA CROSSE				STATIONS.		LA CROSSE TO MILWAU					
Pass.	Pass.	Pop'n.	¢	c.	M s	TRAINS		Ms	¢	Pass.	Pass.
A M	P M					DEP'T	AR'VE			A M	P M
2 45	2 45	50000	0	0		MILWAUKEE*		200	6 10	9 30	2 30
3 05	3 07		35	7		Schwartzburg		193	6 05	9 10	2 10
3 22	3 26	1713	54	13		Granville		187	6 00	8 54	1 55
3 36	3 42		70	18		Germantown		182	5 95	8 38	1 43
3 50	3 59		90	23		Richfield		177		8 25	1 31
4 04	4 15			28		Cedar Creek		172	5 80	8 10	1 20
4 09	4 21	300	1 10	30		Schleizingerville		170	5 70	8 05	1 15
4 21	4 34	1250	1 25	34		Hartford		166	5 40	7 53	1 05
4 35	4 50	1000	1 40	39		Rubicon		161	5 35	7 40	12 53
4 45	5 02	450	1 60	43		Woodland		157	5 25	7 28	12 44
4 50	5 07		1 70	45		Iron Ridge		155	5 20	7 23	12 39
5 07	5 25	500	1 85	51		Horicon†		149	5 10	7 07	12 25
5 15	5 35		1 95	54		Junction‡		146	5 05	6 57	12 13
5 21	5 42	2300	2 10	56		Rolling Prairie		144	5 00	6 53	12 08
5 35	5 58	1600	2 24	61		Beaver Dam||		139	4 94	6 37	11 56
5 54	6 18		2 50	68		Fox Lake		132	4 78	6 17	11 39
6 05	6 33	716	2 60	72		Randolph		128	4 49	6 05	11 30
6 18	6 48		2 84	77		Cambria		123	4 40	5 47	11 18
6 44	7 19	2300	3 10	87		Midland		113	4 00	5 22	10 53
7 05	7 45		3 35	95	ar	PORT'GEC'Y.	lv	105	3 74	5 00	10 35
7 20	8 00	3400			lv		ar			4 45	10 23
7 43	8 27		3 70	104		Lewiston		96	3 40	4 21	10 22
8 03	8 51		4 00	112		Kilbourn City		88	3 15	4 00	9 43
8 27	9 20		4 35	121		Lyndon		79	2 34	3 34	9 20
8 43	9 42		4 50	128		Lemonweir		72	2 70	3 15	9 03
8 50	9 52	1036	4 70	131		Mauston		69	2 49	3 07	8 55
9 15	10 13	1476	4 96	138		Lisbon		62	2 24	2 48	8 36
9 25	10 25		5 10	142		Orange		58	2 10	2 38	8 25
10 04	11 07		5 60	156		Tomah		44	1 60	2 01	7 50
10 19	11 23	1048	5 60	161		Greenfield		39	1 46	1 47	7 38
10 38	11 44			168		La Fayette		32		1 27	7 20
10 52	12 00		5 75	173		Sparta		27	1 20	1 15	7 07
11 12	12 25		5 75	180		Oakland		20	1 00	12 55	6 48
11 23	12 40		5 80	184		Bangor		16	80	12 45	6 38
11 35	12 45		6 00	188		Salem		12	65	12 35	6 28
12 05	1 35	1000	6 10	200		La Crosse		0	0	12 05	6 00
P M	A M					AR'VE	DEP'T			A M	A M

April 25, 1859. — Standard of Time — Clock in Milwaukee Office.

*Con. with Mil., Watertown and Bur. RR., and Chicago and Mil. RR.
 †Con. with Mil. and Horicon RR. Jun. Chi., St. P. & Fon du Lac RR.
 ‡Con. with Madison, Fond du Lac and Michigan Railroad.

CHICAGO AND MILWAUKEE [Lake Shore] R. R.

Chicago and Milwaukee RR. in Illinois, 45 miles—MAYLON D. OGDEN, Pres., Chicago; M. L. SYKES, Jr., Vice President and Superintendent, Chicago. Milwaukee and Chicago RR. in Wisconsin, 40 miles—C. B. HALL, Pres. and Gen. Agent, Milwaukee.

Please inform the Publisher, for correction, if any errors are found in this Guide

CHICAGO TO MILWAUKEE.						STATIONS.		MIL. TO CHICAGO.			
Pass.	Pass.	Pass.	Pop'n.	\$ c.	M s	TRAINS		M s	Pass.	Pass.	Pass.
A M	P M	P M				DEP'T	AR'VE	P M	P M	A M	
9 00	8 15	5 25	125000	0	0	CHICAGO*		85	2 10	6 45	8 30
9 20	8 35	5 44		20	7	Chittenden		78	1 50	6 25	8 10
9 30	8 45	5 54		35	12	Evanston		73	1 40	6 16	8 00
9 41	8 56	6 06		50	16	Winnetka		69	1 30	6 06	7 48
9 47	9 02	6 13		55	19	Glencoe		66	1 25	6 01	7 42
9 58	9 13	6 24		70	23	Highland Park		62	1 16	5 52	7 32
10 10	9 25	6 36		90	30	Lake Forest		55	1 05	5 42	7 21
10 16	9 31	6 42	7000	1 00	35	Rockland		50	12 59	5 37	7 15
10 35	9 50	6 57		1 40	45	Waukegan		40	12 45	5 23	7 00
11 00	10 15		6435	1 65	51	State Line		34	12 20	5 00	
11 18	10 35		12000	2 00	62	Kenosha †		23	12 00	4 42	
11 47	11 06			2 20	70	Racine †		15	11 30	4 15	
12 94	11 45		1500	2 40	75	Oak Creek		10	10 55	3 40	
12 50	12 15		40000	2 50	85	MILWAUKEE †		0	10 30	3 15	
P M	A M	P M				AR'VE	DEP'T		A M	P M	A M

Railroads departing from Chicago, p. 68. †Junction Ken., Rock. and Rock Island R.R. ‡Junction of Racine and Mississippi R.R. ††Conn. with La Crosse and Milwaukee and all Railroads diverging from Milwaukee.

SARNIA BRANCH OF GREAT WESTERN R. R.

Trains leave Sarnia 6.45 A. M., arrive at Mandaumin 7.30, Wanstead 8.50, Watford 8.50, Komoka 10.25, and London 11.10 A. M. Returning leave London 2.15 P. M., arrive at Komoka 3.45, Watford 5.25, Wanstead 6.05 Mandaumin 6.50, and Sarnia 7.35 P. M.

GUELPH BR.—Leaves Harrisburg at 9 50 A M, arrives at Galt 10 35, Preston 10 45 A M, and Guelph 11 20 A M. Leaves Harrisburg 7 30 P M, arrives at Galt 8 10, Preston 8 20, and Guelph 8 55 P M.—Leaves Guelph 6 45 A M, arrives at Preston 7 15, Galt 7 35, and Harrisburg 8 15 A M. Leaves Guelph 4 20 P M, arrives at Preston 5 00, Galt 5 10, and Harrisburg 5 45 P M.

GREAT WESTERN RAILWAY—Spring Arrangements.

Reduction of Fares between Toronto, Niagara Falls and Buffalo.

NIAG. FALLS—1st class, either way, \$1.50 | BUFFALO, 1st class, either way, \$2.00
Do., 2d do., do., 1.25 | Do., 2d do., do., 1.75

On and after Monday, April 4th, 1859, Passenger trains will run as follows, connecting with trains on Main Line:

SUSP'N BRIDGE, depart—6 45 A. M., 9 55 A. M., 3 30 P. M. TORONTO, depart—7 10 A. M., 10 30 A. M., 4 45 P. M., 8 50 P. M. No change of cars at Burlington Junction.

The Company's Time-Tables can be obtained at any of the Stations.

COMPANY'S OFFICE,
Hamilton, April 4, 1859.

C. J. BRYDGES,
Managing Director.

[m-59]

Albany,
J. M.
Agent,

his Guide.

MILWAU

Pass.

P M

2 30

2 10

1 55

1 43

1 31

1 20

1 15

1 05

2 53

2 44

2 39

2 25

2 13

2 08

1 56

1 39

1 30

1 18

0 53

0 35

0 23

0 02

9 43

9 20

9 03

8 55

8 36

8 25

7 50

7 38

7 20

7 07

6 48

6 38

6 00

M

RR.

Lac RR.

April 25, 1859.—Standard of Time—Clock in Milwaukee Office.

CHICAGO, ST. PAUL AND FOND DU LAC R. R.

WM. B. OGDEN, Pres., GEO. L. DUNLOP, General Supt., Chicago. T. F. STRONG, Supt., Nor. Div., Fond du Lac. E. DEWITT ROBINSON, Gen. Ticket Agent, GEORGE P. LEE, Trans.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO OSHKOSH.					STATIONS		OSHKOSH TO CHICAGO.				
Acc.	Exp.	Pop'n.	\$ c.	M s	TRAINS.		M s	\$ c.	Acc.	Exp.	Pass.
P M	A M				DEP'T	AR'VE			P M	P M	P M
3 00	9 00	125000	0	0	CHICAGO*		913 00		12 45	6 45	
					Junction†		88				
3 25	9 25	200	25	9	Plank Road.		82	2 75	12 20	6 24	
3 36	9 35	100	35	12	Canfield		79	2 70	12 11	6 13	
3 50	9 46	100	50	16	Des Plaines		75	2 55	11 57	5 58	
4 06	10 05	600	70	23	Dunton		68	2 40	11 41	5 37	
4 16	10 15	400	80	26	Palatine		65	2 25	11 29	5 27	
4 32	10 30	676	95	32	Barrington		58	2 10	11 10	5 10	
4 50	10 49	200	1 15	38	Carey		53	1 90	10 49	4 50	
5 01	11 01	100	1 30	43	Crystal Lake‡		48	1 75	10 34	4 37	
5 09	11 10	300	1 35	45	Ridgefield		46	1 70	10 24	4 29	
5 22	12 25	2300	1 50	51	WOODSTOCK		40	1 50	10 05	4 15	
	12 00	600	1 90	62	Harvard||		28	1 10		3 35	
	12 05	510	2 00	65	Lawrence		26	1 00		3 30	
	12 21	400	2 25	71	SHARON		20	80		3 11	
	12 42	400	2 55	79	CLINTON¶		13	45		2 59	
	12 54	100	2 70	83	Shopiere		8	30		2 36	
	1 15	10000	3 00	91	Janesville§		140	0		2 15	
	1 00				Beloit.						
	4 00	7300		133	Madison		96				
P M	8 30		6 75	229	Prairie du Chien		0				
					Stages.				A M	A M	
		1610			Jefferson**						
					Stages.						
		3850			Watertown††						
					Stages.						
P & F	Pass.								P & F	Pass.	
P M	A M								A M	P M	
9 15	11 05			147	LA CROSSE JUNCT††		47		8 35	3 45	
9 30	11 15			4	Burnet||		43		8 21	3 33	
10 01	11 59	829		12	Chester		35		7 52	3 10	
				18	Oakfield Centre.		29				
11 05	12 25	869		21	Oakfield		26		7 22	2 46	
11 15	12 30	7000		30	FOND DU LAC		17		6 40	2 15	
11 45	12 51			38	Vandyne		9		6 10	1 52	
12 14	1 15	3300		47	OSHKOSH		0		5 35	1 25	
A M	P M				AR'VE	DEPART			A M	P M	

[Jan. 12.]

Standard of Time—Clock at Chicago Depot.

*Railroads diverging from Chicago, p 68; †Junction with Chicago and Milwaukee R R; ‡Crossing of Fox River Valley R R; §Crossing of Kenosha, Rock. and R. Island R R; ¶Crossing of Racine and Miss. R R; §Junction Milwaukee and Mississippi R R; **Crossing of Wisconsin Central R R; ††Crossing of Watertown Div. Lacrosse and Milwaukee R R; †††Con. Milwaukee, Wat. and Madison R R, (prog.); †††Crossing of Milwau. and Watertown R R; ††††Crossing of Milwaukee and Horicon R R.

II

Please

C	Pa
	A
	11
	11
	12
	12
	12
	12
	1
	1
	2
	2
	2
	3
	3
	3
	4
	4
	4
	5
	5
	6
	7
	8
	8
	9
	9
	10
	10
	10
	11
	11
	A

Refreshment Station

†† Th Ashley, Wetang, to take u

*Rail †June ‡Cross §Junc

CHRISTO TRAINS

C. R. R.

F. STRONG,
Ticket Agent,

in this Guide.

CHICAGO.

Exp.	Pass.
P M	P M
6 45	
6 24	
6 13	
5 58	
5 37	
5 27	
5 10	
4 50	
4 37	
4 29	
4 15	
3 35	
3 30	
3 11	
2 50	
2 36	
2 15	

A M	
Pass.	
P M	
3 45	
3 33	
3 10	
2 46	
2 15	
1 52	
1 25	
P M	

[Jan. 12.]

Standard of Time—Clock at Chicago Depot.

ILLINOIS CENTRAL R. R.—Chicago Branch.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO CAIRO.				STATIONS.		CAI. TO CHICAGO						
Refreshment Station	Pass.	Pass.	Pop'n.	\$	c. Ms	TRAINS		Ms	Pass.	Pass	Acc	
	A M	P M				DEP'T	ARRIVE		P M	P M	A M	
	11 00	11 00	125600	0	0	CHICAGO*	365	10 55	1 15			
	11 45	11 45		60	14	Calumett.	351	10 15	12 35			
	12 10	12 10	400	95	23	Thornton	341	9 50	12 10			
	12 21	12 20		1 05	28	Matteson†	337	9 40	12 00			
				1 10	29	Richton	336					
	12 39	12 36		1 30	34	Monee	331	9 23	11 43			
	12 55	12 51		1 50	39	Peotone	325	9 07	11 28			
	1 12	1 08		1 75	46	Manteno	318	8 52	11 12			
	1 37	1 32	200	2 05	56	Kankakee	309	8 25	10 59			
	2 00	1 54		2 35	65	Chebanse	300	8 06	10 28			
	2 22	2 15		2 65	73	Ashkum	292	7 45	10 07			
	2 54	2 47		3 10	85	Onarga	280	7 15	9 38			
	3 03	2 56		3 20	88	Spring Creek	277	7 05	9 30			
	3 33	3 26		3 55	99	Loda	266	6 37	9 00			
	3 57	4 11		3 90	108	Pera	255	6 10	8 34			
	4 12	4 50		4 10	114	Rantoul	251	5 55	8 19			
	4 50	5 20	4000	4 60	128	URBANA	237	4 55	7 15			
	5 37	5 54		4 90	138	Tolono||	227	4 28	6 46			
	5 50	6 16		5 05	142	Pesotum	222	4 13	6 36			
	6 39	6 38		5 65	152	Okaw	206	3 27	5 54			
	7 25	7 20		6 15	172	Mattoon§	192	2 40	5 15			
	8 00	8 06		6 55	184	Neoga	180	2 05	4 43			
	8 45	8 52		7 05	199	Effingham¶	165	1 22	4 03			
	9 33	9 40		7 60	215	Edgewood	150	12 37	3 20			
	9 58	10 05		7 90	223	Farina	141	12 11	2 57			
	10 15	10 24		8 10	231	Kinmunday	135	11 55	2 42			
	10 43	10 53		8 45	241	Tonti	125	11 26	2 15			
	10 58	11 10		8 65	247	Odin	120	11 10	2 00			
	11 20	11 30	250	8 95	252	CENTRALIA**	112	10 25	1 30			
	4 50	5 30		11 10	365	CAIRO††	0	5 15	8 30			
	A M	P M				AR'VE				A M	P M	A M

April 10, 1869

†† THE WAY STATIONS BETWEEN CENTRALIA AND CAIRO—Are—Richview, Ashley, Coloma, Tamaro, Du Quoin, De Soto, Carbondale, Makanda, Jonesboro, Wetang, Ullin, Pulaski, Villa Ridge, and Mounds, at which Stations Trains stop to take up or leave passengers on signal only.

*Railroads departing from Chicago, p. 68.

†Junc'n Joliet & Northern Ind. R.R.

§Cross. Terre H., Alton & St. L. R.R.

**Junc'n of Illinois Central R.R.

†Junc'n Michigan Central R.R.

¶Crossing of Great Western R.R.

‡Cross. Miss. and Atlanta R.R.

††Con. Mobile and Ohio R.R.

ILLINOIS COAL COMPANY'S R. R.

CHRISTOPHER O'FALLON, Pres., St. Louis. JOHN WILKES, Sup't, Caseyville, Ill.

TRAINS LEAVE—Caseyville for Brooklyn, at 7 30 A. M and 3 00 P. M.

Brooklyn for Caseyville, 9 00 A. M and 5 00 P. M.—Fare 15 Cents.

ILLINOIS CENTRAL RAILROAD.

Wm. H. Osborne, Pres., New York. J. B. McLELLAND, Vice Pres. and Gen. Supt.; J. C. Jacobs, Supt. Northern Division; W. P. JOHNSON, Gen. Ticket Agt.; R. B. FORSYTH, Gen. Frt. Agt.; Chas. F. Hill.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DUNLEITH TO CARFO.			STATIONS.			CAIRO TO DUNLEITH.								
Pass. Pass.		Pop'n.	\$	c.	Ms	DEPART		ARRIVE		A. S. \$	c.		Pass. Pass.	
A. M.	P. M.					A. M.	P. M.	A. M.	P. M.		A. M.	P. M.	A. M.	P. M.
6 15	7 00	1540	40	8	0	DUNLEITH	5 40	6 45	454	13 10	5 40	6 45		
6 35	7 20	10000	70	16	40	M-nominee	445	13 10	5 20	6 25	437	13 10	4 55	6 00
7 00	7 45	10000	95	24	15	Council Hill	430	13 10	4 35	5 40	430	13 10	4 35	5 40
7 18	8 05		1 15	29	40	Scales Mound	425	13 10	4 20	5 25	417	13 10	3 58	5 03
7 33	8 20		1 40	37	60	Apple River	411	13 10	3 42	4 46	407	13 10	3 33	4 37
8 11	8 57		1 60	43	75	Warrent	407	13 10	3 33	4 37	399	13 10	3 10	4 15
8 18	9 05		2 05	55	90	Nora	394	13 10	2 58	4 03	386	13 10	2 50	3 30
8 39	9 27	2500	2 45	67	90	Lena	374	13 10	1 48	3 00	369	13 00	1 34	2 47
8 50	9 38		3 05	85	99	Freepert	364	12 93	1 19	2 32	358	12 70	1 01	2 15
9 10	10 00		3 45	96	103	Fore-ton	351	12 40	12 40	1 55	339	12 00	11 55	1 05
10 02	10 52		4 40	122	122	Holdane	332	11 75	11 35	12 48	323	11 50	11 00	12 15
10 15	11 06		5 15	144	144	Polo	311	11 00	10 26	11 44	308	10 90	10 17	11 36
10 30	11 24	1500	5 25	147	147	Woocong	299	10 60	9 47	11 08	299	10 60	9 47	11 08
10 45	11 43	2500	5 95	177	177	Dixon	268	10 20	9 16	10 38	277	9 80	8 47	10 10
11 15	12 10		6 30	186	186	Sublette	268	9 55	8 20	9 44	268	9 55	8 20	9 44
11 40	12 35		6 70	189	189	Amboy	265	9 45	8 10	9 35	265	9 45	8 10	9 35
12 00	1 00					Mendota								
12 53	1 4					Coal Track								
1 05	1 50	5200				La Salles								
1 30	2 20					Tonica								
2 00	2 50					W-nons								
2 26	3 18					Minomk								
2 54	3 45					Panola								
3 05	3 55					El Paso								

Trains run between Dunleith and Cairo by Central Time.
 Between Wapella and Wapella by Amboy Time.

*Connects with Galena and Chicago Union Railroad.
 †Junction of Mineral Point Railroad.
 ‡Crossing of Chicago, Fulton and Iowa Railroad.
 ||Crossing of Chicago, Burlington and Quincy Railroad.
 §Crossing of Chicago and Rock Island Railroad.

3 15	4 06	6 85	193	261	9 25	7 55	9 22
3 28	4 20	7 05	198	256	9 10	7 40	9 07
3 55	4 45	2394	207	247	8 80	7 13	8 40
4 28	5 17	7 75	218	237	8 40	6 38	8 05

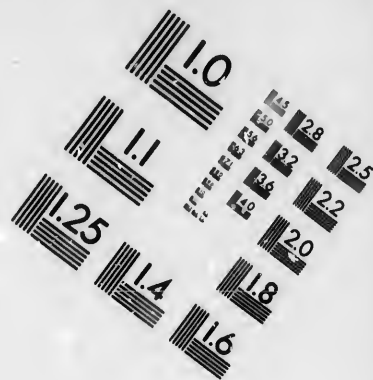
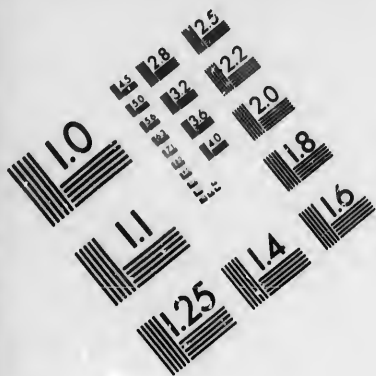
Retreatment Stations, †Sundays excepted, ‡April 11.
 †Retreatment Stations, †Sundays excepted, ‡April 11.

Trains run betw Between Wap		ARRIVE		DEPART	
A	M	P	M	A	P
1 05	1 50	5 200	5 25 147	La Salle	308 10 50 17 11 30
1 30	2 20	5 55 156	5 55 156	Tonica	299 10 50 17 11 08
2 00	2 50	5 95 177	5 95 177	Wanona	288 10 20 9 16 10 38
2 28	3 18	6 30 177	6 30 177	Minonk	277 9 80 8 47 10 10
2 54	3 45	6 60 186	6 60 186	Panola	268 9 55 8 20 9 44
3 05	3 55	6 70 189	6 70 189	El Paso	265 9 45 8 10 9 35
3 15	4 06	6 85 193	6 85 193	Kappa	256 9 25 7 55 9 22
3 28	4 20	7 05 198	7 05 198	Hudson	256 9 10 7 40 9 07
3 55	4 45	7 35 207	7 35 207	Bloomington†	247 8 80 7 13 8 40
4 28	5 17	7 75 218	7 75 218	Heyworth	237 8 40 6 38 8 06
4 45	5 35	8 00 224	8 00 224	WAPPELLA	230 8 15 6 00 7 30
5 00	5 50	7 00	7 00	Clinton	225 8 00 5 47 7 20
5 24	6 13	1500 8 40 237	8 40 237	Maroa	217 7 70 5 24 6 58
6 00	6 50	2000 8 40 249	8 40 249	Decatur**	204 7 25 4 45 6 20
6 45	7 40	9 20 260	9 20 260	Macon	194 6 90 4 16 5 50
7 00	7 50	9 45 265	9 45 265	Moavequa	189 6 70 4 00 5 33
7 22	8 17	9 90 272	9 90 272	Tacusa	181 6 45 3 38 5 11
7 50	8 50	9 00 283	9 00 283	Panatt	172 6 15 3 05 4 45
8 10	9 05	10 20 289	10 20 289	Oconee	165 5 90 2 45 4 24
8 40	9 33	10 60 299	10 60 299	Ramsey	156 5 55 2 17 3 55
9 18	10 10	1500 11 65 312	11 65 312	Vandalia††	142 5 10 1 42 3 23
9 40	10 35	300 11 39 318	11 39 318	Shabonnier	136 4 85 1 17 2 58
10 05	11 00	11 35 326	11 35 326	Patoka	128 4 60 12 53 2 33
10 40	11 25	11 40 336	11 40 336	Sandwich|||	118 4 25 12 25 2 05
11 03	11 45	250 12 10 341	12 10 341	CENTRALIA §§	112 4 00 10 25 1 30
12 07	12 27	12 45 351	12 45 351	Richview	102 9 57 1 07
12 18	12 40	12 60 359	12 60 359	Ashley	98 9 47 12 57
12 38	1 03	12 85 363	12 85 363	Coloma	91 9 28 12 38
12 54	1 19	13 05 367	13 05 367	Tamaroa	85 9 12 12 23
1 17	1 45	13 10 371	13 10 371	Duquoin	76 8 48 12 00
1 50	2 22	13 10 375	13 10 375	De Soto	63 8 13 11 25
2 07	2 40	13 10 389	13 10 389	Carbondale	57 7 57 11 09
2 30	3 02	13 10 402	13 10 402	Makanda	49 7 37 10 47
3 05	3 38	1500 13 10 414	13 10 414	Jonesboro	36 7 02 10 14
3 37	4 12	13 10 420	13 10 420	Wetaug	24 6 30 9 42
3 47	4 23	13 10 427	13 10 427	Ullin	20 6 18 9 32
4 00	4 37	13 10 436	13 10 436	Pulaski	16 6 06 9 20
4 10	4 48	13 10 442	13 10 442	Villa Ridge	12 5 56 9 10
4 20	5 00	13 10 450	13 10 450	Mounds	8 5 45 9 00
4 50	5 30	2000 13 10 454	13 10 454	CAIRO	0 5 15 8 30

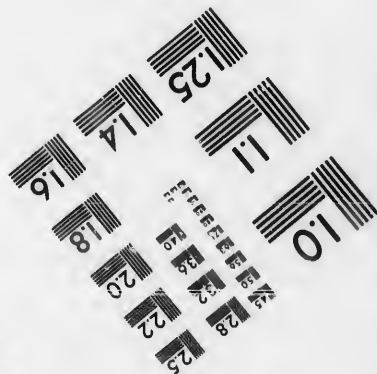
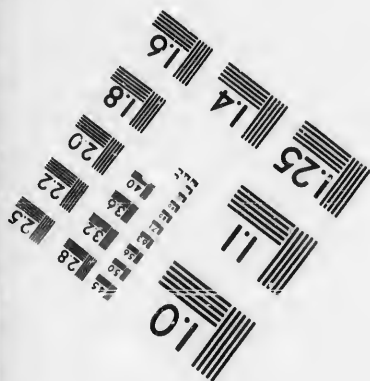
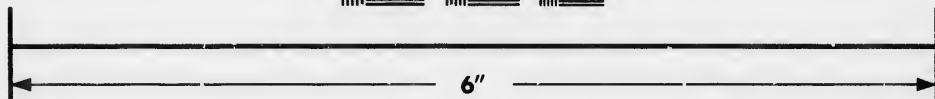
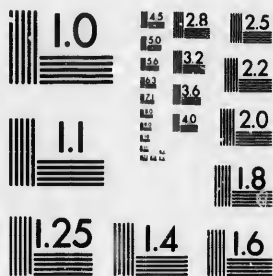
†Crossing of Chicago, Alton and St. Louis Railroad.
 **Crossing of Great Western Railroad.
 ††Crossing of Terre Haute, Alton and St. Louis Railroad.
 ††Crossing of Mississippi and Atl. Railroad.
 ††Crossing of Ohio and Mississippi Railroad.
 ††Crossing of Chicago Branch Railroad.

*Connects
 †Junction
 ‡Crossing
 ††Crossing
 ††Crossing
 ††Crossing





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.5 2.8 2.5
3.6 2.2
2.0
1.8

10

GREAT WESTERN (ILL.) RAILROAD.

JOHN M. CATLIN, Pres., New York City. A. MITCHELL, Supt., Springfield, Ill.
C. A. WILSON, Gen. Ticket Agent, Springfield, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DANVILLE TO NAPLES					STATIONS.	NAPLES TO DANV'E				
Exp.	Pass.	Pop'n.	\$ c.	Me		Ms	\$ c.	Pass.	Pass.	
P M	A M				DE'PT	AR'VE	P M	A M		
12 50	3 50		7 45	0	Ind. St. Line	175	6 35	2 50	3 50	
1 11	4 12	2000	7 50	14	DANVILLE*	168	6 00	2 30	3 29	
1 31	4 33		35	19	Catlin	162	5 80	2 12	3 10	
			60	26	Salina	155	5 60			
2 15	5 14		80	35	Homer	149	5 35	1 30	2 25	
2 35	5 33		1 00	41	Sidney	141	5 05	1 10	2 03	
3 07	6 05		1 35	47	Tolono†	132	4 75	12 35	1 30	
3 22	6 20		1 50	51	Sadorus	127	4 60	12 20	1 12	
			1 75	59	Ivesdale	122	4 35			
4 01	7 00		1 95	63	Bement	115	4 25	11 40	12 33	
4 27	7 26		2 25	68	Cerro Gordo	106	3 85	11 12	12 06	
4 42	7 40			72	Oakley	103		10 57	11 53	
4 52	7 48		2 54	74	Sangamo	100	3 65	10 48	11 44	
5 08	8 05	1500	2 70	79	Decatur†	94	3 45	10 32	11 27	
			2 85	86	Wyckle's	90	3 25			
5 47	8 45		3 10	95	Long Point	82	3 05	9 52	11 02	
6 05	8 58		3 25	99	Illhopolis	78	2 85	9 39	10 48	
			3 50		Lanesville	73	2 65			
6 32	9 30		3 60	102	Mechanicsb'g	69	2 50	9 10	10 07	
6 41	9 38		3 70	105	Dawson's	66	2 40	9 02	9 58	
6 56	9 50		3 85	111	Jamestown	62	2 25	8 50	9 43	
7 20	10 15	8500	4 05		Springfield§	55	2 10	8 30	9 20	
				119	Junction||	53		8 22	7 30	
			4 35	126	Schuyler	46	1 75			
			4 50	129	Ketchum	42	1 60			
8 19	11 30			131	Berlin	39		7 35	6 05	
8 29	11 40	500	4 70	136	Island Grove	36	1 40	7 27	5 53	
				141	Alexander's	32				
8 51	12 05		4 90	149	Franklin	30	1 20	7 05	5 23	
9 21	12 40	3000	5 20	156	Jacksonville	22	95	6 36	4 44	
10 00	1 25		5 65	159	Concord	12	50	6 05	3 54	
10 08	1 33		5 65	161	Morgan City	10	50	6 00	3 45	
10 27	1 55		5 80	168	Van Gundy's	5	35	5 44	3 20	
10 45	2 15		6 00	175	NAPLES**	0	0	5 30	3 00	
P M	P M				AR'VE	DEP'T		A M	P M	

†Refreshment Stations.
 ‡Junc. of Sangamon and Massac.
 **Con. with Quincy and Eastern.

*Con. with Toledo, Wab. & West.
 †Cross. of Chicago Br. of Ill. Cent'l
 ‡Crossing of Illinois Central.
 || Cross. o. Chicago, Al. & St. Louis.

RAILROADS DEPARTING FROM CHICAGO.—Chi. and Milwaukee; Chi. St. Paul and Fon du Lac; Fox Riv. Val. and Wis. Cen.; Galena and Chicago Union; Chi., Ful. and Iowa; Chi. Bur. and Quin.; Chi. and Rock I.; Chi., Al. & St. L.; Ill. Cent. Chi. Br.; Michigan Central; Michigan Southern and Northern Indiana; Pittsburg, Fort Wayne and Chicago; New Albany and Salem; Beloit Branch of Beloit and Madison; Cincinnati, Peru and Chicago.

JOHN
ke
W
Pleas
MILW
Exp.
A M
11 00
11 14
11 27
11 39

11 58
12 18

12 38
12 52
1 17
1 31
1 45

8 55
9 15

2 21
2 48
3 13
3 35
3 54
4 16
4 29
4 54
5 09
5 29
5 48
6 06
6 21
6 52
7 17
7 37
8 00
P M
*Co
St. Pa
Madi.
Sauk,

MILWAUKEE & MISSISSIPPI R. R.

JOHN CATLIN Pres., Milwaukee. Wm. JERVIS, Gen. Supt., Milwaukee, Wisconsin. EDWARD H. WILLIAMS, Assistant Supt., Janesville, Wisconsin.

Please inform the publisher, for correction, if any errors are found in th's Guide.

MILWAUKEE TO PR. DU CHIEN.						STATIONS.		P. DU CHIEN TO MIL			
Exp.	Acc	Pass.	Pop'n.	\$ c	Mls.	TRAINS		Mls	Exp.	Acc.	Pass
A M	P M	P M				DEP'T	AR'VE		P M	A M	A M
11 00	5 05	4 20	50000	0	0	M LWAUKEE		192	5 00	10 55	11 35
11 14		4 45	2500	25	6	Wauwautosa		186	4 45		11 14
11 27	5 36	5 19		40	10	Elm Grove		182	4 32	10 25	10 45
11 39	5 52	5 30		55	14	Watertown Junc †		178	4 19	10 10	10 25
				60	17	Forest Hous.		175			
11 58	6 13		000	60	21	Waukesha		171	4 01	9 50	
12 18	6 38		1289	95	29	Genesee		163	3 36	9 25	
				1	31	North Prairie		161			
12 38	7 08		816	1 10	37	Eagle		155	3 15	8 58	
12 52	7 26		1200	1 35	42	Palmyra		150	2 58	8 40	
1 17	7 53		1400	1 60	51	Whitewater †		141	2 38	8 12	
1 31	8 07		1000	1 80	57	Lima		135	2 19	7 48	
1 45	8 28		1032	1 95	62	Milton		130	2 05	7 32	
						BRA. TO MONROE					
8 55	3 30			1 95	62	Janesville		42	3 40	11 58	
9 15	3 20		6500	2 10	70	Janesville Junc †		34	3 20	11 30	
	4 25			2 80	89	Brodhead		15		10 15	
	5 30		4000	3 25	104	Monroe		0		9 00	
						MAIN LINE CON					
2 21	8 53		7500	2 20	71	Edgerton		121	1 35	7 05	
2 48	9 20		300	2 60	81	Stoughton		111	1 08	6 40	
3 13	9 44			2 90	89	McFarb		103	12 44	6 18	
3 35			9863	3 10	96	MAD'S		96	12 26	6 00	
3 54				3 35	102	Middleton		90	12 03		
4 16			524	3 50	110	Cross Plains		82	11 42		
4 29			150	3 70	115	Bleak Earth		77	11 30		
4 54				3 80	119	Mazomanie †		73	11 20		
5 09				4 05	125	Arena		67	10 50		
5 29		April 3.		4 30	132	Spring Green		60	10 30		
5 48				4 55	139	Lone Rock		53	10 14		
6 06				4 80	145	Avoca		47	9 54		
6 21				5 00	151	Muscoda		42	9 39		
6 52				5 50	166	Boscobel		26	9 09		
7 17				5 35	176	Wauzeka		16	8 44		
7 37				5 85	183	Wright's Ferry		9	8 24		
8 00				5 85	192	PRA'IE DU CHIEN		0	8 00		
P M	P M	P M				AR'VE	DEP'T		A M	A M	A M

*Connects with Chicago and Milwaukee RR. †Crossing of the Chicago, St. Paul & F. du Lac. *Con. with La Cross & Mil. †Junc. of Beloit & Madi. †Con. Water. Div. of La Cross & Mil. †Stages—Mineral Point, Sauk, etc., and Galena. †Con. with Fox Riv. Val.

ngfield, Ill.
his Guide.
Refreshment Stations.
Junc. of Sangamon and Massac.
*Con. with Quincy and Eastern.
*Con. with Toledo, Wab. & West.
†Cross. of Chicago Br. of Ill. Cent'l.
†Crossing of Illinois Central.
|| Cross. of Chicago, Al. & St. Louis.
Milwaukee; Chi.
na and Chi.
and Rock I.;
ran South-
cagg; New
Cincinnati.

CHICAGO & R'K ISLAND, & PEORIA & BUREAU VALLEY RAILROADS.

C. & I. R. R.—HENRY FARNUM, Pres., Chicago | JNO. F. TRACY, Supt. Chicago
 P. & B. V. R. R.—NORMAN B. JUDD, Pres. N. | W. H. WHITMAN, Asst. Supt.
 W. L. ST. JOHN, General Ticket Agent, Chicago.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO ROCK ISLAND.						STATIONS.		ROCK ISLAND TO CHIC.					
Exp.	Acc.	Exp.	Pop'n	\$	c.	Ms.	TRAINS	Ms	\$	c.	Exp.	Acc.	Exp.
A M	P M	P M					EE'T ARRIVE				A M	A M	P M
9 00	5 25	9 00	125000	0	0	0	CHICAGO*	182	5	00	5 00	9 40	6 55
9 20	5 45	9 20		20	7		Junction†	175	5	00	4 55	9 20	6 35
9 45	6 10	9 47		50	16		Blue Island..	166	4	85	4 5	8 55	6 10
10 02	6 30	10 08	500	75	24		Bremen ..	158	4	60	3 55	8 35	5 48
10 18	6 45	10 25		1	00	30	Mokena ..	152	4	35	3 30	8 20	5 33
10 50	7 15	10 55	8000	1	25	40	Joliet‡	142	4	10	2 50	7 50	5 05
11 15		11 25		1	60	51	Minooka..	131	3	75	2 10		4 38
11 42		11 55	1400	1	90	62	Morris ..	120	3	45	1 35		4 10
12 05		12 25	1000	2	25	72	Seneca ..	110	3	10	12 56		3 43
12 18		12 40		2	35	77	Marseilles	105	3	00	12 40		3 30
12 40		1 05	8000	2	50	84	Ottawa ..	97	2	85	12 10		3 10
1 05		1 35		2	85	94	Utica ..	88	2	55	11 40		2 45
1 20		1 50	5200	3	00	98	La Salle||	83	2	45	11 25		2 30
1 30		2 00	3500	3	00	100	Peru ..	82	2	45	11 15		2 20
1 55		2 30		3	30	110	Trenton ..	72	2	15	10 45		1 55
2 05			3000	3	40	114	Bureau ..	58	2	00	10 30		1 45
							<i>Br'ch to Peoria.</i>						
		2 25					Bureau..	47	1	70	10 10		1 25
		2 50		3	70	122	Snachwiae..	39	1	40	9 43		1 00
		3 07	1500	3	90	127	Henry ..	34	1	20	9 25		12 40
		3 30	1300	4	15	135	Lacon ..	26		95	9 00		12 18
		3 55	1000	4	45	143	Chillicothe..	18		65	8 32		11 50
		4 03	800	4	55	145	Rome ..	15		55	8 20		11 40
		4 20		4	75	151	Mossville ..	10		35	8 00		11 23
		4 50	23000	5	00	161	Peoria§	0		0	7 30		10 50
							<i>Main Line Cont.</i>						
		2 45	1000	3	65	122	Tiskilwa ..	59	1	80	9 47		1 07
		3 00	500	3	80	124	Pond Creek ††	53	1	60	9 28		12 53
		3 20	1000	4	00	136	Sheffield..	45	1	35	9 05		11 35
		3 40	500	4	30	145	Annawan ..	36	1	10	8 35		12 12
		4 12	4000	4	75	159	Geneseo ..	23		70	8 00		11 42
		4 40	200	5	00	169	Colona ..	12		40	7 30		11 15
		5 10	3000	5	00	179	Moline ..	2		10	7 00		10 43
		5 20	10000	5	00	182	ROCK ISLAND**	0		0	6 50		10 35
P M	P M	P M					ARRIVE DEPT				P M	A M	A M

*Railroads departing from Chicago, p. 63. †Junc. Michigan Southern RR.
 ‡Junc. Chi., Alton & St. Louis RR. §Crossing of Illinois Central RR.
 ¶Cross. of Peoria & Oqua. RR. ††Con. C., Bur. & Quincy RR.
 **Connects with Mississippi and Missouri RR., by Bridge over the Mississ. River;
 Steamboats from Chicago, La Salle, Peoria and Rock Island, to all ports.

CHICAGO

This is

And w
 tion to CE

FOR TR

AT IO

the arriv
 Iowa, Ke
 and tran

JOHN A.

Please inf

Rock Is

Exp.	Ex
P M	P M
5 30	6
5 45	6
	7
	8
	8
	9
	10
	11
	12
	12

*Con.
 Bluffs, a

CHICAGO AND ROCK ISLAND, AND PEORIA AND BUREAU VALLEY RAILROADS.

[ADVERTISEMENT.]

This is the only Railroad that Crosses the Miss'ippi River,

And without the delay of ferrying and change of cars; being in operation to the Capitol of Iowa, the most westerly point yet reached by rail.

FOR CENTRAL AND WESTERN IOWA, KANSAS AND NEBRASKA

The Traveler will particularly notice this Fact!

AT IOWA CITY—Two Daily Lines of Mail Post Coaches leave upon the arrival of Trains from Chicago, to all parts of Central and Western Iowa, Kansas and Nebraska. All Baggage re-checked at Chicago, and transported Free from Connecting Routes.

MISSISSIPPI & MISSOURI RAILROAD.

JOHN A. DIX, Pres., New York, City. J. F. TRACY, Supt. Davenport, Io.
B. L. CARROLL, Western Agent, Davenport, Io.

Please inform the publisher, for correction, if any errors are found in this Guide

ROCK ISLAND to Io. CITY.					STATIONS.		I. CITY TO R. Isl.'d			
Exp.	Exp.	Pop'n.	\$ c	Mls	TRAINS		Mls	\$ c	Exp.	Exp.
P M	P M				DEP'T	AR'VE			A M	A M
5 30	6 10	10000	0	0	ROCK ISLAND*		55	2 25	6 40	10 25
5 45	6 50	15000		1	Davenport		54	2 25	6 25	10 10
	7 55		50	14	Walcott		41	1 75	5 25	
	8 13		70	18	Fulton		37	1 55	5 10	
	8 25		80	21	Durant		34	1 40	5 00	
	8 50		1 00	26	Wilton		29	1 15	4 40	
					BR. TO WASHINGTON.					
	9 50	6500	1 50	39	Muscatine		20	80	3 40	
	10 40			51	Ononwa		55		2 50	
	11 20				Clifton				2 15	
	12 00				Ainsworth				1 44	
	12 35		3 00	59	Washington		0	0	1 10	
					MAIN LINE CON.					
	9 05		1 15	30	Moscow		25	1 00	4 20	
	9 26		1 35	35	Atalissa		20	85	3 55	
	9 50		1 60	40	West Liberty		15	60	3 35	
	10 12		1 85	45	Downey		10	40	3 10	
	10 50		2 25	55	IOWA CITY		0	0	2 40	
A M	A M				AR'VE	DEP'T			P M	A M

*Con. Chicago & Rock Island. †Stages Con. for Des Moines, Council Bluffs, and Fort Kimney.

April 10.

EAU

Chicago
St. Supt.

Guide.

to Chic.

c. Exp.

M P M

40 6 55

20 6 35

55 6 10

35 5 48

20 5 33

50 5 05

4 38

4 10

3 43

3 30

3 10

2 45

2 30

2 20

1 55

1 45

.....

1 25

1 00

12 40

12 18

11 50

11 40

11 23

10 50

.....

1 07

12 53

11 35

12 12

11 42

11 15

10 43

10 35

A M A M

R.
RR.
Miss. River
ports.

April 10.

GALENA & CHICAGO UNION RAILROAD.

JOHN B. TURNER, President, Chicago, Ill.
 J. C. MCALPINE, Asst. Pres., and Chief Engineer.

PHILIP A. HALL, Superintendent, Chicago.
 H. H. FORSTER, Gen. Ticket Agent, Chicago, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO DUNLEITH.											DUNLEITH TO CHICAGO.																	
P'ss	Pass	A	M	P	M	Pass	F	M	Pass	P	M	Pass	A	M	Pass	A	M	Pass	F	M	Pass	Through Fare \$'s						
																						\$	c	\$	c			
7 45		8 00	9 15	4 00	4 15	8 30	9 00	125000											4 50	5 00	5 10	5 45						
8 23		8 27	9 55	4 28	4 50	8 58	9 37	1000											4 20	4 30	4 40	4 52						
8 41		8 43	10 12	4 47	5 36	9 17	10 04												3 52	4 05	4 20	4 52						
8 52		8 54	10 23	4 59	5 52	9 29	10 20												3 35	3 50	4 05	4 45						
8 58		9 02	10 30	5 08	6 02	9 38	10 32												3 25	3 42	4 05	4 45						
9 06		9 08	10 37	5 15	6 12	9 44	10 47												3 16	3 33	3 59	4 38						
9 12		9 15	10 44	5 23	6 21	9 53	10 53												3 05	3 23	3 53	4 38						
9 19		9 23	10 52	5 32	6 31	10 00	11 04												2 55	3 15	3 47	4 30						
		9 37		5 51																								
		10 00		6 16																								
		10 17		6 34																								
		10 31		6 50																								
		10 40		7 00																								
		10 56																										
		11 10																										
		11 28																										
		11 49																										
		12 04																										
		12 17																										
		12 45																										
		1 18																										
		1 28																										
1	2		3	4	5	6	7																					

STATIONS.																																									
CHICAGO TO DUNLEITH.											DUNLEITH TO CHICAGO.																														
DEPART	AR'VE	Pop'n	M s	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE	DEPART	AR'VE		

12 45	1 18	1 28	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
-------	------	------	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

STANDARD OF TIME—Clock in Office at Chicago.		Way Fare, about 3 cents per mile.		ARRIVE DEPART	
P M	P M	P M	P M	P M	P M
1	1 43	119	4 52	Round Grove	11 18
1	1 58	124	5 13	Morrison	11 04
1	3 30	136	6 00	Fulton	10 30
MAIN LINE CONT'D.					
	11 05	35	10 15	Wayne	2 08
	11 15	39	10 27	Chntonville	1 57
	11 24	42	10 37	ELGIN	1 47
	11 46	2559	10 59	Gilbert's	1 23
	12 00	50	11 14	Huntley	1 05
	12 20	55	11 37	Union	12 42
	12 30	62	11 48	Marengo	12 30
	12 47	66	12 04	Garden Prairie	12 10
	1 08	1030	12 24	Belvidere Dep	11 47
		2300			
BRANCH TO MADISON.					
	1 15	78	12 30	Dep Belvidere Arr	11 42
	1 50	86	1 03	Caledonia	11 20
	2 18	500	1 30	Roscoe	10 58
	2 38	1050	1 50	Beloit	10 43
	3 10	4000	2 23	Afton	10 20
	3 30	106	2 42	Janesville Junc	10 05
	3 55	111	3 10	Janesville	9 45
		7000			
MAIN LINE CONT'D.					
	1 24	84	12 40	Cherry Valley	11 28
	2 05	1000	1 03	Rockford	10 58
	2 27	99	1 22	Winnebago	10 32
	2 42	106	1 37	Pecatonica	10 12
	3 05	114	2 15	Nevada	9 42
	3 20	1200	2 15	Freeport	9 20
	6 45	188	5 40	DUNLEITH	6 15

*Railroads departing from Chicago, p. 68; †Junc. of Chicago, Burlington and Quincy R.R. and Chicago, Fulton and Iowa R.R.; ‡Junc. of Fox River Valley and Wis. Cent. R.R.; §Crossing of Racine & Miss. R.R.; §Cent. with Ill. Cent. R.R.

April 10, 1859.

CHICAGO, BURLINGTON & QUINCY RAILROAD

JAS. S. JOY, Pres., Chicago, Ill. C. G. HAMMOND, Supt., Chicago, Ill.
 H. HITCHCOCK, Ass't Supt. SAM'L POWELL, Gen Ticket Ag't, Chicago

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO QUINCY & BUR'T'N.					STATIONS.		BURL'TON & Q TO C			
Exp	Exp.	Pass.	Pop'n	\$ c Ms	DEP'T	AR'VE	Ma	Exp.	Exp.	Pass.
A M	P M	P M					A M	P M	A M	
7 45	7 45	4 15	125000	0	CHICAGO*	210	7 15	7 15	9 50	
8 23	8 20	5 10	1000	9	Harlem		6 35	6 35	9 00	
8 41		5 36		16	Cottage Hill	194	6 20	6 18	8 36	
8 52		5 52		70	Babcock's Grove	190	6 10	6 07	8 21	
8 58		6 02		20	Danby	188	6 05	6 01	8 12	
9 06		6 12		85	Wheaton	185	5 59	5 55	8 03	
9 12		6 21	500	90	Winfield	183	5 53	5 49	7 59	
9 19	9 02	6 31		95	Junction	180	5 47	5 43	7 45	
9 34		6 54	600	1 15	Batavia	174	5 34	5 29	7 25	
9 52	9 30	7 20	3000	1 35	Aurora	167	5 18	5 12	6 40	
9 56		7 25		1 45	West Aurora	166	5 15	5 09	6 35	
10 05		7 38	1000	1 50	Oswego	163	5 07	5 00	6 24	
10 13		7 51	1000	1 60	Bristol	159	5 00	4 52	6 12	
10 30		8 15		1 75	Plano	153	4 46	4 38	5 52	
10 42		8 31		1 90	Sandwich	149	4 36	4 28	5 36	
11 51		8 44		2 00	Somonauk	146	4 28	4 20	5 24	
11 08	10 25	9 08		2 20	Leland	139	4 14	4 06	5 02	
11 26		9 34		2 40	Earl	133	3 58	3 50	4 38	
11 53	11 05	10 15		2 70	ar { MENDOTA } lv	123	3 35	3 25	4 00	
12 15	11 10	1 15		2 95	lv { } ar		3 30	3 20	3 00	
12 38	11 33	2 10		3 15	Arlington	106	3 08	2 58	2 10	
12 57	11 52	2 50		3 30	Malden	104	2 50	2 36	1 32	
1 12	12 07	3 23	400	3 55	Princeton	99	2 34	2 20	1 02	
1 29	12 25	4 00		3 70	Wyanet	94	2 16	2 02	1 25	
1 45	12 41	4 35		3 90	Buda	88	2 00	1 45	1 15	
2 03	12 57	5 11		4 15	Neponset	82	1 42	1 27	1 16	
2 26	1 20	5 56		4 40	Kewanee	74	1 20	1 02	10 30	
2 50	1 44	6 45		4 60	Galvy	66	12 46	12 31	9 44	
3 12	2 06	7 26		4 70	Altona	58	12 26	12 14	9 03	
3 24	2 18	7 48		4 85	Oneida P. O.		12 12	12 03	8 41	
3 37	2 33	8 15		4 85	Wataga	50	11 57	11 48	8 15	
4 10	3 10	11 25	2500	5 00	GALESBURG||	42	11 15	11 10	6 55	
9 20	7 30	9 45	13 57	8 00	QUINCY||		6 10	6 00	7 30	
4 36	3 38	12 05		5 30	Cameron	33	10 49	10 45	6 15	
4 56	4 00	12 50		5 55	Monmouth	26	10 29	10 26	5 45	
5 15	4 22	1 25		5 75	Young America	19	10 11	10 09	5 14	
5 46	5 00	2 20		6 00	Oquawka Junct'n	8	9 37	9 38	4 06	
6 10	5 30	3 00	10000	6 00	E. BURLINGTON§	0	9 15	9 15	3 15	
P M	A M	P M			AR'VE	DEP'T	P M	A M	P M	

*Railroads diverging from Chicago p; 68; †Crossing of Illinois Central RR
 ‡Con. with Quincy and Chicago RR; †Stages—Dixon, Fulton, Lyons,
 Rock Island; §Con. with Bur. and Miss.

Standard of Time—Clock in Chicago Depot.

[April 3.]

CH
 N. B.
 Please
 QUI
 Exp.
 P M
 6 10
 6 37
 6 43
 7 01
 7 12
 7 42
 8 03
 8 15
 8 29
 8 46
 8 54
 9 13
 9 35
 9 48
 10 06
 10 14
 10 27
 10 46
 11 00
 11 15
 P M
 †Comm
 stag
 & Q
 The
 Quin
 Chic
 cy, 5
 The
 and C
 South
 Lac
 ons, I
 tralia
 Quin
 leave
 FO
 ing th

CHICAGO, BURLINGTON AND QUINCY RAILROAD, Continued.

(FORMERLY NORTHERN CROSS R. R.)

N. BUSHNELL, Pres., Quincy Ill. C. G. HAMMOND, Sup't, Chicago, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide

RAILROAD
Chicago, Ill.
t, Chicago
this Guide.
N & Q TO C

Exp.	Pass.
P M	A M
7 15	9 50
6 35	9 00
6 18	8 36
6 07	8 21
6 01	8 12
5 55	8 03
5 49	7 59
5 43	7 45
5 29	7 25
5 12	6 40
5 09	6 35
5 00	6 24
4 52	6 12
4 38	5 52
4 28	5 36
4 20	5 24
4 06	5 02
3 50	4 38
3 25	4 00
3 20	3 00
2 58	2 10
2 36	1 32
2 20	1 02
2 02	12 25
1 45	11 51
1 27	11 16
1 02	10 30
12 31	9 44
12 14	9 03
12 03	8 41
11 48	8 15
11 10	6 55
6 00	7 30
10 45	6 15
10 26	5 45
10 09	5 14
9 38	4 06
9 15	3 15
A M	P M

QUINCY TO GALESBURG.					STATIONS.		GALESBURG TO QUINCY.						
Exp.	Exp.	Pop'n.	\$	c.	M	S	TRAINS		M	\$	c.	Exp.	Exp.
P M	A M						DEPART	ARRIVE				P M	A M
6 10	6 00	13957	0	0			QUINCY*		100	3	00	9 20	7 30
6 37	6 25		35	9			Chilola		91	2	80	8 51	7 08
6 43	6 31		40	11			Fowler		89	2	70	8 45	7 03
7 01	6 47		55	17			Coatsburg		83	2	55	8 26	6 47
7 16	7 03	988	70	22			Camp Point†		78	2	40	8 10	6 34
7 42	7 29		95	30			La Prairie		70	2	15	7 41	
8 03	7 50		1	15	37		Augusta		65	1	95	7 22	5 53
8 15	8 02		1	30	41		Plymouth †		59	1	85	7 10	
8 29	8 16		1	40	45		Colmar		55	1	60	6 56	
8 46	8 34		1	60	51		Tennessee		49	1	55	6 38	
8 54	8 42		1	65	53		Colchester		47	1	45	6 31	
9 13	9 01	1400	1	85	59		Macomb		41	1	35	6 12	4 46
9 35	9 23		2	05	67		Bardolph		33	1	05	6 51	
9 48	9 37		2	20	71		Bushnell		29		95	5 37	
10 06	9 55		2	35	77		Prairie City		23		75	5 19	4 02
10 14	10 04		2	45	80		Avon		20		65	5 11	
10 27	10 17	250	2	60	84		St. Augustine		16		55	4 58	
10 46	10 36		2	75	90		Abingdon		10		35	4 30	
11 00	10 50		2	90	95		Saluda		5		20	4 25	
11 15	11 10	2500	3	00	100		GALESBURG||		0		0	4 10	3 10
P M	A M						ARRIVE	DEPART				P M	A M

*Connects with Quincy and East. RR, open to Mt. Sterling, and from thence by stage to Naples; †Stages to Keokuk and Warsaw; ‡Con. with Chicago, Burlington & Quincy RR. §Con. with Peoria and Oquawka RR.

Chicago, Burlington and Quincy Rail Road, [ADVERTISEMENT.]

The only direct and expeditious route from Chicago to Burlington and Quincy. Two through trains daily each way; fast Express time from Chicago to Burlington, 10 hours and 5 minutes; from Galesburg to Quincy, 5 hours. All baggage checked through.

The railway connections at Chicago are the Illinois Central, the Galena and Chicago Union, Michigan Central, Chicago and Rock Island, Michigan Southern and Northern Indiana, and the Chicago, St. Paul and Fond du Lac Railroads. At Mendota, there are stage connections to Dixon, Lyons, Fulton, and Rock Island. Passengers for La Salle, Bloomington, Centralia and Cairo will have to change cars at Mendota; passengers for Quincy change cars at Galesburg. Trains make close connections and leave immediately on the arrival of the cars from Chicago.

FOR KEOKUK.—Two packets leave Quincy daily for Keokuk, making the trip in from 3 to 4 hours. Stages leave Plymouth on the arrival

*Stages for Hanuibal, Patmyra, St. Josephs, daily.

[April 3.]

Chicago, Burlington and Quincy R.R. Continued.

[ADVERTISEMENT.]

of Night Train from Chicago and Morning Train from Galesburg, reaching Keokuk at 3 P. M. An early Morning Stage also takes passengers who have remained over night, reaching Keokuk at 1 P. M. Only 23 miles staging.

FOR HANNIBAL.—Two packets leave Quincy daily for Hannibal, connecting with the Hannibal and St. Joseph Railroad.

FOR ST. LOUIS AND ALTON.—Two packets leave Quincy daily for Alton and St. Louis, making the usual landings.

FOR ST. JOSEPH.—A line of Mail Coaches leaves Quincy Mondays, Wednesdays and Fridays, (it will soon be a daily line,) for Palmyra (connecting with the Hannibal & St. Joseph Railroad,) and St. Joseph. By far the pleasantest and quickest route to Kansas and Nebraska. Frost's Line of Coaches from St. Joseph to Council Bluffs. There are five lines of Daily Stages running from St. Joseph to all parts of the West. The Quincy and St. Joseph Coaches will run from the end of the track of the Hannibal & St. Joseph Railroad (now being fast built,) in the spring, and will lessen the time over the river route from four to eight days, and about two days less than through Iowa.

Through Tickets can be purchased at all the Principal Offices.

During navigation a Daily Line of First Class Packets will run in connection with the Road, from Quincy to Keokuk, Warsaw, Alexandria, Tully, Canton, La Grange, and to Marion City and Hannibal. Also a line to Alton and St. Louis, making the usual landings.

—The Hannibal and St. Joseph Railroad is now finished, and as the Coaches will run from the end of track, travelers will find it to their interest to take this route. The Quincy & Palmyra Railroad will be completed at an early day. In the interim, Coaches will make prompt and sure connections. Entirely new, four horse Concord Coaches are run and it is probably the best stage line in the West.

MILWAUKEE AND HORICON RAILROAD.

J. B. SMITH, Pres., New York.

JESPER VLIET, Supt., Milwaukee.

MILWAUKEE TO BERLIN.				STATIONS.		BERLIN TO MIL.			
Pass.	Pass.	Pop'n.	\$ c. M.	TRAINS.		M	\$ c.	Pass	Pass
P M	P M			DEPT	AR'VE			P M	A M
		40000	0 0	MILWAUKEE*		93	3 25		
9 05	1 00	1000	1 75	Horico.		42	1 60	12 40	8 46
9 21	1 21	700	1 95	Burnett†		57	1 50	12 24	8 25
9 34	1 38		2 10	Mill Creek		31	1 30	12 11	8 08
9 40	1 58	1000	2 30	Waupun		27	1 15	11 56	7 48
10 10	2 35		2 60	Brandon		19	83	11 35	7 00
10 28	2 52		2 70	Reeds Corners		16	65	11 22	6 42
10 38	3 06		2 85	Ripon		12	50	11 12	6 28
10 50	3 31		3 05	Rush Lake		7	25	10 55	5 55
10 57	3 40		3 10	Walbridge		5	20	10 48	5 46
11 09	3 56	1400	3 25	Berlin		0	0	10 36	5 30
P M	F M			AR'VE	DEPT			A M	A M

*Con. Chicago & Milwan.
 †Con. Mil. and Mississippi.
 ‡Con. LaCrosse & Milwan.
 ††Crossing of Chicago, St. Paul, and Fond du Lac.
 ††Stages to Stevens Point.

CHI
 HON
 N. H
 Please
 CHI
 Exp. 1
 A M
 7 15
 5 30
 6 00
 4 38
 4 21
 4 05
 3 40
 3 15
 2 35
 1 55
 1 25
 1 00
 12 38
 12 28
 11 54
 11 24
 11 07
 10 50
 10 25
 10 05
 9 49
 9 31
 9 16
 9 08
 8 50
 8 42
 8 12
 8 00
 7 34
 7 16
 7 02
 6 48
 6 25
 6 05
 5 50
 5 36
 5 18
 5 06
 4 46
 4 30
 3 00
 P M

CHICAGO, ALTON & ST. LOUIS RAILROAD.

HON. J. A. MATTESON, Pres., Springfield. A. H. MOORE, Gen. Supt.
 N. H. MOORE, Supt. Nor. Div. A. D. ABBOTT, Supt. S. Div.
 S. H. WILLIAMS, Gen'l Ticket Agent, Bloomington, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO ST. LOUIS				STATIONS.		ST. LOUIS TO CHIC			
Exp.	Exp.	Pop'n.	\$ c. M s	TRAINS		M s	c.	Exp.	Exp.
A M	A M			DEP'T	AR'VE			A M	P M
7 15	11 50	125000	0 0	CHICAGO*	6 18	00		9 00	8 30
5 30	10 13	4000	1 25	JOLIET	7 45	35		10 40	10 13
6 00	9 26		1 50	Elwood	237	7 10		11 12	10 48
4 38	9 03	1346	1 75	Wilmington	230	6 85		11 35	11 11
4 21	8 46		1 95	Stewart's Grove	224	6 70		11 49	11 23
4 05	8 30		2 10	Gardner	219	6 55		12 04	11 48
3 40	8 06		2 35	Dwight	211	6 25		12 27	12 06
3 15	7 44		2 60	Odell	203	6 00		12 50	12 29
2 35	7 07		2 90	Pontiac	192	5 60		1 32	1 11
1 55	6 26		3 20	Peoria Junc	181	5 40		2 10	1 55
1 25	6 03		3 40	Lexington	174	5 15		2 33	2 10
1 00	5 40		3 65	Towanda	166	4 95		2 56	2 45
12 38	5 20		126	I. C. R. R. Junc	159			3 14	3 06
12 28	5 10	2500	3 90	ar. } BLOOM- (lv	157	4 70		3 24	3 16
11 54	4 34			lv. } BLOOM- (ar				4 02	3 50
11 24	3 58		135		150	4 25		4 35	4 23
11 07	3 40		4 40		141	4 10		4 53	4 40
10 50	3 24		4 50		136	3 95		5 15	5 02
10 25	2 56		4 65		132	3 75		5 35	5 23
10 05	2 36		4 85		126	3 50		5 55	5 44
9 49	2 20		5 05		120	3 50		6 12	6 02
9 31	2 02		5 15		115	3 30		6 30	6 22
9 16	1 40		5 30	Williamsville	109	3 35		6 43	6 40
9 08	1 36		5 55	Sangamon	102	2 90		6 52	6 50
8 50	1 18	7500	5 70	SPRINGFIELD	97			7 10	7 10
8 42	1 10		190	G. W. R. R. Junc	95	2 75		7 30	7 30
8 12	12 43		5 85	Woodside	91	2 65		7 45	7 45
8 00	12 33	400	5 95	Chatham	87	2 45		8 00	8 00
7 34	12 13	500	6 25	Auburn	81	2 25		8 18	8 18
7 16	11 55		6 35	Viriden	75	2 15		8 35	8 35
7 02	11 41		6 50	Girard	71	2 00		8 49	8 49
6 48	11 27		6 60	Nilwood	68	1 75		9 03	9 03
6 25	11 05	800	6 85	Carlinville	59	1 55		9 27	9 27
6 05	10 45	200	7 00	Macoupin	53	1 45		9 46	9 46
5 50	10 30		7 20	Plainview	48	1 30		10 00	10 00
5 36	10 16		7 25	Shipman	44	1 15		10 16	10 16
5 18	10 10		7 45	Providence	39	1 10		10 34	10 34
5 08	9 50	450	7 50	Brighton	36	90		10 20	10 50
4 46	9 34	500	7 50	Monticello	29	50		11 10	11 10
4 30	9 15	6000	7 50	Alton	25	0		11 30	11 30
3 00	7 45	130000	8 00	East St. Louis	0			12 55	12 55
P M	A M			AR'VE	DEP'T			P M	P M

*Crossing of Illinois Central RR.
 †Crossing of G' Western RR.
 ‡Con. Alton & Illinois RR.
 †Standard of Time—Clock at Bloomington.
 *Railroads diverging from Chicago, p. 68.
 †Junction of Chicago and Rock Island RR.
 ‡Junction of Peoria and Oquawka RR.

Continued.
 burg, reach-
 engers who
 ly 23 miles
 Hannibal,
 ey daily for
 y Mondays,
 myra (con-
 seph. By
 a. Frost's
 e five lines
 West. The
 rack of the
 spring, and
 , and about
 s.
 un in con-
 Alexandria,
 Also a line
 ed, and as
 it to their
 ad will be
 ke prompt
 Coaches are
 ROAD.
 Milwaukee.
 *Con. Mil. and Mississippi.
 †Con. LaCrosse & Milwan.
 ‡Crossing of Chicago, St. Paul,
 and Fond du Lac.
 †Stages to Stevens Point.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

J. E. THOMSON, Pres., Philadelphia, Pa.

JOSEPH H. MOORE, Supt., Crestline, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

PITTSBURGH TO CHICAGO.										CHICAGO TO PITTSBURGH.									
Exp. Mail		Exp. Pass.		Acc Pop'n.		\$ c. Mls		DEPART TRAINS.		ARRIVE		Mist \$ c.		Mail Pass.		Exp. Acc.		Pas.	
A M	P M	A M	P M	A M	P M	A M	P M	DEPART	ARRIVE	F M	P M	F M	P M	F M	P M	A M	P M	A M	P M
12 15	6 50	L 50	12 35	9 30	12 00 00	0	0	PITTSBURGH*		467	11 50	467	11 50	7 59	2 45				
12 43	7 13			9 54		25	6	Courtney's		459	11 25	459	11 25	7 34					
12 47	7 27	1 19	1 06	10 06		35	10	Haysville		455	11 15	455	11 15	7 22	2 16				
12 59	7 42	1 24	1 07	10 12	11 00	40	12	Sewickley		453	11 10	453	11 10	7 14	2 12				
1 05	7 49	1 28		10 19	15 00	45	14	Shousestown		451	11 05	451	11 05	7 07					
		1 37		10 32	13 90	55	17	Economy		448	10 95	448	10 95	6 55	1 59				
		1 44		1 25	10 41	65	21	Remington		444	10 85	444	10 85	6 46	1 53				
				1 33	10 46	70	23	Freedom		442	10 80	442	10 80	6 40					
1 13	8 07	1 55		10 56	15 21	75	25	Rochester		440	10 75	440	10 75	6 34	1 45				
1 19	8 35	2 05		11 05	18 00	85	28	New Brighton		437	10 65	437	10 65	6 25					
1 41	8 47	2 30			12 60	120	38	Darlington		427	10 30	427	10 30	6 15	12 30				
1 51	8 59	2 53				135	44	Enon		421	10 15	421	10 15	6 07	12 30				
2 01	9 11	3 04				150	49	Palestine		416	10 00	416	10 00	6 00					
2 21	9 22	3 16				165	54	N. Waterford		411	9 55	411	9 55	5 49	12 10				
2 33	9 37	3 29				180	59	Columbiana		406	9 50	406	9 50	5 37	12 00				
2 41	9 47	3 42				195	65	Franklin		400	9 55	400	9 55	5 27	11 47				
2 51	9 59	3 53				210	69	Salem		396	9 45	396	9 45	5 13	11 39				
3 07	10 05	4 00				230	74	Davascus		391	9 30	391	9 30	5 01	11 27				
3 17	10 15	4 10				245	77	Smithfield		388	9 20	388	9 20	4 52	11 21				
3 20	10 45	4 38				260	82	ALLIANCE†	lv	383	9 06	383	9 06	4 40	11 11				
3 32	11 00	4 51				275	88	Strasburg	ar	377	8 55	377	8 55	4 25	11 11				
3 44	11 15	5 04				290	90	Louisville		371	8 50	371	8 50	4 12	10 58				
4 00	11 35	5 24				305	92	Canton		365	8 50	365	8 50	4 00	10 46				
4 14	11 5	5 40				320	98	Masilon		357	8 25	357	8 25	3 59	10 17				
4 22	12 02	5 49				335	115	Lawrence		350	8 05	350	8 05	3 51	10 01				
						350	119	Fairview		346	7 95	346	7 95	3 41	9 53				

Cross. of Clew. and Pittsburg R. R.
 Cross. of Toledo, Wabash and Western R. R.

PITTSBURGH TO CHICAGO.		CHICAGO TO PITTSBURGH.	
Exp. Mail	Exp. Pass.	Exp. Mail	Exp. Pass.
1 1	2	3	3
4 4	12 21	6 09	2 42
4 52	12 39	6 23	2 28
			9 25
			5 21
			9 22
			7 30
			342
			336
			355
			7 30
			342
			336
			355
			7 30

*Connects with railroads from Pittsburg.
 †Cross. Mans., Sandusky and Newark R.R.

Way Stations between Fort Wayne and Chicago, P. M.		Trains departing from Chicago, P. M.	
1	2	3	4
3 44	11 15	5 04	
4 00	11 35	5 24	
4 14	11 5	5 40	
4 22	12 02	5 49	
3700	3 00	100	
4500	3 25	108	
2587	3 45	115	
	3 55	119	
Canton	3 55	120	3 50
Masilion	3 57	121	3 52
Lawrence	3 59	122	3 54
Fairview	4 01	123	3 56
Wooster Summit	3 42	124	3 57
Wooster	3 36	125	3 51
MEBrook	3 25	126	7 30
Clinton	3 22	127	7 20
Lakeville	3 15	128	8 34
Loudonville	3 10	129	8 38
Perrysville	3 05	130	8 22
Lucas	2 58	131	8 12
Mansfield	2 51	132	7 58
Spring Mills	2 44	133	7 48
Richland	2 37	134	7 40
CRESTLINE	2 30	135	7 15
Leesville	2 23	136	6 37
Bucyrus	2 16	137	6 14
Nevada	2 09	138	5 39
U Sandusky	2 02	139	5 15
Kirby	1 55	140	4 48
Forest	1 48	141	4 27
Dunkirk	1 41	142	4 58
Johans town	1 34	143	4 39
Lafayette	1 27	144	4 15
Lima	1 20	145	4 51
Delphos	1 13	146	3 24
Dixor	1 06	147	3 00
Mapes	9 59	148	3 35
Fort Weynes	9 52	149	3 01
Columbia	9 45	150	1 56
Warsaw	9 38	151	1 36
Plymouth	9 31	152	1 15
Valparaiso	9 24	153	12 29
Hobart	9 17	154	12 09
Rock Island Junction	9 10	155	11 46
CHICAGO	9 03	156	10 52
ARRIVE	8 56	157	8 57
	8 49	158	7 14
	8 42	159	9 29
	8 35	160	9 06
	8 28	161	8 48
	8 21	162	5 52
	8 14	163	8 10
	8 07	164	5 27
	8 00	165	7 45

[April 11, 1868.]

3 44 11 15 5 04
 4 00 11 35 5 24
 4 14 11 5 5 40
 4 22 12 02 5 49

NEW ALBANY AND SALEM RAILROAD.

D. D. WILLIAMSON, Trustee, N. Y. City. R. E. RICKER, Supt., New Albany, Ind.
W. W. TUTTLE, Gen. Ticket Agent, New Albany.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW ALBANY TO CHICAGO.				STATIONS.		CHICAGO TO N. ALB.					
Exp.	Exp.	Mail.	Exp.	Pop'n.	Mls	TRAINS.		Exp.	Mail.	Exp.	Exp.
P M	P M	A M	A M			DEP'T	ARRIVE	A M	P M	P M	P M
10 30	12 30	8 10		20000	0	NEW ALBANY		6 15	3 15		8 15
					6	Smith's Mill					
					10	Bennettsville					
11 28	1 27	9 08		19	19	PROVIDENCE		5 22	2 12		7 22
	1 54				21	Pekin			1 54		
					30	Harristown					
12 28	2 27	10 05		3500	35	SALEM		4 30	1 18		6 28
	3 06				45	Campbellsburg					
					47	Saltillo					
		11 05			52	Lancaster					
1 52	3 40	11 22		1800	57	ORLEANS		3 10	12 01		5 15
2 10	3 55	11 49			61	Mitchell*		2 50	11 40		4 55
					75	JOLIET					
		12 35		1250	81	BEDFORD			10 45		
					85	Harrodsburg					
		2 05		3000	89	Smithville					
		2 28		300	96	Bloomington			9 10		
		2 58		900	104	Ellettsville			8 35		
		3 25			113	Gosport			8 02		
					121	Quincy					
				800	127	Cloverdale					
				500	134	Putnamville					
		4 30		1882	139	GREENCASTLE			6 25		
		5 04			148	Bainbridge			5 34		
					158	Ladoga					
		6 30		3000	159	CRAWFORDSVILLE†			4 20		
					177	Linden					
					183	Corwin					
		7 55	4 22		196	Indianapolis			3 02	3 25	
		8 10	4 38	10000	197	LAFAYETTE			2 50	3 13	
					203	Battle Ground					
					210	Brookston				2 35	
		5 54			220	Reynold's			1 37	2 04	
		6 15			228	Bradford			1 13	1 25	
		6 38			237	Francesville			12 46	1 02	
					244	Medaryville				12 42	
		7 20			252	San Pierre			12 10	12 16	
					267	Rozelle					
		8 26			276	Westville			11 06	11 10	
		8 40			280	South. Mich. R. R.			10 52	10 56	
		9 0		2353	288	MICHIGAN CITY||			10 30	10 30	
				125000	343	CHICAGO					

†Junc. Lafayette and Ind. RR.

‡Junc. Evansville and Craw. RR.

*Con. with Ohio and Mississippi Railroad.
|| Junction of Michigan Central Railroad.

Through Fare to Michigan City, \$7.00.

Way Fare about 2½ cents per mile.

[Dec. 7.]

DA
D. &
Ind. C
Ple
DA
Exp.
pm
8 20
9 02
9 59
10 15
10 46
10 52
11 00
11 19
11 45
12 20
12 47
1 20
am
D.
Tr
am-
Leav
Jefe
E
T
Bur
Pas
a
12
1
1
1
2
2
a

DAYTON & WESTERN & INDIANA CENTRAL RAILROADS.

D. & W. R. R.—J. HARSHMAN, Pres., Dayton. J. M. SMITH, Sup't, Dayton, O.
 Ind. C. R. R.—J. S. NEWMAN, Pres., Centerville. W. F. DOGGETT, Sec., Dayton.
 J. HOOKER, Gen. Ticket Agent, Indianapolis, Ind.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DAYTON TO IND'APOLIS.						STATIONS.		IND'S TO DAY'N.				
Exp.	Mail.	Mail.	Pop'n	\$ c.	Ms	TRAINS		Ms	\$ c.	Mail.	Mail.	Exp.
pm	pm	am				DEP'T	AR'VE			am	pm	am
8 20		6 50	25500	0	0	Dayton	108 3 25	11 00				1 28
9 02		7 32	1500	45	15	Dodson	93 2 95	10 16				12 50
9 59		8 33	1000	1 15	35	New Paris	73 2 30	9 16				11 50
10 15	8 00	9 00	4000	1 30	40	Richmond	68 2 15	9 00	6 35	11 43		
10 46	8 35	9 34	600	1 60	52	Germanatown	56 1 70	8 27	5 58	11 12		
10 52	8 41	9 40	500	1 65	54	Cambridge	54 1 65	8 21	5 52	11 07		
11 00	8 48	9 47	1900	1 70	56	Dublin	52 1 60	8 14	5 44	11 00		
11 19	9 08	10 07	250	2 00	64	Lewisville	44 1 35	7 55	5 25	10 41		
11 45	9 35	10 34	1000	2 30	73	Knightstown	35 1 15	7 28	4 54	10 12		
12 20	10 16	11 10	500	2 70	87	Greenfield	21	7 0	6 55	4 15	9 38	
12 47	10 46	11 30	300	3 00	97	Cumberland	11	30	6 50	3 45	9 10	
1 20	11 15	12 00	20000	3 25	108	Indianapolis	0	0	6 00	3 15	8 40	
am	pm	m				AR'VE			am	pm	pm	

Jeffersonville Railroad.

D. RICKETTS, Pres., Louisville. A. S. CROTHERS, Supt., Jeffersonville. H. H. REYNOLDS, Gen. Ticket Agent, Jeffersonville, Ind.

Trains leave Jeffersonville 11 00 a m and 10 p m—Leave Seymour 1 50 p m and 12 55 a m—Arrive at Indianapolis 4 40 p m 4 10 a m.—Leave Indianapolis 5 40 p m 10 30 p m. Leave Seymour 8 55 a m and 1 30 p m—Arrive at Jeffersonville 11 40 a m and 4 30 a m.
 Extra train leaves Jeffersonville for Seymour 8 00 a m.—Leaves Seymour for Jeffersonville 6 15 p m. Distance, 108 miles. Through Fare, \$3 25. [April 12.]

Burlington & Missouri River Railroad.

E. L. BAKER, Pres., New Bedford, Mass. JOHN G. READ, Vice Pres. & Supt., and L. CARPER, Gen. Ticket Agent, Burlington, Iowa.

Trains leave Burlington for Fairfield 9 00 a m and 1 15 p m—Leave Fairfield for Burlington 6 40 a m 2 00 p m. Distance, 50 miles. Through Fare, \$2 10.

CINCINNATI, PERU & CHICAGO RAILROAD.

M. FRENCH, Pres., Cincinnati. N. KENDALL, Sup't, La Porte, Ind.

LA P. TO PLYM'H.						STATIONS.		PLYM'H TO LA P.				
Pass	Pa's	Pop'n	\$ c.	Ms		TRAINS		Ms	\$ c.	Pass	Pass	
am	am					DEP'T	AR'VE			am	pm	
12 57	9 17	7000	1 00	30		La Porte	0	0	11 10	0 00		
1 22	9 38	70	23			Stillwell	7	25	10 4	9 37		
1 40	9 50	60	18			Kankakee	12	40	10 2	9 23		
1 54	10 10	45	13			Walkerton	17	60	10 10	9 05		
2 05	10 21		10			Knott's	21		9 58	8 54		
2 10	10 25	25	8			Tyner	23	75	9 53	8 49		
2 35	10 47	1000	0	0		Plymouth	30	1 00	9 30	8 25		
am	am					AR'VE			am	pm	pm	

AD.
 Albany, Ind.
 his Guide.
 O N. ALB.
 Exp. Exp.
 P M P M
 8 15
 7 22
 6 28
 5 15
 4 55
 Dec. 7.
 3 25
 3 13
 2 35
 2 04
 1 25
 1 02
 2 42
 2 16
 1 10
 0 56
 0 30
 *Con. with Ohio and Mississippi Railroad.
 = Junction of Michigan Central Railroad.
 w. RR.

PEORIA, OQUAWKA AND BURLINGTON R. R.

C. A. SECOR, Pres., and P. B. ROBERTS, Supt., Peoria, Ill.
 W. H. CRUGER, Supt. East Ex., C. E. FOLLETT Gen. Ticket Ag't, Peoria.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PEORIA TO E. BURLINGTON					STATIONS.		E. BURL. TO PEORIA.			
Pass.	Pass.	Pop'n.	\$ c.	Mls.	TRAINS.		Mls.	\$ c.	Pass.	Pass.
A M	P M				DEP'T	AR'VE			A M	P M
7 30	5 20	28000	0	0	PEORIA		94		10 45	7 30
8 05	5 55			13	Edwards		81		10 10	6 55
8 32	6 25			22	Oak Hill		72		9 45	6 25
8 52	6 45			27	Elmwood		67		9 25	6 05
9 10	7 05			33	Summit		61		9 10	5 45
9 25	7 15			37	Maquon		57		8 55	5 35
9 44	7 30			42	Gilson		52		8 35	5 10
10 05	7 45	1509		47	Knoxville		47		8 15	5 00
10 30	8 00	1300		52	Galesburg		42		8 00	4 45
10 55	8 30			61	Cameron		33		7 38	4 20
11 15	8 50			68	Monmouth		26		7 20	3 56
11 34	9 07			75	Young America		19		7 03	3 40
11 50	9 22				Biggs' Mill				6 45	3 22
12 06	9 37			68	O. Junction		8		6 25	3 07
12 30	10 00	9000		94	E. BURLINGTON		0	0	6 00	2 45
P M	P M				AR'VE	DEP'T			A M	P M

PEORIA & OQUAWKA R. R.—Eastern Extension.

Operated by CRUGER, SECOR & Co., under lease.

PEORIA TO GILMAN.					STATIONS.		GILMAN TO PEORIA.				
	Exp.	Exp.	Pop'n.	\$ c.	Mls.	TRAINS.		Mls.	\$ c.	Exp.	Exp.
	P M	P M				DEP'T	AR'VE			A M	P M
	10 45	2 30	28000	0	0	PEORIA*		87	3 45	6 00	8 00
	11 25	3 10	1500	51	12	Washington		74	3 00	5 20	7 20
	11 45	3 26	150	75	17	Cruger		69	2 75	5 00	7 05
	11 55	3 35	500	85	19	Eureka		67	2 65	4 50	7 00
	12 18	4 00	200	1 00	26	Secor		60	2 40	4 23	6 38
	12 40	4 21	600	1 25	33	Ill. Cent J'nt		53	2 16	3 55	6 18
	1 06	4 48	75	1 60	40	Gridley		46	1 85	3 28	5 57
	1 30	5 15	200	1 90	48	J'n. C. A & St. L †		38	1 50	3 00	5 35
	**	**	200	2 75	70	Chatsworth		17	70		
	**	**	200	3 45	87	GILMAN §		0	0		
*Saturdays excepted.	P M	P M				AR'VE	DEP'T			A M	P M

*Con. Peoria & Bureau Val. RR.

†Con. Illinois Cent. RR.

‡Con. Chic., Alton & St. Louis RR.

§Con. Chic. Br. of Ill. Cent. R. R.

N. Orleans, Opelousas and Great Western R. R.

WM. G. HEWES, Pres., and WM. M. WADLEY, Chf. Eng & Supt., N. O.

Trains leave Algiers for Brashear 8 00 a.m. Leaves Brashear for Algiers 1 00 p.m. Distance, 80 miles. Through Fare, \$3 50.

PHILADELPHIA

Mail, M

P M

7 30

7 48

7 53

8 00

8 08

8 16

8 25

8 34

8 40

8 56

9 07

9 09

9 13

9 31

9 41

9 50

9 52

10 20

6 25

6 32

6 42

6 49

6 56

7 00

7 07

7 24

7 36

7 48

8 05

8 15

8 25

10 44

10 51

11 08

11 15

11 31

11 40

11 48

11 57

12 05

P M

PHILADELPHIA AND READING RAILROAD.

R. D. CULLEN, Pres., Philadelphia. G. A. NICOLLO, Supt., Reading.

Please inform the publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO POTTSVILLE.				STATIONS.		POTTSVILLE TO PHILA.			
Mail.	Mail.	Pop'n.	\$ c.	Mls.	TRAINS	Mls.	\$ c.	Mail.	Mail.
P M	A M				DEP'T AR'VE			P M	P M
7 30	3 30	600000		0	PHILADELPHIA *	93		12 52	7 40
7 48	3 47			3	Schuylkill Viad't	90		12 35	7 23
7 53	3 51			5	... Falls.....	88		12 30	7 18
8 00	3 57	8000		7	... Manayunk...	86		12 22	7 10
8 08	4 05			10	... Egbert's.....	82		12 16	7 04
8 16	4 12	1250		13	... Conshohocken..	79		12 08	6 56
8 25	4 22	7855		17	... Norristown†..	76		11 59	6 47
8 34	4 30	800		31	... Port Kennedy..	71		11 48	6 36
8 40	4 35	400		23	... Valley Forge..	69		11 43	6 31
8 56	4 49	3500		27	... Phoenixville..	65		11 33	6 21
9 07	5 00			32	... Royer's Bridge.	61		11 22	6 10
9 09	5 02			23	... Aramingo.....	69		11 20	6 08
9 13	5 05	650		34	... Limerick.....	89		11 16	6 04
9 31	5 21	2700		40	... Pottstown.....	53		11 00	5 48
9 41	5 31	200		44	... Douglassville..	48		10 51	5 39
9 50	5 40			48	... Monocacy.....	55		10 43	5 31
9 52	5 43			49	... Birdsboro'....	44		10 41	5 29
10 20	6 05	22000		59	... Reading.....	35		10 18	5 06
					BR. TO HAR' SB'G.				
6 25	10 40	464		64	.. Sinking Spring.	48		10 01	4 40
6 32	10 47			67	.. Wernersville..	45		9 54	4 39
6 42	10 57			70	.. Robesonia....	41		9 46	4 31
6 49	11 04	1200		73	.. Womelsdorf..	39		9 38	4 23
6 56	11 11			75	.. Missener's....	36		8 31	4 16
7 00	11 15	1734		77	.. Richiand.....	35		9 27	4 12
7 07	11 22	1100		79	.. Myerstown....	32		9 21	4 06
7 24	11 39	2584		86	.. Lebanon†.....	26		9 06	3 57
7 36	11 51			91	.. Annville.....	21		8 52	3 37
7 48	12 03	500		96	.. Palmyra.....	16		8 40	3 25
8 05	12 20	650		102	.. Hummelstown..	9		8 24	3 09
8 15	12 30			107	.. Rutherford's..	5		8 12	2 57
8 25	12 40	12500		112	.. Harrisburg||..	0		8 00	2 45
					MAIN LINE CON.				
10 44	6 29	560		65	... Leesport.....	27		9 54	4 48
10 51	6 36	150		68	... Mohrsville....	28		9 48	4 42
11 08	6 53	1560		75	... Hamburg.....	18		9 29	4 27
11 15	7 00	500		78	PORT CLINTON¶	15		9 18	4 17
11 31	7 16	216		83	... AUBURN§....	10		9 05	4 04
11 40	7 25	1966		86	... Orwigsburg..	7		8 50	3 55
11 48	7 33	3000		89	Schuylkill Haven	4		8 46	3 46
11 57	7 42			92	.. Mount Carbon..	1		8 37	3 37
12 05	7 50	14000		93	.. POTTSVILLE††	0		8 30	3 30
P M	P M				AR'VE DEP'T			A M	P M

Through Fare to Pottsville, \$2.75.
Way Fare, 3 cents a mile.

*Con. with Ches. & Erie. †Con. with Coal R. R. to Cornwall. ‡Con. with Cata., Wil. and Erie. §Con. with Coal R. R. to Cornwall. ¶Con. with Dany. & Pottsville.—Dec. 13.

R. R.
Peoria.
Guide.
PEORIA.
s. Pass.
P M
7 30
6 55
6 25
6 05
5 45
5 35
5 10
5 00
4 45
4 20
3 56
3 40
3 22
3 07
2 45
P M
on.
PEORIA.
Exp.
P M
8 00
7 20
7 05
7 00
6 38
6 18
5 57
5 35
P M
R. R.
N. O.
Algiers

WILLIAMSPORT & ELMIRA RAILROAD.

THOS. KIMBER, Jr., Pres. Phila. J. A. REDFIELD, Sup't, Elmira, N. Y

Please inform the Publisher, for correction, if any errors are found in this Guide.

ELMIRA TO WILLIAMSPORT.					STATIONS.		W. TO ELMIRA.				
Acc.	Exp.	Exp.	Pop'n.	\$ c.	M	TRAINS.		M	Exp.	Exp.	Acc
A M	A M	P M				DEPART	ARRIVE	A M	P M	P M	P M
	7 00	6 30	14000	0	0	..... Elmira*	.....	78	4 00		8 45
	7 20	6 52	.....	30	9	..... State Line.....	.....	63	3 40		8 25
	7 30	7 03	.....	40	13	..... Gillets.....	.....	65	3 30		8 15
	7 50	7 25	.....	70	21	..... Columbia X Roads ..	.....	57	3 10		7 55
	8 05	7 40	800	80	25	..... Troy.....	.....	52	2 55		7 40
	8 20	7 55	.....	95	30	..... West Granville .....	.....	48	2 40		7 25
	8 : 8	8 03	.....	1 05	34	..... Alba.....	.....	44	2 32		7 17
	8 40	8 15	1746	1 20	38	..... Canton.....	.....	39	2 20		7 05
	9 20	8 55	.....	1 65	53	..... Ralston.....	.....	25	1 40		6 25
	9 25	9 00	600	1 75	56	..... Lycoming .....	.....	22	1 35		6 20
	9 38	9 12	.....	1 80	59	..... Dubois.....	.....	19	1 22		6 07
	9 52	9 25	.....	1 95	63	..... Trout Run.....	.....	15	1 08		5 53
	10 03	9 35	120	2 05	67	..... Crescent.....	.....	11	12 57		5 42
	10 11	9 42	.....	2 15	70	..... Cogan Valley.....	.....	8	12 49		5 34
	10 30	10 00	3500	2 25	78	..... Williamsport†.....	.....	0	13 30		5 15
P M	A M	P M				ARRIVE	DEPART	A M	P M		P M

*Connects with N. Y. & Erie. †Connects with Cat, Wil. & E.
 *Con. with Canan. & Elmira. †Con. with Sunbury and Erie.

CATAWISSA, WILLIAMSPORT & ERIE R. R.

THOS. KIMBER, Jr., Pres., Philad'a. H. A. FONDA, Supt., J. H. H. PARK, Ass't Sup't, F. H. BUNNELL, Gen. Fr'gt Ag't, Williamsport, Pa.

WILLIAMSPORT TO PHIL.				STATIONS.		PHIL'A TO WILL.			
Mail	Ex's	Pop'n.	\$ c.	Ml.	TRAINS		Ml.	Mail	Ex's
A M	P M				ARRIVE	DEPART		P M	A M
	9 05	10 30	3500	0	..... WILLIAMSPORT .....	.....	197	5 10	12 30
	9 30	10 55	1200	11	..... Muncy.....	.....	187	4 42	12 20
	10 15	11 45	.....	27	..... Milton.....	.....	170	4 00	11 45
	10 45	12 10	.....	37	..... Mooresburg .....	.....	160	3 35	11 25
	11 05	12 32	4000	43	..... Danville .....	.....	154	3 20	11 08
	11 35	12 52	.....	50	..... Rupert*.....	.....	147	3 00	10 48
	11 45	1 00	700	52	..... Catawissa.....	.....	145	2 50	10 40
	12 10	1 20	150	59	..... Maineville .....	.....	138	2 30	10 15
	12 35	1 45	350	67	..... Beaver.....	.....	130	2 05	9 50
	1 25	2 26	150	79	..... Mahanoy.....	.....	123	1 25	9 10
	1 45	2 50	350	87	..... Summit†.....	.....	110	1 00	8 50
	2 30	3 25	9000	99	..... Tamaqua.....	.....	98	12 00	8 15
	3 30	3 48	250	109	..... Ringgold.....	.....	88	11 35	7 48
	4 00	4 15	400	119	..... PORT CLINTON||.....	.....	78	11 10	7 24
	7 55	9 20	6000000	3 50	..... PHILADELPHIA .....	.....	0	.....	.....
P M	A M				ARRIVE	DEPART		A M	P M

About 3 cents a mile.
 *Con. Lack. & Bloomsburg RR.
 †Con. Little Schuylkill RR.
 †Con. Sunbury & Erie RR.
 ||Con. with Reading RR. (Dec. 23.)

N. Y.
 WM. G.
 ELMIRA
 Eq
 A
 5
 5
 6
 6
 7
 7
 7
 8
 8
 8
 1
 ER.
 CANA
 N
 & N
 for Buffalo & N
 Y. C. R. R. for Elmira R. R. above.
 Connects with N. Y. C. R. R. for Buffalo & N
 Y. C. R. R. for Elmira R. R. above.
 Connects with N. Y. C. R. R. for Buffalo & N
 Y. C. R. R. for Elmira R. R. above.

N. Y. & ERIE R. R.—Elmira & Canandaigua Branch.

WM. G. LAPMAM, Supt. Elmira. HEADLEY, Asst. Pres., Chemung Bran.

ELMIRA TO CANANDAIGUA				STATIONS.		CANANDAIGUA TO ELMIRA.			
Eqp.	Exp.	Pop'n.	M	DEP'T	ARRIVE	M	Exp.	Eqp.	
A M	P M						P M	P M	
5 30	3 50	14000		Elmira†	69	11 15	11 15		
5 45	4 00			Junction		11 00	11 09		
5 55	4 04	1025	6	Horseheads	63	10 51	10 53		
6 10	4 14		10	Pine Valley	59	10 36	10 40		
6 24	4 22	320	13	Millport	56	10 22	10 28		
6 45	4 34	855	19	Havana	50	9 57	10 08		
7 00	4 45	1500	22	Jefferson†	47	9 45	9 57		
7 23	5 00		28	Rock Stream	41	9 26	9 34		
7 31	5 05			Big Stream		9 20	9 27		
7 46	5 15	500	33	Starkey	36	9 11	9 17		
8 00	5 25	100		Himrod's		9 00	9 02		
8 15	5 35	150	41	Milo Center	28	8 47	8 47		
8 30	5 48	2550	45	Penn Yan	24	8 36	8 30		
8 46	6 00	3586	49	Benton Centre	20	8 25	8 14		
8 54	6 08	290	51	Bellona	18	8 18	8 04		
9 08	6 21	100		Hall's Corner		8 05	7 54		
9 20	6 33	2750	58	Gorham	11	7 56	7 42		
9 40	6 51	2000	63	Hopewell	6	7 40	7 20		
10 00	7 10	5500	69	Canandaigua*		7 25	7 00		
A M	P M			ARRIVE	DEPART	P M	A M		

†Steam boat on Seneca Lake.—Through Fare, \$2.05. [April 6.]
 †Con. Williamsport & Elmira RR.
 *Con. with N. Y. C. R. R.

N. Y. CENTRAL R. R.—Canandaigua and Tonawanda Div.

ERASTUS CORNING, Pres., Albany. J. COLLAMER, Supt., Buffalo.

CANANDAIGUA TO TONA.				STATIONS.		TONAWANDA TO CANAN.			
Mail.	Acc.	Pop'n.	M	DEPART	ARRIVE	M	Mail.	Acc.	
A M	P M						P M	A M	
5 30	4 30	5500	0	Canandaigua*	86	7 10	10 00		
				Gunn's Crossing					
5 55	5 00	800	8	E. Bloomfield	78	6 45	9 35		
6 10	5 15			Miller's Corners		6 35	9 20		
6 20	5 25	1200	16	West Bloomfield	71	6 25	9 10		
6 30	5 35	1550	19	Honeoye Falls	68	6 15	9 00		
6 55	5 55		25	West Rush	62	5 55	8 40		
7 00	6 00		26	G. V. R. R. J'n	61	5 50	8 35		
7 20	6 25	1200	33	Caledonia	54	5 25	8 10		
7 45	6 50	2500	40	Le Roy	46	5 05	7 45		
8 05	7 05	1590	44	Stafford	42	4 50	7 25		
8 30	7 30	3520	50	Batavia†	36	4 30	7 00		
		150	56	E. Pembroke	30				
				Pittsville		7 45			
5 20		100	66	Akron	20	7 35			
5 30		750	73	Clarence Cen.	13	7 15			
5 55		150	77	Gransit	9	7 05			
6 05		125	83	Vincent	3	6 50			
6 15		150	86	Tonawanda	0	6 30			
6 40									
P M	A M			ARRIVE	DEPART	A M	A M		

†Frg't Train leaves Batavia at 4 30 P. M., arr. at Tonawanda at 6 50 P. M. Leaves Tonawanda at 7 25 A. M., arr. at Batavia 9 30 A. M. [April 4.]

Connects with N. Y. C. R. R. for Buffalo & N. Y. C. R. R. for Elmira & Canandaigua

N. Y. Guide. MIRA. O. A. C. P M. April 11. & E. ie. R. PARK. L. Con. Little Schuylkill RR. Con. Sunbury & Erie RR. Con. with Reading RR. (Dec. 23.)

SUNBURY AND ERIE RAILROAD.

W. G. MOORHEAD, Pres., Phila. GEO. MERRICK, Supt., Northumberland.

Please inform the Publisher, for collection, if any errors are found in this Guide.

ELMIRA TO SUNBURY.					STATIONS.		SUNBURY TO ELMIRA.					
Mail.	Mail.	Exp.	Exp.	Pop'n	M	TRAINS.		M	Exp.	Exp.	Mail.	Mail.
A M	A M	A M	A M	.....	.....	DEP'T	AR'VE	.....	A M	P M	A M	P M
.....	6 00	12 20	14000	0	.....	ELMIRA	.....	.....	4 30	9 30	.....	.....
9 30	5 45	9 15	4 00	3500	0	.....	Williamsport	78	1 00	5 50	12 42	5 10
.....	9 26	4 12	.....	5	.....	Montoursville	.....	40	12 50	5 39	.....	.....
9 55	4 05	9 44	4 29	625	12	.....	Muncy	35	12 36	5 24	12 18	4 42
.....	9 51	4 36	.....	15	.....	Bergers	.....	28	12 29	5 15	.....	.....
10 06	4 15	9 56	4 38	1000	16	.....	Montgomery	25	12 27	5 12	12 10	4 30
.....	9 58	4 41	.....	258	17	.....	Eyster	24	12 20	5 05	.....	.....
.....	10 04	4 42	.....	2500	20	.....	Watfowntown	23	12 14	4 58	.....	.....
10 21	4 28	10 13	4 55	250	23	.....	Watfowntown	20	12 08	4 51	11 56	4 12
10 29	2 40	10 25	5 05	2800	27	.....	Milton	17	11 57	4 36	11 45	4 00
.....	10 42	5 20	.....	2000	33	.....	Chilisquaue	9	11 41	4 16	.....	.....
.....	10 55	5 35	.....	1655	38	.....	Northumberland	2	11 29	4 04	.....	.....
.....	11 08	5 45	.....	2500	40	.....	Sunbury	0	11 22	3 54	.....	.....
A M	A M	A M	A M	.....	.....	AR'VE	DEP'T	.....	P M	P M	P M	P M

PHILADELPHIA AND SUNBURY TRAINS—Leave Sunbury 8 15 A. M., arrive at Shamokin 9 45, Mount Carmel 10 30 A. M.—Trains leave Mt. Carmel 5 45 P. M., arriving at Shamokin 6 15 and Sunbury 7 25 P. M. Distance, 30 miles. (Sept., '58)
 Passenger Train also leaves Mt. Carmel for Shamokin 11 30 A. M., returns 2 P. M.

MEXICAN GULF RAILROAD.

W. G. BLAKEWELL, Pres., and W. A. GORDON, Supt., New Orleans.

Trains leave N. Orleans for Duero's Landing and Proctorville at 10 00 A. M. and 5 00 P. M., arriving 12 00 M. and 7 00 P. M.
 Leave Proctorville at 6 00 A. M. and 1 00 P. M. for N. Orleans, and intermediate places. Through Fare, 50 cents. Distance, 28 miles.

WESCHESTER RAILROAD.

I. THOMAS, M. D., Pres.

P. P. SHARPLES, Supt.

S'dy.		Pass.		Pop'n		Ms		STATIONS.		Ms		Pass.		S'dy.		Pass.	
A M	A M	P M	P M	.....	.....	.....	.....	DEPART	ARRIVE	.....	A M	P M	P M	P M	.....	.....	.....
7 50	7 50	3 10	600000	0	.....	.....	.....	Philadelphia	.....	22	8 50	5 20	5 20	.....	.....	.....	.....
9 10	9 10	4 30	.....	9	.....	.....	.....	Intersection	.....	9	7 30	4 00	4 00	.....	.....	.....	.....
9 40	9 40	5 00	5000	22	.....	.....	.....	West Chester	.....	0	7 00	3 30	3 30	.....	.....	.....	Nov. 29.

HUNTINGDON & BROAD TOP RAILROAD.

L. T. WATSON, Pres., Phila.

J. J. LAWRENCE, Supt., Hunt.

Trains leave Huntingdon 7 40 A. M. and 5 10 P. M.—Arrive at Hopewell 10 04 A. M. and 7 24 P. M.—Trains leave Hopewell 10 30 A. M. 7 45 P. M.—Arrive at Huntingdon 12 45 and 10 00 P. M.

MAUCH CHUNK & SUMMIT HILL RAILROAD.

JAMES S. LINE, Proprietor.

S. M. LINE, Conductor.

Trains leave Summit Hill 10 00 A. M., 3 00 and 6 00 P. M.—Arrive at M. Chunk 30 10 A. M., 3 30 and 6 30 P. M.—Trains leave Mauch Chunk 8 15 A. M. 1 15 and 4 30 P. M. Arrives at Summit Hill 9 30 A. M. 2 30 and 5 00 P. M.

LACKAWANNA & BLOOMSBURG RAILROAD.

M. W. JACKSON, Pres. & Sup't. H. PETTEBONE, Gen. F't Ag't, Kingston.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SCRANTON TO RUPERT.						STATIONS.		RUP'T TO SCRANTON			
Mail.	Acc.	Mail.	Pop'n.	Ms		TRAINS		Me	Mail.	Acc.	Mail.
P M	P M	A M				DEPART	ARRIVE		A M	A M	P M
6 35	2 50	10 35	9000	0	6	Scranton.....		58	8 00	10 50	3 40
6 10	2 15	10 00			9	Lackawanna.....		52	8 25	11 23	4 05
6 00	2 00	9 50	3500		10	Pittston.....		49	8 35	11 35	4 15
5 55	1 55	9 45	800		12	West Pittston.....		48	8 40	11 50	4 20
5 48	1 40	9 38	600		17	Wyoming.....		46	8 47	12 00	4 27
5 35	1 20	9 25	600		20	Kingston.....		41	9 00	12 20	4 40
5 20		8 55	1000		33	Plymouth.....		38	9 50		6 05
4 33		8 00	300		40	Shickshinny.....		25	10 33		7 05
4 10	April 12,	7 30	200		43	Beach Haven.....		18	11 00		7 40
4 00		7 15	609		55	Berwick.....		15	11 10		7 55
3 23		6 00	2500		58	Bloomsburg.....		3	11 50		9 10
3 15		5 45				Rupert.....		0	12 00		9 25
P M	P M	A M				ARRIVE	DEPART		A M	A M	P M

LAFAYETTE & INDIANAPOLIS RAILROAD.

WM. F. REYNOLDS, Pres. J. O. D. LILLY, Sup't, Lafayette.

Trains leave Lafayette at 5 35 a m, and 1 00 and 4 20 p m for Indianapolis. Trains leave Indianapolis at 1 30 and 7 35 a m, and 12 25 p m for Lafayette. Trains stop at intermediate stations. Fare \$2. Distance, 64 miles.

PERU & INDIANAPOLIS RAILROAD.

J. D. DEFREES, Pres.; J. H. MILLS, Supt; T. P. HAUGHEY, Gen. Ticket Ag't; L. N. ANDREWS, Gen. Fr't Ag't, Indianapolis.

Trains leave Indianapolis for Noblesville, Kokomo and Peru at 7 00 a m and 1 20 p m. Returning leave Peru for Indianapolis and intermediate stations at 7 30 a m and 9 15 a m. Fare \$2.50. Distance 75 miles.

MADISON & INDIANAPOLIS RAILROAD.

F. H. SMITH, Pres. D. C. BRANHAM, Supt, Madison.

Trains leave Madison for Columbus and Indianapolis at 6 30 a m. Returning leave Indianapolis for Columbus and Madison at 12 m. Extra trains leave Columbus at 10 02 a m and 2 10 p m for Indianapolis—leave Indianapolis 1 00 and 7 20 a m for Columbus. Fare \$2.50. Dis. 87 miles

EVANSVILLE & CRAWFORDSVILLE RAILROAD.

JOHN INGLE, Jr., Pres. and Supt.

Trains leave Evansville for Terre Haute 6 00 and 10 30 a m. Returning leave Terre Haute for Evansville 7 30 a m and 5 40 p m. Through fare \$4. Distance 109 miles.

DELAWARE, LACKAWANA & WESTERN R. R.

C. R. ROBERTS, Pres., New York City. JOHN BRISBIN, Supt., Scranton, Pa.
 JAS. ARCHBALD, Gen. Agent, Scranton, Pa. W. R. HUMPHREY, Supt. Cayuga Divis.
 R. A. HENRY, Frig't Agt, Scranton, Pa. W. N. JENKS, Ticket Agent.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO CAYUGA.						STATIONS.		CAYUGA TO N. Y.			
Pass	Mail.	Pop'n	\$ c.	Mi		TRAINS		Mi	\$ c.	Pass	Mail.
A M	A M				DEPART	ARRIVE				P M	P M
7 30		900000	0	0	NEW YORK*	302	6 10	7 10			
8 30		1000	25	12	Elizabethport	290	6 10	6 10			
8 35		4000	30	14	Elizabeth City†	288	6 10	6 00			
			1 40	58	arr } Clarksville..... { lve	6	10	3 50			
11 10		150	1 55	63	lve } Junction..... { arr	244	6 10	3 13			
			1 70	66	Changewater	239	6 10				
11 28			1 85	71	Washington	230	6 10	2 54			
			2 00	80	Oxford Furnace	231	6 10				
12 02		150	1 90	76	Bridgeville‡	226	6 10	2 20			
12 16			2 00	80	Delaware	222	6 10	1 50			
12 36			2 05	82	Marshfield	220	6 10	1 45			
		300		85	Columbia	217	6 10				
			2 30	88	Water Gap	214	6 10				
1 08		1000	2 45	93	Stroudsburg	210	6 05	1 12			
1 25			2 55	97	Spraguesville	205	6 00	1 02			
			2 80	100	Henrysville	202	5 85				
		428		110	Paradise	192					
2 39		580	3 35	119	Tobyhanna	183	5 20	11 53			
2 57		500	3 60	126	Lehigh	176	4 95	11 35			
		500	3 80	132	Moscow	170	4 75				
				135	Dunning's	167					
3 40			4 05	139	Greenville||	163	4 50	10 55			
4 00		7500	4 25	145	arr } SCRANTON§			10 35			
4 05					lve }			10 30			
4 25			4 25	152	Clark's Summit	150	4 05	10 10			
4 35		2880	4 25	155	Abington	147	3 95	10 00			
			4 30	161	Factoryville	141	3 75				
		800	4 30	166	Tunkhannock	136	5 55				
5 35			4 35	172	Hopbottom	130	3 35	9 00			
			4 35	175	Oakley's	127	3 25				
5 55		1600	4 40	180	Montrose	122	3 05	8 37			
6 18		1433	4 40	187	New Milford	116	2 80	8 17			
6 35		1400	4 40	193	arr } Great Bend			8 00			
7 35					lve }			7 33			
7 57		9000	4 65	207	Binghamton¶	95	2 45	7 00			
9 00		5000	5 10	229	arr } Owego			6 08			
		5 30			lve }			8 35			
				233	South Candor	69	1 70				
Dec. 13.		5 55	5 35	239	Candor	63	1 70	8 07			
		6 10		243	Willseyville	59		7 55			
		6 26	5 70	249	Pugsley's	53	1 50	7 39			
		7 05	10000	6 00	Ithaca	40	1 00	7 00			
		11 00	500	6 10	(Steamboat) CAYUGA**	0	0	3 00			
P M	A M				ARRIVE	DEPART			A M	P M	

*Railroads departing from N. York, p 33. || Junction of Lackawanna R.R.
 †New Jersey Railroad. §Junc. of Lack. & Bloomsb'g R.R.
 ‡Con. with Belvidere & Del. RR by stage. ¶Junc Syra., Bing. and N. Y.
 **Connects with N. Y. Central R. R. and Steamboats to places on Cayuga Lake.

BEL
 B.D.R.
 A. WEL
 Please
 PHILAD
 Pass P
 P M
 2 30
 4 15
 4 19
 4 31
 4 37
 4 51
 5 13
 5 15
 9 40
 5 22
 5 26
 5 32
 5 43
 5 54
 6 02
 6 10
 6 20
 6 30
 6 34
 6 39
 6 47
 7 04
 7 22
 P M
 *Com
 *Com
 W
 A.
 PH
 Sur
 P M
 2 00
 3 00
 3 15
 3 45
 P M
 *R

BELVIDERE DELAWARE & FLEMINGTON R. R.

B.D.R.R.—C. SITGREAVES, President, Phillipsburg, N. J.

Flem. R.R.—C. BARTLES, President, Flemington, N. J.

A. WELCH, Supt., Lambertville, N. J.

J. A. ANDERSON As. Supt. Lambertville

Please inform the publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO BELVIDERE.					STATIONS.		BELVIDERE TO PHILADELPHIA.				
Pass	Pass	Pop'n	c.	Mls.	TRAINS.		M	\$	c.	Pass	Pass
P M	A M				DEP'T	AR'VE				A M	P M
2 30	6 00	600000	0	0	PHILADELPHIA	90 1 80	11 20	8 15	5 40	8 15	6 15
4 15	7 50	8900	50	30	Trenton Station	64 1 30	9 30	6 31	6 27	6 27	6 31
4 19	7 54				C. & A. Junction*						
4 31	8 05		62	33	Asylum	60 1 30	9 16	6 16	6 09	6 09	6 16
4 37	8 11	1480	62	35	Ewing	59 1 30	9 09	6 09	5 54	5 54	6 09
4 51	8 24		70	40	Titusville	54 1 25	8 54	5 54	5 40	5 40	5 54
5 13	8 45	2500	80	45	Lambertville	49 1 15	8 40	5 40			
<i>Branch to Flemington.</i>											
5 15	8 47		80	46	Flemington Junc	11 37	8 32	5 34			
			95	48	Mount Airy		9 30				
			1 00	52	Ringoës	5 20					
			1 10	55	Copper Hill	2 10					
9 40	6 35	1500	1 15	57	Flemington	0 0	7 30	4 15			
<i>Main Line Con.</i>											
5 22	8 54		90	49	Centre Bridge	45 1 10	8 25	5 27			
5 26	8 55		90	50	Prallsville	44 1 10	8 23	5 26			
5 32	9 02		95	52	Bull's Island	42 1 05	8 16	5 17			
5 43	9 12		00	55	Tumble	39 1 15	8 05	5 07			
5 54	9 23	1000	10	61	Frenchtown	33 85	7 54	4 56			
6 02	9 31	1090	20	64	Milford	30 75	7 46	4 48			
6 10	9 39		25	67	Holland	27 70	7 36	4 39			
6 20	9 48		35	71	Riegelsville	23 65	7 27	4 32			
6 30	9 58		40	74	Carpenterville	20 55	7 16	4 22			
6 34	10 02		1 50	76	Warren	18 50	7 06	4 14			
6 39	10 06	3726	1 50	78	Greenwich	16 50	7 06	4 14			
6 47	10 18	700	1 50	80	Phillipsburg	14 40	7 00	4 00			
6 47	10 18	7520	1 50	80	Eaton, Pa.	14 40	7 00	4 00			
7 04	10 35		1 75	86	Martin's Creek	8 25	6 37	3 37			
			1 80	90	Roxburg	4 15	6 20	3 20			
7 22	10 53	1500	1 80	94	BELVIDERE	0 0	6 20	3 20			
P M	A M				AR'VE	DEP'T				P M	

*Connects with Cam. and Au.
*Connects with Phila. and Tren.

†Connects with Lehigh Valley.
†Con with Central R. R. of N. Jersey.

RAILROADS FROM PHILADELPHIA.—Camden and Anby R. R.; Camden and Atlantic R. R.; Philadelphia and Reading R. R.; North Pennsylvania R. R.; Pennsylvania Philadelphia Division, Phil. Germantown and Norristown R. R.; Philadelphia and Trenton R. R.; Phil. and Westchester R. R.; Philadelphia Wilmington and Baltimore R. R.

WESTCHESTER, MEDIA & PHILADELPHIA R. R.

A. R. McHENRY, Pres., Phila. Pa.

HENRY WOOD, Supt., Phila. Pa.

PHILADELPHIA TO WESTCHESTER.					STATIONS.		WESTCHESTER TO PHILA.					
Sunday	Pass	Pass	Pass	Pop'n	M	TRAINS.		Pass	Pass	Pass	Sunday	
P M	A M	P M	P M	P M		DEP'T	AR'VE	A M	A M	P M	A M	P M
2 00	8 00	5 00	2 00	7 30	600000	PHILADELPHIA*	8 30	11 40	3 40	3 40	9 15	6 15
3 00	9 05	6 05	3 05	8 30	200 13	Media†	7 40	10 40	2 45	2 45	8 15	5 15
3 15	9 20	6 20	3 20	8 45	18	PENNELTON	7 20	10 25	2 30	2 30	8 00	5 00
3 45	8 50	6 50	3 45	9 15	27	WESTCHESTER	7 00	10 00	2 00	2 00	7 30	4 30
P M	A M	P M	P M	P M		AR'VE	DEP'T	A M	A M	P M	A M	P M

*Railroads diverging from Philadel. p. 89

†Junc. of Balt. and Phil. Cen.

PENNSYLVANIA RAILROAD.

J. EDGAR THOMSON, Pres., Philadelphia. THOS. A. SCOTT, Supt., Altoona, Pa.
LEWIS L. HOUPY, Gen. Ticket Agent, Philadelphia.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO PITTSBURG.						STATIONS.		PITTSBURG TO PHILADEL'IA			
Acc.	Exp.	Acc.	Fast.	Mall.	Pop'n	MI	TRAINS.	Mail.	Fast.	Acc.	Exp.
P M	P M	P M	A M	A M			DEP'T AR'VE	A M	A M	P M	A M
	10 50	2 00	11 50	7 15	600000	0	PHILADELPHIA	5 15	7 00	9 15	10 10
					100	6	West Philadel'a				
					130	10	Libertyville..				
						11	White Hall..				
						13	Villa Nova..				
						16	Morgan's Corner				
					100	20	Eagle.....				
					6500	22	Paoli.....				
						25	Westchester In.				
						28	Steamboat ..				
						32	Oakland ...				
					1000	32	Downingtwn.				
					500	34	Gallagherville				
						39	Midway				
						42	Chandler... ..				
					600	44	Parquesburg .				
					300	47	Pennington..				
					250	48	Christiana ..				
						51	Gap				
						54	Kinzer's ...				
					200	57	Leman Place.				
						58	Gordonville..				
	1 33	5 35	2 30	10 57	18000	61	Bird-in-Hand.	2 25	4 00	5 48	7 21
					200	68	Lancaster... .				
						70	Dillerville ..				
					2000	77	Landisville..				
					1000	81	Mount Joy ..				
					800	87	Elizabethtown.				
						90	Conewago Sid.				
							BRANCH LINE.				
						0	Columbia ..			5 10	
		6 10		10 27		5	Upper Marietta				
						12	Horshes ...				
						18	Branch Intersec				
							MAIN LINE.				
						95	Intersection..				
					1500	96	Middletown..				
					500	100	High Spire..				
	2 58	7 35	3 45	12 20	12000	106	ar. HARRIS..lv	1 10	2 30	3 59	6 05
	3 10	P M	3 54	12 40			lv. BURG..ar	12 55	2 20	P M	5 50
					200	111	Rockville Sw.			L'Ve	
							N. Cen. Crossing				
						116	Cove				
						120	Duncannon..				
					100	123	Aqueduct Sid'g				
						128	Baily's				
					800	123	Newport ..				
					100	138	Millersstown				
						143	Thompsontown				
					1475	148	Tuscarora...				

PH
Please in

Exp
4 5
6
7 8
9
10
11

Standard of Time—Clocks at Harrisburg and Altoona Depots.

PENNSYLVANIA RAILROAD—Continued.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Exp.	Acc.	Fast.	Mail.	Pop'n	MI	DEP'T	AR'VE	Mail.	Fast.	Acc.	Exp.
4 53		5 26	2 52	1500	154	Millin		11 05	12 33		4 17
				181	161	Narrows Siding					
				3600	166	Lewistown					
					173	Anderson's Sp'g					
				1100	178	McVeyton					
					183	Manayunk Sp'g					
				563	188	Newton Ham'tn					
				100	191	Mount Union					
6 35		7 00	4 56	150	197	Mill Creek		9 13	10 45		2 42
				2000	202	Huntingdon					
				464	203	Petersburg					
				100	212	Barree					
					214	Spruce Creek					
				466	219	Birmingham					
				1000	221	Tyrone					
				150	227	Fostoria					
7 55		8 10	6 25	3000	236	Altoona: lv		7 50	9 20		1 30
8 15		8 25	6 40			Altoona: ar		7 35	9 05		1 25
					242	Kittanning Pt					
					247	E. End of Tunn'l					
					249	Galitzin					
					252	Cresson					
					255	Lilly's					
					260	Portage					
					262	Willmore					
				1587	264	Summer Hill					
					268	South Fork					
					270	Mineral Point					
				527	273	Conemaugh					
9 48	3 10	8 47	8 27	2400	275	Johnstown		5 56	7 27	7 05	11 55
					278	Dornock Point					
					281	Slackwater Sid.					
					285	Nineveh					
					289	New Florence					
				400	293	Lockport					
10 42	7 35	10 34	9 30	1535	300	Blairsville Br.		5 00	6 33	5 55	11 02
						W. End Blairsv					
					304	Hill Side					
				1342	307	Derry					
				800	312	Latrobe					
				400	315	Beatty's					
				2556		George's					
11 36	9 15	11 20	10 30	1500	322	Greensburg		4 11	5 44	4 48	10 13
					324	Radebaugh's					
				350	329	Manor					
				300	332	Irwin's					
					336	Stewart's					
				1000		Turtle Creek					
				200	341	Brinton's					
				900	346	Wilksburg					
				1200	348	East Liberty					
					352	Outer Station					
12 55	11 10	12 30	12 00	115241	353	PITTSBURG		3 00	4 30	3 00	9 00
PM	AM	AM	PM			AR'VE	DEP'T	AM	PM	AM	PM

Standard of Time—Clocks at Harrisburg and Altoona Depots.

[April 11, 1899.]

Through Fare \$2.00—Way Fare about 2 1-2 cents per mile.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.

SAMUEL M. FELTON, Pres. & Supt.; E. Q. SEWALL, Jr., Gen. Ticket Agent; H. F. KENNEY, Gen. Freight Agt.

Please inform the publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO BALTIMORE										BALTIMORE TO PHILADELPHIA										
Mail	Exp.	Acc.	Mail	Pop'n.	M	\$	c.	DEPART	ARRIVE	M	\$	c.	Exp.	Mail.	Mail.	Mail.	Mail.	Mail.	Mail.	
P	M	P	M	P	M	P	M	P	M	P	M	P	P	M	P	M	P	P	M	P
								PHILADELPHIA*												
8	00	1	00	3	30	11	00	6000000	0	0	0	0	0	0	0	0	0	0	0	0
8	10	1	10	3	40	11	10	3	10	0	0	0	0	0	0	0	0	0	0	0
8	28	1	23	3	58	11	30	11	35	0	0	0	0	0	0	0	0	0	0	0
8	38	1	23	4	14	11	40	31	35	0	0	0	0	0	0	0	0	0	0	0
8	49	1	40	4	29	11	50	500	45	0	0	0	0	0	0	0	0	0	0	0
9	04	1	43	4	37	11	55	50	60	0	0	0	0	0	0	0	0	0	0	0
9	04	1	48	4	47	12	03	2000	70	0	0	0	0	0	0	0	0	0	0	0
9	04	1	05	5	63	12	30	2000	85	0	0	0	0	0	0	0	0	0	0	0
9	36	2	15	12	33	12	33	450	85	0	0	0	0	0	0	0	0	0	0	0
9	42	2	19	12	40	12	33	350	05	0	0	0	0	0	0	0	0	0	0	0
9	57	2	31	12	55	12	40	1250	05	0	0	0	0	0	0	0	0	0	0	0
10	12	2	43	11	11	11	11	1500	60	0	0	0	0	0	0	0	0	0	0	0
10	27	2	57	11	25	11	25	156	65	0	0	0	0	0	0	0	0	0	0	0
10	42	3	02	11	31	11	31	350	80	0	0	0	0	0	0	0	0	0	0	0
10	50	3	08	11	40	11	40	59	85	0	0	0	0	0	0	0	0	0	0	0
11	00	3	18	11	53	11	53	61	90	0	0	0	0	0	0	0	0	0	0	0
11	14	3	33	12	10	12	10	2225	00	0	0	0	0	0	0	0	0	0	0	0
11	29	3	43	12	24	12	24	672	20	0	0	0	0	0	0	0	0	0	0	0
11	37	3	50	12	32	12	32	712	40	0	0	0	0	0	0	0	0	0	0	0
11	43	3	54	12	38	12	38	792	50	0	0	0	0	0	0	0	0	0	0	0
12	07	4	08	12	54	12	54	50	70	0	0	0	0	0	0	0	0	0	0	0
12	36	4	14	13	01	13	01	892	85	0	0	0	0	0	0	0	0	0	0	0
12	41	4	34	13	19	13	19	892	85	0	0	0	0	0	0	0	0	0	0	0
12	41	4	43	13	25	13	25	953	00	0	0	0	0	0	0	0	0	0	0	0
12	50	4	43	13	35	13	35	953	00	0	0	0	0	0	0	0	0	0	0	0
1	05	4	58	14	50	14	58	3000000	00	0	0	0	0	0	0	0	0	0	0	0

*Railroads diverging from Philadelphia, p. 68.
 †Con. all Railroads diverging from Baltimore.
 ‡Branch R. Road to Port Deposit.

[Nov. 29.]

g, Pa.
 Guide.
 BURN.

s. Trains stop on Signal only,
 Trains run by Philadelphia time.
 [18 Jan. 1888]

el R. R.
 R.
 y R. R.

ing, Pa.
 RRIS'c.

Con. with Northern Cent. R. R.
 Con. with Pennsylvania R. R.
 Con. with Lebanon Valley R. R.
 *April

GERMANTOWN & NORRISTOWN & CHES. VAL. R.R.'s.

G. & N. R. R.—Edw. C. Dale, Pres., } H. K. Smith, Supt.,
 C. V. R. R.—B. Rush, Pres. } all Philadelphia.

PHIL. TO DOWNING'TN.		Mts. Pass		Pass		Mts. Pass		DOWN. TO PHILAD'A.	
P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
3 00	600000	0	0	4 00	4 00	8 30	8 30	10 02	10 02
3 22	8400	15	15	9 38	3 38	9 45	3 38	10 22	10 22
3 49	1500	15	15	9 32	3 32	9 48	3 32	10 42	10 42
4 00	6500	20	20	9 11	3 11	10 02	3 11	10 48	10 48
4 35	7 35	45	45	9 00	3 00	10 09	3 00	10 58	10 58
4 45	7 45	45	45	8 20	2 55	10 16	2 55	11 08	11 08
5 00	8 00	50	50	8 10	2 40	10 27	2 40	11 18	11 18
5 45	8 45	62	62	7 55	2 10	10 35	2 10	11 28	11 28
6 00	9 00	62	62	7 25	1 15	10 40	1 15	11 38	11 38
				7 15	1 00	10 54	1 00	11 48	11 48
						11 01		11 58	11 58
						11 18		12 08	12 08
						11 35		12 18	12 18
						11 48			
						12 06			
						12 18			

Norristown Trains—Leave, via Germ. and Nor. R.R.: Philadelphia for Norristown 6 30, 9 11 A. M., 3, 4 15, 5 45, 11 P. M. Norristown for Philadelphia, 7, 9, 11 A. M., 3, and 5 40 P. M. On Sundays trains leave Philadelphia at 9 00 A. M., and 3 00 P. M., and leave Norristown at 7 00 A. M. and 5 00 P. M.

Germantown Trains—Leave, via Germ. Branch R.R.: Philadelphia at 6 7, 30, 8 30, 10 30, and 11 30 A. M., 2, 3 10, 4 5, 6, 7, 9 10 and 11 P. M., Sundays, 9 20 A. M., 2 and 6 45 P. M. Germantown at 6 7, 7 30, 9 and 10 30 A. M., 1 10, 2, 3, 4, 5, 6, 7, 8, 9, 10 00 P. M., Sundays, 8 20 A. M., 1 10 and 5 45 P. M. Distance, 7 miles. Time, 30 minutes. Fare, 15 cents.

Chestnut Hill Trains—Leave, via Ger. & C. H. Br.: Philadelphia at 6 00, 7 30, 8 30, 11 30 A. M., 2, 4, 6, and 9 P. M. Chestnut Hill 7 15, 7 35, 8 40, 11 10 A. M., 12 50, 3 40, 5 40, 7 40, P. M., Sundays—leaves Chestnut Hill at 8 00 A. M., 12 50 and 5 20 P. M. Distance, 10½ miles. Time, 40 minutes.

NORTH PENNSYLVANIA RAILROAD.

F. A. Comly, Pres., S. W. Roberts, Chf. Eng. & Gen. Supt.,
 H. Fracker, Mast. - TELS. & E. ARMSTRONG, Sec., all Phil.

PHILADELPHIA TO BETH.				STATIONS.				BETHLEHEM TO PHIL.			
Exp	Exp	Acc	Pop	TRAINS	A'VE	Exp	Exp	Acc	Exp	Exp	Exp
A.M.	P.M.	P.M.	'n'	DEP	ARRIVE	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
9 30	2 15	4 00	600000	0	Willow Street*	9 15	10 00	9 15	10 00	7 50	8 45
9 45	2 30	4 15	0	1	Master Street.	9 00	9 45	8 55	9 40	7 35	8 30
9 48	2 33	4 21	0	2	Chatham Street	8 55	9 40	8 55	9 40	7 30	8 25
10 02	2 46	4 36	0	3	Fisher's Lane.	8 37	9 22	8 37	9 22	7 15	8 10
10 09	2 55	4 46	0	6	Green Lane.	8 32	9 15	8 32	9 15	7 10	8 05
10 16	3 03	4 54	100	7	Oak Lane.	8 24	9 07	8 24	9 07	7 03	7 58
10 27	3 13	5 10	2000	8	O. Y. Road.	8 17	9 00	8 17	9 00	6 53	7 48
10 35	3 20	5 15	2800	9	Cheltenham Hills.	8 08	8 51	8 08	8 51	6 45	7 40
10 40	3 24	5 25	550	11	A. Bing Hill.	8 02	8 45	8 02	8 45	6 42	7 37
10 47	3 31	5 34	21	12	Edge Hill.	7 55	8 38	7 55	8 38	6 36	7 31
10 54	3 37	5 43	300	13	Whitemarsh.	7 48	8 31	7 48	8 31	6 33	7 28
11 01	3 44	5 50	1435	14	Ft. Washington.	7 42	8 25	7 42	8 25	6 30	7 25
11 18	4 00	6 00	32	16	Wissahickon.	7 35	8 18	7 35	8 18	6 27	7 22
11 35	4 18	6 25	500	17	Penlynn.	7 28	8 11	7 28	8 11	6 24	7 19
11 48	4 31	6 40	39	18	Gwynedd.	7 22	8 05	7 22	8 05	6 21	7 16
12 06	4 48	6 55	44	19	North Wales.	7 15	7 58	7 15	7 58	6 18	7 13
12 18	5 00	7 05	51	21	Lansdale.	7 08	7 51	7 08	7 51	6 15	7 10
			4000	22	Hatfield.	7 02	7 45	7 02	7 45	6 12	7 07
			180	23	Sellersville.	6 55	7 38	6 55	7 38	6 10	7 05
			28	24	Quakertown.	6 48	7 31	6 48	7 31	6 05	7 00
			1500	25	Coopersburg.	6 42	7 25	6 42	7 25	6 00	6 55
			2500	26	Hellertown.	6 35	7 18	6 35	7 18	5 57	6 52
			4000	27	Bethlehem.	6 28	7 11	6 28	7 11	5 50	6 45
			180	28	Br. to Doylestown.	6 22	7 05	6 22	7 05	5 44	6 39
			28	29	L. Lexington.	6 15	6 58	6 15	6 58	5 38	6 33
			30	30	Whitchall.	6 08	6 51	6 08	6 51	5 32	6 27
			1500	31	N. Britain.	6 02	6 45	6 02	6 45	5 32	6 27
			2500	32	Doylestown.	5 55	6 38	5 55	6 38	5 30	6 25
			4000	33	Doylestown.	5 48	6 31	5 48	6 31	5 24	6 19

* Fare, 5 cents per mile.

Please inform the Publisher, for correction, if any errors are found in this Guide.

LEBANON VALLEY BRANCH OF READING R. R.

R. D. CULLEN, Pres., Philadelphia. G. A. NICOLLS, Eng. and Supt., Reading, Pa.

HARRISBURG TO READ.				STATIONS.		READING TO HARRISBURG							
Pass	Pos	Pod'	\$	C.	Mls.	TRAINS.		Mis.	\$	P	E	P	ESS
A	M	P	M			DEP'T	AR'VE			P	M	P	M
8 0	2 45	1250			4	.....	HARRISBURG	54	1 64	12 40	8 27		
8 2	3 09	60	30	1	1	.....	Hummelstown	44	1 26	12 20	8 07		
8 4	3 25	50	50	1	1	.....	Palmyra	36	1 15	12 03	7 44		
8 5	3 37				65	21	.....	Annville	33	1 00	11 51	7 36	
9 0	3 51	250			75	26	.....	Lebanon*	28	85	11 39	7 23	
9 21	4 06	1200	1 00		44	.....	Myerstown	21	65	11 22	7 07		
9 28	4 23	1200	1 20		40	.....	Womelsdorf	14	45	11 04	6 49		
9 54	4 39				1 35	45	.....	Wernersville	9	30	10 47	6 32	
10 01	4 46	464	1 45		48	.....	Sinking Spring	6	20	10 40	6 25		
10 17	5 09	32000	1 00		54	.....	Reading*	0	0	10 25	6 10		
A	M	P	M			AR'VE	DEP'T			A	M	P	M

*Con. with Phila. and Reading, R. R. [April 18]

Racine & Mississippi Railroad.

H. S. DURAND, Pres., Racine; ROBERT HARRIS, Supt., Racine; W. C. ALLEN, Vice Pres., Delevan, Wis.; A. G. REDBURN, Gen. Ticket Agent, Racine, Wis.

Trains leave Racine 3 45 p m, arrive at Beloit 7 25 p m.—Returning, leave Beloit at 7 30 a m, arriving at Racine 11 00 a m. Through Fare, to Rockton, \$2 50. Distance, 72 miles.

Winchester & Potomac Railroad.

W. L. CLARK, Pres., Winchester, Va.; J. S. MAGANIS, Supt., Winchester, Va.

Trains leave Harpers Ferry 1 15 p m for Winchester—Leave Winchester 9 00 a m for Harpers Ferry. Distance, 32 miles. Fare, \$1 75.

Seaboard & Roanoke Railroad.

S. M. WILSON, Pres., Portsmouth. A. WORRELL, Supt., Portsmouth.

Trains leave Portsmouth for Weldon 7 15 a m & 8 30 p m—Leave Weldon for Portsmouth 4 00 a m & 2 00 p m. Distance, 80 miles. Fare, \$4 00.

York & Wrightsville R. R.

Trains (via Wrightsville, York and Gettysburg R. R.) leave York at 6 00 and 11 15 a m, and 5 00 p m. Leave Wrightsville at 7 30 a m, 1 00 and 6 30 p m. Distance, 13 miles. Fare, 50 cents.

Trenton & Bordentown Railroad.

Trains leave Trenton Station at 6 50 a m and 2 30 and 6 40 p m. Leave Bordentown at 6 00 and 9 35 a m and 8 50 p m. From Trenton to Bordentown, 15 cents. Excursion (return same day), 15 cents. Passengers from Hightstown, West's Freehold, Spottswood, and South Amboy, will take the 2 30 p m train. Jos. JUSTICE, Jr., Agent.

Philadelphia & Sunbury Railroad.

J. S. BIDDLE, Pres., Phila. GEO. MERRICK, Supt., Northumberland, Pa.

A Train leaves Sunbury at 8 15 a m., and arrives at Mt. Carmel at 10 30 a m. Leaves Mt. Carmel at 5 45 and arrives at Sunbury at 7 25 p m. Distance, 20 miles. Fare, 60 cents.

See, p. 20, at 10 A. M., 12 30, 3 40, 5 40, 7 40, and P. M. Sundays—leaves Chestnut Hill at 8 00 A. M., 12 50 and 5 20 P. M. Distance, 10 1/2 miles. Time, 40 minutes.

Please inform the Publisher, for correction, if any errors are found in this Guide.

VERMONT CENT'L & VT. & CANADA R. R.'s.

V. C. R.R.—GEO. M. DEXTER, Pres., Boston, Mass. R. SHERBURN, Superintendent, Northfield, Vt.
 V. & C. R.R.—J. SMITH, Pres., Burlington, Vt.

Please inform the Publisher, for correction, if any errors are found in this Guide.

WINDSOR TO ROUSE'S POINT.				STATIONS.		ROUSE'S P'T. TO WIN		
Mail.	Acc.	P5ss.	Pop'n.	\$ c.	Mls	TRAINS		Mls Mail, Exp. Acc.
P M	P M	A M				DEPART	ARRIVE	P M P M A M
1 25	6 50		1928	0	0	.... WINDSOR*	....	157 1 10
1 35	7 02		2063	99	4	.... Hartland	....	153 1 00
1 45	7 14		350	35	8	.... North Hartland	....	149 12 49
2 05	8 10	5 20	450	65	14	White River Junc†	143 12 07	3 10 12 32
2 10	8 15	5 25	3041	70	15	.... White River Vil	141 12 02	3 05 12 27
2 15	8 20	5 30		85	17	.... Woodstock	140 11 57	3 00 12 22
2 37	8 45	5 56	1240	1 20	27	.... Sharon	130 11 34	2 35 11 53
2 50	9 00	6 13		1 30	32	.... South Royalton	125 11 19	2 21 11 43
2 45	9 05	6 18	1850	1 35	34	.... Royalton	123 11 14	2 16 11 38
3 05	9 18	6 31		1 40	39	.... Bethel	118 11 00	2 04 11 24
3 21	9 38	6 51	2666	1 50	46	.... Randolph	111 10 43	1 48 11 05
3 35	9 54	7 08	1228	1 75	52	.... Braintree	109 10 30	1 36 10 50
3 55	10 30	7 32	976	1 90	60	.... Roxbury	97 10 08	1 16 10 29
4 19	11 20	8 25	2922	2 20	67	.... Northfield	30 9 45	12 35 9 47
4 41	11 57	8 52	2310	2 65	77	.... Montpelier	80 9 20	12 10 9 20
4 52	12 20	9 08	1365	2 80	83	.... Middlesex	74 9 08	11 58 9 06
5 03	12 40	9 22	2352	3 00	88	.... Waterbury	69 8 56	11 47 8 55
5 19	1 05	9 40	600	3 20	95	.... Bolton	62 8 39	11 30 8 36
5 26	1 16	9 48		3 30	98	.... Jones'	59 8 31	11 23 8 27
5 34	1 30	9 53	1463	3 40	101	.... Richmond	56 8 22	11 14 8 18
5 45	1 48	10 09	1669	3 60	106	.... Williston	51 8 10	11 01 8 05
6 00	2 10	10 23	2052	3 80	110	.... Essex Junc'n	47 7 55	10 48 7 52
						BR. to BURLINGT'N		
				3 85	115	.... Winooski		
			6110	3 90	118	ar } Burling- } lv		
						lv } ton† } ar	3	
						.... Winooski	0	
						MAIN LINE CONT'D		
				3 80	110	.... Essex Junction||	47	
6 10	2 25	10 38	2575	3 80	114	.... Colchester	44 7 45	10 38 7 42
6 24	2 52	11 00	2451	4 20	121	.... Milton	36 7 29	10 24 7 26
6 32	3 02	11 09	2686	4 30	124	.... Georgia	33 7 20	10 16 7 16
6 54	3 40	11 33	4000	4 70	134	.... St. Albans	23 6 58	9 56 6 38
7 13	4 10	11 55	2824	5 10	143	.... Swanton	14 6 38	9 36 6 14
7 28	4 38	12 15		5 20	150	.... Alburg Springs	7 6 22	9 21 5 56
7 35	4 45	12 25	1568	5 25	153	.... Alburg	3 6 13	9 13 5 46
7 40	4 32	12 31		5 40	156	.... West Alburg	1 6 08	9 08 5 40
7 45	5 00	12 40	500	5 40	157	.... ROUSE'S POINT§	0 6 00	9 00 5 31
P M	A M	P M				ARRIVE	DEPART	A M A M P M

April 11.

*Con. with Sullivan RR. †Junc. Rutland and Bur. RR.
 ‡Jc't Conn. & Pass. River RR. & N. N. H. §Junc. Vt. Cent. & V. & C. RR's.
 ¶Connects with Odgensburg R R., and Jc't Montreal and Cham. RR.

ALBANY WILLI

Please info

ALBANY		ALBANY	
Exp	Pass.	Exp	Pass.
P M	A M	P M	A M
5 30	11 20		
5 40	11 30		
5 45	11 40		
5 55	11 50		
6 00	11 55		
6 05			
6 25			
6 30			
6 38			
6 50			
7 00			
9 45			
P M	A M		

*Railroad

RUTLAND

F. E. Wood

ALBANY		ALBANY	
Pass.	Acc.	Pass.	Acc.
P M	P M	P M	P M
	5 30		6 00
	7 00		7 15
	7 30		7 50
	8 08		8 15
	8 35		8 43
	8 48		9 07
9 40	9 25		9 55
10 10	9 47		10 10
10 20	10 00		
P M	P M		

*Railroads
 †Con. all R
 ‡Connects

[Feb. 28.]

ALBANY. VERMONT AND CANADA RAILROAD.

WILLIAM WHITE, President and Superintendent, Albany, N. Y.

Please inform the Publisher for Correction if any errors are found in the Guide,

ALBANY TO RUTLAND						STATIONS.		RUTLAND TO ALBANY.			
Exp	Pass.	Pass.	Pass.	\$ c	Mls	TRAINS.		Pop.	Exp	Pass.	Pass
P M	A M	A M	A M			D'PT	AR'VE		A M	A M	P M
5 30	11 20	8 20	7 00	0	0	ALBANY*		68000	8 15	10 35	12 45
5 40	11 30	8 30	7 10	10	4	Cemetery			8 05	10 25	12 35
5 45	11 40	8 35	7 15	12	6	West Troy		15000	8 00	10 20	12 30
5 55	11 50	8 45	7 25	25	9	Cohoes		8000	7 50	10 10	12 20
6 00	11 55	8 48	7 30	25	11	WATERFORD		3000	7 45	10 05	12 15
6 05			7 35	37	12	Saratoga Junction					
6 25			7 55	50	22	Schaghticoke		500			
6 30			8 00	55	23	Pittstown		5000			
6 38			8 10	65	26	Johnsonville					
6 50			8 20	75	31	Buskirk's					
7 00			8 45	80	33	EAGLE BRIDGE†					
9 45			10 40	260	95	RUTLAND		4500			
P M	A M	A M	A M			AR'VE	D'PT		A M	A M	P M

*Railroads from Albany, p. 33. †Con. Rutland and Washington R R.

RUTLAND AND WASHINGTON RAILROAD.

F. E. WOODBRIDGE, Supt, Z. V. K. WILSON, Mas. Trans, W. Poultney Vt

ALBANY TO RUTLAND.						STATIONS.		RUTLAND TO ALB'Y			
Pass.	Acc.	Mail.	Pop'n.	\$ c	Mls	TRAINS.		Mls	Acc.	Mail.	Pass
P M	P M	A M				D'PT	AR'VE		A M	P M	P M
	5 30	7 00	68000	0	0	ALBANY*		95	10 10	4 25	
	6 00	7 30	45000		10	Troy†		85	9 40	3 45	
	7 00	8 45	80	33	33	EAGLE BRIDGE†		62	8 30	2 45	
	7 15	9 00	4000	100	39	Cambridge		56	8 12	2 28	
	7 30	9 15	115	44	44	Shushan		51	8 00	2 10	
	7 50	9 35	3 500	135	51	Salem		44	7 40	1 50	
	8 08	9 53	165	57	57	West Rupert		38	7 23	1 33	
	8 15	10 00	1 500	175	59	Rupert		36	7 18	1 28	
	8 35	10 20	2 500	195	66	Pawlet		29	6 57	1 07	
	8 43	10 28	1000	205	69	Granville		26	5 48	12 58	
	8 48	10 34	210	71	71	Middle Granville		24	6 42	12 53	
	9 07	10 52	3 329	235	77	Poultney		18	6 24	12 35	
9 40	9 25	11 10	4 113	250	84	CASTLETON||		11	6 25	12 18	3 30
9 55	9 47	11 32	1 500	260	93	West Rutland		4	5 44	11 58	3 10
10 10	9 55	11 40	260	91	91	Center Rutland		2			
10 20	10 00	11 45	4 500	260	95	RUTLAND§		0	5 30	11 45	3 00
P M	P M	A M				AR'VE	D'PT		A M	A M	P M

*Railroads diverging from Albany p 33. †Con. with Troy and Bost, R R.
 ‡Con. all Railroads diverging from Troy. ||Con. with Sara, Whitehall R R
 †Connects with Alb., Vt. & Can. R R. §Connects with Rutl'd & Bur. R.R.

R's.
 erinten-
 Vt.
 Guide.
 WIN
 Acc.
 A M
 7 00
 6 49
 6 38
 2 32
 2 27
 2 22
 1 53
 1 43
 1 38
 1 24
 1 05
 0 50
 0 29
 9 47
 9 20
 9 06
 8 55
 8 36
 8 27
 8 18
 8 05
 7 52
 April 11.
 42
 26
 16
 38
 14
 56
 46
 40
 31
 M
 RR's.

CHESHIRE, RUTLAND & BURLINGTON R. R.'s.

THOMAS THATCHER, Pres., Boston.

E. A. CHAPIN, Supt., Keene, N. H.

R. STEWART, Gen. Ticket Agent, Keene, N. H.

Please inform the Publisher, for correction if any errors are found in this Guide.

FITCHBURG TO BURL'GTON.					STATIONS.		BURL'GTON TO FITCHBURG.				
Acc.	Mail.	Mxd	Pop'n.	M s	TRAINS		M s	Acc.	Mxd	Mail.	Sullivan RR & Vt RR; Junc. of Ches. and Rut. & B. RR's above—Rutland and Washington RR. [Dec. 6. Con. with Vt. Cent. & Can. R. R.]
P M	A M	A M			DEPART	AR'VE	M.	A M	P M		
1 30	9 45		7000	0	FITCHBURG*		18	12 00		5 15	
2 00	10 13			10	So. Ashburnham †		174	11 30		5 4	
2 52	10 32		2445	18	Winchendon		166	10 35		4 28	
2 47	10 54		1483	27	Fitzwilliam		157	9 50		4 07	
3 02	11 06		759	32	Troy		152	9 24		3 51	
3 12	11 15		897	36	Marlboro		148	9 09		3 45	
3 40	11 35		3392	42	Keene		142	8 45		3 30	
4 13	12 05		1684	54	Westmerland		130	7 50		2 56	
4 28	12 19		2034	60	Walpole		124	7 31		2 41	
4 40	12 30	6 00		64	Bellows Falls||		129	7 15	9 15	2 30	
	1 04	7 05	1001	74	Chester		106			1 50	
	1 40	8 20	1691	92	Ludlow		92			1 10	
	2 27	9 40		108	Puttingsville		76			12 20	
	2 37	10 00		111	Clarendon		73			12 07	
	2 55	10 30		117	ar } Rutland §	lv }	67		5 00	11 50	
	3 05		1471	lv }	ar }					11 35	
	3 20			119	Sutherland's Falls		65			11 10	
	3 31		2927	128	Pittsford		56			11 09	
	3 47		2835	134	Brandon		50			10 52	
	4 03		629	138	Whiting		46			10 37	
	4 32		3517	149	Middlebury		35			10 10	
	4 52		1663	157	New Haven		27			9 48	
	5 06		1378	162	Vergennes		22			9 34	
			2075	164	Ferrisburg		20				
	5 29		1634	173	Charlotte		11			9 11	
	5 43		1257	178	Sheburne		6			8 56	
	6 00		6110	184	Burlington†		0			8 40	
P M	P M	A M			AR'VE	DEPART		A M	A M	A M	

*Connects with Fitchburg R. R. and Fitchburg and Worcester R. R.
 †Connects with Vermont and Massachusetts Railroad.

MISSISSIPPI & TENNESSEE RAILROAD.

F. M. WHITE, Pres., Memphis, Tenn. M. W. NEWELL, Gen. Supt., Memphis.

MEMPHIS TO PANOLA.					STATIONS.		PANOLA TO MEM.			
Mail.	Exp.	Pop'n.	s c.	M s	TRAINS		M s	Exp.	Mail.	
P M	P M				AR'VE	DEP'S		P M	A M	
2 30				0	MEMPHIS		10			10 58
3 12				12	Horn Lake		4			10 13
3 44				22	Hernando		37			9 43
4 20				31	Coldwater		27			9 10
4 41	March 1.			37	Senatobia		28			8 49
5 03				44	Como		15			8 25
5 24				50	Sardis		9			8 02
5 56				59	PANOLA		0			7 36

TROY AND BOSTON RAILROAD.

D. T. VAIL, Pres., Troy, N. Y. ISAAC V. BAKER, Supt., Troy, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TROY TO RUTLAND.					STATIONS.		RUTLAND TO TROY			
Frg't	Acc.	Mail.	Pop'n.	\$ c. M	TRAINS.		M	Mail.	Exp.	Frg't
A M	A M	P M			DEP'T	AR'VE	A M	P M	P M	P M
5 40	7 30	5 20	45000	0 0	DEP'T	Troy*	83	8 22	3 40	4 30
	7 40	5 32	5000	10 4	...	Lansingburg	79	8 20	3 30	
	7 56	5 47		9	...	Junction		7 56	3 15	
	8 07	5 5	3290	40 12	...	Schaghticoke	71	7 45	3 03	
	8 11	6 04	3732	45 14	...	Pittstown	69	7 39	2 58	
	8 12	6 12		50 16	...	Johnsonville	67	7 31	2 50	
	8 30	6 25	300	65 21	...	Buskirk's Bridge	62	7 19	2 37	
	8 36	6 30		70 23	...	Eagle Bridge	60	7 14	2 30	
	8 46	6 38	600	85 28	...	Hoosic Falls Junc'n		7 04	2 15	
	8 50	6 41		80 27	...	North Hoosic	56	7 01	2 11	
	8 52	6 45		90 30	...	Walloomaic	53	6 58	2 06	
					...	State Line	53			
	9 06	6 58	300	1 00 32	...	N. Bennington	51	6 48	1 55	
8 45	11 45	9 2	4500	1 55 84	...	RUTLAND†	0	4 39	11 30	
A M	A M	P M			AR'VE	DEP'T	A M	A M	P M	

*Con. all Railroads from Troy; †Con. with Rutland & Washington RR
 ††Con. with W. st. Vermont RR, below; †††branch to Bennington; ††††Con.
 Rutland and Burlington RR. [April 6.]

WESTERN VERMONT RAILROAD.

C. M. DAVIS Receiver, Rutland, Vt. Supt., Troy, N. Y.

TROY TO RUTLAND.					STATIONS.		RUTLAND TO T.			
Acc.	M	Mail.	Pop'n.	\$ c. M	TRAINS.		M	\$ c.	Mail.	Exp.
A M	P M				DEP'T	AR'VE	A M	P M	P M	
7 30	5 20		45000	0 0	DEP'T	Troy*	84	2 55	8 22	3 40
9 06	6 58		300	1 00 32	...	N. Bennington	51	1 52	6 48	1 15
	7 06		1 10 34		...	South Shaftsbury	49	1 50	6 42	
	7 20	1996	1 15 40		...	Shaftsbury	44	1 42	6 29	
	7 34	1804	1 35 45		...	Arlington	39	1 25	6 16	
	7 42	479	1 45 48		...	Sunderland	36	1 15	6 08	
	8 00		1 60 54		...	Manchester	30	1 00	5 53	
	8 14		1 80 59		...	East Dorset	25	80	5 35	
	8 23		1 90 62		...	North Dorset	22	65	5 27	
	8 31	1535	2 05 66		...	Danby	18	55	5 17	
	8 45		71		...	South Wallingford	13		5 04	
	8 56	1688	2 30 75		...	Wallingford	9	30	4 54	
	5 04	1477	2 40 78		...	Charendon	6	20	4 46	
11 45	9 20		4500	2 55 84	...	Rutland†	0	0	4 50	11 30
A M	P M				AR'VE	DEP'T	A M	A M		

*Con. all Railroads from Troy.
 †Con. with Troy and Boston above.
 ††Con. with Rutland and Burlington.

R. R's.
 ne, N. H.

is Guide.

CHBURG.

il.
 M.
 15
 18
 17
 5
 15
 30
 56
 11
 30
 50
 0
 20
 7
 0
 8
 4

Sullivan RR & Vt
 RR, and Rutland and Washington RR.
 [Dec. 6.]
 RR's above—Sullivan RR & Vt
 RR; Junc. of West. Vt. RR, and Rutland and Washington RR.
 ††Con. with Vt. Cent. & Can. R.
 †††Con. with Troy and Boston above.
 ††††Con. with Rutland and Burlington.

mphis.

TO MEM.

Mail.
 M
 A M
 10 58
 10 15
 9 43
 9 10
 8 49
 8 25
 7 02
 7 26

WESTERN (Mass.) RAILROAD.

CHESTER W. CHAPIN, Pres., Springfield. HENRY GRAY, Supt., Spring'ld
Please inform the publisher, for correction, if any errors are found in this Guide.

BOSTON TO ALBANY.					STATIONS.	ALBANY TO BOSTON.					
Mail.	Pass	Acc.	Pop'n.	Ml	TRAINS.	Ml	\$ c.	Acc.	Acc.	Exp.	Mail.
P M	P M	A M	.....	.....	DEP'T AR'VE	.....	.....	A M	P M	P M	A M
6 30	1 30	8 00	167000	0	BOSTON *	200	5 00	11 40	5 55	11 30	1 15
8 00	3 30	9 30	25000	44	WORCESTER †	156	4 25	9 45	4 00	10 00	11 45
.....	3 56	9 56	.....	53	Clappville .	147	4 15	9 16	3 33	.....	.....
.....	4 09	10 09	2052	57	Charlton ..	143	4 10	9 03	3 20	.....	.....
.....	4 20	10 19	2244	62	Spencer ..	138	3 95	8 50	3 07	.....	.....
.....	4 29	10 27	.....	64	E. Brookfield	136	3 85	8 42	2 58	.....	.....
.....	4 37	10 35	1647	67	Brookfield .	133	3 75	8 34	2 50	.....	.....
9 03	4 49	10 47	1344	69	W Brookfield	131	3 65	8 26	2 42	9 07	10 52
.....	4 58	10 56	1776	73	Warren ..	127	3 55	8 15	2 31	.....	.....
.....	5 11	11 09	1420	79	Brimfield .	121	3 35	8 00	2 16	.....	.....
9 21	5 20	11 20	3974	83	Palmer †	117	3 20	7 49	2 05	8 41	10 26
.....	5 47	11 42	.....	92	Ind. Orchard	108	2 95	7 27	1 42	.....	.....
9 50	6 30	12 15	20050	98	SPRING'F'D †	102	2 75	7 15	1 30	8 15	10 00
.....	6 38	12 25	2979	100	W. Spring'ld	100	2 75	.....	1 02	7 50	.....
.....	6 55	12 45	4600	108	Westfield §	92	2 65	.....	12 45	7 30	.....
Sunday Mail.	7 10	1 03	521	116	Russell ..	84	2 45	.....	12 25	7 10	.....
.....	7 19	1 14	.....	119	Huntington	81	2 35	.....	12 15	7 01	.....
.....	7 38	1 33	.....	126	Ches Factory	74	2 15	.....	12 00	6 45	.....
.....	7 57	1 53	*737	131	Middlefield.	69	2 10	.....	11 40	6 26	.....
.....	8 09	2 06	1223	135	Becket ..	65	2 00	.....	11 31	6 15	.....
.....	8 21	2 20	953	138	Washington	62	1 85	.....	11 22	6 06	.....
.....	8 31	2 31	1253	143	Hinsdale ..	57	1 75	.....	11 10	5 55	.....
.....	8 40	2 39	1020	146	Dalton ..	54	1 65	.....	10 57	5 40	.....
.....	8 57	2 58	6500	151	Pitts'f'ld †	49	1 50	.....	10 40	5 25	.....
.....	9 07	3 09	.....	154	Shaker Vill'g	46	1 40	.....	10 22	5 10	.....
.....	9 16	3 20	907	159	Richmond .	41	1 25	.....	10 10	4 59	.....
.....	9 24	3 29	.....	162	State Line †	38	1 15	.....	10 01	4 50	.....
.....	9 37	3 44	.....	167	Canaan ..	33	1 00	.....	9 46	4 35	.....
.....	9 47	3 55	.....	172	E. Chatham	28	85	.....	9 35	4 20	.....
.....	10 07	4 15	.....	177	Chat 4 Cor. †	23	70	.....	9 18	4 03	.....
.....	10 17	4 26	.....	181	Chath'm Cen	20	55	.....	8 59	3 43	.....
.....	10 24	4 34	3970	184	Kinderhook	16	50	.....	8 51	3 36	.....
.....	10 42	4 52	3509	192	Schodack .	8	25	.....	8 33	3 18	.....
.....	11 00	5 10	4945	199	Greenbush ¶	1	.....	.....	8 15	3 00	.....
.....	11 15	5 25	68000	200	ALBANY ¶¶	0	.....	.....	8 00	2 45	.....
P M	P M	P M	.....	.....	AR'VE DEP'T	.....	.....	A M	A M	P M	P M

*Con. all RR's diverging from Boston. †Ju. of Worcester & N. RR.
 †Junc. N. L. Wil. & P. RR. †Ju. of Fitchburgh & W. RR.
 †Ju. Amherst & Belcherton RR. †Ju. of Prov. & W. RR.
 †Ju. N. Haven, Hart. & S. RR. †Ju. of Norwich & W. R R.
 §Con. N. Haven & Northamp. RR. †Ju. Conn. River RR, p. 111.
 ††Con. with Hud. and Boston RR. †Ju. Pittfield & N. Ad. RR.
 ¶Hudson River RR. ††Ju. Housatonic RR Line.
 ¶¶Ju. of Troy & Greenbush RR. ¶¶¶RR's diverging from Alb. p. 33

BOSTON AND MAINE RAILROAD.

FRANCIS COGSWELL, Pres., Andover, Mass. W. MERRITT, Sup't, Boston, Mass.

Please inform the Publisher for correction, if any errors are found in this Guide.

Spring'd
is Guide.

ON.

p. Mail.

M A M

30 1 15

00 11 45

...

...

...

5 57

6 04

07 10 52

...

...

41 10 26

...

15 10 00

50

30

01

45

26

16

06

55

40

25

10

59

50

45

M P M

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

RR.

BOSTON TO PORTLAND.

STATIONS.

PORTLAND TO BOSTON.

BOSTON TO PORTLAND.						STATIONS.		PORTLAND TO BOSTON.					
Havl.	GtFs	Port.	Pass.	Port.	Ms	TRAINS		Pop'n	Gt F	Hav	Port	Por	GtF
P M	P M	P M	A M	A M	A M	DEPART	AR'VE	.....	A M	A M	P M	P M	P M
5 40	5 00	2 30	10 45	7 30	0	BOSTON*	167000	9 00	11 00	1 45	7 30	6 37	
					1	Charlestown	17216						
5 50			10 55		2	Somerville	5000		10 49				
					4	Edgeworth			10 44				
5 57			11 02		5	Malden†	3520		10 40				
6 04			11 07		7	Melrose	1250		10 35				
					8	Stoneham	2035						
					9	Greenwood							
6 13			11 14		10	South Reading‡	2407	8 33	10 27				6 07
6 18		3 00	11 19	8 00	12	Reading	3108	8 28	10 22	1 12	6 57	6 02	
					15	Wilmington	874						
6 28	5 40	3 10	11 29	8 10	18	Wilmington Junc||		8 16	10 12				5 50
6 33		3 15	11 37	8 15	21	Ballardville		8 11	10 04	12 50	6 39	5 43	
6 38	5 49	3 20	11 45	8 20	23	Andover	6945	8 07	10 00	12 46	6 33	5 39	
6 45	5 55	3 30	11 52	8 30	26	Lawrence, S. Side§	18000	8 00	9 55	12 40	6 25	5 32	
6 47	5 57		11 55		28	Lawrence, N. Side			9 50				5 25
6 52	6 00	3 35	12 00	8 35	26	North Andover**		7 56	9 45	12 35	6 20	9 20	
7 00	6 12	3 45	12 13	8 48	32	Bradford††	1328	7 47	9 32		6 07		
7 02	6 15	3 50	12 15	8 50	33	Haverhill	4000	7 45	9 30	12 20	6 04	5 10	
					37	Atkinson							
	6 25	4 00		8 59	38	Plaistow	784	7 35		12 05	5 54		
	6 32	4 08		9 05	41	Newton		7 29		11 45	5 46		
	6 43	4 17		9 13	45	East Kingston..	300	7 20		11 42	5 35		
	6 55	4 30		9 30	50	Exeter	3600	7 03		11 35	5 18		
	7 12	4 48		9 38	54	South Newmarket	300	6 53		11 25	5 08		
					55	NewmarketJunc††							
	7 20	4 58		9 45	57	Newmarket	1400	6 45		11 16	4 58		
	7 32	5 08		9 52	62	Durham	500	6 34		11 10	4 47		
	7 39	5 14		9 58	65	Madbury		6 28		11 02	4 41		
	7 46	5 19		10 10	68	Dover***	900	6 22		10 55	4 35		
	7 52	5 25		10 16	71	Rollinsford†††	500	6 16		10 47	4 28		
		5 30		10 23	72	Salmon Falls				10 42	4 25		
		5 35		10 35	74	S. Berwick †				10 35	4 20		
		7 25		12 25	111	PORTLAND§§	30000			8 45	2 00		
P M	P M	P M	P M	P M		AR'VE	DEPART		A M	A M	A M	P M	P M

Extra Train—Leaves Portland for Boston, Mon., Wed., and Fri., P.M., if the steamboat arrives too late for regular train.

Great Falls Branch R. R.—Trains leave:

Great Falls for Rollinsford at 6 10 and 10 35 A.M., and 4 50 P.M.
 " " for South Berwick Junction at 10 22 A.M. and 5 33 P.M.
 Rollinsford for Great Falls at 10 16 A.M., and 5 25 and 7 25 P.M.
 South Berwick Junction for Great Falls at 10 35 A.M. and 4 20 P.M.

* Con. all Railroads from Boston; † Junc. Danvers RR.
 † Junc. Medford Branch RR. †† Junc. Salem and Lowell RR.
 § Junc. Lowell and Law. RR. and Manchester and Law. RR.
 ** Connects with Essex RR. ††† Junc. Newburyport R. R.
 ††† Portsmouth & Concord RR. *** Junc. Cochecho RR.
 †††† Junc. Great Falls Br. †††† Junc. Port., Saco & Ports. RR.
 §§ Connecting all Railroads from Portland.

STONINGTON, PROV. & BOSTON RAILROAD.

Ston. & Prov.—Giles F. Ward, Pres., Saybrook, & A. S. Matthews, Supt., Stonington
 Bost. & Prov.—Charles H. Warren, Pres., Boston, & Dan. Nason, Sup't., Boston.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Stonington to Providence.					STATIONS.		Providence to Stonington.						
Steamer from N. York to Stonington, on arrival of which, a train leaves for Boston.	Pass	Pass	Pop'n	\$ c.	M s	TRAINS		Ms \$ c.		Pass	Pass	Exp.	*Or on arrival of train that leaves Bost. at 5:30 P. M.
	A M	P M				DEP	A'VE	A M	P M	P M	P M		
	7 30	3 15	3000	0	0	... Stonington ...	50	1 75	9 45	5 35	9 00		
7 46	3 31	720	20	5	... Westerly ...	45	1 55	9 29	5 19	8 47			
8 00	3 45	355	35	10	... Charlestown ...	40	1 40	9 17	5 04				
8 12	3 57	100	50	14	... Richmond Sch... ..	35	1 25	9 07	4 54				
8 42	4 27	520	80	23	... Kingston	27	95	8 42	4 27	8 10			
9 00	4 45	1000	1 05	30	... Wickford	20	70	8 20	4 08				
9 18	5 03		1 25	36	... Greenwich	14	50	8 03	3 52	7 33			
9 36	5 21	1250	40	40	... Warwick	11		7 47	3 15	*7 00			
10 00	5 45	50000	1 75	50	... Providence	0		7 30	3 15				
A M	P M				A'VE	DEP.		A M	P M	P M			

Providence to Boston.					STATIONS.		Boston to Providence.						
Pass	Pass	Pass	Pass	Pop'n	\$ c.	M	TRAINS		Pass		Pass	Pass	Pass
P M	P M	A M	A M				DEP.	A'VE	A M	P M	P M	P M	P M
3 40	7 50	50000	0	0	... Providence ...	10	05	5 30	6 47				
4 09	8 23	1250	45	12	... Attleboro' ...	9	34	5 00					
4 20	8 35	100	60	17	... Tobits	9	21	4 47					
4 30	8 45	850	60	19	... Mansfield	9	15	4 41					
4 46	9 02	505	90	26	... Sharon	8	56	4 21					
4 55	9 11	1000	1 00	29	... Canton	8	45	12 32	4 10	5 27			
5 08	9 23	150	1 20	35	... Readville	8	32	12 17	3 57	5 42			
5 35	9 50	200000	1 50	43	... Boston	8	05	11 45	3 30	4 40			5 10
P M	P M	A M	A M				A'VE	DEP.	A M	A M	P M	P M	P M

Boston and Providence to Taunton and New Bedford.

Jos. Grinnell, Pres. N. B. & T., New Bedford. Wm. A. Crocker, Pres. Taunton.
 Branch, Taunton. A. E. SWASEY, Supt., Taunton, Mass.

Trains leave Boston for New Bedford 4 P M., and 8.05 A M. } Distance, 55 miles.
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }
 " " " " " " " " " " " " " " }

Delaware, Newcastle & Wilmington, & Wilmington & French-town Railroads.

S. M. Harrington, Pres., Dover, Del. E. K. Sewall, Jr., Supt., Wilmington.
 N. & W. R. R.—A. C. Gray, Pres., Newcastle, Del.

Trains leave Philadelphia 4 00 P M., Wilmington 5 25 P M., Newcastle 6 00 P M., Dover 7 55 P M., and arrive at Seaford 9 30 P M. Trains leave Seaford 7 40 A M., Dover 9 15 A M., New Castle 11 06 A M., and Wilmington 11 51 A M., and arrive at Philadelphia 1 P M. Distance, 85 miles. Fare, about 3 cents a mile.

Little Schuylkill Railroad.

W. C. Patterson, Pres., Phila. D. D. Lewis, Gen. Supt., Tam.

Trains leave Junction 3 00 A M & 2 00 P M; arrive at Tamaqua 3 25 A M & 3 00 P M, Ringold 3 48 A M & 3 30 P M, and Port Clinton 4 15 A M & 4 00 P M.
 Trains leave Port Clinton 7 10 P M & 11 10 A M, arriving at Ringold 7 37 P M and 11 35 A M, Tamaqua 8 08 & 12 00 P M, Junction 8 36 & 12 50 P M. Distance, 28 miles. Fares—To Tamaqua, 25c; Ringold, 60c; Port Clinton, 95c.

BOSTON & WORCESTER 'R.'R.—And Branches.

GINERY TWITCHELL, Pres. & Supt., Boston. E. S. PHILBRICK, Asst. Supt., Boston.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BOSTON TO WORCESTER.						STATIONS.		WORCESTER TO BOSTON.					
Pass	Pass	Pass	Pass	Pass	Pass	TRAINS		Sub	Acc.	Acc.	Exp.	Spcl.	Exp
a m	a m	p m	p m	p m	p m	DEP.	AR'VE	a m	a m	a m	p m	p m	p m
7 15	8 00	1 30	3 00	4 00	5 10	....	Boston....	4 00	9 00	11 40	5 30	6 15	11 30
7 32	....	1 45	....	4 17	....	....	Brighton....	....	8 40	11 25	5 15	5 58	....
8 15	8 45	2 30	3 45	5 05	5 55	....	Frammingham....	....	8 00	10 45	4 45	5 18	10 45
9 15	9 30	3 30	4 30	....	6 55	....	Worcester....	....	7 00	9 40	4 00	4 15	10 00
a m	a m	p m	p m	p m	p m	AR'VE	DEP.	a m	a m	a m	p m	p m	p m

Milford Branch.—Trains leave Frammingham for Boston at 1 00 P. M.—Boston for Milford and Agricultural Branches at 4 P. M.

Milbury Branch.—Trains leave Boston at 7 15 A. M. and 5 10 P. M.—Milbury at 6 40 A. M. & 3 40 P. M.

Saxonville Trains.—Leave Saxonville at 7 00 A. M. and 3 P. M. (Also Wed. at 9 30 P. M.)—Leave Boston at 12 00 M. & 5 30 P. M. (Also Wed. at 11 15 P. M.)

Newton Trains.—Leave Newton at 6 30, *7 46, (*8 33, W. Tr.) 9 15 (*11 15 W. Tr.) A. M.; *1 33, 3 33, 4 25, (*5 48 and 8 20 P. M. (Also Wed. at 10 00 *P. M.) *W. Newton Station.

Leave Boston at 7 15, 8 10 A. M.; 12 00 M. (1 30 Wor. Tr.) 2 30, 4 00, 5 30, 6 30 and 9 15 P. M. (Also Wednesdays at 11 15 P. M.) (Special Trains Tickets not received in Worcester Trains.)

Brookline Trains.—Leave Brookline at 6 45, 7 30, 8 15, 9 00 & 10 A. M.; 1 15, 2 45 5 10, 6 30 & 9 P. M. Also Wednesdays at 11 00 P. M.

Leave Boston at 7 30, 7 50 & 9 00 A. M.; 12 15, 2 15, 3 15, 4 45, 6 00, 7 00 and 9 30 P. M. Also Wednesdays at 11 30 P. M.)

Charles River Branch.—Leave Needham Plain at 6 10 & 8 25 A. M.; and 4 35 P. M. Leave Boston at 7 30 A. M. and 3 15, & 6 00 P. M. E. B. PHILLIPS, Supt.

Fairhaven Branch.—Trains leave Boston 8 10 A. M. & 3 30 P. M. Leave New Bedford 7 40 A. M. & 2 45 P. M. Distance, 61 miles. Fare, \$1 50.

New Bedford & Cape Cod.—Leave New Bedford Monday, Wednesday and Friday at 9 15 A. M. & 2 45 P. M.; Tuesday, Thursday and Saturday, at 7 40 A. M., & 2 45 P. M. Leave Hyannis at 6 45 A. M., and 1 45 P. M.

An Extra Train will leave Tremont Mondays, Wednesdays and Fridays, at 3 25 P. M. Horace Scott, Supt., Fairhaven, Mass.

Lexington and West Cambridge Branch.—Trains leave Boston at 8 30 A. M., 12 00 M. & 2 45 & 5 45 P. M. Leave Lexington at 7 08 & 9 50 A. M., & 1 20 & 4 30 P. M.—Distance, 11 miles. Fare 35 cents.

Concord Railroad.—N. G. Upham, Pres., Jos. A. Gilmore, Supt., Concord N. H. Trains leave Nashua for Manchester & Concord, at 9 05 A. M., 1 35 & 6 40 P. M. Returning, leave Concord for Manchester and Nashua 5 30, 10 30 A. M., & 3 30 P. M. Distance, 36 miles. Fare, \$1 30.

Manchester & Lawrence Railroad.—N. G. Upham, Pres., Jos. A. Gilmore, Supt., Concord, N. H. Trains leave Lawrence for Manchester and Concord, at 8 30 A. M., & 6 05 P. M. Leave Concord for Manchester & Lawrence at 5 30, A. M. & 3 30 P. M. Distance, 44 miles. Through Fare, \$1 60.

Stony Brook R. R.—F. B. Crownshield, Pres., J. B. Winslow, Supt., Boston, Mass. Trains leave Lowell for Groton Junc., at 7 00 & 11 00 A. M., 4 45 P. M. Leave Groton for Lowell at 8 00 A. M., 12 45 and 5 45 P. M. Distance, 17 miles. Through Fare, Fifty Cents. (Jan. 1859.)

SALEM AND LOWELL RAILROAD.

C. F. Flint, Pres., N. Reading, Mass. F. H. Nourse, Supt., Lowell, Mass.
Please inform the Publisher, for correction, if any errors are found in this Guide.

SALEM TO LOWELL.				STATIONS.		LOWELL TO SALEM.				* Jun. of Eastern RR. and S. Reading RR. Jun. of Essex RR. Jun. Boston & Maine R. Jun. Lowell and Lawrence RR. Brook RR, Jun. Stony Brook RR. \$ Stops on signal only.
Pass	Pass	Pop'n	Ms	DEP.	AR'VE	Ms	\$ c.	Pass	Pass	
P M	A M							A M	P M	
4 50	10 25	23000	0	..... SALEM*	.....	24	80	9 05	4 00
4 49	10 33		10	... South Danvers	...	22	75	8 56	3 48	
5 15	10 50		20	... West Danvers	...	18	60	8 46	3 37	
5 34	11 03		35	... North Reading	...	14	50	8 30	3 21	
s	s	874	50	... Wilmington	...	10	30	s	s	
5 55	11 30		50	Wilmington Junc†	...	9	30	8 15	3 05	
s	s	1044	60	Tewkesbury Junc‡	...	6	20	s	s	
6 22	11 55	37000	80	..... LOWELL§	.....	0	0	7 40	2 30
P M	A M			AR'VE	DEP.			A M	P M	

PROVIDENCE & WORCESTER RAILROAD.

Welcome Farnum, Pres., Providence. S. H. Tabor, Sup't., Prov.

Trains leave Providence 7.15 and 11.45 a m, and 4.20 p m. Leave Woonsocket 8.07 a m, 12.38 and 5.11 p m. Arrive at Worcester 9.35 a m, 2.05 and 4.40 p m.
Trains leave Worcester 7.00, 11.30 a m, and 4.00 p m. Leave Woonsocket 8.22 a m, 12.52 and 5.24 p m. Arrive at Providence 9.15 a m, 1.45 and 6.15 p m. Distance, 43 miles. Fare, \$1.40.

Trains leave Providence for Valley Falls at 6.35, 7.25, 9.30 and 10.30 a m, 12.00 m, and 1.30, 2.30, 3.30, 5.30 6.30 and 8.00 p m. Leave Valley Falls 6.10, 7.00, 8.00, 10.00 and 11.00 a m, and 1.00, 2.00, 3.00, 4.00, 6.05 and 7.30 p m. Running time, 20 minutes.

Lonsdale Trains.—Train leaves Providence for Lonsdale 6.30 p m; leaves Lonsdale for Providence 6.05 a m. Distance, 7 miles. Fare, 15 cts.

NEW HAVEN, NEW LONDON AND STONINGTON RAILROAD.

C. S. Bushnell, Pres., N. Haven. R. N. Dowd, Sup't., N. Haven.

Trains leave New Haven 10.55 a m, and 5.40 p m, and 12 m.

Trains leave New London 6.40 and 11.00 a m, and 5.30 p m. Distance, 50 miles. Through fare, \$1.80.

FITCHBURG RAILROAD.

John J. Swift, Pres., Boston.

W. B. Stearns, Sup't., Boston.

Trains leave Boston for Fitchburg at 7.30 and 11.00 a m, and 4.00 and 5.15 p m.

Trains leave Fitchburg for Boston at 7.05 a m, 12.00 m, and 5.20 p m. Distance, 50 miles. Fare, \$1.55.

Additional Trains leave Boston for Waltham at 2.30 and 6.00 p m. Returning, leave Waltham at 6.00 a m and 3.40 p m.

PETERBORO & SHIRLEY RAILROAD.

Trains leave Groton for Mason Village at 9.12 a m and 5.45 p m. Returning, leave Mason Village at 6.10 and 11.30 a m. Distance, 23 miles. Fare, 90 cts.

Marlboro' Branch.—Trains leave Marlboro' 7.30 a m. Leave S. Acton 5.17 p m.

Contocook River Railroad—R. N. CORNING, Proprietor.—Trains leave Contocook at 3.55 p m. Returning, leave Hillsboro at 8.50 a m.

Providence, Warren & Bristol Railroad.—Trains leave Providence at 8.00 a m, 1.30 and 5.30 p m. Returning leave Bristol at 6.45 and 9.30 a m, and 2.45 p m. Distance, 15 miles. Fare, 35 cts.

WORCESTER & NASHUA RAILROAD.

George T. Rice, Pres. G. W. Bentley, Supt., Worcester. 388.; T. W. Hammond, Treas., Herry M. Witter, Gen. Ticket Agent, J. E. Bacon, Mast. Trans.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Worcester to Nashua.						STATIONS.		Nashua to Worcester.				
Pass	Pass	Pass	Pop'n	\$ c.	M	TRAINS		M	c.	Pass	Pass	Pass
A M	A M	P M				DEP.	A'VE			A M	P M	P M
			26000	0	0	.....	.....	46	1 55	9 00	2 00	6 55
6 20	11 15	2 15				.....	.....	37	1 35	8 35	1 38	6 32
6 45	11 40	4 29	1794	30	9	.....	.....	36	1 30	8 25	1 33	6 27
6 50	11 45	4 45	240	35	10	.....	.....	34	1 20	8 25	1 28	6 22
7 55	11 50	4 55	1800	50	12	.....	.....	30	1 10	8 14	1 13	6 10
7 08	12 05	5 06	150	60	10	.....	.....	28	1 00	8 10	1 09	6 07
7 13	12 09	5 09	6150	70	12	.....	.....	27	95	8 06	1 06	6 04
7 18	12 13	5 13	2000	70	19	.....	.....	23	90	7 56	12 55	5 55
7 30	12 27	5 25	250	86	23	.....	.....	21	80	7 51	12 50	5 50
7 35	12 32	5 30		95	25	.....	.....	18	64	7 45	12 45	5 44
7 45	12 45	5 44		1 05	28	.....	.....	15	55	7 33	12 32	5 30
7 55	12 55	5 52	2515	1 15	31	.....	.....	10	40	7 22	12 22	5 19
8 08	1 10	6 05	1754	1 30	36	.....	.....	7	25	7 13	12 13	5 11
8 17	1 18	6 13	1295	1 40	39	.....	.....	0	0	7 00	12 00	5 00
8 35	1 30	6 25	5850	1 55	46	.....	.....			
A M	P M	P M				A'VE	[Oct. 12.]	DEP.		A M	M	P M

Fitchburg and Worcester Railroad.

Ives Phillips, Pres., and Supt., Fitchburg. C. W. Wilder, Sec., Fitchburg, Mass.
 Trains leave Fitchburg for Way Stations and Worcester at 5 45 p m, 7 45 & 12 50 a m. Leave Worcester for Way Stations & Fitchburg at 6 20 and 11 15 a m and 4 15 p m. Distance, 26 miles. Through Fare, 85c.

Boston and Lowell Railroad.

Geo. Stark, Managing Agt., Boston. John B. Winslow, Supt., Boston.
 Trains leave Boston for Winchester, Wilmington and Lowell 7 30 and 10 00 a m, 12 m, 2 30, 5 00 and 6 20 p m. Trains leave Lowell for Wilmington, Winchester and Boston at 7 30 and 9 30 a m, 12 15, 2 15, 5 35, and 12 20 p m. Distance, 26 miles. Fare, 75 cents.

Nashua & Lowell, Wilton & Stony Brook R. R.'s.

Geo. Stark, Managing Agt., Boston. J. B. Winslow, Supt., Boston.
 Trains leave Lowell for Nashua and Wilton at 6 10 and 1 10 p m, and 8 33 a m.
 " " Wilton for Nashua and Lowell at 6 15 and 10 20 a m, and 4 10 p m.
 " " Lowell for Chelms. & Groton at 7 00 and 11 00 a m & 4 45 p m.
 " " Leave Groton for Chelms. & Lowell at 8 00 a m, 12 45 and 5 45 p m.
 Distance, 30 miles. Fare, 90 cents. Fare to Groton, 50 cents.

Woburn Branch Railroad.

Trains leave Boston for Woburn Center at 7 00, 11 30 a m, 3 00, 6 30, and 8 15 p m.
 Leave Woburn Center for Winchester & Boston at 6 15, 7 30, & 9 00 a m, 1 15, 5 30 & 7 15 p m. All trains stop on signal at intermediate stations. Distance, 10 miles.—
 Fare, 30 cents.

Lowell and Lawrence Railroad.

Sidney Spalding, Pres., Lowell, Mass. F. N. Nourse, Supt., Lowell, Mass.
 Trains leave Lowell for Lawrence at 7 30 and 10 00 a m & 5 00 p m. Leave Lawrence for Lowell at 8 30 a m, 12 45 & 6 30 p m. Distance, 13 miles. Fare, 45 cents.—

Kennebec & Portland, & Somerset & Kennebec Railroads.

B. H. CUSHMAN, Manager and Superintendent, Augusta, Me.

Please inform the Publisher for correction, if any errors are found in this Guide.

Trains leave Portland 1 10 p m, arrive at Bath 3 00 p m, Augusta 3 55 & Skowhegan 5 52 p m. Returning, leave Skowhegan 8 50 a m, Augusta 10 50 a m, Bath 11 50 and Portland 1 54 p m. Distance, 97 miles. Thro' Fare, \$3.00.

Calais & Barring, and Barring & Lewey's Island Railroads.—The C. & B. Railroad, [JAMES SARGENT, Pres.] is six miles long, and connects with the Bristol side of the St Croix River by bridge at Milltown and Barring. The Barring and Lewey's Island RR. [Wm. Todd, Pres.] is 17 miles long. Fare from Calais to Milltown 6 cts; to Barring 15 cts and to Princeton 75 cts. W. W. SAWYER, Supt., Calais, Me.

Connecticut & Passumpsic Rivers R. R.—Henry Keys, Pres., Newbury Vt., Geo. A. Merrill, Supt., St. Johnsbury, Vt.—Trains leave Boston 8 40 a m, arrive at Wells River 11 00 a m, & White River Junction 12 50 p m. Returning, leave White Riv. June. 2 15 p m, Wells Riker 4 00 p m, arrive at Barton, 6 15 p m. Thro' Fare. \$3 35. Distance, 89 miles.

Bangor, Oldtown & Milford R. R.—Samuel Veazie, Pres., Veazie, Me., Trains leave Bangor at 6 45 a m, 12 m., and 4 00 p m. Leave Milford 8 00 a m, and 1 15 & 5 15 p m. Distance, 13 miles. Fare, 38 cents.

Ammonoosic Valley (White Mountains) R. R.—S L. French, Pres., Boston. J. E. Chamberlin, Supt., Littleton, N. H.—Trains leave Wells River at 4 00 p m, arrive at Littleton 5 05 p m. Leave Littleton at 9 00 a m arrive at Wells River at 10 00 p m. Distance 21 miles.—Fare 90 cts.

South Shore Railroad.—Wm. Humphrey, Pres., Boston, Mass. L. Souther, Supt., Cohasset, Mass.—Trains leave Boston for Cohasset 8 30 a m. & 2 30, 5 30, p m. Cohasset for Boston 6 55 a m, 10 05 a m & 3 55 p m. Distance, 22 miles. Through Fare, 55 cents.

Cape Cod Railroad.—J. H. W. Page, Pres., New Bedford, Mass., E. N. Winslow, Supt., Hyannis.—Trains leave Boston 8 10 a m 3 30 p m, Middleboro', 9 41. 11 00 a m and 5 00 p m for Hyannis. Returning, leave Hyannis for Middleboro' and Boston 6 45 a m & 1 45 p m. For Middleboro' at 6 00 a m. Distance, 79 miles. Through Fare \$2 25.

Middleboro' & Taunton R. R.—Trains leave Taunton for Middleboro' at 9 05 & 9 50 a m & 5 25 p m. Leave Middleboro' for Taunton at 7 30 and 10 50 a m and 3 50 p m. Distance, 8½ miles. Fare, 30 cents.

Great Falls & Conway R. R.—Oliver Hill, Pres., Great Falls, N. H., A. A. Perkins, Supt., Great Falls. Trains leave Great Falls 11 00 a m. 5 48 p m for Union Village. Union Village 8 20 a m; 2 30 p m for Great Falls. Distance, 20 miles. Through Fare, 75 cents.

Keokuk, Fort Des Moines & Minnesota Railroad.—H. T. Reid, Pres., Keokuk, Iowa. Samuel A. Black, Supt., Keokuk, Iowa. Trains leave Keokuk for Bentonport 9 10 a m & 2 30 p m. Trains leave Bentonport for Keokuk 8 00 a m & 2 30 p m. Distance, 38 miles.

AND

A. & K.
P. & K.
ANDR.

Please

Train
Bangor
Leeds, IAndr
9.30 a.
Dist
FareTrain
Train
On M
p. m.
fare. \$Tra
SacoSto
at Ba
BostDe
5.45,
4.00,

W

B.
A.T
Leu
7.05T
8.32K
olis12
at

C

1
at

ANDROSCOGGIN & KENNEBEC, PENOBSCOT & KENNEBEC, AND ANDROSCOGGIN R. Rs.

A. & K. R. R.—JOHN WARE, Pres., Athens, Me. E. NOBLE, Supt., Waterville, Me.
P. & K. R. R.—H. BOWMAN, Pres., Fairfield. WM. CUTLER, Supt., Bangor, Me.
ANDR. R. R.—J. B. JONES, Pres., Lewiston, Me. S. W. EATON, Supt., Leeds, Me.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Trains leave Portland 1.15 p. m.; Leeds 3.15 p. m.; Waterville 4.43 p. m., arrive at Bangor 7.17 p. m. Returning, Trains leave Bangor 7.30 a. m., Waterville 10.00 a. m., Leeds, 11.39 a. m.; arrive at Portland 1.45 p. m.

Androscoggin R. R.—Trains leave Leeds for North Jay 3.15 p. m.; leave E. Wilton, 9.30 a. m.

Distance from Portland to Leeds, 45 miles; N. Jay, 71 miles; Bangor, 137 miles.
Fare from Portland to Leeds, \$1.55; Waterville, \$2.55; Bangor, \$3.55.

PORTLAND, SACO & PORTSMOUTH R. R.

Trains leave Portland for Portsmouth and way stations 8.45 a. m., 2.30 p. m.
Trains leave Portsmouth for Portland and way stations 10.00 a. m., 5.00, 7.30 p. m.
On Monday, Wednesday and Friday a train leaves Portland for Portsmouth at 5 p. m., connecting with steamer to and from Bangor. Distance, 52 miles. Through fare, \$1.55.

YORK & CUMBERLAND R. R.

Officers Portland, Maine.

Trains leave Portland for Saco River 7.15 a. m. and 6.15 p. m.; returning, leave Saco River for Portland 9.00 a. m., 3.30 p. m. Distance, 18 miles. Fare, 50 cts.

Sloughton & Easton Br.—Trains leave Boston 11.55 a. m. and 4.40 p. m., arriving at Easton 1.00 and 5.50 p. m. Leave Easton 7.25 a. m. and 2.25 p. m., and arrive at Boston 3.00 a. m. and 3.37 p. m. Distance, 22 miles. Fare, 70 cts.

Dedham Branch.—Trains leave Boston 8.15 and 10.00 a. m., and 12.30, 3.00, 4.10, 5.45, 7.00 and 9.30 p. m. Leave Dedham 6.45, 6.55, 8.00, and 11.15 a. m., and 2.20, 4.00, 5.45, and 8.30 p. m. Distance $9\frac{1}{2}$ miles. Fare, 30 cts.

WASHINGTON BR., AND ANNAPOLIS & ELKRIDGE R. Rs.

B. & O. R. R.—CHAUNCEY BROOKS, Pres., Balt'e. J. T. ENGLAND, Ag't, Wash'n.
A. & E. R. R.—A. CLAUDE, Pres., Annapolis. J. BROWN, Supt., Annapolis, Md.

Trains leave Baltimore 4.30 a. m., 8.50 a. m., 3.30 p. m., and 5.30 p. m.; arrive at Laurel 5.27, 9.55 a. m., 4.33, 6.30 p. m. Arrive at Washington 6.05, 10.40 a. m., 5.15, 7.05 p. m.

Trains leave Washington 6.10, 7.45 a. m., 3.40, 4.35 p. m. Arrive at Laurel 6.47, 8.32 a. m., 4.18, 5.20 p. m. Arrive at Baltimore 7.50, 9.30 a. m., 5.10, 6.25 p. m.

Extra Trains leave Baltimore for Annapolis 4.30 p. m. Returning leave Annapolis 8.37 a. m. and 4.23 p. m. Distance, 38 miles. Through Fare, \$1.50.

NORTH WESTERN VIRGINIA RAILWAY.

P. G. VAN WINKLE, Pres't., Balt. W. P. SMITH, Mast. Trans.

Trains leave Grafton 6.00 a. m.; arrive at Clarksburg 7.13 a. m., at Parkersburg 12.00 a. m. Returning, leave Parkersburg 11.10 a. m., Clarksburg 3.50 p. m.; arrive at Grafton 5.00 p. m. Distance, 104 miles.

CHICAGO, IOWA & NEBRASKA RAILROAD.

CHAS. WALKER, Pres., Chicago. J. M. HAM, Gen. Ticket Agent, Clinton, Iowa.

Trains leave Chicago for Mt. Vernon 8.00 a. m. and 9.00 p. m. arrive at Mt. Vernon 1.15 p. m. and 12.20 p. m.—Leave Mt. Vernon for Chicago 5.30 a. m. and 2.00 p. m., arrive at Chicago 5.45 p. m. and 4.50 a. m. Distance 41 miles. Through Fare, \$1.50.

COCHECO RAILROAD.

CHARLES W. WOODMAN, Pres., Dover, N. H. GEO. C. KIMBALL, Pres., Dover.
Please inform the Publisher for correction, if any errors are found in this Guide.

DOVER TO ALTON BAY.					STATIONS.		AL. BAY TO DOVER					Bos- ton and Maine RR.
Pass.	Pass.	Pass.	Pop.	M	TRAINS		M	\$c.	Pass.	Pass.	Pass.	
P M	P M	A M			DEPART	ARRIVE			A M	P M	P M	
	5 20	11 00	8196	0	....	DOVER*	....	28	95	9 30	4 00	
	5 50	11 25		8	.....	Gonic	.....	20	72	9 03	3 30	
	6 10	11 35	900	10	....	Rochester	....	18	63	8 55	3 15	
	6 40	12 00	600	18	...	Farmington	...	16	37	8 35	2 50	
	7 00	12 15	260	24	..	New Durham	..	5	19	8 20	5 25	
	7 20	12 30	300	28	...	ALTON BAY	...	0	0	8 00	2 00	
P M	P M	P M			..	ARRIVE	DEPART	...		A M	P M	P M

ESSEX RAILROAD.

GEORGE HODGES, Pres., Andover Mass. JEREMIAH PRESCOTT, Sup't, Salem.

SALEM TO LAWRENCE					STATIONS.		LAWRENCE TO S.					* Con with East RR.
Pass.	Pass.	Pass.	Pop.	M	TRAINS		M	Pass.	Pass.	Pass.		
A M	P M	A M			DEPART	ARRIVE			A M	P M	P M	
	4 45	7 30	25000	0	....	SALEM*	....	21	9 28	7 08	
	4 55	7 40	100	5	..	Danvers Port	..	16	9 19	6 58		
	5 10	7 55	852	10	....	Middleton	....	11	9 03	6 43	
	5 33	8 18		20	..	Sutton's Milis	..	1	8 41	9 21		
	5 40	8 24	18000	21	....	Lawrence	....	0	8 35	6 15	
P M	P M	A M			..	ARRIVE	DEPART	..		A M	P M	P M

AMESBURY BRANCH RAILROAD.—43 miles—Fare \$1.25. Trains leave Boston for Amesbury at 7 30 A M—2 30 and 5 00 P M.—Amesbury for Boston at 7 15 and 9 40 A M and 5 20 P M.

MARBLEHEAD BRANCH RAILROAD—4 miles, fare 13 cents. Trains leave Marblehead for Salem at 7 15—8 30—9 45 A M., 1 45—4 30 and 6 30 P M—Salem for Marblehead at 8 15—9, 10 A M., 1 10—3 15—5 45 and 7 15 P M

GLOUCESTER BRANCH RR—Distance 32 miles—Fare \$1.00, via Eastern Railroad. Trains leave Boston for Gloucester at 7 30 A M, 12 15 and 4 15 P M—Gloucester for Boston at 7 45—10 10 A M, and 3 55 P M

SOUTH READING RAILROAD.—Distance 19 miles—fare 70 cents (via Eastern RR)—Trains leave Boston for Salem at 8 45 A M, 1 00, 3 45 and 4 45 P M—Salem for Boston at 6 15, 7 50 & 10 00 A M. and 2 30 P M.

SALISBURY BRANCH RAILROAD.—Trains leaves Amesbury at 7 15 a. m. and 5 20 p. m. Leave Salisbury at 9 15 a. m. and 6 45 p. m.

Boston—Medford Centre—Medford Branch Railroad 5 1-2 miles from Boston—Fare 25 cents—Season Tickets for 1 year, \$44.00.—Trains leave Boston for Medford Centre at 7 05 and 9 30 A M; 12 45, 2 45, 5 10 6 30 and 9 20 P M. (On Wed., at 11 05 P. M. and Sat. at 10 05 P M.)—Trains leave Medford Centre for Boston at 6 30, 8 05, and 10 05 A. M, and 3 25, 4 05, 0 05 and 7 05 P M. (On Wed. at 10 05 P M. instead of 7 05 P M.

RAILROADS DIVERGING FROM BOSTON.—Boston and Lowell, Boston and Maine; Boston and New York Central, Boston and Providence, Boston and Worcester; Eastern, Fitchburg, Old Colony and Fall River, Western.

NEW LONDON, WILLIMANTIC & PALMER R. R.

THOMAS W. WILLIAMS, Pres., New London, Ct. W. R. STORRS, Supt., N. London.

Please inform the publisher for correction, if any errors are found in this Guide.

N. LOND'N TO PALM				STATIONS.		PALM. TO N. LON.		
Mxd.	Pass	Pop.	n. M	TRAINS		M.	Mxd.	Pass
P M	A M			DEPART	AR'VE	A M	P M	
1 50	6 00	51821	0	.. NEW LONDON*	66	11 00	5 33	
2 08	6 25	1848	6	.. Montville	60	10 40	5 15	
2 30	7 00		13	.. Norwich Ld'gt	53	10 10	4 53	
2 45	7 18		17	.. Yantic	49	9 40	4 37	
3 15	8 00		26	.. South Windham	40	8 58	4 12	
3 30	8 35	3500	30	.. Willimantic†	36	8 40	4 00	
3 45	8 55		34	.. South Coventry	32	8 10	3 55	
3 58	9 15	2570	38	.. Mansfield	28	7 50	3 30	
4 14	9 37	1410	44	.. Tolland and Will.	22	7 25	3 14	
4 31	10 00	2941	50	.. Stafford	16	7 05	2 58	
5 03	10 45	2831	62	.. Monson	4	6 08	2 25	
5 15	11 00	3974	66	.. PALMER §	0	5 50	2 10	
P M	A M			AR'VE	DEPART	A M	P M	

*Con. with N. Haven & N. L. RR.
 †Con. with Norwich & Wor. RR.
 ‡Connects with Prov., Hartford & Fishkill R. R.
 §Con. Amherst & B. RR below.
 ¶Junction with Western RR.

AMHERST & BELCHERTOWN RAILROAD.

L. M. HILLS, Pres., Amherst, Mass. J. K. PARSONS, Supt., Amherst, Mass.

PAL. TO AMHERST				STATIONS.		AM. TO PAL.		
Pass	P M	Pop.	M	TRAINS		M.	Pass	Pass
P M				DEPART	AR'VE	A M		
2 10			0	.. PALMER*	20	10 50		
2 23		3974	0	.. Belchertown	10	10 15		
2 51		2680	10	.. Dwights	4	9 48		
3 10			16	.. AMHERST	0	9 30		
3 30		3057	20			A M		
P M	P M			AR'VE	DEPART	A M		

*Junction with West. RR.
 *Connects with New London, Willimantic and Palmer, R. R., above.

PITTSFIELD AND NORTH ADAMS RAILROAD.

C. W. CHAPIN, Pres., Springfield, Mass. HENRY GRAY, Pittsfield, Mass.

PITTSF'D TO N. A.				STATIONS.		N. ADAMS TO P		
Pass	Pass	Pop.	M	TRAINS		Ml.	Pass	Pass
P M	A M			DEPART	AR'VE	A M	P M	
5 25	10 40	7000	0	.. PITTSFIELD*	20	9 05	2 15	
5 55	11 10	1298	9	.. Cheshire	11	8 40	1 50	
6 25	11 40	3000	20	.. NORTH ADAMS†	0	8 00	1 15	
P M	A M			AR'VE	DEPART	A M	P M	

*Con. with Housatonic Railroad & Western RR.
 †Con. with Troy and Greenfield RR.

MISSISSIPPI CENTRAL AND TENNESSEE RR.—Gen. R. P. Neely, Pres., and Tracy Robinson, Supt., Bolivar, Tenn.—Trains leave Junction for Jackson 3 00 p m & 12 night, Leave Jackson for Junction 3 45 & 8 15 a m. Distance, 50 m.
 N. ORLEANS, JACKSON & GREAT NORTHERN RAILROAD.—John Calhoun, Pres., & Wm. M. Wadley, Supt., N. Orleans.—Trains leave New Orleans for Canton 7 30 a m. Leave Canton for New Orleans 7 40 a m. Distance, 206 miles. Through Fare, \$3 25.

SULLIVAN RAILROAD.

J. M. Glidden, Pres., Ch'town, N. H.

G. Merrill, Supt., Ch'town.

Please inform the Publisher for correction, if any errors are found in this Guide.

Bellows Falls.				STATIONS.				Bellows Falls to Windsor.				
		Top	Down			Trains		Ms	Pass	Pass		
P M	A M			EP.			AVE					
1 10	4 00	2:00	0 0	.....	Windsor*	.....	AVE	26	1 55	8 00		
			20 6	.....	West Claremont.....	.....		26				
1 35	4 45	3600	23 8	.....	Claremont.....	.....		18	1 32	7 20		
1 46	5 10		40 12	.....	North Charlestown....	.....		14	1 12	6 48		
2 03	5 50	1750	6 18	.....	Charlestown†	.....		8	12 55	6 20		
2 14	6 10		7 22	.....	South Charlestown.....	.....		4	12 42	5 47		
2 25	6 30	2590	85 26	.....	Bellows Falls†	.....		0	12 30	5 30		
P M	A M						AVE	DEP.	P M	P M		

*Con. with Vt. Cent. RR. †Con. Chesire RR. Vt. Valley & Rutland & Bur. R.R. ‡Stages for Springfield. [Dec. 6, '88.

Vermont Valley Railroad.

Hugh H. Henry, Pres., Chester, Vt.

M. Sloat, Supt., B. Falls, Vt.

Trains leave Bellows Falls for Brattleboro at 8 05 a m & 2 28 p m. Trains leave Brattleboro for Bellows Falls at 10 40 a m & 4 25 p m. Distance, 24 ms. Fare, 80c

Northern (N. H.) Railroad.

Onslow Stearns, Pres., & Agt, Concord. Wm. M. Parker, Asst. Supt., Concord.

Trains leave Concord at 10 45 a m & 3 00 p m, arrive Franklin 11 33 a m & 3 48 p m, arrive West Lebanon at 2 10 p m. Trains leave West Lebanon at 12 30 p m, arrive at Franklin 2 45 p m, and Concord at 10 05 a m & 3 30 p m. Leave Franklin for Concord 9 40 a m. Distance, 69 miles. Through Fare, \$2 10.

Concord & Portsmouth Railroad.

Josiah Minot, Pres. & Supt., Portsmouth. J. D. Pillow, Portsmouth, N. H.

Trains leave Portsmouth for Concord 3 50 p m. Leave Concord for Portsmouth 7 00 a m. Distance, 47 miles. Through Fare, \$1 55.

Newburyport Railroad.

Trains leave daily from Boston for Haverhill and Newburyport at 8 00 a m, and 2 00 & 4 30 p m, arrive at Newburyport 9 45 a m, and 3 40 & 6 15 p m.

From Newburyport for Boston at 7 45 & 11 00 a m, and 4 10 p m, arrive at Boston 9 28 a m, and 12 40 & 5 54 pm.

Distance, 38 miles. Fare, \$1 10.—Nov. 1. B. Poole, President.

NEWBURYPORT & BRADFORD JUNCT.—Trains leave Newburyport for Bradford 7 45, 11 00 a m, & 4 10 p m. Leave Bradford for Newburyport 9 05 a m and 3 00 & 5 25 p m. Nov. 1, 1858.

Macon & Western Railroad.

Isaac Scott, Pres., Macon, Ga.

Alfred L. Tyler, Supt., Macon.

Trains leave Atlanta for Macon 11 00 a m & 12 night. Leave Macon for Atlanta 10 00 a m & 12 00 m.—Distance, 103 miles. Through Fare, \$4 00.

Western & Atlantic Railroad.

(Owned by the State of Georgia.)

John M. Lewis, Supt.

Eugene Le Hardy, Engineer.

Trains leave Atlanta 4 50 & 10 15 a m for Chattanooga. Leaves Chattanooga for Atlanta 5 15 a m & 3 10 p m. Distance, 138 miles. Through Fare, \$5 00.

CANAL RAILROAD LINE.

WM. JOHNSON, Pres., and P. DENNIS, Gen. Agt., New Haven. Ct.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW HAVEN TO NORTHAMP'TN						STATIONS.			NORTHAMP. TO N. HAV.		
Pass.	Pass.	Mxd.	Pop'n.	\$ c.	M	DEP'T	ARR'VE	M \$ c.	Pass.	Pass.	Mxd.
P M	A M	A M							A M	P M	P M
4 00	10 55	5 00	2 000	0	0	N w Haven	76 2 35	9 45	2 00	5 45	
4 30			236	12	4	Hamden Plains	72 2 25	9 33			
4 30	11 30			30	1	Brooks'	64	90	9 09		
5 04	11 58	6 27	2135	65	22	Southington	54 1 5	8 42	1 07	4 10	
5 11	12 10	6 45		85	27	Plainville	49 1 40	8 30	15 57	3 54	
						BR. to COLLINSV'LE					
5 33	12 49		2630	95	30	Farmington	8	20	8 12		3 15
5 46	1 15		1161	1 10	36	Burlington	2	10	7 57		2 53
5 55	1 25		1000	1 15	38	Coltville	0	0	9 50		2 45
						MAIN LINE CONT'D					
5 23	12 20	6 57	2630	95	30	Farmingham	46 1 30	8 18	12 49	3 39	
5 35	12 36	7 22	995	1 05	37	Avon	39 1 15	8 02	12 36	3 13	
5 47	12 48	7 35	273	1 15	39	Westogue	3 1 05	7 56	12 27	3 03	
						BR. to TARIFFV'LE					
			2000	1 25	44	Tariffville	34 1 05				
						MAIN LINE CONT.					
6 15		8 30	4181	1 55	54	Southwick	22	65	7 15		2 00
6 40	1 36	9 00		1 75	60	Westfield	16	40	7 00	11 30	1 36
7 5	2 00	9 42	1342	2 20	71	Easthampton	5	15	6 36	11 1	12 46
7 15	2 10	10 00	5500	2 35	76	Northampton	0	0	6 25	1 0	1 30
P M	P M	A M				ARR'VE			A M	A M	P M

Providence, Hartford & Fishkill Railroad.

TRAINS leave Providence, 5 45 & 2 30 p m and 8 00 a m.
 " " Plainfield, 8 17 & 4 18 p m, and 9 40 a m.
 " " Willimantic, 8 45 a m, 5 19 p m & 10 42 a m.
 " arr. at Hartford, 10 30 a m, 6 50 & 12 15 p m.

Hartford to New Britain—EXTRA at 1 00 P. M.
 TRAINS leave Hartford, 10 45 a m, 4 15 p m. Leave Plainville 11 20 a m, 5 15 p m. Arrive at Waterbury, 12 17 a m, 6 40 p m.

New Britain to Hartford—EXTRA at 1 50 P. M.
 TRAINS leave Waterbury, 8 05 a m, 1 00 p m. Arrive at Hartford 9 50 a m, 3 02 p m.

TRAINS leave Hartford, 7 00 a m, 1 05 & 3 12 p m. Leave Willimantic 8 35 a m, 2 36 p m. Leave Plainfield 6 55 & 9 40 a m, 3 35 p m. Arrive at Providence, 9 15 a m, 11 20 & 5 15 p m.

Way fares, 3 cents per mile. Fare from Hartford to Providence, \$2 70; Hartford to Waterbury 90 cents.

SAMUEL NOTT, Supt.

Dec.]

NAUGATUCK RAILROAD.

Wm. D. Bishop, Pres. and Chief Eng. C. Waterbury, Supt., Bridgeport, Ct.

Please inform the publisher, for correction, if any errors are found in this Guide.

Bridgeport to Winsted.					STATIONS.		Winsted to Bridge.				
Pass	Pass	Pop'n	\$ c.	M	Trains		M	\$ c.	Pass	Pass	The Woodbury Stage arr. to con. at Seymour with the 8 15 a. m. train down from Waterbury, and returned on arr. of the 10 15 a. m. train from Bridgeport. Stages leave Stations on arr. of trains.
p m	a m				Arrive	Depart			a m	p m	
5 30	10 15	12000	....	..	.....	Bridgeport	61	1 88	10 02	4 58
5 40	10 27	1500	20	4	.....	Stratford	57	1 78	9 50	4 46
6 10	11 00	550	50	13	.....	Derby	48	1 48	9 19	4 12
6 20	11 10	1255	55	15	.....	Ansonia	46	1 40	9 11	4 03
6 30	11 22	325	65	19	.....	Seymour	42	1 30	8 58	3 49
7 00	11 40	1650	85	27	.....	Naugatuck	34	1 05	8 33	3 14
7 20	12 06	3250	95	32	.....	Waterbury	39	80	8 15	3 05
	12 16	100	1 05	35	.....	Waterville	26	70		2 53
	12 38	300	1 25	41	.....	Plymouth	20	65		2 33
	1 15	650	1 60	52	.....	Wolcottville	9	30		1 57
	1 55	2250	1 88	61	.....	Winsted				1 28
p m	a m				.....	Arrive	Depart		a m	p m

Danbury & Norwalk Railroad.

Eli T. Hoyt, Pres., Danbury, Ct. Harvey Smith, Supt., Danbury, Ct.

Trains leave South Norwalk for Danbury and way Stations at 9 00 and 11 05 a. m.
 Leave Danbury for South Norwalk and way Stations at 7 00 a. m. and 4 05 p. m.
 Distance, 23 miles. Through fare, 80 cents.

New Haven, Hartford & Springfield Railroad.

Charles F. Pond, Pres., Hartford, Ct. E. M. Reed, Supt., Hartford, Ct.

Trains leave New Haven 7 45, 11 00 a. m. and 4 05, 5 45 p. m., arriving at Hartford 9 17 a. m. and 12 20, 5 38, 7 04 p. m., at Springfield 10 30 a. m. and 1 05, 6 45 and 7 50 p. m.

Trains leave Springfield 7 00 a. m., 12 00 m., 1 45 and 6 35 p. m., arriving at Hartford 8 10 a. m., 12 50, 2 53, 7 26 p. m., at New Haven 9 41 a. m., 2 05, 4 19 and 8 39 p. m.

Additional Train leaves Springfield for Hartford 10 45 a. m., return 1 10 p. m. Distance, 62 miles. Fare to Hartford, 75 cents, to New Haven, \$ 1 80.

Norwich & Worcester Railroad.

Augustus Brewster, Pres, Norwich, Ct. P. St. M. Andrews, Supt., Norwich, Ct.

Trains leave Norwich for way Stations and Worcester 6 00 a. m., 3 45 p. m. Trains leave Worcester for Norwich and way Stations at 10 15 a. m. and 4 30 p. m. Extra Train leaves Worcester for Steamboat and Allyns Point 7 00 p. m. Extra Train leaves Allyns Point and Steamboat for Worcester 1 30 a. m. Distance, 66 miles. Through fare, \$1 80.

Mobile & Girard Railroad.

J. H. Howard, Pres., Columbus, Ga. John Howard Jr., Supt.

Trains leave Columbus for Guerry's 2 00 p. m.—Leave Guerry's for Columbus 4 45 p. m. Distance, 38 miles. Through Fare, \$2 00.

West Feliciana Railroad.

Geo. H. Gordon, Pres., Woodville, Miss. L. T. Cunningham, Supt.,

Trains leave Woodville for Bayou Sara 5 30 a. m.—Returns at 2 30 p. m.

MIDDLETOWN—BERLIN.—Trains (via. Middletown Branch R. R.) leave Middletown for Berlin at 8 00 and 11 20 a. m., and 4 35, 6 10 p. m. Berlin for Middletown at 8 50 a. m., and 1 10, 5 12 and 7 46 p. m. Distance, 10 miles. Fare, 85 cents.

HOUSATONIC RAILROAD.

CHARLES HUNT, Pres. & Supt., Canaan, Ct. GEO. B. HUNT, Asst. Supt., Bridgeport.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BRIDGEPORT TO PITTSFIELD.					STATIONS.		PITTSFIELD TO BRIDGE.					
Pass	Pass	Pass	Pop'n	\$ c.	M s	TRAINS		Ms	Thro	Spe'l	Pass	Mon
1 m	p m	a m				DEP	AR'VE				a m	a m
		10 35	11000	0	0	Bridgeport	110 2 35					
		12 00	359	1 10	29	Brookfield	81 1 10					
		12 17	650	1 35	35	New Milford	75 12 52					
		12 52	350	1 60	48	Kent	62 12 17					
		2 01	2627	2 10	73	Canaan	37 11 14					
		2 17	350	2 30	79	Sheffield	31 10 56					
		2 43	500		87	Van Deusenville	23 10 31	6 18			Dec. 23.	
						Branch to Albany.						
			1713	2 75	95	West Stockbridge	41					
				2 85	98	State Line	38					
			65000	3 60	136	Albany	0					
						Main Line Contin'd						
		2 52	7 45	2 65	89	Housatonic	21 10 25	6 10				
		3 25	8 18	1000	3 00	Lee	11 9 53	5 34				
		3 38	8 29	1598	3 10	Lenox	8 9 41	5 22				
		4 00	8 55	5800	3 10	Pittsfield	0 9 20	5 00				5 00
							DEP	a m	p m	a m		a m
							AR'VE					

Saturday only—stops at all Sta's

Monday only—stops at all Sta's.

New Hampshire Central Railroad.—Anthony Colby, Pres., New London, N. H. J. A. Gilmore, Supt., Concord.—Trains leave Manchester 2 15 P M for North Weare. turning, leave North Weare 9 30 A M.

Concord & Claremont Railroad.—Anthony Colby, Pres., N. London. O. Stearns, Supt., Concord, N. H.—Trains leave Concord for Bradford 3 00 P M. Returning, leaves Bradford 8 55 A M. Leave Concord for Contoocook 1 30 P M. Returning, leaves at 10 25 P M. Distance, 25 miles. Fare, from Concord to Bradford, \$1 00.

Connecticut River Railroad.—D. L. Harris, Pres., & W. B. Brinsmade, Supt., Springfield, Mass.—Trains leave Springfield at 7 45 & 10 40 A M, 1 30 & 8 00 P M—Arrive Northampton 12 05 and 8 34 A M, 8 50 P M, 2 25 P M.—Leave Northampton 8 34 A M, 2 25 P M.—Arrive at Vernon 10 10 A M, 3 50 P M.—Arrive at Keene 11 25 A M, 6 05 P M.—Arrive at Brattleboro' 4 40 P M.—Leave Brattleboro' 9 10 A M & 3 45 P M.—Arrive at S. Vernon 9 40 A M & 3 55 P M—at Northampton 11 05 A M & 5 20 P M—at Springfield 11 55 A M & 6 10 P M.

Trains leave Keene for S. Vernon 7 30 A M & 2 30 P M.—Leave Northampton 11 05 A M & 5 20 P M for Springfield. Distance, 60 miles. Through Fare, \$2 00.

Chicopee Falls Branch R.R.—Trains leave Springfield for Chicopee Falls 7 30 A M 12 10 M and 6 30 P M.—Returning, leave Chicopee Falls 8 30 A M, 1 00 and 7 00 P M. Fare, 18 cents.

OLD COLONY AND FALL RIVER RAILROAD.—Trains leave Boston for South Braintree 11 30 A M, 6 15 and 9 15 P M.—Trains leave Boston for South Braintree Plymouth 8 30 A M, *2 30 and 4 30 P M.—Trains leave Plymouth for South Braintree and Boston 7 30 A M and 3 15 P M.—Trains leave South Braintree for Boston 6 30 & 7 30 A M & 1 00 P M.—Trains leave South Abington for Boston 10 00 A M. Distance, 37 miles. Through Fare, \$1 20. Trains stop at intermediate stations. *On Tuesdays at 11 15 and Saturdays 10 00 P M. *To So. Abington only, except

DORCHESTER AND MILTON BRANCH.—Leave Boston for Mattapan 9 00 A M & 1 00, 3 00 & 5 00 P M. Distance 8 miles. Fare, 25 cents.

ABINGTON AND BRIDGEWATER.—Trains leave S. Abington 8 30 A M & 3 55 P M. Returning leave Bridgewater 7 45 & 9 22 A M. Distance 7 miles. Fare, 50 cents.

MARIETTA AND CINCINNATI RAILROAD.

Noah L. Wilson, Pres., Chillicothe. Beman Gates, V. P. and Supt., Cincinnati, O.
J. L. Hinkley, Master of Trains, Cincinnati, O.

Please inform the publisher for corrections, if any errors are found in this Guide.
Trains leave Cincinnati for Marietta at 6 30 a. m. Trains leave Hillsboro and Chillicothe at 6 30 a. m. 3 30 p. m. Trains leave Blanchester for Hillsboro 9 40 a. m. and 1 5 35 p. m. Trains leave Marietta for Cincinnati 6 30 a. m. leaves Chillicothe for Hillsboro and Cincinnati 5 40 a. m. Through Fare \$5 50. Distance, 190 miles.

Bellefontaine Railroad.

John Brough, Pres. and Gen. Supt., and J. Canby, Asst. Supt., Bellefontaine, O.
Joseph F. Boyd, General Ticket Agent, Indianapolis, Ind.

Trains leave Crestline for Indianapolis 11 30 a. m. and 8 10 p. m. leave Union for Indianapolis 8 40 p. m. Return leaves Indianapolis for Crestline 8 45 a. m. 8 40 p. m. for Union Station 1 45 p. m. Through Fare, \$7 50. Distance, 281 miles.
Trains run by Columbus time East of Union and by Indianapolis time West of Union.

Terre Haute and Richmond.

Accom 5 00 a. m. arrive at Indianapolis 8 25 a. m. Exp. 5 10 p. m. arrive at Indianapolis 8 30 p. m.
Returning—Leave Indianapolis 1 30 a. m. and 12 30 p. m. arrive at 4 50 a. m. and 4 05 p. m.—Office Terre Haute, Ind. Nov. 29th, 1858.

Petersburg and Lynchburg Railroad.

THOS. CAMPBELL, Pres., Petersburg, Va. G. B. ALLSUP, Supt., Petersburg, Va.
Trains leave Petersburg 6 00 a. m. for Lynchburg. Leave Lynchburg for Petersburg 5 30 a. m. and 9 30 p. m. Distance, 133 miles. Through Fare, \$5 00.

Richmond and Petersburg Railroad.

Peter V. Daniel, Jr., Pres. Thos. H. Wynne, Supt., Richmond.
Trains leave Richmond 4 30 a. m. & 2 45 p. m. for Petersburg.—Returning, leave Petersburg for Richmond 4 30 a. m., except Sundays, and 5 00 p. m. Fare, \$1.35. Distance, 22 miles.

Mississippi Central Railroad.—Northern Division.

Pres., E. G. Barney, Supt., Holly Springs, Miss.
Trains leave Junction for Water Valley, 7 30 a. m. & 2 30 p. m. Leaves Water Valley for Junction 7 30 a. m., 8 00 p. m. Distance, 72 miles. Through Fare, \$3.00.

EASTERN RAILROAD.

John Howe, Pres., Boston, Mass. Jeremiah Prescott, Supt, Boston, Mass.
John B. Parker, Tres., Boston, Mass.

Boston to Portsmouth					STATIONS.		Portsmouth to Boston.						
Pass	Pass	Pass	Pass	p'n	M	\$	c	Trains	Pass	Pass	Pass	Pass	
a m	p m	p m	p m	.....	.....	.....	.....	Depart	Arrive	a m	p m	p m	p m
7 30	12 15	2 30	4 15	200000	0	.....	.....	.....	.....	9 30	1 45	7 30	10 00
7 45	12 29	2 54	4 29	7000	4	15	.....	.....	.....	9 13	1 30	7 1	9 45
8 02	12 47	3 02	4 47	16980	11	25	.....	.....	.....	8 58	1 13	6 58	9 28
8 15	1 00	3 15	5 00	25000	16	50	.....	.....	.....	8 45	1 00	6 45	9 15
8 48	1 33	3 48	.....	3566	27	80	.....	.....	.....	8 08	12 25	6 1	8 40
9 10	1 50	4 10	.....	15000	.....	110	.....	.....	.....	7 47	12 05	5 50	8 20
9 36	.....	4 36	.....	750	46	135	.....	.....	.....	7 23	11 39	5 2	7 54
9 57	.....	4 57	.....	14000	150	165	.....	.....	.....	7 00	11 15	5 00	7 50
a m	p m	p m	p m	.....	.....	.....	.....	Arrive	Depart	a m	a m	p m	p m

CINCINNATI
S.S. L'H
Please i
CIN
exp. M
P M A
4 30 8
.....
4 38 8
4 48 8
.....
5 00
5 07
5 16
.....
5 26
.....
5 42
.....
5 58
6 4
6 16
6 4
6 34
6 48
6 15
7 12
P M
CIN
Exp
P M
4
5
5
5
5
6
6
6
P
S

CINCINNATI, HAMILTON & DAYTON RAILWAY

S.S. L'HOMME, Pres., Cincinnati. D. McLAREN, Supt., Cincinnati.
 F. H. SHORT, Sec'y & Gen. Frgt Agt., Cincinnati.

Please inform the publisher for correction, if any errors are found in this Guide.

CINCINNATI TO DAYTON.					STATIONS.		DAYTON TO CIN'NATI				
Exp.	Mail.	Exp.	Pop'n	\$ c.	Mls	TRAINS.		Exp.	Exp.	Exp.	Mail.
P M	A M	A M				DEP'T	AR'VE.	A M	A M	P M	P M
4 30	8 40	6 00	200000	0	0	CINCINNATI	8 05	10 5	12 40	6 50	
				5	1	Mill Creek					6 45
				10	2	Ernst's	7 57	10 44	12 32		6 45
4 38	8 48			15	5	Cumminsville	7 48	10 34	12 23		6 3
4 48	8 56	6 12		20	7	Spring Grove					
				30	10	Carthage	7 38	10 24	12 13		6 22
5 00	9 07	6 22	500	35	15	Lockland	7 33	10 19	12 06		6 15
5 07	9 14	6 27		45	15	Glendale	7 25	10 12	11 57		6 07
5 16	9 23	6 35		50	17	Princetown Pike					
				55	19	Jones'	7 15	10 02	11 47		5 57
5 26	9 32	6 43		65	22	Schenek's					
				75	25	Hamilton	7 00	9 47	11 30		5 4
5 42	9 47	6 58	10000	90	29	Overpeck's					
				95	31	Busenbarck'					5 55
5 58	10 03			1 00	33	Trenton		9 30			5 2
6 40	10 08	7 16	300	1 10	37	Middletown		9 25			5 1
6 16	10 20	7 26	1500	1 20	40	Post Town		9 15			4 58
6 24	10 28	7 33		1 35	44	Carlisle		9 03			4 48
6 34	10 38	7 4		1 50	49	Miamisburg		8 53			4 38
6 48	10 52	7 53	2000	1 55	52	Carro lton		8 43			4 31
6 50	10 58	8 00	500	1 80	60	DAYTON		8 36			4 15
7 12	11 15	8 20	22000					8 20			

[Nov. 29.]

CINCINNATI, EATON & RICHMOND RAILROAD

DAVID BARNET, Pres Eaton, O. D. M. MORROW, Eaton, C.

CINCINNATI TO RICHMOND.					STATIONS.		RICHMOND TO				
Exp.	Exp.	Exp.	Pop'n	\$ c.	Mls.	TRAINS.		Mls.	Acc.	Exp.	Exp.
P M	P M	A M				DEP'T	AR'VE.	P M	P M	P M	P M
4 00		6 10	200	0	0	CINCINNATI		7 0	1 20	6 50	10 00
5 00	3 20	6 49	10000		25	Hamilton		4 12	10	5 58	10 03
5 10	3 35	7 13			32	Seven Mile Station		38	11 52	4 10	9 51
5 18	3 43	7 10			36	s Collinsville		34	11 4	4 00	9 51
5 25	3 50	7 17			39	Somerville		31	11 32	3 50	9 48
5 38	4 03	7 28	500		45	Camden		26	11 19	3 35	9 37
5 45	4 10	7 25			47	Burnett's Station		24	11 12	3 8	9 32
6 00	4 25	7 50	1900		53	Eaton		17	10 56	3 12	9 17
6 10	4 41	8 04	800		60	Florence		10	10 38	2 53	9 03
6 38	5 03	8 22		200	70	RICHMOND		0	10 15	2 30	8 43

Sacramento Valley Railroad.

C. K. GARRISON, Pres., San. Francisco, Cal. J. P. ROBINSON, Supt., Sacramento, Cal. Distance, 22 miles. Fare, \$2. Trains each way daily.

ROAD.

Cincinnati, O.

his Guide.
 llshoro and
 o 9 40 a m,
 licothe for
 miles.

ontaine, O.

e Union for
 a, 8 40 p.m.

time West

e at Indian-

50 a m, and
 h, 1858.

burg, Va.
 Petersburg

Richmond.
 rning, leave
 \$1.35. Dis-

ks, Miss.
 Water Valley
 00.

oston, Mass.

a to Boston.

Pass	Pass
p m	p m
7 1	10 00
6 5	9 45
6 4	9 28
6 1	9 15
5 50	8 40
5 2	7 54
5 00	7 20
p m	p m

INDIANAPOLIS & CINCINNATI RAILROAD.

H. C. Lord, Pres. and Supt., and J. V. Mills, Asst. Supt., Indianapolis, Ind.
W. H. L. Noble, Gen. Ticket Agent, Indianapolis.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Indianapolis to Cincinnati.						Cincinnati to Indianapolis.									
Exp	Acc.	Mail	Pop'n	\$ c.	Ms	STATIONS.									
						Trains									
						Dep't					Ar've				
PM	PM	AM					Ms	Mail	Acc.	AM	PM	AM	PM	AM	PM
8 00	4 45	6 25	20000	0	0	..... Cincinnati.....	110	2 15	10 10	2 00					
8 28	5 15	6 57	2042	35	10	..... Delhi.....	100	1 45	9 31	1 30					
9 00	5 47	7 35	6000	70	21	..... Lawrenceburg.....	89	1 15	9 00	12 58					
10 55	8 03	9 53	2000	2 10	65	..... Greensburg.....	45	11 07	6 40	10 55					
11 49	8 57	10 50	1800	2 70	87	..... Shelbyville.....	23	10 05	7 42	9 56					
1 00	10 10	12 00	20000	3 50	110	..... Indianapolis.....	0	8 45	4 30	8 30					
AM	PM	M				Ar've		AM	PM	PM					

Lexington & Covington or Kentucky Central Railroad.

John T. Levis, Pres.; Chas. A. Withers, Supt.; G. M. Clark, Gen. Ticket Agent; and R. F. Blisk, Frgt Agent, Covington, Ky.

Trains leave Covington 6 25 a m and 2 30 p m, stopping at way stations—Arrives at Lexington 11 18 a m and 7 24 p m.—Returning, leave Lexington 2 15 p m and 5 10 a m—Arrives at Covington 7 05 p m and 10 20 a m. Distance, 99 miles. Fare, from Covington to Paris, \$2 40—To Lexington, \$3 00.

Louisville & Lexington Railroad.

L. & F. R. R.—E. D. Hobbs, Pres., Louisville, Ky. S. GILL, Supt., Louisville.

Trains leave Louisville for Lexington 5 50 a m and 2 00 p m—For Lagrange 5 10 p m.—Leave Lexington for Louisville 5 15 a m and 2 15 p m—Leave Lagrange 6 45 a m. Distance, 94 miles. Through Fare, \$3 00.

North Missouri Railroad.

Thos. B. Hudson, Pres., and R. Walker, Chief Eng. & Supt., St. Louis, Mo.
Trains leave St. Louis 10 a m, St. Charles 11 40, Warrenton 1 35 p m, arrive at Sturgeon, 5 00. Returning, leave Sturgeon 7 15 a m, Warrenton 10 40 a m, St. Charles 12 35 p m, arrive at St. Louis, 2 15 p m. Extra Train leaves St. Louis for Ferry Landing 4 00 p m. Return 8 00 a m. Dis., 130 miles. Through Fare, to Mexico, \$4 25.

Alleghany Valley Railroad.

Wm. F. Johnson, Pres., Pittsburg. W. Reynolds, Supt., Pittsburg, Pa.
Trains leave Pittsburg 7 15 a m & 5 00 p m, for Kittaning & way stations. Leave Kittaning 5 45 a m & 5 15 p m for Pittsburg & way stations. Distance, 44 miles. Through Fare, \$1 25.

Springfield, Mt. Vernon & Pittsburg Railroad.

Wm. Dunbar, Pres., Mt. Vernon, O. J. R. Straughan, Supt., Delaware, O.
Trains leave Springfield, for Delaware 9 15 a m & 12 m. Leave Delaware for Springfield 11 30 a m & 9 15 p m. Distance, 49 miles.

Cincinnati, Wilmington and Zanesville Railroad.

Erasmus Gest, Pres. & Supt., & Wm. M. Tuthill, Acting Supt., Cincinnati, O.
Trains leave Zanesville 9 15 a m & 5 00 p m, Lancaster, 12 00 m & 2 00 a m Circleville 1 15 p m 4 15 p m, Morrow 4 42 p m 11 20 a m, arrive at Cincinnati 7 18 & 1 20 p m. Trains leave Cincinnati 6 00 a m 4 40 p m, Morrow 7 30 a m & 6 35 p m, Circleville 10 45 a m & 1 10 a m, Lancaster 11 50 a m, 3 45 a m, arrive at Zanesville 2 25 p m & 11 20 a m. Distance, 168 miles.

April 11.

SAN
JOHN P.
ky; M
Ticke

Please
SAN
Acc. E.
P M] P

1
1
1

*Con all Railroads from Sandusky.

SANDUSKY, DAYTON AND CINCINNATI R. R.

JOHN P. YELVERTON, Pres., New York; JOHN H. HUDSON, Supt., Sandusky; M. G. CLAPP, Gen. Ticket Agent, Sandusky; L. W. LEWIS, Gen'l Ticket Agent, Dayton, Ohio.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SANDUSKY TO DAYTON.					STATIONS.		DAYTON TO SANDUSKY														
Acc.	Exp.	Mail.	Pop'n	\$	c.	M	s	Ms	\$	c.	Mail.	Exp.	Acc.								
							TRAINS.														
							DEP'T	AR'VE													
Con. all Railroads from Sandusky.							SANDUSKY		153	4	00	3	56	4	00						
									147	3	80	3	33								
											8	30	1000	20	6						
											8	40		30	11						
											8	40		40	17						
									11	10	9	05		40	17						
									10	30	9	20		60	22						
											9	35		75	27						
									12	18	10	00	5000	90	33						
											10	20		1	00	38					
											10	32		1	10	42					
											10	40	600	1	15	44					
									1	20	10	55		1	25	49					
											11	15		1	45	56					
									2	15	11	30		1	60	61					
											11	35		1	60	63					
											11	50		1	85	68					
									3	10	12	10	1565	2	90	73					
											12	30		2	00	79					
											12	48		2	10	85					
		12	55	400	2	10	87														
4	15	1	05	400	2	25	91														
4	40	1	25	2500	2	40	97														
		1	34		2	55	101														
5	10	1	45	1000	2	65	105														
		2	00		2	80	109														
6	10	2	30	3500	2	95	115														
		2	43		3	20	121														
		2	50		3	30	124														
7	05	3	10	10000	3	40	129														
		3	25		3	45	135														
		3	30	500	3	50	137														
		3	45		3	70	143														
		3	55		3	80	146														
		4	02		3	90	140														
8	15	4	15	22000	4	00	153														
							AR'VE	DEP'T													

†Cross. of Cleve. & Toledo RR. ¶Ju. of Findlay Branch RR.
 ¶Refreshment Stations. §Ju. of Spr'g'd Mt. Vernon & Pitts. RR.

Springfield and Columbus R. R.—Trains leave:
 Springfield at 10, Plattsburgh 10 40, arrives at London 11 20 A M
 Trains leave London at 3 30 and Plattsburgh 4 00, arrives at Springfield 4 40 P M. Distance, 20 miles. Fare, 60 cents.

*Con. all Railroads from Sandusky.

**Connects with all Railroads from Dayton.

ROAD.

apolis, Ind.

this Guide.

mat to Indi

il. Acc. Exp

M	PM	A	M
15	10	10	2 00
45	9	31	1 30
13	9	00	12 58
07	6	40	10 55
05	7	42	9 56
45	4	30	8 30
M	PM	PM	

road.

Gen. Ticket

—Arrives at
 m and 5 10 a
 Fare, from:

Louisville.

grange 5 10 p
 grange 6 45 a

Louis, Mo.

o m, arrive at
 0 40 a m, St.
 St. Louis for
 ough Fare, to

tsburg, Pa.

ions. Leave
 nce, 44 miles.

laware, O.

Delaware for

d.

cincinnati, O.

9 a m Circle-
 18 & 120 p m
 n, Circleville
 11le 2 25 p m
 April 11.

CLEVELAND, COLUMBUS & CINCINNATI R. R.

L. M. HUBBY, Pres., Cleveland, Ohio. E. S. FLINT, Supt., Cleveland, Ohio.
H. C. MARSHALL, Gen. Ticket Agt., Cleveland, Ohio.

Please inform the publisher, for Correction, if any errors are found in this Guide.

CLEVELAND TO CINCINNATI.						STATIONS.		CINCINNATI TO CLEV.		
Mail.	Pass.	Exp.	Pop'n.	\$ c	Mls.	TRAINS.		Pass	Exp.	Mail.
P M	A M	P M				DEPT	AR'VE	P M	A M	A M
	11 40	8 10	50000	0	0	CLEVELAND*	8 30	11 55		
	12 05	8 45		40	13	Berca	7 56	11 12		
	12 11	8 50	515	45	15	Olmstead†	7 50	11 05		
	12 50	9 01	600	60	19	Columbia	7 40	10 54		
	12 35	9 18	447	75	25	Grafton†	7 25	10 36		
	12 44	9 30	800	90	29	La Grange	7 13	10 19		
	1 00	9 49	490	1 10	36	Wellington	6 55	9 59		
	7 20	10 03	150	1 25	42	Rochester	6 42	9 44		
	1 27	10 18	100	1 40	47	New London	6 27	9 27		
	1 44	10 37	1550	1 65	54	Greenwich	6 09	9 08		
	1 59	10 54	500	1 85	61	Salem	5 52	8 47		
	2 13	11 10	1000	2 00	67	Shelby||	5 37	8 30		
	2 33	11 33	2300	2 25	75	Cresdine§	5 15	8 05		
	2 44	11 45	500	2 40	80	Galion	5 00	7 33		
	2 56	11 59	500	2 55	85	Iberia	4 46	7 21		
	3 13	12 17	1000	2 75	93	Giload	4 28	7 03		
	3 24	12 28	1598	2 90	97	Cardington	4 16	6 53		
	3 34	12 45	900	3 10	1 04	Ashley	3 58	6 36		
	3 48	12 56	300	3 25	1 08	Eden	3 48	6 27		
	4 3	1 1	4594	3 40	1 14	Delaware	3 33	6 14		
	4 12	1 21	450	3 45	1 15	Berlin	3 22	6 03		
	4 21	1 3		3 60	1 19	Orange	3 13	5 53		
	4 25	1 36	800	3 65	1 21	Worthington	3 08	5 49		
	4 39	1 49	30000	3 80	1 26	Columbus†	2 53	5 35		
	5 00	2 1	5000	4 00	1 35	Xenia	2 30	5 15		
	10 53	8 10	20000	7 00	2 50	CINCINNATI	9 00	11 30		

*Con. all Railroads from Columbus. p. 88; Nov. 20.

*Con. all Railroads from Cleve.
|| Cross San. Mans & New.

†Con. Cleveland and Toledo.
§Con. Pitt. F. Wayne & Chi.

DAYTON, XENIA AND BELPRE RAILROAD.

SIMAN GIBHART, Pres., Dayton, O. L. B. JONES, Snp., Dayton, O.

XENIA TO DAYTON.						STATIONS.		DAYTON TO XENIA			
Acc	Exp.	Mail.	Pop'n.	\$ c	Mls	TRAINS.		Mls.	Mail.	Exp.	Acc.
	P M	A M				DEPT	AR'VE		A M	P M	
	1 30	11 10	5000	0		DAYTON†		15	6 50	8 20	
	2 00	11 45		20	10	Harbine		6	6 18	7 45	
	2 05	11 50			12	Frosta		4	6 12	7 40	
	2 25	12 05	20000	50	16	XENIA*		0	6 00	7 30	
						AR'VE	DEPT		A M	P M	

*Con. with Columbus, and Xenia.

†Con. Sand. Day. & Cincin.

LITTLE MIAMI, & COLUMBUS & XENIA R.R.'S.

L. M. R. R.—JACOB STRADER, Pres., Cin. J. DURAND, Supt., Cincinnati, O.
 C. & X. R. R.—W. DENNISON, Jr., Pres., Col P. W. STRADER, Ticket Agt., Cin.

Please info in the Publisher, for correction, if any errors are found in this Guide.

CINCINNATI TO COLUMBUS.				STATIONS.		COLUMBUS TO CINC.			
Exp	Acc.	Pop.	Miles	DEP'T	TRAINS	Ms	Exp	Acc.	Exp
A M	P M	P M	0		Cincinnati	120	9 10	11 45	10 23
9 00	4 15	11 30	1000		Millford	107	7 25	11 01	9 41
9 40	4 58		1000		Loveland	97	7 00	10 37	9 19
10 08	5 28	12 36	250		Deerfield	88	6 28	10 05	8 52
10 31	5 54		300		Morrow	83	6 18	9 52	8 42
10 42	6 05	1 08	1225		Spring Valley	62		9 00	7 46
11 35	7 01		550		Xenia	55	5 05	8 45	7 31
12 10	7 35	2 30	500						
<i>Branch to Springfield.</i>									
			60		Xenia	19		7 45	6 50
12 10	7 36		75		Yellow Springs	9		7 10	5 50
1 10	8 10		84		Springfield			6 45	5 00
2 00	8 40								
<i>Main Line Continued.</i>									
			500		Cedarville	47	4 41	8 22	6 58
12 28	7 55		73		South Charleston	36	4 14	7 55	6 34
12 54	8 24		2000		London	25	3 40	7 35	6 14
1 23	8 53	3 45	2000		West Jefferson	14	3 20	7 08	5 47
1 46	9 15		550		Alton	6		6 55	
2 00	9 35		150		Columbus	0	2 45	6 35	5 15
2 20	9 55	4 45	30000						
P M	P M	A M			ARV'E [Dec. 29.]	DEP'T	A M	A M	P M

Way Fare, 3 cents a m. Through Fare, \$3.25.

Petersburg Railroad.

Wm. T. JOYNES, Pres. C. O. SANDFORD, Supt., Petersburg, Va.
 Trains leave Petersburg 7 00 A M & 5 00 P M for Weldon—Returning, leave Weldon for Petersburg 2 00 & 12 30 P M. Distance, 63 miles. Fare, \$3.00.

Wilmington and Weldon Railroad.

Hon. Wm. S. ASHE, Pres. S. L. FREMONT, Supt., Wil., N. C.
 Trains leave Weldon 12 00 A M & 9 00 P M for Wilmington—Returning, leave Wilmington for Weldon, 6 00 A M & 4 30 P M. Distance, 162 miles. Thro' Fare, \$5.50.

Raleigh and Gaston Railroad.

W. G. HAWKINS, Pres., Ridgeway. P. A. DUNN, Supt., Forestville, N. C.
 Trains leave Raleigh for Weldon, 8 55 A M—Leave Weldon for Raleigh 11 30 A M. Distance, 97 miles. Through Fare, \$4.00.

Orange and Alexandria Railroad.

J. S. BARBOUR, Jr., Pres. H. W. VANDEGRIFT, Gen. Supt., Alex., Va.
 Trains leave Alexandria for Gordonsville 7 25 A M & 8 30 P M—Leave Gordonsville for Alexander 10 20 A M, 10 10 P M. Distance, 88 miles. Through Fare, \$4.00.

Virginia Central Railroad.

E. FONTAINE, Pres., Richmond, Va. T. DODAMEAD, Supt., Richmond, Va.
 W. D. WHITCOMB, Chief Eng., Staunton, Va.
 Trains leave Richmond for Jackson River 6 40 A M—Leave Jackson River for Richmond 2 30 P M. Distance, 195 miles. Through Fare, \$8.85.

Greenville and Miami Railroad.

James Thomson, Pres., N. Y. City. John L. Miller, Supt., Dayton, O.
 Trains leave Dayton for Arcanum & Union 7 15 a m & 1 00 p m. Leave Union for Arcanum & Dayton 5 50 a m & 12 40 p m. Distance, 47 miles. Thro' Fare, \$1.65.

TI R. R.
 eland, Ohio.
 this Guide.
 T (LEV.
 Mail.
 A M
 +Con. all Railroads from Columbus. p. 88; Nov. 20.
 A M
 oledo.
 & Chi.
 ROAD.
 Dayton, O.
 TO XENIA
 Exp. Acc.
 P M
 8 20
 7 45
 7 40
 730
 P M
 Cincin.

PITTSBURG, COLUMBUS & CINCINNATI R. R.

Hon. T. L. JEWETT, Pres. and Supt., Steubenville, O. JAMES D. LAYNG, Ass't Supt., Steubenville, O. IRA A. HUTCHINSON, Gen. Ticket Agent, Columbus, O.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PITTSBURG TO COLUMBUS.				STATIONS.		COLUMBUS TO PITTSBURG.					
Acc.	Exp.	Mail.	Pop'n	\$ c.	Ms	Ms	Exp.	Mail.	F	p	Acc.
	p m	a m				DEP'T	ARV'E		a m	p m	
	2 35	7 10	120000			...PITTSBURG....		1 00	4 00		
	5 35	9 54	8000		0	...Steubenville*...	150	10 00	12 30		
	6 10	10 10			3	...Steubenville Juc.	147	9 50	12 20		
	6 18	10 17			5	...Gould's.....	144	9 33	12 03		
	6 38	10 35			11	Smithfield Station.	138	9 15	11 45		
	6 46	10 42			14	...Reed's Mill....	135	9 08	11 38		
	6 59	10 53			18	...Bloomfield....	131	8 56	11 26		
	7 05	10 59			20	...Unionport....	129	8 50	11 21		
	7 14	11 07			23	...Miller's.....	126	8 41	11 12		
	7 20	11 12			25	Ar. Cadiz Jun. Lv.	125	8 35	11 03		
	7 45	11 17				L've do Arr.		8 20			
	8 09	11 23	800		29	...Fairview....	121	8 09	10 54		
	8 25	11 42			34	...New Market...	115	7 54	10 39		
	8 35	11 51			37	...Mastersville...	112	7 45	10 30		
	8 43	11 58			40	...Bowersville...	109	7 38	10 22		
	8 53	12 11			45	Philadelphia Road.	104	7 25	10 08		
	9 13	12 25	1175		50	...Uricksville....	100	7 11	9 54		
	9 22	12 33	250		53	...Trenton.....	97	7 03	9 46		
	9 34	12 44			57	...Lock No. 17....	93	6 52	9 34		
	9 46	12 55	600		60	Port Washington.	89	6 42	9 23		
	10 04	1 11	600		67	New Comerstown.	83	6 25	9 06		
	10 16	1 21	350		70	...Oxford.....	79	6 14	8 55		
	10 28	1 33	350		74	...La Fayette....	77	6 03	8 44		
	10 47	2 05	1500		81	...Coshoctan....	68	5 45	8 27		
	11 02	2 17			86	...Coalport....	64	5 33	7 58		
	11 08	2 22			87	...Conesville....	62	5 28	7 53		
	11 18	2 31	150		91	...Adams' Mills...	58	5 18	7 44		
	11 20	2 39	2000		94	...Dresden.....	55	5 09	7 34		
	11 46	2 54			100	...Frazesburg....	49	4 53	7 18		
	12 11	3 14	225		108	...Hanover.....	31	4 32	6 57		
	12 19	3 22			112	...Montgomery's...	38	4 24	6 49		
	12 35	3 35	8000		117	...Newark t.....	33	4 10	6 35		
	2 20	5 00	30000		150	...Columbus....		2 30	5 00		
	a m	p m				AR'VE	DEP'T	a m	a m		

Way Fares, 3 cts. per mile.
Fare to Newark, \$2.45.

*Cross. of Riv. Div. of Cleve. & Pitts. R. R. †Junc. of Cent. Ohio, Railroad, and Sandusky, Mansfield and Newark R. R. Standard of Time at Steubenville, Depot.

NEW ORLEANS AND CARROLLTON RAILROAD.

G. C. DUNCAN, Pres., New Orleans, La. A. G. THORN, Supt., Carrollton, La.

CARROLLTON LINE.—Length, 6 miles; fare 15 cents.) Trains leave, New Orleans, for Carrollton at 7 a. m. and hourly to 10 p. m.; then at 11 30 p. m. Carrollton for New Orleans at 6 a. m., and hourly to 9 p. m., and at 10 45 p. m.

LAFAYETTE BRANCH.—(Length, 4 miles; fare, 10 cents.) Horse cars leave; New Orleans, for Lafayette (4th District) at 6, 6 30, 7, 7 30 and 8 a. m.; then every 15 minutes until 8 p. m.; and at 8 30, 9, 10 and 11 15 p. m. Lafayette (corner of Tchoupitoulas and Jackson streets), for New Orleans, at 5 30, 6, 6 30, 7 and 7 30 a. m.; then every 15 minutes to 8 p. m.; and at 8 30, 9 30 and 10 30 p. m.

MINERAL POINT RAILWAY.—CHAS. TEMPLE, Supt. Trains leave Mineral Point at 6 50 a. m. and 3 00 p. m., arriving at Warren 9 00 a. m. and 5 00 p. m. Leave Warren 10 00 a. m. and 8 20 p. m., arriving at Mineral Point 12 40 and 10 20 p. m., connecting there with Illinois Central Railway. Distance, 32 miles.

PITTSBURG

BENJ. H. L.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CONNELLY	
Exp.	Mail.
5 00	1 30
5 07	1 37
5 18	1 45
5 28	2 05
5 45	2 18
6 01	2 45
6 4	3 00
6 5	3 10
6 55	3 20
7 5	3 30
7 10	3 3
7 25	3 4
7 35	4 1
7 45	4 2
7 50	4 3
7 55	4 4
8 45	6
a m	p m

*Exp. connects for Union

Hollister
Hol
Alt
Bhars
Bia
Int
Indian
Ind
Bl

J. C.

Tr
Haver
Schuy
Schuy

P

Tr
the m
Re
the p

PITTSBURG & CONNELLSVILLE RAILROAD.

BENJ. H. LATROBE, Pres., Baltimore, Md. C. P. MANNING, Chief Eng., Cumberland, Md. H. BLACKSTONE, Supt., Conneltsville, Pa.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CONNELLSVILLE TO P.				STATIONS.		PITTSBURG TO CON.				
Exp.	Mail.	Pop'n	Mis	DEP'T	TRAINS.	AR'VE	Mis	\$ c.	Mail.	Exp
A M	P M				CONNELLSVILLE	60	1	76	11 25	6 35
5 00	1 30	800	0		Broad Ford	58			11 15	6 29
5 07	1 37	85	2		Dawson's*	55			11 00	6 20
5 18	1 45		5		Miltenberg	52			10 40	5 10
5 28	2 05	100	8		Layton's †	48			10 25	5 55
5 45	2 18		12		Port Royal	44			9 50	5 35
6 01	2 45	160	20		West Newton	38			9 30	5 10
6 04	3 00	285	25		Suters	35			9 20	4 57
6 09	3 10	80	30		Buena Vista	32			9 10	4 50
6 35	3 20	100	31		Guffey's	27			8 47	4 49
6 45	3 25		35		Kuhne	25				
7 10	3 35		36		Oseola	24			8 33	4 23
7 25	3 40	85	38		Ell Rods	22			8 22	4 10
7 35	3 53	100	38		McKeesport	17			8 12	4 00
7 45	4 15	3750	43		Saltsburg	15			8 05	3 50
7 50	4 25	850	45		Port Perry	13			8 00	3 45
7 50	4 35	155	47		Brintone	12			7 50	3 40
7 55	4 55		48		PITTSBURG	10			7 40	2 50
8 45	6 25	120000	60		DEP'T					
a m	p m				AR'VE					

Way Fare, 3 cents per mile.

*Exp. Train connects with Mail Train for Phil. & Baltimore. †Accom. Train connects with coach to and from Perryopolis & Brownsville. ‡Con. with coaches for Uniontown, Pa., and Cumberland, Md.

Hollidaysburg and Altoona Branch Trains.—Trains leave: Hollidaysburg at 6 30 and 11 00 a. m., and 6 00 p. m. { Distance 6 miles. Fare 25 cents.
 Altoona at 8 55 and 11 50 a. m., and 7 00 p. m.
Blairsville Branch Trains.—Trains leave: Blairsville at 7 35 and 11 15 a. m., and 6 10 p. m. { Distance 3 miles. Fare 10 cents.
 Intersection at 8 55 and 11 46 a. m., and 6 35 p. m.
Indiana Branch Trains.—Trains leave: Indiana at 6 25 a. m. and 4 30 p. m. { Distance 18 miles. Time 96 min. Fare 50 cents.
 Blairsville at 11 45 a. m., and 6 35 p. m.

MINE HILL RAILROAD.

J. C. CRESSON, Pres., Philadelphia. R. A. WILDER, Supt., Cressona, Pa.

Trains leave:—Cressona for Minersville, at 5 30 a. m.; Minersville for Schuylkill Haven at 6 30 a. m.; connect with the 7 30 a. m. train for Philadelphia, Leave Schuylkill Haven for Tremont, via Minersville, at 12 10 p. m.; Leave Tremont for Schuylkill Haven at 2 30 p. m.; at Schuylkill Haven with 4 00 p. m. train for Philadelphia.

PORTLAND AND OXFORD CENTRAL RAILROAD.

F. O. G. SMITH, Man., Portland, Me. J. HARLOW, Agt., Mech. F

Trains leave Robinson's Mills at 9 30 a. m. arr. at Mechanic Falls to connect with the noon Down Train of the Grand Trunk Railroad for Portland, Boston, &c.
 Returning.—Passengers leaving in the noon train at Portland, will connect with the p. m. train for Sumner and intermediate stations.

CLEVELAND & PITTSBURGH R. R.

J. FARMER, Pres. and Supt., E. ROCKWELL, Sec., Cleveland, Ohio.
F. R. MYERS, Gen. Ticket Agt., Cleveland, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

CLEVELAND TO PITTSBURG.					STATIONS.		PITTSBURG TO CLEV			
Mail	Exp	Acc	Pop'n	\$ c	Mls.	TRAINS	Mls.	Acc	Exp	Mail.
A M	P M	P M				DEP'T AR'VE		A M	P M	P M
8 00	5 00	4 00	50000			.. CLEVELAND ..	10 45	9 00	3 20	
8 30	5 30	4 30	700		8	.. Newburgh ..	10 16	8 38	2 50	
8 48	5 48	4 50	853		14	.. Bedford ..	9 58	8 25	2 32	
9 04	6 03	5 09			19	.. Macedonia ..	9 41	8 12	2 15	
9 23	6 21	5 30	1457		26	.. Hudson ..	9 23	7 57	1 54	
9 43	6 40	5 51			32	.. Earlville ..	8 55	7 44	1 36	
10 01	6 57	6 10	3500		38	.. Ravenna ..	8 35	7 28	1 15	
10 16	7 16		308		42	.. Rootstown ..		7 16	1 00	
10 34	7 38		500		48	.. Atwater ..		7 03	12 41	
10 43	7 47				51	.. Lima ..		6 55	12 31	
10 58	8 17		500		56	.. Alliance ..		6 42	12 16	
11 17	8 36				63	.. Winchester ..		6 27	11 37	
11 27	8 44				66	.. Moultrie ..		6 20	11 27	
12 00	8 56		500		69	.. Bayard ..		6 12	11 11	
12 05	9 06				71	.. Rochester ..		5 54	11 06	
12 18	9 20				75	.. Hanover ..		5 44	10 52	
12 36	9 39				81	.. Summitville ..		5 29	10 32	
1 52	9 54		500		85	.. Salineville ..		5 16	10 16	
1 08	1 09				92	.. New Salisbury ..		5 05	10 00	
1 16	10 18				95	.. Hammondsville ..		4 57	9 50	
1 26	10 7				98	.. Yellow Creek ..		4 49	9 40	
1 45	10 45		1846		101	.. WELLSVILLE ..		4 42	9 7	
P M	A M	P M				AR'VE DEP'T		A M	P M	A M

BELLE AIR TO PITTSBURG					RIVER DIVISION. PIT'SB'G. TO BELL AIR.					
Exp.	Pass.	Mail	Pop'n	\$ c	Mls.	TRAINS	Mls.	Mail.	Exp.	Pass.
A M	A M	P M				DEP'T AR'VE		A M	P M	A M
7 00	1 55	8 1	1200			.. BELLE AIR ..	9 5	11 50	7 0	1 00
7 14	1 08	8 4	6		4	.. Bridgeport ..	89	11 34	7 06	12 46
7 28	1 21	8 37	800		6	.. Mar insville ..	87	11 21	6 57	12 37
7 47	1 41	8 57			1	.. Portland ..	81	11 2	6 39	12 19
7 56	1 5	9 06			15	.. Rush Run ..	78	10 54	6 31	12 11
8 11	1 05	9 20	1 500		20	.. Lagrange ..	74	10 40	6 17	11 57
8 31	1 34	9 48	6 129		16	.. Steubenville ..	67	10 17	5 5	11 29
8 59	1 00	10 09			34	.. Jeddo ..	66	9 54	5 6	11 06
9 14	1 14	10 23			38	.. M'Coys ..	55	9 43	5 12	10 52
9 36	1 3	10 37			43	.. Yellow Creek ..	54	9 30	4 57	10 37
9 45	1 43	10 47	1 846		46	.. Wellsville ..	47	9 22	4 47	10 17
9 59	1 57	11 1			5	.. Livercol ..	43	9 06		7 30
10 14	2 1	11 13			55	.. Smith's Ferry ..	38	8 54		7 14
10 30	2 27	11 7			6	.. Industry ..	32	8 40		5 56
11 05	2 55	11 55	1500		68	.. Rochester ..	28	8 13	3 44	6 0
12 20	4 00	1 00	120000		90	.. PITTSBURG ..		7 10	2 35	5 00
P M	P M	P M				AR'VE DEP'T		A M	P M	P M

CL

J. B. WAR

Please info

CLEVEL

Exp.	cc
P M	P M
8 0	4 3
8 35	5 2
9 07	
9 26	
9 38	
9 50	
10 02	
10 23	
10 36	
10 53	
11 13	
11 35	
11 49	
12 02	
12 13	
12 55	
12 50	
A M	
†Co	
&	

CLEVELAND AND TOLEDO RAILROAD.

J. B. WARING, President. J. D. JACKMAN, Sup't, Cleveland, Ohio.
 JOHN U. PARSONS, Gen. Ticket Agent, Cleveland, Ohio.

Please inform the publisher, for correction, if any errors are found in this Guide.

nd, Ohio.

is Guide.

TO CLEV

Exp. Mail.

P M P M

9 00 3 20

8 38 2 50

8 25 2 32

8 12 2 15

7 57 1 54

7 44 1 36

7 28 1 15

7 16 1 00

7 03 12 41

6 55 12 31

6 42 12 16

6 27 11 37

6 20 11 27

6 12 11 11

5 54 11 06

5 44 10 52

5 29 10 32

5 16 10 16

5 05 10 00

4 57 9 50

4 49 9 40

4 42 9 17

P M A M

BELL AIR.

Exp. Pass.

P M A M

7 06 12 46

6 57 12 37

6 39 12 19

6 31 12 11

6 17 11 57

5 55 11 29

5 46 11 06

5 12 10 52

4 57 10 37

4 47 10 17

7 30

7 14

5 56

3 44 6 0

2 35 5 00

P M P M

CLEVELAND TO TOLEDO.				STATIONS.			TOLEDO TO CLEVELAND				
Exp.	cc	Exp.	Pop'n.	\$ c.	M s	TRAINS.		M s	Exp.	Acc.	Exp.
P M	P M	A M				DEPART	ARRIVE	A M	A M	P M	P M
8 07	4 30	11 40	50000	0	0	CLEVELAND*	112	12 11	11 16	8 45	
8 35	5 20	12 16	100	40	13	Berea	99	11 24	10 26	8 12	
						BRANCH TO GENOA					
			300		15	Olmsted	97				
					19	Columbia	93				7 45
					25	Grafton	87	11 05			7 22
9 07		12 49	1000	75	33	Oberlin	79	10 42			7 12
9 38		1 08	2500	1 00	38	Camden	74	10 30			7 02
9 50		1 32	800	1 15	43	Wakeman	69	10 18			6 52
10 02		1 44	333	1 50	48	Townsend	64	10 06			6 36
10 23		2 05	3000	1 65	55	Norwalk	57	9 50			6 22
10 36		2 18	1500	1 80	59	Monroeville†	53	9 36			6 05
10 53		2 38	1000	2 00	67	Bellevue	44	9 19			5 48
11 13		3 00		2 25	74	Clyde †	38	9 02			5 30
11 35		3 21	1800	2 50	83	Fremont	30	8 42			5 12
11 49		3 36	600	2 75	90	Washington	23	8 33			5 00
12 02		3 50		2 90	95	Elmore	17	8 11			4 49
12 13		4 01	1369	3 00	99	Genoa	13	7 59			
						MAIN LINE CONT'D					
			300	45	15	Olmsted Falls	94	8 00	10 16		
	5 8			70	21	Ridgeville	88	7 46	9 55		
	5 48			80	26	Lyria	83	7 35	9 32		
	6 10		3000	80	33	Amherst	76	7 38	9 06		
	6 35		499	1 00	33	Brownhelm	73	7 10	8 50		
	6 48		1280	1 10	36	Vermilion	69	6 58	8 30		
	7 08		1900	1 25	40	Berlin	61	6 40	8 00		
	7 34		50	1 45	48	Huron	58	6 28	7 40		
	7 45		100	1 55	52	SANDUSKY||	48	5 56	7 00		
	8 36		15000	1 85	61	Venice	45	5 45			
			700	2 00	64	Germanville	40	5 29			
				2 10	69	Port Clinton	34	5 15			
			455	2 25	75	Hartford	23	4 44			
				2 65	86	Graytown	17	4 26			
				2 90	92						
			4 13	800	3 10	104	Clay Junction	8	7 47		4 41
						110	Bridge Track	2			4 20
						112	TOLEDO	0	7 25		
	12 50		4 38	15000	3 25		ARRIVE DEPART		A M	A M	P M

*Connects with Cleve. & M. RR, Cleve. & P. RR.
 †Connects with Cleve. & E. RR. Cleve. & M. RR.
 ||††Con. with Sandusky, Mans. & N. RR. †‡Con. San. Day. & Cin. RR.

†Con. with Clev., Col. & Cin. RR. †‡††Con. with Sandusky, Mans. & N. RR. †‡‡Con. San. Day. & Cin. RR.

TOLEDO, WABASH AND WESTERN RAILROAD.

AZARIAH BOODY, Pres., N. Y. GEO. H. BURROWS, Gen. Supt., Toledo.
G. W. BARTLETT, Gen. Ticket Agent, Toledo.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TOLEDO TO DANVILLE.					STATIONS.		DANVILLE TO TOLEDO				
Acc.	Exp.	Mail.	Pop'n	\$ c.	M ^s	TRAINS.		Ms	Mail	Exp.	Mxd.
P M	A M	P M				DEPART	ARRIVE	P M	A M	P M	P M
	9 15	9 45	15000	0	0	... Toledo*	243	4 30	8 45		
	9 45	10 10	3000	30	9	... Maumee City	234	4 05	8 20		
	10 05	10 35	50	17		... Whitehouse	226	3 40	8 00		
	10 35	11 00	2000	75	26	... Washington	217	3 15	7 35		
	11 05	11 30	1000	1 10	36	... Napoleon	207	2 45	7 05		
	11 25	11 50	1 25	42		... Adams	201	2 25	6 45		
	11 55	12 15	1500	1 55	51	... Defiance	192	2 00	6 20		
	12 25	12 45	1 85	61		... Emerald	182	1 30	5 50		
	1 00	1 15	2 15	72		... Antwerp	171	1 00	5 20		
	1 20	1 35	2 30	76		... Indiana Line	163	12 35	4 55		
	1 45	2 05	2 65	88		... New Haven	155	12 15	4 30		
	2 05	2 25	8800	2 80	94	... Fort Wayne†	149	11 55	4 10		
	3 00	3 20	3 35	110		... Mahon's	132	11 00	3 20		
	3 25	3 40	1500	3 45	118	... Huntington	125	10 40	3 00		
	3 45	3 55	3 75	124		... Antioch	119	10 25	2 45		
	4 00	4 15	800	3 95	131	... Lagro	112	10 05	2 25		
	4 15	4 30	3000	4 10	136	... Wabash	107	9 50	2 10		
	4 50	5 05	2700	4 50	150	... Peru||	92	9 10	1 35		
	5 10	5 30	500	4 75	157	... N. v Waverly	85	8 50	1 15		
	5 30	5 50	4500	5 00	166	... Logansport§	77	8 30	12 55		
	5 40	6 00	5 20	170		... Clymers	73	8 15	12 40		
	6 00	6 30	5 40	180		... Rockfield	63	7 50	12 20		
	5 15	6 50	2500	5 60	187	... Delphi	56	7 35	12 00		
	6 40	7 10	5 85	195		... Buck Creek	48	7 10	11 35		
	7 00	7 40	10000	6 00	203	... Lafayette¶	40	6 40	11 10		
	7 30	8 10	6 40	210		... Wea. W. S.	33	6 10	10 35		
	7 35	8 15	500	212		... West Point	31	6 05	10 30		
	8 00	8 35	400	6 55	219	... Independence	24	5 45	10 00		
	8 20	8 50	2000	6 75	224	... Attica	19	5 30	9 45		
	8 30	8 58	600	6 85	227	... Williamsport	16	5 22	9 30		
	8 45	9 13				... West Lebanon	11	5 07	9 15		
	9 00	9 25	7 10	236		... Marshfield	7	4 55	9 00		
	9 20	9 45	7 25	243		... Illinois Line	0	4 30	8 40		
			2000	7 50	250	... Danville††	0				
P M	P M	P M				ARRIVE	DEP'T	A M	P M	P M	

April 3.

*Con. with Dayton and Michigan, and Michigan Southern RR's.
†Con. with Pitts. F. Wayne & Chi., & Cin. U. & F. Wayne RR's.
‡Con. with Peru and Indianap., & Cin. Peru and Chicago RR's.
§Con. with Cin. and Chicago RR. ¶Con. with LaFayette & Ind. RR.
‡Cross. of New Albany and Salem RR. ††Con. with Gr't West'n RR.

H. J. JEWELL
Please inf
COLUMB
Mail. Exp.
P M A M
3 30 10 2
3 54
4 00
4 15
4 18
4 29
4 44
5 00 11
5 05 11
5 21
5 34
5 43
5 51
6 04
6 15 12
6 30 1
6 42
6 52
7 14
7 24
7 39
7 52
7 56
8 20
8 28
8 40
8 46
8 50
9 10
9 31
9 36
9 45
10 04
10 15
10 30
P M
*Cor
*Cor
*Cor
†Ju
†Co
J
T

CENTRAL OHIO RAILROAD.

H. J. JEWETT, Pres., New York City. D. S. GRAY, Gen'l Supt., Zanesville, O.
 JOHN W. BROWN, Gen. Ticket Agent, Columbus, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

ROAD.
 t., Toledo.

this Guide.

TO TOLEDO

Exp. Mxd.

A M P M

8 45

8 20

8 00

7 35

7 05

6 45

6 20

5 50

5 20

4 55

4 30

4 10

3 20

3 00

2 45

2 25

2 10

1 35

1 15

2 55

2 40

2 20

2 00

1 35

1 10

10 35

10 30

10 00

9 45

9 30

9 15

9 00

8 40

P M P M

RR's.

e RR's.

RR's.

& Ind. RR.

West'n RR.

April 3.

COLUMBUS TO WHEELING						STATIONS.		WHEELING TO COLUMBUS				
Mail.	Exp.	Exp.	Pop'n	\$ c.	Mi	DEP'T	A'VE	Mi	Mail.	Exp.	Exp.	Frg't
P M	A M	A M							P M	P M	A M	A M
3 30	10 25	3 00	28000	0	0	COLUMBUS*	137	12 25	3 30	1 20		
3 54		3 25		25	8	Taylor's	129	12 07			12 56	
4 00		3 31		30	10	Black Lick	127	12 02			12 52	
4 15		3 48	6300	50	16	Columbia	121	11 49			12 35	
4 18		3 51		55	17	Pataskala	120	11 46			12 31	
4 29		4 04	350	65	22	Kirkersville	115	11 38			12 20	
4 44		4 17	2568	80	27	Union	110	11 23			12 05	
5 00	11 40	4 36	6500	1 00	33	Newark†	104	11 00		2 16	11 39	
5 05	11 43	4 33		1 20	39	Clay Lick	98	10 40			11 36	
5 21		4 53		1 25	41	Rockdale	96				11 30	
				1 35	44	Black Hand	93	10 28			11 17	
5 34		5 05		1 45	47	Claypool's	90	10 16			11 08	
5 43		5 15		1 50	50	Pleasant Valley	87	10 08			11 00	
5 51		5 24		1 55	53	Dillon's Falls	82	9 53			10 48	
6 04		5 38		1 65	58	West Zanesville	79					
			750		59	Zanesville†	78	9 40	1 20	10 40		
6 15	12 40	5 50	15355	1 75	62	Rocky Point Siding	75	9 25	1 05	10 30		
6 30	1 05	6 05		1 85	63	Coal Dale	74	9 15		10 20		
				1 90	63	Sonora	71	9 05		10 11		
6 42		6 15		2 00	66	Norwich	64	8 45		9 53		
6 52		6 25	600	2 20	73	Concord	61	8 35		9 45		
7 14		6 46	434	2 30	76	Cassell's	61	8 21		9 30		
7 24		6 55		2 45	81	Cambridge	56	8 20	11 57	9 20		
7 39		7 10		2 50	85	Hanna's Crossing	48		11 52			
7 52	2 14	7 20	2000	2 50	89	Campbell	44	7 45		8 59		
7 56	2 18	7 23		2 75	93	Gibson's	41	7 38		8 50		
				2 90	96	Salesville	37	7 25		8 40		
8 20		7 45	500	2 95	100	Milwood	35	7 19		8 35		
8 28		8 06		3 00	102	Spencer's	35	7 15		8 30		
8 40		8 06	450	3 05	103	Barnesville	27	6 55	10 44	8 14		
8 46		8 16		3 10	103	Burr's Mills	20	6 30		7 55		
8 50		8 16	1000	3 30	110	Belmont	18	6 25	10 20	7 50		
9 10	3 21	8 38		3 50	117	Lewis' Mill	15	6 16		7 43		
9 31		8 58	200	3 55	119	Glencoe	9	5 57		7 25		
9 36	3 45	9 03		3 65	122	Neff's Siding	5	5 45		7 15		
9 45		9 12		3 85	128	Bellaires	0	5 30	9 20	7 00		
10 04		9 33		3 90	132	WHEELING						
10 15		9 45		4 00	137							
10 30	4 30	10 00	12000	4 00	141							
			15329									

Trains run by Clock in Columbus Office.

[Sept. 27.]

*Con. with Clev., Col. & Cin. RR. †Con. with Cin., Wil. & Zanesville RR.
 *Con. with Col., Piqua & Ind. RR. †Con. with Cle., Zanes. & Cin. RR.
 *Con. with Springfield and Col. RR. †Con. with Tuscarawas RR.
 †Con. with San., Man. & New. RR. †Con. with Bal. and Ohio RR.
 †Junc. of Scioto and Hock. Val., RR. †Con. with Clev. & Pittsb'g RR.
 †Con. with Steub. and Ind. RR. †Con. with Baltimore and Ohio RR.

Virginia and Tennessee Railroad.

J. R. McDaniel, Jr., Pres., Lynchburg, Va. E. H. Gill, Supt., Lynchburg, Va.
 Wm. H. Hughes, Secretary. M. B. Carter, Gen'l Ticket Agt.
 Trains leave Lynchburg for Bristol at 12 55 P.M.—Returning from Bristol at 9 15 A.M.

OHIO AND MISSISSIPPI RAILROAD.

Jos. W. ALSOP, Pres., East'n Div., N. York. WM. H. CLEMENT, Vice Pres., East'n Div., Cin. S. L. M. BARLOW, Pres. West'n Div., N. York. D. R. GARRISON, Vice Pres. West'n Div., St. Louis. WM. H. CLEMENT, Gen. Sup't, Cin.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CINCINNATI TO ST. LOUIS.					STATIONS.		ST. LOUIS TO CINCINNATI.			
Exp.	Exp.	Mail.	Pop'n	\$ c. Ms.	TRAINS		Mo	Mail.	Exp.	Exp.
					DEP'T	AR'VE	P M	A M	P M	A M
				10	0	0	340	10 20	8 00	1 10
4 20	10 50	9 00	200000		2	CINCINNATI				1 00
4 30			250		5	Storrs	335			
4 52	11 12	9 30	100		10	Cullons	330	9 49	7 29	12 35
5 03	11 31	9 41	450		14	Delbi.	328	9 39	7 18	11 24
4 11			256		18	North Bend	322			
					21	Gravel Pit	319		6 59	
5 27	11 55	10 05	7000		21	I. & C. R. R. Junc.	318	9 15	6 57	11 01
5 29	11 57	10 07			22	Lawrenceburg	317	9 13	6 54	11 59
5 39	12 05	10 17	4000		25	I. & C. R. R. Junc.	315	9 03	6 45	11 58
5 51	12 15	10 27	150		27	Aurora	315	8 55	6 40	11 40
6 12	12 32	10 45	200		33	Cochran	313		6 18	11 24
6 35	12 49	11 07	350		37	Dillsborough	307		6 03	11 07
6 43		11 15	350		40	Moore's	300	8 15	6 03	11 00
6 53		11 23	100		42	Milan	298		5 51	11 00
6 59		11 28			45	Pierceville	295	8 02	5 49	10 53
7 15	1 21	11 41	100		47	Delaware	293		5 22	10 35
7 35	1 33	11 58			52	Osgood	288	7 45	5 32	10 25
7 41		12 04			56	Poston	284	7 35	5 22	10 17
7 52		12 04	100		58	Holtz	282		5 11	10 10
8 00		12 04	100		62	Nebraska	278		4 51	9 58
8 20	2 15	12 23	100		66	Butterville	274	7 07	4 51	9 58
8 35	2 30	1 00	800		73	North Vernon	267	6 50	4 35	9 40
9 00	2 55	1 45	300		79	Hardenbergh	261		4 20	9 28
	3 30	2 17	155		87	Seymour	253	6 15	4 00	9 00
		2 27	600		98	Brownstown	242	5 50	3 30	
		2 42	100		101	Velonia	239			
	8 02	7 15			106	Medora	234	5 31		
	8 20	7 20	6000		191	Junc. E. & C. R. R.	149	1 48	11 03	
	8 45	7 47	600		192	Vincennes	148	1 45	11 00	
	8 58	8 01	150		201	Lawrenceville	139	12 59	10 33	
	9 13	8 17			206	Bridgeport	134		10 20	
	9 22	8 28			211	Sumner	123		10 05	
	9 33	8 38	600		213	Hadley	127		9 57	
	9 51	9 20			217	Claremont	123		9 48	
	10 13	9 44			223	Olney	117	12 07	9 20	
	10 36	10 09			231	Noble	109		8 54	
	11 04	10 37	115		238	Clay City	102		8 30	
	11 26	10 57	150		245	Flora	95	11 04	8 10	
	11 49	11 21	1200		253	Xenia	80	10 44	7 46	
	12 14	11 50			260	Middleton	80	10 22	7 22	
	12 31	12 03	150		269	Salem	71		6 56	
	12 43	12 25	500		275	Odin	65	9 45	6 36	
	1 21	1 04			279	Sandoval	61	9 34	6 25	
	1 43	1 31			293	Carlyle	47	9 00	5 46	
	2 08	1 56	150		301	Breese	39		5 23	
	2 18	2 04	800		310	Trenton	30	8 16	4 58	
	2 31	2 20			313	Summerville	27	8 06	4 48	
	3 10	3 02	150		316	Lebanon	24	7 55	4 38	
	3 45	3 30	130000		331	Caseyville	9		3 55	
P M	P M	A M			340	(East St. Louis)	0	7 00	3 30	
						AR'VE		A M	P M	A M

Way Fare, 3 cents per mile.

Stops for Meals.

*Connects at St. Louis—
 with Terre Haute, Al. & St.
 Louis, Chicago, Al. & St. Louis Pa,
 St. Louis & Iron Mountain, N.
 cific, Missouri, Belleville & Ilkstown Railroads.

*Connects at Cincinnati—with Cin. & Chic.
 Cin. Ham. & Dayton, Cin. Wilm. & Zanesville,
 Clev. Col. & Cincinnati, Cin. Easton & Rich.,
 Kentucky Central, Little Miami, Mariet.
 ta & Cincinnati Railroads.

JOHN M. W.

Please inform

St. Lo

Ac.	E	P M	P M
		5 30	3 45
		5 35	3 50
		5 48	---
		5 57	---
		6 06	---
		6 15	4 25
		6 26	---
		6 34	4 44
		---	---
		6 48	---
		6 56	5 00
		---	---
		7 04	---
		7 14	---
		---	---
		7 30	5 50
		---	5 50
		---	5 50
		---	6 00
		---	6 00
		---	7 00
		---	7 00
		---	---

P M

W.

Train

Dist

PACIFIC RAILROAD.

JOHN M. WIMER, Pres. T. McKissock, Gen. Superintendent.
 E. W. WALLACE, Gen. Ticket Agt., St. Louis.

Please inform the Publisher, for correction, if any errors are found in this Guide.

ST. LOUIS TO TIPTON.					STATIONS.				TIPTON TO ST. LOUIS			
Ac.	E	Mail	Pop'n.	\$ c. M s	TRAINS	M s	Exp.	Mail.	Acc.			
P M	P M	A V			DP'T	AR'VE	P M	P M	A M			
5 30	3 45	8 00	130000	0	0	St. Louis, 7th st*	163	12 30	8 40	7 30		
5 35	3 50	8 05				" 14th st	162	12 26	8 35	7 25		
5 48		8 19	2498	20	4	Cheltenham	156		8 21	7 13		
5 57		8 28		30	7	Laclede	153		8 11	7 04		
6 06		8 37		40	10	Webster	150	11 51	7 53	6 48		
6 15	4 25	8 47	100	55	13	Kirkwood	147		7 44	6 38		
6 26		8 58			16	Barrett's	144	11 34	7 35	6 30		
6 34	4 42	9 06	100	75	22	Meramec	141					
		9 21	25		24	Gravel Switch	139		7 19	6 13		
6 48		9 29		95	26	Saint Paul	137			6 06		
6 56	5 02	9 38		1 05	28	Glencoe	135	11 13	7 13			
		9 47	180	1 15	29	Waldstein Sw'h	134			5 56		
7 04		9 56		1 20	32	Eureka	131		7 04	5 47		
7 14		10 02	500		35	Allenton	126		6 50			
7 30	5 32	10 12		1 50	40	Dozier Switch	126			5 30		
	5 42	10 22		1 65	44	FRANKLIN	123	10 46	6 37			
	5 53	10 32		1 75	52	Gray's Summit	119	10 33	6 04			
		10 44		2 10	54	Labadie	111	10 22	5 53			
	6 18	10 53	450	2 15	61	South Point	109		5 25			
		11 16	1641	2 50	66	WASHINGTON	101	9 53	5 17			
	6 49	11 30		2 65	74	Newport	97		4 55			
		11 52		3 00	81	Miller's Landing	89	9 19	4 40			
	7 25	12 10	1750	3 25	88	Berger	82		4 17			
	7 45	12 30	100	3 50	99	HERMANN		8 41	3 58			
		12 50		4 00	105	Dep't. do Arr	75		3 36			
		1 12		4 25	108	Gasconade	63		3 05			
	8 53	1 40	1004	5 00	116	Chamois	58	7 38	2 48			
		1 51		5 00	125	St. Aubert	54		2 38			
		2 03			132	L'Ours Creek	51		2 27			
	9 23	2 15			140	Bonnot's Mill	46	7 07	2 15			
	9 50	2 40	3500	4 65	150	Osage	38	6 45	1 45			
		3 10			155	JEFFERSON CITY			1 00			
		3 45			163	Dep't. do Arr	26					
		4 25				Scott	23					
		5 10	200			Lookout	13		11 00			
		6 0				California	0		10 00			
						Tipton						
P M	P M	P M				AR'VE	DEP'T		A M	A M	A M	

*Con. all Railroads departing from St. Louis. †Stages to Manchester and Ellisville.

ROCK ISLAND AND PEORIA R. R.

W. B. BUFORD, Pres. Rock Island. H. HAKES, Supt., Rock Island.
 Trains leave Coal Valley for Rock Island at 8 30 A M and 2 00 P M.
 " " Rock Island for Coal Valley at 10 40 A M and 4 00 P M.
 Distance, 11 miles. Fare, 25 cent. Time, 1 hour.

East'n
 RRISON,

Guide.

NATI.

*Connects at St. Louis with Pa.
 Chicago, Al. & St. Louis
 St. Louis & Iron Mountain, N.
 St. Louis & Illtown Railroads.
 Missouri, Belleville & Illtown Railroads.

*Connects at Cincinnati with Cin. & Chic.
 Ham. & Dayton, Cin. Wilm. & Zanesville,
 Cleve. Col. & Cincinnati, Cin. Eaton & Rich.,
 Kentucky Central, Little Miami, Mariet-
 ta & Cincinnati Railroads.

BALTIMORE AND OHIO RAILROAD.

JOHN W. GARRETT, Pres., Baltimore, Md. J. J. ATKINSON, Sec. and Treas. E. F. FULLER, Gen. Western Ag't. L. M. COLE, Gen. Ticket Ag't. W. PRESCOTT SMITH, Mast. Transportation. H. DELLEARS, General Freight Agent.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BALTIMORE TO WHEELING.				STATIONS.		WHEELING TO BALTIMORE.												
Mail.	Acc.	Exp.	Pop'n	\$	c.	Ms	TRAINS		Ms	\$	c.	Exp.	Acc.	Mail.				
A M	P M	P M					DEP'T	AR VE				A M	P M	P M				
8 30	4 10	5 05	300500	0	0	0	... BALTIMORE*	...	379	9	75	7 35	12 40	5 05				
9 02	4 42	5 31	1250	35	9	...	Washington Junc.	...	370	9	60	7 02	12 09	4 36				
9 20	5 01	5 46	155	60	15	...	Ellicott's Mills	...	365	9	60	6 44	11 51	4 18				
9 56	5 39	6 17	100	1 05	28	...	Marriottsville	...	352	9	60	6 08	11 13	3 42				
10 12	5 55	6 30	...	1 20	32	...	Sykesville	...	248	9	60	5 53	10 59	3 27				
10 42	6 32	6 58	...	1 60	44	...	Mount Airy	...	336	9	50	5 23	10 17	2 55				
11 05	6 55	7 17	...	1 85	50	...	Monrovia	...	330	9	40	5 00	9 50	2 32				
11 31	7 20	7 37	...	2 15	59	...	Monocacy	...	321	9	15	4 37	9 20	2 07				
							<i>Branch to Frederick.</i>											
							Monocacy		3	9	25				9 20			
							Frederick									9 00		
							<i>Main Line—cont'd.</i>											
							Buckeystown		317	9	00	4	26				1 55	
							Point of Rocks		510	8	85	4	07				1 35	
							Berlin		304	8	65	3	50				1 16	
							Harper's Ferry		298	8	45	3	32				12 55	
							Kearneysville		287	8	35	2	58				12 18	
							Martinsburg		278	8	25	2	35				11 59	
							N. Mountain		272	8	25	2	10				11 23	
							Sleepy Creek		266	8	00	1	41				10 59	
							Hancock		256	7	90	1	27				10 28	
							Sir John's Run		251	7	90	1	10				10 45	
							Little Cacapon		222	7	10	11	52				9 18	
							Green Spr. Run		215	6	75	11	29				9 00	
							Cumberland		201	6	00	10	51				8 18	
							New Creek		178	5	80	9	44				7 10	
							Piedmont		173	5	65	9	30				6 55	
							Frankville		163	5	35	8	58				6 18	
							Altamont		156	5	30	8	28				5 52	
							Oakland		147	5	15	8	02				5 27	
							Cranby Summit		137	4	90	7	32				5 01	
							Rowlesburg		126	4	50	6	54				4 25	
							Tunnelton		119	4	25	6	30				3 33	
							Newburg		113	4	05	6	08				3 23	
							Grafton		100	3	60	5	25				3 03	
							Fetterman		97	3	55	5	01				2 52	
							Valley Falls		91	3	30	4	44				2 31	
							Benton's Ferry		82	3	00	4	15				2 05	
							Fairmount		77	2	80	3	59				1 49	
							Farmington		67	2	45	3	28				1 20	
							Mannington		60	2	20	3	08				1 02	
							Littleton		42	1	55	2	14				12 10	
							Cameron		28	90	1	33				11 29		
							Roseby's Rock		17	79	12	58				10 56		
							Moundsville		11	50	12	40				10 40		
							Benwood		4	25	12	20				10 20		
							WHEELING†					01	11	50				9 50
							AR'VE		DEP'T							A M		

Mail Train West, arrives at Piedmont 7 10 P. M., and lies over until next morning, at 8 45.

* Conn. Philad'a, Wilm'n & Baltimore R.R. † Conn. Central Ohio and Cleveland R.R. ‡ Conn. N. West.

ZENOS BARR... ROBT. S. H...

Please inform

HANOVER—HANOVER JUNC.—Trains (via Hanover Branch RR) leave: 4 Distance, 13 miles. Fare, 50 cents. Hanover at 9 00 A. M., 1 45 and 4 45 P. M. Hanover at 11 00 A. M., 3 00 and 6 00 P. M.

*Rail... W... a... t... N...

NORTHERN CENTRAL R. R.

ZENOS BARNUM, Pres., Baltimore. C. C. ADREON, Supt., Baltimore
 ROBT. S. HOLLINS, Sec'y, Baltimore. J. H. WARNER, Ticket Agt, Bal.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BALTIMORE TO SUNBURY				STATIONS.		SUNBURY TO BALTIMORE		
Mail.	Mail.	Exp.	\$ c. M s	DEPT	ARRIVE	Pop'n.	Exp.	Mail.
P M	P M	P M						
			0 0	BALTIMORE*		200000	5 00	7 50
6 00	8 15	3 30	1	Bolton				
5 10	8 22	3 40	3	Woodbury				
			15	Melvale				
			15	Mt. Washington			4 36	7 24
6 28	8 40	3 55	25	Relay			4 33	7 10
6 42	8 53	4 23	35	Timonium				
			45	Texas			4 13	7 00
			50	Cockeysville				
6 57	9 05	4 34	50	Ashland				
			60	Glencoe		400	3 46	6 33
			65	Monkton				
7 51	9 28	4 56	75	Whitehall			3 29	6 16
			75	Parkton			3 11	5 58
7 38	9 44	5 17	85	Freeland's				
7 55	9 59	5 34	1 90	Summit			2 48	5 35
			1 25	Glenrock			2 32	5 20
8 23	10 23	6 03	1 50	Hanover Junc. †			2 24	5 12
8 36	10 35	6 15	1 50	Gladfelter's			2 00	4 50
8 43	10 42	6 22	1 75	York †	8540		1 15	4 40
9 12	11 11	7 19	2 20	Goldsborough			12 45	3 30
9 57	11 52	7 29	2 50	Bridgeport				
10 30	1 10	8 40	2 50	HARRISBURG †	13000			
10 40				Rockville				
				Penn. RR Cross.			11 57	2 37
				Dauphin §	1000		11 39	2 19
				Clark's Ferry			11 22	2 01
				Halifax	650		11 06	1 43
				Millersburg				
				Buchanan				
				Mahontonga			10 37	1 15
				Georgetown			10 25	1 01
				Port Trevorton			9 55	12 28
				SUNBURY**	2500			
				ARRIVE	DEPT		A M	A M

BALTIMORE TO SUNBURY
 HANOVER JUNC. (via Hanover Branch RR) leave:
 Distance, 13 miles.
 Fare, 50 cents.
 † Junction at 11 00 A. M., 3 00 and 6 00 P. M.
 ‡ Junction at 9 00 A. M., 1 45 and 4 45 P. M.
 § Con. Philad'a, Wilm'n & Baltimore RR.
 ¶ Con. Philad'a, Wilm'n & Baltimore RR. † Con. Central Ohio and Cleveland RR. ‡ Con. N. West.

Way fares, about 3 cents a mile.

*Railroads Con. all from Baltimore; †Junc. Hanover Br. RR, above; ‡Junc. Wrightsville, York & Gettysburg RR; §Cross. of Pennsylvania RR. ¶Con. Lebanon Valley RR; §Con. Dauphin & Susquehanna RR; **Con. with Sunbury & Erie, which con. with Williamsport & Elmira RR. and Buf. & N. F., via NY CRR. † Through Fare to Pittsburg, \$8 50 to Cleveland, \$11 20; Chicago, \$19 50; St. Louis, \$21; Elmira, \$7 75 Niagara Falls and Buffalo, \$11 50.

SANDUSKY, MANSFIELD & NEWARK R. R.

W. DURBIN, Pres., Cincinnati. J. W. WEBB, Sup't, Sandusky.
T. N. GOODMAN, Gen. Ticket Agent, Sandusky.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SANDUSKY TO NEWARK.					STATIONS.		N'K TO S'NDY.		
Mail.	Acc.	Pop'n	\$ c.	Ms	DEP'T	AR'VE	Ms	Mail.	Acc.
A M	A M				SANDUSKY*		116	8 00	3 45
6 50	7 30	15000		16	Monroeville†		100	7 15	2 30
7 40	8 45			26	Plymouth.....		80	6 15	1 00
8 34	10 20	1000		45	Shelby Junc.		71	5 30	10 47
8 57	11 00			55	Mansfield‡		60	5 00	9 27
9 27	12 05	4500		92	Mt. Vernon§		24	3 14	7 35
1 17	4 00	4570		104	Utica.....		12	2 41	6 35
11 50	4 58	1500		116	NEWARK||		0	2 00	5 30
12 30	6 00	6500							

Through fare, \$3.50.
Way fare, 3c. mile.

*Clev. & Tol. †Pittsb., Ft. Wayne & Chic. §Springfield, Mt. Vernon & Pittsb. |Cent'l Ohio, Steub. & Ind., and Sci. & Hook. Valley.

Cleveland, Zanesville & Cincinnati Railroad.

SIMON PERKINS, Pres., AKRON, O. S. PERKINS, Supt't, Akron, O.

Trains leave Cleveland for Millersburg at 4 15 p m; leave Hudson for Millersburg 6 53 a m and 5 45 p m. Returning, leave Millersburg at 6 30 a m and 1 25 p m. Distance 87 miles. Fare \$2.50. Trains stop at intermediate stations.

Cleveland & Mahoning Railroad.

J. PERKINS, Pres., C. L. J. ODES, Supt., H. H. REYNOLDS, Ticket Ag't, Cleveland.

Trains leave Cleveland* 6 40 a m, 3 50 p m; Aurora 8 45 a m, 5 22 p m; Warren 11 36 a m, 7 12 p m, and arrive at Youngstown 12 44 and 8 06 p m.
Trains leave Youngstown 7 00 a m, 1 30 p m; Warren 7 59 a m, 2 35 p m; Aurora 4 45 a m, 5 22 p m; arrive at Cleveland 11 10 a m, 7 34 p m. Distance, 67 miles.

Richmond and Danville Railroad.

L. E. HARVEY, Pres.; THOS. W. BRECKENBOUGH, Treas.; and CHARLES W. CAMPBELL, Supt., Richmond, Va.

Trains leave Richmond for Danville 5 30 A M—Leave Danville for Richmond 7 10 A M. Distance, 141 miles. Through Fare, \$5 70.

Spartanburg and Union Railroad.

J. L. YOUNG, Pres., Union, S. C. O. T. GIBBES, Supt., Shelton, S. C.

Trains leave Alston for Spartanburg 9 30 A M—Leave Unionville for Alston 5 20 A M. Distance, 48 miles. Through Fare to Sinsville, \$1 25.

Memphis & Ohio Railroad.

Trains leave Memphis Station at 7 00 a m, arriving at Wesley at 10 15 a m. Returning, leave Wesley at 10 35 a m, arriving at Memphis Station at 1 35 p m.

Belleville & Illinoistown Railroad.

Trains leave Belleville at 8 a m and 2 p m; arrive at Illinoistown at 9 a m and 3 p m. Returning, leave Illinoistown at 10 a m and 4 p m, and arrive at Belleville at 11 a m and 5 30 p m.

Martinsville Railroad.

Passenger Trains leave Franklin for Martinsville at 1 p m and arrive at 4 p m. Leave Martinsville for Franklin at 6 a m and arrive at 9 a m. Distance 25 miles.

TERR

C. C. LICHT

Please info

ST. L. TO T.

Mail.	Exp.
P M	A M
4 35	7 00
5 45	8 05
7 03	
7 32	9 19
8 13	9 58
3 54	10 38
9 16	10 58
10 08	11 50
10 25	12 15
11 24	1 02
11 32	1 10
12 11	1 43
1 05	2 22
1 40	2 55
2 39	3 44
3 10	4 14
3 45	4 44
4 15	5 33
A M	P M

B. RIPL

Passer
at Ande
m, arriv
Fare, 3

Trai
station
centr

T
A M.

J.
Tr
& I

T
tow

T
6 I

TERRE HAUTE, ALTON & ST. LOUIS R. R.

C. O. LICHFIELD, Pres., N. Y. J. A. RAYNOR, Vice Pres., & Supt., S. F. TENNY
 Asst. Supt., R. F. FIFIELD, Gen. Ticket Agt., St. Louis.

Please inform the Publisher, for correction, if any errors are found in this Guide.

ST. L. TO T. HAUTE			STATIONS.		T. H. TO ST. LOUIS.			
Mail	Exp.	Exp. Ms	DEPT	TRAINS	Ms	Exp.	Exp.	Pop'n
PM	AM			EAST ST. LOUIS.....	187	4 05	3 58	130000
7 35	7 00	0		Junction.....	168	3 04	2 50	
5 45	8 05	20		Alton.....	163			
				Bunker Hill.....	163	2 08	1 55	
7 03		34		Gillespie.....	144	1 39	1 26	
7 32	9 19	43		Litchfield.....	133	1 10	12 54	600
8 13	9 58	53		Hillsboro.....	123	12 17	12 02	
3 54	10 38	64		Irving.....	117	11 55	11 40	
9 16	10 53	70		Rosamund.....	99	11 04	10 44	
10 08	11 50	88		Pana.....	95	10 52	10 30	550
10 25	12 15	92		Shelbyville.....	80	9 58	9 25	525
11 24	1 02	107		Thornton.....	78	9 36	9 01	425
11 33	1 10	109		Windsor.....	68	9 02	8 23	
12 11	1 42	119		Mattoon.....	56	8 20	7 35	350
1 05	2 25	131		Charleston.....	46	7 40	6 55	
1 40	2 58	141		Dudley.....	23	6 41	5 56	600
2 39	3 49	159		Paris.....	19	6 10	5 25	
3 10	4 16	168		Sandford's.....	8	5 35	4 48	3225
3 45	4 48	179		TERRE HAUTE.....	0	5 05	4 20	
4 15	5 15	187						
AM	PM		AR'VE			AM	PM	

*Daily, except Sundays.

CINCINNATI AND CHICAGO RAILROAD.

B. RIPLEY & WM. D. JUDSON, Lessees, Richmond, Ind. JOHN BRANDT, Jr., Gen. Supt., Richmond, Ind.

Passenger train leaves Richmond daily (Sundays excepted) at 9 00 A M, arriving at Anderson at 11 30 M, and Logansport 3 10 P M. Train leaves Logansport 9 40 A M, arriving at Anderson at 12 55 P M, and Richmond 4 00 P M. Distance, 108 miles. Fare, 3 cents per mile.

DAYTON AND MICHIGAN RAILROAD.

T. J. S. SMITH, Pres., & O. M. SHOEMAKER, Supt., Dayton, O.
 Trains leave Dayton 8 00 A M & 7 35 P M o. Sidney & Lima, stopping at intermediate stations. Trains leave Lima for Sidney & Dayton 4 15 P M & 3 40 A M. Fare, about cents per mile. Distance, 72 miles.

HANNIBAL & ST. JOSEPH RAILROAD.

(Operated by John Duff & Co.)
 F. W. SOUTHACK, Ticket Agt.
 THEOPHILUS E. SICKLES, Supt.
 Trains leave Hannibal for Stockton 8 00 A M. Leave Stockton for Hannibal 8 30 A M. Distance, 86 miles. Fare, \$—.

COLUMBUS, PIQUA AND INDIANA RAILROAD.

J. L. JEWETT, Pres., Piqua, Ohio. JOHN H. WATKINS, Supt., Columbus.
 Trains leave Columbus 6 30 A M & 5 10 P M. Leave Piqua for Columbus 8 30 A M & 1 00 P M. Distance, 72 miles. Through Fare, \$2 00. [Dec. 30.]

KNIGHTSTOWN AND SHELBYVILLE R. R.

Train leaves Shelbyville 11 15 A M for Knightstown. Returning, leaves Knightstown 2 30 P M. Distance, 27 miles. Fare, 75 cents.

DUBUQUE AND PACIFIC RAILROAD,

J. P. FARLEY, Pres., & D. H. DOTTERER, Supt., Dubuque, Iowa.
 Trains leave Dubuque 8 05 A M, and 3 00 P M, arrive at Nottingham 10 20 A M, & 6 15 P M. Leave Nottingham 3 30 P M & 6 15 A M, arrive Dubuque 5 15 P M & 9 30 A M.

EAST

S. B. CUNNINGHAM

Please Inform

BRISTOL TO

Pass	Pass
AM	AM
1 00	1 35
2 03	2 23
2 48	3 02
3 39	3 41
4 10	4 45
4 45	5 20
5 25	6 05
6 35	7 17
7 31	7 59
8 28	8 57
9 57	

GREENVILLE & COLUMBIA R. R.

T. C. PERKIN, Pres., Abbeville, S. C. E. F. RAWORTH, Gen'l Supt., Columbia, S. C. T. D. DAVIS, Gen'l Ticket Agt. JOHN SOUTHERN, Auditor and Treas.

COLUMBIA TO GREENVILLE		GREENVILLE TO COLUMBIA	
Pass	Pop'n	Ms	C
7 30	10500	1436	50
8 00	0	1376	50
8 30	0	1286	40
9 15	75	1182	90
9 30	15	1145	70
9 40	25	1111	50
10 15	25	1035	20
10 50	40	964	75
11 00	46	894	50
11 25	48	824	10
11 48	54	783	90
12 03	61	683	40
12 45	65	582	90
1 07	75	492	50
1 38	82	613	00
2 12	85	412	20
2 57	94	321	00
3 32	106	261	70
4 10	100	191	00
4 47	102	8	40
5 15	109	0	40
5 50	117	36	175
6 50	124	36	175
7 30	135	36	175
8 15	144	36	175

Please Inform the Publisher, for correction, if any errors are found in this Guide.

NASHVILLE & CHATTANOOGA R. R.

V. K. STEPHENSON, Pres., H. I. ANDERSON, Supt., C. L. ANDERSON, Gen'l Ticket Agent, all Nashville, Tenn.

NASHVILLE TO CHATTA		CHATTA TO NASHVILLE	
Pass	Pop'n	Ms	C
8 AM	20000	0	0
9 AM	0	20	0
9 30	0	42	0
10 00	0	46	0
10 30	250	35	0
11 00	0	88	0
11 30	0	93	0
12 00	0	108	0
12 30	0	103	0
1 00	0	124	0
1 30	0	138	0
2 00	0	151	0

Additional Trains leave Nashville for Decherd 7 35 P. M. Decherd for Nashville 7 45 P. M.

Laurens R. R.—J. W. SIMPSON, Pres., B. S. JONES, Supt. Laurensville, S. C.

Train leaves Newberry for Laurens at 11 45 A. M.

Train leaves Laurens for Newberry at 7 00 A. M.

Distance, 32 miles. Fare, \$1.50.

South Carolina R. R.—(Camden Branch.)

Trains leave Camden at 4 10 A. M., arr. Kingsville 6 35 A. M.

Trains leave Kingsville at 5 00 P. M., arr. Camden 7 20 P. M.

Express Trains leave Camden at 12 40 P. M., Mondays, Wednesdays and Saturdays. Leaves Kingsville 7 30 A. M., on the above days. Distance, 37 miles. Fare, \$1.50 (Jan. 1859.)

F. T. Train

M. A. Train

riving

MO

C. T.

WEST

Pass

PM

4 45

5 2

4

5 3

6

7 7

7 10

8 A

EAST TENNESSEE & VIRGINIA RAILROAD.

S. B. CUNNINGHAM, Pres.; A. S. GRAHAM, Vice Pres.; and Jos. SEVIER, Supt. Jonesboro', Tenn. L. C. HOSS, Gen. Ticket Agent, Bristol.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BRISTOL TO KNOXVILLE.				STATIONS.		KNOXVILLE TO BRISTOL.			
Pass	Pass	Pop'n	\$ c. Ms	DEP'T	AR'VE	Ms	\$ c.	Pass	Pass
A M									
1 00		600	0 0	Bristol*	130 5 25			8 49	
1 35		200	50 11	Union	119 4 75			8 16	
2 03			80 20	Carter	110 4 40			7 47	
2 23			1 00 25	Johnson	105 4 20			7 31	
2 48		1200	1 25 32	Jonesborough	98 4 00			7 05	
3 22			1 75 43	Limestone	87 3 50			6 49	
3 39			1 90 47	Fullen	74 3 00			5 17	
4 10		1000	2 25 56	Greeneville	65 2 60			4 44	
4 45			2 60 65	Blue Spring	56 2 25			4 12	
5 20			3 00 74	Bulls' Gap	48 2 00			3 43	
5 45		250	3 30 82	Russelville	42 1 70			3 26	
6 05		200	3 50 88	Morristown	34 1 35			3 00	
6 35			3 90 96	Talbot	29 1 15			2 45	
7 17			4 05 101	Mossy Creek	25 1 00			2 31	
7 31		500	4 25 105	New Market	17 65			2 04	
7 59		100	4 60 113	Plains	10 40			2 35	
8 28			4 80 120	McMillan or Leggs	0 0			1 00	
8 57		8000	5 25 230	Knoxville				1 M	
A M				AR'VE	DEP'T				

*Connects at Bristol with Virginia and Tennessee R.R.—At Knoxville with East Tennessee and Georgia R.R.

AUGUSTA & SAVANNAH RAILROAD.

F. T. WILLIS, Pres., Savannah, Ga. ANDREW YONGE, Supt., Augusta, Ga.
Trains leave Augusta at 12 30 A. M. and 2 45 P. M.—Greens Cut 1 57 A. M. and 4 07 P. M.—Arriving at Millen 3 30 A. M. and 5 30 P. M.

Trains leave Millen 4 00 A. M. and 4 25 P. M.—Greens Cut at 5 44 A. M. and 5 57 P. M., arriving at Augusta 7 19 A. M., 7 20 P. M. Distance, 53 miles. Through Fare, \$2.25.

MONTGOMERY AND WEST POINT RAILROAD.

C. T. POLLARD, Pres., Montgomery, Ala. DAN'L H. CRAM, Supt., Montgomery.

WEST POINT TO MONTGOMERY.				STATIONS.		MONTGOMERY TO W. P.					
Pass	Pass	Pass	Pop'n	\$ c. Ms	DEP'T	AR'VE	Ms	\$ c.	Pass	Pass	Pass
P M	A M										
4 45	6 43		2500	0 0	West Point	88 3 50			2 25	3 11	
5 27	7 23		50	50 11	Cusseta	77 3 10			1 49	3 29	
<i>Branch to Opelika.</i>											
			12000	0 0	Columbus	92 3 75			2 45	3 15	
			1500	75 17	Salem	75 3 15			1 48	2 19	
			1000	1 10 28	Opelika	64 2 65			1 10	1 42	
<i>Main Line Continued.</i>											
			1000	90 24	Opelika	64 2 65			1 10	1 42	
			2000	1 10 28	Auburn	60 2 40			12 35	1 01	
			800	1 40 33	Loachapoga	55 2 15			12 06	12 32	
			400	1 60 40	Notasulga	48 1 90			11 45	12 11	
			12500	3 50 88	Montgomery	0 0			8 45	9 10	
6 33	8 11				AR'VE	DEP'T			A M	P M	
7 00	8 34										
7 28	8 59										
7 49	9 17										
10 45	12 00										
A M	M										

GREENVILLE & COLUMBIA R. R.
Abbeville, S. C. E. F. RAYBORTH, Gen'l. Agent.

NASHVILLE & CHATTANOOGA R. R.
V. K. STEPHENSON, Pres., H. I. ANDERSON, Supt., G. L. ANDERSON, Gen. Ticket Agent, all Nashville, Tenn.

NORTH-EASTERN RAILROAD.

A. F. RAVENEL, Pres., Charleston. S. S. SOLOMONS, Eng. and Supt Char. S. C.

Please inform the publisher, for correction, if any errors are found in this Guide.

CHARLETTOWN TO FLORENCE. **STATIONS.** **FLORENCE TO CHARLESTOWN.**

CHARLETTOWN TO FLORENCE.				STATIONS.				FLORENCE TO CHARLESTOWN.			
Pass	Pass	Pass	c. Mis.	TRAFFIC.		Min	c.	Pass	Pass		
p m	a m			DEPT	AR'VE			A M	P M		
3 00	2 15	00000	0	CHARLESTON*		1 02	4 35	00	5 45		
3 25	2 39		35	Eight Mile T. O.			43 90	8 36	5 20		
4 05	3 12		85	Mount Holly			83 30	7 03	4 40		
4 47	3 46		1 25	Monk's Corner			73 30	7 29	3 59		
5 09	4 08		1 60	Bonneau			65 2 65	7 07	3 37		
5 30	4 30		1 90	St. Stephens			57 3 35	5 46	3 15		
6 05	5 10		2 10	Gourdin's			44 1 80	4 44	2 16		
6 29	5 36		2 45	Kingstree			38 1 55	4 2	2 00		
6 45	5 53		2 70	Cade's			30 1 25	3 58	1 36		
7 09	6 19		3 00	Graham's			23	95	3 37	1 18	
7 27	6 41		3 30	Coward's			15	65	3 18	1 00	
7 45	7 00		3 60	Effingham			9	35	2 57	12 40	
8 05	7 22		3 90	FLORENCE			0	0	2 30	12 15	
8 30	7 50		4 25								
p m	a m			AR'VE	DEPT						

*Con. S. Carolina R., R. below.

CHERAW & DARLINGTON RAILROAD.

W. S. MULLINS, Pres.; C. T. W. SYFAN, Supt., Cheraw, S. C.
Trains leave Florence at 8 40 a. m. and 9 15 p. m. leave Cheraw, 9 30 a. m. and 5 00 p. m.—Distance 40 miles, Fare \$2 00.

SOUTH CAROLINA AND COLUMBIA BRANCH RAILROADS.

J. CALDWELL, Pres., Columbia, S. C. H. T. PEAKE, Gen. Supt., Charleston S. C.
Trains leave Charleston, for Branchville and Columbia, 10 25 a. m. and 8 30 p. m.
Trains leave Charleston, for Augusta, 6 45 a. m. and 2 30 p. m.
Trains leave Branchville, for Columbia, 10 10 a. m. and 8 15 p. m.
Trains leave Columbia, for Augusta, 5 00 a. m. and 1 40 p. m.
Distance from Charleston to Branchville, 62 mls.—to Columbia 130 mls.—to Augusta, 137 mls.—Fare to Branchville, \$2 50.—to Columbia, \$3 00.—Augusta, \$5 50.

WILMINGTON AND MANCHESTER RAILROAD.

W. S. MULLINS, Pres., Wilmington. J. P. ROBERTSON, Gen. Supt., N. C.
Trains leave Wilmington, 6 30 a. m.; 8 45 p. m. arrive at Marion, 11 06 a. m. and 1 46 p. m. and Kingsville, 4 30 p. m. and 7 20 a. m. stop at way Stations.
Trains leave Kingsville, 6 10 a. m. and 5 10 p. m. arrive at Marion, 10 17 a. m. and 11 04 p. m. and Wilmington, 3 26 p. m. and 1 10 a. m. stops at intermediate Stations, Distance 171 mls. Fare to Marion, \$3 50. Through fare, \$6 00.

NORTH CAROLINA RAILROAD.

CHARLES F. FISHER, Pres., Salisbury, N. C.
Trains leave Goldsboro for Charlotte, 6 15 a. m. & 1 30 p. m. Stopping at way Sta.
Trains leave Charlotte for Goldsboro 1 10 and 5 30 a. m. " " " "
Distance 223 miles.—Through Fare, \$7 75.

CHARLOTTE AND SOUTH CAROLINA RAILROAD.

WM. JOHNSTON, Pres., Charlotte, N. C. T. J. SUMNER Supt., Columbia, S. C.
Trains leave Columbia for Charlotte, 7 30 a. m.; 7 00 p. m. } Distance, 109 miles.
Trains leave Charlotte for Columbia 6 15 a. m.; 1 00 p. m. } Through Fare, \$4 25.
Stops at intermediate Stations.

CLINTON AND PORT HUDSON RAILROAD.

Trains leave Clinton on Monday Wednesday and Friday at 7 30 a. m. Returning, leave Port Hudson at 3 p. m. same days. F. H. W. RAYNARD, Agent,

RICHMOND

EDWING

Please Inform

WASH. TO RICHMOND	
Exp.	Exp.
A M	P M
10 30	11 40
11 18	12 42
12 42	2 22
1 04	2 46
2 26	4 00
P M	A M

R. H. C. MUSCOG
Trains
leave Co
a m, an
Distanc
CUTH
p m for
Distanc

J
Trai
a m an

Tra
ville f

Tr
for M

SA
T
or M

P

fo
F

RICHMOND, FREDERICK & POTOMAC R. R.

EDWIN ROBINSON, Pres., & W. N. BRAGG, Supt., Richmond, Va.

Please inform the Publisher, for correction, if any errors are found in this Guide.

WASH. TO RICHMOND.				STATIONS.		RICHMOND TO WASH.				
Exp.	Exp.	Pop'n	\$ c. M.	DEPT	TRAINS	AR'VE	Ms	\$ c.	Exp.	Exp.
AM	PM								AM	PM
10 30	11 41			0	Acquia Creek *		75	2 50	10 30	11 00
11 18	12 42	2000		14	Fredericksburg		61	2 50	9 45	10 55
12 42	2 22	200	1 25	46	Chesterfield		20	25	8 20	2 15
1 04	2 46	175	1 70	54	Taylorville		21	80	8 00	2 50
2 25	4 00	35000	2 50	75	Richmond	DEPT	0	0	6 40	7 30
PM	AM								AM	PM

*Steamboat to Washington.

SOUTH WESTERN AND MUSCOGEE RAILROAD.

R. H. CUYLER, Pres., Savannah, Ga. GEORGE W. ADAMS, Supt., Macon.
 MUSCOGEE R.R.—D. DRIFFIN, Pres., GEO. W. ADAMS, Supt., Columbus, Ga.
 Trains leave Macon for Columbus 9 45 a m, & 11 45 p m. Returning,
 leave Columbus for Macon 4 00 a m, 3 45 p. Leave Macon for Albany 7 20
 a m, and 11 45 p m. Returning, leaves Albany 6 40 a m, and 3 00 p m.
 Distance, 99 miles. Fare, \$4 00.

CUTHBERT EXTENSION.—Trains leave Smithville at 5 20 a m and 4 02
 p m for Dawson. Returning, leave Dawson at 4 00 a m and 1 50 p m.
 Distance, 15 miles.

TENNESSEE AND ALABAMA RAILROAD

J. MARSHALL, Pres., and W. O. N. PEPPINS, Supt., Nashville, Tenn.
 Train leaves Nashville 6 30 p m; 3 30 p m for Thompsons. Returns 8 30
 a m and 5 25 p m. Distance, 27 miles. Fare, 90 cents.

LOUISVILLE AND NASHVILLE RAILROAD.

JOHN J. HELM, Pres., and JAMES F. GAMBLE, Supt., Louisville, Ky.
 Trains leave Louisville for Munfordsville 6 15 a m, 2 50 p m. Munfords-
 ville for Louisville, at 1 50 p m. 5 25 a m. March 20, 1859.

MCMINNVILLE AND MANCHESTER RAILROAD.

P. H. MARRURY, Pres., & P. H. COFFEE, Supt., McMinnville, Tenn.
 Trains leave McMinnville 8 15 a m for Tallahoma. Leaves Tallahoma
 for McMinnville 1 30 p m. Distance, 35 miles. Through Fare \$1 50.

MEMPHIS AND CHARLESTON RAILROAD.

SAM'L TATE, Pres., B. AYRES, Supt., Western Division, Memphis. W. L. ROSS,
 Supt. Eastern Division, Huntsville.
 Trains leave Memphis for Chattanooga 10 55 a. m. Leave Chattanooga
 or Memphis 10 45 p m. Distance, 309 miles. Through Fare, 12 50.

MOBILE AND OHIO RAILROAD.

Hon. MILTON BROWN, Pres., and L. J. FLEMING, Supt. & Eng., Mobile.
 Trains leave Mobile for West Point 7 30 a m & 4 40 p m. Leave West
 Point for Mobile 6 30 a m. Distance 232 miles. Through Fare, \$9 30.

GEORGIA RAILROAD.

J. P. KING, Pres., Augusta. GEO. YONGE, Gen. Supt., Augusta, Ga.
 Trains leave Augusta for Atlanta 12 45 a m & 2 45 p m. Leave Atlanta
 for Augusta 12 00 a m & 10 00 night. Distance, 171 miles. Through
 Fare, \$5 50.

C.
 re.
 VN.
 *Con. S. Carolina R. R. below.
 C.
 m. and
 on S. C.
 30 p. m.
 30 p. m.
 15 p. m.
 40 p. m.
 to Au-
 r. \$5 50.
 t., N. C.
 m. and
 17 a. m.
 rmediate
 way Sta.
 "
 nbia, S. C.
 100 miles.
 Fare, \$4 25.
 Returning,
 Agent,

Please inform the Publisher, for correction, if any errors are found in this Guide.

KINGS MOUNTAIN RAILROAD.

W. C. BEATTY, Pres., & EDWARD THOMAS, Supt., Yorkville, S. C.
A train leaves Chester at 1 30 p m, arr. at Yorkville 3 00 p m. I've
Yorkville 7 45 a m., arr. at Chester 9 15 a m. Dis., 2 miles. Fare, \$1.

CENTRAL (GEORGIA) RAILROAD.

R. R. CUYLER, Pres., & EMERSON FOOTE, Supt., Savannah, Ga.
Trains leave Savannah for Maccon 12 15 p m Day Pass., & 11 45 Night
Pass. Leave Maccon for Savannah 10 45 a m 10 p m. Distance, 90 miles.
Through Fare, \$7 00.

MILLEDGEVILLE & EATONTON RAILROAD.

Train leaves Gordon 11 50 a m, arrive at Eatonton 2 35 p m. Leaves
Eatonton 5 00 a m, arrives at Gordon 7 50 a m.
Dis., 38 miles. Fare, \$1 90. EMERSON FOOTE, Supt., Savannah.

ALABAMA & TENNESSEE RIVERS RAILROAD.

W. WALKER, Pres., Selma, Ala. DANIEL SULLIVAN, Supt., Selma.
Trains leave Selma for Columbiana 8 00 a m. Returning, leave Colum
biana 7 00 a m for Selma. Distance, 73 miles. Fare, 4½ cents a mile.

SAVANNAH, ALBANY & GULF RAILROAD.

Dr. J. P. SCRIVEN, Pres., and GASPER J. FULTON, Supt., Savannah, Ga.
Trains leave Savannah for Little Satilla 8 00 a m. Returning, leave
Little Satilla for Savannah 1 45 p m. Distance, 72 miles.

JEFFERSON & LAKE PONCHARTRAIN RAILROAD.

Trains leave Tivoli Circle 6, 8 20, & 10 20 a m; 12 20 2 0, 4 20, & 5 20
p m. From the Lake 6, 8 10, 10 10 a m; 12 10, 2 10, 4 10, 5 10, 7 10, p m.
Fare--Between N w Orleans and Carrollton, 15 cents each way. Be
tween Carrollton and the Lake, 10 cents each way.

PONCHARTRAIN RAILROAD.—Cars leave New Orleans at 6, 7 30, 9, 11 &
12 M, & 2, 4, 5, 6, 7, 8, 9, & 10 30 p m. Leave the Lake 5, 6 30, 8, 10 &
11 30 a m, and 1, 3, 4 30, 5 30, 6 30, 7 30, 8 30, & 10 10 p m.

HOUSTON & TEXAS CENTRAL RAILROAD.

ABRAM GROESBECK, Pres., & F. B. CHASE, Supt., Houston.
Trains leave Houston for Hempstead 7 a m & 3 00 p m. Returning at
7 00 a m & 3 00 p m. Fare, \$2 50. Distance, 50 miles.

ATLANTA AND WEST POINT RAILROAD.

JOHN P. KING, Pres., Augusta. GEO. G. HULL, Supt., Atlanta.
Trains leave Atlanta for West Point 10 15 a m & 12 30 a m. Leave
West Point for Atlanta 3 55 a m & 2 55 p m. Distance, 87 miles. Thro'
Fare, \$3 50.

FLORIDA RAILROAD.

Leave Fernandina every day at 12 m, arriving at Baldwin 3 00 p m,
and Trail Ridge 4 00 p m. Leave Trail Ridge every day at 4 00 a m., &
Baldwin 5 00 a m, arriving at Fernandina at 8 00 a m
GEO. W. CALL, Sec. Florida Railway Co.

EAST TENNESSEE AND GEORGIA RAILROAD.

C. WALLACE, Pres., Knoxville, Tenn. R. C. JACKSON, Supt., Athens.
Trains leave Dalton 6 15 p m for Knoxville, Leave Knoxville 11 00
a m for Dalton. Distance, 110 miles. Through Fare, \$5 00.

SOUTHERN

W. C. SMEDLEY

Inform the Publisher

VICKSBURG

Acc.	Exp.
P M	A M
2 50	6 00
3 20	6 55
3 50	7 05
4 15	7 30
4 45	8 00
5 25	8 55
5 45	9 00
6 40	10 20
7 20	11 20
8 00	12 30
P M	P M

W. M. I
Trains
Leave
Fare. \$

ATH
night.
WA
Atlant
WA
lanta

Tr
ville

E. A
Tr
m
6 15
10

le
F

SOUTHERN—MISSISSIPPI—RAILROAD.

W. C. SMEDES, Pres., Vicksburg, Miss. GEO. H. HAZLEHST, Gen. Supt

Inform the publisher, for correction, if any errors are found in this Guide.

VICKSBURG TO MORETON				STATIONS.			MORETON TO VICK.		
Acc.	Exp.	Pcp'n.	\$ c. M	DEP'T	TRAINS	ARV'E	M \$ c.	Acc.	Acc.
P M	A M						A M	P M	
		6000	0 0		Vicksburg		8 13 50	11 20	7 55
2 50	6 00		50 10		Borina		7 1	10 50	7 25
3 20	6 55		80 18		Edwards		63 2 70	10 20	6 55
3 50	7 05				Bolton		54 2 30	9 55	6 30
4 15	7 30		1 20 27		Clinton		46 2 00	9 25	6 00
4 45	8 00	975	1 50 35		New Orleans Junc.		36 1 20	8 50	5 25
5 25	8 50		2 00 45		Jackson		35 1 50	8 35	5 10
5 45	9 00	3550	2 00 46		Brandon		20 90	7 40	3 50
6 40	10 24	820	2 60 61		Pilahatchee		9 50	7 05	2 50
7 2	11 25		3 00 72		Moreton		0 0	6 30	1 35
8 0	12 37		3 50 81						
P M	P M			ARV'E		DEP'T		A M	P M

ROME (GEORGIA) RAILROAD.

W. M. R. SMITH, Pres., Rome, Ga. W. S. COCHRAN, Supt., Rome, Ga.

Trains leave Rome for Kingston at 11 30 a m and 6 15 p m.
 Leave Kingston for Rome at 2 00 and 8 15 p m. Distance, 20 miles.
 Fare, \$1.00.

ATHENS BRANCH.—Leave Athens 11 30 a m, arrive at Atlanta 12 00 night. Leave Augusta 2 45 p m, and arrive at Athens 9 45 p m.
WASHINGTON BRANCH.—Leave Washington 2 00 p m., arrive at Atlanta 12 night. Leave Augusta 2 45 p m. arrive at Washington 7 20 p m.
WARRENTON BRANCH.—Leave Warrenton 3 00 p m, arrive at Atlanta 12 night. Leave Augusta 2 45 p m, arrive at Warrenton 6 30 p m.

SHELBYVILLE LATERAL & RUSHVILLE RAILROADS.

(Leased and run by the Jeffersonville Company.)
 Train leave Edinburg 1 00 p m for Rushville. Returning, leave Rushville 5 00 p m for Edinburg. Distance, 36 miles. Through Fare, \$1 10.

SCIOTO AND HOCKING VALLEY RAILROAD.

E. A. SPENCER, Pres., Somerset, O. TH. KENDALL, Supt., Portsmouth, O.
 Trains leave Portsmouth 7 00 a m and 1 40 p m, arrive at Bloom 8 30 a m and 3 10 p m, at Hamden 11 a m and 5 40 p m. Trains leave Hamden 6 15 a m and 12 15 p m arrive at Bloom 9 03 a m 2 45 p m, Portsmouth 10 40 a m, 4 15 p m. Distance, 36 miles. Fare, \$1 50.

IRON RAILROAD.

S. W. DEMPSEY, Pres. H. CLARKSON, Supt., Ironton.
 Trains leave Ironton 7 00 a m 1 00 p m for Center Station. Returning, leave Center Station 9 00 a m and 3 00 p m. Distance, 13 miles. Through Fare, 30 cents.

TUNIS' INTERNATIONAL

The Season at Niagara Falls.

We have had a most delightful opening of the season at this place, which has infused new life into every department of business. We are enjoying our first instalment of warm weather and if it continues, it will rapidly increase the number of visitors. The present appearances are decidedly favorable for a prosperous season. The well known "Cataract House" was opened on Saturday last, April 30th, and some few visitors are daily arriving. This old established House promises to maintain the reputation it has enjoyed for many years under the management of Messrs. WHITNEY, JERAULD & Co., the present proprietors, who are in every respect well qualified to dispense the luxuries of life to a pleasure-seeking public. The house has been thoroughly repaired, the rooms newly papered and painted, and it seems more inviting in appearance than ever. We need not inform the public of the character and standing of this house, as it is well known throughout the country, especially to those who have made it their home while visiting the Falls. Its situation is felicitous, near the banks of the river, commanding an excellent view of the Rapids, while the cool breezes from the rushing waters are truly refreshing in warm summer days or evenings. The internal arrangements of the house are perfect, blending the luxuries of a city home with the healthful influences and pure atmosphere peculiar to this locality. It has always been a favorite, and bids fair to receive its full share of patronage during the season which has opened so auspiciously.

The Clifton House and International are not yet opened, but are being well fitted up, preparatory for the busy season. We understand they will open about the 20th.

The M
roads in
Superior
manag
highly
west c
route t
roads
is att

—
PATC
of th
be e
cont
on t
tra
W
Ci

1
a
f

RAILROAD GUIDE.

Railroad Items.

The Michigan Central Railroad is one of the best conducted roads in the United States. R. N. RICE, Esq., of Detroit, Superintendent, is well known to the public as a most efficient manager, and his reputation as a man carries an influence highly beneficial to the interests of the road. Persons going west cannot select a more comfortable, safe and expeditious route than by the Great Western and Michigan Central. Both roads are furnished with sleeping cars, so that a night's travel is attended with no inconvenience or fatigue.

— The Buffalo, New York and Erie Railroad, with A. D. PATCHIN, as President, cannot fail to command a liberal share of the public patronage. The management of this road cannot be excelled by that of any other road in the country. Every convenience connected with Railroad travel will be found on this line, and it will continue to be a favorite route with the traveling community, as it is a connecting link between the Western roads and the N. Y. and Erie Railroad to New York City.

New Advertisers.

A. E. Goodrich & Co., J. D. Smedley, Agent, Nos. 154 and 156 South Water St., Chicago, are extensive Manufacturers and dealers in all kinds of Oils, and possess unusual facilities for furnishing Rail Roads, Machinists, and Tanners with superior qualities of oils suitable for their respective uses. (See adv. p. 147.)

Dr. Cadwell's Eye & Ear Infirmary, Corner of Randolph & Dearborn Sts., Chicago, is an important institution and we learn, from a personal visit to his rooms, as well as from published testimonials, that the doctor is meeting with unusual success in his treatment of the many dangerous diseases of those delicate organs. No one should delay in calling upon him at the first appearance of the diseases to which he devotes his entire attention. (See adv. p. 147.)

TUNIS' INTERNATIONAL

Oscar B. Sloan, No. 24 South Water St., under Richmond House, Chicago, is proprietor of Sloan's celebrated Ointments and Condition Powders which are known and appreciated throughout the country. (See adv. p. 156.)

G. H. Hull & Co, Commission Merchants, No. 223 Kinzie St., Chicago, are reliable in their business transactions, and use every endeavor to further the interests of consignors. (See Card on p. 156.)

Harvey & Wallace, Lock St., Buffalo, Carriage and Sleigh Manufacturers, are turning out great numbers of fine specimens of workmanship in their line, which for elegance and durability are not surpassed. Give them a call. (See adv. on p. 151.)

Geo. D. Teller, 194 Washington St., Buffalo, is an extensive Manufacturer of Looking Glass and Picture Frames, and dealer in Mirrors Rail Road Companies Manufacturers, and business men generally, who wish their Show Cards framed in beautiful style, and at moderate rates, should not fail to call on him.— (See adv. on back of Map.)

Bonney's Hotel corner of Washington and Carroll Sts., Buffalo, is a popular house, and merits a good share of public patronage. E. Younglove, proprietor. (Card on p. 151.)

The Mansion House, corner of Main and Exchange Sts., Buffalo, is well kept in a central location, and commands a liberal patronage from the traveling public. P. Dorsheimer, proprietor. (Card on p. 151.)

Geo. Roche's Saloon, at the Hamilton station on the Great Western Railway depot, furnishes excellent meals and refreshments which are always ready on the arrival of all trains. It is a first class Saloon, and well kept. (Adv. on p. 53.)

At Chatham station, on the Great Western Railway, passengers will find good refreshments, while trains stop to wood and water. (Adv. on p. 53.)

A PARSON reading the funeral service at a grave forgot the sex of the deceased, and asked one of the mourners, an Emerald, "Is this a brother or a sister?"

"Nather," replied Pat; "only a cousin."

HIGH L
Illustr
Peters

Thi
ing ad

societ

eclip

fami

Yan

com

hun

alot

tw

W

sp

be

la

c

New Books.

HIGH LIFE IN NEW YORK, by Jonathan Slick, Esq., with Humorous Illustrations, neatly bound in cloth, 300 pages. Philadelphia, T. B. Peterson & Bros.

This work is decidedly rich; depicting the interesting adventures of a "live Yankee" in the fashionable society of the great Metropolis, and promises to eclipse any of the former productions of the "Slick" family. It is full of fun, written in the genuine Yankee vein, and Mr. Slick has described his various comical adventures with a flow of wit, and freshness of humor rarely equalled. We think no one can read it aloud without contracting the "rale gennewine" nasal twang, so peculiar to the distinguished author from Weathersfield. If the old saying is true, none but spare individuals should read the book,—they will become decidedly *embonpoint* before they reach the last chapter.

"THE HARP OF A THOUSAND STRINGS," is the title of a new book, published by Dick & Fitzgerald, New York. This is not a medical work, though it is an excellent prescription for invalids, especially for those inclined to be a *little bilious*. Neither is it a particularly religious work, though containing a sermon from that celebrated divine of the "Hard Shell Baptist" persuasion, who first introduced the unequalled musical instrument of 125 octaves,—th

TUNIS' INTERATIONAL

"harp of a *thou*-sand strings" It is full of laughter-provoking sketches, comically illustrated, and contains no indelicacy or grossness. It must be a favorite with a fun-loving public; contains 368 pages, neatly bound, and will be sent to any address in the United States, free of postage, at \$1,25.

HARPER'S WEEKLY.--This popular Illustrated Family paper has just commenced the publication of Dickens's new serial, "A Tale of Two Cities," which will be continued from week to week until completed. The Weekly has no superior in the list of illustrated papers for interesting and instructive matter. See advertisement, on map.

THE WAVERLEY NOVELS—T. B. Peterson and Brothers, Philadelphia, are issuing a cheap edition of the Waverley Novels, those standard works from the pen of Sir Walter Scott. They are neatly printed, and the low price at which they are published will place them within the reach of all classes of readers. We have several of the list—"Ivanhoe," "Guy Mannering," "Rob Roy," "The Antiquary," "Old Mortality," "The Abbott," "Waverley," &c., and a new number is issued every week. The list numbers twenty-six complete volumes, which are mailed, free of postage, for five dollars, or sold in single volumes at 25 cents. Sold by all News dealers throughout the country.

H. Mc
of the An
Cataract
and Lew
wego, an
rence st
S. D.
Mail Li
at the c
for the
route f

Or
val,
of th
amu
the
ing
be
ran
me
ma
of
T
w
i
d
t

RAILROAD GUIDE.

Steamboat Offices at Niagara Falls.

H. MCKAY, Esq., long and favorably known as the Agent of the American Line of Steamers, has opened his office in the Cataract Block. These steamers leave Toronto at 1 o'clock and Lewiston at 4 o'clock, P. M., touching at Rochester, Oswego, and connecting at Ogdensburgh with River St. Lawrence steamers for Montreal.

S. D. HAMLIN and M. D. PALMER are Agents for the Royal Mail Line of Canada Steamers, and have opened their office at the corner of Main and Bridge sts. They are also agents for the Buffalo, N. Y. & Erie, and New York & Erie Railroad route from Buffalo to New York.

All Sorts.

On the arrival of a train from the north, at Sandoval, Ohio, the other day, among the passengers in one of the cars was a Frenchman, who afforded no little amusement. Immediately after arriving at Sandoval, the locomotive was detached for the purpose of "wooding up." The Frenchman, thinking he was about to be left behind, started after the engine. The engineer ran slow till he got hold of the tender, and then commenced "pulling out." For about a mile the Frenchman made very good time, greatly to the amusement of a crowd of passengers collected on the platform. The engineer finally stopped, and explained matters, when "Monsieur" started back, blowing and swearing. On arriving at the station, he was greeted with deafening cheers. He not yet appreciating the joke, turned round to the crowd, with—"He dat takes me for a fool is himself picked up for a fool. I will see about dis!" And he made his way back to the car from which he emerged, amid the laughter and applause of the amused spectators.

TUNIS' INTERNATIONAL

FIRST class in natural philosophy stand up.—John Tompkins, what is attraction?"

"Dun'no, sir."

Urchin from bottom of class—"Please, sir, I know."

"Well, what is it?"

"It's the look that a blue-eyed gal gives to her lover."

"Right, sir. Now, tell me what inertia is."

"Inertia, sir, is a desire to remain where you are—a feeling that a piece of calico experiences when leaning against a canary-colored velvet vest."

"Right, again—spoken like a young philosopher.—Take the head of the class—go to the foot, John Tompkins—I'll never make a philosopher of you. Next class in philosophy, stand up."

A FELLOW went, some time since, into the store of a fashionable dress-maker.

"Have you any skirts?" he asked, with a serious emphasis.

"Plenty of them!"

"What is the lowest price per cord?" said the chap.

"A cord?" replied the woman, in astonishment.

"Yes, about a cord. Up in our diggings the petticoats has gin out. I see you advertise 'corded skirts,' and I thought, while my hand was in, I would take what you had corded up."

The dress-maker fainted.

Why is an overworked horse like an umbrella?—Because he is used up.

Always doubt the sincerity of a girl when you see her wipe her mouth after you kiss her.

GO

THE TIM

NO

T
Star
in t

COMPARATIVE TIME-TABLE

SHOWING
THE TIME AT THE PRINCIPAL CITIES OF THE UNITED STATES
Compared with Noon at New York City.

NOON AT NEW YORK.

Augusta,	11 30 A.M.
Boston,	12 12 P.M.
Buffalo,	11 42 A.M.
Baltimore,	11 30 A.M.
Columbus,	11 25 A.M.
Cleveland,	11 30 A.M.
Chicago,	11 06 A.M.
Cincinnati,	11 19 A.M.
Charleston,	11 37 A.M.
Detroit,	11 24 A.M.
Halifax,	1 06 P.M.

NOON AT NEW YORK.

Indianapolis,	11 15 A.M.
Louisville,	11 14 A.M.
New Orleans,	10 55 A.M.
Pittsburg,	11 35 A.M.
Philadelphia,	11 55 A.M.
Portland,	12 15 P.M.
Richmond,	11 46 A.M.
St. Paul,	10 45 A.M.
St. Louis,	10 55 A.M.
Toronto, Can.	11 39 A.M.
Wheeling,	11 33 A.M.

NOON AT CHICAGO.

Boston,	1 06 P.M.
Buffalo,	12 36 P.M.
Baltimore,	12 44 P.M.
Cleveland,	12 24 P.M.
Detroit,	12 18 P.M.
Halifax,	2 00 P.M.

Indianapolis,	12 09 P.M.
New York,	12 54 P.M.
Philadelphia,	12 49 P.M.
Portland,	1 09 P.M.
St. Louis,	11 49 A.M.
Toronto, Can.	12 33 P.M.

Travelers should in all cases consult the above Table of Local Time, as there is no Standard Railroad Time in the United States or Canada. Places West are "slower" in time than those East, and vice versa.

THE
GAS ECONOMIZER,

PLACED OVER THE COMMON BURNER,
GIVES

100 PER CENT. MORE LIGHT!

FROM

A Given Quantity of Gas.

IT COSTS LESS AND PERFORMS MORE

THAN ANY OTHER PATENT BURNER.

SOLD BY AGENTS ONLY.

Pays Agents 500 Per Cent. Profit!

ONE GOOD AGENT WANTED

IN EVERY GAS LIGHTED CITY.

APPLY TO

EDWARD H. HOTCHKISS,

289 Broadway, New York.

N. B.—Samples mailed to applicants for 25 cents.

—y. l. 5y ar 98 Fb el.

A. E. GOODRICH & CO.,

MANUFACTURERS OF

NO. 1 OIL

154 & 156 South Water St.,

CHICAGO, ILL.

J. D. SMEDLEY, Agent.

[m1]

SPERM,
ELEPHANT,
WHALE,
LARD,
LUNSEED,
TANNERS, and
TALLOW

OILS.

SMEDLEY'S
IMPROVED
ENGINE and
SIGNAL OIL,
FOR
RAILROADS
& STEAMERS.

EYE AND EAR INFIRMARY,

Cor. Randolph & Dearborn Sts.,

(Over Thayer's Drug Store.)

CHICAGO, ILL.

DR. CADWELL,

(Formerly of Toronto.)

Has opened an Infirmary at the above location, and is treating all diseases of the Eye and Ear with a success never before equalled in this country, as testimonials from the highest sources will prove. There are but few, if any, diseases of these delicate organs which he cannot cure, if applied to in season.

Examinations and advice free. Also, his work on Diseases of the Eye and Ear furnished gratis on application.

CHICAGO, May, 1859.

m1

Western Land Agency,

OF

A. J. GALLOWAY & CO.,

75 Lake Street,

Chicago.

This Company have for Sale

100,000 ACRES

Of Land, lying on the Line of the

ILLINOIS CENTRAL RAILROAD

Which they will sell to actual settlers in tracts of 40 acres and upwards, on long credit, with three per cent. interest. These lands were long since selected in the vicinity of Stations, affording to the purchaser a ready and convenient means of transportation of produce to market. The facility and economy with which they can be cultivated, their fertility and productiveness, and easy terms of payment, render them desirable to those who wish a home which can be paid for from its own productions. In addition to these they have

200,000 ACRES

Of Lands in Illinois and Iowa, most of which are adjacent to Railroads, which can be sold at low rates for cash or short time payments, either for settlement or speculation. They have also **TOWN LOTS** for Sale at the principal and most thriving Stations on the Line of the Illinois Central Railroad; and will sell lots in the Towns of Kankakee, Onarga, Loda, Urbana, Tolono, Effingham, Farina, Edgewood &c., to persons wishing to locate permanently in business on reasonable terms and credit.

They have established Branch Agencies throughout the State, where lands or lots will be shewn to those, desiring to purchase, free of charge.

PUBL

PA

Which
to all
Hay
Agent
nish t
any o

The

Order
Busi
D
sup
C

Ch
pro

W. E. TUNIS,
 PUBLISHER TUNIS' NEW R. R. GUIDE,

Niagara Falls, N. Y.

GENERAL DEALER IN AMERICAN AND ENGLISH
 PAPERS & PERIODICALS,
 Of Every Description,

Which are forwarded on the very first trains after Publication,
 to all parts of Canada West, and the Western States.

Having Good arrangements with the Publishers. Wholesale
 Agents, and with Railroad Companies. I am enabled to fur-
 nish the Canada and Western Trade to better advantage than
 any one in the business.

The English Papers are Received with the Mails,
 And Furnished at Low Prices.

Orders also filled for any article in the Book or Stationery
 Business at very moderate prices.

Dealers will find it to their advantage to procure their
 supplies through me.

Catalogues and Price Lists furnished on application.

All orders addressed to me at Niagara Falls, N. Y.,
 Clifton, C. W., Detroit, Mich., Milwaukee, Wis., will meet with
 prompt attention.

References in New York.

Messrs. HARPER & BROS.,
 ROSS & TOUSEY,
 BAINBRIDGE BROS. & CO.,
 ROBERT BONNER, Publisher N. Y. Ledger,
 DICK & FIZGERALD,
 CARSON & HARD.

FRENCH MEDICAL INSTITUTE,

FOR THE TREATMENT OF

Chronic and Specific Diseases,

512 BROADWAY, - - - NEW YORK.

DR. SAMSON,

Has the honor of informing his former patients and the public generally, that he has returned from his travels in Peru, Brazil and Ecuador, and re-opened his offices at No. 512 Broadway, New York, opposite the St. Nicholas Hotel.

The success which he formerly enjoyed in the treatment of Diseases of the Lungs, Chronic and Specific Diseases of any kind, will be still increased by the splendid collection of wonderful Vegetable Remedies, which he brought with him from his travels in South America, and principally from the Valley of the great Amazon River.

He mentions particularly the Peruvian Coca, or Indian Betel, which is an unfailing Remedy in all cases of Consumption, Bronchitis, Asthma, Nervous Debility, Rheumatism and Paralysis, and crowned with immediate success in Neuralgic Affections. It is recommended by Von Humboldt and the late Lt. Herndon, U. S. N., in their works on the exploration of the Amazon River.

The Flor del Ucayali, another new remedy, will eliminate out of the system every trace of bad humor, is far superior to Sarsaparilla, is purely vegetable, and the most effectual remedy in all cases where the body has been or is still affected with that horrible disease Syphilis in all its forms, which destroys the organism, and is inherited by children and grandchildren.

In Peru and Brazil, where this Disease exists to a great extent, the Flor de Ucayali is considered the only reliable Remedy, giving purity to the blood, curing in a very short time and forever all ulcerations and discharges of a specific nature, and re-establishing the tone and vigor of the System in a few weeks, even in the oldest and most neglected cases.

General Debility and Impaired or lost generative powers, Seminal Weakness, &c., &c., are cured with certainty by this great Remedy.

He may confidentially be consulted at his Rooms, 512 Broadway, opposite the St. Nicholas Hotel, from 10 a. m. to 5 p. m. (where references and certificates can be had), or by correspondence, by addressing Box 3,576, General P. O., New York.

 CHARGES MODERATE. 

Consultations in English, French, German, Spanish, and other Languages.

512 BROADWAY, opposite the St. Nicholas Hotel.

February, 1859.—y1

JOHN C. HARVEY.

ROBERT A. WALLACE.

HARVEY & WALLACE,

CARRIAGE



MANUFACTURERS.

BUFFALO, N. Y. (Near the Courter House.)

A LARGE ASSORTMENT OF LIGHT AND FAMILY CARRIAGES constantly on hand, and manufactured from the BEST OF EASTERN TIMBER. P. S.—Particular attention is given to Boxing and Shipping to all parts of the South and West. [m-59]

BONNEY'S HOTEL,

E. YOUNGLOVE, Proprietor.

Cor. Washington & Carroll Sts.,

Board, \$1.50 per day.—m-59 **BUFFALO, N. Y.**

MANSION,

COR. OF MAIN & EXCHANGE STS.,

BUFFALO.

P. DORSHEIMER.

[May, 1859.]

"TIME SAVED IS MONEY GAINED."

BOOKSELLERS'
— AND —
NEWSVENDERS' AGENCY.

ROSS & TOUSEY.

We would respectfully invite the attention of BOOKSELLERS, Dealers in Cheap Publications, Periodicals, etc., to our unequalled facilities for packing and forwarding everything in their line to all parts of the Union, *with the utmost promptitude and dispatch*. All goods packed with the utmost care and forwarded, in all instances, by the *very earliest conveyance* following the receipt of the orders, sending by special arrangement with Passenger Trains. Dealers will find it convenient to have all their Orders packed at this establishment, particularly with regard to Newspapers and Periodicals, as we can supply them up to time. Small parcels from the Trade, back numbers of Serials, and single numbers of Books, etc., also procured, promptly packed and forwarded, with Papers and Magazines—thus saving time and extra expense. *Orders solicited.*

We are Agents for, and take the whole Millions (except mail subscriptions) of the *New York Ledger, Yankee Privateer, Pic'orial Clipper, New York Clipper, Nick Nax* and *National Police Gazette*, and are also Agents for *'Temis' New International Railroad Guide*, and the leading Weeklies. Orders from the Trade solicited, and promptly filled.

ROSS & TOUSEY,

No. 121 Nassau St., N. Y.

Refer to the principal Booksellers and Publishers of
New York and Boston.

Jun, 1859—1y



AMERICAN HOTEL,
E. T. CHAPPELL, Proprietor.

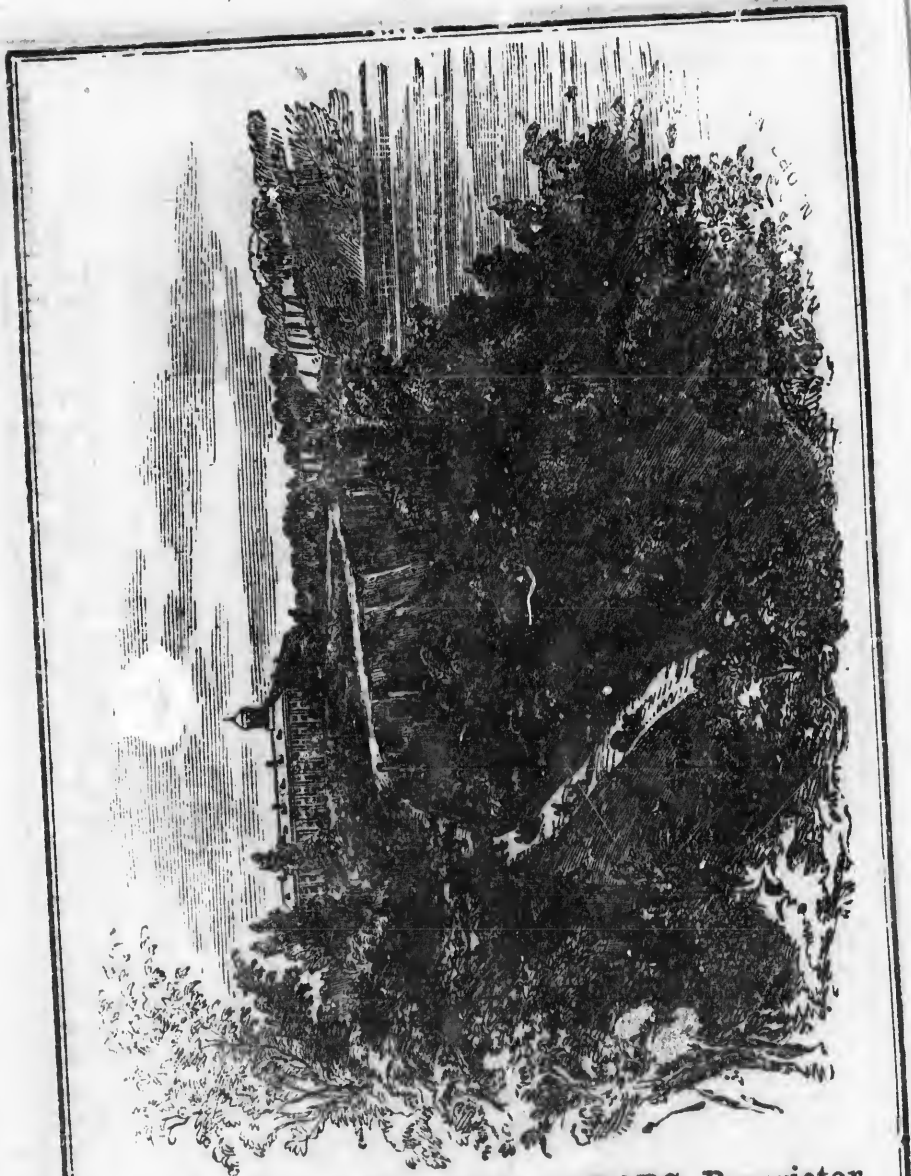
NIAGARA FALLS, N. Y.

WINDTZE,
GREEN, & CO.

RS,
ur
in
ti-
are
nce
cial
it
sh-
als,
the
of
ed,
ex-

cept
eer,
onal
na-
ders

. Y.
rs of
ly



CLIFTON HOUSE—GEO. P. SHEARS, Proprietor.
Situating directly in full view of both American and Canadian Falls.
Niagara Falls, Canada Side.

Ne

CO

The

The

T

A

TUNIS'
New Illustrated Guide
 TO
 NIAGARA FALLS.

A NEW

COPPER-PLATE MAP!

*The Largest and Most Complete of Niagara Falls and River,
 has just been Engraved, and will accompany this.*

**The Most Complete Illustrated Niagara Falls Guide
 Ever Published!**

**The Work has been Carefully Completed
 Up to the Present Time.**

Every Visitor to Niagara should have a Copy!

Price...Paper Bound, 25 Cents.

“ Cloth and Gilt, 50 Cents.

**For sale on all Railroads leading to Niagara
 Falls, and all the shops at the Falls.**

SLOAN'S MEDICINES.

OSCAR B. SLOAN,

Successor to Sloan Manufacturing Compa'y

Grand Depot, No 24 South Water St.,

(Under the Richmond House,)

Mannfactory—Cottage Av.

CHICAGO, ILL.

SLOAN'S

Family Ointment,

Horse Ointment,

Condition Powders, SM,

Condition Powders, LG.

All orders promptly attended to. P. O. Drawer, 2911. [May, '59.]

G. H. HULL & CO.,

Produce & Commission Merchants,

223 Kinzie Street,

CHICAGO, ILL.

P. O. BOX, 3318.

[May 1859.]

CATARACT HOUSE,

NIAGARA FALLS, N. Y.

WHITNEY, JERAULD & CO.,

PROPRIETORS.

May, 1859.]

Alabama
Albany, Ve
Alleghany
Amesbury
Amherst
Ammonoc
Androsco
Annapolis
Athens B
Atlanta
Augusta
Baltimore
Bangor,
Baring
Bellevue
Belvidere
Black R
Blairsv
Boston
Boston
Boston
Boston
Bridge
Brook
Buffal
Buffal
Buffal
Burl
Burl
Cal
Cam
Cam
Can
Can
Can
Cap
Ca
Ce
Ce
Ch
Ch
Ch
Ch
Ch
Ch
Ch
Ch
Ch
Ch

INDEX TO RAILROADS.

	PAGE		PAGE
Alabama and Tennessee Rivers	136	Cincinnati and Chicago	131
Albany, Vermont and Canada	97	Cincinnati, Eaton and Richmond	115
Alleghany Valley	116	Cincinnati, Hamilton and Dayton	115
Amesbury Branch	108	Cincinnati, Peru and Chicago	81
Amherst and Belchertown	109	Cincinnati, Wilmington & Zanesville	116
Ammonoosic Valley	106	Cincinnati Wilmington and Cincinnati	118
Androscoggin and Kennebec	107	Cleveland Columbus and Cincinnati	130
Annapolis and Elkridge	107	Cleveland and Mahoning	22
Athens Branch	137	Cleveland & Erie	122
Atlanta	136	Cleveland and Pittsburg	123
Augusta and Savannah	133	Cleveland and Toledo	130
Baltimore and Ohio	123	Cleveland, Zanesville and Cincinnati	130
Bangor, Oldtown and Milford	106	Cleveland and Port Hudson	134
Baring and Lewey's Island	106	Clinton and Peterboro	50
Bellefontaine	114	Coburg and Peterboro	108
Belvidere, Delaware & Flemington	89	Cochecho	131
Black River and Utica	41	Columbus, Piqua and Indiana	119
Blairsville Branch	121	Columbus and Xenia	103
Boston, Concord and Montreal	32	Concord	113
Boston and Lowell	105	Concord and Claremont	113
Boston and Maine	101	Connecticut River	106
Boston and Providence	102	Connecticut, and Passumpsic River	104
Boston Worcester and Branches	103	Contocook Valley	40
Bridgewater Branch	113	Corning and Blossburg	92
Brookline Branch	103	Cumberland Valley	112
Buffalo and Erie	22	Danbury and Norwalk	110
Buffalo, N. Y. & Erie	54	Danvers and Newburyport	92
Buffalo and Lake Huron	33	Dauphin and Susquehanna	131
Buffalo, Niagara Falls and Lewiston	30	Dayton and Michigan	81
Burlington and Mount Holly	81	Dayton and Western	118
Burlington and Missouri	106	Dayton Xenia and Belpre	102
Calais and Baring	30	Delaware Newcastle & Wilmington	88
Camden and Amboy, and Branches	29	Delaware Lackawanna and Western	56-57
Camden and Atlantic	111	Detroit and Milwaukee	60
Canal	85	Detroit, Monroe and Toledo	113
Cananigua & Elmira Br. N. Y. & Erie	85	Dorchester and Milton Branch	131
Canandaigua & Tonawanda	120	Dubuque & Pacific	114
Carrollton Branch	106	Eastern	136
Cape Cod	84	East Tennessee & Georgia	133
Catawissa, Williamsport and Erie	136	East Tennessee & Virginia	22
Central Georgia	31	Erie & Northeast	44
Central of New Jersey	125	Erie & Ontario	108
Central Ohio	103	Essex	87
Charles River Branch	134	Evansville & Crawfordsville	108
Charlotte and South Carolina	134	Fairhaven Branch	104
Cheraw and Darlington	98	Fitchburg	105
Cheshire	94	Fitchburg & Worcester	136
Chester Valley	94	Florida	32
Chestnut Hill	74-75-76	Flushing	61
Chicago, Burlington & Quincy	10	Fort Wayne & Chicago	54
Chicago, Iowa and Nebraska	63	Fort Wayne Valley	72-73
Chicago and Milwaukee	70-71	Fox River Valley	94
Chicago and Rock Island	77	Galena & Chicago Union	108
Chicago, Alton & St. Louis	64	Germantown Branch	45
Chicago, St. Paul and Fond du Lac	110	Gloucester Branch	47
Chicago & Portsmouth	113	Grand Trunk—Portland Division	44
Chicago & Portsmouth	113	“ “ —Mont. & Toronto Div.	47
		“ “ —Quebec Division	44
		“ “ —St. Thomas Branch	44
		“ “ —Toronto & Sarina Div.	49

INDEX TO RAILROADS—Continued.

	PAGE.	PAGE.	
Great Falls and Conway	195	Michigan Central	55
Great Western [Can.]	52	Michigan City Branch	60
" " —Toronto Branch	53	Michigan South & North Indiana	58-59
Great Western [Ill.]	68	Middleboro' & Taunton	106
Greenville and Columbia	132	Middletown Branch	112
Hampshire and Miami	119	Milford & Milbury Branch	103
Great Falls Branch	101	Milledgeville & Eatonton	133
Guelph Branch	63	Milwaukee & Horicon	74
Hamilton & Toronto	53	Milwaukee & Mississippi	69
Hannibal and St. Joseph	131	Milw., Watertown & Baraboo Valley	61
Hempstead Branch	25	Mine Hill & Schuylkill Haven	121
Hollidaysburg Branch	121	Mineral Point	114
Housatonic	113	Mississippi Central	109
Houston & Texas Central	136	Mississippi Central & Tennessee	98
Hudson and Boston	25	Mississippi & Tennessee	71
Hudson River	39	Mississippi & Missouri	112
Huntingdon and Broad Top	86	Mobile & Girard	135
Illinois Central	66, 67	Mobile & Ohio	135
" " —Chicago Branch	65	Memphis & Charleston	130
Illinois Coal	81	Memphis and Ohio	86
Indiana Central	121	Mexican Gulf	43
Indiana [Pa] Branch	116	Montreal & Champlain	133
Indianapolis and Cincinnati	114	Montgomery & West Point	60
Indianapolis, Pittsb'g and Cleveland	130	Monroe Branch	29
Illinoistown & Belleville	137	Morris & Essex	132
Iron	57	Nashville & Chattanooga	105
Jackson Branch	136	Nashua, Lowell & Wilton	112
Jefferson and Lake Pontchartrain	30	Naugatuck	80
Jamesburg & Freehold	81	New Albany & Salem	29
Jeffersonville	106	Newark & Bloomfield	20
Kennebec & Portland	116	Newburg Branch of N. Y. & Erie	110
Kentucky Central	106	Newburyport	102
Keokuk, Ft. Des Moines & Minnesota	136	Newcastle & Frenchtown	113
Kings Mountain	131	New Hampshire Central	112
Knightstown and Shelbyville	43	New Haven, Hartford & Springfield	104
Lachine	87	New Haven & New London	111
Lackawanna and Bloomsburg	62, 63	New Haven & Northampton	28
La Crosse and Milwaukee	87	New Jersey	109
Lafayette and Indianapolis	132	New London, Willimantic & Palmer	120
Laurens	95	New Orleans & Carrollton	109
Lebanon Valley	31	N. Orleans, Jackson & Gt. North'n	98
Lehigh Valley	103	N. Orleans, Opelousas & Gt. Western	103
Lexington and West Cambridge	119	Newton Branch	34-38
Little Miami	102	New York Central—Main Line	37
Little Schuylkill	49	" " —Niagara Falls	33
London and Port Stanley	120	" " —Charlotte Br'ch	18-20
Lafayette Branch	25	New York & Erie	27
Long Island	116	New York & Harlem	26
Louisville & Lexington	135	New York & New Haven	32
Louisville & Nashville	105	New York & Boston	103
Lowell & Lawrence	135	New Bedford & Cape Cod	28
McMinnville & Manchester	110	New York & Philadelphia	135
Macon and Weston	87	North Carolina	134
Madison & Indianapolis	103	Northeastern (S. C.)	116
Manchester & Lawrence	108	North Missouri	94
Marblehead Branch	114	North Pennsylvania	110
Marjatta, Cincinnati & Hillsboro	130	Northern (N. H.)	42
Martinsville	86	Northern (Ogdensburg)	129
Mauch Chunk & Summit Hill	108	Northern Central	107
Medford Branch		Northwestern (Va.)	107

Norristown	
Norwich &	
Northern	
Ohio & M.	
Old Colon	
Orange a.	
Oswego &	
Ottawa &	
Pacific, C.	
Port Hop	
Ponchar	
Paterson	
Philadel	
Pennsyl	
Peoria	
Peru &	
Peters	
Peterb	
Peters	
Philad	
Phila.	
Phila	
Phila	
Pierr	
Pitts	
Pitts	
Pitts	
Plat	
Port	
Port	
Por	
Pot	
Pro	
Pro	
Pro	
Qu	
Ra	
Ra	
Ra	
Ra	
Ra	
Ra	
Ra	
Ra	
Ra	
S	
S	

INDEX TO RAILROADS—Concluded.

	PAGE.	PAGE	
Norristown	94	Saratoga & Schenectady	23
Norwich & Worcester	112	Savannah, Albany & Gulf	136
Northern Railway of Canada	51	Saxonville Branch	103
Ohio & Mississippi	126	Scioto & Hocking Valley	137
Old Colony & Fall River	113	Seaboard & Roanoke	95
Orange and Alexandria	119	Shelbyville Lateral	137
Oswego & Syracuse	24	Somerset & Kennebec	106
Ottawa & Prescott	51	South Carolina	132
Pacific, (in Missouri)	127	South Reading Branch	108
Port Hope, Lindsay & Peterboro	50	South Shore	106
Ponchartrain	136	Southwestern	135
Paterson Branch	20	Southern Mississippi	137
Philadelphia & Bordentown	30	Spartanburg & Union	130
Pennsylvania	90-91	Springfield & Columbus	117
Penobscott & Kennebec	107	Springfield, Mt. Vernon & Pittsb'g	116
Peoria & Bureau Valley	70	Stoughton & Easton	107
Peoria, Oquawka & Burlington	82	Stony Brook	103
Peru & Indianapolis	87	Sullivan	116
Petersburg	119	Sunbury & Erie	86
Petersburg & Shirley	104	Sunbury, Providence & Boston	102
Petersburg & Lynchburg	114	Stonington, Providence & Columbia	134
Philadelphia Branch	37	South Carolina & Columbia	25
Philadelphia & Norristown	94	Syosset Branch	24
Phila., Germantown & Norristown	83	Syracuse, Binghamton & N. York	135
Phila., Germantown & Reading	95	Tennessee & Alabama	131
Philadelphia & Sunbury	93	Terre Haute, Alton & St. Louis	114
Phila., Wilmington & Baltimore	20	Terre Haute & Richmond	60
Piermont Branch	120	Three River Branch	124
Pittsburg, Columbus & Cincinnati	121	Toledo, Wabash & Western	95
Pittsburg & Connellsville	71-78-79	Trenton & Bordentown	99
Pittsburg Fort Wayne & Chicago	109	Troy & Boston	32
Pittsfield & North Adams	43	Troy & Greenbush	33
Plattsburg & Montreal	37	Troy & Schenectady	60
Port Dalhousie & Thorold	121	Tuscarawas Extension	96
Portland & Oxford Central	107	Vermont & Canada	96
Portland, Saco & Portsmouth	41	Vermont Central	110
Potsdam & Watertown	104	Vermont Valley	119
Providence, Warren & Bristol	104	Virginia Central	125
Providence, & Worcester	111	Virginia & Tennessee	137
Providence, Hartford & Fishkill	111	Warrenton Branch	107
Quakake	42	Washington Branch	61
Racine & Mississippi	95	Watertown Div. La Crosse & Milw.	40
Raleigh & Gaston	119	Watertown & Rome	41
Rensselaer and Saratoga	23	Watertown & Saratoga	100
Richmond & Danville	130	Western	110
Richmond, Frederick & Pontomac	135	Western & Atlantic	95
Richmond & Petersburg	114	Western Vermont	86
Richmond & Petersburg	37	Westchester	89
Rochester, Lockport & N. Falls	127	Westchester, Media & Phil.	112
Rochester, Watertown & Albany	137	West Feliciana	84
Rock Island & Peoria	137	Williamsport & Elmira	32
Rome	98	Williams' Bridge Branch	119
Rutland & Burlington	97	Wilmington & Weldon	134
Rutland & Washington	24	Wilmington & Manchester	95
Sackett's Harbor & Ellisburg	115	Winchester & Potomac	54
Sacramento Valley	104	Wisconsin Central	105
Salem & Lowell	108	Woburn Branch	105
Salisbury Branch	117	Worcester & Nashua	95
Sandusky, Dayton & Cincinnati	130	Wrightsville, York & Gettysburg	107
Sandusky, Mansfield & Newark	23	York & Cumberland (Me.)	107
Saratoga & Whitehall	63		
Sarnia Branch			

INDEX TO ADVERTISEMENTS.

PAGE.	PAGE.
Rossin House, Toronto, (cover,)..... 2	Dr. Cadwell, Eye & Ear Infirmary ..147
Rentell & Fairchild, "..... 2	Western Land Agency .....148
Western Hotel, London, C. W., cover. 2	W. E. Tunis, Papers & Periodicals.. 149
G. F. Hawkes, Gold Pens, "..... 2	French Medical Institute .....150
Geo. D. Teller, Frames Map	Harvey & Wallace, Carriages .....151
Sherman House, Chicago..... "	Bonney's Hotel, Buffalo.....151
John Boxall, Hot-Air Furnaces..... 46	Mansion, Buffalo, .....151
Royal Lyceum Theatre, Toronto 46	Ross & Tousey, News Dealers,.....152
City Hotel, London, C. W.....48	American Hotel, Niagara Falls .....153
Newbigging House, Toronto 48	Clifton House, ".....154
W. E. Tunis, News Agent 48	Tunis' Niagara Falls Guide.....155
Geo. Roche, Saloon, Hamilton 53	Sloan's Medicines .....156
Chatham Saloon 53	G. H. Hull & Co., Commission.....156
Detroit & Milwaukee R. R. 57	Cataract House, Niagara Falls.....156
Chicago & Rock Island R. R. 71	Pease's Engine & Signal Oil, (cover). 3
Chicago, Burlington & Quincy R. R. 75-76	John T. Nove's Mill Furnishing, Buf- falo & Chicago, (cover)..... 4
Gas Economizer, E. H. Hotchkiss...146	
A. E. Goodrich & Co. Oils .....147	

READING MATTER.

PAGE.	PAGE.
To Railroad Officers 2	Railroad Items .....139
Our New Railroad Map 2	New Advertisers.....139-140
Business in the West 2	New Books .....141-142
History Chicago .....3-17	Steamboat Offices at Niagara Falls...143
To Advertisers..... 17	All Sorts.....143-144
The Season at Niagara Falls.....138	

C

EM

F

IS

A. d

v

Th

lubric

a grea

quent

other

in pri

Oil.

F. S.

P

E

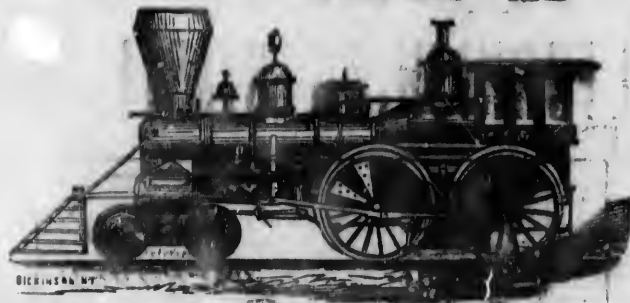
V

L

Relia

OIL! OIL!!

PEASE'S IMPROVED



**ENGINE AND SIGNAL OIL,
FOR RAILROADS,**

For Every Class of Machinery, and for Burning,

IS SUPERIOR TO SPERM

Or any other Oil Whatever,

And the only Reliable Lubricator that is a superior Burning
Oil, that will keep bearings cool, and

WILL NOT GUM.

This improved Oil possesses qualities vitally essential for lubricating and burning, and found in no other oil. It stands a greater heat by 20 degrees than any known oil; consequently it will not consume as fast, and is unaffected when other Oils are burnt or dried up. It is 33 per cent. cheaper in price, and will last 25 per cent. longer than the best Sperm Oil. For sale only by the inventor,

F. S. Pease, Manufacturer and Wholesale Dealer in

Pure Sperm Oil,
Elephant Oil,
Whale Oil
Lard Oil,

Linseed Oil,
Tallow Oil,
Axle and Car Oil,
Doping Oil.

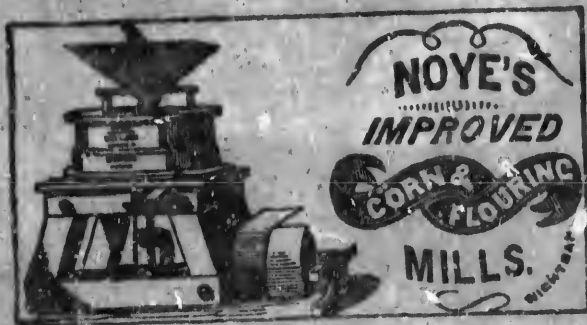
No. 61 Main Street, Buffalo, N. Y.

Reliable Orders filled for any part of the United States or Europe.

FE.
147
148
149
150
151
151
152
153
154
155
156
156
3
4

GE.
139
140
142
143
144

JOHN T. NOYE'S
BUFFALO
MILL FURNISHING ESTABLISHMENT



NOYE'S PORTABLE MILLS,
FRENCH BURR MILL STONES,

Extra Heavy Dutch Anker Bolting Cloths,
PORTABLE CYLINDER BOLTING CHESTS
IMPROVED IRON BOLTING REELS,

NOYE'S IMPROVED FLOUR PACKER.

Mill Castings, from New Patterns, with the late Improvements, Cast
Iron Proof Staffs, Smut Machines, Bran Dusters.

Plans, Specifications and Contracts for erecting Mill Machinery.

MANUFACTORY, Cor. Washington and Scott Street and the Canal.
OFFICE Over Marine Bank, Main Street Bridge.

BRANCH AT CHICAGO,
No. 28 Market Street, Lind Block.