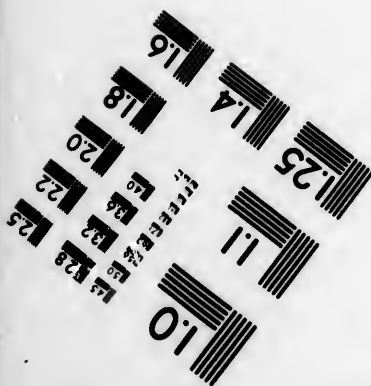
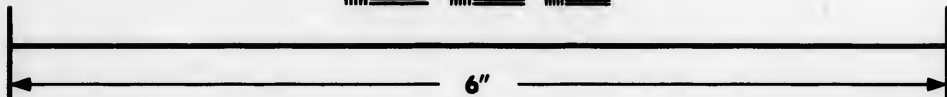
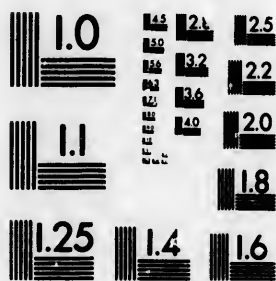


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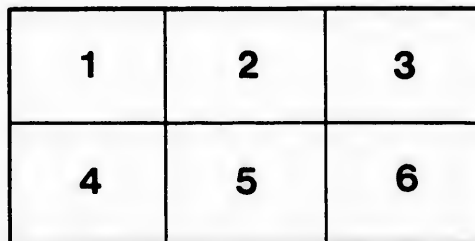
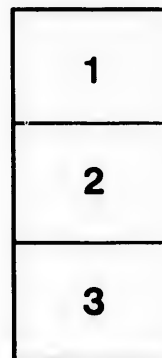
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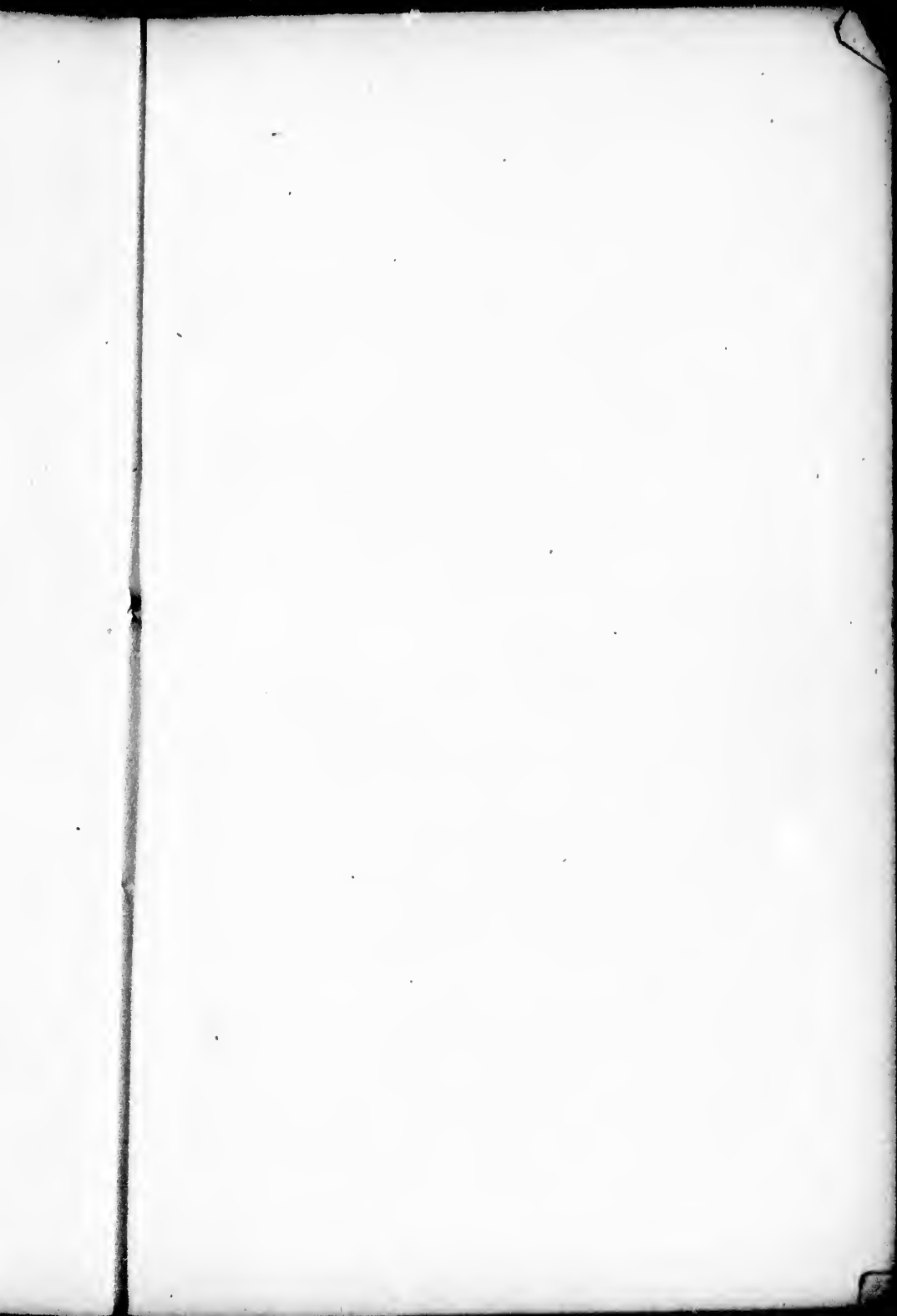
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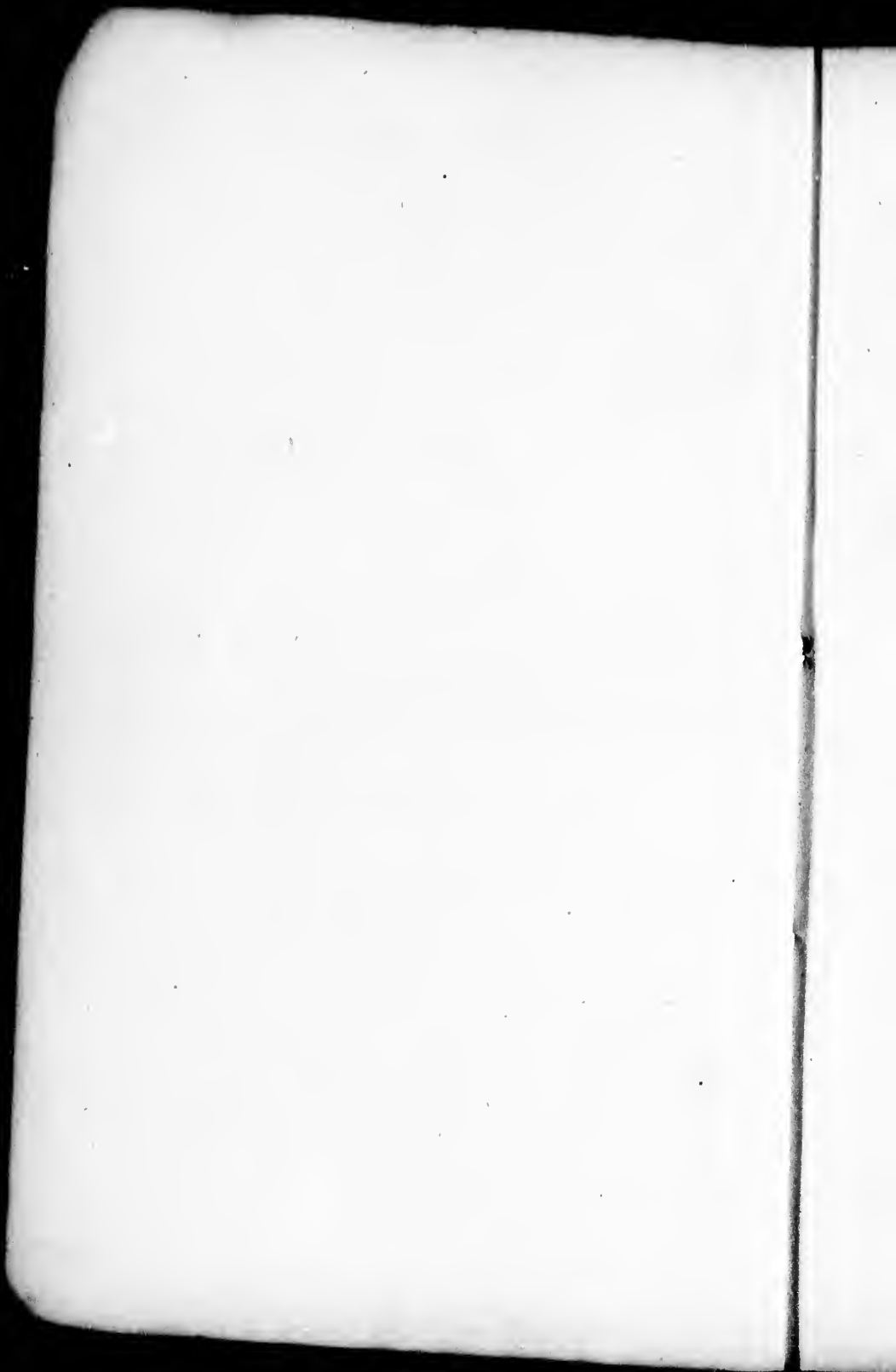
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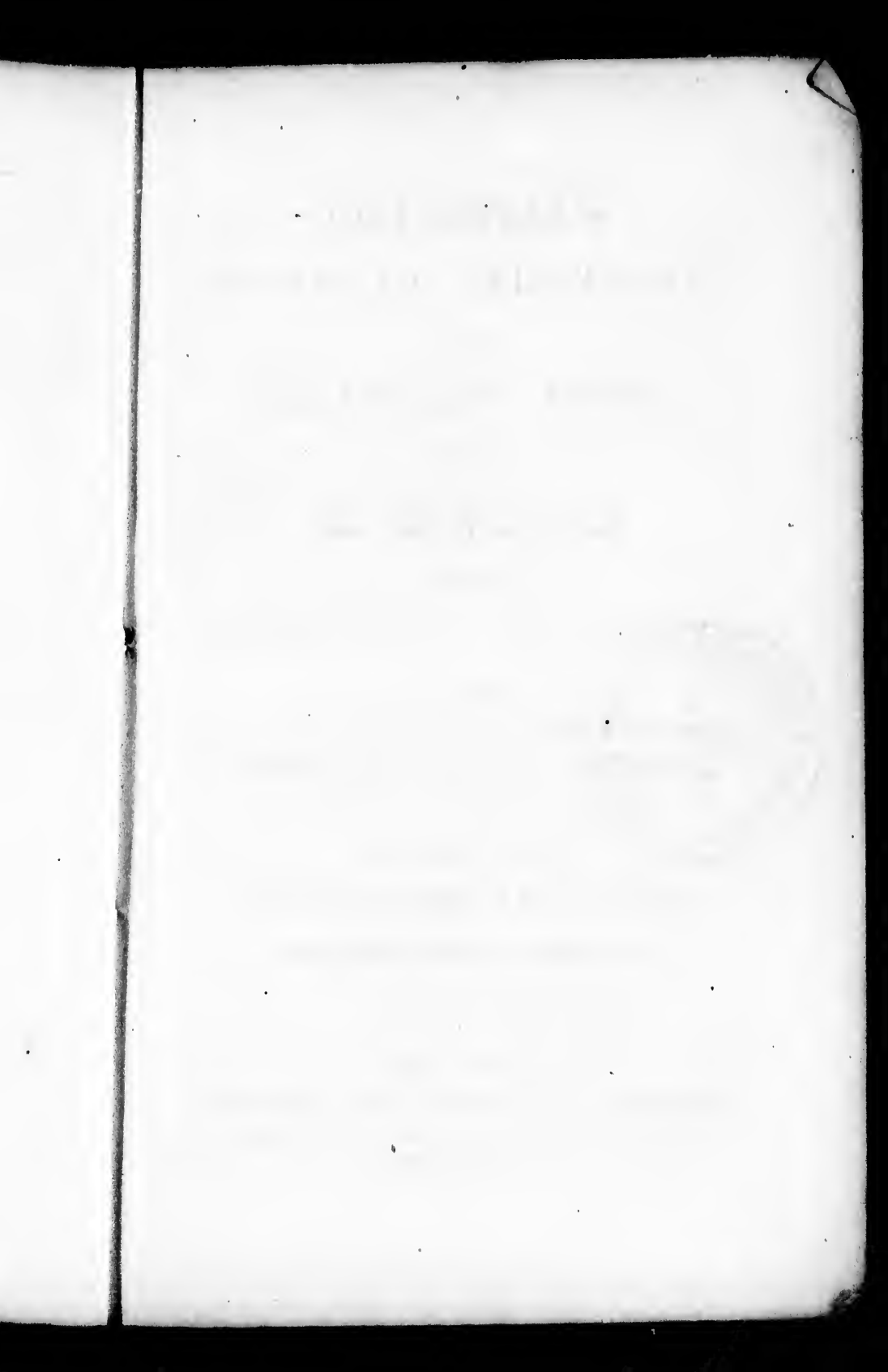
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**DISTURNELL'S
RAILROAD, STEAMBOAT,**

AND

TELEGRAPH BOOK;

BEING

A GUIDE

THROUGH THE

UNITED STATES AND CANADA

ALSO GIVING THE

OCEAN STEAM PACKET ARRANGEMENTS

TELEGRAPH LINES AND CHARGES

LIST OF HOTELS, &c.

WITH A MAP OF THE

UNITED STATES AND CANADA,

Showing all the Canals, Railroads, &c.

NEW YORK:

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FOR SALE BY BOOKSELLERS AND PERIODICAL AGENTS.

JULY, 1851.



American and European RAILWAY AND STEAMSHIP GUIDE.

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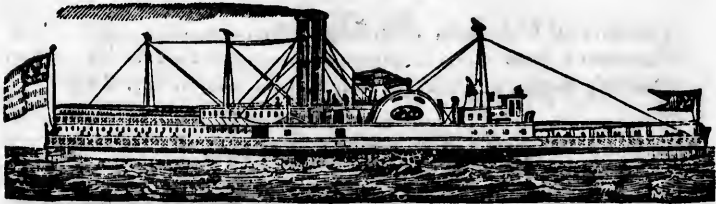
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HUDSON RIVER DAY BOATS.

RUNNING BETWEEN NEW YORK AND ALBANY.


INDEPENDENT LINES.

The Steamer REINDEER, Capt. A. Degroot, will leave New York from Pier foot of Murray Street, every Monday, Wednesday, and Friday, at 7 o'clock A. M.

RETURNING, leave Albany Tuesdays, Thursdays, and Saturdays, at 7 A. M., landing at all the principal places on the Hudson river.

The Steamer HENRY CLAY, Capt. J. F. Tallman, will leave the Pier foot of Chambers Street, every Monday, Wednesday, and Friday, at 6½ o'clock, A. M.

RETURNING, leave Albany every Tuesday, Thursday, and Saturday, at 6½ A. M.

 The above Day Boats connect with Railroad Cars running to Saratoga Springs every afternoon from Albany and Troy.

USUAL FARES,

FOR ONE PERSON, FROM THE HOTELS, TO THE RAIL-ROAD DEPOTS, AND STEAMBOAT WHARVES.

BOSTON.

Coach fare, with baggage, 25 cents.

NEW YORK.

Coach and Cab fare, with baggage, 25 "
 Carman's fees, 25 "
 Porter's fees, 18½ "

PHILADELPHIA.

Coach fare,* with baggage, 50 "
 Porter's fees, 25 "

BALTIMORE.

Coach fare, with baggage, 50 "
 Porter's fees, 25 "

WASHINGTON.

Coach fare, with baggage, 25 "

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

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

N. B. The best mode to reduce the coach fare in Philadelphia and Baltimore, where it is too high, is not to employ them at present rates.

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LIST OF THE PRINCIPAL CANALS

IN THE
UNITED STATES AND CANADA.

Name.	State.	From	To	Miles
Cumberland & Oxford,	Maine.	Portland,	Long Pond,	50 $\frac{1}{2}$
Middlesex,	Mass.	Boston,	Lowell,	27
Champlain,	N. Y.	Junction Erie,	Whitehall,	64
Erie,	"	Albany,	Buffalo,	364
Chenango,	"	Utica,	Binghampton,	97
Black River,	"	Rome,	Boonville,	35
Cayuga & Seneca,	"	Montezuma,	Geneva,	21
Oswego,	"	Syracuse,	Oswego,	33
Oneida Lake,	"	Erie Canal,	Oneida Lake,	6
Chemung,	"	Jefferson,	Elmira,	23
Feeder do.	"	Horseheads,	Corning,	16
Crooked Lake,	"	Dresden,	Penn Yan,	8
Genesee Valley,*	"	Rochester,	Olean,	103
Dansville Branch,	"	Near Mt. Morris,	Dansville,	11
Del. & Hudson,	N. Y. & Pa.	Rondout. N. Y.	Honesdale, Pa.	109
Morris,	N. Jersey.	Jersey City,	Easton. Pa.	102
Del. & Raritan,	"	New Brunswick,	Bordentown	43
Feeder do.	"	Trenton,	Saxtonsville,	23
<i>Pennsylv'a Canal.</i>				
Central Division,	Penn.	Columbia,	Hollydaysburg,	173
Western do.	"	Johnstown,	Pittsburg.	104
Susquehanna do.	"	Duncan's Island.	N'rthumberl'nd,	40
North Branch,	"	N'rthumberl'nd,	Farrandsville,	75
West Branch,	"	Northumberl'nd	Lock Haven,	72
Delaware Div.	"	Bristol,	Easton,	60
Beaver,	"	Beaver,	Erie,	136
Franklin,	"	Franklin.	Meadville,	45
Schuylkill Nav.	"	Philadelphia,	Port Carbon,	103
Lehigh do.	"	Easton,	Stoddartsville,	84
Union,	"	Reading,	Middletown,	82
Susquehanna,	Pa. & Md.	Wrightsville. Pa.	Havre de Grace.	45
Ch'sap'ke & Del.	Del. & Md.	Delaware City,	Back Creek, Md.	14
Ch'sap'ke & Ohio*	Md. & Va.	Alexandria, Va.	Cumberl'nd, Md.	191
James River,*	Virginia.	Richmond,	Lynchburg,	146
Dismal Swamp,	"	Deep Creek,	Joyce's Creek,	23
Weldon,	N. Car.	Weldon,	Blakeley,	12
Santee.	S. Car.	Charleston,	Santee River,	22
Savannah,	Georgia.	Savannah,	Altamaha Riv.	16
Brunswick,	"	Brunswick,	"	12
Muscle Shoals,	Alabama.	Tennessee River	Florence,	36
Huntsville,	"	Huntsville.	Triana,	16
Barataria,	Louisiana.	New Orleans,	Bayou Terre	
			Bonne,	21
Orleans,	"	New Orleans,	L. Pontch'rtrain,	6

* Unfinished.

LIST OF CANALS AND RAILROADS.

Name.	State.	From	To	Miles.
Louisville,	Kentucky	Louisville,	Portland,	2½
Ohio and Erie,	Ohio.	Cleveland,	Portsmouth,	309
Walhonding,	"	Roscoe,	Rochester,	25
Hocking,	"	Carroll,	Athens,	56
Miami,	"	Cincinnati,	Dayton,	65
Extension do.	"	Dayton,	Junction,	115
Warren,	"	Lebanon,	Middletown,	19
Muskingum Imp.,	"	Dresden,	Marietta,	91
Whitewater,	Indiana.	Laurensburg,	Cambridge,	63
Wabash & Erie,	O. & Ind.	Mahattan, O.	Evansville, Ind.	467
Illinois & Michig'n,	Illinois.	Chicago,	Peru,	100
Total miles,				4,002

Canals in Canada—1851.

Name.	From	To	Miles.	Locks.	Lockage.
Chambly,	St. Johns,	Richelieu River.	12	9	74 ft.
Lachine,	Montreal,	Lachine,	8½	5	44½
Rideau,	Bytown,	Kingston,	130	53	
Beauharnois,	Beauharnois,	Coteau du Lac,	11½	9	28½
Cornwall,	Cornwall,	Dick'ns'ns Land.	11½	7	48
<i>St. Lawrence Canals.</i>					
The Gallopes,			2	2	7
Point Iroquois,			2½	1	
Rapid Flat,			4	2	11½
Farren's Point,			1	1	3½
Welland,	Port Dalhousie,	Port Colborne,	28	31	328
Feeder do.	Port Robinson,	Lake Erie,	31		
Total miles,			242		

Railroads in Canada.—1851.

Name.		Miles.	Fare.	Rate per
			\$ Cts	Mile.
Champlain and St. Lawrence,	Canada East,	15		
Montreal to La Prairie, S. B.,	(9 miles,)		1 00	4.00
St. Lawrence and Atlantic,	Canada East,	30	1 00	3.33
Montreal and Lachine,	" "	8	37	4.50
Chippewa and Queenston,	Canada West,	10	50	5.00
Total miles finished,		63		

* Unfinished.

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ALPHABETICAL LIST OF RAILROADS

IN THE UNITED STATES, IN JULY, 1851:

Giving the year when Opened or Finished, Length, Fares, and Rates per Mile, in cents and hundredths, as charged by the principal Railroads and Branches:

NAME OF ROAD.	STATES.	Opened or fin.	Miles.	Fares		Rates per mile.
				\$	Cts	
Albany and Schenectady,	New York.	1832	17	50	2.94	
Albany and West Stockbridge,	do.	1842	38	95	2.50	
Alleghany and Portage,	Penn.	1834	36	1 50	4.00	
Androscoggin and Kennebec,	Maine.	1849	55	1 50	2.73	
Annapolis and Elkridge,	Maryland.	1840	21	90	4.28	
Appomattox. (Peters'g to City Pt.,)	Virginia.	1838	10	50	5.00	
Ashuelot, (Keene to Vernon,)	N. Hamp.	1850	23½			
Atlantic and St. Lawrence,*	Maine.	90	2 50	2.90		
Buckfield Branch,	do.	1849	13	40	3.00	
Baltimore and Ohio.*	Md. & Va.	179	7 00	3.91		
Washington Branch,	Maryland.	1835	31	1 40	4.50	
Frederick "	do.	1832	3			
Baltimore and Susquehanna,	Md. & Pa.	1839	71	2 12	3.00	
Bangor and Piscataquis,	Maine.	1836	12	38	3.16	
Beaver Meadow,	Penn.	1836	26			
Berkshire,	Mass.	1841	21			
Boston and Lowell,†	do.	1835	26	65	2.50	
Woburn Branch,	do.	1845	2			
Boston and Maine,	Ms. & N.H.	1843	74	1 85	2.53	
Medford Branch,	Mass.	1847	2			
Lawrence "	do.	1847	2			
Great Falls "	N. Hamp.	1843	3			
Boston and Providence,	Ms. & R. I.	1835	43	1 25	2.90	
Dedham Branch,	Mass.	1835	2			
Stoughton "	do.	1845	4			
Taunton "	do.	1836	11	30	2.72	
Pawtucket "	R. I.	1848	5			
Boston and Worcester,†	Mass.	1835	43	1 15	2.55	
Brookline Branch,	do.	1848	1½			
Milford "	do.	1848	12	30	2.50	
Newton "	do.	1847	1½			
Saxonville "	do.	1846	5	12	2.40	
Millbury "	do.	1846	4	15	3.75	
Buffalo and Black Rock,	New York.	1834	3			
Buffalo and Niagara Falls,	do.	1837	22	75	3.40	
Buffalo and Rochester,	do.	1842	75	1 50	2.00	
Burlington and Mt. Holley,	New Jer.	6	25	4.00		
Camden and Amboy,	do.	1834	62			
Amboy to N. York, <i>S. B. route,</i>	(28 miles,)			3 00	3.33	
Trenton Branch,	New Jer.	1839	6			
Canal Railroad,*	Conn.	45	1 50	3.12		
Collinsville Branch,	do.	8	25	3.00		
Cape Cod Branch,	Mass.	1848	28	90	3.21	

* Railroads unfinished, January, 1851.

† Double Track.

Miles.	2½
	309
	25
	56
	65
	115
	19
	91
	63
Ind.	467
	100
	4,002

Lockage.	74 ft.
	44½
	28½
	48
	7
	11½
	3½
	328

Rate per Mile.	
Cts.	
	4.00
	3.33
	4.50
	5.00

			Mil's	\$	Cts
Carbondale and Honesdale,	Penn.	1829	16		
Cayuga and Susquehanna,	New York.	1834	33	1 00	3.00
Central Georgia,	Georgia.	1838	191	5 75	3.00
Central New Jersey,*	New Jer.		36		
Elizabethp't to N. Y., S. B. route,	(14 miles,)			1 00	2.00
Central Virginia.	Virginia.		71	3 66	5.15
Chemung, (Elmira to Jefferson,)	New York.	1849	21	50	2.33
Cheshlre, (S. Ash. to B. Falls.)	Ms. & N.H.	1849	54	1 65	3.05
Chesterfield,	Virginia.		12		
Cleveland and Columbus,	Ohio.		135	4 00	3.00
Cleveland and Pittsburg,*	do.		50		
Clinton and Port Hudson,	Louisiana.	1839	24	1 00	4.01
Columbia and Philadelphia,	Penn.	1834	82	2 37	2.88
Westchester Branch,	do.	1834	9	25	2.77
Columbus and Lake Erie,	Ohio.		61	1 80	3.00
Columbus and Xenia,	do.		54	1 60	3.00
Cocheo,* Dover to Farmington,	N. Hamp.		18	50	2.77
Concord,* (to Nashua,)	do.	1842	35	80	2.28
Concord and Claremont,*	do.		25	90	3.60
Concord and Montreal,*	do.		51	1 65	2.50
Conn. and Passumpsic River,*	Vermont.		61	1 95	3.02
Connecticut River,	Mass.	1846	50	1 50	3.00
Chicopee Falls Branch,	do.	1846	2 $\frac{1}{2}$		
Connecticut Valley,.	Vermont.		20		
Contoocook Valley,*	N. Hamp.		14	50	3.50
Corning and Blossburg,	N. Y. & Pa	1840	40	1 50	3.75
Cumberland Valley,	Penn.	1837	56	2 12	3.78
Dayton and Springfield,	Ohio.	1850	25		
Detroit and Pontiac,	Mich.	1839	25	1 00	4.00
Dorchester and Milton,	Mass.	1847	3 $\frac{1}{2}$		
Eastern, (Boston to Portsmouth,)	Ms. & N. H.	1840	54	1 50	2.77
Marblehead Branch,	Mass.	1840	3 $\frac{1}{2}$	10	3.00
Gloucester	do.	1847	14	45	3.10
Salisbury "	do.	1848	3 $\frac{1}{2}$	10	3.00
Erie and Kalamazoo,	Mich.	1836	33	1 00	3.03
Essex, (Salem to Lawrence,)	Mass.	1848	21	60	2.85
Fall River,	do.	1846	42	1 05	2.50
Fitchburg,†	do.	1845	50	1 30	2.60
Harvard Branch,	do.	1849	1		
Watertown "	do.	1847	4	12	2.50
Fitchburg and Worcester,	do.		26	75	2.88
Franklin, (Cham. to Hagerstown.)	Penn.	1839	22	1 00	4.54
Galena and Chicago,*	Illinois.		42	1 25	2.97
Aurora Branch,			13	37	3.00
St. Charles "			8	25	3.00
Gaston and Raleigh,	N. Car.	1839	87	4 00	4.59
Georgia, (Augusta to Atlanta,)	Georgia.	1837	171	5 00	2.92
Athens Branch,	do.	1841	40	1 20	3.00
Warrenton "	do.	1833	4	10	2.50
Great Falls and Conway,*	N. Hamp.		9	20	2.22
Greenville and Roanoke,	Virginia.	1837	21	50	2.33
Greenville and Columbia,*	S. Car.		22		
Hazleton and Lehigh,	Penn.	1838	10		
Harrisburg and Lancaster,	do.		36	1 50	4.17
Hartford, Providence and Fishkill,*	Conn.		51	1 40	2.80
Housatonic, (Bridgep't to State Line)	do.	1839	74	2 00	1.88

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LIST OF RAILROADS.

Mill's	\$ cts	Cts		Mill's	\$ cts	Cts		
16			Hudson and Berkshire,	New York.	1838	33	1 00	3.03
33	1 00	3.00	Hudson River.*	do.		75	1 00	1.33
91	5 75	3.00	Indianapolis and Bellefontaine,*	Indiana.		26	75	3.00
36			Jeffersonville and Columbus,*	do.		9		
	1 00	2.00	Kennebec and Portland,*	Maine.		25	75	3.00
71	3 66	5.15	Bath Branch,	do.	1849	9	25	2.77
21	50	2.33	Lancaster and Sterling,	Mass.		9		
54	1 65	3.05	Lewiston,	New York.	1837	3		
12			Lexington and W. Cambridge,	Mass.	1846	6		
35	4 00	3.00	Lexington and Frankfort,	Ken.	1835	28	1 00	3.57
50			Little Miami,	Ohio.	1839	84	2 50	2.97
24	1 00	4.01	Little Schuylkill,	Penn.		20	75	3.75
32	2 37	2.83	Lockport and Niagara Falls,	New York.	1837	24	75	3.12
9	25	2.77	Long Island, (Brooklyn to Greenp't)	do.	1844	95	2 00	2.10
51	1 80	3.00	Hempstead Branch,	do.	1840	2		
4	1 60	3.00	Louisville and Frankfort,*	Ken.		39	1 00	2.50
8	50	2.77	Lowell and Lawrence,	Mass.	1848	13	35	2.69
5	80	2.28	Lyken's Valley.	Penn.	1839	16		
5	90	3.60	Macon and Western,	Georgia.	1839	101	4 00	3.95
1	1 65	2.50	Mad River and Erie,	Ohio.	1838	134	4 00	3.00
1	1 95	3.02	Findlay Branch,	do.		16	50	3.01
1	1 50	3.00	Madison and Indianapolis,	Indiana.	1842	86	2 50	2.90
			Shelbyville Branch,	do.		16	50	3.01
	50	3.50	Mansfield and Sandusky,	Ohio.	1838	56	1 50	2.67
	1 50	3.75	Manchester and Lawrence,	N. H. & Ms		26	65	2.50
	2 12	3.78	Manch Chunk,	Penn.	1828	9		
			Mexican Gulf,	Louisiana.		27	50	1.83
	1 00	4.00	Michigan Central,	Mich.	1848	218	6 50	2.93
			Extension to Michigan City,	do.	1850	9		
	1 50	2.77	Michigan Southern,*	do.		117	3 25	2.77
	10	3.00	Tecumseh Branch,	do.		8		
	45	3.10	Milneburg and Lake Ponchartrain,	Louisiana.		6	12	2.00
	10	3.00	Milwaukee and Mississippi,*	Wis.		20		
	1 00	3.03	Mine Hill,	Penn.	1831	12	50	4.00
	60	2.85	Montgomery and West Point,	Alabama.	1841	63	3 50	5.14
	1 05	2.50	Morris and Essex,	New Jer.	1833	36	1 00	2.77
	1 30	2.60	Mount Carbon,	Penn.	1844	7		
			Nashua and Lowell,+	Ms & N. H.	1833	15	40	2.66
	12	2.50	Naugatuck. (Stratford to Winsted.)	Conn.	1849	57	1 50	2.63
	75	2.88	New Albany and Salem,*	Indiana.		22		
	1 00	4.54	New Bedford and Taunton,	Mass.	1840	31	90	2.90
	1 25	2.97	New Brunswick and Trenton,	New Jer.	1839	29	1 25	4.46
	37	3.00	Newburyport and Georgetown,	Mass.	1850	10	25	2.50
	25	3.00	New Castle and Frenchtown,	Del.	1832	16	75	4.63
	4 00	4.59	New Hampshire Central,*	N. Hamp.		26	75	3.00
	5 00	2.92	N. Haven, Hartford and Spring.,	Ct. & Ms.	1844	62	1 75	2.82
	1 29	3.00	Middletown Branch,	Conn.	1850	26	75	3.00
	10	2.50	New Jersey, (J. City to N. Bruns.)	New Jer.	1836	31	50	1.61
	20	2.22	New Lond., Willimantic & Palmer,	Ct. & Ms.	1850	66	1 50	2.42
	50	2.33	New York and New Haven,	N. Y. & Ct.	1848	76	1 50	1.93
			New York and Erie	New York.		445		
			N. Y. to Piermont, S. B. route,	(24 miles.)			8 00	1.70
	1 50	4.17	Newburgh Branch,	New York.	1850	19	45	2.36
	1 40	2.80	New York and Harlem,*	do.		80	1 50	1.87
	2 00	1.88	New Orleans and Carrollton,	Louisiana.		6	15	2.50
			Norfolk County,	Mass.	1840	27		

		Mill's	cts	Cts	
Northern, (Concord to W. Leb.)	N. Hamp.	1847	69	2 00	3.89
Bristol Branch,	do.	1848	13	35	3.69
Northern, (Ogdensb. to Rouse's Pt.)	New York.	1850	118	3 00	2.54
Norwich and Worcester,	Ct. & Ms.	1840	66	1 25	2.00
Old Colony, (Boston to Plymouth.)	Mass.	1845	37	1 12	3.02
Bridgewater Branch,	do.	1847	7	25	3.57
Oswego and Syracuse,	New York.	1848	35	1 00	2.85
Paterson and Hudson,	New Jer.	1834	17	50	3.00
Pennsylvania, (Har. to Hollid'sbrg.)	Penn.		136	2 90	2.13
Branch,	do.				
Petersburg,	Virginia.	1833	63	1 50	2.38
Peterboro' and Shirley,	Mass.	1848	12	30	2.50
Pittsfield and North Adams,	do.	1846	20	60	3.00
Philadelphia, Reading & Pottsville,†	Penn.	1839	92	2 75	3.00
Philadelphia and Norristown,	do.	1832	17	40	2.35
Germantown Branch,	do.		6	15	2.50
Philadelphia and Trenton,	do.	1834	29	75	2.50
Philadelphia, Wil. and Baltimore,	Pa. D. & Md.	1837	100	3 00	3.00
Portland, Saco, and Portsmouth,	Maine.	1842	51	1 42	2.78
Portsmouth and Concord,	N. Hamp.		23	60	2.60
Providence and Worcester,	Ms. & R. I.	1847	43	1 30	3.02
Quincy,	Mass.	1827	3		
Ramapo and Paterson,	N Y. & N J.		15	50	3.30
Rensselaer and Saratoga,	New York.	1835	25	75	3.00
Richmond and Potomac,	Virginia.	1837	76		
Wash'ton to Acquia Cr. <i>S. B. route</i>	(54 miles.)			5 50	4.23
Richmond and Petersburg,	Virginia.	1838	22	1 00	4.54
Port Walthall Branch,	do.				
Rochester and Syracuse,	New York.	1841	104	2 08	2.00
Rome and Watertown,*	do.	1850	54		
Rutland and Burlington,	Vermont.	1849	120	3 60	3.00
Rutland and Washington,	Vt. & N. Y.	1850	24		
Sangamon and Morgan,	Illinois.		55	2 25	4.00
Saratoga and Schenectady,	do.	1832	22	75	3.40
Saratoga and Washington,	New York.	1848	40	1 50	3.75
Schuykill Valley,	Penn.	1830	14		
Seaboard and Roanoke,	Virginia.	1837	76		
Shelbyville and Knightstown,	Indiana.		27		
Skaneateles,	New York.	1840	5		
South Carolina, (Ch'leston to Hamb.)	S. Carolina	1833	136	4 00	3.00
Columbia Branch,	do.	1840	63	3 25	4.77
Camden "	do.		37	1 50	4.00
South Shore,	Mass.	1849	12	35	2.91
South Western*	Georgia.		50		
St. Francisville and Woodville,	Miss.		28		
Stonington, (to Providence,)	Ct. & R. I.	1837	50	1 50	3.00
Stockbridge and Pittsfield,	Mass.		23		
Stony Brook, (Groton to Chelmsf'd)	do.	1848	13	40	3.00
Sullivan, (Op. B. Falls to Windsor)	N. Hamp.	1848	25	75	3.00
Syracuse and Utica,†	New York.	1839	53	1 06	2.00
Troy and Greenbush,	do.	1845	6	15	2.50
Troy and Schenectady,	do.	1842	20	50	2.50
Tuscumbia and Decatur,	Alabama.	1834	44		
Utica and Schenectady,†	New York.	1836	78	1 56	2.00
Vermont Central,	Vermont.		117	3 40	2.90
Vermont and Canada,	do.		40		

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LIST OF RAILROADS.

69	2 00	2.99
13	35	3.99
18	3 00	2.54
66	1 25	2.00
37	1 12	3.02
7	25	3.57
35	1 00	2.85
17	50	3.00
36	2 90	2.13
53	1 50	2.39
12	30	2.50
20	60	3.00
92	2 75	3.00
17	40	2.35
6	15	2.50
9	75	2.50
0	3 00	3.00
1	1 42	2.78
3	60	2.60
3	1 30	3.02
5	50	3.30
5	75	3.00
6		
2	5 50	4.23
2	1 00	4.64
4	2 08	2.00
0	3 60	3.00
2	2 25	4.00
1	75	3.40
1	50	3.75
4	00	3.00
3	25	4.77
1	50	4.00
35		2.91
1	50	3.00
40		3.00
75		3.00
1	06	2.00
15		2.50
50		2.50
1	56	2.00
3	40	2.90

Vermont Valley,
 Vermont and Massachusetts,
 Vicksburg and Jackson,
 Raymond Branch,
 Western, (Worcester to N. Y. St. Line.)
 Boston to Albany,
 Western and Atlantic,
 Memphis Branch,
 West Feliciana,
 West Stockbridge,
 Whitehaven and Wilkesbarre,
 Wilton, (to Nashville,)
 Williamsport and Elmira,
 Winchester and Potomac,
 Wilmington and Weldon,
 Worcester and Nashua,
 York and Cumberland,

Vermont.	1851	94	70	2.92
Vt. & Ms.	1349	69	1 75	2.53
Miss.	1839	60	2 75	4.53
do.		7		
Mass.	1842	118		
(200 miles.)			5 00	2.80
Georgia.	1842	140	4 20	3.00
do.		18	1 00	5.50
Louisiana.	1839	26	1 50	5.75
Mass.	1837	24		
Penn.	1841	20		
N. Hamp.		18		
Penn.		25	1 25	5.09
Virginia.	1836	32	2 00	6.09
N. Carolina	1836	162	5 00	2.50
Mass.	1848	45	1 25	2.77
Penn.		26		

Total—Railroads finished, 8,984 miles.

WESTERN HOTEL,

WELLINGTON-ST., TORONTO, C. W.

J. MURPHY, & Co.,

PROPRIETORS.

EXCHANGE HOTEL,

ADJOINING THE EASTERN RAILROAD DEPOT,

BUFFALO, N. Y.,

BY FISK & SPERRY,

LATE OF DELAVAN HOUSE, ALBANY.


This House is entirely new, and furnished in the most modern style. Opened to the public, June 1st, 1850.

GLOBE HOTEL,

SYRACUSE, N. Y.,

DIRECTLY OPPOSITE THE RAILROAD STATION,

The Principal Dining House for both the Express Trains.

This large Establishment, nearly new, and splendidly furnished, is located in the most central and pleasant part of the City. It has superior accommodations for parties wishing to tarry over night—it contains over forty parlors, with bedrooms attached—it being located so near the depot, that no danger need be apprehended of being left whilst taking meals.  Meals always in readiness on arrival of cars.

WILLIAM WINTON, PROPRIETOR.

RAILROAD AND STEAMBOAT ROUTES.

RAILROAD ROUTÉ

BETWEEN THE CITIES OF WASHINGTON, BALTI- MORE, PHILADELPHIA, NEW YORK, AND BOSTON.

Giving the Distances, Time, and Fare, as charged in 1851.

Leaving Washington at 6 o'clock, A. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Washington to Baltimore,	40	2½ hours	\$1 80
Stop at Baltimore,		1 "	
Baltimore to Philadelphia,	97	6 "	3 00
Stop at Philadelphia,		2 "	
Philadelphia to New York,	88	5 "	3 00
Stop at New York,		10 "	
New York to Boston, via N. York & N. Haven R.R. ...	238	9 "	4 00
Total miles, &c.	463	35 hours	\$11 80

RAILROAD AND STEAMBOAT ROUTE

BETWEEN THE CITIES OF BOSTON AND WASH- INGTON.

Leaving Boston at 5 o'clock, P. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Boston to New York, via Stonington,	214	13½ hours	\$4 00
New York to Philadelphia, via Camden & Amboy Railroad..	90	6 "	3 00
Stop in Philadelphia,		2 "	
Philadelphia to Baltimore, via Delaware & Chesapeake Bays	115	8 "	3 00
Baltimore to Washington,	40	2½ "	1 80
Total miles, &c.	459	32 hours	\$11 80

TES.

TO SOUTHERN TRAVELLERS.

BALTI-

in 1851.

GREAT SOUTHERN MAIL LINE.

Running daily from New York, via Philadelphia, Baltimore, Washington, Richmond, Va., Weldon and Wilmington, N. C., and Charleston, S. C., direct to MOBILE and NEW ORLEANS. Through in 7 days.

The public are informed that the following unrivalled schedule is now run on this line:—

Fare.

\$1 80
3 00
3 00
4 00
\$11 80

LEAVES		ARRIVES IN	
New York at	5 P. M.	Philadelphia at	9 P. M.
Philadelphia	10 " "	Baltimore	5½ A. M.
Baltimore	6 A. M.	Washington	8 " "
Washington	8½ " "	Fredericksburg	1½ P. M.
Fredericksburg	1½ P. M.	Richmond	5 " "
Richmond	6 " "	Petersburg	7½ " "
Petersburg	9 " "	Weldon	2 A. M.
Weldon	2 A. M.	Wilmington	3 P. M.
Wilmington	3½ P. M.	Charleston	7½ A. M.

Time between New York and Charleston, 63 hours.

Fare from New York to Charleston, \$20.

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WASH-

THROUGH TICKETS can be obtained at the New Jersey Railroad Office, foot of Liberty street, New York.

CHARLESTON TO MONTGOMERY.

NEW YORK AND NEW ORLEANS MAIL LINE, VIA AUGUSTA, ATLANTA, AND GRIFFIN.

Fare.

\$4 00
3 00
3 00
1 80
\$11 80

LEAVES		ARRIVES IN		DISTANCES.	
Charleston	10 A. M.	Augusta	5 P. M.	Railroad	136 miles
Augusta	8 P. M.	Atlanta	8 A. M.	Railroad	171 "
Atlanta	9½ A. M.	Griffin	12 M.	Railroad	43 "
Griffin	2 P. M.	Cusseta	8 A. M.	Stages	83 "
Cusseta	11 A. M.	Montgomery	4 P. M.	Railroad	76 "

Fare, \$24.00. Time through, 53 hours, including stoppages. Staging reduced to 83 miles. Running time, 16 hrs.

Three daily lines between Griffin and Cusseta, passing through Greenville, Lagrange and West Point.

The Cars on the Railroads are of the most approved construction, those upon the Georgia Railroads being provided with State Rooms and Berths for night travel.

☞ For THROUGH TICKETS, apply at the Depot of the South Carolina Railroad Company, Charleston, S. C.

GREAT CENTRAL MAIL LINE, VIA SAVANNAH, MACON, AND COLUMBUS.

LEAVES	ARRIVES IN	DISTANCES.
Charleston . 9 A.M.	Savannah.. 8 P.M.	Steamboat. 140 miles.
Savannah... 8 "	Macon 7 "	Railroad... 190 "
Macon..... 7½ A.M.	Barnesville 10½ A.M.	Railroad... 40 "
Barnesville . 1 P.M.	Opelika 10 "	Stages..... 98 "
Opelika..... 12 M.	Montgomery 4 P.M.	Railroad... 65 "

Fare, \$21.50. Time through, 77 hours, including two nights' rest, viz. at Savannah and Macon.

The Steam-Packets composing the Charleston and Savannah Line, are the METAMORA, GORDON and CALHOUN; boats, well known for their safety, neatness, and sumptuous fare. No charge for Meals or Berths. The first-named is the fastest boat on the Southern Waters.

☞ Staging reduced to 98 miles. Running time, 20 hours.

Two regular lines from Barnesville to Opelika, via Columbus; besides Extra Coaches always in readiness at Barnesville, to carry forward any number of Through Passengers, in fast time, without detention.

☞ For THROUGH TICKETS, apply to E. Lafitte & Co., Fitzsimon's Wharf, Charleston, S. C., or on Steamboat.

MONTGOMERY TO MOBILE,

By the Regular Line of Light Draft Steamers. Fare, \$8. Time, 40 to 48 hours.

By Daily Mail Coach, with Extras for 20 Passengers. Fare, \$10. Time, 40 hours.

MOBILE TO NEW ORLEANS,

By the Daily Line of Mail Steamers. Fare, \$5. Time, 18 hours.

Fare from New York to New Orleans, about \$60.

**STEAMBOAT AND RAILROAD LINE FOR THE SOUTH.
SUMMER ARRANGEMENT.**

Three times a week. Carrying the U. S. Mail.


By the well-known and popular routes, via Chesapeake Bay to NORFOLK, PORTSMOUTH, RICHMOND, and PETERSBURG, VA., GASTON and WELDON, N. C., and CHARLESTON, S. C.

SCHEDULE.

Leave Speare's Wharf, Baltimore, daily, Sundays excepted, at 4 o'clock, P. M., in one of the popular, comfortable, and safe steamboats, with their experienced commanders and crews, GEORGIA, Capt. Cannon, HERALD, Capt. Russell, or JEWESS, Capt. Sutton.

This Line has been running for upwards of twenty years, without loss of property or life. The Boats, built expressly for this route, arrive in Norfolk the next morning, after a comfortable night's sleep, at 7 o'clock; thence up James River, with its beautiful scenery, by daylight, in the steamboats CURTIS PECK, Capt. Davis, or MOUNT VERNON, Capt. Mitchel, to Richmond and Petersburg, Va. Also, connecting with the steamboat STAR, to Suffolk, and thence to Edenton, Plymouth, Newbern, and Washington, N. C.

Fare between Baltimore and Norfolk, or Portsmouth.....	\$5
“ “ “ Richmond, or Petersburg.....	7
“ “ “ Weldon, N. C.....	10
“ “ “ Charleston, S. C.....	20

 Meals extra.

Passengers for this route will please be directed by our Soliciting Agent in the Cars, or our Porter, (with the "Norfolk Line" labelled on his hat,) who will attend to, and conduct you to the Boat.

Passengers for Richmond, Raleigh, Fayetteville, Lynchburg, and to the Southwest, will find this the most comfortable and the cheapest route.


RETURNING, leaves Norfolk, Va., at 4 o'clock, P. M., arriving in Baltimore the next morning in time for the Eastern, Western, and Southern Routes.

M. N. FALLS, Agent, Baltimore
2*

STEAMBOAT AND RAILROAD ROUTE FROM WASHINGTON CITY TO RICHMOND, VA

STEAMBOAT, (from Washington to Acquia Creek,) 54 miles.
Richmond, Fredericksburg, and Potomac R. R., 76 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Wash	From Rich.	Fare from Wash
Passengers leave Washington for Richmond at 8½ o'clock A. M., daily, by steamboat.	WASHINGTON,	0	0	130	\$ cts.
	Alexandria,	7	7	123	25
	Fort Washington, .	8	15	115	
	Mount Vernon, ...	2	17	113	
	Indian Head,	12	29	101	
	Budd's Ferry,	10	39	91	
	Sandy Point,	5	44	86	
	Acquia Creek,	10	54	76	2 00
	Fredericksburg, ...	14	68	62	2 75
	Guinney's Depot, ..	12	80	50	3 50
RETURNING, Cars leave Richmond at 7½ A. M., connecting with steamboat at Acquia Creek.	Milford,	10	90	40	4 12
	Chesterfield,	11	101	29	4 75
	Junction of the Louisa R. R. ...	5	106	24	5 00
	Taylorville,	2	108	22	5 50
	Hungary,	14	122	8	5 50
	RICHMOND,	8	130	0	5 50

 Fare between Richmond and Baltimore, \$7.

RAILROAD AND STAGE ROUTE FROM RICHMOND TO VIRGINIA SPRINGS AND GUYANDOTTE ON THE OHIO RIVER.

RAILROAD, from Richmond to Charlottesville, 96 miles.
STAGE, from Charlottesville to Guyandotte, 302 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Rich.	From Guy.	Fare from Rich.
Cars leave Richmond daily at 6 o'clock A. M. for Charlottesville, connecting with Stage Routes through Western Virginia.	RICHMOND,	0	0	398	\$ cts.
	Junction R. Road, .	24	24	374	
	Louisa C. H., "	36	60	338	
	Gordonsville, "	14	74	324	
	Charlottesville, "	22	96	302	3 50
	Brooksville, Stage	19	115	283	
	Waynesboro, "	5	120	278	
	Staunton, *	12	132	266	6 00
	Cloverdale, "	30	162	236	
	Warm Springs, "	21	183	215	
Hot Springs, "	5	188	210		

STEAMBOAT ROUTE.

STOPPING PLACES.	Miles.	From Rich.	From Guy.	Fare from Rich.
White Sul. Sps., † S.	37	225	173	
Lewisburg, †	9	234	164	
Locust Lane, "	54	288	110	
Charleston, "	60	348	50	
GUYANDOTTE, "	50	398	0	

* Distance from Staunton to Winchester, by stage route, 93 miles ;
 from Staunton to Natural Bridge, 49 miles.
 † From White Sulphur to Red Sulphur Springs, 45 miles.
 ‡ From Lewisburg to Blue Sulphur Springs, 12 miles.

STEAMBOAT ROUTE

FROM RICHMOND TO NORFOLK, VA.

ROUTES

FROM RICHMOND TO NORFOLK, OLD POINT COMFORT, &c

Port Walthall Route, by Railroad and Steamboat.

Passengers leave Richmond from the Depot of the Richmond and Petersburg Railroad, Mondays, Wednesdays, and Fridays, during the Spring and Summer months, at 5½ A. M., and in Winter at 6½ A. M., arriving at Norfolk in Summer at 1½ P. M., and in Winter at 2½ P. M. Fare, \$2.

RETURNING, leaves Norfolk and arrives at Richmond the alternate days at the same hours.

STEAMBOAT ROUTE

A second line, all the way by water, leaves Rockett's, (about one mile below Richmond,) Tuesdays, Thursdays, and Saturdays at the above hours, arriving at Norfolk at 2½ P. M. in Summer, and 3½ P. M. in Winter.

RETURNING, leaves Norfolk and arrives at Richmond the alternate days at the same hours.

RICHMOND AND PETERSBURG RAILROAD.
 MAIL TRAIN.

Leaves Richmond daily at 6 P. M.
 " Petersburg " 5 A. M.

ACCOMMODATION PASSENGER TRAIN LEAVES

Richmond, Tues., Thurs., and Sat., at 8½ A. M.
 Petersburg, Tues., Thurs., and Sat., at 3½ P. M.

ND, VA
 4 miles..
 6 "

from Rich.	Fare from Wash	\$ cts.
30		25
23		
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91		
86		
76	2 00	
62	2 75	
50	3 50	
40	4 12	
29	4 75	
24	5 00	
22	5 50	
8	5 50	
0	5 50	

7.
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 2 "

from Rich.	Fare from Rich.	\$ cts.
3 50		
6 00		

CANAL PACKET LINE

FROM RICHMOND TO LYNCHBURG, VA.

Cheapest and best route to the Virginia Springs by our daily line of CANAL PACKETS to Lynchburg and STAGES to the White Sulphur Springs.

Fare through to the White Sulphur only \$10. Servants half price on the boats.

On and after the 1st of July our Packet Boats leave Richmond daily, (Sundays excepted,) and arrive in Lynchburg in 33 hours, where superior Coaches take the passengers immediately on to the White Sulphur, at which place they arrive the following evening. Note, the route is a daily one with the additional advantage of a travelling line of Stages from Lynchburg passing over the Natural Bridge and by Daggers Spring in the same time to the White Sulphur.

This line connects with the Steamboat leaving Baltimore Tuesdays and Fridays, at 5 P. M. via mouth of the Potomac and Piney Point to Acquia Creek and Railroad to Richmond, through to White Sulphur in less than 4 days. Fare only \$15 50. Apply for through tickets to Captain of Steamboat Baltimore. Also connects (Sundays excepted,) with the daily Steamboat and Railroad line leaving Washington at 9 A. M., and reaching White Sulphur in 78 hours. Fare through only \$15 50. Apply for tickets to the Captain on board of Steamboat Mount Vernon. Servants half price on the boats and cars.

TIME OF LEAVING STOPPING PLACES, DISTANCES, AND FARE ON THE CANAL.

Leave RICHMOND Daily, except Sunday, at 6 P. M.

Leave LYNCHBURG Daily, except Sunday, at 6½ A. M.

ARRIVE AT	TIME.	Miles.	Fare.	ARRIVE AT	TIME.	Miles.	Fare.
			D. C.				D. C.
Manakint'n,	9½ P. M.	17	50	Staples' M ['] s	10 A. M.	17	50
Jude's Ferry	11 "	22	62	Bent Creek,	1 P. M.	30	75
Michaux's				Tye River...	2½ "	38	1 00
Ferry,....	12½ A. M.	31	75	Hardwicks-			
Cedar Point,	1½ "	33	87	ville,....	3½ "	43	1 12
Jefferson....	2½ "	39	1 00	Warminster	4½ "	48	1 25
Cartersville,	4½ "	47	1 25	Rockfish,...	6½ "	56	1 37
Columbia....	6½ "	57	1 38	Scottsville..	8½ "	67	1 75
New Canton	8½ "	66	1 62	New Canton	11½ "	80	2 00
Scottsville,.	12 M.	79	2 00	Columbia....	1½ n'xt A. M.	90	2 25
Rockfish,...	2½ P. M.	91	2 25	Cartersville,	3½ "	100	2 50
Warminster	4½ "	99	2 50	Jefferson,...	5½ "	107	2 62
Hardwicks-				Cedar Point,	7 "	114	2 87
ville,....	5½ "	103	2 62	Michaux's			
Tye River,...	6½ "	108	2 75	Ferry,....	7½ "	116	3 00
Bent Creek,	8½ "	117	3 00	Jude's Ferry	9 "	124	3 12
Staples' M ['] s	11½ "	129	3 25	Manakint'n,	10½ "	129	3 25
Lynchburg,.	4 n'xt A. M.	146	3 50	Richmond,.	2 n'xt P. M.	146	3 50

RICHMOND, June 9th, 1851.

RAILROAD ROUTE

FROM WASHINGTON TO BALTIMORE.

WASHINGTON BRANCH RAILROAD 31 miles.
BALTIMORE AND OHIO " 9 "

Passengers leave Washington from the Depot on Pennsylvania Avenue.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Wash	From Balt.	Fare.
					\$ cts.
	WASHINGTON	0	0	40	
	Bladensburg	7	7	33	
	Paint Branch	3	10	30	
	Beltsville	2	12	28	
	White Oak Bottom	3	15	25	
	Laurel Factory...	4	19	21	
	Savage Factory..	1	20	20	
	Annapolis Junct'n	2	22	18	
	Jessup's Cut	3	25	15	
	Elkridge Landing	5	30	10	
	Relay House.....	1	31	9	
	BALTIMORE	9	40	0	1 80

RAILROAD ROUTE TO ANNAPOLIS.

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

Fare, from Baltimore and Washington to Annapolis, \$1 70

RAILROAD ROUTE TO WINCHESTER.

The WINCHESTER AND POTOMAC RAILROAD, 32 miles in length, unites with the Baltimore and Ohio Railroad at Harper's Ferry, on the Potomac river, and extends to Winchester, Va.

Distance from Baltimore to Winchester, by railroad, 113 miles.

Usual time, 6½ hours. Fare, \$5 31.

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Miles.	Fare.
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17	50
30	75
38	1 00
43	1 12
48	1 25
56	1 37
67	1 75
80	2 00
90	2 25
100	2 50
107	2 62
114	2 87
116	3 00
124	3 12
129	3 25
146	3 50

**RAILROAD AND STAGE ROUTE
FROM BALTIMORE TO CUMBERLAND, AND
WHEELING VA.**

BALTIMORE AND OHIO RAILROAD, (Finished,) 179 Miles.

STAGE ROUTE, CUMBERLAND TO WHEELING, 130 "

Cars leave Baltimore, daily, from Pratt-st., Depot, at 8 A. M. and 10½ P. M. Usual time to Cumberland, 9½ hours.

RETURNING, leave Cumberland at 8 A. M. and 10 P. M.

DEPOTS.	Miles.	Fare.	DEPOTS.	Miles.	Fare.
BALTIMORE	0	\$ cts	CUMBERLAND	0	\$ cts
Relay House	9	25	Patterson's Creek	8	30
Avalon	10	37½	Green Spring Run	14	55
Ilchester	13	50	South Branch	16	65
Ellicott's Mills	15	50	Little Cacapon	21	85
Elysville	21	85	Paw Paw Depot	25	1 00
Woodstock	25	1 00	No. 12 W. Station	28	1 10
Marriottsville	29	1 15	Doe Gully Tunnel	37	1 50
Sykesville	32	1 25	Great Cacapon	46	1 85
Hood's Mill	35	1 40	Sir John's Run	50	2 00
Woodbine	38	1 50	Hancock	55	2 20
Mount Airy	44	1 75	Licking W. Station	62	2 50
Monrovia	50	2 00	Hedgesville, Va.	71	2 85
Ijamsville	54	2 15	Tabbs	75	3 00
Monocacy	59	2 35	Martinsburg "	78	3 10
FREDERICK	62	2 50	Kerneysville "	86	3 45
Buckeystown	63	2 50	Duffields "	91	3 65
Davis' Warehouse	65	2 60	HARPER'S FERRY, Va.	97	3 90
Point of Rocks	70	2 80	Weverton	99	3 95
Catoctin Switch	72	2 90	Knoxville	100	4 00
Berlin	76	3 05	Berlin	103	4 10
Knoxville	79	3 15	Catoctin Switch	107	4 30
Weverton	80	3 20	Point of Rocks	109	4 35
HARPER'S FERRY, Va. . . .	82	3 30	Davis' Warehouse	114	4 55
Duffields	88	3 50	Buckeystown	116	4 65
Kerneysville	93	3 70	Monocacy	120	4 80
Martinsburg	101	4 00	FREDERICK	124	4 95
Tabbs	104	4 15	Ijamsville	125	5 00
Hedgesville	108	4 30	Monrovia	129	5 15
Licking W. Station	117	4 70	Mount Airy	135	5 40
Hancock	124	5 00	Woodbine	141	5 65
Sir John's Run	130	5 15	Hood's Mill	144	5 75
Great Cacapon	133	5 30	Sykesville	147	5 90
Doe Gully Tunnel	142	5 70	Marriottsville	150	6 00
No. 12 W. Station	151	6 05	Woodstock	154	6 15
Paw Paw Depot	154	6 15	Elysville	158	6 30
Little Cacapon	158	6 30	Ellicott's Mills	164	6 55
South Branch	163	6 50	Ilchester	166	6 65
Green Spring Run	165	6 60	Avalon	169	6 75
Patterson's Creek	171	6 85	Relay House	170	6 80
CUMBERLAND, Md.	179	7 00	BALTIMORE	179	7 00
Baltimore to Wheeling	308	11 00	Pittsburg to Balt.	306	10 00

* Branch Railroad extends from this depot to Frederick, Md., 3 miles.

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ROUTES TO THE SOUTH AND WEST.

UNITED STATES GREAT MAIL LINE.

For Pittsburgh and Wheeling, via Philadelphia, Baltimore and Cumberland, Md., thence to Cincinnati, Saint Louis, New Orleans, &c.

Leave New York at 6 and 9 A. M., and 5 P. M. from the foot of Liberty-street, and at 12 M. from Pier No. 1, North River, by Steamer JOHN POTTER, for Philadelphia, Baltimore, Pittsburgh, Wheeling, Cincinnati, &c.

Express Train leaves Philadelphia, from the corner of Eleventh and Market-streets, at 3 P. M., a Train at 8½ A. M. (Sundays excepted), and a Train at 10½ P. M., daily, for Baltimore, Pittsburgh, Wheeling, Cincinnati, St. Louis, &c.

Leave Baltimore, from the Pratt-street Depot, at 8 A. M. and 9 P. M., by the Baltimore and Ohio Railroad.

Leave Cumberland twice daily by twenty daily lines of the National Road and Good Intent Stage Companies, and arrive in Pittsburgh or Wheeling in 24 hours.

Passengers for Pittsburgh take the new and modern built Steamboats BALTIC, ATLANTIC or LOUIS McLANE, at Brownsville, and thereby have only 74 miles of staging on the whole route.

Passengers for Wheeling, leave Cumberland at the same time, over the National Road, by Stages, 131 miles. Through from Philadelphia to Pittsburgh or Wheeling in 36 hours. Fare to Wheeling, \$13; Pittsburg, \$12. Usual time from Baltimore to Pittsburgh, 32 hours. Fare, \$10.

BY YOUGHIOGHENY ROUTE.

Leave Cumberland at 7 A. M., crossing the Mountains by day-light, reach West Newton at 12½ P. M., lodge. Leave at 7 A. M. next morning, by New Steamboat Line, and reach Pittsburgh at 11 o'clock A. M., in time to connect with the Cincinnati Packet of the same day.

First Class Steamboats leave Pittsburgh and Wheeling regularly, and Passengers are forwarded without delay to Cincinnati, and all other ports in the south and west.

For through tickets by this Route, apply at the Railroad Office, corner Market and Eleventh streets, or 45 South 3d street, Philadelphia.

Passengers have the privilege of stopping at Baltimore, and resuming seats at pleasure.

...179 Miles.
 .. 130 "
 , Depot, at 8
 d, 9½ hours.
 and 10 P. M.

Miles.	Fare.
0	\$ cts
8	30
14	55
16	65
21	85
25	1 00
28	1 10
37	1 50
46	1 85
50	2 00
55	2 20
62	2 50
71	3 85
75	3 00
78	3 10
86	3 45
91	3 65
97	3 90
99	3 95
100	4 00
103	4 10
107	4 30
109	4 35
114	4 55
116	4 65
120	4 80
124	4 95
125	5 00
129	5 15
135	5 40
141	5 65
144	5 75
147	5 90
150	6 00
154	6 15
158	6 30
164	6 55
166	6 65
169	6 75
170	6 80
179	7 00
306	10 00

l, 3 miles.

RAILROAD ROUTE FROM BALTIMORE TO COLUMBIA, PENN.

BALTIMORE AND SUSQUEHANNA RAILROAD, . . .	36 miles.
YORK AND MARYLAND LINE " . . .	21 "
WRIGHTSVILLE, YORK, & GETTYSBURG do. . .	13 "

The cars of the Baltimore and Susquehanna Railroad Co run on the whole route, connecting, at Columbia, with those on the Philadelphia and Columbia Railroad.

Ticket office, Calvert st., Baltimore.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Col'a	Fare from Balt.
					\$ cts
Cars leave Baltimore	BALTIMORE.....	0	0	71	
8½, 9 A. M. and 4	Woodberry.....	3½	3½	67½	12½
P. M.	Melvale.....	1	4½	66½	12½
	Washing'tn Fact'y	1½	6	65	15
RETURNING,	Relay House.....	1	7	64	20
Cars leave Columbia	Rlder's Lane.....	2½	9½	61½	25
at 8½ A. M. and 1 P.	Timonium.....	2½	12	59	30
M.	Clark's.....	1½	13½	57½	35
	Cockeysville.....	1½	15	56	40
	Ashland.....	1	16	55	45
	Westerman's.....	2	18	53	50
	Love's.....	2½	20½	50½	55
	Monkton Mills....	2½	23	48	60
	Whitehall.....	3½	26½	44½	70
	Parkton.....	2	28½	42½	75
	Freeland's.....	5½	34	37	90
	Summit.....	2	36	35	1 00
	Strasburg.....	2½	38½	32½	1 05
	Heathcote's.....	3½	42	29	1 10
	Smyser's.....	5	47	24	1 20
	Glatfelters.....	2½	49½	21½	1 30
	Tunnel.....	1	50½	20½	1 35
	YORK.....	6½	57	14	1 50
	Hoover's.....	7	64	7	1 75
	Wrightsville.....	6	70	1	2 00
	COLUMBIA.....	1	71	0	2 12½

NEW ROUTE TO PITTSBURG,

VIA THE BALTIMORE, SUSQUEHANNA AND PENNSYLVANIA RAILROADS.

An Express Train of Cars will leave Calvert Station, daily, with the U. S. Mail from Washington and Baltimore, at 8½ A. M., connecting with the Fast Line at Middletown, Pa., at 1 P. M., arriving at Harrisburg at 1½ P. M., to dinner; thence proceed by cars to Hollidaysburg, &c. Time, through to Pittsburg—33 hours.

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PENNSYLVANIA RAILROAD.

ARRANGEMENTS—1861.



FORTY-SIX HOURS TO PHILADELPHIA.
 FORTY-FOUR HOURS TO BALTIMORE.
 280 Miles Railroad—103 Miles Canal.

TWO DAILY LINES EXPRESS PACKET BOATS,
Exclusively for passengers.

TO PHILADELPHIA, BALTIMORE AND NEW YORK.

On the opening of Canal Navigation, two daily Lines, new Express Packet Boats, will leave for Johnstown, thence by Portage Railroad to HOLLIDAYSBURGH,

There taking the NEW PENNSYLVANIA RAILROAD, two hundred and forty-five miles direct to

PHILADELPHIA.

Time through, forty-six hours.
 Fare to Philadelphia, \$10. Fare to Baltimore, \$9.75.

The cars on this route are new, and of the most approved construction for comfort and safety.

Packets leave every morning *precisely* at eight o'clock, and every evening at the same hour.

PASSENGERS FOR BALTIMORE,

on arrival of Cars at Harrisburgh, take the York and Cumberland Railroad, (now finished,) direct to that city, (84 miles.) Time, four hours.

No charge for handling baggage on this route.

The increased speed makes this the most comfortable, safe and desirable route now to the Eastern Cities.

For passage or information, apply to

J. P. HOLMES, Agent, Monongahela House, or to

D. LEECH & CO., Canal Basin, Penn-st., Pittsburgh.

N. B. On the 1st of July, the PENNSYLVANIA RAILROAD will be finished at Lockport, Pa., which will shorten the time through six hours.

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36 miles.
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Fare from Balt.	
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RAILROAD ROUTE FROM PHILADELPHIA TO BALTIMORE.

PHILADELPHIA, WILMINGTON, & BALTIMORE R. R., 99 miles

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Balt.	Fare from Phila.
					\$ cts.
Cars leave Philadel- phia from Market st. below Eleventh at 8½ A. M. & 10 P. M.	PHILADELPHIA...	0	0	99	
	Gray's Ferry.....	3	3	96	
	Lazaretto	8	11	88	
	Chester	39	14½	84½	25
	Marcus Hook	3½	18½	80½	
RETURNING.	WILMINGTON	9½	28	71	50
Cars leave Baltimore 9, 11 A. M. and 8 P. M. daily.	Newport.....	4	32	67	
	Stanton	2½	34½	64½	
	Newark.....	6½	40½	58½	
Usual time, 5 hours.	Elkton.....	6	46½	52½	1 50
	Northeast.....	5½	52	47	
On Sundays, leave Philadelphia at 10 P. M., Baltimore at 8 P. M.	Charlestown.....	3½	55½	43½	
	Cecil.....	6	61½	37½	
	Havre de Grace ...	1½	62½	36½	2 50
	Perryville	8½	71½	27½	
	Gunpowder	8½	79½	19½	
Fare in 2d Class Cars \$2. by Day Lines only.	Chase's.....	3½	83½	15½	
	Stemmer's Run...	6	89½	9½	3 00
	BALTIMORE	9½	99	0	3 00

Through Tickets can be procured at the offices for Charleston, S. C. at \$20; Wheeling, Va. at \$14; Pittsburg, Penn. at \$13.

WAY TRAIN BETWEEN PHILADELPHIA AND PERRYVILLE, MD.

Will leave the Depot, 11th and Market, at 4 P. M., and Perryville at 7 A. M. This train stops at all the intermediate Stations.

WILMINGTON ACCOMMODATION TRAINS.

Will leave the Depot, 11th and Market, daily (except Sunday) at 10 A. M., 1½ P. M.; and with freight at 7 P. M. Leaves Wilmington at 7 A. M., 4½ P. M., and with freight at 7 P. M. The Way Train leaves Philadelphia at 4 P. M., and Wilmington, at 9½ A. M.

PHILADELPHIA AND BALTIMORE STEAMBOAT AND RAILROAD LINE.

During the season of navigation, a Steamboat leaves Philadelphia daily, (Sundays excepted,) from the foot of Dock Street, running to Newcastle, Del., 36 miles, connecting with a Railroad, 16 miles in length, extending to Frenchtown, on Chesapeake Bay. From thence a Steamboat conveys passengers 64 miles to Baltimore.

Total Distance, 116 miles. Usual time, 7 hours. Fare, \$3.
Leave Philadelphia at 2 P. M. | Leave Baltimore at 12 P. M.

PHILADELPHIA, GERMANTOWN, & NORRISTOWN RAILROAD, 17 miles; including the GERMANTOWN BRANCH, 21 miles.

Cars leave Philadelphia from the corner of Ninth and Greene sts., several times daily, for Germantown and Norristown, stopping at the intermediate places.

LEAVE PHILADELPHIA.

At 9 o'clock, A. M.
At 3 " P. M.
At 5½* " P. M.

LEAVE NORRISTOWN.

At 7 o'clock, A. M.
At 11* " M.
At 5½ " P. M.

On Sundays, trips marked thus * omitted

☐ Omnibuses leave the Exchange for the Depot at 5 minutes before the starting of the cars, (Sundays excepted.)

RAILROAD ROUTE

FROM PHILADELPHIA TO POTTSVILLE.

PHILADELPHIA, READING, & POTTSVILLE RAILROAD, 93 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Pottsville.	Fare from Phila.
					\$ cts.
Cars leave Philadelphia from corner of Broad and Cherry streets, at 7½ o'clock, A. M. & 3½ P. M.	PHILADELPHIA, ... Inclined Plane, ... Manayunk, ... Spring Mill, ... Norristown, ... Valley Forge, ... Phoenixville, ...	0 5 2 5 5 6 4	0 5 7 12 17 23 27	93 88 86 81 76 70 66	
Return cars leave Pottsville at 7½ o'clock, A. M. & 3½ P. M.	Royer's Ford, ... Pottstown, ... Douglassville, ... Baumstown, ... READING, ... Althouse's, ... Mohrsville, ... Hamburg, ... Port Clinton, ... Scotchman's Locks Orwigsburg, ... Schuylkill Haven, POTTSVILLE, ...	4 9 4 5 9 8 2 7 3 5 3 3 4	31 40 44 49 58 66 68 75 78 83 86 89 93	62 53 49 44 35 27 25 18 15 10 7 4 0	40 1 75 2 75

Second class cars, from Philadelphia to Reading, \$1 45
" " from Philadelphia to Pottsville, 2 25

Usual time from Philadelphia to Pottsville, (fast train,) 4 hours.

MORE.
R., 99 miles

From Balt.	Fare from Phila.
	\$ cts.
99	
96	
88	
84½	25
80½	
71	50
67	
64½	
58½	
52½	1 50
47	
43½	
37½	
36½	2 50
27½	
19½	
15½	
9½	3 00
0	3 00

Charleston, \$13.
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RAILROAD ROUTES.

RAILROAD ROUTE
FROM PHILADELPHIA TO HARRISBURG.

COLUMBIA AND PHILADELPHIA RAILROAD, . . . 70 miles
HARRISBURG AND LANCASTER " . . . 37 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Har.	Fare from Phila.
Passenger cars leave Philadelphia, from cor. Market street and Oak street at 6½ o'clock, A.M. 12 M. & 10½ P.M.	PHILADELPHIA, . . .	0	0		\$ cts.
	Inclined Plane, . . .	4	4	107	
	Whitehall,	7	11	103	
	Morgan's Corner, .	3	14	96	
	Eagle,	3	17	93	
	Paoli,	4	21	90	
	Steamboat Hotel, . .	5	26	86	
	Oakland,	4	30	81	
	Downingtown, . . .	3	33	77	
	Coatesville,	8	41	74	
	Parksburg,	4	45	66	
	Pennington,	3	48	62	
	Gap,	4	52	59	
	Kinzer's,	3	55	55	
Lemmon Place, . . .	3	58	52		
LANCASTER, *	12	70	49	2 00	
Landisville,	7	77	37		
Mount Joy,	5	82	30		
Elizabethtown, . . .	6	86	25		
Conewago,	4	92	19		
Middletown,	5	97	15		
Hightspre,	3	100	10		
HARRISBURG,	7	107	7	3 50	
			0		

* From Lancaster to Columbia, 12 miles. Fare from Philadelphia, \$2 37½.

ROUTES

FROM HARRISBURG TO PITTSBURG, &c.

At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg, and Pittsburg—with Railroad & Packet for Lewistown, Huntingdon, Hollidaysburg, and Pittsburg,—also with the Susquehanna Packet Boats to Northumberland, Milton, Muncy, Williamsport, &c.

Through tickets for any of the above places can be secured at the depot, 274 Market st., Philadelphia.

The CUMBERLAND VALLEY RAILROAD, 56 miles, extends from Harrisburg to Chambersburg. Total distance from Philadelphia to Chambersburg, by railroad, 163 miles. This road connects with a line of travel to Pittsburg and other places

RAILROAD AND STAGE ROUTE
FROM HARRISBURG TO PITTSBURG, PA.

PENNSYLVANIA RAILROAD, (finished,).....188 miles.
SUMMER ARRANGEMENTS.

GOING WEST.

Passenger Cars leave Harrisburg at 1.35 P. M. and 5.10 A. M., or on the arrival of the trains leaving Philadelphia at 8 A. M. and 10½ P. M.

GOING EAST.

Passenger Cars leave Hollidaysburg at 10 A. M. and 9.40 P. M. on arrival of Stages from Pittsburg, &c.

BURG.
70 miles
37 "

From Har.	Fare from Phila.
107	\$ cts.
103	
96	
93	
90	
86	
81	
77	
74	
66	
62	
59	
55	
52	
49	
37	2 00
30	
25	
19	
15	
10	
7	
0	3 50
Philadel	

DEPARTS.			ARRIVES.		
DEPOTS.	Miles	Fare.	DEPOTS.	Miles	Fare.
HARRISBURG	0	\$ cts.	HOLLIDAYSBURG	0	\$ cts.
Rockville	6	20	Altona	7	20
Cove	11	35	Fostoria	15	45
Duncannon	15	45	Tyrone	21	65
Aqueduct	18	50	Spruce Creek	28	85
Baileysburg	23	70	Petersburg	34	1 00
Newport	27	80	Huntingdon	40	1 20
Millerstown	33	1 00	Mill Creek	45	1 35
Tuscarora	40	1 20	Mapleton	49	1 45
Mexico	44	1 30	Mt. Union	52	1 55
Perryville	46	1 40	Newton Hamilton	55	1 65
Mifflin	49	1 50	McVeytown	65	1 95
Lewistown	61	1 80	Anderson's	70	2 10
Anderson's	68	2 05	Lewistown	77	2 30
McVeytown	73	2 20	Mifflin	89	2 65
Newton Hamilton	83	2 50	Perryville	91	2 75
Mt. Union	86	2 60	Mexico	92	2 80
Mapleton	89	2 65	Tuscarora	100	3 00
Mill Creek	92	2 75	Millerstown	105	3 15
Huntingdon	97	2 90	Newport	100	3 30
Petersburg	104	3 10	Baileysburg	115	3 45
Spruce Creek	110	3 30	Aqueduct	120	3 60
Tyrone	117	3 50	Duncannon	123	3 70
Fostoria	123	3 70	Cove	127	3 80
Altona	131	3 95	Rockville	132	3 95
HOLLIDAYSBURG	138	4 15	HARRISBURG	138	4 15

PENNSYLVANIA RAILROAD.

THE PENNSYLVANIA RAILROAD PASSENGER TRAINS

Leave the New Depot corner Oak street and Market-street, Philadelphia daily, at 6½ A. M. and 10½ P. M. for Pittsburg, via Lancaster, Harrisburg, Lewistown and Hollidaysburg. From whence passengers are conveyed in coaches, arriving in Pittsburg in 38 hours from the time of leaving Philadelphia.

During the season of navigation, on the Pennsylvania Canals, passengers can go from Hollidaysburg to Johnstown, by ALLEGANY POSTAGE RAILROAD, 36 miles, thence by Canal Packet Boats to Pittsburg, a further distance of 103 miles.

RAILROAD ROUTE FROM NEW YORK TO PHILADELPHIA.

NEW JERSEY RAILROAD, (Jersey City to New Brunswick,)	31 miles
NEW BRUNSWICK AND TRENTON RAILROAD,	29 "
PHILADELPHIA AND TRENTON RAILROAD,	28 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
Passengers leave N. York, from foot of Liberty st., daily, 6, 9 A. M., and at 5 P. M.	NEW YORK,	0	0	88	
	Jersey City,	1	1	87	
	Newark,	8	9	79	
	Elizabethtown, . . .	5	14	74	
	Rahway,	5	19	69	
	Metuchin,	8	27	61	
	<i>New Brunswick</i> , . . .	4	31	57	
RETURNING, Passengers leave Walnut-street Wharf, at 9 A. M. and 5 P. M. On Sunday at 5 P. M.	Kingston,	14	45	43	1 12
	Princeton,	4	49	30	1 25
	TRENTON,	10	59	29	2 25
	Morrisville, Pa., . . .	1	60	28	2 25
	Bristol,	9	69	19	2 75
	Andalusia,	4	73	15	
	Cornwell's,	2	75	13	
	Tacony,	6	81	7	
	PHILADELPHIA,	7	88	0	3 00

Fare through in second class cars, \$2.50.

Time from New York to Philadelphia, 4½ hours.

Passengers during the season of navigation, are usually conveyed from Tacony to Philadelphia by steamboat.

 Meals provided on board the boat.

This is the most expeditious route between New York and Philadelphia, passing over the Hudson, Raritan, and Delaware rivers, and through several thriving cities and villages, —some of them celebrated for their beauty of location, and others for historical incidents, enacted during the revolutionary war. The scenery in the vicinity of the Delaware river, below Trenton, is also exceedingly beautiful and interesting.

NEW JERSEY RAILROAD.

SUMMER ARRANGEMENT.

NEW YORK AND PHILADELPHIA DIRECT.

Accommodation Line.—Leave New York 6 A. M. foot of Courtlandt st., via Jersey City, Princeton, Trenton, Burlington and Camden.

Fare for the 1st class cars, \$3; 2d class cars, \$2.50—arriving at 11 A. M.

Mail Lines.—Leave N. York at 9 A. M., and 5 P. M. foot of Liberty street, via Jersey City, Trenton, Bristol, taking Steamboat at Tacony, through in 4½ hours.

Fare for first class cars, \$3; for second class cars, \$2.50.

Returning, the lines leave Philadelphia from the foot of Walnut st., at 6 A. M., 9 A. M., and at 5 o'clock P. M.

On Sundays the lines leave N. York at 5 P. M.

“ “ Philadelphia 5 P. M.

Philadelphia Baggage Crates are conveyed from city to city, without being opened by the way. Each train is provided with a Car in which are Apartments and Dressing Rooms expressly for the Ladies' use.

NEWARK AND NEW YORK.

Leave New York at 6, 8, 9½, 10 and 11¼t. A. M., and 1t, 2t, 3¼t, 4¼t, 5¼t, 6¼t, and 8 P. M. 10 Saturday nights, 11½ Wednesday nights.

LEAVE NEWARK.

Leave Market st. Depot at 6, 6¼, 7¼, 8¼, 8½, 9, 10¼ A. M., 12 M., and 1*, 2, 4, 5¼, 7¼, 8¼* P. M. 8½ Saturday nights, and 11 Wednesday nights.

Leave Chestnut st. Depot, 6½, 7.20, 8.05, 10.20, 11.50 A. M., 1.50, 3.50, 5.35, 7 P. M.

On Sundays leave New York at 5 P. M., Newark at 8½* P. M. for New York.

Philadelphia Trains stop at Market st. Depot only, and carry no way passengers in the 5 P. M. from New York, except to places beyond New Brunswick, nor in the 9 A. M. from New York, except to places beyond Newark.

NEW YORK AND ELIZABETHTOWN.

Leave New York at 6 and 9 A. M., and 1, 2, 4½, & 6½ P. M., 10 Saturday nights and 11½ on the 2d and 4th Wednesday nights of each month.

Leave Elizabethtown at 6.05, 7¼, 8¼, 10¼* A. M., and 12.40, 3.40, 8.20* P. M., 8½ Saturday nights, and 10½ on the 2d and 4th Wednesday nights of each month.

On Sundays leave New York at 5 P. M.—Elizabethtown at 8.20* P. M. for New York.

NEW YORK AND NEW BRUNSWICK.

Leave New York at 6 and 9 A. M., and 1, 3¼ & 5¼ P. M.

Leave New Brunswick 4¼, 5¼, 7¼, and 9¼ A. M. and 12* P. M., and 7¼* P. M.

On Sundays leave New York at 5 P. M.—New Brunswick at 7¼* P. M. for New York.

NEW YORK MORRISTOWN AND DOVER.

Leave New York for Morristown, Dover and intermediate places, 8½ A. M., 11½ A. M., Freight, 4 & 6 P. M.

NEW YORK, SOMERVILLE AND WHITE-HOUSE.

Leave New York for Somerville, White-house and intermediate places, 9 o'clock, A. M., 2 and 5½ P. M.

Those marked thus [*] leave upon the arrival of the trains.

PHIA.

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31 miles
29 "
28 "

From Phila.	Fare from N. Yk.	
		\$ cts.
88		
87		
79		
74		
69		
61		
57		
43	1 12	
39	1 25	
29	2 25	
28	2 25	
19	2 75	
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STEAMBOAT & RAILROAD ROUTE

BETWEEN NEW YORK AND PHILADELPHIA

STEAMBOAT, (from N. York to South Amboy, N. J.), 28 miles

CAMDEN AND AMBOY RAILROAD, 61 "

Passengers leave New York from Pier No. 1, near the Battery.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
A steamboat leaves	NEW YORK,	0	0	90	
N. York daily, Sun-	Elizabethport,	12	12	78	
days excepted, at 7	Perth Amboy,	15	27	63	12½
A. M. and 4 P. M.	South Amboy,	1	28	62	25
for South Amboy.	Spottswood,	10	38	52	62
&c.	Hightstown,	11	49	41	1 25
RETURNING,	Sand Hills,	9	58	32	2 75
Passengers leave Wal-	Bordentown,	5	63	27	2 25
nut-st. ferry, Phil..	Burlington,	8	71	19	2 50
at 6, 10 A. M. and 4	Camden,	18	89	1	3 00
P. M.	PHILADELPHIA,	1	90	0	3 00

Fare through in second class cars, \$2.00.

Usual time from New York to South Amboy, 2 hours ;
from South Amboy to Philadelphia, 3½ hours.*Emigrant's Line* leave New York at 3½ P. M., Phila-
delphia, at 1 P. M. Fare, \$1.50.

This is a pleasant route during warm weather, affording a fine view of the harbor and bay of New York, Staten Island, and the New Jersey shore,—passing through Staten Island sound, and landing at South Amboy, at the mouth of the Raritan river, where commences the Camden and Amboy Railroad.

On arriving at Bordentown, the Delaware river and surrounding country presents varied and picturesque scenery, much enhanced by the high state of cultivation and beautiful country residences which adorn the banks of the Delaware, for many miles above and below Philadelphia.

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CAMDEN AND AMBOY RAILROAD COMPANY.

SUMMER ARRANGEMENT.

FROM PHILADELPHIA TO NEW YORK,

At 6, 10 A. M., and 4 P. M.

The Morning Accommodation Line will leave Walnut-st. Ferry daily, (except Sundays,) at 6 A. M. by steamboat to Camden, and by Cars to Jersey City, stopping at Rancocas, Burlington, Bordentown, Trenton, Princeton, Kingston, New Brunswick, Rahway, Elizabethtown, Newark, and Jersey City, and arrive in New York at 11½ A. M.

Fare to New York..... \$3 00
 " " 2d class..... 2 50

Excursion Tickets, entitling the purchaser to a passage to New York, and return by the Mail Line at 5 P. M. the same day, or by the Accommodation Line at 6 A. M. next day, \$5 00.

CAMDEN AND AMBOY RAILROAD LINE.

The second Line will leave Walnut-street Ferry at 10 A. M. (except Sundays,) by steamboat to Camden, and by cars to South Amboy, stopping at Rancocas, Burlington, Bordentown, Sand Hills, Hightstown, Spotswood, and other usual stopping places, take the steam- John Potter, at South Amboy, and arrive in New York about 4 P. M.

Fare to New York..... \$3 00
 " " Forward Deck 2 00

✂ Fifty pounds of Baggage will be allowed to each passenger in these Lines, and passengers are expressly prohibited from taking any thing as baggage but their wearing apparel, which will be at the risk of its owner.

STEAMBOAT BURLINGTON.

IMMIGRANT AND TRANSPORTATION LINE FOR NEW YORK.

At 1 P. M. from Walnut-street Wharf, via Bordentown, (except Sunday.) Fare, \$1.50.

STEAMBOAT TRENTON,

FOR TACONY, BURLINGTON, AND BRISTOL.

At 9 A. M. and 5 P. M. from Walnut-street Wharf.

STEAMBOAT JOHN STEVENS,

FOR TACONY, BURLINGTON, BRISTOL, & BORDENTOWN

At 2 P. M. from Walnut-street Wharf. Returning, leaves Bordentown at 7, Bristol at 7½, and Burlington at 8 next morning.

Fare to Tacony, Burlington, and Bristol 12½ cents
 " Bordentown 25 "

PHIA
 28 miles
 61 "

near the

om ila.	Fare from N. Yk.
	\$ cts.
0	
8	
3	12½
2	25
2	62
1	1 25
2	2 75
7	2 25
9	2 50
1	3 00
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NEW YORK AND ERIE RAILROAD.



SUMMER ARRANGEMENTS.

MORNING EXPRESS TRAIN leaves at 6 A. M. for Dunkirk, connecting with steamboats for Erie, Cleveland, Sandusky, Toledo, and Buffalo.

Breakfast at Turners; Dinner at Deposit.

MAIL TRAIN, via Piermont, at 8 A. M. This train stops at Elmira over night, and proceeds to Dunkirk at 8 o'clock next morning.

Dinner at Delaware.

WAY TRAINS for Otisville and intermediate stations, at 3 1-2 P. M. via Piermont, and at 5 P. M. via Jersey City.

EVENING EXPRESS TRAIN at 6 P. M. for Dunkirk connecting with Steamboat for Detroit direct, and for Cleveland, Sandusky, Toledo, Buffalo, &c.

Supper at Turners.

Returning, cars leave Dunkirk at 6 and 10 A. M. and 6 P. M.

☞ The Express Trains stop at those stations only opposite to which figures are placed. (See page 35).

☞ All Trains leave from Pier foot of Duane street.

FOR BUFFALO AND ROCHESTER.

LEAVE NEW YORK AT 6 A. M. AND 6 P. M.,

and arrive in Rochester and Buffalo, via Geneva, in advance of any other line.

FARES.

To Geneva,.....	\$ 5 00
Rochester,.....	6 30
Buffalo,.....	7 80
Dunkirk,.....	8 00
Detroit,.....	12 00
Chicago and Milwaukie,.....	18 50
Southport and Racine,.....	18 50
Cincinnati,.....	16 50
Cleveland,.....	10 50
Sandusky,.....	11 00

CHA'S. MINOT,
Superintendent.

From New York.	
MILES	
	25
	32
	47
	55
	59
	67
	75
	88
	111
	122
	163
	176
	192
	200
	215
	223
	236
	255
	273
	291
	301
	331
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NEW YORK AND ERIE RAILROAD.

THROUGH TRAINS TO DUNKIRK.

From New York.		PRINCIPAL STATIONS.	Morning Express.	Mail Passenger.	Night Express.
MILES	FARES		LEAVES.	LEAVES.	LEAVES.
			6 A. M.	8 A. M.	6 P. M.
		New York,.....			
25		Piermont,.....	10	"	
32	60	Suffern,*.....	7.28	10.53	7.28
47	95	Turners,.....	8.04	11.34	8.08
55	1 00	Chester,†.....	8.21	11.55	8.29
59½	1 10	Goshen,.....		12.05 P. M.	
67	1 25	Middletown,.....	8.55	12.25	9.00
75½	1 50	Otisville,.....		12.46	
88	1 75	Delaware,.....	9.41	1.35	9.52
111	2 25	Lackawaxen,....		2.31	
122	2 40	Narrowsburg,....	11.02	3.03	11.10
163½	3 25	Hancock,.....	12.21	4.40	
176½	3 50	Deposit,.....	1.07 P. M.	5.19	1.08 A. M.
192	3 85	Susquehanna,....	1.50	5.58	1.50
200½	4 00	Great Bend,.....		6.15	
215	4 25	Binghamton,....	2.35	6.47	2.33
223	4 45	Union,.....		7.00	
236½	4 75	Owego,‡.....	3.21	7.33	3.20
255½	5 15	Waverly,.....	3.58	8.15	
273	5 50	Elmira,§.....	4.35	8.00 A. M.	4.34
291	5 80	Corning,¶.....	5.07	8.53	5.05
301½	6 00	Addison,.....		9.20	
331½	6 60	Hornellsville,....	6.20	10.45	6.15
373½	7 50	Friendship,.....		1.00 P. M.	
382½	7 70	Cuba,.....		1.18	
395	7 95	Olean,.....	9.02	2.09	9.10
411	8 00	Great Valley,....		3.00	
421½	8 00	Little Valley,....		3.33	
428½	8 00	Cattaraugus,....		3.53	
437½	8 00	Dayton,.....		4.22	10.58
460	8 00	DUNKIRK,.....	12.00 Ar.	5.12 Ar.	11.39 Ar.

* The Ramapo and Paterson, and Hudson River Railroad runs from this station to Jersey City, 32 miles.

† The Newburgh Branch Railroad runs from this station to Newburgh, 19½ miles.

‡ The Cayuga and Susquehanna Railroad runs from this station to Ithaca, 33 miles, connecting with steamers running on Cayuga Lake.

§ The Chemung Railroad runs from Elmira to Jefferson, 21 miles, connecting with steamers running on Seneca Lake to Geneva, &c.

| Remains at Elmira over night.

¶ The Corning and Blossburg Railroad runs from this station to Blossburg, Penn., 40 miles.

RAMAPO AND PATERSON, AND PATERSON AND HUDSON RIVER RAILROAD.

THROUGH TRAINS.

Leave Suffern's Depot, At * 9 o'clock, A. M.	Leave New York, At 6 o'clock, A. M.
7½ " " P. M.	5 " " P. M.
*10¼ " " "	6 " " "

SUNDAY TRAINS.

Leave Suffern's Depot, At * 6¼ o'clock, A. M.	Leave New York, At 6 o'clock, P. M.
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* Or on the arrival of the Express Train, going East.

✂ The 6 A. M. and 6 o'clock, P. M. trains from New York, will not stop at any station, north of Paterson, except Hohokus, and will be in time to meet the Erie trains, morning and evening, going West, at Suffern's Depot.

CENTRAL RAILROAD OF NEW JERSEY.

Passengers leave New York,
At 9 A. M., and at 2 & 5¼ P. M.
from foot of Courtlandt-st.

DEPOTS.	Mil's	Fare.
NEW YORK . . .	0	\$ cts.
Elizabethport . . .	14	18
Elizabethtown . . .	16	25
Crainsville . . .	21	37
Westfield . . .	23	37
Scotch Plains . . .	26	50
Plainfield . . .	28	50
New Market . . .	31	56
Boundbrook . . .	35	62
Dunn's Landing . . .	40	75
Somerville . . .	41	75
North Branch . . .	45	87
WHITE HOUSE . . .	50	1 00

Passengers leave White House,
At 3¼ and 5¼ A. M., and 1¼ P. M.,
for Elizabethtown, &c.

DEPOTS.	Mil's	Fare.
WHITE HOUSE . . .	0	\$ cts.
North Branch . . .	5	12
Somerville . . .	10	25
Dunn's Landing . . .	11	25
Boundbrook . . .	14	37
New Market . . .	18	50
Plainfield . . .	21	50
Scotch Plains . . .	23	62
Westfield . . .	27	75
Crainsville . . .	29	75
Elizabethtown . . .	33	87
Elizabethport . . .	35	87
NEW YORK . . .	50	1 00

STEAMBOAT LINE.

The steamboat RED JACKET, Captain Degroot, will leave Pier No. 1, N. R., daily, (Sundays excepted,) at 11 A. M. and 5 P. M., for Elizabethport and New Jersey Central Railroad.

RETURNING, leave Elizabethport, for New York at 8¼ A. M. and 1 P. M.

STAGES run from White House daily for Easton, Pa., 25 miles, connecting with lines of travel to different parts of New Jersey and Pennsylvania.

CAYUGA AND SUSQUEHANNA RAILROAD

CONNECTING, BY THE SHORTEST ROUTE, THE
 NEW YORK AND ERIE RAILROAD
 WITH THE
ALBANY AND BUFFALO RAILROADS,
 VIA
OWEGO, ITHACA AND CAYUGA LAKE.

The trains of the Cayuga & Susquehanna R. R. always leave the New York & Erie Depot at Owego immediately on the arrival of the trains from New York, connecting at Cayuga with the day Express trains going East and West on the Albany and Buffalo Railroad. Returning from Cayuga and Ithaca connect at Owego with the day and night Express trains for New York.

Stages leave Ithaca, daily, on the arrival of the morning train.

GOING EAST—To Cortland, Homer, &c., via Varna, Etna, Dryden Springs, McLean, &c. Also to Slaterville, Caroline, Richford.

GOING NORTH—To the Forest City Water-Cure, South Lansing, Ludlowville, Lansingville, Northville, Genoa, &c. Also to Jackson-ville, Halseyville, Trumansburg, Covert, Farmerville, Lodi, &c. Also on Tuesdays, Thursdays and Saturdays, for Moravia, via West Dryden, Peru, Groton, &c.

GOING WEST—To Jefferson, via Enfield, Mecklenburg, Burdett, &c.

ITHACA AND CAYUGA LAKE STEAMER LINE.

The Steamers **WILLIAM E. DODGE**, Capt. E. Buckbee, the **FOREST CITY**, Capt. A. L. Goodrich, and the **HOWLAND**, Capt. Paffer, compose this Line, leaving Ithaca at 7 o'clock A. M., or on the arrival of the train from New York, and connecting at Cayuga with the day Express trains on the Albany and Buffalo Railroads. Leaving Cayuga at 1 o'clock A. M., or on the arrival of the express train going East, connecting at Ithaca with the night train for New York—or those wishing may remain at Ithaca over night and take the morning train at 8 o'clock A. M. without additional fare.

Through tickets from New York to Cayuga, sold on the Boat or at the Depot of N. Y. & Erie R. R. at New York.

Steamers land on Cayuga Lake at Frog Point, Trumansburg Landing, Kidder's Ferry, Sheldrake, Aurora, Levanna, Springport and Cayuga. Passengers for the northern part of Tompkins and southern parts of Cayuga and Seneca counties will land at Frog Point or Kidder's. A stage leaves Sheldrake daily, on the arrival of the down boat, for Ovid, &c.

Distance from New York to Buffalo, by Geneva,	463 miles.
“ “ “ Albany,	472 “
“ “ “ Ithaca,	451 “

NEW YORK AND HARLEM RAILROAD,

EXTENDING FROM THE CITY HALL, NEW YORK, TO
DOVER PLAINS, DUTCHESS Co.—80 MILES.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N.Y'k	From Dov'r	Fare from N.Y'k
					\$ cts.
Passenger cars leave	New York.....	0	0	80	
New York from	32d street.....	3	3	77	12½
near City Hall, for	Yorkville.....	2½	5½	74½	12½
Dover Plains, &c.,	Harlem.....	2	7½	72½	12½
at 7½ A. M., and 3½	Morrisania.....	1	8½	71½	12½
P. M.	Fordham.....	4	12½	67½	20
For Croton Falls	Williams' Bridge.	1½	14	66	25
and intermediate	Hunt's Bridge....	2½	16½	63½	31
places, at 7½ A.	Underhill Road..	2	18½	61½	37½
M., & 3½, 4½ P. M.	Tuckahoe.....	1	19½	60½	37½
RETURNING.	Hart's Corners....	4½	24	56	50
Leave Dover Plains	White Plains.....	2	26	54	50
for New York,	Davis's Brook....	3	29	51	62½
&c., at 7½ A. M.,	Unionville.....	3	32	48	62½
and 2½ P. M.	Pleasantville....	2	34	46	62½
Leave Croton Falls	Chapagua.....	2	36	44	75
at 7½, 8½ A. M., and	New Castle.....	4	40	40	75
4 P. M.	Bedford Station..	2½	42½	37½	87½
	Whitlocksville..	2½	45	35	87½
	Golding's Bridge.	2	47	33	1 00
	Purdy's Station..	2½	49½	30½	1 00
	Croton Falls.....	1½	51	29	1 00
	Southeast.....	4½	55½	24½	1 10
	Towners.....	4	59½	20½	1 20
	Patterson.....	4	63½	16½	1 20
	Pawlings.....	3½	67	13	1 40
	Jackson Wings....	3	70	10	1 50
	South Dover.....	3	73	7	1 60
	DOVER PLAINS... 7		80	0	1 65

NEW YORK AND HARLEM RAILROAD.

The Trains leaving City Hall for Fordham at 7 and 11.30 A. M., 3, 5, and 6.30 P. M., and for Harlem and Mott Haven at 7, 8.30, and 11.30 A. M., and 1.30, 3, 5, and 6.30 P. M. Returning from Fordham at 5.45, 6.45, and 8.30 A. M., 1, 4.30, and 6.30 P. M., and Mott Haven and Harlem, at 6, 7, 8.45, and 9.45 A. M., 1.15, 2.30, 4.45, and 6.45 P. M., are Local Accommodation Trains, for which there is a special reduced rate of commutation.

The DOVER PLAINS Train from New York at 3.30 P. M.—Returning, leaving Dover Plains at 7.30 A. M., will not stop south of White Plains, excepting at Tuckahoe, William's Bridge, and Fordham, unless to land passengers coming from above White Plains.

LONG ISLAND RAILROAD.

Winter Arrangement.

Trains run as follows, except on Sundays :—

PASSENGER TRAINS

Leave Brooklyn at 9 A.M. for Greenport and all intermediate stations; arrive at Greenport at 2 A.M.

Leave Brooklyn, at 4 P.M., for Farmingdale and all intermediate stations.

Leave Greenport at 11½ A.M. for Brooklyn and all intermediate stations; arrive at Brooklyn at 4.30 P.M.

Leave Farmingdale at 6.45 for Brooklyn and all intermediate stations; arrive at Brooklyn at 8½ A.M.

Leave Farmingdale at 2.45 P.M.—same as above.

Leave Jamaica at 7.45 A.M. — do.

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FREIGHT TRAINS.

Leave Brooklyn at 8 A.M. for Greenport and all intermediate stations; arrive at Greenport at 5 P.M.

Leave Greenport at 8 A.M. for Brooklyn and all intermediate stations; arrive at Brooklyn at 4.05 P.M.

SUNDAY PASSENGER TRAINS.

Leave Brooklyn at 9 A.M. for Farmingdale.

Leave Farmingdale at 3 P.M. for Brooklyn.

MORRIS & ESSEX RAILROAD COMPANY.

Winter Arrangement.

PASSENGER TRAINS UP,

Leave N. York, foot of Courtlandt-st., 9 A.M. and 3½ P.M.

“ Newark, 9¼ “ 4¼ “

PASSENGER TRAINS DOWN,

Leave	A.M.	P.M.	Leave	A.M.	P.M.
Dover,	7	1.45	Summit,	8.05	3.05
Morristown,	7.35	2.25	Millville,	8.15	3.15
Madison,	7.45	2.40	Orange,	8.35	3.35

FREIGHT TRAIN

Leave Dover, 3 A.M.

Leave New York, 11½ A.M.

ORANGE HORSE CAR.

Orange, 7 A.M. & 1.30 P.M. Newark, 12.15 P.M. & 5½ P.M.

Passengers by these Trains are received and delivered each way at North & South Orange. Millville. Summit, Chatham, Madison, Morristown, Morris Plains. Denville, Rockaway, and Dover.

AT DOVER. Stages connecting with the A.M. Passenger Train, leave for Succasunny, Stanhope, Hackettstown and Newion daily.

AT MORRISTOWN. Stages leave, on the arrival of the A.M. Passenger Trains, for Mendham. Chester, Schooley's Mountain, Washington, Belvidere and Easton, daily, and meet the P.M. train for New York. Also for Baskinridge on the arrival of the P.M. train, returning next morning, meeting the A.M. train for New York.

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RAILROAD ROUTE

FROM NEW YORK TO POUGHKEEPSIE,

VIA HUDSON RIVER RAILROAD, (when completed,) 144 miles.

TICKET OFFICE, 129 Chambers-st., New York.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Y.	From Po.	Fare from N. Y.
					\$ cts.
Cars leave N. York for Poughkeepsie, from 129 Chambers-st 7, 8, A. M., 12 M., 2½ and 4 P. M.	NEW YORK.....	0	0	75	
	31st-street.....	3	3	72	
	Manhattanville...	5	8	67	12½
	Spuyten Devil Cr.	5	13	62	
	Yonkers.....	4	17	58	20
	Hastings.....	4	21	54	25
	Dobbs' Ferry.....	1	22	53	30
	Dearman.....	2	24	51	
	Tarrytown.....	3	27	48	35
	Sing Sing.....	6	33	42	40
6 P.M. for Peekskill.	Croton.....	3	36	39	45
	Peekskill.....	7	43	32	55
	Garrison, op W. Pt.	8	51	24	65
	Cold Spring.....	3	54	21	70
	Fishkill Landing.	6	60	15	75
	Carthage or L. Pt.	4	64	11	80
	New Hamburg..	2	66	9	85
	Barneget.....	3	69	6	90
	POUGHKEEPSIE...	6	75	0	1 00
USUAL TIME					
From New York to Poughkeepsie, 3 hours.					

HUDSON RIVER RAILROAD.

NEW YORK TO ALBANY AND INTERMEDIATE PLACES, BY RAILROAD AND STEAMBOAT.

Passenger Trains will run as follows (Sundays excepted) in connection with the Steamer ARMENIA.

Leave New York, going North, from the Office in Hudson-street, near Chambers-street.

At 7 A. M., for Poughkeepsie, stopping at all the Way Stations.

At 8 A. M., for Albany, &c., stopping at the principal Stations.

At 12½ P. M., for freight and passengers to Poughkeepsie, stopping at all the Way Stations.

At 2½ P. M., for Passengers to Poughkeepsie, stopping at Way Stations.

At 4 P. M., for passengers to Poughkeepsie, Albany, and intermediate places, reaching Albany before 11 at night.

At 6 P. M., for passengers to Peekskill, stopping at all Way Stations.

FROM ALBANY TO NEW YORK.

Fare through, \$1 50.

1st Train leaves Albany, by Boston Ferry Rout, at 6½ A. M.; leaves East Albany at 7 A. M.; and arrives at Chambers street Station, New York, at 1½ P. M.

2d Train leaves Albany at 2½ P. M., East Albany at 3 P. M., and arrives at Chambers street Station at 9½ P. M.

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NEW YORK TO ALBANY.—PEOPLE'S LINE.

GREAT SOUTHERN AND WESTERN MAIL ROUTE TO

DETROIT, CHICAGO,
MILWAUKIE, CINCINNATI, AND PITTSBURGH,
VIA ALBANY AND BUFFALO.

By Steamers

ISAAC NEWTON AND HENDRICK HUDSON,

Daily, Sundays excepted, at 6 P. M.

From the wharf between Cortlandt and Liberty sts. to Albany.

By the CENTRAL LINES of Level RAILROAD to Buffalo.

By the Steamers EMPIRE STATE and BUCKEYE STATE, and the CLEVELAND and CINCINNATI RAILROAD to Cincinnati, thence to Louisville, Ken., by Steamers.

By the Steamers MAY FLOWER, ATLANTIC and OCEAN, and the MICHIGAN CENTRAL RAILROAD to Chicago, Milwaukee, and thence to St. Louis and New Orleans.

FARE.

Detroit,.....	\$12 00	Shelby,.....	\$12 20
Chicago,.....	18 50	Columbus,.....	14 20
Milwaukie,.....	18 50	Xenia,.....	15 50
Pittsburgh,.....	14 00	Cincinnati,.....	16 50
Cleveland,.....	10 50		

NO CHARGE OR EXPENSE ON BAGGAGE.

Through to Cincinnati in two days, without loss of sleep, travelling only in daytime by Railroad.

MORNING LINE AT 7 O'CLOCK.

FOR ALBANY AND INTERMEDIATE LANDINGS.—THROUGH IN EIGHT HOURS.

Connecting with Express Trains West, North, and East.

 MEALS FURNISHED ON BOARD.

The splendid Steamer

NEW WORLD, CAPTAIN ACKER,

Leaves the Pier at the foot of Chambers Street every

TUESDAY, THURSDAY AND SATURDAY

at Seven A. M.

TICKETS can be had on board of the People's Line of Boats for Buffalo, Pittsburgh, Cincinnati, Detroit, and Chicago, and intermediate places. BAGGAGE will be checked on the wharf.

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Fare
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RAILROAD ROUTE

FROM NEW YORK TO BOSTON, VIA NEW HAVEN.

NEW YORK AND NEW HAVEN RAILROAD.....	77 miles
NEW HAVEN, HARTFORD, AND SPRINGFIELD RAILROAD ...	62 "
WESTERN RAILROAD, (from Springfield to Worcester,) ...	54 "
BOSTON AND WORCESTER RAILROAD	44 "

This line of travel connects at Bridgeport, Conn., with the *Housatonic Railroad* and *Naugatuck Railroad*; at New Haven with the *Canal Railroad*; at Hartford with the *Willimantic Railroad*; and at Springfield, Mass., with the Railroads running up the valley of the Connecticut river.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From New York.	From New Hav'n	From Bost'n
Passenger trains leave New York from 29 Canal-st., at 7 A. M. for Bridgeport, & Naugatuck R.R. New Haven &c.	New York	0	0	77	237
	Harlem.....	8	8	69	229
	Williams' Bridge...	6	14	63	223
	New Rochelle.....	6	20	57	217
	Mamaroneck.....	4	24	53	213
	Rye Station	3	27	50	210
	Port Chester.....	1½	28½	48½	208½
	Greenwich, Conn. ...	2½	31	46	206
	Stamford	5½	36½	40½	200½
	Darien.....	4½	41	36	196
Express Train at 8 A. M. for Albany, New Haven, Boston, &c.	Norwalk.....	3½	44½	32½	192½
	Westport	3	47½	29½	189½
	Southport	4½	52	25	185
	Fairfield	1½	53½	23½	183½
Accommodation at 9 A. M. for New Haven.	Bridgeport	5	58½	18½	178½
	Stratford	3½	62	15	175
	Milford	4½	66½	11½	170½
	West Haven.....	7	73½	3½	163½
	NEW HAVEN.....	3½	77	0	160
	Hartford	36	113	36	124
	Springfield, Mass....	26	139	62	98
Accommodation at 4 P. M. for New Haven and intermediate stations.	West Brookfield ...	29	168	91	69
	Worcester	25	193	116	44
	Framingham.....	23	216	139	21
	BOSTON.....	21	237	160	0

ACCOMMODATION TRAIN at 7 A. M. Passengers from the Way Stations for Albany, and the Stations on the *Housatonic Railroad*, will take this Train and join the Express Train at Bridgeport.

EXPRESS TRAIN at 3 o'clock, P. M., for Stamford, Norwalk, Bridgeport, Housatonic, and Naugatuck Railroads, New Haven Canal Railroad, Hartford and Springfield, and Connecticut River Railroads.

A commutation train leaves New York at 5.25 P. M. for New Haven, and the intermediate stations.

RAILROAD ROUTE

BETWEEN NEW YORK, ALBANY AND TROY, VIA
HOUSATONIC RAILROAD.

NEW YORK AND NEW HAVEN RAILROAD,	59 miles
HOUSATONIC RAILROAD, (from Bridgeport to Massachusetts State Line,)	74 "
BERKSHIRE & WEST STOCKBRIDGE R. ROADS,	24 "
ALBANY AND WEST STOCKBRIDGE R. R.,	38 "
TROY AND GREENBUSH do.	6 "

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From New Yav'n	From Bost'n
77	237
69	229
63	223
57	217
53	213
50	210
48 1/2	208 1/2
46	206
40 1/2	200 1/2
36	196
32 1/2	192 1/2
29 1/2	189 1/2
25	185
23 1/2	183 1/2
21 1/2	178 1/2
15	175
14 1/2	170 1/2
13 1/2	163 1/2
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TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Alb'y.	Fare from N. Yk.
					\$ cts.
Passengers leave N.	NEW YORK,	0	0	196	
York from Depot	Bridgeport,	60	60	136	
29 Canal street,	Stepney,	10	70	126	
at 8 A. M. & 3 P. M.	Bottsford,	5	75	121	
Sundays excepted.	Newtown,	4	79	117	
	Hawleysville,	4	83	113	
RETURNING,	Brookfield,	6	89	107	
Cars leave Troy at 7	New Milford,	6	95	101	
and Albany at 7 1/4 A.	Gaylord's Bridge,	6	101	95	
M.	Kent,	6	107	89	
	Cornwall Bridge,	8	115	81	
	Cornwall,	4	119	77	
Usual time from New	Canaan Falls,	7	126	70	
York to Albany, 10	Mass. State Line,	7	133	63	
hours.	Sheffield,	7	140	56	
	Great Barrington,	6	146	50	
	Van Deusenville,	2	148	48	
	West Stockbridge,	8	156	40	
	N. Y. State Line,	2	158	38	
	Canaan,	5	163	33	
	Chatham 4 Corners	10	173	23	
	Kinderhook,	7	180	16	
	Schodack,	8	188	8	
	ALBANY,	8	196	0	4 00
	TROY,	6	202	6	

HOUSATONIC RAILROAD.

THE cars on this road run in connection with the NEW YORK and NEW HAVEN RAILROAD, and the Stockbridge and Pittsfield Railroad.

MORNING TRAIN for Pittsfield, North Adams, Lee, Stockbridge, and all way stations on the Housatonic Railroad, leaves Bridgeport at 10.40 A. M., on the arrival of the 8 o'clock A. M. Express Train from New York.

EVENING TRAIN for Pittsfield, and all way stations on the Housatonic Railroad, leaves Bridgeport at 5.15 P. M., on the arrival of the Express Train, which leaves New York at 3 P. M.

Stages run in connection with the cars to Danbury, Bethel, Norfolk, and most of the towns adjacent to the road. Also, to LEBANON SPRINGS, N. Y., via Pittsfield.

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STEAMBOAT & RAILROAD ROUTE
FROM NEW YORK TO BOSTON, VIA NEW HAVEN
AND SPRINGFIELD.

STEAMBOAT, (from New York to New Haven,) . . . 78 miles.
 NEW HAVEN, HARTFORD, AND SPRINGFIELD R.R. . . 62 "
 WESTERN R.R., (from Springfield to Worcester,) . . 54 "
 BOSTON AND WORCESTER, Do., 44 "

Passengers leave New York every afternoon, from Peck Slip, East River.

TIME OF LEAVING.	PLACES.	Miles.	From N. Yk.	From Bos'tn	Fare from N. Yk. 8 cts
	NEW YORK,	0	0	238	
	Blackwell's Isl'd, .	4	4	234	
	Hell Gate,	3	7	231	
A steamboat leaves N. York at 4 P. M. daily, Sundays excepted, for New Haven, (on Saturday, 3 P. M.,) connecting with cars on the N. Haven and Hartford Railroad.	Brothers' Island, .	3	10	228	
	Throg's Neck,	5	15	223	
	Hart's Island,	4	19	219	
	New Rochelle,	4	23	215	
	Milton,	4	27	211	
	Captain's Island, . .	4	31	207	
	Greenwich Point, . .	3	34	204	
	Shippan Point,	3	37	201	
	Long Neck,	3	40	198	
	Norwalk Islands, . .	5	45	193	
	Pine Point,	8	53	185	
	Black Rock,	4	57	181	
	Bridgeport,	3	60	178	
	Stratford,	3	63	175	
	Milford,	4	67	171	
	Neck Point,	8	75	163	
	NEW HAVEN,	3	78	160	
North Haven,	6	84	154		
Wallingford,	6	90	148		
Meriden,	6	96	142		
Berlin,	6	102	136		
New Britain,	4	106	132		
HARTFORD,	8	114	124		
Windsor,	6	120	118		
Conn. Riv. Bridge, . .	7	127	111		
Thompsonville, . . .	5	132	106		
SPRINGFIELD,	8	140	98		
West Brookfield, . .	29	169	69		
WORCESTER,	25	194	44		
Framingham,	23	217	21		
BOSTON,	21	238	0		

RETURNING,
 Leave New Haven
 at 10 P. M., on the
 arrival of the Boston
 train.

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RAILROAD AND STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA FALL RIVER.

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From N. Y'k	Fare from Bos'n
					\$ cts.
	BOSTON	0	0	236	
	Dorchester.....	4	4	232	10
	Neponset	11½	5½	230½	12
	Quincy	2½	8	228	20
	North Braintree..	2	10	226	25
	South Braintree..	1	11	225	30
	Randolph	4	15	221	35
	Stoughton.....	2	17	219	40
	N. Bridgewater ..	3	20	216	50
	E. & W. Bridgew'r	5	25	211	60
	Bridgewater.....	2	27	209	65
	Middleboro	7	34	202	80
	Myricks	7½	41½	194½	1 00
	Assonet	3	44½	191½	1 10
	Terry's.....	3	47½	188½	1 20
	Somerset	1	48½	187½	1 25
	Miller.....	1½	50	186	1 30
	FALL RIVER	3	53	183	1 35
	Newport	18	71	165	
	NEW YORK	165	236	0	4 00

STEAMBOAT LINE.

Leaving New York from Pier No. 3, North River.

Steamboat BAY STATE, Captain BROWN. EMPIRE STATE, Captain Brayton. STATE OF MAINE, Captain Jewett.

This Line is composed of superior first-class Steamers, of great strength and speed, particularly adapted for the navigation of Long Island Sound, running in connection with the Fall River and Old Colony Railroad, 53 miles only to Boston.

They are fitted up with commodious State Rooms, and every arrangement for the security and comfort of Passengers, who are afforded by this route a night's rest on board, and on arrival at Fall River proceed per Railroad, reaching Boston early the following morning, or, if they prefer it, can remain on board. (breakfast, if they wish,) and take the accommodation train, which leaves at 6½ in the winter months, and at 6¼ in the summer months. A Baggage Master is attached to each Steamer, who receives and tickets the baggage, and accompanies the same to its destination. A Steamer runs in connection with this Line to and from Providence, daily, Sundays excepted.

For freight, apply on board, or at the Freight Office, on Pier 3, N. R. For State Rooms or Berths, apply on board; or if it is desired to secure them ahead, application may be made to

TISDALE & BORDEN,
 71 West st., New-York.

HAVEN

8 miles.

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N. Y'k.

8 cts

RAILROAD AND STEAMBOAT ROUTE

BETWEEN NEW YORK AND BOSTON, VIA STONINGTON.

BOSTON AND PROVIDENCE RAILROAD 43 miles.
 PROVIDENCE AND STONINGTON RAILROAD 50 "
 STEAMBOAT ROUTE, (Stonington to New York,) 125 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From N.Y'k	Fare from Bos'n.
					\$ cts.
Cars leave Boston from the foot of the Common, for Stonington, &c., daily, Sundays excepted, at 5½ P. M.	Boston	0	0	218	.
	Roxbury	2	2	216	10
	Jamaica Plain....	2	4	214	10
	Dedham *	4	8	210	20
	Canton †	6	14	204	40
	Sharon	4	18	200	50
	Foxboro'	3	21	197	56
	Mansfield,	3	24	194	70
	Tobey's Corner ..	3	27	191	80
	Attleboro'	4	31	187	95
RETURNING, A steamboat leaves New York daily, Sundays excepted, from Pier No. 2, North River, for Stonington, Conn., at 6 P. M.	Dodgeville	2	33	185	95
	Pawtucket	6	39	179	1 15
	PROVIDENCE	4	43	175	1 25
	Olneyville.....	2	45	173	1 30
	Apponang	9	54	164	1 50
	Greenwich.....	3	57	161	1 60
	Wickford	6	63	155	1 80
	Kingston	7	70	148	2 00
	Richmond	6	76	142	2 15
	Charlton	7	83	135	2 35
USUAL TIME From Boston to New York, 11 hours.	Westerly	5	88	130	2 55
	Stonington	5	93	125	2 75
	NEW YORK.....	125	218	0	4 00

* Dedham Branch Railroad runs 2 miles to the village of Dedham, connecting with the Norfolk County Railroad, extending 24 miles further to Blackstone, Mass.

† Stoughton Branch R.R. runs from this depot, 4 miles in length

‡ Taunton Branch Railroad, 11 miles in length, runs to Taunton connecting with the New Bedford and Fall River Railroad.

STEAMBOAT LINE.

Leaving New York from Pier No. 2, North River.

Steamboat C. VANDERBILT, Captain J. Stone.

" COMMODORE, " FRAZEE.

These Steamers were built expressly for the route, and are in every respect particularly adapted to the navigation of Long Island sound. The accommodations for passengers are commodious and comfortable, the officers capable and experienced.

The Route being the shortest and most direct between Boston and New York, passengers are enabled to arrive in ample time for the morning lines of Steamboats and Railroads running to various points from these cities.

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**RAILROAD & STEAMBOAT ROUTE
FROM BOSTON TO NEW YORK, VIA NORWICH, Ct.**

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts
SUMMER ARRGM'T	BOSTON,.....	0	0	238	
	Framingham,.....	21	21	217	55
Cars leave Boston	WORCESTER,.....	23	44	194	1 25
from the Depot, cor.	Oxford,.....	11	55	183	1 65
Albany and Beach	Webster,.....	5	60	178	1 75
sts., at 5½ P. M. daily,	Fisherville,.....	4	64	174	1 95
Sundays excepted.	Pomfret,.....	6	70	168	2 15
	Daysville,.....	5	75	163	2 25
	Danielsonville,...	3	78	160	2 40
	General Village,...	6	84	154	2 60
	Pittsfield,.....	3	87	151	2 70
RETURNING,	Jewett City,.....	6	93	145	2 90
Passengers leave N.	NORWICH,.....	10	103	135	3 00
York in steamboat,	Allyn's Point,....	7	110	128	3 25
at 5 P. M., land-	New London,.....	8	118	120	3 50
ing at New London	NEW YORK,.....	120	228	0	4 00
and Allyn's Point.					

Usual time from Boston to Allyn's Point, 110 miles, 4 hours.
 " " " New York, 12 hours.

**REGULAR MAIL LINE FOR BOSTON,
VIA NORWICH AND WORCESTER,
WITHOUT CHANGE OF CARS OR BAGGAGE**

Passengers by this line are accompanied through by the conductor of the train, who will have particular charge of their baggage, and who will otherwise give his attention to their ease and comfort.

This line leaves New York from the foot of Courtlandt-street, Pier 18, North River, daily, (Sundays excepted,) at 5 o'clock, P. M., and arrives in Boston in time to take any of the Eastern trains connecting with the new route to Montreal.

The Steamer CONNECTICUT, Capt. Williams, leaves on Tuesdays, Thursdays, and Saturdays.

The KNICKERBOCKER Capt. Wilcox, leaves on Mondays, Wednesdays, and Fridays.

RAILROAD ROUTE

FROM BOSTON TO PORTLAND, ME., VIA UNITED STATES MAIL ROUTE AND SEABOARD LINE.

EASTERN RAILROAD, (Boston to Portsmouth, N. H.) 54 miles.
 PORTLAND, SACO, AND PORTSMOUTH RAILROAD 51 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Portland.	Fare from Bos'n.
					\$ cts.
Cars leave Boston from the Station in Commercial-st., for Portland at 7, A. M., 12½ & 4½ P. M.	BOSTON	0	0	105	
	Lynn	9	9	96	25
	Salem*	5	14	91	40
	Beverly †	2	16	89	45
	Wenham	4	20	85	56
	Ipswich	5	25	80	70
	Rowley	4	29	76	80
	Newburyport	5	34	71	1 00
	Salisbury ‡	2	36	69	1 08
	Seabrook... N.H.	4	40	65	1 16
	Hampton Falls...	2	42	63	1 24
	Hampton	2	44	61	1 32
	North Hampton ..	3	47	58	1 40
	Greenland	2	49	56	1 48
RETURNING, Cars leave Portland at 5, 10½ A. M. & 5½ P. M., Sundays excepted.	PORTSMOUTH	5	54	51	1 50
Elliot Maine,	6	60	45	1 60	
South Berwick	7	67	38	1 73	
North Berwick ...	4	71	34	1 85	
Wells	6	77	28	2 00	
USUAL TIME From Boston to Portland, 5 hours.	Kennebunk	5	82	23	2 00
	Biddeford	8	90	15	2 00
	Saco	2	92	13	2 00
	Scarboro'	7	99	6	2 00
	PORTLAND	6	105	0	2 00

* A Branch Railroad runs from Salem to Marblehead, 4 miles.

† A Branch Railroad runs from Beverly to Gloucester, 12 miles.

‡ A Branch Railroad runs from Salisbury to Salisbury Mills, 3 miles.

STAGES connect with this line of travel, running to the White Mountains of New Hampshire, and different parts of Maine.

CONNECTING LINES OF TRAVEL.

The ESSEX RAILROAD runs from Salem to Lawrence, Mass.; 22 miles, intersecting the Boston and Maine Railroad.

The PORTSMOUTH AND CONCORD RAILROAD, 23 miles finished, extends from Portsmouth toward Concord, N. H., crossing the Boston and Maine Railroad.

At SOUTH BERWICK, Me., is the intersection of the Portland and Portsmouth Railroad with the Boston and Maine Railroad.

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RAILROAD ROUTE

FROM BOSTON TO PORTLAND, ME., VIA BOSTON
AND MAINE RAILROAD.

BOSTON AND MAINE RAILROAD..... 73 miles
 PORTLAND, SACO, AND PORTSMOUTH RAILROAD 38 "

Time from Boston.	Fare from Boston.
	\$ cts.
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TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Portland.	Fare from Bos'n.
					\$ cts.
Cars leave Boston	BOSTON	0	0	111	
from the Depot in	Somerville	2	2	109	
Hay Market Square	Malden	3	5	106	
for Portland 7,	Melrose	2	7	104	
A. M. 12½ & 4½ P. M.	Stoneham	1	8	103	
Sundays excepted.	South Reading ...	2	10	101	
	Reading	2	12	99	
	Wilmington	3	15	96	
	Ballardville	6	21	90	
RETURNING.	Andover	2	23	88	
Cars leave Portland	Lawrence	3	26	85	80
for Boston at 5, 10½	North Andover...	2	28	83	
A. M. and 5½ P. M.,	Bradford	4	32	79	
Sundays excepted.	Haverhill	1	33	78	
	Pluistow N. H.	5	38	73	
	Newton	3	41	70	
	East Kingston...	4	45	66	
USUAL TIME	Exeter	5	50	61	
From Boston to	South Newmarket	4	54	57	
Portland, 5 hours.	Newmarket	3	57	54	
	Durham	5	62	49	
	Dover	5	67	44	1 60
	Somersworth* ...	3	70	41	
	S. Berwick ... Me.	2	72	39	
	Junction, P. B. & P.	1	73	38	1 85
	N. Berwick. [R. R.	4	77	34	
	Wells	6	83	28	2 00
	Kennebunk	5	88	23	2 00
	Saco	10	98	13	2 00
	Scarboro'	7	105	6	2 00
	PORTLAND	6	111	0	2 00

* A Branch Railroad extends from this Depot to Great Falls Village, a distance of 3 miles. Extended to Rochester, 6 miles.

STEAMBOATS run from Portland to the different Landings on the Kennebec and Penobscot rivers, and to Eastport, and St. John, N. B.

CONNECTING LINES OF TRAVEL.

The MANCHESTER AND LAWRENCE RAILROAD, 26 miles in length, extends from Lawrence to Manchester, N. H.

The COCHECO RAILROAD, now finished from Dover to Farmington, N. H.; 18 miles, is to extend to Lake Winnipiseogee, intersecting the Boston, Concord and Montreal Railroad.

RAILROAD ROUTE

FROM PORTLAND TO WATERVILLE, ME.

ATLANTIC AND ST. LAWRENCE RAILROAD 27½ miles
 ANDROSCOGGIN AND KENNEBEC RAILROAD 54½ "

TIME OF LEAVING	STOPPING PLACES.	Miles.	From Port- land.	From Wat'r ville.	Fare from Port.
					\$ cts.
Cars leave Portland for South Paris & Waterville at 7½ A. M. and 2½ P. M.	PORTLAND	0	0	82	
	Falmouth	5½	5½	76½	
	Cumberland.....	3½	9	73	
	North Yarmouth..	1½	10½	71½	
	Dunn's	4½	15	67	
	Webber's	5	20	62	
RETURNING, Cars leave Water- ville at 6¼ A. M. and 1 P. M. for Portland, &c.	New Gloucester..	2½	22½	59½	
	DANVILLE.....	5	27½	54½	
	Lewiston.....	6	33½	48½	
	Greene.....	7½	41	41	
	Monmouth.....	7	48	34	
	Winthrop.....	6	54	28	
	Redfield.....	6	60	22	
	Belgrade.....	7	67	15	
	West Waterville..	5	72	10	
	WATERVILLE	10	82	0	2 25

RAILROAD ROUTE

FROM PORTLAND TO PARIS, ME.

ATLANTIC AND ST. LAWRENCE RAILROAD, (finished,) 47 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Port.	From S. P.	Fare from Port.
					\$ cts.
Cars leave Portland for South Paris at 7½ A. M., and 2½ P. M.	PORTLAND	0	0	47	
	Yarmouth	11	11	36	35
	Junc. K. & P. RR.	1	12	35	
	New Gloucester..	10	22	25	70
	Junc. A. & K. R.R.	5	27	20	85
RETURNING, Leave South Paris at 7½ A. M., & 2½ P. M.	Hotel Road.....	1	28	19	90
	Empire Road....	4	32	15	1 00
	Mechanic Falls..	4	36	11	1 10
	Oxford.....	4	40	7	1 20
	SOUTH PARIS	7	47	0	1 40

KENNEBEC AND PORTLAND RAILROAD, finished from Portland to Bath, Me., a distance of 53 miles. Passengers leave Portland for Bath, &c., at 1 and 5½ P. M., connecting with the trains from Portland to Boston.

RAILROAD ROUTE
FROM BOSTON TO CONCORD, N. H.

BOSTON AND LOWELL RAILROAD 25 miles
 NASHUA AND LOWELL RAILROAD..... 14 "
 CONCORD RAILROAD..... 34 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Con'd	Fare from Bos'n
					\$ cts.
Cars leave Boston from the Depot on Lowell-street, for Nashua and Concord, at 7½ A. M., 12 M., & 5½ P. M.	Boston	0	0	73	
	Medford	5	5	68	
	South Woburn*..	2	7	66	
	Woburn	3	10	63	
	Wilmington	5	15	58	
	Richardson's	3	18	55	
	Billerica	3	21	52	
	LOWELL	4	25	48	60
	Middlesex.....	2	27	46	
RETURNING, Cars leave Concord, N. H., at 6½, 10 A. M., and 5 P. M.	Chelmsford†	2	29	44	
	Tyngsborough ...	3	32	41	
	Little's.....	3	35	38	
	NASHVILLE†.....	4	39	34	90
	Thornton's	6	45	28	
	Reed's	3	48	25	
	Goff's.....	4	52	21	
USUAL TIME, From Boston to Concord, 3 hours.	Manchester	4	56	17	
	Martin's.....	5	61	12	
	Hooksett	4	65	8	
	Robinson's	4	69	4	
	CONCORD,	4	73	0	1 50

* A Branch Railroad extends from this Depot to Woburn Centre, 2 miles.

† The Stony Brook Railroad runs from Chelmsford to Groton Mass., 13 miles, connecting with the Fitchburg Railroad.

‡ The Wilton Railroad is finished from Nashville, 9 miles.

BOSTON AND LOWELL RAILROAD.

Leave Boston at 7 and 9½ A. M., 12 M., and 2½, and 6½ P. M.
 Leave Lowell for Boston at 7 & 10 A. M., and 2½, 5 & 7 P. M.

BOSTON, CONCORD & MONTREAL RAILROAD,

Opened from Concord to Plymouth, N. H.

Length, 51 miles. Fare, \$1 55.

Passenger cars will run in connection with the Lowell, Nashua, and Concord Railroads:—

Leave Boston for Plymouth, at 7½ A. M., and 12 M.

Leave Plymouth for Boston at 7½ A. M.

M.E.

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Fare from Port.
 \$ cts.

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RAILROAD ROUTE

FROM CONCORD, N. H., TO MONTPELIER, Vt.

NORTHERN RAILROAD..... 69 miles
 VERMONT CENTRAL RAILROAD, (from W. Lebanon,) 62 "

* * * The Vermont Central Railroad, now finished, extends from Windsor to Burlington, Vt., 115 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Concord.	From Montpelier.	Fare from Con'd
					\$ cts.
Cars start from Concord on the arrival of the trains leaving Boston at 7½ A. M. and 12 M.	CONCORD	0	0	131	
	West Concord....	3	3	128	
	Fisherville	4	7	124	
	Boscawen	3	10	121	
	North Boscawen.	5	15	116	
	Franklin*.....	4	19	112	
	East Andover ...	6	25	106	
	Andover	5	30	101	
	West Andover....	3	33	98	
	Danbury	6	39	92	
USUAL TIME, From Boston to Concord, 3 hours.	Grafton	5	44	87	
	Canaan	8	52	79	
	Enfield	7	59	72	
	East Lebanon	2	61	70	
	Lebanon	4	65	66	
	WEST LEBANON .	4	69	62	2 00
	White Riv.Village	1	70	61	
	W. Hartford..[Vt.	6	76	55	
	Sharon.....	5	81	50	
	South Royalton ..	5	86	45	
RETURNING, Leave West Lebanon, N. H. at 7.10 A. M. & 2½ P. M.	Royalton.....	2	88	43	
	North Royalton ..	1	89	42	
	Bethel.	4	93	38	
	Randolph	7	100	31	
	Braintree	6	106	25	
	Roxbury	9	115	16	
	Northfield	7	122	9	
	MONTPELIER	9	131	0	3 50

* The Franklin and Bristol Railroad, 13 miles in length, extends north from this Depot.

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD.

Cars leave St. Johnsbury at 4.50 and 11.45 A. M., arrive in Boston the same day. Returning leave Boston at 7.15 A. M., and 12 M.

The extension of the Passumpsic Railroad to St. Johnsbury, sixty miles farther North than any other Railroad, in the direction of Northern New Hampshire, North-eastern Vermont, and the Eastern townships of Canada.

STAGES leave each of the principal stations, on the arrival of the up Train, for towns in the interior: also, run to Derby, Vt., Stanstead, and Sherbrooke, Can.

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RAILROAD ROUTE

FROM BOSTON TO BELLOWS FALLS, Vt.

FITCHBURG RAILROAD	50 miles.
VERMONT AND MASSACHUSETTS RAILROAD	10 "
CHESHIRE RAILROAD.....	54 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Bell's Falls.	Fare from Bos'n
					\$ cts.
Cars leave the new Depot on Causeway and Haverhill streets, for Fitchburg, 6½ * 7¼ A. M. & 12¾ 4 P. M. Sundays excepted.	BOSTON	0	0	114	
	Somerville	2	2	112	
	Porter's	1	3	111	
	West Cambridge .	3	6	108	
	Waltham	4	10	104	
	Weston	3	13	101	
	Lincoln	4	17	97	
	Concord	3	20	94	
	South Acton.....	5	25	89	
	West Acton.....	2	27	87	
RETURNING, Leave Bellow's Falls at 8.58 A. M. and 2 P. M.	Littleton	4	31	83	
	Groton	4	35	79	
	Shirley	5	40	74	
	Lunenburg	3	43	71	
	Leominster.....	3	46	68	
	FITCHBURG	4	50	64	1 30
	West Fitchburg ..	2	52	62	
	Westminster	3	55	59	
	S. Ashburnham...	5	60	54	
	Winchendon	8	68	46	
	Fitz William, N.H.	9	77	37	
	Troy	5	82	32	
	Keene	10	92	22	
	Westmoreland ...	10	102	12	
	Walpole	7	109	5	
	BELLOWS FALLS..	5	114	0	2 65

* These Trains connect with the Vermont and Massachusetts, and Cheshire Railroads.

SPECIAL TRAINS.

The Trains on the Worcester and Nashua, Stony Brook, and Peterboro' and Shirley Railroads connect with the up and down Trains on the Fitchburg Road at Groton.

The Steamboat Train for New York, on the Worcester and Nashua Railroad, connects with the 7½ Train from Boston, and the 4.50 Train from Fitchburg.

The VERMONT AND MASSACHUSETTS RAILROAD, 68 miles in length, extends from Fitchburg, Mass., to Brattleboro', Vt., connecting with lines of travel up and down the Connecticut Valley, and west through Vermont.

RAILROAD ROUTE

FROM BOSTON TO BURLINGTON, VT.

Fitchburg, and Vermont and Mass. Railroads.... 60 miles.
 Cheshire Railroad..... 54 "
 Rutland and Burlington Railroad.....119 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Bur.	Fare from Bos'n
					\$ cts.
Passengercars leave	Boston.....	0	0	233	
Boston for Bur-	Groton.....	35	35	198	
lington, &c. daily.	Fitchburg.....	15	50	183	
Sundays excepted,	S. Ashburnham...	10	60	173	
at 7½ & 12¼ P. M.	Keene, N. H.....	32	92	141	
	Bellows' Falls, Vt..	22	114	119	2 60
	Rockingham.....	5	119	114	2 75
	Bartonville.....	4	123	110	2 90
	Chester.....	4	127	108	3 00
	Gasset's.....	4	131	102	3 10
RETURNING,	Duttonsville.....	5	136	97	3 25
Leave Burlington	Proctorsville.....	1½	137½	95½	3 30
for Boston, &c. at	Ludlow.....	3½	141	92	3 40
8 and 10½ A. M.	Mount Holly.....	7	148	85	3 65
	Cuttingsville.....	8	156	77	3 90
	Clarendon.....	7	163	70	4 15
	Rutland.....	3	166	67	4 40
USUAL TIME from	Pittsford.....	9	175	58	4 75
Boston to Burling-	Brandon.....	8	183	50	5 00
ton, 11 hours.	Whiting.....	6	189	44	5 10
	Messers.....	3	192	41	5 25
	Middlebury.....	8	200	33	5 40
Passengers leaving	New Haven.....	7	207	26	5 65
Burlington at 8	Vergennes.....	5	212	21	5 75
A. M., arrive in	Ferrisburgh.....	6	218	15	5 95
New York in 24	Charlotte.....	4	222	11	6 00
hours.	Sheburne.....	5	227	6	6 00
	BURLINGTON.....	6	233	0	6 00

RUTLAND AND BURLINGTON RAILROAD.

Passenger Trains leave Boston, from the Fitchburg Depot at 7½ A. M., and 12¼ P. M., daily, Sundays excepted.

Passengers taking the 7½ A. M. train will have an hour for dinner, at Bellows Falls, arriving at Burlington at 4 P. M.

Both these trains connect with the Lake Champlain steamers. Regular freight trains, daily each way, through in twenty-four hours.

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NEW ROUTE TO MONTREAL AND QUEBEC,

VIA NORWICH AND WORCESTER.

Leaving New York by Steamer, from Pier No. 18, foot of Cortlandt Street, daily, (Sundays excepted.)

GREAT U. S. AND BRITISH MAIL LINE FOR

BOSTON, MONTREAL, QUEBEC, LOWELL AND CONCORD, N. H.


By Railroad from Allyn's Point without change of cars, arriving in time to take the early trains east from Boston.

The steamers leave promptly at 5 P. M. from pier No. 18, New York. This pier is the most contiguous of any occupied by the Sound Lines to the Astor House, Irving House, Howard Hotel, Rathbun's Hotel, and the numerous hotels in Cortlandt Street and its vicinity.

The passage affords a fine view of the Hudson and East Rivers, and the route being inland, avoids the uncomfortable passage round POINT JUDITH, and through Fisher's Island Sound. Passengers can if they prefer, arrive in Boston at an early hour, by the Steamboat Train, or have the privilege of remaining and breakfasting on board the Steamers, and take the early train from Norwich to Boston; thus making the hour of arrival equally accommodated to pleasure and business travel.

FARE.

To Boston,.....	Cabin, \$4 00..	Deck, \$2 50
Worcester,.....	do. 3 00	do. 2 50
N. London,.....	do. 2 00	do. 1 50
Lowell,.....	do. 4 00	do. 3 00
Nashua,.....	do. 4 00	do. 3 00
Concord,.....	do. 4 80	
Lawrence,.....	Cabin, 4 35	
Fitchburg,.....	do. 3 75	
Groton Junction,.....	do. 3 80	
Keene, N. H.....	do. 5 00	
Bellows' Falls, Vt.....	do. 5 55	
Burlington,.....	do. 8 80	
Palmer,.....	do. 2 50	
Stafford,.....	do. 2 50	
Stafford Springs,.....	do. 2 50	
Windham,.....	do. 2 25	
Willimantic,.....	do. 2 25	

 THROUGH TICKETS TO MONTREAL, ..\$13 70.

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GREAT NORTHERN AND WESTERN BRITISH AND UNITED STATES MAIL ROUTE.

Between New York, Vermont, the White Hills, Montreal and Quebec; Ogdensburgh, Kingston, Toronto, Hamilton, Niagara Falls, Buffalo, and thence to Cleveland, Detroit, Chicago, Cincinnati and St. Louis, via


NEW YORK AND NEW HAVEN, CONNECTICUT RIVER, VERMONT VALLEY, VERMONT CENTRAL AND OGDENSBURGH RAILROADS,

Being a continuous line of railroad from New York to OGDENSBURGH, and thence by the

MAIL STEAMERS ON LAKE ONTARIO,

and by Champlain Steamer and Railroad from Rouse's Point to Montreal and Quebec.

This is a new, quick, and pleasant route to VERMONT, the WHITE HILLS of N. H., NIAGARA FALLS, BUFFALO, and CANADA, affording an opportunity of viewing the beautiful mountain scenery of New Hampshire, and Vermont, and Lake Champlain, the Thousand Islands on the St. Lawrence, Niagara Falls, and the Great Suspension Bridges on the Niagara, and is also a desirable route to the Falls of Montmorency and the Saguenay river.

 Passengers leaving New York from the station of the New York and New Haven Railroads, at 8 A. M., reach Northfield at 9 P. M. to lodge, and arrive at Montreal at 1 P. M. next day, and Ogdensburgh in time for the Express steamer at 2 P. M.; or leave New York at 3 P. M., lodge at Springfield, and reach Montreal or Ogdensburgh the next night.


N. B. No charge for transfer of Baggage from Railroad to Steamboats, or Boat to Railroad, at any point on this route.

MEALS and BERTHS on Lake Ontario included in the Fare.

TICKETS may be procured in New York, at the Ticket Offices of the New York and New Haven R. R. Co.; also at the several stations of the Connecticut River and Vermont Valley Railroads.

FOR BURLINGTON.

All trains, each way, connect at Essex Junction for Burlington, Vt.

 Two Freight trains run daily each way.

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RAILROAD ROUTE FROM BOSTON TO PLYMOUTH.

OLD COLONY RAILROAD..... 37 miles

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n.	From Plym-outh.	Fare from Bos'n
					¢ cts
Cars leave the De- pot, corner Knee- land and South sts. for Plymouth, Mass., at 7½ A. M., 2½, 5½ P. M., Sun- days excepted.	BOSTON	0	0	37	
	Crescent Av.....	2	2	35	
	Dorchester.....	2	4	33	
	Neponset*	1	5	32	
	Squantum.....	1	6	31	
	Quincy.....	2	8	29	
	Braintree	2½	10½	26½	
	South Braintree† .	1	11½	25½	
	South Weymouth	3½	15	22	
	North Abington ..	3	18	19	
	Abington	1	19	18	
	South Abington‡..	2	21	16	
	North Hanson....	2	23	14	
Hanson	2	25	12		
Halifax.....	3	28	9		
Plympton	2	30	7		
Kingston.....	3	33	4		
PLYMOUTH.....	4	37	0	1 12½	

* A Branch Road extends from Neponset to Milton, 3 miles.

† The Fall River Railroad commences at South Braintree, and extends 53 miles to Fall River.

‡ A Branch Railroad extends from South Abington to Bridge-water, 6½ miles.

SOUTH SHORE RAILROAD.

Extends from Braintree to Cohasset, Mass., 11½ miles.

Cars leave Boston from the Old Colony Railroad Depot for Co-hasset, at 7½ A. M., 2½ 6½ P. M.

FALL RIVER RAILROAD.

Passenger Trains run daily (except Sunday) as follows:

Leave Fall River for Boston at 6½, 8 A. M. and 3½ P. M.

Leave Boston for Fall River at 7½ A. M., 1½, and 4.10 P. M.

CAPE COD TRAINS

Leave Fall River for Wareham and Sandwich at 8 A. M., 3½ P. M.

Leave Middleboro' for Fall River at 8 55 A. M. and 5.45 P. M.

NEW BEDFORD TRAINS

Leave Fall River for New Bedford at 6½, 8 A. M. and 5½ P. M.

Leave Myrick's for Fall River at 7½, 9.10 A. M., 4½ and 6.05 P. M.

BRIDGEWATER TRAINS

Leave Bridgewater for Boston at 7.24, 9.35 A. M., and 4.52 P. M.

Leave Boston for Bridgewater at 7½ A. M., 1½, 4.10 and 5 P. M.

Passengers from Fall River for Taunton will take the 6½ A. M. and 4½ P. M. trains.

NEW YORK AND NEWPORT TRAINS

Leave Boston every day but Sunday at 5 o'clock P. M.

GEO. HAVEN, Sup't.

PROVIDENCE AND WORCESTER RAILROAD.

Length, 43 miles. Usual time, 2½ hours.

FARE.—First-class Cars, \$1.30. Second-class, 90 cents.

SUMMER ARRANGEMENT.**THROUGH TRAINS.**

Leave PROVIDENCE at 7½ 11½ A. M. and 3½ P. M.

Leave WORCESTER at 7, 11 A. M. and 4 P. M.

A Freight Train, with Passenger Car attached, leaves Worcester for Uxbridge, (where it connects with a Special Train for Providence,) at 11½ A. M., from Freight Depot, foot of Green-street.

UXBRIDGE SPECIAL TRAINS.

Leave UXBRIDGE at 1½ P. M. PROVIDENCE at 11½ A. M.

BOSTON AND PROVIDENCE RAILROAD.

Length, 43 miles. Fare, \$1 25.

SUMMER ARRANGEMENT.

The trains run as follows :

STEAMBOAT TRAINS

Leave Boston at 5½ P. M.

Leave Providence on the arrival of the train from Stonington.

ACCOMMODATION TRAINS

Leave Boston at 7.20 and 11 A. M. and 4 P. M.

Leave Providence at 7½, 11 A. M. and 4½ P. M.

DEDHAM TRAINS

Leave Boston at 7½, 9½ A. M., 12½, 2½, 4½, 6½, 7½, 9½ P. M.

Leave Dedham at 6½, 7½, 8½, 11 A. M., 2½, 4.10, 6.10, 8½ P. M.

STOUGHTON TRAINS

Leave Boston at 12 M. and 5.40 P. M.

Leave Stoughton at 7 A. M. and 3½ P. M.

The Newport Steamer leaves Providence at 2 P. M., connecting with the 11 A. M. train from Boston.

Leaves Newport at 8 A. M., connecting with the 11 A. M. train from Providence.

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BOSTON AND WORCESTER RAILROAD.**THROUGH PASSENGER TRAINS FOR ALBANY AND NEW YORK.**

Leave Boston at 7½ and 8 A. M., and 2½, 4, and 5½ P. M.

The 5½ P. M. train is the New York Steamboat Train to Norwich, run without stops, except at Framingham.

N. B.—The 8 A. M. and 2½ P. M. trains take passengers at Boston for New York, via New Haven.

For Worcester, at 7.30 and 8 A. M., 12.45, 2.30, 4 and 5.30 P. M.

For Millbury, 7.30 A. M. and 4 P. M.

For Milford, 8.30 A. M. and 5 P. M.

For Saxonville, 8.30 A. M. and 5 P. M.

For Newton, 7.15 (Mil. Tr. 8.30) A. M., 12.30, 3, (Mil. Tr. 5) 6.30 and 9 P. M.

For Brookline, 7.35, 8.35 and 9.30 A. M., 12.15, 2.15, 4.45, 6, 7 and 9.30 P. M.

TRAINS FOR BOSTON, as follows:

Leave Worcester at 4, 7 and 10.30 A. M., 3.40, 5 and 10.15 P. M.

Leave Millbury, 6.30 A. M. and 4.30 P. M.

Leave Milford, 6.30 A. M. and 2.45 P. M.

Leave Saxonville, 7.45 A. M. and 5.30 P. M.

Leave Newton, 6.25 (Mil. Tr. 7.30) and 9 A. M. 2, (Mil. Tr. 3.45) 5.15 and 8 P. M.

Leave Brookline, 7, 8, 9 & 10.30 A. M., 1.30, 3.30, 5.30, 6.30 & 9 P. M.
G. TWICHELL, Sup't.

WESTERN RAILROAD.**BOSTON, ALBANY AND TROY.**

Leave Boston at 7½ and 8 A. M., 2½ and 4 P. M. for Albany.

Leave Springfield 8½ A. M. and 12½ and 6½ P. M. for Albany.

Leave Springfield 8½ A. M. 1½, 2 and 8½ P. M. for Boston.

Leave Albany, 7½ A. M. and 3½ P. M. for Boston.

BOSTON AND NEW YORK.—The only Land Route.

Through in eight hours.

Leave Boston at 8 A. M. arrive at New York at 4 P. M.

“ “ at 2½ P. M. “ “ at 11 “

Leave New York at 8 A. M. arrive at Boston at 5 “

“ “ at 3 P. M. “ “ at 11½ “

FOR SARATOGA.

Passengers leave Boston in the 8 A. M. train, arrive at Springfield at 11 A. M., dine, leave Springfield at 12.30 P. M., arrive in Albany at 6 P. M., and arrive at Saratoga at 7.30 P. M., via Troy and Troy and Saratoga railroads. The trains of the Troy and Greenbush Railroad connect at Greenbush.

The trains of the Hudson and Berkshire Railroad connect at Chatham Four Corners.

The Housatonic Railroad connects at Pittsfield and the State line.

The Pittsfield and North Adams Railroad connects at Pittsfield.

The trains of the New Haven and Hartford, also of the Connecticut Railroads, connect at Springfield.

The trains of the New London, Palmer and Willimantic Railroad connect at Palmer.

The trains of the Nashua and Worcester, Providence and Worcester, and Norwich and Worcester Railroads connect at Worcester.

HENRY GRAY, Superintendent.

**RAILROAD ROUTE
FROM BOSTON TO ALBANY.**

BOSTON AND WORCESTER RAILROAD, 44 miles
 WESTERN RAILROAD, 118 "
 ALBANY AND WEST STOCKBRIDGE R. R., 38 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Alb'y.	Fare from Bost'n
					\$ cts.
SUMMER ARRANGEMENT. — Cars leave Boston from the Depot, cor. Albany and Beach sts., for Albany and Troy, daily Sund's excepted 7½ 8 A. M. 2¼ & 4 P. M., the latter train stopping over night at Sp'ng-field.	BOSTON,.....	0	0	200	
	Brighton,.....	5	5	195	
	Angier's Corner, ..	2	7	193	
	Newton,.....	2	9	191	
	Needham,.....	4	13	187	
	Natick,.....	4	17	183	
	Framingham,.....	4	21	179	
	Hopkinton,.....	3	24	176	
	Southboro',.....	4	28	172	
	Westboro',.....	4	32	168	
	Grafton,.....	6	38	162	
	WORCESTER,.....	6	44	156	1 15
	Clappville,.....	9	53	147	
	Charlton,.....	4	57	143	
	Spencer,.....	5	62	138	
	East Brookfield,...	2	64	136	
	South Brookfield, .	3	67	133	
	West Brookfield,...	2	60	131	
Warren,.....	4	73	127		
Palmer,.....	10	83	117		
North Wilbraham,	6	89	111		
Wilbraham,.....	3	92	108		
SPRINGFIELD,.....	6	98	102	2 50	
West Springfield, .	2	100	100		
Westfield,.....	8	108	92		
Russell,.....	8	116	84		
Chester Village, ..	3	119	81		
Chester Factory, ..	7	126	74		
North Becket,.....	9	135	65		
Washington,	3	138	62		
Hinsdale,.....	5	143	57		
Dalton,.....	3	146	54		
Pittsfield,.....	5	151	49		
Shaker Village,...	3	154	46		
Richmond,.....	5	159	41		
N. Y. State Line, .	3	162	38		
Canaan,.....	5	167	33		
East Chatham,....	5	172	28		
Chatham 4 Corners, .	5	177	23		
Chatham Centre, .	3	180	20		
Kinderhook,.....	4	184	16		
Schodack,.....	8	192	8		
ALBANY,.....	8	200	0	5 00	

RETURNING,
 Leave Albany at 7¼
 A. M. & 3¼ P. M.
 Usual time from Bos-
 ton to Albany, 10
 hours.
 —
 Second class cars,
 from Boston to Al-
 bany, \$3.35

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RAILROAD ROUTE

FROM SPRINGFIELD, MASS., TO BRATTLEBORO', VT.

CONNECTICUT RIVER RAILROAD 50 miles
 VERMONT AND MASSACHUSETTS RAILROAD 11 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Spring- field.	From Brat- t'boro	Fare from Sprin.
					\$ cts.
Cars leave Spring- field for Green- field, Mass. 8 11 A. M. 2 & 8 P. M., Sundays excepted.	SPRINGFIELD	0	0	61	
	Cabotville*.....	3½	3½	57½	10
	Willimansett.....	3½	7	54	20
	Ireland	1	8	53	25
	Smith's Ferry	4	12	49	37½
	Northampton	5	17	44	50
	Hatfield	4	21	40	65
	Whately	4	25	36	75
	South Deerfield ..	3	28	33	85
	Deerfield.....	4	32	29	1 00
	Greenfield.....	4	36	25	1 10
	Bernardston.....	7	43	18	1 30
	State Line.....	7	50	11	1 50
	BRATTLEBORO' ...	11	61	0	1 75

* A Branch Railroad extends from Cabotville to Chicopee Falls, 2½ miles.

CONNECTING TRAINS.

Passengers leaving Boston by the Boston and Worcester Railroad at 8 A. M., arrive in Springfield at 12 25 P. M., and leave Springfield for Northampton and Greenfield at 2 P. M.

Those leaving Boston at 4 P. M., arrive at Springfield at 8 P. M., and leave for Northampton without delay.

FOR BRATTLEBOROUGH.

Cars leave Greenfield daily, Sundays excepted, on the arrival of the trains which leave Springfield at 8 A. M. and 2 P. M.

RETURNING—Cars leave Brattleborough for Springfield at 7½ A. M. and 1 P. M.

Merchandise Trains run daily, Sundays excepted.

VERMONT VALLEY RAILROAD.

Extends from Brattleboro to Bellows' Falls, Vt., 24 miles.

Passenger Cars leave Brattleboro at 10.35 A. M., and 4.25 P. M., on the arrival of Cars from Springfield, Mass., forming, in connection with other railroads, a great line of travel through the Connecticut Valley,—intersecting lines of travel to New Hampshire, Vermont, and Canada.

RETURNING, Cars leave Bellows' Falls at 8.50 A. M., and 3.30 P. M., conveying through passengers to Boston and New York.

ERIE CANAL PACKET BOAT ARRANGEMENTS.—1851.

GREAT REDUCTION OF FARE.

FROM SCHENECTADY TO BUFFALO, WITHOUT BOARD \$3 88, INCLUDING BOARD, \$5 00.

One Daily Line from Schenectady to Syracuse, two Daily Lines from Syracuse to Buffalo,

Connecting with the Syracuse and Oswego Railroad at Syracuse, and Steamers for all the Ports on Lake Ontario, and at Montezuma with a Line to Cayuga Bridge and Geneva, and at Rochester with a Line leaving every morning and evening for Mount Morris and Dansville.

Leaving Schenectady, west, at 7 1-2 P. M.
 Utica, west, at 5 P. M.
 Syracuse at 6 P. M. and 8 A. M.
 Rochester, east, at 6 A. M. and 5 P. M.
 Syracuse, east, at 6 A. M.
 Utica, east, at 7 P. M.

And arriving in Schenectady in time for the trains connecting with the evening boats for New York.

The boats are new, 100 feet long, and are furnished and fitted up in the best manner.

RATES OF FARE.

From Schenectady to	Utica, 80 miles, with board, \$1 12.
do.	Syracuse, 141 miles, with board, \$1 00.
do.	Rochester, 240 miles, with board, \$3 50.
do.	Buffalo, 335 miles, with board, \$5 00.

An arrangement has been effected by which passengers can procure tickets of the several Agents for the different ports on Lake Erie and the Upper Lakes, and the Michigan Central Railroad.

For passage apply to any of the following Agents, at the several Packet Offices, or to the Captain on board.

<i>Whitehall.</i> —Wm. H. Stevens and Wm. Gandall.	<i>Utica.</i> —Wm. Downer and James Ransford.
<i>Troy.</i> —James Griffin.	<i>Syracuse.</i> —H. Horton.
<i>Albany.</i> —Lewis Freeman.	<i>Rochester.</i> —H. Stillwell.
<i>Boston.</i> —M. L. Ray.	<i>New York.</i> —George Stanley.
<i>Schenectady.</i> —Henry Lincoln.	

MYERS & WELLINGTON,
 General Superintendents.

OSWEGO AND SYRACUSE RAILROAD.

Length, 35 miles. Fare, \$1.00.

Second class Cars, 50 cents.



LAKE ONTARIO ROUTE.

SUMMER ARRANGEMENT.

Three Daily Trains leave Syracuse and Oswego as follows:

Leave Syracuse, at 6 A. M., 11 P. M., (Express,) and 6 P. M.

Leave Oswego at 6 A. M., 10½ A. M., (Express,) and 6 P. M.

The Cars connect at Syracuse with the trains both East and West, and at Oswego, with a splendid Line of Steamboats on Lake Ontario—affording one of the most speedy and delightful routes to and from Niagara Falls and Buffalo.

The 6 o'clock A. M. Train from Oswego, connects at Syracuse with the 8 A. M. train for Albany, and the 9½ A. M. train for Buffalo.

The Morning Express Train from Albany and Troy, arrives in time for the 4 o'clock P. M. Steamboat at Oswego, by which passengers will breakfast the next morning at Niagara Falls or Buffalo. The morning train from Syracuse, connects with the Steamboats for Sackets Harbor, Kingston, Ogdensburgh and Montreal.

Fare from Syracuse to	Niagara Falls,	\$4.50
"	" Buffalo,	5.00
"	" Toronto,	4.00
"	" Kingston,	3.00

U. S. MAIL ROUTE BETWEEN ALBANY, SYRACUSE AND BUFFALO.

SUMMER ARRANGEMENT FOR 1851.

Trains leave the Depot of the Albany and Schenectady Railroad, daily (Sunday excepted), as follows:

6 A. M.—For Utica and way stations, on the Utica and Schenectady Road only.

7 A. M.—Express through to Buffalo in 12½ hours—this train does not stop this side of Utica.

9 A. M.—Mail, stopping at all stations between Albany and Buffalo.

12 P. M.—Emigrant trains, no first class passengers taken.

2 P. M.—Accommodation trains, stopping at all stations, between Albany and Buffalo.

6½ P. M.—Express, stopping at the principal stations, between Albany and Buffalo.

One train only on Sunday, leaving Albany at 6½ P. M.

Trains leave Albany for Saratoga and the North at 6 A. M. & 5½ P. M.

FARE, from ALBANY to BUFFALO, \$6.60.

ALBANY TO SYRACUSE.

GOING WEST.		Fare,		GOING EAST.		Fare	
DEPOTS.	Miles.	Ex.	Tr.	DEPOTS.	Miles.	Ex.	Tr.
<i>Albany and Schenectady Railroad, 17 miles.</i>				<i>Syracuse and Utica Railroad, 53 miles.</i>			
ALBANY	0	\$	cts	SYRACUSE	0	\$	cts
Centre House	8	25		Manlius	9		
SCHENECTADY*	17	50		Kirkville	11		
<i>Utica and Schenectady Railroad, 78 miles.</i>				Chittenango	15		
Hoffman's	27			Canaseraga	17		
Cranesville	30			Canastota	21		
Amsterdam	33			Wampsville	23		
Tribes Hill	39			Oneida	26		
Fonda	44			Verona	30		
Spraker's	52			Green's Corners	34		
Palatine Bridge	55			Rome	39		
Fort Plain	58			Oriskany	46		
Palatine Church	61			Whitesboro'	49		
St. Johnsville	64			UTICA	53	1 06	
Little Falls	74			<i>Utica and Schenectady Railroad, 78 miles.</i>			
Herkimer	81			Frankfort	62		
Frankfort	86			Herkimer	67		
UTICA	95	2 06		Little Falls	74		
<i>Syracuse and Utica Railroad, 53 miles.</i>				St. Johnsville	84		
Whitesboro'	99			Palatine Church	87		
Oriskany	102			Fort Plain	90		
Romet	109			Palatine Bridge	93		
Green's Corners	114			Spraker's	96		
Verona Centre	118			Fonda	104		
Oneida	122			Tribes Hill	110		
Wampsville	125			Amsterdam	115		
Canastota	127			Cranesville	118		
Canaseraga	131			Hoffman's	121		
Chittenango	133			SCHENECTADY	131	2 62	
Kirkville	137			<i>Albany and Schenectady Railroad, 17 miles.</i>			
Manlius	139			Centre House	140		
SYRACUSE†	148	3 12		ALBANY	148	3 12	

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SYRACUSE TO BUFFALO.

GOING WEST.			GOING EAST.		
DEPOTS.	Miles.	Fare Ex. Tr.	DEPOTS.	Miles.	Fare Ex. Tr.
<i>Rochester and Syracuse Railroad, 104 miles.</i>			<i>Buffalo and Rochester Railroad, 75 miles.</i>		
SYRACUSE	0	\$ cts	BUFFALO	0	\$ cts
Geddes	2		Lancaster	10	
Camillus	7		Town Line	15	
Marcellus	9		Alden	20	
Half-way Station	14		Darien Centre	25	
Skaneateles Junc.	16		Darien City	27	
Sennett	22		ATTICA	31	
AUBURN	26		Alexander	34	
Cayuga Bridge §	37		Batavia	42	
Seneca Falls	43		Byron	50	
Waterloo	46		Bergen	56	
Geneval	53		Wardville	58	
Oak's Corners	58		Churchville	61	
East Vienna	61		Chill	68	
Clifton Springs	65		ROCHESTER	75	1 50
Shortsville	69		<i>Rochester and Syracuse Railroad, 104 miles.</i>		
Canandaigua	75		Pittsford	85	
Victor	84		Fisher's	90	
Fisher's	89		Victor	95	
Pittsford	94		Canandaigua	104	
ROCHESTER	104	2 08	Shortsville	110	
<i>Buffalo and Rochester Railroad, 75 miles.</i>			Clifton Springs	112	
Chill			East Vienna	118	
Churchville	118		Oak's Corners	121	
Wardville	121		Geneval	126	2 52
Bergen	123		Waterloo	133	
Byron	129		Seneca Falls	137	
Batavia	137		Cayuga Bridge §	142	
Alexander	145		AUBURN	153	
ATTICA	148		Sennett	157	
Darien City	152		Skaneateles Junc.	163	
Darien Centre	154		Half-way Station	165	
Alden	159		Marcellus	170	
Town Line	164		Camillus	172	
Lancaster	169		Geddes	177	
BUFFALO	179	3 58	SYRACUSE	179	3 58

— FREIGHT TRAINS leave Albany, going westward, 8 A. M. & 4 P. M. Leave Buffalo, going eastward, at 1 P. M.

* The SARATOGA AND SCHENECTADY RAILROAD commences at this place, running to Saratoga Springs, connecting with a line of Railroads running north through Vermont to Canada.

† The WATERTOWN AND ROME RAILROAD commences at this place, being in part finished.

‡ The OSWEGO AND SYRACUSE RAILROAD runs from this point to Oswego on Lake Ontario, 35 miles.

§ The Cayuga and Susquehanna Railroad Line connects at this point, running through Cayuga Lake to Ithaca, 40 miles distant by Steamboat route.

|| The Chemung and New York and Erie Railroad Line connects at this point, running through Seneca Lake to Elmira, &c.

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BUFFALO AND NIAGARA FALLS RAILROAD.

Extending from the city of Buffalo to Niagara Falls, 22 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Buff.	From Niag'a	Fare from Buff.
					\$ cts.
SUMMER ARRANGM'T Cars leave Buffalo at 9 A.M. 12½ & 4½ P.M. RETURNING 6½ A.M. 2½ & 6 P.M.	BUFFALO	0	0	22	
	Black Rock.....	3	3	19	12½
	Tonawanda	8	11	11	37½
	NIAGARA FALLS ..	11	22	0	75

Usual time from Buffalo to Niagara Falls, 1 hour 30 minutes.

LOCKPORT AND NIAGARA FALLS RAILROAD.

Extending from Niagara Falls to Lockport, 24 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Niag'a	From Lock.	Fare from N. F.
					\$ cts.
SUMMER ARRANGM'T — Cars leave Lockport, 10 A. M. N. Falls 2½ P. M.	NIAGARA FALLS ..	0	0	24	
	J'n Lewiston R.R.*	6	6	18	25
	Pekin	6	12	12	37
	LOCKPORT.....	12	24	0	75

Usual time, 1 hour 45 minutes.

* To LEWISTON, 3 miles from Junction near the Tuscarora Indian settlement.

STEAMBOAT AND RAILROAD ROUTE FROM BUFFALO TO QUEENSTON, CAN.STEAMBOAT from Buffalo to Chippewa..... 20 miles.
CHIPPEWA AND QUEENSTON RAILROAD 10 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Buff.	From Q'nsn	Fare from Buff.
					\$ cts
SUMMER ARRANGM'T — Steamer Emerald leaves Buffalo daily at 9 A. M. RETURNING, leaves Chippewa at 2 P.M.	BUFFALO	0	0	30	
	CHIPPEWA.....	20	20	10	50
	Niagara Falls.....	3	23	7	75
	Drummondsville..	1	24	6	75
	QUEENSTON	6	30	0	1 00

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SCHENECTADY AND TROY RAILROAD.

On and after Tuesday, April 1st, trains will be run daily (Sundays excepted), as follows, viz.:

LEAVE TROY GOING WEST.

Express train	at 6½ o'clock	A. M.
Mail do.	at 8½	" " "
Accommodation do.	at 11½	" " "
Night Express do.	at 6	P. M.

LEAVE SCHENECTADY GOING EAST.

Mail train	at 1¼ A. M., or on arrival of cars from the West.
Night Express do.	at 5 " " " "
Accommodation do.	at 1¼ P. M., " " "
Express do.	at 6½ " " "

The cars will leave the St. Charles Hotel ten minutes in advance of the above times, and the Railroad Office, opposite the Troy House, at the above time.

W. E. HALL, Sup't Schenectady and Troy R. R.

TROY AND GREENBUSH RAILROAD,

Connecting with the Northern and Western Railroads, and with the New York and Boston Railroads.

New Arrangement.—Trains leave as follows:

FROM TROY.		FROM ALBANY.	
6.30 A. M. for N. York & Boston.	7.15 A. M.		
8 " "	8.20 " "		
9 " "	9.20 " "		
10 " "	10.20 " "		
11 " "	11.20 " "		
11.45 " "	12.10 " "		
12.45 " "	12.45 " "	from Boston.	
2.30 P. M. for N. York & Boston.	2.45 P. M.	New York.	
3.30 " "	3.45 " "		
4.30 " Hudson.	4.45 " "	from Boston.	
6 " or on arrival Boston Tr.	6.20 " "		
10 " "	11 " "	from New York.	

The other Trains will land and receive passengers at the Hotels in River Street, Troy; and at the Depot corner of Adams and River Streets, as usual; and will leave the Depot at King Street 10 minutes before the above advertised time.

Fare 15 cents. Tickets in packages of eight for \$1, to be had at the Office of Company, corner River and Adams Streets.

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RAILROAD ROUTE,

FROM TROY TO SARATOGA SPRINGS AND WHITEHALL.

RENSSELAER AND SARATOGA RAILROAD, 25 MILES.
 SARATOGA AND SCHENECTADY RAILROAD, 7 MILES.
 SARATOGA AND WASHINGTON RAILROAD, 39 MILES.

GOING NORTH.			GOING SOUTH.		
Passenger Cars leave Troy at 6½, 10 A.M. and 6 P. M. (Sundays 8 A. M.)			Passenger Cars leave Whitehall at 6½, 10½ A.M. & 4 P. M. (Sundays 6½ A. M.)		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
TROY	0	\$ cts.	WHITEHALL	0	\$ cts.
Waterford	3	18	Comstock's Landing	7	
Mechanicsville	12	50	Fort Ann	11	
BALLSTON SPA	25	75	Smith's Basin	14	
SARATOGA SPRINGS	32	1 00	Dunham's Basin	19	
Gansevoort's	43	1 40	Fort Edward	22	
Moreau	48	1 60	Moreau	23	
Fort Edward	49	1 60	Gansevoort's	28	
Dunham's Basin	52	1 75	SARATOGA SPRINGS	39	1 50
Smith's Basin	57	2 00	BALLSTON SPA	46	1 75
Fort Ann	60	2 10	Mechanicsville	59	
Comstock's Landing	64	2 25	Waterford	68	
WHITEHALL	71	2 50	TROY	71	2 50

USUAL TIME FROM TROY TO SARATOGA SPRINGS, 1½ HOURS.
 USUAL TIME FROM TROY TO WHITEHALL, 3½ HOURS.

* This road extends from Whitehall to Castleton, Vt., a further distance of 13 miles, where it connects with the *Rutland and Washington Railroad*, 10 miles in length, extending to Rutland, Vt., uniting with a great line of travel from Boston to Montreal.

CONNECTING LINES OF TRAVEL.

The SARATOGA AND SCHENECTADY RAILROAD, 22 miles in length, extends from Schenectady to Ballston Spa, and thence to Saratoga Springs.

STAGES run from Moreau to Glen's Falls, 6 miles, connecting with a line of travel to Lake George, and Northern New York.

STEAMERS leave Whitehall, morning and evening, for Burlington, Vt., Rouse's Point, N. Y., St. John's, Canada, and intermediate parts, connecting at the latter place with the direct railroad and steamboat route to Montreal, and at Rouse's Point with the NORTHERN RAILROAD, extending to Ogdensburgh on the St. Lawrence river.

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**GREAT NORTHERN MAIL AND EXPRESS ROUTE
FROM NEW YORK TO MONTREAL, &c.**

VIA RENSSELAER AND SARATOGA, AND SARATOGA AND WASHINGTON RAILROAD COMPANIES,

In connection with the Steamers EMPIRE and TROY on Hudson River, and Lake Champlain Steamers.

SUMMER ARRANGEMENT.—FARE REDUCED.

Cheapest and most expeditious line to Saratoga Springs, Lake George, Lake Champlain, Ogdensburgh, Montreal, and intermediate places.

THROUGH TICKETS.

From New York to Burlington,.....	\$4 00
Rouse's Point,.....	4 50
Ogdensburgh,.....	7 00
Montreal,.....	6 00

May be obtained on board the Steamers Empire and Troy, and on the Steamers on Lake Champlain, by passengers going south.

THREE DAILY TRAINS, (Sundays excepted) as follows:

GOING NORTH.

- 1st. Mail and Express Train leaves Troy at 6.15 A. M.; Saratoga, 8 A. M., and arrives at Whitehall at 9.40 A. M., and Castleton, 10.30 A. M.
- 2d. Freight and Accommodation Train leaves Troy 10 A. M., Saratoga, 1 P. M., and arrives at Whitehall, 3.45 P. M.
- 3d. Express Train leaves Troy, 6 P. M., Saratoga, 8 P. M., and arrives at Whitehall, 9.40 P. M., Castleton, 10.30 P. M.

GOING SOUTH.

- 1st. Mail and Express Train leaves Castleton, 5 A. M., Whitehall, 6.20 A. M., Saratoga, 8 A. M., and arrives at Troy, 9.45 A. M.
- 2d. Freight and Accommodation Train leaves Whitehall, 10.15 A. M., Saratoga, 1.30 P. M., and arrives at Troy, 4.15 P. M.
- 3d. Express Train leaves Castleton, 3.30 P. M., Whitehall, 4.10 P. M., Saratoga, 6 P. M., and arrives at Troy, 7.35 P. M., in time for the Steamers to New York.

On SUNDAYS there is one Train each way. Going North leaves Troy, 8 A. M., Saratoga, 3 P. M., and arrives at Whitehall, 5 P. M. Going South leaves Whitehall, 6.20 A. M., Saratoga, 2.30 P. M., and arrives at Troy at 4 P. M., for the evening boat to New York.

Passengers leaving New York by Steamers Empire or Troy take the Cars next morning at 6.15, reach Burlington at 3 P. M., Rouse's Point, 6.30 P. M., Ogdensburgh, 12 o'clock same evening, Montreal, 9.15 A. M., next morning or, leaving Troy at 6 P. M., reach Burlington, 6 A. M., next morning, Rouse's Point, 9 A. M., Ogdensburgh, 2 P. M., Montreal, 2 P. M.

RETURNING, Passengers leave Ogdensburgh, 10 A. M., Montreal, 10 A. M., and reach Troy, 9.45 A. M., next morning, or, leave Ogdensburgh, 8 P. M., and Montreal, 5 P. M., reaching Troy, 7.35 P. M., next day in time for the Evening Boats to New York.

The Boston Trains arrive at Troy in season for the 6 o'clock P. M. Trains, by which Passengers who leave Boston in the morning may reach Saratoga Springs at 7.45 P. M.

LAKE ONTARIO.

ONTARIO AND ST. LAWRENCE STEAMBOAT
COMPANY.—1851.

UNITED STATES MAIL LINE.

The large and commodious Steamers **NORTHERNER**, Capt. R. F. Child, **ONTARIO**, Capt. H. N. Throop, and **BAY STATE**, Capt. J. H. Ledyard, in connection with the **NORTHERN RAILROAD**, and Steamers **BRITISH EMPIRE**, Capt. Moody, **ROCHESTER**, Capt. J. Masson, and **BRITISH QUEEN**, Capt. Laflamme, will form a daily line (Sundays excepted) between Hamilton, Lewiston, Oswego, Ogdensburgh, Montreal and Boston.

DOWNWARD.		UPWARD.	
Leave Hamilton,.....	7 A. M.	Leave Montreal,.....	5 P. M.
Lewiston,.....	4 P. M.	Ogdensburgh,.....	9 P. M.
Rochester,.....	10 P. M.	on arrival of cars	
Oswego,.....	7 A. M.	from Boston.	
Sackett's Harbor, 10½	A. M.	Kingston,.....	7½ A. M.
Kingston,.....	1½ P. M.	Sackett's Harbor, 10½	A. M.
Ogdensburgh,.....	6 P. M.	Oswego,.....	4 P. M.
Arrive at Montreal at.....	4 P. M.	Rochester,.....	9 P. M.
in time for boats for Quebec.		Arrive at Lewiston.....	4 A. M.
		in time for the boats for	
		Toronto and Hamilton.	

Passengers by the Morning Express Train from Albany or Troy via Syracuse and Oswego, arrive at Niagara Falls at 6 o'clock next morning, and at Buffalo in time for the morning boats up Lake Erie.

☞ Baggage to and from Railroad or Boat FREE.

By the Railroad route, arrive at Buffalo at 9 P. M.; leave Buffalo at 9 o'clock the ensuing morning, arriving at Niagara Falls at 10 A. M.

☞ In favor of Oswego route FOUR HOURS in time.

EXPRESS LINE, DIRECT.

CATARACT, Capt. R. B. Chapman, and **NIAGARA**, Capt. A. D. Kilby, will form a daily line (Sundays excepted) between Lewiston, Kingston, Ogdensburgh, Montreal, and Boston.

DOWNWARD.—Leave Lewiston on the arrival of the morning cars from Buffalo, 12 noon. Leave Kingston next morning, and arrive at Ogdensburgh in time for the morning boats for Montreal and the Express Train for Boston.

UPWARD.—Leave Montreal at 5 P. M. Leave Ogdensburgh on the arrival of the Express Train from Boston. Leave Kingston and arrive at Lewiston next morning in time for cars for Buffalo, and boats for Toronto and Hamilton.

The steamer **ROCHESTER** leaves Lewiston for Hamilton daily at 1 o'clock P. M.

OSWEGO AND SYRACUSE RAILROAD.

The cars leave Oswego for Syracuse, Albany and Troy on the arrival of the steamers from Lewiston and Ogdensburgh, and the morning and afternoon trains from Syracuse arrive at Oswego in time to connect with the steamers up and down the lake.

☞ The above lines run in connection with the Buffalo and Niagara Falls and Lewiston Railroads.

ROYAL MAIL STEAMERS BETWEEN MONTREAL AND KINGSTON.

STEAMER OTTOWA, Captain Lawless; **CANADA**, Captain O'Conner; **LORD ELGIN**, Captain Stearns.

Passengers by this line leave Montreal every week day, at 11 o'clock, and on Sundays at 10, by the Railroad Cars, for Lachine, where they take one of the above splendid Steamers, for Kingston, calling at Beauharnois, Coteau du Lac, Cornwall, Williamsburgh, Matilda, Prescott, Ogdensburgh, Brockville and Gananoque, passing through the rapids of the St. Lawrence and the delightful scenery of the Lake of the Thousand Islands, by daylight, and arriving at Kingston in 26 hours.

Passengers for any part of Canada West, or for Niagara Falls, or Buffalo, will find this the most expeditious route they can travel, *being Twelve Hours in advance of any other Line!* as the Lake Ontario Mail Steamers leave Kingston immediately after the arrival of this line, for Cobourg, Toronto, Hamilton, Queenston, Lewiston, and Niagara Falls.

LAKE ONTARIO STEAMBOAT LINES.

The Royal Mail Steam Packet **CHIEF JUSTICE ROBINSON**
Captain Colcleugh,

Leaves Lewiston, New York, for Toronto, Canada West, every day, (Sundays excepted,) at 1 P. M., on the arrival of the Cars from Buffalo and Niagara Falls.

Leaves Toronto for Queenston and Lewiston every morning at half past seven.

This Packet connects at Toronto with the Royal Mail Line of Steamers for Kingston and Montreal.

This boat continues to ply during the whole winter, thereby keeping up a daily communication throughout the year between the United States and Canada.

Royal Mail Steam Packet Office, }
Toronto, C. W., Sept. 1850. }

THE STEAM PACKET SOVEREIGN, CAPT. NEIL WILKINSON,
Will leave Lewiston and Queenston for Niagara and Toronto (in connection with the Royal Mail Steamers to Kingston and Montreal) every morning at 8½ o'clock.—Returning, will leave Toronto for Niagara, Queenston, and Lewiston (in connection with the cars for the Falls and Buffalo) every afternoon at 2 o'clock.

Royal Mail Steam Packet Office, Toronto.

GEO. B. HOLLAND, Agent.

LAKE ONTARIO.

ROYAL MAIL LINE OF STEAMERS.

MAGNET,	(between Hamilton and Kingston,)	Capt. Jas. Sutherland.
CITY OF TORONTO,	" "	James Dick.
PRINCESS ROYAL,	" "	Henry Twohy.
ECLIPSE,	Hamilton and Toronto,	Edw. Harrison.
SOVEREIGN,	Lewiston	Neil Wilkinson.
CHIEF JUSTICE ROBINSON,	" "	Wm. Colcleugh.

In connection with the RIVER MAIL LINE, will form a daily Line, between Hamilton, Lewiston, Toronto, Port Hope, Cobourg, Kingston, Brockville, Prescott and Montreal, touching at the intermediate ports.

DOWNWARDS.

Leave Hamilton, 7½ A. M. & 3 P. M.
Lewiston, 8½ A. M. & 1 P. M.
Toronto, 12 Noon.
Kingston, 5½ A. M.

Arriving at Montreal at 7 P. M.—
33 hours from Lewiston to Montreal, being 12 hours in advance of any other Line.

UPWARDS.

Leave Montreal, 11½ A. M.
Kingston, 3 P. M.
Toronto, 7½ A. M. & 2 P. M.
Arriving at Hamilton at 11 A. M.

and 6 P. M.
Arriving at Lewiston, 11 A. M. and 5 P. M.

The Steamer AMERICA, Captain Robt. Kerr, leaves Rochester for Toronto, calling at Cobourg, Port Hope, Bond-Head, Oskawa, Darlington and Windsor, every Monday, Wednesday, and Friday mornings at 8½ o'clock.—Returning, leaves Toronto every Tuesday, Thursday, and Saturday mornings at 10 o'clock.

Royal Mail Steam Packet Office, TORONTO.

GEO. B. HOLLAND, Agent.

THE ROYAL MAIL STEAM PACKET ECLIPSE, CAPTAIN EDWARD HARRISON,

Will leave Hamilton for Toronto in connection with the Mail Steamers to Kingston and Montreal, every morning (Sundays excepted) at 7½ o'clock, touching at Wellington Square, Oakville, and Port Credit, and will leave Toronto for Hamilton at 2 o'clock in the afternoon.



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1851.

**SUMMER ARRANGEMENT FOR TRAVEL BETWEEN
CLEVELAND AND PITTSBURGH:**



BY THE CLEVELAND AND PITTSBURGH RAILROAD.

From Cleveland to Ravenna, from Ravenna to Beaver, by Clarke Parks & Co.'s EXPRESS LINE OF PACKET BOATS; and from Beaver to Pittsburgh by the Steamers MICHIGAN and BEAVER, making the entire route without loss of sleep.

Cars will leave Cleveland, daily (Sundays excepted), at 8 o'clock A. M., and arrive at Ravenna at 10½ o'clock A. M.

Packets leave Ravenna on the arrival of the cars from Cleveland and arrive in Beaver in time for the morning Steamers to Pittsburgh.

Returning—Passengers will leave Pittsburgh, daily, at 9 o'clock A. M., for Beaver.

Packets leave Beaver on the arrival of the steamers, and arrive at Ravenna at 2½ P. M., the next day, in time for the train of cars leaving for Cleveland, and arrive at Cleveland in season to take the evening boats to Buffalo, Toledo, Detroit and Chicago.

Passengers will receive their tickets for Pittsburgh and intermediate points, at the office of the Cleveland and Pittsburgh Railroad Co., at the Franklin House, or at the Depot in Cleveland.

Fare through from Cleveland to Pittsburgh, \$3 50.

An accommodation train will commence regular trips daily (Sundays excepted), on the 10th day of April. The cars will leave Ravenna at 5½ o'clock A. M., and arrive at Hudson at 6½ A. M., and at Cleveland at 8 A. M.

Returning—Will leave Cleveland at 5 o'clock P. M.

Henry Zieli & Co.'s Akron and Massillon Omnibus Line will leave Hudson on the arrival of the cars at 10 A. M. and 6½ o'clock P. M. And returning will arrive in time for the 6½ A. M. and 2½ o'clock P. M. trains for Cleveland.

The Beaver and Warren stages will leave Ravenna on the arrival of the cars at 10½ o'clock A. M.

Returning—The Beaver stage will arrive in time for the accommodation train at 5½ A. M., and the Warren stage for the express train at 2½ o'clock P. M.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.

LENGTH, 135 Miles. FARE, \$4 00.

CONNECTING WITH THE

SANDUSKY AND NEWARK RAILWAY AT SHELBY,

AND WITH THE

COLUMBUS AND XENIA TRAIN FOR CINCINNATI, AT COLUMBUS.

Trains of the Company will run daily (Sundays excepted), between Cleveland, Columbus, and all intermediate places, for passengers and freight.

PASSENGER TRAIN—Leaves Cleveland for Columbus, with passengers, at 7 and 11 o'clock, A. M.

Leaves Columbus for Cleveland, with passengers, at 6½ and 10½ A. M., connecting with Steamers on Lake Erie.

DISTANCE from Cleveland to Columbus, 135 miles; through to Cincinnati, 255 miles. **THROUGH FARE**, \$7 50.

COLUMBUS AND XENIA RAILROAD.

LENGTH, 54 miles. FARE, \$1 60.

Passenger-Trains run as follows:

EXPRESS THROUGH TRAIN between Cleveland and Cincinnati—Leave Columbus daily, Sundays excepted, at 5.30 P. M., arrive at Xenia, 7.40 P. M.

Returning, leave Xenia at 8.35 A. M., arrive at Columbus, 10.40 A. M.


ACCOMMODATION TRAIN—Leaves Columbus daily, at 5.10 A. M., arrives at Xenia, at 7.35 A. M., (connecting with a Train on the Little Miami Railroad, which arrives in Cincinnati 11.20 A. M.)

Returning, leaves Xenia on the arrival of the train from Cincinnati at 6.05 P. M., reach Columbus, 8.30 P. M.

Passengers by this Train going either to Cleveland or Cincinnati, sleep at Columbus, and resume the next morning.

Coaches leave Columbus daily for Lancaster, Chillicothe, Newark, Zanesville, and Wheeling, on the arrival of the cars.

Pierce's line of Stages runs between Xenia and Dayton, in connection with both trains of cars.

 Tickets may be had at the office of the Ohio Stage Company.

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RAILROAD AND STEAMBOAT ROUTE FROM DETROIT TO CHICAGO, ILLINOIS.

MICHIGAN CENTRAL RAILROAD,*.....218 miles.
 STEAMBOAT ROUTE, (New Buffalo to Chicago)..45 "

Usual time through from Detroit to Chicago, 18 hours.

During the season of Navigation Steamers leave Chicago for New Buffalo and Michigan City, twice daily, morning and evening.

WESTWARD TRAINS
 Leave Detroit daily, Sundays excepted.
 At 7 o'clock, A.M. & 6 P.M.
Sundays, at 6 P. M.
Freight Train, 6 o'clock, A. M.

EASTWARD TRAINS
 Leave New Buffalo daily, Sundays excepted,
 At 1½ and 10½ P. M.
Sundays, at 10½ P. M.
Freight Train, 5¼ o'clock, A. M.

During the close of navigation there will be but one passenger train a day, running from Detroit to New Buffalo and Michigan City, thence to Chicago by Stage.

DEPOTS.	From Detroit.	Fare.	DEPOTS.	From Chicago.	Fare from N. B.
DETROIT, - - - -	0	\$ cts	CHICAGO, <i>by Stage to</i>	0	
Dearborn, - - - -	10	35	Michigan City, - - -	50	\$ cts
Wayne, - - - - -	18	60	<i>New Buffalo, S. B.†</i>	45	
<i>Ypsilanti</i> , - - - -	30	95	Terre Coupee, R. R.,	61	55
<i>Ann Arbor</i> , - - - -	37	1 10	<i>Niles</i> , - - - - -	72	90
Dexter, - - - - -	47	1 35	Dowagiac, - - - - -	85	1 15
Chelsea, - - - - -	56	1 65	Decatur, - - - - -	96	1 50
Grass Lake, - - - -	65	1 95	Paw Paw, - - - - -	104	1 75
<i>Jackson</i> , - - - - -	76	2 25	<i>Kalamazoo</i> , - - - -	121	2 25
Gidley's, - - - - -	86	2 55	Galesburg, - - - - -	129	2 50
Albion, - - - - -	96	2 85	Battle Creek, - - - -	142	2 90
MARSHALL, - - - -	108	3 20	MARSHALL, - - - - -	155	3 30
(<i>Stop 30 m. for meals</i>)			(<i>Stop 30 m. for meals</i>)		
Battle Creek, - - - -	121	3 60	Albion, - - - - -	167	3 65
Galesburg, - - - - -	134	4 00	Gidley's, - - - - -	177	3 95
<i>Kalamazoo</i> , - - - -	142	4 30	<i>Jackson</i> , - - - - -	187	4 20
Paw Paw, - - - - -	159	4 75	Grass Lake, - - - - -	198	4 55
Decatur, - - - - -	167	5 00	Chelsea, - - - - -	207	4 85
Dowagiac, - - - - -	178	5 35	Dexter, - - - - -	216	5 10
<i>Niles</i> , - - - - -	191	5 70	<i>Ann Arbor</i> , - - - - -	226	5 40
Terre Coupee, - - - -	212	6 00	<i>Ypsilanti</i> , - - - - -	233	5 65
<i>New Buffalo</i> , - - - -	218	6 50	Wayne, - - - - -	245	6 00
Michigan City, - - - -	227		Dearborn, - - - - -	253	6 20
CHICAGO, <i>S. B. route.</i>	263	7 00	DETROIT, - - - - -	263	6 50

Fare in Second Class Cars, \$5 00.

* Extended from New Buffalo to Michigan City, Indiana, nine miles. From thence to Chicago by stage route, fifty miles.
 † Local fare from Chicago to New Buffalo, \$2 00. Through fare from Chicago to Detroit, \$7 00.

1851.

LITTLE MIAMI RAILROAD.



THREE DAILY TRAINS—CHANGE OF HOURS.

ONE "THROUGH" TRAIN TO SANDUSKY, AND TWO TO COLUMBUS DAILY.

Passenger Trains will run as follows:

Leave Depot, East Front-st., at 1 o'clock and 30 minutes A. M., at 6 o'clock A. M., and 2 o'clock and 30 minutes P. M., for Milford, Foster's Crossings, Deerfield, Morrow, Fort Ancient, Freeport, Waynesville, Spring Valley, Xenia, Yellow Springs and Springfield, except 1 o'clock and 30 minutes A. M. to Xenia only.

Returning, will leave Springfield at 6 o'clock and 35 minutes A. M., and 2 o'clock and 45 minutes P. M. Leave Xenia 12 o'clock midnight, 8 o'clock A. M., and 3 o'clock and 55 minutes P. M.

Passengers by 1 o'clock and 30 minutes A. M. train—first mail train—through via Xenia and Columbus, to Wheeling in (28) twenty-eight hours.

Passengers by 6 o'clock A. M. train—through train to Sandusky City.

Passengers by 2 o'clock and 30 minutes P. M. train—second mail train, through, via Xenia and Columbus, to Wheeling, in (27½) twenty-seven and one-half hours. This Train to Springfield also.

The cars of the Columbus and Xenia Railroad connect with the 1 o'clock and 30 minutes A. M. train, and 2 o'clock and 30 minutes P. M. train.

On Sunday, two trains will be run, leaving Cincinnati at 1 o'clock and 30 minutes A. M., and 2 o'clock and 30 minutes P. M. Leaves Springfield at 6 o'clock and 35 minutes A. M. Xenia at 12 o'clock midnight, and 8 o'clock A. M.

Fare from Cincinnati to Xenia	\$1 90
" " " Springfield	2 50
" " " Bellevue	6 00
" " " Sandusky City	6 50
" " " Columbus	3 50
" " " Wheeling	10 50

For other information and Through Tickets, apply at the Ticket Office, east side Broadway, first door north of Front-st., Cincinnati.

W. H. CLEMENT, Superintendent.

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RAILROAD ROUTE

FROM SANDUSKY, OHIO, TO CINCINNATI.

MAD RIVER AND LAKE ERIE RAILROAD, (Sandusky to Springfield, Ohio,)..... 134 miles.
LITTLE MIAMI RAILROAD, (Spring'd to Cincinnati,) 84 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From San.	From Cin.	Fare from San.
					\$ cts.
During the season of navigation, cars leave Sandusky daily, on the arrival of steamboats from Buffalo.	SANDUSKY	0	0	218	
	Bellevue	15	15	203	
	Republic	14	29	189	
	Tiffin	9	38	180	
	Carey.....	16	54	164	
	Kenton	24	78	140	
	Bellefontaine	24	102	116	
	West Liberty.....	8	110	108	
	Urbana.....	10	120	98	
	SPRINGFIELD	14	134	84	4 00
SUMMER ARRANGEMENT. Cars leave Springfield at 6½ A. M. & 2½ P. M.	Xenia.....	19	153	65	
	Spring Valley	7	160	58	
	Corwin	7	167	51	
	Freeport	6	173	45	
	Morrow.....	8	181	37	
Leave Cincinnati at 1½ 6 A. M. and 2½ P. M.	Deerfield.....	5	186	32	
	Loveland's	9	193	23	
	Milford	9	204	14	
	Plainville	5	209	9	
	Columbia	4	213	5	
	CINCINNATI	5	218	0	6 50

BUFFALO, SANDUSKY, AND CINCINNATI
RAILROAD LINE.

IN CONNECTION WITH BUFFALO AND ALBANY, NIAGARA FALLS, MAD RIVER AND LAKE ERIE, AND LITTLE MIAMI RAILROADS.

The following staunch and splendid first class passenger steamers will form this line during the season, leaving Sandusky at 7 o'clock, A. M.; connecting at Buffalo with *Express Trains* for Albany, Niagara Falls, New York, &c.

Returning, leave Buffalo at 3 o'clock, P. M.; connecting at Sandusky with *Express Train* for Cincinnati.

Steamer ALABAMA, Capt. W. T. Pease, leaves Sandusky, Mondays and Thursdays, Buffalo, Tuesdays and Fridays.

Steamer SARATOGA, Capt. D. P. Nickerson, leaves Sandusky Tuesdays and Fridays; Buffalo, Wednesdays and Saturdays.

Steamer EMPIRE, Capt. Heber Squier, leaves Sandusky Wednesdays and Saturdays; Buffalo, Mondays and Thursdays.

D. HOWE, Agent, Buffalo. P. W. STRADER, Agent, Cincinnati.

1851.

RAILROAD AND STAGE ROUTE FROM BUFFALO
TO CHICAGO.

Daily Lines of MAIL COACHES leave Buffalo at 8 A. M. for Erie, Pa., and Cleveland, O., then take the Railroad Cars to Monroeville or Sandusky City, and thence over a Macadamized Road to Toledo, in three days from Buffalo, connecting with cars at Toledo for Chicago, Il. This route connects at Erie with the line to Pittsburgh, Pa., connecting at Cleveland with the Railroads to Mansfield, Newark, Zanesville, Columbus and Cincinnati. Travellers will find this to be an expeditious and pleasant route to Michigan, Indiana, Illinois and Western States; also to Southern Ohio, Kentucky, &c.

OHIO STAGE Co., Office in Buffalo, at Western Hotel.

PITTSBURGH TO CLEVELAND, OHIO.

Daily Line of Mail Coaches will leave Pittsburgh, Pa., at 6 A. M., for Beaver, Poland, Warren, Ravenna, and Akron to Cleveland. Through in 36 hours.

PITTSBURGH TO MANSFIELD, OHIO.

Daily Line of Mail Coaches will leave Pittsburgh, Pa., at 9 A. M., for Beaver, Pa., New Lisbon, Canton, Massillon and Wooster, to Mansfield, in 48 hours--connecting with the Railroad to Mount Vernon, Newark, Zanesville and Columbus; also connecting with the Railroad to Sandusky City, Toledo, Detroit and Chicago.

Office at Monongahela, and St. Charles Hotel, Pittsburgh, Pa. OHIO STAGE Co.

RAILROAD AND STAGE ROUTE.

FROM WHEELING, Va. to CINCINNATI, via COLUMBUS, O.

Through in 36 hours, *including seven hours' sleep at Xenia.* This route passes through the centre of the state of Ohio, over the National Road, and for travellers going West, is decidedly the quickest and best. This line connects at Columbus with Coaches for Springfield, Dayton, Richmond, Ia., Indianapolis, Ia., Lafayette, Ia., Terre Haute, Ia., Springfield, Ill., and Saint Louis, Mo.

OHIO STAGE Co. January 1, 1851.

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CINCINNATI AND PITTSBURGH DAILY UNITED STATES MAIL STEAM PACKET LINE,

RUNNING BETWEEN PITTSBURGH, PA., AND CINCINNATI, O., LEAVING BOTH PLACES AT 10 A. M.

Usual time, 36 hours. FARE, \$6.00, including meals.

This well-known line of splendid passenger steamers is now composed of the largest, swiftest, best finished and furnished, and most powerful boats on the waters of the West.

STEAM PACKETS.

<i>Name.</i>	<i>Leaves Pittsburg,— Cincinnati.</i>		
BUCKEYE STATE, Capt.	S. Dean,	Sunday,	Wednesday.
KEY STONE STATE, "	C. Stone,	Monday,	Thursday.
HIBERNIA, No 2, "	C. Bachelor,	Tuesday,	Friday.
BRILLIANT, "	R. J. Grace,	Wednesday,	Saturday.
CLIPPER, No. 2, "	P. Duval,	Thursday,	Sunday.
MESSENGER, No. 2, "	J. T. Fisher,	Friday,	Monday.
CINCINNATI, "	Birmingham,	Saturday,	Tuesday.

TABLE OF DISTANCES.

STOPPING PLACES.		Mls.	STOPPING PLACES.		Mls.
From PITTSBURGH to					
Middletown Pa.		11	Point Pleasant Va.	13	261
Economy	8	19	Gallipolis Ohio	4	265
Freedom	6	25	Millersport.....	25	290
Beaver	5	30	Guyandotte ... Va.	13	303
Georgetown	14	44	Burlington	8	311
Liverpool Ohio	4	48	Cattletsburgh	4	315
Wellsville	4	52	Hanging Rock .. O.	13	328
Steubenville	19	71	Greenupsburgh Ky.	6	334
Wellsburgh .. Va.	7	78	Wheelerburgh . O.	8	342
Warrenton .. Ohio	7	85	Portsmouth.... Ohio	12	354
Martinsville	8	93	Rockville	17	371
Wheeling	1	94	Vaneburgh ... Ky.	2	373
Elizabethtown	17	111	Rome	7	380
Steinerville .. Ohio	8	119	Concord	7	387
New Martinsville Va	3	132	Manchester .. Ohio	7	394
Clavington .. Ohio	4	126	Maysville	12	406
Sisterville .. Va.	6	132	Ripley	9	415
Newport..... Ohio	12	144	Higginsport	6	421
Marietta	19	163	Augusta	4	425
Vienna	6	169	Neville..... Va.	9	434
Parkersburg	7	176	Moscow.....	2	436
Blannerhassett's Is.	2	178	Point Pleasant	5	441
Troy & Hockhock- ing River	12	190	New Richmond ...	5	445
Bellville..... Va.	4	194	Palestine.....	2	448
Murraysville	5	199	Little Miami Riv- er	13	461
Ravenswood	12	211	Columbia	2	463
Letartsville & Is..	23	234	CINCINNATI	2	465
Pomeroy	14	248			

UNITED STATES MAIL LINE BETWEEN CINCINNATI AND LOUISVILLE.

Steamer **BEN. FRANKLIN**, Capt. J. B. Summons.
 " **TELEGRAPH**, No. 2, " Moses McClellen.

One of the above splendid boats leaves Cincinnati and Louisville daily, during the whole year, at 1 o'clock, A. M., on the arrival of Northern and Eastern cars, stopping at the intermediate landings.

LANDINGS.		Miles.	Fare.	LANDINGS.		Miles.	Fare.
			\$ cts.				\$ cts.
CINCINNATI, O....	0			LOUISVILLE, Ken.	0		
Taylorsville, Ken.	12	1	00	Jeffersonville, In.	1		
North Bend, O...	16	1	00	Utica, In.....	8	1	00
Lawrenceburg, In.	24	1	00	Charleston, In....	13	1	00
Petersburg, Ken..	26	1	00	Westport, Ken....	25	1	00
Aurora, In.....	28	1	00	Bethlehem, In....	31	1	00
Rising Sun, In...	38	1	00	Madison, In.....	49	1	00
Hamilton, Ken...	49	1	00	Carrollton, Ken..	61	1	25
Patriot, In.....	54	1	00	Ghent, Ken.....	69	1	25
Warsaw, Ken....	64	1	00	Vevay, In.....	69	1	25
Florence, In.....	66	1	25	Florence, In.....	76	1	50
Vevay, In.....	73	1	25	Warsaw, Ken....	78	1	50
Ghent, Ken.....	73	1	25	Patriot, In.....	88	2	00
Carrollton, Ken..	81	1	50	Hamilton Ken....	93	2	00
Madison, In.....	93	1	50	Rising Sun, In...	104	2	00
Bethlehem, In...	111	2	00	Aurora, In.....	114	2	50
Westport, Ken...	117	2	00	Petersburg, Ken..	116	2	50
Charleston, In...	129	2	50	Lawrenceburg, In.	118	2	50
Utica, In.....	134	2	50	North Bend, O...	126	2	50
Jeffersonville, In.	141	2	50	Taylorsville, Ken.	130	2	50
LOUISVILLE, Ken.	142	2	50	CINCINNATI, O....	142	2	50

 MEALS INCLUDED.

Usual time, 12 hours. Deck passage, through. \$1 00.
ROGERS & SHERLOCK, Agents, Cincinnati.

LOUISVILLE AND ST. LOUIS U. S. MAIL LINE.

Steamer **FASHION**, Capt. Andrews.
 " **PIKE**, No. 9, " Tucker.
 " **LADY FRANKLIN**, " Spotts.

Leave Louisville every Monday, Wednesday and Friday, and Saint Louis every Thursday, Saturday and Monday.
 Cabin passage, \$8—Meals included.

ROGERS & SHERLOCK, Agents,
 No. 2 Broadway, Cincinnati.

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MICHIGAN SOUTHERN RAILROAD.

FINISHED FROM MONROE TO STURGIS.—117 MILES.

PASSENGER CARS leave Monroe at 1 o'clock, P. M., for Sturgis, &c. RETURNING, leave Sturgis at 5 1-2 A. M. for Monroe, Toledo, &c.

DEPOTS.	Miles.	Fares.	DEPOTS.	Miles.	Fares.
MONROE,.....	0	\$ cts.	STURGIS,.....	0	\$ cts.
Ida,.....	12	25	Burr Oak,.....	6	18
Petersburg,.....	20	50	Bronson,.....	12	38
Palmyra,.....	30	75	<i>Coldwater</i> ,.....	22	68
<i>Adrian</i> ,*.....	38	1 00	County Line,.....	31	93
Clayton,.....	49	1 25	Jonesville,.....	40	1 18
Hudson,.....	55	1 50	<i>Hillsdale</i> ,.....	45	1 30
Pittsfield,.....	62	1 75	Osceo,.....	50	1 45
Osceo,.....	67	1 85	Pittsfield,.....	55	1 60
<i>Hillsdale</i> ,.....	72	2 00	Hudson,.....	62	1 80
Jonesville,.....	77	2 15	Clayton,.....	68	2 05
County Line,.....	86	2 40	<i>Adrian</i> ,*.....	79	2 30
<i>Coldwater</i> ,.....	95	2 62	Palmyra,.....	87	2 55
Bronson,.....	105	2 90	Petersburg,.....	97	2 90
Burr Oak,.....	111	3 10	Ida,.....	105	3 05
STURGIS,.....	117	3 25	MONROE,.....	117	3 25
South Bend, (unf'd.)	158				

* Junction of the Erie and Kalamazoo Railroad.

Daily lines of post coaches run in connection with the trains of this road and all the principal towns of Southern Michigan and Northern Indiana.

ERIE AND KALAMAZOO RAILROAD.

LEASED TO, AND RUN IN CONNECTION WITH THE MICHIGAN S. R. R.

PASSENGER CARS leave Toledo at 1 A. M., connecting at Adrian with the train from Monroe.

DEPOTS.	Miles.	Fares.	DEPOTS.	Miles.	Fares.
TOLEDO,.....			ADRIAN,.....		
Sylvania,.....	11	35	Palmyra,.....	5	20
Ottawa Lake,.....	15	50	Blissfield,.....	11	30
Knight's,.....	20	60	Knight's,.....	13	40
Blissfield,.....	22	70	Ottawa Lake,.....	18	50
Palmyra,.....	28	80	Sylvania,.....	22	70
ADRIAN,.....	33	1 00	TOLEDO,.....	33	1 00

STEAMBOAT LINE.

At Monroe, the trains connect with a fast line of boats, composed of the BALTIC, SARATOGA, and ALBANY, leaving Monroe daily, Sundays excepted, at 2 P. M., via Sandusky, reaching Dunkirk and Buffalo for the afternoon Express Trains to New York the next day. Leaving Buffalo at 9 A. M., and, via Dunkirk and Sandusky, arriving at Monroe in time for the 1 P. M. train west the next day.

At Toledo the trains connect each way with the *South Shore* line of Steamboats via Cleveland and Dunkirk to Buffalo.

**RAILROAD AND STAGE ROUTE
FROM CHICAGO TO GALENA, ILLINOIS, VIA GA-
LENA AND CHICAGO UNION RAILROAD.**

GALENA AND CHICAGO UNION RAILROAD,..... 43 miles.
STAGE ROUTE, (Galena to Elgin,)..... 137 "

WESTWARD TRAINS
Leave Chicago daily,
At 8 o'clock, A. M.
" 3 " P. M.

EASTWARD TRAINS
Leave Elgin daily,
At 8 o'clock, A. M.
" 3 " P. M.

Leave St. Charles and Aurora at 8 A. M. and 3 P. M.

Usual time from Chicago to Elgin, St. Charles and Aurora, three hours.

DEPOTS, &c.	From Chi- cago.	Fare.	DEPOTS, &c.	From (Gale- na.)	Fare.
CHICAGO,	0	0	GALENA, Stage,	0	0
Desplaines,	10	25	White Oak Springs,	11	56
Cottage Hill,	16	50	Freeport, "	56	70
Babcock's Grove,	20	60	Vanceboro, "	70	85
Wheaton's,	25	75	Rockford, "	85	99
Aurora Junction,*	30	90	Belvidere, "	99	111
Clinton,	39	1 15	Marengo, "	111	137
Elain,	43	1 25	ELAIN, "	137	7 00
Marengo, Stage,	69		Clinton, Railroad,	141	7 10
Belvidere,	81		Aurora Junction,	150	7 35
Rockford,	95		Wheaton's, "	155	7 50
Vanceboro,	110		Babcock's Grove,	160	7 65
Freeport,	124		Cottage Hill, "	164	7 75
White Oak Springs,	169		Desplaines, "	170	8 00
GALENA,	180	5 00	CHICAGO, "	180	8 00

AURORA and St. CHARLES CARS will connect with each train at Aurora Junction.

Fare on second class cars from Chicago to Elgin, 85 cents. To St. Charles, 75 cents.

STAGES connect with the above railroad at Elgin, St. Charles, Aurora, &c.

STAGE LINE FROM GALENA TO ELGIN.

Stages leave Galena daily, Sunday excepted, at 4 A. M., and arrive at Elgin in time for the cars next morning. Distance, 138. Fare, \$7.00. Usual time, 27 hours; running through to Chicago by stage and cars in 30 hours.

* St. Charles Branch 10 miles in length, runs through St. Charles to Geneva. Aurora Branch 13 miles, running through Batavia. It is proposed to continue this branch to Peru, 55 miles farther to the head of steamboat navigation on the Illinois River.

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STEAMBOAT ROUTE,
FROM LASALLE, IL., TO ST. LOUIS, MO.

STOPPING PLACES.	Miles.	Fare.	STOPPING PLACES.	Miles.	Fare.
LASALLE	0	\$ cts	ST. LOUIS	0	\$ cts.
Pann	1		Mouth Missouri	20	
Hennepin	19	1 00	ALTON, IL.	25	1 00
Henry	31	1 50	Grafton	43	1 50
LACON	41	1 50	Twelve Mile Is.	50	1 50
Chillicothe	51	2 00	HARDIN	50	1 50
Rome	54	2 00	Newport	60	2 00
PEORIA	72	2 00	Bridgeport	70	2 00
PERKIN	82	2 50	Montezuma	80	2 00
Kingston	90	3 00	Florence	112	2 00
Copperas Creek	102	3 00	Griggsville	118	2 00
Liverpool	112	3 50	NAPLES	122	2 00
Havanna	122	4 00	Meredosa	128	2 50
BATH	136	4 00	Lagrange	138	2 50
Frederick	158	4 00	BEARDSTOWN	148	3 00
BEARDSTOWN	162	4 00	Frederick	152	3 00
Lagrange	172	4 00	BATH	174	3 50
Meredosa	182	4 00	Havanna	183	3 50
NAPLES	188	4 00	Liverpool	198	3 50
Griggsville	192	4 50	Copperas Creek	208	3 50
Florence	198	4 50	Kingston	220	4 00
Montezuma	204	4 50	PERKIN	228	4 00
Bridgeport	208	4 50	PEORIA	238	4 00
Newport	223	5 00	Rome	256	4 00
HARDIN	241	5 00	Chillicothe	259	4 00
Twelve Mile Is.	254	5 00	LACON	269	4 50
Grafton	267	5 00	Henry	279	4 50
ALTON	285	5 00	Hennepin	291	5 00
Mouth Missouri	290		PERKIN	309	5 00
ST. LOUIS	310	5 00	LASALLE	310	5 00

USUAL TIME, 36 HOURS. DECK PASSAGE, \$1.50.

STEAMBOAT ROUTE,
FROM ST. LOUIS TO KEOKUK, IOWA.
UNITED STATES STEAM PACKET LINE.

SUMMER ARRANGEMENT.

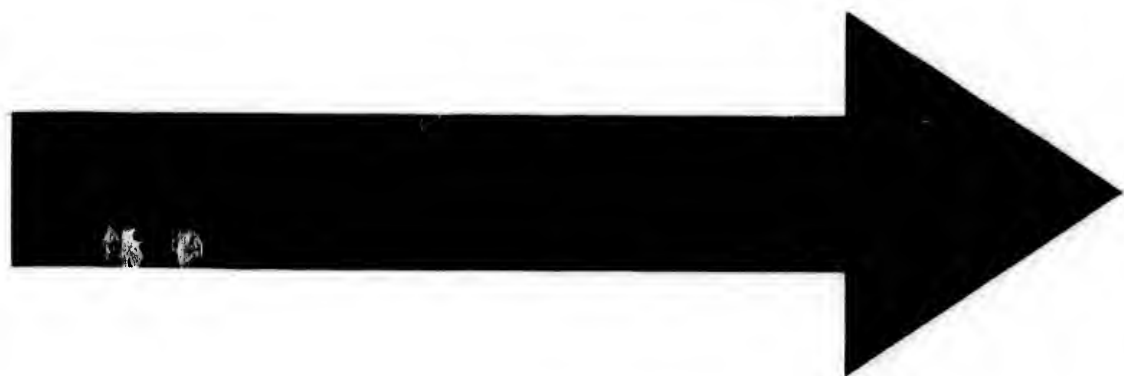
Steamer DIE VERNON, 700 tons, Captain Mulliken.
" KATH KEARNEY, 500 tons, " Langhorn.
" LUCY BRITRAM, 500 tons, " Johnson.

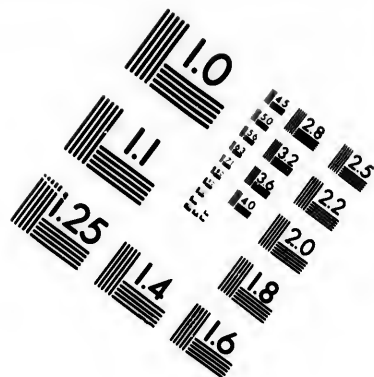
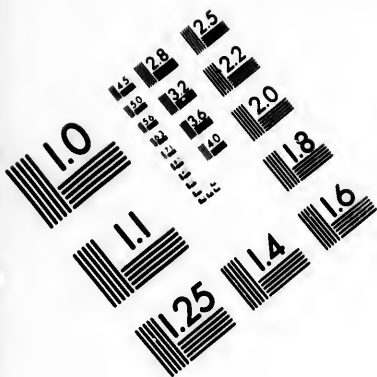
One of the above boats leaves St. Louis and Keokuk every day, Sundays excepted, at 5 P. M.

Distance 225 miles. Fare \$3, including meals. Usual time, 24 hours.

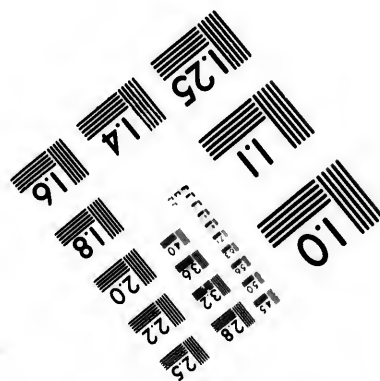
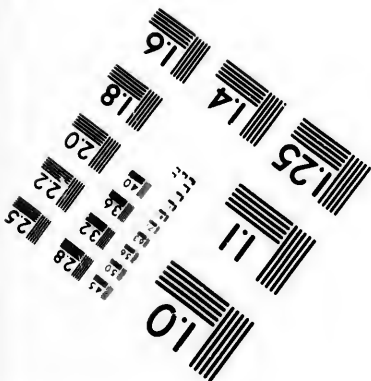
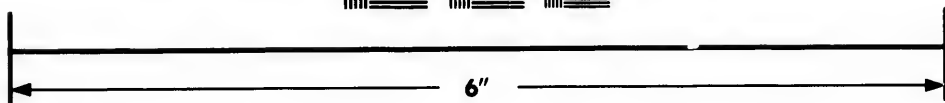
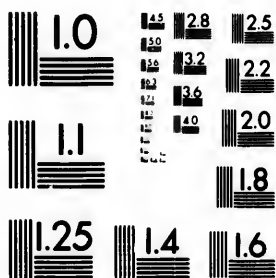
Steamers of a large class leave St. Louis daily for Galena, Il., stopping at all the intermediate ports.

Distance, 500 miles. Fare through \$6.00. Usual Time, 3 days.





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



**Photographic
Sciences
Corporation**

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

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ILLINOIS AND MICHIGAN CANAL PACKET BOATS.

Three Daily Lines between CHICAGO and LASALLE, as follows :

Two daily lines of Mail Passenger Packets leave Chicago and Lasalle at 8 A. M. and 5 P. M., through in 22 hours, distance 100 miles, fare \$4; connecting at Chicago with the Michigan Central Railroad Line, and Lake line of steamers to Detroit and Buffalo; at Lasalle with a daily line of Passenger Steam Packets for St. Louis and intermediate places. Time from Chicago to St. Louis, from two to three days. Also, one daily line of freight packets between Chicago and Lasalle, leaving Chicago at 2 P. M., and Lasalle at 7 P. M., for the transportation of passengers and light freight generally. EMIGRANTS, with their furniture, &c., fare \$3.

**CANAL PACKET ROUTE,
FROM CHICAGO TO LASALLE,
VIA ILLINOIS AND MICHIGAN CANAL.**

STOPPING PLACES.	Miles from Chic'go	Fare.	STOPPING PLACES.	Miles from Lasalle	Fare.
CHICAGO	0	\$ cts.	LASALLE	0	\$ cts.
Bridgeport	4		OTTAWA	15	60
Summit	12	50	Marsalles	22	1 00
Desplaines	21	85	MORRIS	39	1 60
Athens	25	1 00	Aux Sable	44	1 75
Lockport	33	1 40	Dresden	46	1 85
JOLIET	37	1 50	Kankakee Feeder	49	2 00
Chunahon	48	2 00	Chunahon	52	2 00
Kankakee Feeder	51	2 00	JOLIET	63	2 50
Dresden	54	2 25	Lockport	67	2 75
Aux Sable	56	2 25	Athens	75	3 00
MORRIS	61	2 50	Desplaines	79	3 20
Marsalles	78	3 25	Summit	88	3 50
OTTAWA	85	3 50	Bridgeport	96	3 85
LASALLE	100	4 00	CHICAGO	100	4 00

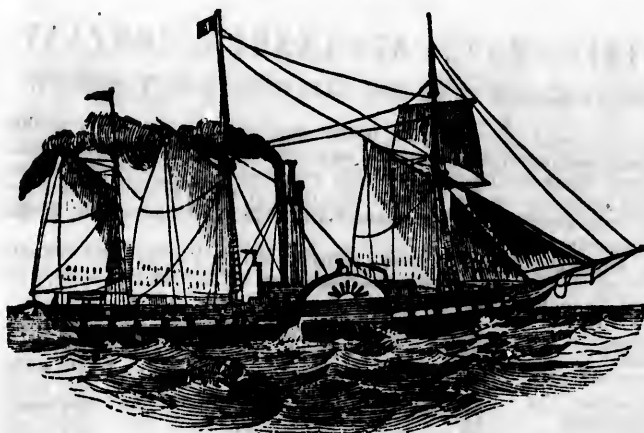
**STEAMBOAT ROUTE,
FROM GALENA TO ST. PAUL'S, MIN.**

Steamers of about 300 tons burthen run daily, during the season of navigation, from Galena, Il., to St. Paul's, Min., stopping at the intermediate landings. Distance from Galena to St. Paul's 400 miles, fare, \$5.00. Usual time 2 days.

This line connects with stages and railroad cars running east to Chicago, &c.

**MISSOURI RIVER STEAMBOATS,
RUNNING FROM ST. LOUIS TO ST. JOSEPH'S, 580 MILES.**

Steamers of a large class leave St. Louis almost daily for different places on the Missouri river, stopping at all the principal landings, and connecting with lines of stages running to different parts of the country, and with the emigrant line of travel to Santa Fe, California, and Oregon.



UNITED STATES MAIL STEAMSHIP COMPANY,

FOR HAVANA, NEW ORLEANS, AND CHAGRES.

TOUCHING AT CHARLESTON AND SAVANNAH.

Route from New York to Chagres, via Havana, communicating with the Pacific Mail Steamers at Panama.

Ports.	Miles fr'm port to port.	Time.	Fare from N. York.
New York.....	0	0	
Charleston.....	800	2½	\$ 25
Savannah.....	100	½	25
Havana.....	800	3	70
CHAGRES.....	1000	4½	100

STEAMERS.

- FALCON.....1,000 tons, Capt Hartstene, U. S. N.
 OHIO.....2,500 " " Schenck, U. S. N.
 GEORGIA.....2,700 " " Porter, U. S. N.

One of the above steamers will leave New York the 11th and 26th of every month, for Charleston, Savannah, Havana, New Orleans, and Chagres.

☞ FARE to New Orleans, \$75. Distance, 2400 miles Usual time, 9 days.

For freight or passage apply to

M. O. ROBERTS, 177 West-st., N. Y

PACIFIC MAIL STEAMSHIP COMPANY.

ONLY THROUGH LINE FOR CALIFORNIA AND OREGON.

The public are informed that, under the new arrangements of this Company, steamers, inspected and approved by the Navy Department, and carrying the United States Mails, will continue to leave Panama and San Francisco on the 1st and 15th days of each month, unless detained by unavoidable accident, and will touch at Acapulco, San Diego and Monterey.

The following Steam Packets belonging to the Pacific Mail Steamship Company are now in the Pacific, one of which will be always in port at each end of the route—

OREGON . . .	1099 tons.	REPUBLIC . . .	1200 tons.
PANAMA . . .	1087 tons.	CAROLINA . . .	600 tons.
CALIFORNIA . . .	1050 tons.	COLUMBUS . . .	600 tons.
TENNESSEE . . .	1300 tons.	ISTHMUS . . .	— tons.
NORTHERNER . . .	1200 tons.	UNICORN . . .	600 tons.
COLUMBIA . . .	800 tons.	TREMONT . . .	600 tons.
	ANTELOPE . . .		— tons.

The new steamship COLUMBIA will ply between San Francisco and ports in Oregon, awaiting at the former port the arrival of the mails and passengers from Panama, and returning without delay with the mails and passengers for the steamer from San Francisco.

A regular line of propellers will be kept up for the transportation of freight and transient passengers between Panama and San Francisco.

The well known steamship SARAH SANDS, of 1500 tons burthen, now under charter to the Company, and peculiarly commodious in her cabin arrangements, will be kept running as an extra family boat.

One of the above steamers will keep up the connection between Acapulco and the other Mexican ports.

The connection in the Atlantic will be maintained by the United States Mail Steamships,

GEORGIA . . .	3000 tons.	CRESCENT CITY . . .	1500 tons.
OHIO . . .	3000 tons.	CHEROKEE . . .	1300 tons.
EMPIRE CITY . . .	2000 tons.	PHILADELPHIA . . .	1100 tons.

Leaving New York for Chagres on the 11th and 26th of each month.

The new steamships EL DORADO and FALCON will form a direct line between New Orleans and Chagres, leaving at such periods as will ensure as little delay as possible on the Isthmus, and forming with the Pacific steamers, a through line to and from New Orleans and ports in Mexico, California and Oregon. Passage from New Orleans can be secured from ARMSTRONG, LAWRASON & CO, Agents at that place.

The fare for through tickets from New York to San Francisco has been reduced from \$400 in State Rooms to \$330; 330 in Lower Cabin to \$290; 200 in Steerage to \$165.

The rates from New York to Chagres will be at the lowest adopted by any safe sea steamer between those ports. Each passenger is allowed to have 10 cubic feet of luggage free, not to exceed in weight 250 lbs.; any additional quantity will be charged for at the rate of 70 cents per foot from New York to Chagres, and \$100 per ton from Panama to San Francisco.

For choice of berths, apply at the office of the Company, 54 and 55 South-street, and their Agency, 177 West-street, New York.



**NEW AND INDEPENDENT LINE FOR CALIFORNIA,
VIA NICARAGUA.
THE NEW DOUBLE-ENGINE STEAMSHIP
PROMETHEUS**

Will leave Pier No. 2, North River, on **MONDAY**, July 14th, at 3 o'clock, P. M., for San Juan direct, connecting with the new and elegant steamship **PACIFIC**, Capt. Bailey, to leave San Juan del Sud on the 25th July. Passengers will take a new iron steamer at San Juan, sent there for the purpose, and pass up the river and across Lake Nicaragua to Virgin Bay, and pass over a good road, 12 miles distant, to the Pacific, where the beautiful steamship **Pacific** will be in readiness to receive them.

Passengers may secure Through Tickets at No. 9 Battery Place.

**NEW YORK AND CHARLESTON STEAM PACKET
LINE.**

Steamship **SOUTHERNER**, Capt. J. Dickenson.
MARION, Capt. M. Berry.

One of the above Steamers will leave New York every Saturday, from Pier No. 4, N. R., at 4 o'clock, P. M.

RETURNING, leave Charleston, S. C., every Saturday.

Passage, \$25. For freight apply on board, at Pier No. 4, North River, and for passage to

SPOFFORD, TILESTON & Co., 48 South st.

**U. S. MAIL LINE FROM CHARLESTON TO HAVANA
VIA SAVANNAH AND KEY WEST.**

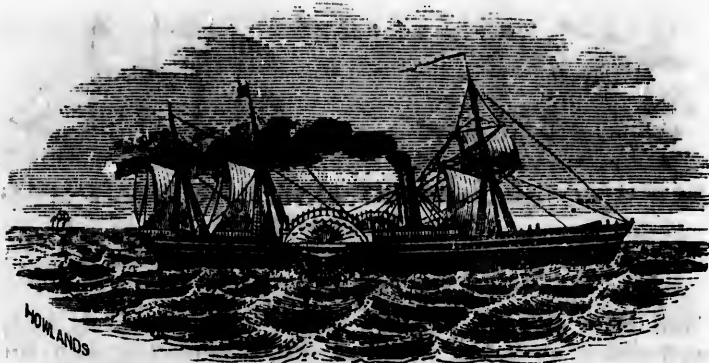
The splendid steamship **ISABEL**, 1000 tons burden, Captain William Rollins, will sail regularly from Charleston, S. C., for Havana, on the 1st and 15th of each month, and from Havana to Charleston on the 8th and 22d.

From Charleston and Savannah to Havana, \$40.

Apply to **SPOFFORD, TILESTON & Co., 48 South street.**

In Charleston, to **M. C. MORDECAI.**

Agents in Havana, **DRAKE, BROTHERS & Co.**



NEW YORK AND LIVERPOOL U. S. MAIL STEAMERS.

The ships comprising this Line are—the ATLANTIC, Captain West; the PACIFIC, Captain Nye; the ARCTIC, Captain Luce; the BALTIC, Captain Comstock; the ADRIATIC, Captain Grafton.

These ships having been built by contract expressly for Government service, every care has been taken in their construction, as also in their engines, to ensure strength and speed; and their accommodations for passengers are unequalled for elegance or comfort.

Price of passage from New York to Liverpool, \$130. Exclusive use of extra size state rooms, \$325. From Liverpool to New York, £35.

An experienced surgeon attached to each ship.
No berths can be secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW YORK.		FROM LIVERPOOL.	
Wednesday,	March 19, 1851	Saturday,	March 8, 1851.
Wednesday,	April 2,	Saturday,	March 22,
Wednesday,	April 16,	Wednesday,	April 9,
Saturday,	May 10,	Wednesday,	April 30,
Saturday,	May 24,	Wednesday,	May 14,
Saturday,	June 7,	Wednesday,	May 28,
Saturday,	June 21,	Wednesday,	June 11,
Saturday,	July 5,	Wednesday,	June 24,
Saturday,	July 16,	Wednesday,	July 9,
Saturday,	August 2,	Wednesday,	July 23,
Saturday,	August 16,	Wednesday,	August 6,
Saturday,	August 30,	Wednesday,	August 20,
Saturday,	September 13,	Wednesday,	September 3,
Saturday,	September 27,	Wednesday,	September 17,
Saturday,	October 11,	Wednesday,	October 1,
Saturday,	October 25,	Wednesday,	October 15,
Saturday,	November 8,	Wednesday,	October 29,
Saturday,	November 22,	Wednesday,	November 12,
Saturday,	December 6,	Wednesday,	November 26,
Saturday,	December 20.	Saturday,	December 13,
		Saturday,	December 27.

For freight or passage, apply to
EDW'D K. COLLINS, No. 56 Wall Street, New York.
BROWN, SHIPLEY & CO., Liverpool,
E. G. ROBERTS & CO., 13 King's Arms Yard, London,
 or **L. DRAPER, Jr.**, 8 Boulevard Montmatre, Paris.



FROM BOSTON.



FROM NEW YORK.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS

BETWEEN NEW YORK AND LIVERPOOL DIRECT,
and between Boston and LIVERPOOL, the Boston Ships
only calling at Halifax.

FOR 1851.

ARABIA, Capt. _____	PERSIA, Capt. _____
ASIA, " C. H. E. Judkins.	AFRICA, " Alexander Ryrle.
EUROPA, " E. G. Lott.	NIAGARA, " James Stone.
AMERICA, " Neil Shannon.	CANADA, " William Harrison.
CAMBERIA, " _____	Captain John Leitch.

One of the above STEAMERS leaves Boston or New York every
Wednesday for Liverpool. RETURNING, leaves Liverpool every Satur-
day.

An experienced Surgeon on board each vessel.

No berths secured until paid for.

Freight will be charged on specie beyond an amount for personal
expenses.

All letters and newspapers must pass through the Post Office.

Passage from New York or Boston to Liverpool, first cabin, \$120 ;
second cabin, \$70.

For freight or passage, apply to

E. CUNARD, Jr., 38 Broadway.

WEST INDIA STEAMSHIP LINE.

THE ROYAL MAIL STEAMER MERLIN, Capt. Sampson, will sail
for BERMUDA and ST. THOMAS, on or about the 8th of every
month.

She has excellent accommodations for passengers. Price of Passage
to Bermuda, \$35 ; to St. Thomas, \$70.

There is a regular mail communication between St. Thomas and all
the West India Islands, Havana, Vera Cruz, Venezuela, Chagres, &c.

The MERLIN will take freight. Apply to

E. CUNARD, Jr., 38 Broadway.



FRANKLIN.



HUMBOLDT.

NEW YORK AND HAVRE STEAM NAVIGATION COMPANY.

The U. S. Mail Steamers, the **FRANKLIN**, J. A. Wotton, commander, and the **HUMBOLDT**, D. Lines, commander, will leave New York, Havre and Southampton, for the year 1851, on the following days :

		LEAVE	
New York,	Saturday.	HAVRE,	Wednesday.
Franklin	Feb'y 8	Franklin	Mar. 12
Humboldt	March 8	Humboldt	April 9
Franklin	April 5	Franklin	May 7
Humboldt	May 3	Humboldt	June 14
Franklin	May 31	Franklin	July 2
Humboldt	June 28	Humboldt	July 30
Franklin	July 26	Franklin	Aug. 27
Humboldt	Aug. 23	Humboldt	Sept. 24
Franklin	Sept. 20	Franklin	Oct. 22
Humboldt	Oct. 18	Humboldt	Nov. 19
Franklin	Nov. 15	Franklin	Dec. 17
Humboldt	Dec. 13		

Stopping at Southampton, England, both ways.

These steamers, built expressly for Government service, of 2200 tons burthen each, are not surpassed either for speed, strength or comfort by any vessels afloat. Their accommodations for passengers are of the most approved kind.

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

Price of passage from New York to Southampton or Havre, \$125; from Havre or Southampton to New York £850. No passage secured until paid for.

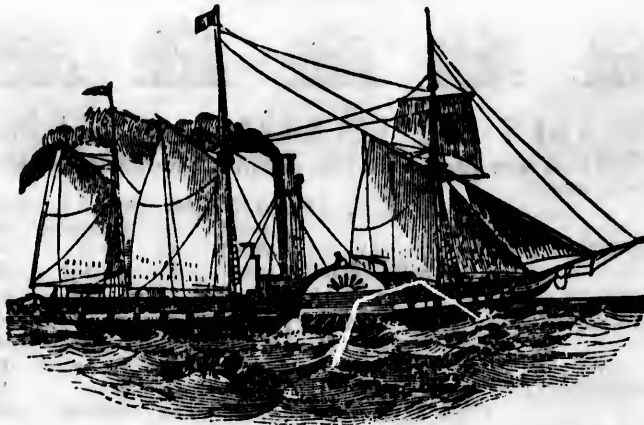
An experienced Surgeon on board.

For freight or passage, apply to

MORTIMER LIVINGSTON, Agent, 53 Broadway.

WILLIAM ISELIN, " Havre.

MARTINEAU, CROSEY & Co., " Southampton.



OCEAN STEAM NAVIGATION COMPANY

U. S. MAIL LINE TO SOUTHAMPTON AND BREMEN.

The steamers of this Company will sail regularly once a month as follows:—

	FROM NEW YORK.	1851.	
WASHINGTON, G. W. Floyd, commander,	}	..... Saturday, 22d February.
		..... Saturday, 19th April.
		..... Saturday, 14th June,
		..... Saturday, 9th August.
		..... Saturday, 4th October.
	..... Saturday, 29th Nov.	
HERMANN, E. Crabtree, commander,	}	..... Saturday, 22d March.
		..... Saturday, 17th May.
		..... Saturday, 12th July.
		..... Saturday, 6th Sept.
		..... Saturday, 1st Nov.
	..... Saturday, 27th Dec.	
	FROM BREMEN.	FROM SOUTHAMPTON.	
WASHINGTON,	}	Friday, 21st March.	Wednesday, 26th March.
		Friday, 26th May.	Wednesday, 21st May.
		Friday, 11th July.	Wednesday, 16th July
		Friday, 5th Sept.	Wednesday, 10th Sept.
		Friday, 31st Oct.	Wednesday, 5th Nov.
HERMANN,	}	Friday, 18th April.	Wednesday, 23d April.
		Friday, 13th June.	Wednesday, 18th June.
		Friday, 8th August.	Wednesday, 13th Aug.
		Friday, 3d October.	Wednesday, 8th Oct.
		Friday, 28th Nov.	Wednesday, 3d Dec.

Passage from New York to Southampton or Bremen.
 First Cabin \$120 | Second Cabin \$60.

An experienced surgeon is attached to each ship.

For freight or passage, apply to

MOLLER, SAND & RIERA, 50 Broadway, New York.
C. A. HEINEKEN & CO., Bremen.
MARTINEAU, CROSKY & CO., Southampton.
WILLIAM ISELIN, Havre.



NEW YORK AND LIVERPOOL PACKETS.

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

	FROM N. YORK.	FROM LIVERP.
Ship CONSTELLATION, Capt. Wm. H. Allen.	{ Nov. 11. { March 11. { July 11.	December 26. April 26. August 26.
Ship WATERLOO, Capt. E. Harvey.	{ Dec. 11. { April 11. { August 11.	January 26. May 26. September 26.
Ship UNDERWRITER, Capt. T. Shipley.	{ January 11. { May 11. { Sept. 11.	February 26. June 26. October 26.
Ship WEST POINT, Capt. F. P. Allen.	{ February 11. { June 11. { October 11.	March 26. July 26. Nov. 26.

The qualities of the above ships, and the reputation of their commanders, are well known. Every exertion will be made to promote the comfort of passengers and the interests of importers. The price of passage from New York to Liverpool is \$75, including stores and bedding, without wines. For freight or passage, apply to

KERMIT & CAROW, 76 South-st., N. Y.
A. TAYLOR & CO., Liverpool.

NEW YORK AND LIVERPOOL PACKETS.

To sail from New York on the 26th, and Liverpool on the 11th of each month.

	FROM N. YORK.	FROM LIVERP.
Ship GARRICK, Capt. Adams.	{ March 26. { July 26.	May 11. Sept. 11.
Ship HENRY CLAY, Capt. French.	{ April 26. { August 26.	June 11. October 11.
Ship SIDDONS, Capt. Howes.	{ May 26. { Sept. 26.	July 11. Nov. 11.
Ship ROSCIUS, Capt. Eldridge.	{ June 26. { October 26.	August 11. December 11.

These ships are all of the first class, upwards of 1000 tons, built in this city, with such improvements as combine great speed with unusual comfort for passengers. The price of passage hence is \$75, for which ample stores will be provided. These ships are commanded by experienced masters, who will make every exertion to give general satisfaction. For freight or passage, apply to

SPOFFORD, TILESTON & CO., 48 South-st., N. Y.;
or to BROWN, SHIPLEY & CO., Liverpool.



NEW YORK AND LIVERPOOL PACKETS.

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

	FROM N. YORK.	FROM LIVERP.
Ship ISAAC WEBB, 1300 tons, Cropper.	{ November 1	December 16
	{ March 1	April 16
	{ July 1	August 16
Ship ISAAC WRIGHT, 1155 tons, Furber.	{ December 1	January 16
	{ April 1	May 16
	{ August 1	September 16
Ship YORKSHIRE, 1050 tons, Shearman.	{ Nov. 16	January 1
	{ March 16	May 1
	{ July 16	September 1
Ship MONTEZUMA, 1000 tons, De Courcy.	{ December 16	February 1
	{ April 16	June 1
	{ August 16	October 1
Ship COLUMBIA, 1100 tons, Bryer.	{ January 1	February 16
	{ May 1	June 16
	{ September 1	October 16
Ship MANHATTAN, 1260 tons, Peabody.	{ January 16	March 1
	{ May 16	July 1
	{ Sept. 16	November 1
Ship FIDELIA, 1000 tons, Furber.	{ February 1	March 16
	{ June 1	July 16
	{ October 1	November 16
Ship NEW YORK, 900 tons, Briggs.	{ February 16	December 1
	{ June 16	April 1
	{ October 16	August 1

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

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

For freight or passage, apply to

GOODHUE & CO.
C. H. MARSHALL & CO., 38 Burling Slip, N. Y.
or BARING, BROTHERS & CO., Liverpool.



NEW YORK AND LIVERPOOL PACKETS.

This Line of Packets will hereafter be composed of the following superior ships, appointed to sail from New York and Liverpool, on the 6th and 21st of each month.

FROM NEW YORK.

SHIPS.		DATE OF SAILING.			
NEW WORLD,	Capt. Knight,	March 6	June 21	Oct. 6.	6.
ASHBURTON,	" McWilliams,	" 21	July 6	" 21.	21.
LIVERPOOL,	" Eldridge,	April 6	" 6	21 Nov.	6.
QUEEN OF THE WEST,	" Hallet,	" 21	Aug. 6	" 21.	21.
CONSTANTINE,	" Bunting,	May 6	" 6	21 Dec	6.
ALBERT GALLATIN,	" Delano,	" 21	Sept. 6	" 21.	21.
CONSTITUTION,	" Britton,	June 6	" 21	Jan 6.	6.

FROM LIVERPOOL.

SHIPS.		DATE OF SAILING.			
NEW WORLD,	Capt. Knight,	April 21	Aug. 21	Dec. 21.	21.
ASHBURTON,	" McWilliams,	May 6	Sept. 6	Jan. 6.	6.
LIVERPOOL,	" Eldridge,	" 21	" 21	" 21.	21.
QUEEN OF THE WEST,	" Hallet,	June 6	Oct. 6	Feb. 6.	6.
CONSTANTINE,	" Bunting,	" 21	" 21	" 21.	21.
ALBERT GALLATIN,	" Delano,	July 6	Nov. 6	March 6.	6.
CONSTITUTION,	" Britton,	" 21	" 21	" 21.	21.

These ships are all of the first class, having superior and elegant cabin accommodations, and are unsurpassed in their fast sailing qualities. They are commanded by gentlemen of character and experience, and the strictest attention is paid to the comfort and convenience of passengers. The price of cabin passage from New York to Liverpool is reduced to \$75, without wines and liquors. The captains or owners will not be responsible for any letters, parcels or packages, sent by the line, unless regular Bills of Lading are signed therefor.

For Freight or Passage, apply to

GRINNEL, MINTURN & CO., 73 South-street, New York.
WILLIAM BOWMAN & CO., Fenwick Buildings, Liverpool.



LONDON PACKETS.

This Line of Packets, composed of the following ships, are appointed to sail punctually from New York, on the 1st and 16th of each month.

FROM NEW YORK :

Ship	Capt	Month	Day	Month	Day
YORKTOWN,	Bradish,	June	1	Oct.	1
INDEPENDENCE,	Fletcher,	"	16	"	16
CORNS. GRINNELL,	Fletcher,	July	1	Nov.	1
LONDON,	Hebard,	"	16	"	16
PATRICK HENRY,	Hubbard,	Aug.	1	Dec.	1
SIR ROBERT PEEL,	Chadwick,	"	16	"	16
PRINCE ALBERT,	Meyer,	Sept.	1	Jan.	1
AMERICAN CONGRESS,	Williams,	"	16	"	16

From London on the 6th and 21st, touching at Portsmouth on the 9th and 24th of every month.

FROM LONDON :

Ship	Capt.	Month	Day	Month	Day
YORKTOWN	Bradish,	July	21	Nov.	21
INDEPENDENCE,	Fletcher,	Aug.	6	Dec.	6
CORNS. GRINNELL,	Fletcher,	"	21	"	21
LONDON,	Hebard,	Sept.	6	Jan.	6
PATRICK HENRY,	Hubbard,	"	21	"	21
SIR ROBERT PEEL,	Chadwick,	Oct.	6	Feb.	6
PRINCE ALBERT,	Meyer,	"	21	"	21
AMERICAN CONGRESS	Williams,	Nov.	6	March	6

These ships are all of the first class; having excellent accommodations for passengers, and are commanded by able and experienced navigators. The price for cabin passage from New York to London, is reduced to \$75, without wines and liquors. The captains or owners will not be responsible for any letters, parcels or packages sent by this line, unless regular Bills of Lading are signed therefor.

Apply to

GRINNELL, MINTURN & CO., 78 South-st. New York ;
or to BARING, BROTHERS & CO., London.



LONDON LINE OF PACKETS,

TO SAIL ON THE 8th AND 24th OF EVERY MONTH.

This Line of Packets will hereafter be composed of the following ships which will succeed each other in the order in which they are named, sailing punctually from New York on the 8th and 24th of every month; from London on the 13th and 28th; and from Portsmouth on the 1st and 16th of every month throughout the year, viz.:

	From N. Y.	From Lon.	From Ports'
DEVONSHIRE, (new, 1250 tons) Hy. R. Hovey, Master.	May 8	June 28	July 1
	Sept. 8	Oct. 8	Nov. 1
NORTHUMBERLAND, J. M. Lord, Master.	May 24	July 13	July 16
	Sept. 24	Nov. 13	Nov. 16
SOUTHAMPTON, (new, 1400 tons) E. G. Tinker, Master.	Jan. 24	March 13	March 16
	June 8	July 28	Aug. 1
VICTORIA, John Johnston, Jr., Master.	Oct. 8	Nov. 28	Dec. 1
	Feb. 8	March 28	April 1
HENDRIK HUDSON, S. C. Warner, Master.	June 24	Aug. 13	Aug. 16
	Oct. 24	Dec. 13	Dec. 16
MARGARET EVANS, Isaiah Pratt, Master.	Feb. 24	April 13	April 16
	July 8	Aug. 28	Sept. 1
OCEAN QUEEN, (new, 1300 tons) R. H. Griswold, Master.	Nov. 8	Dec. 28	Jan. 1
	March 8	April 28	May 1
AMERICAN EAGLE, J. S. Doane, Master.	July 24	Sept. 13	Sept. 16
	Nov. 24	Jan. 13	Jan. 16
	March 24	May 13	May 16
	Aug. 8	Sept. 28	Oct. 1
	Dec. 8	Jan. 28	Feb. 1
	April 8	May 28	June 1
	Aug. 24	Oct. 13	Oct. 16
	Dec. 24	Feb. 13	Feb. 16
	April 24	June 13	June 16

These ships are all of the first class, and are commanded by able and experienced navigators. Great care will be taken that the beds, wines, stores, &c., are of the best description.

The price of cabin passage is now fixed at \$75 outward, for each adult, without wines and liquors. Neither the captains nor the owners of these packets will be responsible for any letters, parcels or packages sent by them, unless regular bills of lading are signed therefor.

Apply to

JOHN GRISWOLD,
E. E. MORGAN, and
ALEXANDER WILEY, } 70 South-street, New York.

or to BARING, BROTHERS & CO., in London.

NEW ARRANGEMENTS FOR THE UNION LINE OF HAVRE PACKETS.

The requirements of the commerce between Havre and this port appear to render it necessary to increase the number of packets between the two places, giving four regular monthly departures instead of three. To effect this, the owners of the Union Line have added the following new three-decked vessels to those already in the service; Germania, La Suisse, Samuel M. Fox, and new ship _____. The ships will leave as follows:—

		FROM NEW YORK.	FROM HAVRE.
Ship		October 8	November 24
GALLIA,		February 8	March 24
	A. Richardson.	June 8	July 24
Ship		October 16	December 1
ZURICH,		February 16	April 1
	S. W. Rich.	June 16	August 1
New ship		October 24	December 8
GERMANIA,		February 24	April 8
	D. H. Wood.	June 24	August 8
Ship		November 8	December 24
BAVARIA,		March 8	April 24
	C. Anthony.	July 8	August 24
Ship		Nov. 16	January 1
HAVRE,		March 16	May 1
	A. B. Mulford.	July 16	September 1
New ship		Nov. 24	January 8
LA SUISSE,		March 24	May 8
	B. F. Marsh.	July 24	September 8
Ship		December 8	January 24
DUCHESSÉ D'ORLEANS,		April 8	May 24
	W. Y. Hunter.	August 8	September 24
Ship		December 16	February 1
ADMIRAL,		April 16	June 1
	J. C. Castoff.	August 16	October 1
New ship		December 24	February 8
SAMUEL M. FOX,		April 24	June 8
	A. C. Ainsworth.	August 24	October 8
Ship		January 8	February 16
SPLENDID,		May 8	June 16
	L. Higgins.	September 8	October 16
Ship		January 16	March 1
NEW YORK,		May 16	July 1
	W. C. Thompson.	Sept. 16	November 1
New ship		January 24	March 8
_____		May 24	July 8
_____		Sept. 24	November 8

These ships are all of the first class, and are not surpassed in point of elegance in their cabin and steerage accommodations, or in their fast sailing qualities. They are commanded by men of character and experience, and the strictest attention will be paid to the comfort and convenience of passengers. Neither the captains nor owners of these ships will be responsible for any letters, parcels or packages sent by them, unless regular bills of lading are signed therefor. For freight or passage, apply to

WM. WHITLOCK, Jr., 46 South-st.; or to
MORTIMER LIVINGSTON, 53 Broadway.

HAVRE PACKETS, SECOND LINE.

The following ships will leave Havre on the 16th, and New York on the 1st of each month, as follows:

	FROM NEW YORK.	FROM HAVRE.
Ship	{ Jan. 1.	Feb. 16.
ST. DENIS,	{ May 1.	June 16.
Capt. Follansbee.	{ Sept. 1.	Oct. 16.
Ship	{ Feb. 1.	March 16.
ST. NICHOLAS,	{ June 1.	July 16.
Capt. Bragdon.	{ Oct. 1.	Nov. 16.
NEW SHIP,	{ March 1.	April 16.
Capt. Conn.	{ July 1.	Aug. 16.
Ship	{ Nov. 1.	Dec. 16.
WILLIAM TELL,	{ April 1.	May 16.
Capt. Willard.	{ Aug. 1.	Sept. 16.
	{ Dec. 1.	Jan. 16.

They are all first class New York built ships, provided with all requisite articles for the comfort and convenience of passengers, and commanded by men of experience in the trade. The price of passage is \$100, without wines or liquors.

Goods sent to the Subscribers, will be forwarded free from any expenses but those actually incurred.

BOYD & HICKEN, Agents, 161 Pearl-street.



HAVRE PACKETS.

New ship SEINE, 1000 tons, C. Williams, master.

New ship CONNECTICUT, 1200 tons, S. O. Williams, master.

New ship RHINE, 1100 tons, C. R. Doan, master.

New ship ROBERT KELLY, 1100 tons, S. W. Barstow, master.

New ship GEORGE HURLBUT, 1100 tons, George West, master.

The ships of this line will be dispatched regularly from this port on the 20th of each month, and from Havre on the 12th of every month.

All these ships are three-deckers; are built of the best materials for strength and safety, and are expressly modelled for speed.

They are fitted up in a superior manner, for the accommodation of first and second cabin passengers, and are particularly adapted, by ventilation and space, for steerage passengers, and commanded by masters of tried experience and ability, who will give every attention to the interests of shippers by this line.

E. D. HURLBUT & CO., 84 South-street.

ANTWERP PACKETS.

New Ship ———, Latham, master, 900 tons.
 Ship WESTMINSTER, Post, 700 tons.
 Ship ELIZABETH DENISON, M. L. Carpenter, 549 tons.
 Ship ATLANTIC, G. N. Lamb, 700 tons.
 Ship EMBLEM, A. L. Dyer, 626 tons.
 Ship COTTON PLANTER, Pratt, 500 tons.
 The above vessels will be kept in the trade, and dispatched once each month, or as often as business demands it. Apply to
 E. D. HURLBUT & CO., 84 South-st., N. Y.

ROTTERDAM PACKETS.

Ship SOUTH CAROLINA, Jas. Stewart, master, 600 tons.
 Ship EDWINA, H. G. Parmelee, 640 tons.
 Ship LORENA, W. Urquhart, 527 tons.
 New ship GERTRUDE, Weeks, 450 tons.
 Ship LOUVRE, F. A. Drinkwater, 377 tons.
 These ships will sail regularly from this port and from Rotterdam.
 Apply to E. D. HURLBUT & CO., 84 South-st., N. Y.

NEW ORLEANS PACKETS.

Ship PETER HATTRICK, J. E. Rockwell, master, 550 tons.
 Ship CARNATIC, J. Devereux, 750 tons.
 Barque MAYFLOWER, Johnston, 515 tons.
 Barque J. E. WILLIAMS, Masson, 400 tons.
 Barque ROSE STANDISH, Magna, 400 tons.
 These vessels will be dispatched every other week, or as often as business may demand. Price of passage, \$40. Apply to
 E. D. HURLBUT & CO., 84 South-st., N. Y.

MOBILE PACKETS.

Ship ELISHA DENISON, Wm. Morton, master, 360 tons.
 Barque PILGRIM, J. E. Williams, 379 tons.
 Barque ELIZABETH, S. Young, 273 tons.
 Barque ASA FISH, Gates, 290 tons.
 Barque FANNY, E. Spicer, Jr., 250 tons.
 The above vessels will sail regularly every ten days, and being of light draught of water, will go to the city. Apply to
 E. D. HURLBUT & CO., 84 South-st., N. Y.

**ST. MARKS AND NEWPORT PACKETS,
 VIA KEY WEST.**

New barque WM. H. BRODIE, Crary, master.
 New barque OCILLA, H. S. Stork, master.
 Brig SAMSON, W. E. Wheeler, master.
 Brig EMELINE, H. R. Manwaring, master.
 Schr. ELIZABETH, W. H. Latham, master.
 Price of passage to St. Marks, \$30; Key West, \$25. Apply to
 E. D. HURLBUT & CO., 84 South-st., N. Y.

APALACHICOLA PACKETS.

New schr. HANDY, Post, master.
 Schr. PATRICK HENRY, Chester, master.
 Brig MOSES, Bulkley, master.
 Bark WABASH, Enoch Talbot, master.
 Price of passage, \$30. Apply to
 E. D. HURLBUT & CO., 84 South-st., N. Y.



INDEPENDENT REGULAR LINE OF STEAMERS

BETWEEN NEW YORK AND PHILADELPHIA,

TOUCHING EACH WAY AT CAPE MAY.

The new and substantial Steamers,
PENOBSCOT, Captain Clark, and
KENNEBEC, Captain Seymore,

Will leave Pier No. 14, North River, (foot of Cedar street), every Monday, Wednesday, Thursday, and Saturday, at 5 P. M.
 Leave Philadelphia, Tuesdays, Wednesdays, Fridays, and Saturdays, at 10 o'clock, A. M.

Cabin passage to Cape May or Philadelphia, \$3.

These steamers are of the first class for strength and speed, built expressly for sea navigation, and are fitted up with a view to the comfort, safety, and security of passengers.

For freight or passage apply on board the boat, or to

M. SANDFORD, Agent, 91 West st., N. Y., or
 THOS. CLYDE, 34 South Wharves, Philadelphia.

NEW YORK AND SAVANNAH REGULAR LINE OF OCEAN STEAMSHIPS.

FLORIDA (new)	Captain Thomas Lyon,	1300 tons.
ALABAMA (new)	Captain Chas D. Ludlow,	1300 tons.

These splendid ships were built in the city of New York, for the "New York and Savannah Steam Navigation Company," in the most substantial manner. The accommodations and fare are of the most superior kind. One ship will leave each place on Saturday of every week, from New York at 4 o'clock P. M., from Pier No. 4 North River. Cabin passage, \$25, and food. Freight, 12½ cents per foot. For freight or passage, apply to

SAMUEL L. MITCHELL, 194 Front-st., New York.
 PADELFORD, FAY & CO., Savannah.

The Steamship ISABEL, leaves Charleston for Havana, the 1st and 15th of each month, and stops at Savannah for mails and passengers.



WINFIELD SCOTT.



UNION.

NEW YORK AND NEW ORLEANS STEAMSHIP LINE.

The new and elegant double engine steamships

WINFIELD SCOTT, 2,100 tons, Capt. Kenney Coulliard.
 UNION, 1,500 tons, Capt. T. S. Budd.

Compose this Line, and will leave New York and New Orleans on the 1st and 15th of every month, at 3 o'clock in the afternoon, except when those dates fall on Sunday, when the ships will leave on Monday, at same hour.

The WINFIELD SCOTT will leave New York, on the 1st of April ; and the UNION on the 1st of April from New Orleans.

These ships have been built with great care and cost, and no skill or expense spared to secure strength, speed and comfort. They are in every respect first-class sea-steamers.

For freight or passage, apply as follows :

For Steamer Winfield Scott, to

DAVIS, BROOKS & CO., 63 Broad-street.

For Steamer Union, to

SPOFFORD, TILESTON & CO, 48 South-street.

FOR NEW ORLEANS—HOLMES'S LINE.

Ship	St. LOUIS,	. . . . .	David M. Bunker.
"	MEMPHIS,	. . . . .	John Bunker.
"	SILAS HOLMES,	. . . . .	Charles C. Berry.
"	VICKSBURG	. . . . .	Wm. C. Berry.
"	MAID OF ORLEANS,	. . . . .	E. S. Dennis.
"	SULTANA	. . . . .	Theo. A. Barrett
"	GALENA	. . . . .	Thos. J. Leavitt.

These ships were all built in New York for this trade, and being of light draft are well calculated for this business. They are very fast sailers, will sail punctually as advertised, will insure at the lowest rates, and are commanded by men of great experience in the trade.

Apply on board, at foot of Pine-street, or to

WILLIAM NELSON, 85 South-street.

Agent in New Orleans,

AARON COHEN, 90 Common-street.

N. B. No goods will be received on the day of sailing.



OSPREY.



ALBATROSS.

PHILADELPHIA AND ATLANTIC STEAM NAVIGATION COMPANY'S LINE.

BETWEEN PHILADELPHIA AND CHARLESTON, S. C.

Steamship **OSPREY**, 750 tons, Captain **E. O. Murden**.
Steamship **ALBATROSS**, 780 tons, " **James Noble**.

The above steamers forming this Co.'s line, run regularly between Philadelphia and Charleston S. C., one of which leaves Philadelphia every Saturday morning at 10 o'clock, from the foot of Lombard-street, and leaves Charleston for Philadelphia every Saturday afternoon at 4 o'clock, after the arrival of the Southern and Western trains.

The accommodations on these steamers are very superior, and for comfort and convenience are unsurpassed.

RATES OF PASSAGE.

Ladies' Saloon State Room berths	• • • • •	\$20.
Gentlemen's " " " " " " " " " " " "	• • • • •	20.
Steerage	• • • • •	10.

☞ These Steamers connect with Steamship **ISABEL** at Charleston for Havana--Fare through from Philadelphia, \$60.

For further particulars, apply to

JOHN L. LINTON,
No. 97 South Wharves, Philadelphia.

☞ Passengers arriving in Philadelphia by these vessels, can take choice of five daily lines for New York

GEORGIA CENTRAL RAILROAD.

FROM SAVANNAH TO MACON, Ga., 190½ miles.



DAY TRAINS.

Leave Savannah, . . . 8 A. M.—Arrive at Macon, . . . 6.30 P. M.
 Macon, 7.30 A. M.— Savannah, . . . 6 P. M.

NIGHT TRAINS.

Leave Savannah, . . . 8 P. M.—Arrive at Macon, . . . 5.15 A. M.
 Macon, 4.30 P. M.— Savannah, 2.30 A. M.

The Day Trains connect with the Macon and Western Night Trains to and from Atlanta, Montgomery, and Chattanooga; with stages to and from Augusta from No. 9; and (going east) to and from Milledgeville from Gordon.

The Night Trains connect with daily steamers to and from Charleston, and with weekly steamships to and from New York; at Macon, with the Macon and Western Day Trains to and from Atlanta, Columbus, (by stage from Barnesville,) Augusta, by Georgia Railroad, and with S. W. Railroad to and from Fort Valley, and by stages with points south-westward.

TICKETS FROM SAVANNAH TO

Macon,	\$5 75	Tuscumbia, Ala.,	\$22 50
Atlanta,	9 50	Tuscaloosa, Ala.,	} 28 00
Augusta,	6 50	Columbus, Miss.,	
Columbus,	15 00	Aberdeen, "	
Opelika, *	17 00	Holly Springs, "	} Tenn. 25 00
Jacksonville, Ala.,	20 00	Nashville,	
Talladega, } Ala.,	22 00	Murfreesboro',	} Memphis, Tenn., 30 00
Huntsville, }		Columbia,	
Decatur, }		Memphis, Tenn.,	

STAGES for Tallahassee and intermediate places connect with the Road at Macon, Mondays, Wednesdays, and Fridays; and with Milledgeville at Gordon daily.

Passengers for Montgomery, Mobile, and New Orleans, take stage for Opelika from Barnesville through Columbus, a distance of 97 miles, or from Griffin through West Point, a distance of 93 miles.

* Head of the *West Point and Montgomery Railroad*, on which the Fare to Montgomery is about \$2.

GREAT MAIL ROUTE

FROM CHARLESTON, S. C. TO MEMPHIS, TENN.

Through in five days, via Augusta, Atlanta, Kingston, and Rome, Ga.; Blue Pond, Gunter's Landing, Decatur, and Tuscumbia, Ala.; and Holly Springs, Miss., to Memphis, Tenn.

In direct communication with this *great thoroughfare*, the following Through Ticket arrangements have been made:—

FROM CHARLESTON TO

Memphis, Tenn.....	\$30 00	Decatur, Ala.....	\$22 00
Columbus, via Aberdeen	28 00	Huntsville.....	22 00
Holly Springs, Miss....	28 00	Eutaw.....	29 00
Tuscumbia, Ala.....	22 50	Gainesville.....	29 50

For Through Tickets apply at the railroad offices at Charleston, S. C., or Augusta, Ga.

RAILROAD, STAGE, AND STEAMBOAT ROUTES.

	<i>Miles.</i>
SOUTH CAROLINA RAILROAD, Charleston to Augusta, Ga.....	137
GEORGIA RAILROAD, Augusta to Atlanta.....	171
WESTERN AND ATLANTIC RAILROAD, Atlanta to Kingston.....	60
MEMPHIS BRANCH RAILROAD, Kingston to Rome, Ga.....	18
STAGE ROUTE from Rome to Gunter's Landing, Ala.....	79
STEAMBOAT ROUTE, Gunter's Landing to Decatur, Ala.....	60
TUSCUMBIA AND DECATUR RAILROAD.....	43
STAGE ROUTE from Tuscumbia to Memphis, Ten.....	164

Total Miles from Charleston to Memphis..... 732

MACON AND WESTERN RAILROAD.

From MACON TO ATLANTA, 101 miles.

The passenger trains of this road will be run as follows:

DAY TRAINS.

Leave Macon, 7 1-2 A. M.—Arrive at Atlanta, 2 1-2 P. M.
Atlanta, 7 A. M.— in Macon, 2 P. M.

NIGHT TRAINS.

Leave Macon, 8 1-2 P. M.—Arrive in Atlanta, 2 1-2 A. M.
Atlanta, 5 1-2 P. M.— Macon, 11 1-2 P. M.

The day trains connect at Macon with the night trains of the Central Railroad to Savannah, and at Atlanta with the night trains of the Georgia Road to Augusta.

The night trains connect at Macon with the day trains of Central Road, and at Atlanta with the day trains of the Georgia, Western and Atlantic, and West Point Railroads.

Passengers leaving Savannah in the morning, will arrive in Chattanooga the next day, P. M., and returning, leave Chattanooga in the morning, and arrive in Savannah next day, P. M.

WESTERN AND ATLANTIC RAILROAD.

ATLANTA TO DALTON, 100 miles.

Passenger Trains leave Atlanta daily (Sundays excepted) at 1 P. M., arrive at Dalton at 8 P. M. Returning, leave Dalton at 4 A. M., and arrive at Atlanta 11 A. M.

Trains on the *Memphis Branch Railroad*, and Stages for Nashville and Knoxville, Tenn., and for Tuscumbia, Ala., and Memphis, Tenn. run in connection with this Road.



MICHIGAN CENTRAL RAILROAD,

FORMING, IN CONNECTION WITH STEAMBOATS ON LAKES ERIE AND MICHIGAN, A GREAT LINE OF TRAVEL BETWEEN BUFFALO, DETROIT, AND CHICAGO.

SUMMER ARRANGEMENT.

Passenger trains run as follows:

FIRST TRAIN WESTWARD,

will leave Detroit, daily, (Sundays excepted,) at 7 A. M., connecting at New Buffalo with the Boat for Chicago. This train will stop at all stations on the Line regular and irregular.

SECOND TRAIN WESTWARD,

will leave Detroit, daily, at 6 P. M., connecting at New Buffalo with the boats for Chicago, Milwaukee and other ports on Lake Michigan. This train will leave passengers at all regular stations on the Line, and all irregular stations east of Marshall, but will not take up passengers at any but regular stations.

FIRST TRAIN EASTWARD,

will leave New Buffalo at 1½ o'clock P. M., daily, (Sundays excepted.) This train will stop at all regular and irregular, West of Marshall, but at none east of Marshall, but regular stations.

SECOND TRAIN EASTWARD,

will leave New Buffalo, daily, at 10½ P. M., connecting at Detroit with the North Shore Line of boats to Buffalo, and Express Train to Albany. This Train will stop at regular stations only, west of Marshall; but all stations, regular and irregular, east of Marshall.

Steamboats running in connection with the Road leave daily, (Sundays excepted,) in the evening for Cleveland, Sandusky and other ports on south side of Lake Erie.

J. W. BROOKS, Supt. M. C. R. R.

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ATLANTIC AND ST. LAWRENCE RAILROAD.

OPENED TO GORHAM, N. H.

Station, Foot of India Street, Portland.

SUMMER ARRANGEMENTS FOR THE WHITE MOUNTAINS.

Passengers Trains will run daily (Sundays excepted) till further notice, as follows:

Leave Portland for Gorham, N. H., at 7.30 A. M. and 2.15 P. M.

Leave Gorham for Portland and Boston at 5.45 A. M. and 12.30 P. M.

The extension of the A. & St. L. R. R. to Gorham, N. H., 91 miles from Portland, affords the only route to the White Mountains without staging.

A spacious House for the accommodation of visitors to the White Mountains is just opened at Gorham, N. H., immediately on the line of the Railroad, 12 miles from the summit of Mount Washington. Two Trains will run each way daily (Sundays excepted), between Portland and this House, and one daily Train from Boston to this House, leaving Boston at 7 A. M., from the station of the Eastern, or Boston and Maine Railroad, and arriving at 6.15 P. M.

Both trains from thence will connect at Portland directly with the Boston trains.

Passengers by the evening trains from Boston will arrive at the Mountain House at 11.30 A. M. by the morning train from Portland.

Stages will connect with the Road at Gorham, N. H., for Lancaster and the west side of the Mountains. A good carriage road, 7 miles, is open from the Station House at Gorham up the valley of Peabody river to the base of Mounts Washington, Adams, and Jefferson, and a bridle path the residue of the ascent to the summit of Mount Washington has been made, affording the best facilities for mountain excursions.

Steamboats run between Portland and Boston every night (Saturdays and Sundays excepted.)

Fare from Gorham to Boston by Railroad.....\$4 00

“ “ “ “ and Steamboat..... 3 50

Tickets may be obtained at LANGLEY & CO.'S Express Office, Railroad Exchange, Court Square, Boston.

WHITE MOUNTAINS OF NEW HAMPSHIRE.

Parties for the White Mountains from Boston, Salem, Lawrence, Lowell, Manchester, Worcester, Nashua, &c., by taking the cars of the

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD will reach either Wells River, Barnet, or St. Johnsbury, *without change of cars*—points nearer to the White Mountains, Notch, and Franconia by several miles than can be reached by other railroads.

Cars leave Boston for St. Johnsbury at 7 1-4 A. M. and 12 M., arriving at 3 1-2 and 9 P. M.

St. Johnsbury for Boston at 10 minutes before 5 and 11 3-4 A. M., arriving at 1 1-2 and 8 P. M.

Stages leave Wells River on the arrival of the 1st train from the south for Franconia, 23 miles—also for Littleton, 20 miles, and the White Mountains, 38 miles. Stages leave St. Johnsbury every morning for the White Mountains, 34 miles, via Littleton. Returning, stages reach St. Johnsbury from the Mountains every evening, giving passengers the opportunity to take either the 1st or 2d train of cars south.

Stages reach Wells River from the White Mountains, and from Franconia every morning, in season to take the 2d train of cars south.

Through Tickets sold at the Depots of the Boston and Lowell, and Boston and Maine Railroads in Boston; also at Lawrence, Lowell, and other stations on the line.

STEAMBOAT ROUTE

BETWEEN MONTREAL AND QUEBEC.

A daily line of steamboats conveying the Royal Mail, leaves Montreal daily, (Sundays excepted,) at 6 p. m., stopping to land and receive passengers at Sorel, Port St. Francis, and Three Rivers.

Leaves Quebec for Montreal at 5 p. m., stopping at the above ports. Usual time descending the river, 12 hours; ascending, 14 hours. FARE, \$2.50. Berths and meals included.

The line is composed of the following commodious boats :

<i>Steamers.</i>	<i>Masters.</i>
MONTREAL,	J. D. Armstrong.
QUEBEC,	W. D. B. Jones.
LORD SYDENHAM,	Charles L. Armstrong
JOHN MUNN,	Daniel Ross.

AGENTS for the *Montreal* and *Lord Sydenham*, John Torrence & Co., Montreal.

Do. for the *John Munn* and *Quebec*, R. J. Morgan, Montreal.

Agents for all the above Steamboats.

H. E. Scott, Quebec.	Smith Leith, Port St. Francis.
R. Harrower, Sorel.	J. McDougall, Three Rivers.

TABLE OF DISTANCES.

STOPPING PLACES.	Miles.	From Montreal.	From Quebec.
MONTREAL	0	0	180
Sorel	45	45	135
Port St. Francis	39	84	96
Three Rivers	6	90	90
QUEBEC	90	180	0

STEAMBOAT EXCURSION

FROM QUEBEC TO THE SAGUENAY RIVER, &c.

Steamboats run to different ports on the St. Lawrence river, below Quebec, and the Saguenay River, affording during warm weather one of the most delightful excursions.

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ATLANTIC AND OHIO TELEGRAPH LINE.

Philadelphia Office, 101 Chesnut-street.

ALL COMMUNICATIONS STRICTLY CONFIDENTIAL.

Please answer quickly—write plainly—use no figures—give address in full—prepay—state if the answer is to be paid by you, and where you are to be found.

TARIFF OF PRICES.

PHILADELPHIA to	For 10 words	Each add'l word.	PHILADELPHIA to	For 10 words	Each add'l word.
Lancaster Pa.	\$ 20	cts. 2	Juliet..... Il.	\$ 60	cts. 12
Columbia	30	3	Chicago, by St. L.	65	12
York	35	3	Bardstown	60	11
Harrisburg	20	2	Quincy	55	11
Carlisle	20	2	Hannibal.....	55	11
Chambersburg ...	20	2	Keokuk Iowa... ..	60	12
Bedford	30	2	Darlington	60	12
Pittsburg	40	2	Bloomington	65	12
Steubenville O.	60	5	Galena.....	65	12
Wheeling Va.	60	5	Wellsville	60	5
Zanesville O.	70	5	N. Lisbon.....	60	5
Columbus	70	5	Massillon	65	5
Dayton.....	80	5	Akron.....	65	5
Circleville	80	6	Hudson	65	5
Chillicothe.....	90	7	Cleveland.....	65	5
Indianapolis Ind.	1 00	7	Ashtabula.....	70	5
Richmond.....	1 00	7	Erie	75	6
Crawfordsville ..	1 10	7	Buffalo N. Y.	80	6
Lafayette	1 10	7	Elyria	70	5
Cincinnati	80	6	Sandusky	70	5
Madison	90	6	Toledo	80	6
Louisville Ky.	90	6	Munroe Mich.	80	6
Nashville ... Ten.	1 20	8	Detroit	80	6
Tuscumbia .. Ala.	1 35	9	Ypsilanti.....	95	7
Memphis Ten.	1 55	10	Ann Arbor	95	7
Frankfort Ky.	1 10	8	Jackson	1 00	7
Lexington	1 10	8	Albion	1 00	7
Maysville	1 15	8	Marshall	1 05	7
Paris.....	1 10	8	Battle Creek	1 05	7
Vincennes In.	1 10	8	Kalamazoo	1 05	7
Evansville	1 20	8	Niles	1 10	8
Salem	1 20	8	South Bend	1 10	8
St. Louis..... Mo.	1 25	9	Michigan City, In	1 20	8
Alton	1 35	10	Chicago	1 30	9
Jacksonville	1 45	11	Southport... Wis.	1 30	9
Springfield	1 50	11	Racine.....	1 30	9
Peoria	1 55	11	Milwaukie	1 30	9
Peru	1 60	12			

ATLANTIC AND PACIFIC TELEGRAPH RANGE:

Under the arrangements of Henry O'Rielly.

The First Division, Constructed Eastward of the Mississippi, known as the "Atlantic, Lake and Mississippi Telegraph," extending to the Atlantic, and connecting nearly all the principal Cities and Towns between the Canadian Frontier and the Mexican Gulf—embracing the Ohio and Mississippi Valleys, as well as the Lake Country—about six thousand miles constructed, and three thousand miles contracted for construction.

The Second Division, Westward of the Mississippi, to include the "Mississippi and Pacific Telegraph," of which about five hundred miles of river distance, embracing the principal Towns along the Missouri, between St. Louis and Fort Leavenworth, is contracted for construction, additional to other extensions in different quarters west of the Mississippi—to be extended from Fort Leavenworth to San Francisco, when Congress authorizes the extension through the public domain.

O'RIELLY'S TELEGRAPH LINES

Connecting all Sections of the United States.

(Known also as the "Atlantic, Lake and Mississippi Telegraph.")

General Office 181 Broadway; Branch Office 29 Wall-st., NEW-YORK with Branch Offices in principal Towns.

 Let it be distinctly understood 

That O'Rielly's General Office is expressly organized to harmonize the operation of various Telegraph Lines—to prevent or correct errors—and to promote despatch and accuracy in messages to all parts of the United States. And therefore all complaints addressed to the General Office will be investigated, and the money refunded in all cases where error is chargeable to the O'Rielly Telegraph Lines for any failure of despatches left at their Offices.

Ladies, wishing to use the Telegraph, will find the Offices of the O'Rielly Lines pleasantly arranged.

TO BUSINESS MEN AND TRAVELLERS.

Persons accustomed to transacting business with the O'Rielly Lines in any section of the United States, will find it their interest to be sure in leaving their despatches at the O'Rielly Offices, to insure prompt and correct transmission.

Merchants and Travellers, on reaching any Town, may promote their own convenience by leaving their address at the Office of the O'Rielly Lines, so that it may be known where to send any despatches for them during their stay in Town.

Special efforts will be made, when despatches are left by Merchants in the afternoon or evening, to get replies during the night or early next morning, in time for business of the day.

Answer promptly, so as not to disappoint your correspondent.

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NEW YORK, ALBANY, AND BUFFALO TELEGRAPH.
 OFFICE 16 WALL-STREET, (UP STAIRS.)
 TARIFF OF PRICES.

From New York to	First 10 words	Each add'l word.	From N. York to	First 10 words	Each add'l word.
Carmel	cts. 20	cts. 1	Geneva	cts. 40	cts. 3
Poughkeepsie.....	20	1	Canandaigua	40	3
Hudson	20	1	Rochester	40	3
Troy	30	2	Batavia	40	3
Albany	30	2	Buffalo	40	3
Schenectady	30	2	Oswego	40	3
Little Falls	30	2	Saratoga	55	4
Utica	30	2	Ithaca	65	4
Rome	30	2	Lockport	40	3
Syracuse	40	3	Niagara	45	3
Auburn	40	3			

ORGANIZED UNDER MORSE'S PATENT.

This Line connects with all the towns and cities in Vermont, Canada, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, Iowa Tennessee, and Kentucky.

This Line also connects directly with the following places:—

Ithaca N. Y.	Bennington, Vt.	Port Hope	Fredonia, N.Y.
Oswego	Manchester	Coburg	Painville, O.
Lockport	Rutland	Belleville	Milan
Springport	Castleton	Kingston	Ypsilanti, Mich
Elmira	Whitehall	Brockville	Ann Arbor
Binghamton	Orwell	Erie, Pa.	Jackson
Owego	Middlebury	Ashtabula, O.	Albion
Chippewa, Can.	Vergennes	Cleveland	Marshall
Niagara	Burlington	Elyria	Battle Creek
Queenston	St. Albans	Sandusky	Kalamazoo
St. Catherines	St. Johns, Can.	Akron	Niles
Hamilton	Montreal	Massillon	South Bend
Toronto	Berthier	New Lisbon	Michigan City
Dundas	Three Rivers	Wellsville	Chicago, Il.
Woodstock	Quebec	Pittsburg	Southport, Wis
London	Prescott	Toledo	Racine
Oshawa	Cornwall	Monroe, Mich.	Milwaukee

REGULATIONS.

All Telegraphic Communications are treated as strictly confidential. No Communication will be sent by Telegraph unless written out in full, plain, and legible writing.

No Figures will be used except as Dates of Communications.

Each Message will be transmitted in its proper order,—*first come being first sent*; excepting only stipulations in favor of the Public Press and Public Police.

NEW YORK AND BOSTON MAGNETIC TELEGRAPH ASSOCIATION.

(ORGANIZED UNDER MORSE'S PATENT.)

Office No. 5 Hanover Street, near Beaver-street, N. Y.

TARIFF OF PRICES AND REGULATIONS.

From New York to	First 10 words	Each add'l word.	From New York to	First 10 words	Each add'l word.
	\$ cts.	cts.		\$ cts.	cts.
Boston, Mass.....	20	2	Bath, Me.....	60	4
Bridgeport, Conn.			Damariscotta, Me. }		
New Haven, " }			Waldoboro, " }		
Meriden, " }	20	2	Thomaston, " }	65	4
Middletown, " }			Belfast, " }		
Springfield, Mass. }			Bangor, " }		
Worcester, " }					
Providence, R. I. }			Ellsworth, " }	70	4
Pawtucket, " }					
Woonsocket, " }			Cherryfield, " }		
Bristol, " }			East Machias, " }	90	5
Fall River, Mass. }	20	2	Calais, " }		
N. Bedford, " }					
Taunton, " }			St. John, N. B.....	1 15	6
Norwich, Conn. }			Petticodiac "	1 40	8
N. London, " }			Sackville "	1 40	8
Portland, Me.....	40	3	Pictou, "	1 65	11
			Halifax "	2 00	11

From N Y., via BRIDGEPORT, to

Bennington, Vt... }	50 cents for 10 words.
N. Adams, Mass. . }	
Lenox, " .. }	
Pittsfield, " .. }	
Lee, " .. }	

From N. Y., via BRIDGEPORT, to

G. Barrington, Mass. }	50 cts. for 10 words.
W. Cornwall, Conn. }	
Salisbury, " "	
Litchfield, " "	
Birmingham, " "	

The Proprietors assume no responsibility in business transacted over their line, beyond the exercise of good faith and due diligence, and the amount paid for a transmission. And they assume no responsibility for the accuracy and dispatch of messages beyond the terminus of this Line. They will make, free of charge, payments to other Lines, that are made to this Line, for charges on messages required to be delivered to other Lines. But they will not refund any such payments, on account of any neglects or failures, not occurring on this Line, beyond the sums which the Line at fault shall first refund to this Line.

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NEW LINE OF TELEGRAPH.

(BAIN'S ELECTRO-CHEMICAL TELEGRAPH.)

NORTH AMERICAN TELEGRAPH COMPANY,

Connecting with the O'Reilly Lines for the West at Philadelphia.

OFFICE IN WASHINGTON,

Odeon Building, cor. of Pennsylvania Av. and 4½ st.

OFFICE IN BALTIMORE,

Carroll Hall, cor. of Baltimore and Calvert streets.

OFFICE IN WILMINGTON, DEL.,

Glazier's Building, corner of Market and Third streets.

OFFICE IN PHILADELPHIA,

No. 100 Chesnut, above Third-street.

OFFICE IN NEW YORK,

29 Wall-street.

RATE OF CHARGES

	First 10 words	Each add'l word.
From New York to PHILADELPHIA.....	25	2
WILMINGTON, Del.....	35	3
BALTIMORE	50	4
WASHINGTON.....	50	5

For Rates to other places enquire at the office.

The public are respectfully informed that the **NEW LINE OF TELEGRAPH** connecting WASHINGTON, BALTIMORE, WILMINGTON, PHILADELPHIA and NEW YORK, has been completed, and the Wires laid across the North River, under water, to the office, No. 29 WALL STREET, NEW YORK, making the only direct and certain line between the NORTHERN, EASTERN, SOUTHERN and WESTERN CITIES.

Despatches for BOSTON, PROVIDENCE, and intermediate stations, are forwarded by the *New Line* from their office in *New York*, and those for PITTSBURG, WHEELING, CINCINNATI, LOUISVILLE, ST. LOUIS, NEW ORLEANS and intermediate stations, are forwarded in connection with the O'REILLY WESTERN LINES.

HENRY J. ROGERS, Gen'l. Sup't.

BAIN'S CHEMICAL TELEGRAPH.

MERCHANTS' LINE.

OFFICES 29 WALL-ST. N. Y., AND 76 STATE-ST., BOSTON.

REDUCED CHARGES

BETWEEN NEW YORK, BOSTON, AND INTERMEDIATE PLACES,

Forming part of Henry O'Reilly's
ATLANTIC, LAKE, AND MISSISSIPPI TELEGRAPH RANGE.

By which connection we are able to send messages to almost every principal city and town in the United States and Canada.

RATE OF CHARGES.

FROM NEW YORK TO BOSTON.

First 10 words, 20 cents ; each additional word, 2 cents.

The following intermediate stations in proportion :

Stamford, Conn.	Bridgeport, Conn.
New Haven, "	Middletown, "
Norwich, "	Providence, R. I.

M. LEFFERTS, President.**L. W. JEROME, Secretary.****DIRECTORS.**

DAVID HOADLEY,
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RICHARD F. CARMAN,
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R. H. GREEN,
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H. J. SANDFORD,
ROBERT COLGATE,
EARL P. MASON, Prov
B. HOWARD, Boston.

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If request

HOUSE'S PRINTING TELEGRAPH.

OFFICES,

VAN DYKE'S BUILDING, SOUTH-EAST CORNER OF THIRD AND CHESS-NUT-STRS., PHILADELPHIA.
 No. 8 WALL-STREET, NEW YORK.

The line having been entirely re-insulated, and otherwise improved, will hereafter be enabled to

WORK THROUGH ALL WEATHERS,

AND RENDER IT RELIABLE BEYOND A DOUBT.

It communicates direct with No. 8 Wall-street, New York, crossing the North River *above* the water, and thence connects with BOSTON, BUFFALO, and all intermediate stations.


Communications, in almost every language, can be speedily forwarded, printed in plain Roman Capitals, by which means correspondents may always secure to their friends, in distant cities, a verbatim copy of their messages.

House's instrument *prints the language of the people*, which is unmistakable evidence of its superiority over all other modes of Telegraphic communication, making it a sure guarantee of accuracy and dispatch.

RATES OF CHARGE.

	First ten words.	Each word added.		First ten words.	Each word added.
From Philadelphia			From Philadelphia		
To Albany, N. Y.	55	4	To New Haven, Ct.	45	4
" Auburn . . .	65	5	" Providence, R. I.	45	4
" Buffalo . . .	65	5	" Poughkeepsie,		
" Batavia . . .	65	5	New York	45	3
" Boston, Mass.	45	4	" Rochester . . .	65	5
" Canandaigua, N.			" Rome	55	4
York	65	5	" Springfield, Mas.	55	4
" Croton Falls . .	45	3	" Schenectady, N.		
" Geneva	65	5	York	55	4
" Hartford, Conn.	45	4	" Syracuse	65	5
" Hudson, N. Y.	45	3	" Troy	55	4
" Little Falls . .	45	4	" Utica	55	4
" Middletown, Ct.	45	4	All other stations in		
" New York	25	2	proportion.		

If requested, please reply promptly—give full address, in plain hand.

 NO CHARGE FOR SIGNATURE OR ADDRESS.

THE MAGNETIC TELEGRAPH COMPANY

EXTENDING BETWEEN

NEW YORK, PHILADELPHIA, BALTIMORE, AND WASHINGTON.

With Way Stations at Jersey City, Newark, New Brunswick, Princeton, Trenton, Wilmington, and Havre de Grace.

- Offices at NEW YORK,..... } No. 203 Broadway, two doors below
 Fulton st., and
 North-east corner of Hanover and
 Beaver sts.
- JERSEY CITY,..... No. 3 Montgomery street.
 NEWARK,..... No. 305 Broad street.
 NEW BRUNSWICK,..... No. 38 Albany street.
 PRINCETON,..... Princeton Basin.
 TRENTON,..... Cor. State and Warren streets.
 PHILADELPHIA,..... } No. 101 Chesnut street, and
 No. 74 South Third street.
 WILMINGTON,..... Cor. Third and King streets.
 HAVRE DE GRACE,..... St. John Street.
 BALTIMORE,..... New Iron "Sun Building."
 WASHINGTON,..... No. 6 Pennsylvania Avenue.

TARIFF OF CHARGES.

	No. of Miles.	First 10 w'rds	Each add. word		No. of Miles.	First 10 w'rds	Each add. word
From New York to				From Princeton to			
Jersey City,.....	1	20	1	Wilmington,....	70	25	2
Newark,.....	8	20	1	Havre de Grace,.	118	35	3
New Brunswick,.	31	20	1	Baltimore,....	156	45	4
Princeton,.....	49	20	2	Washington,....	196	50	5
Trenton,.....	59	20	2	From Trenton to			
Philadelphia,....	89	25	2	Philadelphia,....	30	20	1
Wilmington,....	119	35	3	Wilmington,....	60	25	2
Havre de Grace,.	167	45	3	Havre de Grace,.	108	30	3
Baltimore,.....	205	50	4	Baltimore,.....	146	40	4
Washington,....	245	50	5	Washington,....	186	45	4
From Jersey City and Newark same as New York.				From Philadel. to			
From New Brunswick to				Wilmington,....	30	20	1
Princeton,.....	18	20	1	Havre de Grace,.	78	20	2
Trenton,.....	28	20	1	Baltimore,.....	116	25	2
Philadelphia,....	58	20	2	Washington,....	156	30	3
Wilmington,....	88	30	3	From Wilm'gton to			
Havre de Grace,.	136	40	3	Havre de Grace,.	48	20	1
Baltimore,.....	174	50	4	Baltimore,.....	86	20	2
Washington,....	214	50	5	Washington,....	126	25	2
From Princeton to				From Havre de			
Trenton,.....	10	20	1	Grace to			
Philadelphia,....	40	20	1	Baltimore,.....	38	20	1
				Washington,....	78	20	2
				From Baltimore to			
				Washington,....	40	20	1

WM. M. SWAIN, President.

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MONTREAL TELEGRAPH COMPANY.

Office, Odd Fellows' Hall, Great St. James-street,

MONTREAL.

This Line of Telegraph runs East as far as Quebec, and West to Toronto, where it is joined by the Line in connection with the Telegraph between Buffalo and New York.

Messages can be sent by this Line to any of the Towns on the route mentioned below.

RATES

For the Transmission and writing out of every Ten Words or less, exclusive of the Address and Signature.

	s. d.	
For any distance under 100 miles ...	1 3	(Canada currency.)
Over 100 and under 200	1 6	“ “
Over 200 miles and under 400	2 6	“ “
Over 400 miles	3 9	“ “

For every 10 words exceeding 100, the above rates will be reduced one-third.

Payment in all cases to be made in advance.

TABLE OF DISTANCES.

	Quebec.	Three Rivers.	Berthier.	Montreal.	Cornwall.	Prescott.	Brockville.	Kingston.	Belleville.	Cobourg.	Port Hope.	Oshawa.	Toronto.
Quebec	0	90	135	180	262	311	323	379	438	484	491	521	556
Three Rivers	90	0	45	90	172	221	233	289	349	394	401	431	466
Berthier	135	45	0	45	127	176	188	244	303	349	356	386	421
Montreal	180	90	45	0	82	131	143	199	258	304	311	341	376
Cornwall	262	172	127	82	0	49	61	117	176	222	229	259	294
Prescott	311	221	176	131	49	0	12	68	127	173	180	210	245
Brockville	323	233	188	143	61	12	0	56	115	161	169	198	233
Kingston	379	289	244	199	117	68	56	0	59	105	112	142	177
Belleville	438	349	303	258	176	127	115	50	0	46	53	83	118
Cobourg	484	394	349	304	222	173	161	105	46	0	7	37	72
Port Hope	491	401	356	311	229	180	168	112	53	7	0	30	65
Oshawa	521	431	386	341	259	210	198	142	83	37	30	0	35
Toronto	556	466	421	376	294	245	233	177	118	72	65	35	0

TELEGRAPHIC COMPANIES IN NEW YORK.

NEW YORK, ALBANY, AND BUFFALO, Northern, Western, and South-western (Morse's). Office, 16 Wall-street, up stairs.

NEW YORK AND BOSTON TELEGRAPH ASSOCIATION (Morse's). Office, 5 Hanover-street.

NEW YORK AND WASHINGTON MAGNETIC (Morse's). Offices, 5 Hanover-street and 203 Broadway.

NEW YORK AND ERIE, AND ERIE AND MICHIGAN (Morse's). Offices, 13 Merchants Exch. and New York and Erie Railroad depot, foot of Duane-street.

NEW ORLEANS AND NEW YORK (Morse's). Telegraph Line, direct. Office, corner Hanover-street and Exchange Place.

BOSTON AND NEW YORK (House's). Office, 8 Wall-st., up stairs.

NEW JERSEY MAGNETIC (House's). New York, Philadelphia, Baltimore, Washington, &c. Office, 8 Wall-street.

NEW YORK STATE PRINTING (House's), to Buffalo, North and West. Office, 8 Wall-street.

ATLANTIC, LAKE AND MISSISSIPPI (or O'Rielly) LINES. Office, 181 Broadway.

MERCHANT'S LINE (Bain's). New York and New England. Office, 29 Wall-street.

NEW YORK STATE (Bain's). Offices, 29 Wall-street, and 181 Broadway.

NORTH AMERICAN (Bain's). South and West. Offices, 29 Wall-st., and 181 Broadway.

EXPRESS OFFICES IN NEW YORK.

ADAMS & Co.—Eastern, Southern and Western, California and Foreign Express, 16 and 18 Wall-street.

BERFORD & Co.—California Express, 2 Vesey-street.

DODGE & Co.—South American & California Express, 25 Cortlandt st.

EDWARDS, SANDFORD & Co.—Foreign Express, 16 Wall-street.

GREGORY'S CALIFORNIA EXPRESS.—Thompson and Hitchcock, managers, 149 Pearl-street, cor. Wall.

HARDEN'S.—Eastern and Southern Express, 6 Wall-street.

KINGSLEY & Co.—Eastern, Southern, and Western Express, 1 Wall-street, cor. Broadway.

LIVINGSTON & Co.—Southern Express, 6 Wall-street.

LIVINGSTON, WELLS, & Co.—Foreign Express Agency, 6 Wall-st.

McNICOLL & Co.—European Express, 33 Wall-street.

MILLER & Co.—United States and California Express, 14 Wall-street.

PALMER & Co.—California, Europe, and U. S. Express, 80 Broadway

PULLEN, VIRGIL & Co.—Troy, Montreal, and Quebec Express, 10 Wall-street.

STIMSON & Co.—New York, Charleston, Savannah, New Orleans, and Mobile Express, 19 Wall-street.

WELLS, BUTTERFIELD & Co.—American Express Co., 10 Wall-st.

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PRINCIPAL HOTELS IN WASHINGTON.

	<i>Proprietors.</i>	<i>Location.</i>
National Hotel,	F. Black,	Pennsylvania Avenue.
Union Hotel,	J. L. Moore,	C st., near Penn. Av.
Gadsby's Hotel,	William Gadsby,	Pennsylvania Avenue.
Indian Queen,	T. P. & M. Brown,	" "
Iring House,	John Thomas,	" "
King's Hotel,	P. H. King,	" "
Temperance House,	Isaac Beers,	3d st., near Penn. Av.
United States Hotel,	Susby & Browning,	Pennsylvania Avenue.
Willard's Hotel,	E. D. Willard,	" "

PRIVATE BOARDING-HOUSES.

In addition to the above, there are several well-kept private Boarding-Houses, all of which are usually thronged during the session of Congress.

PRINCIPAL HOTELS IN BALTIMORE.

	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Henry M. Smith,	Pratt-street.
Barnum's City Hotel,	Barnum & M'Laughlin,	Calvert-street.
Eutaw House,	Henry F. Jackson,	Eutaw, cor. Balt. st.
Exchange Hotel,	D. Dorsey,	Water-street.
Fountain Hotel,	P. Thurston,	Light-street.
Globe Hotel,	P. J. Bartholow & Co.,	Baltimore-street.
Union Hotel,	T. Lloyd,	Pratt-street.
United States Hotel,	J. & W. Guy,	" "
Washington Hotel,	J. Gilman,	Howard-street.
Wheatfield Inn,	J. M'Intosh,	Calvert-street.
Susquehanna Hotel,	E. Dorsey,	

PRINCIPAL HOTELS IN PHILADELPHIA.

	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	A. J. White,	181 Chesnut-street.
City Hotel,	Mr. Hirst,	41 North Third-st.
Columbia House,	Ferguson & Brother,	207 Chesnut-street.
Congress Hall,	P. Thurston,	Chesnut and Third
Eagle Hotel,	Thomas S. Webb,	139 North Third-st
Exchange Hotel,	R. B. Jones, jr.,	77 Dock-street.
Franklin House,	Wm. H. Burroughs,	105 Chesnut-street.
Jones' Hotel,	Bridges & West,	152 "
Madison House,	J. Ottenkirk,	39 North Second-st
Mansion House,	J. London,	Market and 11th.
Markoe House,	R. Wilkinson,	293 Chesnut-st.
Merchants' Hotel,	C. & J. M'Kibbin,	4th, above Market.
Utah House,	Fitzgerald & Co.,	186 Chesnut-street.
Mt. Vernon House,	David Blair,	95 North Second-st
Red Lion Hotel,	J. C. Wistar,	200 Market-street.
United States Hotel,		Chesnut, above 4th.
Walnut-st. House,	J. B. Bloodgood,	Walnut-st. Wharf.
Washington House,	A. F. Glass,	223 Chesnut-street.
White Swan Hotel,	George Rahn,	108 Race-street.

PRINCIPAL HOTELS IN NEW YORK.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Taber & Bagley,	Broadway & Barclay.
Astor House,	Coleman & Stetson,	Broadway, op. Park.
Atlantic Hotel,	Wm. C. Anderson,	3 and 5 Broadway.
Barclay-street Hotel,	Van Beuren & Colson,	West-st., c. Barclay.
Battery Hotel,	Mary Pettet,	Battery Place.
Bond-street House,	C. Plinta,	665 Broadway.
Broadway Hotel,	D. Bixby,	B. Way & Park Place.
Carlton House,	P. H. Hodges,	B. Way & Leonard.
Clarendon,	O. C. Putnam,	60 Union Place.
Clinton Hotel,	C. & W. Leland,	3 Beekman-street.
Collamore House,	Ferry & Collamore,	Broadway, cor. Spring.
Delmonico's Hotel,	P. & A. L. Delmonico,	25 Broadway.
Dunlap's Hotel,	W. G. Dunlap,	135 Fulton-street.
Earle's Hotel,	Wm. P. Earle,	19 Park Row.
East'n Pearl-st. House,	Fred. Seeley,	309 Pearl-street.
French's Hotel,	R. French,	Chatham & Frankfort.
Florence's Hotel,	M'Clure & Co.	Broadway & Walker.
Franklin House,	J. P. Treadwell,	Broadway & Dey.
College Hotel,	A. A. Sanderson,	28 Murray st.
Hotel de Paris,	A. Vignes,	334 Broadway.
Howard Hotel,	Clark & Balley,	B. Way & Maiden lane.
Irving House,	Daniel D. Howard,	{ B. Way, b. Chambers & Read sts.
Judson's Hotel,	Curtis Judson,	61 Broadway.
Lovejoy's Hotel,	James S. Libby,	Park Row & Beekman.
Merchants' Hotel,	W. Muirhead, & Co.	41 Cortlandt-street.
Murray-st. House,	C. S. Butts,	5 and 7 Murray-st.
National Hotel,	George Seeley,	5 Cortlandt-street.
New England Hotel,	P. Wight,	111 Broadway.
New York Hotel,	J. B. Monnot,	B. Way & Waverly Pl
North American Hotel,	D. M. Hollister,	30 Bowery.
Northern Hotel,	James Harrison,	Cortlandt & West.
Pacific Hotel,	A. Flower,	162 Greenwich-st.
Pearl-street House,	John M. Flint,	88 Pearl-street.
Rathbun's Hotel,	Rathbun & Porter,	165 Broadway.
Tammany Hall,	Joseph W. Howard,	Nassau & Frankfort
Taylor's Hotel,	E. Taylor,	28 Cortlandt-st.
Tremont Tem. House,	H. Waterman, Jr.,	110 Broadway.
United States Hotel,	Henry Johnson,	Pearl & Fulton.
Washington Hotel,	J. Bartlett,	1 Broadway.
Western Hotel,	Dwier & Barber,	9 Cortlandt-st.

In addition to the above Hotels, there are numerous private *Boarding Houses* in different parts of the city, and *Restaurants*, or *Eating Houses*, which are much frequented by citizens and strangers.

HOTELS.

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Principal Hotels in Albany.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	D. Sabin,	100 State-street.
City Hotel,	Wm. Landon,	463 Broadway.
Clinton Hotel,		cor. Pearl & Beaver sts.
Congress Hall,	James L. Mitchel,	{ cor. Washington-st. &
Delavan House,	T. Roessle,	{ the Park.
Franklin House,	E. Beebe,	Br'dway, c. Steuben-st
Mansion House,	Wm. Griffing, jr.,	136 & 138 State-st.
Stanwix Hall,	Coulon & Britton,	470 Broadway.
		{ cor. Broadway & Mal
		{ den Lane.

Principal Hotels in Troy.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel, } (Tem. House, }	Shepard & Miller,	cor. River & Third-sts
Mansion House,	E. & W. Dorlan,	Washington Square.
St. Charles Hotel,	Osborn & McDonald,	cor. River & Ferry-sts
Troy House,	Charles S. Coleman,	" " First-sts
Washington Hotel,	P. S. Dorlan,	River-st.

Principal Hotels in Utica.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Averill House,	A. Churchill,	Near Railroad Depot.
Bagg's Hotel,	James McGregor,	" " "
McGregor House,	J. Linnerbocker,	Whitesborough-st.
National Hotel		Genesee-st.

Principal Hotels in Syracuse.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Globe Hotel,	William Winton,	Op. Railroad Depot.
Onondaga Tem. House,	Wm. A. Robinson,	c. Church & Salina-sts.
Rust's Hotel,	Philo N. Rust,	corner Salina-st.
Syracuse House,	N. H. Gillett & Co ,	Salina-st.

Principal Hotels in Rochester.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Blossom Hotel,	E. Blossom & Bros.,	Main-street.
Congress Hall,	H. P. Stevens,	Op. Railroad Depot.
Eagle Hotel,	S. D. Walbridge,	c. State & Buffalo-sts.
Rochester House,		Exchange-st.
Waverly House,	Mr. Bottsford,	near Railroad Depot.

Principal Hotels in Buffalo.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	L. L. Hodges,	Main-street.
Bennett's Tem. House,	J. Bennett,	cor. Main & Scott-sts.
Commercial Hotel,	H. D. Huff,	cor. Main & Ohio-sts.
Exchange Hotel,	Fisk & Sperry,	Exchange-st.
Huff's Hotel,	A. Slocum,	Main-st.
Lovejoy House,	P. Browning,	Terrace, op. the Market.
Mansion House,	P. Dorsheimer,	c. Main & Exchange-sts.
Phelps' House,	N. Rogers,	Main-st.
Niagara Tem. House,	Bayley & Hull,	{ cor. Pearl & Commer-
United States Hotel,	Z. Bonney,	{ cial-sts.
Western Hotel,	Ira Osborn,	c. Terrace & Pearl-sts.
		c. Terrace & Pearl-sts.

HOTELS, ETC.

Hotels at Niagara Falls.

AMERICAN SIDE.

<i>Name.</i>	<i>Proprietors.</i>
Cataract House,	{ Whitney, Jerrauld & Co.
Eagle Hotel,	Hollis White.
Exchange Hotel,	F. Devoe.
Falls Hotel,	Childs & Fanning.
St. Lawrence Hotel,	C. H. Smith.

BRITISH SIDE.

Cataract House,	George Shearn.
Pavilion,	S. Davis.

Principal Hotels in Toronto, C. W.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	William Press,	Front-st.
Beard's Hotel,	Robert Beard,	Church-st.
North American Hotel,	G. C. Horwood,	Front-st.
Wellington Hotel,	Russell Inglis,	Wellington-st.
Western Hotel,	J. Murphy & Co.	"

Principal Hotels in Detroit.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Biddle House,	O. B. Dibble,	Jefferson Avenue.
Commercial Hotel,	Mr. Farnsworth,	" "
Johnson's Hotel,	H. R. Johnson,	Op. Mich R. R. Depot.
Michigan Exchange,	Edward Lyon,	Jefferson Avenue.
National Hotel,	H. A. Barstow,	Woodward Avenue.
Railroad Hotel,	H. R. Andrews,	on Campus Martius.

Principal Hotels in Chicago.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Tem. House,	M. T. Barney,	Lake-st.
City Hotel,	Brown & Tuttle,	"
Sherman House,		cor. Randolph & Clark-sts.
Tremont House,	Ira Couch,	Lake-st.

Principal Hotels in St. Louis.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	George Wood,	Vine-st. between Main & 2d-sts.
City Hotel,	T. Barnum,	cor. Vine & 3d-sts.
Missouri Hotel,	A. C. Peckham,	Main-st.
Monroe House,	Wm. Monroe,	cor. Olive & 2d-sts.
Planter's House,	Stickney & Scollay,	Fourth-st.
Scott's Hotel,	Wm. C. Scott,	cor. Market & 3d-sts
Virginia Hotel,	John H. Sparr,	Main-st.

Principal Hotels in New Orleans.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Commercial Hotel,	Andrew Doyle,	on Levee.
Florence House,	Wm. H. Ellis,	Camp-st.
Franklin House,		Canal-st.
Hewlet's Exchange,	J. Hewlet,	Common-st.
Louisiana Hotel,	M. Aspill,	Tchoupitoulas-st.
Planter's Hotel,		Canal-st.
St. Charles Hotel,	Mudge & Wilson,	St. Charles-st.
St. Louis Hotel,		St. Louis-st.
Verandah Hotel,	Mr. Mudge,	St. Charles-st.

Principal Hotels in Louisville, Ken.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Exchange Hotel,	Terry & Owen,	Main-st.
Galt House,	Bishop & Faulds,	"
Louisville Hotel,	M. Kean,	"

Principal Hotels in Cincinnati.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Burnet House,	Coleman & Reilly,	cor. 3d & Vine-sts.
Broadway Hotel,	Joseph Cromwell,	Broadway.
Cincinnati Hotel,	I. Merchant,	"
City Hotel,	P. E. & G. P. Tuttle,	Fourth-st.
Dennison House,	Dennison & Son,	cor. Main & Fifth-sts.
Gibson House,	J. K. & D. V. Bennett,	Walnut-st.
Henrie House,	O. Kelsey,	Third-st.
Pearl-st. House,	Henry & Yeatman,	Pearl-st.
United States Hotel,	A. Wetherbee,	Walnut-st.
Walnut-st. House,	Sweny & Geffroy,	"
Waverly House,	Elliot & Campbell,	Main-st.

Principal Hotels in Columbus, Ohio

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Wm. Kelsey,	cor. High & White-sts.
Capitol House,	Northrup,	High-st.
Neil House,	R. Winne,	High-st.
Buckeye House,	H. Simonton,	Town-st.

Principal Hotels in Cleveland.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	B. Smith,	Main-st.
Dunham House,	T. B. & A. Nutting,	Superior-st.
Franklin Hotel,	P. Scovill,	Main-st.
New England Hotel,	C. S. Butts & Son,	Superior-st.
Weddel House,	Mr. Lilly,	Main-st.

Principal Hotels in Pittsburg, Penn.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Brown's Hotel,	Mr. Brown,	Smithfield-st.
Exchange Hotel,	Mr. Owston,	Exchange-st.
Monongahela House,	J. McD. Crossan,	Water c. Smithfield-st.
St. Charles Hotel,	D. R. Miller,	cor. Wood & 3d-sts.

Principal Hotels in Wilmington, N. C.

<i>Name.</i>	<i>Proprietors.</i>
Carolina Hotel,	Wood & Fanning.
Washington & La Fayette House,	D. Thathally.

Principal Hotels in Charleston, S. C.

<i>Name.</i>	<i>Proprietors.</i>
Carolina Hotel,	James H. Page.
Charleston Hotel,	D. Mixer.
Pavilion Hotel,	S. & L. Butterfield.
Planters Hotel,	Lamkin & Herst.

Principal Hotels in Savannah, Geo.

<i>Name.</i>	<i>Proprietors.</i>
City Hotel,	P. Condon.
Pulaski House,	P. Wiltberger.

PRINCIPAL HOTELS IN BOSTON.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Adams House,	S. B. Robbins,	371 Washington-st.
Albion Hotel,	J. W. Barton,	Tremont-street.
American House,	Lewis Rice	42 Hanover-street.
Bromfield House,	S. Crockett,	Bromfield-street.
City Hotel,	George W. Gage,	Brattle-street.
Com. Coffee House,	Whitney & White,	Milk-street. [depot
Eastern Ex. Hotel,	A. Reed,	near Eastern R.R
Ex'ge Coffee House,	McGill & Fearing,	Devonshire-street.
Franklin House,	Cross, Sampson & Co.	44 Merchants' Row.
Fulton House,	Clark & Marble.	cor. Fulton & Cross.
Hanover House,	Freeman & Jenett,	50 Hanover-street.
Montgomery House,	Parker & Wilson,	Tremont-street.
Marlborough Hotel,	Jenks & Parks,	229 Washington-st.
Merchants' Ex. Hot'l,	Henry Dooley,	State-street.
Merrimac House,	J. L. Hanson,	Merrimac-street.
N. England House,	L. Maynard,	Clinton-street.
Pavilion,	W. E. Russell,	41 Tremont-street.
Pearl-st. House,	Hitchcock & Co.	Pearl-street.
Pemberton House,	Mr. Hutton,	Howard-street.
Quincy House,	Eli Wheelock,	Brattle Square.
Revere House,	P. Stevens,	Bowdoin Square.
Tremont House,	J. L. Tucker & Co.,	Tremont-street.
United States Hotel,	Wm. H. Spooner,	{ cor. Kingston, Beach
Washington House,	E. S. Goodnow,	{ and Lincoln sts.
Winthrop House,	Holman & Silsby,	158 Washington-st.
St. Charles,	Manning & Lyford,	{ Tremont-street.
		{ corner Lincoln and
		{ Beach streets.

HOTELS IN THE VICINITY OF BOSTON.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Nahant Hotel,	Phineas Drew,	Nahant.
Ocean House,	Mr. Aker,	Phillip's Beach.
Neptune House,	George R. Field,	Chelsea Beach.
Porter's Hotel,		Cambridge.
Mansion House,	J. B. Towle,	Roxbury.
Hancock House,	Mr. French,	Quincy.

PRINCIPAL HOTELS IN PROVIDENCE.

<i>Name.</i>	<i>Location.</i>
City Hotel,	118 Broad-street.
Earl House,	69 North Main-street.
Franklin House,	23 Market Square.
Mansion House,	79 Benefit-street.
Manufacturers' Hotel,	17 Market Square.

PRINCIPAL HOTELS IN PORTLAND, MAINE.

<i>Name.</i>	<i>Location.</i>
American House,	Congress-street.
Casco Temperance House,	Middle-street.
Elm Tavern,	Federal-street.
United States Hotel,	cor. Congress and Federal sts.
Cape Cottage,	{ Cape Elizabeth, three miles
	{ from Portland.

COACH, CAB, AND CALECHE FARES IN MONTREAL.

From the Steamboat Landings and Railroad Depot, to the Hotels.

In COACH,	one person,	1s.	3d.*	Canada Cur.
" "	two "	2s.	0d.	" "
" CAB,	one "	0s.	10d.	" "
" "	two "	1s.	3d.	" "
" CALECHE,	one "	0s.	7½d.	" "
" "	two "	1s.	0d.	" "

CHARGES BY HOUR.

COACH,	5s. for first hour,	3s. 9d. for each subsequent hour.
CAB,	2s.	" 1s. 6d. " "
CALECHE,	1s. 8d.	" 1s. 3d. " "

* 25 cents Federal Currency.

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PRINCIPAL HOTELS IN MONTREAL.

Name.	Proprietors.	Location.
Adelphi Hotel,	W. R. Orr,	Place D'Armes,
Clifton's Hotel, } (late Rasco's,)		St. Paul-street.
Commercial Hotel,	W. E. Moore	c. St. Joseph & Com. sts.
Exchange Coffee } House,	Mayo & Flagg	St. Paul-street.
Montreal House,	G. Fellers,	Custom House Square
Orr's Hotel,	John Orr,	Notre Dame-street.
Ottawa Hotel, (old.)	F. P. Levine,	M'Gill-street.
Ottawa Hotel, (new,)	George Hall,	Great St. James-street.
Sword's Hotel,		St. Vincent-street.
Tetu's Hotel,	J. L. Tetu,	Great St. James-street.

PRINCIPAL HOTELS IN QUEBEC.

Name.	Location.
Albion Hotel,	Palace-street, Upper Town.
St. George's Hotel,	St. Anne-st. do. do.
Ottawa Hotel,	Sault-au-Matelot-st., Lower Town.
St. Lawrence Hotel,	do. do. do. do.

COACH AND CAB FARE IN THE CITY OF NEW YORK.

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

1. For conveying a passenger any distance not exceeding one mile, 25 cents; for conveying two passengers the same distance, 50 cents, or 25 cents each, and every additional passenger 25 cents, (ordinary baggage included.)

2. For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents, and for every additional passenger, 25 cts.

4. For conveying one passenger to Forty-second-street, and remaining half an hour and returning, \$1; and for every additional passenger, 25 cents.

7. For conveying one or more passengers to Harlem, and returning, with the privilege of remaining three hours, \$4.

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

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

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

12. Whenever a hackney coach, carriage, or cab, shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of 75 cents for an hour, 37½ cents for each and every subsequent hour.

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

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

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

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

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

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

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

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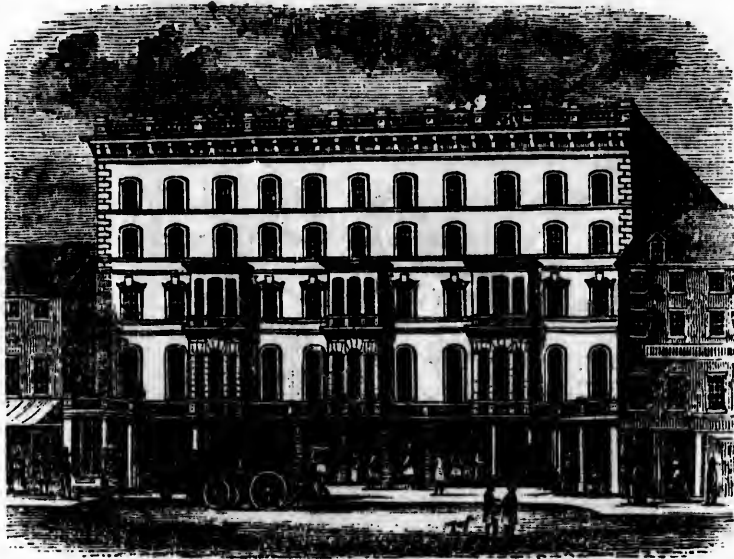
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