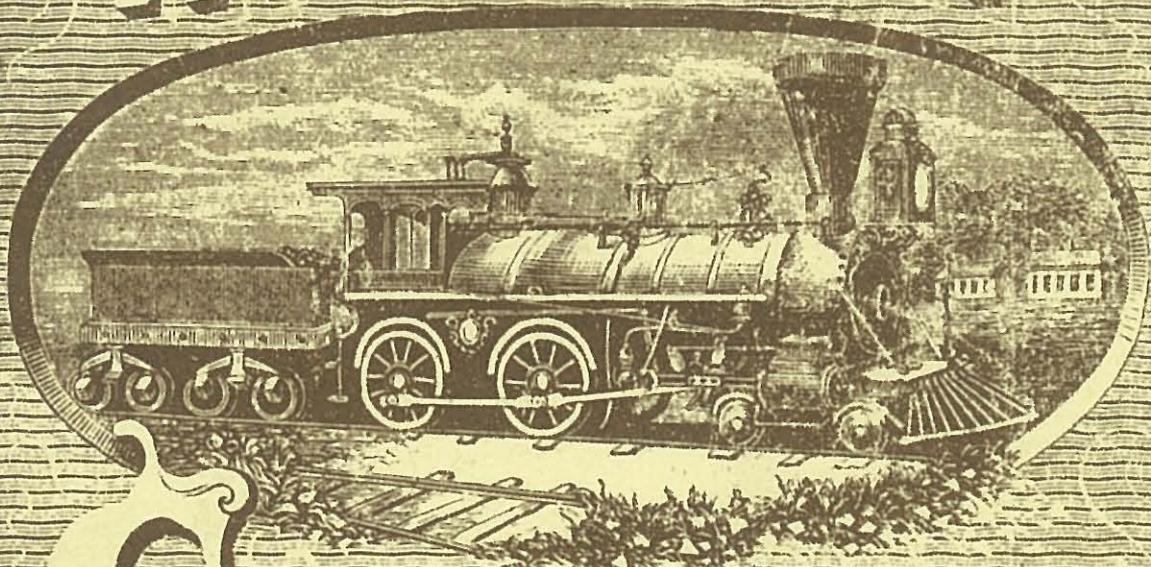


JUNE

1868.

TRAVELLERS
OFFICIAL
RAILWAY



GUIDE

OF THE
UNITED STATES
and
CANADA.

FORBES DEL N.Y.

G.W. ARNOLD SC. N.Y.

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OFFERS FOR SALE

EIGHT HUNDRED THOUSAND ACRES

OF LAND IN

THE GARDEN STATE OF AMERICA,

At from \$7 to \$12 per Acre, in tracts of 40 Acres and upward,

FOR CASH OR ON CREDIT,

All lying adjacent to its Railway, which extends from Dunleith down through the center of the State to Cairo, with a branch 250 miles long from Chicago to Centralia,—altogether a length of 706 miles. The lands of the Company are located along its whole line, and in no instance at a greater distance than fifteen miles.

The rapid development of the forty-nine counties touched by the Illinois Central Railway Line is shown by the following census returns: In 1850 their population was 351,887; in 1860, 843,914; and in 1865, 1,127,087. Within ten years the Company has sold 1,550,000 acres to more than 25,000 purchasers, and no actual settler has lost his home through harsh treatment on the part of the Company. Where indulgence has been deserved, it has been extended to meet the necessities of the farmer.

Illinois.

lies between parallels of latitude 37° and 42° N., and has all the diversity of climate to be found between Norfolk in Virginia and Albany in New York. It has an area of 56,000 square miles, and contains 2,148,000 inhabitants; although only about one-fourth of its tillable acres have been placed under cultivation, its agricultural productions exceed those of any other State. Its soil is the richest known; and farms which have been cropped for twenty-five years successively require neither manures nor fertilizers of any kind. The northern portion abounds in minerals, and the mines of Galena are noted for their wealth in lead. The dairy business is here carried on with great success.

In the central part is found the deep black prairie loam, which produces corn and other staple productions of the State in such great abundance.

Farther south are smaller prairies, interspersed with timber, which produce the best of winter wheat tobacco, flax, hemp, and fruit; and from thence toward Cairo, the lands are more heavily timbered, and the raising of cotton, tobacco, sweet potatoes, castor-beans, and the manufacture of lumber, yield large returns.

In many parts of the State those wonderful fountains of artesian water are easily obtained, by boring from 25 to 130 feet. This water is slightly impregnated with iron, though hardly perceptible to the palate, and the person or animal using it becomes healthy and robust.

Coal is found in great abundance, and of a most excellent quality, and its transportation is furnished at the lowest rates.

Lumber.

is purchased at a low price in Chicago, lower than in any other great market in the United States. A large number of saw-mills are in operation near the railway in Southern Illinois, and there is no difficulty in procuring building materials at prices lower than in almost any other part of the country.

Corn, Wheat, Oats, Potatoes, Hay.

The Department of Agriculture, at Washington, report that the crop of corn in Illinois last year was 177,095,852 bushels; of wheat, 25,260,745; of oats, 28,088,197; of potatoes, 5,864,403; and of hay, 2,600,700 tons. Other cereals are raised in like proportion.

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Are published during the year, and will be mailed to all applicants on receipt of prices affixed.

- No. 1.—SEED CATALOGUE, (beautifully illustrated,) published the first of January, contains 132 pages of closely printed matter, beautifully illustrated with 100 *Engravings*, and a descriptive list of 2500 varieties of *Flower, Vegetable and Agricultural Seeds*, including all the novelties of the past season, with explicit directions for their culture; also, a list of 125 varieties of *French Hybrid Gladiolus*, embracing many new sorts now offered for the first time in this country—with many other *Summer Flowering Bulbs*, 25 cts.
- No. 2.—BULB CATALOGUE, (illustrated) published September 1st. Contains a Choice Collection of DOUBLE AND SINGLE HYACINTHS, arranged in their several colors, TULIPS, in many varieties, both Double and Single; POLYANTHUS, NARCISSUS, CROWN IMPERIALS, JONQUILS, SNOW DROPS, LILIES, &c., 10 cents.
- No. 3.—ABRIDGED CATALOGUE, and GARDENERS ALMANAC combined, with monthly calender of operations. For gratuitous distribution. Will be mailed to all applicants upon receipt of a three cent stamp. Address as above.

THE STANDARD AMERICAN BILLIARD TABLE.

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IMPROVED COMBINATION CUSHION,

Patented November 26th, 1867.

Besides having on hand TABLES, BALLS, CLOTH, CUES, and every article appertaining to Billiards proper, we are manufacturing a

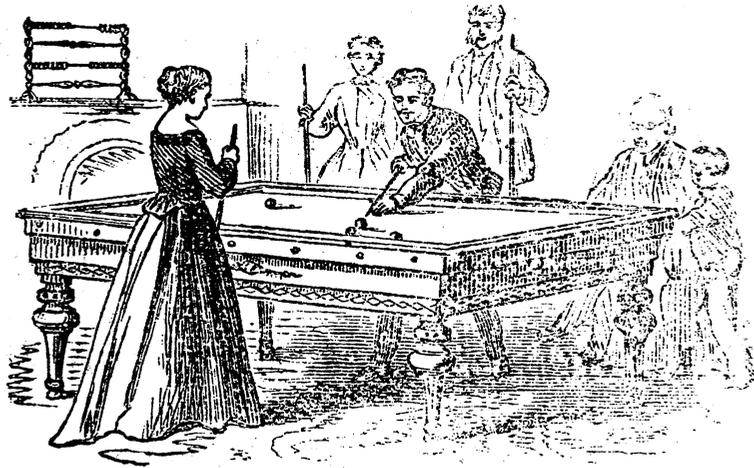


TABLE FOR THE HOME CIRCLE,

Patented April 21st, 1868,

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CARPETS, OIL CLOTHS, &c.

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New York.

COUNTING-HOUSE CALENDAR---1868.

1868.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	1868.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JANUARY	5	6	7	1	2	3	4	JULY... ..	5	6	7	1	2	3	4
	12	13	14	8	9	10	11		12	13	14	8	9	10	11
	19	20	21	15	16	17	18		19	20	21	15	16	17	18
	26	27	28	22	23	24	25		26	27	28	22	23	24	25
FEBRUARY .....	..	..	..	..	..	..	1	AUGUST. ....	..	..	..	..	..	..	1
	2	3	4	5	6	7	8		2	3	4	5	6	7	8
	9	10	11	12	13	14	15		9	10	11	12	13	14	15
	16	17	18	19	20	21	22		16	17	18	19	20	21	22
	23	24	25	26	27	28	29		23	24	25	26	27	28	29
MARCH .....	..	..	..	..	..	..	..	SEPTEMBER.....	..	..	..	..	..	..	..
	1	2	3	4	5	6	7		..	..	..	..	..	..	..
	8	9	10	11	12	13	14		6	7	8	9	10	11	12
	15	16	17	18	19	20	21		13	14	15	16	17	18	19
	22	23	24	25	26	27	28		20	21	22	23	24	25	26
	29	30	31	..	..	..	..		27	28	29	30	..	..	..
APRIL.....	..	..	..	1	2	3	4	OCTOBER... ..	..	..	..	..	1	2	3
	5	6	7	8	9	10	11		4	5	6	7	8	9	10
	12	13	14	15	16	17	18		11	12	13	14	15	16	17
	19	20	21	22	23	24	25		18	19	20	21	22	23	24
	26	27	28	29	30	..	..		25	26	27	28	29	30	31
MAY .....	..	..	..	..	..	1	2	NOVEMBER. . .	..	..	..	..	..	..	..
	3	4	5	6	7	8	9		1	2	3	4	5	6	7
	10	11	12	13	14	15	16		8	9	10	11	12	13	14
	17	18	19	20	21	22	23		15	16	17	18	19	20	21
	24	25	26	27	28	29	30		22	23	24	25	26	27	28
	31	..	..	..	..	..	..		29	30	..	..	..	..	..
JUNE.....	..	1	2	3	4	5	6	DECEMBER ...	..	..	1	2	3	4	5
	7	8	9	10	11	12	13		6	7	8	9	10	11	12
	14	15	16	17	18	19	20		13	14	15	16	17	18	19
	21	22	23	24	25	26	27		20	21	22	23	24	25	26
	28	29	30	..	..	..	..		27	28	29	30	31	..	..

UNITED STATES'

RAILROAD AND MINING REGISTER

EDITED AND PUBLISHED BY

THOMAS S. FERNON,

No. 423 Walnut Street, Philadelphia.

A CIRCULATION THROUGHOUT THE UNITED STATES AND GREAT BRITAIN

COMPARATIVE TIME-TABLE.

Showing the Time at the Principal Cities of the United States, compared with Noon at Washington, D. C.

There is no "Standard Railroad Time" in the United States or Canada but each railroad company adopts independently the time of its own locality, or of that place at which its principal office is situated. The inconvenience of such a system, if system it can be called, must be apparent to all, but is most annoying to persons strangers to the fact. From this cause many miscalculations and misconnections have arisen, which not unfrequently have been of serious consequence to individuals, and have, as a matter of course, brought into disrepute all Railroad Guides, which of necessity give the local times. In order to relieve, in some degree, this anomaly in American railroading, we present the following table of local time, compared with that of Washington, D. C. :

NOON AT WASHINGTON.	NOON AT WASHINGTON.	NOON AT WASHINGTON.
Albany, N. Y.....12 14 P.M.	Jackson, Miss..... 11 08 A.M.	Petersburg, Va..... 11 50 A.M.
Augusta, Ga.....11 41 A.M.	Jefferson, Mo.....11 00 "	Philadelphia, Pa..... 12 08 P.M.
Augusta, Me.....12 31 P.M.	Kingston, Can.....12 02 P.M.	Pittsburg, Pa..... 11 48 A.M.
Baltimore, Md.....12 02 "	Knoxville, Tenn... 11 33 A.M.	Plattsburg, N. Y..... 12 15 P.M.
Beaufort, S. C. ....11 47 A.M.	Lancaster, Pa.....12 03 P.M.	Portland, Me..... 12 23 "
Boston, Mass..... 12 24 P.M.	Lexington, Ky.....11 31 A.M.	Portsmouth, N.H..... 12 25 "
Bridgport, Ct.....12 16 "	Little Rock, Ark.....11 00 "	Providence, R. I..... 12 23 "
Buffalo, N. Y.....11 53 A.M.	Louisville, Ky.....11 26 "	Quebec, Can..... 12 23 "
Burlington, N. J.....12 09 P.M.	Lowell, Mass..... 12 23 P.M.	Racine, Wis..... 11 18 A.M.
Burlington, Vt.....12 16 "	Lynchburg, Va.....11 51 A.M.	Raleigh, N. C.....11 53 "
Canandaigua.....11 59 A.M.	Middletown, Ct.....12 18 P.M.	Richmond, Va..... 11 58 "
Charleston, S. C.....11 49 "	Milledgeville, Ga.... 11 35 A.M.	Rochester, N. Y..... 11 57 "
Chicago, Ill.....11 18 "	Milwaukee, Wis.....11 17 "	St. Louis, Mo..... 11 07 "
Cincinnati, O.....11 31 "	Mobile, Ala..... 11 16 "	St. Paul, Min..... 10 56 "
Columbia, S. C.....11 44 "	Montpelier, Vt..... 12 18 P.M.	Sacramento, Cal..... 9 02 "
Columbus, O..... 11 36 "	Montreal, Can..... 12 14 "	Salem, Mass..... 12 26 P.M.
Concord, N. H.....12 23 P.M.	Nashville, Tenn.....11 21 A.M.	Savannah, Ga..... 11 44 A.M.
Dayton, O..... 11 32 A.M.	Natchez, Miss.....11 03 "	Springfield, Mass..... 12 18 P.M.
Detroit, Mich.....11 36 "	Newark, N. J..... 12 11 P.M.	Tallahassee, Fla..... 11 30 A.M.
Dover, Del..... 12 06 P.M.	New Bedford.....12 25 "	Toronto, Can..... 11 51 "
Dover, N. H..... 12 37 "	Newburg, N. Y.....12 12 "	Trenton, N. J..... 12 10 P.M.
Eastport, Me.....12 41 "	Newcastle, Del.....12 06 "	Troy, N. Y..... 12 14 "
Frankfort, Ky.....11 30 A.M.	New Haven, Ct.....12 17 "	Tuscaloosa, Ala..... 11 18 A.M.
Fredericksburg.....11 58 "	New Orleans, La.....11 08 A.M.	Utica, N. Y..... 12 08 P.M.
Galveston, Texas.....10 49 "	Newport, R. I.....12 23 P.M.	Vincennes, Ind..... 11 19 A.M.
Halifax, N. S.....12 54 P.M.	New York, N.Y.....12 12 "	Wheeling, Va..... 11 45 "
Harrisburg, Pa.....12 01 "	Norfolk, Va..... 12 03 "	Wilmington, Del..... 12 06 P.M.
Hartford, Ct..... 12 18 "	Northampton, Ms.....12 18 "	Wilmington, N. C..... 11 56 A.M.
Huntsville, Ala.....11 21 A.M.	Norwich, Ct..... 12 20 "	Worcester, Mass..... 12 21 P.M.
Indianapolis, Ind.....11 26 "	Pensacola, Fla.....11 20 A.M.	York, Pa..... 12 02 "

By an easy calculation, the difference in time between the several places abovenamed may be ascertained. Thus, for instance, the difference in time between New York and Cincinnati may be ascertained by simple comparison, that of the first having the Washington noon at 12 12 p. m., and of the latter at 11 31 a. m ; and hence the difference is 41 minutes, or, in other words, the noon at New York will be 11 19 a. m. at Cincinnati, and the noon at Cincinnati, will be 12 41 at New York.

EXPLANATIONS.

The various time-tables show the several stations on each road, the distances from the termini to each station, and the times of departure and arrival of trains. The names of stations occupy the *middle column*, and are flanked on either side, first by the *column of distances*, headed "Mls.," second, by the *columns of times* of departure and arrival, headed A. M., M. and P. M., etc. This arrangement has the advantage of showing at a single glance the relative distance of each station from the termini, and the position of each train on the line at any given time, and of course the exact points of the meeting and passing of trains. The stations or places at which trains meet or pass each other, are those at which (the trains coming opposite ways) the times given on opposite sides of the middle column are alike. The character of the trains is denoted by abbreviated words, as "Exs." for Express; "Stbt" for those connecting with steamboats; "Pass" for the ordinary passenger trains; "Acc." for Accommodation; "Mxd." for mixed passenger and freight trains. The small figures placed against names of stations refer to the notes, in which connections with steamboats, stages and other railroads are stated.

The lines extending across the page in the tables divide the stations on a branch from the stations on the main line.

RIGHTS OF TRAVELERS AND RAILROAD COMPANIES.

The Courts have decided that applicants for tickets on railroads can be ejected from the cars if they do not offer the exact amount of their fare. Conductors are not bound to make change.

Passengers who lose their tickets can be ejected from the cars unless they purchase a second one. Railroad tickets are good until used.

Passengers are bound to observe decorum in the cars, and are obliged to comply with all reasonable demands to show their tickets.

Standing on the platform or otherwise violating the rules of the company, renders a person liable to be put off the train.

No person has a right to monopolize more seats than he has paid for.

Any article left in the seat while the owner is temporarily absent, entitles him to his seat on his return.

Railroad Companies are liable for not giving due notice of a change in the time of running or starting trains.

By purchasing tickets before entering the cars, money is saved and trouble avoided.

Baggage of *all kinds* should be checked. Companies are not responsible for the loss of packages carried by passengers into the cars.

SPECIAL NOTICE.

nce the work went to press, we have received the following Time which are too late for insertion in the body of the book; but the is herein given of leaving and arriving at the respective termini.

No. 191. NORTH MISSOURI RAILWAY.

MAY 24, 1868.

Trains leave St. Louis at 7 30 a.m., 3 15 p.m., and 9 30 p.m., arriving in Macon at 5 10 p.m., 11 30 p.m., and 10 45 a.m.

Trains coming East leave MAcon at 1 50 a.m., 7 50 a.m., and 2 25 p.m., arriving in St. Louis, at 10 30 a.m., 5 15 p.m., and 4 15 a.m.

No. 195. PACIFIC RAILWAY, MISSOURI.

MAY 24, 1868.

Trains leave St. Louis at 8 40 a.m., and 4 15 p.m., arriving in Jefferson City at 4 10 p.m., and 11 30 p.m.; Kansas City, 12 50 a.m., and 7 15 a.m.; Leavenworth, 2 30 a.m. and 9 15 a.m.

Trains coming East leave LEAVENWORTH at 7 00 a.m. and 4 30 p.m.; Kansas City, 8 30 a.m. and 6 15 p.m.; arrive in Jefferson City at 5 00 p.m., and 2 10 a.m.; St. Louis, 12 25 a.m., and 9 17 a.m.

No. 251. WESTERN AND ATLANTIC RAILWAY.

MAY 12, 1868.

Trains leave ATLANTA at 8 15 a.m., and 7 00 p.m., arriving in Chattanooga at 4 45 p.m., and 4 00 a.m.

Returning, leave CHATTANOOGA at 4 30 a.m. and 7 10 p.m., arriving in Atlanta at 1 10 p.m. and 3 45 a.m.

TRAVELERS'
OFFICIAL RAILWAY GUIDE,

FOR THE
UNITED STATES AND CANADA,

CONTAINING
RAILWAY TIME SCHEDULES,

CONNECTIONS AND DISTANCES,

Ocean & Inland Steam Navigation Routes,

ALSO

MAPS OF PRINCIPAL LINES & LISTS OF GENERAL OFFICERS,

TOGETHER WITH ALL SUCH MISCELLANEOUS INFORMATION RELATIVE TO RAIL-
WAY IMPROVEMENTS AND PROGRESS AS MAY BE USEFUL TO
THE TRAVELING PUBLIC.

COMPILED AND EDITED BY

EDWARD VERNON,
Late Gen. Ticket Agent, St. Louis, Alton and Terre Haute R. R.

OFFICE, 644 and 646 BROADWAY, NEW YORK.

H. H. WHEELER & EDWARD VERNON, PROPRIETORS.

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and Ticket Offices in the United States and Canada.

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Entered, according to Act of Congress, in the year 1868, by H. H. WHEELER & EDWARD VERNON, in the Clerk's Office of the
District Court of the United States for the Southern District of New York.

TIME TABLES HAVE BEEN RECEIVED FROM THE FOLLOWING ROADS:

Alabama & Florida.
 Albany & Susquehanna.
 Ashuelot.
 Atlantic & West Point.
 Atlantic & Great Western, also Map of Road.
 Baltimore & Ohio, also Map of Road.
 Bellefontaine, also Map of Road.
 Beviere, Delaware & Flemington.
 Boston & Albany.
 Boston & Maine.
 Brockville & Ottawa.
 Buffalo, Corry & Pittsburgh.
 Buffalo & Erie.
 Burlington & Missouri River.
 Camden & Amboy.
 Camden & Atlantic.
 Catawissa.
 Central of Georgia.
 Central of New Jersey.
 Charlotte & South Carolina.
 Chesire.
 Chicago, Alton & St. Louis.
 Chicago, Burlington & Quincy.
 Chicago & North Western, also Map of Road.
 Chicago, Rock Island & Pacific.
 Cincinnati, Hamilton & Dayton.
 Cincinnati & Indianapolis Junction.
 Cincinnati, Sandusky & Cleveland.
 Cincinnati & Zanesville.
 Cleveland, Columbus & Cincinnati, also Map of Road.
 Cleveland & Pittsburgh.
 Columbus, Chicago, & Indiana Cent., also Map of Road.
 Concord & Claremont.
 Connecticut River.
 Connecticut & Passumpsic River.
 Cumberland Valley.
 Danbury and Norwalk.
 Dayton, Xenia & Western.
 Delaware Railway Line, also Map of Road.
 Des Moines Valley.
 East Tennessee & Georgia.
 East Tennessee & Virginia.
 East Pennsylvania.
 Erie.
 Erie & Pittsburgh.
 Flint & Pere Marquette.
 Georgia.
 Grand Trunk of Canada.
 Great Western of Canada.
 Greenville & Columbia.
 Hannibal & St. Joseph, also Map of Road.
 Hudson River, and Harlem.
 Huntingdon & Broad Top.
 Illinois Central.
 Indianapolis, Cincinnati & Lafayette.
 Indianapolis, Peru & Chicago.
 Indianapolis & St. Louis.
 Jackson, Lansing & Saginaw.
 Jeffersonville, Madison & Indianapolis.
 Keokuk & St. Paul.
 Lake Champlain Steamers.
 Lackawana & Bloomsburg.
 Lake Shore & Michigan Southern.
 Lehigh Valley.
 Little Miami, Columbus & Xenia, also Map of Road.
 Long Island.
 Louisville, Cincinnati & Lexington.
 Louisville, New Albany & Chicago.
 Louisville & Nashville, also Map of Road.

Macon & Western.
 Maine Central.
 Marietta & Cincinnati.
 Maryland & Delaware.
 Memphis & Charleston.
 Michigan Central.
 Michigan Southern.
 Milwaukee & St. Paul, also Map of Road.
 Minnesota Valley.
 Mississippi & Tennessee.
 Mobile & Montgomery.
 Montgomery & West Point.
 Morris & Essex.
 Nashville & Chattanooga.
 Nashville & Decatur.
 Naugatuck.
 New Haven, Hartford & Springfield.
 New Haven, New London & Stonington.
 New Haven & Northampton.
 New Jersey.
 New London Northern.
 New York Central.
 New York & New Haven.
 North Missouri, also Map of Road.
 North Pennsylvania.
 Northern (N. H.)
 Northern Central.
 Oil Creek & Allegheny River.
 Old Colony & Newport.
 Ohio & Mississippi, also Map of Road.
 Oswego & Syracuse.
 Pennsylvania Central, also Map of Road.
 Petersburg & Weldon.
 Philadelphia & Baltimore Central.
 Philadelphia & Erie, also Map of Road.
 Philadelphia and Reading.
 Philadelphia, Wilmington & Baltimore, also Map of Road.
 Pittsburgh, Cincinnati & St. Louis, also Map of Road.
 Pittsburgh, Fort Wayne & Chicago.
 Plattsburgh & Montreal.
 Providence & Worcester.
 Raleigh & Gaston.
 Rensselaer & Saratoga.
 Richmond, Danville & Piedmont.
 Richmond, Fredericksburg & Potomac.
 Richmond & Petersburg.
 Sandusky, Mansfield & Newark.
 Selma & Meridian.
 St. Louis, Jacksonville & Chicago.
 St. Louis & Iron Mountain.
 Stonington & Providence.
 South Carolina.
 South Side, Va.
 Syracuse, Binghamton & New York.
 Terre Haute & Indianapolis.
 Toledo, Peoria & Warsaw.
 Toledo, Wabash & Western.
 Union Pacific.
 Union Pacific, Eastern Division.
 Utica and Black River.
 Vermont Central & Canada.
 Vermont & Massachusetts.
 Virginia Central.
 Virginia & Tennessee.
 Westchester & Philadelphia.
 Western & Atlantic.
 Western Union.
 West Jersey, Salem & Cape May.
 Winona & St. Peter.

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GENERAL RAILWAY INDEX.

All the Time Schedules in this publication are numbered, and these numbers are irrespective of any page. Where one or more roads or branches are operated by one corporation, they are included under the specific number of the main line, and are numbered 1, 2, 3, etc. The names of stations, in almost all cases occupy the centre of the page, and trains leave or pass these stations at the times mentioned on the left hand going down from the top to the bottom of the page, and on the right hand of the stations going up.

	NUMBER.		NUMBER.
Alabama & Florida, now Montgomery & Mobile	260	Calais and Baring	4
Albany Division Rensselaer and Saratoga	78	Camden and Amboy	90
Alexandria, Loudoun & Hamp	227	Jamesburg Branch, 1	
Alleghany Valley, Pa	117	Burlington and Mt. Holly, 2	
Androscoggin	18	Pemberton & Hight Town, 3	
Ashuelot, N. H.	29	Camden and Atlantic	97
Atlanta and West Point	257	Canal	64
Atlantic and Great Western (<i>Map</i>)	118	Collinsville Branch	
Cleveland Branch, 1		Cape Cod, Mass	47
Franklin " 2		Cape Cod Central	48
Atlantic and Gulf	254	Cape May and Milleville	95
Atlantic and North Carolina	242	Carrollton and Oneida	131
Augusta and Savannah	256 1	Catasauqua and Fogellsville	99
Augusta and Milledgeville	250 3	Catawissa	115
Avon, Genesee and Mt. Morris	83	Central Georgia	256
Baltimore and Ohio (<i>Map</i>)	138	Augusta and Savannah, 1	
Parkersburg Branch, 1		Milledgeville and Eatonton 2	
Washington Branch, 2		Central of New Jersey (<i>Map</i>)	101
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Washington County, 4		Local, 2	
Central Ohio Division, 5		Central Ohio	138 5
Bangor, Oldtown and Milford	15	Central Pacific	176
Barclay R.W. and Coal Co.	100	Central Branch Union Pacific	189
Bellefontaine Line	162	Charleston and Savannah	272
Belvidere, Delaware and Flemington	106	Charlotte and South Carolina	245
Bennington and Rutland	35	Cheraw and Darlington, S. C.	244 1
Boston and Albany	40	Cheshire	28
Boston and Worcester local, 1		Chester Valley	108 3
Brookline Branch, 2		Chicago, Alton and St. Louis	181
Milford Branch, 3		Chicago, Burlington and Quincy	185
Pittsfield and North Adams, 4		Galesburg, Peoria & Lewiston 1	
Hudson and Boston, 5		Chicago, Cincinnati and Louisville	159
Boston, Concord and Montreal	30	Chicago and North-Western (<i>Map</i>)	174
Boston, Clinton and Fitchburg	42	Wisconsin Division	
Boston, Hartford and Erie	44	Peninsula " 1	
Blackstone Division, 1		Madison " 2	
Woonsocket " 2		Kenosha " 3	
Boston and Lowell	38	Iowa " 4	
Woburn Branch, 1		Galena " 5	
Lowell and Lawrence, 2		Milwaukee " 6	
Stoneham Branch, 3		Chicago, Rock Island and Pacific	177
Stony Brook, 4		Illinois Division, 1	
Salem and Lowell, 5		Iowa " 2	
Boston and Providence	39	Cincinnati, Sandusky and Cleveland	154
Stoughton Branch, 1		London Branch, 1	
Dedham Branch, 2		Findlay Branch, 2	
Mill Village, 3		Cincinnati, Hamilton and Dayton	143
Boston and Maine	36	Dayton and Michigan, 1	
Reading and South Reading, 1		Cincinnati, Richmond and Chicago	
Medford Branch, 2		Cincinnati and Indianapolis Junction	146
Newburyport Railroad, 3		Rushville Branch	
Haverhill Branch, 4		Cincinnati and Martinsville	145 2
Dover and Winnipissiogee, 5		Cincinnati and Zanesville	140
Brockville and Ottawa	6	Cleveland, Columbus and Cincinnati	161
Brooklyn Central and Jamaica	88 1	Springfield Branch	
Buffalo and Goderich Division Grand Trunk	5 9	Cleveland and Pittsburg	129
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Editorial Notice.

The TRAVELERS' OFFICIAL RAILWAY GUIDE for the United States and Canada, herewith presented to the favorable notice of our numerous railway friends and the kind consideration of an appreciative public, is designed to effect two purposes for the classes above alluded to—viz., *economy* for the former, and *correctness* and *reliability* for the latter. Local Time Tables of the different roads, from which the intrinsic value of any work of this character is derived, will be published *free of charge*, and we are confident that this fact, combined with the active co-operation of our railway associates—especially those who have charge of the passenger and ticket departments on the respective lines—advertised and represented herein, will assure us an early possession of the *latest* Time Tables, and thus travelers may depend upon the GUIDE being always *correct and reliable*. We are fully aware that any work of this nature is open to severe criticism, and we anticipate very great difficulty in establishing a basis of publication which, in theory and detail, may be universally acceptable. Some may object to the arrangement of the Time Tables, and others may wish that our information were more diffuse; but we shall attempt to carry out our work in good faith, trusting to time for the removal of any prejudices which may exist against our undertaking. It is needless to state that no publication of Time Schedules in a general Railway Guide can claim even a semblance of originality. Our task lies principally in the arrangement and revision of such matter (not original) as is kindly furnished to us; and in the attempt to carry out, as far as practicable, the suggestions of those who are more competent than ourselves to judge of what is requisite for the roads which they respectively manage. All suggestions made to us, either by railway officers or by the traveling public, will receive prompt attention, and that respect to which they are justly entitled, and we, in return, shall deem it an especial favor if those friends who have extended to us their sympathy and indorsement will help to keep us on the right track by notifying us promptly of any and every change in time or administration which may occur.

Improvements of any character on a line which contribute to the increased comfort and convenience of the traveling public cannot find a better advertising medium than the pages of this work, which, we trust, will eventually find its way into the remotest corner of this country, and become as much a household word as the transatlantic "Bradshaw." We urge this subject more forcibly from a prediction that the day is not far distant when the railways of this continent will be entirely dependent for their popularity, as through lines, upon the accommodations which they furnish to the traveling public. Special attention will also be paid to the progress of new railways, and the statistics of those already established. We shall thus be able not merely to furnish solid information which will be valuable to the general reader, but to make comparative abstracts of the earnings and operating expenditures which may be practically useful to those who manage these vast railway interests, and who are naturally desirous of having all information of this nature condensed and sim-

plified as much as practicable. No amount of labor will be deemed excessive so as to perfect the object which we have proposed to ourselves in this undertaking; but our success is dependent upon that hearty co-operation of Superintendents and other general officers which has, with scarcely any exception, been cordially given to us, and for the continuance of which we are egotistical enough to believe that our GUIDE will be a guarantee. Railways here are, comparatively speaking, in their infancy, and the order of things has been inverted to that of older countries. Lines have been built to open up and develop territory, and the owners and projectors have trusted in many cases to the prospective earnings for the wherewithal to make their roads first-class, as far as construction and equipment were concerned. In some respect we can learn useful lessons from the transatlantic railways, and we shall, therefore, attempt to enlist into our service the experience of practical men in Europe and elsewhere with whom engineering, in all its branches, has been a life long science, and we trust that comparisons will not be deemed invidious or prejudiced.

Eventually we propose to insert in this GUIDE maps of the several States, and perhaps, to substitute them for the large map in the front part of the work, as it will be impossible to produce a clear and correct map of the whole country between the Atlantic and Pacific which would not be cumbersome and inconvenient to the traveler. With this view the arrangement of the roads in the GUIDE has been made to correspond, as nearly as possible, with the various States—due regard being paid, where practicable, to the immediate connection of such railways in their respective States. It is but justice, however, to ourselves to say that this first issue must not be regarded as a sample of the future. The work has been pushed through hurriedly, so as to convince our friends that we were in earnest. Time will suggest many alterations, and the engravers will have much labor in producing such maps as are requisite for a publication of this character; but no expense nor labor will be wanting to make this work a success, and one which will more than justify the anticipations of those who have so cordially sympathized with and endorsed its inception.

EDWD. VERNON, Editor.

The "Only Railway Guide."

Such is the axiom of our cotemporary, such is the assertion which the Editor of the Appleton Railway Guide attempts to palm off upon the railway community, and the public generally. Fortunately, there are some persons still living who recollect that a Guide flourished *prior* to that now published by the Messrs. Appleton. *There was a Guide in 1856*, from which this worthy Editor *copied verbatim*, and *copied* not merely what was correct, but even *clerical* and *typographical errors*. That Guide had a circulation which has never been enjoyed by the vaunted Guide of the Messrs. Appleton, and had its subsequent proprietors been men of similar

resources to those who publish the "*only Railway Guide*," it is questionable whether this last work would not have died a natural death, and been now, like many others, a relic of the past. The old "Dinsmore Guide" was known and appreciated by thousands; its Editor was a man of fertile resources, and possessed, amongst other qualifications, the pen of a ready writer—at least, if we can form any opinion from an article which is quoted in another portion of this book, under the head of "Copyright Privileges and Guide Monopoly." Under the able and efficient superintendence of Mr. Batterman, the "American Guide," based upon the "Dinsmore Guide," and possessing all its privileges of priority, was fast attaining a large circulation, and was esteemed by all railway men of experience *more correct* in detail and arrangement than that Guide which boasts of being the "*only Railway Guide* in the country, which has the confidence of both the traveling and railway community." To the privileges of the old "Dinsmore Guide"—privileges (if any exist in a work of this character) many years antecedent to those which the Messrs. Appleton can claim—*we succeed*; and there will be no lack of energy or ability on our part to restore the old "Dinsmore Guide," in a new dress, and under a new name, viz., THE TRAVELERS' OFFICIAL RAILWAY GUIDE, to that enviable position which it once occupied amongst the periodical publications of the country. As old railway officers, and especially connected with that department which controls the passenger business, we can almost blush at the effrontery which induces the editor of our contemporary to state that his Guide possesses the confidence of the railway community. His memory, to say the least, *must be very treacherous*, if he cannot call to mind several circumstances which have happened during the past two years that proved incontestably the total *want of confidence* which the "Appleton's Guide" possessed with those who were the best capable of judging about its merits or demerits. Had either he or any of the eminent firm who publish that work been present at meetings of the General Ticket and Passenger Agents' Association, held in Chicago, Cleveland, Cincinnati, New York and Memphis, as we were; had he taken part in those deliberations—wherein the project of starting a new Railway Guide, under the auspices of the General Ticket Agents' Association, was first broached—and heard the maledictions vented upon a monopoly which had been *grossly abused*, and whose demands were oppressive and extortionate, we think that he could scarcely have the audacity to place before railway officials such a transparent exaggeration. Our language may appear strong, but the case warrants it; for we maintain that no man is justified in telling an untruth knowingly—no circumstances, however trying, warrant a man (even for business purposes) in perpetuating a *wilful deceit*. Do contracts now in our possession, signed by officers representing nearly 20,000 miles of the principal railways in the country, endorsing the TRAVELERS' OFFICIAL RAILWAY GUIDE, *officially, pecuniarily*, and by *advertisement*, betray a want of confidence? Does the action of the American News Company of New York, and the Western News Companies of Chicago and St. Louis, by which they advertise themselves our

Exclusive agents, manifest a want of faith in the ultimate success of this enterprise, which, managed by railway men, must, with but few exceptions, have the cordial good-will and sympathy of our quondam associates amongst the railway fraternity? We may not have the pecuniary means at our disposal which the Messrs. Appleton possess; individually we may not have the printing experience which might be materially useful at the present, but we occupy a *better vantage ground* than any which can be bought for money—we rely upon *that moral and potential influence* which railway officers and railway *employes* generally can exercise to our advantage. We are confident that they will rally as one man to the support of this GUIDE, when it has once made its appearance, and convinced them that we are in earnest. It is with this faith, and the firm conviction that the public generally are opposed to *monopolies*, and will give us a fair representation, that we launch this new GUIDE upon the somewhat dangerous sea of literary publications. There may be many hidden reefs on which our work may make shipwreck, and we may be swallowed up in that maelstrom which has engulfed many a literary barque before; but we have a chart before us—the chart of experience—on which is plainly traced the course which has led our cotemporary into his somewhat present UN “enviable” position, and we have a polar star to guide us—viz., the hope of justifying in this work the confidence which our friends have manifested in our ability to reach the haven of success.

Copyright Privileges and Guide Monopoly.

The proprietors of the Appleton's Railway Guide, or its recognized Editor, appear to have very indistinct and confused ideas about the legal rights which they possess as publishers of Time Tables which are furnished to them by railway companies, and from which, in reality, the intrinsic value of such a work for the traveling public is derivable. They appear to ignore the fact that they, as well as ourselves, are the servants of these large and powerful corporations, and that it is entirely optional with these companies whether the favor which has hitherto been extended of furnishing time schedules, maps and advertisements be perpetuated. They apparently esteem that *to be a right which is in reality an act of courtesy*, and claim as individual property work which they have performed as mere mechanics, and because they possessed unusual facilities for engraving and publishing. The origin of our new enterprise may be traced back to that *obstinate and unbending* spirit toward the complaint of railway officials which has characterized the conduct of the Messrs. Appleton for the past two years, and in some instances the Time Tables of important railways have been withdrawn entirely from this Guide, or else published in a small paragraph form, when they refused to comply with the exorbitant terms which were demanded. They have also refused, in some instances, to deliver up maps which were paid for by the companies, and for the publication of which they were receiving seldom less than \$100 per page per annum, and have presumed to

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dictate what disposition should be made by a company of its own property. The old adage, "Quem deus vult per deum prius dementat," is especially applicable here, and it might have been wiser policy for the Messrs. Appleton to allow the TRAVELERS' RAILWAY GUIDE to stand or fall on its own merits or demerits than to incur, by the action indicated in the following correspondence, the ill-will of those who in other instances might have given them a divided allegiance.

About the 12th of April the following letter was received by one of the firm who control this publication :

D. APPLETON & CO.,
PUBLISHERS BOOKSELLERS, STATIONERS AND IMPORTERS,
443 & 445 Broadway,

NEW YORK, April 8, 1868.

H. H. WHEELER, Esq.

DEAR SIR:

Understanding that you and your associate contemplate publishing a Railroad Guide, in which we hear you will reproduce some of the small maps in our work, we think it proper to advise you that all such maps are copyright property, and that we are the sole proprietors of the same.

It matters not who may possess metallic plates of these maps, THEY HAVE NO RIGHT TO USE THEM EXCEPT TO SUCH EXTENT AS WE MAY SEE FIT to permit. We have never parted with any of these plates without limiting the use to which same could be put.

Not only these maps, but our whole Guide matter and arrangement, is a creature of copyright, which we shall of course protect.

We write this in the hope that we may not be under the necessity of a resort to the court for protection of our rights.

Very respectfully,

D. APPLETON & Co.

We immediately searched amongst the archives of the past relative to the idea of "Guide matter and arrangement," which was claimed to be a *creature of copyright*, and discovered that the reverse was the case, and that if any claim to copyright existed at all, it was vested in ourselves, as successors to the privileges of the old "Dinsmore Guide."

The subjoined article, copied from the American Railroad Guide of Nov., 1856, will explain precisely in what position the Editor of the "only Railway Guide" stood when his enterprise was showing its first buds of promise, and when he condescended to be a mere plagiarist:

The right of any or every man to embark in the same business or profession as his neighbor is a positive right. Whether the success of another has prompted the action of the next adventurer, or whatever the motive, it would not be politic to inquire. But when, to commence operations, the new-comer finds it necessary to rob the store of his neighbor before he can stock his own, then a wrong is done, and the honesty or dishonesty of such a procedure becomes a legitimate matter for discussion. To take from another that which either fortune or labor has endowed him with, is *stealing*, and every one, however high his social or business position, is amenable for such an offence.

We do not complain that another has thought proper to follow in our steps. We would even give way to a successor whose wares were of better shape, substance and finish than our own, and yield the field to superiority. But how stands the case between the Appletons and ourselves? A few words will explain the whole *status* of the two parties.

For the past seven years we have been legitimately engaged in the publication of a work entitled the "AMERICAN RAILWAY GUIDE," and during all that time have labored strenuously and unceasingly to make it

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complete and acceptable to travelers. Success in our endeavors, if not as universal as we may have aspired to, has, nevertheless, been signal. We *built up* a book which has given general satisfaction, and which has been constantly enlarging in proportion to the expansion of our system of railroads. This book we claimed as our own personal property, and thought that at least we had a right to its contents matter.

In the early months of the present year the project of another Guide was introduced by a party who hailed from Cincinnati. How many publishers were consulted by the projector is of little account; it is well known, however, that the firm of J. H. Colton & Co., the eminent map publishers, were invited to become its sponsors, but they, from honorable motives, declined the responsibility after learning its aim and purpose. Ourselves, also, had a proposition—to *incorporate this yet unfledged Guide with our own standard and well-established work*. Ultimately, however, the *perfected* work was published by the Appletons, of Broadway, and its No. 1 appeared on the 1st of July last.

Curiosity, interest, or one or other motive compelled us to examine the pages of a work which had been previously heralded with great industry and—*business tact!* It was to overshadow all previous and pre-conceived ideas of a Railroad Guide—it was to annihilate our own unpretending volume, and throw a *calcium* light over the traveler. But oh! what a disappointment to ourselves—what a distance there was between promise and performance! Yes, gentle reader, we *were* surprised—astounded; for what did we find it to contain but very *accurate copies* of our own tabular forms—copies so accurate, indeed, that even our very clerical errors were there, and even figures which had been shaken out of the forms of this redoubtable GUIDE. In fact, it was, so far as it went, an exact reflex of the matter we published in the *May edition* of our own work! We do not make this statement without foundation—we appeal to a comparison between our GUIDE and the Appletons' Guide; and if our assertion in pronouncing the latter a copy of the former is not there patent to the least observant—then we in justice ought, and are willing to be looked upon as *malicious slanderers*.

Now if a man build a house, is it not his own? A man building a book, has he not a like right to its sole possession and enjoyment? If so, and if books are in reality property, then we have been most outrageously robbed. The labor of years has been appropriated by another, and were the means of this other as powerful as his will, we might infer that our end is nigh at hand. What, readers of this Jeremiaed, is the due of such an action? The law might avail us, but we appeal not to its uncertainties—we simply leave the culprit to the *moral judgment of the public*.

But the turpitude of the crime committed against us by this appropriation of our property has some further phases. It is well known that we for many months had been engaged in the preparation of a larger work than that to which allusion has been made heretofore. We publish this our rescript against *robbery* in No. 3 of the work to which we refer. The first issue was made on the 1st day of September. The Appletons' No. 3 was issued on the same day. On comparison of the two works it was at once seen that our own contained nearly half a hundred tables, representing 1,500 miles of railroad more than the Appletons' Guide. It also contained about five times as many steamboat routes as the Appletons' Guide. In fact, we were fully satisfied that our book was reputable, and would pass public examination without much difficulty.

Another month rolled on and the two Guides again made their periodical appearance—our GUIDE with a large amount of additional information, and many changes in the Time-Tables since our first issue, and—the Appletons' Guide, with *copies or abstracts* of the half hundred tables which *we alone had previously published*, and with its steamboat routes doubled. Here was another flagrant appropriation of our industry and labor to the aggrandizement of our would-be rival. But of one thing we are certain, that the Time-Tables given for October in the Appletons' Guide were *not* (where changes had been made) *those of our own issue for the same month*; and reasoning *a priori*, we may presume that whenever their November number appears, it will be exactly one month behind our own in information—neither more nor less. The public will judge of this matter.

That this wholesale appropriation will be continued so long as the Appletons' Guide is published, we have not a shadow of a doubt. We shall, however, take no interest in the matter to prevent it; but shall rest satisfied that the traveler will soon discover which is the real Guide—the GUIDE that is always a month ahead of its contemporary in all that is of value to the wayfarer, or *the other*. That our efforts to give a truthful

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and reliable work have already been appreciated, we have ample testimony. Our future efforts will elicit a continued and like appreciation from a discerning public.

We also obtained the legal opinion of Mr. J. B. Staples, a gentleman especially conversant with the laws bearing upon copyright privileges, and submit the conclusions arrived at by him, which for perspicuity and sound common sense cannot be surpassed:

OFFICE OF J. B. STAPLES, COUNSELLOR-AT-LAW, 23 NASSAU STREET, CORNER OF CEDAR STREET,

NEW YORK, April 14th, 1868.

Messrs. WHEELER & VERNON,

Gentlemen,—After a careful examination of the law, as enacted by Congress and settled by the adjudications of the Courts, in reference to Copyright, I can give you the following as safe and reliable rules of action in reference to the publication of a Railway Guide, containing time-tables, maps, routes, places, etc.

1.—A Copyright does not appertain to time-tables, schedules, steamboat routes, etc., where the publishers of the work containing them are furnished with the tables, schedules, maps or routes by the Railway or Steamboat Companies; and any person is at liberty to print and publish such matter so furnished, and call the publication a Railway Guide. A Copyright may exist and belong to the author of a map, or of tables or schedules, so far as they have any originality; but the taker of the Copyright must be the real author, and not the receiver of the same from the Railway Companies, or other parties concerned.

2.—Even where a Copyright is legally entered and secured for a map, chart, table or line of route by a *bona fide* author, composer or compiler, this does not prevent any other *bona fide* author from composing, compiling or making the same map, chart, table, etc., from original sources, however closely the subsequent work may resemble the prior one before Copyrighted. No one can Copyright a route or distance, or time of trains starting or running, nor the line of track, or places through which a Railway runs. All that the Copyright law does, or pretends to do, or can do, is to prevent actual copying of original matter, Copyrighted by the author; the materials for the same being common property, open to all, to compile, arrange, print and publish in the shape and arrangement of a Railway Guide, or any other work.

3.—It is clear that a line of Railway, delineated typographically or in any other way, which is merely the copy of the Railway Company's track or route, and inserted in a map, the other parts of which are not new and original, cannot be the subject of a valid Copyright; nor will the placing such in a book, in company with other similar maps, and calling the whole a Railway Guide, alter the case, unless there is something in the arrangement independently, which arrangement constitutes the ground of Copyright.

4.—Where a Railway Company pays the publisher of a Railway Guide for the insertion and publication of a time or other table, or schedule, or map, and furnishes the matter for such insertion and publication, and the same is published as furnished, there can be no valid Copyright in the publisher; and the Railway Company can furnish the same matter to any other party for publication, either by itself or connected with other matters, and the publication thereof by such other party cannot be prevented or enjoined.

5.—The fact of the engraving of a map of a railway route, with or without the adjacent country, by the direction and at the expense of the Railway Company, such engraving being furnished to the publisher of a Railway Guide, for the purpose of printing from the same, and publishing the maps so printed in a Railway Guide, does not vest the same, nor the Copyright of the same in such publisher; it is the property of the Railway Company, and the original engraved plate belongs to the Company so paying for the same, and may be reclaimed and recovered by such Railway Company by suit; the publishers causing to be engraved on the plate the words, "engraved for such a Railway Guide," creates no claim, either of Copyright or possession in such publisher; emphatically is this true where the Railway Company pays for the insertion to the publisher of the Railway Guide.

6.—A Railway Guide published, and containing time cards, schedules, distances, etc., together with maps representing the railway lines of track, and copyrighted, cannot prevent the publication of a subsequent Railway Guide, containing maps, time cards, etc., of the same railways, and with a similar arrangement. Such Railway Guides were published before the Appletons' Railway Guide, and such works are now open to

all to its pristine state of prosperity and affluence will render this line one of the most popular and remunerative thoroughfares in the United States.

Pittsburg, Fort Wayne and Chicago Railway

We are in receipt of the annual report of this popular railway for the twelve months ending December 31st, 1867, and the official statements therein given relative to the earnings and expenditures manifest conclusively the ability which characterizes the management of each department. The total receipts amounted to \$7,426,333 27, which includes the earnings of the Newcastle Branch: and the expenses were \$4,918,752 61, or 66 $\frac{2}{3}$ per cent. of the earnings. If the item of general expenses, amounting to \$344,725 37, were deducted from this head, the operating expenses appear to be 61 $\frac{2}{3}$ per cent., which is a reduction of $\frac{1}{3}$ per cent. from those of 1866. This nominal reduction would have been much larger had it been practicable to reduce the expenses in the proportion in which earnings fell off; but the high price of all the necessaries of life prevented any reduction in the cost of labor, while the prices of business were below those of the preceding year. The revenue from freight fell off \$223,865 70; and that from passengers but the trifling sum of \$2,882 31, which occurred wholly in the competitive travel. The diminution in revenue from freights may be mainly traced to the general depression in business, and the consequent competition between the lines leading to the Atlantic seaboard, which introduced lower rates during the greater part of the year on the foreign or competitive tonnage. Had the cars, which came Eastward empty, been loaded at but 1 $\frac{1}{2}$ cents per ton per mile, \$200,000 extra could have been earned at a mere nominal addition to the expenses, and the aggregate receipts from freight would have been but little behind those of the preceding year. There is one noticeable feature in the report of the General Freight Agent—viz., the marked decrease in the claims for loss and damage, as compared with former years. These payments were only 34 per cent. of those received in 1866, and but 17 per cent. of the amount chargeable to 1865. Perhaps this desirable result is mainly due to freedom from accidents, etc., but there is no doubt that the watchful care of agents and clerks, induced by a sense of personal accountability, contributed very largely to this satisfactory condition of affairs. An average of 48 $\frac{2}{3}$ tons, or five car loads, were carried the whole length of the railway, 468 miles, for each \$1 of loss and damage sustained in 1867. Reference to the elaborate statistics which accompany this report shows important changes in the passenger business of the year, and the results are eminently satisfactory. The number of local passengers increased seven per cent., with an increased revenue of \$107,027 88; and this fully compensates for the decrease of nearly thirty-one per cent. in the foreign passengers, and a corresponding reduction in revenue of \$107,910 20. which would have been much further reduced had not the class of travel averaged a greater number of miles per passenger than in 1866.

The whole increase of revenue from local travel occurred on the Eastern Division,

and ninety per cent. of the reduction from foreign travel also occurred on the same division. These data prove that the local travel is steadily increasing, and the exertions made by the managers of this important line to foster their local business must inevitably be highly remunerative in the course of a few years. The decrease in numbers of foreign travel, being almost exclusively confined to the Eastern Division, was always anticipated from the competition of the Panhandle route; but the increased mileage per passenger demonstrates that the foreign travel is assuming a more valuable phase, and that the efforts made during the past two years by this company to furnish the best accommodations for passengers have been fully appreciated by the traveling public. While, however, great exertions have been made to render the passenger equipment first-class, and such as would contrast more than favorably with that of other lines—while silver palace-cars and compartment cars have offered increased comfort, with privacy, to those traveling for a long distance, the managers have not lost sight of the principle that perfect track, although expensive in the first instance, is eventually the most economical, and, therefore, we find that large sums have been spent on ballasting, and 116 miles have been relaid with new or rerolled iron, which is equal to 25 per cent. of the entire length of the road. Great attention has also been paid to the locomotive department, and out of 198 locomotives 151 are reported in *good* order, while only two require general repairs. Allusion is made to the completion of the Allegheny River Bridge, the superstructure of which is built wholly of wrought iron, excepting the floor beams and bed-plates, and which is little less than a quarter of a mile in length, extending over nine spans. This bridge, which cost over \$540,000, was designed by Mr. John B. Jervis, late Chief Engineer, and its erection was superintended by Mr. F. Slataper, one of the present engineers. It is of a plan known as the latticed girder, with vertical stiffenings, combines great strength with simplicity of construction, and undoubtedly ranks among the most important works of the kind either in the United States or elsewhere in foreign countries. A large increase of business is anticipated from the completion of the Grand Rapids and Indiana Railway, which will connect with this line at Fort Wayne, and open up one of the best portions of the State of Michigan; and it is expected that the removal of the legislative restrictions, which have hitherto prevented the extension of the Pittsburg and Connellsville Railway to Cumberland, will enable this Company, in connection with the Baltimore and Ohio Railway, to control the shortest route between Chicago and the tide water, and thus furnish another available outlet for those productions of the northwest which are increasing in volume and value every year. By their association with the Indianapolis and Cincinnati Railway, and the several companies owning the three roads between Indianapolis and Erie, Pa., in a lease of the St. Louis, Alton, and Terre Haute Railway, this company anticipate that they will be able to increase materially their direct through business between St. Louis and the seaboard, and, by a judicious expenditure of money on the leased property, to put the track and equipment in a condition which may hereafter be productive of remunerative results. This route, ^{ts}

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all to
pr P^c n its conveniences and sure connections, has always been deservedly popular in West, and time, labor, or money expended in affording increased facilities for el from St. Louis and Chicago, cannot fail to be fully appreciated by those who patronized this line for a long term of years.

W.—Since writing the above we are in receipt of the comparative earnings of monte for the month of April in 1867 and 1868. They show the heaviest Spring business for any single month in the history of the line, viz. :—

April, 1868.....	\$774,000
„ 1867.....	590,000
Increase.....	<u>\$184,000</u>

Pennsylvania Railway.

Any comment upon the sagacity and talent of those who are interested in the management of this powerful company is superfluous, as the statistics given in the annual report for 1867 show a large and healthy increase in the business of the road, and an excess of receipts over those of the previous year of \$251,978 48. In making this statement the amount collected for transportation of United States troops in both years is omitted, and reference is made to what may be considered the legitimate traffic—both passengers and freight of this line. A decrease of \$18,067 99 in the receipts from emigrant passengers is more than counterbalanced by an increase in first-class business of \$185,708 07; and the average mileage per passenger, as compared with that of 1866, viz., 37 ⁷/₁₀₀ in 1867, vs. 85.52 in the previous year, shows that the increase resulted mainly from a more extended local business. It must also be borne in mind that the majority of the military transportation in 1866 extended from Harrisburg to Pittsburg, and, therefore, the average mileage per passenger was greater in proportion to the numbers carried than in 1867. A general reduction in the rates of freight, which prevailed during the last half of the year, makes the tonnage statement appear large in comparison with the receipts, and the increase in regular freight earnings would have far exceeded the present apparent increase of \$123,006 68 had not excessive competition necessitated a temporary reduction of the tariff. The whole tonnage of the road exceeds that of 1866 547,820 tons, nearly 16 per cent.

Earnings from all sources were \$16,340,156 36; operating and general expenses, \$12,080,299 64, or about 74 per cent. of gross earnings.

The net profits of the Pennsylvania Railway are nearly all derived from the business of the main line, and the lease of the Philadelphia and Erie Railway for the past two years has been a source of loss; but the advantages derivable from this lease are prospective, and the large expenditures incurred at present in maintenance of way, and general improvements of machinery and equipment, enhance the value of the property very materially. Perhaps no road, either in this country or any other, considering the magnitude of the enterprise and the substantial character of

all the works, has been constructed so economically as the Pennsylvania Railway; and the report tells us that the construction account upon the whole line of double track, from West Philadelphia to Pittsburg, 355 miles, and a single track between Dillerville and Middletown, *via* Mount Joy, of 25 miles, including branches to Hollidaysburg of 27 miles, is but \$20,799,233, or an average of \$27,295 per mile of single track. Hence it follows that reasonable rates of transportation may be maintained coincident with satisfactory dividends; and although the nominal dividends, free from United States and State tax, are only six per cent., the remainder of the profits are carried to an extra dividend fund, which is divided among the stockholders whenever it is sufficient to justify a dividend of five per cent. on the capital stock. Dividends in the aggregate of 11 per cent. were thus paid in 1867, and the steadily increasing prosperity of the company justifies the anticipation that the same, if not more, may be realized in the present and succeeding years.

Past experience justifies, to the fullest extent, the policy which has dictated investment of the Company's funds in lines which are feeders to the main stem, whether such roads are situated in or out of the State; and the construction of the Pittsburg and Steubenville Railway, the West Pennsylvania Railway, the Ebensburg and Cresson Railway, the Tyrone and Clearfield Railway, the Bald Eagle Valley Railway, the Mifflin and Centre County Railway to Milroy, and the extension of the Broad Top Railway to Dallas, have had a beneficial effect upon the revenues of the company, and have tended, in no small degree, to increase the prosperity of Philadelphia. The large interest which the Pennsylvania Railway has acquired in the line between Pittsburg and Columbus must eventually prove remunerative, and the advantages secured of an independent line for freight and travel to and from the southwest cannot be over-estimated. Whenever the proposed new line between St. Louis and Terre Haute, *via* Vaudalia, is built, the Pennsylvania Railway will control an unbroken, and the shortest, route between the Atlantic and the Mississippi, and can present to travelers a saving of several hours in time, which can with difficulty be overcome by any other competing line. The most remarkable feature of Mr. Thomson's able report is the suggestion of a new system of freighting, whereby rates may be charged which can compete successfully with those now in use on the Lakes and the New York Canals. The progressive growth of the West, and the development of its present embryo resources, will, in all probability, justify the construction of a line exclusively for freight purposes, on which the speed should not exceed six miles per hour, and on which the lowest possible cost of movement of trains could be secured by a peculiar adaptation of locomotives and cars to the business in which they were to be engaged. The presumption is that such a line would not conflict with present interests, as through travel and general merchandise will seek lines where the movement is more rapid. It is proposed that the line of the Philadelphia and Erie Railway, as far as practicable, be taken for such a thoroughfare. It would cross the summit between the Eastern and Western waters, where the elevation is but 1,450 feet above tide, which may be overcome by gradients

not exceeding a rise of half a foot in one hundred feet, and would pass through a region abounding in the best bituminous coal for fuel. A railway operated upon this plan will ultimately be extended to the Mississippi River, across the table lands of Ohio, Indiana, and Illinois, south of the Lakes; and, when the tonnage is sufficient to justify its construction, will afford a medium of transportation, at all seasons of the year, as cheap and more expeditious than *via* the Lakes and Erie Canal. We cannot conclude our imperfect remarks upon this report without alluding to one fact, which tends more than anything else to uphold the prestige of the Pennsylvania Railway Company—that is, the efficiency and popularity of the officers in charge of the respective departments, and the desire which is always manifested to meet the wishes of the traveling public and their patrons generally. The interests of all seem to be identified with the line with which they are officially connected, and their whole powers are concentrated on one object—viz., the material and permanent success of an undertaking which, grand in its inception, must prove in its future development to be as successful, if not *the most successful* enterprise of either ancient or modern times.

Philadelphia, Wilmington, and Baltimore Railway.

The report of this important link in the route between New York, Baltimore, Washington, and thence to the Southern States, demonstrates very clearly that the receipts of the passenger department sympathized, to a very great extent, with the stagnation which has affected its Southern tributaries. There was a decrease in receipts from passengers of \$180,836 22, as compared with those of the previous year; but as an offset to this, we find an increase in receipts from freights, express, and other miscellaneous sources, of \$166,928 51, which leaves a total difference of little less than \$20,000. It may be presumed that under the arrangement which vests the operating of the Delaware Railway Line in the Philadelphia, Washington, and Baltimore Company, a fresh impetus will be given to business, which diverges at Wilmington, and the apparent discrepancy between the earnings of 1867, as compared with those of 1866, will soon be obliterated. The managers of this road appear to consider that a first-class track and equipment are of vital importance to their success, and the road is being rapidly relaid with new steel and iron rails. Hence the operating expenses were 14 per cent. in excess of those of the year ending October 31st, 1866; but this expenditure necessitates a less outlay in the present year, and the report adds that the experience, after more than three years' use of steel rails, justifies, to the fullest extent, the policy adopted of laying some steel rails every year. Great stress is laid upon the benefit derived from the Susquehanna Bridge, and a deserving compliment is paid to the engineering skill of George A. Parker, who designed and superintended the construction of this great work, and it is concluded that the "safe passage of the most exposed piers through three winters encourages the conviction that the Bridge will safely withstand the danger from ice, heretofore regarded as the most serious which a bridge at the mouth of the

Susquehanna would encounter." The advantages offered to passengers going West by this line of visiting Philadelphia and Baltimore, and Washington, *en route*, for the same price as that charged by the short line must, when fully appreciated, attract a large number of passengers, especially during the summer months, when the scenery over the Baltimore and Ohio Railway amply repays the traveler for the comparative delay in time resulting from a somewhat circuitous route.

Naugatuck Railway.

We are in receipt of the annual report of this prosperous road for the twelve months ending December 31st, 1867. The receipts, in consequence of a general prostration of business, were not as heavy as those of the former year, but show an increase of nearly 270 per cent. in the last seven years. The earnings in 1861 were \$118,110 66, against \$473,635 04 in 1867. Notwithstanding the decrease in receipts, considerable amounts were expended on depots, engine-houses, bridges, and other general repairs. Several new cars were built, and, consequently, road and equipment are both in good order. The construction of a new track at Junction will give this line an independent connection with the New York and New Haven Railway, east of the present Junction, and passenger, as well as freight trains, will run to and from New Haven without detention or change of cars, thereby getting rid of a long source of complaint—viz., detention at the Junction.

The total earnings were \$473,635 04, or about \$7,764 54 per mile of road; while the operating expenses were about 59 per cent., amounting in the aggregate to \$279,458 86. If all other roads in the country could be operated on as economically, and with such a profit to the stockholders, we should have fewer complaints about the unremunerative character of railway property.

The Union Pacific Railway.

THE GRAND RAILWAY LINE CONNECTING THE ATLANTIC AND PACIFIC COASTS.

We print in this first edition of our new Guide a map which, we believe, delineates more clearly than any other ever produced in a work of this character the topographical features of this immense line, which, grand in its inception, will be still grander in its completion and ultimate success. Our readers will naturally comprehend the impracticability of condensing in a map which covers such a vast area of territory all the intermediate and minor connections which are tributary to this grand artery of commercial civilization; but if it gives but an imperfect outline, and serves to interest our readers in the grandest scheme ever inaugurated on the continent, we shall feel that we have done our part, and further investigation into the merits of the line will convince them of the sagacity of those who have been the master minds in the enterprise. This road is a *commercial* as well as a *political* necessity, and is destined to render available an amount of mineral wealth that is not even approached in any other country on the globe, and will develop some territories capable of producing the most luxuriant and valuable crops. The millions of treasure which are even now added annually to the wealth of the world from

the section of country traversed, or that will be traversed by the line, only indicate what would be received with improved facilities for transportation and internal development.

We must bear in mind that the Pacific States, notwithstanding the adverse circumstances against which they have had to contend in the way of immigration, have increased immensely in population during the last decade. The business of a million of inhabitants already populating large towns and cities, and actively engaged in all the departments of production and traffic—to say nothing of the trade from China, Japan, and even Australia, which can be legitimately brought over this road—calls for the rapid and energetic completion of this great highway; and nobly have its originators and managers responded to the call. The first forty miles were not laid until January, 1866, and since that time 540 miles have been built, and are in operation, while 100 more are ready for the iron. One would almost imagine, from the rapidity with which this work has been pushed through, that some beneficent genius had donated to the managers for the time being its wand of power. Towns have sprung up, as it were, by magic, and the locomotive has proved itself the pioneer of civilization, and the pacificator of hostilities which have heretofore been a source of great expense to the United States Government. The following notes on the general features of the country along the line west to Salt Lake may not be devoid of interest to our readers: The initial point of the Union Pacific at Omaha is 967 feet above tide-water; and Cheyenne, at the eastern base of the Laramie range of the Rocky Mountains, 517 miles west from Omaha, is 6,062 feet. Difference, therefore, between Omaha and Cheyenne is 5,095 feet, or about 10 feet to the mile. The summit of the Laramie Mountains, *the highest point on the line*, is 32 miles from Cheyenne, and its elevation is 8,262 feet, which leaves 2,200 feet to be overcome at a maximum grade of 80 feet to the mile, which is much less formidable than the grades of many Eastern roads. The line runs from the summit to the Laramie plains, with no grade more than 90 feet to the mile, and, crossing the Great Laramie and Little Laramie Rivers, follows a course to Rock Creek, over an undulating country, with maximum grades not exceeding 40 feet to the mile. From Rock Creek to the Medicine Box River the line requires a small amount of rock excavation, but no cut more than 22 feet deep will be required. Crossing the Medicine Box 93 miles west of the summit, and 632 miles west of Omaha, the road threads in the direction of the east range of the Rattlesnake Hills, the summit of which is reached at an elevation of 7,124 feet above the sea at a place called Brown's Pass—thence descending to the north fork of the Platte River, the line passes the western range of the Rattlesnake Hills, through a canon characteristic of that section of country, and crosses the north fork at an elevation of 6,484 feet above the sea, and at a distance from Omaha of 691 miles. From this point the line turns due west, and begins to ascend the main divide of the continent, which it reaches at Dodge's Pass, 725 miles west of Omaha, at an elevation of 7,108 feet. The maxi-

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imum grade in ascending the divide is but 65 feet to the mile. Descending to Bitter Creek, and following along the valley, the road crosses Green River, 841 miles west of Omaha, and running along a fine wide valley to the mouth of the Big Muddy, reaches the East River of the Great Salt Lake Basin. The ascent of this river is made on the slope of one of the tributaries of the *Big Muddy*, and follows a continuous ridge until a summit is reached 7,567 feet above the sea. From this point the line descends gradually to Bear River, up Yellow Creek to the Wabsatch Mountains, and arrives by the Weber Valley at the cultivated farms of the Mormons. Following along the canons the road soon strikes the great Salt Lake Valley, and skirts the great Salt Lake to near Great Salt Lake City, 1,037 miles west from Omaha. The following table shows the distance from the Eastern Terminus of the road to the prominent points along the line—with their elevation above the sea level:

STATION.	DISTANCE FROM OMAHA	ELEVATION ABOVE THE SEA.	STATION.	DISTANCE FROM OMAHA.	ELEVATION ABOVE THE SEA.
Omaha	— miles.	967 feet.	Fort Bridger.....	845 "	7,009 "
Fremont.....	46 "	1,215 "	Weber Canon.....	995 "	4,654 "
Columbus.....	91 "	1,455 "	Humboldt Wells.....	1,213 "	5,650 "
Kearney.....	190 "	2,128 "	Humboldt Lake.....	1,493 "	4,047 "
North Platte.....	290 "	2,830 "	Big Bend Truckee.....	1,544 "	4,217 "
Julesburg.....	377 "	3,557 "	Truckee River.....	1,602 "	5,866 "
Cheyenne.....	517 "	6,062 "	Summit of Sierras.....	1,616 "	7,042 "
Evans' Pass, Summit of			Cisto.....	1,624 "	5,711 "
Black Hills.....	550 "	8,262 "	Alta.....	1,652 "	3,625 "
Laramie River.....	576 "	7,134 "	Colfax.....	1,667 "	2,447 "
Bridger's Pass, Rocky			Sacramento.....	1,721 "	56 "
Mountains.....	690 "	7,534 "	Stockton.....	1,765 "	22 "
Green River.....	820 "	6,092 "	San Francisco.....	1,845 "	— "

Our space will not permit of allusion to the untold wealth in silver and gold, coal, iron, and salt which must be developed by this enterprise. We would conclude by stating that a large portion of the California travel which now takes the route by steamer will, as the Eastern and Western branches of the track are brought nearer together, will take this route in connection with Wells, Feago, & Co.'s stages; and the distance between the two railways will be nothing but a pleasant episode in a most picturesque region that will agreeably vary the monotony of railway travel, and must prove more attractive than confinement on board a steamer. We are indebted to Mr. Spaltuc, Advertising Agent of the Union Pacific Railway, for the principal data contained in this article.

Michigan Southern and Northern Indiana Railway.

The annual election of Directors for this Company was held at Toledo on the 22d of April, and the following gentlemen were unanimously elected Directors for the ensuing year: E. B. Phillips and Albert Keep, of Chicago; Philo Morehouse, of Elkhart, Indiana; J. S. Barry Constantine, Michigan; T. Hoak, Toledo; William Williams, Buffalo; N. Beardsley, Auburn, New York; Legrand Lockwood, Henry Keep, Jesse Hoyt, J. P. Acker, A. Hasemeyer, and D. N. Barney, of New York.

At a subsequent meeting of the board, E. B. Phillips was re-elected President; Legrand Lockwood, Treasurer; and D. P. Barbyd, Secretary.

Railway Statistics of the State of Ohio.

From the able report of General George B. Wright, Commissioner of the State of Ohio, we gather some valuable information, which proves that, though the State is yet in its infancy, and the railway system but partially developed, the day is not far distant when the State of Ohio will be among the first in the Union, in respect to railway advantages and facilities. This will be especially the case when the Pacific roads are completed, and the direct line of travel between the Atlantic and the Pacific, and even to China and the islands of the Pacific, lies through the State. All but one of the great trunk lines now established reach the eastern boundary of Ohio, and find connection and remunerative traffic in lines further West, which drain a territory of immense magnitude and most fertile resources; and some of the lines have acquired, and are still acquiring interests in roads West, as in Missouri, Illinois, and Indiana. Of course, many local roads have to struggle against heavy difficulties, and do not pay any dividends upon capital invested: but the development of the country through which they run must eventually enhance their value, and render them remunerative. There are now built and in operation in the State of Ohio:

Single Main Track*.....	2,805 169-1,000	miles
Double Main Track.....	84 470-1,000	"
Length of Branches.....	406 930 1,000	"
Side Track.....	427 832 1,000	"
	<hr/>	
	3,877 091,1000	"

* 152 690-100 is double gauge.

The total amount invested in the construction and equipment of these lines, as shown by the returns of the several companies in the State, is

Capital Stock.....	\$92,528,515 80
Bonded Debt.....	72,020,382 89
	<hr/>
	\$154,548,898 69

or an average of \$42,441 83 per mile; but this is exclusive of amount sunk by concessions and surrender of debt, or the millions of dollars lost by original stockholders and creditors, and whose only recompense consists in the enhanced value of property contingent upon the material development of the State. The number of persons employed in operating and managing these lines of railway is 18,778.

The aggregate amount of the gross receipts for the several companies for the year ending June 30th, 1867, was 43,423,959 90, and amount of Federal and State taxes paid during the same period was \$869,472 39; but this includes the earnings and taxes of the roads whose lines extend beyond the State limits. These figures demonstrate, at a glance, the present magnitude and importance of this interest to the State.

The Commissioner enters into a somewhat lengthy explanation of the manner in

which these roads were built originally. How the first proprietors and stockholders were sacrificed, or obliged to sell their interest at heavy reduction, and now the lines have in many cases passed into the hands of foreign capitalists or companies, other who were compelled to ignore old claims, and, in some instances, to make sacrifices equally as heavy as the citizens who were the primary stockholders.

It appears that the law under which this Commissioner acts delegates to him the power of examining into and rectifying any abuses, or supposed grievances, which may result from exorbitant charges made for the transportation of freight and passengers, especially if such charges are in contravention of charters, which limit them to a fixed tariff; and, therefore, allusion is made to the discrimination supposed to be prejudicial to local interests, which is generally made between local and through freight. Considering the fact that the State of Ohio is a great highway for travel East and West, and that it is for the interest of the State to attract the largest possible amount of traffic through its territory, it would be manifestly impolitic and injudicious to attempt to control or limit rates by legislation, especially if the tendency of such legislation were to embarrass certain lines, and force the traffic into other channels, north or south of the State. Besides, so many considerations are involved in the establishment of rates—especially the amount of traffic offered—facility for loading and unloading, distance to be transported, and operating expenses, that it is impossible to establish any definite rule which should be applicable in all cases. It must be borne in mind that corporations, as well as individuals, are governed by an innate principle of self-preservation, and as their ultimate success and popularity depends upon the conveniences afforded to their patrons, it is not to be presumed that they will abuse anything which approximates to a monopoly, or make charges for service rendered inconsistent with the requirements of their lines, or their duties as common carriers. The interest of the State demand that these roads should be kept up in good condition, and that money should be attracted by the prospect of a remunerative investment, and operating expenses have been increased so materially within the past few years by the high price of labor, material and other supplies requisite for a railway, that although earnings may appear large, the expenditures, being disproportionately heavy, reduce the net profits much below what they would have been under a former system of low prices for labor and supplies. The imperative demand in the present day for good track and equipment appear to be appreciated fully by the roads operating in the State of Ohio, and hence some rich roads have reduced dividends, so that all, or a part of the surplus, might be expended in new iron, etc. Other companies, waiving both interest and dividend, have borrowed large sums of money to improve their tracks, and more was expended during the last six months of the year ending June 30th, 1867, in repairs and constructions, than in the same length of time for the past ten years.

The accompanying abstract will afford much valuable information to the general reader:

Abstract of Returns made by Railway Co.'s in State of Ohio for year ending June 30, 1867.

FOR SO MUCH OF LINES AS LIE IN OHIO.

FOR ENTIRE LINE.

IN OHIO.

RAILWAY COMPANIES.	FOR SO MUCH OF LINES AS LIE IN OHIO.										FOR ENTIRE LINE.		IN OHIO.				
	Capital Stock.	Debt.	Length of road—single main track laid with iron.		Length of double main track.		Length of branches.		Length of sidings and other tracks.		Total miles of iron.	Total number of persons employed in operating the roads.	Receipts during the year ending June 30, 1867.	Expenditures during the year ending June 30, 1867.	Number of persons killed.	Number of persons injured.	
			M.	T.	M.	T.	M.	T.	M.	T.							M.	T.
Atlantic and Great Western } *	\$19,646,999 99	\$20,380,124 02	246	020	285	160	649	520	439	090	2577	\$5,531,338 92	\$5,473,521 53	7	12
Cleveland and Mahoning... }	2,056,400 00	1,652,200 00	1
Bellefontaine	\$2,591,034 60	\$954,344 30	119	4	500	123	500	91	1,376,369 50	1,359,884 53	d	d
Central Ohio	3,000,000 00	2,566,630 67	137	17	...	154	...	1162	888,080 00	1,087,042 33	5	10
Cinc., Dayton & Eastern } ..	155,000 00	465,000 00	668,041 21	599,618 80	2	1
Sandusky and Cinc..... } *	445,596 44	1,362,873 49	155	16	...	19	720	190	720
Springfield & Columbus.. }	196,000 00	150,000 00	20	1	...	21	611,958 50	9,924 30
Cinc., Hamilton and Dayton...	3,260,800 00	2,260,000 00	51	350	8	150	...	22	430	170	730	780	1,301,536 60	1,378,316 25	7	4	
Dayton and Michigan	2,388,063 57	4,008,917 96	141	370	...	...	...	15	110	150	480	421	865,543 11	740,464 40	3	3
Cinc., Richmond and Chicago..	374,100 00	573,830 68	36	...	...	...	...	2	350	30	550	120	202,912 50	216,743 20	1	...
Cinc. and Zanesville.....	1,669,361 00	1,300,000 00	132	125	...	...	...	7	080	130	300	330	354,347 80	354,347 80	2	3
Cleveland, Columbus and Cinc.	6,000,000 00	425,000 00	137	380	29	590	50	30	750	240	220	1310	1,857,540 10	1,754,819 40	10	6	
Cleveland and Pittsburg.....	\$4,912,105 00	\$3,506,435 00	152	...	...	30	...	20	...	210	...	120	2,493,571 70	2,322,907 70	c14	c11
Cleveland and Toledo	5,000,000 00	2,872,185 00	113	...	...	35	570	24	700	170	370	1180	2,427,354 00	2,579,469 20	8	10
Cleveland, Zanesville and Cinc.	369,673 56	1,198,561 39	60	750	...	...	...	5	...	60	750	110	141,457 90	141,457 90	1	...
Col. & Indianapolis Central....	\$1,966,593 00	\$3,011,723 00	115	...	...	19	500	20	...	150	500	740	1,164,317 90	1,164,317 90	1	...
Cleve., Painesville & Ashtabula	\$3,676,470 00	\$1,102,941 00	69	390	15	230	...	15	010	100	240	1030	2,547,381 50	2,174,839 50	c5	c11	
Carrollton and Oneida.....	98,000 00	3,000 00	12	...	...	...	...	...	080	10	080	10	3,555 60	10,397 90	d	d
Cincinnati and Indiana	2,000,000 00	2,000,000 00	20	500	...	6	700	4	...	300	200	20	...	...	3	1
Dayton and Union	63,500 00	542,327 25	31	780	...	...	...	1	790	30	570	75	113,991 80	116,631 80	c	0
Iron	134,000 00	55,959 32	13	...	...	...	...	1	...	10	...	40	61,727 50	54,663 00	c	0
Junction (Cinc. & Indianapolis)	\$603,752 38	\$492,307 64	20	...	...	...	...	2	...	20	...	40	516,040 80	516,040 80	c	0
Little Miami	3,572,400 00	1,400,000 00	84	200	27	...	...	17	730	128	930	...	...	...	...	...
Columbus and Xenia } *	1,786,200 00	248,000 00	54	690	...	...	...	12	500	60	490	1130	1,815,388 70	1,831,371 60	d	d
Dayton and Xenia .....	...	...	15	260	...	...	...	1	230	10	490	...	...	...	...	...
Dayton and Western	309,276 65	738,203 75	40	...	...	...	...	2	341	42	341	80	147,475 01	169,657 47	...	...
Lake Erie and Louisville	1,211,700 00	512,000 00	37	...	...	...	...	1	450	30	450	40	48,971 31	48,286 14	d	d
Mich. Southern & Nor. Ind.	\$1,843,686 00	\$1,593,189 00	12	200	2	500	67	900	12	680	95	280	530	4,494,070 24	3,995,307 40	1	1
Detroit, Monroe and Toledo...	7	700	7	700
Marietta and Cincinnati.....	14,256,253 42	4,838,448 88	190	800	...	86	...	22	...	298	300	1262	1,203,634 68	1,328,142 54	d	d	
Ohio and Mississippi.....	\$231,000 00	\$223,150 00	19	1	900	20	300	200	2	...
Pittsburgh, Columbus and Cinc.	1,983,140 97	6,739,000 00	117	...	...	8	...	20	...	145	...	990	1,275,161 49	1,262,079 82	5	2
Pittsburgh, Ft. Wayne & Chic.	\$4,858,112 15	\$651,770 64	251	300	...	...	...	42	700	294	...	1852	7,700,958 26	8,351,824 26	c30	c73
Sandusky, Mansfield & Newark	900,235 70	2,150,000 00	116	250	...	...	...	9	146	125	396	283	545,275 68	533,750 66	...	3
Toledo, Wabash and Western..	\$967,061 30	\$2,042,259 90	75	500	...	...	...	8	800	84	300	610	3,765,956 82	4,488,147 71	1	...
Totals.....	92,528,515 80	72,020,382 89	2805	169	84	470	405	930	427	832	3877	091	18778	643,523,959 90	14,063,978 83	108	141

* Operated by one organization. || For roads lying only partly in Ohio; stock and debt are estimated according to number of miles. † Included in Atlantic and Great Western & 48,920 miles of this is double gauge. ‡ 9,470 miles of this is double gauge. ~ Most all double gauge. c Entire line (not all in Ohio). M—Miles. T—One-thousandths of mile. d None reported.

Emigration in 1867.

The following statistics relative to the emigration to this country during the past year, as compiled by Mr. W. G. Smith, Chief Clerk of the Board of Commissioners of Emigration, may not be devoid of interest:

The following table shows the ports whence emigrant passenger vessels have arrived, together with the nationality and number of vessels, and number of emigrant passengers and others from each port, landed at Castle Garden in 1867:

Port whence Sailed.	Number of Vessels.	Number of Bondable Passengers.	Number of Passengers Returning to U. S.	Total Passengers.
Liverpool, England.....	250	109,963	4,750	114,713
London.....	59	11,276	282	11,558
Glasgow, Scotland.....	48	14,097	598	14,695
Melbourne, Australia.....	1	26	33	59
Londonderry, Ireland.....	2	330	1	331
Havre.....	31	6,810	134	6,944
Rotterdam.....	7	638	8	646
Bremen.....	146	57,056	841	57,897
Hamburg.....	72	31,310	61	31,371
Antwerp.....	29	6,968	73	7,041
Genoa, Italy.....	2	198	—	198
Palermo, Sicily.....	1	24	1	25
Madeira.....	1	12	—	12
Totals.....	649	238,708	6,782	245,490

The destination of immigrants during the year 1867 was as follows:

Arkansas.....	71	Minnesota.....	3,783
Alabama.....	75	Missouri.....	7,361
Australia.....	2	Mexico.....	26
British Columbia.....	39	Mississippi.....	73
Canada.....	2,333	New Hampshire.....	311
California.....	1,979	Nova Scotia.....	64
Connecticut.....	4,209	Nevada.....	17
Central America.....	28	New York.....	91,610
Cuba.....	21	New Jersey.....	7,271
Colorado.....	22	Nebraska.....	640
Dacotah.....	2	North Carolina.....	83
Delaware.....	281	New Brunswick.....	98
District Columbia.....	817	Ohio.....	13,812
Florida.....	29	Oregon.....	19
Georgia.....	264	Rhode Island.....	2,470
Illinois.....	26,964	Pennsylvania.....	27,424
Iowa.....	5,610	Prince Edward's Island.....	13
Idaho.....	7	South Carolina.....	192
Indiana.....	3,240	South America.....	32
Kentucky.....	1,670	Texas.....	427
Kansas.....	700	Tennessee.....	489
Louisiana.....	662	Utah.....	514
Massachusetts.....	10,424	Vermont.....	559
Maryland.....	1,704	Virginia.....	913
Maine.....	560	West Indies.....	18
Michigan.....	7,119	Wisconsin.....	14,921

Comparative yearly arrivals for 12 years:

1867.....	245,490	1863.....	161,648	1859.....	85,302
1866.....	236,641	1862.....	81,458	1858.....	84,226
1865.....	200,030	1861.....	68,311	1857.....	185,186
1864.....	184,700	1860.....	108,682	1856.....	141,570

Table showing the number and nativity of alien passengers arrived at the port of New York during the year 1867 who were liable to bonds or commutation :

Germany.....	117,591	Russia.....	185
Ireland.....	65,134	Wales.....	142
England.....	33,712	South America.....	97
Scotland.....	6,315	Japan.....	87
Sweden.....	4,843	Portugal.....	79
Switzerland.....	3,985	Australia.....	44
France.....	8,204	Canada.....	42
Holland.....	2,156	Mexico.....	28
Belgium.....	1,623	Nova Scotia.....	22
Denmark.....	1,372	China.....	17
Italy.....	1,032	Greece.....	8
Norway.....	309	Central America.....	7
Poland.....	268	Turkey.....	6
West Indies.....	214	East Indies.....	4
Spain.....	203	Africa.....	2

Ohio and Mississippi Railway.

We introduce in the GUIDE a new map of this well-known broad-gauge route, which, from the conveniences furnished to its patrons, is rapidly growing in popularity as a through line between the East and West. A road so efficiently managed cannot fail of achieving ultimate success; and when the contemplated project of laying a third rail is carried out, and we are informed that work will be commenced on it at once from Odin to East St. Louis, there is no reason why the Ohio and Mississippi Railway should not command a large moiety of that heavy freighting business which is now done exclusively over the narrow-gauge routes, in consequence of being able to run through without breaking bulk. Every effort is made on this line to consult the comfort and convenience of passengers, and the night cars, built and designed at the Company's own shops, are a feature in railway traveling which only wants a trial to be fully appreciated. They bring within the reach of every one comfort, cleanliness, and a good night's rest, undisturbed by those visions which sometimes come unbidden and haunt the otherwise peaceful slumbers of the inmate of a sleeping car. The President of this line, Wm. D. Griswold, Esq., has attained an enviable reputation as a railway manager and financier, and his forte in selecting tried and efficient men to manage the respective departments of this long line must eventually add fresh laurels to his well-earned reputation, and render the Ohio and Mississippi Railway one of the most important links in the chain of road between the East and West.

Cleveland, Columbus, and Cincinnati Railway.

We publish in this edition, at the request of Mr. S. F. Pierson, General Ticket Agent of this old reliable line, a map which clearly demonstrates the importance of its business connections. It is a strong competitor with the North Shore and Lake Shore and Michigan Southern Railway Lines for the immense passenger business which is continually vibrating between those two vast emporiums of trade—Buffalo and Chicago. As the old established route between Buffalo and Cincinnati, in connection with the Little Miami, Columbus and Xenia Railway, it wields an influ-

ence second to none, and its ultimate consolidation with the Bellefontaine Railway gives it a strong claim upon the inhabitants of St. Louis and points west of St. Louis. We notice an advertisement of a stockholders' meeting, to be held this month, for the purpose of ratifying the proposed consolidation, which has been unanimously agreed to by the stockholders in the Bellefontaine Line, and predict for the project that success to which it is fully entitled. Our readers can judge for themselves the advantages of this route, and, by the aid of the map, can discern merits of geographical position, etc., which could scarcely be recognized by the insertion of a mere time table.

Proposed Railway Line between Decatur and St. Louis.

The importance which justly attaches to St. Louis, from its central position in this continent, is demonstrated by the attempt now made, on the part of the leading trunk lines, to secure good connections in that quarter for their trans-Mississippi business. Our attention has been drawn for some time to the feasibility of a road between Decatur and East St. Louis, which would secure for the Toledo, Wabash and Western Railway a fair share of the St. Louis passenger and freight traffic proper, as well as that which prefers the St. Louis to the Quincy route for points in the far West. We are informed that the Toledo, Wabash and Western Board of Directors are favorably impressed with this proposed line, for which a charter was obtained in 1867, and have agreed to furnish the iron and necessary equipment, provided that the counties interested will grade the road. This line, if completed, would be some three or four miles shorter to Cleveland *via* Toledo than the old reliable short route *via* Indianapolis and Crestline, and would, doubtless, attract a considerable amount of business, especially under the arrangement which last year consolidated the two interests between Toledo and Erie under the name of the Lake Shore Line. Should the proposed route between Decatur and St. Louis be extended in a northeasterly direction, so as to connect with the Illinois Central (Chicago branch), at Gilman, it would prove to be a very strong competitor with the Chicago, Alton and St. Louis Railway for direct through business between the two rival cities of Chicago and St. Louis, and would develop a country rich in resources for supporting a heavy local trade.

New Railway Enterprise.

Direct Route from St. Louis to Terre Haute, twenty-seven miles shorter than the present Line.

For more than twenty years the advisability of constructing an air line between Terre Haute and East St. Louis has occupied the careful attention of capitalists both East and West; but for eight years—viz., from 1846 to 1854—annual applications for a charter were made to the Illinois Legislature in vain, because of a "State policy," whose object it was to make Alton, if possible, the rival of St. Louis

by compelling all the railways which might naturally seek a terminus at the latter place to change their course and run to the former, or else not be built at all. In 1851 the combined efforts of the Ohio and Mississippi, and St. Louis, Alton and Terre Haute Railways defeated the project, and although at a special session in 1854 the charter passed the Legislature and became a law, still the influence of these two rival lines in the East rendered such legislation a dead letter; and the St. Louis public, having obtained two roads in an easterly direction, were satisfied, and would not help the enterprise. The requirements of business, however, and the large local trade derivable from the belt of country (fifty miles in width) lying between the St. Louis, Alton and Terre Haute, and Ohio and Mississippi Railways, have induced parties to come forward and put the enterprise through, and a few weeks since arrangements were made with the different railway companies owning the Great Central route to New York *via* Terre Haute, Indianapolis, Columbus, Steubenville, Pittsburg, Harrisburg and Philadelphia, to furnish iron, rolling stock, and other material aid as fast as the grading can be done. It is anticipated that the road, which is now nearly completed for a distance of thirty miles will be in running order to Effingham on the Illinois Central (Chicago branch), within the present, and all the way through in the early part of next year. When completed, this line, known as the St. Louis, Vandalia and Terre Haute Railway, will be leased for 999 years to the Terre Haute and Indianapolis Road, and will form an unbroken short line of 235 miles between St. Louis and Indianapolis. This fact of itself is an ample guarantee of future success, because there is no road in the West better managed than the line between Terre Haute and Indianapolis, and none whose management has been more satisfactory and remunerative to the stockholders.

We may add that this road will run by Highland, Troy, Collinsville, Greenville, Vandalia, Effingham and Marshall, to Terre Haute, crossing the Wabash at that place, and will be about 162 miles in length. The proposed estimate of the work is between five and six millions, or a little over \$30,000 per mile, and the list of roads enumerated above, which are associated in the enterprise, must be a guarantee to the public that the work, when performed, will be first-class, and in every respect adapted to the requirements of the present day.

American Central Railway.

At a meeting of the Directors of the Indiana, Illinois and Iowa branches of the American Central Railway, at Fort Wayne, on the 5th ult., arrangements were consummated for the consolidation of the three divisions of the road through the above-named States into one organization, to be called the American Central Railway. The following is the list of Directors of the consolidated line: George M. Braggiotti and John E. Cowles, of New York; General G. W. Cass and Hon. Springer Harbaugh, of Pennsylvania; Lot S. Bayliss, Pliny Hoagland and Jesse L. Williams, of Indiana; W. F. Thomas, James S. Thompson and John S. Thompson, Esq., of Illinois; W. T. Smith and John Bird, Iowa; Henry Folsch, Marseilles, France. Judge

Thompson will be elected President. This road will be one of the most important now building in the United States. The line will be 585 miles in length, and by its directness will shorten the route now traversed between New York and Omaha by one hundred and thirty-six miles. Running in an air-line direction from Fort Wayne to Omaha, the Union Pacific and American Central Railways will be but an extension of each other. The construction of the American Central will be, it is understood, commenced immediately, and pushed to completion as fast as money in abundance can do it.

St. Louis and Cedar Rapids Company.

A contract has just been closed between the North Missouri Railway and the St. Louis and Cedar Railway, in which the former Company guarantees the bonds of the latter, thereby insuring the completion of the road to the Cedar River in one year from next Autumn. The North Missouri Railway will complete their road to the Iowa State Line in July next, and from that point the iron will be laid upon the St. Louis and Cedar Railway as rapidly as the road can be graded and tied.

Missouri Valley Railway.

The managers and owners of this line—which now runs from St. Joseph to East Leavenworth, and from St. Joseph to Savannah—have been successful in obtaining a bill from the Missouri Legislature, which releases them entirely from the State lien, in consideration of their constructing an extension from East Leavenworth to Kansas City—a distance of 23 miles; and from Savannah to the Iowa State Line—some 45 miles. By the first extension a close connection is made for St. Louis, and the completion of the Brunswick Branch of the North Missouri Railway to Harlem, opposite Kansas City, must inevitably throw the majority of their Leavenworth and St. Joseph business over the new route. The northern branch will eventually connect with the Iowa Division of the Chicago, Rock Island, and Pacific Railway, and will furnish another outlet for that large amount of business destined for the Union Pacific Railway (Eastern Division), for which Chicago is a great distributing point. From the character of the gentlemen connected with this enterprise, and the success which has hitherto attended their efforts to enhance the real value of railway property, the ultimate future of this line is already assured.

Union Pacific Railway, E. D.

The following Board of Directors was elected at the annual meeting of the Company, held at Lawrence on the 6th ult: John D. Perry, Adolphus Meier, C. S. Greeley, W. M. McPherson and Thomas L. Price, of Missouri; W. H. Clement and J. H. Jewelt, of Ohio; Thomas A. Scott, John McManus, of Pennsylvania.

John D. Perry was re-elected President; Adolphus Meier, Vice-President; C. B. Lamborn, Secretary; and W. J. Palmer, Treasurer.

The report shows that 335 miles of main line and 34 miles of branch are now in

operation. Twenty miles additional west of Cuyote have since been opened, and it is anticipated that the road will reach Pond Creek in the middle of the present month. The gross earnings during the past year for an average of 240 miles operated were \$1,883,853, or an average of \$7,229 per mile. The net earnings amounted to \$606,335, and a large increase of business during the present year is predicated from the largely increased amount of passenger and freight traffic which is now accumulating on the line.

Western Railway Progress.

The number of miles of railway built west of Lake Michigan within the past three years sums up a grand total of 2,000 miles. Almost all these lines are direct tributaries of Chicago, and still the mania for railway development appears to increase steadily. Already several more lines are projected and in course of construction—viz., the Madison and Winona extension of the North Western; a line between Chicago and Elkhorn, Wisconsin; continuation of the Rock Island and Pacific, as well as the Burlington and Missouri Railway to Council Bluffs; a road from Des Moines to St. Joseph; and a branch from Mason, on Illinois Central, to Shawneetown. All these lines will attract business to Chicago, and enable her to advance her recognized high position as a large railway centre, and a vast commercial emporium.

Official Changes.

Colonel HENRY C. MOORE, late General Superintendent of the St. Louis, Alton and Terre Haute Railway Company, has been elected General Superintendent of the Pacific Railway of Missouri, vice McKissock resigned, and has entered upon the duties of his office. From his *practical railway experience, indomitable energy, and comprehensive mind*, Colonel Moore is eminently qualified to make the Pacific Railway the leading thoroughfare in the State of Missouri, and can collect around him a corps of skillful subordinates whose talents will reflect additional lustre upon his management. We predict a speedy and radical improvement in the condition of this road, especially as it is now freed, to a great extent, from the embarrassments incident to its former financial position, and, with a change of gauge to assimilate to that of its connections East and West, its future prosperity must be an established fact.

WILLIAM E. BURNETT, Esq., General Ticket Agent of the Rutland and Burlington and Vermont Valley Railways, has resigned his position, in consequence of impaired health, and Mr. William H. Bryant, Assistant General Ticket Agent, has been appointed his successor.

B. F. SMITH, Esq., has been appointed General Freight Agent of the Buffalo and Erie Railway, vice C. R. Loomis, Esq., deceased. While the lamentable accident on the Erie Railway, which snatched away Mr. Loomis from an extended sphere of usefulness, in which he was so well known and appreciated, cannot be too widely deplored, the railway company have found in Mr. Smith an efficient and worthy successor, and one fully competent to manage successfully the interests confided to his charge.

Opening of a New Line between Chicago and Fort Benton.

On the 1st of April the opening of the new Chicago and Fort Benton Line was inaugurated by the departure from Sioux City of the North-West Transportation Company's steam-boat "Deer-Lodge." This was the first of a line of boats specially adapted for the Missouri River trade, which will be dispatched regularly from Sioux City during the season. Merchandise bought in Chicago by the Montana merchants was on its way up the Missouri River four days after its purchase, and by this line a trade is opened up for the enterprise of Chicago which has hitherto been monopolized by the rival city of St. Louis. The merchants of the former city will not be backward in availing themselves of this new and economical line to the gold regions of Montana, opened up by the energy of the Chicago and North-Western Railway, and the enterprise of the North-West Transportation Company; while St. Louis will regret, when too late, the comparative want of mercantile sagacity and precedence which has prevented her during the past few years from maintaining that commercial pre-eminence to which her geographical position in the West justly entitles her.

Southern Pacific Railway.

There is a bill now pending before Congress in reference to the consolidation of certain railway companies of lines completed or projected in the States of Missouri, Arkansas and Texas, with a view to the establishment of a direct line of railway communication from Cairo to the Rio Grande. For the purpose of carrying out this important undertaking a loan is asked for of twelve millions of dollars. By the provisions of the bills the company is empowered to extend this line from the proposed terminus on the Rio Grande, through the Republic of Mexico, to San Blas, on the Pacific coast. This line, commencing at Cairo, will pass through the southern corner of Louisiana, the entire width of Texas, and the whole breadth of Mexico. The distance from San Blas is estimated at sixteen hundred miles, thus forming a continuous and nearly straight line of rail from New York to the Pacific coast, not exceeding in length twenty-four hundred miles. This projected enterprise, if carried into effect, would evidently be productive of vast benefits, not only to the South but the country generally.

Railway Grades.

The following figures are on railways which have been in operation for a considerable period:

The Baltimore and Ohio Railway has a grade of 116 feet to the mile for a distance of seven miles. The Pennsylvania Central Railway has a grade of 95 feet to the mile for a distance of ten miles. The Western Railway, in Massachusetts, has grades as follows:—83 feet per mile for one mile and a half; 79 feet per mile for four miles, and 74 feet per mile for five and a half miles. The New York Central Railway has a grade of 100 feet per mile for a short distance near Albany. The Austrian Pemmering Railway has a grade of 132 feet per mile for several miles, and an average of 112 feet per mile for thirteen miles. Near Genoa a railway has an average of 147 feet per mile for a distance of six miles, with a maximum of 185 feet per mile. The Indian Peninsula Railway has an aver-

age grade of 116 feet per mile for sixteen miles, with a maximum grade of 143 feet per mile. Ellett's Mountain top track, in Virginia, has an average grade of 257 feet per mile for a distance of two miles, and a maximum grade of 296 feet per mile. Loads of 40 tons were taken over it with three pairs of driving wheels. On a grade of 158 per mile an engine of 20 tons has drawn a train of six passenger cars with ease. The above grade was a temporary one on the Mississippi and Mobile Railway. A train of six passenger cars will weigh about 80 tons. A Bavarian Railway has a grade of 132 feet per mile for a distance of one mile and a half. A Wurtemberg Railway has a grade of 116 feet per mile for three miles. The Baltimore and Ohio Railway has a grade of 117 feet per mile for twenty miles.

On the Delaware, Lackawanna and Western Railway an engine weighing 36 tons (28 tons resting on six driving wheels) drew a load of 175 to 185 tons up a grade of 75 feet per mile, at the rate of eight to ten miles per hour; the load and rate per hour varying with the condition of the rails.

On the Pennsylvania Gravitating Railway 44 feet per mile is found to be the grade at which a loaded train will move by its own weight, and not acquire a velocity beyond the control of the conductor.

In distributing the gradients along a line engineers are generally agreed that it is more advantageous to have steep gradients upon short portions of the line than to overcome the same difference of level by gradients less steep upon longer developments.

In steep gradients, where locomotive power cannot be employed, stationary power is used, trains being dragged up or lowered by ropes connected with a suitable mechanism worked by stationary power placed at the top of the grade. One of the earliest examples of this mode of working was on the New York Central Railway, between Albany and Schenectady. Locomotives are used in place of the stationary engines at present, but the grades have not been changed to any great extent.

Within a few years back flexible barrels of rolled hoop iron have been substituted for ropes on some of the inclined planes in this country, and have been found to work well, presenting more durability and being less expensive than ropes.—*American Artisan*.

Iron Railway Cars.

In these times, when the public is startled at brief intervals by examples of railway disasters, such, for instance, as that which took place at Angola, and on the Erie road, it is imperative that the attention of mechanical engineers should be directed to every means whereby the occurrence of such too-frequent horrors may be guarded against. The quality of the rails, the condition in other respects of the track, the care exercised in the matter of speed, and the supervision of details of management are all of them more or less fit subjects of consideration and discussion, and a thorough appreciation of the real condition of each of these matters on the part of those having the control of our roads would undoubtedly lead to a great amelioration therein; but there is another branch of the all-important subject of which we are speaking that has never received the attention that it deserves, and this is the construction of the cars themselves.

In the newspaper accounts of the accidents to which we have just alluded we read of men wedged in burning cars, of those maimed and mutilated by flying splinters, and of others lingering in the agonies of death crushed beneath masses of debris. In other cases less recent, but yet fresh in the memory of the public, the wrecked cars were also wrapped in flames before their injured occupants could be removed therefrom. Although no special construction of the cars would have been likely to prevent them from being thrown from the track, yet by far the greater portion of the resulting suffering and loss of life would have been avoided had they been made fire-proof and of such material that their overturn and descent would not have broken them to pieces; in other words, if they had been of iron and not of wood.

Iron cars are by no means a recent suggestion, for their use was proposed more than a score of years since, and to our own knowledge a car built of the material indicated was patented in this country at least fourteen years ago. From time to time the adoption of iron in car-building has been advocated by those well qualified to judge of the desirability of the proposed change; but its use has not been secured, notwithstanding that such cars are not only far more safe in case of accident, but more durable and capable of being made much lighter than wooden ones, and, consequently, more economical as regards the power required to attain the same degree of speed.

We are perfectly aware that the floors, and a portion of the furniture even, of iron cars would necessarily be of wood, but this need not furnish food for flame, inasmuch as by treating the wood with hydrated alkaline silicate, or with any one of several well-known substances, it may be rendered wholly incapable of combustion. Even the upholstery may be made fire-proof in like manner by treating it with sulphate of ammonia or tungstate of soda, and we hazard nothing in saying that the construction of a car that cannot be crushed and splintered by falling over a precipice, or be wrapped in flames from an overset stove or spilled kerosene lamp, involves only questions of expense and ordinary mechanical skill.

It is to be hoped that if public opinion cannot compel the adoption of the most efficient and approved means of securing the safety of human life on our great lines of travel, legislation may be invoked to such an extent as to prevent at least the absolute neglect on the part of railway companies of appliances the value of which is known and acknowledged by all competent engineers.—*American Artisan.*

Coal Mining in Pennsylvania.

The mining of coal and its preparation for market require much experience, large capital, and very often a quality of patience that is not possessed by all. Great expense is generally incurred in reaching the coal veins, which often lie at immense depths beneath the surface of the ground. Sometimes, after great expenditure of time and money, the veins prove anything but remunerative. But as science, joined with skill and experience, have been brought to bear their parts in the mining of coal, the business has become more certain and regular.

Methods of Mining.—There are three methods of Mining in use. These depend upon

the position of the vein of coal to be reached, and the configuration of the ground. A passage way is opened through soil and rock to the coal-bed, and this is termed a drift, or slope, or a shaft, as the passage is level, inclined, or perpendicular. Sometimes only one of these methods is followed, while at other collieries all three are in use. If the colliery is situated at the foot of a hill, and the coal vein is known to exist there, the level passage-way, or drift, is driven in until the coal is reached. This gangway is of varying sizes, but is always large enough to admit the passage of the small cars drawn by mules or machinery in which the coal is drawn from the mines. On a level mules are used to drag the cars, but on the slopes steam-power is employed. As the drift is pushed forward a railway is laid down, and when the coal is reached lateral openings are made to the right and left. Where a drift cannot be run, and the coal sought is not far from the surface, an inclined opening (called a slope) is made until the vein is reached, when level workings are made through the coal. Rails are laid as in the first instance, but the cars are hauled up and let down by steam-power. In the mine on the levels mules are employed to pull the cars to the foot of the slope, where the wire rope is attached to the cars, and they are speedily drawn up by the engine. Sometimes, however, the coal is at a considerable depth. In such cases drifts are impracticable, and slopes would be nearly so. The least expensive way of reaching the beds is to sink a shaft, or perpendicular opening, as far as may be required. From the bottom of the shaft openings or gangways are extended in all directions, and rails laid as before. The little cars, holding about three tons of coal each, are loaded and drawn by mules to the bottom of the shaft, up which they are hoisted by powerful machinery. The shafts are always double-acting, that is, while one car is being hoisted up, another and empty one is lowered. The framework upon which the cars are placed to be hoisted up is technically termed a cage, and consists of a strong platform, with substantial framework around it. This is suspended by a wire rope, which passes over a large wheel at the top of the shaft, and thence to the winding drum attached to the engine. A loaded car is run on the cage, the foreman at the bottom of the shaft signals the engineer, the engine is put in motion, and the rope on one side of the drum is wound up, drawing the load, while the other side is unwound in the same degree.

Powerful Pumps.—The work of opening some of the mines is often seriously interfered with, and the lives of the miners endangered, by water percolating through the upper strata. To clear the workings of this water powerful lift-pumps are employed, some of them raising water four hundred feet in perpendicular height. Cornish engines are generally employed for this purpose, though in some instances small force-pumps are employed, and are regarded as preferable on account of being much cheaper and requiring less attendance.

Mining on Contract.—Coal is mined on contract, the miners receiving a certain sum per car-load. In some cases they are paid by measurement, but scarcely ever by day's wages. The miners work in the "breasts," as the lateral passages from the gangways are termed, and cut or blast the coal from its bed. The cars are loaded by men hired for that purpose, that the miners may not lose any time, and a careful account is kept of each car. Each man's car is identified by a small tin ticket, with several of which he provides himself,

affixing one to each car as it is loaded. The car is then drawn to the open air, either up the shaft or slope, or along the drift, as the case may be,

The "Coal breaker."—The coal has now to be prepared and made into merchantable coal, such as is burned in the city, in our stoves and under the boilers of our steam-ships and factories. Formerly this was done by hand; men with hammers broke the large lumps into small pieces. Now it is done by machinery. The "coal-breaker" is now an indispensable adjunct of every mine. The form of the coal-breaker depends upon the nature of the ground and the situation of the mouth of the mine, and it is a fact that no two are alike. The principle, however, is the same in all. The coal is broken up between large iron rollers armed with teeth, which crush it into pieces, after which it is sifted. For the smaller sizes it is passed through another pair of crushing rollers, and sifted again. Passing from the rollers and sifters, the broken coal passes by its own gravity down a series of inclines, where little boys, known as slate-pickers, keep a sharp lookout for the lumps of slate that are often found with the coal, and pick them out. At some collieries more care is observed in this respect than at others, and consequently their coal bears a higher price in the market. At the colliery of Messrs. Harris & Hill, at Mahanoy City, Pa., the coal is received upon a large table, and has a very slow motion, and the result is that it is more thoroughly cleaned of slate. After leaving the hands of the slate-pickers, the coal is allowed to fall, according to its size, into large bins, in which it is kept until ready to be carried away by railway. When a coal train is to be made up the empty cars are run under the mouths of the bins and speedily filled. It will thus be seen that no manual labor is required to handle the coal after it leaves the mine. To allow of all these various operations, and to secure a proper speed for the coal, it is necessary to build the coal-breaker to a considerable height—sometimes as much as eighty or ninety feet. The lump-coal from the mine is dumped from the cars upon an inclined plane at the top of the breaker, and passes over a sieve, which allows the dust and smaller pieces to pass through, while the large pieces pass to the first pair of breaking rollers, where it is crushed and sifted again. The large pieces that pass through the rollers are known as steamboat coal, being the size generally burned under marine boilers. For the smaller sizes the coal is passed through another pair of rollers situated below the larger ones. The coal passes down inclined planes to the rollers and screens until it reaches the bins. There are not many instances where the coal-cars are run to the breakers on a level with the mouth of the mine. They are generally hauled up a long incline, or hoisted perpendicularly. The coal-breaker is a very necessary adjunct to a mine, as without it operations must be almost entirely suspended. It was on this account that the disaffected miners some time ago sought to destroy the breakers. Built of wood, and generally dry, they were easily set on fire and quickly destroyed. The cost of erecting one varies according to the nature of the ground and the manner in which the coal is taken to the top, but one cannot well be built with the latest improvements for less than thirty-five thousand dollars, and they often largely exceed this sum in cost. Steam machinery must be provided to drive the crushing rollers, the revolving screens, and to draw up the loaded cars, and this is a large item of expense. Accidents have happened in the coal-breakers, and instances are known where

men have fallen between the crushing rollers and been mangled into an indistinguishable mass, beyond all hope of recognition; but happily such events are very rare, and, with proper care, need not happen. Every precaution is taken to guard against them, and nothing of the kind could happen now, except from the most gross carelessness on the part of the victim. The rollers are so enclosed that nothing can enter but the coal. A coal-breaker in full operation presents a curious and interesting sight. The whirring of machinery, the noise made by the falling coal, the busy crowd of boys picking out slate, and the funereal hue that universally prevails, consequent upon the ever-present black dust, combine to make a scene not easily forgotten. From eighty to one hundred persons, and often more, are employed in the coal-breakers, of which more than three-fourths are boys, or men unable to work in the mines from any cause.

Blasting the Coal-beds.—The coal is dislodged from its bed in the mine by blasting. A hole is drilled in the usual way, but instead of pouring the powder in, as is usual in stone quarries, it is made up into cartridges with water-proof paper, known as blasting-paper, a fuse inserted and tamped in the usual way. The charges are not large, seldom over two pounds of powder being employed, and are in many cases of less weight, the object being to dislodge the coal, and not to tear it to pieces, as would be the effect were heavy charges employed. The large pieces blown down by the blast are broken up by the picks and taken out to daylight. For blasting purposes a powder is made in which the nitrate of potasa, or saltpetre, generally employed, is replaced by nitrate of soda. This powder is not as powerful as the other, and is more liable to attract moisture from the air, but it is much cheaper, and answers very well for blasting. Some miners object to it because it makes more smoke than saltpetre powder—a very important objection where ventilation is not perfect. As the miners provide their own powder, however, they can consult their own tastes.

Compensation of Miners, etc.—The rates of compensation vary. Some miners work faster than others, and consequently earn more money; but the average amount earned by them is at present about three dollars per day of ten hours. Laborers earn from eight to ten dollars per week. The boys who drive the mules that pull the cars receive six dollars a week, while the slate-pickers earn from thirty to seventy-five cents a day, according to age. Carpenters, blacksmiths, and other mechanics are employed, but the rates of compensation are so various that no reliable data can be given.—*Correspondence of Forney's Weekly Press.*

The Various Uses of India-Rubber.

India-rubber, in its various forms, enters so largely in the present day into all the articles both of ordinary and extraordinary use, that we venture to reprint the following article, even though it may be somewhat strange to those who are more conversant with rubber springs and rubber belting. We would, however suggest, with due deference to the author of this article, that the reproduction of works of art, ordinarily out of the reach of those in moderate circumstances, is an *economical* process, and in vindication of our assertion can refer him to engravings reproduced by the photo-lithographic process, under the superintendence of Mr. Julius Bien, of 16 and 18 Park Place, New York City, whose experiments and decided success demonstrate the fact that artists' proofs of the most exquisite and recherche description can be brought within the reach of the humblest artisan who may have a desire for possessing works of that character. We take great pleasure in recommending any of our readers who may wish to see Mr. Bien's trophies of photo-

lithography to visit his studio, and we are assured that they will derive equal satisfaction with ourselves from ocular experience of the manner in which nature and art have been enlisted by him to advance the great march of progress and civilization :

“The adaptability of various substances to other purposes than they were put to by our fathers has often been exemplified; but in no substance, perhaps, so remarkably as in that of india-rubber. The rude Indian of tropical climates, long before caoutchouc became known to Europeans, used to construct bottles out of this gum by coating over moulds of clay with it, allowing it to dry in the sun, and then breaking the clay-core and clearing it from the inside of the bottle. The best India-rubber, which comes from Para, in South America, is prepared for exportation in this manner still. African rubber does not appear to be used by the natives for any useful purpose. It comes over in large lumps, the agglomerations of thousands of pieces of rubber worked into sticks, which look like liquorice. There is an East Indian variety of caoutchouc also known in the market. Indeed, there can be little doubt that this tree grows wild in all tropical climates. Notwithstanding the enormous demand for it, the supply still continues unabated. The tree is not destroyed in gathering this gum; it is merely tapped and drained of its sap. How long the tree can submit to this exhaustive process we do not know, but the forests of caoutchouc trees are said to be inexhaustible; at all events, there is no failure of the supply as yet. Although the native tribes, as we have said, must have used it for ages, it was only in the latter part of the last century that it became known to Englishmen. In Doctor Priestley's introduction to his work on perspective, published in 1770, he notes its first use in the following terms: ‘Since this work was printed off, I have seen a substance excellently adapted to the purpose of wiping from paper the marks of a black-lead pencil. It must, therefore, be of singular use to those who practise drawing. It is sold by Mr. Maine, mathematical instrument-maker, opposite the Royal Exchange. He sells a cubical piece of about half an inch for three shillings, and he says it will last for several years.’ The question naturally occurs, what young ladies used before india-rubber was known? This, by the way, however. The utilization of this substance for countless purposes to which it is at present applied, is entirely a discovery of the present age. Like photography, the discovery of which is divided between England and France, india-rubber, as at present prepared, is claimed both by England and America. Possibly the same idea cropped up simultaneously in the minds of the workers in the two countries, and we may both claim a joint gratification in introducing a valuable new commodity into our arts and manufactures.

The manufacture of the caoutchouc is a very simple affair, but the machinery by which this material is worked up is exceedingly interesting. It comes over here in the form of bottles and huge round lumps, full of grit and dirt. The first process is to wash out all these impurities. This is done by passing the material, after being soaked and somewhat softened by water, between powerful iron rollers, which flatten it into pieces a foot wide by a yard long. As these pieces come out of the machine, they look very like great slices of brown bread, or like rough towels. Whilst the material in the machine has been triturated and broken up into these films, it has also been subjected to a stream of water or steam, hence it comes out purified. It is now exposed to the air for a day or two, in which time its oatmeal-like color is changed to the dark brown with which we are familiar. Although purified, however, the rubber is not yet reduced to a homogeneous condition. This is done—we need scarcely tell the boy who chews it up in the delightful art of making bladder-pop—by a machine called the masticator. It is very interesting to watch these huge grinders at work. Inside an iron case, three inches at least in thickness, iron rollers, revolving at different velocities, with slightly serrated surfaces, perform the process of chewing or grinding. The films of rubber are thrown in between them, and in a minute or two we see what looks like a huge feather-bed bulging out of the small doors through which the workman watches the operation. This feather-bed is duly tucked and drawn in again between the rollers, and the process of grinding and dragging goes on for hours, until the whole mass is thoroughly broken up into a sticky pulp. It is removed in this state to an hydraulic press, where it is subjected to a tremendous pressure for a couple of days, and comes out a solid block of india-rubber. This pure rubber is used for specific purposes. It is made into tobacco-pouches, as we know; it is applicable in sheets for the purpose of the surgeon, and in the arts, etc. In order to prepare these sheets, the solid block we have before mentioned is pushed against a cutter, which works with a sliding motion. This cutter can be adjusted to the hundredth of an inch, and at that fineness it works off the films of rubber with the most unerring precision and smoothness. The form of india-rubber used in garments, known properly as “mac-

intosh," is of a greyish white color. The material is not pure caoutchouc, and is prepared in a different manner. This white substance is known as soft rubber. It has to be worked in a plastic condition, so as to be spread in sheets, and yet to be elastic when finished. This quality is produced by the mixture with it, when in the masticating machine, of sulphur in a certain proportion; this gives the remarkable elasticity, and is known as the vulcanizing process; whilst plasticity, for the temporary purpose of manufacture, is added by mixing a small amount of naphtha with it, which reduces it to the condition of tough dough. It is now ready for the rolling process, which converts it into thin sheets—or a thin sheet—which, as it streams off the iron rollers, is passed over an iron steam chest, which evaporizes the naphtha, and restores its elasticity. It is now ready for use. Where extra tenacity is required, the vulcanized rubber is rolled upon canvas, and where very great resistance to pressure is necessary, the sheet is built up of several layers of canvas with several layers of the rubber. This is the case with the hose of fire-engines, and in all cases where a strong pressure of water, whether hot or cold, has to be resisted. The vulcanization gives the rubber the power of resisting heat within certain limits. That the mere addition of a small amount of sulphur should so change the nature of this material is very singular. Science has certainly given us no explanation of the subject, and, we believe, cannot do so. The elastic bands so much in use are made out of vulcanized India-rubber piping—cut off, like so many rings, in a lathe, in fact. Other articles made from this material are cut out and joined by the mere addition of a little naphtha to their edges, which, by momentarily dissolving the rubber, acts as a very firm cement.

“The manufacture of door-mats is very simple and pretty. The cell-like structure is produced by making a series of alternate cuts in a solid film of rubber, the cuts lying parallel, in the same manner as ladies make screens for the fire-grates out of colored paper. The film of rubber, when stretched laterally, opens out in the honeycomb form, and a border being placed round, the mat is exposed to a considerable heat in a stove, which fixes it, as it were, in its opened condition.

“The various uses to which india-rubber, pure and vulcanised, is put are almost too numerous to mention. It is invading nearly every trade. Its wonderful elasticity gives it a place in machinery as a substitute for steel springs, and it is very largely displacing leather. Valves are now commonly constructed of this material, and washers for machinery. A glance at the shop windows of the india-rubber warehouses shows us a heterogeneous assortment of articles that we should scarcely have suspected this material could have been fitted for—water-buckets, funnels, bottles, knife-sharpeners, decoy ducks, and a host of other articles. When the india-rubber is mixed with a large proportion of sulphur, and undergoes a further baking, it is thereby transformed into ebonite. A temperature of three hundred degrees is sufficient to work this wonderful change. After remaining in this heat a sufficient time, the highly elastic rubber comes out a dense substance resembling ebony, hence its name; but having this advantage over the wood—extreme lightness, and a small proportion of elasticity, which prevents it from breaking when it falls to the ground. It is also a perfect non-conductor, hence its applicability to all electrical purposes. The material, when in this hard condition, is treated just like any hard wood—it is put on a lathe and turned; but shapes that cannot conveniently, or indeed, from the nature of their form, cannot at all be thus treated, are moulded and baked afterwards. All kinds of ornaments resembling jet are thus manufactured—chains, crosses, bracelets, brooches, hair-pins, trays, speaking-tubes, tobacco-jars—in fact, the material is applied to every purpose to which papier-mache, ivory, or metal on a small scale could be placed; and it seems pretty nearly indestructible. But there is one artistic purpose to which the ordinary vulcanized india-rubber is put, which promises to confer great benefits on the arts.

“The resilient nature of the material, and the perfect evenness of the manner in which a well-manufactured sheet can be stretched, forms its great value in the process we are about to detail. This is a contrivance to enlarge or diminish at will all kinds of drawings or engravings. For this purpose a sheet of vulcanized india-rubber, faced with a surface that will take lithographic ink, is placed on a frame so constructed that it will stretch in all directions according to a certain scale. It is clear that any impression printed in the usual way upon the rubber in its quiescent state can, by the application of the expanding screws, be enlarged to any reasonable size that may be required. The impression is then taken from it in the usual manner upon a lithographic stone, and printed therefrom. The applicability of this new art to the ordnance surveys is at once noticeable. They are made upon the scale of one inch to the mile for the country, and

six inches to a mile for towns—a scale now acknowledged to be by far too small. But by the ordinary method of redrawing them the expense would be enormous, even for the heavy purse of this country, in order to meet the demand for a scale of twenty-five inches to the mile for towns. But by this stretching process they can be enlarged five times without much trouble, and with the most perfect accuracy. Just as expeditiously the process of reducing a copy is performed by reversing the order of proceeding. For instance, if a map is required to be reduced one half, a copy of it is printed upon the prepared india-rubber that has been stretched to double its original size; upon allowing it to regain its former dimensions it will, of course, be reduced to the proportion required, the copy affording the impression for the lithographic plate exactly as in the enlarged specimen. We are told that the most extraordinary accuracy is thus obtainable. When engravings have to be printed with type they must be done upon blocks like wood-cuts. This is managed by printing with a peculiar ink upon metal, and then subjecting the plate to voltaic action, which eats away any part but the inked form of the letters: thus a page of type is set up, as it were, by the silent hand of the battery at the mere expense of the plate and the acid. The enormous saving that may thus be effected in the enlarging of some books—such as Bibles, for instance—will be understood when we say that the resetting of the type, etc., would not cost less than one thousand pounds, whilst by this process it would not be an eighth of that sum. But the value of the process consists in the fact that it is applicable to old as well as new inks. There are several precious volumes that are now being reproduced by photography. This is a very expensive method, which the nation may afford when reproducing such a volume as Domesday Book; but it would be inapplicable to the purposes of the ordinary publisher. By the process under notice, as long as the ink of any book is not so dry that it cannot be transferred to the rubber—and it is known that ink upwards of two hundred years old has been thus transferred—we may be sure of getting copies by the method before-mentioned at comparatively moderate prices. It may be said, why not reset them, if they are worth it? But irrespective of the expense of this method, we cannot thereby reproduce the old book in the old manner. With many works this is almost indispensable; we want a fac-simile, and only by this method and photography can this be accomplished. Thus we see india-rubber threatens to invade the territories both of the artist, the map-drawer and the compositor. Of old its only value, as we have said, consisted in its power to wipe out errors of the draughtsman, but now it can be used as an agent in reproducing pictures instead of obliterating their false lines.

“An enormous demand is now springing up for india-rubber, as an insulator for telegraphic wires. Formerly gutta-percha was the favorite material for that purpose, but rubber is now preferred. They were making a submarine cable when we visited a large factory where this material is manufactured. When we remember that cables now extend for two thousand five hundred miles, and that any conducting wire that is manufactured with a leak is sure to become useless in a very short time, by reason of the hole the escape of the electricity by this leak, however small, speedily makes, the care with which these electric cables require to be manufactured may be imagined. And, indeed, nothing can surpass the precautions that are adopted to prevent any leakage during the course of manufacture. The sheds are established on a scale that reminds us of rope-yards. The central wires which compose great cables, such as that crossing the Atlantic, are coated with thin slips of rubber, which are platted around it by machinery in the most delicate manner; and this plating is afterwards served with a coating of liquid rubber, which sets firmly, and makes the insulation perfect. Outside this, again, more wires are arranged, and the whole is covered with Manilla hemp. As this composite cable is being built up, it is coiled into a great tank which is filled with water, and several times a day an electric current is passed through its whole length, and any leakage is detected in a moment, the distance at which the fault may be is also calculated to a nicety, and the cable is overhauled and repaired at once. The quantity of rubber required for one of these public works—for they can be called nothing less—is so great that it usually sends the price of the article up in the market. Hence the constant fluctuations that take place in its value. There is no such thing as refuse in the course of manufacture, it is true—as scraps can always be used up again, like the scraps and filings of metal; but, unlike metal, it cannot, after service, be used for the same purpose as before: it is not lost, but it passes into an inferior branch of the manufacture. Caoutchouc, like palm-oil, petroleum, aluminium, and many other new substances which have been discovered of late years, has created many entirely new industries, and has conduced to the comfort of mankind in numerous ways. There can be no manner of doubt that it will be a great agent in clearing the way for an advancing civilization. Many a forest, before untouched by the feet of white men, will now be brought within the reach of commerce; and when commerce advances, civilization is pretty sure to follow.”

“What shall we do with our Young Ladies?”

The following remarks may be suggestive, and, in some cases, profitable to such of our lady readers as may be condemned to while away a day or more in traveling, without the luxury of the last novelette or magazine of fashion to dispel the *ennui* and monotony of a tedious railway journey—and, perhaps, those of the sterner sex who may deign to read this article may be led to give their weaker sisters that moral aid and support which should certainly be forthcoming if the eminently practical age in which we live has not eradicated all germs of true chivalry:

We fear this is a question which puzzles many a father and mother. “Marry us,” the young ladies would say, of course; but, unfortunately, this is not a romantic age, and the young ladies we wish to refer to in this paper are capable of bringing nothing to their husbands but pretty faces. What can a young man on the threshold of life do with a partner who is only clever at crochet work, or can only play a waltz? Struggling men want helpmates, and, unfortunately, the education our women receive by no means trains them to be useful, however ornamental they may fancy they are. This being the state of the case, it has become a great social question, what shall we do with our girls? How many a professional man’s heart aches when he thinks of the probable hard fate of his little girls growing up. What is their look-out when he passes from the scene? For young women of the middle classes, there is but one path left open, and that is far from being a flowery one—they must be content with the position of a governess.

It seems exceedingly strange that the only occupation sanctioned by usage is the one above all others that requires not only special qualifications but special training. Let us ask ourselves, looking around among the females of our acquaintance, how many young ladies there are among them who possess either such qualification or training? The fact is, no young girl is doleful enough to believe that it will ever fall to her lot to have to support herself, neither do her parents anticipate such a fate for her. There is always hope in the future, and the belief that something will turn up makes the majority put off any preparation for the days of adversity. Such days, for a large per-centage of what we may term the lower half of the middle class, are sure to come at last, and when they do come, what class is so helpless to meet them in the whole community as our young girls?

Of late years this truth has been clearly seen by many sensible women; but, unfortunately, they have begun the crusade on the behalf of their suffering sisters in a spirit which creates antagonism on the part of the men, and anything but a hearty acquiescence on the part of the women. Yet the crusade is a lawful one, and worthy of more attentive appreciation than it has received. Why should not women have their fair share of the more delicate employments and occupations of life? Certainly their sex cannot be urged against them. How many occupations do we find in which men are engaged that are purely sedentary, and require no muscular power beyond a woman’s strength? Such occupations women may fairly claim. And first among these we may mention the art of design. As a rule, women in England are lamentably deficient in any training in this direction, much more so than their foreign sisters; yet Government has put the means within the hands of any intelligent woman of educating herself to be a bread-winner in the various directions to which art design applies. The Government schools for this purpose are admirably conducted, at a cost within the means of the vast majority. But a difficulty meets the trained female hand which certainly does not redound much to the credit of the opposite sex. A well-known watchmaker in the city gave us one example of trade dictation in this matter which is worthy of the attention of the Legislature, if the women in future are to have any fair p’ay in their efforts to help themselves. Some young ladies, appreciating the advantages of a school of design, entered for a course of six months; at the end of that time their special aptitude for the work enabled them to employ themselves in engraving the backs of watches. Ladies’ watches, it may have been noticed, are figured with some fancy design, a work light and agreeable, and, withal, remunerative—for we are informed that these ladies were earning three pounds a week at their occupation—when the men in the same employment struck against the “foreigners,” as they politely termed them, and the employer was forced reluctantly to dismiss them. This act was as cowardly as it was uncalled

for. Surely there is not such an overwhelming amount of male ability unemployed in England that there could be any pretence for imagining that the new-comers over-crowded the market. If there is one want in the manufactures of this country it is the want of good art designs. We are admirable fabricators, which may be considered to be the special province of the men; but we fail when the ornamental is concerned. Now, the female hand is specially adapted for such ornamentation as we have mentioned in this particular instance; but the workmen step in and say, You shall not exercise your special gift, we will have no "foreigners" amongst us. Luckily, this monstrous injustice did not pursue these intelligent young women further, as they found equally remunerative employment as glass engravers. In all matters where pliability of hand is concerned, as a rule, the woman is a better manipulator than the man: we say as a rule, because still to the larger brain of the man the highest excellence, even in this direction, is given. It is questionable whether there ever could have been a female Sharp or Woollet, but the great majority of engravings we meet with could have been done by the female engraver, as well as the male. When we think of the immense demand for steel and wood engravings in this country, and the growing taste for illustration in our literature, the field of engraving alone promises to open up a very large amount of occupation to young ladies if they would only turn their attention to it. Watch-making would seem to be a trade specially adapted for their capabilities: we know practically that it is so, for in Switzerland all the delicate parts of a watch movement are made by women. There are no men among those hardy people unjust and ungallant enough to stigmatize their sister-workers as "foreigners." Indeed, if there were, the probability is that they would suffer for it, as the women workers are in a majority there.

In no country in the world, perhaps, is remunerative labor carried on so pleasantly as in this manufacture. It is done at home, and that home is the beautiful country along the Jura range in the vicinity of the Lake of Geneva. The work is carried on in those smiling cottages so picturesquely dotted about the enchanting scenery. There are not less than twenty-five thousand women thus engaged in the neighborhood of Neuchâtel alone. The system is admirable; there is a great division of labor, all the parts of the watch are interchangeable, and the finished article is so cheap that it is smuggled over here in large numbers, at a price within the means of the working classes. Were it not for trade regulations, female labor could be employed at home in the same manner, and occupation fitted for a woman provided for thousands of females anxious for employment, yet seeking it in vain. We are told that the average wages of these Swiss artisans is fifteen shillings a week; what a blessing this sum would be to many a poor creature now forced to starve on six shillings a week at slop-work. We contend that to employ men at such work is the grossest waste of physical power, and, therefore, a violation of the true laws of labor.

It seems that a prejudice has been created against female labor by the eccentricities of some of the more prominent leaders of this movement. Nothing surely is to be gained by a mere aping of the dress of men. Doctor Mary Walker, for instance, could do her practice quite as well in the ordinary female dress as the one she now wears.

There is no reason that we know of why women should not practise the healing art, but we think great judgment should be exercised in the selection of the branch of practice they should take up. A woman could not well become a general practitioner, the duties of which would often lead her into positions out of her sphere; but there is no reason why there should not be female aurists and dentists, just as there are female corn-cutters. The diseases incidental to women would also appear to afford a field for female art, but, unfortunately, the female patients themselves object to this arrangement. Women will tell you that they have no confidence in female doctors—in short, they do not care to be attended by them. There is, doubtless, some prejudice in this, because we find that in foreign countries women in the most desperate emergencies of their lives submit to the skill of women. We may mention the institution in France of the "Sage femme," whose striking sign-board pictures many of us have been amused with in Paris. We are far from approving this feeling of prejudice on the part of women. We only state it is a fact which, at present, at least, constitutes a practical difficulty in some businesses and professions. To be short, the women like to be served by men, and men by women. It is a very common thing to hear a lady say that she prefers, when she visits the silk-mercantile's shop, to be served by a young man rather than a young woman; and we are equally sure that men infinitely prefer a woman's ministrations to the service of males. The truth is, the sexes are more defer-

ntial to each other than they are to themselves ; they take more trouble to please, and therefore are more pleasing. This idea, if carried out in all its integrity, would, it is true, interfere with women's work in some instances—notably, in the occupation of shop assistants. If all the young girls were replaced by shopmen, a revolution would be worked in the field of labor, perhaps not advantageously, for there is no human creature who seems so much out of place as a strong young man handling silks and satins. Year by year, however, we find young ladies displacing the men where personal service is concerned. In every public-house, however low, the rough barman gives way to the young woman neatly dressed. A refreshment bar may not be a good school for females, but we confess we never saw the slightest impropriety in their behaviour there; and the presence of a female face at all times and seasons gives to such places an element of refinement they wholly lack otherwise.

We shall probably be accused of making an outrageous proposition, but why, we ask, should not young ladies be eligible for clerkships in the public service? In the Post Office alone these situations are counted by the thousand. Surely there is nothing in the sorting of letters that women could not do quite as well as men. In the Money Order Office and Post Office Savings' Bank, again, the legion of clerks are employed upon calculations which even they must confess are not above the capacity of females. Women are particularly methodical and careful in matters of accounts, and we believe would do the work quite as well as it is done at present, and probably at a cheaper rate than by the young gentlemen now engaged. And why should they not be much more extensively employed than at present as compositors? This is so sedentary an occupation, and requires the exercise of such a slight amount of strength, excepting where the "formes" have to be lifted, which could be done by a porter especially employed for the purpose, that we wonder Miss Faithfull has not been more successful in her endeavor to open this field of work to women. The wages of females are lower than those of men; but there is a law of social science well known to economists, which makes it probable that the general rate of wages would not in the long run be lowered by the increased employment of women.

Those who have been abroad must have noticed that women are much more employed there than with us. Check-takers at the theatre, at the railway and omnibus stations, and in shops generally, are of this gender, and they seem to get on quite as well as we do. They even invade the men's province by acting as railway porters, etc.; and we actually saw, on one occasion, a gang of women employed on a railway carrying baskets of earth to make an embankment. We do not say this approvingly, as such labor is a waste of function on the female side, which, by-the-bye, is still to be witnessed in this country. It is not many years ago that women were prohibited by Act of Parliament from harnessing themselves like beasts of burden to corves of coals, and hauling on all fours heavy loads through the narrow workings in the coal mines, and even now the females employed in rural tasks are sometimes put to work fit only for strong men.

These examples are given to show that the popular prejudice against the employment of women is by no means due to any chivalrous feeling on the part of Englishmen. We cannot make the excuse the French can; that during the wars of Napoleon the conscription took all the males, and left the hard work to be done by the females—a necessity which has since grown into a habit. There is a principle at work, however, which is draining off our young men, and, of course, causing a preponderance of the female element among us, which makes the chances of marriage more difficult every year—we mean colonization. The young and energetic blood of the country makes for fresh fields and pastures new. Hence there is a necessity for the women to learn to earn their own bread. In literature the women have certainly held their own in the race for fame. Where in the last century they could count one authoress whose works became famous, we can now count them by the score. The women now invade our pulpits, not only discuss, but direct great social movements, and the world is becoming accustomed to see them participating in undertakings they never would have dreamed of associating themselves with fifty years ago. The public voice allows them to do something more than spin. We are hopeful, therefore, that by degrees the barriers usage has erected against them will be thrown down. But whatever they attempt they must carry out with perseverance as a profession. If they enter the lists in competition with the men, the utmost they can expect is a fair field and no favour. We hear it continually said that women are not to be depended upon, but this, so far as it is true, is owing to the fact that but too often what they attempt they do as something supplementary to their

ordinary occupations, instead of accepting it as the business of their lives. And so it will be as long as we are in a transitional state between the old social idea which would not allow a woman to exercise her brain beyond the limits of her work-box, and the newer thoughts which sometimes carry them into extravagant lengths beyond their sphere. Once let us see girls trained, as boys are, to certain professions and occupations, and we do not doubt that they will succeed. To bring about such a reform--we might almost say revolution--in the habits of one half of the human race is no mean task, and is, we believe, quite beyond the powers of the few enthusiastic women who are laboring in the cause. The aid of the more intelligent men is required on the behalf of their weaker sisters, and if there is any true chivalry left among them they will certainly afford that aid.

A Profitable Railway.

The following table shows the receipts, expenses and net earnings of the Central Railway of New Jersey, from the beginning of the annual reports to the Legislature to the present time :

	Receipts.	Expenses.	Net Earnings.	
1853.	\$349,018	\$197,629	\$151,389	or 43 per cent.
1854.	378,145	197,349	180,795	48
1855.	393,729	208,856	184,873	47
1856.	553,479	258,308	295,171	53
1857.	682,315	340,502	341,812	51
1858.	846,934	345,614	591,320	58
1859.	971,702	385,716	585,986	61
1860.	1,185,838	475,457	710,391	60
1861.	1,201,895	522,452	679,443	57
1862.	1,397,586	623,245	774,341	56
1863.	1,941,976	814,732	1,127,234	58
1864.	2,537,185	1,231,554	1,305,631	51
1865.	3,036,390	1,748,434	1,287,956	43
1866.	3,581,244	1,963,976	1,617,268	45
1867.	3,320,398	1,878,022	1,472,376	44
Total....	\$22,397,853	\$11,191,846	\$11,205,997	or 50 per cent.

Resignations.

We have heard with regret during the past week, of the resignation of John W. Conlogue, Esq., from the position which he has so ably filled with credit to himself and permanent advantage to the interests which he superintended, as General Superintendent of the Ohio and Mississippi Railway Line. His successor, as we hear, is Alex. Lewis, Esq., who from long association with the road as Superintendent formerly, and subsequently as Vice-President, is perhaps fully competent to occupy the position lately occupied by Mr. Conlogue. Those who are intimately acquainted with the practical railway experience manifested in Mr. Conlogue's administration, can not anticipate that he will be allowed to be idle for any length of time, and we hope in our next issue to chronicle his appointment to some new and perhaps more extended sphere of usefulness.

John C. Garland, Esq., formerly connected with the Illinois Central Railway, as Southwestern Agent, and lately in charge of the Atlantic and Great Western Ticket Office in St. Louis, has we understand, been appointed General Passenger Agent of the Indianapolis and St. Louis Railway, vice W. T. Clark, resigned. Mr. Garland has a host of friends, amongst railway men, and this fact will render his somewhat arduous position more pleasant and successful.

IMPORTANT TO MERCHANTS AND SHIPPERS.

ROUTES OF THE EXPRESS COMPANIES

The following arrangement has been completed for conducting the business of the principal Express Companies.

ADAMS' EXPRESS COMPANY.

Albany and Western, Boston and Worcester ;—Central Railroad of New Jersey, through ;—Northern Central, Baltimore to Harrisburg, through ;—Harrisburg to Sunbury, local to and from Philadelphia ;—Philadelphia and Erie, Sunbury to Winsport, local to and from Philadelphia ;—Shamokin Valley, Lykens Valley, Camden and Amboy Railroad and branches, New Jersey Railroad, and Belvidere and Delaware and branch ;—Lehigh Valley and branches, North Pennsylvania and branch, East Pennsylvania, Philadelphia and Reading Lebanon Valley, Columbia and Reading, Lancaster branch ;—Philadelphia and Norristown, Chester Valley, Schuylkill and Susquehanna, Little Schuylkill, Schuylkill Valley, Mine Hill and Schuylkill Haven, Pennsylvania Central and branches, Western Pennsylvania, Pittsburg and Connellsville, Cumberland Valley Hazleton, Philadelphia and Baltimore Central, Philadelphia, Wilmington and Baltimore ;—Delaware Railroad and branches, Delaware and Maryland, Baltimore and Ohio and branches, Richmond, Fredericksburg and Potomac ;—Orange and Alexandria, Manasses Gap, Alexandria, Loudon and Hampshire ;—Virginia Central Cleveland and Pittsburg, Wellsville to Belle Air ;—Pittsburg, Columbus and Cincinnati ;—Central Ohio, Cincinnati and Zanesville, Marietta and Cincinnati and branches, Little Miami, Columbus and Xenia, through ;—Kentucky Central, Louisville and Lexington, Louisville and Nashville and Bardstown branch, Lebanon branch, Bowling Green branch, Jeffersonville and branch, through ;—Ohio and Mississippi, Evansville and Crawfordsville, Vincennes and Crawfordsville, through ;—Illinois Central, Odin to Cairo ;—Belleville, New York and New Haven, Norwalk and Danbury, Housatonic, Naugatuck, Springfield, Hartford and New Haven; Middletown branch, New Britain branch, Providence, Hartford and Fishkill ;—Rockville branch, New London and Northern, Boston, Hartford and Erie ;—Saxonville Branch, Norwich and Worcester, Old Colony, Canal Road.

Water Lines.—New York and Boston, Norwich line, Fall River ;—Cincinnati and Louisville, Ohio River ;—Cincinnati and Portsmouth, Ohio River ;—Louisville and Evansville, Ohio River ;—Evansville and Cairo, Ohio River ;—Zanesville and Marietta, Muskingum River.

AMERICAN EXPRESS COMPANY.

Hudson River, Albany and Western, through ;—Albany and Susquehanna, New York Central and branches, through to Buffalo and Niagara Falls, and local east of Syracuse ;—Utica and Black River, Utica and Waterville, Rome, Watertown and Ogdensburg and branches, Philadelphia and Erie, Willisport to Erie ;—Warren and Franklin, Buffalo, Corry and Pittsburg, Allegheny Valley, Buffalo and Cleveland, through ;—Cleveland, Columbus and Cincinnati, Little Miami, Columbus and Xenia and branches, Springfield and Delaware, Springfield and London, Cincinnati, Hamilton and Dayton, through ;—Pittsburg, Fort Wayne and Chicago, Bellefontaine, through ;—Columbus and Indiana Central, Richmond to Indianapolis ;—Dayton and Western, Eaton, Hamilton and Richmond, Chicago and Great Eastern, Whitewater Valley, Jeffersonville and branch, Columbus, Shelbyville and Rushville, Columbus to Rushville, Rushville to Cambridge City ;—Indianapolis and Peru, Terre Haute and Indianapolis, Evansville and Crawfordsville, Terre Haute, Alton and St. Louis, Great Western, Clifton to Windsor, Hamilton to Toronto, Komoka to Sarnia ;—Grand Trunk, Buffalo to Goderich, Stratford to Detroit, London to Port Stanley ;—Michigan Central, Detroit to Chicago, From Lake to Joliet ;—Jackson, Lansing and Saginaw, Illinois Central, Chicago to Odin, Dunleith to Centralia ;—Chicago and Northwestern, Chicago to Omaha ;—Harvard and Belvidere to Madison, Chicago to Escanaba, Escanaba to Negaunee, Chicago to Milwaukee through ;—Kenosha to Rockford ;—Western Union, Racine, Wisconsin, to Rock Island ;—Milwaukee and St. Paul, Milwaukee to Portage City, Milwaukee to La Crosse, Sun Prairie to Watertown, Horicon to Berlin and Omeo ;—Minnesota Southern, Winona and St. Peter, Minnesota Valley, St. Paul and Pacific, Sheboygan and Fond du Lac, Marquette and Bay de Nagaunee, New Lisbon, Franklin to New Lisbon, Minnesota Central, through.

IMPORTANT TO MERCHANTS AND SHIPPERS

Stage and Water Lines.—Cincinnati to Louisville, Ohio River;—Glenbeulah to Fond du Lac, Wis.;—Green Bay to Escanaba, Mich.;—Montana to Algona, Mankato to Blue Earth, Minn.;—Marquette to Negaunee, Negaunee to Hancock, Mich.;—Rushford to Spring Valley, Minn.;—St. Charles to Chatfield, Minn.;—St. Paul to Hudson, Wis.;—Waseca to Mankato, Minn.;—Sheboygan to Mountenok, Lake Michigan;—Marquette to Hancock, Lake Superior;—Maysville to Junction, Chataouque Lake;—Detroit to Cleveland, Lake Erie;—Dubuque to La Crosse, Mississippi River;—St. Paul to Keokuk, Mississippi River;—La Crosse to St. Paul, Mississippi River;—Kalamazoo to Allezan, Mich.;—Marshall to Charlotte, Mich.;—Blakely to Mankato, Minn.;—Clarence to Tipton, Iowa;—Onawa to Sioux City, Iowa;—Des Moines to Montana, Iowa;—Stuyvesant to Kinderhook and Valasia, N. Y.

MERCHANTS' UNION EXPRESS COMPANY.

Hudson River, through;—Albany and Western, New London Northern, Connecticut River, Vermont and Massachusetts, Vermont Valley, Ashuelot, Pittsfield and North Adams, New York Central and branches, through to Buffalo and Niagara Falls, and local west of Syracuse;—Elmira and Canandaigua Branch of Erie Railroad, through;—Northern Central, Baltimore to Harrisburg, Harrisburg to Sunbury, branches;—Philadelphia and Erie, Sunbury to Williamsport;—Northern Central, Williamsport to Elmira;—Erie and Pittsburg, Newcastle and Beaver Valley, Lowell, Lawrence branch, Jamestown and Franklin, Buffalo and Cleveland, Cleveland and Pittsburg, and branch;—Cleveland, Zanesville and Cincinnati, through;—Little Miami, Columbus and Xenia, through;—Cleveland and Toledo, Cleveland to Toledo, Fremont to Findlay;—Dayton and Michigan;—Cincinnati, Hamilton and Dayton, through;—Bellefontaine, Cincinnati and Indianapolis, Martinsville branch;—Louisville, New Albany and Chicago;—Lafayette and Indianapolis, Terre Haute and Indianapolis, through;—Terre Haute, Alton and St. Louis;—Michigan Southern, Toledo to Chicago, Toledo to Elkhart;—Detroit and Toledo, through;—Michigan Southern, Monroe to Adrian, Jackson, Kalamazoo branch;—Grand Trunk, Buffalo to Detroit, through;—Detroit and Milwaukee, Flint and Pere Marquette, Flint and Holly, Illinois Central, Freeport to Dunleith;—Chicago, Alton and St. Louis, through to St. Louis and local to Springfield;—Chicago, Burlington and Quincy and branches, Burlington and Missouri, Quincy and Palmyra, Hannibal and St. Joseph, Cameron and Kansas City, North Missouri, Brunswick branch;—Missouri Valley, St. Joseph to Leavenworth, through;—St. Joseph to Savannah, Council Bluffs and Sidney;—Chicago and Northwestern, Chicago to Freeport, Elgin to Richmond, Chicago to Milwaukee;—Dubuque and Sioux City, Dubuque and Southwestern, Cedar Falls and Minnesota, Mineral Point, Milwaukee, Prairie du Chien and St. Paul;—Southwestern branch, Milton to Monroe;—Minnesota Central, New York and New Haven, through;—New Haven and New London, New London Northern, Providence and Worcester, Providence, Warren and Bristol, Fall River branch, Boston and Providence, Boston, Hartford and Erie, Woonsocket Division;—New London, Stonington and Providence.

Water and Stage Lines.—Cincinnati to Louisville, Ohio River;—Shelbena to Paris, Mo.;—Shelbena to Shelbyville, Mo.;—Waverly, Iowa, to Austen, Minn.;—Geneva to Watkins, N. Y., Charlotte to Port Hope, Grand Haven to Milwaukee, Detroit to Lexington, Dubuque to La Crosse.

UNITED STATES EXPRESS COMPANY.

New York and Erie Railway and branches, Central Railroad of New Jersey and branch, Delaware, Lackawanna and Western, Lackawanna and Bloomsburg, Atlantic and Great Western and branches, Cleveland and Mahoning, Buffalo and Cleveland, through;—Cleveland and Toledo, Elyria to Sandusky, Cleveland to Toledo, through;—Sandusky, Mansfield and Newark, Mad River, Carey branch, Dayton and Michigan, through;—Cincinnati, Hamilton and Dayton, Columbus and Indiana Central and branches, except between Richmond and Indianapolis, through;—Chicago and Great Eastern, through;—from Logansport to Chicago, Junction, Indianapolis and Peru, through;—Toledo, Wabash and Western, Clayton to Keokuk;—Toledo, Logansport and Burlington, Michigan Southern, Toledo to Chicago, via Air Line, Plymouth to Logansport, Detroit and Toledo;—Chicago, Alton and St. Louis, through;—Chicago to St. Louis and local, Jacksonville branch;—Chicago and Rock Island, through;—Peoria, Pekin, and Jacksonville, through;—Missouri Valley, St. Joseph to Leavenworth;—St. Joseph to Savannah, through;—Columbian Express to St. Louis, through;—Des Moines Valley;—Southwestern Pacific;—Keokuk, Mount Pleasant and Muscatine River;—St. Louis to St. Joseph, Mo.

OFFICIAL RAILWAY TIME TABLES,

WITH

Officers, Stations and Distances.

1. NOVA SCOTIA RAILWAY.

AVARD LONGLEY, Chief Commissioner. T. FOOT, Secretary and Chief Accountant. S. FLEMING, Chief Engineer.
 C. SCHRIEBER and W. H. TREMAIN, Division Engineers. GEORGE TAYLOR, Traffic Superintendent.
 W. JOHNSTON, Locomotive Superintendent. W. MARSHAL, Road Inspector.
 Principal Offices, Halifax, N. S.

Trains Leave. Oct. 21, 1867. Trains Arrive.

Mxd.		Mxd.	Miles	STATIONS.	Miles	Mxd.	Mxd.		
P. M.	A. M.					P. M.	A. M.		
2 40	7 15	0	....	Halifax	113	6 10	10 45		
2 50	7 25	4	..	Four Mile House..	109	6 00	10 35		
3 10	7 40	8	.....	Bedford.....	105	5 45	10 15		
3 20	7 50	11	....	Rocky Lake....	102	— —	10 05		
3 30	7 55		arr }	Windsor { lve		5 30	9 55		
3 35	8 00	13	lve }	Junction { arr	100	5 25	9 50		
3 55	8 15	20	.....	Fletcher's.....	93	5 10	9 30		
4 05	8 25	23	....	Grand Lake....	90	5 00	9 20		
4 12	8 32	25	.....	Oakfield.....	88	4 52	9 10		
4 20	8 40	28	.....	Enfield.....	85	4 45	9 00		
4 45	8 50	30	....	Elmsdale....	83	4 40	8 45		
5 10	9 05	35	....	Wickwire's....	78	4 15	8 15		
5 25	9 15	39	...	Shubenacadie...	74	4 05	8 00		
5 45	9 25	44	.....	Stewiacke....	69	3 55	7 40		
6 15	9 55	53	.....	Brookfield....	60	3 25	7 10		
6 30	10 07	57	....	Johnstons....	56	3 12	6 55		
6 45	10 20		arr }	Truro. { lve		3 00	6 40		
	10 35	61	lve }	Truro. { arr	52	2 40			
	11 15	74	....	Riversdale....	39	1 55			
	11 45	82	....	West River....	31	1 25			
	12 10	89	...	Glengarry....	24	1 00			
	12 40	96	....	Hopewell....	17	12 35			
	1 10	104	...	New Glasgow..	9	12 00			
	1 50	112	..	Pictou Landing..	1	11 30			
	2 00	113	....	Pictou	0	11 10			
P. M.	A. M.			ARRIVE]	[LEAVE	A. M.	A. M.		

2. WINDSOR BRANCH.

Acc.		Mail.	Miles	STATIONS.	Miles	Acc.	Mail.		
A. M.	P. M.					A. M.	P. M.		
8 10	3 40	0	....	Halifax	45	11 15	6 45		
8 20	3 50	4	..	Four Mile House..	41	11 05	6 35		
8 35	4 10	8	.....	Bedford.....	37	10 45	6 20		
8 45	4 20	11	....	Rocky Lake....	34	10 35	6 10		
8 55	4 30		arr }	Windsor { lve		10 25	6 05		
9 00	4 35	13	lve }	Junction { arr	32	10 20	6 00		
9 10	4 45	16	..	Beaver Bank...	29	10 10	5 50		
9 45	5 25	26	...	Mt. Uniacke...	19	9 40	5 20		
10 05	5 50	33	.....	Stillwater....	12	9 10	4 55		
10 15	6 05	36	....	Ellershouse....	9	8 55	4 40		
10 25	6 20	39	.....	Newport.....	6	8 35	4 30		
10 32	6 30	42	..	Three Mile Plain..	3	8 20	4 22		
10 40	6 40	45	....	Windsor	0	8 10	4 15		
A. M.	P. M.			ARRIVE]	[LEAVE	P. M.	P. M.		

The 7 15 a. m. train from Halifax, and the 11 10 a. m. train from Pictou, will stop at Rocky Lake, Fletcher's, Oakfield, Wickwire's, and Johnston's, on Tuesdays, Thursdays, and Saturdays, only.
 The 8 10 a. m. train from Halifax, and the 4 15 p. m. train from Windsor, will stop at Three Mile Plains, on Tuesdays, Thursdays and Saturdays, only.
 Connect at Windsor with International Steamship Line for St. John, New Brunswick, and Portland, Me.

2. NEW BRUNSWICK & CANADA RAILWAY.

ST. ANDREWS TO ST. STEPHENS AND RICHMOND.

HENRY OSBURN, General Manager.

HENRY BULL, Gen. F'ght Agent, St. Andrews, N.B.

D. J. SEELY, Water street, St. John.

G. W. VANWART, Woodstock, Agents.

Leave.		Dec. 9, 1867.		Arrive.	
Pass	Mis.		Mis.	Pass	
A. M.		STATIONS.		P. M.	
9 00	0	.. St. Andrews..	79	5 00	
9 25	5	.... Chamcook....	74	4 35	
9 55	11	.... Bartlett's	68	4 05	
10 05	13	.... Waweig.....	66	3 55	
10 15	15	.... Roix Road.....	64	3 45	
10 35	19	.... Hewitt's.....	60	3 25	
10 40	20	.... Rolling Dam... ..	59	3 20	
11 09	24	.... Dumbarton... ..	55	3 00	
9 30	0	.. St. Stephens..	19	4 00	
10 00	5	.... Maxwell....	14	3 34	
10 15	8	.... Moore's Mills..	1	3 22	
10 27	10	.... Baillie.....	9	3 14	
10 55	15	.... Meadows	4	2 54	
11 10	19	.... Junction.....	0	2 38	
11 21	27	.... Junction.....	52	2 32	
11 29	29	.... Lawrence's	50	2 24	
12 09	34	.... Barber Dam... ..	45	2 04	
12 25	38	.... Toby Guzzle. . .	41	1 23	
1 00	45	.... Maudslay.....	34	1 00	
2 11	59	.... Deer Lake.....	30	11 40	
2 45	65	.... Canterbury... ..	24	11 02	
3 30	75	.... Eel River.....	14	10 07	
3 50	80	.... Wickham.....	9	9 37	
4 02	83	.... Debeck's.....	6	9 25	
4 15	86	.... McKenzie.....	3	9 13	
4 30	89	.. Richmond....	0	9 00	
P. M.		ARRIVE]	[LEAVE	A. M.	

Trains leave St. Andrews for Richmond Station every Monday, Wednesday and Friday, at 9 a. m., and St. Stephens for Richmond every Monday, Wednesday and Friday at 9 30 a. m.

Returning, leave Richmond Station for St. Andrews every Tuesday, Thursday and Saturday at 9 a. m., and for St. Stephen every Tuesday, Thursday, and Saturday, at 9 a. m.

STANDARD OF TIME—Clock at St. Andrews Station.

3. EUROPEAN & N'TH AMERICAN RAILWAY.

ST. JOHNS TO SCHEDIAC AND POINT DU CHENE.

GEORGE THOMAS, (Chairman,) JAS. STEADMAN, and

C. H. FAIRWEATHER, Commissioners.

J. EDWARD BOYD, Engineer and Gen. Supt.

A. McNAUGHTON, Accountant, St. John, N. B.

Leave.				May 1, 1867.				Arrive.			
Acc.	Acc.	Exps.	Mis.	Acc.	Acc.	Exps.	Mis.	Acc.	Exps.	Acc.	
P. M.	P. M.	A. M.		P. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
5 30	2 00	7 00	0	.. St. John..	9 30	1 00	7 35				
5 40	2 10	7 08	3	.. Moose Path ..	9 19	12 53	7 23				
5 48	2 18	7 14	6	.. Torryburn...	9 10	12 47	7 15				
5 53	2 23	7 18	7	.. Appleby's...	9 04	12 43	7 08				
6 00	2 30	7 23	9	.. Rothesay ...	8 56	12 38	7 00				
6 12	3 42	7 32	12	.. Quispamsis ..	8 44	12 29	6 50				
6 35	3 00	7 45	17	.. Nauwigewauk.	8 25	12 15	6 33				
7 05	3 30	8 00	22	.. Ossekeag....	8 05	12 00	6 15				
7 22	3 45	8 12	26	.. Passekeag...	7 38	11 48	5 52				
7 28	3 50	8 16	27	.. Bloomfield...	7 32	11 44	5 47				
7 41	4 02	—	31	.... Athol.....	7 19	—	5 35				
7 47	4 07	8 29	33	.... Norton	7 13	11 31	5 29				
8 12	4 30	8 47	39	.. Apohaqui ...	6 48	11 13	5 06				
8 30	5 05	9 20	44	.... Sussex	6 30	11 00	4 50				
	5 16	—	47	.. Plumwescep..		—	4 19				
	5 32	9 37	51	.. Penopsquis ..		10 28	4 04				
	5 45	9 46	55	.. Dunsinane...		10 19	3 51				
	6 05	10 00	61	.. Anagance...		10 05	3 30				
	6 25	10 14	66	.. Petitcodiac ..		9 42	3 10				
	6 44	10 26	72	.. Pollet Riv. R'd.		9 29	2 52				
	7 04	10 38	76	.. Salisbury ...		9 17	2 35				
	7 16	10 46	79	.. Bound'y Creek.		9 09	2 19				
	8 10	11 15	89	.... Moncton....		8 45	1 45				
	8 16	—	91	.. Humph. Mills .		—	1 14				
	8 28	11 30	95	.. Cook's Brook..		8 26	1 02				
	8 48	—	102	.. Dorchst' Road.		—	12 52				
	9 00	12 20	106	.. Schediac..		8 00	12 30				
		12 25	108	.. Pt. du Chene..		7 45	11 45				
P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.			

4. CALAIS AND BARING, AND BARING AND LEWY'S ISLAND RAILWAY.

The Calais and Baring Railway (JAMES SARGENT, President), is six miles long, with five and a half miles of branches, connecting by bridges at Milltown and Baring with the British side of the St. Croix River.

The Baring and Lewy's Island Railway (Wm. Todd, President,) is seventeen miles long, and extends from Baring to Lewy's Island, Me.

W. W. SAWYER, Supt. Calais, Me.

GRAND TRUNK RAILWAY OF CANADA.

EDWARD W. WATKIN, President, London, Eng.
 JAMES FERRIER, Chairman of Canadian Board.
 JOSEPH HICKSON, Secretary and Treasurer.
 T. B. HAWSON, Auditor.
 H. W. WALKER, Book-Keeper.
 HENRY SHACKELL, Gen. Passenger Agent.
 F. C. STRATTON, Gen. Eastern F'ight Agt., Montreal.
 P. S. STEVENSON, Gen. Western F'ight Agt., Toronto.
 EDWARD P. BEACH, General United States Agent, 175 Broadway, N. Y.

CHARLES J. BRYDGES, Managing Director.
 RICHARD EATON, Locomotive Superintendent.
 W. J. SPICER, Supt. Montreal to Detroit, Buffalo to
 Goderich, and Montreal to Province Line.
 H. BAILEY, Supt., Montreal to Portland and Port-
 land to Rouse's Point.
 A. S. MACBEAN, Supt., Richmond to Quebec and
 Riviere du Loup.

MONTREAL AND QUEBEC DISTRICT.

1. POINTE LEVI AND MONTREAL DISTRICT.

Leave.			Sept 16, 1867.			Arrive.		
Acc.	Exps.	Mis.	STATIONS.			Mis.	Exps.	Acc.
P. M.	A. M.						A. M.	P. M.
7 30	8 30	0	.... Quebec ...					7 20
			Pointe Levi	172	7 45			
8 10	9 15	8	Chaudiere Curve	164	7 20			6 40
8 40	9 35	15	.. Craig's Road..	157	7 00			6 00
9 00	10 25	20	.. Black River..	152	6 40			5 30
9 35	11 15	23	.. Methot's Mills.	144	6 10			4 40
10 05	—	37	.... Lyster	135	5 45			4 00
10 20	12 30	41	ar } Becan- { lv	131	5 30			3 30
	12 45		lv } cour { ar					3 15
10 05	1 30	49	.. Somerset ...	123	5 05			2 35
11 10	2 00	55	.. Stanford....	117	4 45			2 00
11 45	2 50	64	.. Arthabaska..	108	4 10			1 15
12 15	3 40	71	.. Warwick ...	101	3 45			12 10
12 55	4 45	84	.... Danville ...	88	3 05			11 05
1 40	5 50	96	ar } Rich- { lv	76	2 30			10 00
2 15			lv } mond { ar		2 00	5 45		
2 45		106	.. New Durham.	66	—	5 20		
2 55		110	.. Old Durham..	62	—	5 0		
3 20		118	.... Acton....	54	1 00	4 45		
3 40		125	.... Upton	47	—	4 25		
3 50		128	.. St. Liboire. .	44	—	4 18		
4 00		130	Britannia Mills	42	—	4 10		
4 20		137	.. St. Hyacinthe.	35	12 10	3 50		
4 40		143	.. Soixante ...	29	—	3 25		
5 00		149	.. St. Hilaire...	23	11 35	3 05		
5 12		150	.... Belœil....	22	—	2 57		
5 40		157	.. Bon. Mountain.	15	11 10	2 45		
6 00		162	.. St. Hubert ..	10	—	2 32		
6 12		165	.. St. Lambert..	7	10 48	2 23		
6 35		172	.. Montreal.	0	10 10	2 00		
A. M.	P. M.		ARRIVE]	[LEAVE		P. M.	P. M.	A. M.

2. RIVIERE DU LOUP, POINTE LEVI AND QUEBEC.

Leave.			Sept 16, 1867.			Arrive.		
Exps.	Mis.	STATIONS.			Mis.	Exps.		
A. M.						P. M.		
7 00	0	.. R. du Loup.	125	8 55				
7 50	12	... St. Alexandre..	113	8 15				
8 20	23	.... Ste. Helene...	105	7 45				
8 45	26	.... St. Pascal....	99	7 25				
9 05	30	.... St. Denis....	95	7 08				
9 25	35	... Riviere Ouelle..	90	6 50				
9 50	42	.... Ste. Anne....	83	6 30				
10 20	50	.... St. Roch....	75	6 00				
10 50	57	.. St. Jean Port Joli	68	5 35				
11 15	62	... Trois Saumons..	63	5 15				
11 30	65	arr } L'Islet. { lve	60	5 05				
11 45	65	lve } .. L'Islet. { arr		4 50				
12 13	72	... Cap St Ignace..	53	4 20				
12 40	79	.... St. Thomas....	46	3 50				
1 00	85	.... St. Pierre....	40	3 30				
1 13	86	.... St. Francois...	37	3 15				
1 35	93	.... St. Valier....	32	2 55				
1 50	97	.... St. Michel....	28	2 40				
2 15	103	.... St. Charles....	22	2 15				
2 50	111	.... St. Henri....	14	1 40				
3 10	114	.. St. Jean Chrysost	11	1 20				
3 30	118	.. Chaudiere Curve.	7	1 05				
3 50	124	.... Hadlow....	1	12 40				
4 00	125	.. Pointe Levi.	0	12 30				
P. M.		ARRIVE]	[LEAVE			P. M.		

All trains on this page are run by Montreal time, which is ten minutes slower than Quebec time, fifteen minutes slower than Portland time; twenty minutes faster than Buffalo, twenty-one minutes faster than Toronto time.

3. MONTREAL TO LACHINE AND PROVINCE LINE.

Via Grand Trunk Railway.

Trains Leave.						D. S. 1867.						Trains Arrive.						
Acc.	Acc.	Mis.	Acc.	Acc.	Mis.	STATIONS.						Mis.	Acc.	Mis.	Acc.	Acc.		
P. M.	P. M.	P. M.	NOON	A. M.	A. M.								P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
6 30	5 00	3 00	12 00	9 30	7 00	0	.... Montreal.	40	8 30	10 30	1 30	4 50	6 00	7 30				
7 00	5 30	3 30	12 30	10 00	7 30	8	.... Lachine.....	31	8 00	10 00	1 00	4 20	5 30	7 00				
		4 00				10	.... Caughnawaga...	29		9 30								
		4 20				15	.... St. Isidore.....	24		9 10								
		4 45				21	.... St. Remi.....	18		8 46								
		5 00				25	.... Lapigeoniere....	14		8 30								
		5 30				32	.... Johnson's.....	7		8 00								
		5 45				36	.... Hemmingford....	3		7 45								
		6 00				40	.... Province Line...	0		7 30								
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE				P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

4. GRAND TRUNK RAILWAY OF CANADA—MONTREAL TO PORTLAND.

Trains Leave.

NOV 11, 1867.

Trains Arrive.

EXPS		EXPS		EXPS		EXPS		Miles	STATIONS.	Miles	Acc.	EXPS		EXPS	
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.					P. M.	A. M.	P. M.	P. M.
2 00	10 10		7 00	0	....	Montreal	297					6 35	1 40		
2 23	10 48		7 50	7	....	St. Lambert....	290			6 55		6 12	1 17		
2 32	—		8 05	10	....	St. Hubert	287			6 35		6 00	1 05		
2 45	11 10		8 25	15	....	Bou. Mountain...	282			6 10		5 40	12 50		
2 57	—		8 55	21	.....	Belceil.....	276			5 45		5 12	12 33		
3 05	11 35		9 05	22	.....	St. Hilaire....	275			5 35		5 00	12 25		
3 25	—		9 35	28	.....	Soixante.....	269			5 05		4 40	12 05		
3 45	12 10		10 05	35	...	St Hyacinthe ...	262			4 35		4 20	11 45		
4 05	—		10 35	42	...	Britannia Mills..	255			4 05		4 00	11 25		
4 15	—		10 50	44	.....	St. Liboire....	252			3 55		3 50	11 15		
4 25	—		11 05	48	.....	Upton	249			3 40		3 40	11 05		
4 48	1 00		11 45	54	.....	Acton.....	243			3 15		3 20	10 45		
5 13	—		12 25	62	....	Old Durham....	235			2 40		2 55	10 20		
5 25	—		12 45	66	...	New Durham...	231			2 25		2 45	10 10		
6 05	2 15		1 45	76	....	Richmond ...	221			1 45		2 15	9 40		
6 35	—		2 35	86	.....	Windsor.....	211			12 50		1 25	9 00		
7 00	—		3 15	94	...	Brompton Falls..	203			12 15		1 00	8 35		
7 20	3 20		4 00	101	....	Sherbrooke....	196			11 45		12 40	8 15		
7 30	—		4 20	104	.....	Lennoxville...	193			11 20		12 25	8 05		
7 50	—		4 50	111	.....	Waterville....	186			10 50		12 00	7 48		
8 00	—		5 05	114	.....	Compton	183			10 35		11 50	7 38		
8 30	4 20		6 10	122	...	Coaticooke....	175			10 00		11 25	7 15		
9 00	4 50		7 00	131	...	Boundary Line..	166			8 50		10 55	6 45		
9 15	—		7 30	137	.....	Norton	160			8 30		10 40	6 30		
9 45	5 30		3 20	148	arr }	Island { lve	149			7 40		10 00	6 00		
	6 30			148	lve }	Pond { arr						8 50			
	6 50			156	....	Wentlock	141					8 30			
	7 15			163	..	North Stratford ..	134					8 05			
	7 28			167	....	Stratford	130					7 50			
	7 50			175	..	Northumberland..	122					7 30			
	8 10			181	.....	Stark	116					7 07			
	8 30			188	....	West Milan ...	109					6 45			
	8 50			194	.....	Milan	103					6 25			
	9 05			200	....	Berlin Falls....	98					6 10			
	9 30			206	.....	Gorham.....	91					5 50			
	9 50			212	.....	Shelburne....	86					5 30			
	10 05			217	.....	Gilead	80					5 15			
	10 30			227	.....	Bethel... ..	70					4 40			
	10 45			232	...	Locke's Mills ...	65					4 25			
	11 15			242	....	West Paris ...	55					3 50			
	11 40	5 45		2-9	....	South Paris ...	47				10 00	3 30			
	12 00	6 05		256	.....	Oxford.	41				9 40	3 10			
	12 30	6 31		265	...	Empire Road... ..	33				9 15	2 45			
	12 45	6 47		270	..	Danville Junction..	27				9 00	2 30			
	1 00	7 03		275	..	New Gloucester..	22				8 43	2 15			
	1 15	7 15		279	.....	Pownal	18				8 33	2 00			
	1 35	7 35		282		Yarmouth Junct..	15				8 14	1 45			
	1 40	7 40		286	.....	Yarmouth....	11				8 10	1 40			
	2 00	7 55		292	.....	Falmouth....	5				7 55	1 25			
	2 15	8 10		297	....	Portland	0				7 40	1 10			

5. MONTREAL AND CHAMPLAIN.

6. ARTHABASKA & THREE RIVERS.

EXPS		EXPS		Miles	Dec. 20, 1868		Miles	EXPS	
P. M.	A. M.	P. M.	A. M.		A. M.	P. M.		A. M.	P. M.
3 30	8 40	0	....	Montreal	49	9 25	9 25	
3 53	9 03	6	....	St. Lambert....	43	9 03	9 05	
4 05	—	11	.....	Brosseaus.....	33	8 45	8 47	
4 25	9 30	19	.....	Lacadie.....	29	8 20	8 20	
4 45	9 45	27	.....	St. John's....	22	8 00	8 05	
5 15	—	38	.....	Stottsville....	10	7 15		
5 25	—	42	.....	Lacolle.....	6	7 05		
5 45	—	49	....	Rouse's Point ..	0	6 45		

Mxd		M	May 20, 1863.		Mxd
A. M.	P. M.		A. M.	P. M.	
7 30	0	0	....	Arthabaska ..	6 15
7 48	4	4	..	Walker's Cutting..	5 45
8 14	11	11	.....	Bulstrode	5 22
8 42	18	18	.....	Aston.....	4 57
9 12	25	25	.....	St. Celestin....	4 36
9 34	31	31	.....	St. Gregoire....	4 16
9 52	35	35	.....	Doucet's Ld'ng	4 00
			....	Three Rivers ...	

5.

GRAND TRUNK RAILWAY OF CANADA.

7.

MONTREAL AND TORONTO DISTRICT.

W. T. SPICER, Local Superintendent.

Trains Leave.						Dec. 22, 1867.	Trains Arrive.					
Pass	Pass	Pass	Exps	Exps	Miles	STATIONS.	Miles	Exps	Exps	Pass	Exps	Exps
P. M.		A. M.	P. M.	A. M.				P. M.	A. M.	P. M.		A. M.
4 20		7 00	7 30	8 30	0	... Montreal ...	333	10 45	12 00	7 50		10 15
4 30		7 10	7 40	8 40	2	... Tanneries Junction.	331	10 40	11 55	7 40		10 05
5 18		7 55	—	9 15	14	... Pointe Claire ...	318	10 15	—	6 46		9 15
5 37		8 20	—	—	21	... St. Anne's ...	312	—	11 20	6 20		8 50
6 05		8 35	8 40	9 40	24	... Vaudreuil ...	308	9 50	10 55	6 05		8 35
6 27		8 55	—	—	29	... Cedars ...	304	—	—	5 45		8 05
6 55		9 16	—	—	34	... River Rouge ...	298	—	—	5 20		7 47
7 10		9 30	9 15	10 15	37	... Coteau Landing ..	295	9 15	10 15	5 05		7 30
7 40		10 00	—	—	43	... Riv. Beaudette ...	289	—	10 00	4 45		7 05
8 35		10 10	10 00	11 00	53	... Lancaster ...	279	8 25	9 25	4 00		6 25
9 45		12 15	10 40	11 35	67	arr } Cornwall { lve	265	7 55	8 40	3 00		5 30
P. M.		12 30	10 50	11 50	77	lve } Dickinson's Land'g.	256	7 40	8 25	—	A. M.	—
		1 20	—	12 20	83	... Aultsville ...	249	7 10	7 50	2 20		—
		1 55	11 45	12 40	83	... Williamsburg ...	240	6 55	7 30	1 55		—
		2 40	12 12	1 05	92	... Matilda ...	234	6 30	7 02	1 05		—
		3 20	12 32	1 25	99	... Edwardsburgh ...	228	6 10	6 40	12 25		—
		3 47	—	1 40	104	arr } Prescott { lve	221	5 55	6 20	11 55		—
		—	1 10	2 00	112	lve } .Junct. . { arr	212	5 32	5 55	11 10		—
		4 25	—	2 10	120	... Maitland ...	212	—	—	10 20		—
		5 10	—	—	125	... Brockville ...	207	4 57	5 10	10 00		—
		6 00	1 50	2 52	129	... Lyn ...	203	4 45	—	9 40		—
		6 20	—	3 05	137	... Mallorytown ...	195	4 25	4 27	8 55		—
		7 00	2 35	3 31	146	... Lansdowne ...	186	4 00	4 00	3 15		—
		7 40	3 00	4 00	155	... Gananoque ...	178	3 35	3 25	7 30		—
		8 25	3 25	4 30	172	arr } Kingston. { lve	160	2 45	2 35	6 15		—
	A. M.	10 00	4 20	5 30	187	lve } Ernestown ...	145	2 25	2 30	4 00		—
	P. M.	6 45	4 30	5 50	198	... Napanee ...	134	1 40	—	2 35		—
		7 55	—	6 35	206	... Tyendinaga ...	126	1 05	1 10	1 30		—
		8 55	5 50	7 10	213	... Shannonville ...	120	12 45	—	12 20		—
		9 33	6 15	7 35	220	... Belleville ...	112	12 30	12 30	11 50		—
		10 00	6 35	7 55	231	... Trenton ...	101	12 08	12 05	11 10		—
		10 40	7 05	8 15	241	... Brighton ...	92	11 35	11 30	10 15		—
		11 35	7 40	8 55	248	... Colborne ...	84	11 08	11 00	9 25		—
		12 25	8 15	9 25	256	... Grafton ...	77	10 45	10 35	8 45		—
		1 10	3 40	9 47	263	arr } Cobourg. { lve	69	10 25	10 10	8 00		—
		1 45	9 02	10 10	270	lve } Port Hope ...	63	10 00	9 45	7 15		—
		2 35	9 30	10 35	280	... Newtonville ...	53	9 45	9 30	6 40		—
		3 10	9 45	10 50	285	... Newcastle ...	47	9 25	9 12	6 40		—
		4 05	10 00	11 10	290	... Bowmanville ...	43	9 00	8 42	5 40		—
		4 33	10 55	11 52	299	... Oshawa ...	33	8 42	8 25	5 10		—
		4 50	11 11	12 05	303	... Port Whitby ...	27	8 30	8 12	4 50		—
		5 35	11 40	12 30	310	... Duffin's Creek ...	23	8 05	7 45	4 05		—
		5 55	11 55	12 40	312	... Frenchman's Bay ...	20	7 52	7 30	3 40		—
		6 20	12 15	—	316	... Port Union ...	16	7 35	—	3 10		—
		6 35	—	—	322	... Scarboro' ...	11	—	—	3 00		—
		6 55	12 37	1 15	333	... Toronto ...	0	7 17	6 55	2 40		—
		7 25	12 55	—				—	6 35	2 10		—
		8 15	1 30	2 00				6 30	6 00	1 00		—
	P. M.		P. M.	A. M.		ARRIVE]		A. M.	P. M.	P. M.		

Standards of Time.—The trains between Portland and Island Pond are run by Portland time ; between Montreal and Island Pond by Montreal time ; between Riviere du Loup and Montreal by Montreal time ; between Rouse's Point and Montreal by Montreal time ; between Province Line and Montreal by Montreal time ; between Montreal and Toronto by Montreal time ; between Toronto and Sarnia by Toronto time ; between Fort Erie and Goderich by Toronto time ; between Port Huron and Detroit by Chicago time.

For List of Officers see second preceding page.

5.

GRAND TRUNK RAILWAY OF CANADA.

8.

TORONTO AND DETROIT DISTRICT.

Trains Leave.

Dec. 8, 1867.

Trains Arrive.

Pass		Pass		Exps		Exps		Miles	STATIONS.	Miles	Exps		Pass		Exps	
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.			A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.
	3 45	7 30		1 30				0	....Toronto	231	5 15	5 00	11 50			
	3 57	7 42		—				5	..... Carlton.....	226	—	—	11 38			
	4 05	7 52		1 50				8	..... Weston.....	223	4 51	—	11 30			
	4 22	8 10		—				15	..... Malton..	216	4 30	4 22	11 12			
	4 38	8 28		2 20				21	..... Brampton.	210	4 12	4 08	10 56			
	4 54	8 42		—				26	..... Norval... ..	204	—	—	3 56	10 40		
	5 00	8 50		2 42				29	..... Georgetown... ..	202	3 50	3 46	10 35			
	5 08	9 00		—				32	.... Lime House... ..	198	—	—	10 28			
	5 17	9 10		3 00				35	.... Acton West....	196	3 30	—	10 20			
	5 31	9 25		—				41	..... Rockwood.....	190	—	3 15	10 05			
	5 50	9 45		3 33				48	..... Guelph.....	183	2 45	2 55	9 45			
	6 15	10 15		—				58	..... Breslau.....	173	—	2 28	9 22			
	6 30	10 30		4 11				62	..... Berlin.....	168	2 10	2 15	9 10			
	6 35								..... Berlin.....				8 45			
	7 05								..... Doon.....				8 15			
	6 46	10 50		—				68	.... Petersburg....	162	—	2 00	8 52			
	6 55	11 00		—				72	..... Baden.....	159	—	—	8 43			
	7 03	11 07		—				75	..... Hamburg....	156	—	—	8 37			
	7 22	11 25		4 40				82	... Shakespeare... ..	149	1 20	1 20	8 15			
	7 40	11 45		5 15				88	arr } Stratford } lve	143	1 00	1 05	8 03			
	8 10	12 00		5 30	4 00			88	lve } } arr	143	12 20	12 50	8 03	4 30		
	8 10	12 25		5 55	4 27			98	..... St. Mary's.....	132	11 55	12 25	7 35	4 05		
	8 10	12 30			8 10				.... St. Mary's.....	22		12 20	7 35	4 00		
	8 43	1 03			8 55			110	.... Thorndale....	10		11 50	7 03	3 25		
	9 10	1 30			9 30			120	..... London.....			11 25	6 35	2 55		
		12 45						108	..... Granton....	123	—	12 01	—	—		
		1 00	6 33		5 07			113	..... Lucan.....	117	—	11 47	—	3 30		
		1 12	—		5 25			120	..... Craig's.....	110	11 05	11 30	—	3 10		
		1 30	7 10		5 45			128	..... Park Hill.....	103	—	11 10	—	—		
		1 47	—		6 08			136	..... Widder.....	94	—	10 50	—	—		
		2 10	7 52		6 32			145	..... Forrest.....	85	—	10 30	—	2 10		
		2 32	—		6 55			154	..... Camlachie....	76	9 47	10 05	—	—		
	A. M.	3 05	8 45		7 30			168	..... Sarnia	63	9 15	9 35	—	1 00		
	6 30	3 05	8 50		7 40				.... Port Huron....	62	8 15	8 30	—	12 00		
	7 03	3 32	—		8 05			169	... Smith's Creek ...	51	7 52	8 05	—	—		
	7 37	4 00	9 32		8 30			190	.... Ridgeway....	41	7 24	7 37	—	11 15		
	7 57	4 15	—		—			196	.. New Baltimore ..	35	7 10	7 22	—	—		
	8 32	4 40	—		—			206	.... Mt. Clemens....	25	6 45	7 03	—	10 42		
	8 48	4 52	—		—			211	.... Utica Plank....	19	6 32	—	—	—		
	9 30	5 20	10 35		9 45			223	.. Milwaukee Junc..	8	6 00	6 25	—	10 05		
	9 45	5 35	10 45		9 55			228	.. Detroit Junction..	3	5 50	6 15	—	9 55		
	10 10	5 50	11 00		10 10			231	..... Detroit	0	5 20	6 00	—	9 25		
		P. M.	P. M.		A. M.				<i>Michigan Cent. R.R.</i>		P. M.	A. M.		A. M.		
		6 30	11 00		9 00			515	..... Chicago		7 00	—	—	9 40		
	A. M.	P. M.	A. M.		A. M.				ARRIVE]		A. M.			P. M.		
					P. M.				[LEAVE					P. M.		

At Detroit, with Michigan Central, Michigan Southern, and Northern Indiana, Detroit, and Milwaukee Railways, and with Lake Steamers.

Via Detroit and Milwaukee for Pontiac, Owosso, Grand Rapids, and Milwaukee.

Via Michigan Central, for Ann Harbor, Jackson, Lansing, Saginaw, Battle Creek, Kalamagoo, Michigan City, and Chicago.

Via Michigan Southern, for Toledo, Goshen, Monroe, Adrian, and Chicago.

At Chicago, connects with Chicago and North Western for Omaha, Union Pacific, Sioux City, Dunleith, Milwaukee, Kenosha, Rockford, and all points West and Northwest.

With Chicago, K. I., and Pacific Railway, for Rock Island, Davenport, Iowa City, Peoria, and Des Moines.

With C. B. and Quincy Railway, for Aurora, Galesburg, Burlington, Quincy, St. Joseph, Kansas City, Leavenworth, and all places on Union Pacific E. D.

With Chicago, Alton, and St. Louis Railway, for Joliet, Bloomington, Springfield, Jacksonville, Alton, St. Louis, and railways diverging from St. Louis.

With Illinois Central, for Gillman, Urbana, Tolono, St. Louis, via Mattoon or Odin; Centralia, Cairo, and all points southwest.

At Cairo with s. s. lines on the Miss. River.

5.

GRAND TRUNK RAILWAY OF CANADA.

9.

BUFFALO AND GODERICH DISTRICT.

Trains Leave.							Dec 9, 1867.	Trains Arrive.						
Acc.	Acc.	Exps	Exps	Acc.	Exps	Miles.	Stations.	Miles	Exps	Acc.	Exps	Exps	Acc.	Acc.
A. M.	P. M.	P. M.	A. M.	A. M.	P. M.				A. M.	NOON	A. M.	P. M.	P. M.	A. M.
	3 30	1 00	6 50		9 00	0	.... Buffalo ...	160	5 15		8 00	10 30	12 15	
	4 00	1 00	6 50		9 30	2	.... Fort Erie.	158	4 20		7 00	9 30	11 20	
	4 35	—	7 10		—	9	..... Bartie	151	—		—	—	10 48	
	4 55	—	—		—	13	..... Shirk's.....	147	—		—	—	10 30	
	5 25	1 40	7 38		10 25	19	... Port Colborne...	141	3 45		6 05	8 50	10 00	
	5 50	—	7 52		—	24	.... Wainfleet.....	135	—		5 50	—	9 35	
		—	—		—	30	.. Boulton Ditch...	130	—		—	—	9 10	
	6 25	2 10	8 15		11 10	32	..... Feeder	128	3 20		5 25	8 18	9 00	
	6 55	2 25	8 30		11 30	38	.... Dunnville.....	122	3 10		5 05	8 05	8 30	
	7 35	—	8 50		—	46	..... Canfield.....	114	—		4 40	7 35	7 40	
	7 55	—	9 05		—	51	..... Cook's	109	—		—	—	7 20	
	8 25	3 10	9 23		12 45	59	..... Caledonia	101	—		4 00	7 08	6 45	
		—	—		—	65	.... Middleport	95	—		—	—	—	
	9 00	3 30	9 45		—	68	.... Onondaga.....	92	—		3 30	6 48	6 05	
	9 15	—	—		—	72	.... Cainsville.....	88	—		—	—	5 45	
7 00	9 30	3 50	10 10	5 30	1 55	75	.... Brantford.....	85	1 55	12 00	3 08	6 27	5 30	11 10
7 33	P. M.	4 10	10 30	6 05	2 18	83	..... Paris.....	77	1 35	11 25	2 44	6 08		10 04
		—	—	6 30	—	89	.... Richwood.....	71	—	11 00	2 27	—		
		—	10 45	6 42	—	92	.... Drumbo.....	68	—	10 45	2 20	—		
		—	11 00	7 07	—	97	..... Bright	63	—	10 23	2 05	—		
		—	—	7 20	—	100	..... Ratho.....	60	—	10 10	1 55	—		
		5 10	11 25	7 50	—	107	..... Tavistock.	53	—	9 38	1 35	5 10		
		5 30	11 45	8 30	3 50	115	arr } Stratford { lve	45	12 30	9 00	1 10	4 45		
		7 50	12 50	9 00	—		lve } { arr			8 00	11 50	4 30		
		8 40	1 30	9 55	—	128	..... Mitchell.	32		7 10	11 20	3 43		
		9 00	1 46	10 22	—	133	.. Carron Brook. ...	27		6 50	11 05	3 25		
		9 25	2 05	10 50	—	139	..... Seaforth.....	21		6 25	10 50	3 00		
		—	—	—	—	141	.... Harpurhey.....	17		—	—	—		
		10 00	2 30	11 30	—	147	..... Clinton.....	12		5 50	10 30	2 30		
		10 50	3 10	12 30	—	160	.... Goderich ...	0		5 00	10 00	1 45		
	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE			A. M.	P. M.	A. M.	P. M.	A. M.

CONNECTIONS OF GRAND TRUNK RAILWAY.

- At Portland, with Portland, Saco, and Portsmouth Railway, for Saco, North Berwick, and Portsmouth, connecting there with Eastern Massachusetts Railway, for Newburyport, Salem, and Boston, and all New England cities.
- At Yarmouth Junction with Portland and Kennebec Railway, for Portland; also for Brunswick, Gardiner, Halliwell and Augusta, Me.
- At Danville Junction with Maine Central Railway, for Portland, Waterville and Bangor, connecting there with the Bangor, Old Town and Milford Railway; also with Branch of Androscoggin Railway.
- At Richmond with Pointe Levi and Montreal Division for Becacour, Pointe Levi and Quebec, connecting there with Montreal line of steamers to and from Londonderry, Liverpool and Glasgow; also with Riviere du Loup, Pointe Levi and Quebec Division for L'Islet, St. Roch and Riviere du Loup.
- At Montreal with Montreal and Champlain Railway, for St. Lambert, St. John's and Rouse's Point, connecting there with Ogdensburgh and Lake Champlain Railway, for Malone and Ogdensburgh; also with Vermont Central and Vermont and Canada, for Burlington, Montpelier, Northfield, White River Junction, Windsor; Bellows Falls, Rutland, Brattleboro', Troy, Albany, Schenectady and New York.
- At Montreal with Montreal and Lachine Railway.
- At Prescott with Ottawa and Prescott Railway, for Oxford, Gloucester and Ottawa.
- At Brockville with Brockville and Ottawa Railway, for Smith's Falls, Perth, Arn Prior and Sand Point.
- At Kingston with mail line of steamships. N.B.—Passengers coming East can take the train at Toronto for Kingston, there embarking on boat, and passing through the scenery of the thousand lakes and the Lachine Rapids by daylight.
- At Cobourg with Cobourg and Peterboro' Railway, for Peterboro' and intermediate stations.
- At Port Hope with Port Hope, Lindsay, and Beaverton Railway, for Lindsay and Peterboro'.
- At Toronto with Branch of Great Western, for Hamilton, Port Credit, Mimico, Wellington, St. Catherine's and Niagara Falls; also with Northern Railway of Canada, for Aurora, Newmarket, Barrie and Collingwood, and line of steamers on Georgian Bay, for Lake Superior, &c.
- At Stratford, connects with Buffalo and Goderich Division, with trains to and from Buffalo, Port Colborne, Brantford, Paris, and Goderich.
- At St. Mary's with Branch to London, Canada West, there with the London and Port Stanley Railway.
- At Sarnia with ferry to Port Huron, there connecting with trains for Detroit; also with Sarnia Branch of Great Western, for Petrolia Junction, Petrolia and Wyoming.

10.

GREAT WESTERN RAILWAY OF CANADA.

2.

TORONTO BRANCH.

Trains Leave.							May 11, 1868.		Trains Arrive.						
Mail	Acc.	Exps	Acc.	Mxd	Mls.	STATIONS.	Mls.	Acc.	Exps	Acc.	Mxd	Exps			
A. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	A. M.			
	7 20	2 00	9 15	6 35	0	... Hamilton 9 ...	39	8 50	11 40	4 35	9 55				
	7 34	—	9 28	6 51	4	.... Waterdown	35	8 37	—	4 19	8 37			
	7 43	2 20	9 37	7 04	7	.. Wellington Square..	32	8 30	11 16	4 10	8 25				
	8 05	2 35	9 51	7 28	13½	..... Bronte	25½	8 10	—	3 50	7 55			
	8 17	2 50	10 02	7 50	17½	..... Oakville	21½	8 00	10 52	3 39	7 42			
	8 45	3 14	10 29	8 30	25½	..... Port Credit.....	13½	7 40	10 33	3 18	7 15			
	9 10	—	10 43	8 55	32	..... Mimico.....	7	7 24	—	3 03	6 50			
	—	—	—	—	37½	... Grand Junction...	1½	7 10	—	—	6 30				
	9 40	3 55	11 05	9 25	39	... Toronto 10 ...	0	7 00	10 00	2 40	6 20				
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	A. M.			

3.

GUELPH LINE.

Leave.			Arrive.			STATIONS.		
Acc.	Acc.	Mls.	Acc.	Acc.				
P. M.	A. M.		A. M.	P. M.				
7 30	10 05	0	8 00	6 00	. Harrisburg 11.			
7 50	10 25	6	7 42	5 42	... Branchton ..			
8 05	10 40	12	7 25	5 25	..... Galt... ..		
8 15	10 50	16	7 15	5 15	..... Preston....		
8 25	11 00	20	7 05	5 05	... Hespeler... ..			
8 45	11 20	28	6 45	4 45	... Guelph... ..			
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

A Mixed Train leaves Harrisburg at 8 15 a. m., arriving at Guelph at 10 15.
 Leave Guelph at 2 50 p. m., arriving at Harrisburg at 4 35 p. m.

- 9 Connects with main road.
- 10 Connects with Grand Trunk Railway.
- 10 Connects with Northern Railway.

4.

SARNIA LINE.

Leave.			Arrive.			STATIONS.		
Exps	Acc.	Mls.	Exps	Acc.				
P. M.	A. M.		P. M.	P. M.				
5 10	7 30	0	12 05	6 15	.. London 12..			
5 40	8 05	10	11 30	5 05	.... Komoka....		
6 30	9 08	20	10 40	4 15	... Strathroy... ..			
6 53	9 33	26	10 20	3 50	.... Kerwood... ..		
7 20	10 00	34	9 55	3 25	... Watford... ..			
7 47	10 35	42	9 20	3 12	.. Wanstead... ..			
8 05	10 55	45	9 03	3 00	.. Wyoming 13..			
8 10	11 00	46	8 58	2 52	. Petrolia Junct.			
8 25	11 15	51	8 45	2 35	.. Mandaumin ..			
8 50	11 45	61	8 20	2 10	.... Sarnia....		
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

- 11 Connects with main road.
- 12 Connects with main road.
- 13 Connects with Petrolia Branch.

11.

NORTHERN RAILROAD OF CANADA.

JOSEPH C. MORRISON, President. FREDERICK CUMBERLAND, Managing Director, Toronto, Canada.

Trains Leave.						Trains Arrive.					
Exps	Mail	Mls.	STATIONS.			Mls.	Mail	Exps			
P. M.	A. M.						P. M.	A. M.			
4 00	7 00	0	....	Toronto	....	94	9 05	10 22			
4 43	7 43	14	.....	Thornhill.....	.....	80	8 25	9 45			
4 56	7 55	18	....	Richmond Hill....	....	76	8 14	9 33			
5 11	8 10	22	.....	King.....	.....	72	8 03	9 20			
5 34	8 32	30	.....	Aurora.....	.....	64	7 45	9 00			
5 45	8 45	34	....	Newmarket....	....	60	7 33	8 45			
5 58	8 58	38	...	Holland Landing...	...	56	7 20	8 34			
6 09	9 08	41	.....	Bradford.....	.....	53	7 09	8 23			
6 31	9 31	49	.....	Gilford.....	.....	45	6 48	8 02			
6 40	9 40	52	.....	Lefroy.....	.....	42	6 40	7 54			
7 23	10 35	63	.....	Barrie.....	.....	31	5 35	7 13			
8 14	11 22	73	.....	Angus.....	.....	21	4 42	6 35			
8 35	11 43	80	.....	Sunnidale.....	.....	14	4 20	6 15			
8 53	12 01	85	.....	Stayner.....	.....	9	3 58	5 55			
9 20	12 25	94	..	Collingwood.	..	0	3 30	5 30			
P. M.	P. M.		ARRIVE]	[LEAVE			P. M.	P. M.			

Trains are run by Toronto time, which is 23 minutes slower than Montreal time.

Connects at Toronto with Grand Trunk Railway for the various important points East and West.

12. WELLAND RAILWAY.

J. G. McGRATH, Gen. Manager, St. Cath.

Leave.		Aug. 1, 1867.		Arrive.	
Pass	Pass	STATIONS.		Pass	Pass
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
3 00	8 00	Port Dalhousie	12 45	7 10	
3 20	8 20	... St. Catherine's ...	12 25	6 45	
3 45	8 45	.....Thorold.....	12 05	6 25	
3 55	8 55	.....Atlanburgh.....	11 55	6 15	
4 03	9 03	... Port Robinson ...	11 47	6 07	
4 15	9 15	.....Welland.....	11 35	5 55	
4 45	9 45	... Port Colborne ...	11 15	5 35	
10 23	12 15	.....Buffalo	6 50	3 30	
P. M.	P. M.	ARRIVE]	[LEAVE	A. M.	P. M.

Connects at Port Dalhousie with Steamers for Kingston and Oswego; at St. Catherine's, with Great Western Railway; at Port Colborne, with Buffalo and Lake Huron Railway for Buffalo, Brantford, &c.

Trains are run by Hamilton Time.

13. LONDON & PORT STANLEY RAILWAY.

W. BOWMAN, Supt., London.

Leave.		Arrive.	
Pass	Pass	M	Pass
P. M.	A. M.		P. M.
3 00	7 30	0	... London ...
3 10	7 40	3	... Pond Mills ...
3 17	7 47	5	Westminst. N'h.
3 27	7 57	8	Westminst. St'h.
3 35	8 05	11	... Yarmouth ...
3 45	8 15	15 ar }	St. {lv
4 00	8 25	15 lv }	Thos. {ar
4 10	8 35	20	... White's ...
4 20	8 45	24	Pt. Stanley.
P. M.	A. M.	ARRIVE]	[LEAVE

Connects at London with Great Western Railway of Canada, and at Port Stanley with Steamers to Buffalo, Cleveland, Sandusky, Toledo and various important points on Lake Erie.

14. MAINE CENTRAL RAILWAY.

R. B. DUNN, President. JOSHUA NYE, Treasurer. EDWIN NOYES, General Superintendent, Waterville, Me.
F. E. BOOTHBY, Gen. Ticket Agent. G. S. FLOOD, Gen. Freight Agent.
General Offices—Waterville, Me.

Trains Leave.				May, 1868.				Trains Arrive.			
Mxd	Pass	Pass	Mis.	STATIONS.	Mis.	Pass	Pass	Mxd			
A. M.	P. M.	A. M.				A. M.	P. M.	P. M.			
	1 10	7 30	0	... Portland 1 ..	138	8 10	1 53				
	2 40	9 00	28	.. Danville Junc. 2 ..	110	6 47	12 23				
	2 55	9 20	33	..... Auburn 3	104	6 30	12 09				
	3 00	9 30	34	..... Lewiston	103	6 20	12 04				
	3 17		42	..... Greene	96		11 46				
	3 25		45	..... Leeds 4	93		11 39				
	3 33		48	..... Monmouth	90		11 29				
	3 50		54	..... Winthrop	84		11 12				
	4 06		60	..... Readfield	78		10 56				
	4 26		68	..... Belgrade	70		10 37				
	...		72	.. North Belgrade ..	66		...				
	4 48		76	.. West Waterville ..	61		10 16				
	6 00	5 04	83	.... Waterville 5	55		10 00	6 00			
	6 23	5 30	86	.. Kendall's Mills ...	52		9 45	5 30			
	6 50	5 50	92	..... Clinton	46		9 29	4 51			
	7 12	6 05	97	..... Burnham	41		9 15	4 30			
	7 57	6 22	104	..... Pittsfield	34		8 58	4 00			
	8 15	6 31	108	..... Detroit	30		8 49	3 42			
	8 40	6 40	111	..... Newport 6	27		8 40	3 25			
	8 57	6 49	114	.. East Newport ...	24		8 31	3 02			
	9 27	7 05	119	..... Etna	18		8 15	2 35			
	9 48	7 15	123	..... Carmel	15		8 05	2 20			
	10 08	7 27	128	... Hermon Pond ...	10		7 53	2 03			
	10 40	7 52	138	.... Bangor 7 ...	0		7 30	1 30			
	A. M.	P. M.	A. M.	ARRIVE]	[LEAVE		A. M.	A. M.	P. M.		

1 Connects with Portland and Kennebec Railway.

1 Connects with the Portland, Saco and Portsmouth Railway.

2 Junction with Grand Trunk Railway.

3 Stages to Turner and North Turner daily.

4 Junction of Androscoggin Railway.

5 Crossing Somerset and Kennebec Railway.

6 Stages to Moosehead Lake daily.

7 Connects with the Bangor, Old Town and Milford Railway.

15. BANGOR, OLD TOWN AND MILFORD RAILWAY.

JOS. TANEY, Acting Supt., Bangor, Me

Trains leave Bangor for Upper Stillwater, Old Town and Milford at 7 00 and 12 00 m., and 4 30 p. m. Returning, leave Milford at 8 15 a. m., 1 45 and 5 30 p. m. Distance, 13 1/2 m. Fare, 40 cents.

PORTLAND AND KENNEBEC RAILWAY.

R. D. RICE, President. W. HATCH, Superintendent. JOHN S. CUSHING, Treasurer, Augusta, Me.
J. W. CLAPP, General Ticket Agent, Augusta, Me.

Trains Leave.				Trains Arrive.				June 17, 1867.	
Pass	MIXD.	Pass	MIS	MIS	Pass	Pass	MIXD.		
P. M.	P. M.	P. M.			A. M.	P. M.	A. M.		
8 15	5 00	1 00	0	...Portland 1...	100	8 30	2 10	8 30	CONNECTIONS.
8 25	5 15	1 10	3	....Woodford's....	97	8 20	1 55	8 20
8 30	5 20	1 15	5	....Westbrook....	95	8 15	1 50	8 15
8 45	5 45	1 30	12	...Cumberland....	83	7 45	1 35	8 00	
8 55	6 00	1 40	16	....Yarmouth 2....	84	7 35	1 25	7 50
9 10	6 30	2 00	22	....Freeport....	78	7 10	1 10	7 30
			26	....Oak Hill....	74			
9 40	7 00	2 30	30	...Brunswick 3...	70	6 45	12 50	7 10	
			31	....Topsham....	69			
10 00		2 50	38	...Bowdoinham...	62		12 15	6 45	
			41	..Harward's Road..	57				
10 20		3 10	46	....Richmond....	54		11 55	6 25
			49	....Dresden....	51			
			51	..South Gardiner..	49				
10 50		3 40	56	....Gardiner....	44		11 25	5 55
11 05		3 55	61	....Hallowell....	39		11 10	5 40
11 15		4 10	63	ar...Augusta 4...lv	37		11 00	5 30	
			70	..Seven Mile Brook.	30				
		4 40	75	....Vassalboro' 5...	25		10 20	
		4 55	80	....Winslow....	20		10 05	
		5 04	81	....Waterville 6...	19		10 00	
		5 30	84	..Kendalls's Mills 7.	16		9 50		
		5 38	87	...Somerset Mills...	13		9 30		
		5 55	92	..Pishon's Ferry 8...	8		9 20		
		6 15	100	..Skowhegan 9...	0		9 00		
				ARRIVE]	[LEAVE		A. M. A. M. A. M.		

Through Fare, \$4 50. Way Fares, about 3 1/2 cents per mile.

BATH AND BRUNSWICK TRAINS.

Leave Bath for Brunswick, daily,	6 00 A.M.	Leave Brunswick for Bath, daily,	12 55 P.M.
" " " " " "	12 20 P.M.	" " " " " "	2 30 "
" " " " " "	1 45 "	" " " " " "	5 25 "
" " " " " "	5 00 "	" " " " " "	7 30 "
" " " " " "	9 15 "	" " " " " "	9 40 "

GARDINER, HALLOWELL AND AUGUSTA TRAINS.

LEAVE Gardiner 6 30 A.M.	LEAVE Hallowell 6 53 A.M.	LEAVE Augusta 7 45 A.M.	LEAVE Hallowell 7 54 A.M.
" " 9 30 "	" " 9 53 "	" " 11 30 "	" " 11 39 "
" " 1 15 P.M.	" " 1 38 P.M.	" " 2 15 P.M.	" " 2 24 P.M.
" " 5 00 "	" " 5 23 "	" " 6 15 "	" " 6 24 "

PORTLAND AND ROCHESTER RAILWAY.

N. L. WOODBURY, President. GEORGE W. WOODBURY, Superintendent, Portland, Me.
G. L. MELLETT, General Ticket Agent, Portland, Me.

Trains Leave.						Trains Arrive.						
ACC.	ACC.	ACC.	MIXD.	ACC.	MIS.	MIS.	ACC.	ACC.	MIXD.	ACC.	ACC.	
P. M.	P. M.	P. M.	P. M.	A. M.			A. M.	A. M.	A. M.	A. M.	P. M.	
6 15	4 00	2 00	12 15	7 15	0	...Portland 1...	18	3 00	6 45	9 00	10 15	4 50
						....Woodford....						
6 27	4 15	2 15	12 30	7 27		....Morrill's....		2 45	6 30	8 45	10 00	4 38
6 43	4 40	2 30	12 55	7 43		...Saccarappa....		2 15	6 12	8 15	9 42	4 22
6 55	5 00	2 45	1 55	7 55		....Gorham....		2 00	6 00	8 00	9 30	4 10
7 15		3 05		8 15		...Buxton Center...			5 40		9 10	3 50
7 25		3 15		8 25	18	....Saco River....	0		5 30	6 50	9 00	3 40
P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE		A. M.	A. M.	A. M.	P. M.

Connects a Portland with Railways diverging, see Note 1, above.

18.

ANDROSCOGGIN RAILWAY.

OLIVER MOSES, President, Bath, Me.

S. W. EATON, Superintendent, Farmington, Me.

J. A. LINSOTT, Treasurer, Farmington, Me.

Trains Leave.

April, 1868.

Trains Arrive.

Trains Leave.					Trains Arrive.							
Acc.	Acc.	Acc.	Acc.	Acc.	Mls.	STATIONS.	Mls.	Acc.	Acc.	Acc.	Acc.	Acc.
		A. M.	A. M.	P. M.				P. M.	A. M.	P. M.		
		7 15	9 40	2 30	0	... Brunswick 1...	63	12 45	6 55	6 55		
		7 35	10 00	2 50	8	... Little River...	55	12 25	6 35	6 35		
		7 50	10 10	3 00	12	... Lisbon...	52	12 15	6 25	6 25		
		8 00	10 29	3 15	14	... Crowley's...	49	12 05	6 15	6 15		
		8 15	10 35	3 25	19	... Lewiston...		11 50	6 00	6 00		
				2 50		... Lewiston...	54	12 20				
				3 15	14	... Crowley's...	49	12 05				
				3 35	19	... Sabbatisville...	44	11 40				
				3 55	26	... Leeds Crossing 2..	37	11 18				
				4 18	31	... Curtis Corner...	32	11 18				
				4 28	34	... Leeds Centre...	30	10 53				
				4 38	36	... North Leeds...	27	10 43				
				4 48	39	... Strickland's Ferry..	25	10 33				
				5 00	41	... East Livermore...	22	10 24				
				5 08	46	... Livermore Falls...	17	10 10				
				5 22	48	... Jay Bridge...	15	9 58				
				5 34	52	... North Jay...	11	9 46				
				5 42	56	... Wilton...	8	9 34				
				5 55	58	... East Wilton...	5	9 25				
					63	... Farmington..	0	8 10				
						ARRIVE]	[LEAVE					

1 Connects with Portland and Kennebec Railway

2 Connect with Maine Central Railway.

19.

PORTLAND AND OXFORD CENTRAL RAILWAY.

F. W. PELTON, President, Boston. D. A. VAN VALKENBURGH, Supt, Buckfield, Me.

Mail train leave Sumner at 10 a.m., for Buckfield, Hebron, Monot and Mechanic Falls, and arrive at the latter place at 11 15 a. m. Leave Mechanic Falls at 3 30 p.m., and arrive at Sumner at 4 45 p.m. Stops at all stations.

20.

PORTLAND, SACO AND PORTSMOUTH RAILWAY.

I. GOODWIN, President, Portsmouth, N.H.

FRANCIS CHASE, Superintendent, Portland, Me.

E. NORR, Treasurer, Portland, Me.

Trains Leave.

April, 1868.

Trains Arrive.

Trains Leave.					Trains Arrive.							
Acc.	Pass	Pass	Pass	Pass	Mls.	STATIONS.	Mls.	Pass	Pass	Pass	Pass	Acc.
P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.
*6 00	5 20	2 55	8 55	6 45	0	... Portland 1 ..	108	8 15	11 46	12 30	7 58	*9 50
—	5 35	3 18	9 18	6 58	6	... Scarborough...	102	7 55	11 30	—	7 43	—
6 27	5 56	3 37	9 37	7 14	13	... Saco.....	95	7 35	11 10	—	7 25	9 26
6 33	6 04	3 45	9 45	7 21	15	... Biddeford...	93	7 30	11 02	—	7 15	9 20
6 50	—	4 08	9 08	7 40	23	... Kennebunk....	85	—	10 45	—	6 55	9 02
—	—	4 35	10 35	8 04	34	... North Berwick..	74	—	10 20	—	6 26	—
7 20	—	4 48	10 48	8 15	38	... So. Berwick Junc.2.	70	—	10 08	10 42	6 12	8 27
—	—	4 58	10 58	8 23	41	... Junc. Great Falls Br.3	67	—	10 00	—	5 58	—
7 48	—	5 25	11 25	8 55	52	... Portsmouth 4.	56	9 20	10 00	5 30	8 00	—
10 00	—	8 00	1 00	11 30	108	... Boston.....	0	—	—	7 30	3 00	*6 00
						ARRIVE]	[LEAVE					

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

1 Connects with Maine Central Railway.

1 Connects with Portland and Rochester Railway.

1 Connects with Portland and Kennebec Railway.

1 Connects with Grand Trunk Railway.

2 Junction of Boston and Maine Railway.

3 Junction Great Falls and Conway Railway.

4 Junction of Eastern Railway.

4 Connects with Concord and Portsmouth Railway.

* Mondays, Wednesdays and Fridays via Eastern Railroad; Tuesdays, Thursdays and Saturdays via Boston and Maine Railway.

21. CONCORD AND PORTSMOUTH RAILWAY.

STEPHEN KENRICK, President. J. R. KENDRICK, Supt. General Offices—Concord, N. H.

Leave.			May 1, 1867.			Arrive.		
Pass	Pass	Mls.	STATIONS.			Pass	Pass	
P. M.	A. M.		A. M.	P. M.		A. M.	P. M.	
4 40	8 00	0	Portsmouth ¹			10 12	6 05	
4 50	8 10	4	...Greenland...			10 02	5 55	
5 38	8 27	10	New Market Jun. ²			9 45	5 38	
5 55	8 44	17	...Epping...			9 16	5 14	
			.. West Epping ..					
6 15	9 00	23	...Raymond...			9 05	5 02	
6 33	9 15	29	...Candia...			8 45	4 48	
6 44	9 25	33	...Auburn...			8 34	4 38	
6 55	9 35	36	...Massabesic...			8 25	4 30	
7 05	9 46	41	...Manchester {lv			8 15	4 20	
7 23	9 55	41	...chester {ar			8 13	4 13	
7 56		52	...Suncook...			7 45	3 45	
8 15	10 30	59	...Concord ³ ..			7 30	3 30	
P. M.	A. M.		ARRIVE]			[LEAVE]	A. M.	P. M.

¹Junct. of Eastern & Port., Saco & Ports. Railways.
²Crossing of Boston and Maine Railway.
³Con. Boston, Concord and Mont. Railway.

22. PORTSMOUTH, GREAT FALLS AND CONWAY RAILWAY.

A. A. PERKINS, Gen. Supt., N. W. WELLS, Tkt. Agt. General Offices—Great Falls, N. H.

Leave.			April 15, 1867.			Arrive.		
Pass	Pass	Mls.	STATIONS.			Pass	Pass	
P. M.	A. M.		A. M.	P. M.		A. M.	P. M.	
3 00	7 30		... Boston 1....			11 45	8 00	
5 30	10 00		Portsmouth ²			8 55	5 25	
5 58	10 28		.. Brock's Crossing.			8 30	4 52	
			.. Great Works ..					
6 05	10 35		.. South Berwick..			24 8 23	4 45	
6 10	10 37		...Salmon Falls..			23 8 20	4 42	
			... Foundry					
6 20	11 00		.. Great Falls ³ ..			20 8 05	4 30	
6 40	11 18		...Rochester....			14 7 40	4 10	
6 55	11 32		.. Haye's Crossing.			9 7 28	3 50	
7 00	11 35		.. South Milton..			8 7 25	3 45	
7 10	11 42		... Milton.			6 7 18	3 40	
7 30	12 00		... Union			0 7 00	3 20	
P. M.	NOON		ARRIVE]			[LEAVE]	A. M.	P. M.

1 Railways diverging from Boston.
 2 Railways diverging from Portsmouth.
 3 Connects with Boston and Maine Railway.

23. CONCORD RAILWAY OF NEW HAMPSHIRE.

JOSIAH MINOT, President. JAS. R. KENDRICK, Gen. Supt. GEO. G. SANBORN, Gen. Ticket Master, Concord, N. H.

Trains Leave.						Jan. 10, 1868.						Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	Mls.	STATIONS.						Mls.	Pass	Pass	Pass	Pass	Exp.
P. M.	P. M.	M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
5 00	2 30	12 00	8 00	7 00	0	..... Boston.....						73	8 30	10 35	1 15	6 35	10 30
6 00	3 30	1 00	8 45	8 00	25	..... Lowell..						48	7 30	9 30	12 15	5 30	9 30
6 35	4 10	1 35	9 20	8 45	38	..... Nashua 1....						35	7 00	9 00	11 45	5 00	9 05
6 48	4 20	1 47	—	9 00	44	.. Thornton's Ferry ..						29	6 43	8 43	11 30	4 46	—
6 55	4 28	1 55	—	9 08	47	.... Reed's Ferry ...						26	6 34	8 35	11 20	4 36	—
7 03	4 38	2 04	—	9 18	51	.... Goff's Falls....						22	6 25	8 25	11 08	4 26	—
7 23	4 50	2 20	9 55	9 32	55	.... Manchester ²						18	6 15	8 15	10 55	4 16	8 30
7 35	5 00	2 30	—	9 43	60	... Martin's Ferry....						13	6 02	8 01	10 45	—	—
7 46	5 10	2 41	—	9 53	64	..... Hooksett.....						9	5 52	7 51	10 35	3 51	—
7 56	—	2 49	—	10 00	68	..... Suncook.....						5	—	7 45	—	3 45	—
8 15	5 32	3 05	10 30	10 18	73	..... Concord ³						0	5 30	7 30	10 15	3 30	7 50
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]						[LEAVE]	A. M.	A. M.	A. M.	P. M.	P. M.

Through Fare, \$2 20. Way Fares, about 3 cents per mile.

¹Connected with Worcester and Nashua Railway.
²Con. with Manchester and North Weare Railways.
³Connects with Boston and Lowell, and Nashua and Lowell Railways.
²Connects with Manchester and Lawrence Railway.
³Connect with Railways diverging.

24. MANCHESTER AND LAWRENCE RAILWAY.

ASA FOWLER, President. JAMES R. KENDRICK, Gen. Superintendent, Concord, N. H.

Trains Leave.				Jan. 10, 1868.				Trains Arrive.			
Pass	Pass	Pass	Mls.	STATIONS.				Mls.	Pass	Pass	Pass
P. M.	M.	A. M.		A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
5 00	12 00	7 30	0	..... Boston.....				52	8 40	1 20	6 34
6 05	1 05	8 35	26	...Lawrence 1..				26	7 30	12 15	5 30
6 10	1 10	8 40	28	..... Methuen.....				24	7 24	12 05	5 24
6 13	1 13	8 43	30	..... Messers.....				22	7 20	12 02	5 20
6 24	1 24	8 54	33	...Salem, N. H. ...				19	7 09	11 52	5 09
6 37	1 37	9 07	38	..... Windham.....				14	6 56	11 40	4 56
6 47	1 47	9 16	41	..... Derry.....				11	6 47	11 32	4 47
6 55	1 55	9 24	44	..... Wilson's.....				8	6 37	11 22	4 37
7 01	2 01	9 30	46	... Londonderry ...				6	6 32	11 15	4 32
7 17	2 16	9 45	52	.. Manchester ² ..				0	6 18	11 00	4 18
P. M.	P. M.	A. M.		ARRIVE]				[LEAVE]	A. M.	A. M.	P. M.

Connects with Railways diverging from Lawrence.

25. MANCHESTER AND NORTH WEARE RAILWAY.

JAMES R. KENDRICK, Supt., Concord, N. H.

Pass		Acc.		Mls.		Jan. 10, 1868.		Acc.		Pass	
P. M.		P. M.				STATIONS.		A. M.			
2 25	0			.. Manchester 1.					10 40		
2 52	6			.. Goffstown Centre..					10 15		
3 22	11			..... Oil Mills.....					9 40	
4 00	19			.. North Weare.					9 00		
P. M.				ARRIVE					LEAVE	A. M.	

¹Con. with Manchester & Lawrence Railway.
¹Connects with Concord Railway.

²Connects with Railways diverging from Manchester

26.

NORTHERN [N. H.] RAILWAY.

ONSLOW STEARNS, Agent. GEORGE E. TODD, Supt., A. C. WARREN, Gen. Ticket Agent, Concord, N. H.

Trains Leave.

March 2, 1868.

Trains Arrive.

Pass	Pass	Pass	Pass	Fare	Mls	STATIONS.	Mls	Pass	Pass	Pass	Pass
P. M.	P. M.	A. M.	A. M.					A. M.	P. M.	A. M.	P. M.
8 20	3 27	10 49	10 35		0	.....Concord 1.....	69	5 20	3 25	9 55	8 50
8 35	3 42	10 55	10 48	25	7	.....Fisherville.....	62	5 03	3 11	9 39	8 35
8 42	3 49	11 02	10 54	35	10	.....Boscawen.....	59	4 53	3 04	9 31	8 28
8 53	4 00	11 12	11 02	55	14	...North Boscawen...	55	4 41	2 54	9 20	8 20
9 10	4 15	11 28	11 16	75	19	.....Franklin.....	50	4 23	2 39	9 05	8 08
9 26		11 43	11 30	1 05	25	....East Andover....	44	4 01	2 22	8 47	7 52
9 41		11 57	11 42	1 35	31	.....Potter Place.....	37	3 39	2 07	8 31	7 38
9 46		12 01	11 45	1 40	33	....West Andover....	36	3 34	2 03	8 27	7 32
10 13		12 22	12 03	1 70	39	.....Danbury.....	30	3 11	1 47	8 11	7 16
10 25		12 34	12 13	1 90	44	.....Grafton.....	25	2 53	1 33	7 56	7 05
10 45		12 53	12 29	2 10	52	.....Canaan.....	17	2 23	1 15	7 36	6 47
11 06		1 14	12 44	2 35	59	.....Enfield.....	10	1 59	12 57	7 18	6 29
11 13		1 22	12 49	2 40	61	....East Lebanon....	8	1 51	12 49	7 11	6 22
11 26		1 36	12 59	2 55	65	.....Lebanon.....	4	1 36	12 35	6 58	6 12
11 40		1 50	1 10	2 75	69	W. R. Junct. 2..	0	*1 20	12 20	6 45	6 00
P. M.	P. M.	P. M.	P. M.			[ARRIVE]	[LEAVE]	A. M.	P. M.	A. M.	P. M.

1. Bristol Br.—
Connects with Northern Railway at Franklin.
Train leaves Bristol for Boston at 8 00 a. m.
Leaves Boston for Bristol at 12 m.
Distance 13 miles.
Fare from Concord, \$1 40.
* Mondays at 6 30 a. m., instead of 1 20 a. m.

Through Fare, \$2 65. Way Fares, about 3 cents per mile.

1 Railroads diverging from Concord.

2 Con. with Vermont Central Railroad.

27.

CONCORD & CLAREMONT, & CONTOCCOCK RIVER RAILWAYS.

ONSLOW STEARNS, President, Concord, N. H. GEORGE A. KETTEL, Treasurer, Boston. GEORGE E. TODD, Supt A. C. WARREN, General Ticket Agent. E. L. WHITFORD, Gen. Freight Agent, Concord, N. H.

Pass	Pass	Fare	Mls	Jan. 6, 1868.	Mls	Pass	Pass	Pass	Pass	Fare	Mls	Jan. 6, 1868.	Mls	Pass	Pass
P. M.	A. M.			STATIONS.		A. M.	P. M.	P. M.	A. M.			STATIONS.		A. M.	P. M.
3 10	11 45		0	.....Concord....	27	10 05	5 30	3 10	11 45			...Concord....		10 05	5 30
3 22	11 20	15	3	...West Concord..	24	9 54	4 50	3 50	11 06	60	0	Contocook..	15	9 26	3 50
3 34	11 38	30	7	...Mast Yard...	20	9 42	4 25	3 58	11 18	80	3	West Hopkinton.	12	9 19	3 35
3 48	11 05	45	11	...Contocook..	16	9 30	3 00	4 13	12 45	90	7	...Henniker....	8	9 06	2 05
3 56	11 19	60	14	..Diamond's Cor..	13	9 21	3 10	4 18	12 55	1 20	8	West Henniker..	7	9 01	2 20
4 10	12 45	80	19	....Warner.....	8	9 10	2 45	4 35	12 20		15	Hillsboro' Br.	0	8 45	1 50
4 16	12 55	95	21	....Waterloo....	6	9 02	2 25	P. M.	P. M.			[ARRIVE]	[LEAVE]	A. M.	P. M.
4 24	12 05	1 05	23	..Roby's Corner..	4	8 56	2 15								
4 30	12 15	1 15	25	..Melvin's Mills..	2	8 50	2 00								
4 35	12 25	1 25	2	..Bradford..	0	8 45	1 50								
P. M.	P. M.			[ARRIVE]	[LEAVE]	A. M.	P. M.								

Stages leave Hillsboro' Bridge for Antrim, Bennington, and East Washington, daily For Keene Tuesdays, Thursdays and Saturdays.

28.

CHESHIRE RAILWAY.

E. MURDOCK, President, Winchendon, Mass. F. H. KINGSBURY, Cashier. R. STEWART, Gen. Superintendent. GEORGE A. BROWN, Gen. Ticket Agent. C. G. CHANDLER, Gen. Freight Agent, Keene, N. H.

Trains Leave.

May 25, 1868.

Trains Arrive.

Exps	Acc.	Mail	Mls	STATIONS.	Mls	Exps	Acc	Mail
P. M.	A. M.	A. M.				A. M.	P. M.	P. M.
5 30	11 00	7 30		.....Boston.....	114	8 35	2 30	7 20
6 44	12 45	8 44		. Groton Junction 1.	79	7 20	12 45	5 50
7 25	1 25	9 15	0	Fitchburg 2..	64	6 35	12 00	5 15
7 49	1 58	9 36	10	South Ashburnham 3	54	6 09	11 20	4 50
7 59	2 11	9 45	14	North Ashburnham	50	6 59	11 03	4 40
8 08	2 23	9 54	18	....Winchendon ...	46	5 50	10 46	4 31
	2 33		21	.....State Line.....	43		10 32	
8 27	2 47	10 11	27	....Fitzwilliam....	37	5 30	10 11	4 11
8 39	3 01	10 23	32	.....Troy.....	32	5 17	9 48	3 59
8 48	3 12	10 32	36	..Marlborough ...	28	5 08	9 35	3 50
9 05	3 37	10 49	42	.....Keene 4.....	22	4 55	9 15	3 37
9 26	4 02	11 09	50	East Westmoreland.	14	4 25	8 35	3 10
9 35	4 12	11 18	54	...Westmoreland...	10	4 17	8 23	3 02
9 48	4 29	11 31	60	.....Walpole.....	4	4 04	8 03	2 49
9 57	4 40	11 40	64	Bellevue Falls 5	0	3 55	7 50	2 40
P. M.	P. M.	P. M.		[ARRIVE]	[LEAVE]	A. M.	A. M.	P. M.

29. ASHUELOT RAILWAY.

R. STEWART, Gen. Supt., Keene, N. H.

Pass	Pass	Mls.	Dec. 9, 1867.	Pass	Pass	
P. M.	A. M.		STATIONS.	NOON	P. M.	
2 15	7 30	0	....Keene 4....	12 00	5 30
2 27	7 50	5	.....Swanzey.....	11 45	5 18
2 37	8 05	8	....Westport....	11 30	5 10
2 53	8 25	13	....Winchester....	11 10	4 54
3 00	8 38	15	.....Ashuelot....	11 00	4 45
3 15	8 55	19	....Hinsdale....	10 45	4 33
3 30	9 10	23	S.Vernon 6...	10 25	4 20	
P. M.	A. M.		[ARRIVE]	[LEAVE]	A. M.	P. M.

1 Con. with Worcester and Nashua Railway.
2 Connects with Railways diverging.
3 Connects with Vermont and Mass. Railway.
4 Junction of Cheshire and Ashuelot Railways.
5 Connects with Railways diverging.
6 Connects with Connecticut River Railway.

Through Fare, \$4 00. Way Fares, about 4 cents per mile.

30. BOSTON, CONCORD AND MONTREAL, AND WHITE MOUNTAINS, NEW HAMPSHIRE, RAILWAYS.

Trains Leave. Jan. 2, 1868. **Trains Arrive.**

Trains Leave.			STATIONS.			Trains Arrive.		
Pass	Mail	Mls		Mls	Mail	Pass		
P. M.	A. M.				P. M.	A. M.		
3 25	10 34	0	.... Concord 1....	113	3 25	10 05		
3 32	10 41	2	.... East Concord ...	111	3 18	9 58		
...	...	5	.... North Concord ...	108	...	...
3 54	11 02	10	.... Canterbury ...	103	2 57	9 33		
4 10	11 20	13	.... Northfield....	100	2 47	9 20		
4 25	11 35	18	.... Sanbornton....	95	2 28	9 00		
4 35	11 45	22	... Union Bridge ...	91	2 18	8 50		
4 52	12 02	27	..... Laconia.....	86	2 02	8 33		
4 57	12 07	29	.... Lake Village....	84	1 57	8 28		
5 12	12 22	33	..... Weirs.....	80	1 43	8 13		
5 25	12 35	37	.. Meredith Village..	76	1 31	8 00		
5 49	1 08	45	.... Holderness	68	1 07	7 36		
6 05	1 23	51	ar .. Plymouth .. lv	62	12 52	7 20		
	1 48	51	lv .. Plymouth .. ar	62	12 26			
	2 11	59	..... Rumney.....	54	12 03			
	2 20	62	... West Rumney...	51	11 54			
	2 34	67	.... Wentworth	46	11 40			
	2 45	71	..... Warren	42	11 29			
	3 15	79	... East Haverhill...	34	10 59			
	3 30	84	..... Haverhill.	29	10 44			
	3 45	89	.. North Haverhill..	24	10 33			
	4 00	93	.... Woodsville	20	10 17			
	4 05	93	.. White Mountains .					
	4 20	93	ar Wells River 2 lv	20	10 12			
	4 25	93	lv Wells River 2 ar	20	10 06			
	4 25	93	..... Woodsville....	20	10 01			
	4 40	98	..... Bath.....	15	9 47			
	4 57	103	..... Lisbon.....	10	9 30			
	5 13	108	... North Lisbon ...	5	9 15			
	5 28	113	.... Littleton ...	0	9 00			
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.		

GENERAL OFFICERS.

J. E. LYON, President, Boston.
JOSEPH A. DODGE, Supt.;
JAMES L. ROGERS,
General Ticket Agent;
C. M. WHITTIER, Cashier;
Plymouth, N.H.

CONNECTIONS.

- 1 Connects with Railways diverging from Concord.
- 2 Connects with Connecticut and Passumpsic Rivers Railway.

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

Stages leave Sanbornton for New Hampton and Gilmanton—Meredith Village for Conway—Plymouth for Franconia—Littleton for Lancaster—and Barton for Stanstead and other places, on the arrival of the first train from Boston.

31. CONNECTICUT & PASSUMPSIC RIVERS RAILWAY.

Trains Leave. Dec. 2, 1867. **Trains Arrive.**

Trains Leave.			STATIONS.			Trains Arrive.		
Exps	Mail	Mls		Mls	Mail	Exps		
	A. M.				P. M.			
	7 00	0	.. North Derby ..	110	7 25			
	7 18	5	.... Newport	105	7 12			
	7 30	10	.... Coventry	100	6 58			
	7 40	14	.. Barton Landing .	89	6 47			
	7 57	20	.... Barton	76	6 29			
	8 32	33	.... West Burke....	67	5 54			
	8 53	42	..... Lyndon.....	63	5 34			
	9 06	47	.. St. Johnsbury Cen.	60	5 18			
	9 18	49	... St. Johnsbury ..	57	5 11			
	9 25	52	.... Passumpsic	50	5 01			
	9 46	59	..... Barnet.....	48	4 40			
	9 51	62	..... McIndoes	40	4 34			
	10 13	70	... Wells River 1 ..	35	4 17			
	10 28	74	.... Newbury.	28	4 00			
	10 45	81	..... Bradford	27	3 32			
	11 02	87	..... Fairlee.....	22	3 16			
	11 16	92	... North Thetford ..	17	3 04			
	11 24	95	..... Thetford.	14	2 55			
	11 35	100	... Pompanoosuc ...	10	2 44			
	11 50	106	..... Norwich.....	4	2 30			
	12 00	110	White R. June 2	0	2 20			
	M.		ARRIVE]	[LEAVE	P. M.			

GENERAL OFFICERS.

HENRY KEYES, Pres., Newbury, Vt.
N. P. LOVERING, Treasurer,
E. RAYMOND, Auditor, Boston.
A. H. PERRY, Supt.,
N. P. LOVERING, Jr.,
Gen. Ticket Agent,
H. P. ALDEN, Gen. Frt. Agent.
St. Johnsbury, Vt.

CONNECTIONS.

- 1 Junction of the White Mountains Railway
- 1 Junction of Boston, Concord and Montreal Railroad.
- 2 Junction of the Northern (N. H.) Railway.
- 2 Junction Vermont Central and Canada Railway.

The Standard of Time for this Road will be the Clock in the Ticket Office, St. Johnsbury, N.H.

VERMONT CENTRAL, VERMONT & CANADA, SULLIVAN, AND MONTREAL & VERMONT JUNCTION RAILWAYS.

L. BRAINERD, J. GREGORY SMITH, and JOSEPH CLARK, Trustees and Managers. G. MERRILL, Gen. Supt;
H. H. LOCKLIN, Asst Supt. M. G. ELLIOT, Gen. Ticket Agent.
General Offices—St. Albans, Vt.

Trains Leave.

April 13, 1868.

Trains Arrive.

Trains Leave		Trains Arrive	
Acc.	Mxd	Acc.	Mxd
A. M.	P. M.	P. M.	A. M.
	5 50	10 00	12 30
	6 22	10 21	12 51
	7 02	10 46	1 16
	7 34	11 10	1 36
	7 50	11 21	1 45
	8 04	11 32	1 55
	8 25	1 25	11 55
		1 42	12 18
		1 57	12 35
		2 15	12 51
		2 45	1 26
		2 59	1 43
		3 20	2 07
		3 40	2 25
8 00		4 10	3 00
8 35		3 50	2 40
8 15		4 14	3 06
8 50		4 30	3 22
9 05		4 50	3 45
9 25		5 04	4 05
9 42		5 29	4 35
10 12		5 52	5 12
10 40		6 00	5 20
10 50		5 09	4 15
		5 08	4 23
		5 34	4 45
		5 44	4 55
		6 00	5 15
	3 10	6 30	6 05
	4 00		6 30
	4 40		6 47
	5 05		6 58
	5 30		7 20
6 50			6 10
7 13			6 35
7 40			7 00
8 05			7 27
8 45			8 05

Through Fare, \$5 50. Way Fares, about 3 cents per mile.

CONNECTIONS.

- 1 Connects with Cheshire Railway, for Fitchburg and way stations.
- 1 Connects with Rutland and Burlington Railway.
- 2 Junction Conn. and Passumpsic Rivers Railway and the Northern N. H. Railway.
- 3 Branch to Burlington, above.
- 4 Steamers to Whitehall, Ticonderoga, &c. during the season of navigation.
- 4 Junction of Rutland and Burlington Railway.
- 5 Connects with Montreal and Champlain Railway.
- 5 Connects with Northern Ogdensburg Railway for Potsdam, Ogdensburgh, and the West, via Grand Trunk Railway.
- 6 Connects with Grand Trunk Railway for all points East and West.

1. STANSTEAD, SHEFFORD & CHAMBLY DIVISION.

Mail	Mis.	Dec. 2, 1867.		Mis.	Mail
A. M.		STATIONS.			P. M.
6 00	0	... Waterloo ...	43		6 40
6 15	6	... West Shefford ...	37		6 20
6 35	7	... Holland's ...	36		
6 55	14	... Granby ...	29		6 00
	22	... St. George ...	21		5 40
7 25	29	... West Farnham ...	14		5 20
7 35	33	... St. Brigide ...	10		5 05
7 40	36	... Soixante ...	7		5 00
8 00	43	... St. Johns 1 ...	0		4 40
A. M.		ARRIVE		LEAVE	P. M.

1 Connects with Montreal and Champlain Railway.

VERMONT AND MASSACHUSETTS RAILWAY.

D. S. RICHARDSON, President. T. N. POOR, Treasurer, Boston, Mass. O. T. RUGGLES, Gen. Supt., Fitchburg.
B. N. BULLOCK, Chief Clerk. Z. F. Young, Gen. Freight Agent, Fitchburg, Mass.

Trains Leave.

Jan 6, 1868

Trains Arrive

				Pass	Pass	Pass	Mis.	STATIONS.				Mis.	Pass	Pass				
				P. M.	A. M.	A. M.							P. M.	P. M.				
				*5 30	11 00	7 30		.....	Boston	119	2 30	7 30						
				7 25	1 20	9 45	0	.....	Fitchburg 1...	69	12 14	5 10						
				7 33	1 28	9 58	3	.....	Wachusett	66	12 06	5 01						
				7 40	1 33	10 04	5	.....	Westminster	64	12 03	5 7						
				7 55	1 50	10 20	11	.....	Ashburnham 2....	58	11 50	4 5						
				8 10	2 05	10 35	15	.....	Gardner	54	11 34	3 0						
				8 20	2 15	10 45	19	.....	Templeton.....	50	11 22	1 8						
				8 25	2 20	10 50	21	.....	Baldwinville....	48	11 17	1 2						
				8 40	2 35	11 03	27	.....	Royalston.....	42	11 03	3 56						
				8 57	2 52	11 20	33	.....	Athol.....	36	10 50	3 40						
				9 07	3 03	11 30	37	.....	Orange.....	32	10 37	3 30						
				9 15	3 10	11 38	40	.....	Wendell.....	29	10 28	3 21						
		A. M.		9 20	3 16	11 43	42	.....	Erving.....	27	10 22	3 16	P. M.					
		9 40		9 35	3 30	11 58	48	.....	Grout's Corner...	21	10 05	2 55	4 20					
				9 45	3 45	12 10	52	.....	Montague.....	17	9 50	2 40						
				9 55	4 25	12 20	56	.....	Greenfield 3	13	9 40	2 30						
					5 25	1 00	69	.....	Sheburne Falls ...	0	8 30	1 50						
		9 50		9 45	3 35	12 05	51	.....	Northfield Farms ..	18	9 50	2 47	4 13					
A. M.	P. M.	10 05	P. M.	10 05	3 55	12 20	57	.....	Northfield.	12	9 34	2 31	3 55	A. M.	A. M.	P. M.		
10 22	4 17	10 10	8 37	10 15	4 05	12 25	59	.....	South Vernon 4....	10	9 28	2 25	3 50	8 50	4 46	3 42		
10 34	4 29	10 25	8 47	10 35	4 20	12 37	64	.....	Vernon.....	5	9 13	2 13	3 38	9 01	4 36	3 31		
10 47	4 42	10 40	8 57	10 50	4 35	12 50	69	.....	Brattleboro 5..	0	9 00	2 00	3 25	9 15	4 27	3 20		
A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	ARRIVE]	[LEAVE		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.		

Fare from Boston to Brattleboro, \$4 30. Way Fares. about 3 cents per mile.

- 1 Connects with Railways diverging from Fitchburg.
- 2 Connects with Cheshire Railway.
- 3 Connects with Connecticut River Railway.
- 4 Connects with Ashuelot Railway.
- 5 Connects with Vermont Valley Railways.
- * Saturday Train.

31. RUTLAND & BURLINGTON & VERMONT VALLEY RAILWAYS.

GEORGE A. MERRILL, Gen. Superintendent. WILLIAM H. BRYANT, Gen. Ticket Agent, Rutland, Vt

Trains Leave.

May, 1868.

Trains Arrive.

				Mxd	Mxd	Exps	Pass	Mis.	STATIONS.				Mis.	Mail	Exps	Mxd	Mxd				
				A. M.	P. M.	P. M.	A. M.							P. M.	A. M.	A. M.	P. M.				
					4 45	9 00	11 00	0	.....	Brattleboro 1..	144	3 20	4 27	8 50						
					4 57	—	11 12	4	.....	Dummerston	140	3 08	—	8 39						
					5 06	—	11 22	12	.....	Putney	132	2 59	—	8 28						
					5 31	—	11 50	19	.....	Westminster.....	125	2 33	—	8 00						
					5 40	9 55	12 00	24	arr	Bellows Falls. lve	120	2 25	3 30	7 50							
		5 30		5 45	10 00	12 35	24	lve	Bellows Falls. arr	120	2 20	3 25	7 40	8 45							
					—	10 30	—	33	.....	Bartonsville.....	111	—	—	7 00	—					
		6 44		6 30	10 40	1 16	37	.....	Chester	107	1 45	2 47	6 44	7 47						
					—	11 08	—	46	.....	Cavendish.....	98	—	—	6 05	—					
		7 55		7 19	11 20	2 00	51	.....	Ludlow	93	1 08	2 07	5 45	6 46						
					—	11 50	—	61	.....	Mount Holly	83	—	—	5 05	—					
					—	11 57	—	63	.....	East Wallingford..	81	—	—	4 54	—					
					—	12 16	—	70	.....	Clarendon	74	—	—	4 25	—					
		10 00		9 00	12 35	3 10	76	arr	Rutland 2 .. lve	68	12 00	12 55	4 00	5 00							
		1 15		6 00	1 30	3 20	76	lve	Rutland 2 .. ar	68	11 25	12 50	8 00	4 10							
					—	—	—	82	.....	Sutherland Falls...	62	—	—	—	—					
		2 05		6 53	2 09	4 03	93	.....	Brandon	51	10 44	12 02	7 06	3 34						
					—	—	—	103	.....	Salisbury.....	4	—	—	—	—					
		2 57		7 45	2 51	4 46	109	.....	Middlebury	35	9 59	11 16	6 08	2 57						
					—	—	—	117	.....	New Haven	27	—	—	—	—					
		3 33		8 28	3 21	5 23	122	.....	Vergenn	22	9 25	10 40	5 23	2 25						
					—	—	—	128	.....	North Ferrisburg ..	16	—	—	—	—					
					—	—	—	137	.....	Shelburne	7	—	—	—	—					
		4 25		9 45	4 15	6 15	144	.....	Burlington 3..	0	8 30	9 45	3 35	1 35						
		P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	ARRIVE]	[LEAVE		A. M.	A. M.	P. M.	P. M.	P. M.						

- 1 Connect with Railways diverging from Brattleboro.
- 2 Connect with Railways diverging from Rutland.
- 3 Connect with Vermont Central and steamer on Lake Champlain.

35.

BENNINGTON AND RUTLAND RAILWAY.

Leave.				Dec. 30, 1867.				Arrive.			
	Mxd.	Mail.	Mis.	STATIONS.				Mis.	Mail.	Mxd.	
			P. M.								A. M.
			3 15	0	.... Rutland 1	....	55	11 40			
			3 30	6	.... Clarendon	....	48	11 20			
			3 45	9	.... Wallingford	....	45	11 10			
			4 00	13	.. South Wallingford	..	41	10 40			
			4 30	18	..... Danby	.....	37	10 20			
			4 50	22	.... North Dorset	....	33	9 55			
			5 05	25	.... East Dorset	....	30	9 40			
			5 35	30	.... Manchester	....	25	9 20			
			5 55	36	.... Sunderland	....	19	8 50			
			6 10	39	.... Arlington	....	16	8 40			
			6 25	44	.... Shaftsbury	....	11	8 10			
			6 40	49	.. South Shaftsbury	..	6	7 50			
			6 50	51	.. North Bennington	..	4	7 40			
			7 05	55	.. Bennington	..	0	7 15			
			P. M.		ARRIVE]	[LEAVE		A. M.			

GENERAL OFFICERS.

T. W. PARK, President,
North Bennington.

Managers—JOHN G. SMITH,
St. Albans,
JOHN B. PAGE,
Rutland.

F. C. WHITE, Gen. Supt.
North Bennington, Vt.

CONNECTIONS.

1 Connect with Rensselaer and
Saratoga Railway.

1 Connect with Rutland and
Burlington Railway.

36.

BOSTON AND MAINE RAILWAY.

FRANCIS COGSWELL, President. AMOS BLANCHARD, Jr., Treasurer. WILLIAM MERRITT, Gen. Supt., Boston.
J. S. EATON, General Ticket Agent. JOHN B. GILBERT, General Freight Agent, Boston.
MOSES E. WOOD Passenger Transportation Master at Boston Passenger Station.
A. ROWE, Agent, and D. HARDY, Freight Agent, Lawrence, Mass.

Trains Leave.								May 25, 1868.								Trains Arrive.							
Pass	Pass	Pass	Pass	Pass	Pass	Pass	Mis	STATIONS.								Mis	Pass	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	M.	A. M.	A. M.								A. M.	A. M.	A. M.	A. M.	P. M.					
6 00	6 00	5 00	3 00	12 00	7 30	7 00	0	.... Boston 1	....	74	7 38	8 40	10 37	11 10	1 45	4 46	8 00	10 00					
6 14	6 11	5 12	3 12	12 12	7 40	7 14	4	.. Medford Junction	..	70	7 24	8 29	10 24	10 57	1 30	4 33	7 46	9 50					
6 18	6 14	5 15	3 15	12 15	7 42	7 17	5	..... Malden	.....	69	7 20	8 26	10 22	10 54	1 26	4 30	7 43	9 48					
6 25	6 18	5 20	3 20	12 20	7 46	7 23	7	..... Melrose	.....	67	7 13	8 21	10 15	10 49	1 20	4 25	7 36	9 44					
6 33	6 25	5 26	3 25	12 25	7 51	7 31	9	.. So. Reading Junc.	..	65	7 03	8 16	10 07	10 44	1 13	4 17	7 29	9 38					
6 40	6 30	5 32	3 30	12 30	7 55	7 37	12	..... Reading	.....	62	6 55	8 10	9 58	10 36	1 05	4 10	7 22	9 33					
6 50	6 38	5 42	3 40	12 40	8 05	7 47	18	.. Wilmington Junc.	..	56	6 43	7 56	9 46	10 29	12 55	4 00	7 11	9 24					
6 55	6 43	5 47	3 45	12 45	8 10	7 53	21	.... Ballardvale	....	53	6 38	7 49	9 41	10 24	12 50	3 55	7 06	9 19					
7 00	6 46	5 52	3 50	12 50	8 14	7 57	23	..... Andover	.....	51	6 33	7 43	9 36	10 20	12 46	3 50	7 01	9 15					
7 06	6 50	6 00	3 57	12 57	8 20	8 10	26	.. South Lawrence	..	48	6 27	7 35	9 30	10 14	12 35	3 45	6 55	9 10					
7 10		6 05	—	1 05	8 25		27	.. North Lawrence	..	47	6 25	7 30	9 26				3 40						
7 15	6 55	6 05	4 05	1 05	8 30		28	.. North Andover	..	46		7 25	9 25	10 10	12 30	3 40	6 50	9 05					
7 24	7 03	6 14	4 13	1 15	8 40		32	..... Bradford	.....	42		7 17	9 17	10 03	12 22	3 32	6 42	8 58					
7 27	7 04	6 18	4 20	1 20	8 45		33	..... Haverhill	.....	41		7 15	9 15	10 00	12 20	3 30	6 37	8 56					
	7 11	6 30	4 27	1 28	8 53		37	..... Atkinson	.....	37		7 09		9 53	12 09		6 30	8 50					
	7 14	6 35	4 30	1 32	8 56		38	..... Plaistow	.....	36		7 06		9 50	12 05		6 25	8 48					
	7 20	6 41	4 38	1 38	9 01		41	..... Newton	.....	33		7 00		9 44	11 59		6 19	8 43					
	7 26	6 48	4 47	1 47	9 09		45	East Kingston Depot		29		6 50		9 36	11 50		6 10	8 36					
	7 34	6 56	5 05	2 00	9 30		50	..... Exeter	.....	24		6 33		9 25	11 33		6 00	8 28					
	7 51	7 14	5 13	2 18	9 38		54	.. South New Market	..	20		6 25		9 09	11 25		5 42	8 10					
	7 55	7 20	5 23	2 24	9 45		57	.... Newmarket	....	17		6 17		9 00	11 16		5 33	8 04					
	7 59	7 25	5 28	2 29	9 50		59	.. Bennett Road	..	15		6 11		8 52	11 12		5 28	7 56					
	8 03	7 30	5 33	2 34	9 55		62	..... Durham	.....	12		6 06		8 46	11 08		5 20	7 54					
	8 08	7 35	5 38	2 40	10 00		65	..... Madbury	.....	9		5 59		8 40	11 02		5 14	7 47					
	8 12	7 40	5 45	2 46	10 10		68	..... Dover	.....	6		5 52		8 32	10 55		5 08	7 38					
	8 16	7 50	5 51	2 52	10 16		71	.... Rollinsford	....	3		5 46		8 22	10 47		5 00	7 33					
		7 56		2 57			74	ar .Great Falls	ar	6		5 40		8 15									
	8 19		5 57		10 23		72	.... Salmon Falls	....	2				8 22	10 42		4 55	7 30					
	8 25		6 05		10 35		74	.. So. Berwick Junc.	..	0				8 15	10 35		4 50	7 25					
			7 58		12 30		111	.. Portland	..						8 40		2 55						
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE		A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

An additional Train leaves Boston for North Lawrence at 10 15 a.m., arriving at 11 25 a.m. Leave North Lawrence at 12 15 and 5 30 p.m., arriving in Boston at 1 15 and 6 29 p.m.

Standard of Time—Clock in Passenger Station at Boston.

For Branches and Connections of this Road see succeeding page.

BOSTON AND MAINE RAILWAY.

1. READING TRAINS.

WILLIAM MERRITT, Gen. Supt, Boston, Mass.

Trains Leave.										May 4, 1868.		Trains Arrive.							
ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	M.S.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.	ACC.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
*9 30	7 15	6 30	4 30	3 30	2 30	1 00	11 45	8 00	8 00	12	6 40	8 25	9 20	1 50	2 25	4 00	5 56	9 05	
9 45	7 29	6 43	4 44	3 43	2 43	1 14	11 56	8 11	8 11	8	6 27	8 10	9 05	1 35	2 11	3 46	5 42	8 52	
10 02	7 48	7 03	5 00	4 00	3 02	1 32	12 15	8 25	8 25	3	6 07	7 52	8 47	1 17	1 53	3 28	5 22	8 37	
10 09	7 54	7 10	5 07	4 08	3 09	1 38	12 21	8 30	8 30	0	6 00	7 45	8 40	1 10	1 45	3 20	5 15	8 30	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	ARRIVE	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

* Wednesday at 11 15 and Saturdays at 10 p.m., instead of 9 30. † Wednesday at 10 15 instead of 8 30 p.m.

2. MEDFORD AND SOUTH READING JUNCTION TRAINS.

LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	* Wednesdays at
Boston	6 45	7 45	8 10	9 30	12 45	2 30	2 45	5 15	5 25	5 35	6 35	*9 35	11 20 p.m., and on	
Medford Junction.....	7 00	7 59	8 20	9 45	1 00	2 40	3 00	5 23	5 40	5 46	6 50	9 50	Saturdays 10 05 p.m.	
South Reading Junction		8 15						2 53			6 02		instead of 9 35 p.m.	
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.	* Wednesday at	
South Reading Junction.			7 25		8 42		12 10			5 50			10 05 instead of 7 35	
Medford Junction.....	6 20	7 35	7 43	8 40	8 54	10 05	12 26	2 05	4 05	6 04	6 05	*7 35	p. m.	
Boston	6 35	7 50	7 55	8 55	9 05	10 20	12 40	2 20	4 20	6 17	6 20	7 50		

CONNECTIONS OF BOSTON AND MAINE RAILWAY—MAIN LINE.

- 1 Connects with Railways diverging from Boston.
- 2 Connects with South Reading Branch.
- 3 Connects with Danvers Branch.
- 3 Connects with Salem and Lowell Railway.
- 4 Connects with Railways diverging.
- 5 Connects with Newburyport Railway.
- 6 Connects with Concord and Portsmouth Railway.
- 7 Connects with Dover & Winnipissiegee Railway.
- 8 Connects with Great Falls and Conway Railway.
- 9 Connects with Portland, Saco and Ports. Railway.
- 10 Connects with Grand Trunk, Portland and Kennebec, and Maine Central Railways.

3. NEWBURYPORT RAILWAY.

Pass	Pass	Pass	Pass	Pass	Mis.	STATIONS.	Mis.	Pass	Pass	Pass	Pass	Pass
P.M.	P.M.	A.M.	A.M.	A.M.			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	5 15	11 00	7 30		0	Newburyport 1.	40	9 23	4 45	7 12		
	5 27	11 12	7 42		4	..... Byfield.....	34	9 16	4 35	7 00		
	5 30	11 20	7 50		9	..... Georgetown.....	31	9 08	4 28	6 53		
	5 42	11 27	7 57		12	..... Boxford.....	28	9 00	4 18	6 43		
	5 50	11 34	8 04		15	..... Topsfield.....	25	8 54	4 12	6 37		
	6 02	11 45	8 17	7 00	21	.... North Danvers....	19	8 42	4 00	6 25	7 12	
	6 15	11 55	8 30	7 10	23	.. West Danvers 2 ..	17	8 30	3 51	6 15	7 02	
	6 22	12 02	8 36	7 17	27	Lynnfield Cen.	13	8 22	3 44	6 08	6 54	
	6 27	12 10	8 42	7 25		S. Reading Junction.		8 15	3 38	6 02	6 46	
P.M.	P.M.	P.M.	A.M.	A.M.		ARRIVE	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.

1 Connects with the Eastern Railway. | 2 Connects with Salem and Lowell Railway.

4. DOVER & WINNIPISSIEGEE RAILWAY.

Pass	Mxd	Pass	Mis.	STATIONS.	Mis.	Pass	Pass	Pass
P.M.	P.M.	A.M.				A.M.	A.M.	P.M.
5 45	2 46	11 00	0	.... Dover	28	8 25	9 55	4 45
			6	.... Pickering's.....	22			
6 05	3 05	11 20	8	.... Gonic.....	20	8 05	9 35	4 15
6 10	3 15	11 25	10	.... Rochester.....	18	8 00	9 30	4 40
			14	.... Place's.....	14			
6 30	3 40	11 43	18	.... Farmington.....	10	7 42	9 12	3 40
			23	.... Davis'.....	6			
6 45	4 05	11 55	24	.... New Durham....	5	7 28	8 57	3 10
6 55	4 20	12 05	27	.... Alton.....	2	7 20	8 50	3 55
7 00	4 30	12 10	29	.... Alton Bay	0	7 15	8 45	3 54
P.M.	P.M.	P.M.		ARRIVE	LEAVE	A.M.	A.M.	P.M.

5. HAVERHILL AND GEORGETOWN TRAINS.

Leave Haverhill at 7 30, 8 30, 11 00 a. m., and 3 20, 5 00 and 6 40 p.m.

Returning, Leave Georgetown at 7 50, 9 08, 11 20 a. m., and 3 43, 4 35 and 7 00 p.m.

Connects at Dover with Boston and Maine Railway.

38. BOSTON AND LOWELL, NASHUA AND LOWELL, AND WILTON RAILWAYS.

F. B. CROWINSHIELD, President. GEORGE STARK, Manager. J. B. WINSLOW, Superintendent of Corporation.
 F. H. NOURSE, Local Superintendent Lawrence and Salem Roads, Boston, Mass.
 B. F. KENDRICK, General Ticket Agent, Nashua.

Trains Leave.							May 1868.		Trains Arrive.								
Pass	Pass	Pass	Pass	Pass	Pass	Pass	Mis	STATIONS.	M.S	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	M.	A. M.	A. M.	A. M.				A. M.	A. M.	A. M.	P. M.				
5 00	4 00	2 30	12 00	10 00	8 00	7 00	0	Boston 1	55	8 12	8 30	10 35	1 15	3 27	6 35	10 30	
	4 15	2 45		10 17			5	West Medford	50	7 58	8 15			3 10			
	4 23	2 53		10 23	8 19	7 21	8	Winchester 2	47	7 50	8 09			3 03			
	4 25						9	East Woburn	46								
	4 29	2 58		10 31		7 27	10	Woburn Watering place	45	7 41	8 03			2 55	6 04		
							12	North Woburn	43					2 45			
		3 10		10 44		7 39	15	Wilmington 3	40	7 28	7 55	9 55		2 43	5 55		
		3 21		10 53		7 48	19	Billerica & Tewksbury	36	7 19	7 48	9 46		2 33	5 47		
5 53		3 27		11 00		7 56	22	North Billerica	33	7 12	7 43	9 39		2 26	5 41		
6 00	5 00	3 30	1 00	11 10	8 45	8 00	26	Lowell 4	29	7 00	7 32	9 32	12 20	2 15	5 32	9 30	
							27	Middlesex	28								
6 15		3 49	1 09			8 17	29	North Chelmsford 5	26		7 22		12 06		5 19		
6 21			1 16			8 23	32	Tyngsboro'	23		7 15	9 10	11 57		5 12		
6 43		4 14	1 30		9 24	8 45	39	Nashua 6	16		7 00	9 00	11 45		5 00	9 00	
6 57			2 00			9 00	45	South Merrimack	10		6 35		11 21		4 15		
7 07			2 18			9 09	48	Amherst	7		6 30		11 13		4 00		
7 17			2 36			9 18	51	Milford	4				11 05		3 50		
7 30			3 00			9 30	55	Wilton 7	0		6 15		11 00		3 30		
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE]		[LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Through Fare, \$1 70. Way Fare, about 3 cents per mile.

1. Woburn Branch.—Leave Boston for Winchester and Woburn Centre at 6 45 and 11 30 a. m. 12 15, 3 00, 5 15, 6 00, 6 30, 7 30 and 9 30 p. m. On Wednesday at 11 30 and Saturdays 10 instead of 9 30. Returning, trains leave Woburn Centre at 6 00, 7 00, 7 40 and 9 00 a. m., 1 15, 5 00, 6 40 and 8 15 p. m. Wednesdays at 10 15 instead of 8 15 p. m. Distance, 10 miles. Fare, 25 cents.

2. Lowell & Lawrence Railway.—Leave Lowell for North Lawrence, at 7 30 and 10 00 a. m. 2 45 and 5 15 p. m. Returning, leave Lawrence at 8 30 a. m., 12 45, 4 00 and 7 00 p. m. Distance, 13 miles. Fare, 50 cents.

3. Stoneham Branch.—Trains leave Boston for East Woburn and Stoneham at 8 00 a. m., 12 15, 3 00, 5 15 and 6 30 p. m. Also on Wednesdays and Saturdays at 10 00 p. m. Returning, leave Stoneham at 5 49, 7 32, 8 49 and 10 15 a. m., 1 00, 4 49 and 6 29 p. m. Wednesdays and Saturdays at 8 05 p. m. Fare, 25 cents.

4. Stony Brook Railway.—Leave Lowell for Westford and Groton Junction, at 7 and 11 45 a. m. and 4 45 p. m. Returning, leave Groton Junction at 8 00 a. m., 12 45 and 5 45 p. m. Distance, 17 miles. Fare, 65 cents.

5. Salem and Lowell Railway.—Leaves Lowell for Salem at 7 25 a. m., and 2 45 p. m. Leaves Salem at 9 40 a. m. and 6 00 p. m.

CONNECTIONS.

- 1 Connects with Boston and Albany Railway.
- 1 Connects with Boston and Maine Railway.
- 1 Connects with Boston, Hartford and Erie Railway.
- 1 Connects with Eastern Railway.
- 1 Connects with Fitchburg Railway.
- 1 Connects with the Boston, Clinton and Fitchburg Railways.
- 1 Connects with Old Colony and Newport Railway.
- 1 Connects with Boston and Providence Railway.
- 1 Connects with South Shore Railway.
- 2 Woburn Branch Railway diverges, above.
- 3 Wilmington Junction Railway to Boston and Maine Railway. (3 miles.)

- 4 Connects with Lowell and Lawrence Railway.
- 4 Connects with the Salem and Lowell Railway.
- 5 Junction with Stony Brook Railway.
- 6 Junction with Concord and Nashua for Nashua Railway.
- 7 Stages leave Wilton on arrival of 7 00 a. m. on Tuesdays, Thursdays and Saturdays for West Wilton, Peterboro' Dublin, Marlboro', Keene, South Lyndeboro', Greenfield, Hancock, Stoddard, Marlow, Alstead, and Paper Mill Village, Bennington and Antrim. Returning on Saturdays, Thursdays and Tuesdays, to meet 11 00 a. m. train from Boston.

BOSTON AND PROVIDENCE RAILWAY.

JOHN M. CLIFFORD, President, Boston, Mass. A. A. FOLSON, General Superintendent, Boston, Mass.
 H. A. CHACE, Supt. Trans., Providence, R. I. JAMES DAILY, Jr., Gen. Ticket Clerk, Boston, Mass.
 R. D. TUCKER, Station Agent, Boston, Mass.

Boston to Providence.

LEAVE	Mls.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston 1.....	0	6 50		7 30	10 30	11 10	4 00	5 30	6 00	8 30	
Readville 2.....	9	7 20		7 57	10 56	—	4 25	—	—	—	
Canton.....	14			8 10	11 08	—	4 37	—	—	8 55	
Sharon.....	18			8 21	11 20	—	4 48	—	—	—	
Foxboro'.....	22			8 31	11 29	—	4 57	—	—	—	
Mansfield.....	24		6 15	8 42	11 40	11 58	5 06	—	6 51	9 18	
West Mansfield.....	26		6 21	8 47	11 45	—	5 13	—	—	—	
Attleboro'.....	31		6 32	8 58	11 56	—	5 25	—	7 04	—	
Hebronville.....			6 47	9 07	12 02	—	5 32	—	—	—	
Pawtucket 3.....	39		6 55	9 15	12 10	—	5 40	—	7 16	—	
Providence 4.....	44		7 05	9 30	12 25	12 35	5 55	—	7 30	9 50	
ARRIVE			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Mill Village Branch.

Leave Mill Village for Dedham at 6 50, 7 50 and 9 50 a. m., 2 05; 4 00 and 6 00 p. m. Return at 7 35 and 9 30 a. m., 1 05, 3 50, 5 20 and 8 00 p. m. Fare, 5 cents.

Providence to Boston.

LEAVE	Mls.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Providence	0	4 20	5 15	7 00		10 40	4 15	6 20	7 40	
Pawtucket.....	5	—	—	7 10		10 50	4 25	6 30	—	
Hebronville.....		—	—	7 18		10 58	4 33	6 38	—	
Attleboro'.....	13	—	—	7 31		11 08	4 45	6 49	7 55	
West Mansfield.....	18	—	—	7 42		11 18	4 55	6 59	—	
Mansfield.....	20	5 04	—	7 52		11 30	5 05	7 05	8 12	
Foxboro'.....	22	—	—	8 00		11 39	5 12	—	—	
Sharon.....	26	—	—	8 10		11 50	5 22	—	—	
Canton.....	30	—	—	8 19		12 00	5 32	—	—	
Readville.....	35	—	—	8 30	8 35	12 13	5 45	—	—	
Boston	44	5 55	6 50	8 50	9 05	12 40	6 10	—	9 10	
ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	

Sunday Mail Trains leaves Providence for Boston on Mondays at 12 15 a. m. Leaves Boston for Providence at 6 30 p. m. Fare, \$1 35. The 11 10 a. m. train from Boston, is the express train to N. York. Passengers taking this train will arrive in New York at 7 30 p. m.

BOSTON TO DEDHAM.

LEAVE	Mls.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston	0	7 05	9 00	12 30	2 40	3 15	4 45	6 15	6 30	7 30	10 00	11 00
Forest Hill.....	4	7 20	9 15	12 47	2 57	3 30	5 02	6 35	6 46	7 45	10 15	11 15
West Roxbury.....	7	7 30	9 25	12 59	—	3 40	5 13	6 46	—	7 55	10 25	—
Dedham	10	7 35	9 30	1 05	3 20	3 50	5 20	6 55	7 10	8 00	10 30	11 35
ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

DEDHAM TO BOSTON.

LEAVE	Mls.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Dedham	0	5 55	6 20	7 00	8 00	10 00	2 15	4 20	5 10	6 40	9 00	10 00
West Roxbury.....	3	—	6 25	7 05	8 07	10 06	2 20	4 25	—	6 45	9 05	—
Forest Hill.....	6	6 15	6 35	7 15	8 20	10 17	2 30	4 35	5 34	6 55	9 15	10 20
Boston	10	6 30	6 50	7 35	8 40	10 35	2 45	4 50	5 50	7 10	9 30	10 35
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STOUGHTON BRANCH.

	P. M.	P. M.	M.	A. M.	Mls.	LEAVE	[ARRIVE]	Mls.	A. M.	A. M.	P. M.	P. M.
	4 45	4 00	12 00	7 30	0	..... Boston		18	8 50	9 40	12 40	3 25
					7	..... Hyde Park		11	8 19	9 18	12 16	2 58
	5 16	4 25	12 30	7 57	9	..... Readville.....		10	8 16	9 15	12 13	2 55
	5 30	4 37	12 47	8 10	14	..... Canton.....		4	8 00	9 0	12 00	2 42
	5 40	5 00	1 00	8 30	18	... Stoughton ...		0	7 45	8 35	11 30	2 25
	P. M.	P. M.	P. M.	A. M.		ARRIVE	[LEAVE]		A. M.	A. M.	P. M.	P. M.

1 Connects with Railways diverging from Boston. 3 Connects with Providence and Worcester Railway.
 2 Connects with Boston, Hartford and Erie Railway. 4 Connects with Railways diverging from Providence

BOSTON AND ALBANY RAILWAY.

BOSTON TO ALBANY.

C. W. CHAPIN, Pres., Springfield. D. W. LINCOLN, Vice-Pres., Worcester. C. E. STEVENS, Treas., Boston, Mass.
 C. O. RUSSELL, Gen. Superintendent, Springfield. A. FIRTH, Asst. Superintendent, Boston, Mass.
 J. B. CHAPIN, Asst. Supt., Albany, N. Y. J. M. GRIGGS, Gen. Ticket Agent, Springfield, Mass.
 WM. BLISS, Gen. Freight Agent, Springfield. J. F. GAY, Freight Agent, Boston, Mass.
 T. L. GREENE, Agent, East Albany, N. Y.

Trains Leave

May 11, 1868.

Trains Arrive.

Day	Pass	Acc.	Pass	Pass	Acc.	Pass	Mis.	STATIONS.	Mis.	Acc.	Pass	Pass	Acc.	Pass	Pass	Day
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
6 30	8 30	4 30	2 30	8 30	7 00	5 00	0	Boston 1	201	11 00	3 40	5 05	8 15	11 50	6 00	1 35
					7 15		5	Brighton	196							
7 15	9 13	5 15	3 11	9 15	8 00	5 45	21	South Framingham 2	180	10 16	2 50	4 21	7 16	11 06	5 16	12 48
		5 23			8 08		24	Ashland	177		2 40		7 06			
		5 30			8 15		27	Cordaville	174		2 33		6 59			
		5 33			8 18		28	Southville	173		2 30		6 56			
		5 41			8 25		32	Westborough	169		2 22		6 48			
		5 53			8 40		38	Grafton	163		2 09		6 35			
8 00	10 00	6 10	3 55	10 00	8 55	6 30	44	Worcester { ..lv	157	9 25	1 45	3 40	6 10	10 25	4 25	12 00
		6 15	4 00	10 05	9 05	6 35	44	Worcester Junct 2	156	9 20	1 40	3 30	6 05	10 15	4 09	11 55
		6 20	4 05	10 10	9 10	6 40	45	Clappville	148	9 04	1 23		5 50			
		6 35			9 25	6 55	53	Charlton	144	8 54	1 12		5 40			
		6 45			9 35	7 05	57	Spencer	139	8 44	1 01		5 30			
		6 54			9 44	7 14	62	Brookfield	134	8 30	12 47		5 16			
8 57	11 02	7 20	4 53	11 05	10 10	7 40	69	West Brookfield	132	8 23	12 40	2 43	5 09	9 28	3 10	11 08
		7 28			10 18	7 48	73	Warren	128	8 13	12 30		4 59			
		7 40			10 30	8 00	79	Brimfield	122	7 58	12 15		4 44			
9 22	11 30	7 53	5 18	11 30	10 43	8 13	83	Palmer 3	118	7 48	12 05	2 14	4 34	8 59	2 41	10 39
		8 05			10 55	8 25	89	Wilbraham	112	7 35	11 51		4 21			
		8 16			11 06	8 36	92	Indian Orchard	109	7 27	11 42		4 12			
9 50	12 00	8 30	5 45	11 55	11 20	8 50	98	Springfield 4 { ..lv	103	7 15	11 30	1 45	4 00	8 30	2 10	10 10
P. M.	12 20	P. M.	6 15	12 15	P. M.	9 00	98	Springfield 4 { ..ar		A. M.	11 15	1 30	P. M.	8 00	1 50	P. M.
			6 25	12 23		9 10	100	West Springfield	101		11 07			7 52		
	12 50		6 45	12 43		9 28	108	Westfield 5	93		10 50	1 09		7 35	1 27	
			7 02	1 00		9 45	116	Russell	85		10 31			7 18		
			7 13	1 10		9 56	119	Huntington	82		10 20			7 07		
	1 37		7 31	1 26		10 12	126	Chester	75		10 05	12 33		6 53	12 44	
			7 49	1 42		10 28	131	Middlefield	70		9 49			6 41		
			8 02	1 54		10 38	135	Becket	66		9 39			6 32		
			8 15	2 06		10 48	138	Washington	63		9 29			6 23		
			8 25	2 16		10 58	143	Hinsdale	58		9 18	12 00		6 14	12 02	
		A. M.	8 35	2 25		11 08	146	Dalton	55	P. M.	9 07			6 05		
	3 05		7 30	2 45		11 25	151	Pittsfield 6	50	8 20	8 52	11 40		5 51	11 39	
			7 41	2 55			154	Shaker Village	47	8 09	8 37					
			7 52	3 05			159	Richmond	42	7 51	8 26					
			8 02	3 14			162	State Line 7	39	7 33	8 17					
			8 16	3 28		12 00	167	Canaan	34	7 15	8 02			5 14		
			8 27	3 38			172	East Chatham	29	6 57	7 51					
	4 19		8 43	3 52		12 20	177	Chatham 8	24	6 22	7 36	10 43		4 54	10 23	
			8 54	4 02			181	Chatham Centre	20	6 12	7 24					
	4 38		9 02	4 09		12 36	184	Kinderhook	17	6 00	7 17	10 26		4 36	9 59	
			9 20	4 25			192	Schodack	9	5 35	7 01					
	5 15		9 38	4 40		1 06	200	Greenbush	1	5 10	6 45	10 00		4 10	9 25	
	5 25		9 45	4 45		1 10	201	Albany 9	0	5 00	6 30	9 50		4 00	9 19	
		A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]			A. M.	A. M.		P. M.	P. M.	

STANDARD OF TIME.—The Clock at the Springfield Station will be taken as the standard time.

Connects with Railways diverging from Boston.
 Connects with Providence and Worcester Railway.
 Connects with Worcester and Nashua Railway.
 Connects with Norwich and Worcester Railway.
 Connects with New London Northern Railway.
 Con. with N. Hav., Hartf'd and Springf'd Railway.
 Connects with Connecticut River Railway.
 Con. with New Haven and Northampton Railway.

6 Connects with Pittsfield and North Adams Railway.
 6 Connects with Stockbridge and Pittsfield Railway.
 7 Connects with Housatonic Railway.
 8 Connects with Harlem Railway.
 8 Connects with Hudson and Boston Railway.
 9 Connects with New York Central Railway.
 9 Connects with Troy and Greenbush Railway.
 9 Connects with Hudson River Railway.

Sunday Train.

BOSTON AND ALBANY RAILWAY.

I.

BOSTON AND WORCESTER DIVISION.

CHARLES O. RUSSELL, Gen. Superintendent, Springfield. A. FIRTH, Assistant Supt., Boston, Mass.

STATIONS.		Boston to Worcester.															
LEAVE	MIS	A. M.	A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston	0	7 00	7 30	10 00	12 00	1 15	2 00	3 00	4 00	4 30	5 00	5 30	6 00	7 00	9 35	11 00	
Cam. Crossing	4	—	7 45	10 15	12 15	—	—	3 15	4 14	—	5 13	—	6 16	7 15	9 50	11 15	
Brighton	5	7 15	7 48	10 18	12 18	1 31	—	3 18	4 17	—	5 16	—	6 20	7 18	9 53	11 18	
Newton Corner	7	7 20	7 54	10 24	12 24	1 37	—	3 24	4 22	—	5 22	—	6 26	7 24	9 59	11 24	
Newtonville	8	—	7 58	10 28	12 28	1 40	—	3 28	4 25	—	5 25	—	6 30	7 28	10 03	11 28	
West Newton	9	7 25	8 02	10 31	12 32	1 44	—	3 32	4 28	—	5 28	—	6 34	7 32	10 07	11 32	
Riverside	11	—	8 08	10 37	12 38	—	—	3 38	—	—	5 32	—	6 42	7 38	10 13	11 38	
N. L. Falls	12	—	8 15	—	12 45	—	—	3 45	—	—	—	—	—	7 45	—	11 40	
Grantville	13	7 35	—	10 44	—	1 56	—	—	4 39	—	5 39	—	6 48	—	10 17	—	
Wellesley	15	7 38	—	10 48	—	1 59	—	—	4 43	—	5 42	—	6 52	—	10 24	—	
Natick	18	7 46	—	10 54	—	2 06	—	—	4 50	—	5 49	—	6 58	—	10 30	—	
Saxonville	21	—	—	11 15	—	—	—	—	—	—	—	—	7 15	—	—	—	
S. Framingham	21	8 00	—	—	—	2 16	2 45	—	5 00	5 15	5 59	6 13	—	—	10 35	—	
Ashland	24	8 08	—	—	—	2 23	—	—	—	5 23	—	—	—	—	—	—	
Cordaville	27	8 15	—	—	—	2 30	—	—	—	5 30	—	—	—	—	—	—	
Westboro	32	8 25	—	—	—	2 41	—	—	—	5 41	—	6 34	—	—	—	—	
Grafton	38	8 40	—	—	—	2 55	—	—	—	5 53	—	—	—	—	—	—	
Worcester, L. S.	44	8 55	—	—	—	3 10	—	—	—	6 10	—	—	—	—	—	—	
Worcester	45	9 00	—	—	—	3 15	—	—	—	6 15	—	7 05	—	—	—	—	
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS.		Worcester to Boston.															
LEAVE	MIS	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							
Worcester	0	—	—	—	7 00	—	—	—	9 25	9 45	—	—	—	—	—	6 10	—
Worcester, L. S.	1/2	—	—	—	—	—	—	—	9 30	9 50	—	—	—	—	—	6 20	—
Grafton	7	—	—	—	7 16	—	—	—	—	10 05	—	—	—	—	—	6 35	—
Westboro	13	—	—	—	7 29	—	—	—	—	10 17	—	—	—	—	—	6 48	—
Cordaville	17	—	—	—	7 40	—	—	—	—	10 29	—	—	—	—	—	6 9	—
Ashland	20	—	—	—	7 47	—	—	—	—	10 36	—	—	—	—	—	7 06	—
S. Framingham	23	5 45	—	—	8 00	8 30	—	—	10 16	10 49	2 05	—	5 20	—	—	7 16	—
Saxonville	31	—	6 30	—	—	—	—	—	—	—	—	3 00	—	—	—	—	—
Natick	27	5 52	6 43	—	8 10	—	—	—	—	11 00	2 13	2 15	5 29	—	—	7 27	—
Wellesley	30	6 00	6 51	—	8 17	—	—	—	—	11 09	2 20	3 23	5 37	—	—	7 35	—
Grantville	31	6 03	6 54	—	8 22	—	—	—	—	11 12	2 23	3 26	5 40	—	—	7 38	—
N. L. Falls	35	—	—	7 45	—	—	9 00	—	—	—	1 25	—	—	6 00	—	9 30	—
Riverside	34	6 00	7 02	7 49	—	—	9 04	—	—	1 29	—	3 34	—	6 04	—	9 34	—
West Newton	36	6 17	7 14	7 57	—	—	9 12	—	—	1 24	1 37	2 37	3 42	6 12	7 48	9 42	—
Newtonville	36	6 20	7 17	8 00	—	—	9 15	—	—	1 27	1 40	2 37	3 45	6 15	7 51	9 45	—
Newton Corner	38	6 25	7 22	8 0	—	—	9 20	—	—	1 32	1 45	2 40	3 50	6 20	7 53	9 50	—
Brighton	40	6 30	7 27	8 10	—	—	9 25	—	—	1 37	1 50	2 45	3 55	6 25	7 58	9 55	—
Cam Crossing	40	6 33	7 30	8 13	—	—	9 28	—	—	1 40	1 53	—	3 58	6 28	8 00	9 58	—
Boston	45	6 50	7 45	8 30	9 00	9 15	9 45	11 00	11 55	2 10	3 00	4 15	6 15	6 45	8 15	10 15	—
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							

2.

MILFORD BRANCH.

Acc.	Fg't	Pass	Pass	Pass	MIS	STATIONS.	MIS	Pass	Pass	Pass	Fg't	Acc.
		A. M.	P. M.	P. M.	A. M.			A. M.	A. M.	P. M.	P. M.	
		10 10	5 25	2 55	8 05	0 .. S. Framing'm..	12	7 45	10 05	5 00	12 40	
		10 36	5 40	3 05	8 20	5 .. Holliston	7	7 30	9 50	4 45	12 17	
		11 06	6 00	3 25	8 38	12 .. Milford	0	7 10	9 30	4 25	11 45	
		P. M.	A. M.	P. M.	P. M.	ARRIVE		A. M.	A. M.	P. M.	A. M.	A. M.

3.

BROOKLINE BRANCH.

LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston	7 15	8 30	8 4	9 45	12 15	12 45	2 35	3 15	4 45	5 35	6 15	7 15	9 30	10 45
Brookline	7 30	8 45	8 55	10 00	12 30	1 00	2 50	3 30	5 00	5 50	6 30	7 30	9 45	11 00
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	NOON	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Brookline	6 30	7 15	8 00	8 30	9 15	10 15	12 00	1 30	2 15	4 15	5 05	6 45	7 55	10 15
Boston	6 45	7 30	8 15	8 45	9 30	10 30	12 15	1 45	2 30	4 30	5 20	7 00	8 10	10 30

40.

BOSTON AND ALBANY RAILWAY.

4.

PITTSFIELD AND NORTH ADAMS RAILWAY.

Train Leave.				Dec. 2, 1867.				Trains Arrive.				GENERAL OFFICER. CHARLES O. RUSSELL, Gen. Supt.	
P. M.		A. M.		Mls.		Mls.		Pass		Pass			
P. M.	P. M.	A. M.	A. M.	ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
STATIONS.												CONNECTIONS. 1 Connects with Main Line. 1 Connects with Housatonic Railway.	
4 30	1 20	10 30	6 00	North Adams.				10 20	1 05	4 05	7 50		
4 46	1 31	10 42	6 16	... South Adams ...				10 07	12 55	3 54	7 40		
4 53	1 36	10 47	6 23	... Maple Grove ...				9 55	12 47	3 44	7 35		
4 59	1 41	10 52	6 31	.. Cheshire Harbor ..				9 45	12 41	3 34	7 29		
5 16	1 53	11 02	6 47	..... Cheshire				9 35	12 31	3 25	7 19	
5 31	2 03	11 11	7 02	..... Berkshire				9 20	12 19	3 10	7 07	
5 40	2 10	11 18	7 11	..... Coltsville				9 10	12 12	3 00	7 00	
5 44	2 14	11 24	7 15	..... Junction				9 06	12 08	2 56	6 56	
5 50	2 20	11 30	7 20	.. Pittsfield 1 ..				9 00	12 02	2 50	6 50		
P. M.	P. M.	A. M.	A. M.	ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		

5.

HUDSON AND BOSTON RAILWAY.

Pass				Mls.				Pass				GENERAL OFFICER. CHARLES O. RUSSELL, Gen. Supt.	
P. M.		A. M.		Mls.		Mls.		Pass		Pass			
P. M.	A. M.	P. M.	A. M.	ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.			
STATIONS.												CONNECTIONS. 1 Connects with Hudson River Railway. 2 Con. with Main Line. 2 Con. with Harlem Railway to New York.	
4 25	10 4	3 00	9 00	6 15	..... Hudson 1				10 20	1 20	4 50	
4 47	10 57	3 22	9 22	6 37	..... Claverack				9 57	12 55	4 37	
5 00	11 10	3 35	9 40	6 50	..... Mellenville				9 45	12 43	4 20	
5 05	11 15	3 43	9 50	6 58	..... Pulver's				9 37	12 36	4 12	
5 20	11 31	3 58	10 05	7 15	..... Ghent				9 23	12 22	4 00	
5 30	11 40	4 08	10 15	7 2	... Chatham 2 ...				9 10	12 06	3 50		
P. M.	A. M.	P. M.	A. M.	A. M.	ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.		

41.

FITCHBURG AND WORCESTER RAILWAY.

N. Wood, President. H. A. BLOOD, Gen. Supt. H. F. COGGSHALL, Treas. and Gen. Ticket Agent, Fitchburg

Pass				Mxd.				Pass				CONNECTIONS.	
P. M.		A. M.		Mls.		Mls.		Pass		Pass			
P. M.	A. M.	P. M.	A. M.	ARRIVE]	[LEAVE	Mls.	Mls.	A. M.	P. M.	P. M.			
STATIONS.												1 Connects with Railways diverging from Fitchburg. 2 Junction of Worcester and Nashua Railway. 3 Railways diverg'g from Worcester.	
5 50	12 50	8 00	0	... Fitchburg 1 ...				26	7 42	12 25	5 30		
5 54	12 54	8 05	1	... South Fitchburg ...				25	7 37	12 20	5 25		
6 00	1 00	8 12	5	... Leominster ...				21	7 30	12 14	5 18		
6 07	1 07	8 26	7	... Gate's Crossing ...				19	7 25	12 09	5 11		
6 15	1 15	8 17	9	..... Pratt's				17	7 20	12 03	5 05	
6 20	1 20	8 33	12	... Sterling Center ...				14	7 14	11 57	5 00		
6 28	1 28	8 40	14	.. Sterling Junction 2 ..				12	7 07	11 50	4 52		
7 00	2 00	9 15	26	... Worcester 3 ...				0	6 30	11 15	4 20		
P. M.	P. M.	A. M.	Mls.	ARRIVE]	[LEAVE	Mls.	Mls.	A. M.	A. M.	P. M.			

42.

BOSTON, CLINTON AND FITCHBURG RAILWAY.

L. NICHOLS, President, Boston, Mass. H. A. BLOOD, Gen. Superintendent, Fitchburg, Mass.

Pass				Exps				Pass				CONNECTIONS.	
P. M.		A. M.		Mls.		Mls.		Exps		Exps			
P. M.	P. M.	A. M.	A. M.	ARRIVE]	[LEAVE	Mls.	Mls.	A. M.	P. M.	P. M.			
STATIONS.												1 Connects with Railways diverging from Boston. 2 Connect with Vermont and Massachusetts, and Cheshire Railways. The 2 p. m. train from Boston connects at Pratt's Junction with Stage for Princeton. THROUGH FARE \$1 55	
4 30	2 00	7 00	0	Boston (Wor. Dep.) 1				58	9 15	3 00	8 15		
5 18	2 50	7 58	21	S. Framingham				37	8 25	2 00	7 10		
5 23	2 55	8 03	24	Framingham Centre				34	8 20	1 55	7 05		
5 28	3 00	8 11	28	..... Faysville				30	8 13	1 48	6 58	
5 80	3 02	8 14	29	... Southboro' ...				29	8 08	1 45	6 55		
5 37	3 0	8 19	31	.. South Marlboro' ..				27	8 04	1 40	6 50		
5 48	3 20	8 31	32	..... Marlboro'				26	7 55	1 30	6 40	
5 28	3 00	8 10		..... Marlboro'					8 15	1 50	7 00	
5 38	3 11	8 20		.. South Marlboro' ..					8 00	1 39	6 49		
5 49	3 22	8 34	36	..... Northboro'				22	7 48	1 28	6 38	
5 59	3 32	8 46	41	..... Berlin				17	7 34	1 16	6 28	
6 07	3 40	8 52	43	..... Bolton				15	7 28	1 08	6 22	
6 16	3 45	8 57	45	..... Clinton				13	7 20	1 00	6 16	
6 30	3 57	9 06	50	.. Pratt's Junction ..				8	7 10	12 50	6 04		
6 40	4 08	9 16	54	... Leominster ...				4	7 00	12 40	5 50		
2 6 50	4 20	9 30	59	.. Fitchburg 2 ..				0	6 50	12 30	5 40		
P. M.	P. M.	A. M.	Mls.	ARRIVE]	[LEAVE	Mls.	Mls.	A. M.	P. M.	P. M.			

FITCHBURG RAILWAY.

WILLIAM B. STEARNS, President. C. L. HEYWOOD, General Supt. H. F. WHITCOMB, General Ticket Agent.
General Offices—Boston, Mass.

Trains Leave.

May 1868.

Trains Arrive.

Trains Leave.								Trains Arrive.									
Acc.	Pass	Pass	Pass	Pass	Pass	Pass	Mis.	STATIONS.									
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
*7 30	5 45	5 30	4 00	2 15	11 00	7 30	0	.....	Boston 1.....	50	8 05	8 42	9 40	10 55	2 30	6 20	7 30
7 46	6 02	---	4 12	2 30	11 11	7 42	4	.....	Cambridge.....	46	7 52	---	9 29	10 40	2 16	6 09	7 19
7 56	6 11	---	4 21	2 39	11 19	7 49	6	.....	Belmont.....	44	7 40	---	9 21	10 28	2 07	5 59	7 10
.....	.....	.....	.....	.....	.....	.....	7	.....	Waverly.....	42	7 37	---	9 18	10 25	2 05	5 55	7 07
8 07	6 22	5 51	4 30	2 49	11 30	7 59	10	.....	Waltham	40	7 30	---	9 10	10 15	1 57	5 48	6 51
.....	.....	.....	.....	.....	.....	.....	12	.....	Stony Brook.....	38	7 20	---	9 00	9 00	1 51	5 34	6 44
.....	.....	.....	.....	.....	.....	.....	13	.....	Weston.....	37	7 17	---	8 54	---	---	5 32	---
.....	.....	.....	.....	.....	.....	.....	17	.....	Lincoln.....	33	7 03	---	8 50	9 44	1 38	5 24	6 36
6 52	6 11	5 00	3 15	11 58	8 24	8 24	20	.....	Concord	30	7 00	7 57	8 44	9 30	1 30	5 17	6 29
.....	6 24	5 15	3 27	12 12	8 37	8 37	25	.....	South Acton 2....	25	---	7 44	8 29	9 10	1 13	5 02	6 16
.....	---	5 20	---	12 18	8 43	8 43	27	.....	West Acton.....	23	---	7 38	8 22	---	1 08	---	6 10
.....	---	5 30	---	12 28	8 53	8 53	31	.....	Littleton.....	19	---	---	8 11	---	12 56	---	6 00
.....	6 46	5 45	---	12 45	9 06	9 06	35	.....	Groton Junc. 3...	15	---	7 20	8 00	---	12 45	---	5 48
.....	6 57	5 56	---	12 54	9 15	9 15	40	.....	Shirley.....	10	---	7 10	7 46	---	12 38	---	5 40
.....	---	---	---	---	---	---	42	.....	Lunenburg.....	8	---	---	7 40	---	---	---	---
.....	7 11	6 12	---	1 09	9 20	9 20	46	.....	Leominster.....	4	---	6 56	7 32	---	12 25	---	5 27
.....	7 22	6 25	---	1 20	9 40	9 40	50	.....	Fitchburg 4. ...	0	---	6 45	7 20	---	12 15	---	5 15
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Through Fare, \$1 55. Way Fares, about 3 cents per mile.

1.

WATERTOWN BRANCH.

Trains Leave.

Trains Arrive.

Trains Leave.								Trains Arrive.									
P. M.	P. M.	P. M.	M.	A. M.	A. M.	Mis.		STATIONS.									
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			Mis.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
6 30	5 00	2 45	12 00	8 40	6 00	0	.....	Boston	11	6 40	7 55	9 05	10 25	1 55	4 20	6 55
6 55	5 23	3 10	12 25	9 05	---	6	.....	Mount Auburn.....	5	6 16	7 32	8 38	10 01	1 31	3 56	6 31
7 01	5 29	3 16	12 31	9 10	6 40	8	.....	Watertown.....	3	6 10	7 25	8 29	9 55	1 25	3 59	6 25
7 12	5 40	3 27	12 42	9 20	6 50	11	.....	Waltham	0	6 00	7 15	8 15	9 45	1 15	3 40	6 15
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

Additional trains leave Waltham for Boston via Main Road Wednesdays only at 10 p.m. Return at 11.15 p.m. Also via Watertown Saturdays only at 9.15 p.m. Return at 11 p.m.

2. Marlboro' Branch.—Leave Boston for S. Acton and Marlboro' at 7 30 a.m., 2 15 & 4 00 p.m. Leave Marlboro' at 7 a.m., 12 30 and 4 30 p.m. Distance, 38 miles.

3. Peterboro' & Shirley Branch.—Leave Boston for Groton Junc. and Mason Village at 7 30 a.m. and 4 00 p.m.; arrive at Mason Village at 10 20 a. m. and 7 10 p. m. Leave Mason Village at 6 15 and 11 30 a.m.; arrive at Boston at 9 36 a.m. and 2 30 p.m. Distance, 58-miles. Through fare, \$1 85.

* An additional Train leaves Boston for Waltham on Wednesdays only at 11 15 p.m.

CONNECTIONS OF FITCHBURG RAILWAY.

- 1 Connects with Boston and Albany Railway.
- 1 Connects with Boston and Maine Railway.
- 1 Connects with Boston, Hartford and Erie Railway.
- 1 Connects with Eastern Railway.
- 1 Connects with Boston and Lowell Railway.
- 1 Connects with the Boston, Canton and Fitchburg Railway.
- 1 Connects with Old Colony and Newport Railway.
- 1 Connects with Boston and Providence Railway.
- 1 Connects with South Shore Railway.

- 2 Connect with Marlboro' Branch.
- 3 Connects with Peterboro' and Shirley Branch.
- 3 Connects with Stony Brook Railway.
- 3 Connects with Worcester and Nashua Railway, for Nashua, Worcester and way stations.
- 4 Connects with Vermont and Massachusetts Railway.
- 4 Connects with the Boston, Clinton and Fitchburg Railway.
- 4 Connects with Cheshire Railway.
- 4 Connects with Fitchburg and Worcester Railway.

BOSTON, HARTFORD AND ERIE RAILWAY

BLACKSTONE DISTRICT.

JOHN S. ELDRIDGE, President, and WM. M. PARKER, Superintendent, Boston, Mass.

Trains Leave.						May, 1867.		Trains Arrive.					
Pass	Pass	Pass	Pass	Mxd	Mls.	STATIONS.		Mls.	Pass	Pass	Mxd	Pass	Pass
P. M.	A. M.	P. M.	P. M.	A. M.					A. M.	A. M.	A. M.	P. M.	P. M.
6 25	7 05	5 15	3 30	7 40	0	.....	Boston ¹	70	6 47	8 14	10 15	7 11	2 19
6 41	7 21	5 31	3 44	7 56	4	.....	Mt. Bowdoin	66	6 29	7 56	10 00	6 35	2 01
6 49	7 29	5 39	3 51	8 03	7	.....	Mattapan	64	6 20	7 46	9 53	6 49	1 52
6 56	8 09	5 46	3 57	8 09	8	.....	Hyde Park	62	6 12	7 38	9 46	6 42	1 44
7 00	8 18	5 50	4 01	8 13	9	.....	Readville	61	6 08	7 32	9 40	6 37	1 38
7 17		6 07	4 16	8 30	14	.....	South Dedham	56	5 53	7 16	9 26	6 22	1 23
		6 16	4 20	8 35	16	.....	Winslow's	55		7 09	9 29		
		6 28	4 30	8 47	19	.....	Walpole	51		6 58	9 11		
		6 40	4 40	9 00	23	.....	North Wrentham	48		6 45	9 00		
		6 45	4 45	9 05	25	.....	City Mills	45		6 39	8 55	5 55	
		6 53	4 52	9 14	27	.....	Franklin	43		6 31	8 48	5 50	
					30	.....	Wadsworth's	40				5 42	
		7 20				.....	Woonsocket			6 00			
			5 15	9 40	36	.....	Blacksone ²	36			8 22	5 15	
			5 54	10 18	48	.....	Douglass	24			7 41	4 36	
			6 26	10 50	59	.....	Webster Junction	12			7 09	4 04	
			6 46	11 10	66	.....	West Dudley	6			6 47	3 42	
			6 58	11 22	70	.....	Southbridge	3			6 35	3 30	
P. M.	A. M.	P. M.	P. M.	A. M.			ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.

¹ Railways diverging from Boston.

² Crossing Providence and Worcester Railway.

A train leaves South Dedham for Boston at 9 03 p.m., arriving at 9 59 p.m. Returning, leaves Boston at 11 10 p.m., arriving at South Dedham at 12 03 a.m. This train runs on Fridays only.

1. WOONSOCKET DISTRICT.

F. H. TUCKER, JR., Division Superintendent, Boston, Mass.

Trains Leave.						May 13, 1867.		Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	Mls.	STATIONS.		Mls.	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	A. M.	A. M.					A. M.	A. M.	A. M.	P. M.	P. M.
9 30	4 45	3 15	7 10	8 40	0	.....	Boston	38	6 45	8 45	10 30	7 00	5 20
9 45	5 00	3 30	7 25	9 00	4	.....	Brookline	34	6 24	8 30	10 15	6 45	5 05
9 59	5 14	3 44	7 39	9 17	8	.....	Newton Centre	30	6 17	8 22	10 01	6 21	4 33
10 05	5 20	3 50	7 45	9 27	10	.....	Upper Falls	28	6 10	8 06	9 53	6 13	4 20
10 12	5 27	3 57	7 53	9 45	12	.....	Needham Plains	26	6 00	7 57	9 45	6 00	4 05
	5 32	4 02		9 53	15	.....	Cha's River Village	23		7 47	9 35		3 48
	5 37	4 06		10 00	16	.....	Dover	22		7 43	9 31		3 42
	5 50	4 18		10 20	20	.....	Medfield	18		7 33	9 21		3 27
	6 05	4 31	7 30	10 43	25	.....	Medway	13		7 18	9 06	6 00	3 00
	6 24	4 45	7 49	11 13	32	.....	Bellingham	6		7 02	8 48	5 42	2 28
	6 40	5 00	8 05	11 45	38	.....	Woonsocket ¹	0		6 45	8 30	5 25	2 00
P. M.	P. M.	P. M.	A. M.	A. M.			ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.

¹ Connects with Providence and Worcester Railway.

LEXINGTON AND ARLINGTON RAILWAY.

R. D. BLIX, Superintendent, Lexington, Mass.

Trains leave Boston for Lexington at 8 35 a.m., 12 00 m., 2 45, 5 00 and 6 30 p.m. Also, Wednesdays at 11 15 p.m.

Leave Lexington for Boston at 5 55, 7 25 and 9 45 a.m., 1 15, 3 40 and 6 10 p.m. Wednesdays at 9 40 p.m.

Stations, Distances and Fares.—Pond street, 5 miles, 20c.; Arlington, 6 miles, 20c.; Brattle Station, 7 miles, 25c.; East Lexington, 9 miles, 30c.; Lexington, 11 miles, 35c.

THE OLD, RELIABLE AND POPULAR ROUTE

BETWEEN

NEW YORK & BOSTON,

AND THE ONLY DIRECT ROUTE FOR

Newport, Fall River, Taunton, New Bedford, Middleboro, and the Bridgewater,
and all Towns on the Cape Cod Railway and Nantucket.

This Line is composed of the Magnificent and Fleet Steamboats,

Newport, Old Colony, Metropolis, and Empire State,

BELONGING TO THE

Boston, Newport & New York Steamboat Co.

(Old Fall River Line)

RUNNING BETWEEN NEW YORK AND NEWPORT, R. I., AND THE

OLD COLONY & NEWPORT RAILWAY,

Between Boston and Newport, Making a Through Line.

These boats were built expressly for Long Island Sound navigation, and combine all modern improvements; have water-tight compartments, are furnished and upholstered in the most approved manner, are lighted by gas and heated by steam, and are commodious, and safe as human ingenuity can make them, and sea-going in every particular.

Passengers by this Line can enjoy a comfortable night's rest, and on arrival at Newport next morning, proceed by the 4 00 A.M. Train, via Fall River and Taunton, on the Old Colony and Newport Railway to Boston, arriving at 6 15 A. M., in time to connect with all the early trains and boats for the North and East; or can remain in their berths and rooms, and breakfast on board at 7 00 A. M., and take the 7 45 A.M. Train, via Fall River and Taunton, and arrive in Boston at 10 20 A.M.

Passengers for Middleboro', the Bridgewater, and for all towns on the Cape Cod Railway, and for Nantucket, also take the 7 45 A. M. train from Newport, and change cars at Fall River, where immediate connection is made for above places.

One of these boats leaves New York from Pier 28, N. R., foot of Murray Street (directly opposite the City Hall), at 4 00 P.M., during the Winter months (from October 23 to about March 1); at 5 00 P.M. during the Summer (from March 1 to about October 23).

The Boats of the Boston, Newport and New York Steamboat Company are officered by gentlemen who combine with years' experience in Long Island Sound navigation all the requisites that polite and refined taste call for. A bountiful supper is served soon after leaving New York, and all the substantial and delicacies of the season are furnished, cooked and prepared as well as at any first-class hotel, and which cannot but please the most fastidious.

Passenger trains leave Boston from the Old Colony and Newport Railway Depot, cor. of Kneeland and South Streets, at 4 30 and 5 30 p.m. A good, substantial supper is served both on arrival of the 4 30 and 5 30 P. M. Trains at Newport; and those taking the 4 30 Train have ample time to finish their meals before the boat leaves the Wharf.

The rolling stock of the Old Colony and Newport Railway Company is entirely new, and not surpassed by that of any other Railway in the country. Particular attention is called to their elegant and sumptuously furnished Railway Coaches, on the European plan, the best ever introduced into this country, which run with all Steamboat and Express Trains, in which families can have apartments suited to their convenience.

Steamboats run in connection with this line daily, Sundays excepted, between Newport and Providence, and between Bristol Ferry, Bristol and Providence, and passengers are ticketed through each way.

Baggage Checked for all Stations on Old Colony and Newport Railway and direct connections, and for all Stations on the South Shore and Cape Cod Railways, and Nantucket.

We guarantee to transport Freight between New York and Boston on as favorable terms as any other established line, and deliver in Boston at a much earlier hour. Express Freight Train leaves Newport at 6 20 A. M., and is due in Boston at 9 40; returns to Newport from Old Colony and Newport Freight Depot, corner of Kneeland and South Streets at 1 30 P. M., and due in New York early next morning. For further particulars apply to the Agents,

E. LITTLEFIELD, 72 Broadway, New York.

W. H. BULLOCK, Supt. O. C. & N. Railway, Boston.

B. FINCH, General Agent, Newport.

OLD COLONY AND NEWPORT RAILWAY.

ONSLow STEARNS, President. W. H. BULLOCK, General Superintendent. JACOB SPRAGUE, Jr., General Ticket Agent, Boston, Mass.
E. LITTLEFIELD, New York Agent, 72 Broadway, New York City.

Trains Leave.

June 1, 1867.

Trains Arrive.

STATIONS.																						
Pass	Pass	Pass	St'bt	Pass	Pass	Pass	Pass	Acc.	Mis.	Mis.	St'bt	Pass	Pass	Pass	Pass	Exps	Pass	Pass	Pass	Pass	Pass	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.									
9 30	6 30	5 40	5 30	4 30	4 10	2 00	12 00	8 30		0	.....	Boston 1.....	67	6 15	6 45	8 00	9 00	10 00	10 15	3 40	5 40	7 25
9 40	6 40	5 50	---	---	4 19	2 10	---	---		3	.....	Savin Hill.....	64	---	6 32	7 50	---	9 43	---	3 29	---	7 12
9 46	6 45	5 54	---	---	4 23	2 16	12 12	8 42		4	.....	Harrison Square...	63	---	6 29	7 47	8 44	9 40	---	3 26	---	7 10
9 50	6 49	5 58	---	---	4 26	2 20	12 17	8 47		5	.....	Neponset... ..	62	---	6 25	7 43	8 40	9 36	---	3 22	---	7 06
9 52	6 52	6 00	---	---	4 28	2 23	---	---		6	.....	Atlantic.....	61	---	6 22	---	---	9 33	---	3 19	---	7 01
9 55	6 55	6 03	---	---	4 30	2 26	---	---		7	.....	Wollaston.....	60	---	6 19	---	8 34	9 31	---	3 15	---	6 58
9 58	6 59	6 07	---	---	4 34	2 30	12 25	8 55		8	.....	Quincy	59	---	6 16	7 36	8 32	9 29	9 55	3 11	5 16	6 55
10 01	7 02	6 10	---	---	4 37	2 32	---	---		9	.....	South Quincy	58	---	6 12	---	---	9 26	---	3 08	---	6 52
10 06	7 06	6 16	---	---	4 41	2 36	12 31	9 01		10	.....	Braintree 2.....	57	---	6 09	7 30	8 26	9 24	---	3 04	5 11	6 49
10 10	7 10	6 20	---	4 54	4 45	2 40	12 36	9 06		12	.....	South Braintree 3...	55	---	6 05	7 25	8 22	9 20	---	3 00	5 08	6 45
		6 28	---	5 02			12 43	9 13		15	.....	Randolph 4.....	52	---		7 17	8 15		9 43		5 02	
		6 37	---	5 11			12 52	9 22		19	.....	Stoughton.....	48	---		7 08	8 07		9 36		4 52	
		6 45	---	5 18			1 00	9 30		22	.....	North Easton ...	45	---		7 00	8 00		9 30		4 45	
			---	5 23			1 05	9 35		24	.....	Easton... ..	43	---			7 54				4 39	
			---	5 35			1 18	9 47		30	.....	Raynham... ..	47	---			7 41				4 27	
			6 25	5 43			1 25	9 55	8 10	33	.....	Taunton 5. ...	34	5 10			7 35	9 05		5 20	4 20	
			---	5 47			1 28	9 58	8 15	34	.....	Weir	33	---			7 28	9 58		5 15	4 14	
			---	5 54			1 30	10 06	8 23	38	.....	North Dighton ...	29	---			7 20	9 52		5 07	4 07	
			---	6 01			1 38	10 14	8 30	41	.....	Dighton.....	26	---			7 12	9 45		5 00	4 00	
			---	6 09			1 25	10 22	8 38	44	.....	Somerset.....	23	---			7 04	8 38		4 53	3 52	
			---	6 14			2 08	10 26	8 40	46	.....	Somerset Junction ..	21	---			7 00	8 32		4 48	3 48	
		7 00	---	6 25				10 35	8 51	49	.....	Fall River	18	4 35			6 50	8 25		4 40	3 40	
		---	---	6 34				10 45	9 00	53	.....	Tiverton... ..	14	---				8 15		4 30	3 30	
		---	---	6 39				10 50	9 08	55	.....	Bristol Ferry.....	12	---				8 08		4 24	3 23	
		---	---	6 50				11 00	9 20	60	.....	Portsmouth Grove..	7	---				7 59		4 15	3 14	
		---	---	7 40	7 10			11 15	9 35	67	.....	Newport 6.....	0	4 00				7 45		4 00	3 00	
				P. M.								<i>Steamer</i>		A. M.								
				6 00						230	.....	New York 7 ...		5 00								
				P. M.								ARRIVE]		[LEAVE								

Fares—New York to Newport, \$2 00; to Fall River, \$2 25; to New Bedford, \$3 00; to Boston, \$3 00. Boston to Fall River, \$1 60; to Newport, \$2 00. Way Fares, 3 cents per mile.

- | | | |
|--|--|---|
| <p>1 Connects with Boston and Albany Railway for Worcester, Springfield and Albany.</p> <p>1 Connects with Boston and Maine Railway.</p> <p>1 Connects with the Boston, Hartford and Erie Railway.</p> <p>1 Connects with Eastern Railway.</p> <p>1 Connects with Boston and Lowell Railway.</p> <p>1 Connects with South Shore Railway.</p> | <p>1 Connects with Boston, Canton and Fitchburg Railway.</p> <p>1 Connects with Fitchburg Railway.</p> <p>1 Connects with Boston and Providence Railway.</p> <p>2 Junction of South Shore Railway.</p> <p>3 Trains for Plymouth diverge.</p> <p>4 Trains diverge for Fall River, via Middleboro', Bridgewater and Myricks.</p> | <p>5 Connect with New Bedford and Taunton Railway</p> <p>5 Connects with Middleboro and Taunton Railway</p> <p>6 Connects with first class steamers of the Boston Newport and New York Steamboat New York.</p> <p>7 Connects with the various Railway and routes running out of New York.</p> <p>7 Connects with Foreign Steamship Lin.</p> |
|--|--|---|

Passengers for New Bedford and Martha's Vineyard change Cars at Weir Junction.

OLYNY—PLYMOUTH & SOUTH BRAINTREE RAILWAY.

Pass				Mis.	June 1, 1867.				Mis.	Pass			
P. M.	P. M.	P. M.	A. M.		STATIONS.		A. M.	A. M.	A. M.	P. M.			
6 30	5 00	2 30	9 00	0	..... Boston	38	7 35	8 20	11 15	5 30			
6 40	—	—	—	3	..... Savin Hill	35	7 22	—	—	—			
6 45	5 13	—	9 14	4	.. Harrison square	34	7 19	—	11 01	5 16			
6 49	5 18	—	9 18	5	..... Neponset	33	7 15	—	10 58	5 11			
6 52	—	—	9 21	6	..... Atlantic	32	7 12	7 59	10 54	5 08			
6 55	—	—	9 23	7	..... Wollaston	31	7 08	7 57	10 52	5 06			
6 59	5 27	2 53	9 27	8	..... Quincy	38	7 05	7 55	10 49	5 04			
7 02	—	—	9 29	9	.... South Quincy	29	7 02	7 52	10 46	5 01			
7 06	5 33	3 02	9 35	10	..... Braintree	28	6 59	7 50	10 42	4 57			
7 10	5 38	3 06	9 40	12	.. South Braintree	26	6 55	7 46	10 38	4 53			
7 20	5 48	3 16	9 50	15	.. South Weymouth	23	6 44	7 36	10 28	4 43			
7 29	5 56	3 24	9 59	18	... North Abington	20	6 54	7 30	10 20	4 34			
7 34	6 01	3 29	10 04	20	..... Abington	18	6 28	7 25	10 15	4 28			
7 40	6 07	3 36	10 10	22	.. South Abington	16	6 20	7 20	10 10	4 20			
	6 12	3 41	10 15	24	.... North Hanson	14		7 15	10 05	4 16			
	6 17	3 46	10 20	25	..... Hanson	13		7 10	10 00	4 11			
	6 25	3 53	10 28	29	..... Halifax	9		7 02	9 52	4 01			
	6 30	3 57	10 32	30	..... Plympton	8		6 58	9 48	3 57			
	6 37	4 05	10 40	34	..... Kingston	4		6 50	9 41	3 50			
	6 48	4 15	10 50	38	... Plymouth	0		6 40	9 30	3 40			
	P. M.	P. M.	A. M.		[ARRIVE]			A. M.	A. M.	A. M.	P. M.		

2. MIDDLEBORO' & SOUTH SHORE RAILWAY.

Pass					Exps	Acc.	Pass		Mis.	STATIONS.					Mis.	Pass		Exps	Pass		
P. M.	P. M.	P. M.	A. M.	A. M.			A. M.	A. M.			A. M.	A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	A. M.	P. M.	P. M.
6 00	4 00	3 30	11 30	7 50	0		..... Boston	53	8 00	9 20	10 34	2 05	6 00								
6 38	—	4 05	12 10	8 30	12		... South Braintree	41	7 25	8 47	—	1 25	5 30								
6 46	—	4 14	12 20	8 39	15		... East Randolph	38	7 15	8 39	—	1 14	5 23								
6 52	—	4 19	12 25	8 41	17		... East Stoughton	36	7 09	8 33	—	1 08	5 18								
7 00	4 43	4 27	12 35	8 52	20		... No. Bridgewater	33	7 00	8 24	9 47	1 00	5 10								
7 05	—	4 32		8 56	22		..... Campell	31	6 52	8 17	—		5 04								
7 11	—	4 38		9 04	24		... Keith's Furnace	29	6 46	8 10	—		4 59								
7 15	—	4 42		9 08	25		.. E. & W. Bridgewater	28	6 40	8 05	—		4 53								
7 20	4 58	4 48		9 14	27		.... Bridgewater	26	6 35	7 58	9 32		4 48								
7 30	—	4 58		9 23	31		..... Titicut	22	6 27	7 47	—		4 36								
7 40	5 15	5 10		9 32	35		..... Middleboro'	18	6 20	7 40	9 15		4 28								
	5 19			9 35	37		..... Lakeville	16			9 08		4 21								
	5 35			9 47	42		..... Myrick's	11			8 57		4 10								
	5 41			9 55	45		..... Assonet	8			8 49		4 05								
	5 55			10 10	50		.. Somerset Junction	3			8 38		3 53								
	6 05			10 20	53		.... Fall River	0			8 30		3 45								
	P. M.	P. M.	P. M.	A. M.			[ARRIVE]				A. M.	A. M.	A. M.	P. M.	P. M.						

3. Dorchester & Milton Branch.—Trains leave Boston for Savin Hill, Harrison Sq., Neponset and Mattapan at 9 30 a.m., and 1 00, 3 00, 4 10 and 6 15 p.m., arriving at Mattapan at 10 00 a.m., 1 30, 3 30, 4 40 and 6 45 p.m. Returning, leave Mattapan at 6 15, 7 05, 8 05, 10 20 a.m. and 2 00, 5 20 p.m., arriving at Boston at 6 45, 7 35, 8 34, 10 50 a.m., 2 30, 5 50 p.m.

4. Abington & Bridgewater Branch.—Trains leave South Abington for Bridgewater at 7 25, 10 15 a.m., 4 20 and 6 07 p.m. Returning, leave Bridgewater at 6 50, 9 40 a.m., 3 00 and 5 05 p.m. Distance, 7 miles. Fare, 35c.

The 4 30 p.m. and 5 30 p.m. Trains from Boston will connect at Newport with Steamer for New York. The

METROPOLIS,
 Captain BENJAMIN M. SIMMONS,
MONDAYS,
WEDNESDAYS and
FRIDAYS.

NEWPORT,
 Captain WILLIAM BROWN,
TUESDAYS,
THURSDAYS and
SATURDAYS.

Arriving in New York at about 6 00 a.m.

E. LITTLEFIELD, GENERAL AGENT, OFFICE, 72 BROADWAY, NEW YORK CITY.

47. CAPE COD RAILWAY.

J. H. W. PAGE, President, Boston, Mass.
E. N. WINSLOW, Gen. Supt., Hyannis, Mass.

Pass		Pass	Mls	April, 1867.		Pass	Pass
P. M.	A. M.			STATIONS.		A. M.	P. M.
4 00	7 50	0	....	Boston	....	10 34	6 00
5 13	9 32	34		Middleboro' 1.		9 12	4 26
		39		Rock Station..			
5 29	9 48	42		S'th Middleboro'		8 54	4 17
5 37	9 58	45		West Wareham 2		8 47	4 00
5 43	10 02	47		South Wareham		8 37	3 52
5 49	10 10	49		... Wareham ...		8 29	3 44
5 55	10 15	51		... Agawam ...		8 22	3 37
6 04	10 23	54		Cohasset Narrows		8 15	3 30
6 09	10 28	55		... Monument ...		8 11	3 26
6 19	10 35	58		North Sandwich		8 04	3 19
6 23	10 41	60		West Sandwich.		7 59	3 14
6 32	10 51	62		... Sandwich ...		7 52	3 07
6 51	11 09	69		West Barnstable		7 32	2 47
7 02	11 19	73		... Barnstable ...		7 22	2 37
7 09	11 27	75		.. Yarmouth 3 ..		7 15	2 30
7 20	11 37	79		.. Hyannis ..		7 05	2 20
	11 43	81		.... Wharf 4 ..			
P. M.	A. M.			ARRIVE]	[LEAVE	A. M.	P. M.

48. CAPE COD CENTRAL RAILWAY.

E. N. WINSLOW, Gen. Supt., Hyannis, Mass.

Leave.			Arrive.			
Pass	Pass	Mls	April, 1867.		Pass	Pass
P. M.	A. M.		STATIONS.		A. M.	P. M.
7 09	11 27		Yarmouth 1.		7 12	2 27
7 19	11 39		South Yarmouth		7 00	2 17
7 25	11 44		.. South Dennis ..		6 56	2 12
7 29	11 50		.. North Harwich ..		6 50	2 07
7 34	11 55		.... Harwich		6 45	2 02
7 46	12 10		.... Brewster		6 30	1 49
7 53	12 18		.. East Brewster ..		6 22	1 41
8 00	12 25		... Orleans ...		6 13	1 35
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

1 Connects with Cape Cod Railway.

CONNECTIONS OF CAPE COD RAILWAY.

- 1 Connects with Old Colony and Fall River Railway.
- 1 Connects with Middleboro' and Taunton Railway.
- 2 Connects with Fairhaven Branch Railway.
- 3 Connects with Cape Cod Central Railway.
- 4 Connects with Steamer for Nantucket daily.

49. MIDDLEBORO' AND TAUNTON RAILWAY.

A. E. SWASEY, Supt., Taunton, Mass.

Trains leave Middleboro' for Taunton and Providence at 6 40; 9 50 a.m., and 4 30 p.m.; for Boston at 6 40, 9 50 a.m. Leave Boston for Middleboro' 11 10 a.m., and 4 30 p.m.; leave Providence for Middleboro' at 7 00, 10 40 a.m., and 4 10 p.m.; leave Taunton for Middleboro' at 8 20 a.m. and 12 25 and 5 50 p.m. Distance. 10 1/2 miles. Fare. 40 cents.

50. NEW BEDFORD AND TAUNTON, AND TAUNTON BRANCH RAILWAYS.

WARREN LADD, Supt. N. B. & T. R. R., New Bedford, Mass. A. E. SWASEY, Supt. T. Br. R. R., Taunton, Mass.

Trains leave New Bedford for Boston, Providence and Taunton at 7 15 and 10 10 a.m., and 3 40 and 4 45 p.m.; for Fall River and Newport at 7 15 a.m. and 4 45 p.m. Leave Taunton for Boston at 7 15, 8 00 and 11 00 a.m., and 4 30 p.m.; for Prov. at 8 00 and 11 00 a.m., 4 30, 5 40 and 7 20 p.m.; for New Bedford at 5 00, 6 40 and 8 53 a.m., 12 20 and 5 40 p.m. Wednesdays and Saturdays at 9 40 p.m. Leave Boston for Taunton and New Bedford at 7 30 and 11 10 a.m., and 4 30 p.m. Wednesdays and Saturdays at 8 30 p.m. Leave Providence for Taunton and New Bedford at 7 00 and 10 40 a.m., and 4 15 p.m. Wednesdays and Saturdays at 7 30 p.m. Distance, 55 miles. Fare, \$1 75.

51. FAIRHAVEN BRANCH RAILWAY.

A. E. SWASEY, Supt., Taunton, Mass.

Trains leave New Bedford for Boston at 7 45 a.m. and 3 00 p.m.; for Tremont at 7 45 a.m., 3 00 and 4 50 p.m.; for Hyannis at 7 45 a.m. and 4 50 p.m.; for Nantucket, Tuesdays, Thursdays and Saturdays at 7 45 a.m. Trains leave Boston for New Bedford at 7 50 a.m., and 4 00 p.m. Leave Tremont for New Bedford at 10 00 a.m., 4 00 and 5 40 p.m. Leave Hyannis for New Bedford at 7 05 a.m. and 2 20 p.m.

52. SOUTH SHORE RAILWAY.

T. HENRY PERKINS, President, Boston, Mass. GEORGE BEAL, Jr., Gen. Superintendent, Cohasset, Mass.

Trains Leave.							April, 1867.							Trains Arrive.						
Pass	Pass	Pass	Pass	Pass	Pass	Pass	Mls.	STATIONS.		Mls.	Pass	Pass	Pass	Pass	Pass	Pass				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
11 15	9 30	6 00	5 00	4 00	2 30	8 30		Boston			7 35	8 20	9 20	2 05	5 30	6 45				
11 51	10 06	6 33	5 33	4 23	3 02	9 01		Braintree			6 58	7 48	8 50	1 28	4 57	6 09				
		6 37	5 37	4 27	3 07	9 05		East Braintree			6 53	7 43	..	1 20	4 52	6 04				
		6 40	5 40	4 30	3 10	9 08		Weymouth			6 50	7 40	..	1 15	4 49	6 00				
		6 45	5 45	4 35	3 15	9 13		North Weymouth			6 45	7 36	..	1 10	4 45	5 55				
		6 50	5 50	4 40	2 20	9 18		East Weymouth			5 40	7 31	..	1 05	4 40	5 50				
		6 55	5 55	4 45	3 25	9 23		West Hingham			6 35	7 26	..	12 55	4 35	5 45				
		7 00	6 00	5 48	3 30	10 27		Hingham			6 32	7 22	8 20	12 50	4 30	5 42				
								Old Colony House			..	..	..	..	..	..
12 24	10 39	7 07	6 05	4 56	3 36	9 34		Nantasket			6 25	7 15	..	12 40	4 20	5 35				
12 30	10 45	7 13	6 10	5 02	3 40	9 40		Cohasset			6 20	7 10	8 10	12 35	4 15	5 30				
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

53.

PROVIDENCE AND WORCESTER RAILWAY.

E. P. MASON, President. JOHN W. BALCH, Treasurer. E. P. BLAKE, Freight Cashier, Providence, R. I.
 WILLIAM. D. HILTON, Supt. WILLIAM. M. DURFEE, General Ticket Agent, Providence, R. I.
 J. E. BACON, Supt. of Transportation, Worcester, Mass.

Trains Leave.

April 6, 1868.

Trains Arrive.

Trains Leave.						STATIONS.											Trains Arrive.					
Acc.	Acc.	Pass	Pass	Pass	Acc.	Mls.		Mls.	Pass	Pass	Pass	Acc.	Acc.	Acc.								
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				A. M.	P. M.												
4 30	7 00	4 05	11 45	7 20		0	.. Providence 1..	43	9 20	1 45	6 20		9 10	5 20								
4 42	7 12	4 17	11 58	7 32		4	.... Pawtucket	39	9 08	1 33	6 08		8 58	5 08							
4 46	7 15	4 20	12 00	7 35			.... Boston Switch....		9 05	1 30	6 05		8 53	5 03							
4 48	7 18	4 23	12 03	7 38		6	.... Valley Falls....	37	9 02	1 27	6 02		8 50	5 00							
4 52	7 23	4 28	12 08	7 42		7	..... Lonsdale.....	36	8 58	1 23	5 58		8 46	4 55							
	7 36	4 42	12 20	7 53		11	..... Albion.....	32	8 47	1 10	5 45		8 34								
	7 41	4 47	12 26	7 58		12	..... Manville.....	30	8 41	1 04	5 39		8 29								
	7 53	5 00	12 38	8 10		16	..... Woonsocket....	27	8 30	12 53	5 28		8 18								
	8 05	5 13	12 45	8 20		17	..... Waterford....	25	8 20	12 45	5 13		8 10								
						18	..... Blackstone 2....														
		5 22	12 54	8 29	A. M.	20	..... Millville.....	23	8 10	12 35	5 04										
		5 33	1 06	8 40	5 40	25	..... Uxbridge.....	18	7 59	12 23	4 53	7 25									
		5 38	1 12	8 45	5 45	26	..... Whitins.....	17	7 54	12 17	4 47	7 20									
		5 48	1 23	8 56	5 55	31	..... Northbridge....	12	7 44	12 06	4 36	7 10									
		5 53	1 28	9 01	6 00	33	..... Farnums.....	10	7 38	12 00	4 30	7 05									
		5 58	1 33	9 06	6 05	34	..... Grafton.....	9	7 33	11 55	4 25	7 00									
		6 00	1 36	9 09	6 07	35	..... Sutton.....	8	7 30	11 52	4 22	7 57									
		6 05	1 42	9 15	6 12	37	..... Millbury.....	6	7 25	11 47	4 17	7 52									
						42	... Grand Junction...	1														
		6 20	2 00	9 35	6 30	43	... Worcester 3...	0	7 10	11 30	4 00	6 35										
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.								

Through Fare, \$1 55. Way Fares, about 3 cents per mile.

- 1 Connects with Stonington and Providence Railway.
- 1 Connects with Boston and Providence Railway.
- 1 Connects with Providence, Warren and Bristol Railway.
- 1 Connects with Hartford, Prov. and Fishkill Railway.
- 2 Connects with Boston, Hartford and Erie Railway.
- 3 Connects with Boston and Albany Railway.
- 3 Connects with Norwich and Worcester Railway.
- 3 Connects with Fitchburg and Worcester Railway.
- 3 Connects with Worcester and Nashua Railway.

(1) **Valley Falls to Pawtucket and Providence.**

LEAVE.	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Providence	6 45	8 30	9 30	10 30	12 00	1 30	2 30	3 30	4 30	5 30	6 30	8 00	9 30	10 30	
Pawtucket	6 57	8 42	9 42	10 42	12 12	1 42	2 42	3 42	4 42	5 42	6 42	8 12	9 42	10 42	
Valley Falls	7 05	8 48	9 50	10 50	12 20	1 50	2 50	3 50	4 43	5 48	6 50	8 20	9 50	10 50	

Providence to Pawtucket and Valley Falls.

LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Valley Falls	6 15	8 00	8 50	10 00	11 00	1 00	2 00	3 00	4 00	5 00	5 50	7 30	8 30	10 00
Pawtucket	6 25	8 08	8 58	10 08	11 08	1 08	2 08	3 08	4 08	5 08	5 58	7 38	8 38	10 00
Providence	6 40	8 20	9 10	10 20	11 20	1 20	2 20	3 20	4 20	5 20	6 10	7 50	8 50	10 20

54.

PROVIDENCE, WARREN AND BRISTOL RAILWAY.

C. T. CHILD, President, Warren, R. I. L. M. E. STONE, Superintendent, Providence, R. I.

Trains Leave.						STATIONS.											Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	Pass	Miles		Miles	Mxd.	Pass	Pass	Pass	Pass	Pass								
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.								
6 50	---	6 00	4 15	12 45	7 20	0	.. Providence 1..	14	5 04	6 45	8 30	9 53	3 47	6 18								
---	---	6 05	4 20	12 50	7 25		.... India Point 2....		---	6 40	8 25	9 48	3 42	6 13							
6 58	6 44	6 08	4 23	12 54	7 28		.... Boston Switch....		4 56	6 38	8 20	9 45	3 39	6 08							
---	---	6 14	4 30	1 05	7 35	3	... Vue de L'Eau....	11	---	6 32	8 10	9 36	3 32	5 57								
---	---	6 24	4 33	1 16	7 43	6	.... Drownville....	8	---	6 23	8 00	9 26	3 24	5 46							
---	---	6 27	4 41	1 19	7 46	7	..... Nayatt.....	7	---	6 20	7 57	9 23	3 21	5 43							
---	---	6 32	4 45	1 24	7 50	9	.... Barrington.....	6	---	6 16	7 50	9 18	3 17	5 38							
---	---	6 38	4 50	1 31	7 55	10	..... Warren.....	4	---	6 11	7 45	9 12	3 12	5 32							
7 25	7 10	6 50	5 00	1 45	8 07	14	.... Bristol 3.....	0	4 30	6 00	7 30	9 00	3 00	5 20							
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.								

- 1 For connections, see notes to Providence and Worcester Railway.
- 2 Connects with Boston and Providence Railway.
- 3 Con. with Bristol Line of Steamers for New York.

55. NEW YORK, PROVIDENCE AND BOSTON RAILWAY.

S. D. BABCOCK, President. HENRY MORGAN, Treasurer, New York. A. S. MATHEWS, Gen. Supt., Stonington, Ct.
 F. B. NOYES, Secretary and Gen. Ticket Agent, J. L. PRUTZ, Gen. Freight Agent, Stonington, Ct.
 THOMAS NIXON, Gen. Freight Agent, Providence, R. I.

Trains Leave.								May, 1868.		Trains Arrive.							
Mail	LD ¹	Acc.	Pass	EXS.	ACC.	Mxd.	Mls.	STATIONS.		M.S.	Mxd.	EXS.	ACC.	Pass	ACC.	Stb't	Mail
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
10 00	7 37	4 00		12 35	7 25		0	.. Providence ..	62		7 33	4 04			9 35	5 10	4 15
—	7 47	4 10		—	7 35		5	..... Junction	57		—	3 48			9 25	5 00	—
—	7 54	4 17		—	7 44		9	.... Hill's Grove	53		—	3 40			9 18	4 58	—
10 28	8 06	4 30		12 57	7 57		14	..... Greenwich	48		7 10	3 29			9 03	4 44	3 43
—	8 16	4 44		—	8 10		20	..... Wickford	42		—	3 16			8 47	4 33	—
10 54	8 35	5 03		1 24	8 30		27	..... Kingston	35		8 45	3 00			8 30	4 20	3 14
—	8 45	5 17		—	8 45		33	..... Carolina	29		—	2 40			8 09	4 01	—
—	8 49	5 22		—	8 52		36	.. Richmond Switch	26		—	2 35			8 03	3 56	—
—	8 56	5 30		—	9 01		40	.... Charlestown	22		—	2 26			7 54	3 49	—
11 28	9 06	5 40		1 54	9 13		44	..... Westerly	18		6 11	2 16			7 42	3 41	2 35
11 39	9 20	5 57	4 00	2 05	9 27	5 45	50	.. Stonington	12	8 12	6 00	2 05	12 07	7 25	3 30	2 22	
—	—	6 15	4 15	2 14	9 36	6 06	53	..... Mystic	9	8 02	5 49	1 51	11 58	7 03		2 14	
—	—	6 18	4 18	—	9 40	6 09	54	.... West Mystic	8	7 55	—	1 48	11 53	6 58		—	
—	—	6 33	4 30	—	9 49	6 25	59	... Poquonnock S ...	3	7 38	—	1 37	11 40	6 45		—	
12 05	—	6 43	4 38	2 30	9 57	6 32	62	..... Groton	0	7 30	5 30	1 30	11 32	6 35		—	1 55
12 20	—	6 53	4 50	2 45	10 10	6 45		.. New London ..		7 15	5 15	1 15	11 20	6 20		—	1 40
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		[ARRIVE]	[LEAVE]	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	

Sunday Night Mail leaves Providence at 8 00 p. m. Returning, leaves New London at 10 00 p. m.

56. NEW LONDON NORTHERN RAILWAY.

A. N. RAMSDALL, President, New London, Conn. A. R. FIELD, Vice President, Greenfield, Mass.
 R. COIT, Jr., Secretary and Treasurer. J. C. LEARNED and H. HOBART, Auditors. G. W. BENTLEY, Gen. Supt.
 JOHN H. HEATH, Gen. Ticket Agent. W. G. PECK, Gen. Freight Agent, New London, Conn.

May, 1868.															
Pass	Pass	Pass	Mail	Exps	Mls.	STATIONS.		Mls.	Pass	Pass	Pass	Stb't	Pass		
P. M.	A. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	P. M.		
5 45	10 25	1 50	8 00	5 00	0	.. New London 1 ..	66	10 56	6 42	5 14	9 23	2 23			
6 00	10 40	2 05	8 15	5 15	6	..... Montville	60	10 40	6 26	4 59	9 07	2 05		
6 23	11 05	2 32	8 38	5 35	13	.... Norwich 2	53	10 15	6 05	4 39	8 47	1 40		
		2 44	8 48	5 44	17	..... Yantic	49	10 03		4 26	8 35			
		2 53	8 57	—	20	..... Franklin	46	9 55		4 19	8 26			
		3 01	9 05	—	23	.... Lebanon	43	9 48		4 12	8 18			
		3 12	9 15	6 06	26	.. South Windham ..	40	9 40		4 05	8 10				
		3 26	9 30	6 17	30	ar. Willimantic 3. lv	36	9 30		3 55	7 58				
		3 39	9 43	6 29	34	.. South Coventry. ..	32	9 13		3 39	7 43				
		3 50	9 56	6 39	38	.... Mansfield	23	9 03		3 29	7 33			
		4 05	10 11	—	44	Tolland & Willington	22	8 46		3 14	7 15				
		4 20	10 26	7 08	50	.... Stafford	16	8 31		2 55	7 00			
		4 53	10 58	7 35	62	..... Monson	4	8 00		2 25	6 28			
		5 05	11 10	7 45	66	.... Palmer 4	0	7 50		2 15	6 15			
P. M.	A. M.	P. M.	A. M.	A. M.				[ARRIVE]	[LEAVE]	A. M.	A. M.	P. M.	P. M.		

1. PALMER AND GROUT'S CORNER DIVISION.

Mxd	Acc.	Mail	Exps	Mls.	STATIONS.		Mls.	Pass	Pass	Acc	Stb't
					P. M.	A. M.		A. M.			P. M.
				0	... Palmer 4	35	7 45				5 50
				3	.. Three Rivers. ..	32	7 33				5 43
				11	... Belchertown. ...	25	7 00				5 25
				15	..... Dwigths.	20	6 37				5 12
				15	..... Amherst	15	6 15				4 58
				23	.. North Amherst ..	12					4 50
				25	..... Leverett.	10					4 43
				30	.. South Montague ..	5					4 32
				35	.. Grout's Cor. 5 ..	0					4 20
								A. M.			P. M.

1 Connects with Railways diverging from New London.
 2 Connects with Norwich and Worc. Railway.
 3 Connects with Hartford, Prov, and Fishkill Railway.
 4 Connects with Boston and Albany Railway.
 5 Connects with Vermont and Mass. Railway

Steamers leave New London at 9 50 p. m., or on arrival of trains. Leave New York from foot of Vestry street, North River, at 4 p. m. in Winter, and 5 p. m. in Summer. Daily. Sundays excepted.

57.

NORWICH AND WORCESTER RAILWAY.

A. F. SMITH, President. P. ST. M. ANDREWS, Supt. E. F. PARKER, Master of Trans., Norwich, Conn.
W. H. TURNER, Freight Agent, Worcester, Mass.

Trains Leave.

Trains Arrive.

Trains Leave.						Trains Arrive.											
Acc.	Pass	Pass	Pass	St'bt	Mls.	STATIONS.						Mls.	Pass	Pass	Pass	St'bt	
A. M.	P. M.	A. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
				1 15	0	...New London...	73					10 00					
	3 45	11 30	6 00		13	...Norwich 1...	60	9 16	1 30	7 00	9 20						
	4 12	11 58	6 26		15	...Greenville....	58										
	4 30	12 15	6 42		23	...Jewett City....	50	8 48	1 02	6 32							
	4 40	12 25	6 54		29	Plainfield Junction 2	44	8 30	12 45	6 15							
	4 45	12 30	6 58		33	...Central Village...	40	8 18	12 35	6 05							
	5 00	12 47	7 12		34	...Wanregan....	39	8 12	12 30	6 00							
	5 10	12 57	7 21		39	...Danielsonville...	34	8 00	12 14	5 49	8 26						
	5 25	1 09	7 36		42	...Daysville....	31	7 51	12 02	5 40							
	5 37	1 18	7 43		47	...Putnam....	26	7 36	11 47	5 25							
	5 42	1 25	7 50		49	...Thompson....	24	7 24	11 39	5 15							
	5 46	1 30	7 54		52	..Grosvenor Dale...	21	7 18	11 33	5 06							
	6 00	5 58	1 42	8 08	53	..No. Grosvenor Dale.	20	7 15	11 30	5 03							
	6 03	6 02	1 45	8 12	57	.....Webster.....	16	7 02	11 18	4 50	7 45	7 20				
	6 13	6 15	1 57	8 26	58	..North Webster...	15	6 58	11 15	4 46		7 16					
	6 18	6 20	2 03	8 36	62	.....Oxford.....	11	6 47	11 03	4 34		7 06				
	6 30	6 32	2 15	8 48	64	...North Oxford...	9	6 40	10 57	4 28		7 00					
	6 45	6 50	2 30	9 05	69	.....Auburn.....	4	6 30	10 46	4 16		6 48				
					72	Worcester Junction.	1										
					73	..Worcester 3..	0	6 15	10 30	4 00	7 10	6 30					
A. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.					

Through Fare \$2 05. Way Fare about 3½ cents per mile.

- | | |
|--|---|
| <p>1 Connects with New London Northern Railway.
2 Crossing of the Hartford, Providence and Fishkill Railway.
3 Connects with Providence and Worcester Railway.</p> | <p>3 Connects with Worcester and Nashua Railway.
3 Connects with Fitchburg and Worcester Railway.
3 Connects with Boston and Albany Railway for Springfield, Albany and Boston.</p> |
|--|---|

STEAMERS.—The splendid Steamers "CITY OF NEW YORK," Capt. THOMAS G. JEWETT, and "CITY OF BOSTON," Capt. WILLIAM WILCOX, will leave Pier No. 39, North River (foot Vestry street), on alternate days (Sundays excepted), at 5 00 p.m., for New London, connecting with the Norwich and Worcester Railway (above) for Boston.

E. S. MARTIN, Agent.

58.

WORCESTER & NASHUA RAILWAY.

Trains Leave.

Dec. 16, 1867.

Trains Arrive.

Pass	Pass	Pass	Mis	STATIONS.				Mis	Pass	Pass	Pass
P. M.	A. M.	A. M.						A. M.	P. M.	P. M.	
4 20	11 15	6 30	0	...Worcester 1..	46	9 15	2 00	7 00			
4 42	11 40	6 55	9	...West Boylston...	37	8 50	1 38	6 38			
4 47	11 45	7 00	10	.....Oakdale.....	36	8 45	1 33	6 33		
4 52	11 50	7 07	12	..Sterling Junction 2..	34	8 40	1 28	6 28			
5 04	12 05	7 20	16	.....Clinton.....	30	8 28	1 13	6 16		
5 09	12 09	7 24	18	..South Lancaster..	28	8 24	1 09	6 13			
5 17	12 13	7 30	19	.....Lancaster.....	27	8 20	1 06	6 10		
5 30	12 27	7 42	23	.....Still River.....	23	8 10	12 55	6 00		
5 35	12 32	7 47	25	.....Harvard.....	21	8 05	12 50	5 55		
5 50	12 45	8 00	28	..Groton Junction 3..	18	8 00	12 45	5 50			
6 00	12 55	8 09	31	...Groton Center...	15	7 41	12 32	5 33			
6 12	1 07	8 20	36	.....Pepperell.....	10	7 30	12 22	5 21		
6 20	1 15	8 28	39	.....Hollis.....	7	7 22	12 13	5 12		
6 33	1 27	8 42	46	....Nashua 4....	0	7 10	12 00	5 00		
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	M	P. M.			

GENERAL OFFICERS.

F. H. KINNICUTT, President.
C. S. TURNER, General Supt.
G. S. WRIGHT, Gen. Ticket Agt,
Worcester, Mass.

CONNECTIONS.

- 1 Railways diverging from Worcester.
- 2 Junction of Fitchburg and Worcester Railway.
- 3 Connects with the Peterboro' and Shirley Railway.
- 4 Connects with Railways diverg'g.

HARTFORD, PROVIDENCE AND FISHKILL RAILWAY.

Operated by Trustees.

PROVIDENCE TO HARTFORD AND WATERBURY.

SAMUEL NOTT, General Superintendent. J. M. BELDEN, Secretary and General Ticket Agent, Hartford, Conn.
J. T. McMANUS, Assistant Superintendent.

Trains Leave.

April, 1868.

Trains Arrive.

Trains Leave.						STATIONS.	Trains Arrive.					
CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	MIS.	CLASS	CLASS	CLASS	CLASS	CLASS	
P. M.	P. M.	P. M.	A. M.	A. M.	MIS.		A. M.	A. M.	A. M.	P. M.	P. M.	
4 20	6 40	2 00	11 40	7 00	0	.. Providence 1...	123	8 45	10 15	6 30	6 10	1 30
4 31	6 50	2 10	11 50	7 09	4	..... Cranston	119	8 35	10 05	6 17	6 00	1 20
.....	.....	.....	.....	.....	7	..... Searls' Corner.....	116	.....	.....	.....	.....	.....
4 45	7 02	2 22	12 02	7 21	9	..... Natick.....	114	8 23	9 53	6 05	5 48	1 08
4 55	7 10	2 30	12 10	7 29	11	..... River Point.....	112	8 15	9 47	5 58	5 42	1 02
5 03	7 15	2 35	12 15	7 34	13	..... Quidnick.....	110	8 05	9 40	5 50	5 35	12 55
5 10	7 22	2 41	12 20	7 40	14	..... Washington.....	109	7 58	9 33	5 45	5 30	12 50
P. M.	7 29	2 47	P. M.	7 47	17	..... Nipmuc.....	106	7 47	9 25	A. M.	5 22	P. M.
	7 40	2 57		7 56	22	..... Summit.....	101	7 27	9 14		5 09	
	7 52	3 07		8 06	24	..... Greene.....	99	7 21	9 08		5 03	
	8 00	3 14		8 13	27	..... Oneco.....	96	7 11	8 58		4 53	
	8 05	3 19		8 17	29	..... Sterling.....	94	7 05	8 53		4 48	
	8 15	3 29		8 26	32	..... Moosup.....	91	6 55	8 43		4 39	
	8 23	3 39		8 33	35	..... Plainfield 2.....	88	6 45	8 33		4 30	
	P. M.	3 49		8 44	40	..... Canterbury	83	A. M.	8 22		4 15	
					42	..... Jewett City.....	81					
		4 02		8 56	46	..... Lovett's.....	77		8 10		4 02	
		4 08		9 02	48	..... Baltic.....	75		8 03		3 55	
		4 16		9 09	51	..... Waldo's.....	72		7 56		3 45	
A. M.		4 25	P. M.	9 18	55	..... South Windham.....	68		7 47	A. M.	3 35	P. M.
6 20		4 38	1 00	9 30	58	..... Willimantic 3.....	65	↑	7 37	11 50	3 25	7 55
6 40		5 00	1 27	9 52	67	..... Andover.....	56		7 16	11 20	2 55	7 33
7 03		5 16	1 45	10 05	73	..... Bolton.....	50		7 03	11 00	2 41	—
7 15		5 33	2 25	10 18	74	..... Vernon.....	49		6 52	10 40	2 28	7 05
7 25		5 45	2 40	10 28	81	..... Manchester.....	42		6 40	10 28	2 13	6 53
7 41		6 02	3 05	10 45	88	..... East Hartford.....	35		6 25	9 58	1 57	—
7 55	A. M.	6 18	3 22	11 00	arr	arr Hartford 4.. lve	33		6 10	9 40	1 40	6 20
10 15	7 00	6 40	4 00	12 00	90	lve				9 35	1 25	5 25
10 28	7 13	6 53	4 13	12 13	95	..... Newington.....	28			9 24	1 12	—
10 40	7 25	7 05	4 25	12 25	99	..... New Britain.....	24			9 14	1 00	5 00
10 55	7 40		4 43	12 37	104	..... Plainville 5.....	19			9 03	12 45	4 43
11 02	7 48		4 48		106	..... Forestville.....	17			8 57		4 35
11 15	8 00		5 02		108	..... Bristol.....	15			8 50		—
11 29			5 16		112	..... Terryville.....	11			8 37		—
.....			.....		118	..... Hoadley's.....	5			.....		—
12 02			5 50		123	.. Waterbury 6..	0			8 05		3 40
P. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]				A. M.	P. M.	P. M.

Through Fare, \$4 15. Way Fares, about 3½ cents per mile.

60. ROCKVILLE RAILWAY.

A. H. PUTNAM, Superintendent, Rockville, Conn.

Rockville to Vernon, Connecticut, 5 miles; fare, 25 cents. Trains leave Rockville for Providence at 6 45 a.m. and 1 55 p.m.; for Willimantic at 5 15 p.m.; for Hartford, at 6 45 and 10 15 a.m., 1 55 and 5 15 p.m.

Trains leave Hartford for Rockville at 6 15 a.m., 1 40, and 6 15 p.m.

Connects at Vernon with Main Line.

CONNECTIONS.

- 1 Connects with Railways diverging from Providence.
- 2 Connects with Norwich and Worcester Railway.
- 3 Connects with New London Northern Railway.
- 4 Connects with New Haven, Hartford and Springfield Railway.
- 4 Connects with steamers for New York, New Haven, and the various points on Long Island Sound.
- 5 Connects with Canal Railway Line.
- 6 Connects with Naugatuck Railway.

STANDARD OF TIME—Clock at Hartford Depot.

Connections by Stage are made at Willimantic for Eastford and Ashford; at Moosup for Brooklyn; at Riverpoint for Hope, Centerville and Crompton.

61.

HOUSATONIC RAILWAY.

JOHN Z. GOODRICH, President. CHAS. K. AVERILL, Secretary and Treas. A. L. HOPKINS, Gen. Superintendent.
THEOD. ENSIGN, Gen. Ticket Agent. HENRY C. COGSWELL, Gen. Freight Agent, Bridgeport, Ct.

Trains Leave.

Jan. 1, 1868.

Trains Arrive.

Pass			Ms.	STATIONS.	Mls.	Pass		
A. M.	P. M.	A. M.	ARRIVE]			[LEAVE	A. M.	P. M.
		5 35	10 30	0	110	2 20	8 25	
		6 03	10 55	10	100	1 53	7 55	
		6 15	11 07	15	95	1 39	7 41	
		6 27	11 19	19	91	1 26	7 29	
		6 41	11 34	23	87	1 12	7 16	
		6 56	11 50	29	81	12 56	6 56	
		7 12	12 07	35	75	12 40	6 34	
		7 29	12 24	42	68	12 24	6 16	
		7 47	12 41	48	62	12 07	5 56	
		8 08	1 00	57	53	11 46	5 33	
		8 24	1 15	61	49	11 34	5 19	
		8 41	1 31	67	43	11 15	5 00	
		8 58	1 47	73	37	10 59	4 44	
		9 05	1 53	75	35	10 51	4 36	
		9 17	2 04	79	31	10 41	4 26	
7 00	9 34	2 21	85	85	25	10 25	4 11	7 21
7 07	9 43	2 31	87	87	23	10 16	4 02	7 12
7 14	9 51	2 39	89	89	21	10 10	3 57	7 05
7 23	10 00	2 48	92	92	18	10 01	3 48	6 56
7 28	10 06	2 55	93	93	17	9 56	3 44	6 51
7 35	10 11	3 02	95	95	15	9 48	3 37	6 44
7 45	10 23	3 13	99	99	11	9 36	3 28	6 34
7 51	10 28	3 20	101	101	9	9 28	3 20	6 26
7 57	10 32	3 25	102	102	8	9 23	3 12	6 21
8 10	10 45	3 37	106	106	4	9 12	3 03	6 12
8 21	11 00	3 50	110	110	0	9 00	2 50	6 00

Van Deusenville for West Stockbridge and State Line.

Leaves Van Deusenville for West Stockbridge and State Line at 2 31 p. m.; arrive at 2 58 p. m. Leaves State Line at 8 15 a. m., arrive at Van Deusenville at 8 45 a. m.

1 Connects with New York and New Haven Railway. 2 Branch to West Stockbridge and State Line.
1 Connects with Naugatuck Railway. 3 Connects with Boston and Albany Railway.

62.

NAUGATUCK RAILWAY.

Trains Leave.

April 15, 1868.

Trains Arrive.

MXL.	Pass		Ms.	STATIONS.	Mls.	Pass		MXD.
	P. M.	A. M.				A. M.	P. M.	
	5 20	10 15	0	Bridgeport 1..	61	10 00	5 30	
	5 32	10 26	3	.....Stratford 2.....	58	9 50	5 18	
	5 39	10 33	4	.....Junction.....	57	9 44	5 13	
				.....Baldwins.....				
	6 05	11 00	13	.....Derby.....	48	9 17	4 46	
	6 14	11 09	15	.....Ansonia.....	46	9 09	4 37	
	6 26	11 21	19	.....Seymour.....	42	8 55	4 24	
	6 37	11 32	23	.....Beacon Falls....	38	8 44	4 13	
	6 49	11 44	26	....Naugatuck....	35	8 32	4 01	
	6 53	11 48	27	....Union City....	34	8 28	3 57	
	7 08	12 03	32	....Waterbury 3....	29	8 16	3 45	
	7 18	12 13	34	....Waterville.....	27	8 03	3 31	
				....R Bridge.....				
	7 40	12 35	41	....Plymouth.....	20	7 41	3 12	
				....Fluteville.....				
	7 57	12 52	46	....Camp's Mills....	15	7 25	2 55	
	8 05	1 00	49	....Litchfield.....	12	7 17	2 47	
	8 14	1 10	52	....Wolcottville....	9	7 08	2 38	
	8 31	1 27	57	....Burrville.....	4	6 52	2 22	
	8 44	1 40	61	....Winsted	0	6 40	2 10	

GENERAL OFFICERS.

WILLIAM D. BISHOP, President.
H. NICHOLS, Treasurer.
CHAS. WATERBURY, Gen. Supt.
W. A. WATERBURY,
Gen. Ticket Agent.
Bridgeport, Ct.

CONNECTIONS.

1 Connects with Housatonic Railway.
2 Connects with New York and New Haven Railway.
3 Connects with Hartford, Providence and Fishkill Railway.

Through Fare, \$2 05.

NEW YORK AND NEW HAVEN RAILWAY.

NEW YORK TO NEW HAVEN.

WILLIAM B. BISHOP, President, Bridgeport, Conn. J. T. SHELTON, Treasurer, Bridgeport, Conn. HENRY WHITE, Auditor, New Haven, Conn.
 JAMES H. HOYT, Gen. Supt., Stamford, Ct. J. MENDEL, Gen Ticket Agent. CHAS. ROCKWELL, Gen. Freight Agent, New York.
 E. S. QUINTARD, Assistant Supt., New Haven, Ct.

New York to New Haven.

May 25, 1868.

New Haven to New York.

New York to New Haven.												New Haven to New York.																								
Mail	Acc.	Acc.	Acc.	Exps	Acc.	Exps	Exps	Acc.	Exps	Acc.	Mis.	STATIONS.				Mis.	Mail	Acc.	Pass	Exps	Acc.	Exps	Exps	Acc.	Exps	Acc.	Acc.									
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	0	N. Y. City Hall.				76	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.														
8 00	6 30	5 30	4 40	4 30	3 45	3 00	12 15	11 30	8 00	7 00	2	27th St. and 4th Av. 1.	74	5 00	8 50	9 30	12 55	3 20	4 55	7 20	8 10	10 50	5 20	8 00	74	5 00	8 50	9 30	12 55	3 20	4 55	7 20	8 10	10 50	5 20	8 00
8 08	6 38	5 39	4 48	4 38	3 54	3 08	12 23	11 38	8 08	7 08	3	..... 42d street	73	4 55	8 41	9 22	12 47	3 12	4 48	7 14	8 04	10 42	5 14	7 52	73	4 55	8 41	9 22	12 47	3 12	4 48	7 14	8 04	10 42	5 14	7 52
---	7 09	6 10	5 19	---	4 25	---	---	12 09	---	7 39	14	Williams' Bridge 2.	62	---	8 10	---	---	2 41	---	---	7 34	---	4 44	7 22	62	---	8 10	---	---	2 41	---	---	7 34	---	4 44	7 22
---	7 17	6 17	5 26	---	4 32	---	---	12 16	---	7 46	17	.... Mount Vernon....	59	---	8 03	---	---	2 33	---	---	7 28	---	4 38	7 14	59	---	8 03	---	---	2 33	---	---	7 28	---	4 38	7 14
---	7 26	6 28	5 35	---	4 42	---	---	12 24	---	7 55	20	.... New Rochelle....	56	---	7 54	---	12 03	2 24	---	---	7 20	---	4 29	7 06	56	---	7 54	---	12 03	2 24	---	---	7 20	---	4 29	7 06
---	7 36	6 38	5 45	---	4 52	---	---	12 34	---	8 04	24	.... Mamaroneck	52	---	7 45	---	---	2 14	---	---	7 11	---	4 20	6 57	52	---	7 45	---	---	2 14	---	---	7 11	---	4 20	6 57
---	7 45	6 48	5 55	---	5 02	---	---	12 44	---	8 13	27	..... Rye	49	---	7 35	---	---	2 04	---	---	7 02	---	4 11	6 48	49	---	7 35	---	---	2 04	---	---	7 02	---	4 11	6 48
---	7 50	6 53	6 00	---	5 07	---	---	12 49	---	8 17	29	.... Port Chester....	47	Monday	7 30	---	11 46	1 59	---	---	6 57	---	4 06	6 43	47	Monday	7 30	---	11 46	1 59	---	---	6 57	---	4 06	6 43
---	7 57	7 01	6 07	---	5 15	---	---	12 56	---	8 24	32	.... Greenwich	44	excepted.	7 22	---	---	1 51	---	---	6 50	---	3 59	6 36	44	excepted.	7 22	---	---	1 51	---	---	6 50	---	3 59	6 36
---	8 02	7 07	6 13	---	5 21	---	---	1 01	---	8 29	33	.... Cos Cob Bridge...	43	---	7 16	---	---	---	---	---	6 45	---	3 55	6 31	43	---	7 16	---	---	---	---	---	6 45	---	3 55	6 31
9 30	8 10	7 17	6 22	5 52	5 32	4 22	1 41	1 11	9 26	8 39	37	..... Stamford	39	3 30	7 07	8 06	11 30	1 38	3 32	6 00	6 37	9 26	3 46	6 21	39	3 30	7 07	8 06	11 30	1 38	3 32	6 00	6 37	9 26	3 46	6 21
---	---	7 26	---	6 01	---	---	---	1 20	---	---	---	..... Noroton.....	---	---	6 56	---	---	---	---	---	---	3 37	6 12	---	---	6 56	---	---	---	---	---	---	---	3 37	6 12	
---	---	7 29	---	6 04	5 44	---	---	1 23	---	8 50	41	..... Darien	35	---	6 53	7 54	---	1 26	---	---	6 25	---	3 34	6 09	35	---	6 53	7 54	---	1 26	---	---	6 25	---	3 34	6 09
9 49	---	7 37	---	6 12	5 52	4 40	1 59	1 31	9 44	8 58	45	.... Norwalk 3.....	31	3 20	6 45	7 46	11 10	1 18	3 12	5 39	6 17	9 07	3 25	6 00	31	3 20	6 45	7 46	11 10	1 18	3 12	5 39	6 17	9 07	3 25	6 00
---	---	---	---	6 21	6 01	---	---	1 40	---	9 08	48	..... Westport	28	---	6 37	7 37	11 02	1 09	---	---	6 08	---	---	---	28	---	6 37	7 37	11 02	1 09	---	---	6 08	---	---	---
---	---	---	---	6 31	6 11	---	---	1 50	---	9 18	52	..... Southport	24	---	6 27	7 26	10 52	12 59	---	---	5 58	---	---	---	24	---	6 27	7 26	10 52	12 59	---	---	5 58	---	---	---
---	---	---	---	6 36	6 16	---	---	1 55	---	9 23	54	..... Fairfield	22	---	6 22	7 21	10 47	12 54	---	---	5 53	---	---	---	22	---	6 22	7 21	10 47	12 54	---	---	5 53	---	---	---
10 33	---	---	---	6 50	6 30	5 13	2 32	2 09	10 15	9 37	59	.... Bridgeport 4.....	17	2 50	6 08	7 08	10 34	12 40	2 40	5 05	5 40	8 35	---	---	17	2 50	6 08	7 08	10 34	12 40	2 40	5 05	5 40	8 35	---	---
---	---	---	---	6 58	6 40	---	---	2 17	---	9 45	62	..... Stratford	14	---	6 00	7 00	10 26	12 31	---	---	5 32	---	---	---	14	---	6 00	7 00	10 26	12 31	---	---	5 32	---	---	---
---	---	---	---	---	---	---	---	---	---	9 52	64	..... Naugatuck Junc'n 5.	12	---	---	---	10 21	---	---	---	5 27	---	---	---	12	---	---	---	10 21	---	---	---	5 27	---	---	---
---	---	---	---	7 10	6 52	---	---	2 29	---	10 00	67	..... Milford	9	---	5 48	6 49	10 14	12 19	---	---	5 19	---	---	---	9	---	5 48	6 49	10 14	12 19	---	---	5 19	---	---	---
11 10	---	---	---	7 30	7 12	5 50	3 10	2 50	10 50	10 20	76	.. New Haven 6..	0	2 15	5 30	6 30	9 55	12 00	2 05	4 30	5 00	8 00	---	---	0	2 15	5 30	6 30	9 55	12 00	2 05	4 30	5 00	8 00	---	---
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.																

Through fare, \$2 25. Way fare, about 3 cents per mile. — (A discount of 5 cents where tickets are purchased at the Office.)

Passengers take city cars opposite Astor House 30 minutes earlier than time given above for leaving 27th street.

For Montreal.—The 12 15 p.m. train from 27th Street, as given above, makes direct connection for Montreal arriving at 9 20 a.m. next day.
Norwalk Special Trains leave New York for Norwalk 9 00 a. m. and 5 30 p. m. Returning leave Norwalk at 6 00 a.m. and 3 25 p. m.
Stamford Special Train leaves 27th Street for Stamford at 2 15, 4 40 and 6 30 p. m. Returning, leaves Stamford at 5 00 and 8 15 a. m.
A Special Train leaves Norwalk for New Haven at 7 40 p.m. arriving at New Haven at 8 55 p.m. Leaves New Haven for Norwalk and intermediate stations at 6 10 p.m., arriving at Norwalk at 7 20 p.m.

CONNECTIONS OF NEW YORK AND NEW HAVEN RAILWAY.

- | | | |
|--|---|---|
| <p>1 Connects with Railways diverging from New York for all parts of the country.</p> <p>1 Connects with the various lines of steamers running out of New York.</p> <p>2 N. Y. and N. H. Railway diverges from New</p> | <p>York and Harlem Railway.</p> <p>3 Junction of Danbury and Norwalk Railway.</p> <p>4 Junction of Housatonic Railway.</p> <p>5 Junction of Naugatuck Railway.</p> <p>6 Connects with New Haven, New London and</p> | <p>Stonington Railway.</p> <p>6 Connects with New Haven, Hartford and Springfield Railway.</p> <p>6 Connects with Canal Railway for Granby, there connecting with New Hav. & North Hampton.</p> |
|--|---|---|

67. NEW HAVEN, HARTFORD AND SPRINGFIELD RAILWAY.

CHARLES F. POND, President. S. P. CONNER, Secretary. E. M. REED, Gen. Supt., Hartford, Ct.

May 25, 1868.

Springfield to New Haven.

LEAVE	Mls	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston.....						8 30					2 30	8 30
Springfield 1.....	0		7 00	10 40	12 00	2 20	5 10	6 00	8 30	12 00	10 25	
Longmeadow.....	4		7 09	10 49	—	2 29	5 19	—	8 39	—	10 32	
Thompsonville.....	9		7 18	10 58	—	2 38	5 27	—	8 48	—	10 39	
Warehousepoint.....	13		7 29	11 09	—	2 49	5 37	—	8 59	—	10 45	
Windsor Locks.....	14		7 36	11 15	—	2 56	5 44	—	9 06	—	10 51	
Windsor.....	20		7 50	11 29	—	3 10	5 57	—	9 20	—	11 03	
Hartford 2.....	26		8 10	11 45	12 50	3 30	6 12	6 50	9 40	12 58	11 19	
Newington.....	31		8 23	—	—	3 42	—	—	9 52	—	11 28	
Berlin Junction 3.....	36		8 35	—	1 12	3 54	—	7 11	10 04	—	11 37	
Meriden.....	44	5 40	8 55	—	1 30	4 15	—	7 29	10 24	1 35	11 54	
Yalesville.....	47	5 47	9 02	—	—	4 21	—	—	10 30	—	11 59	
Wallingford.....	50	5 55	9 10	—	—	4 29	—	—	10 38	—	12 04	
North Haven.....	56	6 08	9 23	—	—	4 41	—	—	10 50	—	12 15	
New Haven 4.....	62	6 45	10 00	—	2 25	5 20	—	8 20	11 08	2 30	12 38	
New York.....	138		12 45	—	4 55	8 10	—	10 50	—	—	5 00	
ARRIVE		A. M.	P. M.	A. M.	P. M.	A. M.	A. M.					

Sunday Mail Train.

New Haven to Springfield.

LEAVE	Mls	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
New York.....				8 00		12 15	3 00				5 00
New Haven.....	0		8 00	11 00	—	3 20	6 00	6 20	8 15	11 20	7 55
North Haven.....	6		8 16	—	—	3 35	—	6 36	8 31	—	8 08
Wallingford.....	12		8 29	—	—	3 49	—	6 50	8 47	—	8 18
Yalesville.....	15		8 37	—	—	3 56	—	7 07	8 53	—	8 23
Meriden.....	18		8 47	11 37	—	4 07	6 37	—	9 02	11 57	8 30
Berlin Junction.....	25		9 04	11 57	—	4 25	6 54	—	9 19	—	8 43
Newington.....	31		9 13	—	—	4 35	—	—	9 30	—	8 57
Hartford.....	36	6 00	9 31	12 23	2 00	4 53	7 19	—	9 48	12 40	9 12
Windsor.....	42	6 16	9 46	—	2 16	5 08	—	—	10 02	—	9 25
Windsor Locks.....	43	6 29	9 58	—	2 30	5 20	—	—	10 14	—	9 35
Warehousepoint.....	50	6 34	10 04	—	2 36	5 27	—	—	10 21	—	9 40
Thompsonville.....	53	6 46	10 15	—	2 48	5 37	—	—	10 32	—	9 46
Longmeadow.....	58	6 57	10 25	—	2 00	5 47	—	—	10 41	—	9 54
Springfield.....	62	7 08	10 35	1 10	3 10	5 57	8 05	—	10 51	1 40	10 02
Boston.....	160		3 45	5 05	—	—	11 50	—	—	—	6 00
ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.

Sunday Mail Train.

1. Middletown Branch.—Leave Middletown for N. Britain and Berlin at 8 00 and 11 20 a.m., 12 40, 3 20 and 6 20 p.m. Leave Berlin for New Britain and Middletown at 9 05 and 11 58 a.m., 1 12, 4 27 and 7 12 p.m. Distance, 10 miles.

1 Connects with Boston & Albany Railway.

1 Connects with Connecticut River Railway.

2 Crossing of Hartford, Prov. and Fishkill Railway.

2 Steamers—New Haven, New York, etc.

3 Junction of Middletown Branch Railway. *above.*

4 Connect with Railways diverging.

68. DANBURY AND NORWALK RAILWAY.

Trains Leave.

June 1, 1868.

Trains Arrive.

Pass	Mxd	Pass	Mls	STATIONS.	Pass	Pass	Mxd	
P. M.	A. M.	A. M.			A. M.	P. M.	P. M.	
6 20	2 00	9 00	0	S. Norwalk 1.	7 40	1 15	5 30	
6 25	2 06	9 06	1	Norwalk.....	7 34	1 05	5 24	
6 31	—	9 12	3	Winnipauk....	7 27	—	5 16	
6 38	—	—	5	Kent.....	7 21	—	—	
6 46	2 28	9 30	7	Wilton.....	7 15	12 45	5 02	
—	—	—	8	Cannon's.....	—	—	—	
6 57	2 40	9 42	11	Georgetown....	7 05	12 35	4 50	
7 02	2 46	9 47	12	Ridgefield....	7 00	12 30	4 45	
—	—	—	15	Sanford's.....	—	—	—	
7 14	—	10 00	17	Reading.....	6 46	—	4 31	
7 23	3 05	10 10	20	Bethel.....	6 38	12 08	4 23	
7 32	3 15	10 20	23	Danbury.....	6 30	12 00	4 15	
P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	NOON	P. M.

GENERAL OFFICERS.

EDWIN LOCKWOOD, President.
Norwalk, Ct.
H. WILLIAMS, Secretary,
Treasurer, and
Gen. Ticket Agent.
JOHN W. BACON, Supt.,
Danbury, Ct.

CONNECTIONS.

1 N. Y. & New Haven R. R.
Stages to and from Ridgefield
Village connect at Ridge-
field station.

69.

NEW YORK AND BOSTON EXPRESS LINE.

LAND ROUTE.

Boston and Albany Railway.—CHARLES O. RUSSELL, Gen. Superintendent, Springfield, Mass.
New Haven, Hartford and Springfield Railway.—E. M. REED, Gen. Superintendent, Hartford, Conn.
New York & New Haven Railway.—JAS. H. HOYT, Gen. Supt., New York.

Trains Leave.				Dec. 2, 1868.				Trains Arrive.					
		P. M.	P. M.	P. M.	A. M.	Mls.	STATIONS.	Mls.	P. M.	P. M.	A. M.	A. M.	
		6 30	8 30	2 30	8 30	0	.....Boston	236	5 05	11 50	6 00	1 35	
		7 15	9 13	3 15	9 15	21	.... Framingham....	215	4 21	11 31	5 10	12 48	
		8 00	10 00	4 00	10 00	45	arr } Worcester { lve		3 40	10 50	4 15	12 00	
		8 00	10 00	4 00	10 05	45	lve } .. West Brookfield... { arr	191	3 35	10 45	4 15	11 45	
		9 03	11 02	4 53	11 05	69	..... Palmer.....	167	2 43	9 53	3 07	11 02	
		9 20	11 30	5 18	11 30	83	..... Hartford.....	153	2 14	9 24	2 39	10 36	
	Sunday Mail	10 00	12 00	5 45	11 55	98	arr } Springfield { lve		1 45	8 55	2 10	10 10	
		12 00	6 00	12 00			lve } .. Berlin..... { arr	138	1 30	8 19	1 44		
			12 55	6 50	12 50	124	..... Meriden.....	112	12 15	7 30	12 40		
				7 11	1 12	134	..... New Haven... { lve	102	11 50	7 05			
			1 35	7 29	1 30	142	lve } .. Bridgeport..... { arr	94	11 30	6 36	11 57		
		12 15	2 15	8 00	2 05	160	..... Stamford.....	76	10 55	6 05	11 15	7 50	
			2 15	8 00	2 05	177	..... Norwalk.....	59	10 50	6 00	11 10	7 45	
			2 50	8 35	2 40	192	..... New York { .42d Street..	44	10 15	5 20	10 33		
			3 20	9 07	3 12	199	York { ..27th St....	37	9 42	4 44	9 49		
			3 39	9 25	3 32	233	ARRIVE] [LEAVE	0	9 24	4 26	9 30	6 24	
		3 02	4 54	10 42	4 47	236		3	8 08	3 10	8 08	5 07	
		3 10	5 00	10 50	4 55	236		0	8 00	3 00	8 00	5 00	
		A. M.	A. M.	P. M.	P. M.				A. M.	P. M.	P. M.	P. M.	

Through Fare, Six Dollars.

70. NEW HAVEN, NEW LONDON & STONINGTON RAILWAY.

SHORE LINE.

S. H. SCRANTON, Pres. and Supt. S. B. CHITTENDEN, Vice-Pres., N. Y. WM. T. BARTLETT, Treasurer and Sec
 * S. G. JOHNSON, Gen. Ticket Agent. J. J. KELLOGG, Gen. Freight Agent, New Haven, Conn.
 General Officers--New Haven, Conn.

Trains Leave.				Jan. 1, 1868.				Trains Arrive.						
Mail	Mail	Exs.	Exs.	Mail.	Mxd.	Mls.	STATIONS.	Mls.	Exs.	Acc.	Exs.	Mail.	Mail	Mail.
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
	8 00	3 00	12 15	8 00		0	.....New York	126	12 45	4 55	7 20	10 45	5 00	
7 50	11 15	6 05	3 15	10 55	6 40	76	.. New Haven 1..	50	9 25	1 35	4 25	7 35	2 00	12 15
		6 13			6 50	2	..... Fair Haven.....	48	9 15	1 27		7 27		
		6 30		11 14	7 10	8	..... Branford.....	42	9 00	1 14		7 12		
		6 40		11 22	7 22	11	..... Stony Creek.....	39	8 47	1 05		7 03		
		6 52	3 50	11 33	7 40	16	..... Guilford.....	34	8 34	12 54	3 50	6 52		
		7 03		11 43	7 54	20	..... Madison.....	30	8 20	12 43		6 40		
		7 13		11 52	8 07	23	..... Clinton.....	27	8 07	12 33		6 31		
		7 25		12 02	8 25	28	..... Westbrook.....	22	7 53	12 22		6 20		
		7 35		12 12	8 38	31	..... Saybrook.....	19	7 41	12 12		6 10		
	12 50	7 42		12 17	8 45	33	.. Connecticut River..	17	7 35	12 05		6 05	12 50	
9 15	1 00	7 55	4 30	12 27	9 05	34	..... Lyme.....	16	7 25	11 55	3 05	5 55	12 40	10 50
		8 07			9 18	38	..... South Lyme.....	12	7 10	11 42		5 42		
		8 15		12 45	9 30	43	..... East Lyme.....	7	7 00	11 34		5 34		
		8 25			9 40	47	..... Waterford.....	3	6 49	11 24		5 24		
9 50	1 30	8 35	5 00	1 00	9 50	50	.. New London 2..	105	6 40	11 15	2 35	5 15	12 10	10 15
	4 20		7 33	4 10		112	..... Providence.....	43		7 10	12 35	10 00		
	6 00		9 00	6 05		155	..... Boston.....	0			11 10	8 30		
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE] [LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

STEAMERS.—The first-class Steamer *Continental* leaves Pier 25, East River, daily at 3 15 p. m., and *Elm City* leaves at 11 00 p. m., (Sundays excepted,) arriving in time for all morning trains. Returning, leave at 11 00 p. m.

1 Con. with New York and New Haven Railway.
 1 Junction of New Haven, Hartford and Springfield Railway.

1 Junction of Canal Railway Line.
 2 Connects with New London Northern Railway.
 2 Connects with Stonington and Providence Railway.

NEW YORK AND HARLEM RAILWAY.

NEW YORK TO ALBANY.

C. VANDERBILT, President. Wm. H. VANDERBILT, Vice-President. I. C. BUCKHOUT, Chief Eng. and Gen. Supt.
 O. PINCKNEY, General Freight Agent. W. J. VAN ARSDALE, General Ticket Agent.
 General Officers—New York City.

Trains Leave.

May 11, 1868.

Trains Arrive.

Trains Leave		Trains Arrive		STATIONS.									
Acc.	Exps	Acc.	Exps	Mail	Mis.	Acc.	Mail	Exps	Exps	Acc.			
P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	P. M.	P. M.	P. M.			
5 45	4 35	3 50	11 00	8 15	0	157	8 35	9 05	12 45	6 20	10 35		
5 55	4 45	4 00	11 10	8 25	¼	156	8 25	8 57	12 36	6 13	10 24		
6 26	—	—	—	9 11	11	146	7 39	8 26	—	5 33	—		
6 34	—	—	11 46	9 20	14	143	7 30	—	—	5 23	—		
6 41	—	4 49	—	9 27	16	141	7 23	—	—	5 16	—		
6 44	—	—	—	9 30	17	140	7 20	—	—	5 13	—		
6 52	—	4 59	—	9 38	20	137	7 12	—	—	5 05	—		
6 57	—	—	—	9 43	21	136	7 07	—	—	5 00	—		
7 03	5 43	5 09	12 06	9 50	23	134	7 00	8 00	11 45	4 53	9 33		
7 11	—	5 17	—	9 58	26	131	6 50	7 52	—	4 45	—		
7 19	—	5 26	—	10 08	29	128	6 42	7 42	11 32	4 37	—		
7 26	—	5 32	—	10 15	31	126	6 36	7 36	—	4 31	—		
7 32	—	5 38	—	10 21	33	124	6 30	7 30	11 23	4 25	—		
7 40	6 13	5 48	—	10 33	38	119	6 20	7 18	11 14	4 15	—		
—	—	5 55	12 41	10 41	40	117	—	7 12	—	4 08	8 59		
—	6 24	6 03	—	10 48	43	114	—	7 03	11 02	4 00	—		
—	—	6 10	—	10 56	45	112	—	6 57	10 56	3 54	—		
—	—	6 16	12 55	11 03	47	110	—	6 51	—	3 48	—		
—	6 40	6 24	1 02	11 11	49	108	—	6 46	10 48	3 42	8 39		
—	6 51	6 35	1 12	11 23	53	104	—	6 33	10 37	3 27	8 28		
—	—	6 42	—	11 30	56	101	—	6 25	—	3 17	8 21		
—	—	6 51	—	11 38	59	98	—	6 16	—	3 09	—		
—	—	6 58	—	11 45	61	96	—	6 08	—	3 03	—		
—	7 27	7 05	1 46	12 00	65	92	—	6 00	10 03	2 55	8 02		
—	7 40	—	—	12 15	71	86	—	—	—	2 30	7 40		
—	7 55	—	2 13	12 31	78	79	—	—	9 36	2 13	7 24		
—	—	—	—	12 40	82	75	—	—	—	1 59	—		
—	8 14	—	2 29	12 50	86	71	—	—	9 19	1 50	7 07		
—	—	—	—	12 57	88	69	—	—	—	1 43	—		
—	8 33	—	2 48	1 10	93	64	—	—	9 01	1 30	6 48		
—	—	—	—	1 30	100	57	—	—	—	1 08	—		
—	—	—	3 14	1 42	106	51	—	—	—	12 54	—		
—	9 11	—	3 23	1 53	110	47	—	—	8 24	12 42	6 12		
—	—	—	—	2 00	112	45	—	—	—	12 33	—		
—	—	—	—	2 10	116	41	—	—	—	12 23	—		
—	—	—	—	2 18	120	37	—	—	—	12 13	—		
—	—	—	—	33	126	31	—	—	—	11 57	5 35		
—	9 50	—	4 00	2 40	128	29	—	—	7 40	11 50	5 30		
—	10 40	—	4 50	—	151	6	—	—	6 50	—	4 40		
—	10 50	—	5 00	—	152	5	—	—	6 40	—	4 30		
—	11 00	—	5 10	—	157	0	—	—	6 30	—	4 20		
P. M.	P. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.

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

CONNECTIONS OF NEW YORK AND HARLEM RAILWAY.

- | | |
|--|--|
| <p>* Passengers take city cars at Astor House 30 minutes earlier than time given above for leaving 26th street</p> <p>Connects with Railways diverging from New York.</p> <p>1 Connects with Local and Foreign Steamers.</p> <p>2 New York and New Haven Railway diverges.</p> <p>3 Junction of Boston and Albany Railway for Springfield, Wooster, Boston, and all points East.</p> <p>3 Junction of the Hudson and Boston Railway.</p> | <p>4 Connects with New York Central Railway for all points West and South West.</p> <p>4 Connects with Hudson River Railway.</p> <p>4 Connects with Rensselaer and Saratoga Railway.</p> <p>4 Connects with Albany and Susquehannah Railway.</p> <p>4 Connects with Boston and Albany Railway.</p> <p>5 Connects with Troy and Boston Railway.</p> <p>5 Connects with Rensselaer and Saratoga Railway.</p> <p>5 Steamboats—New York and river ports.</p> |
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71.

NEW YORK AND HARLEM RAILWAY.

LOCAL TRAINS.

Trains Leave.							Nov. 25, 1867.	Trains Arrive.								
Pass	Pass	Pass	Pass	Pass	Pass	Pass	Mls.	STATIONS.	Mls.	Pass						
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
*8 30	*6 40	6 00	5 00	2 30	10 00	6 30	0	.. 26th Street..	23½	7 35	8 35	9 25	11 00	1 50	6 05	8 10
8 30	6 50	6 10	5 10	2 40	10 10	6 40	¼	.... 42d Street....	22½	7 25	8 25	9 13	10 50	1 40	5 54	7 59
8 40	7 05	6 25	5 25	2 55	10 25	6 55	5	..... Harlem.....	19½	7 10	8 10	8 58	10 36	1 25	5 39	7 44
8 55	7 10	6 30	5 30	3 00	10 30	7 00	5½	.... Mott Haven....	18½	7 05	8 05	8 53	10 31	1 20	5 35	7 41
9 00	7 15	6 35	5 35	3 05	10 34	6 04	6½	..... Melrose.....	16½	7 00	8 00	8 49	10 26	1 15	5 30	7 36
9 05	7 19	6 39	5 39	3 09	10 37	7 07	7½	.... Morrisania....	16	6 56	7 56	8 44	10 23	1 11	5 26	7 32
9 09	7 21	—	—	—	—	7 09	—	Central Morrisania.	—	6 53	7 53	—	—	—	—	7 29
9 12	7 24	6 42	5 44	3 14	10 41	7 12	8½	..... Tremont.....	14½	6 51	7 51	8 39	10 18	1 06	5 21	7 27
9 15	7 29	6 49	5 49	3 19	10 45	7 16	9½	..... Fordham.....	13½	6 46	7 46	8 34	10 13	1 01	5 16	7 22
9 20	7 36	6 56	5 56	3 26	10 50	7 21	11½	.. William's Bridge..	12	6 39	7 39	8 26	10 07	12 54	5 09	7 15
9 27	7 40	—	6 00	3 30	10 53	7 25	12½	.... Wood Lawn....	10½	6 34	7 34	8 17	10 02	12 50	5 05	—
—	7 45	—	6 05	3 35	10 57	7 30	14	.. West Mt. Vernon..	9½	6 30	7 30	8 14	9 58	12 45	4 01	—
—	7 52	—	6 12	3 42	11 04	7 36	16	..... Bronxville....	7½	6 23	7 23	8 07	9 51	12 38	4 54	—
—	7 55	—	6 15	3 45	11 07	7 40	16½	..... Tuckahoe....	6½	6 20	7 20	8 04	9 48	12 34	4 50	—
—	8 03	—	6 23	3 53	11 15	7 48	19½	..... Scarsdale....	3½	6 12	7 12	7 56	9 41	12 27	4 42	—
—	8 08	—	6 28	3 58	11 21	7 53	21½	... Hart's Corners...	2	6 07	7 07	7 51	9 36	12 22	4 37	—
—	8 15	—	6 35	4 05	11 26	8 00	23½	White Plains.	0	6 00	7 00	7 45	9 30	12 15	4 30	—
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

* The 6 40 p.m. train for White Plains will leave New York Wednesdays at 11 30 p.m., stopping at all stations. The 8 30 p.m., William's Bridge train, will leave Wednesdays at 6 40 p.m.

72.

HUDSON RIVER RAILWAY.

LOCAL TRAINS.

Yonkers—Leave 30th Street at 5 15 and 11 30 p. m., arriving in Yonkers at 6 00 p. m. and 12 15 a.m. Leave Yonkers at 8 00 a. m. and 6 30 p. m., arriving at 30th Street, New York, at 8 40 a. m. and 7 15 p. m. Stops at all stations.

Tarrytown—Leave 30th Street at 4 30 p.m., arriving at Tarrytown at 5 45. Leave Tarrytown at 9 45 a.m., arriving at 30th Street at 11 00 a.m.

Peekskill—Leave 30th Street at 4 15 and 7 00 p.m., arriving in Peekskill at 5 55 and 8 45 p.m. Leave Peekskill at 6 30 and 2 20 p.m. arrive at 30th Street at 8 15 a.m. and 4 10 p.m.

Sing Sing—Leave 30th Street at 7 00 a.m. and 5 50 p.m., arrive at 8 24 a.m. and 7 20 p.m. Leave Sing Sing at 6 20 and 7 45 a.m. and 2 45 p.m.

SUNDAY TRAINS.

The Chicago express leaves Troy for New York at 9 45 a.m., stopping at principal stations, and arrives at 30th Street at 3 30 p. m.

The 6 30 p.m. train from 30th Street, and the 5 15 p. m. from East Albany, are run daily. The 1 45 a.m. train from Albany, runs daily, Mondays excepted. All others daily, Sundays excepted.

Through Fare, \$3 25. Way Fare, about 2½ cents per mile.

CONNECTIONS OF HUDSON RIVER RAILWAY.

- | | |
|--|--|
| <ul style="list-style-type: none"> 1 Railways diverging from New York. 2 Connects with Ferry to Piermont (Erie Railway terminus.) 3 Connects with Ferry to Nyack, opposite. 4 Connects with Ferry to West Point, opposite. 5 Connects with Ferry to Newburg (terminus of Newburg Branch of Erie Railway). | <ul style="list-style-type: none"> 6 Connects with Hudson and Boston Railway. 7 Connects with New York Central Railway. 7 Junction of New York and Harlem Railway. 7 Connects with Albany and Susquehanna Railway. 7 Connects with Albany and Boston Railway. 8 Connects with Troy and Boston Railway. 8 Connects with Rensselaer and Saratoga Railway. |
|--|--|

ALBANY AND TROY LOCAL TRAINS.

<table border="0" style="width: 100%;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">A.M.</td> <td style="width: 10%;">A.M.</td> <td style="width: 10%;">P.M.</td> </tr> <tr> <td>Leave Albany..</td> <td>7 25</td> <td>10 20</td> <td>12 10</td> <td>2 45</td> <td>4 00</td> <td>5 30</td> <td>6 10</td> </tr> <tr> <td>Arrive Troy....</td> <td>8 00</td> <td>10 55</td> <td>12 45</td> <td>3 20</td> <td>4 35</td> <td>6 50</td> <td>6 45</td> </tr> </table>		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	Leave Albany..	7 25	10 20	12 10	2 45	4 00	5 30	6 10	Arrive Troy....	8 00	10 55	12 45	3 20	4 35	6 50	6 45	<table border="0" style="width: 100%;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">A.M.</td> <td style="width: 10%;">A.M.</td> <td style="width: 10%;">A.M.</td> <td style="width: 10%;">P.M.</td> <td style="width: 10%;">P.M.</td> <td style="width: 10%;">P.M.</td> <td style="width: 10%;">P.M.</td> </tr> <tr> <td>Leave Troy....</td> <td>6 10</td> <td>9 25</td> <td>11 20</td> <td>1 45</td> <td>3 10</td> <td>4 20</td> <td>5 10</td> </tr> <tr> <td>Arrive Albany.</td> <td>6 45</td> <td>10 00</td> <td>11 55</td> <td>2 20</td> <td>3 45</td> <td>4 55</td> <td>5 55</td> </tr> </table>		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Leave Troy....	6 10	9 25	11 20	1 45	3 10	4 20	5 10	Arrive Albany.	6 45	10 00	11 55	2 20	3 45	4 55	5 55
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.																																										
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7 30	10 00	3 30	5 45	5 10	12 25	6 30	2 00	148	lv...Syracuse 6..ar	150	10 20	2 25	8 00	1 00	4 10	11 30	P. M.	6 45
A. M.	P. M.		4 15					157	.....Warner's.....	141						10 45	P. M.	
8 20	11 15		4 50		5 53		2 40	165	.....Jordan.....	133		1 40				10 10		5 58
8 40	11 50		5 25	6 40		1 25	7 20	3 00	....Port Byron....	126	9 30	1 15	7 10	12 10	3 20	9 35		5 35
9 00	12 25		6 00					179	....Savannah....	118						8 35		5 15
9 15	12 55		6 25		6 43			3 35	.....Clyde.....	112		12 43				8 10		5 00
9 35	1 25		7 00	7 20				3 50	.....Lyon's.....	105		12 25				7 40		4 40
9 50	1 50		7 25		7 13			4 02	.....Newark.....	99		12 12				7 15		4 25
10 10	2 45		8 30	7 50		2 40	8 25	4 25	.....Palmyra.....	92	8 25	11 55	6 00	11 00	2 20	6 40		4 05
10 25	3 10		8 55					210	.....Macedon.....	88						6 20		3 48
10 45	3 45		9 35		8 00			4 55	.....Fairport.....	79		11 22				5 40		3 28
11 15	4 30	10 30	8 40	8 25	3 30	9 10	5 20	229	ar } Rochester 7 { lv	69	7 40	11 00	5 10	10 15	1 35	5 00	6 30	3 00
12 10	7 20		9 00		3 40	9 30	5 30	239	lv } { ar	59	7 20	10 50	5 00	10 05	1 30		P. M.	
12 43	7 45		9 25					5 58	.....Chili.....	54		10 20						5 58
12 55	7 55							6 08	...Churchville...	54		10 07						5 46
1 05	8 03							6 17	.....Bergen.....	51		9 57						5 37
1 25	8 20							6 35	.....Byron.....	44		9 37						5 20
1 50	8 45		10 15		5 00	10 40	7 00	261	.....Batavia 8.....	37	6 10	9 15	3 45	8 50	12 25			4 55
2 25	9 20							7 27	.....Corfu.....	26		8 52						4 25
2 37	9 32							278	.....Alden.....	20								4 13
3 07	10 00						8 00	288	.....Lancaster.....	10		8 25						3 47
3 40	10 35		11 30		6 20	12 00	8 30	298	....Buffalo 9....	0	5 00	8 00	2 35	7 40	11 20			3 15
4 00	10 00		12 00		6 50	12 35	9 15	303	Niagara Falls		4 30	7 00	2 05	7 10				
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	night	P. M.	ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.

1. BATAVIA AND ATTICA BRANCH.

Leave Batavia	A. M.	P. M.	P. M.	Leave Attica	A. M.	P. M.	P. M.
" Alexander	9 05	2 20	6 10	" Alexander	8 00	1 00	5 10
Arrive Attica	9 20	2 40	6 30	Arrive Batavia	8 10	1 10	5 20
	9 30	2 50	6 40		8 30	1 30	5 40

Through Fare, Albany to Buffalo, Niagara Falls, and Suspension Bridge, \$6 00. Way Fares, 2 cents per mile.

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

CONNECTIONS OF MAIN LINE—NEW YORK CENTRAL RAILWAY.

- | | | |
|--|--|--|
| 1 Connects with the Troy and Boston Railway, for Eagle Bridge, Hoosick Falls and North Adams. | 3 Junction of Saratoga and Schenectady Division Rensselaer and Saratoga Railway. | 7 Connects with Rochester and Lake Ontario Division, for Charlotte, there connecting with steamers for all points on Lake Ontario and St. Lawrence River. |
| 1 Connects with Rensselaer and Saratoga Railway, for Saratoga, Fort Edward, Castleton and Rutland. | 4 Junction of Utica and Black River Railway, for Trenton Falls, Boonville and Lyon's Falls. | 8 Crossing Canandaigua, Batavia and Tonawanda Division. |
| 2 Connects with Hudson River Railway, for New York City and all points on the Hudson River. | 5 Junction of Rome, Watertown and Ogdensburg and Oswego and Rome Railways, for Camden, Richland, Oswego, Pierrepont Manor, Cape Vincent, Watertown, Ogdensburg and Potsdam Junction. | 8 Junction of Batavia and Attica Branch. |
| Connects with New York and Harlem Railway, for New York City. | 6 Junction of Oswego and Syracuse Railway for Oswego, there connecting with steamboats to ports on Lake Ontario and the St. Lawrence River. | 8 Connects with Buffalo Division of Erie Railway. |
| 2 Connects with Albany and Susquehanna Railway, for Harpersville. | 6 Junction of Syracuse, Binghamton and New York Railway | 9 Connects with Buffalo and Erie Railway, for Dunkirk and Erie, there connecting with Lake Shore Railway Line, for Conneaut, Ash-tabula, Painesville, Cleveland, Monroeville, Clyde, Fremont and Toledo, there connecting with Michigan Southern and Northern Indiana Railway; Toledo, Wabash and Western Railway; Dayton and Michigan Railway, and Cleve., Col. and Cincinnati Railway. |
| 2 Connects with Boston and Albany Railway, for Springfield, Worcester, Boston and all points East. | 7 Junction of the Rochester and Avon Division of Erie Railway. | |
| 3 Junction of Albany and Troy Routes. | | |

For Branches of this Road, and their Connections, see succeeding pages.

NEW YORK CENTRAL RAILWAY.

2. SYRACUSE AND ROCHESTER. (Auburn Railway.)

JOHN NEWELL, Gen. Superintendent, Western Division. W. G. LAPHAM, Division Supt, Syracuse, N. Y

Trains Leave.

May 11, 1868.

Trains Arrive.

	Exs.		S'b't	Exps		Mail.	Mail.	Mls.	STATIONS.	Mls.	Exps	S'b't	Exps	Mxd.	Acc.
	P. M.	P. M.		P. M.	A. M.	P. M.	A. M.				A. M.	P. M.	P. M.	P. M.	
Sunday morning express	6 45	1 40		6 35	6 45	0		0	....Syracuse....	104	10 10	2 30	11 35	7 50	
	7 07	2 05		7 00	7 10	8		8	..... Camillus.....	96	9 50	2 05	11 10	7 25	
	7 13	2 10		7 05	7 15	10		10	..... Marcellus.....	94	9 45	2 00	11 05	7 20	
	7 30	2 28		7 25	7 35	17		17	.... Skaneateles	87	9 25	1 40	10 45	7 00	
	7 40	—		7 35	7 45	21		21	..... Sennett	83	9 15	—	10 35	6 50	
	7 55	2 50		7 50	8 00	26		26	..... Auburn	78	9 00	1 15	10 20	6 35	
	8 25	3 20		8 22	8 30	37		37	..... Cayuga	67	8 30	12 40	9 50	6 05	
	8 40	3 32		8 35	8 48	42		42	.... Seneca Falls.....	62	8 17	12 25	9 35	5 50	
	8 47	3 40		8 45	9 00	45		45	..... Waterloo	59	8 08	12 15	9 25	5 40	
	9 05	4 00		9 05	9 25	52		52	..... Geneva	52	7 50	11 55	9 05	5 23	
	9 20	—		9 18	9 40	56		56	.. Oaks Corners....	48	7 35	11 40	8 52	5 10	
	9 30	4 20		9 30	9 55	60		60	..... Phelps	44	7 26	11 30	8 45	5 00	
	9 40	4 30		9 40	10 10	64		64	.. Clifton Springs...	40	7 15	11 15	8 30	4 47	
	9 53	4 40	P. M.	9 55	10 25	69		69	.... Shortsville.....	35	7 02	11 00	8 15	4 35	
	10 10	5 00	3 45	10 10	10 45	75		75	... Canandaigua....	29	6 45	10 45	8 00	4 20	
	10 25	—	4 00	10 25	11 00	80		80	..... Farmington	24	6 30	10 25	7 40	4 00	
	10 35	5 25	4 10	10 40	11 12	85		85	..... Victor	19	6 20	10 15	7 30	3 50	
10 45	5 35	4 20	11 50	11 21	89		89	..... Fishers	15	5 07	10 05	7 20	3 40		
11 05	5 53	4 40	11 10	11 40	96		96	..... Pittsford.....	8	5 50	9 45	7 00	3 20		
11 30	6 15	5 00	11 35	12 00	104		104	.... Rochester... ..	0	5 30	9 20	6 35	3 00		
	A. M.	P. M.	P. M.	P. M.	NOON				ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.	

Sunday night express

3. ROCHESTER AND NIAGARA FALLS.

Exs.	Sub't	Acc.	Mail	Acc.	Exs.	Mls.	STATIONS.	Mls.	Exs.	Sub't	Exs.	Mail.	Exs.	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
9 30	5 30	12 10	9 00	5 45	3 40	0	... Rochester ...	77	7 20	10 50	5 00	8 50	10 05	
—	5 58	12 40	—	6 17	—	10	.... Spencerport	67	—	10 20	—	8 27	—
—	6 05	12 46	—	6 25	—	12	.... Adams Basin	65	—	10 13	—	8 20	—
10 13	6 15	1 00	9 40	6 45	4 22	17	..... Brockport.....	60	6 45	10 02	4 22	8 10	9 27
—	6 25	1 15	9 50	6 57	—	21	..... Holley	56	—	9 50	—	7 58	—
—	6 35	1 27	—	7 08	—	25	..... Murray	52	—	9 40	—	7 50	—
10 40	6 52	1 45	10 10	7 24	4 55	30	..... Albion.....	47	6 17	9 22	3 55	7 30	9 00
—	7 10	2 00	—	7 40	—	36	.... Knowlesville ...	41	—	9 05	—	7 10	8 50
11 00	7 22	2 10	10 30	7 52	5 17	40	..... Medina	37	5 58	8 52	3 35	6 57	8 40
—	7 35	2 23	10 40	8 05	—	45	..... Middleport	32	—	8 40	—	6 43	—
—	7 50	2 37	—	8 25	5 38	50	..... Gasport.....	27	5 38	8 25	—	6 28	—
11 32	8 07	3 00	11 05	8 47	5 50	56	..... Lockport.....	21	5 25	8 07	3 00	6 10	8 07
—	—	3 10	11 15	9 00	—	59	. Lockport Junction .	18	—	—	—	—	—	
—	8 35	3 30	—	9 18	—	66	..... Sanborn	11	—	7 40	—	5 40	—
12 20	9 00	3 50	11 45	9 45	6 40	77	... Susp. Bridge	2	4 45	7 15	2 20	5 10	7 25	
12 35	9 15	4 00	12 00	10 00	6 50	0	Niagara Falls.	0	4 30	7 00	2 05	4 55	7 10	
	A. M.	P. M.	P. M.	M.	A. M.	A. M.		ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.

4. BUFFALO, LOCKPORT, LEWISTON & TORONTO.

Exs.	Acc.	Acc.	Exs.	Exs.	Acc.	Mls.	STATIONS.	Mls.	Acc.	Exs.	Acc.	Exs.	Exs.	Acc.	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
8 00	4 35	3 00	10 40	9 00	6 35	0	..... Buffalo.		7 55	10 05	10 15	3 40	9 05	9 35
8 12	4 50	3 15	10 52	9 12	6 45	3	..... Ferry		7 40	9 52	10 02	3 25	8 52	9 20
8 17	4 55	3 20	10 57	9 17	6 50	4	.... Black Rock.....		7 30	9 47	9 57	3 20	8 47	9 15
8 32	5 10	3 40	11 12	9 32	7 05	11	.... Tonawanda		7 05	9 32	9 42	3 05	8 32	9 00
8 47		4 00	11 27	9 47		17	..... La Salle.....		6 40	9 16		2 50	8 16	
9 00		4 20	11 40	10 00		22	.... Niagara Falls....		6 20	9 00		2 35	8 00	
9 10		4 35	11 50	10 10		24	.. Suspension Bridge..		6 05	8 45		2 25	7 50		
				10 35		28	..... Lewiston.....					11 30		
							... Toronto								
	5 30				7 25		.... Hall's Station....				9 22			8 42
	5 50				7 45		.. Lockport Junction..				9 05			8 25	
	6 00				7 55		..... Lockport.....				8 55			8 15
	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

NEW YORK CENTRAL RAILWAY.

CANANDAIGUA, BATAVIA AND TONAWANDA.

73.

Mail		Pass	Mls	May 11, 1858.		Mls	Acc.	Pass	Mail
P. M.	A. M.	A. M.		STATIONS.			A. M.	P. M.	P. M.
5 05		6 00	0	Canandaigua.	86	10 30			7 45
5 25		6 20	8	.. East Bloomfield.	78	10 05			7 20
5 40		6 35	12	.. Miller's Corner ..	73	9 50			7 05
5 50		6 45	15	.. West Bloomfield..	70	9 35			6 55
6 05		6 55	18	.. Honeoye Falls...	67	9 20			6 45
6 25		7 15	25	.... West Rush	61	9 00			6 25
6 53		7 45	33	.... Caledonia.....	53	8 25			5 50
7 15		8 00	40	.... Le Roy.....	46	8 00			5 28
7 25		8 10	44	.... Stafford.....	42	7 50			5 18
7 45		8 35	50	arr } .. Batavia. lve	36	7 30			5 00
	7 00		56	lve } .. East Pembroke ..	30		6 10		P. M.
	7 20		63	.... Richville	23		5 50		
	7 45		66	.... Akron	20		5 30		
	8 20		66	.... Clarence Center..	13		4 50		
	8 45		73	.... Getzville.....	7		4 25		
	9 05		79	.... Tonawanda..	0		4 05		
	9 25		86	.... Buffalo. ..			3 45		
12 00	10 00			Niagara Falls			2 35		
P. M.	A. M.	A. M.		ARRIVE]	[LEAVE		A. M.	P. M.	

LAKE ONTARIO BRANCH.

Lve. Rochester.....	A. M.	P. M.	P. M.
	8 30	1 40	5 35
Arr. Charlotte	9 00	2 15	6 05

Leave Charlotte.....	A. M.	P. M.	P. M.
	9 30	4 00	6 30
Arr. Rochester.	10 00	4 30	7 00

NEW YORK, ATHENS AND SCHENECTADY DIV.

P. M.	Mls	STATIONS.	Mls	A. M.
4 30	0	.. Athens...	41	10 00
5 00	6	.. Coxsackie. .	35	9 30
5 30	14	.. Coeyman's ..	27	9 00
5 50	19	.. Bethlehem. .	22	8 40
6 10	22	.. Feurabush ..	19	8 25
6 35	28	.. New Scotland.	13	8 00
6 50	32	.. Guilderland Cen	9	7 40
7 15	38	.. Central Junct.	3	7 05
7 30	41	.. Schenectady.	0	6 45

P. M. ARRIVE] [LEAVE A. M.

74.

OGDENSBURGH & LAKE CHAMPLAIN RAILWAY.

EXPS		EXP	M	Mls	Dec. 2, 1867.		Mls	Mail	EXPS
A. M.	P. M.	A. M.		STATIONS.			P. M.	P. M.	
	6 30	11 30	0	Ogdensburgh	118	12 50	7 15		
	6 50	11 50	9	.... Lisbon.....	109	12 30	6 55		
	7 15	12 15	17	.... Madrid.....	101	12 10	6 35		
	7 37	12 35	25	.. Potsdam Junc 2 ..	93	11 43	6 10		
	8 08	1 03	36	.. Brasher Falls...	82	11 14	5 41		
	8 30	1 21	41	.... Lawrence.....	77	11 00	5 27		
	8 57	1 50	50	.. Brush's Mills ..	68	10 38	5 05		
	9 14	2 05	55	.... Bangor.....	63	10 18	4 50		
7 50	9 30	2 40	61	.... Malone	57	10 03	4 35		
8 25		3 15	73	.... Chateaugay.....	45	9 30	3 57		
9 05		3 45	83	.. Clinton Mills. .	35	9 03	3 20		
9 22		4 03	89	.... Ellenburgh....	29	8 48	3 02		
9 42		4 30	97	.... Altona.....	21	8 20	2 37		
10 05		4 54	106	.... Mooer's 3.....	12	7 50	2 05		
10 24		5 15	114	.. Champlain....	4	7 28	1 43		
10 35		5 30	118	Rouses Point 4.	0	7 15	1 30		
A. M.	P. M.	P. M.		ARRIVE]	[LEAVE		A. M.	P. M.	

STANDARD OF TIME—
Clock at the Malone Office.

GENERAL OFFICERS.

JOHN C. PRATT, Pres., Boston.
D. W. C. BROWN, Gen. Supt.
Ogdensburgh, N. Y.
E. H. LADD, Gen. Ticket Agent,
Malone, N. Y.

CONNECTIONS.

- 1 Connects by ferry with Gd. Trunk and Ottawa Prescott Railways.
- 2 Connects with Rome, Watertown and Ogdensburgh Railway.
- 3 Connects with Plattsburg and Montreal Railway.
- 4 Con. with Mont. & Cham. Railway.
- 4 Connects with the Vermont and Canada and Vermont Cent. R. R.

75. UTICA AND BLACK RIVER RAILWAY.

JOHN THORN, Pres. H. CROCKER, Supt., Utica, N. Y.

MXC		Pass	Mls.	May 13, 1863.		Mls.	MXC	Pass
P. M.	A. M.			STATIONS			A. M.	P. M.
5 15	7 45	0	.....	Utica 1.....	35	9 45	4 30
5 33	8 04	6	.....	.. Marcy	29	9 26	4 10
5 45	8 18	10	.....	.. Stittsville.....	25	9 16	3 58
6 10	8 52	16	.....	.. Trenton.....	19	8 52	3 35
		17	..	Trenton Falls. ..	18			
6 20	9 10	18	.....	.. Prospect	17	8 37	3 22
6 35	9 25	21	.....	.. Remsen.....	14	8 22	3 07
6 50	9 40	26	.....	.. Steuben	9	8 04	2 45
7 15	10 15	35	.....	.. Boonville	0	7 35	2 15
7 30	10 30		..	.. Helbert's Mills ..		7 23	2 00
7 45	10 45		..	.. Port Leyden. .		7 13	1 45
8 00	11 00		..	Lyons Falls. ..		7 00	1 30	
P. M.	A. M.			ARRIVE]	[LEAVE		A. M.	P. M.

Fare to Trenton Falls, 70 cts.; to Boonville, \$1 40.
1 Connects with the New York Central Railway.

76. OSWEGO AND SYRACUSE RAILWAY.

F. T. CARRINGTON, President, Oswego, N. Y.

ALLEN MUNROE, Vice-President, Syracuse, N. Y.
W. B. PHELPS, Gen. Supt. H. WARD, Asst. Supt.
C. G. SHEAD, Gen. Tkt Agt. LUTHER WEIGHT, Treas.,
Oswego, N. Y.

Arrive				May 11, 1863.				Leave.			
Pas	Pass	Pass	M	STATIONS.				Pass	Pass	Pas	
P. M.	P. M.	A. M.		A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
6 05	12 45	8 20	0	....	Oswego 1.....	7 45	4 45	8 30		
6 39	1 20	8 57	11	....	.. Fulton	7 11	4 05	7 49	
6 59	1 40	9 17	17	....	.. Lamson's	6 51	3 45	7 29	
7 14	1 54	9 31	23	....	.. Baldwinsville...	6 37	3 31	7 14	
7 50	2 30	10 10	35	....	Syracuse 2.....	6 00	2 50	6 40		
P. M.	P. M.	A. M.				ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	

- 1 Connects with steamboats to ports on Lake Ontario and the St. Lawrence.
- 2 Connects with New York Central Railway.
- 2 Con. with Syracuse, Binghamt'n and N. Y. Railway.

RENSSELAER AND SARATOGA RAILWAY.

ALBANY TO RUTLAND.

GEORGE H. CRAMER, President. H. C. LOCKWOOD, Treasurer. I. V. BAKER, Gen. Supt., Troy, N. Y.
 OTIS N. CRANDALL, Gen. Ticket Agent. H. S. MARCY, Gen. Freight Agent, Troy, N. Y.

Trains Leave.

March 2, 1868.

Trains Arrive.

Trains Leave.						STATIONS.										Trains Arrive.					
Exps	Mail	Acc.	Acc.	Mail	Mls.		Mls.	Acc.	Mail	Exps	Mail	Exps									
P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	P. M.										
				4 25	7 10	..... Albany 1.....		10 50	9 00											
				4 50	7 45	..... Schenectady.....		10 05	8 23											
10 00	2 00			4 40	7 30	..... Troy 2.....	95	10 35	8 50	5 40	3 10									
.....	.....	.....	.....	4 45	7 36	..... Green Island.....	94	10 30	8 45	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	4 58	7 49	..... Waterford.....	91	10 18	8 30	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5 06	7 58	..... Albany Junction...	89	10 13	8 22	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5 21	8 13	..... Mechanicsville...	83	9 56	8 07	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5 50	8 46	..... Ballston 3.....	70	9 24	7 36	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	6 15	9 10	..... Saratoga.....	63	9 05	7 17	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	6 44	9 35	..... Gansevoort.....	52	8 33	6 44	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 00	9 48	..... Moreau.....	47	8 19	6 29	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 07	9 53	..... Fort Edward 4..	46	8 13	6 24	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 16	10 01	..... Dunham's Basin...	43	8 02	6 15	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 28	10 12	..... Smith's Basin.....	38	7 50	6 04	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 39	10 23	..... Fort Ann.....	35	7 39	5 53	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	7 50	10 33	..... Comstock's.....	30	7 28	5 42	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	8 06	10 50	..... Junction ..	24	7 10	5 25	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	..... L. Cham. 5. {	26	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	8 10	10 53	..... Junction.. {	24	7 05	5 20	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	8 32	11 18	..... Fairhaven.....	16	6 43	4 58	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	8 38	11 23	..... Hvderville.....	14	6 37	4 52	.....	.....	.....	.....	.....	.....
10 50	3 00	6 10	.....	.....	.....	..... Eagle Bridge 6...	62	.....	.....	4 40	2 20	.....	.....	.....	.....		
11 05	3 16	6 35	.....	.....	.....	..... Cambridge.....	56	.....	.....	4 23	2 04	.....	.....	.....	.....		
11 18	3 30	7 00	.....	.....	.....	..... Shushan.....	51	.....	.....	4 07	1 52	.....	.....	.....	.....		
11 34	3 49	7 35	.....	.....	.....	..... Salem.....	44	.....	.....	3 47	1 34	.....	.....	.....	.....		
11 59	4 14	.....	.....	.....	.....	..... Rupert.....	36	.....	.....	3 23	1 11	.....	.....	.....	.....		
12 15	4 33	.....	.....	.....	.....	..... Pawlet.....	29	.....	.....	3 04	12 53	.....	.....	.....	.....		
12 23	4 42	.....	.....	.....	.....	..... Granville.....	26	.....	.....	2 56	12 45	.....	.....	.....	.....		
12 28	4 48	.....	.....	.....	.....	..... Middle Granville..	24	.....	.....	2 50	12 40	.....	.....	.....	.....		
12 43	5 04	.....	.....	.....	.....	..... Poultney.....	18	.....	.....	2 33	12 24	.....	.....	.....	.....		
12 59	5 22	.....	8 47	11 32	74	..... Castleton.....	16	6 28	4 42	2 14	12 07	.....	.....	.....	.....		
1 15	5 40	.....	9 05	11 50	81	..... West Rutland.....	4	6 12	4 25	1 55	11 50	.....	.....	.....	.....		
1 20	5 45	.....	9 10	11 55	83	..... Center Rutland...	2	6 06	4 20	1 50	11 45	.....	.....	.....	.....		
1 25	5 50	.....	9 15	12 00	85	..... Rutland 7....	0	6 00	4 15	1 45	11 40	.....	.....	.....	.....		
A. M.	P. M.	F. M.	P. M.	NOON		[ARRIVE]	[LEAVE]	A. M.	P. M.	A. M.	A. M.										

1. ALBANY DIVISION.

S. M. CRAVER, Gen. Agent, Albany.

2. SCHENECTADY DIV.

I. V. BAKER, Superintendent.

1. ALBANY DIVISION.					STATIONS.										2. SCHENECTADY DIV.				
Pass	Pass	Pass	Pass	Mls.		Pass	Pass	Pass	Pass	Pas	Pass	MI		Pass	Pass				
P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.			A. M.	P. M.				
4 25	1 00	9 00	7 10	0	..... Albany.....	8 45	10 50	2 30	9 00	7 45	4 50	0	..... Schenectady..	10 05	8 23		
---	1 15	9 15	---	4	..... Cemetery.....	8 30	---	2 15	---	8 06	5 15	8	..... Halt-way House..	9 42	8 02		
---	1 22	9 22	---	6	..... West Troy.....	8 23	---	2 05	---	---	---	11	..... Young's Crossing	---	---		
4 52	1 30	9 30	7 36	9	..... Cohoes.....	8 15	10 23	1 55	8 32	8 30	5 40	16	..... Ballston.....	9 24	7 38		
5 00	1 35	9 35	7 43	11	..... Waterford.....	8 05	10 18	1 50	---	---	---	22	..... Saratoga.....	---	---		
5 06	---	9 40	7 52	12	..... Junction.....	8 00	10 13	---	8 22	---	---	---	---	---	---			
P. M.	P. M.	A. M.	A. M.		[ARRIVE]	[LEAVE]	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	[ARRIVE]	[LEAVE]	A. M.	P. M.			

CONNECTIONS OF RENSSELAER AND SARATOGA RAILWAY.

- 1 Connects with New York Central Railway.
- 1 Connects with Hudson River Railway.
- 1 Connects with New York and Harlem Railway.
- 1 Connects with Albany and Susquehannah Railway.
- 1 Connects with Albany and Boston Railway.
- 2 Connects with Railways diverging from Troy.
- 3 Junction of Saratoga & Schenectady Division.
- 4 Steamboats to Glens Falls and Lake George.
- 5 Steamboats to Burlington, Plattsburg, &c.
- 6 Connects with Troy and Boston Railway.
- 7 Connects with Rutland and Burlington Railway.
- 7 Connects with Bennington and Rutland Railway.

79.

TROY AND BOSTON RAILWAY.

D. T. VAIL, President. D. ROBINSON, Vice President. C. W. MOSELEY, General Superintendent.
General Offices—Troy, N. Y.

Trains Leave.						Nov. 25, 1867.		Trains Arrive.					
Acc.	Exps	Acc.	Exps	Mail	Mls.	STATIONS.	Mls.	Acc.	Exps	Mail	Exps	Acc.	
	P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	A. M.		
	10 00	5 00	2 00	8 00	0	..... Troy 1.....	48	9 25	3 10	6 30	5 35	
		5 12	---	8 11	4	.... Lansingburgh.....	44	9 14	---	6 18		
		5 27	---	8 25	9	..... Grant's.....	39	9 03	---	6 07		
		5 36	2 35	8 33	13	.... Schaghticoke	35	8 54	2 41	5 57		
		5 40	2 38	8 37	14	.... Valley Falls.....	34	8 51	2 38	5 54		
		5 48	2 44	8 45	17	.... Johnsonville	31	8 45	2 33	5 48		
		6 00	2 56	8 57	21	.. Buskirk's Bridge... 26	26	8 32	2 25	5 38			
	10 55	6 06	3 00	9 02	23	.... Eagle Bridge.....	25	8 25	2 20	5 30	4 40	
		6 14	3 08	9 09	26	.. Hoosick Junction... 22	22	8 15	2 10	5 18			
		6 21	3 15	9 15	27	.. Hoosick Falls 21	21	8 10	2 05	5 12			
		6 30	3 23	9 23	30	.... .. Hoosick	18	8 02	1 57	5 04		
		6 36	3 29	9 29	33	.... Petersburg	15	7 55	1 50	4 57		
		6 45	3 39	9 39	36	.... North Pownal....	12	7 46	1 41	4 47		
		6 52	3 45	9 45	39	..... Pownal.....	9	7 38	1 35	4 39		
		7 03	3 57	9 57	43	.... Williamstown....	5	7 28	1 23	4 29		
		7 08	4 02	10 02	45	.... Blackinton.....	3	7 23	1 18	4 23		
		7 15	4 10	10 10	48	.. North Adams 2..	0	7 15	1 10	4 15			
		P. M.	P. M.	P. M.	A. M.	[ARRIVE]		A. M.	P. M.	P. M.	A. M.		

1 Railways diverging from Troy. 2 Connects with Plattsburgh and North Adams Railway.

80.

LAKE CHAMPLAIN STEAMERS.

LE G. B. CANNON, President. O. C. MITCHELL, Gen. Supt. HIRAM CRACY, Gen. Ticket Agent. Burlington, Vt.

	Day Line	Mls.	STATIONS.	Mls.	Day Line	Nit Line
	11 00 A. M.	0	... Whitehall 1..	105	6 00 A. M.	
	12 15 P. M.	13	..... Benson.....	92	3 00 "	
	12 30 "	20	..... Orwell.....	85	2 15 "	
	12 45 "	24	.... Ticonderoga	81	2 00 "	
	12 55 "	26	.... Shoreham.....	79	1 50 "	
	1 20 "	35	.... Crown Point ...	70	1 20 "	
	2 00 "	44	.... Port Henry.....	59	12 30 "	
	2 40 "	55	.... Westport.....	48	11 50 P. M.	
	3 30 "	65	..... Essex.....	38	10 50 "	
	5 00 "	80	.... Burlington 2 ...	23	9 30 "	
	5 30 "	90	.... Port Kent.....	13	8 30 "	
	6 30 P. M.	105	... Plattsburg 3..	0	7 30 "	
	ARRIVE	ARRIVE	[ARRIVE]	[LEAVE]	LEAVE	LEAVE

1 Connects with Saratoga and Whitehall Railway. 2 Connects with Vermont Central Railway.
2 Connects with Rutland and Burlington Railway. 3 Connects with Plattsburgh and Montreal Railway.

81.

PLATTSBURGH AND MONTREAL RAILWAY

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

Trains Leave.						May 4, 1868.		Trains Arrive.					
	A. M.	P. M.	A. M.	Mls.	STATIONS	Mls.	A. M.	P. M.	A. M.				
Fare Five cents per mile.		4 00	6 00	0	.. Plattsburgh 1..	63	7 14	7 15					
		4 40	6 35	10	.... West Chazy.....	53	11 00	6 45				
		5 00	6 50	15	.... .. Sciota.....	48	10 40	6 25				
		5 20	7 05	19	.. Mooer's Village ...	44	10 20	---					
		5 25	7 08	20	.. Mooer's Junct 2 ...	43	10 10	6 10					
			7 30	23	.... State Line.....	40		6 00				
			10 30	63	.... Montreal 3....	0		3 00				
	P. M.	A. M.		[ARRIVE]		[LEAVE]	A. M.	P. M.					

1 Connects with Lake Champlain steamers in season of navigation 2 Connects with Lake Champlain Railway.
1 Connects with stages for Peru, Saranac, etc. 3 Connects with Montreal and Champlain Railway.
3 Connects with Grand Trunk Railway.

ERIE RAILWAY!

BROAD GAUGE DOUBLE TRACK ROUTE,

BETWEEN THE ATLANTIC CITIES AND THE

SOUTH, SOUTH-WEST, WEST, AND NORTH-WEST.

FOUR EXPRESS TRAINS DAILY.

460 Miles, without change of Coaches.

BETWEEN

NEW YORK AND SALAMANCA, DUNKIRK, BUFFALO, AND ROCHESTER.

Abstract of Time Table adopted May 11, 1868:

GOING WEST.

Leave New York from Depot foot of Chambers street, North River:

- 7 30 a.m., *Day Express*—(Daily, Sundays excepted). Jersey City 7 45 a.m., arriving at Turner's 9 29 a.m., Port Jervis 10 56 a.m., Susquehanna 2 43 p.m. (dinner), Hornellsville 7 51 p.m. (supper), Salamanca 11 10 p.m. (connection made with A. & Gt. Western Railway for Cleveland, Cincinnati, and other Western cities), Buffalo 12 midnight (connection with Grand Trunk Railway and Lake Shore Line), Dunkirk 1 35 a.m., connection made with Lake Shore Line for all points West and North-west.
- 8 30 a.m., *Way Train*—Jersey City 8 45 a.m., daily for Otisville and intermediate stations.
- 10 00 a.m., *Express Mail*—(Sundays excepted), Jersey City 10 15 a.m., Turner's 12 25 p.m. (dinner), Susquehanna 7 18 p.m. (supper), Buffalo 6 12 a.m., Salamanca 5 50 a.m., Dunkirk 8 03 a.m. Connections are made at Salamanca, Buffalo, and Dunkirk, for points West, Southwest, North, and Northwest.
- 3 30 p.m., *Way Train*—For Paterson, Middletown, and intermediate stations. Leaves Jersey City 3 45 p.m., arriving at Middletown 7 03 p.m.
- 4 30 p.m., Newburgh, Warwick, and Port Jervis *Way Express*—Jersey City 4 45 p.m. This train stops only at stations west of Turner's, arriving at Newburgh 7 40 p.m., Warwick 7 20 p.m., Port Jervis 8 07 p.m. This train runs daily, Sundays excepted.
- 5 00 p.m.—Jersey City 5 15 p.m., for Suffern and Way Stations (except Sundays), arriving at Suffern 6 48 p.m.
- 5 30 p.m.—1st Night Express (on week days only)—Jersey City 5 50 p.m., Turner's 7 38 p.m., Hornellsville 7 38 a.m. (breakfast), Buffalo 11 40 a.m. Connections made with roads diverging from Buffalo.
- 5 30 p.m., Fast Night Express—*Daily*, except Saturdays—Jersey City 6 50 p.m., Turner's 8 35 p.m. (supper), Elmira 5 41 a.m., Rochester, 11 05 a.m., Hornellsville 7 50 a.m. (breakfast), Salamanca 11 26 a.m., Buffalo 11 40 a.m., Dunkirk 1 20 p.m. Close connections are made on this train with the roads leading out of Buffalo, and with the Atlantic and Gt. Western Railway for Cincinnati. Sleeping Cars are run through to Cincinnati without change by this train.
- 8 00 p.m.—A daily Emigrant Train leaves New York, Jersey City 8 15 for Rochester, Salamanca, Buffalo, Dunkirk, and the West.

GOING EAST.

From Buffalo—Trains will leave by New York time from Depot cor. of Exchange and Michigan streets.

- 5 00 a.m., *New York Day Express*, daily, except Sundays, arrives at Hornellsville 8 09 a.m., Susquehanna 1 25 p.m. (dinner), Turner's 7 25 p.m. (dinner). Jersey City 9 10 p.m., New York City, foot of Chambers street, 9 25 p.m.
- 7 30 a.m., *Mail Train*, takes dinner at Hornellsville, connecting with Mail Train from Dunkirk and Salamanca, arrives at Susquehanna 9 52 p.m. (supper), Jersey City 7 22 a.m., New York 7 40 a.m., *daily, except Sundays*.
- 2 35 p.m., *Lightning Express* (daily), arrives Hornellsville 6 10 p.m. (supper), Elmira 8 36 p.m., intersects at Hornersville with 3 25 p.m. fast train from Salamanca, arriving at Jersey City 7 22 a.m., New York 7 40 a.m.
- 7 35 p.m., *New York Night Express* (daily, Sunday excepted), intersects at Hornellsville with the 5 50 p.m. train from Dunkirk, Turner's 10 20 a.m. (breakfast), Jersey City 12 20 p.m., New York, foot of Chamber's street, 12 40 p.m.
- 11 20 p.m., *Cincinnati Express* (Sundays excepted). connects at Elmira with trains for Philadelphia, Baltimore, and Washington, arrives at Susquehanna 7 48 a.m. (breakfast), Turner's 1 40 p.m. (dinner), Jersey City 3 40 p.m., New York, 3 55 p.m.

From Dunkirk and Salamanca.—7 30 a.m. Mail Train, daily, except Sundays, Salamanca 10 00 a.m., Hornellsville 2 08 p.m. (dinner)—Here connects with Mail Train from Buffalo, arriving in New York 7 40 a.m.

- 3 25 p.m., *Lightning Express*, from Salamanca—(Sundays excepted)—Arrives at Hornellsville 6 12 p.m. (supper), connecting there with Lightning Express from Buffalo, arrives in New York 7 40 a.m.
- 5 50 p.m., *Night Express*, connects at Hornellsville 11 03 p.m. with train from Buffalo, arriving in New York 12 40 p.m. This train takes supper at Olean 8 35 p.m.
- 9 50 p.m., *Cincinnati Express*—(Sundays excepted). from Dunkirk, connecting at Hornellsville with the 11 20 p.m. Express Train from Buffalo, arrives in New York 3 55 p.m.

From Rochester.—Trains leave by New York time from Genesee Valley Depot.

- 6 05 a.m. A train leaves Rochester at 6 05 a.m., arriving in New York at 9 25 p.m. Also, leaves Rochester at 4 00 p.m., arriving in New York at 9 40 a.m.

ERIE RAILWAY BRANCHES and CONNECTIONS.

NEW YORK TO DUNKIRK.

JOHN S. ELDRIDGE, President. A. S. DIVEN, Vice President. HUGL RIDDLE, General Superintendent. J. W. GUPPY, Assistant Superintendent.
 WILLIAM R. BARR, General Passenger Agent. B. W. BLANCHARD, General Freight Agent. J. H. RUTTER, Assistant Freight Agent, New York City.
 H. HOBBS, Supt. Eastern Division, Jersey City. J. S. BEGGS, Supt. Western Division, Dunkirk. C. W. DOUGLAS, Supt. Delaware Div., Port Jervis.
 H. D. V. PRATT, Superintendent Susquehanna Division, Elmira. H. C. FISK, Superintendent North-Western and Buffalo Divisions, Buffalo, N. Y.

Trains Leave.

May 11, 1868.

Trains Arrive.

Trains Leave.											Trains Arrive.													
ACC.	ACC.	ACC.	ACC.	EXPS.	EXPS.	ACC.	ACC.	MAIL.	ACC.	EXS.	MIS.	STATIONS.	MIS.	EXPS.	ACC.	EXPS.	ACC.	EXPS.	EXPS.	ACC.	Mxd.	ACC.	ACC.	ACC.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		.. New York 1..		A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
6 00	5 00		8 00	6 30	5 30	4 30	3 30	10 00	8 30	7 30	0	.. Chambers St....	461	7 40	9 40	12 40	12 55	3 55	9 25	9 25		7 25	7 55	8 55
6 15	5 15	8 45	8 15	6 50	5 50	4 45	3 45	10 15	8 45	7 45	1	.... Jersey City....	460	7 22	9 28	12 20	12 40	3 40	9 10	9 10		7 10	7 43	8 43
7 02	6 05		9 12		6 32		4 29	11 01	9 38	8 24	17	.... Paterson....	443	6 43			11 47	3 05	8 33	8 30		6 28	7 00	8 00
7 20	6 25		9 35				4 49	11 21	10 04		24	.... Hohokus....	436				11 23	2 48		8 11		6 08	6 40	7 39
7 28	6 33		9 42				4 56	11 26	10 12		26	.... Allendale....	434				11 14			8 04		6 00	6 33	7 32
7 42	6 48	10 38	10 05		7 06		5 14	11 45	10 37	8 55	32	.... Suffern 2....	428	6 08		11 08	10 52	2 30	8 00	7 49		5 41	6 15	7 15
							5 21	11 52	10 44		34	.... Ramapo....	426							7 42		5 34	A. M.	A. M.
							5 48	12 12	11 11		44	.... Southfield's..	418							7 15		5 10		
		11 35	11 02	8 46	7 58	6 28	6 07	12 45	11 45	9 29	48	.... Turner's....	412		8 00	10 33	9 50	1 57	7 25	6 59		4 52		
						6 34	6 14	12 52	12 00		50	.... Monroe....	410		7 54		9 27			6 50		4 35		
					8 15	6 45	6 29	1 05	12 32	9 44	56	.... Chester 3....	405		7 42	9 59	8 42	1 24	6 50			4 14		
		11 50			8 31	7 03	6 45	1 23	1 28	9 57	60	.... Goshen....	400	5 05	7 26	9 45	8 00	1 10	6 36	6 21		3 52		
						7 15	6 56	1 34	1 48		64	.... Hampton....	396		7 15		7 30			6 10		3 37		
		12 55	12 25		8 52	7 26	7 03	1 45	2 12	10 15	68	.... Middletown...	393	4 46	7 06	9 27	7 13	12 53	6 18	6 00		3 24		
						7 49	F. M.	2 08	2 43		76	.... Otisville....	384		6 45		6 30			A. M.	P. M.	2 51		
		2 13	1 43	10 15	9 38	8 07	P. M.	2 37	P. M.	10 56	89	.... Port Jervis....	372	3 50	6 15	8 37	P. M.	12 05	5 35		8 55	2 00		
		A. M.						3 32			108	.... Shohola....	353		A. M.							12 13		
					10 41			3 44		11 51	112	.... Lackawaxen...	349					11 06	4 45		7 30	12 55		
								3 59			117	.... Mast Hope....	344									11 32		
			5 33	11 43				4 20			123	.... Narrowsburg...	338	2 30		7 19		10 41				11 10		
			6 10					4 40			132	.... Cohecton....	329					10 21				10 40		
			6 46		11 41			4 54		12 42	137	.... Calicoon....	324					10 09	3 48			10 21		
			7 50					5 38			154	.... Lordville....	306									9 06		
								5 53			160	.... Stockport....	301									8 45		
			8 30	1 21	12 49			6 07		1 41	165	.... Hancock....	296	12 49		5 50		9 10	2 52			8 28		
			9 30		1 21			6 40	A. M.	2 10	178	.... Deposit....	283	12 15	P. M.	5 18		8 41	2 23		2 28	7 35		
			11 05	2 36	2 07			7 38	5 00	3 03	192	.... Susquehanna...	268	11 35	9 52	4 38		8 03	1 45		12 45	6 05		
			11 37		2 28			7 59	5 25	3 23	200	.... Great Bend 4...	259	11 13	9 32	4 11		7 31	1 08			A. M.		
			12 00					8 13	5 43		205	.... Kirkwood....	254		9 13		P. M.							
			12 39	3 30	3 04			8 37	6 11	3 49	214	.... Binghamton 5...	245	10 43	8 50	3 40	10 55	7 01	12 39		10 25			
								9 01	6 36		223	.... Union....	236		8 16		10 30							
								9 18	6 56		231	.... Campville....	230		7 56		10 13							
			2 03	4 20	3 53			9 38	7 19	4 39	238	.... Owego 6....	223	9 58	7 35	2 51	9 53	6 15	11 53		5 15			
								10 05	7 55		247	.... Smithboro'....	213		6 56		9 21							
								10 14	8 04		250	.... Barton....	211		6 46		9 13							
			3 10		4 36			10 33	8 25	5 17	257	.... Waverly....	204	9 17	6 27	2 08	8 53	5 34	11 13		3 42			
								10 46	8 41		261	.... Chemung....	199		6 10		8 37							
								11 03	9 00		267	.... Wellsburg....	193		5 53		8 20							
			4 25	5 41	5 22			11 45	9 30	5 56	274	.... Elmira 7....	186	8 41	5 33	1 30	8 00	4 58	10 37		2 17			

BUFFALO DIVISION—ERIE RAILWAY.

HUGH RIDDLE, Gen. Superintendent, New York City. H. C. FISK, Division Supt., Buffalo, N. Y.

Trains Leave.

May 11, 1868.

Trains Arrive.

Exps		Exps		Exps		Mail	Exps	Mls.	STATIONS.	Mls.	Exps	Exps	Exps	Exps	Exps
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.				A. M.	P. M.	P. M.	P. M.	P. M.
7 30	5 30	10 00			6 30			.... New York	433	7 40		9 25	3 55	7 40	
								<i>N. Y. and Erie R.R.</i>							
P. M.					P. M.	A. M.		... Corning 1 ...	142	2 15	1 32	9 42		7 52	
6 40					1 45	6 35	0	.... Painted Post ...	140	2 11	1 27	9 38		7 48	
6 48					1 52	6 41	2	..... Cooper's	137	2 02		9 30			
6 58					2 02		5	..... Curtis'	134	1 54					
					2 09		8	..... Campbell	133	1 47		9 15		7 31	
7 10					2 16	7 02	9	..... Savona	127	1 33		9 06			
7 22					2 30	7 15	14	..... Bath	121	1 17	12 10	8 55		7 11	
7 40					2 48	7 33	20	..... Kanona	118	1 05					
					2 58		24	..... Avoca	114	12 52		8 38		6 51	
7 58					3 10	7 51	27	..... Wallace's	111	12 45		8 30			
8 04					3 18	8 00	30	..... Liberty	106	12 31	11 05	8 20		6 33	
8 17					3 32	8 17	35	..... Blood's	102	12 18	10 47	8 10		6 22	
8 26					3 45	8 29	39	..... Wayland	96	12 02	10 24	7 55		6 06	
8 42					4 02	8 44	45	... Springwater ...	91	11 48	10 03				
8 55					4 14	8 55	50	..... Conesus	85	11 30	9 37			5 36	
9 13					4 22	9 12	57	... South Livonia ...	81	11 18	9 21			5 25	
					4 44	9 23	60	..... Livonia	77	11 07	9 00	7 16		5 14	
					5 03	9 43	67	..... Hamiltons	75	10 58				5 05	
					5 35	10 25	76	..... Avon	66	10 35	8 15	6 51	P. M.	4 45	A. M.
. M.	9 57	A. M.	P. M.					..... Avon	18	10 10	8 00	6 40	5 25	4 40	7 45
2 00	10 00	8 20	12 00	5 45	10 20	0	0	..... Rush	14	9 58	7 45	6 30	5 13	4 31	7 25
	10 13	8 32	12 15	6 03	10 34	4	4	..... Scottsville	12	9 54	7 37		5 05		7 10
		8 37	12 30	6 12	10 42	6	6	... Henrietta	8				4 55		
		8 45	12 45			10	10	.... Rochester 2	0	9 25	7 00	6 35	4 35	4 00	6 30
3 30	10 42	9 05	1 10	6 35	11 05	18	18	..... Caledonia	59	10 00	7 53				
								..... Le Roy	52	9 43	7 36				
								..... Stafford	48	9 30	7 24				
								..... Batavia	42	9 16	7 10				
								..... Alexander	34	8 59	6 51		A. M.	P. M.	
	10 45	10 29	4 44	7 06	11 57	108	108	..... Attica	31	8 49	6 41	6 00	12 35	3 48	
				5 00	7 21	12 13	117	..... Darien	25	8 35	6 24				
				5 14	7 35	12 28	123	..... Alden	19	8 20	6 10				
				7 48	12 41	128	128	..... Town Line	14	8 07	5 57				
				8 02	12 53	132	132	.... Lancaster	10	7 56	5 46		11 55		
						141	141	..... Junction	1						
						142	142	.... Buffalo 3	0	7 30	5 15	5 00	11 20	2 35	
MDNT	A. M.	A. M.	P. M.	P. M.				ARRIVE]					P. M.	P. M.	A. M.

- 1 Connects with Main Line of Erie Railway.
- 1 Connects with Corning, Bloss, and Tioga Railways.
- 2 Connects with the New York Central Railway.

- 2 Connects with Buffalo and Erie Railway.
- 3 Connects with New York Central Railway.
- 3 Connects by Ferry with Grand Trunk Railway.

4. BRADFORD BRANCH.

P. J. LYNCH, Supt., Bradford, Pa.

Acc.	Acc.	Mls.	STATIONS.	Mls.	Acc.	Acc.
P. M.	P. M.				A. M.	P. M.
		0	.... New York	432	7 40	
			<i>N. Y. & Erie R.R.</i>		A. M.	
410	407		.... Carrollton	25	9 45	
433	413		.... Limestone	19	9 26	
456	418		..... Bradford	14	9 06	
508	421		..... De Golia's	11	8 50	
526	426		..... Big Shanty	6	8 32	
541	429		..... Crawford's	3	8 18	
551	431		..... Alton	1	8 06	
555	432		..... Gilesville	0	8 00	
P. M.	P. M.		ARRIVE]			A. M.
						LEAVE]

5. HAWLEY BRANCH.

C. W. DOUGLAS, Superintendent.

Arrive.			Leave.		
Pass	Pass	Mls.	STATIONS.	Mls.	Pass Pass
P. M.	A. M.				A. M. P. M.
4 50	11 55	0	... Lackawaxen	16	10 50 4 30
5 02	12 08	4	.... Rowlands	12	10 37 4 17
5 15	12 20	8	..... Millville	8	10 25 4 05
5 27	12 32	12	..... Kimbles	4	10 13 3 52
5 40	12 45	16	..... Hawley	0	10 00 3 40
P. M.	P. M.		ARRIVE]		A. M. P. M.

Connects at Lackawaxen with the main line of Erie Railway.

NEW YORK AND ERIE RAILWAY LINE.

6. NEWBURGH & WARWICK BRANCH.

Trains Leave.				Trains Arrive.				
Acc.	Acc.	Acc.	Mis.	Mis.	Acc.	Acc.	Acc.	
P. M.	A. M.	A. M.			A. M.	P. M.	P. M.	
5 10	12 05	6 45	0	...	29	8 45	2 20	7 40
5 28	12 20	7 00	6	....	23	8 27	2 05	7 25
5 40	12 30	7 10	9	....	20	8 15	1 55	7 15
5 55	12 37	7 17	12	....	17	8 06	1 47	7 08
6 20	12 50	7 30	17	....	12	7 51	1 35	6 55
6 50	1 30	9 50	19	....	10	7 45	1 30	6 50
6 55	1 37	9 54	20	....	9	7 30	12 43	6 24
7 01	1 48	10 05	22	....	7	7 22	12 31	6 15
7 05	1 55	10 10	24	....	5	7 18	12 25	6 10
7 14	2 10	10 22	27	....	2	7 07	12 10	5 58
7 20	2 20	10 31	29	....	0	7 00	12 00	5 50
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	NOON	P. M.

1 Connect at East Chester with the Main Line of Erie Railway.

7. UNIONVILLE BRANCH.

S. W. CORWIN, Branch Supt.

Leave Middletown for Unionville and intermediate stations at 2 15 and 7 30 p. m., arrive at Unionville at 3 30 and 8 30 p. m.
 Leave Unionville at 5 50 a. m. and 5 00 p. m., arriving at Middletown at 7 00 a. m. and 6 10 p. m. Stops at all stations.
 Sunday special train leave Unionville at 9 30 a. m., arrive at Middletown at 10 30 a. m. Stops at all stations.
 Connect at Middletown with trains to and from New York City.
 New York to Middletown, 66 miles; Middletown to Unionville, 14 miles.
 The 2 15 and 7 30 p. m. trains from Middletown, and the 5 00 p. m. train from Unionville run daily.

8. PIERMONT BRANCH OF ERIE RAILWAY.

Trains Leave.				Trains Arrive.			
Pass	Mail	Pass	Mis.	Mis.	Mail	Pass	Pass
P. M.	P. M.	P. M.			A. M.	P. M.	
	5 25	2 42	0	....	14	7 32	11 20
	5 37	2 52	1	....	13	7 26	11 10
			2	....	12		
	5 45	3 00	3	....	11	7 19	11 02
	5 58	3 14	7	....	7	7 07	10 49
	6 06	3 23	10	....	4	6 59	10 40
	6 10	3 28	11	....	3	6 55	10 35
		3 40	14	....	0		
A. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.

9. MONTGOMERY BRANCH.

H. HOBBS, Branch Supt.

Leave Goshen at 10 05 a. m. and 1 30 p. m., arriving at Montgomery at 10 55 a. m. and 2 20 p. m.
 Leave Montgomery at 6 45 a. m. and 12 25 p. m., arriving in Goshen at 7 20 a. m. and 1 05 p. m.; in New York at 9 40 a. m. and 3 55 p. m.
 New York to Goshen, 60 miles; Goshen to Montgomery, 10 miles.
 Connect at Goshen with the Main Line of Erie Railway.

CONNECTIONS OF ERIE RAILWAY, MAIN LINE.

- 1 Railways diverging from New York.
- 1 Ferry to and from Jersey City.
- 2 Junction of **Piermont Branch**—See Northern Railway of New Jersey.
- 3 Junction of Newburgh Branch.
- 4 Junct. Delaware, Lackawanna and Western Railway.
- 5 Junct. of Syracuse, Binghamton and N. Y. Railway.
- 6 Junct. of Cayuga Div. Del., Lackawanna & Western Railway.
- 7 Connect with Northern Central Railway.
- 8 Junction of Corning and Blossburg Railway.
- 9 Junct. of Buffalo Division of N. Y. and Erie Railway.
- 9 Junction of Northwestern Division of Erie Railway.
- 10 Junction of Alleghany Valley Railway.
- 11 Junction of Buffalo, Bradford & Pittsburg Division.
- 12 Junction of Atlantic and Great Western Railway.
- 13 Connect with Buffalo and Erie Railway.
- 13 Steamboats on the Lakes.

Trains on this Line are run by N. Y. time, which is 35 minutes faster than the Atlantic and Gt. Western.

83. AVON, GENESEO AND MOUNT MORRIS RAILWAY.

WILLIAM KIDD, President. GEORGE W. PHELPS, Gen. Superintendent, Mount Morris, N. Y.

Trains Leave.				Trains Arrive.			
Mail	Acc.	Mis.		Mis.	Acc.	Mail	
P. M.	A. M.				P. M.	P. M.	
	4 00	7 35		16	6 35	12 05	
	4 15	7 50			6 20	11 50	
	4 25	8 00			6 10	11 40	
	5 00	8 35	16	....	5 35	11 05	
P. M.	A. M.		ARRIVE	LEAVE	P. M.	A. M.	

- 1 Connects with Stages for Nunda, Portage and Perry.
- 2 Connects with Buffalo Division of Erie Railroad.

Take effect Nov. 25, 1867.

84. CORNING & BLOSSBURG, AND TIAGA RAILWAYS.

JOHN MAGEE, President, Corning & Bloss Railway, Bath, N. Y. J. W. RYERS, President Tioga Railway.
 L. H. SHATTUCK, Superintendent, Corning, N. Y.

A train leaves Corning for Blossburg and intermediate stations at 7 30 a. m., arriving at Blossburg at 10 45 a. m. Returning, leaves Blossburg at 1 15 p. m., arriving at Corning at 4 30 p. m.
 Distance, 41 miles. Fare, \$1 25. At Corning connects with New York & Erie Railway.

85. SYRACUSE, BINGHAMTON AND NEW YORK RAILWAY.

Trains Leave. May 11, 1868. Trains Arrive.

Pass	Pass	Mis	STATIONS.	Mis	Pass	Pass
P. M.	A. M.				A. M.	P. M.
6 30	8 00	0	...Syracuse 1...	80	11 35	8 00
6 52	8 22	7	.... Jamesville	73	11 14	7 40
7 17	8 45	14	.... Lafayette	60	10 50	7 17
7 32	9 02	19	..... Apulia	61	10 33	7 00
7 39	9 10	21	..... Tully	59	10 25	6 53
7 54	9 27	26	..... Preble	54	10 10	6 40
8 02	9 34	29	.... Little York....	51	10 00	6 30
8 15	9 48	33	..... Homer	47	9 48	6 18
8 23	9 58	36	.... Cortland.....	44	9 38	6 10
8 33	10 08	40	.. Blodgett's Mills..	40	9 28	5 59
8 54	10 29	45	.... State Bridge....	34	9 07	5 40
9 05	10 42	50	..... Marathon.....	30	8 54	5 29
9 14	10 50	53	..... Kilawog.....	27	8 44	5 20
9 27	11 03	57	..... Lisle	23	8 33	5 09
9 34	11 11	59	.. Whitney's Point..	21	8 25	5 00
10 02	11 40	69	.. Chenango Forks..	11	7 55	4 34
10 20	12 00	73	.... Chenango.....	7	7 36	4 18
10 35	12 17	80	Binghamton 2	0	7 20	4 00
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.

GENERAL OFFICERS.

THOMAS B. FITCH, President.
 GEORGE HAVEN, Superintendent,
 Syracuse, N. Y.

CONNECTIONS.

- 1 Connects with Oswego and Syracuse Railway.
- 1 Connects with the New York Central Railway.
- 2 Connects with New York and Erie Railway.
- 2 Connects with the Delaware, Lackawanna and Western Railway.

86. ALBANY AND SUSQUEHANNA RAILWAY.

Trains Leave. May 12, 1868. Trains Arrive.

Mxd	Pass	Mxd	Pass	Mis	STATIONS.	Mis	Exps	Pass	Pass	Mxd
P. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.
6 00	2 00	10 00	7 30	0	.... Albany 1....	120	9 00	3 00	8 00	3 45
6 23	2 17	10 29	7 47	6	.... Adamsville	114	8 45	—	7 44	3 17
6 27	2 20	10 34	7 51	7	.... Slingerlands ...	113	8 42	—	7 41	3 12
6 41	2 29	10 54	8 01	11	... New Scotland... 109	109	8 32	2 29	7 31	2 50
6 52	2 37	11 09	8 09	14	.... Guilderland... 106	106	8 24	—	7 22	2 37
7 13	2 50	11 35	8 25	17	.. Knowersville... 103	103	8 17	2 13	7 13	2 20
7 38	3 10	12 10	8 44	24	.. Duanesburgh... 96	96	7 57	—	6 55	1 19
7 49	3 17	12 24	8 51	27	... Quaker Street... 93	93	7 48	1 45	6 48	1 04
8 03	3 28	11 43	9 03	31	.... Esperance..... 89	89	7 36	1 34	6 34	12 43
8 21	3 42	1 30	9 23	36	.... Schoharie 2.... 84	84	7 21	1 20	6 18	12 18
8 32	3 51	1 43	9 32	39	.... Howe's Cave... 81	81	7 00	12 58	6 09	11 54
8 53	4 09	2 11	9 50	45	.... Cobleskill.... 75	75	6 42	12 41	5 51	11 29
9 11	4 24	2 36	10 05	50	.. Richmondville 3.. 70	70	6 26	12 26	5 36	11 03
9 36	4 45	3 17	10 26	57	.. East Worcester 4.. 63	63	6 04	12 07	5 15	10 30
9 54	5 00	3 42	10 38	62	.... Worcester..... 58	58	5 48	11 53	5 00	10 00
10 12	5 14	4 07	10 50	67	.... Schenevus 5 ... 53	53	5 33	11 39	4 43	9 35
10 23	5 22	4 32	10 58	70	.... Maryland..... 50	50	5 23	11 31	4 32	9 20
10 44	5 40	4 57	11 18	76	.... Colliers 6..... 44	44	5 04	11 15	4 10	8 51
10 55	5 49	5 09	11 25	79	.... Emmons 7..... 41	41	4 54	11 02	4 02	8 38
11 05	6 03	5 20	11 32	82	.... Oneonta 8..... 38	38	4 45	10 55	3 55	8 25
	6 26	5 55	11 55	90	.... Otego 9..... 30	30		10 27	3 27	7 40
	6 41	6 16	12 10	95	... Well's Bridge... 25	25		10 12	3 12	7 15
	6 53	6 35	12 22	99	.... Unadilla.... 21	21		10 00	3 00	6 50
	7 05	7 10	12 33	103	.... Sidney 10.... 17	17		9 49	3 49	6 30
	7 20	7 35	12 46	108	.. Bainbridge 11... 12	12		9 35	2 35	6 00
	7 38	8 04	1 02	114	.... Afton 12..... 6	6		9 18	2 18	5 50
	7 55	8 35	1 20	120	Harpersville 13	0		9 00	2 00	5 00
big't	P. M.	P. M.	P. M.	P. M.	ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	A. M.

GEN. OFFICERS.

J. H. RAMSEY, President.
 JARED GOODYEAR, Vice-Pres.
 W. L. M. PHELPS, Treasurer.
 S. F. MAYO, Gen. Ticket Agt.
 GEO. W. CHURCH, Gen. Fgt Agt.
 CHAS. W. WENTZ, Chief Eng.,
 Albany, N. Y.

CONNECTIONS.

- 1 Railways diverging from Albany.
- 2 Con. with Schoha. Valley Railway, and Stages for Middleboro', Gilboa, Moresville, Roxbury, Livingstonville, Preston, Hollow, Cooksboro', and Durham.
- 3 Stages for Summit, Jefferson, Stamford and Hobart.
- 4 Stages for Charlotteville.
- 5 Stages for Fergusonville, Davenport and Bloomville.
- 6 Con. with stages for Cooperstown.
- 7 Connects with Stages for Delhi.
- 8 Stages for Morris, Norwich, etc.
- 9 Stages for Franklin, Walton, etc.
- 10 Connects with Stages for Norwich
- 11 Stages for Norwich, Greene, etc.
- 12 Connects with Stages for Deposit.
- 13 Connects with Stages for Centre Village, Windsor, etc.

87. SCHOHARIE VALLEY RAILWAY.

Pass	Pass	Pass	Pass	Pass	M's	Jan. 14, 1868.	M's	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	A. M.	A. M.		STATIONS.		A. M.	A. M.	P. M.	P. M.	P. M.
8 05	4 25	1 45	9 30	6 55		Central Bridge 1		6 30	9 10	1 20	4 05	6 35
8 20	4 30	1 50	9 35	7 00		.... Junction.....		6 25	9 05	1 15	4 00	6 30
8 15	4 35	1 55	9 40	7 05		.... Hallenbeck's... ..		6 20	9 00	1 10	3 55	6 25
8 25	4 45	2 05	9 50	7 20		... W. L. Dietz's... ..		6 10	8 50	1 00	3 45	6 15
8 30	4 50	2 10	9 55	7 25		Schoharie C. H. 2.		6 05	8 45	12 55	3 40	6 10
						Middleburgh						
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.

OFFICERS.

JAMES H. BUNN, Sup.,
 Schoharie C. H., N. Y.

CONNECTIONS.

- 1 Connect with Albany & Susqueha'ah Railway.
- 2 Stages for Middleburgh New Blenheim, Gilboa and Livingstonville.

LONG ISLAND RAILWAY.

OLIVER CHARLICK, President, New York.

I. D. BARTON, Superintendent, Hunter's Point.

Trains Leave.

April 25, 1868.

Trains Arrive.

Sunday.		Pass	Pass	Exps	Exps	Mail	Mis.	STATIONS.	Mis.	Pass	Pass	Exps	Mail	Pass	Sunday.	
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
.New York.																
James Slip, E.R.																
34th Street, E.R.																
3 45	9 30	6 00	4 30	3 30	11 30	9 30	0	.. Hunter's Point ..	94	8 00	9 00	10 30	2 30	4 30	5 05	9 05
4 00	9 40	6 09	4 39		11 39		3	.... Woodside	91	7 50	8 48			4 21	4 55	8 55
4 05	9 45	6 12	4 42	3 42	11 43	9 43	4	.... Winfield	90	7 47	8 45	10 19	2 18	4 18	4 52	8 20
4 35	10 03	6 30	5 00	4 00	12 00	10 02	10	.... Jamaica	84	7 30	8 27	10 02	2 00	4 00	4 35	8 25
4 40	10 08	6 34					11	.. Willow Tree	83	7 25					4 30	8 10
4 50	10 15	6 39	5 10	4 09	12 12	10 15	13	.... Queens	81	7 19	8 15	9 50	1 48	3 50	4 25	7 55
5 05	10 25	6 49		4 18	12 22	10 25	17	.... Hyde Park	77	7 11	8 06	9 42	1 38	3 40	4 15	7 40
5 20	10 35	6 58	5 28	4 26	12 30	10 35	19	.... Mineola	75	7 04	8 00	9 35	1 31	3 32	4 05	7 25
		7 08	5 40	4 38	12 42	10 47	22	.. Hempstead	8	6 52	8 15	9 23	1 20	3 35		
		7 10	5 42			10 50	24	.... Roslyn	4	6 50	8 10			3 30		
		7 15	5 48			11 00	26	.... Glen Head	2	6 40	8 00			3 20		
		7 22	5 55			11 10	28	.... Glen Cove	0	6 30	7 50			3 10		
5 35	10 45	7 08	5 38	4 36	12 40	10 45	22	.... Westbury	70	6 54	7 51	9 25	1 22	3 22	3 55	7 10
5 50	10 55	7 18	5 46	4 45	12 50	10 55	25	.... Hicksville	67	6 45	7 42	9 15	1 14	3 12	3 42	6 55
6 05	11 05		6 00		1 00		4	North { .. Syosset .. } part by	11		7 30			3 00	3 30	6 40
6 25	11 20		6 15		1 15		10	{ .. Huntington .. }	5		7 15			2 45	3 15	6 20
6 45	11 35		6 30		1 30		15	{ .. Northport .. }	0		7 00			2 30	3 00	6 00
		7 26		4 54		11 04	28	.... Jerusalem	64	6 37		9 06	1 05			
		7 31		5 02		11 12	30	.... Farmingdale ..	62	6 32		9 00	12 59			
		7 46		5 20		11 30	36	.... Deer Park	56	6 16		8 40	12 41			
		7 56		5 32		11 42	40	.... Thompson	52	6 05		8 28	12 29			
		8 01		5 39		11 49	43	.... North Islip	49	6 00		8 20	12 22			
				5 55		12 06	48	.... Lakeland	44			8 05	12 06			
				6 01		12 12	50	.... Holbrook	42			7 59	11 58			
				6 13		12 24	54	.... Medford	38			7 46	11 48			
				6 20		12 29	57	.... Bellport	35			7 38	11 42			
				6 27		12 35	59	.... Yaphank	33			7 30	11 35			
				6 42		12 53	65	.... Manor	29			7 10	11 20			
				7 05		1 17	73	.... Riverhead	21			6 50	11 00			
						1 32	78	.... Jamesport	16				10 45			
						1 44	82	.... Mattituck	12				10 35			
						1 55	85	.... Cutchogue	9				10 26			
						2 10	90	.... Southold	4				10 10			
						2 20	94	.. Greenport ..	0				10 00			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		ARRIVE						P. M.	P. M.	A. M.

1. BROOKLYN CENTRAL BRANCH RAILWAY.

LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	April 25, 1868. Sunday Trains Leave East New York at 9 30 and 11 30 a. m., 2 30, 4 00, 5 05, and 6 30 p. m.							
Brooklyn	6 15	7 30	9 00	10 45	2 50	4 05	5 30	6 50								
East New York	6 45	8 00	9 30	11 15	3 20	4 35	6 00	7 20								
Cypress Avenue	6 50	8 03	9 35	11 20	3 25	4 40	6 05	7 26								
Union Course	6 55	8 05	9 40	11 25	3 30	—	6 09	—								
Woodhaven	7 00	8 08	9 45	11 30	3 35	4 49	6 12	7 30								
Clarenceville	7 05	8 13	—	11 35	3 40	—	6 15	—								
Leffert's Avenue	7 10	8 16	—	11 40	3 45	—	6 20	—								
Van Wyck Avenue	7 15	8 20	—	11 45	3 50	—	6 25	—								
Jamaica	7 20	8 23	10 02	11 56	4 00	5 00	6 30	7 50								

LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Sunday Trains Leave Jamaica at 8 30 and 11 00 a. m., and 2 00, 3 00, 4 35, and 6 00 p. m.							
Jamaica	6 00	7 30	8 27	10 05	2 00	4 05	5 05	6 40								
Van Wyck Avenue	6 05	7 35	8 30	10 10	2 05	4 10	—	—								
Leffert's Avenue	6 10	7 40	8 35	10 15	2 10	4 12	—	—								
Clarenceville	6 15	—	8 38	10 20	2 15	4 15	—	—								
Woodhaven	6 20	7 45	8 40	10 25	2 20	4 20	5 16	—								
Union Course	6 25	7 48	8 43	10 30	2 25	4 25	—	—								
Cypress Avenue	6 30	7 50	8 45	10 35	2 30	4 28	5 20	—								
East New York	6 35	7 55	8 50	10 40	2 35	4 30	5 25	7 15								
Brooklyn	7 05	8 25	9 20	11 10	3 05	5 00	5 55	7 45								

LONG ISLAND RAILWAY.

2.

NEW YORK AND FLUSHING RAILWAY.

LEAVE	A. M.	P. M.									
Hunter's Point...	6 15	7 25	8 30	9 30	12 00	2 30	4 30	5 30	6 30	8 15	<i>Sunday Trains</i> Leave Hunter's Point at 9 30 a. m., 12 noon, 3 15 and 5 00 p. m. An extra train will leave Hunter's Point on Saturday nights at 12 15 a. m. on arrival of 12 00 o'clock boat from 34th street ferry, East River.
Calvary Cemetery	6 20	7 30	—	9 35	12 05	2 35	—	—	6 35	8 20	
Winfield.....	6 23	7 38	8 40	9 43	12 13	2 45	4 43	5 43	6 45	8 30	
Newtown.....	6 30	7 42	—	9 47	12 15	2 47	4 46	5 46	6 48	8 33	
West Flushing....	6 33	7 46	—	9 52	12 20	2 53	4 50	—	6 53	8 38	
Flushing.....	6 40	7 53	8 55	10 00	12 30	3 00	5 00	6 00	7 00	8 48	
Broadway.....				10 08			5 08				
Bay Side.....				10 18			5 18				
Little Neck.....				10 25			5 25				
Great Neck.....				10 30			5 30				

LEAVE	A. M.	P. M.									
Great Neck.....			7 30			12 30					<i>Sunday Trains</i> Leave Flushing at 9 00 and 11 00 a. m., 2 30 and 4 00 p. m. An extra Train will leave Flushing Saturday nights at 11 00 p. m.
Little Neck.....			7 35			12 37					
Bay Side.....			7 42			12 44					
Broadway.....			7 55			12 50					
Flushing.....	5 40	6 50	8 00	9 00	11 00	1 00	3 30	5 00	6 00	7 35	
West Flushing....	5 48	6 58	8 08	—	11 08	1 08	3 38	—	6 08	7 44	
Newtown.....	5 52	7 02	8 13	9 13	11 13	1 13	3 43	5 13	6 12	7 50	
Winfield.....	5 57	7 05	8 15	9 15	11 15	1 15	3 45	5 15	6 15	7 55	
Calvary Cemetery	6 05	7 15	—	—	11 20	1 20	3 54	—	6 23	8 05	
Hunter's Point...	6 10	7 20	8 25	9 25	11 25	1 25	3 57	5 25	6 25	8 10	

Oct. 1, 1867.

3.

SOUTH SIDE RAILWAY.

ROBERT WHITE, Supt.

By Long Island Railway, from N. Y., at 9 a. m., and 3 p. m.

Mail train leave Jamaica 10 08 a. m., and arrive at Babylon at 11 18 a. m., Express train leave Jamaica at 4 05 p. m., and arrive at Babylon at 5 15 p. m.

Express train leave Babylon at 7 35 a. m., and arrive at Jamaica at 8 40 a. m. Mail train leave Babylon at 12 40 p. m., arrive at Jamaica at 1 54 p. m. [Nov. 4, 1867.]

89.

STATEN ISLAND RAILWAY.

By Staten Island Ferry, foot of Whitehall street, New York.

JACOB H. VANDERBILT, Pres

J. W. WILBUR, Supt. of Railway.

J. W. BRAISTED, Supt. of Ferry.

Trains Leave.

May 1, 1867.

Trains Arrive.

Pass	Pass	Pass	Pass	Pass	Mis.		M's.	Pass	Pass	Pass	Pass	Pass
A. M.	A. M.	P. M.	P. M.	P. M.		STATIONS.		A. M.	A. M.	P. M.	P. M.	P. M.
7 00	9 00	1 00	4 00	6 00		.....New York.....		8 45	10 45	1 45	4 45	7 35
8 00	10 00	1 45	4 45	6 50		Vanderbilt's Landing.		7 50	9 50	12 50	3 50	6 40
8 10	10 10	1 55	4 55	7 00		..... Garretsons		7 39	9 39	12 39	3 39	6 28
8 14	10 14	1 59	4 59	7 04		.....New Dorp.....		7 35	9 35	12 35	3 35	6 25
8 18	10 18	2 03	5 03	7 08		.....Richmond.....		7 31	9 31	12 31	3 31	6 21
8 23	10 23	2 08	5 08	7 13		..... Giffords.....		7 27	9 27	12 27	3 27	6 17
8 27	10 27	2 12	5 12	7 17		.....Eltingville.....		7 24	9 24	12 24	3 24	6 14
8 30	10 30	2 15	5 15	7 20		.....Annadale.....		7 21	9 21	12 21	3 21	6 11
8 34	10 34	2 19	5 19	7 24		..... Huguenot.....		7 18	9 18	12 18	3 18	6 08
8 37	10 37	2 22	5 22	7 27		.....Prince's Bay.....		7 15	9 15	12 15	3 15	6 05
8 40	10 40	2 25	5 25	7 30		...Pleasant Plains...		7 12	9 12	12 12	3 12	6 02
8 44	10 44	2 29	5 29	7 34		...Richmond Valley...		7 09	9 09	12 09	3 09	5 59
8 50	10 50	2 35	5 35	7 40		.....Tottenville.....		7 05	9 05	12 05	3 05	5 55
A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.

An extra train will leave for Tottenville and Perth Amboy on arrival of the 4 00 p. m. Boat, not stopping at Way Stations.

SUNDAYS { Leave New York with 7 00 and 9 00 a. m., 1 00, 4 00 and 6 00 p. m. Boats.
 { Leave Tottenville at 7 00 and 9 00 a. m., 12 00 m., 4 00 and 6 00 p. m.

Perth Amboy—Steamer Maid of Perth runs daily between Perth Amboy and Tottenville, there connecting with trains for New York.

91. NEW YORK AND PHILADELPHIA RAILWAY LINE.

Consolidated Railways of New Jersey and Phila. & Trenton Railways.

Camden and Amboy, Philadelphia and Trenton Railways.—R. S. VAN RENSSELAER, Gen. Supt., Bordentown, N. J.
J. W. GORE, Gen. Ticket Agent, Philadelphia.

New Jersey R. R.—A. L. DENNIS, President, Newark, N. J. H. M. SOUTHMAYD, Treas. F. W. RANKIN, Sec., N. Y.
F. W. JACKSON, Gen. Supt., Newark, N. J. JAMES W. WOODRUFF, Assistant Supt., Elizabeth, N. J.
GEO. W. BARKER, Master of Transportation. M. G. HEATH, Gen. Ticket Agent, Jersey City.
New York Office—111 Liberty Street.

April 20, 1868

NEW YORK TO PHILADELPHIA, BALTIMORE & WASHINGTON.

STATIONS.	LEAVE	Mls.	Via Camden.			Via Kens.	Via West Philadelphia.					
			Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps
			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	NOON	P. M.	P. M.	NIGHT
New York		0	7 00	1 00	4 00	6 30	8 40	10 00	12 00	5 00	7 30	12 00
Foot Cortlandt St.		1	7 10	1 10	4 10	6 40	8 52	10 10	12 10	5 10	7 40	
Jersey City.....		9	7 35	1 35	4 35	7 05	9 15	10 35	12 35	5 35	8 05	
Elizabeth.....		15	7 45	1 50	4 45	7 15	9 25	10 45	12 45	5 45		
Rahway.....		20	8 00	2 05	5 00	7 30		11 00	12 55			
New Brunswick		32	8 30	2 44	5 30	8 00	10 00	11 30	1 24	6 25	8 56	
Monmouth Junction.....		42	8 56	3 05	5 47			11 46				
Princeton Junction.....		49	9 15	3 23	6 02	8 29		11 57	1 51			
Trenton		59	9 40	3 53	6 25	8 50	10 43	12 17	2 10	7 05	9 37	
Bordentown.....		62	9 56	4 09	6 42							
Burlington.....		70	10 22	4 38	7 04							
Bristol.....		69				9 20		12 42	2 36			
Camden.....		89	11 11	5 40	7 42							
Phila. Walnut Wharf.....		90	11 20	5 40	7 52							
do. Kensington.....		86				10 10						
Mantua.....							11 55	1 32	3 27	8 15	10 52	
West Philadelphia							12 03	1 40	3 35	8 23	11 00	
Wilmington.....		116					12 55		4 55		12 10	5 30
Baltimore		186					3 45		7 50		3 15	
do.....							4 15		8 20		3 50	
Washington Junction.....		195					4 41		8 45		4 16	
Washington		226					5 50		10 00		5 25	
	ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

WASHINGTON TO BALTIMORE, PHILADELPHIA & NEW YORK.

STATIONS.	LEAVE	Mls.	Via Camden.			Via Kens.	Via West Philadelphia.					
			Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps	Exps
			A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	NIGHT
Washington		0					7 00			7 45	12 30	
Washington Junction.....		31					8 03			8 47	1 37	
Baltimore		40					8 25			9 10	2 00	
do.....							9 00			9 45	2 30	
Wilmington.....		110					11 57			12 15	5 12	
West Philadelphia		137					1 30		9 30	1 30	6 30	12 00
Mantua.....							1 38	1 48	9 38	1 38	6 37	12 08
Phila. Kensington.....		140				11 00						
do Walnut Wharf.....			8 00	3 30								
Camden.....		140	8 12	3 42								
Bristol.....		159				11 39			10 22		7 24	1 18
Burlington.....		158	8 58	4 28								
Bordentown.....		166	9 20	4 55	6 30							
Trenton.....		169	9 40	5 12	6 48	12 04	2 50	3 11	10 48	2 48	7 52	1 56
Princeton Junction.....		179	10 01	5 36	7 10	12 24			11 08	3 09	8 14	2 20
Monmouth Junction.....		186	10 14	5 50	7 25							2 38
New Brunswick.....		196	10 40	6 20	8 00	1 00	3 50	4 15	11 45	3 48	8 49	3 10
Rahway.....		207	11 05	6 50	8 25	1 25	4 20		12 10		9 15	3 48
Elizabeth.....		211	11 20	7 03	8 33	1 38	4 35	5 00	12 25	4 26	9 25	4 05
Newark.....		217	11 35	7 15	8 50	1 50	4 50	5 15	12 40	4 40	9 40	4 25
Jersey City.....		225	12 00	7 45	9 15	2 15	5 15	5 40	1 05	5 05	10 05	5 00
New York		226	12 10	7 55	9 25	2 25	5 22	5 50	1 12	5 12	10 15	5 10
	ARRIVE		P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.

91.

NEW JERSEY RAILWAY.

1.

LOCAL TRAINS.

TRAINS LEAVE NEW YORK for
West End—7 40, 8 10 and 9 a.m., 12 10, 3, 4 10, 5 20, 5 40, 6 10, 8 20 and 10 p.m.
Newark—MARKET STREET.—6, 6 30, 7, 7 40, 8 10, 9, 10 10, 11 and 11 40 a.m., 12 10, 1, 2, 3, 5 30, 4 10, 4 30, 5 10, 5 20, 5 30, 5 40, 6, 6 10, 6 30, 7, 8 20, 10 and 11 15 p.m. 12 night.
Elizabeth—6, 6 30, 7, 8 10, 10 10, and 11 40 a.m., 12 10, 1, 2, 3, 3 30, 4 10, 4 30, 5 20, 5 30, 5 40, 6, 6 10, 7, 8 20, and 10 p.m., and 12 night.
Rahway—6 7, 8 10, and 10 10 a.m., 1, 2, 3 30, 4 10, 4 30, 5 20, 5 30, 6, 6 10, 7 and 12 p.m. On Mondays and Thursdays at 10 p.m.
Metuchen—7* and 10* a.m., 1, 4 10, 5 20, 6 30* and 12 p.m.
New Brunswick—7*, 8 40*, and 10* a.m., 12* noon, 1, 4*, 4 10, 5*, 5 20, 6 30* p.m., and 12 night.
 * Philadelphia Line fares.

TRAINS LEAVE FOR NEW YORK from
West End—6 15, 7 15, 8, 9 25 and 11 15 a.m., 12 15, 3 15, 5 15, 6 30 and 11 p.m.
Newark—4 25, 4 50, 5 15, 6, 7, 7 30, 7 45, 8, 8 15, 8 30, 9, 9 10, 9 30, 10, 10 10, 11 a.m. and 12 noon, 1, 2, 3, 4 05, 5, 5 15, 6 15, 7 35, 9 30, 9 40, 10 45 and 11 45 p.m.
Elizabeth—4 05, 4 35, 5, 5 45, 6 45, 7 15, 7 45, 8, 8 15, 8 38, 8 55, 9 55, 10 45 and 11 20 a.m., 12 25, 12 45, 1 45, 2 45, 3 50, 4 45, 5, 6, 7 20, 9 15, 9 25, 10 30 and 11 30 p.m.
Rahway—5 30, 7, 7 30, 7 45, 8 25, 8 40, 9 40, 10 30 and 11 05 a.m., 12 10, 12 30, 1 25, 3 30, 4 30, 5 45, 7 05, 9 and 9 15 p.m.
Metuchen—4 28, 7 25, 8 10, 9 20 and 10 50* a.m. 3 10, 6 30* and 9* p.m.
New Brunswick—3 10*, 3 50*, 4 15*, 7 15, 8, 9 10, 10 40* and 11 45* a.m., 1*, 3, 3 48*, 6 20* and 8 49* p.m.
 † Daily.

2.

PHILADELPHIA AND TRENTON RAILWAY.

V. L. BRADFORD, President, Philadelphia, Pa.

Trains Leave.

Dec. 16, 1867.

Trains Arrive.

Trains Leave.						Trains Arrive.					
Acc.	Acc.	Acc.	Acc.	Acc.	Mls.	Mls.	Acc.	Acc.	Acc.	Acc.	Acc.
P. M.	P. M.	A. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	P. M.
4 50		9 37	8 00	6 30	0	28	9 15		4 07	4 42	6 36
4 58		9 45	8 09	6 40	2	26	9 05		3 59	4 34	6 28
5 09		9 56	8 25	6 55	7	21	8 55		3 42	4 22	6 13
5 17	2 45	10 06	8 37	7 10	11	17	8 47	11 10	3 31	4 14	5 59
5 29	3 03	10 20	8 54	7 29	16	12	8 34	10 55	3 12	4 01	5 42
5 41	3 22	10 33	9 16	7 49	22	6	8 20	10 38	2 54	3 49	5 24
—	3 32	—	—	8 02			—	—	—	3 43	5 15
6 00	3 45	10 52	9 40	8 16	28	0	8 00	10 15	2 30	3 30	5 00
P. M.	P. M.	A. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	P. M.

Cornwells & Kensington.—Leave Cornwells at 5 00 and 7 00 p. m., arr. at Kensington at 5 45 and 7 49 p. m.

Leave Kensington for Cornwell at 4 and 6 00 p. m., arriving at Cornwells at 4 49 and 6 50 p. m.

A way train leaves Holmsburg for Tacony and Kensington at 6 00 a.m., arrive at Kensington at 6 34 a.m. Leave Kensington at 8 p.m., arrive at Holmsburg at 8 30 p.m.

3.

PERTH AMBOY AND WOODBRIDGE RAILWAY.

Trains Leave.

Dec. 16, 1867.

Trains Arrive.

Trains Leave.						Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	M's.	M's.	Pass	Pass	Pass	Pass	Pass
A. M.	A. M.	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.
6 00	10 10	2 00	4 30	6 00			8 35	9 45	1 35	5 25	8 10
7 30	11 15	3 05	5 35	7 05			7 30	8 40	12 30	4 23	7 00
7 35	11 20	3 10	5 40	7 10			7 25	8 38	12 25	4 20	6 50
7 45	11 30	3 20	5 50	7 20			7 15	8 25	12 15	4 10	6 40
8 00	11 40	3 35	6 00	7 30			7 05	8 15	12 00	4 00	6 30
A. M.	A. M.	P. M.	P. M.	P. M.			A. M.	A. M.	NOON	P. M.	P. M.

4.

MILLSTONE AND NEW BRUNSWICK RAILWAY.

ISRAEL SMITH, Superintendent.

Trains Leave.						Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	M's.	M's.	Pass	Pass	Pass	Pass	Pass
A. M.	M.	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.
7 00	12 00	4 10	5 20				8 52	9 25	12 10	5 12	10 15
9 10	1 45	5 45	6 55				7 15	8 00	10 40	3 48	8 49
9 20	1 55	5 55	7 05				7 05	7 50	10 15	3 17	7 57
9 27	2 02	6 02	7 12				7 00	7 45	10 09	3 10	7 50
9 40	2 15	6 15	7 25				6 45	7 30	10 00	3 00	7 40
A. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.

MORRIS AND ESSEX RAILWAY.

THEO. F. RANDOLPH, President. A. P. BERTHOUD, Gen. Superintendent. S. SCHOCH, Assist. Superintendent.
 JAS. S. WOODRUFF, Gen. Ticket Agent. W. E. HALLIDAY, Gen. Freight Agent.
 General Offices—Hoboken, N. J.

Trains Leave.

May 11, 1868.

Trains Arrive.

ACC.	EXS.	EXS.	EXS.	ACC.	EXPS.	ACC.	MAIL.	M.	STATIONS.	M.	ACC.	ACC.	EXS.	EXPS.	EXPS.	ACC.	MAIL.	ACC.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	..	ARRIVE]	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
6 30	5 00	4 00	3 30	2 30	1 30	9 30	7 00	0	New York 1..	83	8 15	8 45	9 35	10 25	1 25	2 35	4 15	9 10	
6 45	5 15	4 15	3 45	2 45	1 45	9 45	7 15	14	..Foot Barclay St..	81	8 00	8 30	9 25	10 15	1 15	2 25	4 05	8 50	
7 10	5 40	4 40	4 10	3 10	2 10	10 15	7 40	10	.....Hoboken.....	73	7 35	8 05	9 00	9 50	12 50	2 00	3 40	8 25
7 28	—	—	—	3 28	—	10 33	7 53	14	.....Newark 2	69	7 18	—	—	—	—	1 46	3 28	8 10
7 37	5 56	—	—	3 35	—	10 42	8 00	16	.....Orange.....	67	7 10	7 45	—	—	—	1 37	3 21	8 02
7 48	6 04	—	—	3 44	—	10 53	8 09	19	.....South Orange...	64	7 03	7 36	8 36	—	—	1 27	3 12	7 52
8 00	6 13	—	—	3 54	—	11 05	8 19	23	.....Millburn.....	60	6 55	7 27	8 27	—	—	1 15	3 02	7 40
8 10	6 23	—	—	4 04	—	11 17	8 27	26	.....Summit	56	6 47	7 18	8 17	—	—	1 04	2 53	7 29
8 17	6 29	5 23	5 02	4 11	2 51	11 25	8 33	28	.....Chatham	55	6 41	7 12	8 10	9 08	—	12 56	2 47	7 21
8 27	6 40	5 33	5 13	4 21	3 02	11 26	8 45	32	.....Madison	51	6 30	7 00	8 00	9 00	12 00	12 45	2 35	7 10
			5 20			11 54	8 52	34	..Morristown....	49			7 52	—	—		2 28	7 02	
			5 30			12 06	9 04	39	..Morris Plains...	44			7 40	—	—		2 17	6 50	
			6 00				9 30		..Boonton (Branch)				7 15	—	—		1 55		
			5 35			12 12	9 09	41	.....Denville 3	42			7 35	—	—		2 12	6 43
	6 00		5 45		3 29	12 23	9 20	44	.....Rockaway	39			7 27	8 30	11 35		2 02	6 30
			5 57				9 34	49	.....Dover	34			7 14	—	—		1 48	
			6 07				9 46	54	.....Drakesville. . . .	29			7 04	—	—		1 35	
	6 31		6 15				9 54	57	.....Stanhope.....	26			6 57	—	—		1 26	
	6 42		6 23		4 09		10 08	62	.....Waterloo 4.....	21			6 45	7 48	10 55		1 10	
	7 02				4 30		10 33	70	..Hackettstown... 13					7 28	10 33		12 44		
	7 13						10 45	75	.....Washington 5... 8					7 18	—		12 29	
	7 23						10 55	79	.....Broadway..... 4					7 09	—		12 17	
	7 32				5 00		11 07	82	.....Stewartsville	2				7 00	10 03		12 03	
	7 34				5 03		11 10	83	..Phillipsburg	0				6 55	10 00		12 00		
P. M.	PM:	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	noon	PM.				

1. NEWARK TO MONTCLAIR.

MONTCLAIR TO NEWARK.

A. P. BERTHOUD, Gen. Supt., Hoboken, N.J.

LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Newark	7 05	8 12	9 41	12 12	4 12	5 41	7 11	Montclair ...	6 30	7 40	9 00	11 00	1 30	5 05	6 30
Roseville	7 11	8 20	9 48	12 20	4 20	5 49	7 19	Bloomfield	6 37	7 47	9 07	11 06	1 36	5 12	6 37
Watsessing	7 18	8 27	9 54	12 28	4 28	5 57	7 27	Wa sessing.....	6 40	7 50	9 10	11 09	1 39	5 15	6 40
Bloomfield.....	7 21	8 30	9 57	12 31	4 31	6 00	7 30	Roseville.....	6 48	7 57	9 17	11 17	1 48	5 23	6 48
Montclair ...	7 28	8 37	10 04	12 36	4 38	6 05	7 37	Newark	6 55	8 03	9 23	11 25	1 55	5 30	6 55

2. SOUTH ORANGE AND SUMMIT TRAINS.

LEAVE	A. M.	A. M.	A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.
New York	6 30	8 00	11 30	1 00	3 40	4 30	5 30	8 45	11 45	
Hoboken	6 45	8 15	11 45	1 15	3 55	4 45	5 45	9 00	12 00	
Newark	6 40	7 10	8 40	12 10	1 40	4 20	5 10	6 10	9 25	12 25
Orange	6 53	7 25	8 57	12 26	1 56	4 38	5 28	6 28	9 40	12 40
South Orange.	7 00	7 33	9 05	12 34	2 03	4 46	5 38	6 37	9 48	12 47
Summit ...	7 56		12 55			6 00				

Newark for New York—Leave Newark at 6, 7, 7 35, 7 50, 8 05, 8 30, 8 45, 9, 9 25, 9 50, 10 30, 11, 11 30 a.m., 12 30, 12 50, 1 30, 2, 3 30, 3 40, 4, 4 50, 5 30, 5 45, 7, 8 25, 11 p.m.
New York for Newark—Leave New York at 6 30, 7, 8, 8 30, 9, 9 30, 10 30, 11, 11 30 a.m., 1, 1 30, 2, 2 30, 3 40, 3 50, 4, 4 30, 5, 5 10, 5 30, 6 10, 6 30, 7 45, 8 45 and 11 45 p.m.

LEAVE	A. M.	A. M.	A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.
Summit ...	6 15	8 40				5 00				
South Orange.	6 36	8 05	9 00	10 05	12 05	3 05	5 21	6 35	7 30	10 35
Orange	6 43	8 13	9 08	10 13	12 13	3 13	5 30	6 43	7 38	10 43
Newark	7 00	8 30	9 25	10 30	12 30	3 30	5 45	7 00	7 55	11 00
Hoboken.....	7 25	8 55	9 50	10 55	12 55	3 55	6 10	7 25		11 25
New York	7 40	9 05	10 05	11 05	1 05	4 05	5 25	7 40		11 40

- 1 Connect with Railways diverging from New York.
- 2 Con. with Newark and Bloomfield Railway.
- 3 Connects with Boonton Branch.
- 4 Connects with Sussex Railway.
- 5 Con. with Del., Lack. & Western Railway.
- 6 Con. with Railways diverging from Easton.

3. SUSSEX RAILWAY COMPANY.

Trains of this Company connect at Waterloo as follows:—Leave Newton for Waterloo at 6 30 a.m. and 1 p.m. Leave Waterloo for Newton on arrival of the 7 a. m., and 4 p. m. trains from N. Y.

93.

RARITAN AND DELAWARE BAY RAILWAY.

WILLIAM TORREY, President, New York,

W. S. SNODDEN, Gen. Manager for Lessees.

C. L. KIMBALL, Superintendent, Red Bank, N. J.

New York Office, corner of Duane and West streets.

Trains Leave.

Oct. 3, 1867.

Trains Arrive.

Acc.	Mxd.	Exps	Mail	Exps	Mls.	STATIONS.	Mls.	Exps	Mail	Exps	Exps	Exps
		P. M.	P. M.	A. M.				P. M.	A. M.	A. M.	P. M.	
		4 00	4 00	11 15	0	{ New York 1 } { Pier 32 N th Riv } (Steamboat)	112	2 00	9 40	9 40		
		5 23	5 26	12 40		...Port M. Pier...		12 40	8 01	8 09		
		---	5 35	12 50	20	...Port Monmouth...	98	12 32	7 53	8 01		
		---	5 42	---	22	.... Highland.....	91	---	7 46	---		
		---	5 48	---	23	.... Middleton.....	90	---	7 39	---		
		5 49	5 59	1 10	26	.... Red Bank.....	87	12 12	7 27	7 44		
		---	6 05	---	28	.... Shrewsbury... ..	85	---	7 20	---		
		5 57	6 11	1 21	29	.... Junction.....	84	12 02	7 14	7 34		
		5 57	---	1 21	29	.... Junction.....	84	12 02	---	7 34		
		6 01	---	1 26	30	.... Eatontown....	83	11 56	---	7 32		
		6 06	---	1 31	31	.... Oceanport....	81	11 51	---	7 26		
		6 12	---	1 37	33	.... Branchport....	80	11 46	---	7 21		
		6 16	---	1 41	34	.... Long Branch... ..	79	11 40	---	7 15		
			6 31	1 38	35	.... Shark River....	78	11 42	6 55			
			6 44	1 50	38	.... Farmingdale....	75	11 31	6 42			
			6 51	---	40	.. Squankum.....	73	---	6 35			
			7 09	2 10	46	.... Bricksburg.....	67	11 09	6 17			
			---	---	50	... White's Bridge...	63	---	---			
		A. M. 11 20	7 32	2 35	54	.... Manchester.... (Branch)	59	10 48	5 52		2 00	
		11 45	7 54	2 55		.. Tom's River..		10 20	5 30		1 30	
			---	2 50	60	.. Whiting's Mills...	53	10 24	---	---		
			---	3 10	68	.... Woodmansie....	46	10 03	---	---		
			---	3 23	72	.... Shamong.....	41	9 51	---	---		
			---	---	75	.... Harris.....	38	---	---	---		
			---	3 51	84	.... Atsion.....	29	9 20	---	---		
			---	4 13	93	.. Atco (Jackson) 2..	20	8 55	---	---		
			---	5 05	112	.... Camden.....	0	8 00	---	---		
			5 13	---		... Philadelphia...		7 45	---	---		
		A. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.

Through Fare to Philadelphia, \$2 00.

1 Connect with Railways diverging from New York. | 2 Connect with the Camden & Atlantic Railway.

94.

NORTHERN RAILWAY OF NEW JERSEY.

THOS. H. HERRING, President.

T. W. DEMAREST, Supt.

ANDREW CORSA, Gen. Ticket Agent, New York.

Trains Leave.

Nov. 4, 1867.

Trains Arrive.

Exp.	Pass	Mail	Pass	Pass	Mls.	STATIONS.	Mls.	Pass	Mail	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	A. M.	P. M.	P. M.
5 10	6 20	4 10	1 10	9 10		.... New York.....						
5 23	6 32	4 22	1 22	9 25		.. Cortl'dt St. Ferry.						
---	---	---	---	---	3	.... Jersey City.....	26	7 40	8 38	9 40	12 41	5 22
---	---	---	---	---	6	.... Bergen.....	23	---	---	---	---	---
5 45	6 54	---	1 44	9 47	6	.... New Durham....	20	7 19	---	9 18	12 19	5 00
5 49	6 58	---	1 48	9 51	8	.... Allertons.....	18	7 15	---	9 14	12 15	4 53
5 54	7 03	---	1 53	9 56	9	.. English Neighborhood	17	7 10	---	9 09	12 10	4 51
5 57	7 07	4 48	1 57	10 00	10	.. Hackensack J'nction.	16	7 06	8 12	9 06	12 07	4 42
6 04	7 14	4 55	2 04	10 07	12	.... Leonia.....	14	6 59	8 06	8 59	12 01	4 34
---	---	---	---	---	14	.... Van Brunt's... ..	12	---	---	---	---	---
6 11	7 21	5 03	2 12	10 15	15	.... Englewood.....	11	6 52	8 00	8 52	11 54	4 27
6 16	7 25	---	2 17	10 20	16	.... Highland.....	10	6 45	---	8 45	11 47	4 17
6 20	7 29	5 10	2 21	10 24	17	.... Tenafly.....	9	6 42	7 50	8 42	11 44	4 14
6 25	7 34	5 15	2 26	10 29	18	.... Cresskill.....	8	6 37	7 46	8 37	11 39	4 09
6 32	7 41	5 22	2 34	10 36	20	.... Closter.....	6	6 30	7 40	8 30	11 32	4 02
6 43	7 52	5 31	2 45	10 47	23	.... Tappan.....	3	6 19	7 32	8 19	11 21	3 50
6 49	7 58	5 37	2 51	10 53	25	... Upper Piermont...	1	6 14	7 27	8 14	11 16	3 45
6 54	8 03	5 43	2 57	10 58	26	... Piermont 1 ...	0	6 10	7 20	8 10	11 10	3 40
P. M.	P. M.	P. M.	P. M.	A. M.			ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.

Connecting trains leave New York at 7 30, 9 00 and 11 30 a.m., 3 30, 5 00 and 6 30 p.m.

95. WEST JERSEY, SALEM, CAPE MAY AND MILLVILLE RAILWAYS.

PHILADELPHIA TO BRIDGETON, SALEM, MILLVILLE AND CAPE MAY.

Trains Leave.					April 1, 1868.		Trains Arrive.				GENERAL OFFICERS. WEST JERSEY R.R.— (Camden to Bridgeton.) T. J. YORKE, Pres.; GEORGE J. ROBBINS, Sec. and Treas.; WILLIAM J. SEWELL, Superintendent, Camden, N. J. SALEM RAILWAY.— (Pittstown to Salem.)— WM. F. REEVE, Pres; D. W. C. CLEMENT, Sec. and Treas., Salem, N. J. W. J. SEWELL, Supt, Camden, N. J. CAPE MAY AND MILLVILLE RAILWAY.— (Millville to Cape May.) J. G. SIEVENS, Pres., Trenton, N. J. B. F. LEE, Treas.; S. J. BAYARD, Sec.; W. J. SEWELL, Supt; Camden, N. J. MILLVILLE & GLASSBORO' RAILWAY.— (Glassboro' to Millville.) GEO. W. THOMAS & Co. Lessees. The Standard Time is that of the West Jersey clock, in the Superintendent's office at Camden, N. J.
Acc.	Acc.	Mail.	Mail.	Mls	Mls	Pass	Mail.	Acc.	Mail		
P. M.	P. M.	P. M.	A. M.			P. M.	A. M.	A. M.	A. M.		
6 00	3 30	3 15	8 00			5 37	9 07	9 52	7 52		
6 10	3 40	3 27	8 10			5 22	8 57	9 43	7 43		
				1	37						
6 24	3 53	3 40	8 22	4	33	5 08	8 46	9 32	7 31		
6 30	3 58	3 45	8 27	5	32	5 03	8 41	9 28	7 24		
6 40	4 07	3 54	8 36	8	29	4 54	8 34	9 20	7 15		
	4 18	4 03	8 48	12	25	4 42	8 23	9 11			
	4 23	4 08	8 53	13	14	4 36	8 18	9 07			
	4 31		9 01	15	12	4 30	8 13	8 03			
	4 40	4 21	9 11	18	19	4 22	8 06	8 54			
	4 47		9 19	20	17	4 13	7 58				
	4 51		9 23	22	15	4 09	7 54				
	4 57		9 28	23	14	4 03	7 48				
	5 06		9 36	26	11	3 56	7 41				
	5 15		9 45	29	8	3 45	7 30				
	5 21		9 51	31	6	3 39	7 24				
	5 31		10 01	34	3	3 29	7 14				
	5 40		10 10	37	0	3 20	7 05				
		5 06	9 36	0	17	3 52	7 37				
		5 16	9 47	4	13	3 42	7 27				
		5 21	52	5	12	3 38	7 23				
		5 25	9 56	6	11	3 34	7 19				
		5 30	10 01	7	10	3 30	7 15				
		5 37	10 08	10	7	3 22	7 07				
		5 43	10 14	12	5	3 16	7 01				
		5 48	10 19	13	4	3 11	6 56				
		5 58	10 29	17	0	3 00	6 45				
			4 23	9 11	0	4 10		8 53			
			4 34	9 23	4	3 58		8 43			
			4 42	9 31	6	3 50		8 36			
			4 45	9 34	8	3 47		8 33			
			4 52	9 41	10	3 40		8 26			
			4 59	9 48	12	3 31		8 19			
			5 02	9 51	13	3 28		8 14			
			5 14	10 02	17	3 18		8 04			
			5 22	10 11		3 09		7 55			
			5 31	10 22	22	3 00		7 45			
			5 32		0			7 43			
			5 50		6			7 25			
			6 07		13			7 05			
			6 16		16			6 56			
			6 22		19			6 49			
			6 31		22			6 40			
			6 42		27			6 27			
			6 51		30			6 18			
			7 04		35			6 02			
			7 11		38			5 54			
			7 20		44			5 45			

96. HACKENSACK AND NEW YORK RAILWAY.

G. G. ACKERSON, President.

Depot, foot of Chambers street, New York City.

Trains leave New York for Carlstadt, Woodridge, Polify, Lodi and Hackensack at 8 30 a. m., 12 m., 4 00, 5 00, and 6 30 p. m.

Returning, leave Hackensack, at 6 00, 7 00, 8 00 a. m., 12 m., 3 30 and 5 00 p. m.

[June 3, 1867.]

97.

CAMDEN AND ATLANTIC RAILWAY.

ROBERT FRAZER, President, Philadelphia, Pa. H. WHITEMAN, Secretary and Treasurer, Philadelphia, Pa.
 G. W. N. CUSTIS, General Superintendent, Camden, N. J. D. H. MUNDY, General Ticket Agent.
 M. J. BIDDLE, General Freight Agent, Philadelphia, Pa.

Trains Leave.

May 4, 1868.

Trains Arrive.

Trains Leave				Trains Arrive				STATIONS.	
Acc.	Mail.	Mxd.	Mls.	Mis.	Acc.	Mail.	Mxd.	ARRIVE	LEAVE
P. M.	P. M.	A. M.		A. M.	A. M.	P. M.		A. M.	P. M.
5 45	4 30	7 45	0	58	7 42	8 46	7 14	Cooper's Point.	
6 17	4 50	8 05	7	51	7 15	8 29	6 56	.....Haddonfield.....	
6 29	—	—	10	48	7 04	—	—	.....Ashland.....	
6 40	5 03	8 15	11	46	6 58	8 15	6 40	.....White Horse....	
7 00	5 16	8 31	16	41	6 40	7 59	6 30	.....Berlin.....	
7 06	5 24	8 39	19	38	6 30	7 51	6 22	.....Atco.....	
	5 36	8 51	23	34		7 40	6 11	.....Waterford.....	
	5 42	8 57	25	32		7 32	6 03	.....Spring Garden....	
	5 52	9 05	27	33		7 24	5 52	.....Winslow.....	
	6 01	9 14	30	30		7 15	5 46	... Hammonton.....	
	6 08	9 21	32	28		7 08	5 39	.....Da Costo.....	
	6 21	9 34	35	23		6 55	5 26	.....Elwood.....	
	6 33	9 46	39	18		6 43	5 14	.....Egg Harbor.....	
	6 49	10 02	45	12		6 27	4 58	.....Pomona.....	
	7 04	10 17	51	7		6 13	4 44	.....Absecon.....	
	7 23	10 36	58	0		5 50	4 20	.....Atlantic ...	
P. M.	P. M.	A. M.			A. M.	A. M.	P. M.		

Haddonfield Accommodation Trains—Leave Cooper's Point at 10 30 a.m. and 2 15 p.m. Returning, leave Haddonfield at 1 00 and 3 15 p.m.

98.

LONG BRANCH AND SEA SHORE RAILWAY.

M. PAUL, Superintendent.

The Steamers William Cook and William Harrison will leave the south side of Pier No. 25 N. R. (foot of Barclay street) at 10 30 a.m., 4 00 (and from Pier No. 1 at 4 15) and 5 15 p.m., (touching at Pier No. 1 N. R.) daily, (Sundays excepted,) stopping at Highlands, Rumson's and Atlanticville, and connecting with Railway at Sandy Hook for Long Branch.

Leave Long Branch at 7 15 a.m., (touching at Pier No. 1 N. R.) 12 45 and 6 15 p.m., stopping at Highlands, Rumson's and Atlanticville. [July 1, 1867.]

99.

CATASAUQUA & FOGELSVILLE RAILWAY.

JOSHUA HUNT, President. JOHN WILLIAMS, Treasurer and Gen. Ticket Agent. C. W. CHAPMAN, Supt. and Eng.
 ROBERT E. WILLIAMS, Gen. Freight Agent, Catasauqua, Pa.

Leave.			Jan 21, 1868.		Arrive.	
Pass	Pass	Mls.	Pass	Pass.		
P. M.	A. M.		A. M.	P. M.		
2 00	6 45		10 15	6 12		
2 05	6 50		10 10	6 08		
2 10	6 55		10 05	6 05		
2 15	7 00		10 00	6 00		
2 20	7 05		9 55	5 55		
2 25	7 10		9 50	5 51		
2 33	7 16		9 40	5 46		
2 48	7 28		9 25	5 39		
3 00			9 10			
3 24	7 34		8 40	5 29		
3 30	7 40		8 35	5 25		
P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.

1 Connects with Lehigh Valley Railway.
 2 Connects with East Pennsylvania Railway.

100. BARCLAY RAILWAY AND COAL COMPANY.

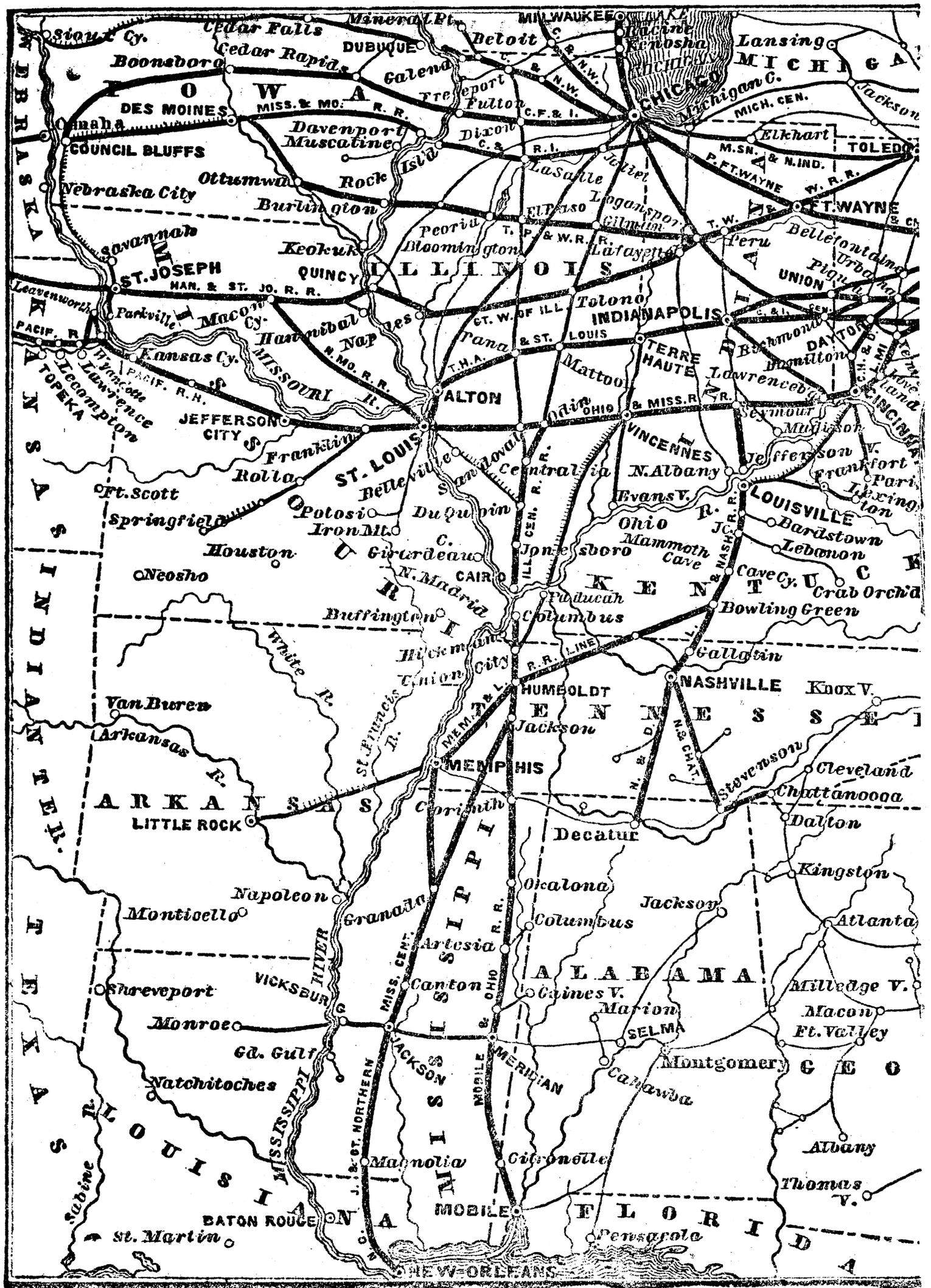
JOHN ELY, President, Elmira, N. Y.

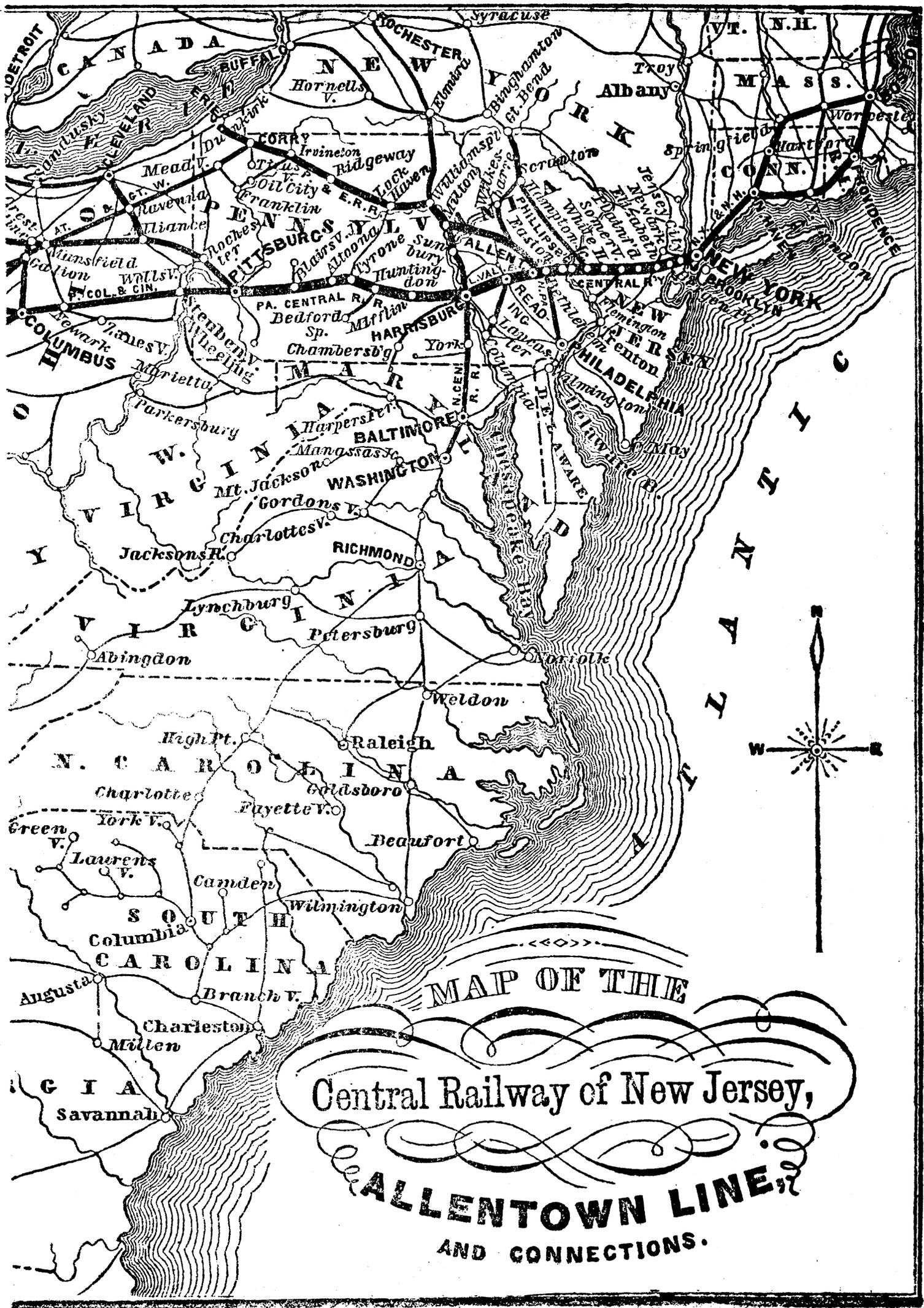
J. MACFARLANE, Superintendent, Towanda, Pa.

This Road runs from the North Branch Pennsylvania Canal, Towanda, to the Company's mines, at Barclay, 16 miles. Principal business is coal carrying. Fare 50 cents.

A passenger car leaves Towanda for Barclay daily at 7 00 a.m.

Leaves Barclay at 4 00 p.m.





MAP OF THE
Central Railway of New Jersey,
ALLENTOWN LINE,
AND CONNECTIONS.

IMPORTANT TO WESTERN TRAVELERS.

**THREE DAILY EXPRESS TRAINS FOR THE WEST,
BY THE ALLENTOWN ROUTE.**

On and after May 11, 1868,

THREE EXPRESS TRAINS

Will leave NEW YORK daily (Sundays excepted), via *Central Railway of New Jersey*, and ALLENTOWN LINE, leaving *Pier 15, foot of Liberty street, North River*, at

9 00 a. m. and 5 00 & 8 00 p. m.

On Sundays, One Express Train at 8 00 p. m.

⚡ PASSENGERS BY THIS ROUTE

SAVE 60 TO 130 MILES, AND THREE HOURS' TIME,

Over other Lines, with but ONE CHANGE OF CARS TO CHICAGO OR CINCINNATI, and but TWO TO ST. LOUIS.

FARE ALWAYS AS LOW AS BY ANY OTHER LINES.

⚡ State-room Sleeping Cars on Night Trains.

⚡ Silver Palace Cars through from New York to Chicago with 9 00 a.m. Train.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

6 40 a. m. — Mauch Chunk Line — arrives in Mauch Chunk 12 00 noon, and Williamsport 6 35 p.m.

9 00 a. m., *Morning Express*, for the West, connecting at Easton for Bethlehem and Allentown; at Harrisburg with Pennsylvania Railway; at Pittsburg for Chicago, Cincinnati, St. Louis, &c.; without change of Cars to Pittsburg, and but one change to Cincinnati or Chicago. *This Train leaves New York two hours later than other Lines*, and arrives at principal places West at the same time. Sleeping Cars are attached to this Train at Altoona, which run to Crestline and Cincinnati.

⚡ Palace Sleeping Cars through from New York to Chicago.

This Train connects at Junction with Delaware, Lackawanna and Western Railway for Scranton, Great Bend, &c.

12 00 m., *Way Train*, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia and Reading Railway for Columbia, Pottsville, &c., arrives at Harrisburg at 8 30 p. m. Without change of Cars from New York to Harrisburg.

5 00 p. m., *Express*, for Cincinnati, Chicago and the Oil Regions. Sleeping Cars from New York to Pittsburg. Arrives in Chicago and Cincinnati six hours in advance of all other routes.

8 00 p. m., *Evening Express*, for the West, for Easton, Bethlehem, Allentown, Reading, Harrisburg, and Pittsburg, *without change of Cars*; connects at Pittsburg with trains for Cincinnati, Chicago, St. Louis, &c., *with but one change to Cincinnati or Chicago, and but two to St. Louis*. Sleeping Cars from New York to Pittsburg. This Train runs daily, leaving New York *two hours later than other lines*, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg)

9 35 p. m., *Express Train*, from Cincinnati, leaving Pittsburg at 11 50 a. m.; passes Harrisburg at 9 35 p. m.; Reading at 11 40 p. m., Allentown at 1 05 a. m.; Easton at 1 45 a. m. Through Cars from Harrisburg to New York.

Sleeping Cars from Harrisburg to New York. Arrives at New York at 5 00 a. m. This Train runs daily.

3 00 a. m., *Express Train*, from the West, leaving Pittsburg at 5 00 p. m.; passes Harrisburg at 2 45 a. m.; Reading at 4 44 p. m.; Allentown at 6 05 a. m.; Easton at 7 10 a. m. Through Cars from Pittsburg to New York.

Sleeping Cars from Pittsburg to New York. Arrives at New York at 10 00 a. m. This Train runs daily.

5 25 a. m., *Fast Line*, from the West, leaving Pittsburg at 7 40 p. m.; passes Harrisburg at 5 10 a. m.; Reading at 7 06 a. m.; Allentown at 8 15 a. m.; Easton at 9 15 a. m. Through Cars from Pittsburg to New York.

Sleeping Cars from Pittsburg to New York. Arrives at New York at 11 50 a. m. This Train runs daily.

8 10 a. m., *Way Train*, from Harrisburg, passing Reading at 10 30 a. m.; Allentown at 12 05 p. m.; Easton at 1 00 p. m. Through Cars from Harrisburg to New York. Arrives in New York at 3 50 p. m.

2 05 p. m., *Fast Mail*, from the West, leaving Pittsburg at 2 30 a. m.; passing Harrisburg at 12 20 d. m.; Reading at 2 40 p. m.; Allentown at 3 40 p. m.; Easton at 4 50 p. m. Through Cars from Harrisburg to New York. Arrives in New York at 7 40 p. m.

⚡ This Train has Silver Palace Cars through from Chicago to New York.

H. P. BALDWIN, Gen. Passenger Agent.

CENTRAL RAILWAY OF NEW JERSEY.

101.

NEW YORK TO EASTON.

JOHN T. JOHNSON, President. R. E. RICKER, Gen. Superintendent. H. P. BALDWIN, Gen. Passenger Agent.
P. H. WYCKOFF, Gen. Freight Agent.

General Offices of Company—103 Liberty Street, New York City.

Trains Leave.								May 20, 1868.		Trains Arrive.							
Exps.	Acc.	Exs.	Pass	Pass	Fast	Mail.	Mis	STATIONS.	Mis	Exs.	Exps.	Pass	Exps.	Mail.	Exs.	Exs.	
P. M.	P. M.	P. M.	P. M.	M.	A. M.	A. M.		....New York 1....		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
8 00	6 00	5 00	4 00	12 00	9 00	6 40	0	....Foot Liberty Street....	431	5 00	10 00	11 50	3 50	6 35	7 40	10 30
8 15	6 15	5 13	4 13	12 15	9 13	6 53	1	....Jersey City.....	430	4 45	10 48	11 37	3 38	6 23	7 28	10 18
	6 25					7 10		....Bergen Point.....						6 05		
8 42	6 41	5 41	4 41	12 45	9 42	7 25	13	....Elizabeth.....	418	4 15	9 20	11 10	3 10	5 50	7 00	9 45
	6 47		4 47	12 51		7 31	15	....Roselle.....	416					5 42		9 37
	5 52		4 52	12 57		7 36	17	....Cranford.....	414					5 37		9 31
	5 59		4 59	1 03		7 42	20	....Westfield.....	411		9 04		2 54	5 31	6 44	9 24
	7 04		5 04	1 08		7 47	22	....Scotch Plains.....	409					5 24		9 18
	7 13		5 13	1 18	10 05	7 55	24	....Plainfield.....	407	3 50	8 55	10 49	2 45	5 18	6 35	9 12
	7 20		5 20	1 25		8 02	27	....New Market.....	404				2 37	5 08		9 02
	7 28		5 29	1 34		8 10	31	....Bound Brook.....	400		8 39			5 00	6 19	8 53
9 33	7 38	6 28	5 40	1 45	10 29	8 20	36	....Somerville 2.....	395	3 25	8 30		2 21	4 50	6 10	8 42
	7 41		5 43	1 48		8 23	37	....Raritan.....	394					4 46		8 35
	7 48		5 51	1 56		8 31	41	....North Branch.....	390					4 38		8 27
	7 59		6 02	2 07		8 42	46	....Whitehouse.....	385	3 05	8 10			4 26	5 51	8 15
	8 07		6 10	2 15		8 50	50	....Lebanon.....	381					4 17		8 05
10 05	8 15		6 18	2 23		8 58	52	....Clinton.....	379	2 54	7 58	10 01	1 50	4 12	5 40	8 00
	8 19		6 22	2 27		9 02	54	....High Bridge.....	377					4 05		7 53
	8 26		6 30	2 35		9 09	58	....Spruce Run.....	373					3 58		7 47
10 20	8 30	7 15	6 35	2 40	11 15	9 13	59	....Junction 3.....	372	2 39	7 43		1 35	3 55	5 25	7 44
	8 40		6 44	2 50		9 22	62	....Asbury.....	369					3 42		7 31
	8 44		6 49	2 54			64	....Valley.....	367					3 38		7 27
	8 51		6 56	3 00		9 33	67	....Bloomsbury.....	364					3 31		7 20
	8 56		7 01	3 05			69	....Springtown.....	362					3 26		7 15
10 52	9 06	7 47	7 12	3 17	11 47	9 49	74	....Phillipsburg 4.....	357	2 03	7 08	9 18	1 03	3 13	4 53	8 03
10 55	9 10	7 50	7 25	3 25	11 50	9 50	75	....Easton.....	356	2 00	7 05	9 15	1 00	3 10	4 50	8 00
11 25	P. M.	8 30	7 55	4 00	12 20	10 20	87	....Bethlehem 5.....	344	1 15	6 15	8 25	12 15	P. M.	4 10	P. M.
11 35		8 40	8 15	4 15	12 30	10 37	92	....Allentown 6.....	339	1 05	6 05	8 15	12 05		4 00	
1 10	10 10	P. M.			1 50	A. M.	128	....Reading 7.....	303	11 40	4 44	7 06	10 30		2 40	
A. M.								....Leb. Valley Railway.								
3 15	12 10	*					182	....Harrisburg 8.....	249	9 35	2 50	5 25	8 10		12 20	
	A. M.							....Penn. Central Railway.			A. M.	A. M.			P. M.	
8 30	4 00					9 20	314	....Altoona.....	117	4 15	9 45	12 20			7 25	
1 45	9 20					2 00	431	....Pittsburg 9.....	0	11 50	5 00	7 40			2 30	
P. M.								....Cincinnati 10...	744	A. M.	P. M.	P. M.			A. M.	
6 20	10 00					5 10		ARRIVE] [LEAVE		8 00		7 00			8 30		
A. M.	P. M.									P. M.		A. M.	A. M.		A. M.		
9 10	6 00					8 20	399	....Chicago 11.....		5 35	9 20				8 20	
A. M.	A. M.							ARRIVE] [LEAVE		P. M.	P. M.				A. M.		

Sunday Trains—Express train Leave New York at 8 p.m., making no stops on the Central Railway of New Jersey. Arrive in New York at 5-10 and 11 50 a.m., making no stops on the Central Railway of New Jersey. All other trains from Easton for New York run daily, Sundays excepted.

SOUTH BRANCH RAILWAY.

(Connecting at Somerville with Central Railway of New Jersey.)

Trains leave New York for Flemington, at 8 00 a.m., 12 m. and 5 20 p.m. Leave Elizabeth for Flemington at 8 02, 8 42 a.m., and 12 45, 5 57 p.m. Leave Flemington for New York at 6 20, 11 45 a.m. and 6 00 p.m.

Five cents in addition to the regular fare is charged when paid in the cars.

LEHIGH VALLEY RAILWAY.

ASA PACKER, President. J. CHAMBERLAIN, Treas., Philadelph. ROBT. H. SAYRE, Supt. and Eng., Bethlehem, Pa.
 J. TAYLOR, Gen. Freight Agent, Mauch Chunk, Pa. H. STANLEY GOODWIN, Asst. Supt., Bethlehem, Pa.
 A. G. BROADHEAD, Supt. Beav'r Mead. Div. JAS. I. BLAKSLEE, Supt. Lehigh & Mah. Div., Mauch Chunk.
 R. A. PACKER, Superintendent White Haven Division, White Haven, Pa.
 WILLIAM H. SAYRE, Jr., General Agent, Mauch Chunk, Pa.

Train Leave.

May 11, 1868.

Trains Arrive.

EXPRS		Pass	Fast	EXPS	Pass	Pass	Mis.	STATIONS.	Pass	EXPS	Pass	EXPS	EXPS	EXPS
P. M.	P. M.	A. M.	P. M.	NOON	A. M.		A. M.		P. M.	P. M.	A. M.	P. M.	A. M.	P. M.
	5 00	4 00	9 00	8 00	12 00	6 40		.... New York ...	10 00	3 40	10 30	5 10	3 40	11 50 7 40
	5 29	5 20			1 30	7 45		.... Philadelphia ...	9 15	2 05	9 40			
	8 00	7 25	11 50	10 50	3 25	9 50	0	.... Easton 1 ...	6 40	12 25	6 35	1 45	12 40	8 55 4 50
	8 22	7 45		11 15	3 50	10 10	9	... Freemansburg ...	6 18	12 04	6 13			8 32
	8 30	8 00	12 20	11 25	4 00	10 20	12	.... Bethlehem 2 ...	6 10	11 55	6 05	1 15	12 15	8 25 4 20
	8 40	8 10	12 30	11 35	4 10	10 31	17	... E. Penn Junc. 3 ...	6 00	11 45	5 50	1 05	12 05	8 15
	P. M.	8 15	P. M.	P. M.	4 15	10 37	17	.... Allentown.	6 55	11 43	5 45		P. M.	8 05 4 00
		8 27			4 28	10 47	21	.... Catasauqua 4 ...	5 43	11 34	5 33			7 50
		8 32			4 33	10 53	22	.... Hokendauqua ...	5 39	11 31	5 29			AM
		8 36			4 38	10 57	23	.... Coplay.	5 35	11 28	5 25			
		8 41			4 43	11 02	24	.... Whitehall.	5 30	11 24	5 20			
		8 49			4 50	11 10	26	.... Laury's	5 23		5 13			
		8 59			4 58	11 18	29	.... Rockdale.	5 15		5 05			
		9 10			5 08	11 27	33	.... Slatington.	5 06	11 05	4 56			
		9 16			5 14	11 34	35	.... Lehigh Gap.	5 00		4 50			
		9 30			5 28	11 41	40	.... Parryville.	4 47		4 37			
		9 35	A. M.	A. M.	5 34	11 50	42	.... Lehighton.	4 41	10 45	4 31		P. M.	
		9 45	6 30	6 00	5 45	12 00	46	... Mauch Chunk ...	4 30	10 35	4 20		8 10	
								.. Penn Haven Junc. ...	A. M.	10 14	4 00	A. M.	7 33	
					6 27	6 10	53	.... Rockport.		9 53	3 38		7 05	
					6 59	6 32	61	.... Hickory Run.		9 39	3 24		6 46	
					7 19	6 46	66	... White Haven ...		9 25	3 08		6 20	
					8 10	7 18	71	.... Nescopec.		9 09	2 53		5 34	
					8 39	7 32	81	.... Fairview.		8 47	2 34		5 00	
					9 16	7 51	84	.... Wilkes-Barre.		8 00	1 45	11 00	3 50	
					11 30	8 35	101	.... Pittston.		7 40	1 25	10 40	1 50	
					12 04	8 55	110	... L. & B. Junction ...		7 30	1 15	10 30	1 30	
					12 30	9 05	111	.... Scranton 5 ...		7 00	12 45	10 05		
					P. M.	9 47	120							
								.... Penn Haven.			3 45		P. M.	
					7 05	6 25	53	.... Weatherly.		8 00	3 20			
					7 30	6 45	60	.. Hazle Cr. Bridge 6 ..		7 50	3 00			
					7 40	1 10	61	... Beaver Meadow ...			2 35			
						1 30	65	.... Leviston.			2 30			
						1 35	68	.... Jeanesville.			2 27			
						1 40	69	.... Audenried.			2 20			
						1 50	70							
								.. Black Creek Junc. ...		9 55	3 30			
					7 20	6 40	73	... Quakake Junc. 7 ...		9 25	3 00			
					8 25	7 10	78	.... Delano.		9 15	2 40			
					9 00	7 20	83	... Mahanoy City ...		8 40	2 15			
					9 30	7 45	83	.... Centralia.		7 45	1 30			
					11 15	8 40	94	... Mt. Carmel 8 ...		7 30	1 00			
					11 45	9 00	100							
								ARRIVE						
								LEAVE						

Trains leave Easton for Catasauqua at 5 40 a.m., 5 30 p.m., arrive at 6 45 a.m., 6 30 p.m. For E. Penn Junc 11 10 a.m., arrive 11 50 a.m.

An Accom. train leave Catasauqua at 7 10 p.m., arrive at Easton 8 45 p.m.

CONNECTIONS OF LEHIGH VALLEY RAILWAY.

- | | |
|--|--|
| 1 Connects with Morris and Essex Railway. | 5 Connects with Del., Lack. and Western Railway. |
| 1 Connects with Central Railway of New Jersey. | 5 Connects with Lehigh and Susquehanna Railway. |
| 1 Connects with Lehigh and Susquehanna Railway. | 5 Connects with the Lackawanna and Bloomsburg Railway. |
| 2 Connects with North Pennsylvania Railway. | 5 Connects with Delaware and Hudson Railway. |
| 3 Connects with East Penn. Railway, and through with Philadelphia and Reading Railway. | 6 Connects with Hazleton Railway. |
| 4 Connects with Catasauqua and Fogelsville Railway. | 7 Connects with Catawissa Railway. |
| 4 Connects with Lehigh and Susquehanna Railway. | 8 Connects with Northern Central Railway |

103.

NORTH PENNSYLVANIA RAILWAY.

F. A. COMLY, President. WM. WESTER, Treasurer. E. ARMSTRONG, Sec. S. W. ROBERTS, Chief Eng. and Supt.;
A. H. FRACKER, Master of Transport. ELLIS CLARK, Gen. Agent, Philadelphia, Pa.

April 6, 1868.

Philadelphia to Bethlehem.

STATIONS.	Mls	Exps		Acc.		Exps		Acc.		Acc.		Sundays.				
		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.									
Philadelphia	0	7 45	8 45	10 20	1 45	2 30	4 15	5 20	6 20	11 30	9 30	2 00				
Fisher's Lane.....	4	7 56	9 00	10 32	---	2 42	4 28	5 32	6 32	11 43	9 42	2 12				
Green Lane.....	5	7 59	9 03	10 36	---	2 46	4 32	5 36	6 35	11 46	9 46	2 16				
Old York Road.....	7	8 05	9 12	10 46	2 03	2 59	4 43	5 46	6 46	11 56	9 56	2 25				
Jenkintown.....	9	8 10	9 18	10 52	2 08	3 05	4 48	5 52	6 52	12 02	10 02	2 31				
Abington.....	10	8 14	9 22	10 56	2 11	3 09	4 52	5 56	6 56	12 06	10 06	2 35				
Edge Hill.....	11	---	9 25	11 00	---	3 13	4 56	6 00	7 00	12 10	10 09	2 39				
Fort Washington.....	14	8 25	9 35	11 06	2 21	3 22	5 06	6 10	7 10	12 20	10 19	2 49				
Wissahickon.....	15	8 30	9 38	---	2 24	3 26	5 12	6 14	7 14	---	10 23	2 55				
Gwynedd.....	18	8 40	9 46	---	2 32	3 34	5 24	6 22	7 22	---	10 31	3 07				
North Wales.....	20	8 46	9 53	---	2 38	3 44	5 31	6 29	7 28	---	10 38	3 15				
Lansdale.....	22	8 54	10 00	---	2 45	3 52	5 37	6 36	7 35	---	10 47	3 25				
Line Lexington.....	25	..	10 10	..	..	4 05	5 49	..	..	..	..	3 35				
Doylestown.....	32	..	10 35	..	..	4 30	6 10	..	..	..	..	4 00				
Hatfield.....	25	9 01	---	---	---	---	---	6 45	---	---	10 54	---				
Sellersville.....	32	9 17	---	---	3 05	---	---	7 08	---	---	11 12	---				
Quakertown.....	38	9 33	---	---	3 21	---	---	7 30	---	---	11 30	---				
Coopersburg.....	44	9 46	---	---	---	---	---	7 44	---	---	11 42	---				
Hellertown.....	50	10 03	---	---	3 47	---	---	8 00	---	---	11 59	---				
Bethlehem	54	10 15	---	---	4 00	---	---	8 12	---	---	12 10	---				
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	NOON	P. M.				

Bethlehem to Philadelphia.

STATIONS.	Mls	Acc.		Acc.		Fast	Acc.		Acc.		Exps	Sundays.				
		A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.		A. M.	P. M.			
Bethlehem	0	---	---	6 20	---	11 55	---	---	---	---	6 15	---	4 00			
Hellertown.....	4	---	---	6 30	---	---	---	---	---	---	6 27	---	4 11			
Coopersburg.....	10	---	---	6 47	---	---	---	---	---	---	6 44	---	4 26			
Quakertown.....	16	---	---	7 05	---	12 30	---	---	---	---	7 00	---	4 42			
Sellersville.....	22	---	---	7 25	---	12 46	---	---	---	---	7 18	---	4 59			
Hatfield.....	29	---	---	7 50	---	---	---	---	---	---	7 34	---	5 16			
Doylestown.....	0	..	6 25	..	..	..	..	3 20	5 00	..	7 20	..	---			
Line Lexington.....	8	..	6 48	..	..	..	..	3 44	5 25	..	7 45	..	---			
Lansdale.....	32	6 05	6 58	7 57	---	1 05	---	3 52	5 37	7 41	7 55	5 24				
North Wales.....	34	6 13	7 07	8 03	---	---	---	4 02	5 45	7 47	8 04	5 31				
Gwynedd.....	36	6 22	7 17	8 12	---	1 15	---	4 11	5 53	7 54	8 13	5 40				
Wissahickon.....	39	6 34	7 32	8 21	---	1 22	---	4 19	6 05	8 02	8 25	5 49				
Fort Washington.....	40	6 38	7 38	8 25	10 15	1 26	2 25	4 23	6 10	8 05	8 30	5 58				
Edge Hill.....	43	6 48	7 50	---	10 22	---	2 32	4 31	6 20	---	8 40	6 02				
Abington.....	44	6 52	7 55	8 35	10 26	---	2 36	4 35	6 24	8 15	8 43	6 06				
Jenkintown.....	45	6 56	7 59	8 38	10 30	1 35	2 39	4 39	6 28	8 18	8 47	6 10				
Old York Road.....	47	7 02	8 05	8 42	10 35	1 40	2 45	4 43	6 34	8 22	8 53	6 16				
Green Lane.....	49	7 12	8 16	---	10 44	---	2 54	4 55	6 43	8 27	9 03	6 26				
Fisher's Lane.....	50	7 16	8 20	---	10 48	---	2 58	4 59	6 47	---	9 07	6 30				
Philadelphia	54	7 30	8 35	9 00	11 00	2 00	3 10	5 12	7 00	8 40	9 20	6 45				
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.								

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EAST PENNSYLVANIA RAILWAY.

Exs.	Mail.	Mail.	Fast.	Exs.	Mls	May 20, 1868.	Mls	Fast.	Exs.	Mail.	Exs.	Mail.	CHAS. E. SMITH, Pres..
P. M.	P. M.	A. M.	A. M.	A. M.		STATIONS.		P. M.	A. M.	P. M.	P. M.	A. M.	Philadelphia.
11 40	4 20	10 30	7 06	4 44	0	... Reading 1...	36	1 50	1 05	6 00	10 10	9 00	H. C. JONES, Treas. ;
---	4 34	10 44	---	---	5	..... Temple	31	---	---	5 44	---	8 45	C. STOLZ, Eng. & Supt. ;
---	4 42	10 52	---	---	8	..... Blandon	28	---	---	5 38	---	8 37	P. M. ERMENTROUT,
---	4 51	11 00	---	---	11	..... Fleetwood	25	---	---	5 28	---	8 28	Gen. Ticket and
*12 17	5 00	11 10	7 34	5 17	15	..... Lyons	21	1 19	12 33	5 18	9 38	8 17	Freight Agent,
---	5 10	11 20	---	---	18	..... Topton	18	---	---	5 10	---	8 07	Reading, Pa
---	5 17	11 28	---	---	22	..... Shamrock	14	---	---	5 00	---	8 00	1 Railways diverging.
---	5 23	11 35	---	---	24	..... Al Burtis 2	12	---	---	4 54	---	7 51	2 Con. with Catawqua and
---	5 40	11 50	---	---	30	..... Emaus	5	---	---	4 37	---	7 28	Fogelsville Railway.
1 05	5 55	12 05	8 15	6 00	36	.. Allentown 3..	0	12 32	11 45	4 20	8 50	7 10	3 Connects with Lehigh
A. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE	LEAVE	P. M.	P. M.	P. M.	P. M.	A. M.	Valley Railway.

PHILADELPHIA AND READING RAILWAY.

CHARLES E. SMITH, President. SAMUEL BRADFORD, Treasurer. WM. H. WEBB, Sec. and Auditor, Philadelphia, GUSTAVUS A. NICOLLS, Gen. Supt., Reading, Pa. JOHN S. HILLIS, Gen. Freight Agent, Philadelphia, Pa. JOHN WELCH, General Ticket Agent, Phila., Pa. CHAS. E. BYERS, Chief Engineer, Pottstown, Pa.

Trains Leave.

Nov. 18, 1867.

Trains Arrive.

STATIONS.										STATIONS.									
Send	Acc.	Acc.	Fast	Mxd	Exps	Mail	Acc.	Mls		Mls	Mxd	Mail	Mail	Exps	Acc.	Pass	Acc	Sund	
P. M.	P. M.	P. M.	P. M.	NOON	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	NOON	
3 15	4 00	5 00	3 30	12 45	8 15	7 30	6 00	0	Philadelphia	93	4 40	1 00	10 15	6 45	5 34	9 10	9 05	12 30	
3 35	4 20	5 20	---	1 05	---	7 50	6 20	3	...Belmont....	90	4 20	---	9 55	---	5 04	8 50	8 45	12 10	
3 40	4 25	5 25	---	1 13	8 38	7 55	6 43	5	.....Falls. . .	88	4 11	---	9 50	---	4 46	8 47	8 40	12 07	
3 46	4 31	5 31	---	1 25	---	8 03	7 00	7	...Manayunk ..	86	3 58	---	9 44	---	4 31	8 40	8 33	12 00	
4 02	4 48	5 48	---	1 56	---	8 19	7 35	13	Conshohocken.	80	3 28	---	9 27	---	3 55	8 25	8 13	11 45	
4 12	5 00	6 00	4 21	2 17	9 05	8 29	8 08	17	Norristown 2.	76	3 09	12 10	9 16	5 54	3 35	8 15	8 00	11 36	
4 23	5 11	6 13	---	2 37	---	8 41	---	21	Port Kennedy.	72	2 46	---	9 04	---	---	8 05	7 45	11 24	
4 29	5 16	6 18	---	2 47	---	8 46	---	23	..Valley Forge..	70	2 36	---	8 58	---	---	7 59	7 37	11 18	
4 40	5 28	6 31	4 45	3 09	9 30	8 58	---	27	..Phoenixville..	66	2 18	11 44	8 46	5 30	---	7 48	7 23	11 08	
4 51	5 41	6 44	---	3 29	---	9 11	---	32	Royer's Bridge	61	1 50	---	8 38	---	---	7 35	7 09	10 55	
4 52	5 43	6 46	---	3 31	---	9 13	---	33	...Aramingo...	60	1 44	---	8 31	---	---	7 32	7 06	10 52	
4 57	5 47	6 50	---	3 39	---	9 17	---	34	...Limerick...	59	1 35	---	8 28	---	---	7 29	7 01	10 49	
5 12	6 02	7 05	5 13	4 09	9 58	9 34	---	40	Pottstown ..	53	1 07	11 15	8 13	5 02	---	7 15	6 45	10 35	
5 23	6 12	---	---	4 30	---	9 44	---	44	..Douglasville .	49	12 39	---	8 02	---	---	7 03	---	10 23	
5 29	6 19	---	---	4 44	---	9 52	---	48	..Monocacy ..	45	12 23	---	7 55	---	---	6 55	---	10 15	
5 34	6 23	---	5 32	4 52	---	9 55	---	49	..Birdsboro'...	44	12 14	10 54	7 51	---	---	6 52	---	10 12	
5 41	6 30	---	---	5 06	---	10 03	---	52	...Exeter	41	11 57	---	7 44	---	---	6 44	---	10 04	
5 45	6 45	---	5 50	5 30	10 35	10 20	---	58	arr Reading ³ lve	35	11 30	10 35	7 30	4 25	---	6 30	---	9 50	
5 57	---	---	6 00	6 10	10 40	---	---	58	lve Reading ³ arr	35	9 05	10 30	A. M.	4 20	---	---	---	---	
6 19	---	---	---	6 38	11 03	---	---	66	...Leesport ...	27	8 41	10 11	---	4 03	---	---	---	9 26	
6 28	---	---	---	6 49	11 12	---	---	68	...Mohrsville..	25	8 33	10 04	---	3 56	---	---	---	9 19	
6 46	---	---	---	7 12	11 30	---	---	75	...Hamburg ...	18	8 13	9 47	---	3 40	---	---	---	9 01	
6 56	---	---	6 49	7 27	11 40	---	A. M.	78	Port Clinton 4.	15	8 02	9 38	---	3 32	P. M.	---	---	8 52	
7 11	7 10	---	7 01	7 46	11 55	---	9 10	83	...Auburn ⁵ ...	10	7 43	9 24	7 45	3 18	12 35	---	---	8 38	
7 20	7 19	---	---	7 57	12 04	---	9 19	86	..Orwigsburg ..	7	7 32	9 15	7 36	3 10	12 26	---	---	8 28	
7 29	7 29	---	7 18	8 10	12 13	---	9 29	89	Schuylkill Hav 6	4	7 21	9 05	7 27	3 03	12 17	---	---	8 19	
7 35	7 38	---	7 25	8 20	12 20	---	9 38	92	Mount Carbon.	1	7 10	8 55	7 17	2 55	12 07	---	---	8 10	
7 45	7 45	---	7 35	8 30	12 25	---	9 45	93	Pottsville 7	0	7 00	8 45	7 10	2 45	12 00	---	---	8 00	

An additional Sunday train leave Philadelphia at 8 00 a.m., arriving at Reading at 10 45 a.m. Leave Reading at 4. 25 p.m., arriving at Philadelphia at 7 15 p.m.

- 1 Connects with Railways diverging from Philadelphia.
- 2 Connects with Chester Valley Railway.
- 3 Connects with Lebanon Valley Branch Railway.
- 4 Connects with Little Schuylkill Railway.
- 5 Connects with Catawissa Railway.
- 6 Connects with Schuylkill and Susquehanna Railway.
- 7 Connects with Mine Hill and Schuy. Haven Railway.

1. LEBANON VALLEY BRANCH RAILWAY.

GUSTAVUS A. NICOLLS, General Superintendent.

Trains Leave.

May 20, 1868.

Trains Arrive.

Mxd	Exps	Mail	Fast	Mail	Acc.	Emg	Exs	Mls		Mls	Exs	Fast	Mail	Mail	Acc	Exps	Exs		
P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	A. M.	P. M.									
10 10	6 05	1 50	10 45	7 15	*2 55	1 10	---	0	Reading 1....	54	4 44	7 06	10 25	4 10	6 25	11 40	2 40		
---	6 28	---	---	7 38	---	---	---	9	...Wernersville....	45	---	---	10 02	---	6 02	---	---		
---	6 39	2 15	---	7 46	---	---	---	13	...Robesonia....	41	---	---	9 53	---	5 53	---	2 15		
---	6 46	---	11 22	7 52	---	---	---	15	...Womelsdorf....	39	---	---	9 47	3 36	5 57	---	---		
---	6 53	---	---	7 58	---	---	---	18	...Sheridan.....	36	---	---	9 41	---	5 41	---	---		
---	6 58	---	---	8 02	---	---	---	19	...Richland.....	35	---	---	9 37	---	5 37	---	---		
10 55	7 05	---	11 39	8 09	3 59	---	---	22	...Myerstown....	32	3 59	---	9 31	3 23	5 31	10 55	---		
11 11	7 24	3 10	11 58	8 26	4 20	2 13	---	28	Lebanon	26	3 45	6 15	9 13	3 06	5 14	10 35	1 37		
---	7 37	---	12 11	8 38	---	---	---	33	...Annville.....	21	---	---	9 01	2 55	5 01	---	---		
---	7 50	---	12 24	8 50	4 50	---	---	38	...Palmyra.....	16	---	---	8 50	2 44	4 49	---	1 14		
---	7 56	---	---	8 56	---	---	---	41	...Derry.....	13	---	---	8 44	---	4 42	---	---		
---	8 08	---	12 40	9 07	---	---	---	45	...Hummelston ...	9	---	---	8 33	2 29	4 32	---	1 00		
12 10	8 30	4 00	1 00	9 30	5 40	3 10	---	54	Harrisb'g 2...	0	2 50	*5 25	8 10	2 05	4 10	*9 35	12 40		

1 Junction of Philadelphia and Reading Railway. | 2 Connects with Railways diverging. *Sunday Trains.

PHILADELPHIA AND READING RAILWAY.

2. SCHUYLKILL AND SUSQUEHANNA RAILWAY.

CHARLES E. SMITH, Pres., Phila. G. A. NICOLLS, Gen. Supt., Reading. U. R. TRACY, Supt., Rausch Gap, Pa.

Leave.			Arrive.				
Mxd	Pass	Pass	Mls	STATIONS.	Pass	Pass	Mxd
	P. M.	A. M.			A. M.	P. M.	
	1245	7 55	0	.. Auburn 1.	9 00	7 00	
	1 05	8 15	7	.. Hummels. . .	8 43	6 40	
	1 19	8 30	12	.. White Horse.	8 30	6 27	
	1 40	8 50	18	.. Pine Grove. .	8 12	6 12	
	1 50	9 05	24	.. Ellwood. . . .	7 55	5 52	
	2 05	9 13	26	.. Gold Mine. . .	7 40	5 42	
		9 23	30	.. Rausch Gap. .		5 30	
		9 30	33	.. Cold Spring. .		5 21	
		9 36	35	.. Yellow Spring		5 15	
		9 44	38	.. Rattling Run. .		5 07	
	6 20	10 22	51	.. Dauphin. . . .	5 55	4 24	
	6 35	10 30	54	.. Rockville. . .	5 40	4 12	
		10 45	59	Harrisbg 2.		3 55	
	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

1 Connects with Philadelphia & Reading Railway.
2 Connects with Railways diverging from Harrisburg.

3. CHESTER VALLEY RAILWAY.

G. A. NICOLLS, Gen. Supt., Reading, Pa.
T. H. WILSON, Gen. Agent, Bridgeport, Pa.

Arrive.				Leave.				
Acc.	Pas	Mxd.	M	STATIONS.	M	Pas	Mxd	Acc.
	P. M.	A. M.				A. M.	P. M.	
	5 05	8 45	0	Bridgeport.	22	7 55	3 35	
	5 16	9 09	4	.. King of Prussia.	18	7 41	3 07	
	5 24	9 22	6	.. Centreville. .	16	7 32	2 58	
	5 38	9 44	10	.. Paoli Road. . .	12	7 18	2 31	
	5 51	10 09	13	.. Mill Lane. . . .	9	7 04	2 04	
	5 56	10 16	14	.. White Horse. .	8	7 00	1 56	
	6 02	10 29	16	.. Exton.	6	6 52	1 41	
	6 08	10 42	18	.. Oakland. . . .	4	6 44	1 26	
	6 14	10 52	20	.. Baldwin's. . .	2	6 38	1 15	
	6 20	11 15	22	Downingt'n	0	6 30	1 00	
	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	

4. MAHANAY & BR. MOUNT., E. M. L. SC., & M. H. & SCHUYLKILL HAVEN RAILWAYS.

L. B. PAXSON, Supt.

Train Leave.				Trains Arrive.						
A. M.	P. M.	A. M.	A. M.	Mls	STATIONS.	Mls	P. M.	P. M.	P. M.	P. M.
		11 34		0	Locust Dale	27½	3 15			
7 00		12 19	6 00	5½	.. Ashland. . . .	22	2 45	10 15		5 00
7 12		12 28	6 11	8½	.. Girardville. .	19	2 33	10 05		4 48
7 34		12 45	6 28	13	.. Gilberton. . .	14½	2 14	9 46		4 28
7 54		1 01	6 46	16½	Mahanoy City	11	1 57	9 29		4 09
8 19	1 35	1 20	7 06	22	E Mahanoy Juc.	5½	1 30	9 05	1 10	3 42
8 40	1 55	1 36	7 25	27½	Tamaqua.	0	1 00	8 45	12 53	3 15
A. M.	P. M.	P. N.	A. M.		ARRIVE]	[LEAVE	P. M.	P. M.	P. M.	P. M.

5. LITTLE SCHUYLKILL RAILWAY.

GUSTAVUS A. NICOLLS, Gen. Supt.
Reading, Pa.

Pass	Mls	STATIONS.	Mls	Pass
P. M.				P. M.
2 15	0	.. Tamaqua . . .	20	12 47
2 32	5	.. Reynolds. . . .	15	12 27
2 46	9	.. Hecla.	11	12 14
2 50	10	.. Ringgold. . . .	10	12 11
3 07	15	.. Drehrsville. . .	5	11 56
3 25	20	Port Clinton.	0	11 40
P. M.		ARRIVE]	[LEAVE	A. M.

6. MOUNTAIN LINK AND SCHUYLKILL VALLEY RAILWAY.

July 1, 1867.	Train.	P. M.	P. M.	A. M.	Mls.	STATIONS.	Mls.	A. M.	P. M.	A. M.
	Sunday	2 00	7 15	11 00	0	.. Pottsville . . .	17½	8 50	2 55	10 00
		2 05	7 30	11 05	1	.. Mount Carbon. .	16½	8 40	2 45	9 55
		2 27	7 56	11 38	7	.. New Philadelphia.	10½	8 17	2 22	9 28
		2 50	8 21	11 58	13½	.. Tuscarora. . . .	4	7 59	2 04	9 05
		3 10	8 40	12 15	17½	.. Tamaqua . . .	0	7 35	1 40	8 45
		P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.	A. M.

7. MILL CREEK AND MT. CARBON R.R.

GUSTAVUS A. NICOLLS, Supt., Reading, Pa.
Trains leave Pottsville for St. Clair at 7 00 a.m., 12 13 p.m.
Leave St. Clair for Pottsville at 8 22 a.m. and 2 12 p.m.
Distance, — miles.

8. MINE HILL RAILWAY.

GUSTAVUS A. NICOLLS, Gen. Superintendent, Reading, Pa.

Trains leave Schuylkill Haven for Glen Carbon at 6 15 a. m. 12 20 p.m., arriving at Glen Carbon at 7 30 a. m. and 1 25 p.m.
Returning, leave Glen Carbon at 7 40 a.m. and 1 40 p.m., arrive at Schuylkill Haven at 8 45 a.m. and 2 50 p.m.
Distance, 13½ miles.
A train leaves Locust Gap Junction at 10 15 a.m. arriving at Locust Dale at 10 40 a.m.
Leaves Locust Dale at 3 30 p.m., arriving at Locust Gap Junction at 3 55 p.m.

109. HAZLETON RAILWAY.

A. ROBERTS, Pres., and Wm. LILLY, Gen. Agent, Penn Haven, Pa.

Leave Hazleton for Beaver Meadow Junction at 7 30 and 11 30 a.m., and 1 30 p.m.
Returning, leave Hazle Creek Bridge for Hazleton at 8 15 a.m. and 12 15 p.m. Distance, 9 miles.
Connects at Hazle Creek Bridge with Beaver Meadow Railway to and from Philadelphia and New York.

PENNSYLVANIA CENTRAL RAILWAY.

Philadelphia to Pittsburgh.

GENERAL OFFICERS.

J. EDGAR THOMSON, President. THOS. A. SCOTT, first Vice-Pres. H. J. LOMBAERT, second Vice-Pres., Phila.
 SAMUEL G. LEWIS, Auditor, Philadelphia, Pa. THOMAS T. FIRTH, Treasurer, Philadelphia, Pa.
 EDWARD H. WILLIAMS, Gen. Superintendent, Altoona, Pa. JOHN REILLY, Assistant Supt., Altoona, Pa.
 WM. F. LOCKARD, Supt. Phila. Div., Phila., Pa. SAMUEL A. BLACK, Supt. Middle Div., Harrisburg, Pa.
 ROBERT PITCAIRN, Supt. Pittsburg Div., Western Pennsylvania, and Indiana Branch Roads, Pittsburg, Pa.
 G. C. WILKINS, Superintendent Branch Roads, Tyrone, Pa.
 H. W. GWINNER, General Ticket Agent. S. B. KINGSTON, Jr., General Freight Agent, Philadelphia, Pa.
 THOMAS L. KIMBALL, General Western Passenger Agent, Chicago, Ill.

Trains Leave.

July 19, 1868.

Trains Arrive.

Lancaster Train		Parkesburg Train		Emigrant Train		Harrisburg Accom.		Philadelphia Express.		Cincinnati Express.		Fast Line.		Mail Train.		Miles.		STATIONS.		Miles.		Express.		Day Line.		Fast Philadelphia Express.		Cincinnati Express.		Parkesburg Train.		Harrisburg Accom.		Lancaster Train.			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.		
3 50	5 20	11 20	2 20	11 05	7 50	11 50	7 50							0	Philadelphia	355	4 50	9 25	7 00	1 25	9 00	9 40	12 20														
4 07	5 38		2 38											5	Overbrook	350	4 35				8 44	9 24	12 04														
4 26	5 56	12 02	2 56											10	White Hall	345	4 22				8 30	9 11	11 52														
4 36	6 07		3 05											13	Morgans Corner	342					8 20	9 02	11 42														
4 45	6 14		3 14											16	Eagle	339	4 08				8 11	8 54	11 32														
5 00	6 30	12 38	3 30											20	Paoli	335	3 58				7 58	8 42	11 18														
5 05	6 35		3 35											22	Westchester Int.	333	3 52				7 52	8 37															
5 13	6 45		3 44											26	Steamboat	329	3 44				7 40	8 26															
5 26	6 54		3 54											29	Oakland	326	3 35				7 30	8 17															
5 39	7 04	1 12	4 03	12 28	9 20									33	Downingtwn	322	3 25	8 10	5 41	12 09	7 20	8 06	10 41														
5 43	7 08		4 08											34	Gallagherville	321					7 13																
5 58	7 20	1 29	4 22											39	Coatesville	316	3 08		5 26		6 58	7 46	10 24														
6 07	7 28		4 30											43	Pomeroy	312					6 45																
6 13	7 35	1 44	4 37											44	Parkesburg	311	2 54				6 40	7 30	10 08														
6 23	P. M.		4 47											48	Penningtonville	307																					
6 28	Mail	1 59	4 52											49	Christiana	306	2 42																				
6 36	Mail	2 08	4 59											52	Gap	303	2 35																				
6 55	Mail	2 28	5 18											58	Leaman Place	297	2 19																				
7 08	A. M.	2 43	5 33											62	Bird-in-Hand	293	2 07																				
7 29	11 15	3 03	5 57	1 48	10 38	2 40	11 15							69	Lancaster	286	1 50	6 35	4 17	10 47																	
P. M.	11 25													70	Dillerville	285																					
														77	Landisville	278	1 30																				
														82	Mount Joy	273	1 20		3 46																		
														88	Elizabethtown	267	1 04		3 30																		
														96	Branch Inter	259																					
														97	Middletown	258	12 44		3 08	9 46																	
														100	Highspire	255																					
														106	arr Harrisburg lve	249	12 20	5 10	2 45	9 25	P. M.	4 10	7 30														
														111	Rockville	244	11 50	5 00	2 30	9 15	8 30	3 35	A. M.														
														113	Marysville	242						8 07	3 08														
														121	Duncannon	234						7 49	2 48														
														129	Baily's	226																					
														134	Newport	221		4 00				7 14	2 10														
														139	Millerstown	216																					
														144	Thompstontown	211																					
														153	Perrysville	202						6 24	1 20														
														155	Mifflin	200	10 12	3 13	12 47	7 37	6 18	1 12															
														163	Narrows	192																					
														167	Lewistown	188	9 46				7 13	5 48	12 43														

Trains marked thus § leave daily except Sunday || Leave daily.

For Continuation of this Road, see next page.

PENNSYLVANIA CENTRAL RAILWAY.

Trains Leave.

Trains Arrive.

5 20	11 00						4 34	179	.....McVeyton	176					5 13	12 10
							4 54	184	..Manayunk Siding..	171						
5 50	11 39						5 14	193	....Mount Union....	165					4 34	11 33
6 15	12 12		7 00	3 31	7 41		5 45	204	...Huntingdon 11..	151	8 35	1 33	11 11	5 56	4 00	11 03
								210	....Petersburg	145						
			7 31					216	..Spruce Creek	139						
6 58								221	....Birmingham ...	134						
7 04	1 12		7 51				6 44	224	.....Tyrone 12.....	131	7 49		10 26	5 11	3 00	10 00
7 13								228	.....Tipton	127						
								230	.....Fostoria	125						
7 22								231	...Bell's Mills ...	124						
7 35	2 00		8 20	4 47	8 55		7 25	238	ar } Altoona 13 { lve	117	7 20	12 20	9 55	4 45	2 20	9 30
7 55	2 20		8 40	4 52	9 15		7 45	243	lv } ..Kittanning Point..	112	7 05	12 15	9 40	4 25	2 10	A. M.
								250	.....Gallitzin	105	6 28	11 38	9 03	3 48	1 26	
8 35	3 20		9 18	5 27	9 50		8 25	253	.....Cresson 14.....	102	6 19		8 53		1 16	
8 44	3 33						8 44	256	.....Lilly's	99					1 06	
8 53	3 43						9 02	263	.....Willmore	92					12 48	
9 10	4 08						9 08	266	....Summerhill....	89					12 39	
9 16	4 16						9 20	270	...Mineral Point...	85					12 27	
9 27	4 33		A. M.				9 20	274	...Conemaugh....	81	5 28	10 34	7 58	2 44	12 10	
9 37	4 47	6 27	10 13	6 17	10 41		9 32	277	...Johnstown	78	5 23		7 53		12 03	
9 49	5 00	6 40	10 24		10 51		9 45	290	...New Florence...	65					11 26	
10 19	5 42	7 16					10 17	296	.....Bolivar.....	59					11 09	
10 44	6 00	7 33					10 34	301	..Blairsville Br. 15..	54					10 56	
	6 20	7 47	11 17				10 47	305	.....Hillside.....	50			7 03			
								309	.....Derry	46						
10 59	5 30	6 40	8 05				11 05	311	.....St. Clair	44					10 36	11 35
	5 37	6 50	8 13				11 13	314	.....Latrobe.....	41					10 28	11 28
11 12	5 45	7 00	8 20				11 20	324	....Greensburg....	31					10 20	11 20
11 38	6 11	7 33	8 46				11 46	326	....Radebaugh's ...	29					9 54	10 54
								329	....Penn Station....	26						
	6 27	7 54	9 02				12 02	331	.....Manor.....	24					9 37	10 37
	6 33	8 00	9 08				12 07	333	.....Irwin's.....	22					9 31	10 31
12 01	6 39	8 09	9 14				12 14	335	....Larimer's	20					9 24	10 24
	6 44	8 14	9 19				12 19	338	....Stewart's	17					9 19	10 19
	6 53	8 24	9 28				12 27	341	.....Walls	14					9 09	10 09
								342	....Turtle Creek ...	13						
12 28	7 10	8 45	9 47				12 43	343	....Brinton's 16....	12					8 50	9 50
12 41	7 25	9 05	10 07				12 58	348	....Wilkinsburg....	7					8 33	9 33
12 48	7 33	9 13	10 15				1 05	350	....East Liberty....	5			5 19		8 25	9 25
1 10	8 00	9 40	10 45	1 30	9 20	1 50	1 25	355	..Pittsburg 17..	0	\$ 2 35	\$ 7 40	\$ 5 00	11 50	\$ 8 00	\$ 9 00
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE]		A. M.	P. M.	P. M.	M.	A. M.	P. M.

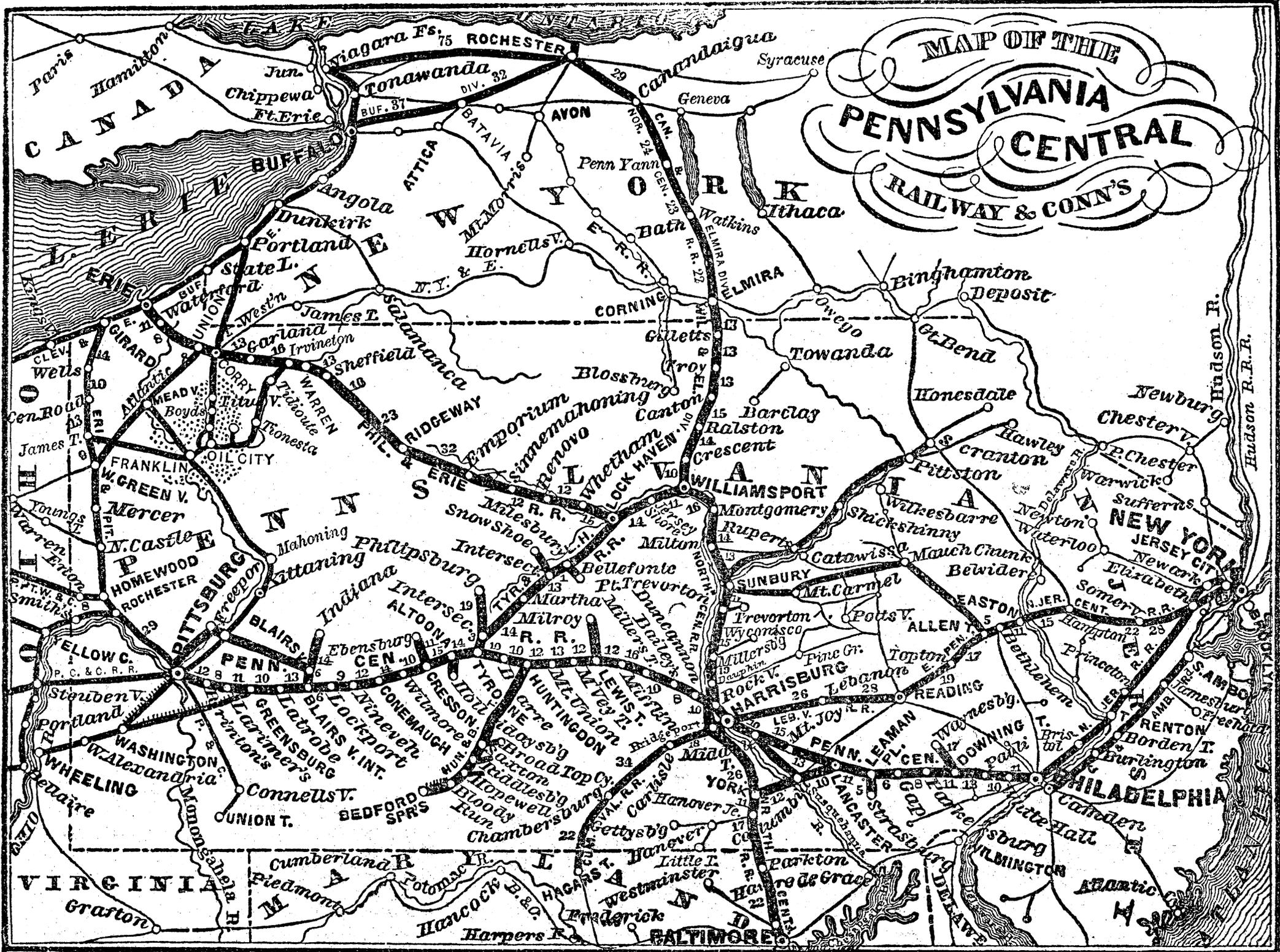
1.

PAOLI ACCOMMODATION.

A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	STATIONS.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.
							10 20	iv. Philadelphia.. ar	8 10	3 30	7 00					
							10 28	.....Hestonville....	8 01	3 20	6 49					
							10 36	.....Overbrook	7 53	3 13	6 43					
							10 38	.....Merion.....	7 52	3 11	6 41					
							10 41	....Wynne Wood....	7 49	3 08	6 39					
							10 44	....Athensville....	7 46	3 06	6 37					
							10 48	..Haverford College..	7 42	3 03	6 32					
							10 50	.....White Hall....	7 39	2 59	6 29					
							10 52	.....Rosemont	7 36	2 57	6 25					
							10 57	.....Radnor.....	7 29	2 51	6 19					
							11 00	...Morgan's Corner..	7 27	2 49	6 17					
							11 08	.....Eagle	7 16	2 41	6 06					
							11 14	....Reeseville	7 08	2 36	5 55					
							11 20	.....Paoli	7 00	2 31	5 50					
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	ARRIVE]		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Through Fare, \$11 00. Way Fares, 3½ cents a mile.

MAP OF THE PENNSYLVANIA CENTRAL RAILWAY & CONN'S



110.

PENNSYLVANIA CENTRAL RAILWAY.

11.

WESTERN PENNSYLVANIA BRANCH.

ROBERT PITCAIRN, Supt., Pittsburg, Pa.

Pass.	Acc.	Acc.	Acc.	Acc.	Mail	Exps	Mls	STATIONS.	Mls	Mail	Exps	Acc.	Acc.	Acc.	Acc.	Acc.
Church Train.*				P. M.	A. M.	A. M.		Blairsville Int 15	67	10 35	6 10					
				6 15	11 00			.... Blairsville 28	64	10 20	5 55					
				6 30	2 00	6 30	3	..... Livermore	59	10 02	5 37					
				P. M.	2 16	6 43	8	..... Kelly's	56	9 49	5 24					
					2 31	6 55	11	..... Saltsburg	50	9 32	5 07					
					2 48	7 12	17	..... Apollo	40	8 56	4 31					
					3 21	7 45	29	..... Leechburg	35	8 38	4 13					
A. M.				P. M.	A. M.	A. M.		..... Allegheny Jun. 29..	30	8 25	4 00	11 35	8 25			
7 40				2 05	6 00	4 00	8 25	..... Karns'	25	8 04	3 39	11 15	8 02			
8 03				2 33	6 33	4 20	8 45	..... Peterson's	21	7 48	3 23	10 56	7 44			
8 22	P. M.	A. M.		2 52	6 52	4 36	9 01	..... Springdale	17	7 34	3 09	10 38	7 26	P. M.	P. M.	
8 41	5 55	5 25		3 09	7 08	4 50	9 15	..... Fairview	11	7 14	2 49	10 15	7 04	5 17	9 05	2 46
9 06	6 25	5 50		3 32	7 32	5 11	9 36	..... Sharpsburg	6	6 55	2 30	9 55	6 45	4 33	8 15	2 05
9 25	6 45	6 10		3 50	7 52	5 30	9 55	..... Bennett	3	6 43	2 18	9 40	6 33	4 20	8 00	1 50
9 40	7 00	6 26		4 02	8 05	5 42	10 07	... Chestnut Street ...	1	6 35	2 10	9 30	6 25	4 10	7 50	1 40
9 50	7 10	6 35		4 10	8 15	5 50	10 15	Allegheny City.		6 25	2 00	9 20	6 15	4 00	7 40	*1 30
10 00	7 20	6 45		4 20	8 25	6 00	10 25	ARRIVE]								
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.		[LEAVE		A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

A Train leaves Sharpsburg at 1 00 p.m., arriving at Allegheny City 1 35 p.m. Returning leaves Allegheny City 11 30 a.m., arriving at Sharpsburg 12 35 p.m. *This Train runs Sundays only.

12. **PITTSBURGH AND WALL'S ACCOMMODATION TRAINS.**

ROBERT PITCAIRN, Division Supt., Pittsburgh.

Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	M	STATIONS.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.
P. M.	P. M.	P. M.	P. M.	P. M.	NOON	A. M.	A. M.			A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
11 00	6 25	5 20	4 10	3 15	12 01	8 00	6 40	0	Pittsburg 17..	6 30	8 00	9 00	2 25	10 45	6 10	7 25
11 12	6 37	5 32	4 25	3 27	12 12	8 12	6 52	1	... Lawrenceville ...	6 15	7 45	8 45	2 10		5 55	7 10
11 25	6 50	5 45	4 40	3 40	12 25	8 25	7 05	5	... East Liberty ...	6 03	7 33	8 32	1 58		5 40	6 58
11 29	6 54	5 49	4 45	3 44	12 29	8 29	7 09	6	... Homewood ...	5 59	7 29	8 27	1 54	10 10	5 35	6 54
11 33	6 58	5 53	4 50	3 48	12 33	8 33	7 13	7	... Wilksburg ...	5 55	7 25	8 23	1 50		5 30	6 50
11 38	7 03	5 58	4 55	3 53	12 37	8 38	7 18	8	..... Swissvale	5 50	7 20	8 18	1 45		5 25	6 45
	7 10	6 05	5 00	4 00	12 45	8 45	7 25	10	.... Braddock's	5 44	7 14	8 10	1 39		5 15	6 39
	7 15	6 10		4 05	12 50	8 50	7 30	11	.... Brinton's 16 ...	5 40	7 10	8 05	1 35			6 35
	7 20	6 15		4 10	12 55	8 55	7 35	13	.... Turtle Creek ...	5 35	7 05	8 00	1 30			6 30
	7 25	6 20		4 17	1 00	9 02	7 40	15	..... Wall's	5 30	7 00	7 55	1 25	9 35		6 25
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.

N.B.—A Sunday Train leaves Walls at 9 15 a.m., Turtle Creek 9 23, Brinton's 9 25, Wilksburg 9 42, East Liberty 9 50, Lawrenceville 10 00, arriving at Pittsburg 10 15 a.m. Returning leaves Pittsburg 1 00 p.m., Lawrenceville 1 15, East Liberty 1 25, Brinton's 1 50, Turtle Creek 1 55, arriving at Walls 2 00 p.m.

111. **HUNTINGDON AND BROAD TOP RAILWAY.**

Acc.	Mail	Exps	Mls.	STATIONS.	Mls.	Mail	Exps	Acc.
P. M.	P. M.	A. M.				A. M.	P. M.	P. M.
	4 40	7 50	0	Huntingdon 1..	44	9 30	4 17	
	5 02	8 10	5	... M'Connelstown ...	39	9 08	3 57	
	5 14	8 22	7	.. Pleasant Grove ...	37	8 58	3 49	
	5 31	8 38	11	..... Marklesburg	33	8 38	3 30	
	5 50	8 53	15	..... Coffee Run	29	8 23	3 15	
	6 00	9 01	17	... Rough & Ready ...	27	8 13	3 08	
	6 10	9 12	20	..... Cove	24	7 58	2 54	
	6 20	9 16	21	... Fishers' Summit ...	23	7 53	2 50	
	6 38	9 40	24	..... Saxton	20	7 35	2 35	
		10 00	29	..... Riddlesburg	15		2 08	
		10 08	31	..... Hopewell	13		2 00	
		10 24	35	..... Piper's Run	9		1 44	
		10 42	40	..... Tatesville	4		1 19	
		10 55	43	..... Bloody Run	1		1 07	
		11 05	44	... Mt. Dallas 2... ..	0		1 00	
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.

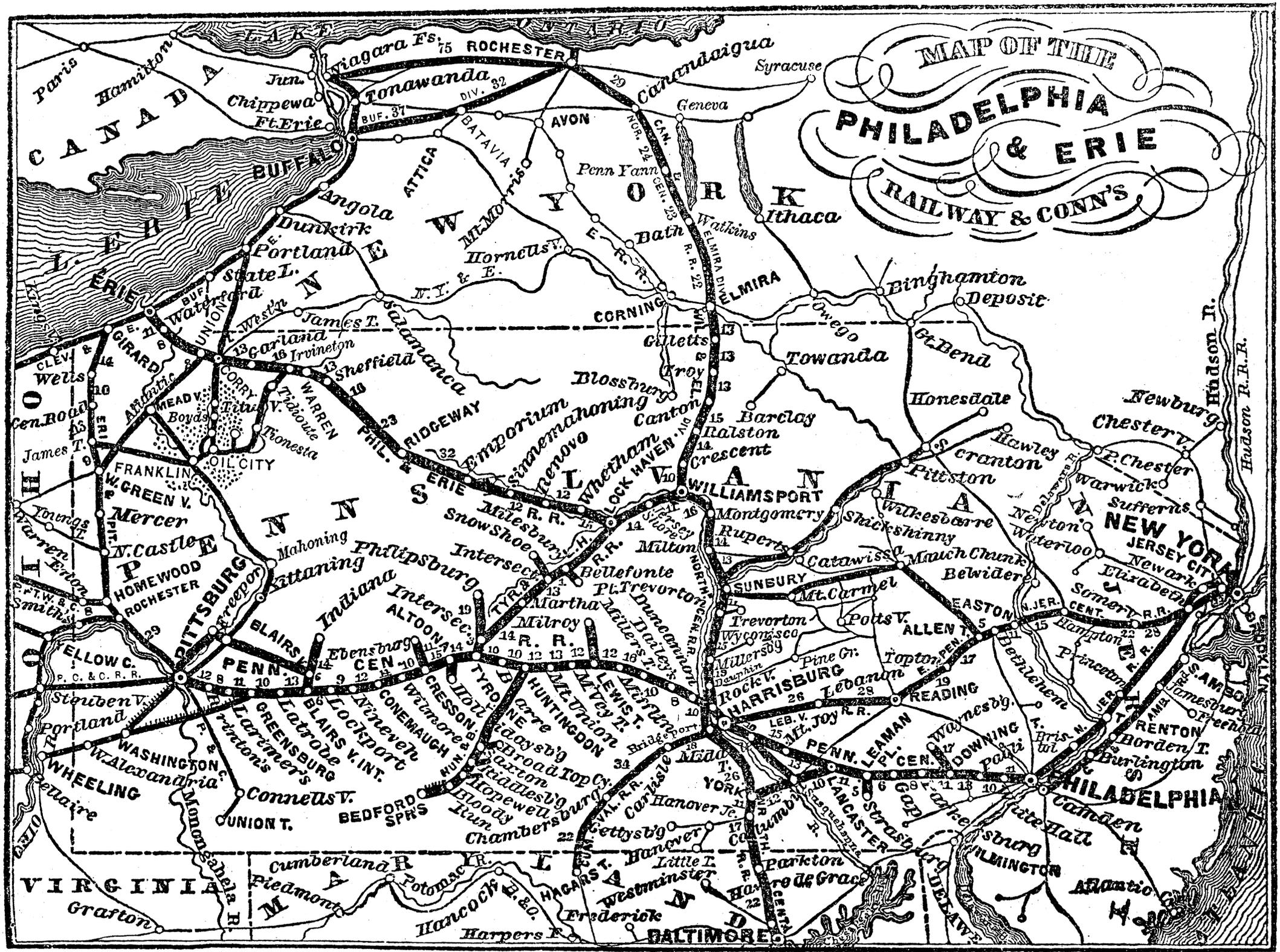
GENERAL OFFICERS.
 B. ANDREWS KNIGHT, Pres.,
 Philadelphia, Pa.
 JOHN P. AERTSEN,
 Secretary and Treasurer,
 Philadelphia, Pa.
 J. MCKILLIPS, Gen. Supt.
 Huntingdon, Pa.
 ROBERT U. JACOB,
 Gen. Agent,
 Huntingdon, Pa.

CONNECTIONS.
 1 Pennsylvania Central Railway.
 2 Stages to Bedford Springs,
 distance 6 miles

BROAD TOP CITY BRANCH.

Leave Saxton for Coalmont, Crawford and Dudley, at 9 50 a. m and 6 40 p. m., arriving at Dudley 10 20 a. m. and 7 15 p. m. Returning, leave Dudley at 7 05 a. m. and 2 05 p. m., arrive at Saxton 7 30 a. m. and 2 30 p. m. Distance, 6 miles.

MAP OF THE PHILADELPHIA & ERIE RAILWAY & CONN'S



PHILADELPHIA AND ERIE RAILWAY.

Leased by the Pennsylvania Central Railway Company.

J. EDGAR THOMSON, President, Philadelphia, Pa. ALFRED L. TYLER, General Superintendent, Erie, Pa.
 THOMAS A. SCOTT, 1st Vice-President, " W. A. BALDWIN, Assistant Gen. Supt., "
 H. J. LOMBAERT, 2d Vice-President, " JOHN W. REYNOLDS, Supt. Western Division, "
 THOMAS T. FIRTH, Treasurer, " J. PITCAIRN, JR., Supt. Middle Division, Renovo.
 SAMUEL G. LEWIS, Auditor, " FRANK THOMSON, Supt. Eastern Div., Williamsport.
 D. M. BOYD, Asst. Gen. Ticket Agent., " S. B. KINGSTON, JR., Gen. Freight Agt., Phila., Pa.

Trains Leave.

May 10, 1868.

Trains Arrive.

Exps		Mail		Exps		Mail		Mls.	STATIONS.	Mls.	Mail.	Exps	Mail	Acc.
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				A. M.	P. M.	P. M.	A. M.
	11 05	11 50	7 50					0	... Philadelphia....	451	6 40	4 50		
									<i>Penn. Cent. R. R.</i>					P. M.
A. M.	3 30	4 20	1 20					107	.... Harrisburg....	344	2 40	12 15		
	6 05	6 40	4 15					163	.... Sunbury 1....	288	12 00	9 58		
	6 15	6 50	4 25					165	.. Northumberland 2.	286	11 50	9 48		
	6 27	7 07	4 45					172	.... Lewisburg....	279	11 37	9 35		
	6 36	7 17	5 00					176	.... Milton 3.....	275	11 26	9 23		
	6 47	7 26	5 13					180	.... Watsonstown...	271	11 15	9 12		
	6 54	—	5 19					183	..... Dewart.....	268	11 07	9 06		
	7 15	7 52	5 41					191	..... Muncy.....	260	10 46	8 45		
	8 20	8 50	6 28					203	Williamsport 4	248	10 15	8 15		
	8 34	—	6 46					209	..... Linden.....	243	—	7 26		
	8 53	9 32	7 06					215	.... Jersey Shore...	235	9 32	7 07		
	9 15	9 55	7 30					223	.... Wayne.....	228	9 10	6 15		
	9 30	10 11	7 45					228	.... Lockhaven....	223	8 55	6 30		
A. M.	10 12	—	P. M.					243	.... Whetham.....	207	8 14	5 47		P. M.
	10 37	—						252	.... North Point....	198	7 53	5 23		
	10 50	11 55						255	.... Renovo.....	195	7 45	5 15		
	11 29	12 37						267	.... Keating.....	183	6 58	4 34		
	1 12	2 26						301	.... Emporium....	149	5 34	2 58		
	2 10	3 33						323	.... St. Mary's....	128	4 43	2 00		
	2 40	4 03						332	.... Ridgeway....	118	4 16	1 33		
	3 20	4 46						347	.... Wilcox.....	104	3 38	12 52		
	4 10	5 20						356	..... Kane.....	95	3 15	12 25		
	4 57	6 02	P. M.					371	.... Sheffield.....	79	2 21	11 35	A. M.	
	5 38	6 38	12 00					385	..... Warren.....	66	1 46	10 55	11 20	
	5 58	7 05	12 25					391	.... Irvineton 5....	60	1 32	10 37	11 00	
	6 44	7 52	1 17					406	.... Spring Creek...	44	—	9 49	10 07	
	6 57	8 05	1 30					411	.... Columbus.....	39	—	9 36	9 52	
	7 05	8 15	1 40					413	..... Corry 6.....	37	12 33	9 30	9 45	
	7 58	9 10	2 35					432	.... Waterford.....	19	11 45	8 81	8 50	
	8 50	10 05	3 30					451	..... Erie 7.....	0	11 00	7 40	8 00	
P. M.	P. M.	A. M.	P. M.						ARRIVE]	[LEAVE	A. M.	P. M.	A. M.	P. M.

The 7 40 p. m. Express from Erie runs daily to Warren for points east of Warren, stopping for Breakfast at Williamsport, and for Dinner at Harrisburg.

The 6 40 p.m. Express from Sunbury, west, runs daily from Warren to Erie, stopping for Dinner at Lancaster, and for Supper at Williamsport.

The 6 05 a.m. Mail Train from Sunbury runs daily to Williamsport, and daily, except Sundays, from Williamsport to Erie; Breakfast at Williamsport; Dinner at Kane.

The Mail Train East, leaving Erie at 11 a.m., runs daily, except Sundays, stopping for Dinner at Kane and for Supper at Renovo.

Accommodation trains East and West are run daily, except Sundays. Elmira Mail West, leaving Sunbury at 4 15 p. m., runs daily, except Sundays, stopping for Dinner at Harrisburg, and Supper at Williamsport.

CONNECTIONS OF THE PHILADELPHIA AND ERIE RAILWAY.

- | | |
|--|--|
| 1 Connects with Northern Central Railway. | 5 Connects with Oil Creek & Allegheny River Railway. |
| 1 Con. with Shamokin Div. of Nor. Central Railway. | 6 Connects with Atlantic and Great Western Railway. |
| 2 Connects Lackawanna and Bloomsburg Railway. | 6 Connects with Buffalo, Corry & Pittsburg Railway. |
| 3 Connects with Catawissa Railway. | 7 Connects with Buffalo and Erie Railway. |
| 4 Connects with Northern Central Railway. | 7 Connects with Lake Shore Railway Line. |

NORTHERN CENTRAL RAILWAY LINE.

J. D. CAMERON, Pres., Harrisburg, Pa. C. G. MILLER, Vice Pres., New York. JOHN S. LEIB, Treas., Baltimore, Md.
 STEPHEN LITTLE, Auditor. ROBERT S. HOLLINS, Secretary, Baltimore, Md.
 J. N. DUBARRY, Gen. Superintendent, Harrisburg, Pa. J. A. REDFIELD, Asst. Gen. Supt., Elmira, N.Y.
 Edwin S. YOUNG, General Ticket Agent. J. M. DRILL, General Eastern Freight Agent, Baltimore, Md.
 E. L. DUBARRY, Assist. Supt., Harrisburg, Pa. S. S. BLAIR, Supt., Baltimore Division, Baltimore, Md.
 E. S. BOWEN, Division Superintendent, Elmira, N.Y. A. R. FISKE, Supt., Shamokin Div., Shamokin, Pa.
 HUGH PITCAIRN, Superintendent, Susquehanna Division, Harrisburg, Pa. H. S. GOODWIN, Chief Engineer.
 ISAAC M. SCHERMERHORN, General Western Freight Agent, Buffalo, N.Y.

Trains Leave.

May 10, 1863.

Trains Arrive.

Trains Leave				STATIONS.												Trains Arrive			
Acc.	Acc.	Acc.	Acc.	Exs.	Fast	Mail	Mls		Mls	Mail	Exs.	Fast	Acc.	Acc.	Acc.	Acc.			
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.				P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.			
4 30				8 45	8 00			..... Washington.....		9 50	9 50							
				P. M.	A. M.	P. M.		..... Philadelphia.	423	4 50	6 40							
				11 05	11 50	7 50	0	..... Phila. W. & Bal.		P. M.	A. M.							
7 00	3 30		5 30	10 50	12 10	8 30	98	..... Baltimore 1.	325	5 20	6 45	10 15	8 20					
7 06	3 36		5 36	10 56	12 16	8 36	1	..... Bolton.....	324	5 14	---	10 09	8 14					
7 29	3 59		6 00	---	---	8 58	7	..... Relay 2.....	318	4 53	---	9 46	7 50					
7 45	4 15		6 18	---	---	9 13	11	..... Timonium.....	314	4 37	---	9 31	7 32					
7 57	4 25		6 30	---	12 50	9 23	15	..... Cockeysville.....	310	4 25	---	9 20	7 20					
8 14	4 42		6 45	---	---	9 37	19	..... Sparks.....	306	4 10	---	9 05	7 05					
8 25	4 52		6 55	---	---	9 47	23	..... Monkton.....	302	3 59	---	8 54	6 56					
8 45	5 13		7 12	12 00	1 23	10 06	28	..... Parkton.....	297	3 41	5 25	8 35	6 39					
9 03	5 30		P. M.	---	---	10 23	34	..... Freeland.....	291	3 22	---	8 17	A. M.					
9 25	5 52			---	---	10 45	42	..... Glenrock.....	283	2 58	---	7 53						
9 40	6 06			12 46	2 05	10 58	46	..... Hanover Junction 3.....	279	2 43	4 39	7 37						
9 48	6 15	A. M.		---	---	11 05	49	..... Glatfelters.....	276	2 35	---	7 28				P. M.		
10 15	6 40	6 20		1 20	2 39	11 35	57	..... York 4.....	268	2 05	4 09	7 00				7 00		
10 56		7 11		1 51	3 15	12 12	72	..... Goldsboro'.....	253	1 20	3 31	A. M.				6 00		
		7 50		3 45	3 45	1 30	83	..... Bridgeport 5.....	242	12 50	3 05					9 35		
11 45		8 05		3 30	4 20	1 20	85	..... Harrisburg 6.....	240	12 30	2 40					9 50		
				---	---	1 39	85	..... Fairview.....	240	---	---					9 28		
				4 02	---	1 55	91	..... Marysville.....	234	---	---					9 15		
				4 10	4 45	2 05	92	..... Dauphin 7.....	233	11 50	1 55					9 05		
				---	5 00	2 22	98	..... Clark's Ferry.....	227	11 35	1 40					8 50		
				4 41	5 17	2 42	105	..... Halifax.....	220	11 19	1 23					8 30		
				4 56	5 31	2 58	111	..... Millersburg 8.....	214	11 04	1 07					8 12		
				---	---	3 12	117	..... Mahontongo.....	208	10 53	---					7 58		
				5 20	5 57	3 25	121	..... Georgetown.....	204	10 40	12 43					7 45		
				5 32	6 08	3 40	126	..... Trevorton Junc. 9.....	199	10 29	12 30					7 30		
				5 47	6 23	3 57	133	..... Selin's Grove.....	192	10 15	12 15					7 15		
				---	6 40	4 15	138	..... Sunbury 10.....	187	10 02	12 03					7 00		
				8 15	8 25	6 55	178	..... Williamsport 11.....	147	8 15	10 15							
				---	P. M.	---	185	..... Cogan Valley.....	138	---	---							
				---	---	---	191	..... Trout Run.....	133	---	---							
				---	---	---	197	..... Bodine's.....	127	---	---							
				---	---	---	202	..... Ralston.....	122	---	---							
				---	---	---	206	..... Rearing Branch.....	118	---	---							
				---	---	---	211	..... Carpenter's.....	113	---	---							
				---	---	---	217	..... Canton.....	107	---	---							
				---	---	---	325	..... West Granville.....	100	---	---							
				---	---	---	221	..... Troy.....	94	---	---							
				---	---	---	236	..... Columbia & Roads.....	89	---	---							
			Acc.	---	Acc.	---	244	..... Gillet's.....	81	---	---	Acc.	Acc.					
			P. M.	---	A. M.	---	247	..... State Line.....	77	---	---	A. M.	P. M.					
			6 40	12 10	6 50	11 05	256	..... Elmira 12.....	69	5 00	5 35	11 00	11 15					
			7 05	---	7 05	---	262	..... Horse Heads.....	63	---	---	10 42	10 55					
			7 18	---	7 18	---	266	..... Pine Valley.....	59	---	---	10 28	10 43					
			7 43	---	7 47	---	275	..... Havana.....	50	---	---	9 58	10 15					
			7 52	---	7 55	---	278	..... Watkins.....	47	---	---	9 50	10 05					
			8 25	---	8 30	---	289	..... Starkey.....	36	---	---	9 15	9 33					
			9 00	---	9 03	---	301	..... Penn Yan.....	24	---	---	8 36	9 00					
			9 37	---	9 44	---	314	..... Gorham.....	11	---	---	8 01	8 22					
			9 51	---	9 58	---	319	..... Hopewell.....	6	---	---	7 47	8 07					
			10 10	---	10 15	---	325	..... Canandaigua 13.....	0	---	1 50	7 35	7 50					
								..... N. Y. Central R. R.										
				12 15	5 00	12 00	354	..... Rochester.....				12 30	6 00	6 02				
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]				A. M.	P. M.	P. M.	A. M.	A. M. P. M.			

NORTHERN CENTRAL RAILWAY.

1. SHAMOKIN DIVISION.

Exps	Mail	Mls	STATIONS.	Mls	Mail	Exps
A. M.	P. M.				A. M.	P. M.
10 35	4 35	138	..... Sunbury.	28	9 45	3 40
10 57	4 57	143	..... Keiffer's.	23	9 25	3 19
11 06	5 06	145	..... Snyderstown....	21	9 16	3 10
11 24	5 24	149	..... Reed's.	17	9 00	2 56
11 33	5 33	151	..... Paxinos.	15	8 50	2 47
12 06	6 00	157	..... Shamokin.	9	8 25	2 20
	6 18	161	..... Fulton.	5	8 13	
	6 26	163	..... Locust Gap.	3	8 05	
	6 40	166	.. Mt. Carmel..	0	7 50	
P. M.	P. M.		ARRIVE	LEAVE	A. M.	P. M.

2. WRIGHTSVILLE BRANCH.

Trains leave York for Hershey's and Wrightsville at 6 45 a. m., 11 40 and 3 50 p. m.
 Returning, leave Wrightsville at 8 15 a. m., 1 00 and 6 45 p. m.
 Distance, 13 miles.
 Connects at York with main line.
 Through Fare, \$8 95. Way Fares, about 3 1/2 cents per mile.

The 10 45 p. m. express train from Baltimore run daily. All other trains daily, Sundays excepted. Trains are run by Erie Railway time, as shown by the standard clock in Div. Superintendent's office, Elmira.

- | | |
|--|---|
| 1 Connects with Railways diverging from Baltimore. | 8 Connects with Lykens Valley (coal) Railway. |
| 2 Connects with Western Maryland Railway. | 9 Connects with Trevorton and Mahanoy (coal) Railway. |
| 3 Connects with Hanover Branch Railway. | 10 Connects with Philadelphia and Erie Railway. |
| 4 Connects with Wrightsville Branch diverges, above. | 11 Connects with Catawissa Railway. |
| 5 Connects with Cumberland Valley Railway. | 12 Connects with Erie Railway. |
| 6 Connects with Pennsylvania Central Railway. | 13 Connects with New York Central Railway. |
| 6 Connects with Lebanon Valley Railway. | 13 Connects with Canada and Tonawanda Railway. |
| 7 Connects with Schuylkill and Susquehanna Railway. | |

NORTH CENTRAL RAILWAY.

SPECIAL ATTENTION

OF TOURISTS AND BUSINESS MEN

Is directed to this

POPULAR ROUTE BETWEEN BALTIMORE, HARRISBURG, NORTHERN PENNSYLVANIA, AND WESTERN NEW YORK.

IT IS THE SHORTEST AND MOST PICTURESQUE LINE

Between BALTIMORE, ROCHESTER, NIAGARA FALLS, LEWISTON, and those numerous other places of SUMMER RESORT, which, at this time of the year, attract so many Southern Excursionists. In connection with the PENNSYLVANIA R. R., it also forms a strong competitor with the E. OHIO R. R., for direct Western and N. Western business from BALTIMORE and WASHINGTON.

3. GETTYSBURG RAILWAY.

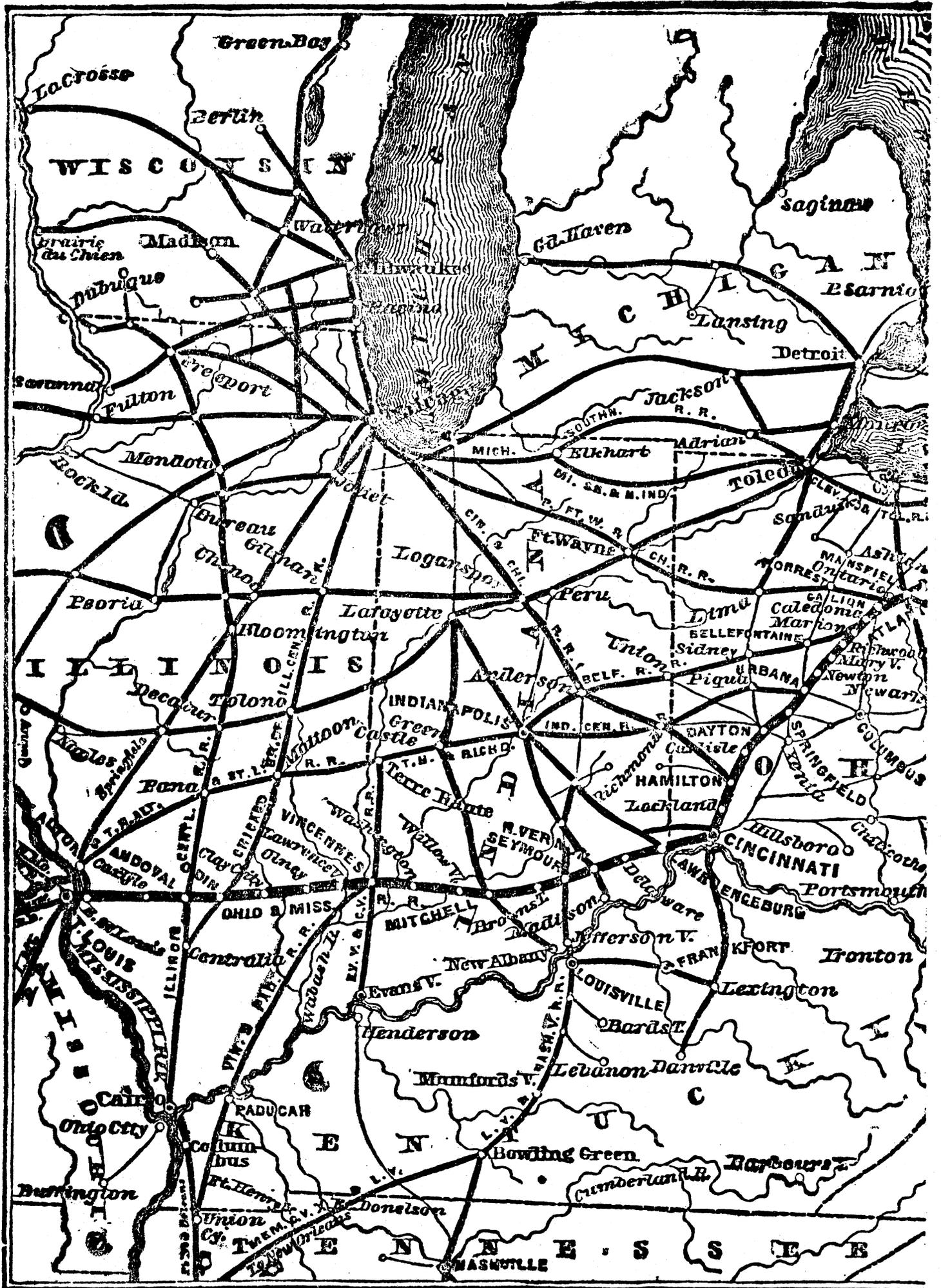
W. G. CASE, Pres.; F. W. NORTHROP, Treas.; H. S. CASE, Sec., and ROBERT McCURDY, Supt., Columbia, Pa.

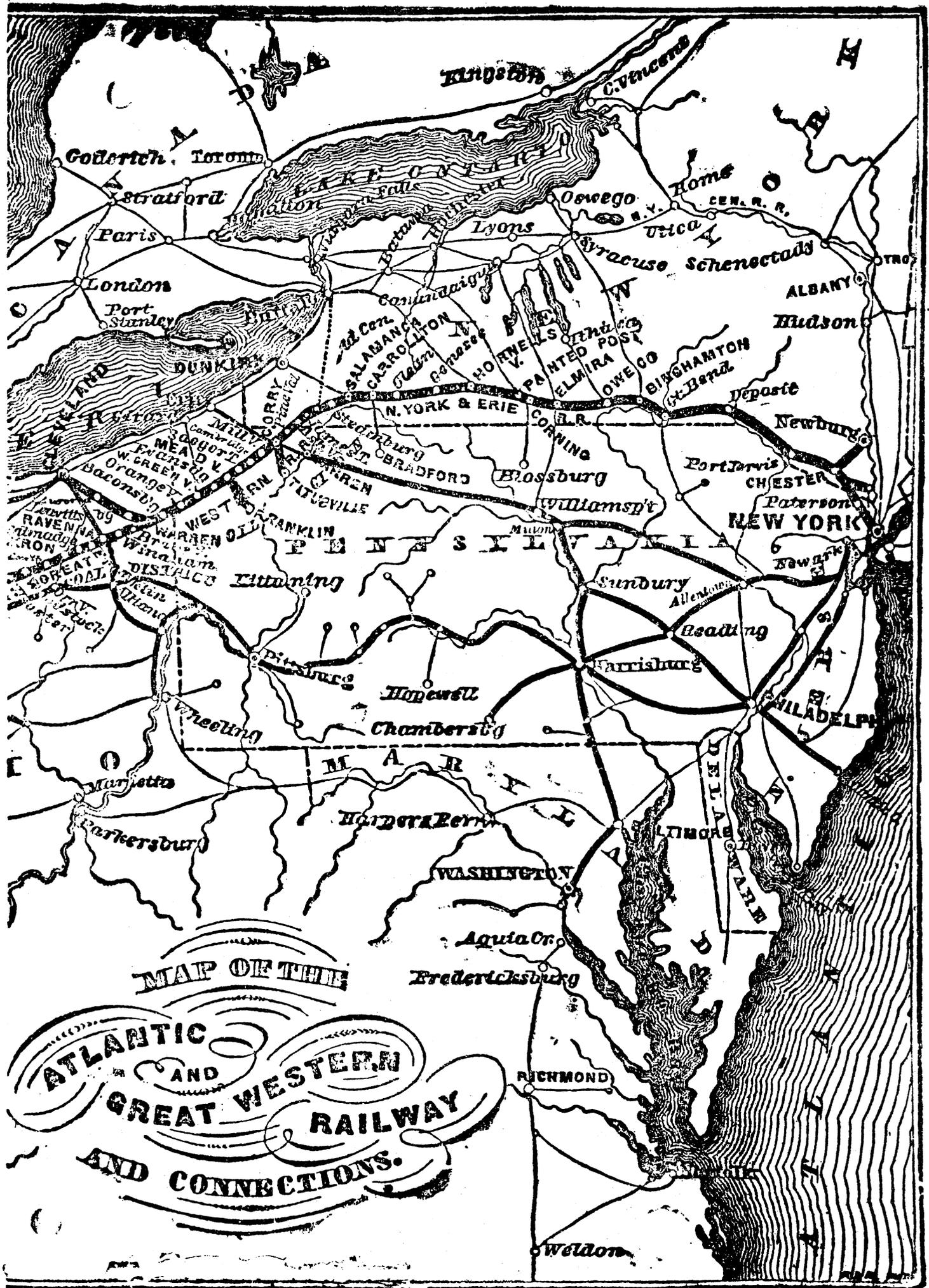
Pass	Pass	Mls	STATIONS.	Pass	Pass	CONNECTIONS.
P. M.	A. M.			P. M.	P. M.	
1 20	7 45	0	Gettysburg ..	1 10	6 00	1 Connects with trains on Northern Central Railway. The above Time Table to take effect on Nov. 20, 1866.
2 00	8 20	19	..... Oxford.....	12 20	4 30	
2 20	9 00	17	..... Hanover.....	12 00	4 00	
3 15	10 00	30	Hanover Jun	11 15	3 15	
P. M.	A. M.		ARRIVE	LEAVE	A. M. P. M.	

WEST CHESTER RAILWAY.

M. B. HICKMAN, President. HENRY WOOD, Gen. Superintendent, Philadelphia.

LEAVE	A. M.	A. M.	P. M.	P. M.	LEAVE	A. M.	A. M.	P. M.	P. M.
West Chester Int. ..	8 00	9 30	12 05	3 45	West Chester	8 40	11 10	2 50	4 35
Woodland.....	8 14	9 46	12 19	4 01	Woodland.....	8 59	11 25	3 10	4 51
West Chester	8 32	10 05	12 39	4 21	West Chester Int. ..	9 15	11 47	3 27	5 51
ARRIVE	A. M.	A. M.	P. M.	P. M.	ARRIVE	A. M.	A. M.	P. M.	P. M.





MAP OF THE

**ATLANTIC
AND
GREAT WESTERN
RAILWAY
AND CONNECTIONS.**

Fredericksburg

RICHMOND

Weldon

Godertch. Toronto

Paris

London

Port Stanley

W. GREEN

MEAD

W. GREEN

ORANGE

WARREN

ROBERT

WHEELING

Kingston

C. Vincennes

Stratford

Paris

London

Port Stanley

W. GREEN

MEAD

W. GREEN

ORANGE

WARREN

ROBERT

WHEELING

Lyons

Oswego

Home

Utica

Syracuse

Schenectady

ALBANY

Hudson

ELMIRA

OWEGO

BINGHAMTON

Deposte

NEW YORK

SALAMANCA

CHARLTON

STAMFORD

BRADFORD

N. YORK & ERIE

CORNING

BLOSSBURG

WILLIAMSBURG

SUNDURY

ALLENTOWN

READING

HARRISBURG

CHAMBERSBURG

HOPKINS

WASHINGTON

AQUIA CREEK

FREDERICKSBURG

RICHMOND

WELDON

WELDON

WELDON

WELDON

WELDON

WELDON

WELDON

Port Jervis

CHESTER

Paterson

NEW YORK

118. ATLANTIC AND GREAT WESTERN RAILWAY and BRANCHES.

(CONSOLIDATED.)

Receiver — ROBERT B. POTTER, MEADVILLE, PA.

General Offices of the Railway — Meadville, Pa.

General Officers Under the Receiver.

J. M. DICK, Treasurer, Meadville, Pa. J. C. CALHOUN, Auditor, Meadville, Pa.
 LEWIS D. RUCKER, General Supt., Meadville, Pa. O. S. LYFORD, Supt. of First Division, Jamestown, N. Y.
 JACOB HOVEY, Supt. Mahoning Div., Cleveland, O. T. A. PHILLIPS, Supt. Third and Fourth Div., Galion, O.
 C. W. BRADLEY, Supt. of Second Division, and Franklin Branch, Meadville, Pa.

W. B. SHATTUC, Gen. Ticket Agent, Cincinnati, O. J. M. OSBORN, Gen. Freight Agent, Meadville, Pa.
 JAMES S. GRIFFITH, General Through Freight Agent, Cincinnati, Ohio.

F. GRINNELL, Supt. of Motive Power and Machinery, Meadville. D. C. COOLMAN, Resident Eng., Meadville.

GILBERT H. MCKIBBEN, General Purchasing Agent, Meadville, Pa.

B. F. POPPLE, Gen. Eastern Pass. Agent, N. Y. New York Freight and Ticket Offices, No. 233 Broadway.

Westward Trains.						Eastward Trains.						May 18, 1868.		
Mxd.	Acc.	5 Mail.	3 Ng't Exps	1 Day Exps	MI.	STATIONS.	Mls.	2 Cin. Exps	4 Ng't Exps	6 Mail.	26 Acc.	Mxd.	CONNECTIONS.	
J. M.	P. M.	A. M.	P. M.	A. M.			P. M.	A. M.	P. M.					
		10 00	6 30	7 30		New York	414	3 55	7 40	12 40			At Salamanca with the Erie Railway for the East and West. Express trains run through direct from New York to Cleveland and Cincinnati, and from Cincinnati and Cleveland to New York without change of cars.	
		11 45	5 41	5 56	27	Elmira	141	4 58	8 41	1 30			At Jamestown with Steamer on Chautauqua Lake for Mayville and points on Lake Shore.	
		5 20	10 48	10 35	41	Salamanca	0	11 15	2 50	7 00			At Corry with Phila. & Erie, Oil Creek and Allegheny River and Buffalo, Corry and Pittsburg Railways.	
		5 20	10 48	10 35	0	Salamanca	448	11 15	2 50	7 00			At Meadville with Franklin and Oil City Br.	
		5 44			7	Red House	440			6 35			At Clarksville with Erie and Pittsburgh Railway.	
		6 00			12	Steamburg	435			6 19			At Leavittsburg with Cleveland Branch.	
		6 18	11 23		18	Randolph	429		2 15	6 00			At Cleveland with Railways diverging.	
		6 42			25	Kennedy	422			5 35				
		7 15	11 58	11 58	34	Jamestown	413	10 05	1 42	5 05				
		7 40			41	Ashville	406			4 39				
		7 55	12 23		48	Panama	399			4 25				
		8 16			51	Freehold	396							
		8 38			58	Columbus	390			3 48				
		8 50	1 00	12 55	61	Corry	386	9 08	12 43	3 35				
		9 00	1 05	12 58	61	Concord	386	9 06	12 40	3 30				
		9 22			66	Union	381			3 12				
		9 45	1 30		72	Mill Village	375		12 17	2 55				
		10 15			79	Millers	368			2 32				
		10 36			85	Cambridge	366			2 16				
		10 50			88	Venango	363			2 05				
		11 04			92	Sagertown	355			1 45				
		11 27			97	Meadville	351			1 30				
		11 45	2 35	2 30	103	Sutton's	345	7 40	11 15	1 10				
		11 59	2 55	2 36	103	Evansburg	345	7 35	11 10	12 55	11 30			
		12 29			110	Adamsville	337			12 29				
		12 45			115	Sugar Grove	332			12 11	10 33			
		1 00			121	Greenville	326			11 56				
		1 26	3 55	3 37	124	Erie & Pittsb Cross.	323			11 46				
		1 35	4 01	3 43	129	Clarksville	318	6 37	10 05	11 30	9 28			
		1 45		3 51	132	Orangeville	315	6 30	10 12	11 20	9 16			
		2 07			135	Burghill	312			11 10	9 01			
		2 17		4 10	142	Baconsborg	305			10 42	8 20			
		2 17			145	Warren	302	6 03		10 21	7 58			
		2 48		4 31	154	Leavittsburg	293			9 46	7 18			
		3 15	5 06	4 49	162	Cleveland	285	5 26	9 01	9 15	6 44			
		3 30	7 05	5 06	165		282	5 20	8 55	9 05	6 30			
			5 15	7 00	215		232	3 00	7 00	7 00	12 30			
		P. M.	P. M.	A. M.		ARRIVE		P. M.	A. M.	A. M.	P. M.			

For Continuation of this Road and its Branches see next page.

LACKAWANNA AND BLOOMSBURG RAILWAY.

Trains Leave. Nov 18, 1867. **Trains Arrive.**

Pass			MIS			STATIONS.			MIS			Pass		
P. M.	A. M.								MIS	Pass	Pass			
4 45	5 50	0	...	Scranton	...	80	12 00	9 47						
5 09	6 10	6	...	Lackawanna	...	74	11 32	9 22						
5 20	6 20	9	.....	Pittston	.....	71	11 20	9 10						
5 35	6 35	13	.....	Wyoming	.....	67	11 05	8 55						
6 05	6 55	17	.....	Kingston	.....	63	10 50	8 40						
6 15	7 07		.....	Plymouth	.....		10 30	8 25						
6 35	7 25	25	.....	Nanticoke	.....	55	10 14	8 07						
6 43	7 32	27	..	Hunlock's Creek	..	53	10 05	7 58						
7 00	7 52		...	Shickshinny	...		9 48	7 38						
7 20	8 10	37	...	Hick's Ferry	...	43	9 30	7 20						
7 37	8 19	41	...	Beach Haven	...	39	9 20	7 05						
7 48	8 30	43	.....	Berwick	.....	37	9 10	6 45						
8 12	8 50	50	.....	Lime Ridge	.....	30	8 50	6 20						
8 33	9 10	56	.....	Bloomsburg	.....	24	8 25	5 57						
8 45	9 20	58	.....	Rupert	.....	22	8 15	5 47						
8 53	9 30	60	.	Catawissa Bridge	.	20	8 05	5 37						
9 23	9 54	68	...	Danville	...	12	7 40	5 12						
9 36	10 04	71	.....	Chulasky	.....	9	7 28	4 58						
10 05	10 35	80		Northumb'r'd		0	7 00	4 30						
P. M.	A. M.			ARRIVE			A. M.	P. M.						

GENERAL OFFICERS.
 J. ARCHBALD, President,
 H. A. FONDA, Superintendent.
 JULIAN CLARK, Asst. Sup't.
 E. HILL, General Ft. Agent.
 W. B. WELLS, G. T. Agent.
 Kingston, Pa.

Way Trains leave Scranton for Kingston at 7 00 a. m. and 12 45 p. m. Returning, leave Kingston at 8 35 a. m. and 3 00 p. m.

CONNECTIONS.
 Connects at Scranton with Delaware, Lackawanna and Western Railroad; at Rupert with Catawissa Railroad, and at Northumberland with Northern Central and Philadelphia & Erie Railroad.

120. LEHIGH AND SUSQUEHANNA RAILWAY.

Lehigh Coal and Navigation Company.

JAMES S. COX, Pres., Phila., Pa. JOHN LEISENRING, Gen. Supt. and Eng
 WM F. BIDDLE, Vice-Pres. " J. A. DINKEY, Gen. Freight and Tkt. Agt.,
 JOHN M. BYERS, Asst. Supt., Wilkes-Barre, Pa. Mauch Chunk, Pa.

Trains Leave. Feb. 3, 1868. **Trains Arrive.**

Pass			MIS			STATIONS.			MIS			Pass		
P. M.	A. M.								MIS	Pass	Acc.	Pass	Mxd.	
6 45	12 35	10 10	6 55	0	..	Green Ridge 1..	121	4 00	9 00	9 35	3 00			
6 50	12 41	10 20	7 00	2	.....	Scranton 2....	119	3 55	8 55	9 30	2 52		
7 08	12 57	10 45	7 14	8	..	Spring Brook...	113	3 39	8 37	9 14	2 28			
7 20	1 07	11 01	7 26	12	.....	Pittston.....	109	3 27	8 25	9 06	2 12		
7 45	1 30	11 35	7 50	20	..	Wilkes-Barre...	101	3 03	8 00	8 43	1 35			
1 42			8 02	23	..	Nanticoke Junction.	98	2 52		8 29				
2 51			9 06	50	..	White Haven ..	71	1 35		7 17				
3 24			9 36	60	.....	Rockport.....	6	1 07		6 46			
3 48		10 00		68	Penn	Haven Junct.	53	12 43		6 22				
4 20		10 30		75	Mauch	Chunk 3	46	12 20		5 55				
4 29		10 37		79	.....	Lehighton.....	42	11 52		6 26			
4 31		10 39			.....	Weissport		11 50		5 23			
4 36		10 44		81	.....	Parryville	40	11 45		5 17			
4 43		10 57		86	.....	Lehigh Gap ...	35	11 34		5 05			
4 57		11 04			.....	Walnut Port. ...		11 27		4 58			
5 11		11 16			.....	Treichler's		11 16		4 49			
5 21		11 26			.....	Siegfried's B. ...		11 00		4 40			
5 24		11 28			.....	Laubach's		10 57		4 37			
5 30		11 33	100	...	Catasauqua 4..	21	10 52		4 32					
5 40		11 41	104	...	Allentown.....	17	10 43		4 23					
6 00		11 55	109	...	Bethlehem 5...	12	10 35		4 15					
					North Penn. R.R.									
8 40		2 05	163	...	Philadelphia ..		7 45		1 30					
6 07		12 02	112	...	Freemansburg...	9	10 21		3 59					
6 30		12 25	121	...	Easton	0	10 00		3 38					
					Central N. Jer. R.R.									
					Morris & Essex R.R.									
9 30		3 40	196	...	New York		6 30		12 00					
P. M.	P. M.	A. M.	P. M.		ARRIVE		LEAVE		A. M.	A. M.	M.	M. P.		

121. DELAWARE & HUDSON RAILWAY.

THOMAS DICKSON, Gen. Supt.,
 Honesdale, Pa.

Trains leave Carbondale for Providence and (via stage) Scranton at 8 00 a. m. and 2 20 p. m. Leave Scranton for Carbondale at 10 10 a. m. and 4 30 p. m.

Distance, 17 miles. Fare, 3½ cents per mile.

This road is a direct continuation of the Lackawanna & Bloomsburg Railway North.

122. MAUCH CHUNK, SUMMIT HILL AND SWITCH BACK RAILWAY.

S. M. LINE, Proprietor;
 JOHN LEISENRING, Supt. and Engineer,
 Mauch Chunk, Pa.

Trains leave foot of Mt. Pisgah at 8 a. m., 12 45, 3 00 and 4 45 p. m. Returning, leave Summit Hill at 8 00 and 10 00 a. m., and 3 00 and 5 00 p. m. Distance to Summit Hill, 9 miles; to Switch Back, 7 miles. Fare 75 cents. Connects at Mauch Chunk with Lehigh Valley Railway; at Summit Hill with stage to Tamaqua.

1 Con. with Delaware & Hudson R. R. and Switch Back Railroad.
 2 Con. with Del., Lack. & West. R. R. 4 Con. with Catasauq. & Fogelsv. RW.
 3 Con. with Mauch Chunk, Sum. Hill 5 Con. with North Pennsylvania RW.

OIL CREEK & ALLEGHENY RIVER RAILWAY.

(Warren & Franklin, Farmers & Oil Creek Railways.)

IRVINETON TO PETROLEUM CENTRE.

EDWARD F. GAY, President. H. F. SWEETSER, Gen. Superintendent C. J. HEBURN, Asst. Superintendent.
J. F. McPHERSON, Secretary. F. A. PHILLIPS, Treasurer, Corry, Pa.

Trains Leave. May 19, 1868. Trains Arrive.

Mxd	Acc.	Mail	Exps	Mls	STATIONS.	Mls	Mail	Exps	Acc.	Mxd
A. M.	P. M.	A. M.					P. M.	P. M.	P. M.	
	1 35	7 05	0	....	Irvineton 1 ..	58	12 19	5 54		
	1 14	7 14	3	....	Dunn's Eddy....	55	12 10	—		
	1 49	7 19	4	....	Penna House....	54	12 04	5 40		
	1 57	7 26	6	....	Thorapson's....	52	11 56	5 30		
	2 07	7 36	9	.....	Cobham..	49	11 46	5 22		
	2 14	7 42	11	.....	Magee's..	47	11 40	5 16		
	2 27	7 54	15	.....	Tidionte.....	43	11 25	5 03		
	2 45	8 12	20	....	White Oaks....	38	11 10	4 45		
	2 55	8 21	23	...	East Hickory..	35	10 59	4 25		
		8 13	26	.....	Dawson.....	31	10 47	4 24		
	3 13		28	.....	Jamison.....	30	10 42	—		
	3 18	8 42	30	.....	Tionesta.....	28	10 36	4 13		
		8 51	33	.....	Hunter.....	25	10 26	—		
	3 36	8 59	35	.....	Stewart.....	23	10 18	3 57		
	3 44	9 05	37	.....	Pre ident....	21	10 12	3 51		
	3 48	9 09	38	....	Eagle Rock....	20	10 09	3 48		
	3 53	9 14	39	....	Henry's Bend..	19	10 03	3 39		
	4 00	9 20	41	....	Oleopolis.....	17	9 56	3 32		
	4 06	9 27	43	...	Walnut Bend....	15	9 50	3 25		
	4 17	9 37	47	....	Rockwood.....	11	9 37	3 14		
	4 30	9 50	50	arr	Oil City 2 lve	8	9 25	3 02		
	4 35	9 55	50	lve	McClintock... .	5	9 20	2 57		
	4 46	10 05	53	....	Rouseville....	4	9 05	2 41		
	4 50	10 09	54	....	Rynd Farm....	3	9 00	2 36		
	4 55	10 14	55	....	Tarr Farm....	2	8 54	2 30		
	5 00	10 19	56	....	Story Farm....	1	8 51	2 26		
	5 04	10 23	57	....	Petroleum Centre	0	8 45	2 20		
	5 10	10 30	58							
	A. M.	P. M.	A. M.		ARRIVE]					P. M.

124. PHILADELPHIA, GERMANTOWN & NORRISTOWN RAILWAY.

EDWARD C. DALE, President.
W. S. WILSON, General Supt., Philadelphia.

GERMANTOWN TRAINS.—Leave Philadelphia at 6, 7, 8, 9 05, 10, 11 and 12 a.m. and 1, 2, 3 15, 3 45, 4, 5, 5 45, 6 10, 7, 8, 9, 10, 11 and 12 p.m. Sundays, at 9 15 a.m., 2, 7 and 10 45 p.m.

Leave Germantown at 6, 7, 7 30, 8, 8 20, 9, 10, 11 and 12 a.m., and 1, 2, 3, 4, 4 45, 6, 6 30, 7, 8, 9, 10 and 11 p.m. Sundays, at 8 15 a.m., 1, 6 and 9 45 p.m.

CHESTNUT HILL TRAINS.—Leave Philadelphia at 6, 8, 10 and 12 a.m., and 2, 3 45, 5 45, 7, 9 and 11 p.m. Sundays, at 9 15 a.m., 2 and 7 p.m.

Leave Chestnut Hill at 7 10, 8, 9 40 and 11 40 a.m. and 1 40, 3 40, 5 40, 6 40, 8 40 and 10 40 p.m. Sundays, at 7 50 a.m., 12 40, 5 40 and 9 25 p.m.

NORRISTOWN TRAINS.—Leave Philadelphia at 6, 7 30, 9 and 11 05 a.m., and 1 30, 3, 4 30, 5 30, 6 15, 8 05 and 11 30 p.m. Sundays, at 9 a.m. 2 30 and 7 15 p.m.

Leave Norristown at 5 40, 7, 7 50, 9, 11 a.m., and 1 30, 3, 4 30, 6 15, 8 p.m. Sund. at 7 a.m. 5 30, 9 p.m.

MANAYUNK TRAINS.—Leave Philadelphia at 6, 7 30, 9, 11 05 a.m. 1 30, 3, 4 30, 5 30, 6 15, 8 05 and 11 30 p.m. Sundays, at 9 a.m., 2 30 and 7 15 p.m.

Leave Manayunk at 6 10, 7 30, 8 20, 9 30, 11 30 a.m., 2, 3 30, 5, 6 45 and 9 p.m. Sundays, at 7 30 a.m., and 9 30 p.m.

May 1, 1867.

125. OIL CITY & PITHOLE R.

WILLIAM THORP, President.
J. T. BLAIR, Supt. Oil City, Pa.
Leave Pithole at 8 20 a.m. and 3 45 p.m. for Lower Station, Prather's Mills, Wood's Mills, Bennett's Mills and Oleopolis, arriving at 8 50 a.m. and 4 15 p.m.

Leave Oleopolis at 10 15 a.m. and 6 50 p.m., arriving at Pithole at 10 50 a.m., 7 20 p.m.

Distance, 7 miles.

1. BOYD FARM TO CORRY.

Mxd	Exps	Exps	Mail	Mls	STATIONS.	Mls	Mail	Exps	Acc.	Mxd
A. M.	P. M.	A. M.					A. M.	P. M.	P. M.	
	7 00	5 35	10 47	0	.. Boyd Farm ..	37	8 26	12 06	7 36	
					.. Petroleum Centre ..					
	7 04	5 41	10 52	1	.... Pioneer....	36	8 21	12 01	7 30	
	7 11	5 53	11 00	3	.... Shaffer....	34	8 12	11 54	7 21	
	7 14	5 59	11 05	4	.... Miller Farm....	33	8 07	11 49	7 16	
	7 35	6 31	11 27	10	... Titusville....	27	7 43	11 27	6 53	
	7 44		11 40	13	.... Hydetown.. .	24		11 16	6 40	
	8 00		11 59	18	.... Tyronville....	19		10 57	6 20	
	8 10		12 10	21	.... Centreville....	16		10 47	6 09	
	8 22		12 25	24	.... Glynden....	13		10 35	5 55	
	8 33		12 41	28	.... Spartansburg..	9		10 20	5 40	
	9 05		1 20	37	.... Corry 3	0		9 45	5 00	
	A. M.	P. M.	P. M.		ARRIVE]					P. M.

- 1 Connects with Philadelphia and Erie Railway.
- 2 Connects with the Franklin Branch of the Atlantic & Great Western Railway.
- 3 Connects at Corry with Philadelphia and Erie Railway, for Harrisburg, etc., also, with the Atlantic and Great Western Railway, for Cincinnati and the West.

STANDARD OF TIME.—Clock in Superintendent's office at Irvington.

126.

WEST CHESTER AND PHILADELPHIA RAILWAY.

M. B. HICKMAN, President. HENRY WOOD, Gen. Supt., Philadelphia, Pa.

Trains Leave.

May, 1867.

Trains Arrive.

Pass	EXS.	EXS.	EXS.	EXS.	EXPS	EXPS	STATIONS.	EXPS	EXS.	EXPS	EXPS	EXS.	EXS.	EXS.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
11 30	6 15	4 50	4 15	2 30	11 00	7 45	West Phila...	8 10	9 18	9 53	12 29	3 41	6 40	8 37
11 53	6 39	—	4 38	2 54	11 23	8 08	Kellyville.....	7 47	—	9 30	12 06	3 18	6 16	8 14
12 05	6 51	—	4 50	3 06	11 35	8 20	Newton's.....	7 35	—	9 18	11 54	3 06	6 04	8 02
12 15	7 01	—	5 00	3 16	11 45	8 30	Wallingford.....	7 24	—	9 08	11 45	2 55	5 54	7 52
12 23	7 10	5 28	5 08	3 25	11 54	8 40	Media.....	7 17	8 40	9 00	11 36	2 47	5 47	7 45
12 32	7 20	5 36	5 18	3 35	12 04	8 50	Glen Riddle.....	7 06	—	8 50	11 25	2 36	5 36	7 35
12 39	7 27	5 43	5 45	3 42	12 12	8 58	B. Central Junction...	6 57	8 26	8 40	11 17	2 28	5 25	7 27
12 59	7 48	—	6 07	4 04	12 34	9 20	Street Road.....	6 36	—	7 56	10 57	2 07	5 01	7 06
1 10	7 59	6 07	6 18	4 15	12 45	9 31	Westchester...	6 25	8 00	7 45	10 45	1 55	4 50	6 55
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Sunday Trains leave W. Phila. for W. Chester at 8 30 a.m. and 2 00 p.m., arrive at 10 15 a.m. and 3 44 p.m. Leave West Chester at 7 55 a.m. and 4 00 p.m., arriving at West Philadelphia at 9 41 a.m. and 5 44 p.m.

127.

PITTSBURGH AND CONNELLSVILLE RAILWAY.

Trains Leave.

March, 1867

Trains Arrive.

Sdy*	ACC.	ACC.	MIS	EXS.	MIS	STATIONS.	MIS	EXS.	MIS	ACC.	ACC.	Sdy*
P. M.	P. M.	P. M.	A. M.	P. M.			A. M.	P. M.	A. M.	P. M.	A. M.	
1 00	10 00	6 15	7 00	3 00	0	Pittsburgh 1.	10 00	6 00	8 30	2 05	10 00	
1 06	10 06	6 21	7 06	—	1 1/2	..... Sono.....	—	—	8 25	1 59	9 54	
1 19	10 20	6 35	7 20	3 15	3 1/2	..... Hazlewood.....	9 43	5 40	8 12	1 45	9 38	
1 28	10 30	6 45	7 30	—	6	..... Brown's.....	9 34	5 30	7 02	1 35	9 28	
1 40	10 40	6 55	7 40	—	9	..... Mills.....	9 24	5 17	7 47	1 25	9 13	
1 42	10 42	6 57	7 45	3 35		..... Braddock's.....	9 22	5 15	7 45	1 23	9 10	
1 48	10 49	—	7 52	3 40	10 1/2	..... Port Perry.....	9 16	5 00	7 35	1 16	9 05	
2 05	11 05	7 20	8 10	4 00	14	..... McKeesport.....	9 00	4 45	7 15	1 00	8 50	
2 23	P. M.	7 33	8 24	4 18	17 1/2	..... Ellrod's.....	8 42	4 32	6 57	P. M.	8 32	
2 30		7 45	8 35	4 25	20	..... Osceola.....	8 35	4 25	6 50		8 25	
2 53		8 08	9 03	4 48	26	..... Armstrong's.....	8 12	3 54	6 23		8 02	
3 00		8 14	9 16	4 56	28 1/2	..... Suter's.....	8 04	3 45	6 15		7 54	
3 15		8 25	9 28	5 11	32 1/2	..... West Newton...	7 50	3 30	6 00		7 40	
P. M.	P. M.		9 43	5 25	37	..... Port Royal.....	7 35	3 15	A. M.	A. M.		
			9 48	5 31	38 1/2	..... Smith's Mill....	7 29	3 10				
			9 54	5 36	40	..... Jacob's Creek...	7 23	3 04				
			10 06	5 51	44 1/2	..... Layton's.....	7 11	2 50				
			10 20	6 04	49	..... Miltenberger...	6 58	2 34				
P. M.			10 28	6 14	52	..... Dawson's.....	6 50	2 22	P. M.			
3 00			10 55	6 40	57 1/2	..... Connellsville...	6 30	2 00		5 55		
3 20			11 14	6 55	62	..... Dunbar.....	6 10	1 37		5 40		
3 31			11 16	7 05	65	..... Mt. Braddock...	6 00	1 28		5 23		
3 52			11 32	7 25	70	..... Evans'.....	5 40	1 08		5 08		
4 00			11 45	7 30	72	..... Uniontown...	5 30	1 00		5 00		
P. M.			A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.		

GEN. OFFICERS.

W. ODEN HUGHART,
President.
W. R. STOUT, Gen. Supt.
B. H. LATROBE,
Chief Engineer.
J. R. KING,
Gen. Ticket Agent,
Pittsburgh, Pa.

CONNECTIONS.

¹ Railways diverging from Pittsburgh.
* Sunday trains.

Fare to Connellsville,
\$2 25, to Uniontown,
\$2 75.

128.

CUMBERLAND AND PENNSYLVANIA RAILWAY.

Pass	Pass	MIS	STATIONS.	Pass	Pass
P. M.	A. M.			A. M.	P. M.
3 00	10 00	0	..... Cumberland ..	8 45	2 00
3 15	10 15	4	..... Krehbaum's.....	8 30	1 45
3 30	10 30	7	..... Barrelvine.....	8 05	1 25
3 45	10 45	9	..... Mount Savage ...	7 55	1 15
4 30	11 30	17	..... Frostburg.....	7 15	12 30
4 40		20	..... Borden Shaft	6 40	
4 50		22	..... Ocean Mines.....	6 50	
5 15		25	..... Lonacoming....	6 25	
5 35		29	..... Barton.....	6 05	
6 00		34	..... Piedmont.....	5 45	
P. M.	A. M.		ARRIVE]	[LEAVE	A. M. P. M.

OFFICERS.

JAMES MILHOLLAND, Pres., Mt. Savage,
Md. JAMES S. MACKIE, Vice-Pres.,
New York. C. SLACK, Supt., Mt.
Savage, Md.

CONNECTIONS.

Connect with Baltimore and Ohio R.R.
at Cumberland, Md., and at Pied-
mont, West Virginia.

Sept. 15.

CLEVELAND AND PITTSBURG RAILWAY.

J. N. McCULLOUGH, President.

J. H. DEVEREUX, General Superintendent, Cleveland, O.

F. R. MYERS, Gen. Ticket Agent.

R. F. SMITH, Auditor, Pittsburg, Pa.

Trains Leave.					May 11, 1868.		Trains Arrive.				
Exs.	Mail.	Acc.	Mls		Mls	Acc.	Mail.	Exs.			
P. M.	A. M.	P. M.		STATIONS.		A. M.	P. M.	P. M.			
12 10	8 35	3 40	0	..... Cleveland 1.....	150	10 30	1 50	7 10		
12 33	9 00	4 05	8	..... Newburgh.....	142	10 03	1 25	—		
1 08	9 50	5 05	26	..... Hudson 2.....	124	9 10	12 39	6 13		
1 23	10 08	5 23	32	..... Earlville.....	118	8 49	12 24	—		
1 41	10 25	5 47	38	..... Ravenna.....	112	8 31	12 06	5 47		
—	10 55	6 14	48	..... Atwater.....	102	8 04	11 39	5 27		
2 23	11 20	6 40	56	..... Alliance 3.....	94	7 45	11 26	5 10		
—	11 40		63	..... Winchester.....	87		10 41	—		
2 52	11 54		69	..... Bayard 4.....	81		10 22	4 45		
3 07	12 12		75	..... Hanover.....	75		10 05	4 34		
3 35	12 44		86	..... Salineville.....	64		9 33	4 11		
3 54	1 09		95	..... Hammondsville.....	55		9 09	3 54		
4 04	1 19		98	..... Yellow Creek 5.....	52		8 59	3 44		
4 45	2 00		101	..... Wellsville.....	49		8 50	3 35		
5 50	3 15		124	..... Rochester 6.....	26		7 10	2 35		
6 55	4 25		150	..... Pittsburg 7.....	0		6 00	1 30		
P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.			

1. RIVER DIVISION.

Trains Leave.					Trains Arrive.					
Acc.	Exs.	Mail.	Exs.	Mls	Mls	Mail.	Exs.	Exs.	Acc.	
P. M.	P. M.	A. M.	P. M.			P. M.	P. M.	A. M.	A. M.	
3 30	1 30	6 00	4 35	0	..... Pittsburg	94	4 25	6 55	10 55	8 40
4 40	2 35	7 10	5 50	25	..... Rochester.....	69	3 15	5 50	9 50	7 30
5 45	3 05	7 57	6 33	39	..... Smith's Ferry.....	55	2 26	5 07	9 12	6 35
6 15	3 40	8 25	7 15	43	..... Wellsville.....	46	2 00	4 45	8 50	6 05
	3 50	8 35	7 28	51	..... Yellow Creek.....	43	1 29	4 23	8 35	
	4 20	9 00	7 43	59	..... Sloan's.....	35	1 03	4 00	8 05	
	4 45	9 25	8 13	68	..... Steubenville 8.....	26	12 38	3 37	7 43	
	5 03	9 43	8 30	74	..... Lagrange.....	20	12 20	3 21	7 21	
	5 26	10 06	8 51	81	..... Portland.....	13	11 56	3 04	6 56	
	5 47	10 27	9 08	88	..... Martinsville.....	6	11 38	2 47	6 37	
	5 55	10 35	9 17	90	..... Bridgeport 9.....	4	11 30	2 40	6 25	
	6 05	10 45	9 30	94	..... Belle Air 10.....	0	11 20	2 30	6 10	
P. M.	P. M.	A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.	A. M.	A. M.

Fares, Cleveland to Pittsburg, \$4 25. Belle Air to Pittsburg, \$2 85. Way, 3 cts per mile.

2. TUSCARAWAS BRANCH.

Acc.	Acc.	Mls	STATIONS.	Acc.	Acc.
P. M.	A. M.			P. M.	P. M.
	6 50	0	N. Philadelph.	3 00	
	7 53	10	..... Zoar.....	2 07	
	8 05	12	..... Mineral Point.....	1 55	
	8 55	20	..... Waynesburgh.....	1 15	
	9 17	24	..... Malvern.....	12 45	
	9 25	28	..... Oneida.....	12 35	
	9 40	30	..... Minerva.....	12 20	
	9 55	32	..... Bayard.....	12 10	
P. M.	A. M.		ARR]	[LVE	P. M. NOON

- 1 Connects with Railways diverging from Cleveland.
- 2 Connects with Cleveland, Zanesville and Cincinnati Railway.
- 3 Crossing Pittsburg, Ft. Wayne and Chicago Railway.
- 4 Connects with Tuscarawas Branch, below.
- 5 Junction of Main and River Lines.
- 6 Connects with Pittsburg, Fort Wayne and Chicago Railway.
- 7 Connects with Railways diverging from Pittsburg.
- 8 Connects with Pittsburg, Cincinnati and St. Louis Railway.
- 9 Connects with the Baltimore and Ohio Railway.
- 10 Connects with Central Ohio Railway

130. CARROLLTON AND ONEIDA RAILWAY.

I. EBERROLE, President;
H. A. STIDGER, Superintendent,
Carrollton, O.

A train leaves Carrollton for Oneida at 3 00 a.m.
Leaves Oneida at arrival of Mail train of the Cleveland and Pittsburg Railway.

Distance, 12½ miles Fare, 50 cents.

131. HEMPFIELD RAILWAY.

CALVIN M. REED, Supt. Washington, Pa.

This road is now open from Wheeling, on the Ohio River, to Washington, Pa. (35 miles), where it forms a junction with the Chartiers Valley Railway. The Hempfield road will be continued east to West Newton, on the Pittsburg and Connellsville Railway, 56 miles, thence to Greensburg, on the Penn. Central, 76 miles from Wheeling.

132. PITTSBURGH, FT. WAYNE & CHICAGO RAILWAY, and Connections.

GEORGE W. CASS, President, Pittsburgh, Pa.
 THOMAS D. MESSLER, Asst. President, "
 J. P. FARLEY, Auditor, "
 J. P. HENDERSON, Treasurer, "
 F. R. MYERS, Gen. Ticket Agent, "
 F. KNOWLAND, Gen. Eastern Passenger Agent, 271 Broadway, New York.

J. N. McCULLOUGH, Gen. Superintendent, Pittsburgh, Pa.
 J. D. LAYNG, Supt. Eastern Division, "
 C. E. GORHAM, Supt. Western Division, Fort Wayne, "
 W. C. CLELAND, Gen. Western Pass. Agent, Chicago.
 WM. P. SHINN, Gen. Freight Agent, Pittsburgh, Pa.

Westward.

May 11, 1868.

Eastward.

Exs.	Exs.	Mail.	Exs.	Mls	STATIONS.	Mls	Mail.	Exs.	Exs.	Exs.
P. M.	A. M.	A. M.	A. M.				P. M.	A. M.	A. M.	P. M.
1 45	9 30	6 45	2 00	0	Pittsburgh	468	3 20	2 10	11 10	4 10
1 55	9 40	6 55	2 10	1	..... Allegheny	467	3 10	2 00	11 00	4 00
				2	..... Outer Depot	466				
				7	..... Fleming	461				
				8	..... Dixmont	460				
				11	..... Haysville	457				
				12	..... Osborn	456				
		7 32		13	..... Sewickley	455	2 33			
				15	..... Leetsdale	453				
		7 45		18	..... Economy	451	2 20			
				21	..... Baden	448				
				24	..... Freedom	444				
3 05	10 40	8 15	3 10	26	..... Rochester 1	442	1 55	1 05	10 05	3 02
3 13		8 25		29	..... New Brighton	439	1 38			
		8 44		35	..... Homewood 2	453	1 19			
		9 02		41	..... New Gallilee	428	1 01			
3 53	11 27	9 20	4 00	46	..... Enon	423	12 45	12 13	9 20	2 19
		9 33		50	..... Palestine	418	12 32			
		9 43		55	..... N. Waterford	414	12 18			
4 26	12 02	10 00	4 32	60	..... Columbiana	410	12 02	11 42	8 52	
4 35	12 10	10 10		63	..... Leetonia 3	405	11 50		8 46	1 41
				67	..... Franklin	402				
4 51	12 26	10 31	4 54	70	..... Salem	398	11 25	11 20	8 32	1 25
				76	..... Damascus	392				
		10 55		78	..... Smithfield	390	10 55			
5 25	12 55	11 10	5 25	84	Arr. Alliance ⁴ Lve.	384	10 40	10 50	8 05	12 55
5 45	1 15	11 25	5 45		Lve. Alliance ⁴ Arr.		10 30	10 45	7 45	12 50
		11 40		90	..... Stratsburg	379	10 14			
		11 55		95	..... Louisville	373	10 00			
6 28	1 58	12 13	6 27	102	..... Canton	366	9 40	10 06	7 03	12 13
6 45	2 18	12 40	6 47	110	..... Massillon	358	9 20	9 50	6 47	11 57
		1 07		117	..... Lawrence	351	9 00			
		1 20		121	..... Fairview	347	8 51			
7 18	2 52	1 32	7 17	124	..... Orrville 5	344	8 41	9 18	6 15	11 27
7 45	3 20	2 07	7 45	135	..... Wooster	333	8 10	8 53	5 50	11 00
		2 30		145	..... Shreve	324	7 41			
		2 41		149	..... Big Prairie	320	7 30			
8 20		2 45		151	..... Lakeville	318	7 25			
8 36	4 10	3 00	8 35	157	..... Loudonville	312	7 07	8 06	5 05	10 15
		3 14	8 46	161	..... Perrysville	307	6 54			
		3 35	9 00	169	..... Lucas	300	6 31	7 40		
9 28	5 00	4 00	9 16	176	..... Mansfield 6	293	6 10	7 23	4 24	9 37
				181	..... Spring Mills	288				
		P. M.		184	..... Richland	284	A. M.			
10 00	5 30	4 45	9 45	189	Arr Crestline ⁷ lve	280	5 30	6 55	3 55	9 10
10 15	6 00	6 A M	10 00		lve Crestline ⁷ arr		6 30	6 35	3 40	8 30
	6 22	6 15		195	..... Robinson	273	P. M.	6 22		
10 41	6 40	6 29	10 25	201	..... Bucyrus	267	5 57	6 09	3 16	8 01
		6 39		205	..... Glenville	263	5 47			
	7 00	6 48		210	..... Nevada	259	5 37			7 41
11 14	7 19	7 18	10 58	218	..... Upper Sandusky	251	5 14	5 33	2 42	7 18
	7 40	7 38		225	..... Kirby	244	4 55			7 03
11 47	7 51	7 49	11 27	230	..... Forest 8	239	4 43	5 09	2 18	6 53
	8 03	8 06		237	..... Dunkirk	232	4 25			6 36
		8 12		239	..... Washington	229	4 18			
	8 32	8 29		250	..... Ada	222	4 00			6 14
A. M.	P. M.	A. M.	P. M.		ARRIVE		P. M.	P. M.	A. M.	A. M.

NEWCASTLE AND YOUNGSTOWN BRANCHES.

Leave Pittsburgh.

STATIONS.	Mls	Exs.	Exs.	Acc.
		A. M.	P. M.	P. M.
Pittsburgh	0	7 15	4 35	
Allegheny	1	7 25	4 45	
Rochester	26	8 25	5 45	
New Brighton	29	8 40	6 00	
Homewood	35	8 55	6 15	
Clinton	37	9 02	6 22	
Wampum	41	9 13	6 33	
Newport	42	9 18	6 37	
Moravia	44	9 23	6 43	
Lawrence Junction	47	9 30	6 53	
Mahoningtown	48	9 33	6 57	
New Castle 17	50	9 40	7 05	
Coverts Mill	50	9 40	7 00	
Edenburg	52	9 46	7 05	
Seymour	53	9 51	7 10	
Quakertown	56	10 01	7 17	
Lowell	58	10 10	7 24	
Nebo	60	10 18	7 30	
Struthers	61	10 24	7 34	
Powers	63	10 34	7 41	
Youngstown ¹⁸	65	10 45	7 50	
[ARRIVE]		A. M.	P. M.	P. M.

Leave Youngstown.

STATIONS.	Mls	Acc.	Exs.	Exs.
			A. M.	P. M.
Youngstown ¹⁸	0	6 00	2 30	
Powers	2	6 11	2 41	
Struthers	4	6 18	2 48	
Nebo	5	6 21	2 51	
Lowell	7	6 27	2 57	
Quakertown	9	6 35	3 05	
Seymour	12	6 39	3 09	
Edenburg	13	6 43	3 13	
Coverts Mill	15	6 48	3 18	
New Castle 17	21	7 20	3 20	
Mahoningtown	19	7 27	3 26	
Lawrence Junction	18	7 30	3 31	
Moravia	21	7 37	3 38	
Newport	23	7 43	3 43	
Wampum	24	7 48	3 47	
Clinton	28	8 02	3 58	
Homewood	30	8 10	4 05	
New Brighton	36	8 25	4 21	
Rochester	39	8 50	4 35	
Allegheny	64	10 00	5 50	
Pittsburgh	65		6 00	
LEAVE			A. M.	P. M.

132. PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

Running West.				Running East.				STATIONS.					
A. M.	P. M.	A. M.	P. M.	MIS		MIS	P. M.	P. M.	A. M.	A. M.			
---	8 49	8 45	---	253	....Lafayette....	216	3 43	---	---	5 58			
1 15	9 08	9 03	12 27	261	.....Lima 9.....	208	3 19	4 00	1 15	5 35			
---	---	9 20	---	267	.....Elida.....	201	3 03	---	---	---			
1 43	9 48	9 40	1 03	275	....Delphos.....	193	2 42	3 32	12 44	5 03			
---	---	9 55	---	280	....Middle Point....	188	2 28	---	---	---			
2 07	10 16	10 15	1 28	288	....Van Wert.....	181	2 08	3 02	12 15	4 30			
---	---	10 36	1 47	295	....Convoy.....	173	1 47	---	---	---			
---	---	10 52	---	301	....Dixon.....	168	1 15	---	---	---			
---	10 58	11 03	---	304	....Monroeville....	164	1 05	---	---	3 52			
---	---	11 20	2 19	310	....Maples.....	158	12 52	2 19	---	---			
3 15	11 40	11 50	2 40	320	Arr Fort Lve	148	12 20	2 00	11 15	3 15			
3 20	11 50	12 10	3 00		Lve Wayne 10 Arr		12 10	1 40	11 10	3 05			
---	---	12 21	---	325	....Hadley... ..	144	11 56	---	---	---			
---	---	12 33	---	329	....Arcola.....	140	11 47	---	---	---			
---	---	12 47	---	334	....Coesse.....	134	11 32	---	---	---			
3 56	12 37	1 00	3 37	339	....Columbia....	129	11 15	1 00	10 30	2 17			
---	---	1 20	3 56	347	....Larwill.....	122	10 55	---	---	---			
4 24	1 09	1 32	4 05	351	....Pierceton....	117	10 43	12 38	10 07	---			
---	---	1 37	---	353	....Kosciusko....	115	10 38	---	---	---			
4 42	1 32	1 55	4 22	360	....Warsaw.....	109	10 20	12 21	9 50	1 32			
---	---	2 08	---	365	....Selby.....	104	10 06	---	---	---			
---	---	2 11	---	366	....Atwood.....	103	10 03	---	---	---			
---	---	2 22	---	370	....Etna Green....	99	9 53	---	---	---			
5 11	2 07	2 32	4 43	373	....Bourbon.....	95	9 43	11 52	9 22	---			
---	---	2 45	---	378	....Inwood.....	90	9 30	---	---	---			
5 55	2 33	3 00	5 10	384	....Plymouth 11....	84	9 10	11 25	9 00	12 37			
---	---	3 19	---	391	....Donelson.....	78	8 53	---	---	---			
---	---	3 28	---	394	....Grovertown....	74	8 43	---	---	---			
---	---	3 41	---	399	....Hamlet.....	69	8 30	---	---	---			
---	---	---	---	405	....Davis.....	64	8 15	---	---	---			
---	3 37	4 06	---	409	....Hanna.....	59	8 03	---	---	---			
---	---	---	---	412	....Morgan.....	56	7 54	---	---	---			
7 04	3 53	4 23	6 15	415	....Wanatah 12....	53	7 45	10 22	7 33	11 29			
7 24	4 15	4 47	6 35	424	....Valparaiso....	44	6 57	9 59	7 10	11 06			
---	---	5 07	6 57	431	....Wheeler.....	37	6 42	---	6 57	---			
7 49	---	5 17	7 05	435	....Hobart.....	34	6 32	---	6 49	---			
---	---	5 24	---	438	....Liverpool....	31	6 25	---	---	---			
---	---	5 35	---	442	....Tollestone....	27	6 13	---	---	---			
---	5 07	5 41	---	444	....Clarke.....	24	6 07	---	6 30	---			
---	---	5 51	---	448	....Casselo....	20	5 56	---	---	---			
---	---	6 00	---	452	....Robertsdale....	16	5 45	---	---	---			
---	5 35	6 08	---	456	....Ainsworth....	13	5 35	8 55	6 08	---			
---	---	---	---	459	Ill. Cent. R R Junc 13	9	---	---	---	---			
8 44	5 50	6 28	7 57	461	Rock Island Junc. 14	7	5 20	8 44	5 58	9 45			
9 10	6 20	7 09	8 20	468	...Chicago 15... ..	0	4 50	8 20	5 35	9 20			

ACCOMODATION TRAINS.

Leave Allegheny for New Brighton at 8 45 a.m., 5 20, and 6 15 p.m.
For Leetsdale at 10 and 11 45 a.m., 4 and 10 30 p.m.
Arr. at Allegheny from N. Brighton at 6 50 and 8 15 a.m., and 2 30 p.m.
From Leetsdale at 9 a.m., 12 55, 4 40 and 7 15 p.m.

† Daily, Sundays excepted. ‡ Daily, Saturday and Sunday excepted.
¶ Daily.

STANDARD OF TIME—20 minutes faster than Chicago; 13 minutes slower than Pittsburgh; 20 minutes slower than Pennsylvania Railway time.

Silver Palace

SLEEPING CARS,
LEAVE CHICAGO on the 7 20 a. m. train; REACH NEW YORK next evening at 10 50 p. m.

WITHOUT CHANGE.

Via Allentown Line.

RETURNING,

LEAVE NEW YORK

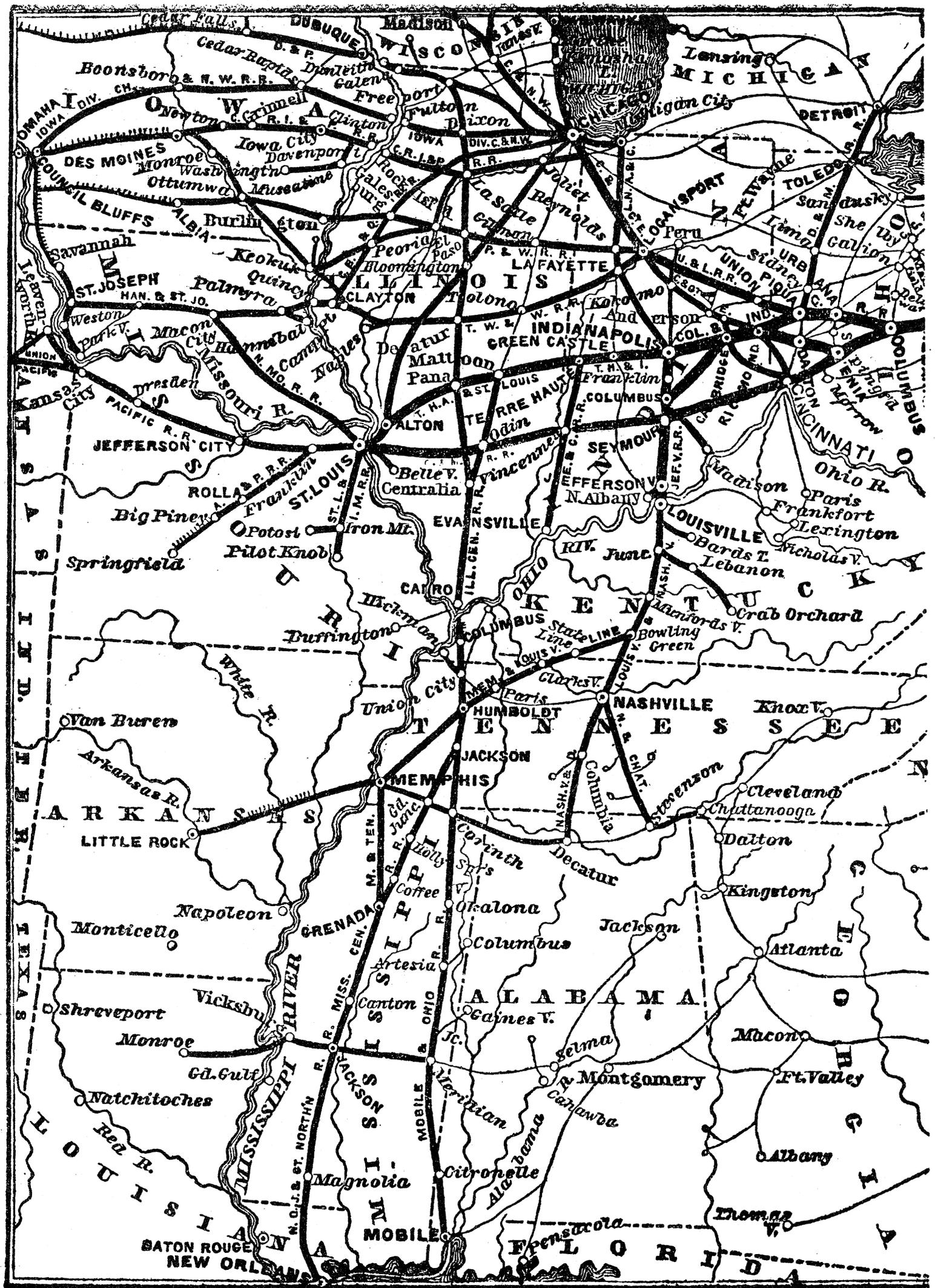
at 9 00 a. m. and REACH CHICAGO at 9 00 p. m.

COMPARTMENT CARS

LEAVE CHICAGO on Monday and Thursday at 4 50 p.m. Reach NEW YORK, via PHILADELPHIA, at 4 55 a.m. Returning, leave NEW YORK at 5 p.m., on Monday and Thursday, and reach CHICAGO at 6 20 a.m.

- 0 Connects at Pittsburgh with the Pennsylvania Central Railway.
- 1 Connects at Rochester with the Cleveland and Pittsburgh Railway.
- 2 Connects at Homewood with the New Castle Branch.
- 3 Connects at Leetonia with the New Lisbon Railway.
- 4 Connects at Alliance with the Cleveland and Pittsburgh Railway.
- 5 Connects at Orrville with the Cleveland, Zanesville and Cincinnati Railway.
- 6 Connects at Mansfield with the Atlantic and Great Western Railway.
- 6 Connects at Mansfield with the Sandusky, Mansfield and Newark Railway.
- 7 Connects at Crestline with the Cleveland, Columbus and Cincinnati Railway.
- 7 Connects at Crestline with the Bellefontaine Railway.
- 8 Connects at Forest with the Cincinnati, Sandusky and Cleveland Railway.

- 9 Connects at Lima with the Dayton and Michigan Railway.
- 10 Connects at Fort Wayne with the Toledo, Wabash and Western Railway.
- 11 Connects at Plymouth with the Cincinnati, Chicago and Louisville Railway.
- 12 Connects at Wanatah with the Louisville, New Albany and Chicago Railway.
- 13 Crossing of Illinois Central Railway.
- 14 Crossing of Chicago, Rock Island and Pacific R. R.
- 15 Connects at Chicago with all Railways leading West.
- 16 Connects at Lawrence Junction with the Youngstown Branch, Pittsburgh, Fort Wayne and Chicago Railway.
- 17 Connects at New Castle with the Erie and Pittsburgh Railway.
- 18 Connects at Youngstown with the Atlantic and Great Western Railway.





MAP OF THE
PITTSBURGH & CINCINNATI,
PITTSBURGH & CHICAGO,
PITTSBURGH & ST. LOUIS
RAILWAYS,
PAN HANDLE ROUTE
AND CONNECTIONS.

Fisk & Russell Map Engravers, New York.

133. PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY.

THOS. L. JEWETT, President. J. G. MORRIS, Secretary and Treas. A. J. McDOWELL, Auditor, Steubenville, O.
 GEO. B. ROBERTS, Vice President, Philadelphia. W. W. CARD, Gen. Superintendent, Steubenville, O.
 S. F. SCULL, Gen. Ticket Agt. JAMES MEANS, Gen. Freight Agt. D. BROCK, Asst. Supt., Pittsburg.
 C. H. WOOD, Western Passenger Agent, 2 Barnet House, Cincinnati.
 JOHN H. MILLER, Gen. Eastern Agent, 526 Broadway, N. Y.

Trains Leave.

May 10, 1868.

Trains Arrive.

Trains Leave.				STATIONS.				Trains Arrive.								
Acc.	Acc.	Acc.	Acc.	Exs.	Mail.	Fast	Mls.	Mls.	Mail.	Fast	Exs.	Acc.	Acc.	Acc.	Acc.	
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.			P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
				7 30	9 00	5 00	0	....New York....	636	12 10	12 50	5 10			
				11 05	11 50	7 50	87	..Philadelphia..	549	7 00	9 25	1 25				
				3 15	4 15	12 15	194	...Harrisburg... 442	2 45	5 10	9 25					
				2 00		9 20	443	arr. } Pittsburg ¹ {	4 25	7 40	11 25					
	5 15	3 40	11 30	2 05	1 40	9 30	0	lve. } Mansfield.....	193	4 25	7 05	11 10	8 10		9 20	
	5 55	4 25	12 15	2 43	2 12	—	8	.....McDonald's....	184	3 50	—	10 35	7 27		8 38
	6 24	4 48	12 45	—	2 31	—	15	...Nobles own.....	178	—	—	10 16	7 00		8 15	
	6 35	4 57	12 55	3 06	2 39	—	18	....McDonald's....	175	3 24	—	10 07	6 50		8 07
	P. M.	5 25	P. M.	3 27	3 00	—	27	....Burgettstown....	166	2 58	—	9 44	A. M.		7 38
2 00				4 20	4 23	11 22	43	....Steubenville 2....	150	2 10	5 15	9 00		11 15	6 50
2 24				4 42	4 00	—	51	...Alexandria Road...	142	1 37	—	8 28		10 50	A. M.	
2 37				4 53	4 40	—	55	.....Smithfield.....	138	1 27	—	—		10 38	
2 55				5 12	4 58	—	61	.....Bloomfield.....	132	1 11	—	8 02		10 17	
3 01				5 18	5 03	—	63	.....Unionport.....	130	1 06	—	7 57		10 10	
3 15				5 32	5 15	12 15	68	..Cadiz Junction 3... 125	12 55	4 15	7 45		9 55			
P. M.				5 44	5 28	—	72	.....Fairview.....	121	12 25	—	7 14		A. M.	
				5 58	5 38	12 34	77	....New Market....	116	12 08	3 36	7 00			
				6 15	5 56	—	83	.....Bowerston.....	110	11 50	—	6 44			
				7 05	6 40	1 20	93	.....Dennison.....	100	11 25	3 05	6 20			
				7 07	6 42	—	93	.....Uhrichsville....	100	11 17	—	6 13			
				7 15	6 49	—	96	.....Trenton.....	97	11 08	—	6 05			
				7 34	7 10	—	104	...Port Washington... 89	10 43	—	5 47					
				7 52	7 25	1 54	110	..New Comerstown.. 83	10 1	2 27	5 31					
				8 15	7 45	2 12	118	... West Lafayette... 75	10 10	2 12	5 10					
				8 35	8 05	2 30	124	.....Coshocton..... 69	9 50	1 52	4 50				
				9 03	8 33	—	134	...Adams' Mills... 59	9 23	—	4 24					
				9 13	8 43	3 00	138	.....Dresden..... 55	9 11	1 20	4 16				
				9 29	8 57	3 11	144	....Frazeysburgh... 49	8 57	1 08	4 02				
A. M.	P. M.		P. M.	9 52	9 18	—	152	.....Hanover..... 41	8 37	12 52	3 44	P. M.		A. M.	P. M.
9 55	10 30		3 20	10 20	9 45	3 50	160	....Newark 4..... 33	8 15	12 35	3 25	12 25		2 55	3 20
10 37	11 07		4 02	11 07	10 27	4 20	175	....Pataskala..... 17	7 18	12 00	2 45	11 52		2 13	2 39
10 40	11 10		4 05	11 10	10 30	4 22	176	.....Columbia..... 16	7 15	11 58	2 42	11 49		2 10	2 37
11 04	11 35		4 31	11 37	10 55	4 44	186	....Big Walnut..... 7	6 50	11 37	2 17	11 27		1 45	2 10
11 30	11 55		4 50	11 55	11 15	5 00	ar. }	ar. } Columbus 5 {	0	6 30	11 20	2 00	11 10		1 25	1 50
A. M.	P. M.		P. M.	1 20	12 25	5 15	193	lv. } Cincinnati... 120	0	11 00	12 55	A. M.		A. M.	P. M.	
				6 20	5 10	10 00	313	...Cincinnati... 0	0	7 00	8 00					
				7 40	7 40	2 30	381	..Indianapolis.. 262		A. M.						
				8 50	8 35	3 50	643	...St. Louis... 0		1 00	5 40					
				P. M.	A. M.	P. M.		ARRIVE		A. M.	P. M.	A. M.				

Cadiz Branch.

Leave Cadiz..... 6 30..... 9 00 a.m..... 5 15 p.m. | Leave Junct . . . 7 45 a.m..... 4 15..... 6 30 p.m.
 Arrive Junct..... 7 15..... 9 45 " 6 00 " | Arrive Cadiz..... 8 30 " 5 00..... 7 15 "

- 1 Connects with Railways diverging from Pittsburg.
- 2 Connects with Cleveland and Pittsburg Railway.
- 3 Cadiz Branch diverges.
- 4 Connects with the Sandusky, Mansfield and Newark Railway.
- 4 Connects with Central Ohio Railway.
- 5 Connects with Cleveland, Columbus and Cincinnati Railway.
- 5 Connects with Columbus and Indiana Central Railway.
- 5 Connects with Little Miami, and Columbus and Xenia Railway.

STANDARD OF TIME—Clock at Transportation Office, Steubenville.

DELAWARE RAILWAY LINE.

S. M. FELTON, President, Thurlow, Pa. E. Q. SEWALL, Gen. Superintendent, Wilmington, Del.
GEO. A. DADMAN, Gen. Ticket Agent, Philadelphia, Pa.

Leased and operated by the Philadelphia, Wilmington and Baltimore Railway Company.

Trains Leave. April 12, 1868. **Trains Arrive.**

Pass	Pass	Exps	Pass	Mis.	STATIONS.	Mis.	Exps	Pass	Pass	Pass
P. M.	P. M.	NOON	A. M.				P. M.	P. M.	A. M.	P. M.
	5 00	3 30	8 30		....New York....		5 12			
					..Philadelphia..		9 30	5 40	11 45	
	2 15	2 15	7 25		lv..Baltimore..ar		1 15	8 00	1 15	P. M.
	6 30	5 05	10 10	0	....Wilmington 1....	135	8 03	4 05	10 15	
	6 50	5 25	10 33	6	....New Castle.....	129	7 45	3 45	9 55	
P. M.	7 15	—	10 50	12	.....Bear.....	124	—	3 25	9 35	
	7 30	—	11 04	16	.....St. George's.....	119	—	3 10	9 25	
	7 40	—	11 17	21	... Mount Pleasant ...	114	—	2 55	9 10	
	8 00	6 15	11 35	25	.... Middletown	110	7 05	2 45	9 00	
	8 10	—	11 45	29	.....Townsend.....	106	—	2 30	8 40	
	8 30	6 40	12 07	37	..... Clayton 2.....	98	6 30	2 05	8 20	
	8 40	6 50	12 15	39	ar...Smyrna...lv		—	1 50	8 05	
	8 35	—	12 10	40	..... Brenford.....	96	—	1 55	8 10	
	8 45	—	12 20	42	..... Mooreton.....	93	—	1 45	8 05	
	9 05	7 10	12 40	43	..... Dover.....	88	6 05	1 30	7 50	
	9 15	—	12 50	51	..... Camden.....	85	—	1 15	7 35	
	9 20	—	1 05	54	.... Willow Grove....	81	—	1 05	7 25	
	9 30	—	1 10	56	..... Canterbury.....	79	—	1 00	7 20	
	9 35	—	1 20	58	..... Felton.....	77	—	12 50	7 15	
	9 50	7 55	1 40	64	..... Harrington.. ..	71	5 30	12 35	7 00	
	—	—	1 55	68	..... Farmington.....	67	—	12 15		
	—	—	2 05	72	..... Greenwood.....	63	—	12 00		
	—	8 20	2 15	76	... Bridgeville.....	59	5 00	11 50		
	—	8 40	2 35	84	..... Seaford.....	51	4 45	11 30		
	—	8 55	2 55	90	..... Laurel.....	45	4 30	11 05		
	—	—	3 10	97	..... Delmar.....	38	—	10 45		
	—	9 30	3 40	103	..... Salisbury.....	32	4 05	10 30		
	—	—	4 00	107	..... Forktown.....	28	—	10 50		
	—	—	4 15	110	..... Eden.....	25	—	9 45		
	—	10 00	4 50	116	... Princess Anne... ..	19	3 30	9 20		
	—	10 10	5 10	121	..... Westover.....	14	—	8 45		
	—	—	5 30	125	..... Kingston.....	10	—	8 20		
	—	—	5 55	129	..... Marion.....	6	—	8 00		
	—	10 45	6 05	135	..... Crisfield 3.....	0	2 45	7 30		
					ar... Portsmouth ..lv					
					.... Norfolk.....					
P. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	

New Castle Trains.—
Leave New Castle for Wilmington and Philadelphia at 12 05 P. M. and on Mondays at 7 45 A. M. Leave Philadelphia at 12 00 M., and Wilmington 1 10 P. M. for New Castle.

Smyrna Br. Trains.—
Additional to those above leave Smyrna for Clayton 11 45 A. M., 6 15 and 8 10 P. M. Leave Clayton for Smyrna, 8 40 A. M. and 2 10 P. M. to make connections with trains to and from Dover, and Stations South. Also, train will leave Smyrna at 6 15 A. M., Sundays and Mondays excepted, to connect with Express, and return leaving Clayton 6 45 A. M.

Trains leaving Crisfield at 2 45 A. M., and Wilmington going South at 5 05 P. M. will run in close connection with Steamboats to Norfolk and Portsmouth and Express Trains to and from Baltimore, Philadelphia and New York. They will stop on the Delaware Railway Line only at principal stations at which their time is stated. Except that Steamboat Train South will let off passengers from Baltimore at any station to which they have tickets.

TIME STANDARD.—The Clock in the Ticket Office in Wilmington is the standard of time.

1 Connects with Edm., Wilmington and Balt. Railway.
2 Connects with Maryland and Delaware Railway for Greensborough, Md. (23 miles), and intermediate

stations; also, with Smyrna Branch (1½ miles).
3 Connects with steamers of "Southern Inland Navigation Company."

135. PHILADELPHIA AND BALTIMORE CENTRAL RAILWAY.

S. M. FELTON, Pres. HENRY WOOD, Gen. Supt., Philadelphia, Pa

Leave. April 13, 1868. **Arrive.**

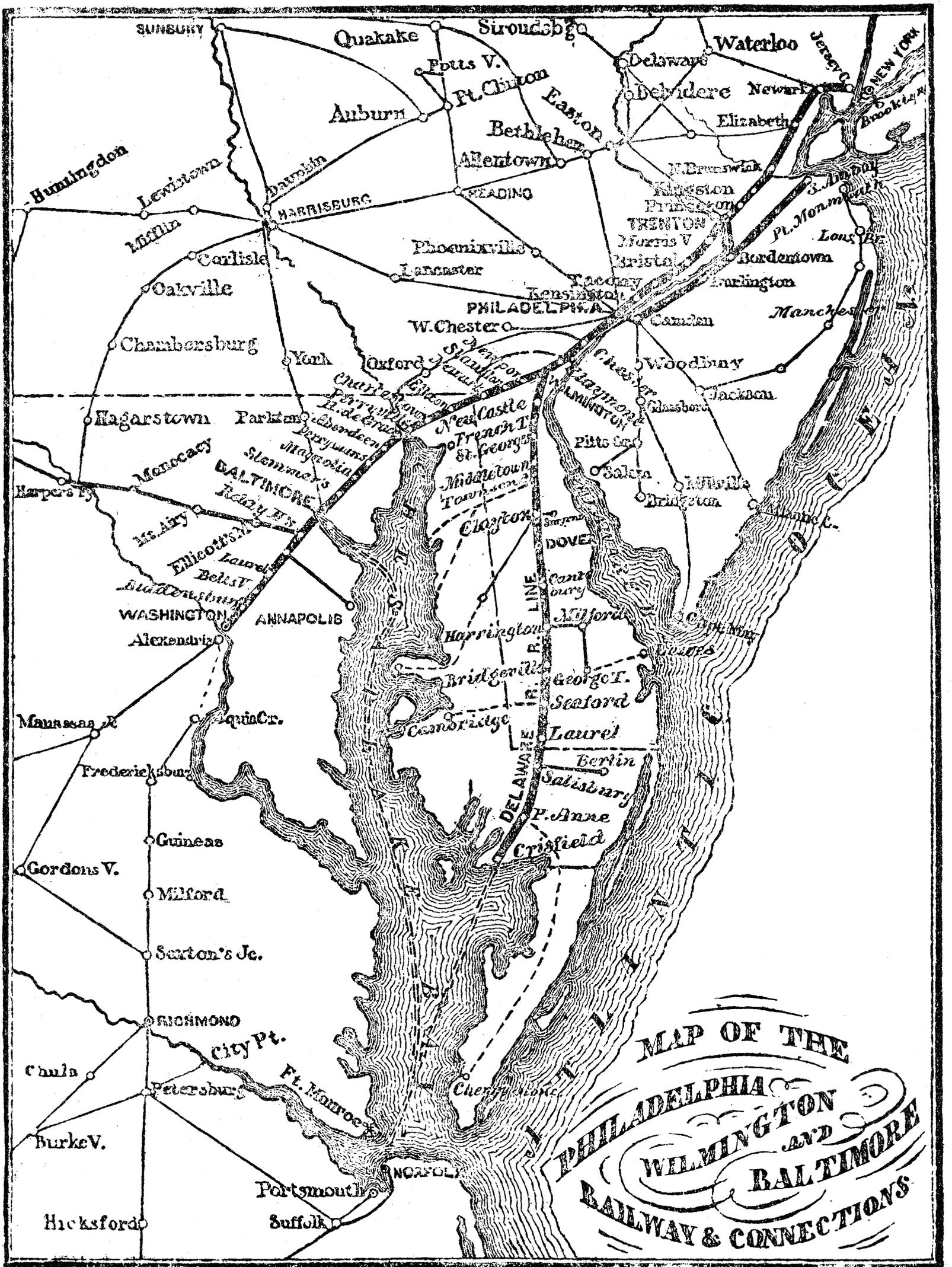
Pass	Pass	Mis	STATIONS.	Mis	Pass	Pass
P. M.	A. M.				A. M.	P. M.
4 50	7 15	0	... Philadelphia....	56	8 47	6 40
5 45	8 30	17	... W. Chester Junc....	39	7 50	5 15
6 00	8 45	21	..... Concord.....	35	7 35	5 00
6 18	9 03	26	..... Chadds Ford.....	30	7 17	4 42
6 41	9 26	32	..... Kennet.....	24	6 55	4 20
6 56	9 42	37	..... Avondale.....	19	6 40	4 05
7 05	9 51	39	..... West Grove.....	17	6 31	3 56
7 36	10 22	48	..... Oxford.....	8	6 00	3 25
8 11		56	..... Rising Sun.....	0	5 15	
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

136. MARYLAND AND DELAWARE RAILWAY.

G. W. GOLDSBOROUGH, Gen. Supt., Greensboro', Md.

Pass.	Mis	STATIONS.	Mis	Pass
A. M.				P. M.
6 10	0	.... Ridgely.....		2 00
6 25		.... Greensboro'....		1 40
6 40		.... Goldsboro'.....		1 20
6 50		.... Henderson.....		1 10
7 00		.... Halltown.....		1 00
7 15		.... Slaughter's.....		12 40
7 30		.... Kenton.....		12 25
7 50		.... Clayton.....	0	12 10
P. M.		ARRIVE]	[LEAVE	P. M.

Connects at Clayton with Delaware Railway for Wilmington, Philadelphia, Baltimore and N. Y.



**MAP OF THE
PHILADELPHIA
WILMINGTON
AND
BALTIMORE
RAILWAY & CONNECTIONS**

137 PHILADELPHIA, WILMINGTON & BALTIMORE RAILWAY.

Connecting Philadelphia with Baltimore, Washington and the West.

ISAAC HINCKLEY, President, Phila. Enoch PRATT, Vice-President, Baltimore, A. HORNER, Treasurer, Phila.
 H. F. KENNEY, Gen. Supt. GEO. A. DADMUN, Gen. Ticket Agent. CHAS. K. IDE, Master of Transpt.
 General Officers—Philadelphia Pa.

Trains Leave.

April, 13, 1868.

Trains Arrive.

Pass	Psss.	Exps	Exps	Exps	Mail.	Acc.	Mls	STATIONS.	Mls	Mail.	Exps	Exps	Pass	Pass	Pass	Pass.	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				A. M.	P. M.	P. M.		A. M.	A. M.	P. M.	
		7 30	12 00	8 40			0	....New York....	226		5 12	10 27		4 05	5 20	1 12
			P. M.					<i>New Jersey Railway.</i>								A. M.	
7 00	11 30	11 00	3 30	12 00	8 30		88	Philadelphia 1.	138	11 45	1 32	6 30		11 10	1 22	8 35	
7 06	11 35				8 35			.. Arsenal Junction ..		11 40						8 30	
7 12	11 42				8 42		90	.... Gray's Ferry 2...	135	11 33						8 23
7 22	11 52				8 51		94	..... Bell Road.....	132	11 26						8 14
7 32	12 02		3 59		9 00		99	..... Lazaretto.....	127	11 17						8 04
7 43	12 13		4 08		9 12		102	..... Chester.....	124	11 08		5 53		10 34		7 54
7 51	12 21		4 13		9 18		104	..... Thurlow.....	122	11 01				10 28		7 45
7 59	12 29		4 18		9 24		106	..... Linwood.....	120	10 56				10 21		7 38
8 06	12 36		4 24		9 30		108	..... Claymont.....	118	10 50				10 18		7 28
8 17	12 47				9 42		111	..... Bellevue.....	115	10 42						7 16
8 30	1 00		4 45		9 56		116	arr Wilmington 3. lve	110	10 30	12 30	5 22			12 07	7 00	
		12 16	4 55	1 10	10 02		118	... N. C. Junction ...	108	10 25	12 15	5 12		9 59			
			5 06		10 10		120	... Newport.....	106	10 18				9 41			
			5 11		10 15		122	..... Stanton.....	104	10 13				9 35		
			5 25		10 22		128	..... Newark.....	98	10 08		4 47		9 22		
			5 39		10 36		134	..... Elkton.....	92	9 55		4 34		9 07		
			5 53		10 50		140	..... Northeast.....	86	9 41		4 21		8 52		
					11 04		143	..... Charlestown.....	83	9 26				8 44		
					11 11		146	..... Principio.....	80	9 20						
		1 29	6 14	2 15	11 29	6 47	149	... Perryville ...	77	9 14			P. M.	8 27	10 40		
		1 37	6 21	2 22	11 38	6 56	150	.. Havre de Grace 4..	76	9 06	11 10	3 59	6 48	8 17	10 30		
			6 36		11 50	7 09	155	..... Aberdeen.....	71	8 57	11 01	3 54	6 41	8 04		
			6 40		11 58	7 17	159	... Perrymansville...	67	8 46			6 27	7 56			
					12 04	7 24	162	..... Bush River.....	64	8 39			6 19			
					12 04	7 24	162	..... Edgewood.....	61	8 33			6 12			
			6 52		12 12	7 32	165	..... Magnolia.....	59	8 27			6 04			
			6 57		12 18	7 38	167	..... Harewood.....	57	8 22			5 59	7 35		
					12 26	7 47	169	..... Chase's.....		8 18			5 50			
					12 31	7 52		... 13 Mile Switch...		8 08			5 45				
					12 56	7 57		... Stemmer's Run...	49	8 03			5 40				
		7 20			12 43	8 05	177	... Back River	47	7 57			5 34				
					12 50	8 12	179	..... Canton.....		7 52			6 28			
					1 00	8 22		... Baltimore 5...	40	7 45			5 20				
		3 15	7 50	3 45	1 15	8 37	186	<i>Washington Br. of Balt. & Ohio Railway.</i>		7 30	9 35	2 30	5 05	6 35	9 00		
							226	Washington ..	0				7 45	12 15	2 00	4 30	7 00
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.

Through Fare, \$8 35. From Philadelphia to Baltimore, \$3 25. Way Fares, about 4 cents per mile.

- 1 Connects with roads diverging from Philadelphia.
- 2 Connects with Delaware Railway Line
- 3 Through trains to and from New York connect with Junction Railway.
- 4 Connects with Port Deposit Branch Railway.
- 5 Connects with Baltimore & Ohio Railway for all points South and West and with "Bay Line Steamers" for Norfolk and all points South.

Accommodation Trains.—Leave Philadelphia for Wilmington and intermediate stations at 11 a.m., 2 30, 5 00, 7 00, and 11 30 p.m.

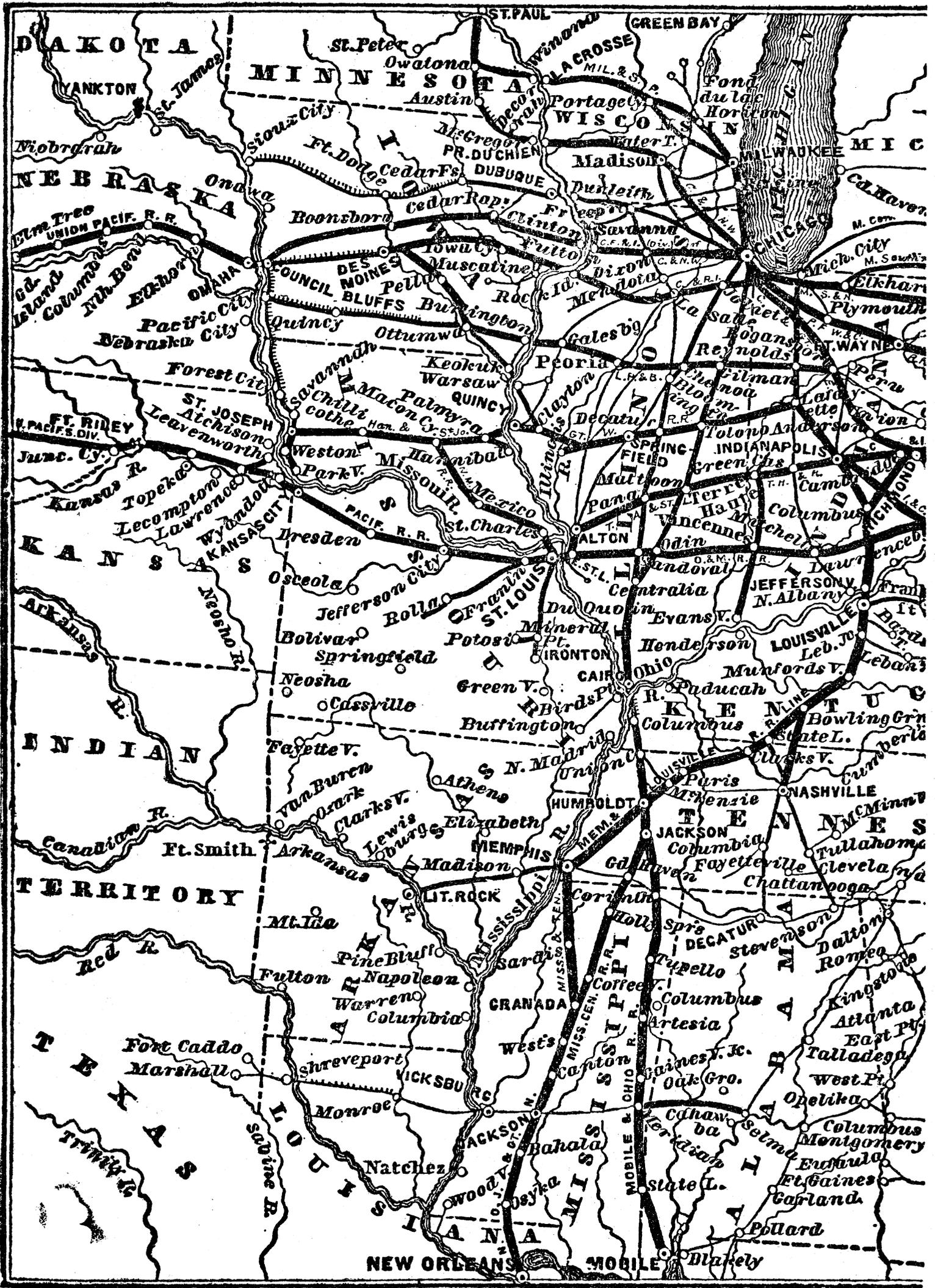
The 5 00 p.m. train connects at Wilmington with Delaware Railroad train, leaving at 6 30 p.m. for Harrington and intermediate stations.

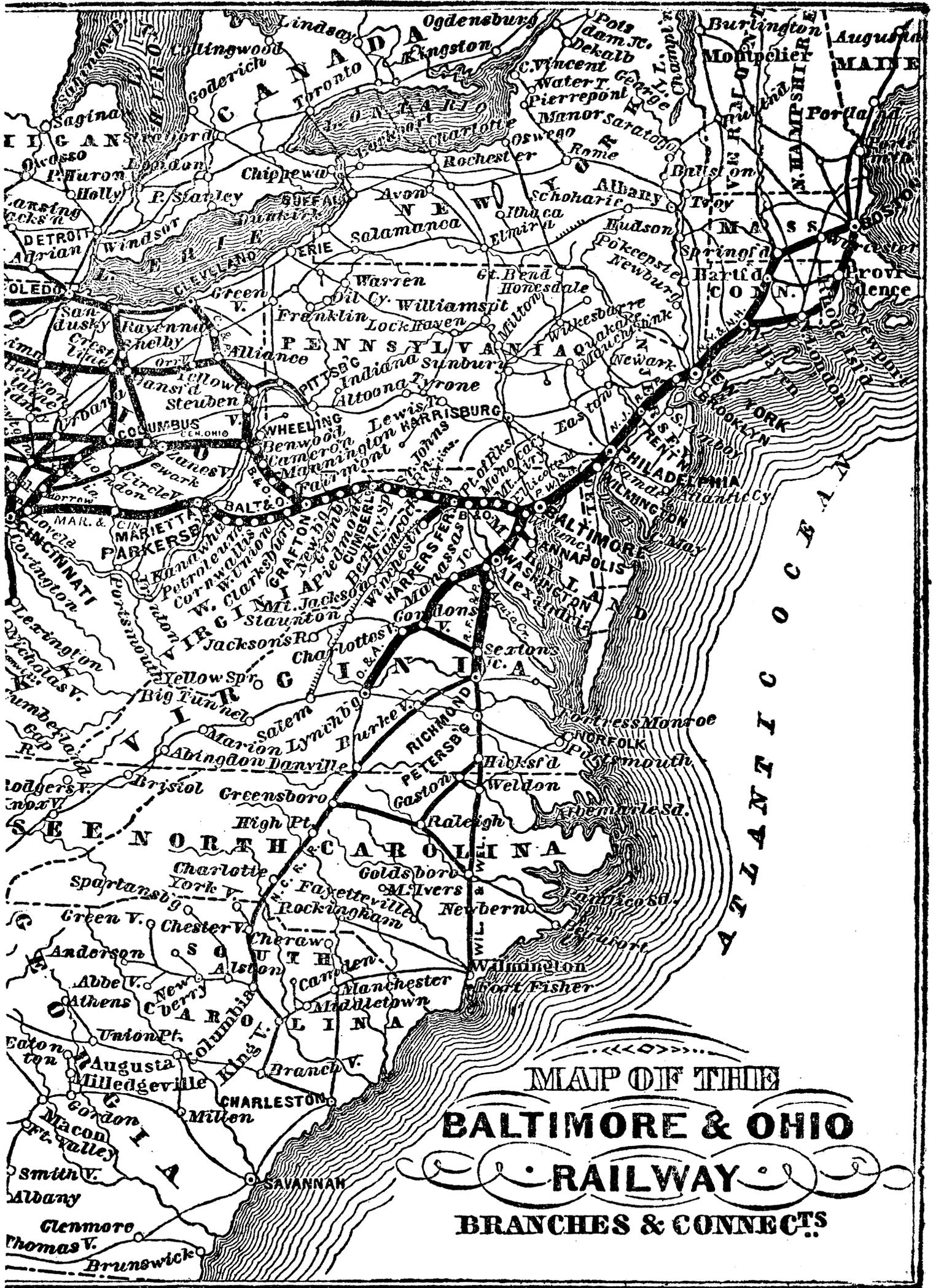
Leave Wilmington for Philadelphia at 7 00 and 8 10 a.m., 1 30 and 4 15 and 7 30 p.m.

Sunday Trains.—Leave Philadelphia for Baltimore and Washington at 11 00 p.m.

Leave Baltimore for Philadelphia at 9 00 p.m.

Leave Philadelphia for Wilmington at 11 30 p.m. Leave Wilmington for Philadelphia at 8 10 a.m. & 7 00 p.m.





BALTIMORE AND OHIO RAILWAY.

J. W. GARRETT, Pres.; J. J. ATKINSON, Sec. and Treas.; Wm. H. YAMS, Auditor; JOHN L. WILSON, Mast. of Trans; L. M. COLE, Gen. Ticket Agent, Baltimore, Md. JOHN W. BROWN, Gen. Western Passenger Agent.

Trains Leave.

May 17, 1868.

Trains Arrive.

Acc.		Exps.		Mail.		Mls		STATIONS.		Mls		Exps.		Acc.		
A. M.	P. M.	P. M.	P. M.	A. M.								A. M.	A. M.	P. M.	A. M.	P. M.
	4 10	9 45	5 20	8 45	0	...	Baltimore 1...	379		4 20	8 40	4 45	10 25			
	4 31	10 05	5 44	9 09	9	..	Washington Junc. 2..	370		4 00	8 20	4 25	10 04			
	4 48	10 21	5 59	9 27	15	...	Ellicott's Mills ...	364		3 43	8 06	4 07	9 47			
	5 02	10 35	6 11	9 42	20	.....	Elysville.....	359		3 28	7 54	3 52	9 33			
	5 21	10 54	6 27	10 03	27	.....	Marriottsville.....	352		3 07	7 37	3 31	9 14			
	5 34	11 07	6 38	10 22	32	.....	Sykesville.....	348		2 54	7 26	3 19	9 01			
	6 09	11 37	7 04	10 58	42	.....	Mount Airy	337		2 20	7 01	2 47	8 28			
	6 30	11 56	7 21	11 21	50	.....	Monrovia	329		1 56	6 43	2 24	8 05			
	6 57	12 20	7 41	11 50	58	..	Frederick Junc....	321		1 32	6 23	2 00	7 43			
	7 27	12 46	8 05	12 20	69	.....	Point of Rocks....	310		12 54	5 58	1 27	7 08			
	7 58	1 13	8 28	12 58	79	.....	Sandy Hook.	300		12 22	5 34	12 50	6 37			
	8 02	1 22	8 31	1 02	81	..	Harper's Ferry 4..	298		12 18	5 30	12 47	6 33			
		1 40	8 45	1 26	87	.....	Duffield's	292		11 59	5 17	12 25				
		1 54	8 56	1 39	92	.....	Kerneysville... ..	287		11 44	5 07	12 11				
		2 20	9 33	2 17	100	.....	Martinsburg	279		11 20	4 50	11 50				
		2 42	9 51	2 39	107	..	North Mountain...	272		10 36	4 26	11 10				
		3 09	10 12	3 06	117	.....	Sleepy Creek.....	262		10 16	4 03	10 43				
		3 23	10 22	3 20	122	.....	Hancock	259		10 03	3 52	10 29				
		3 45	10 35	3 36	128	..	Sir John's Run 5..	251		9 46	3 39	10 12				
		5 10	11 40	4 55	156	.....	Little Cacapon....	223		8 28	2 37	8 57				
		5 25	11 54	5 11	163	..	Green Spring Run ..	216		8 12	2 24	8 41				
		5 42	12 10	5 29	170	..	Patterson's Creek...	209		7 55	2 10	8 22				
		6 20	12 29	6 08	178	.....	Cumberland.....	201		7 43	1 53	8 00				
		6 43	12 47	6 26	185	.....	Brady's Mill.....	194		6 58	1 37	7 18				
		7 26	1 26	7 10	201	.....	New Creek.....	178		6 05	1 02	6 28				
		7 44	1 42	7 29	206	.....	Piedmont 6.....	173		5 50	12 51	6 14				
		8 09	2 05	7 53	214	.....	Frankville	165		5 15	12 23	5 44				
		8 28	2 23	8 13	220	.....	Swanton	159		4 54	12 05	5 25				
		8 41	2 34	8 26	223	.....	Altamont	156		4 45	11 56	5 16				
		8 49	2 41	8 34	229	.....	Deer Park.....	150		4 30	11 49	5 04				
		9 05	2 54	8 49	232	.....	Oakland	147		4 12	11 37	4 49				
		9 32	3 15	9 15	242	..	Cranberry Summit..	137		3 42	11 16	4 24				
		10 06	3 49	9 52	253	.....	Rowlesburg	126		3 07	10 43	3 49				
		10 27	4 10	10 20	260	.....	Tunnelton.....	115		2 42	10 20	3 24				
		11 09	4 50	11 04	273	.....	Thornton	106		1 55	9 38	2 39				
		11 41	5 23	11 25	279	.....	Grafton 7.	100		1 40	9 26	2 25				
		11 46	5 27	11 29	281	.....	Fetterman	98		1 17	9 04	2 15				
		12 33	6 00	12 11	297	..	Benton's Ferry....	82		12 33	8 29	1 35				
		12 45	6 11	12 22	302	.....	Fairmont	77		12 22	8 19	1 28				
		1 13	6 32	12 56	312	.....	Farmington	67		11 55	7 54	12 56				
		1 33	6 48	1 13	319	.....	Mannington	60		11 37	7 39	12 38				
		2 05	7 15	1 44	330	.....	Burton.....	49		11 08	7 14	12 08				
		2 26	7 32	2 04	337	.....	Littleton	42		10 48	6 53	11 49				
		2 46	7 51	2 25	344	.....	Bellton	35		10 28	6 34	11 28				
		3 10	8 07	2 50	351	.....	Cameron	28		10 08	6 13	11 09				
		3 39	8 34	3 22	362	..	Roseby's Rock....	17		9 33	5 47	10 35				
		3 56	8 48	3 40	368	.....	Moundsville.....	11		9 17	5 34	10 19				
		4 25	9 10	4 06	375	.....	Benwood 8.....	4		9 00	5 20	10 00				
		4 45	9 35	4 25	379	..	Wheeling 9... ..	0		8 30	4 50	9 30				

Ellicott's Mills.*

Through Fare, \$10 00. Way Fares, about 3 cents per mile.

- 1 Connects with Railways diverging from Baltimore.
- 1 Connects with Steamers from Baltimore to Norfolk and Portsmouth.
- 2 Connects with Washington Branch Railway.
- 3 Connects with Frederick Branch Railway.
- 4 Connects with Winchester and Potomac Railway.

- 5 Stages—Berkley and Bedford Springs.
- 6 Connects with Cumberland and Penn'a Railway.
- 7 Connects with Northwestern Railway.
- 8 Connects (by ferry) with Central Ohio Railway.
- 9 Connects with Cleveland and Pittsburg Railway.
- 9 Connects with Steamers from Wheeling to river ports.

* Ellicott's Mills Accom.—Trains leave Ellicott's Mills for Washington Junction, Mt. Clare Junction and Camden Station at 7 30 and 11 10 a.m., and 2 30 and 6 30 p.m.
Leave Camden Station for Mt. Clare Junction and Ellicott's Mills at 6 20 & 9 50 a.m., and 1 20 & 5 20 p.m.

138.

BALTIMORE AND OHIO RAILWAY.

1.

PARKERSBURG BRANCH.

Trains Leave.							May 17, 1868.		Trains Arrive.						
			Pass	Pass	Pass	Mls		Mls	Pass	Pass	Pass				
	P. M.	A. M.	P. M.	A. M.	P. M.		STATIONS.		A. M.	A. M.	P. M.				
	1 40	5 25				279	leave..Grafton ¹ ..arrive	104		11 15	9 02				
	2 12	5 49				289	.....Flemmington.....	94		10 46	8 36				
	2 31	6 06				296	..... Bridgeport	87		10 25	8 19				
	2 45	6 20				301	.....Clarksburg.....	82		10 09	8 05				
	3 24	6 56				315	..... Salem.....	68		9 30	7 31				
	3 58	7 31				328	..... West Union.....	55		8 53	7 00				
	4 36	8 12				341	..... Pennsboro'.....	42		8 12	6 26				
	5 12	8 46				346	..... Cairo.....	37		7 32	5 53				
	5 36	9 03				360	.....Petroleum.....	23		7 11	5 36				
	6 13	9 34				372	.....Kanawha.....	11		6 34	5 03				
	6 50	10 00				383	.....Parkersburg ²	0		6 00	4 30				
	P. M.	A. M.	P. M.	A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.				

1 Connects with Main Line. 2 Connects (by ferry) with Marietta and Cincinnati Railway.

2.

WASHINGTON BRANCH RAILWAY.

J. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent, Baltimore, Md.
FRANCIS MANTZ, Gen. Supervisor of Trains, Baltimore, Md.

Trains Leave.								May 17, 1868.		Trains Arrive.							
EXP.	EXP.	EXP.	EXP.	EXP.	EXP.	EXP.	MIS.		MIS.	EXP.	EXP.	EXP.	EXP.	EXP.	EXP.	EXP.	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		STATIONS.		A. M.	A. M.	P. M.					
8 20	4 15	3 15	9 45	8 20	7 05	3 50	0	....Baltimore ...	38	8 35	9 15	2 00	3 40	6 05	8 25	10 15
8 32	4 27	3 27	9 56	8 32	7 17	4 02	2	....Camden Junc.....	36	8 24	9 02	1 48	3 28	5 53	8 13	10 03
8 40	4 35	3 35	10 05	8 40	7 25	4 10	9	..Washington Junc... ¹	29	8 16	8 54	1 40	3 18	5 43	8 03	9 55	
8 56	4 51	3 57	10 27	8 58	7 39	4 26	16	.....Jessup's Cut.....	23	7 59	8 42	1 24	3 01	5 26	7 49	9 38
9 01	4 56	4 03	10 34	9 03	7 43	4 30	18	..Annapolis Junction..	20	7 54	8 38	1 19	2 56	5 21	7 45	9 33	
9 04	5 00	4 08	10 38	9 06	7 46	4 33	20	..... Savage.....	18	7 49	8 36	1 15	2 51	5 17	7 41	9 30
9 07	5 05	4 13	10 44	9 10	7 50	4 37	22	..... Laurel.....	16	7 44	8 33	1 11	2 46	5 13	7 37	9 26
9 11	5 10	4 18	10 50	9 14	7 55	4 41	25	..W. Oak Bottom... ¹	14	7 39	8 30	1 06	2 41	5 08	7 31	9 22	
9 18	5 17	4 27	10 57	9 20	8 03	4 48	28	.....Beltsville.....	11	7 31	8 25	1 00	2 33	5 01	7 25	9 15
9 26	5 24	4 35	11 05	9 28	8 10	4 55	31	....Paint Branch.....	8	7 23	8 19	12 52	2 24	4 53	7 19	9 08
9 31	5 29	4 41	11 12	9 34	8 15	5 00	34	....Bladensburg....	5	7 17	8 14	12 46	2 18	4 47	7 14	9 02
9 50	5 45	5 00	11 30	9 50	8 30	5 15	40	.. Washington ... ¹	0	7 00	8 00	12 30	2 00	4 30	7 00	8 45	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.					

Through fare, \$1.50. Way fares, about 3 cents per mile.

Sunday Trains—Leave Baltimore at 3 50, 8 20 a.m., 4 15 and 8 20 p.m. Leave Washington at 8 00 a.m., 4 36, 7 00 and 8 45 p.m.

Annapolis Junction trains leave Washington 6 00 a.m. and 4 35 p.m. Arrive 6 50 a.m., 5 35 p.m. Leave Annapolis Junction at 7 20 a.m. and 6 00 p.m. Arrive at Washington at 8 25 a.m. and 6 50 p.m.

WINCHESTER AND POTOMAC RAILWAY.

WASHINGTON COUNTY RAILWAY.

3.

JOHN L. WILSON, Master of Transportation.

4.

Leave.					May 18, 1868.		Arrive.		Leave.					May 18, 1868.		Arrive.		
Mail	Mxd				Mail	Mxd			Acc	Mail	Mxd.	Mls		Mail	Mix	Acc		
P. M.	A. M.				P. M.	P. M.			P. M.	P. M.	A. M.		STATIONS.	P. M.	PM.	A. M.		
1 25	7 10	0			12 05	5 45			8 00	1 10	6 55	0	.. Weaverton ¹ ..	12 20	7 20	6 30		
1 29	7 14	1			12 01	5 40			8 15	1 24	7 13	3 1/2	.. Bartholow's ..	12 07	7 03	6 17		
1 43	7 36	6			11 47	5 17			8 25	1 38	7 31	7	..Beeler's Sum..	11 55	6 46	6 05		
1 54	7 54	10			11 36	4 59			8 25	1 43	7 38	8 1/2	.. Rohrer'sville ..	11 51	6 38	6 01		
2 05	8 12	14			11 25	4 41			8 38	1 53	7 52	11	.. Eakle's Mill ..	11 42	6 28	5 52		
2 10	8 30	18			11 14	4 23			8 45	1 59	8 02	13	.. Keedysville ..	11 35	6 15	5 45		
2 30	8 52	23			11 00	4 01			8 00	2 17	8 25	17 1/2	... Breathed's... ¹	11 20	5 50	5 30		
2 44	9 14	28			10 46	3 39			9 20	2 45	9 00	24 1/2	.. Hagerstown ² ..	11 00	5 15	5 10		
2 55	9 35	32			10 35	3 20			P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	PM.	A. M.	
P. M.	A. M.				ARRIVE]	[LEAVE	A. M.	P. M.										

1 Connects with Baltimore and Ohio Railway.

1 Connects with Baltimore and Ohio Railway. 2 Connects with Cumberland Valley Railway.

BALTIMORE AND OHIO RAILWAY.

(5)

CENTRAL OHIO DIVISION.

H. J. JEWETT, President. JOHN W. BROWN, Gen. Ticket Agt. GEO. R. BLANCHARD, Gen. Freight Agt., Baltimore.
 JOHN L. WILSON, Master Transportation. D. W. CALDWELL, Assist. Master Transpt., Baltimore, Md.

Trains Leave.

May 17, 1868.

Trains Arrive.

Trains Leave.						Miles	STATIONS.	Miles	Trains Arrive.					
Mail	Exps	Exps	Exps	Exps	Miles			Exps	Exps	Exps	Exps	Exps	Mail	
P. M.	A. M.	A. M.	A. M.	A. M.				P. M.	P. M.	P. M.	P. M.	A. M.		
2 00	6 30	11 10	2 00	2 10	0	...Columbus 1...	137	11 25	11 15	3 40	5 00	11 30		
2 11	6 40	11 20	2 10	2 19	3	....Alum Creek....	134	11 15	11 05	3 30	4 51	11 20	
2 23	6 50	11 27	2 17	2 28	7	....Big Walnut....	130	11 05	10 55	3 22	4 44	11 04	
2 27	6 54	11 31	2 22	2 31	8	.....Taylor's	129	11 00	10 50	3 18	4 40	11 00	
2 33	6 59	11 35	2 27	2 36	10	.....Black Lick	127	10 55	10 45	3 13	4 35	10 55	
2 44	7 08	11 42	2 35	2 43	14	.....Summit.....	123	10 47	10 37	3 05	4 28	10 46	
2 51	7 15	11 48	2 42	2 45	16	.....Columbia.....	121	10 40	10 30	2 58	4 22	10 40	
2 56	7 18	11 50	2 45	2 50	17	.....Pataskala.....	120	10 37	10 27	2 56	4 20	10 37	
3 08	7 28	11 58	2 54	2 59	22	....Kirkersville....	115	10 27	10 17	2 46	4 13	10 26	
3 20	7 42	12 08	3 05	3 10	27	.....Union.....	110	10 13	10 30	2 35	4 03	10 12	
3 28	7 51	12 14	3 12	3 17		.....Granville.....		10 03	9 53	2 28	3 57	10 04	
3 36	8 00	12 20	3 20	3 35	33	.....Newark 2.....	104	9 55	9 45	2 20	3 50	9 55	
3 52		12 34		3 40	39	.....Clay Lick.....	98	9 37		2 03		9 37	
4 04		12 44		3 51	44	....Black Hand.....	93	9 24		1 52		9 24	
4 14		12 51		4 00	47	....Claypool's.....	90	9 15		1 44		9 15	
4 22		12 57		4 08	50	...Pleasant Valley... <small>Dillon's Falls</small>	87	9 08		1 37		9 08		
4 35		1 07		4 20	55	....Zanesville 3....	82	8 56		1 25		8 56	
5 00		1 30		4 40	59	.....Coal Dale.....	78	8 45		1 15		8 45	
5 10		1 38		4 50	63	.....Sonora.....	74	8 19		12 39		8 20	
5 19		1 46		4 59	66	.....Norwich.....	71	8 09		12 29		8 10	
5 36		2 00		5 16	73	....Concord.....	64	7 51		12 11		7 50	
5 44		2 06		5 23	76	....Cassel's.....	61	7 43		12 03		7 42	
5 58		2 16		5 35	81	....Cambridge.....	56	7 31		11 51		7 27	
6 15		2 25		5 45	85	....Campbell's.....	52	7 20		11 40		7 15	
6 37		2 45		6 08	93	....Gibson's.....	44	6 52		11 10		6 46	
6 45		2 50		6 15	96	....Salesville.....	41	6 45		11 03		6 39	
6 57		2 59		6 27	100	....Milwood.....	37	6 31		10 51		6 27	
7 03		3 03		6 33	102	....Spencer's.....	35	6 25		10 45		6 20	
7 08		3 06		6 37	103	....Barnesville.....	34	6 20		10 40		6 15	
7 28		3 25		6 55	110	....Burton's.....	27	6 00		10 20		5 55	
7 40		3 35		7 07	114	....Burr's Mill.....	23	5 46		10 08		5 44	
7 49		3 41		7 14	117	....Belmont.....	20	5 39		10 00		5 34	
7 56		3 45		7 19	119	....Lewis' Mill.....	18	5 33		9 55		5 28	
8 05		3 52		7 26	122	....Warnock.....	15	5 23		9 46		5 18	
8 15		4 00		7 36	125	....Glencoe.....	12	5 12		9 36		5 07	
8 24		4 07		7 44	128	....Neff's Siding....	9	5 02		9 27		4 57	
8 36		4 17		7 55	132	....Bellaire 4....	5	4 50		9 15		4 45	
8 50		4 30		8 10	137		0	4 35		9 00		4 30		
P. M.	A. M.	P. M.	A. M.	A. M.		[ARRIVE		[LEAVE		P. M.	P. M.	A. M.	P. M.	A. M.

Through Fare, \$4 60. Way Fares, about 3½ cents per mile.

CONNECTIONS OF CENTRAL OHIO DIVISION.

- 1 Connects with Little Miami, Columbus and Xenia Railway.
- 1 Connects with Cleveland, Columbus and Cincinnati Railway.
- 1 Connects with Columbus, Chicago and Indiana Railway.
- 1 Connects with Springfield and Columbus Railway.
- 2 Connects with Sandusky, Mansfield and Newark Railway.
- 2 Connects with Pittsburg, Columbus, and Cincinnati

- Railway.
- 3 Connects with Cincinnati, Wilmington, and Zanesville Railway.
- 3 Connects with Cleveland, Zanesville and Cincinnati Railway.
- 4 Ferry to Benwood, where it connects with the Baltimore and Ohio Railway.
- 4 Connects with River Line of Cleveland and Pittsburg Railway.
- 4 Connects with Steamers to various River ports.

STANDARD OF TIME—Clock in Gen. Passenger Office, Columbus.

139. MARIETTA AND CINCINNATI RAILWAY.

JOHN KING, JR., President, Baltimore, Md.,
 WM. P. CUTLER, Vice Pres. and Gen. Supt.
 ORLAND SMITH, Master of Transportation,
 WM. NASH, Master of Trains;
 CHARLES F. LOW, Gen. Ticket Agent,
 Chillicothe, O.
 A. B. WATERS, Gen. Freight Agent, Cincinnati, O.

Leave.			May 17, 1868.			Arrive.		
Exps	Mail	Miles	STATIONS.	Mls.	Mail	Exs		
P. M.	A. M.			P. M.	A. M.			
6 30	6 30	0	Cincinnati 1.. (Little Miami R. R.)	196	8 00	6 35		
7 51	7 36	23	.... Loveland.....	173	6 45	5 14		
8 14	7 56	32	Gosh. and Wil. Pike.	164	6 19	4 52		
8 33	8 13	39	.... Blanchester 2...	157	6 00	4 33		
8 59	8 39	48	.... Martinsville....	148	5 38	4 03		
9 17	8 55	55	.... Vienna.....	141	5 16	3 44		
9 31	9 09	59	.... Lexington.....	137	5 02	3 27		
10 00	9 25	65	.... Munroe.....	131	4 47	3 11		
10 17	9 39	72	.... Greenfield.....	124	4 31	2 55		
10 27	9 48	76	.... Lyndon.....	120	4 22	2 45		
10 44	10 03	83	.... Frankfort.....	113	4 06	2 28		
11 28	10 46	96	.... Chillicothe 3...	100	3 37	2 00		
11 46	11 04	103	.... Schooley's....	93	3 04	1 23		
11 58	11 16	108	.... Londonderry...	88	2 52	1 10		
12 16	11 33	116	.... Raysville.....	80	2 34	12 51		
12 35	11 47	121	Cincinnati Furnace.	75	2 20	12 35		
12 50	12 01	126	.... Hamden 4	70	2 01	12 17		
1 14	12 23	134	.... Vinton Furnace..	62	1 42	11 50		
1 25	12 33	138	.... Zaleski	58	1 30	11 43		
1 36	12 46	142	.... Hope Furnace...	54	1 18	11 32		
2 04	1 10	150	.... Marshville.....	46	12 49	11 03		
2 24	1 29	157	.... Athens.....	39	12 36	10 43		
2 43	1 46	163	.... Warren's.....	33	12 13	10 24		
2 55	1 56	166	.... New England....	30	12 02	10 12		
3 12	2 12	171	.... Big Run.....	25	11 46	9 54		
3 25	2 25	176	.... Cutler.....	20	11 34	9 41		
3 49	2 46	183	.... Vincent's....	13	11 13	9 17		
4 09	3 22	189	.... Tunnel.....	7	10 55	8 57		
4 26	3 04	192	.. Scott's Landing..	4	10 43	8 45		
4 40	3 35	196	.... Marietta	0	10 20	8 15		
4 50	3 40	200	.... Belpre 5		10 15	8 15		
A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

CONNECTIONS.

- 1 Connects with Railways diverging from Cincinnati.
- 2 Hillsboro' Branch diverges, below.
- 3 Crosses Ohio Canal.
- 4 Portsmouth Branch diverges.
- 5 Connects with B. & Ohio Railway (Parkersburg Br.), forming a through route between Baltimore, Cincinnati and St. Louis

Hillsboro' Branch.—Trains leave Hillsboro' for Loveland, and way stations, at 6 20 a. m. and 1 40 p. m. Returning, trains leave Blanchester at 6 15 p. m.

Portsmouth Branch.—Trains leave Portsmouth for Hamden and way stations at 8 45 a. m. and 1 50 p. m. Returning, leave Hamden at 6 50 a. m. and 2 15 p. m.

Accommodation trains leave Cincinnati at 3 55 p. m. and arrive at Chillicothe at 9 00 p. m. Leave Chillicothe at 4 35 a. m. and arrive at Cincinnati 10 00 a. m.

140. CINCINNATI & ZANESVILLE RAILWAY.

ERASMUS GEST, Pres. JOS. E. GEST, Treas. & Gen. Agt.
 CHAS. REEMELIN, Sec. JAMES PULLAN, Auditor,
 ANDREW JACKSON, Gen. Ticket Clerk,
 C. H. ABBOTT, Gen. Freight Agt.
 J. G. DANIELS, Lost Fgt., Bag. and Pass Agt.
 Cincinnati, O.
 O. W. SHATTUCK, Master Transpt., Lancaster, O.

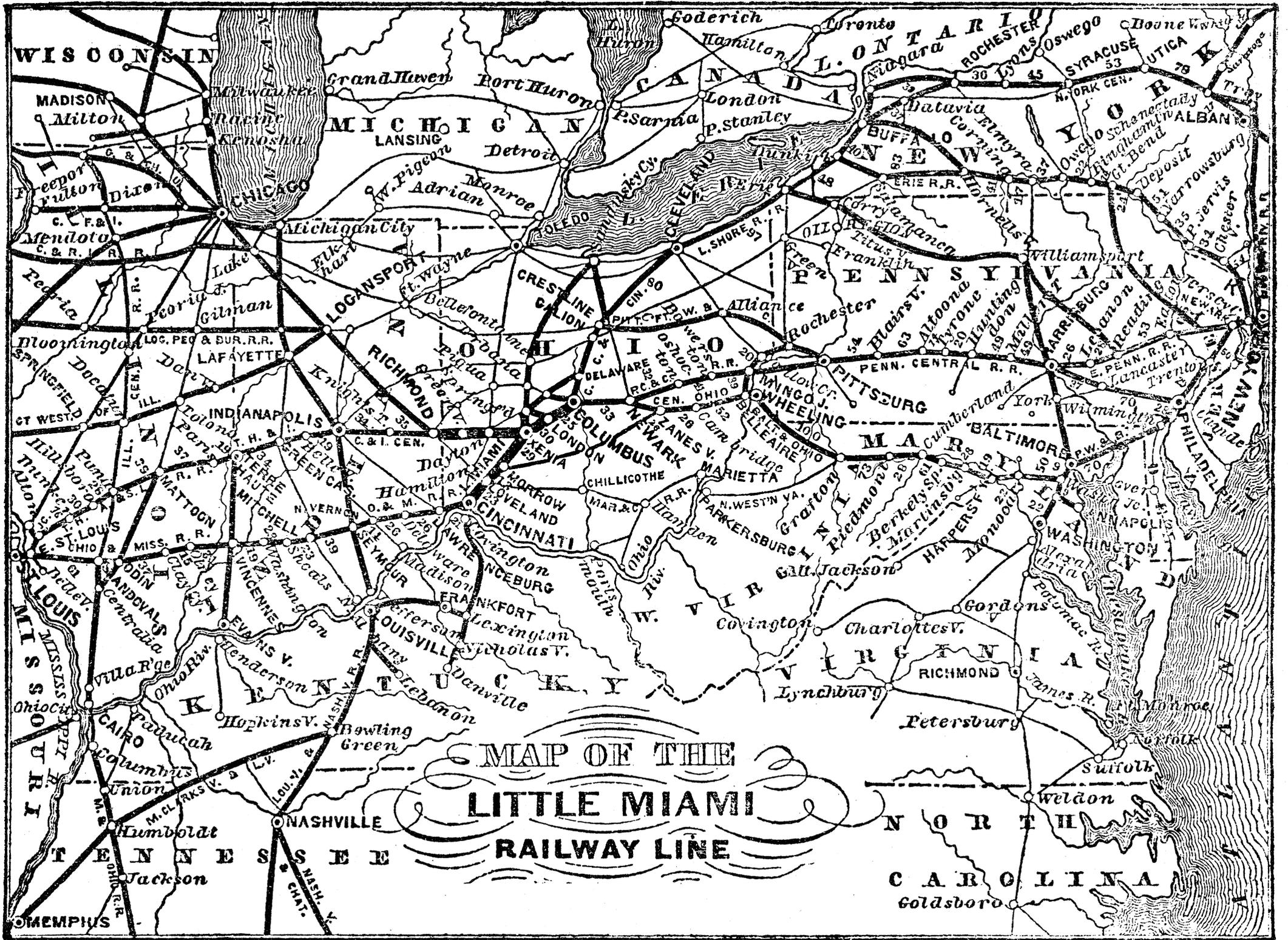
Leave.			May 11, 1868.			Arrive.		
Acc.	Pass	Miles	STATIONS.	Mls.	Pass	Acc.		
A. M.	A. M.			P. M.	P. M.		P. M.	P. M.
	8 30	0	.... Cincinnati 1	168	5 10			
	10 20	36	.... Morrow 2 ...	132	3 14			
	10 35	41	.... Hicks.....	127	3 00			
	10 50	46	.... Clarksville.....	122	2 46			
	11 04	51	.... Ogden	117	2 33			
	11 18	56	.... Wilmington ...	113	2 20			
	11 30	60	.... Clinton.....	108	2 08			
	11 43	64	.... Reesville.....	104	1 55			
	11 50	66	.... Sabina.....	102	1 48			
	12 08	72	.... Jasper.....	95	1 31			
	12 22	77	.... Washington ..	91	1 18			
	12 50	87	.... New Holland ...	81	12 50			
	1 02	90	.... Atlanta.....	77	12 38			
	1 14	92	.... Williamsport...	75	12 25			
	1 22	97	.... Yellow Bird...	71	12 16			
5 15	1 40	103	.... Circleville	64	11 55	8 45		
5 47	2 00	110	.... Stout's.....	57	11 34	8 12		
6 14	2 16	115	.... Amanda.....	52	11 17	7 45		
7 00	2 43	125	.... Lancaster	43	10 47	7 00		
7 28	3 00	131	.... Berne.....	37	10 30	6 35		
7 48	3 13	135	.... Bremen.....	33	10 17	6 15		
8 25	3 33	142	.... Sidetrack.....	26	9 55	5 40		
8 52	3 48	147	.. New Lexington ..	21	9 37	5 15		
9 20	4 04	152	.... McLuney.....	16	9 20	4 47		
9 45	4 20	158	.... Roseville.....	10	9 02	4 20		
		167	.... Putnam.....	1				
10 35	4 50	168	.. Zanesville 3 ..	0	8 30	3 30		
A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

- 1 Trains run on Little Miami Railway to Morrow.
 - 2 Junction with Little Miami Railway.
 - 3 Con. with Central Ohio Division of B. & O. Railway.
- Through Fare \$5. Way Fare, about 3 cents per mile.
 Standard* of Time—Clock at the Office of Master of Transportation at Lancaster.

141. IRON RAILWAY.

C. ELLISON, President. PERRY SCOTT, Gen. Supt.
 SAML. RICHARD, Sec. and Freight and Ticket Ag't.
 L. W. RICHARD, Chief Clerk,
 Ironton, O.

Leave.			May 1, 1867.			Arrive.		
Pas	Mx	Mxd	Mls	STATIONS.	Mxd	Mxd	Pas	
P. M.	P. M.	A. M.			A. M.	P. M.	P. M.	
5 00	1 00	7 00	0	.... Ironton	10 20	4 20	6 55	
5 08	1 15	7 15	3	.... Lagrange.....	10 08	4 08	6 47	
5 20	1 30	7 30	6	.... Vesuvius.....	9 55	3 55	6 35	
5 23	1 35	7 35	6½	.... Coal Yard....	9 47	3 47	6 32	
5 25	1 40	7 40	7	.. Pine Grove Cross.	9 42	3 42	6 30	
5 30	1 50	7 50	8½	.... Etna.....	9 32	3 32	6 25	
5 38	2 00	8 00	10	.. Lawrence Furnace.	9 22	3 22	6 17	
5 45	2 12	8 12	11¼	.... Bartles'....	9 10	3 10	6 10	
5 55	2 22	8 22	13	.... Centre	9 00	3 00	6 00	
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.



MAP OF THE
LITTLE MIAMI
RAILWAY LINE

CAROLINA
Goldsboro

142. LITTLE MIAMI AND COLUMBUS AND XENIA RAILWAYS.

Lit. M. Railway—E. W. WOODWARD, Pres., Cincinnati. *Col. & Xenia Railway*—J. R. SWAN, Pres., Columbus.
 JOS. C. BUTLER, Vice President. S. E. WRIGHT, Treasurer. D. G. A. DAVENPORT, Auditor, Cincinnati.
 JOHN DURAND, Gen. Superintendent, Cincinnati. O. S. PEASE, Asst. Superintendent, Xenia.
 W. L. O'BRIEN, Gen. Ticket Agent. E. FULLER, Gen. Freight Agent, Cincinnati, O.

Trains Leave.

May 10, 1868.

Trains Arrive.

Mxd	Acc.	Acc.	Exs.	Acc.	Mail.	Exs.	Mis	STATIONS.	Mis	Exs.	Acc.	Acc.	Exs.	Exps	Mxd	Exs.
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
		5 30	8 00	3 55	8 30	7 00	0	...Cincinnati 1..	120	6 20	10 35	8 00	5 10	10 00		
		6 05	---	4 32	9 01	---	9	.....Plainville	111	---	10 02	7 25	4 41	---		
		6 17	---	4 45	9 12	---	14	.....Milford.	106	---	9 50	7 12	4 31	---		
		6 27	---	4 57	9 20	---	17	.....Miamiville.....	103	---	9 40	7 02	---	---		
		6 50	9 05	5 20	9 40	7 57	22	.....Loveland 2.....	97	5 20	9 25	6 45	4 13	9 10		
		7 12	---	5 42	10 00	---	32	.....S. Lebanon	88	---	8 57	6 17	4 49	---		
		7 25	9 32	5 55	10 12	8 20	36	.....Morrow 3.....	84	4 45	8 45	6 05	3 36	8 32		
					6 10	10 25	41	.....Fort Ancient	79	---	8 33	---	---	---		
					6 18	10 35	45	.....Freeport	75	---	8 19	---	---	---		
					10 09	6 32	51	.....Corwin.....	69	---	8 04	---	3 07	---		
					6 50	11 08	58	.....Spring Valley....	62	---	7 45	---	2 51	---		
					10 43	7 17	65	arr....Xenia 4....lve	55	3 40	7 30	---	2 38	7 35		
					7 25	9 20	65	.....Xenia.....	19	...	7 05	...	2 30	...		
					7 55	10 05	75	....Yellow Springs...	9	...	6 35	...	1 45	...		
					8 20	10 50	84	ar...Springfield 5...lv	0	...	6 15	...	1 00	...		
					10 53	7 25	65	lve....Xenia....arr	3 30	7 10	---	2 28	7 17			
					7 43	11 53	73	....Cedarville.....	47	---	6 49	---	2 10	6 58		
					8 08	12 20	84	.....Charleston.....	36	---	6 25	---	1 47	6 34		
					12 02	8 35	95	.....London 6.....	25	2 25	6 00	---	1 25	6 12		
					9 01	1 22	106	....West Jefferson....	14	---	5 32	---	12 58	5 47		
					9 14	1 35	114	.....Alton.....	6	---	5 20	---	---	5 35		
					12 55	9 35	120	....Columbus 7....	0	1 20	5 00	---	12 25	5 15		
P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.

- 1 Connects with Railways diverging from Cincinnati.
- 2 Connects with Marietta and Cincinnati Railway.
- 3 Connects with Cincinnati and Zanesville Railway.
- 4 Connects with Dayton, Xenia, and Western Railway.
- 5 Connects with Cleveland, Col. & Cincinnati Railway.
- 5 Connects with Sandusky, Dayt. & Cincinnati Railway.
- 6 Connects with Springfield and Columbus Railway.
- 7 Connects with Railways diverging at Columbus.

STANDARD OF TIME—Clock in the Hall of Back Depot, Cincinnati.

The 8 p. m. train from Cincinnati, runs daily except Saturdays. The 1 20 a.m. train from Columbus, runs daily. All other trains will run daily except Sundays.

1. DAYTON, XENIA AND WESTERN RAILWAY.

[Operated by the Little Miami, Columbus and Xenia Railway Company.]

Trains Leave.

May 11, 1868.

Trains Arrive.

Mxd	Exs.	Mail.	Exs.	Acc.	Acc.	Exs.	Mis	STATIONS.	Mis	Exs.	Acc.	Exs.	Exs.	Mail.	Acc.	Mxd
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	A. M.	P. M.		
					7 30	2 40	11 25	7 15	0	.....Xenia 1.....	57	9 15	7 10	10 30		
					7 48	3 15	11 50	7 29	6	.....Harbine.....	51	9 00	6 35	10 15		
		2 05	8 50	8 20	4 15	1 20	8 05	16	....1Dayton 2.....	41	8 24	5 30	9 40	8 50	5 25	
		2 45	9 55				8 50	31	.....Dodson 3.....	26	7 38	4 02		8 00	4 10	
							3 30	43	.....El Dorado.....	14	7 01	3 01				
							4 06	51	.....New Paris.....	6	6 41	2 21				
							4 35	57	....Richmond 4....	0	6 25	1 55		6 30		
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	A. M.	P. M.		

- 1 Connect with Little Miami Railway.
- 1 Connect with Columbus and Xenia Railway.
- 2 Connect with Dayton and Union Railway.
- 2 Connect with Sandusky, Dayton and Cincinnati Railway.
- 2 Connect with Cincinnati, Hamilton and Dayton.
- 2 Connect with Atlantic and Great Western Railway.
- 2 Connect with Dayton and Michigan Railway.
- 3 Connect with Greenville and Miami Railway.
- 4 Connect with Indiana Central Railway.
- 4 Connect with the Chicago and Great Eastern Railway.

143. CINCINNATI, HAMILTON & DAYTON, DAYTON & MICHIGAN,

AND CINCINNATI, RICHMOND & CHICAGO RAILWAYS.

S. S. L'HOMMEDIÉ, President. J. W. HARTWELL, Vice President. F. H. SHORT, Secretary and Treasurer.
 D. MCLAREN, Gen. Supt. SAMUEL STEVENSON, Gen. Ticket Agent. J. R. REED, Gen. Freight Agent.
 L. WILLIAMS, Asst. Supt. Cin., Ham. & Dayt. R.R. J. H. WELLER, Asst. Supt. Dayt. & Mich. R.R.
 General Offices—Cincinnati, Ohio.

Running North.

May 11, 1868.

Running South.

Acc.		Exps		Acc.		Acc.		Mail.		Exps		Miles	STATIONS.	Miles	Exps		Acc.		Acc.		Mail		Exps	
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.									A. M.	A. M.	A. M.	A. M.	P. M.					
	7 10	6 30	5 30	2 30	7 20	6 15						0	Cincinnati 1.	202	7 00	6 50	8 05	10 25	5 30	10 20	7 05			
	7 25	6 50	5 49	2 49	7 39	—						5	Cumminsville..	197	6 42	6 29	7 44	10 06	5 11	10 01	6 46			
												7	Spring Grove...	195	—	6 24	7 39	—	—	—	—	—	—	—
	7 29	6 56	5 55	2 54	7 45	6 34						8	Mar. & Cin. Junct 2	194	6 37	6 21	7 36	9 59	5 05	9 55	6 39			
	—	7 02	6 02	3 00	7 51	—						10	Carthage.	192	—	6 16	7 31	9 53	5 00	9 50	6 33			
	—	7 09	6 09	3 07	7 58	—						12	Lockland.	190	—	6 09	7 24	9 47	4 54	9 44	6 26			
	—	7 18	6 18	3 16	8 07	—						15	Glendale.	187	—	6 00	7 15	9 39	4 46	9 35	6 18			
	—	7 30	6 30	3 28	8 19	—						19	Jones's.	183	—	5 47	7 01	9 28	—	9 25	6 03			
	8 10	7 45	6 50	3 48	8 38	7 15						25	Hamilton 3	177	6 00	5 30	6 40	9 12	4 25	9 11	5 47			
Cincinnati, Rich-												25	Hamilton	45						9 12		9 11		Richmond and Chicago.
												32	Seven Mile	38						8 15		8 32		
												36	Collinsville	34						8 05		8 16		
												39	Somerville	31						7 52		8 02		
												44	Camden.....	26						7 41		7 42		
												46	Barnet's.....	24						7 34		7 15		
												53	Eaton	17						7 15		6 50		
												60	Florence	10						6 55		6 22		
												63	Westville.....	7						6 47		6 10		
												70	Richmond 5..	0						6 30		5 45		
													ARRIVE]						A. M.				P. M.	
												31	Busenbarck's. .	171						8 42		8 53	5 26	
												33	Trenton.....	169						8 37		8 48	5 21	
												37	Middletown ...	165	5 29				8 25	3 47	8 38	5 10		
												40	Poast Town	162					8 11		8 20	4 56		
												44	Carlisle.....	158					8 01	3 29	8 12	4 47		
												49	Miamisburg....	153					7 47	3 19	8 02	4 32		
												52	Carroiton.....	150					7 41		7 51	4 26		
												60	ar } Dayton 4 { lv	142	4 45				7 25	3 00	7 35	4 10		
												60	lv } { ar	142	4 40						7 25	P. M.		
												74	Tippecanoe	128	3 58							6 44		
												80	Troy.....	122	3 43							6 30		
												88	Piqua 5.....	114	3 22							6 08		
												100	Sidney 6.....	102	2 54							5 38		
												106	Anna.....	96	2 33							5 16		
												119	Wapakoneta. .	83	2 00							4 42		
												131	arr } Lima 7 { lve	71	1 25							4 05	P. M.	
												131	lve } { arr	71	1 10							3 50	8 55	
												144	Columbus Grove..	58	12 28							3 10	8 00	
												151	Ottawa.....	51	12 06							2 48	7 32	
												158	Leipsic:....	44	11 44							2 28	7 02	
												162	Belmore.....	40	11 29							2 14	6 42	
												172	Milton.....	30	10 49							1 38	5 46	
												176	Weston.....	26	10 37							1 28	5 25	
												182	Tontogeny	20	10 17							1 10	4 42	
												193	Ferrysburg ...	9	9 40							12 38	3 50	
												202	Toledo 8.....	0	9 10							12 10	3 00	
													ARRIVE]											P. M.
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.									P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	

- 1 Con. with Railways and Steamboats for all points.
- 2 Connects with Marietta and Cincinnati Railway.
- 3 Connects with Cincinnati, Richmond and Chicago, and Cincinnati and Indianapolis Junc. Railways.
- 4 Con. with Dayton & Western, Day. & Union, Atlantic & Gt. West., Cin., Sandusky & Cleveland Railways.
- 5 Connects with Columbus, Chicago and Indiana Central Railway.
- 6 Connects with Bellefontaine Railways.
- 7 Connects with Pittsburg, Ft. W. and Chicago Railway.
- 8 Connects with Michigan, Southern, Lake Shore and Toledo, Wabush & Western Railways.

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

144. I. COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY.

FIRST DIVISION.

B. E. SMITH, President, Columbus, O. J. E. YOUNG, 1st Vice-President and Chief Engineer, Chicago, Ill.
 JAS. M. LUNT, 2d Vice-Pres. and Gen. Supt., Indianapolis, Ind. J. ALEXANDER, Treas., Columbus, O.
 G. MOODIE, Secretary. W. F. DOGGETT, Auditor, Columbus, O.
 F. CHANDLER, Gen. Ticket Agent. C. W. SMITH, Gen. Freight Agent, Indianapolis, Ind.
 J. F. MILLER, Supt. First Division, Richmond, Ind. D. L. HARKNESS, Supt. Second Div., Chicago, Ill.
 T. G. GOLDEN, Train Master, Third Division, Richmond, Ind.
 N. E. SCOTT, Gen. Western Passenger Agent, Chicago, Ill.
 D. KINGORE, Gen. Eastern Passenger Agent, 526 Broadway, New York. [May 11, 1868.]

Going West.					Going East.						
Accom.	Express.	Fast.	Express.	Mis.	STATIONS.	Mis.	Fast.	Express.	Expr. ss.	Acc.	
	5 00 P. M.	8 40 A. M.	7 30 P. M.		New York via Phila.	826	1 15 P. M.		5 40 A. M.	P. M.	
	5 00 "	9 00 "	8 00 "		New York v. All nt'n	812	11 50 A. M.		5 10 "		
	7 50 "	11 50 "	11 05 "		Philadelphia	736	9 25 "		1 25 "		
	4 30 "	8 00 "	8 45 "		Washington City	722	11 30 "		5 25 "		
	5 20 "	8 45 "	9 45 "		Baltimore	700	8 50 "		4 35 A. M.		
	12 00 P. M.	4 05 P. M.	3 15 A. M.		Harrisburg	630	5 00 A. M.		9 20 P. M.		
	9 30 A. M.	2 05 A. M.	1 40 P. M.		Pittsburg	381	7 05 P. M.		11 10 "		
	10 00 "	4 30 "	5 05 "		Bellaire	325	5 05 "		8 05 A. M.		
	8 25 "		2 30 "		Cleveland	326	3 50 "	6 20 A. M.			
* Ran daily. All other trains daily, Sundays excepted.	5 20 P. M.	12 10 P. M.	11 45 P. M.*	0	Columbus 1	188	11 00 A. M.	7 00 P. M.	1 50 A. M.*		
	5 50 "			10	Hilliard's	178	10 31 "	6 30 "			
	6 10 "	12 52 "		18	Pleasant Valley	170	10 12 "	6 10 "			
	6 20 "			22	Unionville	166	10 00 "	5 58 "			
	6 35 "	1 17 "	12 50 A. M.	28	Millford 2	160	9 45 "	5 45 "	12 50 "		
	6 47 "	1 27 "		33	Woodstock	155	9 30 "	5 32 "			
	7 00 "			38	Cable	150	9 15 "	5 18 "			
	7 35 "	2 00 "	1 40 "	47	Urbana 3	141	8 52 "	4 53 "	12 02 A. M.		
	8 00 "			58	St. Paris	130	8 25 "	4 23 "			
	8 25 "			66	Fletcher	121	8 07 "	4 04 "			
	8 40 "	2 48 "	2 36 "	72	D. and M. Crossing 4	116	7 55 "	3 50 "	11 12 "		
	8 48 "	2 55 "	2 42 "	73	Piqua	115	7 48 "	3 45 "	11 08 "		
	9 02 "	3 07 "		79	Covington	109	7 33 "	3 30 "			
	9 10 "	3 15 "	3 10 "	83	Bradford Junction 5	105	7 25 "	3 15 "	10 45 "		
	9 20 "	3 25 "		87	Gettysburg	101	7 10 "	3 07 "			
	9 40 "	3 40 "	3 40 "	94	Greenville 6	94	6 54 "	2 50 "	10 12 "		
	10 12 "	4 00 "		105	New Madison	83	6 32 "	2 26 "			
	10 40 "	4 20 "		114	New Paris	74	6 14 "	2 06 "			
	10 00 A. M.	10 58 "	4 35 "	4 40 "	119	Richmond 7	69	6 04 "	1 55 "	9 21 "	7 42
	10 12 "	11 12 "	4 50 "	4 55 "	125	Centreville	63	5 52 "	1 40 "	9 08 "	7 29
10 40 "	11 45 "	5 30 "	5 30 "	135	Cambridge City 8	53	5 20 "	1 15 "	8 48 "	7 00	
11 10 "	12 20 A. M.	5 56 "	5 57 "	144	Lewisville	43	4 51 "	12 35 "		6 22	
11 20 "	12 28 "	6 10 "	6 06 "	149	Coffin's	39	4 41 "	12 25 "		6 10	
11 40 "	12 50 "	6 24 "	6 20 "	154	Knightstown	34	4 25 "	12 05 P. M.	8 09 "	5 52	
11 54 "	1 02 "	6 35 "	6 31 "	159	Charlottesville	29		11 54 "		5 40	
12 10 P. M.	1 20 "	6 55 "	6 50 "	167	Greenfield	21	3 58 "	11 32 "	7 43 "	5 12	
12 19 "	1 30 "		7 09 "	171	Philadelphia	17		11 15 "		5 00	
12 30 "	1 45 "	7 20 "	7 15 "	177	Cumberland	11		11 00 "	7 20 "	4 40	
12 55 A. M.	2 15 A. M.	7 45 P. M.	7 40 A. M.	188	Indianapolis 9	0	3 10 A. M.	10 20 A. M.	6 50 P. M.	4 10	
4 10 P. M.		11 00 P. M.	10 30 A. M.	202	Lafayette		10 30 P. M.	7 15 A. M.	2 00 P. M.		
4 00 "	5 40 A. M.	11 00 "	10 50 "	261	Terre Haute		10 25 "	6 45 "	3 15 "		
	8 00 "	6 45 A. M.	5 00 P. M.	297	Louisville		8 45 "	4 30 "	12 45 "		
6 45 "	8 41 "	1 35 "	1 53 "	317	Mattoon		7 50 "	3 45 "	12 40 "		
	10 32 "	3 21 "	3 40 "	355	Pana		6 05 "	1 55 A. M.	10 42 A. M.		
	2 45 P. M.	7 30 "	7 42 "	433	Alton		2 08 "	10 00 "	6 53 "		
	3 50 "	8 35 "	8 50 "	450	St. Louis		1 00 P. M.	9 00 P. M.	5 40 "		
4 15 A. M.	5 30 P. M.	5 30 P. M.	4 00 A. M.	462	Nashville			6 30 "	4 10 "		
		4 50 "	4 15 "	509	Cairo			2 30 "	4 15 "		
	9 15 A. M.	9 15 A. M.	3 15 P. M.	674	Memphis			7 00 A. M.	4 00 P. M.		
			5 35 P. M.	1051	New Orleans			4 30 "		P. M.	

1 Connects with Railways diverging from Columbus. 6 Crossing of Dayton and Union Railway.
 2 Crossing of Springfield Br. of Clev., Col. & Cin. R.R. 7 Junction of First and Third Division.
 3 Crossing Cincinnati, Sandusky & Cleveland Railway. 7 Connects with Dayton and Western and Cincinnati, Richmond and Chicago Railways.
 4 Crossing of Dayton and Michigan Railway. 8 Con. with Railways diverging from Cambridge City.
 5 Junction of First and Second Divisions. 9 Con. with Railways diverging from Indianapolis.

144. 2. COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY.

Second Division—D. L. HARKNESS, Supt.

COLUMBUS AND CHICAGO LINE.

Going West.				STATIONS.	Going East.							
Fast.	Express.	Express.	Mis.		Mis.	Express*	Mail Exps.	Express.				
5 00 P.M.	8 40 A.M.	7 00 P.M.		New York via Phila.	952	1 15 P.M.		5 40 A.M.				
5 00 "	9 00 "	8 00 "		New York v. Allent'n.	938	11 50 A.M.		5 10 "				
7 50 "	11 50 "	11 05 "		Philadelphia..	862	9 25 "		1 25 "				
4 30 "	8 00 "	8 45 "		Washington City	848	11 30 "		5 25 "				
5 20 "	8 45 "	9 45 "		... Baltimore ...	826	8 50 "		4 35 "				
12 00 "	4 05 P.M.	3 15 A.M.		... Harrisburg ...	756	5 00 "		9 20 P.M.				
9 30 A.M.	2 05 A.M.	1 40 P.M.		... Pittsburg ...	507	7 05 P.M.		11 10 A.M.				
10 00 "	4 30 "	5 05 "		lve .. Bellaire .. arr	451	5 05 "		8 05 "				
<p>* Runs daily, Saturdays excepted. All other trains daily, Sundays excepted.</p>				lve Columbus l arr	314	11 00 A.M.	7 00 P.M.	1 50 A.M.				
				.. Bedford Junction 2..	231	7 30 "	3 00 "	10 45 P.M.				
				..... Woodington.....	217	6 45 "	2 18 "	9 55 "			
				..... Union City 3.....	210	6 30 "	2 00 "	9 40 "			
							1 20 "					
							1 05 "					
							12 55 "					
							12 43 "					
							12 25 "					
							12 10 "					
				11 40 "	7 00 "	5 50 "	139 Hartford.....	175	4 30 "	11 25 "	8 15 "
					7 15 "		145 Upland.....	169		11 00 "	
					7 35 "		152 Jonesboro	162		10 45 "	
				12 30 A.M.	7 50 P.M.	6 40 "	157 Marion.....	157	3 45 "	10 30 A.M.	7 20 "
							166 Mier.....	148			
							168 Xenia	146			
							174 North Grove.	140			
				1 40 "		7 50 "	182 Bunker Hill 4.....	132	2 30 "		6 04 "
				2 08 "	3 23 P.M.		193 Anoka 5.....	121	2 08 "	1 02 P.M.	
				2 30 "	3 50 "	8 45 "	197 Logansport 6.....	117	1 50 "	12 50 "	5 20 "
	4 30 "	9 25 "	209	..... Royal Centre.....	105		11 50 A.M.	4 30 "			
	4 53 "	9 48 "	217	..... Star City.....	97		11 20 "	4 08 "			
3 40 "	5 08 "	10 03 "	223	..... Winamac	91	12 27 "	11 15 "	3 55 "			
	5 33 "		230	..... Gundrum.....	84		10 55 "	3 32 "			
	5 48 "	10 42 "	27	..... North Judson.....	77		10 42 "	3 18 "			
4 37 "	6 16 "	11 06 "	247	L. N. A. & C. Crossing 7	67	11 30 P.M.	10 20 "	2 54 "				
4 52 "	6 34 "	11 25 "	253	..... Koutts.....	61	11 15 "	10 03 "	2 35 "			
5 15 "	7 00 "	11 52 "	263	..... Hebron	51	10 53 "	9 40 "	2 12 "			
5 55 "	7 29 "	12 20 P.M.	275	..... Crown Point.....	41	10 30 "	9 17 "	1 45 "			
6 13 "	7 48 "	12 38 "	280	..... Schererville.....	34	10 14 "	9 00 "	1 10 "			
6 30 "	8 08 "	12 55 "	287	..... Lansing.....	27		8 44 "	12 55 "			
6 50 "	8 28 "	1 16 "	294	Ill. Central Crossing 8..	20	9 40 "	8 25 "	12 35 "				
6 58 "	8 40 "	1 27 "	299	..... R. I. Crossing 9.....	15	9 30 "	8 16 "	12 24 "			
7 25 "	9 12 "	1 58 "	309	Chi. Bur. & Q'y Cross. 10	5	9 03 "	7 48 "	11 52 "				
7 45 "	9 30 "	2 15 "	314	arr. Chicago 11.. lve		8 45 "	7 30 A.M.	11 35 A.M.				
1 15 P.M.		7 45 P.M.	399	arr. Milwaukee lve		3 30 P.M.						
5 45 "	6 30 A.M.		496	... Rock Island... lve		7 30 A.M.	9 00 P.M.					
6 30 "	7 15 "		498	... Davenport		7 05 "	8 35 "					
5 30 "	11 35 "		524	... Burlington.....		7 00 "	8 30 "					
8 45 "		7 00 A.M.	592	Prairie Du Chien		7 50 "						
12 00 M.		8 00 "	594	... La Crosse.....		5 00 "						
6 30 A.M.	3 50 P.M.		672	... Des Moines.....		6 45 P.M.	11 30 A.M.					
		7 50 P.M.	805	... St. Paul.....		8 00 A.M.						
	7 00 A.M.	3 10 "	808	arr. .. Omaha.. lve.		11 30 "	8 15 P.M.					

STANDARD TIME—15 minutes faster than Chicago Time.

Through Fare, Columbus to Chicago, \$11 45. Way Fares 4 cents per mile.

- 1 Connects with Railways diverging from Columbus.
- 2 Junction of First Division C. C. & I. C. Railway.
- 3 Crossing of Bellefontaine Railway.
- 3 Connects with Dayton and Union Railway.
- 4 Crossing of Indianapolis, Peru and Chicago Railway.
- 5 Junction of Third Division C. C. & I. C. Railway.

- 6 Crossing of Toledo, Wabash and Western Railway.
- 7 Crossing Louisville, New Albany & Chicago Railway.
- 8 Crossing of Illinois Central Railway.
- 9 Crossing of Chicago, Rock Island & Pacific Railway.
- 10 Crossing of Chicago, Burlington & Quincy Railway.
- 11 Connects with Railways diverging from Chicago.

144. 3. COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY

Third Division.—T. G. GOLDEN, Superintendent.

CINCINNATI AND CHICAGO AND PEORIA LINES.

Trains Going West.				Trains Going East.			
Express.	Express.	Miles	STATIONS.	Miles	Express.*	Express.	
6 00 P. M.	7 00 A. M.		.. Cincinnati ..	296	10 00 A. M.	10 30 P. M.	
1 30 "	5 00 "		.. Louisville ...	301	4 15 P. M.	11 00 "	
8 50 "	11 32 "		.. Indianapolis ..	193	7 47 A. M.	4 19 "	
9 10 P. M.	10 10 "	0	.... Richmond 1..	224	6 50 A. M.	6 50 P. M.
	10 30 "	6	.... Centreville Pike...	218	6 30 "	6 30 "
9 42 "	10 40 "	9	.... Washington.....	215	6 20 "	6 20 "
10 05 "	11 10 "	16	.... Hagerstown 2..	208	6 00 "	6 00 "
10 20 "	11 25 "	21	..... Millville.....	203	5 39 "	5 35 "
	11 35 "	23	..... Ashland.....	201	5 30 "	5 23 "
	11 42 "	25	..... Nixon.....	199		5 14 "
10 38 "	11 45 "	27	.... New Castle 3 ...	197	5 21 "	5 10 "
10 58 "	12 05 P. M.	34	.... Sulphur Springs...	190	5 02 "	4 45 "
	12 13 "	37	.... Honey Creek.....	187		4 35 "
11 18 "	12 23 "	40	.... Middletown.....	184	4 42 "	4 24 "
11 31 "	12 38 "	47	Bellefontaine Cross 4.	177	4 29 "	4 03 "	
11 35 "	12 42 "	48	.... Anderson.....	176	4 25 "	3 59 "
	12 58 "	52	..... Flinda.....	172		3 43 "
	1 08 "	58	..... Frankton.....	166		3 24 "
12 14 A. M.	1 20 "	63	..... Quincy.....	161	3 84 "	3 08 "
	1 33 "	67	..... Curtisville.....	157		2 55 "
12 37 "	1 47 "	72	..... Windfall.....	152	3 25 "	2 39 "
	2 00 "	75	..... Nevada.....	149		2 26 "
	2 12 "	79	..... Tampico.....	145		2 12 "
1 15 "	2 30 "	85	.... Kokomo 5 P.	139	2 44 "	1 52 "
1 32 "	2 48 "	91	.... Galveston.....	133	2 28 "	1 36 "
	2 56 "	94	..... Lincoln.....	130		1 27 "
	3 05 "	97	..... Walton.....	127		1 15 "
2 00 "	3 20 "	102	..... Wallbaum.....	122	2 00 "	1 05 "
2 03 "	3 23 "	103	..... Anoka 6.....	121	1 57 "	1 02 "
2 20 A. M.	3 35 P. M.	107	.. Logansport 7..	117	1 45 A. M.	12 50 P. M.	
7 45 A. M.	9 30 P. M.	224	.... Chicago 10....		8 45 P. M.	7 30 A. M.
8 30 A. M.	4 00 P. M.	0	.. Logansport 7..	61	5 00 P. M.	10 30 A. M.	
8 50 "	4 30 "	7	..... Curveton.....	54	4 30 "	9 50 "
9 00 "	4 40 "	9	.... Lake Ciecott....	52	4 15 "	9 30 "
9 10 "	5 00 "	12	.... Burnettsville....	49	4 05 "	9 10 "
9 20 "	5 10 "	15	..... Idaville.....	46	3 55 "	8 40 "
9 40 "	5 30 "	21	..... Monticello.....	40	3 45 "	8 20 "
10 00 "	5 55 "	27	..... Reynolds 8....	34	3 30 "	8 00 "
10 20 "	6 25 "	36	..... Wolcott.....	25	3 10 "	7 30 "
10 40 "	7 00 "	42	.... Remington.....	19	2 50 "	7 10 "
11 00 "	7 20 "	49	.... Goodland.....	12	2 30 "	6 40 "
11 20 "	7 45 "	57	..... Kent.....	4	3 10 "	6 20 "
11 30 A. M.	8 00 P. M.	61	.. State Line 9..	0	2 00 P. M.	6 00 A. M.	
		86	..... Gilman.....			
		123	..... Chenoa.....			
		138	..... El Paso.....			
		172	..... Peoria.....			

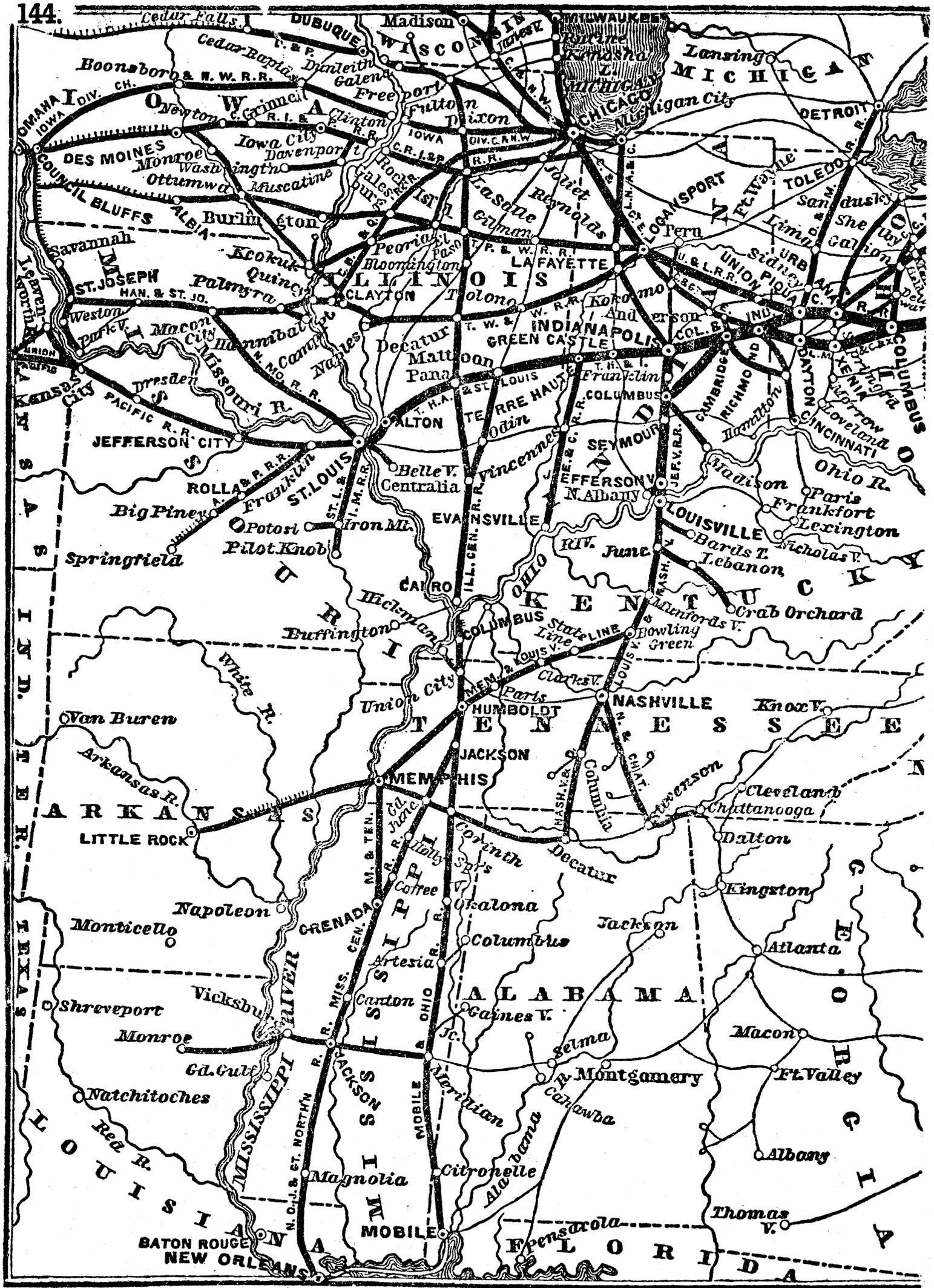
* Runs daily from Chicago, Saturdays excepted. All other trains run daily, Sundays excepted.

Through Fare, Cincinnati to Chicago, \$11 45. Way Fares, 4 cents per mile.

- 1 Connects with Dayton and Western, Cincinnati, Richmond and Chicago, and First Division Columbus, Chicago and Indiana Central Railways.
- 2 Connects with White Water Valley Division of Indianapolis, Cincinnati and Lafayette Railway.
- 3 Connects with Cincinnati and Indianapolis Junction Railway.

- 4 Crossing of Bellefontaine Railway.
- 5 Crossing of Indianapolis, Peru and Chicago Railway.
- 6 Junction of Second and Third Division.
- 7 Crossing of Toledo, Wabash and Western Railway.
- 8 Crossing of Louisville, N. A. and Chicago Railway.
- 9 Connects with Toledo, Peoria and Warsaw Railway.
- 10 Connects with Railways diverging from Chicago.

Trains leave Cincinnati, Louisville and Indianapolis by the time of those cities. Leave Chicago fifteen minutes in advance of Chicago time.





MAP OF THE
COLUMBUS
AND
INDIANA
CENTRAL
RAILWAY & CONNECTIONS.

Fisk & Russell Map Engravers, New York.

145. INDIANAPOLIS CINCINNATI & LAFAYETTE RAILWAY.

H. C. LORD, President and General Supt. J. F. RICHARDSON, Supt. F. B. LORD, General Ticket Agent.
 W. R. PATTERSON, Gen. Freight Agent, Cincinnati, O. WM. H. L. NOBLE, Gen. Agent, Indianapolis.

Trains Leave.								May 11, 1868.		Trains Arrive.							
Ex	Mail	Acc.	Acc.	Exps	Exps	Mail	Mls.	Mls.	Mail	Exps	Exps	Acc.	Acc.	Acc.	Mail		
P.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.			P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.		
8 00	7 00	4 45	10 00	9 30	2 00	6 30	0	179	3 40	11 45	6 20	2 35	8 05	10 00	10 30		
		4 59	10 14				3	176				2 21	7 52				
6 16	7 15	5 05	10 19	9 45	2 16	6 45	5	174	3 24	11 31	6 02	2 16	7 47	9 44	10 15		
							7	172				2 08	7 42				
6 32	7 33	5 22	10 37	10 06	2 31	7 01	11	168	3 08	11 16	5 50	1 55	7 33	9 28	10 00		
6 42	7 42	5 35	10 51	10 10	2 42	7 11	15	164	2 58	11 06	5 41	1 4	7 18	9 18	9 44		
6 45	7 45	5 40	10 55	10 13	2 45	7 15	18	163	2 55	11 03	5 38	1 36	7 15	9 15	9 41		
6 50	7 50	5 45	11 00	10 18	2 50	7 20	18	161	2 50	10 58	5 34	1 31	7 10	9 10	9 35		
P. M.	A. M.	5 51	11 08	10 23	2 56	7 26	20	159	2 46	10 53	5 30	1 25	7 04	A. M.	P. M.		
		6 10	11 25	10 36	3 10	7 38	25	154	2 28	10 36	5 16	1 05	6 45				
		6 15	11 30	10 42	3 16	7 41	26	153	2 21	10 30	5 10	1 00	6 40				
		P. M.	A. M.	11 00	3 35	7 59	33	146	2 08	10 14	4 56	P. M.	A. M.				
				11 20	3 52	8 16	40	139	1 48	9 57	4 43						
							44	135									
				11 37	4 10	8 31	46	133	1 32	9 43	4 31						
				11 42	4 16	8 36	48	131	1 27	9 38	4 27						
				12 00	4 40	8 50	51	128	1 20	9 30	4 20						
				12 07	4 47	8 57	54	125	12 57	9 12	4 09						
				12 22	5 02	9 12	60	119	12 42	8 57	3 54						
				12 28	5 07	9 17	62	117	12 37	8 52	3 50						
				12 35	5 15	9 24	65	114	12 31	8 46	3 43						
				12 45	5 25	9 31	69	110	12 21	8 36	3 32						
				12 58	5 38	9 46	75	104	12 08	8 22	3 20						
				1 10	5 50	9 58	80	99	11 56	8 10	3 09						
		Acc.		1 24	6 03	10 19	84	95	11 43	7 55	2 56	Acc.					
		A. M.		1 36	6 16	10 24	88	91	11 30	7 42	2 45	P. M.					
		8 55		1 52	6 31	10 40	95	84	11 15	7 27	2 31	3 05					
		9 06		2 03	6 42	10 48	99	80	11 05	7 17	2 21	2 53					
		9 11		2 07	6 46	10 52	100	79	11 00	7 13	2 17	2 47					
		9 16		2 13	6 51	10 55	102	77	10 55	7 09	2 13	2 42					
		9 26		2 22	7 00	11 03	106	73	10 46	7 00	2 05	2 32					
		A. M.		10 00	2 50	7 30	115	arr	10 15	6 30	1 40	2 00					
		7 15	A. M.			8 00	115	lve	10 00	5 00	1 30	P. M.					
		8 12				8 28	125	lve	9 33	4 32	1 02						
		8 23				8 40	130	..	9 23	4 20	12 50						
		8 37				8 55	136	..	9 10	4 06	12 37						
		8 43				9 02	139	..	9 03	4 00	12 30						
		8 53				9 12	143	..	8 53	3 50	12 20						
		9 05				9 23	148	..	8 41	3 39	12 08						
		9 17				9 35	153	..	8 29	3 28	11 57						
		9 28				9 47	158	..	8 16	3 16	11 46						
		9 40				10 00	163	..	8 04	3 05	11 35						
		9 50				10 09	167	..	7 55	2 56	11 26						
		9 59				10 18	171	..	7 46	2 46	11 16						
		10 15				10 45	178	L., N.A. & C. Cro'ng	7 30	2 30	11 00						
		10 30				11 00	179	..	7 15	2 00	10 30						
		A. M.		A. M.	P. M.	P. M.		[ARRIVE]									
								[LEAVE]									

Through Fare, \$4 60. Way Fares, about 4 cts, per mile.

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Connect with Railways diverging from Cincinnati. 2 Connect with Whitewater Valley Railway. 3 Connect with Ohio and Mississippi Railway. 4 Junction of Jeffersonville, Madison and Indianapolis. 5 Connect with Cincinnati & Martinsville Railway. | <ul style="list-style-type: none"> 6 Connect with Terre Haute & Indianapolis Railway. 7 Stages to Frankfort, &c. 8 Connects with Louisville, New Albany & Chicago Railway. 8 Connects with the Toledo, Wabash and Western Railway. |
|---|--|

Brookville Accommodation Train leave Cincinnati at 6 10 p. m., arriving at Valley Junction at 7 05 p. m.
 Leaves Valley Junction at 5 42 a. m., arriving at Cincinnati at 6 50 p. m.

145. INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILWAY.

1. WHITE WATER VALLEY DIV.

H. C. LORD, Pres. Cincinnati, O. S. M. AVERY, Supt. Connersville, Ind.

EXPS	ACC.	MAIL	MS.	STATIONS.	MAIL	ACC.	EXPS
P. M.	A. M.	A. M.			P. M.	A. M.	A. M.
6 00	6 10	7 00	0	Cincinnati 1	10 30	6 50	10 00
6 50	7 05	7 50	18	Valley Junction 2	9 35	5 42	9 10
7 09	7 28	8 10	25	Harrison ...	9 18	5 21	8 48
7 25	7 49	8 30	32	Trenton ...	9 01	5 02	8 30
7 37	8 03	8 41	37	Cedar Grove.	8 51	4 49	8 18
7 54	8 25	8 58	44	Brookville...	8 35	4 30	8 01
8 14	A. M.	9 21	52	Metamora...	8 14	A. M.	7 43
8 28		9 35	58	Laurel.....	7 56		7 29
8 39		9 45	62	Ashland	7 44		7 19
8 54		10 05	68	Connersville.	7 22		7 03
9 07		10 20	74	Beesons	7 07		6 51
9 19		10 30	79	Milton.....	6 53		6 40
9 40		10 40	81	Cambridge City 3	6 45		6 35
10 00		11 00	88	Hagerstown..	6 10		6 00
7 00		9 30	296	Chicago ..	7 30		9 00
A. M.		P. M.		ARRIVE]	[LEAVE	A. M.	P. M.

2. MARTINSVILLE DIVISION.

JOHN C. MCQUISTON, Assistant Superintendent.

Leave.			May 10, 1868.			Arrive.		
Pas.	Ass.	Mls.	STATIONS.	Pas.	Ass.	Mls.	Pas.	Ass.
P. M.	A. M.			A. M.	P. M.		A. M.	P. M.
3 15	7 10	0	Fairland ...	8 55	7 20			
3 25	7 25	3	Boggs town ...	8 40	7 05			
3 35	7 42	7	Needham ...	8 30	6 45			
4 03	8 15	12	Franklin....	8 15	6 15			
4 28	8 40	20	Trafalgar....	7 50	5 35			
4 38	8 53	22	Newburg....	7 42	5 28			
4 38	9 10	27	Morganstown..	7 25	5 00			
5 18	9 30	33	Van Syckle's..	7 09	4 40			
5 38	10 10	39	Martinsville..	6 52	4 15			
			Junction....					
6 10	10 50	47	Paragon....	6 24	3 38			
6 35	11 15	53	Gosport....	6 00	3 15			
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

1 Connects with Railways diverging from Cincinnati.
 2 Connects with the Main Line.
 3 Connects with Col. Chicago & Ind. Central Railway.

146. CINCINNATI AND INDIANAPOLIS JUNCTION RAILWAY.

J. M. RIDENOUR, President, Indianapolis. GEORGE K. TRISLER, Treasurer. ALEXANDER HUMPHREYS, Auditor.
 J. H. SHELDON, General Superintendent, Connersville, Ind.
 FRANK EASTMAN, Train Master, Hamilton, O.

Leave.				April 8, 1868				Arrive.			
ACC.	ACC.	MAIL.	MS.	STATIONS.	MS.	EXPS	MAIL	ACC.			
A. M.	P. M.	A. M.				A. M.	P. M.	P. M.			
	5 10	6 15	0	Cincinnati 1....	92	10 25	7 20				
	5 35	7 35	25	Hamilton 2...	67	9 08	5 49				
	5 53	7 55	31	Hanover	61	8 45	5 29				
	5 59	8 02	33	McGonigles ...	59	8 40	5 24				
	6 04	8 08	35	Woods	57	8 34	5 19				
	6 09	8 13	37	Ogleten.....	55	8 29	5 14				
	6 18	8 23	39	Oxford	35	8 23	5 08				
	6 36	8 43	45	College Corner..	47	8 05	4 51				
	6 45	8 52	48	Cottage Grove...	44	7 52	4 41				
	6 50	8 57	50	Lotus.....	42	7 47	4 36				
	7 00	9 09	53	Liberty.....	39	7 38	4 26				
	7 16	9 26	59	Brownsville. ..	33	7 21	4 08				
	7 27	9 36	63	Lyons	29	7 10	3 58				
	7 40	9 50	67	Connersville...	25	7 00	3 45				
	7 54	10 04	72	Beeson's.....	20	6 44	3 30				
	8 08	10 18	77	Milton.....	15	6 30	3 16				
	8 15	10 23	79	Cambridge C'y 3	13	6 25	3 10				
	8 38	11 08	85	New Lisbon. ..	7	5 50	2 47				
	9 05	11 35	92	New Castle ..	0	5 25	2 20				
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.			

1 Connects with the various Railways diverging from Cincinnati.
 2 Connects with Cincinnati, Hamilton and Dayton Railway.

3 Connects with the Cincinnati, Richmond and Chicago Railway.
 3 Connects with Columbus, Chicago and Indiana Central Railway.

RUSHVILLE BRANCH Connersville to Morristown.

STATIONS.	Mls.	Mxd
	A. M.	P. M.
Connersville	0	9 50
Vienna.....	10	10 50
Rushville	18	11 25
Burlington.....	25	11 55
Morristown	32	12 30
	ARRIVE	P. M.

Morristown to Connersville.

STATIONS.	Mls.	Mxd
		P. M.
Morristown.....	0	1 00
Burlington.....	7	1 35
Rushville..	14	2 00
Vienna.....	22	2 50
Connersville	32	4 45
	ARRIVE	P. M.

Passenger Trains will run daily, Sundays excepted.

Trains will run by the same time as the Cincinnati, Hamilton and Dayton Railway.

147. LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY LINE.

Buffalo & Erie Railway—WM. WILLIAMS, Pres. CHAS. H. LEE, Vice Pres. R. N. BROWN, Gen. Supt., Buffalo, N. Y.
Lake Shore Line (C., P. & A. and C. & T. R. Rs)—J. H. DEVEREUX, Jr., Pres. H. NOTTINGHAM, Gen. Supt., Cleveland, O.
Mich. So. & Nor. Ind. R'ways—E. B. PHILLIPS, Pres., Chicago, Ill. C. F. HATCH, Gen. Supt., Toledo, O.

OTIS KIMBALL, General Agent, Buffalo, N. Y. H. C. BARR, Agent, 247 Broadway, New York.
 G. M. GRAY, Western Agent, under Tremont House, Chicago. J. S. SMITH, Agent, Old State House, Boston.

Westward Trains.						May 11, 1868.		Eastward Trains.					
Erie Accom	Morn. Exps	Day Exps.	St. Clair Exps.	Night Exps.	South Buff	STATIONS.		From Chic.	Night Exps	N. Y. Exps.	St. Clair Exps.	Cincin. Exps.	Erie Accom
P. M.	A. M.	A. M.	P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.	P. M.	P. M.	A. M.
4 00	6 30	11 40	8 30	12 05	0	.....Buffalo		538	4 20	1 55	7 00	10 45	10 40
4 45	7 02	12 10	9 10	12 35	15	.....North Evans.....		523	3 46	1 22	6 27	10 16	9 55
5 05	7 18	12 25	9 30	12 50	21	.....Angola.....		517	3 32	1 03	6 12	10 00	9 35
5 50	7 50	12 45	10 10	1 15	31	.....Silver Creek.....		507	3 10	12 45	5 50	9 35	9 00
6 25	8 30	1 25	10 35	1 35	40	.....Dunkirk		498	2 50	12 27	5 30	9 15	8 30
					48	.....Brocton.....		490	2 31			8 57	
7 15	9 10	2 10	11 25	2 12	57	.....Wheatfield.....		481	2 12	11 50	4 50	8 37	7 35
7 40	9 30	2 30	11 50	2 30	65	.....Ripley.....		473	1 52	11 35	4 31	8 20	7 05
8 35	10 00	2 55	12 45	3 05	88	arr } .. Erie .. { lve		450	1 05	10 50	3 45	7 35	6 00
8 45	10 10	3 15	12 50	3 15		lve } .. Erie .. { arr		450	12 50	10 30	3 25	7 05	8 15
6 23	10 45	3 50	1 30	3 47	103	.....Girard.....		435	12 20	10 00	2 53	6 34	7 36
7 08	11 33				123	.....Kingsville.....		415			2 11		6 45
7 20	11 48	4 49	2 45	4 38	129	.....Ashtabula.....		409	11 27	9 06	1 59	5 45	6 30
7 40	12 14	5 11	3 12		138	.....Geneva.....		400			1 36		6 08
					141	.....Unionville.....		397					
8 15	1 02	5 55	4 01	5 31	154	.....Painesville.....		384	10 34	8 15	1 02	4 57	5 26
8 39	1 24		4 35		165	.....Willoughby.....		373			12 39		5 00
9 05	1 44				174	.....Euclid.....		364					
9 30	2 05	6 55	5 30	6 30	183	arr } .. Cleveland { lve		355	9 30	7 15	12 00	4 00	4 15
	2 30	7 15	6 00	7 00		lve } .. Cleveland { arr		355	9 20	6 55	11 40	3 30	P. M.
	3 11	7 52	6 42	7 42	196	.....Berea.....		342	8 45	6 20	11 05	2 45	
	3 45	8 19	7 14	8 13	208	.....Elyria.....		330	8 19	5 26	10 37	2 14	
	4 05	8 38	7 34	8 33	214	.....Oberlin.....		322	7 59		10 16	1 51	
	4 28		7 53		226	.....Wakeman.....		312				1 29	
	5 00	9 24	8 22	9 12	238	.....Norwalk.....		300	7 16	4 54	9 36	1 03	
	5 13	9 36	8 34	9 24	242	.....Monroeville		296	7 04		9 24	12 51	
	5 32		8 50		250	.....Bellevue.....		288	6 47		9 07	12 33	
	5 51	10 08	9 10	9 58	257	.....Clyde		281	6 31		8 50	12 15	
	6 12	10 27	9 30	10 17	265	.....Fremont.....		273	6 12	3 55	8 34	11 57	
	6 48		10 00		278	.....Elmore.....		260	5 45		8 07	11 26	
	7 40	11 40	10 50	11 30	295	arr } .. Toledo { lve		243	5 05	2 50	7 26	10 35	
	7 45		A. M.	11 30		lve } .. Toledo { arr		243	4 15	2 10	6 38		
		12 05			304	.....Springfield.....		234			1 47		
		12 40			319	.....Delta.....		219			1 15		
		1 00			327	.....Wauseon.....		211			1 00		
		1 35			341	.....Stryker.....		197			12 28		
		1 55			349	.....Bryan.....		189			12 11		
		2 18			359	.....Elgerton.....		179			11 49		
		2 55			373	.....Waterloo.....		165			11 15		
		3 44			391	.....Brimfield.....		147			10 31		
		4 10			403	.....Ligonier.....		135			10 10		
		4 40			417	.....Goshen.....		121			9 37		
	8 12			11 55	305	.....Sylvania.....		233	3 50		6 12		
	9 20			12 45	327	.....Adrian.....		211	3 00		5 25		
	10 08			1 31	344	.....Hadson.....		194	2 19		4 45		
	10 54			2 09	360	.....Hillsdale.....		178	1 42		4 12		
	11 51			2 57	383	.....Coldwater.....		155	12 54		3 25		
	12 50			3 47	407	.....Sturgis.....		131	12 05		2 33		
	1 16			4 11	418	.....White Pigeon.....		120	11 42		2 07		
	2 10	5 10		5 16	437	.....Elkhart.....		101	11 00	9 15	1 25		
	2 46	5 46		5 42	452	.....South Bend.....		86	10 15	8 30	12 50		
	3 18	6 19		6 09	465	.....Carlisle.....		73	9 45	8 04	12 23		
	4 00	7 00		6 45	479	.....La Porte.....		59	9 20	7 35	11 54		
	4 42	7 44		7 25	497	.....Calumet.....		41	8 33	6 53	11 11		
	6 03	9 03		8 34		.....Chicago Junction.....			7 25	5 40	9 56		
	6 30	9 30		9 00	538	.....Chicago		0	7 00	5 15	9 30		
	A. M.	A. M.		P. M.		ARRIVE			A. M.	P. M.	P. M.	P. M.	

Trains between Buffalo and Erie are run by Buffalo Time; betw. Erie and Toledo by Columbus Time; and between Toledo and Chicago by Chicago time.

.....Via Adrian.....

This Train leaves every night except Saturday.

.....Via Adrian.....

.....Via Adrian.....

.....Via Air Line.....

Variations in Time—Columbus Time Seventeen Minutes slower than Buffalo Time. Chicago Time Eighteen Minutes slower than Columbus Time.

ERIE AND PITTSBURGH RAILWAY.

W. L. SCOTT, President. J. J. LAWRENCE, Gen. Superintendent, Erie, Pa.

Trains Leave.				May 11, 1868.				Trains Arrive.				CONNECTIONS.
Acc.	Acc.	Exps	Mls	STATIONS.				Mls	Exps	Acc.		
A. M.	P. M.	A. M.							P. M.	A. M.		
	6 00	10 05	0	.....	Erie 1.....	98	2 45	1 20				1 Connects with Lake Shore Line and Buffalo and Erie Railway.
	6 30	—	11	.....	Fairview.....	87	2 20	—				2 Crossing of Lake Shore Line.
	6 45	10 37	15	.....	Girard 2.....	83	2 10	12 20				3 Connects with Jamestown and Franklin Express for Franklin and the Oil regions.
	7 20	11 10	26	.....	Albion.....	72	1 32	11 32				4 Connects with A. and Great Western Rail'y for Meadville, Franklin and the Oil Regions, and for Warren and Ravenna, Ohio
	7 50	11 38	35	.....	Conneautville...	62	1 00	11 00				5 Connects with New Castle Branch of P., Ft. Wayle and Chic. Railway; and at Pittsburg with trains for Philadelphia, Washington, Baltimore and Harrisburg, via Pennsylvania Central.
	8 00	11 47	39	.....	Summit.....	59	12 50	10 45				
	8 15	12 00	43	.....	Linesville.....	55	12 36	10 32				
	8 28	12 10	47	.....	Espyville.....	51	12 22	10 17				
4 30	9 00	12 40	57	.....	Jamestown 3...	41	11 50	9 45				
4 52		1 20	63	.....	Greenville 4.....	35	11 30	9 22				
5 12		1 45	68	A. & G. W. Transfer.		34	11 10	9 01				
5 22		1 53	71	.....	Clark's.....	31	11 02	8 51				
5 32		2 03	75	.....	Sharpsville.....	28	10 55	8 42				
5 45		2 15	78	.....	Sharon.....	24	10 44	8 30				
5 55		2 21	80	.....	Wheatland.....	21	10 36	8 23				
6 05		2 30	83	.....	Middlesex.....	18	10 28	8 13				
6 20		2 45	87	.....	Pulaski.....	15	10 15	8 00				
6 45		3 03	—	.....	Harbor Bridge.	—	—	7 38				
7 20		3 20	98	.....	New Castle 5..	11	9 45	7 25				
10 00		6 00	148	.....	Pittsburgh ..	0	7 15	4 35				
A. M.	P. M.	P. M.			ARRIVE]	[LEAVE	A. M.	P. M.				

149. BUFFALO, CORY AND PITTSBURGH RAILWAY.

Trains Leave.				May 11, 1868.				Trains Arrive.				GENERAL OFFICERS.		
Mxd	Acc.	Mail.	Exps	Ml-	STATIONS.				Mis	Exps	Mail.		Acc.	Mxd
P. M.	P. M.	A. M.	P. M.							A. M.	P. M.		P. M.	A. M.
	7 00	8 50	2 00		.....	Brocton ...	14	11 45	8 40	4 55				WILLIAM G. FARGO, President, Buffalo.
	7 50	9 55	2 55	14	.....	Mayville.....	6	10 55	7 50	4 10				M. P. BEMUS, Treasurer.
	8 18	10 30	3 16	20	.....	Summit.....	4	10 30	7 10	3 50				A. R. TREW, Gen. Supt. Mayville, New York.
	8 35	10 43	3 35	24	.....	Sherman.....	7	10 15	6 53	3 35				J. A. BURCH, Gen. Ticket Agent.
	9 05	11 09	4 02	31	.....	Panama.....	5	9 51	6 15	3 00				B. F. SMITH, Gen. Freight Agt. Buffalo.
	9 17	11 21	4 15	35	.....	Clymer.....	8	9 40	6 00	2 45				
	9 45	11 45	4 45	43	.....	Corry		9 10	5 20	2 15				
P. M.	P. M.	A. M.	P. M.			ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	A. M.			

Connects at Brocton with Buffalo and Erie Railway. Connects at Mayville with Steamboats on Chautauqua Lake for Jamestown and Randolph. Connects at Corry with Atlantic and Great Western, Philadelphia and Erie, & Oil Creek Railways. Trains stopping at Fish & Barns' connect with Line of Stages for Westfield.

150. BUFFALO AND ERIE RAILWAY.

C. H. LEE, President. R. N. BROWN, Gen. Superintendent. J. A. BURCH, Gen. Ticket Agent, Buffalo.

Trains Leave.				May 11, 1868.				Trains Arrive.									
Exps	Exs.	Mail	Exs.	Exs.	Mls.	STATIONS.						Mls.	Exs.	Exs.	Exs.	Mail.	Exs.
P. M.	A. M.	P. M.	A. M.	A. M.									A. M.	P. M.	P. M.	A. M.	P. M.
	8 30	12 05	4 00	6 30	11 40	0	.....	Buffalo 1.....	88	4 20	10 45	7 00	10 40	1 55			
	9 30	12 50	5 05	7 18	12 25	21	.....	Angola.....	67	3 32	10 00	6 12	9 35	1 08			
	10 10	1 15	5 50	7 50	12 45	31	.....	Silver Creek.....	57	3 10	9 35	5 50	9 00	12 45			
	10 35	1 35	6 25	8 30	1 25	40	.....	Dunkirk 2.....	48	2 50	9 15	5 30	8 30	12 27			
	11 00	1 55	6 50	8 52	1 50	48	.....	Cross Cut Junction 3.	40	2 29	8 55	5 08	8 00	12 08			
	11 25	2 12	7 15	9 10	2 10	57	.....	Westfield.....	31	2 12	8 37	4 50	7 35	11 50			
	12 15	2 45	8 05	9 47	2 50	73	.....	Northeast.....	15	1 35	8 05	4 15	6 40	11 20			
	1 00	3 20	8 50	10 20	3 25	88	.....	Erie 4.....	0	1 05	7 35	3 45	6 00	10 50			
	A. M.	A. M.	P. M.	A. M.	P. M.			ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	A. M.	A. M.			

1 Connects with New York Central Railway.
1 Connects with Erie Railway.
2 Connects with Erie Railway.

3 Connects with the Buffalo, Corry and Pittsburgh Railway.
4 Connects with Lake Shore Railway Line.

LAKE SHORE RAILWAY LINE.

Comprising Cleveland and Erie and Cleveland and Toledo Railways.

J. H. DEVFREUX, President.

H. NOTTINGHAM, General Superintendent, Cleveland, O.

W. ROBINSON, Asst. Superintendent Erie Division.

S. T. LINDSEY, Asst. Supt. Toledo Division, "

J. W. CARY, General Ticket Agent.

A. HILLS, General Freight Agent, "

Westward.							Eastward.							
P. M.	Buff. Nt. Exs.		Acc.	Tol. Day Exs. Exs.		Mls.	STATIONS.	Mls.	Nt. Mail.		Acc.	Day N.Y. Nt. Exs. Exs. Mail.		
	A. M.	A. M.	A. M.	A. M.	P. M.				A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
	2 50	3 15	5 45	10 10	3 15	0	..... Erie 1.....	209	12 50	7 05	8 15	3 25	10 30	
	1 15	---	6 12	10 34	---	11	..... Fairview.....	198	---	---	7 50	3 05	10 10	
	1 30	3 47	6 23	10 45	3 50	16	..... Girard 2.....	193	12 20	6 34	7 36	2 53	10 00	
	---	---	6 36	10 57	---	20	..... Springfield.....	189	---	---	7 23	2 42	---	
	---	---	6 52	11 15	4 18	28	..... Conneaut.....	181	---	---	7 03	---	9 33	
	---	---	7 08	11 33	---	35	..... Kingsville.....	174	---	---	6 45	2 11	---	
	2 45	4 38	7 20	11 48	4 49	41	..... Ashtabula.....	168	11 27	5 45	6 30	1 59	9 06	
	3 12	---	7 40	12 14	5 11	50	..... Geneva.....	159	---	---	6 08	1 36	---	
	---	---	7 51	12 30	---	56	..... Madison.....	153	---	---	5 54	---	8 35	
	4 01	5 31	8 15	1 02	5 55	67	..... Painesville.....	142	10 34	4 57	5 26	1 02	8 15	
	4 35	---	8 39	1 24	---	77	..... Willoughby.....	132	---	---	5 00	12 39	---	
	---	---	9 05	1 44	---	86	..... Euclid.....	123	---	---	4 35	---	---	
	5 30	6 30	9 30	2 05	6 55	96	ar Cleveland 3. lv	113	9 30	4 00	4 15	12 00	7 15	
4 05	6 00	7 00	A. M.	2 30	7 15	96	lv A. & Gt. West. Depot.	112	9 20	3 30	P. M.	11 40	6 55	9 25
4 17	6 12	7 12		2 42	7 27	97	..... Berea.....	100	9 10	3 20		11 30	6 45	9 15
4 45	6 42	7 42		3 11	7 52	109	..... Olmsted.....	98	8 45	2 45		11 05	6 20	8 45
4 51	6 47	---		---	---	111	..... Ridgeville.....	92	---	---		---	---	8 37
5 06	7 00	---		---	---	117	..... Elyria.....	87	---	---		---	---	8 23
5 18	7 14	8 13		3 45	8 19	122	..... Amherst.....	29	8 19	2 14		10 37	5 56	8 13
5 35	---	---		---	---		..... Brownhelm.....	25						7 48
5 42	---	---		---	---		..... Vermillion.....	21						7 36
5 58	---	---		---	---		..... Ferlin.....	14						7 25
6 10	---	---		---	---		..... Huron.....	10						7 07
6 25	---	---		---	---		..... Sandusky.....	0						6 55
6 45	---	---		---	---		ARRIVE] [LEAVE							6 30
P. M.														A. M.
	7 34	8 33		4 05	8 38	130	..... Oberlin.....	79	7 59	1 51		10 16	---	
	7 43	---		4 16	---	135	..... Ripton.....	74	---	1 40		---	---	
	7 53	---		4 28	---	140	..... Wakeman.....	69	---	1 29		---	---	
	8 04	---		4 40	---	145	..... Townsend.....	64	---	1 18		---	---	
	8 22	9 12		5 00	9 24	151	..... Norwalk.....	58	7 16	1 03		9 36	4 54	
	8 34	9 24		5 13	9 36	156	..... Monroeville 4.....	53	7 04	12 51		9 24	---	
	8 50	---		5 32	---	164	..... Bellevue.....	45	6 47	12 33		9 07	---	
	9 10	9 58		5 51	10 08	170	..... Clyde 5.....	39	6 31	12 15		8 50	---	
	9 30	10 17		6 12	10 27	179	..... Fremont.....	30	6 12	11 57		8 34	3 55	
	9 45	---		6 29	---	185	..... Washington 6.....	24	---	11 40		---	---	
	10 00	---		6 48	---	192	..... Elmore.....	17	5 45	11 26		8 07	---	
	10 14	---		7 01	---	196	..... Genoa.....	13	---	11 16		---	---	
	10 25	---		7 13	---	201	..... Milbury.....	8	---	11 06		---	---	
	10 50	11 30		7 40	11 40	209	..... Toledo 7.....	0	5 05	10 35		7 26	2 50	
	A. M.	A. M.		P. M.	P. M.		ARRIVE] [LEAVE		P. M.	A. M.		A. M.	A. M.	

- 1 Connects with Buffalo and Erie Railway.
- 2 Connects with Erie and Pittsburgh Railway.
- 3 Connects with Clevel., Columbus and Cinci. Railway.
- 3 Connects with Cleveland and Pittsburgh Railway.
- 3 Connects with Cleveland, Zanesville, and Cincinnati Railway.

- 4 Connects with San., Mansfld. and Newark Railway.
- 5 Connects with Cin. Sandusky and Clev. Railway.
- 6 Connects with Fremont, Lima and Union Railway.
- 7 Connects with Toledo, Wabash and Western Railway.
- 7 Connects with Dayton and Michigan Railway.
- 7 Con. with Mich., South. and North. India. Railway.

N.B.—Day Express Train from Buffalo, leaving Erie at 3 15 p.m., and New York Express from Toledo, leaving Toledo at 2 50 p.m., run on Sundays.

Standard of Time between Erie and Toledo, Columbus Time, which is 17 minutes slower than Buffalo, and 18 minutes faster than Chicago Time. [May 11, 1868.]

152. MICHIGAN SOUTHERN & NORTHERN INDIANA RAILWAY.

1. TOLEDO TO CHICAGO.

E. B. PHILLIPS, President, Chicago, Ill. H. M. WRIGHT, Supt. Southern Division Toledo, O.
 CHARLES F. HATCH, Gen. Superintendent, " J. E. CURTIS, Supt. Eastern Division, Adrian, Mn.
 P. LELAND, Gen. Ticket Agent, " C. HARRIS, Supt. Western Division, Laporte, Ind.
 CHARLES PAINE, Chief Engineer, " P. D. COOPER, Supt. Northern Division, Detroit.
 HENRY C. BARR, Passenger Agent, 247 Broadway, N. Y.

Trains Leave.

May 10, 1868.

Trains Arrive.

Mail	EXS.	Mail	EXS.	EXS.	MIS.	STATIONS.	MIS.	EXS.	Mail	EXS.	EXS.	Mail
A. M.	P. M.	A. M.	A. M.	P. M.				P. M.	P. M.	A. M.	A. M.	P. M.
11 40	7 45	11 35	11 30	11 40	0	Toledo 1	243	4 15	4 10	2 10	6 36	4 35
					2	Air Line Junction 2	241					
12 10					9	Springfield	224					4 09
12 37					19	Centreville	214					3 46
1 15				1 00	32	Wauseon	201			1 00		3 14
1 29					36	Pettysville	197					3 03
2 00				1 35	47	Stryker	187			12 28		2 38
2 20				1 55	54	Bryan	179			12 11		2 20
2 50				2 18	64	Edgerton	167			11 49		1 53
3 57					86	Corunna	146					12 56
4 15				3 25	91	Kendallsville	142			10 47		12 40
5 07				4 10	108	Ligonier	125			10 10		11 55
5 29					115	Millersburg	118					11 38
5 52				4 40	124	Goshen	111			9 37		11 17
6 07					128	Dunlap's Turnout	107					
	8 12	12 08			11	Sylvania	232		3 3		6 12	
	8 35	12 34			21	Knight's	222		3 10			
	8 50	12 50			27	Palmyra	216		2 50			
	9 20	1 15	12 50		33	Adrian	210	3 00	2 30		5 25	
	9 50	1 50			44	Clayton	199		1 50			
	10 08	2 19	1 31		50	Hudson	193	2 19	1 31		4 45	
	10 54	3 00	2 09		66	Hillsdale	177	1 42	12 49		4 12	
	11 05	3 13	2 20		70	Jonesville	173	1 31	12 36		4 00	
	11 34	3 44			82	Quincy	161		12 06			
	11 51	4 01	2 57		88	Cold Water	155	12 54	11 49		3 25	
	12 16	4 30			99	Bronson	144		11 20			
	12 33	4 49			106	Burr Oak	137		11 02		2 46	
	12 50	5 06	3 47		112	Sturgis	131	12 05	10 4		2 33	
	1 16	5 38	4 11		124	White Pigeon 3	119	11 42	10 12		2 07	
	1 44	6 05			134	Bristol	109		9 43		1 44	
6 25	2 10	6 50	5 10	5 10	142	Elkhart 4	101	11 00	9 20	9 15	1 25	10 50
	2 37	7 18		5 36	154	Mishawaka	89	10 23	8 31	8 38	12 57	
	2 46	7 30	5 42	5 46	158	South Bend	85	10 15	8 20	8 30	12 50	
	3 18	8 04		6 19	171	Carlisle	72		7 43	8 04		
	4 00	8 45	6 45	7 00	185	La Porte 5	58	9 20	7 05	7 35	11 54	
	4 25	9 14	7 07	7 25	195	N. A. & S. Crossing 6	46	8 55	6 35	7 07	11 27	
	4 42	9 35		7 44	202	Calumet	41		6 15		11 11	
	5 26	10 30			221	Pine Station	22		5 26		10 30	
	6 03	11 16	8 34	9 03	237	Chicago Junction	6	7 25	4 45	5 40		
	6 30	11 45	9 00	9 30	243	Chicago 7	0	7 00	4 15	5 15	9 30	
	P. M.	A. M.	P. M.	P. M.	A. M.	ARRIVE	[LEAVE	A. M.	A. M.	P. M.	P. M.	A. M.

Fare, \$8 00. Detroit to Chicago, \$8 25. Way Fares, about 3 cents per mile.

The 5 15 p. m. train from Chicago, and the 11 40 p. m. train from Toledo run daily. The 9 30 p. m. train from Chicago run daily, Saturdays and Sundays excepted. The 7 45 p. m. train from Toledo on Saturday run only to Elkhart. All other Trains daily, except Sunday.

STANDARD OF TIME—Clock in Company's Office at Chicago.

- 1 Connects with Northern Division for Detroit.
- 1 Connects with Dayton and Michigan Railway.
- 1 Connects with Lake Shore Railway.
- 1 Connects with Toledo, Wabash and Western Railway.
- 2 Steamboats to ports on Lake Erie.
- 3 Junction of Northern Indiana Air Line.

- 4 Branches diverge. See next page.
- 5 Junction Cincinnati, Peru and Chicago Railway.
- 6 Connects with Louis., New Albany and Chicago Railway.
- 7 Connects with Illinois and Michigan Canal.
- 7 Connects with Railways diverging from Chicago.

152. MICHIGAN, SOUTHERN AND NORTHERN INDIANA RAILWAY.

2.

NORTHERN DIVISION.

P. D. COOPER, General Superintendent, Northern Division, Detroit.

Trains Leave.							May 10, 1868.		Trains Arrive.						
ACC.	EXS.	MAIL.	EXPS.	MIS.	STATIONS.		MIS.	EXS.	MAIL.	EXS.	EXS.	ACC.			
P. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.			
	5 30	1 30	9 40	7 10	0	.....Detroit 1	65	8 30	2 45	6 10	10 55			
	5 50	1 50	9 55	7 30	3	..D. and M. Junction 2..	62	8 15	2 25	5 50	10 35				
	6 02	2 07	10 06	7 41	8	.....G. T. Junction.....	57	8 04	2 09	5 38	10 22			
				7 52	14	.....Ecorces.....	51	7 52						
	6 25	2 27	10 26	8 00	17	.....Wyandotte.....	48	7 42	1 46	5 20	9 59			
	6 36	2 37	10 37	8 12	21	.....Trenton.....	44	7 34	1 35	5 10	9 48			
	6 52	2 52	10 50	8 30	27	.....Huron.....	38	7 20	1 19	4 55	9 30			
	7 10	3 10	11 04	8 45	33	.....Swan Creek.....	32	7 07	1 05	4 40	9 15			
	7 35	3 28	11 25	9 08	40	.....Monroe 3.....	25	6 50	12 47	4 25	8 57			
	7 35		11 25		40	.....Monroe Junc.....	34	6 45		4 20				
	8 00		11 47		50	.....Ida.....	24	6 24		3 58				
	8 16		12 02		57	.....Petersburgh.....	13	6 10		3 44				
	8 25		12 10		61	.....Deerfield.....	12	6 02		3 36				
					66	.....Wellsville.....	8			3 22				
	8 50		12 30		70	.....Lenawee Junc....	4	5 40		3 15				
	9 00		12 40		74	.....Adrian	0	5 30		3 05				
	6 30	A. M.	9 00	P. M.	284	arr. Chicago ...ive		9 30	P. M.	7 00	A. M.				
	7 35	3 28	11 25	9 08		.....Monroe Junction....	25	6 45	12 47	4 20	8 56			
		3 40			45	.....La Salle.....	20	6 35						
	7 55	3 55	11 55	9 32	50	.....Vienna.....	15	6 22	12 20	3 55	8 30			
		4 05	12 10	9 45	55	.....State Line.....	10		12 10	3 45				
	8 10			9 55	58	.....Tremainsville.....	7				8 10			
					62	.....Air Line Junction...	3							
	8 30	4 30	12 40	10 15	65	.....Toledo 4.....	0	5 45	11 45	3 25	7 50			
	P. M.	P. M.	P. M.	A. M.		ARRIVE]		A. M.	A. M.	P. M.	P. M.				

CONNECTIONS.

- 1 Connects with Great Western Railway of Canada.
- 1 Connects with Michigan Central Railway.
- 2 Connects with Detroit and Milwaukee Railway.
- 3 Connects with Monroe Branch Railway above, for Adrian, etc.
- 4 Connects with C. H. and Dayton Railway.

Distance between Detroit and Chicago, 284 miles.

JACKSON BRANCH.

EXPS.	EXPS.	MIS.	STATIONS.		EXPS.	EXPS.
P. M.	A. M.				P. M.	P. M.
12 50	3 30	0	....Jackson ...		3 06	11 10
1 18	4 00	10	....Napoleon.....		2 22	10 41
1 28	4 10	14	....Norvell....		2 12	10 30
1 50	4 30	21	....Manchester....		1 50	10 05
2 09	4 53	29	....Clinton.....		1 32	9 42
2 20	5 03	33	....Tecumseh....		1 20	9 28
3 15	5 40	42	....Lenawee Junc..		1 00	9 00
3 25	5 50	46	....Adrian ...		12 15	8 35
P. M.	A. M.		ARRIVE]		LEAVE	P. M. P. M.

153.

DAYTON AND UNION RAILWAY.

Trains Arrive.

Feb. 4, 1867.

Trains Leave.

Pass	EXPS.	EXPS.	MAIL.	MIS.	STATIONS.		MIS.	EXPS.	MAIL.	EXPS.	EXPS.	ACC.
A. M.	P. M.	P. M.	A. M.					A. M.	P. M.	A. M.	P. M.	P. M.
9 30	7 30	2 35	3 00	10 05	0	.. Dayton 1..	47	10 45	7 00	11 50	9 35	
9 45	7 46	2 46	3 10	10 15	4	..Gravel Pit...	43	10 35	6 50	11 41	9 25	
10 00	7 57	2 59	3 20	10 28	7	..Trotwood....	40	10 28	6 40	11 32	9 15	
10 20	8 08	3 10	3 25	10 40	11	..Weaver's...	37	10 20	6 25	11 23	9 05	
10 45	8 16	3 17	3 30	10 55	13	..Brookville..	34	10 15	6 15	11 15	8 57	
11 10	8 21	3 24	3 40	11 10	15	..Dodson's 2..	32	10 10	6 00	11 10	8 52	
			3 55	11 40	19	..Baltimore..	28	9 55	5 30			
			4 00	11 55	21	..Gordon..	26	9 50	5 20			
			4 15	12 20	25	..Arcanum...	21	9 40	5 00			
			4 20	12 40	28	..Delise....	19	9 30	4 35			
			4 25	12 50	31	..Jay's....	16	9 25	4 25			
			4 40	1 20	35	..Greenville..	12	9 15	4 05			
			4 55	1 40	39	..Rush's...	8	8 55	3 30			
			5 05	1 55	44	..Hillgrove..	3	8 40	3 15			
			5 10	2 05	47	.. Union 3...	0	8 30	3 00			
A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]		A. M.	P. M.	A. M.	P. M.	P. M.

OFFICERS.

- H. C. STIMSON, Pres.
25 William St. N. Y.
H. GILBERT, Vice Pres.
S. R. STIMSON, Gen. Supt.
I. F. TOWER, Gen. Freight Agent.
F. SPRAGUE, Auditor and Gen. Ticket Agent.
Dayton, O

CONNECTIONS.

- 1 Connects with Railways diverging from Dayton.
- 2 Connects with Dayton and Western Railway.
- 3 Con. with Bellefontaine Line.

154. CINCINNATI, SANDUSKY & CLEVELAND RAILWAY.

RUSH R. SLOANE, President, Sandusky, O.

J. W. PIERCE, Vice-President, Boston, Mass.

L. H. LATHAM, Secretary and Treasurer.

L. H. LEWIS, Auditor.

J. C. WILLIAMS, General Supt.

T. H. GOODMAN, Gen. Ticket Agent.

J. C. BUXTON, Gen. Freight Agent.

J. S. DOE, Train Master.

General Offices—Sandusky, O.

Trains Leave.

May 10, 1868.

Trains Arrive.

Mxd	Acc.	Exs.	Mail.	Mis	STATIONS.	Mis	Mail.	Exs	Acc.	Mxd	CONNECTIONS.
	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.		
	5 00	9 15	9 10	0	...Sandusky 1..	155	7 20	5 15	9 45		1 Con. with Sandusky, Mansfield and Newark Railway.
	5 17	9 32	9 27	6	.....Castalia.....	149	7 03	4 56	9 27		1 Connects with Northern Division of Lake Shore Railway.
	5 34	9 48	9 42	11	.....York.....	144	6 48	4 39	9 08		2 Connect with Lake Shore Railway.
	5 55	10 20	10 03	17	.....Clyde 2.....	138	6 31	4 22	8 50		3 Old Track to Sandusky.
	6 12	10 44	10 15	22	...Green Springs...	133	5 37	3 59	8 34		4 Junction of Findlay Branch R.R.
	6 27	11 07	10 28	28	.....Watson.....	127	5 21	3 40	8 19		5 Crossing of Pittsburgh, Fort Wayne & Chicago Railway.
	6 48	11 47	10 44	34	.....Tiffin 3.....	121	5 06	3 29	8 00		6 Crossing of Bellefontaine Railway.
	7 18	12 30	11 05	42	.....Berwick.....	113	4 40	3 05	7 31		7 Crossing of Columbus, Chicago & Indiana Central Railway.
	7 26	12 40	11 10	45	.....Adrian.....	110	4 34	3 00	7 25		8 Junc. of Springfield Branch Cleveland, Columbus and Cincinnati Railway.
	7 40	1 02	11 20	49	.....Carey 4.....	105	4 22	2 48	7 10		8 Con. with Little Miami Railway.
		1 37	11 38	57	...Whartonsburg ..	98	4 01	2 28			8 Junct Springfield & London.
		2 25	11 50	61	.....Forest 5.....	93	3 49	2 15			8 Con. with Cincinnati, Hamilton and Dayton Railway.
		2 30	11 54	63	.....Patterson.....	91	3 43	1 57			9 Con. with Dayton and Union R. R.
		2 43	12 06	68	.....Grant's.....	86	3 29	1 31			9 Junction of Dayton and Michigan Railway.
		3 00	12 20	73	.....Kenton.....	81	3 15	1 07			9 Con. with Dayton, Xenia and Western Railway.
		3 17	12 32	80	...Silver Creek...	75	2 47	12 45			
		3 24	12 38	82	.....Yelverton.....	72	2 38	12 37			
		3 33	12 46	85	...Belle Center....	69	2 25	12 27			
		3 38	12 50	87	.....Richland.....	67	2 19	12 21			
		3 47	12 58	91	.....Huntsville....	64	2 07	12 10			
		4 15	1 14	97	..Bellefontaine 6..	57	1 43	11 50			
		4 37	1 32	105	...West Liberty...	49	12 55	11 24			
		4 50	1 42	110	...Lippencott's..	45	12 45	11 13			
		5 10	2 12	115	.....Urbana 7.....	39	12 31	10 58			
		5 29	2 27	121	.....Lawrence.....	32	12 12	10 38			
		5 37	2 33	124	.....Tremont.....	30	12 03	10 32			
		6 05	2 53	129	...Springfield 8...	24	11 51	10 17			
		6 21	3 13	135	.....Snyder's.....	18	11 26	9 57			
		6 25	3 17	137	.....Ehon.....	17	11 22	9 53			
		6 41	3 33	143	.....Osborn.....	11	11 08	9 37			
		6 48	3 41	146	.....Kneisley's.....	8	10 57	9 28			
		6 56	3 49	150	...Harshman's....	5	10 48	9 20			
		7 07	4 00	154	...Third Street...	1	10 35	9 02			
		7 15	4 07	155	...Dayton 9.....	1	10 25	8 50			
		10 25	7 05	215	.....Cincinnati.....		7 20	5 30			
	P. M.	A. M.	P. M.		ARRIVE		A. M.	P. M.	A. M.		

The 9 15 p. m. train from Sandusky run on Sunday instead of Saturday, all other trains daily, Sunday excepted.

STANDARD OF TIME—Clock in passenger Depot, at Sandusky.

Through Fare, \$5 40.
Way Fares, about 3½ cts. per ml

1. LONDON BRANCH.

Leave Springfield at 8 00 a. m.
Arrive at London at 10 00 a. m.

Leave London at 6 15 p. m.
Arrive at Springfield 7 55 p. m.
Distance, 20 miles.

2. FINDLAY BRANCH.

Leave Carey 7 45 p. m.
Arrive at Findlay at 9 15 p. m.

Leave Findlay at 5 35 a. m.
Arrive at Carey at 7 05 a. m.
Distance, 16 miles.

155. FREMONT, LIMA AND UNION RAILWAY.

L. Q. RAWSON, President and Superintendent, and R. W. B. McLELLAN, Freight Agent, Fremont, O.

Train leaves Fremont at 9 30 a. m. and — p. m., for Winters, Carlin, Jackson, Fostoria, Arcadia, Marion and Findlay, arriving at the latter place at — a. m. and 12 30 p. m.

Returning, trains leave Findlay at — a. m. and 2 00 p. m., arriving in Fremont at — a. m. and 5 00 p. m. No trains on Sunday.

At Fremont connects with Lake Shore Railway Line.

[May 5.

156.

SANDUSKY, MANSFIELD AND NEWARK RAILWAY.

Trains Leave. May 11, 1868. **Trains Arrive.**

Pass	Mxd	Exps	Mail	Mls	STATIONS.	Mls	Pass	Exps	Pass	Pass
A. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.
	6 20	11 25	8 40	0	...Sandusky 1...	116	10 15	4 00	10 00	
	6 38	12 00	8 58	8	..... Prout's 2	108	9 53	3 37	9 25	
	7 15	1 00	9 30	15	..... Monroeville 3...	101	9 33	3 18	8 55	
	7 26	1 16	9 39	19	..... Pontiac.....	97	9 05	3 04	8 33	
	7 37	1 34	9 49	22	..... Havana.....	93	8 55	2 55	8 15	
	7 52	2 00	10 05	27	..... Centerton.....	89	8 39	2 40	7 52	
	8 17	2 40	10 30	34	..... Plymouth.....	82	8 16	2 16	7 22	
	8 39	3 20	10 53	42	...Shelby Junction 4.	74	7 57	1 50	6 50	
7 00	9 15	4 20	11 28	54	... Mansfield 5....	62	7 25	1 18	6 00	5 55
7 20		5 00	11 48	63	..... Lexington	53		12 52	4 22	5 37
7 36		5 24	12 03	68	..... Belleville.....	48		12 37	3 56	5 24
7 51		5 52	12 22	74	... Independence...	42		12 22	3 28	5 10
8 05		6 20	12 37	79	... Ankenytown ...	37		12 07	3 00	4 56
8 19		6 46	12 50	84	... Fredericktown...	32		11 55	2 35	4 45
8 40		7 30	1 13	91	... Mt. Vernon 6 ...	25		11 35	2 03	4 27
9 08		8 24	1 45	102	..... Utica.....	14		10 58	1 00	4 00
9 22		8 48	2 00	107	..... Louisville.....	9		10 43	12 37	3 46
9 29		9 00	2 07	110	..... Vanatta's.....	6		10 36	12 26	3 39
9 45		9 25	2 25	116	... Newark 7....	0		10 20	12 00	3 25
A. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.	M.	P. M.

GENERAL OFFICERS.
 C. L. BOALT, President.
 H. M. BRONSON, Gen. Ticket Agt.
 H. F. PADEN, Master of Trains.
 H. P. WARDEN, Gen. Freight Agt.
 Sandusky, O.

CONNECTIONS.
 1 Connects with Lake Shore (Northern Division) Railway.
 2 Connects with Huron Branch, 9 miles, and at Huron with Northern Lake Shore Railway.
 3 Con. with Lake Shore Railway.
 4 Cros. Cleve. Col. & Cinc. Railway.
 5 Cros. Pitts., Ft. W. & Chic. Railway.
 6 Cros. Spring., Clev. Col. & Cincin. R.
 7 Con with Central Ohio Railway.
 7 Connection with Pittsburg, Columbus and Cincinnati Railway.
 Through Fare, \$3 75. Way Fares, about 3½ cents per mile.

157.

CLEVELAND, ZANESVILLE AND CINCINNATI RAILWAY.

SAMUEL PERKINS, President and Superintendent Akron, O. E. MIZE, Treasurer, Akron, O.

Leave. April 29, 1867. **Arrive.**

Exp.	Acc.	Mls	STATIONS.	Mls	Exp.	Acc.
P. M.	A. M.				A. M.	P. M.
3 45	8 20	0	.... Cleveland 1....	87	10 15	8 15
5 10	9 40	26	.... Hudson	61	8 50	7 16
5 30	10 12	34	...Cuyahoga Falls..	53	8 20	6 48
6 23	10 50	40	..... Akron	47	8 00	6 33
6 38	11 14	47	... New Portage ...	41	7 43	5 57
6 57	11 44	53	..... Clinton.....	34	7 23	5 25
7 15	12 13	59	... Marshalville....	28	7 05	4 57
7 29	12 37	64	..... Orrville.....	23	6 52	4 28
7 52	1 14	72	.... Apple Creek....	15	6 21	5 55
8 09	1 40	78	... Fredericksburg..	9	6 04	3 29
8 21	1 59	82	.... Holmesville....	5	5 52	3 10
8 34	2 19	87	... Millersburg..	0	5 40	2 50
P. M.	P. M.		ARRIVE	LEAVE	A. M.	P. M.

1 Trains run on Cleveland & Pitts. R. W. to Hudson.

158. **NEW LISBON RAILWAY.**

M. KENT, Pres.; J. G. CHAMBERLAIN, Supt., Leetonia, O.

Leave. April 29, 1867. **Arrive.**

Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass
P. M.	A. M.				A. M.	P. M.
2 00	7 30	0	..... Leetonia 1.....	11	9 40	4 40
2 11	7 40	2½	..... Franklin	8½	9 30	4 30
2 16	7 46	4	..... Long's	7	9 24	4 24
2 21	7 51	5½	..... Teegarden's.....	5½	9 15	4 18
2 40	8 10	11	.... New Lisbon.....	0	8 45	3 50
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

1 Connects with Pittsburg, Fort Wayne and Chicago Railway.
 Trains are run by Pittsburg, Fort Wayne and Chicago Railway time

159.

CHICAGO, CINCINNATI AND LOUISVILLE RAILWAY.

Leave. April 29, 1867. **Arrive.**

Exps	Mls	STATIONS.	Mls	Exps
A. M.				P. M.
8 00	0	..... Laporte 1.....	30	4 40
8 16	4	..... Plank Road.....	26	4 24
8 26	7	..... Stilwell.	23	4 12
8 48	12	..... Kankakee.....	18	3 52
9 04	15	..... Walkerton	14	3 36
9 20	20	..... Knotts.....	8	3 20
9 28	23	..... Tyner.....	7	3 12
10 00	30	.... Plymouth 2....	0	2 40
A. M.		ARRIVE]	[LEAVE	P. M.

GENERAL OFFICERS.
 ELISHA C. LITCHFIELD, President, N. Y.
 E. H. SCOTT, Superintendent,
 Laporte, Ind.

CONNECTIONS.
 1 Connects with the Michigan Southern & Northern Indiana Railway.
 2 Connects with the Pittsburg, Fort Wayne and Chicago Railway.
 (Formerly Cincinnati Peru & Chicago Railway.)

160. LAKE SHORE, CLEVELAND, CRESTLINE AND CHICAGO

RAILWAY LINE.

See Map on the opposite page.

Buffalo and Erie Railway.—WILLIAM WILLIAMS, President. R. N. BROWN, General Superintendent.

J. A. BURCH, Gen. Ticket Agent, Buffalo, N. Y.

Lake Shore Railway Line.—J. H. DEVERAUX, Pres. GEO. B. ELY, Vice Pres. H. NOTTINGHAM, Gen. Supt.

J. W. CARY, Gen. Ticket Agent, Cleveland, O.

Cleveland, Columbus and Cincinnati Railway.—L. M. HUBBY, President. E. S. FLINT, Gen. Superintendent.

S. F. PIERSON, Gen. Ticket Agent, Cleveland, O.

Pittsburgh, Ft. Wayne and Chicago Railway.—G. W. CASS, President. J. N. McCULLOUGH, Gen. Superintendent.

F. R. MYERS, Gen. Ticket Agent, Pittsburgh, Pa.

A. J. HARLOW, New England Agent, 82 Washington Street, Boston, Mass.

W. C. CLELLAND, General Western Passenger Agent, 65 Clark Street, Chicago, Ill.

Condensed Time Table to take effect May 11, 1868.

Buffalo to Chicago.

Chicago to Buffalo.

Night Exps.	Day Exps.	West. Exps.	Thro Dist.	bet. Stat.	STATIONS.		bet. Stat.	Thro Dist.	Day Exps.	N. Y. Exps.		Night Exps.
					LEAVE	ARRIVE				A. M.	P. M.	
										A. M.	P. M.	
12 05	11 40	6 30	0	15	..... Buffalo		15	537	4 20	1 55	7 00
12 35	12 10	7 02	15	6	..... Lake View		6	522	3 46	1 22	
12 50	12 25	7 18	21	10	..... Angola		10	516	3 32	1 08	6 12
1 15	12 45	7 50	31	9	..... Silver Creek		9	506	3 10	12 45	5 50
1 35	1 25	8 30	40	8	..... Dunkirk		8	497	2 50	12 27	5 30
			48	9	..... Brocton		9	489	2 31		
2 12	2 10	9 10	57	8	..... Westfield		8	480	2 12	11 50	4 50
2 30	2 30	9 30	65	8	..... Ripley		8	472	1 52	11 35	4 31
2 45		9 47	73	8	..... North East		8	464	1 35	11 20	4 15
2 55	2 40		80	7	..... Harbor Creek		7	457	1 20	11 05	
3 05	2 55	10 00		8	arr }	lve }	8		1 05	10 50	3 45	
3 15	3 15	10 10	88	15	lve }	arr }	15	449	12 50	10 30	3 25	
3 47	3 50	10 45	103	12	..... Girard		12	434	12 20	10 00	2 53
	4 18	11 15	115	14	..... Conneaut		14	422		9 33	2 27
4 38	4 49	11 48	129	9	..... Ashtabula		9	408	11 27	9 06	1 59
	5 11	12 14	138	5	..... Geneva		5	499			1 36
		12 30	143	11	..... Madison		11	394		8 35	
5 31	5 55	1 02	154	11	..... Painsville		11	383	10 34	8 15	1 02
		1 24	165	18	..... Willoughby		18	372			12 39
6 30	6 55	2 05	183	13	arr }	arr }	13	354	9 30	7 15	12 05	
6 55	7 15	2 30		12	lve }	lve }	12		9 25	6 45	12 00	
7 25	7 45	3 08	196	12	..... Berea		12	341	8 57	6 14	11 20
7 53	8 13	3 47	208	11	..... Grafton		11	329	8 32	5 46	11 02
8 18	8 38	4 15	219	12	..... Wellington		12	318	8 07	5 18	10 36
8 45	9 06	4 45	231	19	..... New London		19	306	7 42	4 52	10 11
9 28	9 55	5 30	250	8	..... Shelby		8	287	7 00	4 05	9 28
9 50	10 15	5 50		12	arr }	arr }	12	279	6 40	3 45	9 10	
10 00	10 15	6 00	258	17	lve }	lve }	17		6 35	3 40	8 30	
10 25	10 41	6 40	270	12	..... Bucyrus		12	267	6 09	3 16	8 01
10 58	11 14	7 19	287	12	..... Upper Sandusky		12	250	5 33	2 42	7 18
11 27	11 47	7 51	299	31	..... Forest		31	238	5 09	2 18	6 53
12 27	1 15	9 08	330	14	..... Lima		14	207	4 00	1 15	5 35
1 03	1 43	9 48	344	13	..... Delphos		13	193	3 32	12 44	5 03
1 28	2 07	10 16	357	32	..... Van Wert		32	180	3 02	12 15	4 30
2 40	3 15	11 40		19	arr }	arr }	19	148	2 00	11 15	3 15	
3 00	3 20	11 50	389	21	lve }	lve }	21		1 40	11 10	3 05	
3 37	3 56	12 37	408	24	..... Columbia		24	129	1 00	10 30	2 17
4 22	4 42	1 32	429	25	..... Warsaw		25	108	12 21	9 50	1 30
5 10	5 55	2 33	453	15	..... Plymouth		15	84	11 25	9 00	12 37
6 03	6 50	3 37	478	44	..... Hanna		44	59	10 34	7 47	11 41
6 35	7 24	4 15	493		..... Valparaiso			44	9 59	7 10	11 06
8 00	8 50	6 00	537		..... Chicago			0	8 20	5 35	9 20
P. M.	A. M.	A. M.			ARRIVE	LEAVE			A. M.	P. M.	P. M.	

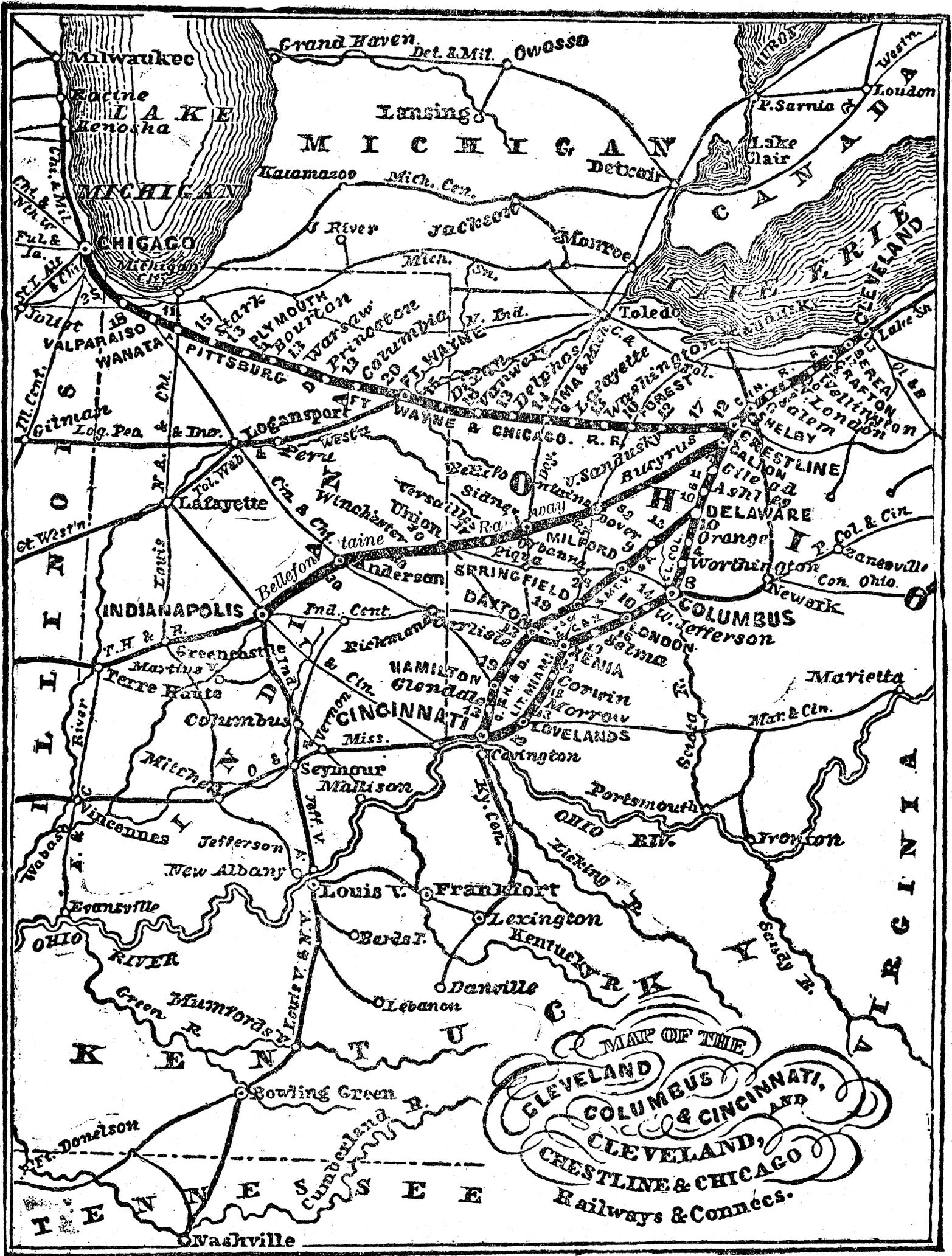
Trains between Buffalo and Erie are run by Buffalo Time, which is 19 minutes slower than New York Time. Trains between Erie and Chicago are run by Columbus Time, which is 17 minutes slower than Buffalo Time, and 36 minutes slower than New York Time.

Trains between Chicago and Erie are run by Columbus Time, which is 18 minutes faster than Chicago Time. Trains between Erie and Buffalo are run by Buffalo Time, which is 17 minutes faster than Columbus Time, and 35 minutes faster than Chicago Time.

Passengers by the 2 30 p.m. train from Cleveland get Supper and Sleeping Car at Crestline at 6 10 p.m., one hour earlier than by any other route.

At Buffalo, Dunkirk and Erie.—Trains of this Line, East and West, make direct connections with trains of the New York Central, New York & Erie, and Philadelphia & Erie Railways, from and to all points East.

At Chicago.—Direct connections are made from and to all points in the West and Northwest.



MAP OF THE
CLEVELAND
COLUMBUS
& CINCINNATI,
AND
CRESTLINE & CHICAGO
Railways & Connections.

161. CLEVELAND, COLUMBUS & CINCINNATI RAILWAY.

H. L. HUBBY, President. GEO. H. RUSSELL, Treasurer. JOHN J. MANY, Auditor. E. S. FLINT, Gen. Supt.
S. F. PIERSON, Gen. Ticket Agent. C. C. GALE, Gen. Western Passenger Agent, Cleveland, O.

Running West.

May 11, 1868.

Running East.

Cincin. Express.	N. Y. & West. Ex.	Night Express.	Col. Pass.	Mls	STATIONS.	M's	New York Express.	Cincin. Express.	Day Express.	Eastern Express.
6 55 A.M.	2 30 P.M.	7 15 P.M.		0	Cleveland 1..	138	6 45 A.M.	3 50 P.M.	9 25 P.M.	12 00 NOON
7 25 "	3 08 "	7 45 "		13	..... Berea	125	6 14 "	3 25 "	8 57 "	11 29 "
	3 21 "			15	..... Olmsted	122				11 23 "
	3 30 "			19	..... Columbia	119				11 15 "
7 53 "	3 47 "	8 13 "		25	..... Grafton 2	113	5 46 "	3 05 "	8 32 "	11 02 "
	3 58 "			30	..... La Grange	108				10 51 "
8 18 "	4 15 "	8 38 "		36	..... Wellington	102	5 18 "	2 45 "	8 07 "	10 36 "
	4 28 "			42	..... Rochester	93				10 24 "
8 45 "	4 45 "	9 06 "		48	..... New London	91	4 52 "	2 25 "	7 42 "	10 11 "
	5 02 "			55	..... Greenwich	83				9 54 "
9 13 "	5 16 "			61	..... Shiloh	77			7 13 "	9 41 "
9 28 "	5 30 "	9 55 "		67	..... Shelby 3	71	4 05 "	1 51 "	7 00 "	9 28 "
9 50 "	5 50 "	10 15 "		75	ar } Crestline 4 { lv	63	3 45 "	1 35 "	6 40 "	9 10 "
10 00 "	6 15 "	10 30 "		lv }	ar }	58	3 35 "	1 15 "	6 00 "	8 40 "
10 10 "	6 29 "	10 41 "		80	..... Galion 5	58	3 25 "	1 06 "	5 45 "	8 30 A.M.
	6 44 "			85	..... Iberia	53			5 21 "	
10 36 "	7 03 "	11 10 "		91	..... Gilead	45	2 54 "		4 55 "	
10 47 "	7 17 "	11 23 "		97	..... Cardington	41	2 44 "	12 32 P.M.	4 38 "	Columbus and Dela-ware Ex.
11 02 "	7 36 "			104	..... Ashley	34			4 14 "	
	7 47 "			108	..... Eden	30			4 00 "	
11 22 "	8 03 "	12 03 A.M.	9 20 A.M.	114	..... Delaware 6	24	2 05 "	11 57 "	3 41 "	4 10 P.M.
	8 14 "		9 32 "	118	..... Berlin	20				3 59 "
11 40 "	8 25 "		9 42 "	122	..... Lewis Centre. ..	16			3 17 "	3 48 "
	8 30 "		9 47 "	124	..... Orange	14				3 44 "
	8 39 "		9 54 "	127	..... Westerville	11				3 36 "
	8 47 "		10 03 "	129	..... Worthington	9			2 55 "	3 28 "
12 10 P.M.	9 10 "	1 00 A.M.	10 25 "	138	Columbus 7..	0	1 10 A.M.	11 10 A.M.	2 30 P.M.	3 05 P.M.
5 10 P.M.	6 20 A.M.	6 20 A.M.	A.M.	258	ar Cincinnati lv		8 00 P.M.	7 00 A.M.	8 30 A.M.	
7 00 "	2 50 "	7 30 "		282	Indianapolis.		6 40 "		10 10 "	1 10 A.M.
8 50 "	6 00 "	8 50 "		354	..... Chicago		5 35 "		8 20 "	9 20 P.M.
6 45 A.M.	8 00 "	5 00 P.M.		391	..... Louisville		12 45 "		4 30 "	8 45 "
8 35 "	3 50 P.M.	8 50 "		544	ar St. Louis. lv		5 40 A.M.		9 00 P.M.	1 00 "

Through Fare, \$4 50. Way Fares, about 3 cents per mile.

1. SPRINGFIELD BRANCH.

J. R. HILLIARD, Superintendent, Delaware, Ohio, and S. F. PIERSON, Gen. Ticket Agt. Cleveland, O.

Going West.			Going East.			
Mail	Mxd	Mls.	STATIONS;	Mls.	Mail	Mxd
P. M.	A. M.				A. M.	P. M.
3 05			..... Columbus 7	74	10 25	
4 25	7 15	0	..... Delaware 8	50	9 10	4 25
4 40	7 40	6	..... White Sulphur ...	44	8 55	3 57
4 48	8 00	9	..... Ostrander	41	8 45	3 40
5 02	8 30	13	..... Dover	37	8 30	3 20
5 16	8 55	17	..... Marysville.	33	8 15	3 00
5 31	9 20	22	..... Flint 9	28	8 00	2 30
5 45	9 40	27	..... Irwin	23	7 45	2 05
6 00	10 10	32	..... Mechanicsburg ..	18	7 30	1 40
6 15	10 30	36	..... Perrin's	14	7 15	1 20
6 18	10 35	38	..... Catawba	12	7 12	1 16
6 34	11 00	44	..... Moorefield.	6	6 56	12 51
6 50	11 30	50	..... Springfield 10 ..	0	6 40	12 25
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

- 8 Connects with Main Line for all points East and West.
- 9 Crossing of Columbus & Indianapolis Central R. R.
- 10 Connects with L. Miami, Columbus & Xenia Railway.
- 10 Junction of Springfield & Columbus Railway.
- 10 Connects with Sandusky, Dayton & Cin: Railway.

CONNECTIONS.

- 1 Connects with Lake Shore Railway.
- 1 Connects with Cleveland & Pittsburg Railway to and from Ravenna, Akron, Millersburgh, &c.
- 1 Connects with Cleveland & Mahoning Railway, to and from Warren, Youngstown, &c.
- 2 Junction Lake Shore Railway.
- 3 Connects with Sandusky, Mansfield & Newark Railway, to and from Mansfield, Mount Vernon, Newark, Zanesville, Monroeville, &c.
- 4 Connects with Pittsburg, Fort Wayne, & Chicago Railway, to and from Bucyrus, Upper Sandusky, Forest, Lima, Fort Wayne, Springfield, Chicago, Milwaukee, Mansfield, Massillon, Pittsburg, &c.
- 5 Connects with Bellefontaine Railway, to and from Marion, Bellefontaine, Sidney, Union, Muncie, Indianapolis, Louisville, Nashville, Evansville, Terre Haute, Mattoon, Cairo, St. Louis, &c.
- 6 Connects with Springfield Branch, to and from Springfield.
- 7 Connects with Little Miami, Columbus & Xenia Railway, to and from London, Xenia, Dayton, Hamilton, Morrow, Loveland, Cincinnati, Louisville, Nashville, Evansville, Odin, Cairo, St. Louis, &c.
- 7 Connects with Central Ohio Railway.
- 7 Connects with Columbus, Chicago and Indiana Central Railway.



MAP OF THE
BELLEFONTAINE
RAILWAY LINE
AND CONNECTIONS.

BELLEFONTAINE RAILWAY.

STILLMAN WITT, President. EDWARD KING, Treasurer. JUSTUS L. COZAD, Gen. Supt., Indianapolis, Indiana.
 E. A. FORD, Gen. Pass. Agent. LUCIEN HILLS, Gen. Fght Agent. D. BEAL, Train Dispatcher, " "
 GEORGE LOVIS, Gen. Eastern Passenger Agent, 241 Broadway, New York.
 J. N. ABBEY, South-Eastern Passenger Agent, 901 Chestnut Street, Philadelphia, Pa.

Trains West.

May 11, 1868.

Trains East.

Acc.	Mxd.	Mxd.	Mxd.	No.			Miles	STATIONS.	Miles	No.			Mxd.	Mxd.	Mxd.	Acc.
				6	4	2				1	3	5				
				Exps	Exps	Mail.				Exps	Exps	Exps				
		A. M.	A. M.	P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	P. M.	P. M.		
				10 20	6 00	9 50	0	.....Cleveland 1.....	282							
				6 45	10 30	6 10	4	.....Crestline 2.....	207	8 40	6 15	3 20				
				8 04	—	6 37	16	.....Galion.....	203	8 30	6 05	3 05	5 35			
				8 45	11 22	7 00	25	.....Caledonia.....	191	8 04	5 37	—	4 27			
				9 20	—	—	22	.....Marion 3.....	182	7 45	5 17	2 15	3 55			
				9 55	11 57	7 33	33	.....Gurley's.....	175	—	—	—	3 15			
				10 37	—	7 51	46	.....Larue.....	168	7 15	4 48	1 40	2 25			
				11 00	—	7 59	50	.....Mt. Victory.....	161	—	4 31	—	1 35			
				11 40	—	8 14	56	.....Ridgeway.....	157	6 50	4 23	—	1 15			
				12 08	12 50	—	59	.....Rushsylvania...	151	—	4 09	—	12 30			
				12 45	1 03	8 35	65	arr } Bellefontaine 4 { lve	142	6 17	3 52	12 35	11 30			
				1 25	1 05	8 37	74	lve } .. taine 4 .. { arr	133	6 15	3 50	12 33	10 50			
				2 25	1 2	9 00	78	.....De Graff.....	129	5 56	3 32	12 10	10 10			
				2 50	—	9 11	81	.....Quincy.....	126	—	3 22	—	9 36			
				3 15	1 44	9 20	88	.....Pemberton.....	119	—	3 15	—	9 17			
				4 00	1 59	9 38	98	.....Sidney 5.....	109	5 25	3 00	11 40	8 45			
				4 50	2 19	10 00	101	.....Houston.....	106	—	—	—	7 41			
				5 05	—	—	106	.....Fulton's.....	101	—	—	—	7 22			
				5 37	2 39	10 22	114	.....Versailles.....	93	—	2 20	11 00	7 00			
				6 20	—	10 45	123	.....Dallas.....	84	4 30	2 01	10 45	6 10			
				7 00	3 15	11 02	127	arr } Union 6 { lve	84	4 10	1 41	10 25	5 30			
		6 00		3 20	11 07	3 10	127	lve } .. Harrisville.	80	4 05	1 26	10 20	4 30			
		6 18		—	—	—	132	.....Winchester.....	75	—	—	10 10	4 05			
		6 50		3 45	11 29	3 35	140	.....Farmland.....	67	3 45	1 05	9 56	3 35			
		7 30		4 05	11 45	3 55	144	.....Morristown.....	63	—	12 47	9 36	2 50			
		7 55		4 16	—	4 04	147	.....Selma.....	60	—	12 37	—	2 26			
		8 17		4 26	—	4 12	153	.....Muncie.....	54	—	12 30	9 17	2 05			
		9 05		4 45	12 18	4 33	159	.....Yorktown.....	48	3 00	12 16	9 02	1 30			
		9 34		5 01	—	4 46	164	.....Daleville.....	43	—	—	8 47	12 40			
		19 57		5 15	—	4 58	166	.....Chesterfield.....	41	—	—	8 35	12 17			
		10 15		5 25	—	5 04	171	.....Anderson 7.....	36	—	—	8 30	12 04			
		11 37		5 40	1 04	5 18	179	.....Pendleton.....	28	2 20	11 37	8 17	11 37			
		12 30		6 04	1 23	5 40	186	.....Fortville.....	20	2 02	11 20	7 57	10 10			
		1 15		6 27	1 46	6 00	191	.....McCord's.....	16	1 46	11 02	7 36	9 20			
		1 40		6 40	—	6 12	193	.....Oakland.....	14	—	—	7 20	9 40			
		2 00		6 48	—	6 19	198	.....Lawrence.....	9	—	—	7 15	8 28			
		2 20		7 01	—	6 30	207	.....Indianapolis 8.	0	—	—	7 06	8 03			
		3 10		7 30	2 50	7 00				1 00	10 10	6 40	7 00			
		P. M.	P. M.	A. M.	A. M.	P. M.		[ARRIVE]		A. M.	A. M.	P. M.	A. M.	A. M.		

STANDARD OF TIME—Clock in Superintendent's Office at Indianapolis.

All trains will run daily, Sundays excepted.

Accommodation trains will stop on signal at Woodbury, Alfont, Kilgore, Newtown, Loramie, Hardin, Big Springs, Marshes, Bryants and Slicks.

Fast Express No. 1 will take breakfast at Crestline. Eastern Express No. 3 will take dinner at Union. Night Express East No. 3 will take breakfast at Cleveland and Alliance. Mail West No. 2 will take dinner at Bellefontaine and supper at Indianapolis. Night Express West will take breakfast at Indianapolis. Night Express East No. 6 will take supper at Indianapolis.

BELLEFONTAINE RAILWAY.

CONNECTS WITH TRAINS FOR ALL POINTS EAST, WEST AND SOUTH.

CONDENSED TIME TABLE.

Eastward Bound Trains.				Westward Bound Trains.					
STATIONS.	Miles.	No. 1.	No. 3.	No. 5.	STATIONS.	Miles.	No. 2.	No. 4.	No. 6.
		Day Express.	East Express.	Night Express.			Day Express.	West Express.	Night Express.
Indianap..	0	1 10 A.M.	10 10 A.M.	6 40 P.M.	Crestline....	0	9 50 A.M.	6 00 P.M.	10 20 P.M.
Union....	84	4 10 "	1 41 P.M.	10 25 "	Marion.....	25	10 50 "	7 00 "	11 22 "
Bellefontn..	142	6 17 "	3 52 "	12 35 A.M.	Bellafontn..	65	12 42 P.M.	8 37 "	1 05 A.M.
Marion.....	182	7 45 "	5 17 "	2 15 "	Union.....	123	3 10 "	11 07 "	3 20 "
Crestline...	207	8 40 " *	6 15 " †	3 20 "	Indianap..	207	7 00 " ‡	2 50 A.M.	7 30 " *
Cleveland..	282	12 00 M. †	9 55 "	6 45 " *	Greencastle	246	9 39 "	4 26 "	9 27 "
Alliance....	312	12 50 P.M.	10 45 "	7 45 " *	Ter. Haute.	280	11 00 "	5 40 "	10 50 "
Dunkirk....	425	5 30 "	2 50 A.M.	12 27 P.M.	Mattoon....	336	1 35 A.M.	8 41 "	1 53 P.M.
Pittsburg..	396	4 10 "	2 10 "	11 10 A.M.	Pana.....	375	3 21 "	10 32 "	3 40 "
Buffalo....	465	7 00 "	4 20 "	1 55 P.M.	Alton.....	454	7 30 "	2 45 P.M.	7 42 "
Meadville..	583	7 35 "	10 10 "		St. Louis....	470	8 35 "	3 50 "	8 50 "
Harrisburg	645	2 27 A.M.	12 01 P.M.	9 20 "	Jeffersonv.	315	6 00 "	7 15 A.M.	4 15 "
Albany.....	753	6 20 "	3 50 "	1 40 A.M.	Louisville..	316	6 45 "	8 00 "	5 00 "
Philadelph	751	7 10 "	5 00 "	1 35 "	Nashville..	501	5 30 P.M.	5 30 P.M.	4 00 A.M.
Baltimore..	730	12 30 P.M.	5 20 "	6 45 "	Memphis....	693	9 15 A.M.	9 15 A.M.	3 15 P.M.
Washington	770	5 00 "	9 50 "	9 40 "	Cairo.....	528	4 50 P.M.		4 15 A.M.
New York..	827	10 00 A.M.	7 40 "	5 00 "	Vincennes..	338		11 50 "	7 05 P.M.
Boston.....	963	3 40 P.M.	11 50 "	3 40 P.M.	Evansville.	389		5 40 P.M.	10 00 "

CONNECTIONS OF MAIN LINE—SEE PRECEDING PAGE.

- 1 Connects with Railways diverging from Cleveland.
- 2 Connects with the Cleveland, Columbus and Cincinnati Railway.
- 2 Connects with the Pittsburgh, Ft. Wayne and Chicago Railway.
- 3 Connects with the Atlantic & Great Western Railway.
- 4 Connects with the Cincinnati, Sanduky and Cleveland Railway.
- 5 Connects with the Dayton and Michigan Railway.
- 6 Connects with the Columbus, Chicago and Indiana Central Railway.
- 6 Connects with the Dayton and Union Railway.
- 6 Fremont, Lima and Union Railway, (progressing.)
- 7 Connects with the Columbus, Chicago and Indiana (Second Division) Railway,
- 8 Connects with Railways diverging from Indianapolis.

Going East.—Sleeping Cars attached to the 6 40 P.M. train Night Express from Indianapolis run through to CLEVELAND (on the Lake Shore route), and to ALLIANCE (on the Pittsburgh route) arriving at each of those points at a seasonable hour for Breakfast. Passengers leaving St. Louis on the 1 00 p.m. Train take Sleeping Car at Mattoon, 7 50 p.m., passing through Indianapolis at 12 50 a.m., and arrive at Crestline 8 40 a.m. in time for Breakfast.

Going West.—Sleeping Cars leave Cleveland at 7 15 p.m., and Alliance 5 45 p.m., running through *via* Crestline to Indianapolis, and arrive in time for Breakfast in Union Depot 7 50 a.m. A Sleeping Car leaves Crestline at 6 p.m., and runs through to Mattoon, arriving there at 8 41 a.m.

Breakfast. † Dinner. ‡ Supper.

Owing to the fact that the **Bellefontaine Railway**, with its Connections, forms the Direct Line between the Seaboard Cities and the Great West and South, it has received the name of the "**Great Bee-Line Route.**"

MICHIGAN CENTRAL RAILWAY.

DETROIT TO CHICAGO.

JAMES F. JOY, President, Detroit, Michigan. H. E. SARGENT, General Superintendent, Chicago, Illinois.
 W. K. MUIR, Assistant General Supt. THOMAS FRAZER, General Ticket Agent, Detroit, Michigan.
 H. C. WENTWORTH, General Western Agent, Chicago, Illinois.
 C. E. NOBLE, General Eastern Agent No. 8 Astor House, New York.

Trains Leave.

May 10, 1868.

Trains Arrive.

Acc.	Mxd	Exps	Exps	Acc.	Exps	Mail.	Miles	STATIONS	Miles	Acc.	Mail.	Exps	Exps	Exps	Mxd	Acc.
		P. M.	P. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	A. M.	A. M.		
		9 30	5 45	4 20	10 00	7 05	0	.....Detroit 1.....	284	8 15	5 30	6 00	3 40	8 30		
		9 45	6 00	4 35	10 15	7 20	3	Gd. Trunk Junction.	281	8 00	5 15	5 45	3 25	8 15		
				4 55		7 40	10	.....Dearborn.....	274	7 40	4 55					
				5 03		7 53	14	.....Inksters.....	270	7 28	4 45					
			6 40	5 15		8 05	18	.....Wayne.....	266	7 18	4 35					
				5 30		8 18	23	.....Secords.....	261	7 01	4 20					
				5 35		8 22	25	.....Denton's.....	259	6 57	4 15					
		11 00	7 10	5 50	11 15	8 35	36	.....Ypsilanti.....	254	6 45	4 05	4 50	2 38	7 20		
				6 02		8 44	34	.....Geddes.....	250	6 30	3 50					
		11 22	7 35	6 15	11 37	9 00	38	.....Ann Arbor.....	246	6 20	3 40	4 30	2 18	7 00		
				6 23		9 08	41	.....Foster's.....	243	6 07	3 27					
				6 32		9 15	43	.....Delhi.....	241	6 01	3 21					
		11 45	8 00	6 45	11 58	9 30	47	.....Dexter.....	237	5 50	3 10	4 08		6 35		
			8 20	P. M.		9 50	55	.....Chelsea.....	229	A. M.	2 50			6 20		
			8 50			10 20	66	.....Grass Lake.....	218		2 20			5 55		
			8 57			10 27	69	.....Leoni.....	215		2 10			5 47		
			9 05			10 35	72	.....Mich Centre.....	212		2 00			5 40		
		1 00	9 20		1 00	10 50	76	.....Jackson 2.....	208		1 50	3 10	1 00	5 30		
					2 30			.....Jackson.....				10 25				
					5 05			.....Lansing.....				A. M.				
					P. M.			ARRIVE] [LEAVE								
			9 35			11 05	82	.....Sandstone.....	202		1 3			5 11		
			9 50			11 20	87	.....Parma.....	197		1 22			5 02		
			9 57			11 27	90	.....Concord.....	194		1 10			4 52		
			10 05			11 35	92	.....Bath Mills.....	192		1 03			4 45		
		1 45	10 15		1 40	11 45	96	.....Albion.....	188		12 55	2 25	12 25	4 38		
			10 30			12 00	101	.....Marengo.....	183		12 40			4 23		
		2 13	10 50		2 20	12 35	108	.....Marshall.....	176		12 25	2 00	12 02	4 10		
			11 05			12 48	113	.....Ceresco.....	171		11 52					
						12 53	115	.....White's.....	169		11 47					
		2 42	11 30		2 48	1 10	121	.....Battle Creek.....	163		11 35	1 10	11 30	3 40		
			11 53			1 33	130	.....Augusta.....	154		11 08					
		3 10	12 05		3 15	1 45	135	.....Galesburg.....	149		10 58	12 40		3 10		
			12 15			1 55	140	.....Comstock.....	144		10 45					
		3 30	12 30		3 35	2 10	144	.....Kalamazoo.....	140		10 35	12 22	10 43	2 52		
		3 45				2 25	149	.....Ostemo.....	135		10 1					
		4 00				2 40	156	.....Mattawan.....	128		10 00					
		4 10	1 10			2 50	160	.....Lawton.....	124		9 50		10 05			
		4 15				2 55	162	.....WhiteOaks.....	122		9 42					
		4 28	1 30			3 12	168	.....Decatur.....	116		9 30		9 45			
		3 38	1 48			3 23	172	.....Tietsort's.....	112		9 15					
		4 53	2 05			3 40	179	.....Dowagiac.....	105		9 00		9 20			
		5 05				3 54	185	.....Pokagon.....	90		8 45					
		5 40	2 40		5 13	4 13	191	.....Niles.....	93		8 30	10 35	8 53	1 10		
		A. M.	A. M.		P. M.	P. M.		ARRIVE] [LEAVE			A. M.	A. M.	P. M.	A. M.		

For Continuation of this Road, see next page.

MICHIGAN CENTRAL RAILWAY.

Trains Leave.

Trains Arrive.

Trains Leave.					Trains Arrive.						
A. M.	A. M.	P. M.	P. M.		LEAVE	[ARRIVE		A. M.	A. M.	P. M.	A. M.
5 40	2 40		5 13	4 13	191	.....Niles..	93	8 30	10 35	8 53	1 10
5 57	---	---	---	4 30	197	.....Buchanan.....	87	8 05	---	8 18	12 50
6 07	---	---	---	4 40	202	.....Dayton.....	82	7 53	---	---	12 40
6 15	---	---	---	4 48	205	.....Galen.....	79	7 44	---	---	12 32
6 25	---	---	---	5 00	209	.....Avery's.....	75	7 33	---	---	12 21
6 30	---	---	---	5 04	211	.....Three Oaks.....	73	7 28	---	---	12 17
6 47	---	---	---	5 23	218	...New Buffalo...	66	7 10	---	---	12 00
6 57	---	P. M.	---	5 33	223	.....Corymbo.....	61	P. M. 6 57	---	---	11 48
7 13	4 05	7 25	6 27	5 50	228	..Michigan City 3..	56	6 20	6 42	9 15	7 23
7 27	---	7 40	---	6 05	234	.....Furnessville..	50	6 05	6 23	---	---
7 40	---	7 55	6 55	6 20	240	.....Porter.....	44	5 52	6 10	---	---
8 00	4 55	8 12	7 20	6 40	249	...Lake Station 4...	35	5 32	5 52	8 32	6 40
					0	...Lake Station...	45				
					45	....Joliet.....	0				
8 27	5 25	8 38	---	7 07	261	.....Gibson's.....	23	5 05	5 25	---	---
8 48	5 45	8 55	8 15	7 30	270	.....Calumet.....	14	4 45	5 05	7 45	5 55
9 30	6 30	9 35	9 00	8 15	284	....Chicago 5...		4 05	4 20	7 00	5 15
A. M.	A. M.	P. M.	P. M.	P. M.		ARRIVE]	[LEAVE	P. M.	A. M.	A. M.	P. M.

Through Fare, \$8 25. Way Fares, about 3 cts per mile.

On Saturdays, the 5 45 p. m. train runs only to Jackson. The 9 30 p. m. train from Detroit, on Monday run only from Jackson, and make all necessary stops. The 9 30 p. m. train from Detroit, and the 5 15 p. m. train from Chicago, run daily. The 4 20 p. m. accommodation train from Detroit, and the 5 15 p. m. train from Chicago run daily, Saturdays and Sundays excepted. The 5 50 a. m. train from Dexter run daily, Sunday and Monday excepted. All other trains daily, Sundays excepted.

- | | |
|--|--|
| <p>1 Connects with Detroit and Milwaukee Railway.
 1 Connects with Grand Trunk Railway, Toronto and Detroit District.
 1 Connects with Michigan Southern and Northern Indiana Railway.</p> | <p>2 Jackson, Lansing and Saginaw Railway diverges.
 3 Junction of Louisville, New Albany and Chicago Railway.
 4 Junction of Joliet and Northern Indiana.
 5 Connects with Railways diverging from Chicago.</p> |
|--|--|

164. JACKSON, LANSING & SAGINAW RAILWAY.

H. A. HAYDEN, President. O. M. BARNES, Secretary. JAMES TURNER, Treasurer. H. H. SMITH, General Supt.
 A. WATSON, Asst. General Supt, Jackson, Mich.

Trains Leave.

May 11, 1868.

Trains Arrive.

MXU	ACC.	EXS.	ACC.	MXU.	MIS	STATIONS.	MIS	EXS.	MXU.	ACC.	ACC.
	A. M.	P. M.	A. M.	A. M.				P. M.	P. M.	P. M.	P. M.
		3 45	6 15	8 30	0	.. Jackson 1..	116	12 30	8 15	8 45	
		4 13	6 47	9 20	11	...Rives Junct ...	105	12 00	7 35	8 12	
		4 25	7 00	9 45	15	.....Leslie.....	101	11 50	7 15	8 00	
		4 53	7 30	10 35	25	.....Mason.....	91	11 23	6 25	7 30	
		5 05	7 45	11 10	30	.....Delhi.....	86	11 10	6 00	7 15	
		5 25	8 05	11 50	37	..Lansing M. T..	79	10 50	5 05	6 55	
		5 50	8 32	12 30	46	.....Bath.....	70	10 22	4 20	6 30	
		6 10	8 52	12 55	53	...Laingsburgh...	63	10 03	3 50	6 10	
		6 30	9 10	1 20	59	...Bennington ...	57	9 45	3 25	6 52	
		6 50	9 30	2 45	65	...Owosso 2....	51	9 25	3 00	5 33	
		7 30	10 10	3 55	80	...Chessaning...	36	8 43	12 05	4 50	
		7 50	10 30	4 30	87	...St. Charles...	29	8 25	11 25	4 30	
		8 07	10 50	5 10	93	..Swan Creek..	23	8 07	10 50	4 10	
	7 00	8 33	11 17	5 50	101	..Saginaw City..	15	7 43	10 10	3 45	
	7 17	8 45	11 29		105	....Carrolton....	11	7 30	9 40	3 30	
	8 00	9 15	12 00		116	...Wenona...	0	7 00	9 00	3 00	
	A. M.	P. M.	P. M.	P. M.		ARRIVE	LEAVE	A. M.	A. M.	P. M.	P. M.

CONNECTIONS.

- 1 Connects with the Michigan Central Railway.
- 1 Connects with the Michigan Southern Railway.
- 2 Detroit & Milwaukee Railway.
- 2 Connects with Stages at Rives' Junction, Mason, Delhi, Wenona.

STANDARD OF TIME.—Clock in the Superintendent's Office at Jackson.

165.

DETROIT AND MILWAUKEE RAILWAY.

C. C. TROWBRIDGE, President. JAMES H. MUIR, Secretary. THOMAS BELL, General Superintendent.
 ALFRED WHITE, Gen. Freight Agent, Detroit, Mich.

Trains Leave.							D. C. 30, 1867.		Trains Arrive.						
Mxd	Acc.	Mxd.	Acc.	Mail.	Exps.	Mxd.	Mis.	MIS.	Mxd.	Acc.	Mxd.	Mail.	Mxd.	Acc.	Mxd.
		P. M.	P. M.	A. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	A. M.		
		8 00	3 45	9 00	8 00	7 30	0	.....	Detroit 1	274	9 45	11 45	4 25	5 05	7 30
		9 05	4 25	9 45	---	8 30	13	.....	Royal Oak.	261	8 30	11 05	3 15	4 20	6 30
		10 10	5 00	10 25	9 10	9 45	26	.....	Pontiac	248	7 30	10 30	2 10	3 40	5 40
		10 50	5 27	11 00	---	10 50	35	.....	Clarkston.	239	6 45	10 00	1 10	3 10	5 09
		11 40	6 00	11 35	9 58	12 00	47	.....	Holly 2	227	6 00	9 30	11 30	2 35	4 10
		11 55	6 10	11 45	A. M.	12 40	51	.....	Fenton.	223	A. M.	9 20	11 10	2 25	---
		1 55	7 25	1 05	---	3 15	79	arr }	Owosso 3	196	---	8 05	8 50	1 05	1 50
		2 10	7 35	1 25	---	3 30	79	lve }			---	7 55	8 40	12 45	1 35
		3 00	8 00	1 50	A. M.	4 20	88	.....	Ovid.	187	P. M.	7 30	7 50	12 20	12 45
		4 05	8 30	2 20	8 15	5 10	98	.....	St. John's.	176	8 45	7 00	7 05	11 50	12 00
		5 05	---	3 00	9 25	---	112	.....	Pewamo.	162	7 40	---	---	11 05	10 35
		6 00	---	3 35	10 30	---	124	.....	Ionia.	150	6 35	---	---	10 35	9 40
		6 40	---	3 55	11 20	---	132	.....	Sarasac.	142	5 50	---	---	10 13	9 00
		9 15	---	5 05	1 15	---	157	.....	Grand Rapids	117	3 45	---	---	9 05	7 00
		11 00	---	6 00	---	---	179	.....	Nunica.	95	---	---	---	8 00	5 00
		11 45	---	6 30	---	---	189	.....	Grand Haven 4	85	---	---	---	7 30	4 15
							274	.....	Milwaukee 1	0	---	---	---	---	---
		A. M.	P. M.	P. M.	P. M.	P. M.		ARRIVE			P. M.	A. M.	A. M.	A. M.	P. M.

A Mixed train leaves Detroit for Holly, daily, except Saturdays, at 10 00 p.m.
 An Express train leaves Holly for Detroit, daily, except Sundays, at 4 15 p.m.

- 1 Connects with Railways diverging.
- 2 Connects with Flint and Holly Railway.
- 3 Connects with Jackson, Lansing & Saginaw R.R.
- 4 Steamers to Muskegan, Chicago, &c.

166.

FLINT AND PERE MARQUETTE RAILWAY.

GEORGE C. KIMBALL, Gen. Superintendent.

Trains Leave.							May 11, 1868.		Trains Arrive.						
Mail	Mxd.	Mxd.	Exps.	Mail	Acc.	Mis.		MIS.	Mxd.	Exps.	Acc.	Mail	Exps.	Mail	
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
			3 00			5 50	.....	Midland	10 45		6 05	P. M.		
			3 15			6 00	.....	Bluffs	10 30		5 50			
			3 40			6 25	.....	Freelands	10 10		5 30			
			4 15			7 00		J. L. & S. R.R. Crossing	9 35		4 55				
6 00	10 45			1 20	6 30		.....	Bay City 1	10 25			9 05	12 40	8 05
6 05	10 50			1 25	6 35		.....	Portsmouth	10 15			9 00	12 35	8 00
6 35	11 30			1 50	7 00		.....	East Saginaw	9 40			8 30	12 10	7 30
			4 20			7 05	arr }	East Saginaw 2	9 30		4 50				
			4 30	2 05	7 15		lve }		9 15	12 20		8 20			
			4 50	2 25	7 30		.....	Bridgeport	8 55	12 05		8 05		
			5 20	2 38	7 50		.....	Birch Run	8 25	11 47		7 42		
			5 30	2 43	---		.....	County Line	8 15	11 42		7 35		
			5 40	2 53	8 05		.....	Pine Run and Clio	8 05	11 35		7 28		
			6 00	3 05	8 18		.....	Mount Morris	7 40	11 23		7 15		
			6 25	3 23	8 35		.....	Flint	7 15	11 05		6 55		
			6 55	3 30	8 40			Grand Blanc	7 10	11 00		6 50		
			7 30	3 45	9 00		arr }	Holly 3	6 50	10 45		6 35			
			8 05	4 05	9 25		lve }		6 20	10 25		6 15			
			8 15	4 10	9 30		.....	Pontiac	6 05	10 20		6 05		
			9 45	5 05	10 30		.....	Detroit 4	4 15	9 30		5 10		
			11 45	6 15	11 45		.....		2 05	8 20		4 00		
							ARRIVE								

- 1 Connects with steamers for various ports on Lake Huron.
- 2 Connects with Bay City Branch.
- 3 Connects with Detroit and Milwaukee Railway.
- 4 Connects with Michigan Southern and Northern Indiana Railway.
- 4 Connects with Grand Trunk Railway.
- 4 Connects with Michigan Central Railway.

The Clock in East Saginaw office is Standard Time for all Trains on this Road.

MILWAUKEE AND ST. PAUL RAILWAY.

EMBRACING THE PRINCIPAL RAILWAY LINES IN

Wisconsin, Minnesota, and Northern Iowa, viz.:

Milwaukee to La Crosse.....	200 miles.	Horicon to Berlin and Omro.....	52 miles.
Milwaukee to Prairie du Chien.....	196 "	Watertown to Sun Prairie.....	26 "
Milwaukee to Portage.....	96 "	Milton to Monroe.....	42 "
McGregor (opposite Prairie du Chien) to St. Paul and Minneapolis	212 "		825 miles.

GENERAL OFFICERS.

ALEX. MITCHELL, President. W. S. GURNEE, Vice-Pres. A. CARY, Sec. and Treas. J. P. WHALING, Auditor.
S. S. MERRILL, Gen. Manager. A. V. H. CARPENTER, Gen. Pass. Agent. O. E. BRITT, Gen. Freight Agent.
General Offices—Milwaukee, Wis.

Division Supt's—D. A. OLIN, Supt. La Crosse Div. and Sun Prairie Br. L. B. ROCK, Supt. Northern Division.
H. C. ATKINS, Supt. P. du Chien Div. and Monroe Branch. D. C. SHEPARD, Supt. Iowa and Minnesota Div.
J. W. PRINCE, Gen. Eastern Agent, No. 2 Astor House, New York.

1. MILWAUKEE AND PRAIRIE DU CHIEN DIVISION.

Trains Leave.				April 19, 1868.				Trains Arrive.				
Acc.	Acc.	Mxd.	Pass	Pass	Pass	Miles	STATIONS.	Miles	Pass	Pass	Mxd.	Pass
		A. M.	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.	P. M.
			5 00		11 00	0	... Milwaukee 1...	194	5 50		11 40	
			5 28		11 17	6	... Wauwatosa	188	5 28		11 17	
			5 50		11 31	10	... Elm Grove	184	5 09		11 00	
			6 10	9 41	11 48	14	. Brookfield Junct. 2.	180	4 52	6 25	10 39	
			6 20	9 49	11 55	17	... Forest House ...	177	4 45	6 13	10 28	
			6 35	9 59	12 05	21	... Waukesha	173	4 35	6 05	10 12	
			7 15	10 21	12 27	29	... Genesee.....	165	4 14	5 38	9 40	
			7 30	10 30	12 36	31	... N. Prairie.....	163	4 04	5 30	9 30	
			8 00	10 45	12 51	37	... Eagle.....	157	3 49	5 12	9 10	
			8 30	11 00	1 06	42	... Palmyra	152	3 34	4 55	8 40	
			9 20	11 28	1 33	51	... Whitewater....	143	3 12	4 30	8 10	
			10 00	11 43	1 48	57	... Lima.....	137	2 52	4 12	7 45	
			10 30	12 00	2 05	62	... Milton.....	132	2 35	3 55	7 20	
				4 30	9 00	0	... Chicago.....		8 30			
				9 30	2 10	99	.. Milton Junction..		2 30			
				12 10	2 30	64	.. Milton Junction 4..	130	2 30	3 49		
				12 31	2 47	71	... Edgerton.....	123	1 59	3 25		
				1 03	3 12	81	... Stoughton.....	113	1 35	2 55		
				1 30	3 34	89	... McFarland.....	105	1 12	2 30		
				2 00	4 10	96	... Madison.....	98	12 55	2 10		
				2 21	4 32	102	... Middleton. ...	92	12 12	1 38		
				2 45	4 55	110	... Cross Plains...	84	11 52	1 16		
				3 00	5 07	115	... Black Earth...	79	11 39	1 04		
				3 10	5 18	119	... Mazomanie ...	75	11 31	12 55		
				3 24	5 32	125	... Arena.....	69	11 19	12 38		
				3 47	5 55	132	Spring Green ...	62	11 00	12 15		
				4 10	6 10	139	... Lone Rock....	55	10 37	11 55		
				4 28	6 30	146	... Avoca.....	48	10 17	11 35		
				4 48	6 48	152	... Muscoda.....	42	10 00	11 15		
				5 35	7 30	166	... Boscobel.....	28	9 15	10 26		
				6 10	8 00	176	... Wauzeka.....	18	8 45	9 51		
				6 28	8 15	183	... Wrights Ferry ..	11	8 22	9 30		
				6 40	8 30	186	... Bridgeport....	8	8 10	9 18		
				7 00	8 45	194	. P. du Chien 5.	0	7 50	9 00		
			P. M.	P. M.	A. M.	P. M.	ARRIVE]	[LEAVE	A. M.	P. M.	A. M.	A. M.

- 1 Connects with Railways diverging from Milwaukee.
- 2 Connects with Milwaukee and St. Paul Railway.
- 3 Connects with Chicago and Northwestern Railway.
- 4 Connects with Chicago and Northwestern Railway.
- 5 Connects with McGregor Western Railway.
- 5 Steamers to St. Paul & ports on the Mississippi River.

Baggage Checked Through only by this Route, and via Milwaukee alone.

MILWAUKEE AND ST. PAUL RAILWAY.

2. IOWA AND MINNESOTA DIVISION.

S. S. MERRILL, Gen. Manager, Milwaukee. D. C. SHEPARD, Division Supt. Minneapolis, Minn.
R. SAGE, Jr., Assist. Supt. M. M. SWARTHOUT, Train Dispatcher.

Trains Arrive. April 20, 1868. **Trains Leave.**

Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass
P. M.	A. M.				P. M.	A. M.
4 15	8 15		.... St. Paul 1....		7 50	11 40
4 10	8 10	0	..Minneapolis..	215	7 55	11 45
	8 25	5	.... Minnehaha....	210	7 41	
4 55	8 42	9	..... Mendota 2.....	206	7 29	11 10
5 25	9 03	16	..... Westcott.....	199	7 03	10 34
5 50	9 21	22	.... Rosemount....	193	6 45	10 12
6 24	9 42	29	.... Farmington....	186	6 27	9 47
6 49	10 01	36	.... Castle Rock....	179	6 05	9 17
7 11	10 18	42	.... Northfield....	173	5 48	8 55
7 22	10 28	45	..... Dundas....	170	5 38	8 44
8 02	11 01	56	..... Faribault.....	159	5 08	8 09
8 32	11 26	65	..... Medford.....	150	4 40	7 34
8 52	11 44	71	arr Owatonna 3 lve	144	4 22	7 14
9 12	12 04				4 02	6 54
9 43	12 29	80	..... Aurora.....	135	3 37	6 23
10 15	12 53	89	. Blooming Prairie .	126	3 13	5 51
10 46	1 18	98	..... Lansing....	117	2 48	5 20
11 11	1 35	104	..... Austin.....	111	2 31	5 00
11 57	2 21	119	..... Adams.....	96	1 44	4 07
12 40	2 51	130	..... Le Roy....	85	1 14	3 27
	3 07	136	..... Chester.....	79	12 58	
1 21	3 24	142	... Lime Springs...	73	12 41	2 39
2 10	3 58	153	..... Cresco.....	62	12 10	1 59
2 46	4 23	162	.... Ridgeway....	53	11 42	1 22
3 14	4 42	169	..... Conover....	46	11 23	12 57
3 26	4 52	172	..... Calmer.....	43	11 13	12 46
3 50	5 10	178	.... Ossian....	37	10 55	12 24
4 10	5 25	183	..... Castalia....	32	10 40	12 06
4 34	5 43	189	.... Postville....	26	10 22	11 44
5 02	6 03	196	.... Luana....	19	10 02	11 19
5 23	6 18	200	..... Monona....	15	9 50	11 05
5 56	6 51	209	..... Giard.....	6	9 14	10 27
6 25	7 20	215	. N. McGregor 4.	0	8 45	10 00
A. M.	P. M.		[ARRIVE]	[LEAVE]	A. M.	P. M.

- CONNECTIONS.**
- 1 Connects with St. Paul and Pacific Railway.
 - 2 Connect with Minnesota Valley Railway.
 - 3 Connects with Winona & St. Peter Railway.
 - 4 Connects by Ferry with Milwaukee and Prairie du Chien Railway.

3. MINNEAPOLIS TO WEST SAINT PAUL.

LEAVE	a.m.	p.m.	p.m.
Minneapolis	11 15	3 25	7 10
Minnehaha.....	11 30	3 40	7 25
Mendota.....	11 45	3 55	7 50
West St. Paul	12 05	4 15	8 10
LEAVE	a.m.	p.m.	p.m.
West St. Paul.....	9 30	2 10	4 40
Mendota.....	9 50	2 30	5 05
Minnehaha.....	10 05	2 45	5 20
Minneapolis.....	10 20	3 00	5 35

SOUTHERN WISCONSIN DIV.

P. M.	P. M.	Mls	STATIONS.	Mls	P. M.	P. M.
9 45			...Milton... 43			9 15
	2 35	0	. Milton Junc..	42	2 10	
10 30	4 00	8	. Janesville 3.	34	1 30	8 15
	4 25	15	... Hanover... 27		11 38	
	5 20	25	.. Brodhead... 16		10 45	
	5 50		..... Juda.....		10 15	
	6 15	42	.. Monroe .. 0		9 50	
P. M.	P. M.		[ARRIVE]	[LEAVE]	A. M.	P. M.

**ONE THROUGH EXPRESS TRAIN.
TO MINNEAPOLIS and ST. PAUL FROM MILWAUKEE.**

DAILY, SUNDAYS EXCEPTED.

MAGNIFICENT PALACE CARS ON DAY TRAINS,
SPLENDID NEW SLEEPING CARS ON NIGHT TRAINS,

WITH A

FULL NIGHT'S REST, Via MILWAUKEE.

**THIS IS THE ONLY ALL RAIL ROUTE
TO MINNEAPOLIS AND ST. PAUL.**

MILWAUKEE & ST. PAUL RAILWAY.

4. NORTHERN DIVISION.

Leave.			Arrive.		
April 20, 1868.			April 20, 1868.		
Exps	Mxd.	Mis.	Mis.	Exps	Mxd.
P. M.	A. M.			A. M.	P. M.
STATIONS.					
2 15	9 00	0	..Milwaukee 1..	96	11 45 8 15
2 35	9 37	7	...Schwartzburg...	89	11 22 7 42
2 53	10 10	13	.....Granville.....	83	11 03 7 10
3 08	10 45	18	....Germantown....	78	10 45 6 45
3 21	11 10	23	.....Richfield.....	73	10 30 6 22
3 36	11 37	28	...Cedar Creek....	68	10 15 5 57
3 43	11 50	30	..Schleisingsville..	66	10 07 5 45
4 00	12 10	35	.....Hartford.....	61	9 53 5 25
4 14	12 35	39	.....Rubicon.....	57	9 40 4 50
4 33	1 05	45	....Iron Ridge....	51	9 20 3 45
4 55	1 50	52	Horicon Junction 6	44	9 00 3 15
5 30		57	.....Burnetts.....	37	8 35
6 05		66	.....Waupun.....	28	8 02
6 31		74	.....Brandon.....	20	7 35
6 45		78	..Reed's Corners..	16	7 17
7 05		81	.....Ripon.....	13	7 05
7 30		88	....Rush Lake 7....	6	6 40
8 00		94	.....Berlin.....	0	6 15
8 25			.....Omro.....		5 45
5 35	2 30	55	..Minnesota Junct 3.	41	8 30 2 50
6 10	3 15	61	...Beaver Dam....	35	7 35 1 55
6 40	3 55	67	..Fox Lake Junction.	29	7 00 1 15
	4 46	78	.....Cambria.....	18	12 07
	5 32	87	.....Midland.....	9	11 15
	6 15	96	Portage City 8	0	10 35
P. M.	P. M.		ARRIVE]	[LEAVE	A. M. A. M.

6. SOUTHERN MINNESOTA RAILWAY.

CLARK W. THOMPSON, General Manager, Rushford.
 PETER DORSCH, Superintendent.

WESTWARD TRAINS.

Leave Grand Crossing.....	at 10 45 a. m.
“ Hokah.....	11 15 “
“ Houston.....	12 20 p. m.
Arrive at Rushford.....	1 00 “

EASTWARD TRAINS.

Leave Rushford.....	at 3 45 p. m.
“ Houston.....	4 35 “
“ Hokah.....	5 30 “
Arrive at Grand Crossing.....	6 00 “

Passenger Trains will leave Hokah every day, Sundays excepted, at 7 00 a.m. for Grand Crossing, returning same day at 6 00 p.m.

4. LA CROSSE DIVISION.

Leave.			Arrive.		
April 19, 1868.			April 19, 1868.		
Pass	Pass	Mis.	Mis.	Pass	Pass
P. M.	P. M.			P. M.	A. M.
STATIONS.					
9 10	1 30	0	..Milwaukee 1..	195	8 05 7 30
9 51	2 20	13	....Brookfield 2....	182	2 20 6 46
10 21	2 47	23	.....Hartland.....	172	1 51 6 15
10 44	3 08	31	....Oconomowoc... ..	164	1 29 5 52
11 20	3 40	43	....Watertown 3... ..	152	12 55 5 10
11 40	4 05	44	.....Junction 4.....	151	12 50 5 05
11 58	4 19	49	....Richwood.....	146	12 31 4 51
12 55	5 14	63	....Columbus.....	132	11 50 4 05
1 21	5 40	73	.....Otsego.....	122	11 18 3 31
1 50	6 07	83	....Wyocena.....	112	10 51 2 59
2 30	6 50	91	...Portage City... ..	104	10 25 2 30
3 23	7 40	108	...Kilbourn City... ..	87	9 22 11 25
3 50	8 05	117	....Lynden.....	78	8 50 12 47
4 21	8 37	127	....Mauston.....	68	8 20 12 10
4 55	9 10	138	....Orange.....	57	7 50 11 37
5 50	10 03	156	...Greenfield.....	39	6 59 10 47
6 45	10 50	170	.....Sparta.....	25	6 25 10 11
7 31	11 31	184	.....Salem.....	11	5 30 9 29
8 00	12 00	195	...La Crosse 5... ..	0	5 00 9 00
A. M.	NIGHT		ARRIVE]	[LEAVE	A. M. P. M.

Acc. train leave milw. for Sun Prairie Junc. at 4 00 p. m.
 Acc. train leave Sun Prairie Junc. for Milw at 7 50 a.m.

- 1 Con. with Railways diverging from Milwaukee.
- 1 Connect with Madison Br. for Sun Prairie.
- 2 Crossing of Milw. & Prairie du Chien Railway.
- 3 Connects with Chicago and Northwestern Railway.
- 4 Connects with Madison Branch, below.
- 5 Connects with Steamers for Winona.
- 5 Steamers for river points.
- 6 Horicon Division for Waupun, Ripon and Berlin.
- 7 Con. with Omro Branch. 8 Junc. with Main Line.

7. SUN PRAIRIE BRANCH.

Acc.	Mxd.	Mis.	Mis.	Mxd.	Acc.
	P. M.			A. M.	
STATIONS.					
	4 00	0	..Milwaukee ¹ ..	71	11 25
	7 35	44	....Junction.....	27	7 50
	8 10	53	....Hubbelton....	18	7 15
	8 35	59	....Waterloo.....	13	6 55
	8 55	63	....Marshall.....	8	6 30
	9 10	65	....Deansville....	6	6 15
	9 40	71	..Sun Prairie..	0	5 45
	P. M.		ARR.]	[LVE.	A. M.

Stage Connections make the following Time going West:

Leave La Crosse, Wis. at 10 00 a. m., arrive at Rushfor 1 00 p.m., at Preston 6 00 p. m., at Spring Valley, 9 00 p. m., at Austin. 2 00 a.m., at Albert, Lea 8 00 a. m., Freeborn, 11 00 a. m., at Walnut Lake, 5 00 p. m., Winnebago City, 9 00 p. m.

Passengers for any point in Wisconsin, Minnesota, and Northern Iowa, by purchasing Tickets via Milwaukee, secure the following advantages, viz., the most direct route, and the only one by which connections are sure: No night changes of cars: Clean coaches, with ample accommodations, are always provided at Milwaukee. Palace sleeping-cars are attached to night trains from Milwaukee alone which insures a full night's rest—facilities not obtainable by any other route. This is the only route by which baggage is checked through to St. Paul, Minneapolis, or Owatonna.

SPECIAL NOTICE!—Passengers destined to any place in Wisconsin, Minnesota, or Northern Iowa, either on or off the lines of this Company, who cannot procure through tickets to destination, should purchase their tickets to Milwaukee, as this is the great distributing point to these States, and by so doing they avoid the liability of getting out of their direct way.

WESTERN UNION RAILWAY.

RACINE TO PORT BYRON.

GEORGE A. THOMSON, President.

HENRY T. FULLER, Vice-President.

WM. V. BAKER, Sec. and Treasurer.

CHARLES E. SARGEANT, Cashier.

R. C. TATE, Gen. Superintendent,

E. F. BARNES, Assistant Superintendent,

J. A. COTTON, Assistant Superintendent,

M. C. HARMON, General Ticket Agent,

Racine, Wis.

" "

" "

" "

Trains Leave.

May 10, 1868.

Trains Arrive.

			Exps	Exps	Mls.	STATIONS.		Mls.	Exps	Exps			
			P. M.	P. M.					P. M.	A. M.			
			5 00	12 10	0	....	Racine 1.....	180	4 40	9 20			
			5 15	12 20	2	.....	Junction	178	4 30	9 05			
			6 07	1 03	15	....	Union Grove.....	165	3 48	8 05			
			6 32	1 23	21	.....	Dover	159	3 30	7 37			
			6 57	1 42	27	....	Burlington.....	153	3 10	7 12			
			7 23	2 02	34	....	Springfield.....	146	2 50	6 42			
			7 50	2 25	40	....	Elkhorn	140	2 25	6 10			
			8 15	2 42	46	....	Delavan.....	134	2 05	5 47			
			8 30	2 55	50	....	Darien	130	1 50	5 30			
			8 45	3 05	53	....	Aller's Grove. ...	127	1 37	5 15			
			9 07	3 50	58	....	Clinton 2.....	122	1 15	4 52			
			9 47	4 17	69	....	Beloit 3.....	111	12 18	4 10			
			10 02	4 28	72	....	Rockton.....	108	12 10	3 55			
			10 58	5 07	85	....	Durand	95	11 32	2 54			
			11 15	5 22	90	....	Davis.....	90	11 20	2 35			
			11 28	5 30	93	....	Rock City.....	87	11 12	2 20			
			11 42	5 40	96	....	Dakota.....	84	11 00	2 05			
			12 15	6 02	104	....	Freeport 4....	76	10 38	1 28			
			12 45	6 25	112	....	Florence	68	10 17	12 45			
			1 20	6 45	118	....	Shannon.....	62	10 00	12 16			
			1 50	7 09	124	....	Lanark.....	56	9 44	11 47			
			2 25	7 23	131	....	Mt. Carroll	49	9 22	11 14			
			3 35	8 10	142	....	Savanna	38	8 50	10 20			
			4 25	8 37	152	....	Thomson.....	28	8 15	9 30			
			5 00	8 55	159	....	Fulton 5.....	21	7 58	9 00			
			5 35	9 13	165	....	Albany.....	15	7 40	8 20			
			6 23	9 37	175	....	Cordova.....	5	7 17	7 35			
			6 50	9 50	180	....	Port Byron 6..	0	7 00	7 10			
			A. M.	P. M.		ARRIVE]	[LEAVE		A. M.	P. M.			

- 1 Connects with Milwaukee Division of Chicago and North-Western Railway.
- 1 Steamer to Grand Haven, where connects with Detroit and Milwaukee Railway.
- 2 Crossing of Chicago and North Western Railway.
- 3 Connects with Madison Division of the Chicago and North-Western Railway.
- 4 Connects with Main Line of Illinois Central, and Galena Division of Chicago and North-Western Railway.
- 5 Connects with Main Line of the Chicago and North-Western Railway, for Omaha.
- 6 Connects with Illinois Division of Chicago, Rock Island and Pacific Railway.

Standard of time—clock in Secretary's office at Racine.

The 5 00 p. m. train from Racine to Port Byron, will remain at Freeport from 12 15 a. m. on Sunday till 12 15 a.m. on Monday. The 7 10 p.m. train from Port Byron to Racine, will remain at Freeport from 1 28 a.m. on Sunday till 1 28 a. m. on Monday.

SYCAMORE AND CORTLAND RAILWAY.

JOHN C. WATERMAN, President, Sycamore, Ill.

Train leaves Sycamore at 11 15 a.m., arriving at Cortland at 11 35 a.m., in time for the Chicago and North-western train. Returning, leaves Cortland at 3 00 p.m., or on arrival of train from Chicago, arrive at Sycamore at 3 20 p.m.

170.

MINNESOTA VALLEY RAILWAY.

Leave.			May 7, 1868.			Arrive.		
Acc.	Exps	Mls	STATIONS.	Mls	Acc.	Exps		
P. M.	A. M.				A. M.	P. M.		
3 50	7 50	0	.... St. Paul 1....	64	11 05	6 10	
4 25	8 23	6	..... Mendota.....	58	10 40	5 47	
5 10	9 20	18	..... Hamilton.....	46	9 20	5 10	
5 45	10 00	28	..... Shakopee.....	36	8 40	4 26	
6 00	10 20	32	..... Merriam.....	32	8 15	4 08	
6 28	10 50	39	..... Brentwood.....	25	7 50	3 38	
6 55	11 30	47	..... Belle Plaine....	17	7 20	3 07	
7 12	11 47	52	..... Blakely.....	12	7 00	2 50	
7 40	12 23	59	..... Rudolph.....	5	6 25	2 20	
8 05	12 45	64	.... Le Sueur ..	0	6 00	2 00	
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

GENERAL OFFICERS.

E. F. DRAKE, Pres.; J. L. MERRIAM, Vice Pres.; JOHN F. LINCOLN, Supt.; H. THOMPSON, Treas.; G. A. HAMILTON, Sec.—St. Paul, Minn.

St. Paul and Minneapolis Acc.—Trains leave St. Paul for Minneapolis at 9 03 a. m., and 2 08 and 6 20 p. m. Leave for Mendota 6 30 p. m. Leave Minneapolis 7 53 and 11 38 a. m., and 4 18 p. m. Leave Mendota 7 05 p. m. Connections are made at St. Paul with Pacific Railway. At Mendota with Minnesota Central Railway. At Le Sueur with Stage Line for points west and south-west.

171.

ST. PAUL AND PACIFIC RAILWAY.—First Division.

Leave.			July 3, 1867.			Arrive.		
Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass		
P. M.	A. M.				A. M.	P. M.		
2 40	8 00	0	.... St. Paul	75	11 30	6 00	
3 25	8 45	10	.... St. Anthony ..	65	10 50	5 25	
3 50	9 10	18	.... Manomin.....	57	10 15	4 55	
4 25	9 40	30	.... Anoka.....	45	9 40	4 25	
5 00	10 00	36	.... Itasca.....	39	9 05	3 55	
5 25	10 20	40	.... Elk River....	35	8 45	3 40	
6 00	10 50	50	.... Big Lake.....	25	8 10	3 10	
6 40	11 30	65	.... Clear Lake....	10	7 30	2 30	
7 10	12 00	75	.... St. Cloud 1...	0	7 00	2 00	
P. M.	M.		ARRIVE]	[LEAVE	A. M.	P. M.		

GEO. L. BECKER, President.

WM. B. LITCHFIELD, Gen. Manag. SAML. S. BREED, Sec. & Treas. F. R. DELANO, Superintendent. J. H. RANDALL, Gen. Ticket Agt. J. W. DORAN, Gen. Freight Agt. St. Paul, Minn.

St. Paul, St. Anthony & Minn.

Leave St. Paul at 6 45, 8 and 8 45 a. m., and 1, 2 40 and 6 00 p. m. Leave St. Anthony at 7 20, 9 20 & 10 50 a. m., 1 40, 5 25 and 6 40 p. m.

172.

SHEBOYGAN AND FOND DU LAC RAILWAY.

Trains Leave.			April 2, 1867.			Trains Arrive.		
Pass	Pass	Mls	STATIONS	Mls	Pass	Pass		
P. M.	A. M.				A. M.	P. M.		
1 30	6 30	0	.... Sheboygan ..	20	9 30	4 50	
1 50	6 50	5	.. Sheboygan Falls..	15	9 10	4 30		
2 10	7 10	10	..... Decca.....	10	8 50	4 10	
2 30	7 30	14	..... Plymouth.....	6	8 30	3 50	
2 50	7 50	20	.... Glenbeulah .	0	8 10	3 30	
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

GENERAL OFFICERS.

HARRISON BARRETT President. H. G. H. REED, Superintendent. Sheboygan, Wis.

Through Fare, 75 cents.

Way Fares, about 4 cents per mile.

173.

WINONA AND ST. PETER RAILWAY.

Leave.			May 18, 1868.			Arrive.		
Mxd	Pass	Mls	STATIONS.	Mls	Pass	Mxd		
P. M.	A. M.				P. M.	A. M.		
8 00	11 45	0	.... Winona	105	4 30	11 15	
3 30	12 00	6	... Minnesota City...	99	4 14	10 48		
4 00	12 12	11	..... Stockton.....	94	4 00	10 25	
4 50	12 40	19	..... Lewiston.....	86	3 31	9 35	
5 03	12 50	22	..... Utica.....	83	3 20	9 19	
5 29	1 05	28	..... St. Charles.....	77	3 03	8 48	
6 07	1 28	37	..... Eyota.....	68	2 37	8 05	
6 35	1 45	44	..... Chester.....	61	2 17	7 30	
7 00	2 00	50	..... Rochester.....	55	2 00	7 00	
	2 23	59	..... Byron.....	46	1 35		
	2 40	65	..... Kasson.....	40	1 18		
	2 57	71	.... Dodge Center....	34	1 00		
	3 13	78	..... Claremont.....	27	12 42		
	4 15	90	..... Owatonna.....	15	12 10		
	5 15	105	.... Waseca	0	10 45		
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.		

GENERAL OFFICERS.

J. H. STEWART, Superintendent. A. J. MEAD, Gen. Freight & Ticket Agent. Winona, Minn.

CONNECTIONS.

Connects at St. Charles with Stages for Chatfield and Preston.

Connects at Owatonna with Minnesota Central Railway for Northfield, Faribault, Farmington, Mendota, Minneapolis, St. Anthony, etc. Also with Burbank's line of Stages for Winnebago City, St. Peter, Mankato, Blue Earth City and Garden City.

Connects at Minneapolis with St. Paul and Pacific Railway.

Connects at Mendota with Minnesota Valley Railway.

174.

CHICAGO & NORTH WESTERN RAILWAY.

WM. B. OGDEN, Pres., New York. P. H. SMITH, 1st Vice-Pres., Chicago, Ill. M. L. SYKES, 2nd Vice-Pres., N. Y.
GEO. P. LEE, Treasurer, Chicago, Ill.

G. L. DUNLAP, Gen. Supt., Chicago. *Galena Div.*—J. C. GAULT, Supt., and E. J. CUYLER, Assist. Supt, Chicago.
Iowa Div.—I. B. HOWE, Superintendent, and H. P. STANWOOD, Assistant Superintendent, Clinton, Iowa,
Wis., Mad. and Kenosha Divs.—A. A. HOBART, Chicago, Ill.; *Milwaukee Div.*—C. C. WHEELER, Mil.
Pen. Div.—S. C. BALDWIN, Escanaba, Mich.

B. F. PATRICK, Gen. Ticket Agent, Chicago, Ill. CHARLES S. TAPPAN, Gen Freight Agent, Chicago, Ill.
GEO. T. NUTTER, General Agent, 229 Broadway, New York.

WISCONSIN DIVISION.

Leave. April 19, 1868. Arrive.

Pass	Exp.	Mls.	STATIONS.	Mls.	Exp.	Pass
P. M.	A. M.			P. M.	A. M.	
5 00	9 00	0	... Chicago 1...	242	7 15	5 45
5 31	9 37	12	..... Canfield.....	230	6 40	5 11
5 41	9 50	17	.... Des Plaines....	225	6 28	5 00
5 55	10 07	22	..... Dunton.....	220	6 14	4 47
6 05	10 22	26	..... Palatine.....	216	6 05	4 38
6 17	10 39	32	.... Barrington....	210	5 46	4 25
6 43	11 07	43	... Crystal Lake ..	199	5 18	3 59
6 49	11 15	46	.... Ridgefield....	196	5 13	3 54
7 02	11 31	51	.... Woodstock....	191	4 58	3 40
7 50	12 20	63	.. Harvard Junc. 2..	179	4 30	3 15
7 55	12 25	65	.... Lawrence....	177	4 20	3 01
8 36	1 02	78	.. Clinton Junc. 3..	164	3 48	2 26
8 48	1 15	83	.... Shopiere....	159	3 36	2 15
9 20	1 45	91	.... Janesville 4....	151	3 10	1 50
9 55	2 25	99	... Milton Junc 5...	143	2 30	1 10
10 25	2 57	111	... Fort Atkinson... 131	148	12 35	
10 45	3 13	117	.... Jefferson.....	125	1 32	12 18
11 00	3 28	122	.. Johnson's Creek..	120	1 15	11 58
11 40	4 00	130	... Watertown 6... 112	12 55	11 35	
12 19	4 38	145	..... Juneau.....	97	12 02	10 55
12 30	5 08	148	.... Minn J'n. 7....	94	11 50	10 45
12 43	5 21	152	..... Burnett.....	90	11 18	10 30
1 07	5 44	160	..... Chester.....	82	10 55	10 07
1 33	6 07	168	..... Oakfield.....	74	10 33	9 45
2 00	6 55	177	.. Fond du Lac... 65	10 10	9 20	
2 55	7 25	193	.... Oshkosh 3....	49	9 25	8 35
3 30	8 09	207	.... Neenah.....	35	8 42	7 41
3 50	8 30	213	.... Appleton 9....	29	8 23	7 22
4 03	8 45	218	.... Little Chute....	24	8 08	7 08
4 10	8 52	220	.... Kaukauna....	22	8 02	7 02
4 27	9 10	226	... Wrightstown ...	16	7 45	6 45
4 56	9 40	236	.... De Pere.....	6	7 17	6 17
5 15	10 00	242	.. Fort Howard ... 0	7 00	6 00	
			... Green Bay ...			
A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.

N. B.—Special Train leave Chicago, for Woodstock at 3 40 p.m., arriving at 6 15 p.m. Leave Woodstock at 6 00 a.m. arriving in Chicago at 8 35 a.m.

A train leaves Janesville daily except Sundays, at 9 45 arriving in Chicago at 2 00 p.m.

- 1 Connects with the various Railways diverging.
- 2 Connects with Madison Division and Kenosha Division.
- 3 Connects with Western Union Railway.
- 4 Connects with Southern Wisconsin Division, Milwaukee and St. Paul Railway.
- 5 Connects with Milwaukee and St. Paul Railway, Prairie du Chien Division.
- 6 Connects with La Crosse and Milwaukee Division, Milwaukee and St. Paul Railway, for Columbus, Portage City, Greenfield and La Crosse.
- 7 Connects with Northern Division Milwaukee and St. Paul Railway for Berlin and Omro.
- 8 Connects with steamers on Wolf River.
- 9 Connects with steamers for Green Bay, etc.

1. PENINSULA DIVISION.

(First-class Steamers on Green Bay.)

Leave Ft. Howard at 5 20 a.m., reaching Escanaba at 4 55 p.m.

Leave.			Arrive.		
Exps	Acc.	Mls.	Mls.	Acc.	Exps
P. M.	A. M.			P. M.	A. M.
5 35		0	.. Escanaba ..	75	9 15
5 10		13	.... Day's River ...	62	8 41
6 50		30	.... Centerville....	45	8 01
7 18		42	.... Little Lake....	33	7 33
8 15		62	.... Negaunee	13	6 35
9 50		75	.. Marquette ...	0	6 00
P. M.	A. M.		ARRIVE]	[LEAVE	P. M.

2. MADISON DIVISION.

ARTHUR A. HOBART, Division Supt.

Pass	Pass	Mls.	STATIONS.	Mls.	Pass	Pass
P. M.	A. M.			P. M.	A. M.	
5 00	9 00	0	{ ... Chicago ... }	138	2 00	5 45
			{ ... Kinzie st. ... }			
7 50	12 20	63	.... Harvard	75	11 40	3 15
8 35	1 05	78	.... Caledonia....	60	10 25	1 50
8 52	1 22	84	.... Roscoe.....	54	10 08	1 25
9 10	1 40	90	.... Beloit.....	48	9 55	1 00
9 32	2 01	98	.... Afton.....	40	9 35	12 25
9 46	2 14	103	.... Hanover....	35	9 23	11 58
9 56	2 22	106	.... Footville....	32	9 15	11 42
10 07	2 31	110	.... Magnolia....	28	9 05	11 25
10 22	2 45	115	.... Evansville ...	23	8 54	11 05
10 56	3 15	127	.... Oregon.....	11	8 25	10 06
11 25	3 40	138	... Madison ...	0	8 00	9 30
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.

3. KENOSHA DIVISION.

ARTHUR A. HOBART, Division Supt.

Pass	Pass	Mls.	STATIONS.	Mls.	Pass	Pass
P. M.	P. M.			P. M.	A. M.	
	3 15	0	... Kenosha ...	73	12 05	
	4 01	13	.... Bristol.....	60	11 18	
	4 35	20	.... Fox River....	53	10 45	
	5 25	28	.... Genoa	45	10 07	
12 20	8 00	45	.... Harvard	28	8 45	11 10
12 28	8 12	48	.... Chamung....	25	8 15	11 01
12 40	8 31	52	.... Capron.....	21	8 00	10 50
12 55	8 55	57	... Poplar Grove... 16	7 32	10 35	
1 05	9 14	60	.... Caledonia....	13	7 22	10 25
	9 25	63	.... Argyle.....	10	7 10	
	9 45	67	.... Harlem.....	6	6 55	
	10 15	73	... Rockford ... 0	6 30		
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.

N. B.—A train leaves Harvard Junction for West Caledonia at 7 50 p.m., arriving at 8 35 p.m. Leave Caledonia at 4 10 p.m., arriving at Harvard 5 30 p.m.

CHICAGO AND NORTH-WESTERN RAILWAY.

THE COUNCIL BLUFFS AND OMAHA LINE OF THIS GREAT RAILWAY IS NOW COMPLETED.

IOWA DIVISION.

ISAAC B. HOWE, Supt. HENRY P. STANWOOD, Asst. Supt., Clinton, Iowa.

Trains Going West.

May 3, 1858.

Trains Going West.

Exps		Pass	Pass	Exps	Exps	Miles	STATIONS.	Miles	Pass	Exps	Pass	Pass	Exps
P. M.	P. M.	P. M.	P. M.	A. M.				P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
11 00	5 30	4 00	3 00	8 15	0	{ ... Chicago ... }		6 50	1 00	11 10	8 45	5 00	
12 30	7 01	5 37	4 12	9 35	30	... Wells Street ... }	490	5 23	11 50	9 35	7 15	3 23	
12 46	7 15	5 52	---	9 52	36	... Junction ...	460	5 08	---	9 14	7 00	3 07	
---	---	6 06	---	10 05	41	... Geneva ...	454	4 55	---	8 59	---	---	
1 12	---	6 16	---	10 16	44	... La Fox ...	449	4 45	---	8 50	---	2 39	
1 28	---	6 35	---	10 32	51	... Blackberry ...	446	4 25	---	8 30	---	2 20	
1 42	---	6 49	---	10 46	55	... Lodi ...	439	4 11	---	8 17	---	2 05	
1 55	---	6 59	---	10 58	58	... Cortland ...	435	4 02	---	8 08	---	1 55	
2 11	---	7 16	---	11 14	64	... De Kalb ...	432	3 43	---	7 50	---	1 37	
2 25	---	7 31	---	11 28	70	... Malta ...	428	3 27	---	7 35	---	1 22	
2 40	---	7 47	6 04	11 45	75	... Dement ...	420	3 11	9 56	7 20	---	1 06	
3 03	---	8 14	---	12 09	84	... Rochelle ...	415	2 45	---	6 56	---	12 40	
3 17	---	8 28	---	12 24	88	... Ashton ...	406	2 32	---	6 44	---	12 27	
3 30	---	8 42	---	12 37	93	... Franklin ...	402	2 15	---	6 27	---	12 12	
3 45	---	7 55	7 20	1 07	98	... Nachusa ...	397	2 00	8 57	6 15	---	11 58	
---	---	---	---	1 24	104	... Dixon ...	392	1 24	---	---	---	---	
4 18	---	---	7 54	1 42	110	... Nelson ...	386	1 05	8 28	---	---	11 24	
4 27	---	---	---	1 51	113	... Sterling ...	380	12 53	---	---	---	11 12	
4 45	---	---	---	2 10	119	... Galt ...	377	12 36	---	---	---	10 55	
5 01	---	---	---	2 25	124	... Round Grove ...	371	12 19	7 50	---	---	10 39	
5 40	---	9 00	3 01	3 01	136	... Morrison ...	366	11 43	7 16	---	---	10 03	
6 45	---	9 30	3 20	3 20	138	... Fulton ...	354	11 25	7 00	---	---	9 45	
7 15	---	---	---	---	148	... Clinton ...	352	---	---	---	---	9 00	
7 47	---	---	---	10 25	148	... Low Moor ...	342	---	---	---	---	8 27	
8 57	---	---	---	11 25	157	... De Witt ...	333	---	5 30	---	---	7 18	
9 20	---	---	---	11 45	178	... Loudon ...	312	---	4 25	---	---	6 55	
9 55	---	---	---	12 15	185	... Clarence ...	305	---	4 03	---	---	6 20	
10 22	---	---	---	12 38	194	... Mechanicsville ...	296	---	3 30	---	---	5 53	
10 45	---	---	---	---	203	... Mount Vernon ...	287	---	3 05	---	---	5 30	
11 15	---	---	---	1 24	210	... Bertram ...	280	---	---	---	---	5 00	
1 00	---	---	---	2 33	219	... Cedar Rapids ...	271	---	2 15	---	---	2 55	
2 25	---	---	---	3 47	243	... Blairstown ...	247	---	12 58	---	---	1 20	
3 25	---	---	---	---	270	... Tama ...	220	---	11 35	---	---	12 15	
4 13	---	---	---	5 18	289	... Marshall ...	201	---	10 42	---	---	11 05	
5 00	---	---	---	6 00	302	... State Center ...	188	---	10 00	---	---	10 17	
6 50	---	---	---	7 30	317	... Nevada ...	183	---	9 17	---	---	9 00	
9 15	---	---	---	9 05	340	... Boone ...	140	---	8 10	---	---	5 13	
1 37	---	---	---	11 30	369	... New Jefferson ...	121	---	6 10	---	---	1 37	
5 05	---	---	---	1 48	423	... Denison ...	67	---	3 35	---	---	10 10	
6 45	---	---	---	2 55	467	Mo. Valley Junction	23	---	1 03	---	---	8 35	
7 00	---	---	---	3 10	488	... Council Bluffs ...	2	---	11 45	---	---	8 15	
---	---	---	---	---	490	... Missouri River ...	0	---	11 30	---	---	8 00	
						... Omaha ...							
						ARRIVE]							
						[LEAVE							

Connections are made at Missouri Valley Junction with Sioux City and Pacific Railway for Sioux City. At Omaha with Union Pacific Railway to Cheyenne (515 miles); thence by Wells, Fargo and Co.'s Overland Stage line to Denver, Salt Lake, and all parts of Colorado, Montano, Idaho, Utah and California.

SIoux CITY AND PACIFIC RAILWAY.

JOHN I. BLAIR, President, Blairstown, N. J. W. W. WALKER, Gen. Superintendent, Cedar Rapids, Iowa. L. BURNETT, Asst. Supt. S. C. ANNABLE, Gen. Freight and Ticket Agent, Missouri Valley, Iowa.

Going South—Trains leave Sioux City for Sargent's Bluff, Sloan, Onawa, Blencoe, River Sioux, Mondamin, Modale, Yazoo and Missouri Valley at 8 00 a. m. and 12 40 p. m., arriving at 12 m. and 6 40 p. m. Going North—Leave Missouri Valley at 9 40 a. m. and 2 30 p. m., arrive at Sioux City at 4 10 and 6 30 p. m. Connects at Missouri Valley with Chicago and Northwestern Railway for Chicago and the East; also, for Council Bluffs, Omaha, Council Bluffs and St. Joseph Railway, Union Pacific Railway and the far West. At Sioux City connection is made with the Northwest Transportation Company's Sioux City and Fort Benton Steamboat Line for all points on the Upper Missouri to Fort Benton and the Gold Regions of Montana.

CHICAGO AND NORTHWESTERN RAILWAY.

5

GALENA DIVISION.

JOHN C. GAULT, Superintendent. EDWARD J. CUYLER, Assistant Superintendent, Chicago, Ill.

Trains Leave.						May 3, 1868.		Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	Miles	STATIONS.	Miles	Pass	Pass	Pass	Pass	Pass	
P. M.	P. M.	P. M.	P. M.	A. M.			A. M.	A. M.	A. M.	A. M.	P. M.		
9 45	6 10	5 30	4 30	9 00	0	{ Chicago..... }	138	3 10	7 00	8 45	11 10	3 10	
						{ Wells St..... }							
10 13	6 39	5 58	4 29	9 30	9	..... Harlem.....	129	2 41	6 30	8 16	10 40	2 42
10 32	6 58	6 19	4 48	9 50	16	..... Cottage Hill.....	122	2 20	6 12	7 56	10 21	2 22
---	7 10	6 30	5 00	10 03	20	..... Lombard.....	118	2 08	6 00	7 44	10 08	2 10
---		6 37	5 07	10 11	23	..... Danby.....	116	2 01		7 36	10 00	2 02
---		6 45	5 15	10 19	25	..... Wheaton.....	113	1 54		7 29	9 51	1 54
---		6 52	5 23	10 27	28	..... Winfield.....	110	1 47		7 22	9 43	1 47
11 10		7 01	5 37	10 37	30	..... Junction.....	108	1 40		7 15	9 35	1 40
11 24		7 16	5 52	10 55	35	..... Wayne.....	86	1 20		7 00	9 14	12 57
11 35		7 27	6 04	11 06	39	..... Clintonville.....	82	1 09		6 49	9 03	12 46
11 46		7 35	6 16	11 19	42	..... Elgin.....	80	12 58		6 40	8 50	12 35
12 06			6 38	11 42	50	..... Gilbert's.....	79	12 34			8 29	12 11
12 20			6 53	11 56	55	..... Huntley.....	71	12 20			8 15	11 56
12 41			7 14	12 18	62	..... Union.....	66	11 50			7 54	11 34
12 52			7 26	12 30	66	..... Marengo.....	58	11 40			7 44	11 24
1 08			7 48	12 47	72	..... Garden Prairie.....	55	11 20			7 27	11 06
1 25			8 02	1 05	78	..... Belvidere.....	49	11 03			7 10	10 49
1 42			8 19	1 23	84	..... Cherry Valley.....	43	10 44			6 52	10 31
2 07			8 40	2 05	92	..... Rockford.....	37	10 19			6 30	10 09
2 29				2 28	99	..... Winnebago.....	29	9 54				9 45
2 50				2 49	106	..... Pecatonica.....	21	9 35				9 25
3 08				3 07	114	..... Ridott.....	14	9 15				9 05
3 30				3 30	121	..... Freeport.....	0	8 55				8 45
						Ill. Cen. R. R.							
7 15				7 15	188	..... Dunleith.....		5 00				5 00
A. M.	P. M.	P. M.	P. M.	P. M.		ARRIVE]		[LEAVE	P. M.	A. M.	A. M.	A. M.	A. M.

Connections are also made with Splendid Passenger Packets on the Mississippi River at Dunleith, Prairie du Chien, and La Crosse. Through Tickets include Meals and State Rooms on Steamers.

6

MILWAUKEE DIVISION.

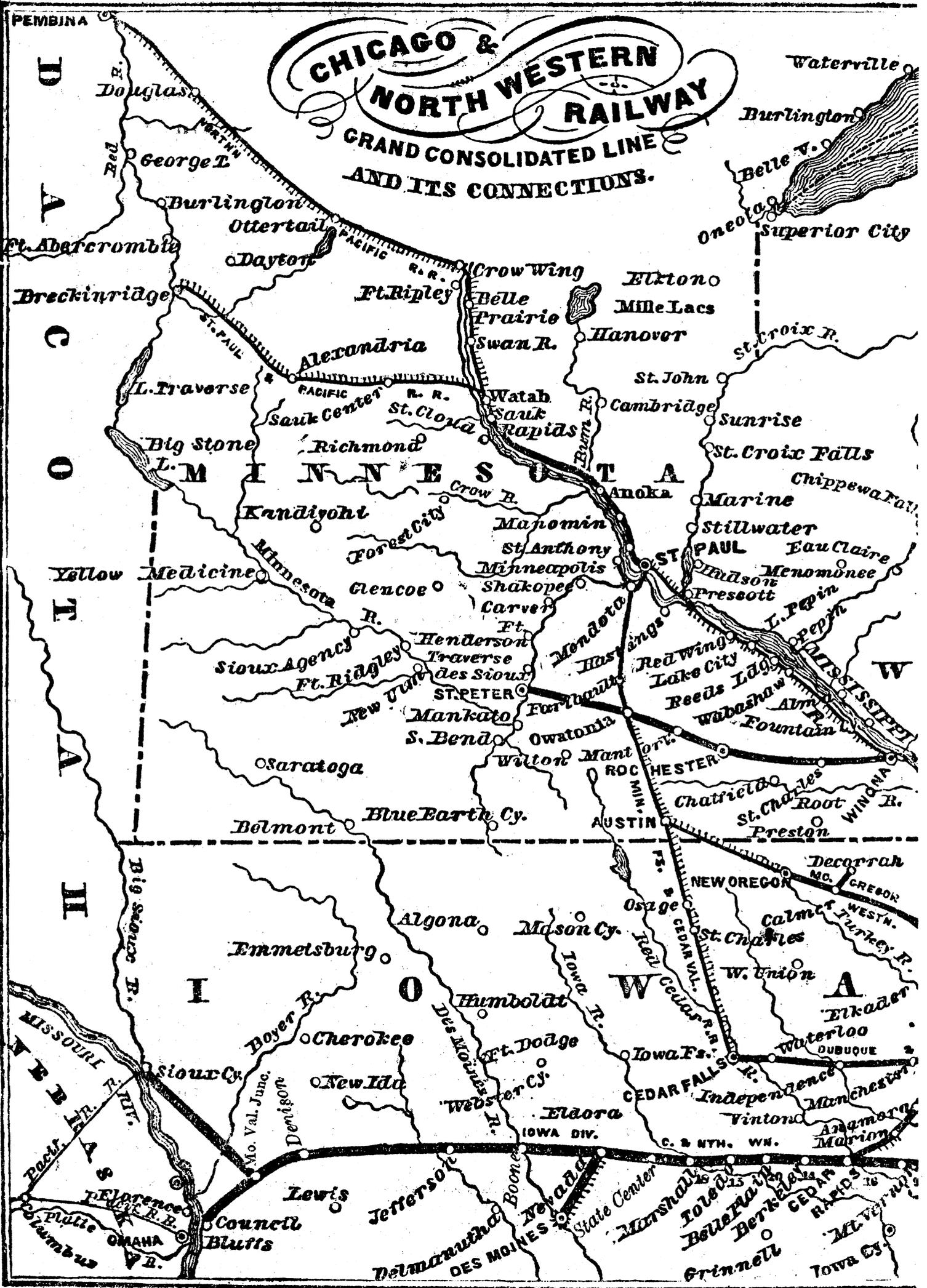
C. C. WHEELER, Division Superintendent, Milwaukee, Wis.

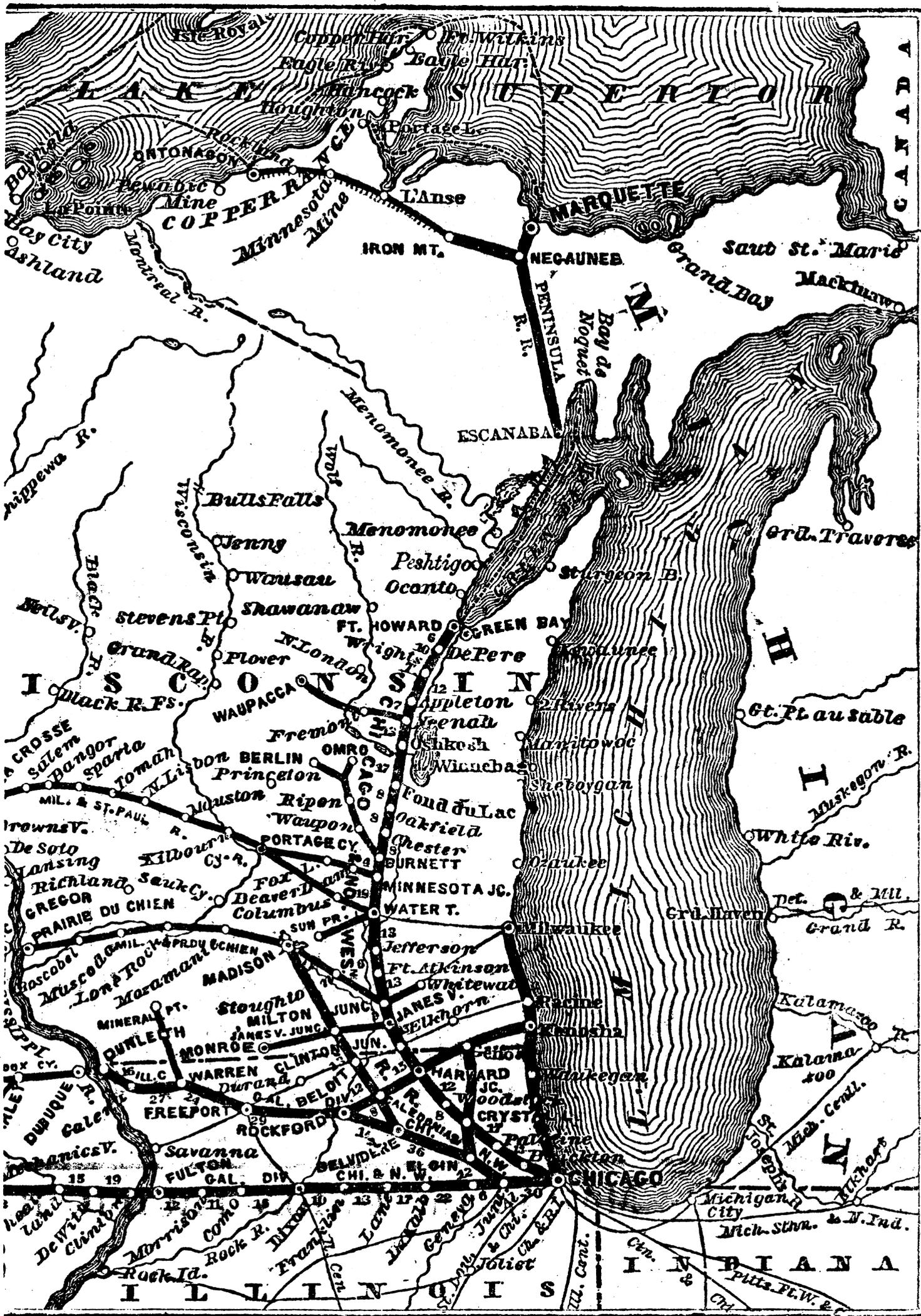
Trains Leave.						April 19, 1868.		Trains Arrive.					
Pass	Pass	Pass	Pass	Pass	Mis.	STATIONS.	Mis.	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
11 00	5 30	5 00	4 30	1 30	9 00	..... Chicago.....	85	5 15	8 10	9 25	11 45	4 00	8 00
11 40	5 58	5 28	4 52	1 58	9 25	..... Rosehill.....	77	4 34	7 42	8 56	11 20	3 32	7 36
11 55	6 08	5 38	5 00	2 10	9 35	..... Evanston.....	73	4 14	7 32	8 45	11 09	3 20	7 27
12 20	6 19	5 49	5 11		9 47	..... Winnetka.....	69	3 50	7 20	8 32	10 57		7 15
12 32	6 24	5 54	5 17		9 53	..... Glencoe.....	66	3 36	7 15	8 26	10 51		7 10
12 51	6 34	6 03	5 26		10 03	..... Highland Park.....	62	3 16	7 05	8 15	10 41		7 00
1 17	6 47	6 14	5 38		10 16	..... Lake Forest.....	57	2 50	6 52	8 01	10 27		6 47
1 28	6 52	6 18			10 22	..... Rockland.....	55	2 40	6 47	7 55	10 22		6 44
2 05	7 05	6 30	6 00		10 42	..... Waukegan.....	50	2 05	6 35	7 40	10 10		6 30
2 42		6 54	6 25		11 06	..... State Line.....	40	1 10		7 15	9 43		5 58
3 08		7 10	6 43		11 22	..... Kenosha.....	33	12 40		7 00	9 27		5 38
3 43			7 05		11 45	..... Racine Junc.....	25	11 58			9 06		5 13
4 03			7 15		11 55	..... Racine.....	23	11 48			8 58		5 03
4 34			7 41		12 16	..... County Line.....	14	11 06			8 40		4 42
4 52			7 57		12 30	..... Oak Creek.....	9	10 48			8 28		4 30
5 30			8 30		1 00	..... Milwaukee.....	0	10 00			8 00		4 00
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	ARRIVE]		[LEAVE	P. M.	A. M.	A. M.	A. M.	P. M.

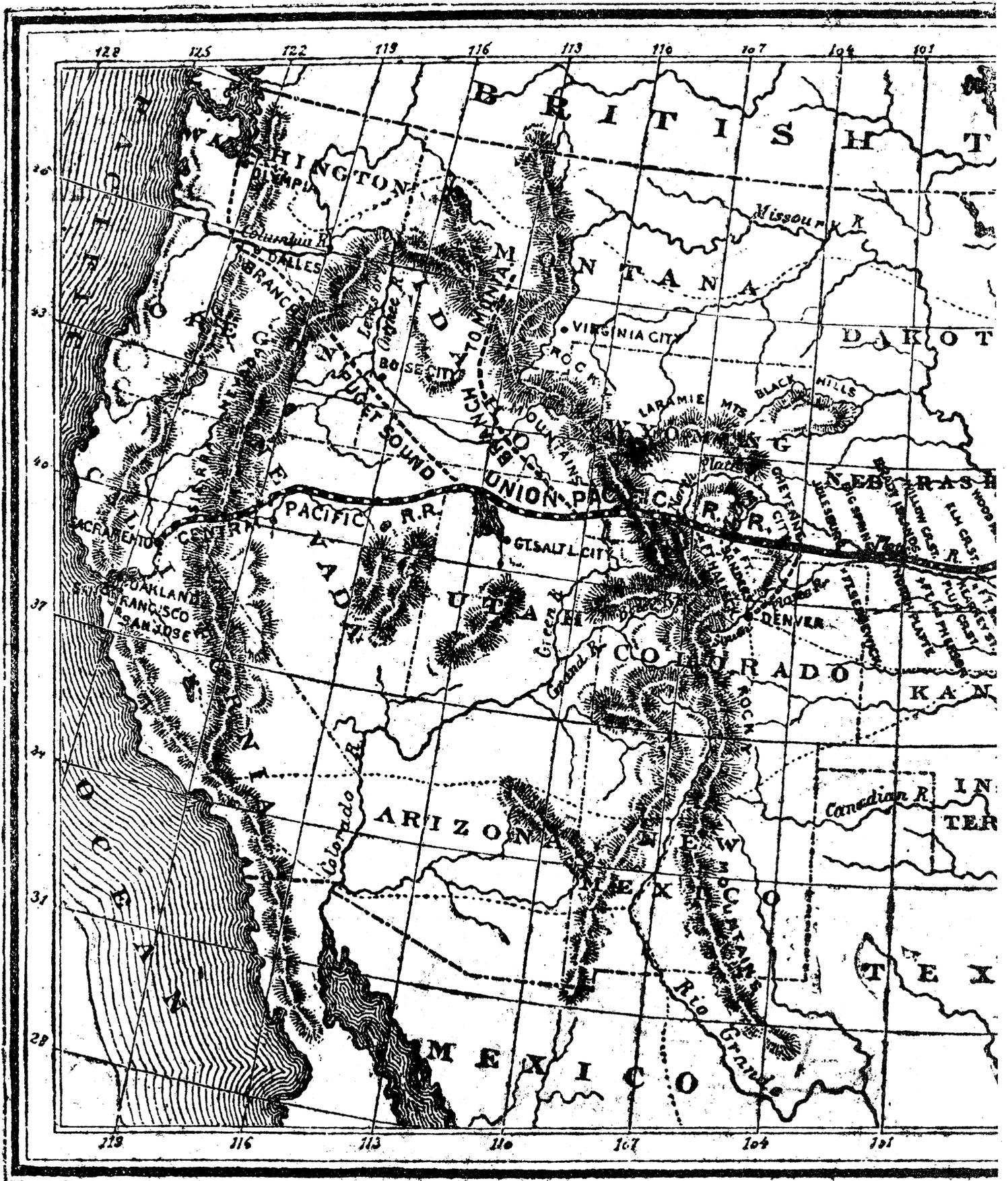
All Branches of the Chicago and North-Western Railway are now in splendid running order, and completely furnished with new and elegant Patent Ventilated Cars, whereby the great annoyance of dust is avoided. Superior Sleeping Cars are run to Council Bluffs, Dunleith, Prairie du Chien, Fond du Lac, and Green Bay.

CHICAGO & NORTH WESTERN RAILWAY

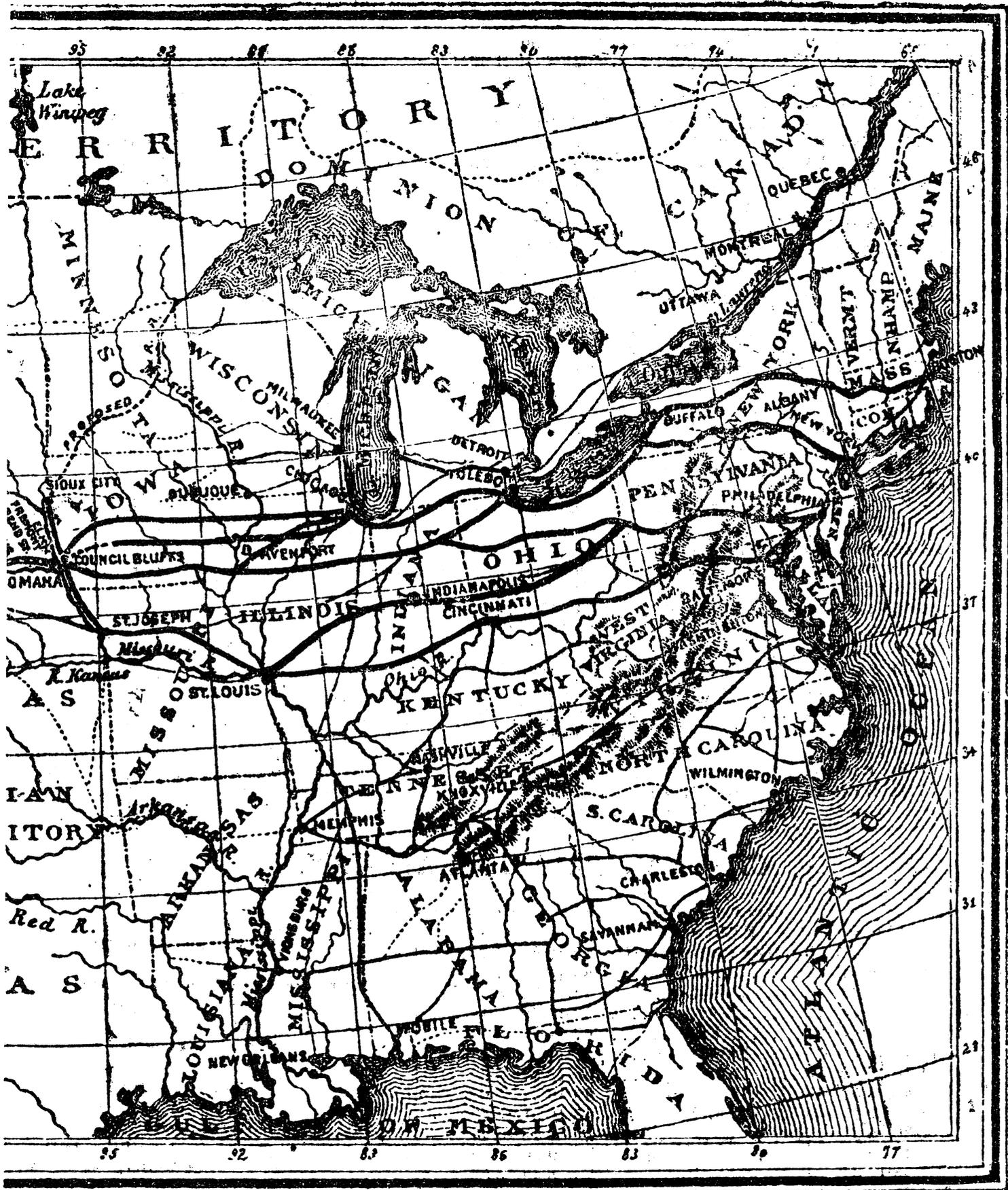
GRAND CONSOLIDATED LINE AND ITS CONNECTIONS.







MAP OF THE UNION PACIFIC RA



L ROAD AND ITS CONNECTIONS.

UNION PACIFIC RAILWAY.

Trains Leave.

Trains Arrive.

April 27, 1868.

Acc.	Exps	Mxd.	Mls	STATIONS.	Mls	Exps	Mxd.
P. M.	A. M.					A. M.	A. M.
	5 30	8 30	0	.....Omaha	515	5 30	2 50
	6 05	9 40	13	.....Papillion.....	502	4 40	1 45
	6 50	11 25	29	.....Elkhorn.....	486	3 55	12 20
	7 05	11 55	35	.....Dimonds.....	480	3 35	11 50
	7 35	12 50	47	.....Fremont.....	468	3 05	10 50
	8 10	1 40	61	.....North Bend.....	454	2 25	9 50
	8 50	2 40	76	.....Shell Creek.....	439	1 45	8 50
	9 35	3 45	91	.....Columbus.....	424	1 05	6 55
	10 25	5 00	109	.....Silver Creek.....	406	12 20	5 00
	10 55	5 45	120	.....Clark's.....	395	11 55	4 00
	11 30	6 30	132	.....Lone Tree.....	383	11 30	3 05
	11 55	7 15	142	.....Chapman's.....	373	11 05	2 10
	12 25	8 00		arr Grand Island lve		10 40	1 15
	12 35	8 15	154	lve Grand Island arr	361	10 30	1 00
	1 20	9 40	171	.....Wood River.....	344	9 40	11 45
	2 20	11 20	190	.....Kearney.....	325	8 50	10 30
	3 25	1 10	211	.....Elm Creek.....	304	7 50	9 15
	4 15	3 15	230	.....Plum Creek.....	285	6 55	8 15
	5 00	5 00	250	.....Willow Island.....	265	6 00	7 10
	5 50	6 15	268	.....Brady Island.....	247	5 10	6 15
	6 45	7 20	280	.....McPherson.....	235	4 45	4 35
	7 15	8 20	290	ar North Platte lv	225	4 15	3 40

GENERAL OFFICERS.

OLIVER AMES, President,
Easton, Mass

THOMAS C. DURANT, Vice-Pres
and Gen. Manager,
New York.

JOHN J. CISCO, Treasurer,
20 Nassau St., N. Y.

W. SNYDER, Gen. Superintendent

H. M. HOXIE, Assistant Supt.

C. H. MUCHMORE,
Master of Transportation.

C. D. WHITCOMB,
Gen. Ticket Agent.

S. H. H. CLARK,
Gen. Freight Agent,
Omaha, Nebraska.

J. N. CAMPBELL,
Traveling Agent.

DIVISION B.

A. M.	A. M.	ARRIVE	LEAVE	P. M.	A. M.
7 45	8 50	290	.....North Platte.....	225	3 50
8 30	10 05	306	.....O'Fallon's.....	209	3 10
9 15	11 15	322	.....Alkali.....	193	2 30
10 05	1 40	341	.....Ogallala.....	174	1 40
11 00	2 50	361	.....Big Spring.....	154	12 50
12 10	3 40	377	.....Julesburg.....	138	12 10
1 00	5 00	396	.....Lodge Pole.....	119	11 20
2 00	6 55	414	.....Sidney.....	101	10 40
2 50	8 25	432	.....Potter.....	83	9 45
3 45	9 55	451	.....Antelope.....	64	9 00
4 50	11 45	472	.....Pine Bluff.....	43	8 10
6 00	1 45	496	.....Hillsdale.....	19	7 20
7 00	3 15	515	.....Cheyenne.....	0	6 30
P. M.	A. M.	ARRIVE	LEAVE	A. M.	A. M.

CONNECTIONS.

Connects at Omaha with Chicago and North-Western Railway.

Connect at Cheyenne with Wells, Fargo & Company's Stage Line, for Denver, Salt Lake and for points West and Northwest.

CENTRAL PACIFIC RAILWAY.

Pass	Pass	Mls	August 1, 1867.	Mls	Pass	Pass
P. M.	A. M.		STATIONS.		P. M.	P. M.
3 35	6 30	0	.....Sacramento	92	12 42	7 25
3 58	6 54	7	.....Arcade.....	85	12 18	7 00
4 22	7 33	18	.....Junction.....	74	11 54	6 55
4 34	7 44	22	.....Rocklin.....	70	11 33	6 18
4 50	7 57	25	.....Pino.....	67	11 23	6 08
5 12	8 14	31	.....Newcastle.....	61	11 03	5 47
5 30	8 32	36	.....Auburn.....	56	10 47	5 30
5 52	8 52	43	.....Clipper Gap.....	49	10 21	5 03
6 12	9 11	49	.....N. E. Mills.....	43	10 01	4 43
6 30	9 26	54	arr } Colfax { lve	38	9 46	4 27
6 45	9 32		lve } { arr		9 26	
7 25	10 07	64	.....Gold Run.....	28	8 49	3 52
7 35	10 15	67	.....Dutch Flat.....	25	8 40	3 43
7 44	10 22	69	.....Alta.....	23	8 32	3 35
8 03	10 40	73	.....Shady Run.....	19	8 16	3 15
8 22	11 00	78	.....Blue Canon.....	14	7 56	2 55
8 45	11 20	84	.....Emigrant Gap.....	8	7 34	2 30
9 15	11 50	92	.....Cisco	0	7 05	2 00
P. M.	A. M.	ARRIVE	LEAVE	A. M.	P. M.	

GENERAL OFFICERS.

LELAND STANFORD,
President,

CHARLES CROCKER,
Gen. Superintendent,
Sacramento, Cal.

C. P. HUNTINGTON,
Vice President,
54 William St., N. Y.

All trains run daily, Sundays excepted.

GREAT PLATTE VALLEY ROUTE!

Open 570 Miles west of the Missouri River.

OVERLAND MAIL, EXPRESS, AND TELEGRAPH LINE.

THE UNION PACIFIC RAILWAY

HAVE NOW OPEN AND RUNNING

TWO DAILY PASSENGER TRAINS

FROM

OMAHA TO FORT SAUNDERS,

570 miles west of the Missouri River; 350 miles nearer the Gold and Silver regions of

NEVADA, IDAHO, AND MONTANA,

than any other Railway line. The trains of this Road run in connection with those of the

CHICAGO AND NORTH WESTERN RAILWAY,

Making a distance of

1,060 MILES WEST OF CHICAGO,

WITH BUT ONE CHANGE OF CARS.

Trains connect at Cheyenne with Wells, Fargo & Co.'s Line of Stages for all points in Colorado and New Mexico; and at Fort Saunders, for all points in Utah, Montana, Idaho, Nevada, and California.

PULLMAN'S PALACE SLEEPING CARS RUN ON ALL NIGHT TRAINS.

Good Eating Houses at convenient points on the Line.

Passengers crossing the Plains should procure Tickets *via* OMAHA.—For Sale at all the principal Ticket Offices, East and South.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY.

ILLINOIS DIVISION.

JOHN F. TRACY, President and Gen. Supt. P. A. HALL, Asst Gen. Supt., A. M. SMITH, Gen. Passenger Agent.
 E. S. JOY, Chief Ticket Clerk. L. VIELE, Gen. Freight Agent. E. H. JOHNSON, Chief Eng'r, Chicago, Ill.
 W. H. WEAVER, Supt. Illinois Division, Rock Island. A. KIMBALL, Supt. Iowa Division, Davenport, Ill.

Trains Leave.

May 10, 1868.

Trains Arrive.

Trains Leave.			STATIONS.			Trains Arrive.		
Acc.	Mail.	Exs.	Mls		Mls	Exps	Mail.	Acc.
P. M.	A. M.	P. M.				A. M.	P. M.	A. M.
4 30	9 00	10 00	0	..... Chicago 1.....	182	5 45	4 20	9 50
4 55	9 30	10 30	7	..... Junction 2.....	175	5 20	3 55	9 20
5 18	9 52	10 55	16	..... Blue Island.....	166	4 54	3 30	8 57
5 37	10 12	11 15	24	..... Bremen.....	158	4 32	3 11	8 40
5 52	10 28	11 30	30	..... Mokena.....	152	4 16	2 55	8 24
6 20	10 55	11 58	40	..... Joliet 3.....	142	3 47	2 23	8 00
6 46	11 20	12 26	51	..... Minooka.....	131	3 19	2 03	7 35
7 12	11 45	12 55	62	..... Morris.....	120	2 50	1 37	7 10
7 37	12 08	1 20	72	..... Seneca.....	110	2 24	1 12	6 47
7 50	12 21	1 32	77	..... Marseilles.....	105	2 11	1 00	6 36
8 08	12 40	1 52	84	..... Ottawa.....	98	1 52	12 40	6 18
8 32	1 06	2 17	94	..... Utica.....	88	1 28	12 12	5 56
8 45	1 20	2 30	98	..... La Salle 4.....	84	1 15	11 55	5 45
9 00	1 35	2 45	100	..... Peru.....	82	1 00	11 40	5 30
	2 04	3 12	110	..... Trenton.....	72	12 32	11 12	
	2 35	3 40	114	..... Bureau.....	68	12 20	11 00	
	2 35	3 40		..... Bureau 5.....	47	12 10	10 40	
	2 58	4 00	122	..... Putnam.....	39	11 48	10 18	
	3 13	4 15	127	..... Henry.....	34	11 32	10 02	
	3 32	4 34	135	..... Sparland.....	26	11 13	9 42	
	3 53	4 55	143	..... Chillicothe.....	13	10 50	9 20	
	4 02	5 04	145	..... Rome.....	15	10 42	9 12	
	4 16	5 18	151	..... Mossville.....	10	10 27	8 57	
	4 45	5 45	161	..... Peoria 6.....	0	10 00	8 30	
	3 00	4 00	122	..... Tiskilwa 7.....	60	11 46	10 17	
	3 15	4 15	128	..... Pond Creek.....	54	11 30	10 00	
	3 36	4 34	136	..... Sheffield.....	46	11 09	9 38	
	4 01	4 56	145	..... Annawan.....	37	10 45	9 15	
	4 15	5 10	151	..... Atkinson.....	31	10 30	9 00	
	4 35	5 28	159	..... Geneseo.....	23	10 10	8 40	
	5 05	5 55	169	..... Colona.....	13	9 41	8 12	
	5 20	6 09	175	..... Port Byron Junction.....		9 25	7 55	
			186	..... Hampton.....				
				..... Pt. Byron.....				
	5 36	6 22	179	..... Moline.....	3	9 10	7 40	
	5 45	6 30	182	..... Rock Island 8.....	0	9 00	7 30	

STANDARD OF TIME -- The Clock in the Superintendent's Office at Chicago will be taken as standard time.

CONNECTIONS OF ILLINOIS DIVISION.

- | | |
|--|--|
| 1 Railroads diverging from Chicago. | 4 Steamers—St. Louis, etc. |
| 1 Steamers to ports on Lake Michigan | 4 Crossing Illinois Central Railway. |
| 2 Junction Michigan Southern Railway. | 5 Junction of Peoria Branch. See above. |
| 3 Junction Joliet and Northern Indiana Railway. | 6 Connects with Galesburg, Peoria & Lewiston Trains. |
| 3 Junction Chicago, Alton and St. Louis Railway. | 7 Crossing Chicago, Burlington and Quincy Railway. |
| 3 Connects with Illinois and Michigan Canal. | 8 Railway Bridge over the Mississippi to Davenport, |
| 4 Terminus of Illinois and Michigan Canal, and head of river navigation. | connecting there with Iowa Division. |
| | 8 Steamers on Mississippi River. |

Running West, the 10 30 p. m. train leaves Chicago daily, Saturdays excepted, and the 9 00 a. m. and 4 10 p. m. trains daily, Sundays excepted

177.

1. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY. IOWA DIVISION.

Trains Leave.

May 10, 1868.

Trains Arrive.

Mxd	Acc.	Mail.	Exps	Mls		Mls	Mail.	Mxd.	Acc.	Mxd
	P. M.	A. M.	P. M.		STATIONS.		P. M.	A. M.	A. M.	
		6 35	5 50		...Rock Island 1...		8 45	7 20		
		7 15	6 30	0	...Davenport 2...	175	8 35	7 05		
		7 55	7 30	13	.....Walcott.....	162	7 30	5 15		
		8 08	7 45	17	.....Fulton.....	158	7 17	5 00		
		8 15	7 55	20	.....Durant.....	155	7 10	4 50		
		8 35	8 20	26	.....Wilton 3.....	149	6 50	4 25		
	6 50	8 35	...	26	.....Wilton.....	50	6 30	...	8 30	
	7 35	9 30	...	38	...Muscatine 4... ..	38	5 45	...	7 45	
		10 10	...	51	.....Ononwa.....	25	5 00	...		
		10 50	...	60	.....Clifton.....	16	4 20	...		
		11 15	...	69	.....Ainsworth.....	7	3 55	...		
		11 40	...	76	...Washington... ..	0	3 30	...		
		8 45	8 35	29	.....Moscow.....	146	6 40	4 10		
		9 15	9 15	39	...West Liberty... ..	136	6 10	3 30		
		10 00	10 25	55	...Iowa City... ..	120	5 30	2 35		
		10 35	11 15	70	.....Oxford.....	105	4 50	1 45		
		11 20	12 40	85	.....Marengo.....	90	4 05	12 40		
		11 55	1 40	97	.....Victor.....	78	3 25	11 50		
		12 30	2 05	105	.....Brooklyn.....	70	3 05	11 20		
		1 15	3 05	120	.....Grinnell.....	55	2 20	10 20		
		1 50	3 45	131	.....Kellogg.....	44	1 50	9 40		
		2 50	5 00	152	.....Colfax.....	23	12 45	8 15		
		3 05	5 30	158	...Mitchellville... ..	17	12 10	7 45		
		3 50	6 30	175	..Des Moines 5.. ..	0	11 30	6 45		
	P. M.	A. M.			ARRIVE	LEAVE	A. M.	P. M.		

CONNECTIONS.

1 Connects with Illinois Div.
 2 & 3 Steamers to and from all ports on the Mississippi.
 4 Junct. of Muscatine & Oskaloosa Branch Railway above.
 5 Connects with Des Moines Valley Railway.

STANDARD OF TIME.—Superintendent's Office, Davenport.

178. ROCK ISLAND & PEORIA RAILWAY.

W. BUFORD, President,
 H. HAKES, Superintendent,
 Rock Island, Ill.

Trains leave Rock Island for Coal Valley at 10 40 p.m.
 Leave Coal Valley for Rock Island at 5 30 a.m. and 2 p.m.

Distance, 11 miles. Fare, 25c.

Trains make close connection with the Chicago & Rock Island Railway.

179.

DES MOINES VALLEY RAILWAY.

Acc.	Mxd	Mxd.	Mail.	Mls	April 15, 1868.	Mls	Mail.	Mxd.	Mxd	Acc.
	A. M.	P. M.	A. M.		STATIONS.		P. M.	A. M.	P. M.	
		4 00	7 45	0	...Keokuk 1... ..	162	3 55	5 30		
		5 00	8 47	20	.....Belfast.....	142	3 05	4 15		
		5 32	9 22	30	...Farmington... ..	132	2 35	3 25		
		5 50	9 40	35	...Bonaparte... ..	127	2 18	3 00		
		6 00	9 53	39	...Bentonsport... ..	123	2 07	2 45		
		6 20	10 15	45	.....Summit.....	117	1 47	2 20		
		7 10	11 05	59	...Independent... ..	103	1 05	1 10		
		8 10	12 15	76	...Ottumwa 2... ..	86	12 15	12 00		
		9 00	1 10	92	...Eddyville... ..	70	11 15	10 50		
		9 30	1 40	101	...Oskaloosa... ..	61	10 50	10 15		
		10 15	2 30	116	.....Pella.....	46	10 10	9 15		
		10 55	3 20	130	...Monroe... ..	32	9 30	8 27		
		11 25	3 50	140	...Prairie City... ..	22	9 05	7 55		
		11 40	4 10	147	...Woodville... ..	15	8 45	7 30		
		12 30	5 00	162	..Des Moines 3.. ..	0	8 00	6 30		
	P. M.	A. M.	P. M.		ARRIVE	LEAVE	A. M.	P. M.	A. M.	

GENERAL OFFICERS.

GEORGE B. SMYTH, President.
 D. W. KILBOURNE, Vice Pres.
 GEORGE WILLIAMS, Supt.
 JOHN GIVIN, G. Ft. & Tic't Agt.
 Keokuk, Ia.

CONNECTIONS.

1 Con. with Toledo, Wabash and Western Railway.
 2 Con. with Burl. & Mo. Riv. R.R.
 3 Con. with Western Stage Lines for Omaha, and all points West.

Through Fare, \$7 50.
 Way Fares, - cents per mile.
 [Operated by Kilbourne, Leighton & Co., Lessees.]

180.

KEOKUK AND ST. PAUL RAILWAY.

Acc.	Mxd	Acc.	Mail.	Mls	Nov. 20, 1867.	Mls	Mail.	Acc.	Mxd	Acc.
		P. M.	A. M.		STATIONS.		A. M.	P. M.		
		2 30	8 00	0	...Keokuk 1... ..	365	11 30	6 00		
		2 50	8 20	6	.....Sandusky.....	359	11 05	5 35		
		3 15	8 45	12	...Montrose... ..	353	10 45	5 15		
		3 35	9 05	17	...Junction... ..	348	10 20	4 50		
		4 30	9 30	25	..Fort Madison 2.. ..	340	10 00	4 30		
				50	..Mt. Pleasant... ..	315				
				78	...Washington... ..	287				
				106	...Iowa City... ..	259				
				133	...Cedar Rapids... ..	232				
				189	...Cedar Falls... ..	176				
				365	...St. Paul... ..	0				
		P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.		

EDW. KILBOURNE, Pres. & Gen. Supt.,
 Keokuk, Iowa.

JOHN B. LASH, Vice Pres.,
 Mount Pleasant, Iowa.

H. K. LOVE, Treasurer,
 GUY WELLS, Asst. Supt.,
 F. K. BUELL, Gen. Ticket Agent,
 GEO. M. SEATON, Gen. Freight Agt.,
 Keokuk, Iowa.

1 Keokuk and St. Louis Packets
 2 Packets for Burlington.

Fare to Montrose, 75 cents; to Ft. Madison, \$1.50.

181.

CHICAGO, ALTON AND ST. LOUIS RAILWAY.

T. B. BLACKSTONE, Pres. and Gen. Supt. Chicago, Ill.
 W. M. LARRABEE, Sec. and Treasurer,
 J. C. McMULLIN, Asst. Superintendent,
 S. H. KNIGHT, Assistant Superintendent, E. St. Louis.

O. VAUGHAN, Asst. Superintendent, Bloomington, Ill.
 JAMES SMITH, Gen. Freight Agent, Chicago, Ill.
 A. NEWMAN, Gen. Ticket and Passenger Agent,
 Chicago, Ill.

Trains Leave.

March 29, 1868.

Trains Arrive.

ACC.	EXS.	ACC.	Mail.	MIS.	STATIONS.	MIS.	Mail.	ACC.	EXS.	Pass.
A. M.	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.	P. M.
	10 05	4 45	8 00	0	Chicago 1...	280	8 50	9 45	5 50	
	10 30	5 10	8 25	4	Bridgeport....	276	8 25	9 20	5 25	
	10 52	5 35	8 50	12	Summit.....	268	8 02	8 50	5 00	
	11 10	5 52	9 08	18	Willow Springs...	262	7 44	8 34	4 40	
	11 27	6 15	9 28	26	Lemont.....	254	7 25	8 15	4 20	
	11 45	6 35	9 47	33	Lockport.....	247	7 05	7 57	4 00	
	12 00	6 50	10 00	38	Joliet 2.....	243	6 50	7 45	3 45	
	12 22	7 15	10 25	46	Elwood.....	234	6 28	7 25	3 24	
	12 40	7 35	10 45	53	Wilmington...	227	6 10	7 05	3 05	
	12 52	7 50	10 55	58	Stewart's Grove..	222	5 55	6 55	2 55	
	1 13	8 15	11 16	65	Gardner.....	215	5 35	6 35	2 32	
	1 40	9 05	11 42	74	Dwight.....	206	5 11	6 10	2 07	
	2 05	9 26	12 05	82	Odell.....	198	4 50	5 26	1 45	
	2 35	9 55	12 33	92	Pontiac.....	188	4 23	4 55	1 15	
	3 03	10 25	1 02	103	Chenoa 3.....	177	3 55	4 27	12 45	
	3 25	10 50	1 22	111	Lexington.....	169	3 34	4 05	12 20	
	3 48	11 14	1 47	119	Towanda.....	161	3 10	3 48	11 55	
	4 10	11 35	2 05	124	Normal..	156	2 55	3 25	11 35	
	4 25	11 45	2 30	126	Bloomington 4..	154	2 50	3 20	11 30	
	4 41	P. M.	2 47	133	Shirley.....	147	2 12	A. M.	11 02	
	5 00		3 10	141	McLean.....	139	1 47		10 38	
	5 10		3 25	146	Atlanta.....	134	1 35		10 27	
	5 20		3 35	150	Lawn Dale.....	130	1 25		10 17	
	5 35		3 52	157	Lincoln.....	123	1 10		10 00	
	5 50		4 12	164	Broadwell.....	116	12 50		9 40	
	6 00		4 23	168	Elkhart.....	112	12 40		9 31	
	6 15		4 37	174	Williamsville...	106	12 25		9 16	
	6 26		4 50	178	Sherman.....	102	12 15		9 05	
	6 50		5 10	185	Springfield....	95	11 55		8 45	
	7 05		5 25	187	T.W.&W. RR. Junc. 5	93	11 45		8 35	
	7 30		5 46	194	Chatham.....	86	11 22		8 12	
	7 47		6 05	200	Auburn.....	80	11 05		7 55	
	8 05		6 24	206	Viriden.....	74	10 45		7 35	
	8 15		6 35	210	Girard.....	70	10 35		7 25	
	8 25		6 45	214	Nilwood.....	66	10 25		7 15	
	9 10		7 35	223	Carlinville....	57	9 55		6 45	
	9 40		8 02	234	Plainview.....	46	9 15		5 50	
	9 50		8 13	238	Shipman.....	42	9 03		5 40	
	10 03		8 26	243	Miles.....	37	8 47		5 28	
	10 10	A. M.	8 33	245	Brighton.....	35	8 40	P. M.	5 20	
	10 21	8 25	8 47	250	Monticello Junction	30	8 25	6 40	5 05	
	10 26	8 30	8 51	252	Monticello.....	28	8 20	6 35	5 00	
	7 15	10 50	9 10	257	Alton 6.....	23	8 05	6 20	4 45	7 00
	7 30	11 01	9 22	261	Milton.....	19	7 50	5 48	4 28	6 50
	8 00	11 24	9 42	269	Mitchell.....	11	7 28	5 27	4 06	6 27
	8 22	11 41	10 00	277	Venice.....	3	7 10	5 10	3 50	6 10
	8 30	11 50	10 10	280	East St. Louis 7	0	7 00	5 00	3 40	6 00
A. M.	A. M.	A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	P. M.

- 1 Connects with Railways diverging from Chicago.
- 2 Con. with Chicago, Rock Island & Pacific Railway.
- 3 Connects with Toledo, Peoria and Warsaw Railway.
- 4 Con. with St. Louis, Jacksonv. & Chicago Railway.

- 4 Connects with Illinois Central Railway.
- 5 Connects with Toledo, Wabash and Western Railway.
- 6 Connects with Indianapolis and St. Louis Railway.
- 7 Railways diverging from St. Louis.

Mail train leaves each end of the Railway every morning except Sunday. The Express train leaves every evening except Saturday.

Bloomington Accommodation Trains leave daily, Sundays excepted

The Clock in the Freight Depot at Bloomington, will be taken as Standard Time of this road.

182. ST. LOUIS, JACKSONVILLE AND CHICAGO RAILWAY.

GEORGE STRAUT, President, Peoria, Ill.
 D. B. HOWARD, Treasurer. C. M. MORSE, Gen. Supt.
 E. W. DAVIDS, Asst. Supt. and Gen. Ticket Agent.
 AUGUSTUS GREEN, General Freight Agent.
 Jacksonville, Ill.

Leave.				March 29, 1868.				Arrive.			
Acc.	Acc.	Mail.	Mls.	STATIONS.	Mail.	Acc.	Acc.	Mail.	Acc.	Acc.	
A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
		5 00	0	East St. Louis 3	10 10						
	7 40	6 20	24	.....Alton 2.....	9 10	7 10					
	8 35	6 40	30	.....Monticello Junc...	8 25	6 25					
	9 09	7 03	37	.....Delhi.....	8 02	5 55					
	9 47	7 23	44	.....Jerseyville.....	7 42	5 24					
	10 17	7 40	49	.....Kane.....	7 23	4 48					
	11 10	8 10	57	.....Carrollton.....	6 52	4 01					
	11 36	8 24	61	.....Berdan.....	6 36	3 27					
	12 24	8 40	66	.....Whitehall.....	6 20	2 59					
	12 45	8 52	70	.....Roadhouse.....	6 08	2 33					
	1 13	9 07	74	.....Manchester.....	5 53	2 07					
	1 45	9 23	80	.....Murrayville.....	5 36	1 35					
	2 07	9 35	83	.....Woodson.....	5 24	1 08					
	2 38	9 58	91	arr) Jackson- (lve	5 00	12 30					
	3 00	10 10	91	lve) ville 4 (arr	4 50	10 30					
	3 34	10 32	98	.....Sinclair.....	4 28	10 00					
	4 09	10 47	102	.....Yatesville.....	4 13	9 37					
	4 39	11 02	100	.....Ashland.....	3 57	9 07					
	5 10	11 20	112	.....Tallula.....	3 40	8 37					
	5 59	11 47	119	.....Petersburg.....	3 15	7 50					
	6 45	12 15	127	.....Greenview.....	2 46	6 59					
6 20	7 20	12 42	135	.....Mason City.....	2 20	6 15	7 25				
7 44		1 32	149	.....Delavan.....	1 32		6 13				
10 30		3 20	180	Bloomington 1	11 55		3 20				
8 50		9 45	306	.....Chicago.....	4 45		8 00				
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	P. M.	A. M.	A. M.			

- 1 Connects with Railways diverging from St. Louis.
- 2 Connects with Indianapolis and St. Louis, Railway.
- 3 Connects with Chicago, Alton, and St. Louis Railway.
- 4 Connects with Tol., W. and West. Railway for Quincy, Keokuk, and all points in North-Eastern Missouri, and Southern Iowa.

183. TOLEDO, PEORIA AND WARSAW RAILWAY.

CHARLES L. FROST, President, New York City.,
 W. H. CRUGER, V.-Pres. T. HIGBIE, Sec. & Treas.
 H. F. CLARK, Gen. Supt. W. E. MAIN, Gen. Fr't
 and Ticket Agent,
 Peoria, Ill.

Leave.				Jan. 5, 1868.				Arrive.			
Mail	Exps	Mls	STATIONS.	Mail	Exps	Mls	STATIONS.	Mail	Exps	Mail	
P. M.	A. M.			P. M.	A. M.			A. M.	P. M.	P. M.	
12 37		0	State Line 1..	111						7 40	
12 43		2	.....Sheldon.....	109						7 30
1 05		11	.....Watseka.....	100						7 00
1 50		25	.....Gilman 2.....	86						6 10
2 17		35	.....Brenton.....	76						5 42
2 35		41	.....Chatsworth.....	70						5 25
2 50		46	.....Forrest.....	65						5 05
3 25		52	.....Fairbury.....	59						4 50
3 55	3 15	63	.....Chenoa 3.....	48	12 40					3 55
4 18	3 40	70	.....Gridley.....	41	12 15					3 25
4 38	4 05	78	.....El Paso 4.....	33	11 54					2 58
4 59	4 30	85	.....Secor.....	26	11 32					2 37
5 30	5 05	94	.....Cruger.....	17	11 00					2 06
5 45	5 25	99	.....Washington.....	12	10 40					1 53
6 20	6 00	111	.....Peoria 5.....	0	10 00					1 15
P. M.			<i>Now in course of construction.</i>				P. M.				P. M.
A. M.			0	Bushnell 6..	57					8 35	
10 10		13	.....Clarksville.....	44						7 50
10 50		19	.....Blandinsville.....	38						7 30
11 10		25	.....La Harpe.....	32						7 10
11 30		34	.....Burnside.....	23						6 40
11 57		45	.....Elvaston.....	12						6 10
12 30		52	.....Hamilton.....	5						5 45
1 00		57	.....Warsaw.....	0						5 05
1 15											
P. M.	A. M.		ARRIVE	LEAVE				P. M.	P. M.		

- 1 Con. with Columbus, Chicago and Ind. Cent. R. R.
- 2 Con. with Chicago Branch of Ill. Central Railway.
- 3 Connects with Chicago and Alton Railway.
- 4 Connects with Illinois Central Railway, Main Line.
- 5 Now being extended to Bushnell.
- 6 Con. with Chicago, Burling. and Quincy Railway.

184. PEORIA, PEKIN AND JACKSONVILLE RAILWAY.

JOHN ALLEN, Pres., Pekin, Ill., and 55 Chambers St. N.Y. E. HUDSON, Act. Supt. and Gen. Freight Agent.
 JOHN S. COOK, Gen. Ticket Agent, Pekin, Ill.

Trains Leave.				Oct. 3, 1867.				Trains Arrive.			
Acc.	Exps	Mls	STATIONS.	Mls	Acc.	Exps	CONNECTIONS.				
P. M.	A. M.				A. M.	P. M.					
7 45	8 15		.....Peoria 1.....		7 15	7 15	1 Connects with Toledo, Peoria and Warsaw Railway.			
8 05	8 35		.....Rutherford.....		6 55	6 55	1 Connects with Galesburg, Peoria and Lewiston trains.			
8 30	9 00	0	.....Pekin.....	61	6 30	6 30	1 Connects with Chicago, Rock Island and Pacific Railway.			
	9 30	10	.....Hainsville.....	51		5 35	2 Connects by Stage with Toledo, Wabash & Western Railway and St. Louis, Jacksonville and Chicago Railway at Jacksonville, and Chicago, Alton and St. Louis Railway at Springfield.			
	9 50	14	.....Manito.....	47		5 20				
	10 15	19	.....Forest City.....	42		4 50				
	10 45	24	.....Topeka.....	37		4 25				
	11 20	31	.....Havana.....	30		3 45				
	11 55	41	.....Bath.....	20		3 00				
	12 15	48	.....Saidora.....	13		2 30				
	12 35	51	.....Chandlersville.....	10		2 15				
	1 00	61	.....Virginia 2.....	0		1 40				
P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.					

185. CHICAGO, BURLINGTON & QUINCY RAILWAY LINE.

JAMES F. JOY, President, Detroit, Mich. AMOS T. HALL, Treasurer. ROBERT HARRIS, Gen. Superintendent.
 SAML. POWELL, Gen. Ticket Agt. E. R. WADSWORTH, Gen. Frt. Agt. A. N. TOWNE, Asst. Supt., Chicago.
 H. HITCHCOCK, Assistant Supt., Galesburg, Ill. N. D. MUNSON, Assistant Supt., Quincy, Ill.

TRAINS LEAVE. May 3, 1868. TRAINS ARRIVE.

Mxd	Acc.	Pass	Pass	Exps	Mail	Mls	STATIONS.	Mls	Mail	Exps	Pass	Pass	Pass	Acc.	Mxd
		P. M.	P. M.	P. M.	P. M.	A. M.			P. M.	A. M.	P. M.	A. M.	A. M.		
		4 30	5 45	3 00	11 30	7 30	0 Chicago 1....	263	8 45	6 10	4 30	8 15	9 50		
		5 10	6 30	3 49	12 22	8 14	12 Lyons.....	251	8 04	5 32	3 49	7 25	9 08		
		5 35	7 00	4 14	12 55	8 42	22 ...Downer's Grove...	241	7 40	5 08	3 22	6 55	8 42		
		5 53	7 20	4 32	1 18	9 02	29 .....Naperville.....	234	7 20	4 50	3 03	6 35	8 22		
		6 15	7 45	4 55	1 45	9 25	38 .....Aurora.....	225	6 58	4 30	2 42	6 15	8 00		
		6 18		4 57		9 28	39 ....West Aurora....	224	6 55				7 57		
		6 28		5 08	2 04	9 38	43 .....Oswego.....	220	6 45	4 18	2 29		7 49		
		6 37		5 17	2 15	9 47	46 .....Bristol.....	217	6 37	4 10	2 21		7 42		
		6 53		5 35	2 35	10 02	53 .....Plano.....	210	6 20	3 55	2 08		7 28		
		7 05		5 45	2 48	10 13	57 ....Sandwich.....	206	6 05	3 43	1 58		7 17		
		7 13		5 55	3 00	10 22	60 ....Somonauk.....	203	5 55	3 35	1 50		7 10		
		7 30		6 09	3 20	10 38	66 .....Leland.....	197	5 37	3 20	1 35		6 56		
		7 50		6 25	3 43	10 58	73 .....Earl.....	190	5 20	3 00	1 17		6 38		
		8 15		6 50	4 15	11 25	84 arr } Mendota 2 { lve		4 55		12 50		6 15		
				7 10	4 15	11 45	lve } { are	179	4 40	2 35	12 30				
				7 32	4 45	12 08	92 ....Arlington.....	171	4 15	2 12	12 08				
				7 50	5 07	12 26	99 .....Malden.....	164	3 57	1 53	11 52				
				8 05	5 26	12 40	105 ....Princeton.....	158	3 42	1 37	11 40				
				8 22	5 48	12 57	112 ....Wyanet.....	151	3 23	1 20	11 25				
				8 36	6 07	1 11	117 .....Buda.....	146	3 08	1 04	11 12				
				8 52	6 28	1 28	124 ....Neponset.....	139	2 50	12 47	10 57				
				9 12	6 55	1 48	132 ....Kewanee.....	131	2 30	12 25	10 39				
				9 33	7 23	2 08	140 .....Galva.....	123	2 08	12 03	10 22				
				9 50	7 47	2 26	147 ....Altona.....	116	1 50	11 43	10 05				
				10 02	8 00	2 37	151 .....Oneida.....	112	1 40	11 32	9 57				
				10 12	8 15	2 47	156 .....Wataga.....	107	1 30	11 21	9 47				
				10 30	8 40	3 05	163 arr. Galesburg 3 lv	100	1 10	11 00	9 30	A. M.	A. M.		
				5 00		9 15	163 lv...Galesburg ..arr	41	12 50	10 35	9 00				
				5 25		9 48	172 .....Cameron.....	33	12 25	10 09	8 35				
				5 45		10 12	179 .....Monmouth.....	26	12 05	9 48	8 13				
				6 05		10 33	185 ...Young America...	20	11 47	9 28	7 55				
				6 38		11 13	197 .....Sagetown.....	8	11 13	8 53	7 22				
				7 00		11 35	205 . East Burlington 4..	0	10 50	8 30	7 00				
							Bur. & Missouri R.R.								
							285 .....Ottumwa 5.....		A. M.	P. M.	A. M.				
				11 16	9 42	3 56	173 .....Abingdon.....	90	12 30	10 22	8 53				
				11 35	9 58	4 12	179 ....St. Augustine...	84	12 11	10 07	8 42				
				11 49	10 10	4 22	183 .....Avon.....	80	11 58	9 56	8 32				
				11 58	10 18	4 28	186 .....Prairie City.....	77	11 52	9 49	8 26				
				12 17	10 33	4 42	192 .....Bushnell.....	71	11 35	9 35	8 13				
				12 32	10 45	4 50	196 .....Bardolph.....	67	11 22	9 28	8 03				
				12 53	11 03	5 08	204 .....Macomb.....	59	11 03	9 06	7 47				
				1 14	11 23	5 22	210 .....Colchester.....	53	10 45	8 50	7 32				
				1 21	11 30	5 28	212 .....Tennessee.....	51	10 40	8 44	7 27				
				1 38	11 45	5 42	218 .....Colmar.....	45	10 25	8 30	7 17				
				1 53	11 58	5 52	223 .....Plymouth.....	40	10 13	8 19	7 08				
				2 05	12 08	6 02	227 .....Augusta.....	36	10 04	8 10	6 58				
				2 27	12 26	6 17	233 .....La Prairie.....	30	9 47	7 52	6 45				
				P. M.	A. M.	2 36	236 .. T. W. & W. Junc..	27	9 40	7 45	6 40	A. M.	P. M.		
				11 45	11 30	2 55	242 ....Camp Point 6....	21	9 25	7 32	6 28	6 15	7 15		
				11 58	11 43	3 11	247 .....Coatsburg.....	16	9 12	7 18	6 18	6 05	7 03		
				12 05	11 50	3 18	250 .....Paloma.....	13	9 06	7 13	6 14	6 01	6 58		
				12 14	11 58	3 28	252 .....Fowler.....	11	8 58	7 05	6 08	5 53	6 52		
				12 21	12 05	3 35	254 .....Cliola.....	9	8 54	6 58	6 03	5 49	6 47		
				12 45	12 30	4 00	263 .....Quincy 7.....	0	8 30	6 35	5 45	5 30	6 30		
							Han. & St. Jos. R.R.								
							.....St. Joseph.....								
				A. M.	P. M.	A. M.	473 ARRIVE					A. M.	P. M.		
							LEAVE								

STANDARD OF TIME.—The Clock in the Union Depot at Chicago, will be taken as standard time.

185. 1. CHICAGO, BURLINGTON AND QUINCY RAILWAY.

GALESBURG, PEORIA & LEWISTON TRAINS.

Trains Leave.							May 3, 1868.		Trains Arrive.						
Acc.	Acc.	Pass	Mxd	Pass	Mls.	STATIONS.	Mls.	Mxd	Pass	Pass	Acc.	Acc.			
		P. M.	NOON	A. M.				A. M.	A. M.	P. M.					
		2 20	12 00	6 30	0	..... Peoria 1.....	53		11 50	7 40				
		2 55	1 10	7 04	13	..... Edwards	40		11 12	6 57				
		3 08	1 32	7 15	18	..... Langdon	35		10 58	6 42				
		3 17	1 52	7 25	22	..... Oak Hill	31		10 48	6 30				
		3 32	2 19	7 38	27	..... Elmwood	26		10 33	6 13				
		2 20		6 30	0	..... Lewiston	53	11 10	11 50	7 40				
		2 35		6 44	6	..... Bryant	47	10 42	11 34	7 22				
		2 55		7 03	14	..... Canton	39	10 02	11 12	6 57				
		3 10		7 17	19	..... Norris	34	9 37	10 57	6 42				
		3 25		7 32	25	..... Farmington	28	9 08	10 40	6 22				
		3 40		7 45	30	..... Yates City	23	8 40	10 25	6 05				
		3 40	2 35	7 45	30	..... Yates City	23	8 40	10 25	6 05				
		3 47	2 52	7 54	33	..... Summit	20	8 27	10 16	5 53				
		4 00	3 16	8 07	37	..... Maquon	16	8 07	10 03	5 38				
		4 12	3 40	8 18	42	..... Gilson	11	7 36	9 50	5 25				
		4 27	4 13	8 35	48	..... Knoxville	5	6 55	9 33	5 05				
		4 40	4 40	8 50	53	... Galesburg 2... 0	0	6 20	9 20	4 50					
			P. M.	P. M.	A. M.		[ARRIVE]	[LEAVE]	A. M.	A. M.	P. M.				

- 1 Connects with Railways diverging from Chicago.
- 2 Connects with Illinois Central Railway.
- 3 Connects with Galesb'g, Peoria & Lewiston trains.
- 4 Connects with Burl. and Missouri River Railway.
- 5 Connects with Toledo, Wabash and Western Railway.
- 6 Connects with the Hannibal and St. Joseph Railway, for St. Joseph, there connects with Missouri Valley Railway for Atchison and Leavenworth, there

- connects with Union Pacific Railway, E.D., for Lawrence, Topeka, Ellsworth, Coyote, etc.; also with steamers for Omaha, there connecting with Union Pacific Railway.
- 7 Connects with the Toledo, Peoria, and Warsaw Railway.
- 8 Connects with Main Line for Chicago, Quincy, East Burlington, Ottumwa.

185. 2. BATAVIA AND GALENA JUNCTION TRAINS.

P. M.	P. M.	P. M.	A. M.	Mls.	ARRIVE]	[LEAVE	Mls.	A. M.	A. M.	P. M.	P. M.
8 10	5 45	1 15		0	..Galena Junction..	13		10 30	5 30		
8 30	6 00	2 00	7 40	6	..... Batavia	7	7 25	10 00	5 15	8 05	
	6 15	2 35	7 55	13	..... Aurora	0	7 00	9 30	4 55	7 45	
	P. M.	P. M.	P. M.	A. M.		[LEAVE]	[ARRIVE]	A. M.	A. M.	P. M.	P. M.

186. BURLINGTON AND MISSOURI RIVER RAILWAY.

JAMES F. JOY, President, Detroit, Mich. F. B. JAMES, Assistant Treasurer, Burlington, Iowa.
 C. E. PERKINS, Gen. Superintendent. L. CARPER, Gen. Ticket and Freight Agent, Burlington, Iowa.

Trains Leave.					May 14, 1868.		Trains Arrive.				
Acc.	Mxd	Acc.	Exps	Mls	STATIONS.	Mls	Exs.	Acc.	Mxd	Exs	
		P. M.	A. M.				P. M.				
		11 45		0	..Burlington 1..	156	5 35				
		12 15		9	..... Middletown	147	5 08			
		12 44		19	..... New London	137	4 36			
		1 13		28	..... Mt. Pleasant	128	4 08			
		1 36		35	..... Checauqua	122	3 44			
		1 56		42	..... Glendale	114	3 21			
		2 39		56	..... Whitfield	100	2 39			
		2 59		62	..... Batavia	94	2 20			
		3 22		69	..... Agency City	87	1 56			
		4 15		75	..... Ottumwa 2.	81	1 35			
		4 47		85	..... Chillicothe	73	12 32			
		5 23		92	..... Frederic	64	11 53			
		5 57		100	..... Albia 3.	56	11 23			
		6 32		109	..... Tyrone	47	10 47			
		6 59		115	..... Melrose	41	10 26			
		7 30		123	..... Russel	33	9 54			
		8 30		130	..... Chariton	26	9 30			
		10 09		146	..... Woodburn	10	8 09			
		11 00		156	..... Osceola	0	6 45			
		P. M.	P. M.		[ARRIVE]	[LEAVE]	A. M.		P. M.		

CONNECTIONS.

- 1 Connects with Chicago, Burlington and Quincy Railway.
- 2 Connects with Des Moines Valley Railway.
- 3 Connects with Stages for points in Southern and Western Iowa.

Through Fare to Ottumwa
\$3 60.

TOLEDO, WABASH & WESTERN RAILWAY.

AZARIAH BOODY, Pres., New York. WARREN COLBURN, Vice-Pres. GEO. H. BURROWS, Gen. Supt., Toledo, O.
 J. N. DRUMMOND, Sec. & Treas. JOHN B. CARSON, Gen. Frght Agt. JOHN U. PARSONS, Gen. Ticket Agt. "
 R. ANDREWS, Supt. Eastern Division, Lafayette, Ind. T. L. KNAP, Supt. Illinois Division, Springfield, Ill.
 W. W. BOOREAM, Western Freight Agent, Springfield, Ill. H. C. GOODALL, Gen. Pass. Agent, Quincy, Ill.
 W. P. ROBINSON, Gen. Eastern Agent, 254 Broadway, N. Y.

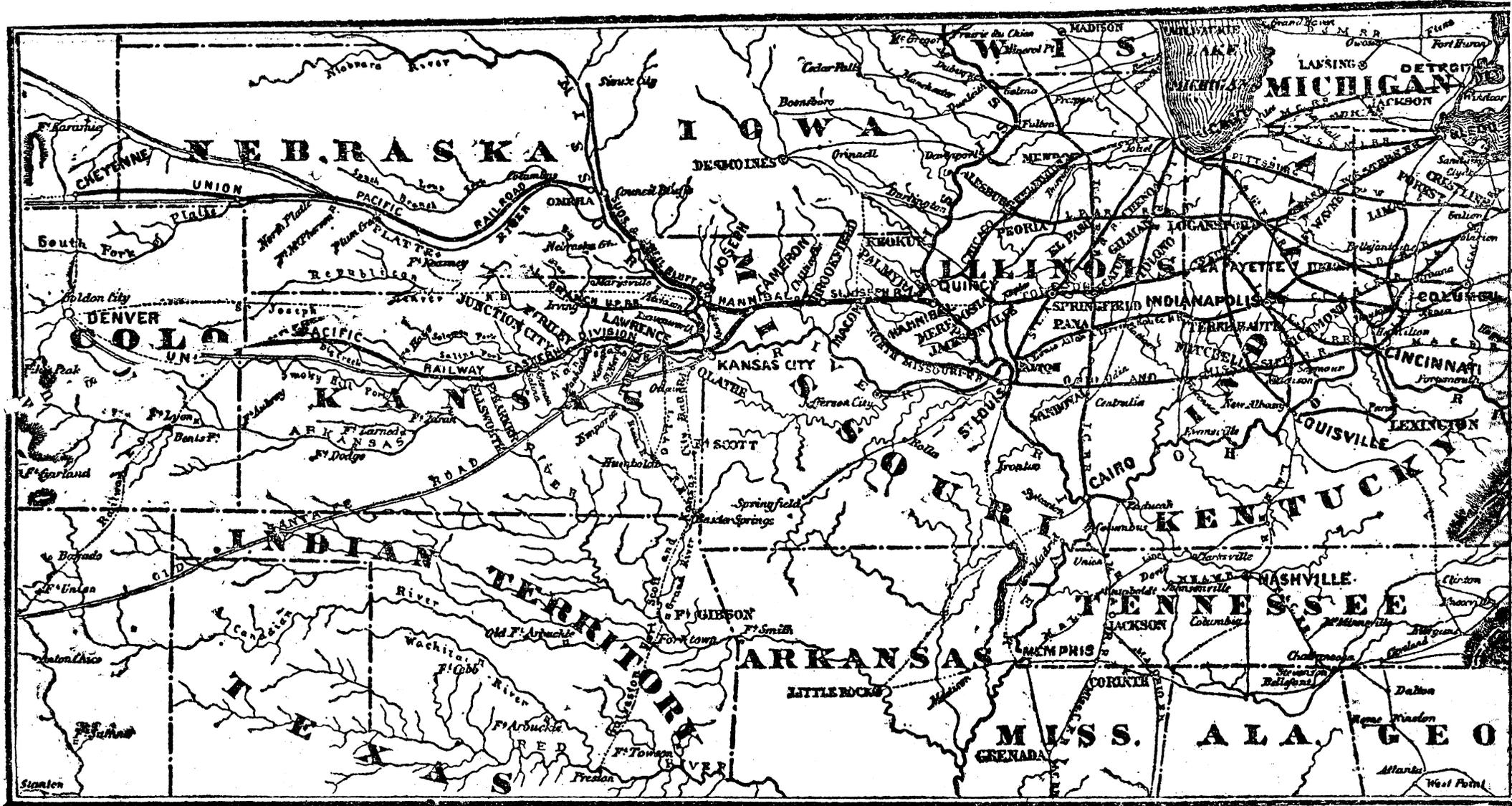
Leave.				May 10, 1868.				Arrive.				Leave.				May 10, 1868.				Arrive.			
Exs.	Mail.	Mls	STATIONS.	Mis	Exs.	Mail	Mxd.	Exps	Mail.	Mls	STATIONS.	Mls	Exp.	Mail.	Acc.								
A. M.	P. M.			A. M.	P. M.	A. M.	A. M.	P. M.	P. M.			P. M.	A. M.	P. M.	P. M.								
11 50	11 55	0	.... Toledo 1 ...	490	2 15	4 25		12 55	12 40	250	.... Danville	236	3 40	5 00							
12 19	12 23	9	.. Maumee City 2 ..	481	1 50	3 59		1 14	1 00	256	..... Catlin.....	230	3 25	4 44								
12 41	12 46	17	... Whitehouse ...	473	1 30	3 38		1 35	1 25	263	.. Fairmount....	223	3 08	4 27									
1 04	1 10	25	... Washington...	465	1 10	3 17		1 56	1 50	270	.... Homer.....	218	2 53	4 10								
1 13	1 22	29	..... Liberty.....	461	1 01	3 09		2 55	2 50	286	... Tolono 11....	195	2 15	3 30								
1 32	1 42	35	... Napoleon 3 ...	455	12 44	2 53		3 47	3 41	303	..... Bement....	192	1 20	2 39								
1 48	2 00	41	.... Oakland	449	12 28	2 39		4 10	4 07	312	.. Cerro Gordo...	183	1 00	2 17								
2 15	2 25	50	.... Defiance 4 ...	440	12 05	2 15		4 50	4 48	324	.... Decatur 12...	171	12 30	1 45							
2 40	2 53	61	.... Emerald.....	429	11 36	1 51		5 23	5 21	335	..... Niantic.....	160	11 55	1 08							
3 10	3 25	71	.... Antwerp	419	11 10	1 24		6 00	5 58	348	.. Mechanicsburg .	150	11 22	12 33								
3 31	3 45	78	.... Woodburn ...	412	10 50	1 07		6 09	6 07	351	.... Dawson.....	147	11 14	12 25							
3 56	4 10	88	... New Haven...	402	10 26	12 44		6 22	6 20	355	.... Howlett.....	143	11 04	12 14								
4 15	4 30	94	ar } Fort { lv		10 10	12 25		6 45	6 40	362	lv } Springfield } ar	136	10 45	11 55									
4 30	4 50		lv } Wayne 5 { ar	396	10 05	12 10		6 50	6 50		ar } St. L., A & C. J. } ar	134	10 30	11 40									
5 15	5 34	109	.... Roanoke.....	381	9 31	11 30		7 05	7 00	364	St. L., A & C. J. 13	134	10 30	11 40								
5 39	5 57	118	... Huntington...	372	9 10	11 07		7 26	7 20	371	..... Curran.....	127	10 11	11 21								
5 54	6 12	124	.... Antioch	366	8 55	10 52		7 50	7 42	379	..... Berlin.....	119	9 50	11 02							
6 13	6 30	131	.... Lagro.....	359	8 40	10 36		8 08	8 00	386	... Alexander's...	112	9 33	10 42								
6 30	6 45	136	.... Wabash 6....	354	8 28	10 22		9 00	8 50	396	.. Jacksonville 14 .	102	9 00	10 15								
6 47	7 01	142	.... Kellers	348	8 14	10 07		9 39	9 28	408	... Morgan City...	90	8 10	9 20								
7 15	7 25	150	.... Peru 7.....	340	7 57	9 46		9 50	9 37	411	.... Neely's	87	8 00	9 11							
7 40	7 45	157	.... Waverly	333	7 40	9 26		10 00	9 45	414	.... Bluff City	84	7 50	9 00							
8 07	8 10	166	... Logansport 8 .	324	7 20	9 02					.. Naples 15...	80	7 00	8 30									
8 24	8 26	171	.... Clymers.....	319	7 05	8 46		10 30	10 10	418	.. Meredosia 16..	78	7 38	8 46								
8 45	8 47	180	.... Rockfield ...	310	6 48	8 27		10 15	10 00	420	.... Versailles...	70	7 20	8 26							
9 05	9 04	186	.... Delphi.....	304	6 35	8 12		10 45	10 24	428	... Mt. Sterling...	61	7 00	8 03								
9 20	9 16	191	.... Colburn....	299	6 21	7 58		11 10	10 50	437	.... Mounds.....	55	6 46	7 47							
9 31	9 25	195	... Buck Creek ...	295	6 13	7 48		11 26	11 06	443	.... Clayton.....	50	6 35	7 35								
9 55	9 45	203	ar } Lafayette 9 ar	287	5 55	7 30		11 45	11 25	448	.. Camp Point 17..	36	6 15	7 15									
10 05	9 52		lv } Junction ...	285	5 48	7 22		12 05	11 45	454	.... Coatsburg...	31	6 05	7 03								
10 40	10 20	205	.... Junction	285	5 40	7 15		12 18	11 58	459	.... Paloma.....	29	6 01	6 58							
10 55	10 33	210	..... Wea ...	280	5 15	6 48		12 23	12 05	461	.... Cliola.....	23	5 49	6 47							
11 03	10 42	213	.... West Point...	277	5 09	6 42		12 37	12 21	467	... Quincy 18 ..	14	5 30	6 30								
11 18	10 56	219	.. Independence..	271	4 57	6 27		1 00	12 45	476	.... Clayton	50	6 30	7 25								
11 32	11 12	225	.... Attica.....	265	4 45	6 13		11 50	11 30	448	.... Clayton	50	6 30	7 25							
11 40	11 21	227	.. Williamsport ..	263	4 37	6 04		12 09	11 49	455	C., Bur. & Q'y J. 19	43	6 12	7 06									
11 55	11 38	233	.. West Lebanon..	257	4 24	5 50		12 35	12 15	463	.... Bowen.....	37	5 45	6 40								
12 07	11 52	237	.... Marshfield...	253	4 15	5 39		12 47	12 28	468	.... Denver.....	32	5 33	6 27							
12 23	12 08	242	.... State Line...	248	4 04	5 26		1 15	12 55	477	.... Carthage	23	5 06	6 00							
12 45	12 30	250	... Danville....	240	3 45	5 05		1 50	1 30	489	.... Hamilton....	9	4 30	5 25								
6 50	6 50	362	... Springfield...	128	10 45	11 55		2 20	2 00	490	.. Keokuk 20..	0	4 00	5 00									
2 20	2 00	490	... Keokuk ...	0	4 00	5 00																	
P. M.	A. M.		LEAVE		A. M.	P. M.	A. M.	P. M.	A. M.		ARRIVE		A. M.	P. M.	P. M.								

- 1 Connect with Railways diverging from Toledo.
- 1, 2, 3, 4 Miama Canal.
- 5 Connet with Pittsburgh, Ft. Wayne and Chicago Railway.
- 6, 7 8, 9 & 10 Wabash and Erie Canal.
- 7 Connects with Indianapolis, Peru and Chicago Railway.
- 8 Con. with Columbus, Chicago and Indiana Central Railway.
- 9 Connect with Indianap. Cin. and Laf. Railway.
- 9 Crossing Louisville, New Albany, and Chicago Railway.

STANDARD OF TIME—clock in Supt office at Toledo.

- 11 Connect with Chicago Branch of Illinois Cent. Railway.
- 12 Crossing of Main Line of Illinois Central Railway.
- 13 Crossing of Chicago, Alton and St. Louis Railway
- 14 Con. with St. Louis, Jacksonville and Chicago Railway.
- 15 Steamers to St. Louis, etc., and Illinois river ports.
- 16 Steamers to all points on the Illinois river.
- 17 Connect with the Chicago, Burlington and Quincy R. R.
- 18 Connect with the Quincy and Palmyra Railroad.
- 18 Connect with the Hannibal and St. Joseph Railway.
- 19 Connect with the Chicago, Burlington and Quincy R. R.
- 20 Connect with the Des Moines Valley Railway, for Ottumwa and Des Moines.

STANDARD OF TIME—Clock in Supts. office at Springfield.



HANNIBAL AND ST. JOSEPH RAILWAY AND CONNECTIONS.

GREAT CENTRAL ROUTE TO THE FAR WEST.

Shortest Line to

St. Joseph, Atchison, Weston, Leavenworth, Kansas City, Wyandotte, Lawrence, Topeka, Fort Riley, Santa Fe, Nebraska City, Council Bluffs, Omaha, Denver City, and all principal points in Colorado, Montana, Idaho, Utah, Nevada, California and New Mexico.

N. B. The Hannibal and St. Joseph Packet Lines on Missouri River are under control of this road, and no pains will be spared to make travelers comfortable.
P. B. GROAT, Gen. Ticket and Passenger Agent.

HANNIBAL AND ST. JOSEPH RAILWAY.

JAMES CRAIG, Pesident, St. Joseph, Mo.
 C. W. MEAD, Gen. Superintendent, Hannibal, Mo.
 GEORGE H. NETTLETON, Asst. Superint. "
 D. S. STOVER, Asst. Superintendent, West Quincy.

JOHN H. LATHROP, Treasurer, Hannibal, Mo.
 P. B. GROAT, Gen. Ticket Agent, Hannibal, Mo.
 H. H. COURTRIGHT, Gen. Freight Agent, Hannibal.
 D. H. WINTON, Gen. Agent, St. Joseph, Mo.

Trains Leave.

Trains Arrive.

May 17, 1868.

Mail	Exs.	Mls	STATIONS.	Mls	Mail	Exs.
P. M.	A. M.				P. M.	A. M.
7 50	6 45	0	...Hannibal 1..	206	6 00	5 15
8 23	7 15	10	.....Barkley..	196	5 31	4 42
8 00	6 50	0	.. West Quincy 2. .	204	6 00	5 00
8 40	7 30	13	..Palmyra Junction.	191	5 15	4 25
8 50	7 40	15	..Palmyra Junction.	191	5 10	4 20
9 39	8 27	30	..... Monroe	176	4 27	3 37
10 00	8 47	37	.....Hunnewell	169	4 08	3 17
10 30	9 18	47	.....Shelbina 3.....	159	3 39	2 48
11 08	9 54	59	.....Clarence	147	3 03	2 15
11 33	10 19	67	.....Carbon	139	2 40	1 52
11 50	10 35	70	.. Macon City 4. .	136	2 30	1 40
12 06	10 50	75	.....Bevier	131	2 12	1 17
12 17	11 00	79	.....Callao	127	2 01	1 05
12 40	11 23	86	.. New Cambria. .	120	1 41	12 40
1 05	11 48	94	.....Bucklin	112	1 17	12 17
1 23	12 06	100	.. St. Catherine ...	106	1 00	12 00
1 35	12 20	104	ar } Brookfield { lv	102	12 50	11 45
1 45	12 40	104	lv } Brookfield { ar	102	12 30	11 35
1 59	12 56	109	.....Laclede 5	97	12 14	11 22
2 18	1 17	116	.....Bottsville.....	90	11 52	11 05
2 32	1 32	121	.....Wheeling	85	11 37	10 52
2 55	2 00	130	.....Chillicothe 6....	76	11 10	10 29
3 08	2 15	135	.....Utica.....	71	10 55	10 16
3 41	2 50	145	.....Breckenridge...	61	10 20	9 48
4 08	3 22	156	.....Hamilton 7.....	50	9 47	9 24
4 25	3 41	163	.....Kidder	43	9 28	9 08
4 47	4 07	171	.....Cameron.....	34	9 02	8 47
4 50	4 15	172	.....Cameron Junction 8	34	9 00	8 45
5 00	4 20	0	..Cameron Junc... 53	8 50	8 40	
5 28	4 46	9	.....Turney.....	44	8 25	8 14
5 46	5 04	16	.....Lathrop.....	37	8 06	7 56
6 09	5 25	23	.....Holt.....	30	7 45	7 37
6 25	5 40	28	.....Kearney.....	25	7 28	7 22
6 57	6 08	39	.....Liberty.....	14	6 57	6 52
7 20	6 30	47	.....Arnold.....	6	6 30	6 30
7 35	6 50	53	.....Harlem.....	0	6 15	6 10
7 45	7 00		Kansas City 9.		6 05	6 00
A. M.	P. M.		ARRIVE] [LEAVE		A. M.	P. M.
5 12	4 33	177	.....Osborn	29	8 37	8 20
5 32	4 56	185	...Stewartsville ...	21	8 14	8 02
5 55	5 23	194	.....Easton	12	7 47	7 40
6 30	6 00	206	.. St. Joseph 9..	0	7 10	7 10
A. M.	P. M.		ARRIVE] [LEAVE		A. M.	P. M.

CONNECTIONS.

- 1 At Hannibal with Steamers to St. Louis and other points on Mississippi River
- 2 At Quincy with Chicago, Burlington and Quincy Railway, to and from Galesburg Mendota, Burlington, Aurora and Chicago. Connecting at Chicago with Michigan Central, Michigan Southern and Northern Indiana, and Pittsburg, Fort Wayne and Chicago Railways, for Detroit, Niagara Falls, Buffalo, Albany, Boston, New York, Philadelphia, Baltimore, and all Eastern and New England Cities.
- 2 Connects with Toledo, Wabash and Western Railway for Louisville and all points in Kentucky, Tennessee, and Southwest.
- 3 At Shelbina with Stage Line to Paris, Shelbyville, etc.
- 4 At Macon with North Missouri Railway.
- 5 At Laclede with daily stage or Brunswick, Linnens, etc.
- 6 At Chillicothe with daily stge for Trenton, Princeton, etc.
- 7 At Hamilton with daily stage or Richmond and Lexington.
- 8 At Cameron Junction with Kansas City and Cameron Branch, for Kansas City.
- 9 At Kansas City with stages or Fort Scott, etc., and all points in Southwestern Missouri, also with Union Pacific Railway (E. D.) for Wyandotte, Lawrence, Topeka, Fort Riley, Junction City, Salina, Ellsworth, Fort Hays, Coyote, and Mud Creek, making close connection at Fort Hays with the tri-weekly stages of Sanborn & Co., for Santa Fe and New Mexico and at Coyote with the U. S. Express Stage Line for Denver, Salt Lake, and other pts in Colorado & Utah.
- 10 At St. Joseph with Missouri Valley Railway for Weston, Atchison, Leavenworth, and all points on the Central Branch Union Pacific Railway and Uni Pacific Railway (E. D.), also with steamers for Council Bluffs and Omaha, there with Union Pacific Railway for Fort Kearney, Leavenworth, and Ft. Saunders.

CENTRAL BRANCH UNION PACIFIC RAILWAY.

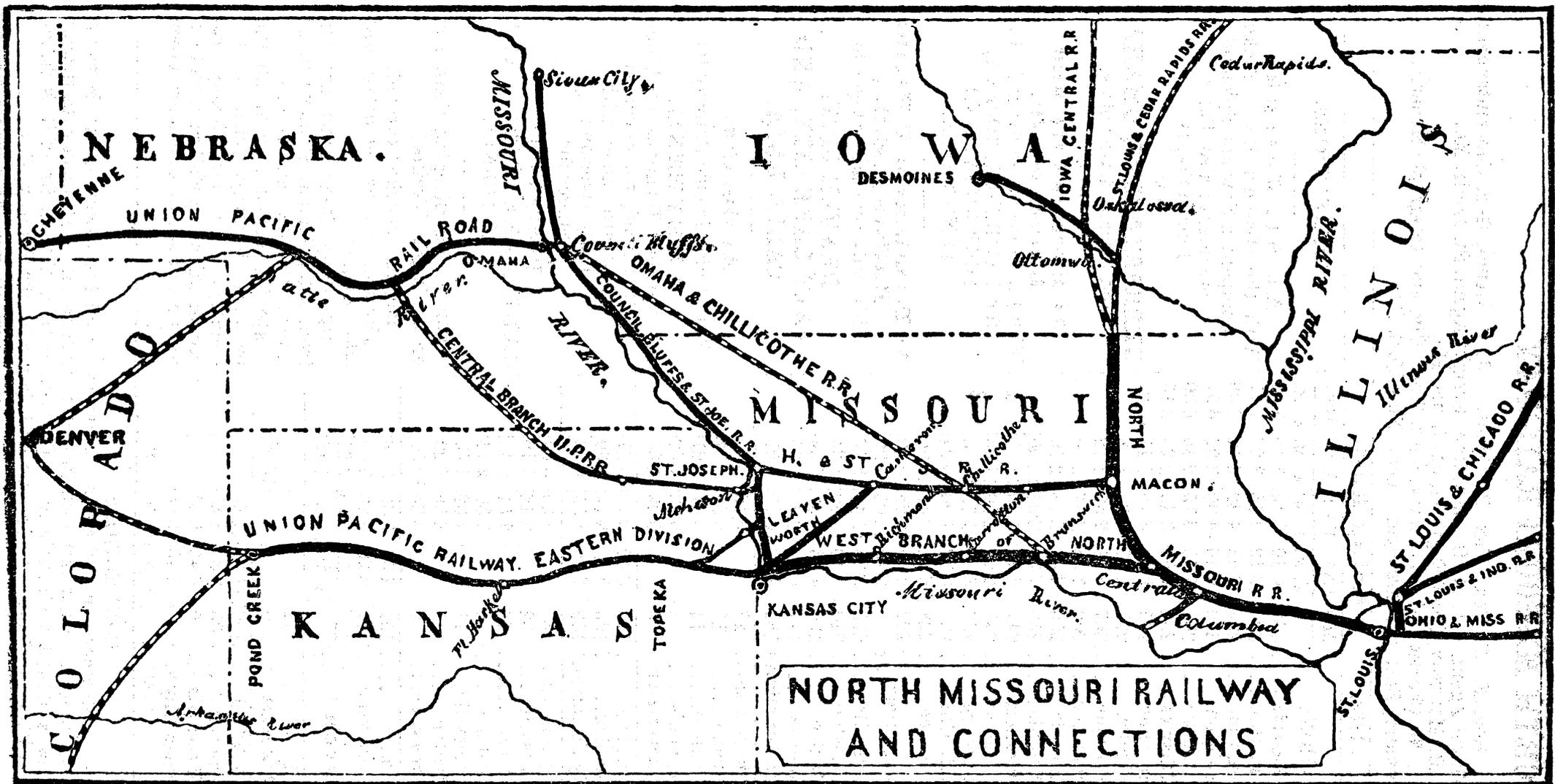
This Line, intended to connect with the main line Union Pacific Railway at the 100th parallel, is now complete, and in running order for 100 miles. It will form a connecting line between the Union Pacific and roads east of the Missouri River.

Going West.—Train leaves Atchison at 7 00 a. m., arrives at Little Blue 1 30 p. m. Leaves Little Blue 9 00 a. m., arrives at Atchison 3 30 p. m. Also leaves Atchison for Centralia at 2 20 p. m., arrives at Centralia at 5 20 p. m. Leaves Centralia for Atchison at 5 45 p. m., arrives at Atchison 9 40 p. m.

LEAVENWORTH, LAWRENCE, AND GALVESTON RAILWAY.

This Line is open to Ottawa, some 24 miles south of Lawrence, and being rapidly pushed forward in the direction of Emporia and Humboldt.

Trains leave Lawrence on the arrival of Day Express West or Union Pacific, E. D., and return so as to connect closely with the Afternoon Express East for Kansas City or Leavenworth.



**THROUGH FROM ST. LOUIS TO KANSAS CITY
WITHOUT CHANGE OF CARS.**

Through Cars are run between St. Louis and Kansas City, via. Macon and Cameron.

WEST BRANCH will be completed by early Winter, when through trains will run direct, with a saving of fifteen miles in distance, and some three hours in time.

NORTH MISSOURI RAILWAY.

Hon. BARTON BATES, President. Hon. E. W. FOX, Vice President. J. P. LAIRD, Gen. Superintendent.
 H. H. WHEELER, Gen. Ticket Agent. J. H. GAMBLE, Gen. Freight Agent, St. Louis, Mo.
 J. B. MOULTON, Chief Engineer, St. Louis, Mo.
 JAS. A. FELPS, Supt. East. Div., St. Charles. G. H. CRAIN, Supt. West. Div. and Telegraph, Moberly.
 E. I. BURRITT, Eastern Passenger Agent, New York City.

Going West

May 3, 1868.

Going East.

Going West				Going East.					
Acc.	Acc.	Exs.	Mail	Mis	Mis	Exs.	Mail	Acc.	Acc.
P. M.	P. M.	P. M.	A. M.			A. M.	P. M.	A. M.	A. M.
5 00	10 00	3 15	7 30	0	...	10 30	5 15	3 45	7 45
5 19	10 17	3 32	7 48	4	...	10 12	4 58	3 27	7 27
5 40	10 33	3 48	8 04	10	...	9 58	4 42	3 12	7 06
5 55	10 44	4 00	8 14	14	...	9 46	4 30	3 02	6 51
6 15	11 00	4 15	8 30	19	...	9 30	4 15	2 45	6 30
6 30	11 20	4 45	9 00	20	...	9 00	3 45	2 25	6 15
P. M.	12 00	5 11	9 28	29	...	8 31	3 15	1 45	A. M.
	12 15	5 21	9 40	33	...	8 20	3 04	1 28	
	12 30	5 31	9 50	37	...	8 11	2 52	1 12	
	12 50	5 45	10 07	42	...	7 58	2 37	12 50	
	1 15	6 00	10 24	48	...	7 41	2 18	12 19	
	1 30	6 09	10 34	51	...	7 30	2 07	12 00	
	1 55	6 25	10 53	57	...	7 14	1 49	11 32	
	2 21	6 40	11 10	63	...	5 57	1 30	11 05	
	2 41	6 52	11 27	67	...	6 45	1 15	10 45	
	3 02	7 05	11 46	72	...	6 32	1 00	10 24	
	3 20	7 15	12 02	77	...	6 21	12 46	10 06	
	3 45	7 30	12 25	83	arr lve	6 05	12 25	9 40	
	4 05	7 50	12 45	83	lve arr	5 45	12 05	9 20	
	4 39	8 11	1 08	90	...	5 25	11 42	8 46	
	5 10	8 25	1 22	95	...	5 10	11 30	8 25	
	6 00	9 02	2 04	109	...	4 35	10 53	7 04	
	6 20	9 16	2 20	114	...	4 22	10 38	6 35	
	6 55	9 40	2 45	122	Centralia Junction 4	4 00	10 15	6 05	
	7 00		2 50	122	Centralia Junction.		10 10	6 00	
	7 18		3 07	128	..... Bush's		9 53	5 37	
	7 39		3 19	131	..... Hickman.....		9 41	5 21	
	8 08		3 39	138	..... Stephen's.....		9 23	4 52	
	8 30		3 57	143	arr Columbia lve		9 03	4 30	
	7 26	10 00	3 09	130	..... Sturgeon	3 40	9 48	5 27	
	8 10	10 28	3 43	141	..... Renick.....	3 11	9 14	5 39	
	8 55	10 45	4 00	147	Moberly Junction 5	2 55	8 55	4 10	
	9 00		4 10	147	Moberly Junction.		8 35	3 50	
	9 34		4 33	154	..... Huntsville		8 12	3 16	
	10 05		4 54	161	..... Clifton.....		7 51	2 45	
	10 36		5 15	167	..... Salisbury.....		7 30	2 14	
	11 07		5 36	175	..... Keytesville.....		7 09	1 43	
	11 29		5 49	179	..... Dalton.....		6 56	1 22	
	12 00		6 10	186	.. Brunswick..		6 35	12 50	
	9 17	11 00	4 18	152	..... Cairo.....	2 39	8 36	3 26	
	9 40	11 15	4 35	157	..... Jacksonville ...	2 20	8 20	3 05	
	10 15	11 45	5 05	168	arr Macon lve	1 50	7 50	2 25	
	11 45	11 50	11 50	168	lve Macon arr	A. M.	A. M.	1 15	
				168	..... Macon.....				
	11 30			180	arr Atlanta lve			12 30	
		1 45	1 45	202	..... Brookfield	11 35	11 35		
		4 58	4 58	269	..... Cameron 7.....	8 37	8 37		
		6 50	6 50	304	... St. Joseph s ..	6 45	6 45		
		8 00	8 00		... Kansas City 9 ..	5 45	5 45		
		A. M.	A. M.		ARRIVE				
		A. M.	A. M.		[LEAVE]				
						P. M.	P. M.	P. M.	

CONNECTIONS.

At St. Joseph,
 With the Missouri River Packet Company's New and Splendid Steamers; also, Daily Line of Stages for
NEBRASKA CITY, OMAHA,
 and intermediate points.

At Kansas City and Leavenworth,
 With Union Pacific Railway (E. D.) for LAWRENCE, TOPEKA, FORT RILEY, AND POND CREEK.

At Terminus of U. Pacific Railway (E. D.),
 With Daily Overland Stages for
DENVER CITY, SALT LAKE CITY, AND CALIFORNIA.

At Omaha,
 With Union Pacific Railway for
CHEYENNE,
 and Western Terminus of Union Pacific Road, where connections are made with Daily Overland Stages for
DENVER CITY, SALT LAKE CITY, AND CALIFORNIA.

Palace Sleeping Cars run on all Night Trains!

Baggage checked through.
Fares always as low as via any other Route!

Daily Stage Lines are run from all principal Stations to all interior Counties and Towns.

Tickets on sale at all the principal Railway Offices in the country. Call for Tickets via North Missouri Railway, and examine and see that such are given you.

CONNECTIONS.

1 Railways diverging from St. Louis. 2 Steamers to Nebraska. 3 Stages to all the towns on the Missouri River. 4 Connect with Branch to Columbia. 5 Connect with Branch to Brunswick. 6 Connect with Branch to Atlanta. 6 Connects with Hannibal and St. Joseph Railway. 7 Connects with K. C. & C. Br. of H. & St. Jo. Railway. 8 Connects with Missouri Valley Railway. 9 Connects with Union Pacific Railway, E. D.

UNION PACIFIC RAILWAY, E. D.

JOHN D. PERRY, President. A. MEIER, Vice Pres. W. J. PALMER, Treas. S. T. SMITH, Auditor, St. Louis, Mo.
 A. ANDERSON, Gen. Supt. E. D. MEIER, Assist. Supt. GEO. NOBLE, Supt. 1st Div., Lawrence, Kas.
 J. M. WEBSTER, Gen. Fr't and Ticket Agt, Lawrence, Kas. B. MARSHAL, Supt, 2d Div., Junct. C'y.

Leave.			May 3, 1868.			Arrive.		
Mxd	Pass	Mls.	STATIONS	Mls	Pass	Mxd		
P. M.	A. M.				P. M.	A. M.		
6 30	7 20	0	... Wyandotte ..	335	6 25	5 00		
7 05	8 00	4	.... Kansas City 1...	331	5 30	4 30		
7 30	8 30	6	..... State Line 2...	329	5 20	4 20		
8 52	9 12	13	..... Edwardsville...	322	4 26	2 45		
9 50	9 43	22	..... Lenape.....	313	3 55	2 45		
10 20	9 57	27	..... Stranger.....	308	3 40	1 20		
11 17	10 35	36	.. L. and L. Junction.	299	3 10	12 15		
11 30	10 45	38	.... Lawrence 3....	297	3 00	11 58		
12 10	11 10	45	.... Buck Creek....	290	2 40	10 50		
12 45	11 30	51	.... Perryville....	284	2 15	10 10		
2 15	12 22	67	..... Topeka.....	268	1 27	8 35		
3 15	12 55	77	..... Silver Lake....	258	12 55	7 30		
4 30	1 40	90	..... St. Mary's....	245	12 10	6 05		
6 00	2 45	104	..... Wamego 4....	231	11 25	4 55		
6 37	3 08	110	..... St. George....	225	10 41	4 17		
7 20	3 35	118	.... Manhattan....	217	10 15	3 35		
9 15	4 32	135	.... Fort Riley...	200	9 15	1 15		
10 05	4 50	138	... Junction City...	197	9 05	12 50		
11 15	5 26	150	.. Chapman's Creek.	185	8 25	11 15		
12 30	6 05	163	..... Abilene.....	172	7 47	9 58		
1 20	6 35	171	..... Solomon.....	164	7 22	9 09		
2 45	7 40	185	..... Salina.....	150	6 40	7 30		
4 45	8 45	204	.... Rock Spring....	131	5 15	5 20		
7 45	9 30	218	... Fort Harker...	117	4 30	3 30		
8 15	9 45	223	ar } Ellsworth { lv	112	4 15	3 00		
8 45	9 50		lv } Wilson's Creek..	96	3 14	1 00		
10 15	10 50	239	.. Wilson's Creek..	96	3 14	1 00		
11 50	11 40	252	.... Barker Hill...	83	2 27	11 40		
1 45	12 23	264	..... Fossil.....	71	1 45	10 25		
4 15	2 00	289	..... Hays 5.....	46	12 12	8 13		
7 10	3 47	318	..... Ogalala.....	17	10 23	5 40		
9 00	5 00	335	..... Coyote 6.....	0	9 15	4 00		
A. M.	A. M.		ARRIVE]		[LEAVE	P. M.	P. M.	

1. LEAVENWORTH BRANCH.

Leave.			May 3, 1868.			Arrive.		
P. M.	A. M.	Mls.	STATIONS	Mls	P. M.	A. M.		
6 00	8 30	0	Leavenworth 7.	33	5 15	10 55		
6 20	8 48	4	..... Junction.....	29	4 57	10 35		
6 27	8 53	5	.... Penitentiary....	28	4 52	10 30		
6 43	9 04	8	.... Fairmount....	25	4 37	10 13		
7 27	9 30	16	.... Big Stranger....	17	4 12	9 30		
7 38	9 37	18	.. Moore's Summit..	15	4 05	9 10		
7 48	9 45	20	..... Tonganoxie....	13	3 58	9 0.		
8 16	10 03	25	..... Reno	8	3 40	8 38		
8 48	10 22	31	.. L. and L. Junction..	2	3 18	8 10		
9 00	10 30	33	..... Lawrence.....	0	3 10	8 00		
P. M.	A. M.		ARRIVE]		[LEAVE	P. M.	A. M.	

- 1 Connects with the Hannibal and St. Joe Railway for St. Louis and Quincy.
- 2 Connects at State Line with trains of the Missouri Pacific Railway for St. Louis.
- 3 Connects with L. L. & G. Railway for Baldwin City, Prairie City and O tawa. and stages for Fort Scott and all points in Northern and Southern Kansas.
- 4 Connects with stages for Council Grove Mission Creek, Rock Creek, Emporia, and Marysville.

193. MISSOURI VALLEY RAILWAY.

JNO. G. RICHARDSON, Pres. P. CLARK, Vice-Pres.
 JOSEPH S. FORD, Secretary and Treasurer.
 A. G. GOWER, Supt. & Chief Eng., St. Joseph, Mo.

Leave.			Dec. 15. 1867.			Arrive.		
Exps	Mxd	Mls	STATIONS.	Mls	Mxd	Exps		
A. M.	A. M.				P. M.	P. M.		
4 45	1 45	0	... St. Joseph ...	45	1 00	10 10		
5 30	2 32	12	..... Hall's.....	33	12 18	9 28		
5 41	2 48	16	..... Rushville....	29	12 03	9 16		
	3 05	20	ar } Winthrop { lv	25	11 47	9 03		
5 53	3 10	20	lv } ..		11 42			
6 11	8 37	26	.... Block's Mill....	19	11 15	8 41		
6 22	3 52	30	..... Iatan.....	15	11 00	8 30		
		37	ar } .. Weston.. { lv	8	10 34	8 10		
6 39	4 20	37	lv } ..					
6 48	4 35	40	..... Beverly.....	5	10 22	8 01		
7 00	4 52	45	E. Leavenw'th	0	10 00	7 45		
A. M.	P. M.		ARRIVE]		[LEAVE	A. M.	P. M.	

Exps	Mxd	Mls	STATIONS.	Mls	Mxd	Exps	
A. M.	P. M.			A. M.	P. M.		
8 00	2 00	0	... St. Joseph ...	15	11 30	4 30	
8 24	2 24	6	.... Jamestown....	9	11 06	4 06
8 36	2 36	9	.. Farmers' Station .	6	10 54	3 54	
9 00	3 00	15	... Savannah ...	0	10 30	3 30	
A. M.	P. M.		ARRIVE]		[LEAVE	A. M.	P. M.

Connects St. Joseph with Hannibal & St. Joseph Railway. At Leavenworth with Union Pacific and Pacific Missouri Rail ways. At Atchison with Central Branch Union Pacific. At Savannah with Lines of Stages going North to Omaha and Nebraska City. and Towing to the North East and North West of Savannah, making close connections with the Council Bluffs and St. Joseph Railway.

194. COUNCIL BLUFFS AND ST. JOSEPH RAILWAY.

WILLIS PHELPS, President, Springfield, Mass.
 H. W. PHELPS, Gen. Supt., Council Bluffs, Ia.

Leave.			Jan. 15. 1868.			Arrive.		
Mxd	Pass	Mls	STATIONS.	Mls	Pass	Mxd		
P. M.	A. M.				A. M.	P. M.		
1 00	8 30	0	Council Bluffs	53	10 15	1 10		
1 36	8 55	8	.. Trader's Point ...	45	9 50	2 00		
2 12	9 20	16	..... Pacific.....	37	9 25	2 22		
3 05	10 00	28	.... Bartlett.....	25	8 45	3 02		
3 45	10 35	37	... Percival.....	16	8 10	3 56		
4 07	10 52	42	.. East Nebraska City..	11	7 53	4 40		
5 00	11 30	53	... Hamburg ...	0	7 15	5 10		
P. M.	A. M.		ARRIVE]		[LEAVE	A. M.	P. M.	

Con. with U. Pacific & Chicago & N. W. Railways.

- 5 Connects with Sanderson's tri-weekly line of coaches for Fort Union, Santa Fe, Taos, Aiberquerque, and all points in New Mexico and Arizona.
- 6 Connects with U. S. Express Overland Mail, and Express Coaches for Denver City. and all points in Colorado, Montana, Utah, California and Idaho.
- 7 Connects with with packets for points on the Missouri River, and with the Mo. Valley Railway for Atchison and St. Joseph.

TWO MILLION ACRES of choice farming lands for sale, situated along the line of the U. P. Railway, E. D., at from \$1 to \$5 per acre. For particulars address Hon. J. P. Devereux, Land Commis. Lawrence, Kans.

PACIFIC AND MISSOURI RIVER RAILWAYS.

Geo. R. Taylor, President. D. R. Garrison, Vice President. T. McKissock, Chief Engineer and Supt.
W. O. Lewis, General Ticket Agent, St. Louis, Mo.

Trains Leave.

Nov. 17, 1867.

Trains Arrive.

Acc.	Exps	Acc	Mail.	Mis	STATIONS.	Mis	Mail.	Exps	Acc.	Acc.
P. M.	P. M.	A. M.	A. M.				A. M.	NOON	A. M.	P. M.
3 45	3 30	7 50	7 50	0	St. Louis, 7th st. ¹	309	2 20	12 00	8 35	6 14
4 10	—	8 12	8 12	5	Cheltenham	303	—	—	8 12	5 50
4 20	—	8 22	8 22	8	Laclede	300	—	—	7 59	5 40
4 28	—	8 31	8 31	10	Webster	299	1 48	—	7 51	5 33
4 42	—	8 39	8 39	13	Kirkwood	295	1 36	11 16	7 38	5 22
4 50	—	8 48	8 48	16	Barrett's ²	292	—	—	7 26	5 10
5 00	4 22	8 58	8 58	19	Meramec	290	1 18	11 00	7 14	5 00
5 17	—	9 14	9 14	24	Saint Paul	285	—	—	6 57	4 43
5 28	4 42	9 25	9 25	26	Glencoe	282	12 52	10 40	6 49	4 34
5 38	—	9 35	9 35	30	Eureka	279	—	—	6 34	4 21
5 48	—	9 45	9 45	32	Allenton	275	—	—	6 24	4 13
6 00	5 30	9 58	10 07	37	Franklin ³	272	12 18	10 07	6 10	4 00
7 11	5 44	A. M.	10 23	41	Gray's Summit	268	12 03	9 52	A. M.	P. M.
—	—	—	10 35	44	Labadie	264	11 49	—	—	—
—	—	—	11 06	52	South Point	257	11 15	—	—	—
—	—	—	11 17	54	Washington	254	11 06	9 07	—	—
—	—	—	11 48	62	Newport	247	10 35	—	—	—
—	—	—	12 10	67	Miller's Landing	242	10 13	8 22	—	—
—	—	—	12 42	75	Berger	234	9 44	—	—	—
—	—	—	—	81	Hermann	228	9 19	7 33	—	—
—	—	—	—	88	Gasconade	220	8 31	—	—	—
—	—	—	—	100	Chamois	209	7 49	—	—	—
—	—	—	—	105	St. Aubert	204	7 26	5 39	—	—
—	—	—	—	112	Bonnot's Mill	196	6 59	—	—	—
—	—	—	—	117	Osage	192	6 43	4 58	—	—
—	—	—	—	125	Jefferson City ⁴	184	6 14	4 29	—	—
—	—	—	—	132	Scott	177	5 44	—	—	—
—	—	—	—	140	Lookout	169	5 20	—	—	—
—	—	—	—	150	California	159	4 44	3 00	—	—
—	—	—	—	156	Moniteau	152	4 22	—	—	—
—	—	—	—	163	Tipton	146	4 06	2 22	—	—
—	—	—	—	168	Syracuse	141	3 48	—	—	—
—	—	—	—	175	Otterville	133	3 23	1 33	—	—
—	—	—	—	181	Smithton	128	3 02	1 15	—	—
—	—	—	—	189	Sedalia ⁵	120	2 37	12 49	—	—
—	—	—	—	195	Dresden	113	1 56	12 25	—	—
—	—	—	—	207	Knobnoster	101	1 22	11 48	—	—
—	—	—	—	218	Warrensburg ⁶	91	1 25	11 13	—	—
—	—	—	—	232	Holden	77	12 10	10 30	—	—
—	—	—	—	236	Kingsville	72	11 46	—	—	—
—	—	—	—	243	Big Creek	66	11 27	9 47	—	—
—	—	—	—	248	Pleasant Hill ⁷	60	11 12	9 33	—	—
—	—	—	—	259	Lee's Summit	50	10 34	9 03	—	—
—	—	—	—	265	Little Blue	43	10 09	—	—	—
—	—	—	—	72	Independence	36	9 38	8 10	—	—
—	—	—	—	282	Kansas City	27	9 08	7 38	—	—
—	—	—	—	284	State Line ⁸	25	8 55	7 25	—	—
—	—	—	—	286	Wyandotte	23	8 40	6 50	—	—
—	—	—	—	309	Leavenworth ⁹	0	7 18	5 30	—	—
A. M.		A. M.			ARRIVE]	[LEAVE	A. M.	P. M.		

Kirkwood Accommodation Trains leave 7th St. at 12 45, 4 45 and 10 45 p.m., stop at all stations, and arrive at Kirkwood at 1 35, 5 42 and 11 35 p.m.

Run on Sundays only.

Kirkwood Acc. m. Trains leave Kirkwood at 6 55 a.m., 2 25 and 6 15 p.m., stop at all stations, and arrive at 7th Street at 7 45 a.m., 3 10 and 7 05 p.m.

THIS IS THE ONLY ALL-RAIL ROUTE
 AVOIDING
Transfer of Ferriage
 between
 ST. LOUIS, KANSAS CITY, LEAVENSWORTH, LAWRENCE, TOPEKA, FORT RILEY, JUNCTION CITY, ELLSUNTH, and all points on the Union Pacific, E.D.

IN CONNECTION with
SOUTHWEST PACIFIC,
 IT FORMS
THE BEST ROUTE
 FOR
PASSENGERS
 TO
SOUTHWEST MISSOURI.

N.B.—THE
 WESTERN TERMINUS
 OF
 U. Pacific E. D.
 IS
The Starting Point
 FOR
U. S.
EXPRESS & STAGE LINE
 TO
DENVER, SALT LAKE,
 and other points in
COLORADO,
 and by
 Sanderson and Co.'s Stages,
 FOR
 SANTA FE AND NEW MEXICO.

FARE
 ALWAYS
 AS LOW AS BY ANY OTHER
 ROUTE.

- 1 Railways diverging from St. Louis.
- 2 Stages to Manchester, etc.
- 3 Connects with South-west Pacific Railway.
- 4 Steamers on Missouri River.
- 5 Stages for principal towns in South Western Missouri.
- 6 Stages for Lexington.
- 7 Stages to Fort Scott.
- 8 Connects with Union Pacific Railway.
- 9 Connects with Steamers and Missouri Valley Railway for Weston, Atchison, &c.

Sunday Train leaves Kirkwood for St. Louis at 9 00 a.m., arriving at 7th Street at 9 48 a.m.

ST. LOUIS AND IRON MOUNTAIN RAILWAY.

THOMAS ALLEN, President, St. Louis. H. G. MORGUAND, Vice-President, N. Y. L. B. CLARK, Treas., St. Louis.
 J. W. WALLACE, Jr., Auditor. EDW. HARDING, Gen. Superintendent. W. R. ALLEN, Gen. Ticket Agent.
 J. H. MORLEY, Chief Engineer, St. Louis, Mo.

Trains Leave. March 31, 1868.					Trains Arrive.					Sunday Trains—						
Acc.	Acc.	Acc.	Mail.	MI	MI	Mail.	Acc.	Acc.	Acc.	LEAVE.		P. M.	P. M.	P. M.	P. M.	
A. M.	A. M.	P. M.	A. M.			P. M.	A. M.	P. M.	A. M.	St. Louis.....	12 45	3 15	6 15	7 50		
10 30	8 00	4 00	8 00	0	St. Louis....	87	8 30	9 00	7 40	7 45	Carondelet. . . .	1 15	3 45	6 45	8 20	
11 00	8 30	4 30	8 30	6	Carondelet....	81	8 00	8 30	7 10	7 15	LEAVE.		A. M.	P. M.	P. M.	P. M.
A. M.	8 35	4 35	8 33	8	Docks.....	79	7 57	8 26	7 07	7 10	Carondelet.....	9 30	12 00	2 30	5 30	
	8 50	4 47	8 43	10	Jefferson Barracks.	76	7 46	8 13	6 51	A. M.	St. Louis.....	10 00	12 30	3 00	6 00	
	8 56	4 54	8 48	11	Quarantine....	75	7 42	8 06	6 45							
	9 36	5 27	9 21	21	Kimmswick....	65	7 16	7 37	6 09							
	9 43	5 33	9 28	23	Sulphur Springs..	63	7 10	7 30	6 03							
	9 53	5 48	9 37	26	Illinois.....	60	6 57	7 17	5 53							
	9 58	5 52	9 41	27	Peevly.....	59	6 53	7 13	5 49							
	10 07	5 59	9 50	30	Horine.....	56	6 45	7 05	5 42							
Sundays only.	10 29	6 25	10 10	35	Hemetite.....	51	6 25	6 38	5 23							
	10 40	6 37	10 20	39	Victoria.....	47	6 15	6 26	5 12							
	10 50	6 50	10 50	42	De Soto.....	44	6 05	6 15	5 00							
	A. M.	P. M.	11 15	50	Blackwell....	36	5 22	A. M.	P. M.							
			11 34	57	Cadet.....	29	5 00	Sundays only.								
			11 45	61	Mineral Point..	25	4 47									
				65	Potosi.....	29	Sundays only.									
			11 58	66	Hopewell....	21				4 35						
			12 10	69	Irondale....	17	4 22									
			12 27	74	Blairsville....	12	4 05									
			12 35	77	Dent.....	9	3 57									
			12 45	81	Iron Mountain..	6	3 46									
			12 53	83	Middle Brook...	4	3 38									
			1 00	87	Pilot Knob... 0	3 30										
			P. M.		ARRIVE] [LEAVE	A. M.										

197. SOUTH-W. PACIFIC R. W.

CLINTON B. FISK, Supt

Mail	Mls	May 14, 1867.		Mls	Mail
A. M.		STATIONS.			P. M.
10 20	0	Pacific.....	89	3 50	
10 36	5	Catawissa.....	84	3 38	
11 09	12	McSelle.....	77	3 12	
11 31	18	St. Clair.....	71	2 45	
12 04	28	Staunton.....	61	2 13	
12 28	34	Sullivan.....	55	1 52	
12 50	40	Bourbon.....	49	1 25	
1 25	45	Harrison.....	44	1 07	
1 52	53	Cuba.....	36	12 22	
2 18	61	Knobview....	28	11 56	
3 01	71	Dillon.....	18	11 14	
3 20	76	Rolla.....	13	10 55	
4 00	86	York's.....	3	10 12	
4 14	89	Jerome.....	0	10 00	
P. M.		ARRIVE	LEAVE	A. M.	

Carondelet Trains.

Leave St. Louis, 6 25, 7 50, 9 30 a.m.; 12 45, 6 30, 9 00 p.m. Arrive at Carondelet, 6 55, 8 20, 10 00 a.m.; 1 15, 7 00, 9 30 p.m. Leave Carondelet, 5 40, 7 05, 10 30 a.m.; 3 15, 5 30, 8 00 p.m. Arrive at St. Louis, 6 10, 7 35, 11 00 a.m.; 3 45, 6 00, 8 30 p.m.

198. DUBUQUE SOUTH-WESTERN RAILWAY.

M. K. JESSUP, President, New York City.
 J. P. FARLEY, Gen. Superintendent.
 BEN. WARNE, Gen. Ticket Agt., Dubuque, Iowa.

Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass
A. M.	A. M.				P. M.	P. M.
	10 20	0	Dubuque 1...	2 10		
	10 53	10	Julien.....	1 30		
	11 10	14	Peosta.....	1 10		
	11 25	18	Epworth.....	12 50		
	11 38	23	Farley.. { lve	12 30		
	12 30	23		arr	11 38	
	12 55	30	Worthington..	11 10		
	1 25	37	Sand Spring....	10 40		
	1 55	43	Monticello....	10 10		
	2 15	47	Langworthy....	9 50		
	2 45	54	Anamosa.....	9 20		
	3 30	61	Viola.....	8 30		
	3 50	65	Springville....	8 10		
	4 20	73	Marion.....	7 40		
	4 50	79	Cedar Rapids 2.	7 10		
			ARRIVE] [LEAVE			
M.	P. M.				A. M.	P. M.

1 Connects with Illinois Central Railway.
 2 Connects with Chicago & Northwestern Railway.

199. ILLINOIS CENTRAL RAILWAY—IOWA DIVISION

Pass	Pa-s	Mls	STATIONS.	Mls	Pass	Pass
P. M.	A. M.				P. M.	A. M.
	10 00	0	Dubuque 1...	142	2 30	
	10 40	10	Julien.....	133	1 50	
	11 25	19	Epworth.....	124	1 05	
	11 45	23	Farley.....	120	12 45	
	12 15	29	Dyersville....	113	12 15	
	12 45	37	Earlville....	106	11 48	
	1 40	47	Manchester....	96	11 10	
	2 25	61	Winthrop....	81	10 08	
	2 50	69	Independence..	73	9 42	
	3 17	78	Jesup.....	65	9 15	
	3 45	87	Raymond.....	56	8 48	
	4 30	92	Waterloo.....	50	8 60	
	4 45	97	C. F. & M. Junction.	46	7 55	
	4 55	0	C. F. & M. Junction.	14	7 20	
	5 20	8	Janesville....	6	6 55	
	5 45	14	Waverly....	0	6 30	
	4 55	99	Cedar Falls....	44	7 40	
	5 35	109	New Hartford..	34	7 05	
	6 25	123	Aplington....	29	6 15	
	7 00	132	Ackley.....	11	4 40	
	7 40	142	Iowa Falls...		5 00	
A. M.	P. M.		ARRIVE] [LEAVE		A. M.	A. M.

1 ILLINOIS CENTRAL RAILWAY.

CHICAGO DIVISION—CHICAGO TO CAIRO.

JOHN M. DOUGLAS, President. MARVIN HUGHITT, Gen. Supterintendent. W. P. JOHNSON, Gen. Pass. Agent.
 J. F. TUCKER, Gen. Freight Agent, Chicago, Ill. A. MITCHELL, Division Supterintendent, Centralia, Ill.
 JOHN J. SPROULL, General Agent, New York City.

Trains Leave. Jan. 5, 1868. **Trains Arrive.**

Pass	Exs.	Mail.	Mis.		Mls	Mail	Exps	Pass
P. M.	P. M.	A. M.		STATIONS.		A. M.	P. M.	A. M.
4 15	9 20	10 00	0	....Chicago 1....	365	10 25	8 10	9 10
4 48	9 50	10 26	9	....M. S. Crossing 2..	356	10 00	7 35	8 38
5 00	10 05	10 40	14	.... Calumet	351	9 45	7 20	8 20
5 25	10 32	11 02	24	....Thornton.....	341	9 05	6 57	7 57
5 38	10 46	11 14	28	....Matteson 3....	337	8 52	6 45	7 46
5 54	11 04	11 29	34	.....Monee	331	8 35	6 28	7 30
6 11	11 22	11 45	40	.... Peotone.....	325	8 17	6 12	7 13
6 28	11 41	12 00	47	.... Manteno	318	8 00	5 55	6 55
6 55	12 07	12 24	56	.... Kankakee.....	309	7 35	5 30	6 30
	12 32	12 45	65	.... Chebanse	300	7 12	5 07	
	12 59	1 08	73	.... Ashkum.....	292	6 48	4 43	
	1 22	1 50	81	....Gilman 4....	284	6 26	4 21	
	1 41	2 10	88	... Spring Creek....	277	6 08	4 03	
	2 11	2 41	99	..... Loda.....	266	5 39	3 34	
	2 22	2 52	103	..... Paxton.....	262	5 27	3 22	
	2 53	3 25	114	.... Rantoul.....	251	4 58	2 53	
	3 30	4 05		ur } Champaign { lv	237	4 20	2 15	
	3 35	4 10	128	lv }	237	3 55	2 10	
	4 00	4 35	137	..... Tolono 5.....	228	3 29	1 43	
	4 16	4 48	143	..... Pesotum	222	3 15	1 30	
	4 45	5 12	150	..... Tuscola.....	215	2 53	1 07	
	5 11	5 36	158	..... Okaw.....	207	2 30	12 45	
	5 30	5 53	164	.... Milton.....	201	2 13	12 28	
	6 30	6 40	173	....Mattoon 6....	192	1 50	12 05	
	7 06	7 13	185	..... Neoga.....	180	1 16	11 32	
	7 27	7 32	191	.... Sigel.....	174	12 57	11 15	
	7 50	7 52	199	.... Effingham.....	166	12 37	10 54	
	8 11	8 11	206	.... Watson.....	159	12 17	10 37	
	8 37	8 35	215	.... Edgewood.....	150	11 53	10 15	
	9 05	8 57	224	.... Farina.....	141	11 27	9 53	
	9 21	9 12	230	.... Kinnunday.....	135	11 12	9 39	
	9 53	9 40	239	.... Tonti.....	126	10 45	9 00	
	10 25	10 05	244	.... Odin 7.....	121	10 30	8 45	
	10 50	10 30		ar } Centralia 8 { lv	112	10 00	8 10	
	11 15	10 50	253	lv }	112	9 40	7 50	
	11 45	11 19	263	.... Richview.....	102	9 10	7 21	
	11 56	11 28	267	.... Ashley.....	98	9 00	7 11	
	12 17	11 47	274	.... Du Bois.....	91	8 37	6 50	
	12 35	12 04	280	.... Tamaroa.....	85	8 20	6 32	
	1 06	12 30	289	.... Du Quoin.....	76	7 55	6 07	
	1 38	1 08	302	.... De Soto.....	63	7 16	5 30	
	1 57	1 27	308	.... Carbondale....	57	6 58	5 12	
	2 20	1 50	316	.... Makanda.....	49	6 35	4 50	
	2 42	2 12	323	.... Cobden.....	42	6 15	4 30	
	2 58	2 27	328	.... Jonesboro'.....	37	5 59	4 12	
	3 40	3 03	341	.... Wetaug.....	24	5 25	3 40	
	4 04	3 27	349	.... Pulaski.....	16	5 00	3 16	
	4 16	3 39	353	.... Villa Ridge....	12	4 49	3 05	
	4 25	3 49	357	.... Mounds.....	8	4 40	2 55	
	4 50	4 15	365	....Cairo 9.....	0	4 15	2 30	
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	A. M.

CONNECTIONS.

- 1 Connects with railways diverging from Chicago.
- 2 Crossing Michigan Southern Railway.
Junction Joliet Branch Michigan Central Railway.
- 4 Junction Toledo, Peoria and Warsaw Railway.
- 5 Crossing of Toledo, Wabash and Western Railway.
- 6 Crossing of Indianapolis and St. Louis Railway.
- 7 Crossing of Ohio and Mississippi Railway.
- 8 Junction with Main Line.
- 9 Connects by ferry with Mobile and Ohio Railway at Columbus, Ky., for Humbolt, Tenn., Corinth, Miss., Columbus, Miss.; Meridian, Miss., and Mobile, Ala.
- 9 Connects by ferry with Cairo and Fulton Railway.

Through Fare, \$11 85. Way Fares, about 3 cents per mile.

STANDARD OF TIME—Chicago time as far as Urbana; from thence by Centralia time.

2. ILLINOIS CENTRAL RAILWAY.

MAIN LINE.

JOHN M. DOUGLAS, President. MARVIN HUGHITT, Gen. Supt., Chicago, Ill. W. P. JOHNSON, Gen. Pass. Agent.
 J. F. TUCKER, Gen. Freight Agent, Chicago, Ill. A. MITCHELL, Superintendent Chicago Div., Centralia, Ill.
 J. C. JACOBS, Supt. Northern Division, Amboy, Ill. JOHN J. SPROULL, Gen. Agent, New York.

Trains Leave.

Trains Arrive.

Pass		Miss	STATIONS.	Miles	Pass	
P. M.	A. M.				A. M.	P. M.
5 00	5 00	0	... Dunleith 1 ...	454	7 15	7 15
5 23	5 23	9	.... Menomonee....	445	6 53	6 53
5 48	5 49	17	..... Galena 2.....	437	6 30	6 30
6 10	6 10	24	.... Council Hill....	430	6 10	6 10
6 25	6 25	29	... Scales Mound....	425	5 47	5 43
6 50	6 50	37	... Apple River....	417	5 22	5 17
7 08	7 07	43	..... Warren 3.....	411	5 04	4 57
7 18	7 16	47	..... Nora	407	4 53	4 47
7 42	7 39	55	..... Lena	399	4 28	4 20
7 55	7 52	59	..... Eleroy	395	4 15	4 06
8 35	8 30	67	..... Freeport 4.....	387	3 50	3 40
9 12	9 06	80	.... Foreston.....	374	2 53	2 44
9 25	9 19	85	..... Haldane.....	369	2 40	2 30
9 41	9 34	90	..... Polo	364	2 25	2 15
10 00	9 51	96	.... Woosung.....	358	2 07	1 57
10 21	10 12	103	..... Dixon 5.....	351	1 45	1 35
11 05	10 55	115	..... Amboy.....	339	1 10	1 00
11 28	11 18	122	..... Sublette.....	332	12 37	12 27
11 55	12 10	131	.... Mendota 6....	323	12 10	12 00
12 30	12 43	138	..... Homer.....	316	11 13	11 15
12 40	12 55	146	.... La Salle 7....	308	11 03	11 05
1 06	1 21	155	..... Tonica	299	10 35	10 40
1 45	1 52	167	..... Wenona.....	288	10 02	10 09
2 16	2 21	176	..... Minonk.....	278	9 30	9 40
2 40	2 43	185	..... Panola	269	9 05	9 19
2 50	2 53	189	..... El Paso 8....	265	8 55	9 10
3 02	3 05	192	..... Kappa.....	262	8 43	8 58
3 17	3 20	197	..... Hudson.....	257	8 28	8 45
3 45	3 45	206	.. Bloomington 9..	248	8 02	8 20
4 14	4 14	217	.... Heyworth.....	237	7 28	7 48
4 35	4 35	224	..... Wapella.....	230	7 10	7 30
4 48	4 47	228	..... Clinton.....	226	6 52	7 13
5 12	5 10	236	..... Maroa.....	218	6 28	6 51
6 10	6 05	249	... Decatur 10....	205	5 50	6 15
6 38	6 32	259	..... Macon.....	195	4 48	5 26
6 54	6 48	265	.... Moawequa....	189	4 32	5 09
7 15	7 07	273	.... Assumption....	181	4 10	4 47
7 40	7 31	282	..... Pana 11.....	172	3 43	4 20
8 28	8 17	299	..... Ramsey.....	155	2 52	3 25
9 03	8 51	312	..... Vandalia.....	142	2 15	2 50
9 22	9 08	318	.... Shobonier....	136	1 56	2 30
9 45	9 30	326	..... Patoka.....	128	1 32	2 06
10 13	9 55	336	.... Sandoval 12....	118	1 03	1 38
10 30	10 15	342	.... Centralia 13....	112	12 45	1 20
A. M.	P. M.		Chicago Branch.		A. M.	P. M.
4 50	4 15	454	..... Cairo 14.....	0	4 15	2 30
P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.

CONNECTIONS.

- 1 Ferry to Dubuque, Iowa.
- 1 and 2 Steamers to St. Paul, etc.
- 2 Connects with Chicago and North Western Railway.
- 3 Junction of Mineral Point Railway.
- 4 Crossing of Western Union Railway.
- 5 Crossing of Chicago and Northwestern Railway.
- 6 Crossing Chicago, Burlington and Quincy Railway.
- 7 Crossing Chicago, Rock Island and Pacific Railway.
- 7 Connect with Illinois and Michigan Canal.
- 8 Junction of Toledo, Peoria and Warsaw Railway.
- 9 Crossing of Chicago and Alton Railway.
- 10 Crossing of Toledo Wabash and Great Western Railway.
- 11 Crossing of Indianapolis and St. Louis Railway.
- 12 Crossing of Ohio and Mississippi Railway.
- 13 Junction of Chicago Branch Railway.
- 14 See note 9 of Chicago Division.

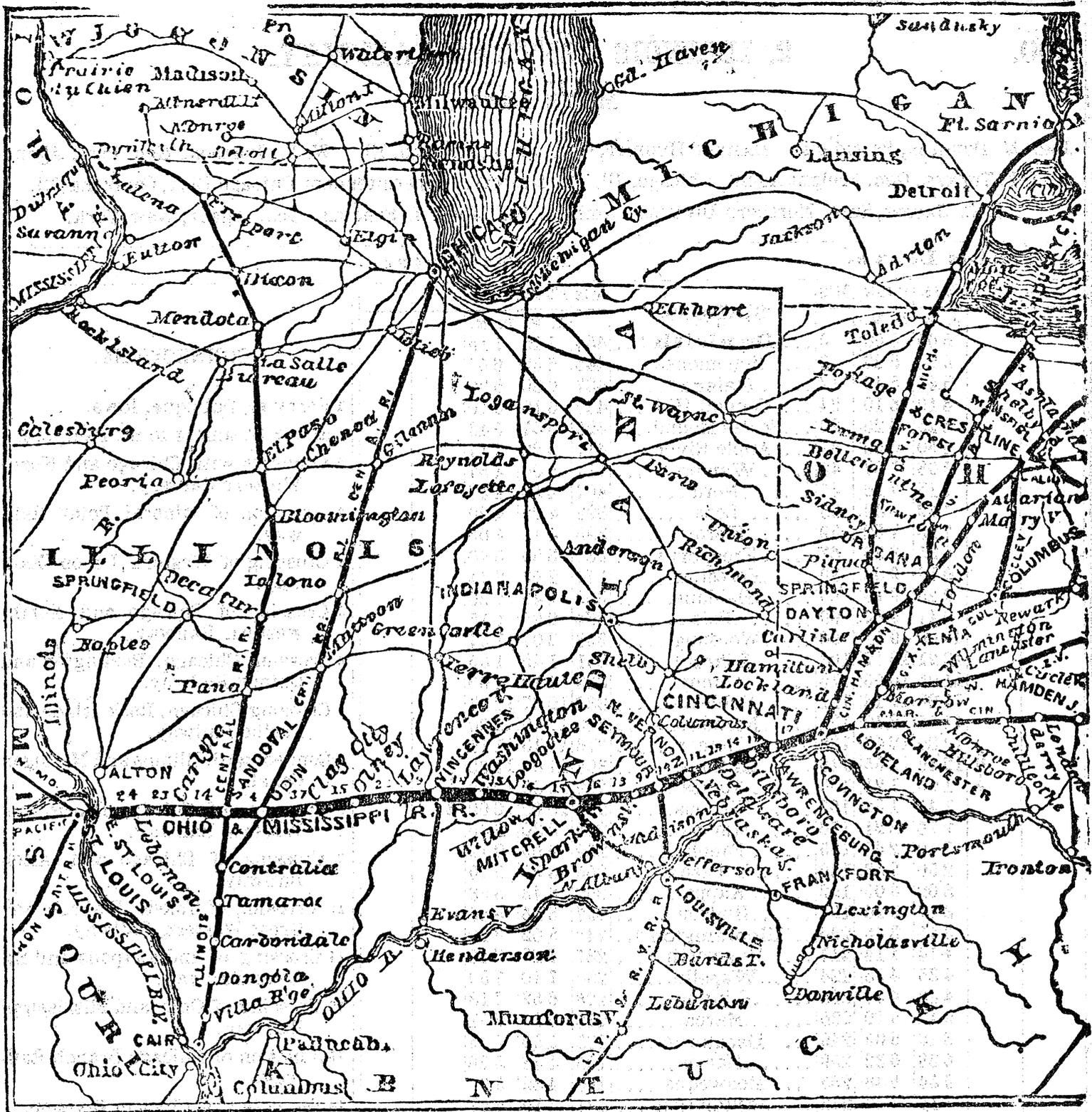
Through Fare \$— —. Way Fare about - cents per mile.

STANDARD OF TIME—From Dunleith to Wapella, Amboy time; from Wapella to Cairo, Centralia time.

MINERAL POINT RAILWAY.

GEO. W. COBB, Supt. and Sec'y, Mineral Point, Wis.

A train leaves Mineral Point for Calamine, Darlington, Riverside and Warren at 3 00 p.m. Returning, leave Warren at 6 25 p.m. Dist., 33 miles. Fare, \$1 50.



Under one undivided management between

CINCINNATI AND ST. LOUIS,

this Line has been put into FIRST-CLASS CONDITION, in all respects. Those who knew the Ohio and Mississippi a few years ago would scarcely recognise it now. Thoroughly ballasted with *new Iron and Ties*,

ITS TRACK IS IN PERFECT CONDITION,

Over which any rate of SPEED may be safely adopted, with ease and comfort to the passenger. Its equipment is New and of modern construction, combining all the latter-day IMPROVEMENTS; and, with its

ELEGANT DAY CARS,

NOVEL AND COMFORTABLE NIGHT CARS,

AND

LUXURIOUS SLEEPING CARS,

It offers to the traveling public the most desirable route between the East and the West. It is the aim and purpose of the Managers of this Line so to conduct its operation, as to secure the approbation of every passenger who shall travel over it, and make him, for all time, its *friend and patron*.



Trains are arranged (see Time-Table) to make the connection perfect and complete between the East and the West. With all Lines diverging from Cincinnati its TRAINS CONNECT, and a CHOICE over any connecting Lines and through them, with either of the *Four Great Trunk Lines to the Seaboard*, is offered to the traveler.

THROUGH TICKETS,

And always at the **LOWEST RATES**, may be found in all the Ticket Offices of its Connecting Lines, both East and West.

Passengers passing between the East and the cities of the South, **NEW ORLEANS, MOBILE, MEMPHIS, &c.**, can purchase **THROUGH TICKETS**, and have the privilege of **VISITING CINCINNATI and ST. LOUIS**

Without Extra Charge.

Between the Seaboard and the far West—all points on the Union Pacific Railway in Kansas and beyond—in fact, all points west of St. Louis—the **OHIO AND MISSISSIPPI** is the direct and desirable route.

Only **ONE CHANGE OF CARS BETWEEN NEW YORK AND ST. LOUIS**, and this at **CINCINNATI**, and at **REASONABLE HOURS**.

By the present arrangement of Time-Tables, the **quickest time** made between New York and St. Louis—either East or West—is *via THIS LINE*.

OHIO AND MISSISSIPPI RAILWAY.

CINCINNATI TO ST. LOUIS.

WILLIAM D. GRISWOLD, President. ALEX. H. LEWIS, Vice President. CHAS. S. CONE, Treasurer, Cincinnati, O.
 P. VAN DUERSEN, Auditor. SAMUEL TREVOR, Asst. Secretary J. W. CONLOGUE, Gen. Supt., "
 J. L. GRISWOLD, Supt. Western Div., St. Louis, Mo. S. S. WOODARD, Supt. Eastern Division. "
 CHAS. E. FOLLETT, Gen. Ticket and Passenger Agent. JAMES A. HILL, Gen. Freight Agent, St. Louis, Mo.
 JAMES JONES, Gen. Eastern Agent, 224 Broadway, N. Y.

Trains Leave.				Trains Arrive.				Jan. 5, 1868.	
Exs.	Exs.	Mail.	Mls	STATIONS.	Mls	Mail.	Exs.	Exs.	
P. M.	P. M.	A. M.				P. M.	A. M.	P. M.	CONNECTIONS.
4 00	10 10	7 40	0	Cincinnati 1	339	11 30	6 10	12 00	
4 31	—	8 12	10	Delhi...	329	11 04	—	11 25	1 Connect with Railways diverg- ing from Cincinnati.
4 45	10 50	8 26	14	North Bend	325	10 50	—	11 12	
4 54	10 59	8 36	18	Gravel Pit ...	321	10 42	—	11 03	
5 05	11 09	8 47	22	Lawrenceburg 2	317	10 34	5 13	10 51	
5 15	11 19	8 58	25	Aurora.....	314	10 24	5 03	10 41	2 Connect with Indianapolis and Cincinnati for Shelbyville and Indianapolis.
5 37	—	9 22	33	Dillsboro'.....	306	10 02	—	10 17	
5 47	—	9 34	37	Cold Springs. ...	302	9 53	—	10 05	
6 02	—	9 53	42	Milan.....	297	9 39	—	9 48	
6 14	—	10 06	47	Delaware.....	292	9 27	—	9 36	3 Connects with Jeffersonville, Madison, and Indianapolis Rail- way.
6 28	12 28	10 21	52	Osgood.....	287	9 14	—	9 22	
6 40	—	10 32	56	Poston (Mich. Rd.)	283	9 03	—	9 10	
6 58	—	10 50	62	Nebraska.....	277	8 46	—	8 50	
7 08	—	11 00	66	Butlerville.....	273	8 37	—	8 40	4 Connects with main line, Jeffer- sonville, Madison and Indiana- polis Railway.
7 26	1 27	11 18	73	North Vernon 3	266	8 18	2 56	8 21	
7 44	—	11 36	79	Hardenberg ...	260	8 02	—	8 03	
8 10	2 00	12 00	87	arr } Seymour 4 { lv	252	7 40	2 15	7 35	5 Connects with Louisville, New Albany and Chicago Railway.
P. M.	2 10	12 20	87	ive } { ar	252	7 23	2 10	A. M.	
	—	12 51	98	Brownstown ...	241	6 54	—	—	
	—	1 00	101	Velonia.....	238	6 45	—	—	
	—	1 13	106	Medora.....	233	6 32	—	—	6 Connects with Evansville and Crawfordsville Railway for Evansville.
	3 18	1 36	114	Fort Ritner ...	225	6 10	1 04	—	
	3 50	2 12	127	Mitchel 5 ...	212	5 34	12 31	—	
	—	2 45	139	Huron.....	200	5 00	—	—	
	—	3 16	150	Shoals.....	189	4 29	—	—	7 Connects with Chicago Branch of Illinois Central Railway.
	—	3 40	158	Loogoote.....	181	4 05	—	—	
	—	3 52	162	Clark's.....	177	3 52	—	—	
	5 47	4 20	173	Washington ...	166	3 25	10 35	—	8 Connects with main line of Illin- ois Central Railway.
	—	4 40	180	Wheatland ...	159	3 05	—	—	
	6 32	5 11	191	Junction.....	148	2 34	9 48	—	
	6 35	5 15	192	ar } Vincennes { lv	147	2 30	9 45	—	9 Connects with St. Louis, Jackson- ville and Chicago Railway.
	6 40	5 20	192	lv } { ar	147	2 25	9 40	—	
	—	5 59	205	Bridgeport ...	134	1 49	—	—	
	—	6 15	211	Sumner.....	128	1 33	—	—	9 Connects with St. Louis and Iron Mountain Railway.
	7 45	6 33	217	Claremont ...	122	1 16	—	—	
	8 15	7 05	223	Olney.....	116	1 00	8 23	—	
	8 35	7 27	231	Noble.....	108	12 37	—	—	9 Connects with Pacific and Mis- souri River Railway.
	8 55	7 45	238	Clay City.....	101	12 17	7 45	—	
	9 13	8 07	245	Flora.....	94	11 57	7 26	—	
	9 34	8 31	254	Xenia.....	85	11 33	—	—	2 Connects with North Missouri Railway.
Acc.	9 51	8 55	262	Middleton.....	77	11 10	—	Exps	
A. M.	10 16	9 20	271	Salem.....	68	10 46	6 20	P. M.	
	6 30	10 40	276	Odin 7.....	63	10 30	6 05	9 15	9 Connects with Chicago and Alton Railway.
	6 40	10 50	280	Sandoval 8 ...	59	10 05	5 40	9 05	
	7 10	—	289	Collins.....	50	9 38	—	8 36	
	7 35	—	297	Buxton.....	42	9 15	4 53	8 10	
	8 15	—	310	Trenton.....	29	8 37	—	7 30	
	8 36	12 30	317	Lebanon.....	22	8 17	3 59	7 09	
	8 59	—	325	Alma.....	14	7 56	—	6 45	
	9 15	—	331	Caseyville....	8	7 40	—	6 27	
	9 40	1 30	339	East St. Louis 9	0	7 15	3 00	6 00	
A. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	P. M.	P. M.	

Through Fare, \$14 00. Way, 4¢
cents per mile.
N.B.—Express Trains leaving E.
St. Louis at 3 p.m. and Cincinnati at
10 p.m. run daily. All other Trains
daily, Sundays excepted.

203. JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILWAY.

DILLARD RICKETTS, President, Indianapolis, Ind. HORACE SCOTT, General Superintendent, Jeffersonville, Ind.
 J. H. McCAMPBELL, Treasurer, Jeffersonville. McCLURE BRANHAM, Assistant Superintendent, Madison.
 JAMES FERRIER, Gen. Ticket Agent, Indianapolis. THOMAS CARSE, Gen. Freight Agent, Louisville.

Trains Leave.					March 8, 1868.					Trains Arrive.								
EXPS	MXD.	ACC.	MAIL	MIS	STATIONS	MIS	EXPS	MAIL	ACC.	MXD	COLUMBUS, SHELBYV. RUSHVILLE AND 1. CAMBRIDGE C. TRAINS.							
P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	A. M.	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE
9 00	6 30	2 15	4 30		.... Louisville....		7 45	4 45	11 30	6 30	Mail	Mis						
9 30	7 00	2 45	5 00	0	.. Jeffersonville 1.	108	7 15	4 15	11 00	6 00								
9 55	—	3 10	5 20	9	.... Sellersburg....	99	6 50	3 48	10 35	5 20								
10 15	8 25	3 30	—	15	.... Memphis....	93	6 35	3 30	10 15	4 50								
10 25	—	3 40	—	19	.... Henryville....	89	6 25	3 18	10 00	—								
10 45	9 35	4 00	6 05	26	.... Vienna....	82	6 05	2 58	9 35	4 00								
11 00	—	4 12	6 17	31	.... Marshfield....	77	5 45	2 43	9 20	3 40								
11 06	10 15	4 20	—	33	.... Austin....	75	5 40	2 35	9 12	—								
11 18	10 40	4 32	6 30	37	.... Crothersville..	71	5 28	2 25	9 00	3 10								
11 22	—	4 37	—	39	.... Retreat....	69	5 23	2 20	8 55	—								
—	—	4 45	—	42	.... Langdon's....	66	5 15	2 10	8 48	—								
—	—	4 58	—	46	.... Farmington....	62	5 02	1 55	8 35	—								
11 55	11 55	5 20	7 15	49	.... Seymour 2....	59	4 55	1 45	8 25	2 15								
12 00	—	5 26	7 21	51	.... Rockford....	57	—	1 15	8 02	—								
—	12 46	5 40	7 37	56	.... Jonesville....	52	4 35	1 00	7 45	1 30								
—	1 15	5 53	7 46	60	.... Waynesville..	48	—	12 50	7 35	1 15								
—	—	6 00	7 51	62	.... Walesboro'....	46	—	12 45	7 30	1 05								
12 45	2 00	6 15	8 15	67	.... Columbus 3....	41	4 12	12 30	7 15	12 45								
—	—	6 23	8 23	70	.... Lowell....	38	—	12 20	7 05	12 30								
1 06	—	6 31	8 32	73	.... Taylorsville....	35	—	12 10	6 55	12 15								
1 15	3 09	6 45	8 41	77	.... Edinburg 4....	31	3 43	12 00	6 45	11 50								
1 30	3 30	7 00	8 55	83	.... Amity....	25	3 30	11 45	6 30	11 20								
1 43	4 00	7 15	9 07	88	.... Franklin....	20	3 18	11 30	6 15	11 00								
—	—	7 30	9 20	93	.... Wheatland....	15	—	11 15	6 00	10 35								
—	—	7 40	9 25	95	.... Worthsville....	13	—	11 06	5 53	10 20								
2 12	4 50	7 48	9 31	98	.... Greenwood....	10	2 55	11 00	5 48	10 19								
—	5 08	8 00	9 40	101	.... Southport....	7	—	10 50	5 38	9 55								
2 45	5 45	8 25	10 00	108	.. Indianapolis 5..	0	2 30	10 30	5 15	9 15								
A. M.	A. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.

The 2 45 and 7 00 p. m. (Saturdays and Sundays at 9 45 p. m.) trains from Jeffersonville, and the 9 15 p. m. train from Indianapolis, run daily. The 9 30 p. m. train from Jeffersonville, daily, Saturdays and Sundays excepted. Other trains daily, Sundays excepted.

STANDARD OF TIME—Clock in Union Depot, Indianapolis

JEFFERSONVILLE AND NEW ALBANY.

LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Jeffersonville.....	5 05	7 15	9 15	11 15	1 45	3 30	5 25	9 00
New Albany . . .arr	5 50	8 00	10 00	12 00	2 30	4 10	6 05	9 40
LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
New Albany	4 10	6 00	8 15	10 15	2 40	4 30	6 20	11 00
Jeffersonville...arr	4 50	6 45	9 00	11 00	3 20	5 15	7 00	11 45

- CONNECTIONS.
- 1 Steamers to river ports.
 - 2 Crossing of Ohio & Miss. Railway.
 - 3 Junction of Madison Division.
 - 4 Junction of Cambridge City Div.
 - 5 Railways diverging from Ind.

SPECIAL NOTICE.

This Line forms, in connection with the LOUISVILLE AND NASHVILLE RAILWAY, a VERY POPULAR ROUTE BETWEEN THE NORTH and SOUTH, while its connections at

SEYMOUR AND INDIANAPOLIS

With Trains going WEST to

St. Louis, Kansas City, St. Joseph, Leavenworth,

And all points on the UNION PACIFIC R. R. E. D., render it the MOST AVAILABLE LINE for that large class of travelers out of KENTUCKY and TENNESSEE, which, at certain periods of the year, is continually migrating Westward in search of

NEW HOMES AND MORE EXTENSIVE FIELDS OF LABOR.

204. LOUISVILLE, NEW ALBANY AND CHICAGO RAILWAY.

D. D. WILLIAMSON, Trustee. G. L. SCHUYLER, Act. Trustee, N.Y. City. W. H. LEWIS, Sec. & Treas., New Albany.
 M. SLOAT, Man. and Gen. Superintendent. W. E. PHILIPS, Gen. Ticket Agent, New Albany, Ind.
 E. H. WALDRON, Asst. Supt., Lafayette, Ind. T. W. ARMSTRONG, Gen. Freight Agent, New Albany, Ind.

Leave. Dec. 8, 1867. **Arrive.**

Mxd.	Mail.	Mls	STATIONS.	Mls	Mail.	Mxd.
A. M.	A. M.				P. M.	P. M.
	8 30	0	New Albany 1.	198	7 12	
	8 50	6	...Smith's Mills...	194	6 52	
	9 10	12	.....Wilsons.....	196	6 32	
	9 30	18	....Providence....	190	6 12	
	9 46	23	.....Pekin.....	185	5 54	
	9 58	27	....Farrabee's....	180	5 42	
	10 27	35	.....Salem.....	163	5 12	
	10 47	40	.....Hitchcock's....	158	4 52	
	11 07	45	..Campbellsburg..	153	4 29	
	11 32	52	.....Lancaster....	146	4 07	
	11 46	56	.....Orleans.....	142	3 53	
	12 17	61	.....Mitchell 2....	137	3 35	
	12 33	65	.....Juliet.....	133	3 20	
	12 50	71	.....Bedford.....	127	3 01	
	1 14	78	....Salt Creek....	120	2 36	
	1 25	82	....Guthrie.....	117	2 25	
	1 53	89	....Smithville....	110	1 53	
	2 05	92	....Clear Creek....	106	1 41	
	2 22	97	...Bloomington...	101	1 29	
	2 47	104	....Ellettsville....	94	12 40	
	3 15	113	.....Gosport.....	85	12 09	
	3 42	122	.....Quincy.....	76	11 42	
	4 02	128	....Clverdale....	70	11 21	
	4 21	134	....Putnamville....	64	11 01	
	4 45	137	.....Junction.....	61	10 50	8 35
5 45	4 54	139	...Greencastle 3...	59	10 38	8 24
6 34	5 23	148	....Bainbridge....	50	10 05	7 43
6 52	5 33	152	..Carpentersville..	47	9 55	7 20
7 17	5 45	156	.....Ashby's.....	43	9 43	6 57
8 07	6 12	163	....Whitesville....	36	9 15	6 12
8 52	6 35	170	..Crawfordsville 4..	28	8 52	5 34
9 19	6 55	176	...Cherry Grove...	22	8 32	4 52
10 15	7 28	184	.....Corwin.....	14	7 57	4 02
10 45	7 49	191	.....Taylor's.....	7	7 35	3 26
11 10	8 10	196	....Junction 5....	2	7 15	3 00
11 25	8 23	198	...Lafayette....	0	7 00	2 45

CONNECTIONS.

- 1 Steam Ferry to and from Louisville.
- 2 Crossing of the Ohio and Mississippi Railway.
- 3 Crossing of the Terre Haute and Indianapolis Railway.
- 4 Junction Evansville and Crawfordsville Railway.
- 5 Junction Lafayette and Indianapolis Railway.
- 5 Crosses Toledo, Wabash and Western Railway.
- 6 Connects with Toledo, Peoria and Warsaw Railway.
- 7 Connects with Pittsburg, Ft. Wayne & Chicago Railway.
- 8 Connects with the Michigan Southern and Northern Indiana Railway.
- 9 Junction with the Michigan Central Railway.

STANDARD OF TIME—Louisville, Ky. Two minutes slow of Ohio and Miss. Railway and five minutes fast of Michigan Central Railway

205. EVANSVILLE AND CRAWFORDSVILLE RAILWAY.

JOHN INGLE, Jr., Pres. and Superintendent.
 JOHN E. MARTIN, Secretary.
 L. PEARSON, Assist. Superintendent, Evansville, Ind

Leave. Dec 16, 1867. **Arrive.**

Acc.	Mail.	Mxd.	Mls	STATIONS.	Mxd.	Mail.	Acc.	
P. M.	A. M.	A. M.		LEAVE	[ARRIVE]	P. M.	P. M.	A. M.
3 34	9 00	5 30	0	... Evansville 1..	5 38	10 00	10 00	
4 04	9 29	6 17	10	.....Ingle's.....	4 55	9 29	9 29	
4 25	9 48	6 50	17	....Haubstadt....	4 25	9 09	9 04	
4 33	9 56	7 08	20	....Fort Branch....	4 06	9 02	8 55	
4 59	10 20	7 54	27	....Princeton....	3 19	8 40	8 27	
5 13	10 34	8 26	31	.....Patoka.....	2 48	8 26	8 12	
5 37	10 58	9 04	38	....Hazleton....	1 54	8 02	7 50	
5 47	11 08	9 30	40	....Decker's....	1 30	7 52	7 40	
6 27	11 52	10 27	51	....Vincennes....	12 30	7 15	7 02	
6 35	12 16	10 57	52	....Junction 2....	—	6 58	6 47	
P. M.	12 43	11 50	61	....Emmisons....	10 58	6 14	A. M.	
	12 56	12 15	66	...Oak Station...	10 32	6 00		
	1 17	12 52	73	....Carlisle.....	9 50	5 40		
	1 43	1 53	83	....Sullivan.....	8 59	5 15		
	1 59	2 18	90	....Shelburn....	8 20	5 00		
	2 13	2 44	94	..Farmersburg...	7 53	4 46		
	2 23	3 04	97	...Hartford....	7 33	4 36		
P. M.	2 55	4 03	109	arr } Terre { lve	6 49	4 03	A. M.	
4 10			109	lve } Haute 3 { arr			11 00	
4 30			114	..Otter Creek....			10 41	
5 02			122	....Rosedale....			10 15	
5 42			122	... Rockville ...			9 30	

CONNECTIONS.

- 1 Connect (by ferry) with Edgefid and Kentucky Railway.
- 1 Steamers on Ohio River, up and down.
- 2 Junct. of Ohio and Mississippi Railway.
- 3 Connects with Ter. Haute and Ind. Railway.
- 3 Connects with Indianapolis and St. Louis Railway.

NORTHERN DIVISION.

Leave. Jan. 5, 1868. **Arrive.**

Exp.	Exp.	Mls	STATIONS.	Mls	Exp.	Exp.
P. M.	P. M.				F. M.	P. M.
12 40	11 45	196	Indianapolis Jun. 5	92	2 00	10 45
1 00	12 00	198	... Lafayette ...	90	1 41	10 29
1 20	12 21	204	...Battle Ground...	84	1 20	10 09
1 41	12 39	211	....Brookston....	77	1 00	9 51
1 52	12 49	215	....Chalmers.....	73	12 50	9 41
2 13	1 06	221	....Reynolds 6....	67	12 32	9 24
2 37	1 27	229	....Bradford.....	59	12 09	9 03
3 05	1 48	237	...Francisville...	51	11 47	8 42
3 25	2 06	244	....Medaryville....	44	11 28	8 24
3 51	2 27	252	....San Pierre....	36	11 07	8 03
4 06	2 40	254	....Kankakee....	31	10 53	7 50
4 15	2 50	262	....La Crosse....	26	10 45	7 40
4 35	3 06	265	....Wanatah 7....	20	10 29	7 24
4 50	3 19	271	....Haskell's....	17	10 16	7 11
5 08	3 32	276	....Westville....	12	10 04	6 58
5 23	3 43	280	....La Croix 8....	8	9 52	6 47
5 48	4 05	288	..Michigan City 9..	0	9 30	6 25

P. M. A. M. [ARRIVE] [LEAVE] A. M. P. M.

[Advertisement.]

TERRE HAUTE AND INDIANAPOLIS R. R.

Indianapolis to Terre Haute, 73 Miles.

Connects at Terre Haute with the Indianapolis and St. Louis Railway.

See Time-Table No. 208.

The trains of the Terre Haute and Indianapolis Railway leave the Union Passenger Depot at Indianapolis (the capital of the State of Indiana, where centers in one spacious depot the trains of eight different railroads, 38 passenger trains daily arriving and departing), as follows:

FOUR THROUGH PASSENGER TRAINS DAILY,

(Sundays excepted) each way, between Terre Haute and Indianapolis.

TRAINS WESTWARD.

Leaves Indianapolis at 3 00 and 7 55 a.m., 12 50 and 8 5 p.m.

Arrives at Terre Haute at 5 40 a.m., 10 50 a.m. and 4 p.m., 11 p.m.

Leaves Terre Haute at 6 45 a.m., 3 15 and 4 50 p.m. and 10 25 p.m.

Arriving at Indianapolis at 10 a.m., 6 15, 8 5 p.m. and 12 50 a.m.

NO CHANGE OF CARS BETWEEN INDIANAPOLIS AND ST. LOUIS.

☛ Superior sleeping cars run through in night trains. ☚

Connections are made as follows: 40 miles west of Indianapolis, with the Louisville, New Albany and Chicago Railroad. No. 204.

At Terre Haute, with the Evansville and Crawfordsville Railroad, for Vincennes and Evansville, connecting at Evansville with Packets for Paducah, Ky., etc. See Time-Table No. 206.

At Mattoon, with the Chicago Branch of the Illinois Central Railroad, for Cairo, and all Southwestern towns and cities. See Time-Table No. 200.

At Pana, with the Illinois Central Railroad, for all places in the Southwest. See Time-Table No. 200.

At St. Louis, with the North Missouri and Pacific Railroads. See Time-Tables Nos. 189 and 195.

Through Tickets *via* Terre Haute and Indianapolis Railroad and its connections, to be had at all Railroad Ticket offices.

Passengers should ask for Tickets *via* Indianapolis.

All Freights shipped *via* Terre Haute and Indianapolis Railroad, forwarded with promptness and dispatch.

Four Fast Express and Time Freight trains are run daily each way.

Express Stock Trains leave Terre Haute daily. Particular care and attention given to Stock shipments. Stock equipments and facilities are unequalled. Stock trains are run on fast time, and close connections.

W. R. McKEAN, President.

CHAS. R. PEDDLE, Gen. Superintendent.

R. A. MORRIS, Secretary and Gen. Ticket Agent.

206.

INDIANAPOLIS, PERU & CHICAGO RAILWAY.

Trains Leave.

May 18, 1868.

Trains Arrive.

Acc.	Mxd.	Exs.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Exs.	Acc.	Mxd.
		P. M.	A. M.				A. M.	P. M.		
		8 50	11 32	0	Indianapolis 1	75	7 47	4 19		
		9 17	11 55	6	.....James'	69	7 22	3 56		
		9 32	12 08	11	.....Castleton.....	64	7 10	3 44		
		9 50	12 26	17	.....Britton's.....	58	6 49	3 29		
		10 05	12 40	22	.....Noblesville....	55	6 37	3 17		
		10 23	12 56	28	.....Cicero.....	47	6 21	3 02		
		10 32	1 05	31	.....Arcadia.....	44	6 12	2 52		
		10 40	1 13	34	....Buena Vista...	41	6 03	2 44		
		10 55	1 27	39	.....Tipton.....	36	5 50	2 31		
		11 17	1 49	46	....Sharpsville....	29	5 34	2 11		
		11 25	2 01	49	.....Fairfield.....	26	5 26	2 01		
		11 40	2 14	54	.....Kokomo.....	21	5 12	1 48		
		11 55	2 26	55	C & Gt East'n Cros 2	20	5 07	1 46		
		12 10	2 40	59	.....Cassville.....	16	4 52	1 21		
		12 26	2 55	63	.....Miami.....	12	4 36	1 05		
		12 38	3 06	68	....Bunker Hill....	7	4 25	12 53		
		1 03	3 29	75	.....Peru 3.....	0	4 00	12 30		
		A. M.	P. M.		ARRIVE]	[LEAVE	A. M.	P. M.		

GENERAL OFFICERS.
 DAVID MACY, President and Supt.,
 Indianapolis, Ind.
 F. B. CUTTING, Vice-Pres., N.Y.
 V. T. MALOTT, Treasurer,
 ALBERT B. SOUTHWARD, Sec.
 and Gen. Ticket Agt.,
 J. C. THOMPSON, Asst. Supt.
 L. N. ANDREWS, Gen. Frt Agt,
 Indianapolis.

CONNECTIONS.
 1 Railroads diverging.
 2 Cross. of Chic. & Gt. East. Railway.
 3 Con. with Cin., P. & Chic. Railway.
 3 Con. with Toledo, Wabash and
 Western Railroad.
 3 Con. with packets on Wabash
 Canal for Evansv. & Toledo,
 and intermediate landings.

Through Fare, \$3 00. Way Fares, about 4 cents per mile.

207.

TERRE HAUTE & INDIANAPOLIS RAILWAY.

See Advertisement on preceding page.

W. R. McKEN, President W. W. WILLIAMS, Treasurer. CHARLES R. PEDDLE Supt., Terre Haute, Ind.
 R. A. MORRIS, Aud. and Gen. Ticket Agt., Terre Haute. H. W. HIBBARD Gen. Freight Agt., Indianapolis.
 JOHN E. SIMPSON, Assistant Superintendent, Indianapolis. Ind.

Trains Leave.

May 17, 1868.

Trains Arrive.

Fast.	Acc.	Exps.	Mail.	Mls.	STATIONS.	Mls.	Exps.	Exps.	Exps.	Exps.
P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	P. M.	P. M.
10 25	4 50	3 15	6 45	0	Terre Haute 1	73	5 40	10 50	4 00	11 00
10 34	4 58	3 22	6 53	4	.....Prairie.....	69	5 30	10 40	3 51	10 51
10 41	5 06	3 31	7 02	8	.....Seelyville.....	65	5 22	10 32	3 43	10 41
10 44	5 13	3 36	7 07	10	....Cloverland....	63	5 17	10 27	3 36	10 33
10 48	5 19	3 43	7 14	12	.....Staunton.....	61	5 14	10 23	3 28	10 30
10 50	5 21	3 45	7 16	13	.....Williams.....	60	5 12	10 20	3 25	10 29
10 51	5 24	3 47	7 19	14	....Newburg.....	59	5 11	10 18	3 23	10 28
10 57	5 32	3 53	7 27	16	.....Brazil.....	57	5 06	10 13	3 18	10 23
11 01	5 35	3 56	7 30	18	....Weaver's.....	55	5 01	10 07	3 11	10 17
11 04	5 40	4 00	7 35	20	....Harmony.....	54	4 58	10 03	3 07	10 14
11 10	5 48	4 08	7 42	23	.....Eagles.....	50	4 51	09 55	2 59	10 07
11 15	5 54	4 16	7 49	26	.....Reelsville.....	47	4 45	09 48	2 52	10 01
11 22	6 04	4 24	7 59	29	....Hamrick's.....	44	4 39	9 40	2 44	9 53
11 30	6 14	4 34	8 09	33	....Junction.....	40	4 33	9 34	2 37	9 46
11 40	6 25	4 45	8 20	35	....Greencastle 2...	39	4 26	9 27	2 30	9 39
11 51	6 39	4 59	8 34	41	.....Fillmore.....	33	4 08	9 09	2 11	9 21
11 59	6 49	5 09	8 44	45	....Coatsville.....	28	3 59	8 59	2 00	9 11
12 04	6 58	5 16	8 52	48	.....Amo.....	25	3 52	8 52	1 52	9 04
12 11	7 07	5 24	9 02	52	.....Summit.....	21	3 45	8 43	1 43	8 56
12 12	7 10	5 27	9 05	53	.....Clayton.....	20	3 43	8 41	1 40	8 54
12 14	7 15	5 30	9 10	55	.....Belleville.....	19	3 40	8 36	1 36	8 49
12 19	7 23	5 36	9 16	56	....Cartersburg....	17	3 36	8 32	1 31	8 44
12 25	7 32	5 44	9 26	59	.....Plainfield.....	14	3 30	8 24	1 23	8 36
12 27	7 35	5 46	9 30	60	....Oak Plain.....	13	3 28	8 21	1 20	8 32
12 33	7 45	5 55	9 39	64	....Bridgeport....	9	3 20	8 14	1 12	8 25
12 40	7 55	6 05	9 49	69	....Fairview.....	4	3 10	8 05	1 00	8 15
12 50	8 05	6 15	10 00	73	Indianapolis 3	0	3 00	7 55	12 50	8 05
A. M.	P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	A. M.	A. M.	P. M.	P. M.

CONNECTIONS.
 1 Con. with Railways diverging.
 2 Connect with Louisville, New
 Albany and Chicago Railway.
 3 Connect with Indianapolis and
 Madison Railway.
 3 Connect with Columbus and In-
 dianapolis Central Railway.
 3 Connect with Indianapolis and
 Cincinnati Railway.
 3 Connect with Jeffersonville R. R.
 3 Connect with Lafayette and In-
 dianapolis Railway.
 3 Connect with Bellefontaine R. R.
 3 Connect with Indianapolis, Peru
 & Chicago Railroad.

The 11 18 p. m. train from Terre
 Haute run Sunday nights but not
 Saturday nights. All other trains
 run daily, Sundays-excepted.

The 6 45 a. m. and 3 10 p. m.
 train from Terre Haute, and the
 12 50 p. m. train from Indianapolis
 will stop at Glenvale, Pecksburg
 and Fairview on signal.

Through Fare, \$- —.
 Way Fares, about 4 cts. pr. mile.

STANDARD OF TIME—Clock in Suptd'ts office at Indianapolis, which is 19 minutes faster than St. Louis time.

INDIANAPOLIS & ST. LOUIS RAILWAY CO.

LESSEES OF

St. Louis, Alton & Terre Haute Railway.

T. A. MORRIS, President. J. D. HERKIMER, Gen. Supt. J. W. MORSE, Cashier. — WHEELER, Auditor.
 W. T. CLARKE, Gen Pass. Agent. THOS. SPOONER, Gen. Freight Agent. A. A. TALMAGE, Asst. Supt.
 WARDER CUMMINGS, Supt. Telegraph and Train Dispatcher. E. H. BENTON Master Mechanic.
 General Offices—St. Louis, Mo.
 GEORGE LOVIS, Eastern Agent, 241 Broadway, N. Y.

STATIONS.	Mis	Mail	Exps	Exps	Acc.	Mxd	STATIONS.	Mis	Exps	Exps	Mail	Exps	Mxd
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.		P. M.	A. M.	P. M.	A. M.	P. M.	P. M.
St. Louis 1..... lve		5 45	1 00	8 50			Indianapolis lve		8 05	3 00	7 55	12 50	
East St. Louis ...	0	6 15	1 30	9 30	4 45		Greencastle		9 39	4 26	9 27	2 30	
Ohio & Miss. Cross'g...	1	6 23	1 38	9 38	4 53		Terre Haute	0	11 10	5 45	11 00	4 10	
Nameoki	9	6 43	1 57	9 58	5 14		St. Mary's.....	4	11 25	6 03	11 15	4 25	
Alton Junction 2.....	21	7 13	2 28	10 28	5 50		Sanford's.....	8	11 35	6 15	11 26	4 37	
Bethalto.....	25	7 25	2 40	10 40	6 03		Paris.....	19	12 01	6 44	11 54	5 05	
Bunker Hill	36	8 10	3 07	11 10	6 36		Walnut Grove.....	24	12 13	6 57	12 07	5 18	
Gillespie	45	8 33	3 30	11 33	7 05		Dudley.....	28	12 22	7 06	12 16	5 28	
Litchfield.....	55	9 00	4 00	12 05	7 35		Kansas.....	33	12 34	7 20	12 31	5 42	
Butler.....	63	9 20	4 19	12 25	P. M.		Ashmore.....	37	12 45	7 32	12 42	5 53	
Hillsboro'.....	66	9 29	4 29	12 35		Saturday only.	Charleston	46	1 07	8 13	1 25	6 17	
Irving.....	72	9 45	4 44	12 51			Mattoon.....	56	1 39	8 45	1 58	6 45	
Nokomis	82	10 07	5 08	1 15			Summit.....	62	1 55	9 03	2 14	P. M.	
Rosemond.....	90	10 28	5 29	1 38			Windsor.....	68	2 10	9 19	2 30		
Pana 3.....	94	10 42	6 05	1 55			Shelbyville.....	79	2 38	9 49	2 58		
Tower Hill.....	101	10 58	6 22	2 12			Moulton.....	80	2 42	9 52	3 02		
Robinson Creek.....	105	11 08	6 32	2 22			Robinson Creek.....	84	2 53	10 03	3 13		
Moulton.....	109	11 19	6 43	2 33			Tower Hill.....	88	3 04	10 14	3 24		
Shelbyville.....	110	11 24	6 46	2 38			Pana.....	95	3 25	10 40	3 45		
Windsor.....	121	11 55	7 15	3 08			Rosemond.....	99	3 36	10 52	3 57		
Summit.....	127	12 10	7 30	3 24	A. M.	Nokomis.....	108	3 58	11 14	4 20			
Mattoon 4.....	133	12 40	7 50	3 45	7 20		Irving.....	117	4 21	11 37	4 44		
Charleston.....	143	1 07	8 17	3 58	7 55		Hillsboro'.....	123	4 37	11 53	5 00		
Ashmore.....	152	1 28	8 37	4 36	8 18		Butler.....	127	4 47	12 03	5 09		
Kansas.....	157	1 39	8 48	4 47	8 30		Litchfield.....	134	5 11	12 28	5 33		
Dudley's.....	162	1 52	9 01	5 01	8 46		Gillespie.....	144	5 36	12 53	5 58		
Walnut Grove.....	165	2 01	9 10	5 10	8 57		Bunker Hill	153	6 18	1 35	6 40		
Paris... ..	170	2 13	9 23	5 23	9 13		Bethalto.....	164	6 49	2 05	7 08		
Sanford's.. ..	181	2 40	9 48	5 51	9 42		Alton Junction.....	169	7 10	2 25	7 25		
St. Mary's.....	185	2 50	9 5	6 03	9 54		Nameeki.....	180	7 38	2 53	7 52		
Terre Haute 5....	189	3 15	10 25	6 45	10 10		Ohio & Miss. R. Cros'g.	188	7 57	3 12	8 12		
Greencastle 6....	224	4 45	11 40	8 20			East St. Louis ...	189	8 05	3 20	8 20		
Indianapolis 7... 262	6 15	12 50	10 00				St. Louis	190	8 35	3 50	8 50		

Alton Trains.—Leave Alton at 6 53 a. m., 2 08, 7 03, 10 05, 5 28 (Saturday only), p. m. Returning, arrive at Alton 7 30 a. m., 2 45, 7 42, 10 45, 6 07 (Saturday only), p. m. [May 17, 1866.]

CONNECTIONS OF ST. LOUIS, ALTON & TERRE HAUTE RAILWAY.

- 1 Connections are made at St. Louis with Pacific Missouri, North Missouri and St. Louis and Iron Mountain Railways, also with the different steamboat lines on the Mississippi and Missouri Rivers.
- 2 Connects with Alton Junction Trains and Ke kuk Packet Line.
- 3 Main Branch of Illinois Central for Decatur, Bloomington, Mendota, and other points in the North West.
- 4 Chicago Branch of Illinois Central for Tolono, Champaign, Kankakee and Chicago.
- 5 Connects with the Terre Haute and Indianapolis Railway and Evansville and Crawfordsville Railway.
- 6 Crossing of Louisville, New Albany and Chicago Railway.
- 7 Connects with Bellefontaine, Columbus, Chicago, and Indiana Central, Indianapolis Cincinnati and Lafayette, Jeffersonville, Madison and Indianapolis, and Indianapolis, Peoria and Chicago.

209. ST. LOUIS, ALTON & TERRE HAUTE RAILWAY, (BELLEVILLE BRANCH).

Trains leave E. St. Louis for Belleville at 8 30 a. m., 1 15 p. m. and 5 30 p. m.
 Leave Belleville for East St. Louis at 7 a. m., 10 45 a. m. and 4 00 p. m. Distance 14 milcs. Fare 60 cents.

MEMPHIS & LOUISVILLE RAIL ROAD LINE

AND ITS CONNECTIONS.

THE GREAT MIDDLE ROUTE

CONNECTING THE

NORTH & SOUTH.





By recent arrangements, the entire Railroad Line between Louisville and Memphis has been re-organized and is now operated and managed by the

“Louisville and Nashville Railroad Company.”

The track has been put in good order, and the equipment and all the appointments of the line greatly improved, with a view to making it the most desirable route for passengers and freight to and from the south-west.

Two DAILY TRAINS run through between Memphis, Humboldt, and Louisville, without change of cars.

Time between Humboldt and Louisville, 16 hours.
“ “ Memphis “ “ 21 “

With the advantage of being the quickest route, it affords travelers the choice of the four great Trunk Lines to and from Atlantic cities, viz: the

**Baltimore and Ohio, The Erie, and
 Pennsylvania Central, New York Central Railways,**

and their various connections, over which from three to four trains are run daily. Owing to the superior facilities offered, the Great Southern Mail between New Orleans and the Sea board cities is now carried over this route.

Arrangements are perfected with the Fast Lines of Northern Roads, warranting the transportation of Freight to and from the seaboard in **quick and uniform time, without delay** at any point on the route.

Through Bills of Lading at guaranteed rates are issued at the principal Railroad Offices in New York, Boston, Philadelphia, Baltimore, and other Atlantic cities, to Memphis, New Orleans, Mobile, and to all points on the Mobile and Ohio, Mississippi Central, Selma and Meridian, and New Orleans, Jackson and Great Northern Railroads.

This Line with its Northern Connections offers inducements in low rates, dispatch, saving of Insurance, saving of transfer, and prompt settlement of claims for Loss, Damage, and Over-charge, superior to all routes competing for the Freight and Passenger traffic of the Southwest.

LOUISVILLE AND NASHVILLE RAILWAY.

JAMES GUTHRIE, President. ALBERT FINK, Gen. Superintendent. D. W. C. ROWLAND, Assistant Supt.;
J. F. BOYD, General Passenger Agent, Louisville, Ky.

Trains Leave.

April 26, 1868

Trains Arrive.

		STATIONS.												
		13	7	3	1	Miles		Miles	2	4	8	14		
Mail	Acc.	Exps	Exps	Mail			STATIONS.		Mail.	Exps	Exps	Acc.	Exps	
A. M.	P. M.	A. M.	P. M.	A. M.					P. M.	A. M.	P. M.	A. M.	P. M.	
		3 40	7 55	6 30	8 35	0	....Louisville 1..	185	12 30	4 00	12 55	8 30		
		4 00	8 13	6 45	8 50	6	.....Strawberry....	179	12 15	3 43	12 35	8 13		
		4 27	8 37	7 05	9 10	13	.....Brooks'.....	172	11 57	3 23	12 10	7 45		
		4 47	8 52	7 19	9 23	18	....Shepherdsville...	167	11 42	3 09	11 53	7 25		
		5 00	9 05	7 30	9 34	22	.Bardstown Junct'n 2	163	11 32	3 00	11 41	7 10		
		5 00				22	.Bardstown Junction	17				7 10		
		5 22				27	....Big Spring....	12				6 47		
		5 57				33	....Samuels'....	6				6 14		
		6 30				39	....Bardstown ...	0				5 40		
		P. M.	9 15	7 37	9 42	25	.....Beumont.....	160	11 25	2 50	11 30	A. M.		
			9 35	7 50	9 55	30	..Lebanon Junction..	155	11-13	2 37	11 13			
			9 50			35	.....Boston.....	87			10 52			
			10 23			45	....New Haven....	77			10 23			
			10 53			55	.....Chicago.....	67			9 52			
			11 15			62	....St. Mary's....	60			9 32			
			12 01			67	.....Lebanon.....	55			9 15			
			12 20			73	.....Penick.....	49			8 57			
			12 46			81	....North Fork....	41			8 27			
			1 14			89	....Parksville.....	33			8 02			
			1 36			96	...Danville Station..	26			7 39			
			2 07			105	.Richmond Junction.	17			7 11			
			2 20			104	....Stanford.....	9			6 50			
			2 28			105	.Richmond Junction.	8			6 40			
			2 40			106	.....Hayden's....	7			6 29			
			3 20			113	....Lancaster ...	0			5 50			
			3 05			115	....Crab Orchard...	7			6 40		4 55	
			3 30			119	....Gum Sulphur...	3					4 30	
			3 45			122	....Broadhead ..	0					4 15	
			P. M.	7 50	10 00	30	..Lebanon Junction..	155	11 13	2 37				
				7 57	10 07	32	.....Booth's.....	153	11 06	2 30				
				8 30	10 40	42	...Elizabethtown...	143	10 40	2 00				
				8 50	11 00	50	.....Glendale.....	135	10 21	1 40				
				9 04	11 13	55	.....Sonora.....	130	10 07	1 25				
				9 34	11 42	66	.....Pacon Creek....	119	9 40	12 58				
				9 54	12 02	73	....Munfordsville...	112	9 21	12 38				
				10 15	12 23	81	....Horse Cave....	104	9 02	12 17				
				10 27	12 35	85	....Cave City.....	100	8 50	12 05				
				10 43	12 51	91	..Glasgow Junction..	94	8 35	11 48				
				11 15	1 23	102	.....Oakland...;	83	8 05	11 15				
				11 32	1 41	109	.....Bristow.....	76	7 47	10 58				
				11 45	1 55	114	arr } Bowling { lve	71	7 35	10 45				
				12 01	2 15	118	lve } Green { arr	67	7 15	10 30				
				12 15	2 27	118	...Memphis Junc 3..	67	7 03	10 15				
				12 27	2 37	122	....Rich Pond.....	63	6 53	10 02				
				12 38	2 47	125	....Woodburn.....	60	6 43	9 50				
				1 07	3 10	134	....Franklin.....	51	6 22	9 21				
				1 29	3 28	141	....Mitchellville...	44	6 05	9 00				
				2 08	4 00	152	....South Tunnel...	33	5 35	8 20				
				2 35	4 16	159	.....Gallatin.....	27	5 19	8 00				
				2 53	4 32	164	.....Pilot Knob....	21	5 05	7 36				
				3 13	4 48	170	..Hendersonville..	15	4 50	7 18				
				3 29	5 02	175	..Edgefield Junction	10	4 37	7 02				
				3 55	5 25	184	....Edgefield.....	1	4 15	6 35				
				4 00	5 30	185	....Nashville 4..	0	4 10	6 30				
							[ARRIVE]							
							[LEAVE]							
									A. M.	P. M.	A. M.	P. M.	P. M.	

1 Connects with Railways diverging from Louisville. 3 Connects with Edgefield and Kentucky Railway.
2 Connects with Memphis and Louisville Railway. 4 Connects with Railways diverging from Nashville.

1. MEMPHIS AND LOUISVILLE RAILWAY.

Louisville and Nashville Railway.—ALBERT FINK, Gen. Supt. D. W. C. ROWLAND, Assistant Supt.

Memphis and Louisville Railway.—Clarksville Div., ROBT. MEEK, Supt. Memph Div., SAML. B. JONES, Supt.

H. C. MARSHALL, Eastern Agent—New York Office. No. 2 Astor House.

No. 1. No. 3. April 27, 1868. No. 2. No. 4.

STATIONS.	MILES	EXPRESS.	Express.	STATIONS.	MILES	EXPRESS.	Express.
Louisville.....	0	8 25 AM.	6 30 PM.	Memphis.....	0	4 00 PM.	7 00 AM.
Bardstown Junct....	22	9 34 "	7 30 "	Bartlett.....	12	4 36 "	7 38 "
Lebanon Junct.....	30	10 00 "	7 50 "	Withe.....	26	5 18 "	8 20 "
Elizabethtown.....	42	10 40 "	8 30 "	Stanton.....	45	6 21 "	9 20 "
Munfordville.....	73	12 02 "	9 54 "	Brownsville.....	57	7 15 "	10 00 "
Cave City.....	85	12 35 PM.	10 27 "	{ Humboldt.....	82	8 30 "	11 15 "
Mammoth Cave.....		5 00 "	8 00 AM.			8 45 "	11 20 "
Bowling Green.....	114	2 30 "	12 10 "	McKenzie.....	113	10 25 "	1 16 PM.
Memphis Junct.....	118	2 44 "	12 25 "	Paris.....	130	11 30 "	2 40 "
Russellville.....	143	4 09 "	1 44 "	Tennessee Ridge...	168	1 35 AM.	4 37 "
E. H. & N. R.R. Junc.	163	5 12 "	2 42 "	Cumberland.....	179	2 12 "	5 10 "
State Line.....	164	5 25 "	2 50 "	Clarksville.....	199	3 45 "	7 00 "
Clarksville.....	178	6 15 "	3 35 "	State Line.....	213	4 30 "	7 50 "
Cumberland.....	199	8 16 "	4 57 "	E. H. & N. R.R. Junc.	214	4 33 "	7 53 "
Tennessee Ridge...	209	9 02 "	5 33 "	Russellville.....	234	5 31 "	8 50 "
Paris.....	247	11 50 "	8 00 "	Memphis Junct.....	259	6 46 "	10 05 "
McKenzie.....	264	1 10 AM.	9 08 "	Bowling Green.....	264	7 35 "	10 45 "
{ Humboldt.....	296	3 30 "	11 10 "	Cave City.....	292	8 50 "	12 05 AM.
		3 35 "	11 15 "	Mammoth Cave.....		2 00 PM.	8 00 "
Brownsville.....	319	5 30 "	12 25 PM.	Munfordville.....	304	9 21 AM.	12 38 "
Stanton.....	332	6 17 "	1 03 "	Elizabethtown.....	334	10 40 "	2 00 "
Withe.....	351	7 35 "	2 02 "	Lebanon Junct.....	347	11 13 "	2 37 "
Bartlett.....	366	8 30 "	2 43 "	Bardstown Junct...	355	11 32 PM.	3 00 "
Memphis...arr.	377	9 15 "	3 15 "	Louisville...arr.	377	12 30 "	4 00 "

211. LOUISVILLE, CINCINNATI & LEXINGTON RAILWAY.

Trains Leave. April 20, 1868. Trains Arrive.

Acc.	Pass	Exps	Mis	STATIONS.	Mis	Pass	Exps	Acc.	
P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	
5 15	2 30	6 00	0	Louisville 1...	94	10 35	7 00	8 10	
5 35	2 48	6 18	4	Fair Grounds...	90	10 18	6 42	7 49	
			5	Gilman's.....	89				
5 45	2 57	6 27	7	Woodlawn.....	87	10 09	6 33	7 36	
			9	Ormsby's.....	85				
6 03	3 12	6 42	12	Hobbs'.....	82	9 55	6 20	7 19	
6 13	3 18	6 48	14	O'Bannon's.....	80	9 47	6 13	7 12	
6 20			16	Smith's.....	78			7 05	
6 28	3 30	7 00	18	Baird's.....	76	9 36	6 01	7 00	
6 44	3 44	7 14	23	Buckner's.....	71	9 22	5 47	6 38	
6 57	3 54	7 24	27	Lagrange.....	67	9 10	5 35	6 25	
	4 07	7 38	32	Jericho.....	62	8 55	5 20		
	4 15	7 46	35	Smithfield.....	59	8 45	5 11		
	4 32	8 02	40	Eminence.....	54	8 27	4 56		
	4 45	8 14	44	Pleasureville...	50	8 14	4 45		
	4 58	8 29	49	Christianburg 2...	45	7 55	4 31		
	5 05	8 35	52	Bagdad.....	42	7 48	4 22		
	5 16	8 46	56	North Benson...	38	7 36	4 04		
	5 27	8 57	10	Benson.....	34	7 25	3 50		
	5 50	9 20	65	Frankfort 3...	29	7 08	3 33		
	6 13	9 40	70	Junction.....	24	6 45	3 10		
	6 17	9 47	73	Ducker Farm...	21	6 38	3 03		
	6 25	9 55	76	Spring Station...	18	6 30	2 55		
	6 38	10 08	80	Midway 4.....	14	6 17	2 42		
	6 49	10 19	84	Payne's 5.....	11	6 05	2 30		
	7 00	10 30	87	Yarnalton.....	7	5 55	2 20		
	7 20	10 50	94	Lexington 6...	0	5 35	2 00		
P. M.	P. M.	A. M.		[ARRIVE]		[LEAVE]	A. M.	P. M.	A. M.

GENERAL OFFICERS.

W. A. DUDLEY, President,
SAMUEL GILL, Gen. Supt.
HENRY STEFFME, Gen. Ticket
and Freight Agent,
Louisville, Ky.

CONNECTIONS

- 1 Connects with Railways diverging.
- 2 Connects with Stages for Shelbyville.
- 3 Connects with Stages for Lawrenceburg, etc.
- 4 Con. with Stages for Versailles.
- 5 Connects with Stages for Georgetown.
- 6 Connects with Railways diverging.

Through Fare, \$4 00.

Way Fares, about 4 cents pr. ml

STANDARD OF TIME—Clock in Depot at Louisville. No Sunday trains.

KENTUCKY CENTRAL RAILWAY.

Trains Leave.				April 13.				Trains Arrive.			
Acc.	Pass	Pass	Mis	STATIONS.	Mis	Pass	Pass				
P. M.	P. M.	A. M.			A. M.	P. M.	A. M.				
6 30	2 00	6 00	0	Covington 1..	99	10 50	6 00	7 10	GENERAL OFFICERS. Q. A. KEITH, President. WM. ERNEST, Treasurer. H. P. RANSOM, Sec. and Gen. Ticket Agent. H. J. LEWIS, Asst. Supt. W. F. SCHOONMAKER, Road Master. Covington, Ky. CONNECTIONS 1 Opposite Cincinnati. 2 Connects with the Second Division—(Lexington to Nicholasville and Danville) above. 2 Junction of Louisville, Cincinnati and Lexington Railway 211. 3 With Stage Lines to Lancaster, Stanford, Danville, Richmond, Winchester, Harrodsburg, Perysville, Springfield, Bardston, Glasgow, Lebanon, Greensburg, Versailles, Estel Sg., New Market, Saloma, Campbellsville, Monroe, Kingston, London, and Bean's Station.		
6 50	2 17	6 17	7	... Culbertson	94	10 32	5 42	6 50			
7 10	2 33	6 32	13	..... Ryland.....	91	10 15	5 26	6 32		
7 35	2 49	6 48	18	..... B nton.....	84	9 59	5 11	6 13		
7 45	2 57	6 56	21	..... Mullins.....	79	9 51	5 03	5 56		
7 59	3 09	7 03	25	... Demossville... ..	76	9 39	4 51	5 42			
8 13	3 25	7 24	28	..... Butler.....	73	9 27	4 40	5 28		
8 29	3 38	7 38	33	..... Irving.....	69	9 08	4 22	5 13		
8 41	3 47	7 47	36	... Catawba.....	65	8 58	4 12	5 00			
8 55	4 00	8 00	39	..... Falmouth.....	62	8 46	4 00	4 47		
P. M.	4 13	8 13	43	... Livingood....	57	8 33	3 47	A. M.			
	4 23	8 23	47	..... Morgan.....	54	8 23	3 37			
	4 37	8 37	50	..... Boyd.....	46	8 10	3 24			
	4 54	8 54	55	..... Robinson.....	42	7 52	3 06			
	5 01	9 01	58	..... Garnett.....	37	7 45	2 59			
	5 18	9 17	66	... Cynthiana....	32	7 29	2 42				
	5 30	9 29	70	..... Lair.....	26	6 55	2 25			
	5 48	9 47	75	..... Kiser.....	23	6 37	2 07			
	5 09	10 08	80	..... Paris.....	21	6 19	1 49			
	6 29	10 28	86	... Hutchinson... ..	18	6 00	1 30				
	6 37	10 36	89	..... Lowe.....	13	5 53	1 23			
	7 00	11 00	99	... Lexington 2....	06	5 30	1 00				
		11 27	106	... Providence... ..	6		12 33				
		11 43	112	Nicholasville 3	0		12 17				
P. M.	A. M.			ARRIVE	LEAVE	A. M.	P. M.				

EDGEFIELD AND KENTUCKY RAILWAY.

Trains Leave.				Jan. 5, 1868.				Trains Arrive.			
Pass	Pass	Mis	STATIONS.	Mis	Pass	Pass					
P. M.	P. M.			A. M.	P. M.						
	2 00	0	Nashville 1..	261	10 00		GENERAL OFFICERS. R. B. CHEATHAM, Receiver. THOS. HASSARD, Chief Engineer and Gen. Supt. B. M. CHEATHAM, Asst. Supt. WM. LINKER, JR., Gen. Freight and Ticket Agent. JOHN M. SPERR, Treasurer. Nashville, Tenn. CONNECTIONS. 1 Con. with Railways diverging from Nashville. 2 Con. with Evansville, Henderson and Nashville Railway 214. 3 Connects with Memphis and Louisville Railway 210.				
	2 05	1	..... Edgefield.....	260	9 55					
	2 30	10	L. and N. Junction	151	9 30						
	2 42	13	... Goodlettsville... ..	248	9 18						
	3 24	19	..... Ridge Top.....	242	8 38					
	3 36	22	... Greenbrier.....	239	8 26						
	4 01	arr	ve Springfield	232	8 00						
	4 07	29	ve	222	7 40						
	4 36	36	..... Cedar Hill.....	225	7 10					
	4 58	40	..... Red River.....	221	6 50					
	5 10	43	..... Fort's.....	218	6 40					
	5 22	47	... State Line.....	214	6 23						
	5 25	48	Memphis Junction 3.	213	6 25						
P. M.	P. M.		Mem. & Louisv. R. R.		A. M.	P. M.					
	6 40	61	... Clarksville....	200	5 10						
	9 15	261	... Memphis... ..	0	3 30						
P. M.	A. M.		ARRIVE	LEAVE	P. M.	P. M.					

214. EVANSVILLE, HENDERSON & NASHVILLE RAILWAY.

J. T. BOYLE, Pres. A. O. DURLAND, Treas. THOS. HAZZARD Chief Eng. & Gen. Supt. General Officers—Nashville, Tenn.

Trains Leave.				Jan. 5, 1868.				Trains Arrive.			
Acc.	Pass	Pass	Mis	STATIONS.	Mis	Pass	Acc				
P. M.	A. M.				P. M.	A. M.					
	6 50			... State Line....		5 03		215. LEXINGTON & BIG SANDY RAILWAY M. T. HILTON, Supt., Ashland, Ky. Trains run daily between Bellefont Furnace, Clinton Furnace, Canonsburg, and Buena Vista Furnace. Distance, 10 miles.			
	6 54			... N. and H. Junction..		5 01					
	7 35			... Trenton.....		4 20					
P. M.	A. M.			ARRIVE	LEAVE	P. M.	A. M.				

NASHVILLE AND NORTHWESTERN RAILWAY.

Trains Leave. Jan. 7, 1868. **Trains Arrive.**

Trains Leave.			Trains Arrive.		
Acc.	Pass.	Mis.	Mis.	Pass.	Acc.
P. M.	A. M.			P. M.	A. M.
3 45	7 15	0	170	6 40	7 00
4 10	7 35	7	163	6 20	6 38
4 34	7 57	13	156	6 00	6 17
4 50	8 13	17	153	5 45	6 00
5 02	8 25	20	150	5 35	5 50
5 20	8 40	25	145	5 20	5 33
5 32	8 52	28	142	5 00	5 20
5 45	9 10	31	139	4 45	5 05
6 15	9 35	38	132	4 23	4 39
6 30	9 50	42	128	4 10	4 25
7 03	10 20	50	120	3 44	3 55
7 28	10 45	57	113	3 20	3 28
8 20	11 40	67	103	2 50	2 55
9 00	12 20	78	92	2 00	2 15
10 00	1 15	87	83	1 15	1 25
10 55	2 10	98	72	12 25	12 35
11 50	2 58	107	63	11 40	11 50
12 15	3 25	112	57	11 22	11 20
1 15	4 00	119	51	10 55	10 50
1 52	4 32	127	43	10 25	9 58
2 23	5 00	134	37	9 56	9 25
2 45	5 22	139	31	9 36	9 02
3 13	5 45	147	25	9 13	8 35
3 45	6 15	152	18	8 45	8 02
4 00	6 4	158	14	8 30	7 47
4 30	7 15	163	7	7 45	7 15
5 00	7 45	170	0	7 15	6 40
A. M.	P. M.			A. M.	P. M.
		ARRIVE	LEAVE		

GENERAL OFFICERS.

WILLIAM P. INNES, Receiver and Gen. Supt.
 H. L. CLAIBORNE, Cashier.
 CHAS. H. WELCH, Asst. Supt.
 J. D. MANEY, Gen. Pass. Agent.
 M. GRANT, Gen. Freight Agent.
 Nashville, Tenn.

CONNECTIONS.

- 1 Con. with Louisville and Nash., Nashville & Chat., and Nash. & Decatur Railroads.
- 2 Con. with Memphis & Ohio R.R.
- 3 Connects with Mobile and Ohio, and New Orleans & Ohio R.R.
 P. M. A. M.
 7 15 N.O. & O. Junct 5 15
 7 30 .. Union City.. 5 00
- 4 Connects with Memphis and St Louis packet line, and Atlantic and Mississippi Steamship Company.

The 3 45 p.m. train from Nashville, and the 6 40 p.m. train from Hickman, are run daily.

NASHVILLE AND DECATUR RAILWAY.

Trains Leave. April 26, 1868. **Trains Arrive.**

Trains Leave.			Trains Arrive.		
Acc.	Pass.	Mis.	Mis.	Pass.	Acc.
P. M.	P. M.	A. M.		A. M.	P. M.
9 30	3 30	5 30	122	3 50	10 00
10 35	3 55	6 15	112	3 25	9 35
10 20	4 05	6 30	109	3 16	9 25
10 45	4 25	7 10	103	2 58	9 00
11 11	4 46	7 45	97	2 40	8 41
11 25	4 58	8 05	93	2 30	8 31
11 55	5 08	8 20	90	2 21	8 20
11 54	5 23	8 40	86	2 10	8 05
12 17	5 48	9 08	80	1 52	7 42
12 33	6 00	9 30	76	1 41	7 30
2 53	6 20	9 55	70	1 25	7 07
1 5	6 33	10 10	66	1 15	6 53
1 25	6 43	10 25	64	1 06	6 40
1 50	7 10	10 55	58	12 51	6 16
2 02	7 20	11 12	55	12 44	6 06
2 10	7 27	11 25	53	12 38	6 00
2 30	7 45	11 55	43	12 19	5 42
2 47	8 00	12 16	43	12 06	5 30
3 10		12 45	37	11 48	
3 34		1 15	31	11 29	
3 45		1 33	28	11 21	
4 04		2 00	23	11 06	
4 35		2 45	15	10 40	
4 53		3 10	10	10 25	
5 20		3 50	3	10 01	
5 30		4 00	0	9 55	
A. M.	P. M.	P. M.		P. M.	A. M.
			ARRIVE	LEAVE	

GENERAL OFFICERS.

J. W. SLOSS, Pres. and Acting Supt.
 FRANK HARDEMAN, Treasurer.
 GEORGE W. SEAY, Secretary.
 R. N. REYNOLDS, Asst. Supt.;
 J. W. ROCKWELL, G. Ticket Agt.
 W. G. DAVIS, Gen. Freight Agt.,
 C. B. KNOWLES, Mst. Mch.
 Nashville, Tenn.

CONNECTIONS.

- 1 Connect with Railways diverging.
- 2 Branch line to Mount Pleasant.
- 3 Connect with Memphis & Charleston Railway 221.

TRAINS EAST.

	A. M.	P. M.
Decatur.....	arr 11 21	10 00
	lve 11 35	10 10

TRAINS WEST.

	A. M.	A. M.
Decatur.....	arr 5 50	11 35
	lve 6 00	11 45

3 Steamers on Tennessee River.

The through passenger trains run daily, all others daily, Sundays excepted.

NASHVILLE & CHATTANOOGA RAILWAY.

Trains Leave. **March 29, 1868.** **Trains Arrive.**

Trains Leave.				Trains Arrive.			
Pass	Pass	Pass	Mis	Mis	Pass	Pass	Pass
P. M.	P. M.	A. M.			P. M.	A. M.	A. M.
4 00	6 00	8 00	0	Nashville 1	151	3 30	3 30 10 30
4 05	6 05	8 05	1	Nash. & D. Junct.	150	3 25	3 25 10 25
4 17	6 17	8 20	5	Glenciff	146	3 12	3 10 10 12
4 31	6 30	8 37	10	Antioch	141	2 55	2 55 9 57
4 53	6 50	9 00	16	Lavergne	135	2 32	2 30 9 37
5 10	7 07	9 20	21	Smyrna	130	2 15	2 10 9 20
5 30	7 23	9 4	26	Florence	125	1 57	1 50 8 55
5 52	7 45		32	Murfreesboro	119	1 40	1 25 8 20
6 03	8 05	10 10	32	Winsted	115	1 22	1 25 8 05
6 26	8 30	10 27	36	Christiana	109	1 05	1 10 7 50
6 40	8 52	10 50	42	Fosterville	106	12 42	12 47 7 22
7 00	9 05	11 05	45	Belle Buckle	100	12 27	12 35 7 05
7 20	9 25	11 27	51	Wartrace	96	12 05	12 12 6 43
	P. M.	9 43	55	Normandy	89	11 45	11 55 6 25
		10 10	62	Tullahoma	82	11 18	11 20 A. M.
		10 45	69	Estell Springs	74	10 50	10 45
		11 12	77	Decherd	69	10 20	10 10
		11 30	82	Cowan	64	9 45	9 50
		11 55	87	Catchings	55	9 10	9 30
		12 40	96	Anderson	49	8 20	8 44
		12 59	102	Bass	44	8 03	8 21
	A. M.	1 12	107	Stevenson	33	7 50	8 06 A. M.
		1 30	113	Bolivar	33	7 30	7 45 1 15
		1 47	118	Bridgeport	28	7 13	7 13 1 00
		2 05	123	Carpenter	26	6 53	6 55 12 45
		2 40	125	Sheil Mound	22	6 43	6 47 12 35
		2 50	129	Whiteside	14	6 25	6 32 12 15
		3 05	137	Hooker	10	5 55	6 05 11 35
		3 40	141	Wauhatchie	6	5 40	5 50 11 20
		3 52	145	Chattanooga	0	5 17	5 20 10 57
		4 13	151			5 00	5 00 10 40
		4 30					
	A. M.	A. M.	P. M.	[ARRIVE]	[LEAVE]	A. M.	P. M.

GENERAL OFFICERS.

MICHAEL BURNS, President.
 F. A. GAINES, Sec. and Treas.
 J. W. THOMAS, Auditor
 E. H. EWING, Gen. Supt.
 J. B. YATES, Asst. Supt.
 ISAAC LITTON, Gen. Ticket Agt.
 E. McIVER, Gen. Freight Agt.
 Nashville, Tenn

CONNECTIONS.

1 Railways diverging
 2 McMinn and Manch Railway 225.
 3 Branch to Fayettev.
 4 Memph. and Char. Railway 221.
 5 Railways diverging.

1. SHELBYVILLE TRAINS.

LEAVE.	P. M.	M.
Nashville		
Murfreesbr.		
Wartrace	7 30	12 00
Shelbyville	8 20	12 40

LEAVE.	A. M.	P. M.
Shelbyville	5 15	6 00
Wartrace	6 15	6 50
Murfreesbr.		
Nashville		

STANDARD OF TIME:—Clock in Passenger Depot at Nashville.

NEW ORLEANS AND OHIO RAILWAY.

Trains Leave. **May 6, 1867.** **Trains Arrive.**

Trains Leave.				Trains Arrive.			
Mail	Mxg	Mis	Mis	Mis	Mail	Mxg	Mis
P. M.	A. M.				A. M.	P. M.	
3 30	9 00	0	Paducah 1	62	10 30	3 00	
3 54	9 28	5	Bond's	57	10 07	2 28	
4 12	9 48	9	Florence	53	9 50	2 02	
4 25	10 10	11	Lydens	51	9 42	1 50	
4 46	10 40	16	Viola	46	9 22	1 16	
5 03	11 05	20	Hickory Grove	42	9 06	12 50	
5 50	12 10	26	Mayfield	36	8 40	12 10	
6 18	12 50	32	Pryor's	30	8 04	11 00	
6 40	1 22	37	Wingos'	25	7 42	10 24	
7 15	2 10	44	Morse's	18	7 10	9 40	
7 38	2 44	50	Fulton	12	6 24	8 54	
7 52	3 04	53	Pierce's	9	6 11	8 34	
8 06	3 22	56	Totten's Wells	6	5 58	8 12	
8 18	3 40	59	N. & N.W. Junction 2	3	5 43	7 52	
8 30	4 00	62	Union City 3	0	5 30	7 30	
	P. M.	P. M.	[ARRIVE]	[LEAVE]	A. M.	P. M.	

GENERAL OFFICERS.

L. M. FLOURNEY, President.
 J. J. WILLIAMS, Gen. Supt.
 WADDY T. BOYD,
 Assistant Supt.,
 T. A. BAKER, Frt. & Pass. Agt.
 Paducah, Ky.

CONNECTIONS.

1 Connects with Evansville and Paducah U. S. Mail Steamers.
 2 Connects with Nashville and North-western Railway 216.
 3 Con. with Mob. & Ohio Railway.

MEMPHIS AND LITTLE ROCK RAILWAY.

J. ROBERTSON, Pres., and J. H. PERRY, Supt., Memphis, Tenn.

A train leaves Memphis for Madison at 7 00 a. m. Returning, leaves Madison at 2 00 p. m. Distance, 40 miles. Fare, \$2 00.

At Madison connects with stages to and from Little Rock, and Overland Mail Route to San Francisco.

July 18.

221.

MEMPHIS AND CHARLESTON RAILWAY.

Trains Leave.

April 26, 1868.

Trains Arrive.

Acc.	Exps	Mail.	Mls	STATIONS.	Mls	Exps	Mail	Acc.
P. M.	P. M.	A. M.				P. M.	P. M.	A. M.
5 10	11 30	12 40	0	Memphis 1	271	6 20	10 40	8 25
5 29	11 48	12 56	6	Buntyn	265	6 02	10 23	8 08
6 08	12 19	1 23	15	Germantown	256	5 33	9 55	7 30
6 37	12 50	1 49	24	Collierville	247	5 05	9 25	7 00
7 00	1 18	2 15	31	Lafayette	240	4 43	9 03	6 36
7 25	1 45	2 38	39	Moscow 2	232	4 11	8 35	6 07
8 17				Somerville [Branch]				5 20
	2 18	3 06	49	La Grange	222	3 40	8 05	
	2 33	3 30	52	Grand Junction 3	219	3 30	7 55	
	2 52	3 44	58	Saulsbury	213	2 44	7 15	
	3 36	4 19	69	Middleton	202	1 52	6 34	
	3 53	4 33	75	Pocahontas	196	1 32	6 18	
	4 24	4 56	84	Chewalla	187	12 55	5 50	
	5 00	5 33	93	Corinth 4	178	12 20	5 18	
	6 05	6 13	107	Burns	164	11 15	4 28	
	6 30	6 32	115	I-u-ka	156	10 42	4 01	
	7 10	7 01	127	Dickson	144	9 57	3 24	
	7 18	7 06	129	Cherokee	142	9 48	3 16	
	7 34	7 17	133	Barton	138	9 30	3 01	
	8 45	7 52	145	Tuscumbia	126	8 15	2 20	
	9 20	8 18	156	Leighton	115	7 47	1 32	
	9 48	8 40	163	Jonesboro'	108	7 26	1 10	
	10 07	8 55	169	Courtland	102	7 06	12 51	
	10 33	9 15	177	Hillsboro'	94	6 41	12 26	
	10 59	9 34	182	Trinity	89	6 24	12 09	
	11 35	10 00	188	Decatur 5	83	6 00	11 45	
	11 53	10 19	193	Mooreville	78	5 32	11 18	
	12 14	10 41	203	Madison	68	5 08	10 57	
	12 56	11 11	212	Huntsville	59	4 41	10 33	
	1 27	11 45	223	Brownsboro	48	4 02	9 58	
	1 59	12 18	233	Paint Rock 6	38	3 23	9 26	
	2 11	12 31	237	Woodville	34	3 14	9 14	
	2 38	1 00	248	Larkinsville	23	2 43	8 47	
	3 09	1 32	259	Bellefonte	12	2 08	8 16	
	3 45	2 10	271	Stevenson 7	0	1 32	7 45	
	P. M.	P. M.		N. and C. R.R.		A. M.		
	6 30	4 30	309	Chattanooga 8		10 40	5 00	
P. M.	P. M.	A. M.		ARRIVE]	[LEAVE	P. M.	A. M.	A. M.

GENERAL OFFICERS.

SAMUEL TATE, President.
 GEO. ROBERTSON, Treasurer.
 W. J. ROSS, Gen. Supt.
 Memphis, Tenn.
 C. S. WILLIAMS, Asst. Supt.,
 Eastern Division.
 Huntsville, Ala.
 C. L. ANDERSON, Asst. Supt.,
 Western Division.
 A. A. BARNES, Gen. Ticket Agt.
 J. C. LOPEZ, Gen. Freight Agt.
 CHAS. S. SAWYER, Gen. Agent.
 Memphis, Tenn.

CONNECTIONS.

1 Connects with Memphis and Louisville Railway.
 1 Con. with Mississippi & Tennessee Railway 210.
 2 Somerville Branch diverges.
 3 Junction of Mississippi Central Railway.
 4 Crossing of Mobile and Ohio R. R.
 5 Junction of Nashville & Decatur Railway Steamboats — Tenn., Ohio & Miss. Riv's.
 6 Crossing of Winch. and Ala. R. R.
 7 Con. with Nash. and Chattanooga Railway.
 8 See Notes to Nash. and Chattanooga Railway.

Through Fare, \$12 50.
 Way Fares, about 4½ cts. pr ml.

1 Florence Br.—Leave Tuscumbia for Florence at 5 30 a. m. and 5 40 p. m. Leave Florence at 2 30 p. m.

222.

EAST TENNESSEE AND GEORGIA RAILWAY.

Trains Leave.

March 10, 1868.

Trains Arrive.

Pass	Acc.	Pass	Mls	STATIONS.	Mls	Pass	Acc	Pass
P. M.		A. M.				P. M.		A. M.
		4 45	0	Chattanooga 1	110	9 30		
		5 13	9	Tyner's	101	9 00		
		5 31	15	Ooltewah	95	8 40		
		6 27	27	Cleveland 2	83	7 49		
		7 02	40	Charleston	70	6 50		
		7 27	47	Riceville	63	6 23		
		7 48	55	Athens	55	6 02		
		8 37	60	Reagan's	50	5 50		
		8 49	65	Sweetwater	45	5 18		
		9 10	75	Philadelphia	35	4 56		
		9 29	82	London	28	4 37		
		9 54	90	Le Noir's	21	4 13		
		10 20	96	Concord	14	3 43		
		10 50	103	Erin	7	3 12		
		11 07	110	Knoxville 3	0	2 56		
P. M.		A. M.		ARRIVE]	[LEAVE	P. M.		A. M.

GENERAL OFFICERS.

THOS. H. CALLAWAY, President.
 R. C. JACKSON, Vice President.
 R. M. FISHER, Sec. and Treas.
 ISAAC BENSON, Gen. Supt.
 O. H. P. ROGAN, Gen. Freight and Ticket Agent.
 R. C. MORRIS, Resident Eogr.
 Knoxville, Tenn.

CONNECTIONS.

1 Con. with Railways diverging.
 2 Connect with Dalton Branch.
 3 Con. E. Tenn & Virginia Railway.

Through Fare, \$4 00.
 Way Fares, about 4 cts. pr. ml.

1 Dalton Branch—Leave Cleveland for Dalton at 7 49 p. m. Leave Dalton for Cleveland at 2 30 p. m.

223.

EAST TENNESSEE & VIRGINIA RAILWAY.

Trains Leave. March 10, 1868. **Trains Arrive.**

Acc.	Pass	Pass	Mail	Mis	STATIONS.	Mis	Mail	Pass	Pass	Acc.
		P. M.	A. M.				P. M.	P. M.		
				0	...Knoxville 1..	130	2 46			
				10	.....McMillan	120	2 14			
				17	..Strawberry Plains.	113	1 49			
				25	....Newmarket....	105	1 23			
				29	....Mossy Creek....	101	1 03			
				34	...Talbot's Mills...	96	12 36			
				42	....Morristown....	88	12 05			
				48	....Russellville....	82	11 42			
				56	..Rogersville Junc..	74	11 17			
				65	.....Mid Way.....	65	10 47			
				74	....Greenville....	56	10 13			
				83	.....Futlens.....	47	9 38			
				87	....Limestone....	53	9 27			
				98	....Jonesboro'....	32	8 52			
				105	....Johnson's....	25	8 28			
				110	.....Carter.....	20	8 10			
				119	.....Union.....	11	7 41			
				130	...Bristol 2....	0	7 10			
		A. M.	P. M.		ARRIVE] [LEAVE		A. M.	P. M.		

GENERAL OFFICERS.

J. R. BRANNER, Pres., Mossy Creek.
 BENJ. DECKENSON, Vice-Pres.
 JOHN KEYS, Treasurer.
 J. B. HOXSIE, Gen. Supt.
 J. R. OGDEN,
 Gen. Freight
 and Ticket Agent,
 JAMES G. MITCHELL, Auditor.
 Knoxville, Tenn.

CONNECTIONS.

1 Connect with East Tennessee and Georgia Railway.
 2 Connect with Virginia and Tennessee Railway.

Standard of Time—Clock in Superintendents Office, at Knoxville.

224.

VIRGINIA AND TENNESSEE RAILWAY.

Trains Leave. March 10, 1868. **Trains Arrive.**

	Exps	Mail	Mis	STATIONS.	Mis	Exps	Pass	
	P. M.	A. M.				P. M.	A. M.	
			0	...Lynchburg 1.	204		8 40	
			11	.....Forest	193		8 00
			25	.....Liberty.....	179		7 01
			30	....Thaxton's....	174		6 40
			37	....Buford's....	167		6 14
			47	....Bonsack's 2....	157		5 33
			54	....Big Lick....	150		5 10
			60	....Salem 2....	144		4 43
			73	....Big Spring....	131		3 54
			77	....Shawsville....	127		3 37
			86	...Christiansburg..	118		3 00	
			97	...Central Depot...	107		2 20	
			105	....Dublin 3....	99		1 45
			112	....Martin's....	92		1 10
			125	...Mac's Meadow...	79		12 15	
			133	....Wytheville....	71		11 42
			146	....Mount Airy....	58		10 55
			160	....Marion.....	44		10 03
			167	..Seven Mile Ford..	37		9 38	
			176	....Glade Spring...	28		9 06
			189	....Abingdon....	15		8 16
			204	....Bristol 4....	0		7 18
		A. M.	P. M.		ARRIVE] [LEAVE		A. M.	P. M.

GENERAL OFFICERS.

R. L. OWEN, President;
 M. C. JAMISON, Treasurer;
 J. W. GOODWIN, Gen. Supt.;
 C. C. WINGFIELD, Gen.
 Ticket Agent;
 J. T. MOFFITT,
 Gen. Pass. Agent,
 Lynchburg, Va.

CONNECTIONS.

Con. with Lynchburg & Petersburg Railway.
 2 Stages to Sweet & White Sulphur Springs.
 3 Stages to Red and Salt Sulphur Springs.
 4 Con. with East Tennessee and Virginia Railway.

Standard of Time—Clock in Superintendent's Office, at Lynchburg, Va.

225.

McMINVILLE AND MANCHESTER RAILWAY.

P. H. MARBURG, Pres., and P. H. COFFEY, Supt., McMinnville, Tenn.

A train leaves McMinnville for Tullahoma and way stations at 10-00 a. m. Returning, leaves Tullahoma at 1 30 p. m. Distance 35 miles. Fare, \$1 50.

226.

ORANGE, ALEXANDRIA & MANASSAS RAILWAY.

JOHN S. BARBOUR, President. H. W. VANDEGRIFT, Chief Engineer and General Superintendent.
J. M. BROADUS, Gen. Ticket Agent, Alexandria, Va.

Leave.			March 11, 1868.			Arrive.			
Exps	Mail	Mis	STATIONS.			Mis	Mail	Exps	Acc.
P. M.	A. M.					P. M.	A. M.		
		0	Washington	178					
	7 00	7	Alexandria 1.	171	5 45				
	7 20	15	Springfield	163	5 26				
	7 38	21	Burke's	157	5 11				
	7 49	24	Fairfax	154	5 00				
	8 07	30	Union Mills	148	4 41				
	8 21	34	Manassas Junc. 2.	144	4 29				
	8 33	38	Bristoe	140	4 17				
	8 53	43	Catlett's	133	3 57				
	9 05	47	Warrenton Junc. 3	131	3 50				
	9 24	54	Bealeton	124	3 29				
	9 35	58	Happahannock	120	3 19				
	9 50	63	Brandy	115	3 04				
	10 09	69	Culpeper	109	2 48				
	10 28	76	Mitchell's	102	2 14				
	10 42	81	Rapidan	97	2 01				
	11 00	87	Orange, C. H.	91	1 44				
	11 16	91	Madison	87	1 31				
	11 40	96	Gordonsville 4.	82	1 15				
	12 00	103	Cobham	75	12 50				
	12 35	110	Keswick	68	12 30				
	1 05	117	Charlottesville	61	12 05				
	1 47	128	North Garden	50	11 23				
	2 06	133	Covesville	45	11 09				
	2 27	140	Rockfish	38	10 47				
	2 50	148	Lovingston	30	10 25				
	3 04	152	Arrington	26	10 13				
	3 18	158	New Glasgow	20	9 51				
	3 45	164	Amherst, C. H.	14	9 35				
	4 04	170	McIver's	8	9 20				
	4 30	178	Lynchburg 5.	0	9 00				
A. M.	P. M.		ARRIVE]	[LEAVE		A. M.	P. M.		

1. MANASSAS TRAINS

Acc.	Pass	Acc.	STATIONS.		Pass	Acc.
A. M.					P. M.	
5 00			Alexandria		4 30	
6 25			Springfield		3 50	
7 10			Burkes		3 20	
7 30			Fairfax		2 55	
8 07			Beckwith		2 35	
8 15			Union Mills		2 25	
8 55			Manassas		2 00	
9 45			Guinesville		12 40	
10 30			Broad Run		11 50	
11 10			Plains		11 10	
11 40			Salom		10 40	
12 20			Rectortown		10 00	
1 00			Piedmont		9 30	
1 30			Markham		8 55	
2 20			Linden		8 15	
3 00			Front Royal		7 15	
P. M.			ARR		LE	A. M.

CONNECTIONS.

- 1 Connects with Washington & Alexandria R.R.
- 1 Richm'd, Fredericksb'g & Potomac Railway.
- 2 Manassas Gap Railway.
- 3 Junction of Warrenton Branch Railway.
- 4 Connects with Virginia Central Railway.
- 5 Connects with Virg. & Tenn. Railway.

2. WARRENTON BRANCH.

Leave Warrenton 8 10 a.m. 2 50 p.m.
Arrive at Junction 8 55 ,, 3 35 ,,
Leave Warr. Junction 9 15 a.m. 4 00 p.m.
Arrive at Warrenton 10 00 ,, 4 45 ,,

227.

ALEXANDRIA, LOUDOUN AND HAMPSHIRE RAILWAY.

WASHINGTON BLYTHE, Gen. Superintendent, Alexandria, Va. R. JOHNSON, Secretary.

A train leaves Alexandria for Leesburg at 8 00 a. m., arriving at 10 00 a. m. Leave Leesburg at 12 15 p. m., arriving at Alexandria at 2 30 p. m. Fare, \$2 00.

Connects at Alexandria with Steamboats, and Baltimore & Washington Railroad for the North, via Washington City, Baltimore, and Philadelphia for New York, &c., and Leesburg with Stages for Hamilton, Purcellville, Snickersville, Berryville, Winchester and Capon Springs, on Tuesdays, Thursdays and Saturdays. Returning, leave Winchester on Mondays, Wednesdays and Fridays. [June 3, 1867.]

228. WASHINGTON, ALEXANDRIA AND GEORGETOWN R.R.

Trains Leave.

Oct. 18, 1867.

Trains Arrive.

Pass	Pass	Pass	Pass	Pass	Mail	M	STATIONS.		Mail	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
3 00	1 00	10 00	8 00	5 20	5 00	0	Alexandria	7 24	9 26	11 26	2 26	4 46	6 41	
3 07	1 07	10 07	8 07	5 27	5 07	4	City Limits	7 17	9 19	11 19	2 19	4 39	6 34	
3 09	1 09	10 09	8 09	5 29	5 09	2	Loudon Junction	7 15	9 17	11 17	2 17	4 37	6 32	
3 14	1 14	10 14	8 14	5 34	5 14	5	South End Bridge	7 10	9 12	11 12	2 12	4 32	6 27	
3 21	1 21	10 21	8 21	5 41	5 21	6	North End Bridge	7 03	9 05	11 05	2 05	4 25	6 20	
3 26	1 26	10 26	8 26	5 56	5 26	6 1/2	Maryland Av. Depot	6 58	9 00	11 00	2 00	4 20	6 15	
				6 06	5 36	7	Baltimore Depot	6 48					5 46	
							New York	7 00						
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.		ARRIVE]	[LEAVE	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

GENERAL OFFICERS.

J. H. LATHROP, Receiver
O. A. STEVENS, Gen. Supt.
W. J. PHELPS, Gen. Manager.
N. G. KING, Supt. and Cashier, Washington, D. C.

Through Fare, \$7 50.
Way Fares, about 4 1/2 cents per mile.

229.

VIRGINIA CENTRAL RAILWAY.

Trains Leave.

March 11, 1868.

Trains Arrive.

Mxd	Pass	Acc.	Mail.	Mis	STATIONS.	Mis	Mail.	Acc.	Mxd	Pass
		P. M.	A. M.				P. M.	A. M.		
		3 30	7 15	0	Richmond 1..	205	5 20	9 30		
		4 00	7 45	9	Atlee's.....	196	4 48	9 00		
		4 40	8 13	18	Hanover Court H.	187	4 20	8 32		
		5 10	8 42	28	Junction.....	178	3 51	7 58		
		5 27	9 05	33	Noel's.....	172	3 32	7 40		
		5 50	9 30	40	Beaver Dam....	165	3 03	7 15		
		6 05	9 45	45	Bumpass'.....	160	2 49	6 58		
		6 30	10 00	50	Frederick's Hall..	155	2 35	6 40		
		6 50	10 21	56	Tolersville.....	149	2 13	6 20		
		7 10	10 38	62	Louisa Court House.	143	1 56	6 00		
		7 26	10 50	67	Trevilian's.....	138	1 42	5 42		
			11 20	76	ar } Gordons- (lv		1 15	5 10		
		7 55	11 35	76	lv } ..ville 2.. { ar	129	1 05			
			11 49	81	Lindsay's.....	124	12 53			
		8 16	11 55	83	Cobham.....	122	12 45	4 47		
		8 38	12 30	90	Keswick.....	115	12 25	4 23		
		9 00	1 00	97	Charlottesville..	108	11 50	4 00		
			1 10	98	Lynchburg Junction	107	11 35			
			1 33	104	Ivy Depot.....	101	11 16			
			1 43	107	Mechum's River..	98	11 03			
			2 13	115	Greenwood.....	90	10 39			
			2 45	124	Waynesboro' ...	81	10 05			
			3 03	129	Fisherville.....	76	9 47			
			3 28	138	arr { Staun- (lv		9 25			
			3 48	138	lv } ..ton 3.. { arr	69	9 05			
			4 15	144	Swoope's.....	61	8 37			
			4 32	149	N. M. Summit....	56	8 20			
			5 05	159	Craigsville.....	46	7 40			
			5 37	168	Goshen 4.....	37	7 12			
			6 02	176	Millboro' 5....	30	6 47			
			6 55	186	Griffith's.....	19	5 55			
			7 25	195	Jackson's River 6.	10	5 30			
			8 00	205	Covington ..	0	5 00			
		P. M.	P. M.		ARRIVE]	[LEAVE	A. M.	A. M.		

GENERAL OFFICERS.

E. FONTAINE, President;
 JOHN GARRETT, Treas.;
 H. D. WHITCOMB, Gen. Sup.
 G. S. NETHERLAND, Asst. Sup.
 J. F. NETHERLAND, Gen. Freight
 and Ticket Agent,
 Richmond, Va.

CONNECTIONS.

- 1 Junc. Richmond, Fredericksburg, and Potomac, Richmond and Petersburg, and Richmond & Danville & Piedmont Railways.
- 1 Connects with Richmond & York River Railway.
- 2 Connects with Orange and Alexandria Railway.
- 3 Stages to Stroblings Springs, 12 miles; and Weyer's Cave, 17 miles.
- 4 Stages to Lexington.
- 5 Stages to Rock Alum, five miles; Bath Alum, ten miles; Warm, 15 miles; Hot, 20 miles; Healing Springs, 23 miles. Stages to Natural Bridge.
- 6 Stages to White Sulphur, 31 mls; Red Sweet, 32 mls; Old Sweet; 33 miles; Salt Sulphur, 55 mls; Blue Sulphur, 57 mls; and Red Sulphur Springs, 72 miles.

230.

RICHMOND & DANVILLE AND PIEDMONT RAILWAYS.

Trains Leave.

April 21, 1868.

Trains Arrive.

Acc.	Acc.	Mail.	Mis	STATIONS.	Mis	Mail.	Acc.	Mxd	Mxd
		A. M.				P. M.			
		7 15	0	Richmond 1..	189	5 00			
		8 05	13	Coalfield.....	176	4 13			
		8 38	23	Powhattan.....	167	3 40			
		8 53	27	Mattoax.....	162	3 25			
		9 08	31	Chula.....	159	3 15			
		9 23	36	Amelia C. H....	153	2 55			
		9 45	44	Jetersville.....	146	2 30			
		10 05	50	Jenning's Ord'y..	139	2 10			
		10 20	54	Burkeville 2 ...	136	2 00			
		10 58	65	Meherrin.....	124	12 40			
		11 22	74	Keysville.....	116	12 10			
		11 53	81	Drake's Branch..	108	11 48			
		12 20	90	Roanoke.....	99	11 15			
		1 12	101	Scottsburg.....	89	10 42			
		1 43	109	Boston.....	80	10 12			
		2 07	118	New's Ferry....	72	9 43			
		2 37	127	Barkesdale.....	62	9 13			
		3 05	135	Ringgold.....	54	8 50			
		3 27	141	Danville.....	49	8 30			
		3 55	150	Pelham.....	40	7 58			
		4 18	156	Ruffin.....	34	7 40			
		4 47	165	Reidsville.....	25	7 10			
		5 40	181	Morehead.....	9	6 00			
		6 05	189	Greensboro' 2.	0	5 30			
		P. M.		ARRIVE]	[LEAVE	A. M.			

GENERAL OFFICERS.

A. S. BUFORD, President,
 A. Y. STOKES, Vice-President.
 E. A. BARBER, Treasurer.
 THOS. DODAMEAD, Supt.
 J. L. MCBROW, Assist. Supt.
 S. Y. MCNAIR, General
 Ticket Agent.
 JOHN D. BLAIR, Auditor.
 Richmond, Va.

CONNECTIONS.

- 1 Connect with Richmond, Fredericksburg and Potomac Railway.
- 2 Connect with South Side Railway for Lynchburg and points West.
- 3 Connect with North Carolina Railway for points South.

231.

RICHMOND, FREDERICKSBURG & POTOMAC,

RICHMOND & PETERSBURG, AND PETERSBURG & WELDON RAILWAYS.

Richmond, Fredericksburg & Potomac Railway.—PETER V. DANIELS, President. SAMUEL RUTH, Gen. Supt.
J. B. GENTRY, Gen. Ticket Agent, Richmond, Va.

Richmond & Petersburg Railway.—CHARLES ELLIS, President. E. H. GILL, Engineer and Superintendent.
J. H. WOODCOCK, Gen. Ticket Agent, Richmond, Va.

Petersburg & Weldon Railway.—CHARLES F. COLLIER, President. R. B. PEGRAM, Gen. Superintendent.
D. G. POTTS, Treasurer. WM. H. BROWN, Gen. Ticket Agent. JOHN C. HILLS, Auditor.
General Offices—Petersburg, Va.

Trains Leave.

May 10, 1868.

Trains Arrive.

Mxd	Pass	Pass	ACC.	ACC.	Pass	Pass	Mls.	STATIONS.	Mls.	Pass	Pass	Pass	ACC.	Pass	Pass	Mxd
	P. M.	A. M.	A. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	7 30				6 45	0	0	Washington 1	216	6 15				6 00		
								Steamboat.								
	11 00				10 08	43	arr	Acquia { lve	145					2 35		
	11 20				10 26	43	lve	Creek { arr	161	1 27				2 20		
	12 23				11 12	57		Fredericksburg 2	146	12 30				1 36		
	1 11				11 50	69	....	Guineas'	134	11 47				12 54		
	1 51				12 22	79	....	Milford	124	11 18				12 27		
	2 10				12 36	84	....	Penola		10 59				12 06		
	2 33				12 53	90	....	Chesterfield	111	10 40				11 49		
	2 55		7 00		1 09	95	....	Junction	109	10 24		6 40		11 33		
	3 05		7 09		1 17	97	....	Taylorville	106	10 15		6 33		11 24		
	3 28		7 30		1 34	102	....	Ashland		10 00		6 15		11 10		
	4 45		8 40		2 36	119	ar	Richmond 3 { lve	86	8 50		5 00		10 05		
	4 00				2 10		lv	Manchester { ar		8 30		P. M.		10 30		
	4 10				2 19		....	Manchester		8 20				10 20		
	4 23				2 29		....	Temple's		8 08				10 10		
	4 34				2 38	132	....	Rice's	84	7 58				10 00		
	4 42				2 46	138	....	Halfway	78	7 51				9 52		
	4 52				2 55	141	....	Chester	75	7 45		↑		9 46		
	5 04				3 05	143		Port Walthall Junct.	73	7 32		↓		9 33		
						146	....	Pocahontas	70							
	5 25				3 23	152	lv	Petersburg 4 { lve	64	7 15		P. M.		8 11		
	6 30				3 50		ar	Reams { ar				9 50		6 15		
	7 08				4 21	162	....	Reams	54			9 22		5 40		
	7 54				4 58	174	....	Stony Creek	42			8 47		5 00		
	8 33				5 30	182	....	Jarratt's	34			8 17		4 25		
						192	....	Bellfield	24							
						195	....	Hicksford Junct 5	21			8 00		4 00		
	10 17				6 35	202	....	Pleasant Hill	14			7 17		3 17		
	10 30				7 05	213	....	Weldon 6	0			6 50		2 45		
								ARRIVE]								
								[LEAVE								
										P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	

- 1 Connects with Washington Branch of B. & O. Railway.
- 1 Connects with Orange and Alexandria Railway.
- 2 Stages to Charlottesville, Sulphur Springs, etc.
- 3 Connects with Virginia Central Railway, and Richmond, Danville and Piedmont Railways.

- 4 Junction of South Side, and Norfolk & Pet. Railways.
- 5 Connects with Gaston Branch Railway for Gaston, there connect with Raleigh & Gaston Railway.
- 6 Connects with Wilmington & Weldon Railway, and Seaboard and Roanoke Railway.

Gaston Branch.—Leaves Gaston for Hicksford Junct., Petersburg and way stations at 11 35 a. m., arrive at 4 30 p. m. Leave Petersburg at 9 05 a. m., arrive at Gaston at 1 35 p. m. Con. at Gaston with Ral. & G. R.R.

232.

SEABOARD AND ROANOKE RAILWAY.

Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass
P. M.	A. M.				A. M.	P. M.
2 00	6 00	0	Portsmouth	80	10 30	7 30
2 55	6 46	17	.....Suffolk 1	63	9 44	6 40
3 43	7 24	31	.....Carrsville	49	9 06	5 51
4 00	7 42	37	.... Franklin	43	8 50	5 36
4 34	8 15	50	....Newsom's	30	8 15	5 15
4 47	8 34	54	....Boykins	26	7 56	4 47
4 54	8 45	57	....Branchville	23	7 45	4 36
5 10	9 05	63	..Margarettsville	17	7 25	4 19
5 29	9 28	70	....Seaboard	10	7 02	4 02
6 10	10 00	80	....Weldon 2	0	6 30	3 30
			ARRIVE		A. M.	P. M.

GENERAL OFFICER.

E. G. GHIO, Supt. of Transp.,
Portsmouth, Va.

CONNECTIONS.

- 1 Junction of Norfolk and Petersburg Railway.
- 2 Con. with Raleigh and Gaston, Petersburg, and Wilmington & Weldon Railways.

233. RALEIGH AND GASTON RAILWAY.

W. J. HAWKINS, President, Henderson, N. C.
 W. W. VASS, Treasurer, Raleigh, N. C.
 A. B. ANDREWS, Gen. Supt., Henderson, N. C.
 J. M. POOL, Gen. Freight and Ticket Agent,
 Raleigh, N. C.

Leave.			Arrive.			
April 4, 1868.						
Acc.	Mail.	Mis.	STATIONS.	Mil.	Mail.	Acc.
P. M.	A. M.				P. M.	A. M.
	9 35	0	.... Raleigh 1....	97	3 15	
	9 57	6	.... Mill Brook	91	2 58	
	10 10	10	.... Huntsville	87	2 47	
	10 29	16	.... Wake.....	82	2 30	
	11 08	27	.... Franklinton....	70	1 58	
	11 36	30	.... Kittrell's.....	62	1 32	
	12 04	44	.... Henderson	54	1 12	
	12 43	54	.... Junction 2....	44	12 43	
	12 52	57	.... Ridgeway.....	41	12 34	
	1 13	61	.... Warrenton	36	12 20	
	1 27	66	.... Macon	32	12 07	
	2 02	76	.... Littleton.....	21	11 37	
	2 34	85	.... Gaston 3.....	12	11 44	
	3 10	97	.... Weldon 4....	0	10 35	
A. M.	P. M.		ARRIVE]	[LEAVE		A. M. P. M.

- 1 Connects with North Carolina Railway.
- 2 Connects with Roanoke Valley Railway.
- 3 Connects with Petersburg Railway.
- 4 Wilmington and Weldon and Seaboard and Roanoke Railways. Way Fare, about 6 cents per mile.

235. WILMINGTON, CHARLOTTE AND RUTHERFORD RAILWAY.

ROBERT H. COWAN, President. J. T. ALDERMAN, Treas.
 and Secretary, Wilmington, N. C.
 WM. J. EVRETT, Gen. Supt. H. ALLEN, Master of
 Transportation, Laurinburg, N. C.

Leave.			Arrive.			
March, 1867.						
Mail.	Mis.	STATIONS.	Mil.	Mail.	Days.	
A. M.				P. M.		
	6 00	0	Wilmington 1.	110	4 00	Mondays, Wednesdays and Fridays.
	7 00	6	.... Riverside.....	104	3 20
	7 45	15	.... North West....	95	2 19
	8 30	26	.... Marlville.....	84	1 30
	9 23	38	.... Rosindale.....	72	12 41
	10 00	46	.... Brown Marsh...	64	12 04
	10 37	54	.... Bladenboro'....	56	11 27
	11 43	68	.... Lumberton....	42	10 26
	12 18	76	.... Moss Neck	34	9 44
	12 53	84	.... Red Banks	26	9 09
	1 18		.... Shoe Heel.....		8 46
	1 57	95	.... Laurinburg....	15	8 17
	2 23	101	.... Laurel Hill	9	7 38
	3 00	110	.... Sand Hill 2..	0	7 00
Tuesdays, Thursdays and Saturdays.	P. M.		ARRIVE]	[LEAVE	A. M.	

- 1 Connects with Wilmington & Manchester Railway.
- 1 Connects with Wilmington & Weldon Railway.
- 2 Connects with Stages for Charlotte S. C.

237. ROANOKE VALLEY RAILWAY.

HENRY WOOD, President
 L. E. FINCH, Gen. Supt., Clarksville, Va.

A train leaves Valley Junction for Townesville and Clarksville at 2 15 p.m. Returning, leave Clarksville at 9 15 a.m. Distance, 22 miles. Fare, \$1 25.

234. SOUTH SIDE RAILWAY.

Gen. WM. MAHONE, President, Petersburg, Va.
 M. C. JAMESON, Treas. J. W. WINGFIELD, Auditor.
 Col. FRANK HUGER, Secretary.
 M. W. GOODWIN, General Superintendent.
 T. E. REYNOLDS, Assistant Superintendent.
 C. C. WINGFIELD, General Ticket Agent.
 T. D. JELLS, General Freight Agent.
 HENRY FINK, Mast of Trans, Lynchburg, Va.

Leave.			Arrive.		
Jan. 10, 1868.					
Pass.	Mis.	STATIONS.	Mil.	Pass.	
A. M.				P. M.	
	8 10	0	Petersburg ..	123	6 50
	8 51	10	.... Sutherland's....	113	6 10
	9 28	20	.... Ford's	103	5 34
	9 56	27	.... Wilson's	96	5 06
	10 14	31	.... Wellville	92	4 52
	10 40	37	.... Blacks & Whites..	86	4 26
	11 06	43	.... Nottoway C. H...	80	4 00
	11 43	52	arr Burkville lve	71	3 20
	11 52	52	lve	arr	3 09
	12 25	60	.... Rice's... ..	63	2 37
	1 03	68	.... Farmville.....	55	2 06
	1 56	80	.... Prospect.....	44	1 12
	2 28	88	.... Pamplin's.....	36	12 46
	3 11	100	.... Appomattox....	24	11 58
	3 51	119	.... Concord.....	13	11 20
	4 40	123	.... Lynchburg ..	0	10 26
P. M.			ARRIVE]	[LEAVE	A. M.

Daily connections are made at Petersburg for Richmond, Washington, and Norfolk; at Burkeville for Richmond and Danville; at Lynchburg with Virginia and Tennessee Railway.

236. NORFOLK & PETERSBURG RAILWAY.

WM. MAHONE, Pres. and Supt., Norfolk, Va.

Leave.			Arrive.		
Jan. 9, 1868.					
Pass.	Mis.	STATIONS.	Mil.	Pass.	
A. M.				P. M.	
	4 00	0	Norfolk 1....	81	11 05
	5 06	23	.... Suffolk.....	58	10 01
	5 36	34	.... Windsor.....	47	9 27
	5 55	41	.... Zuni.....	40	9 07
	6 10	45	.... Ivor.....	36	8 55
	6 30	52	.... Wakefield.....	29	8 32
	6 54	60	.... Waverly.....	21	8 11
	7 15	68	.... Disputanta....	13	7 46
	7 50	81	.... Petersburg 2.	0	7 10
A. M.			ARRIVE]	[LEAVE	P. M.

- 1 Connects with steamers to Baltimore, Philadelphia, New York and Boston.
- 1 Connects with the Seaboard and Roanoke Railway.
- 2 Connects with Richmond and Petersburg Railway, for Richmond, and the South Side Railway for Lynchburg.
- 2 Con. with City Point Branch R. R. (9 miles, fare — cts.) for City Point.

238. RICHMOND & YORK RIVER RAILWAY

ALEX. DUDLEY, President and Superintendent.
 Richmond, Va.

Leaves Richmond for Fair Oaks and White House, at 6 30 a.m. Returning, leaves White House at 4 00 a.m.

239.

WILMINGTON AND WELDON RAILWAY.

R. R. BRIDGES, President, S. L. FREMONT, Chief Eng. & Gen. Supt., W. M. POISSON, Gen. Ticket Agent.
General Offices—Wilmington, N. C.

Trains Leave. Aug. 5, 1867. Trains Arrive.

Exp.			Mails			Mis			STATIONS.			Mis			Exp.			Mails			CONNECTIONS.		
P. M.	A. M.		P. M.	A. M.		P. M.	A. M.					P. M.	A. M.		P. M.	A. M.							
9 30	6 00	0							Wilmington 1.	162	8 00	2 20											
9 56	6 31	9							.....North East....	153	7 30	1 54										1 Connects with Wilmington and Manchester Railway.
10 38	7 18	22							.....Burgaw	140	6 48	1 17										1 Connects with Wilmington, Charlotte and Rutherford Railway.
10 59	7 37	29							.....South Washington.	133	6 22	12 53										2 Connects with Atlantic and North Carolina Railway.
11 13	7 51	33							.....Leesburg	129	6 07	12 42										2 Connects North Carolina Railway.
12 04	8 40	43							.....Magnolia	114	5 17	12 02										3 Connects with Petersburg Railway.
12 31	9 03	55							.....Warsaw	107	4 52	11 40										3 Connects with Seaboard and Roanoke Railway.
12 54	9 30	63							.....Faison's.....	90	4 23	11 17										3 Connects with Raleigh and Gaston Railway.
1 15	9 52	70							.....Mt. Olive.....	92	4 00	10 57										3 Steamers on Roanoke River.
1 31	10 10	75							.....Dudley	87	3 43	10 43										
2 02	10 45	84							.....Goldsboro' 2 ...	78	3 13	10 16										
2 34	11 18	95							.....Nahunta.....	67	2 33	9 40										
3 14	12 00	108							.....Wilson	54	1 48	9 04										
3 37	12 25	116							.....Joyner's	46	1 19	8 37										
4 06	12 54	125							.....Rocky Mount...	37	12 50	8 15										
4 29	1 20	133							.....Battleboro.....	29	12 22	7 50										
5 02	1 58	143							.....Enfield	19	11 48	7 23										
5 19	2 16	149							.....Ruggles.....	13	11 25	7 03										
5 36	2 35	154							.....Halifax.....	8	11 10	6 49										
6 00	3 00	162							.....Weldon 3.....	0	10 40	6 25										

1. **TARBORO' BRANCH.**—Trains run between Rocky Mount and Sorbon, connecting with Main Line.

240.

WILMINGTON & MANCHESTER RAILWAY.

Trains Leave. July 6, 1867. Trains Arrive.

Pass			Mails			Mis			STATIONS.			Mis			Pass			Mails			A. C. M. C.		
P. M.	A. M.		P. M.	A. M.		P. M.	A. M.					P. M.	A. M.		P. M.	A. M.							
7 30	11 00	0							.....Weldon.....	333	2 00	6 35										
									<i>Wil. & Weldon R.R.</i>														
2 50	8 40	162							Wilmington 1.	171	5 15	8 30											
3 03	8 56	3							.....Brunswick.....	168	4 54	8 17										
3 20	9 16	9							.....Register's.....	162	4 26	8 01										
3 45	9 45	17							.....Brinkley's	154	3 51	7 39										
4 11	10 20	27							.....Maxwell's	144	3 08	7 10										
4 30	10 49	34							.....Flemington....	137	2 40	6 51										
4 59	11 27	44							.....Whiteville	127	1 59	6 20										
5 28	12 05	53							.....Grist's	118	1 24	5 54										
5 39	12 20	57							.....Cerro Gordo....	114	1 07	5 40										
5 56	12 46	63							.....Fair Bluff 2	108	12 45	5 23										
6 21	1 18	72							.....Nichols'.....	99	12 11	4 57										
6 41	1 41	78							.....Mullins'.....	93	11 47	4 40										
7 04	2 08	86							.....Marion.....	85	11 15	4 15										
7 28	2 36	94							.....Pee Dee.....	77	10 41	3 51										
7 56	3 03	101							.....Mars Bluff.....	70	10 10	3 25										
8 31	3 38	107							.....Florence 3	64	9 42	3 05										
9 04	4 22	119							.....Timmons ville...	52	8 22	2 15										
9 31	5 02	123							.....Lynchburg	43	7 39	1 48										
9 57	5 42	137							.....Mayesville.....	34	6 56	1 22										
10 26	6 33	146							.....Sumter.....	23	6 13	12 56										
10 57	7 20	157							.....Manchester....	14	5 02	12 21										
11 14	7 43	163							.....Wateree	9	4 34	12 05										
11 54	8 25	171							.....Kingsville 4	0	3 45	11 26										

GENERAL OFFICERS.
HENRY M. DRANE, President.
WM. McRAE, General Supt.
WM. A. WALKER, Sec. and Treas.
JOHN N. CANTWELL,
Gen. Freight and Ticket Agent,
Wilmington, N. C.

CONNECTIONS.
1 Con. with Wilm. & Wel. Railway.
2 Stage to Fayettev. & Conway boro.
3 Jun Cheraw & Darlington Railway.
3 Junction Northeastern Railway.
4 Connect with Camden Branch.

1. CAMDEN BRANCH.*

Pass		Mails		STATIONS.		Mails		Pass	
P. M.	A. M.							P. M.	A. M.
3 30	0	Kingville.	38	8 05					
3 45	4	.. Clarkson's ..	34	7 50					
4 10	9	Manchester Jun.	29	7 24					
4 19	11	.. Middleton ..	27	7 18					
4 49	19	.. Claremont ..	19	6 44					
5 29	29	.. Boykin's...	9	6 05					
6 05	38	.. Camden...	0	5 30					

* Camden Branch Trains, which run on Monday, Wednesday and Saturday only, run by Camden time, which is 15 minutes slower than Wilmington and Manchester Railway time.

241.

NORTH CAROLINA RAILWAY.

GOLDSBORO' TO CHARLOTTE.

Trains Leave.

July 31, 1867.

Trasns Arrive.

Acc.	Mxd	Exs.	Mail.	Mls	STATIONS.	Mls	Mail	Exs.	Acc.	Mxd
		P. M.	P. M.				P. M.	A. M.		
			1 07	0	Goldsboro' 1..	223	12 10			
			1 44	12	....Boon Hill....	211	11 28			
			2 10	22	....Selma.....	201	11 03			
			3 00	34	....Stalling's....	189	10 20			
			4 05	48	....Raleigh 2....	175	9 28			
			4 40	61	....Morrisville....	162	8 44			
			5 18	74	....Durham's....	149	8 05			
			5 58	88	....Hillsboro'	135	7 15			
			6 24	98	....Mebarresville...	125	6 45			
			6 39	104	....Haw River....	119	6 27			
			6 45	106	....Graham	117	6 20			
			7 04	108	.. Company Shops ..	115	6 15			
			7 18	115	....Gibsonville....	108	5 40			
			7 37	122	....McLean's....	101	5 19			
			8 03	130	....Greensboro'	93	4 56			
			8 30	140	....Jamestown....	83	4 22			
			8 44	145	....High Point....	78	4 07			
			9 03	152	....Thomasville....	71	3 46			
			9 33	163	....Lexington	60	3 14			
			10 01	172	....Holtzburg....	51	2 47			
			10 26	180	....Salisbury 3....	43	2 20			
			10 50	189	....China Grove....	34	1 51			
			11 25	202	....Concord....	21	1 13			
			11 46	210	....Harrisburg....	13	12 59			
			12 19	223	....Charlotte 4..	0	12 19			
		P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.		

GENERAL OFFICERS.

JOSIAH TURNER, JR., President,
Hillsboro', N.C.
W. A. CALDWELL, Treasurer,
Greensboro', N.C.
F. A. STAGG, Secretary,
JAMES ANDERSON, Supt.,
P. D. SWAIM, Genl Ticket Agt.
R. D. WADE, Mast. of Mach'y,
Company's Shops, N.C.

CONNECTIONS.

- 1 Connects with Wilmington & Weldon Railway.
- 1 Connect with Atlantic & North Carolina Railway.
- 2 Connect with Raleigh & Gaston Railway.
- 3 Western N. C. R. R. diverges
- 4 Con. with Charlotte & South Carolina Railway.

Through Fare, \$11 25.
Way Fares, 5 cents per mile.

242.

ATLANTIC AND NORTH CAROLINA RAILWAY.

Trains Leave.

April 17, 1867.

Trains Arrive.

Mxd	Pass	Acc.	Mail.	Mls	STATIONS.	Mls	Mail.	Acc.	Mxd	Pass
			P. M.				P. M.			
			3 30		.. Goldsboro' 1..		12 15			
			3 53		....Bests.....		11 52			
			4 10		....Mosely Hall....		11 40			
			4 27		....Falling Creek...		11 18			
			4 52		....Kinston.....		11 00			
			5 25		....Dover.....		10 20			
			5 43		....Core Creek....		10 02			
			6 00		....Tuscarora....		9 45			
			6 40		....New Berne....		9 15			
			7 13		....Croatan.....		8 30			
			7 33		....Havelock.....		8 10			
			8 00		....Newport.....		7 45			
			8 45		Morehead City 2		7 00			
			P. M.		ARRIVE	LEAVE	A. M.			

GENERAL OFFICERS.

JOHN D. WHITFORD, President;
JAMES W. CARMER,
Sec. and Treas. ;
WILLIAM H. HARVEY,
Agent of Transportation,
New Berne, N.C.

CONNECTIONS.

- 1 Connects with Wilmington & Weldon, and North Carolina Railways.
- 2 Steam Ferry to Beaufort from Morehead City.

243.

WESTERN [N.C.] RAILWAY.

SAML MOD. TATE, Pres & Supt., Morganton. R. F. SIMONTON, Treas., Statesville, N.C.

Leave Salisbury for Tank, Third Creek, Statesville, Platts, Catawba, Newton, Hickory Tavern, Icard and Head of Road at 7 00 a.m. arriving at 1 p.m. Leave Head of Road for Salisbury at 1 30 p.m., arriving at 7 29 p.m. Distance, 78 miles.

244.

NORTH EASTERN RAILWAY.

A. F. RAVENEL, President ; C. WILLIMAN, Secretary and Treasurer ; P. L. CLEAPOR, Gen. Ticket Agent.
S. S. SOLOMONS, Engineer and Superintendent, Charleston, S. C.

Leave. May 12, 1868. **Arrive.**

Mxd	Exs.	Acc.	Mls	STATIONS.	Mls	Exs.	Acc.
	P. M.	A. M.				A. M.	P. M.
	5 00	5 00	0	Charleston 1.	102	9 00	8 30
	5 25	5 38	8	.... 8 Mile T. O.	94	8 35	7 48
	5 45	6 07	14	.... Porcher's.	88	8 15	7 17
	6 00	6 30	19	.... Mt. Holly.	83	8 00	6 50
	6 17	6 53	23	.... Strawberry.	79	7 42	6 25
	6 34	7 35	29	.. Monck's Corner..	73	7 27	5 45
	7 00	8 13	37	.... Bonneau's.	65	7 00	5 07
	7 25	8 50	45	... St. Stephen's...	57	6 35	4 30
	7 55	9 20	50	.... Gourdin's.	52	6 05	4 00
	8 05	9 35	53	.... Lane's.	49	5 57	3 46
	8 18	9 57	58	.... Salters'.	44	5 40	3 23
	8 37	10 25	64	.... Kingstree 2.	38	5 23	2 55
	9 00	1 00	72	.... Cade's.	30	5 00	2 18
	9 22	1 32	79	.... Graham's.	23	4 38	1 45
	9 30	1 45	82	.... Leesville.	20	4 28	1 32
	9 42	2 03	86	.... Coward's.	16	4 17	1 13
	10 04	2 35	93	.... Effingham.	9	3 55	12 40
	10 30	3 15	102	... Florence 3. ...	0	3 30	11 30
	P. M.	P. M.		[ARRIVE] [LEAVE]		A. M.	A. M.

1. CHERAW & DARLINGTON RAILWAY.

S. S. SOLOMONS, Supt., Cheraw, S. C.

Leave. March 14, 1867. **Arrive.**

Acc.	Pass	Mls	STATIONS.	Mls	Pass	Mxd
	P. M.				A. M.	
	9 00	0	... Florence 1. ...	40	9 00	
	9 45	10	.... Darlington.	30	8 20	
	10 20	18	.... Dove's.	22	7 40	
	11 00	26	.... Society Hill.	14	7 00	
	11 25	30	.... Cash's.	10	6 25	
	11 45	40	.... Cheraw.	0	6 00	
	P. M.		[ARRIVE] [LEAVE]		A. M.	

1 Connects with North Eastern Railway.

CONNECTIONS OF N. EASTERN RAILWAY.

- 1 Connects with South Carolina Railway.
- 2 Connects with Stages for Georgetown.
- 3 Connects with Cheraw & Darlington Railway, and Wilmington & Manchester Railway.

245.

CHARLOTTE & SOUTH CAROLINA RAILWAY.

Trains Leave. April 6, 1868. **Trains Arrive.**

Mxd	Pass.	Md	Mls	STATIONS.	Mls	Pass	Mxd	Acc.	Mxd
	P. M.	A. M.				A. M.	P. M.		
	3 43		0	Junction 1.	109	6 12			
	4 00	7 0	3	.. Columbia 2..	106	6 04	5 05		
	4 31	7 3	13	.. Killian's Mill..	96	5 30	4 32		
	4 56	8 7	19	.... Doko.	90	5 08	3 53		
	5 26	9 5	26	... Ridgeway. ...	83	4 40	3 00		
	5 47	10 6	32	.. Simpson's. ...	77	4 17	2 10		
	6 09	10 4	37	.. Winnsboro' ..	72	4 00	1 40		
	6 26	11 1	42	.. Adger's S. ...	67	3 38	1 10		
	6 36	11 3	45	.. White Oak. ...	64	3 27	12 50		
	6 51	11 5	49	... Yongue's. ...	60	3 13	12 25		
	7 06	12 20	52	.. Black Stock. ...	57	3 01	12 10		
	7 20	12 43	56	.. Cornwell's. ...	53	2 43	11 38		
	8 05	1 48	62	... Chester 3. ...	45	2 16	10 40		
	8 38	2 35	71	.... Lewis.	38	1 48	9 45		
	8 50	2 55	74	... Smith's S. ...	35	1 37	9 23		
	9 28	4 00	81	... Rock Hill. ...	26	1 07	8 30		
				atawba River					
	10 00	4 53	91	.. Fort Mills. ...	18	12 36	7 33		
	10 30	5 40	94	.. Morrow's ..	11	12 12	6 50		
	11 05	6 35	99	... Charlotte 4 ...	0	11 35	6 00		
	P. M.	P. M.		[ARRIVE] [LEAVE]		A. M.	A. M.		

GENERAL OFFICERS.

WILLIAM JOHNSTON, Pres., Charlotte, N. C. ;
CALEB BOUKNIGHT, Superintendent ;
CHAS. H. MANSON, Sec. and Treasurer ;
E. R. DORSEY, General Freight and
Ticket Agent,

Columbia, S. C.

CONNECTIONS.

- 1 Connects with Columbia Branch of South Carolina Railway.
- 2 Connects with Greenville and Columbia Railway.
- 3 King's Mountain Railway diverges.
- 3 Stages—Unionville, Glenn Springs, Spartanburg, etc., on Mondays, Wednesdays and Fridays.
- 4 Connects with North Carolina Railway

STANDARD OF TIME—Clock in Superintendent's Office at Columbia.

246.

KING'S MOUNTAIN RAILWAY.

W. E. Ross, President and Supt., Yorkville, S. C.

A train leaves Chter for Yorkville and way stations at 1 15 p. m. Returning, leaves Yorkville at 6 40 a. m. Distance, 24 miles. Fare, \$1 25.

247.

GREENVILLE AND COLUMBIA RAILWAY.

Trains Leave. Jan. 1, 1868. **Trains Arrive.**

Mxd	Acc.	Pass	Mls	STATIONS.	Mls	Pass	Mxd	Acc.
		A. M.				P. M.		
		7 00	0	...Columbia 1..	144	6 00		
		7 28	6	....Frost's Mill....	138	4 32		
		8 05	15	.....Littleton.....	129	3 55		
		8 55	25	.....Alston 2.....	119	3 15		
		9 10	29	.....Hope's.....	115	2 45		
		9 25	32	.....Pomaria'.....	112	2 30		
		10 00	40	.....Prosperity.....	104	1 55		
		10 35	47	..Newberry C. H..	97	1 25		
		10 45	48	.....Helena 3.....	96	1 15		
		11 12	54	....Silver Street...	90	12 45		
		11 35	60	..Saluda Old Town..	84	12 20		
		12 00	65	.....Chapell's.....	79	12 00		
		12 40	75	.....Ninety-Six.....	69	11 20		
		1 25	85	.....Greenwood.....	59	10 35		
		2 20	94	.....Cokesbury.....	50	9 55		
		3 30	106	Abbeville 4 [Branch]		8 45		
		2 40	100	.....Barmore's.....	44	9 30		
		2 55	102	.....Donnald's.....	42	9 15		
		3 25	109	....Honea Path....	35	8 45		
		4 15	117	.....Belton.....	27	8 00		
		6 15	127	Anderson 5 [Branch]		6 45		
		4 45	124	....Williamston....	20	7 15		
		5 25	135	....Golden Grove...	9	6 35		
		6 00	144	..Greenville..	0	6 00		
		P. M.		ARRIVE]	[LEAVE	A. M.		

Way Fare, average 6 and 5 cents per mile.

GENERAL OFFICERS.

H. P. HAMMETT, Pres. Greenville, S. C.
 J. O. MEREDITH, Gen. Supt.
 Helena, S. C.
 C. V. CARRINGTON, Sec. and
 Auditor. Columbia, S. C.
 J. G. EDWARDS, Treasurer,
 R. H. WALTON, Gen Freight Agt.,
 W. A. GIBBS, Gen Ticket Agt.,

CONNECTIONS.

- 1 Con with South Carolina Railway.
- 1 Con with Charlotte & S. C. Railway.
- 2 Junction of Spartbg. & Union R. R.
- 3 Junction of the Laurens Railway.
- 4 Stages to Washington, Ga.
- 5 Connect with Blue Ridge Railway.

1 BLUE RIDGE RAILWAY.

Leave Anderson 5 20 p. m.
 " Pendleton..... 6 20 p. m.
 Arrive Walhalla..... 8 00 p. m.
 Leave Walhalla..... 4 00 a. m.
 " Pendleton..... 5 40 a. m.
 Arrive Anderson..... 6 40 a. m.
 Anderson to Walhall, 33 mls.
 Con. at Anderson with S. & C. R. R.

248.

SOUTH CAROLINA RAILWAY.

Trains Leave. May 10, 1868. **Trains Arrive.**

Mxd	Acc.	Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass	Acc.
		A. M.	A. M.				P. M.	P. M.	
		8 00	0	..Charleston 1..	137	4 00			
		8 50	13	....Sineath's.....	124	3 10			
		9 25	22	....Summerville....	115	2 35			
		10 00	31	....Ridgeville....	106	2 00			
		10 25	37	.....Ross'.....	100	1 35			
		11 05	48	.....George's.....	89	12 55			
		11 22	52	.....Reeves'.....	85	12 38			
		12 00	62	....Branchville....	75	12 00			
		12 20	62	....Branchville....	68	11 40			
		12 57	71	....Rowe's Pump...	59	11 04			
		2 00	86	.....Jamison's.....	44	10 00			
		2 25	92	.....Lewisville....	38	9 35			
		2 55	99	....Fort Motte....	31	9 05			
		3 45	105	....Kingville 2....	25	8 40			
		4 04	110	.....Gadsden.....	20	8 04			
		4 30	118	.....Hopkins.....	12	7 35			
		4 52	124	....Hampton's....	6	7 14			
		5 20	130	....Columbia 3....	0	6 50			
		12 20	62	....Branchville....	75	11 40			
		12 58	72	....Midway.....	65	11 00			
		1 34	81	.....Graham's.....	56	10 25			
		2 00	90	....Blackville....	47	9 53			
		2 40	99	....Williston.....	38	9 18			
		3 10	107	....Windsor.....	30	8 50			
		4 00	120	....Aiken.....	17	8 00			
		4 30	128	....Marsh's.....	9	7 30			
		5 00	137	....Augusta 4.....	0	7 00			
		P. M.	P. M.	ARRIVE]	[LEAVE	A. M.	A. M.		

GENERAL OFFICERS.

W. J. MAGRAH, President.
 J. P. EMERX, Auditor and Sec.
 H. T. PEAKE, Gen Supt.,
 L. C. HENDRICKS, General Freight
 and Ticket Agt.
 Charleston, S. C.

CONNECTIONS.

- 1 Connect with Northeastern Railway.
- 2 Connects with Wilmington & Manchester Railway.
- 3 Junction of Camden Branch, S. C. R. R.
- 3 Con. with Chartte & S. C., and Greenville & Columbia Railways.
- 4 Connects with Georgia, and Augusta & Savannah Railways.

249. SPARTANBURG & UNION RAILWAY.

THOS. P. JETER, Ps. and Supt.
 F. H. COUNT, Sec and Treas..
 Unionville, S. C.
 Leave Spartanbg at 5 a. m. for Cedar Springs, Pablich, Unionville, Santuck, Lylesrd, arrive at Alston at 11 30 a. m.
 Leave Alston at 9 30 a. m. arrive at Spartanbu at 7 p. m.
 Distance, 68 m. s.

GEORGIA RAILWAY.

JOHN P. KING, President, E. W. COLB, Gen. Supt., J. H. PORTER, General Ticket Agent,
General Offices—Atlanta, Ga.

Trains Leave. March 29, 1868. **Trains Arrive.**

Pass	Pass	Pass	Pass	Mls	STATIONS.	Mls	Pass	Mail.	Pass	Pass	1. WASHINGTON BRANCH.				
P. M.	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.	A. M.	Pass	Mls	STATIONS	Mls	Pass
1 00	4 30	3 45	7 10	0	... Augusta ...	171	3 30	5 30	8 45	10 15	A. M.		Washington		P. M.
1 55	5 25	4 25	7 45	11	... Belair ...	160	3 00	4 55	7 55	9 30	9 00		... Ficklin ...		1 35
2 45	6 15	5 25	8 35	21	... Berzelia ...	150	2 20	4 16	7 00	8 30	9 30		... Raytown ...		12 55
		6 10	9 07	29	... Dearing ...	142	1 34	3 37			10 10		... Barnett ...		12 15
		6 51	9 38	38	... Thomson ...	133	1 01	3 01			10 30		ARRIVE] [LEAVE		11 40
		7 31	10 15	47	... Camak ...	124	12 23	2 26			A. M.				A. M.
		8 26	10 55	57	... Barcott ...	114	11 37	1 35							
		8 57	11 20	65	... Crawfordville ...	106	11 15	1 10							
		9 38	12 15	76	... Union Point ...	95	10 35	12 34							
		10 09	12 41	84	... Greensboro ...	87	10 10	12 08							
		10 40	1 05	89	... Oconee ...	82	9 46	11 47							
		11 20	1 30	97	... Buckhead ...	74	9 26	11 22							
		11 45	1 54	104	... Madison ...	67	9 06	10 55							
		12 20	2 29	113	... Rutledge ...	58	8 39	10 25							
		12 50	2 55	120	... Social Circle ...	51	8 15	10 00							
		1 31	3 32	130	... Covington ...	41	7 36	9 26							
		2 10	4 12	141	... Conyers ...	30	7 05	8 50							
		2 35	4 38	147	... Lithonia ...	24	6 41	8 23							
		3 05	5 09	156	... Stone Mountain ...	15	6 10	7 55							
		3 38	5 45	165	... Decatur ...	6	5 22	7 06							
		4 00	6 10	171	... Atlanta ...	0	5 00	6 45							

Through Fare, \$1 00.

Pass	Mls	STATIONS.	Mls	Pass
A. M.				P. M.
7 00		... Athens ...		3 30
7 40		... Winters ...		2 53
8 30		... Lexington ...		2 02
9 04		... Antioch ...		1 25
9 23		... Maxeys ...		1 07
9 50		... Woodville ...		12 41
10 10		... Union Point ...		12 15

Through Fare, \$1 00.

2. ATHENS BRANCH.

Pass	Mls	STATIONS.	Mls	Pass
A. M.				P. M.
7 00		... Athens ...		3 30
7 40		... Winters ...		2 53
8 30		... Lexington ...		2 02
9 04		... Antioch ...		1 25
9 23		... Maxeys ...		1 07
9 50		... Woodville ...		12 41
10 10		... Union Point ...		12 15

Through Fare, \$1 00.

3. Augusta & Milledgeville R.R.—Leaves Mayfield for Warrenton and Camak at 8 00 a. m. arriving there at 9 35 a. m. Leaves Camak at 2 25 p. m., arriving in Mayfield at 4 00 p. m. Fare, \$1 00. Connects at Augusta with South Carolina Railway, and Augusta & Savannah Railway. " Chattanooga with Macon & Western Railway, and with Western and Atlantic Railway.

251. WESTERN AND ATLANTIC RAILWAY.

Trains Leave. March 22, 1868. **Trains Arrive.**

Acc.	Pass	Pass	Pass	Mls	STATIONS.	Mls	Pass	Pass	Pass	Acc.	GENERAL OFFICERS.			
	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.		CAMPBELL WALLACE, Gen. Supt. ;			
	3 40	7 00	7 00	0	... Atlanta 1 ...	136	1 15	3 45	9 50		W. W. CLAYTON, Treasurer ;			
	4 15	7 26	7 26		... Boiton ...		12 49	3 19	9 14		R. C. ROBSON, Auditor ;			
	4 40	7 40	7 40	11	... Vining ...	125	12 35	3 05	8 55		JOHN B. PECK, Master Trans. ;			
	5 06	7 56	7 56		... Ruff's ...		12 20	2 49	8 30		Atlanta, Ga.			
	5 50	8 32	8 11	20	... Marietta ...	116	12 04	2 33	8 10		CONNECTIONS.			
	6 24	9 02	8 42		... Big Shanty ...		11 33	2 02	6 53		1 Railways diverging from Atlanta.			
	6 49	9 25	9 05	35	... Acworth ...	101	11 12	1 41	6 00		2 Connect with Macon and Western Railway.			
		9 47	9 27	40	... Allatoona ...	96	10 51	1 19			2 Junction of Rome (Georgia) R.R.			
		10 09	9 48		... Etowah ...		10 29	12 56			3 Connect with East Tennessee and Georgia Railway.			
		10 10	9 55	47	... Cartersville ...	89	10 24	12 51			4 Railways diverging from Chatta			
		10 36	10 17	52	... Cass ...	84	10 03	12 30			Through Fare, \$8 00.			
		11 02	10 43	59	... Kingston 2 ...	77	9 42	12 09			The 7 00 p. m. train from Atlanta,			
		11 34	11 16	69	... Adairsville ...	67	9 10	11 35			and the 7 10 p. m. train from Chattanooga, run daily. All other trains			
		12 06	11 49	78	... Calhoun ...	58	8 38	11 01			daily, Sundays excepted.			
		12 28	12 11	84	... Resaca ...	52	8 16	10 40						
		12 50	12 33	91	... Tilton ...	45	7 54	10 18						
		1 33	1 23	00	... Dalton 3 ...	36	7 23	9 48						
		2 01	1 51	07	... Tunnel Hill ...	29	6 50	9 06						
		2 31	2 21	15	... Ringgold ...	21	6 01	8 36						
		2 53	2 46		... Gravsville ...		5 39	8 14						
		3 15	3 09	13	... Chicamauga ...	8	5 16	7 54						
		3 34	3 29		... Boyce ...		4 57	7 35						
		4 00	3 55	13	... Chattanooga 4 ...	0	4 30	7 10						

252. ROME (Georgia) RAILWAY.

W. S. COTHRAN, Pres.; C. M. PENNINGTON, Supt.; J. M. STILLWELL, Freight Agent, Rome, Ga. Leave Rome for Kingston at 4 00 p. m., arriving at Kingston at 5 30 p. m. Leave Kingston for Rome at 6 00 a. m., arriving at Rome at 7 30 a. m. Distance, 20 miles.

253. SOUTHWESTERN AND MUSCOGEE RAILWAYS.

Southwestern Railroad.

WILLIAM S. HOLT, President, Savannah, Ga.
VIRGIL POWERS, Chief Engineer and Supt.,
Macon, Ga.

Muscogee Railroad.

J. L. MUSTIAN, President, W. L. CLARK, Supt.,
Columbus, Ga.

Leave.			Arrive.		
Acc.	Mail.	Mls.	Mls.	Mail.	Acc.
A. M.	A. M.			P. M.	P. M.
	8 00	0	106	4 50	
		8	98		
	8 45	12	94	4 06	
	9 03	17	89	3 49	
	10 00	28	78	3 03	
	10 31	35	65	12 51	
	10 58	41	59	12 25	
	11 45	50	50	11 49	
	12 24	60	40	10 52	
	1 08	70	30	10 11	
	1 25	74	26	9 52	
		77	23		
	1 52	80	20	9 24	
		91	9		
	3 15	100	0	8 00	
	10 20	35	71	2 18	
	10 29	38	68	2 06	
	11 09	48	58	1 30	
	11 56	56	47	12 44	
	12 40	70	36	11 59	
	1 13	80	26	11 21	
	1 44	83	23	11 10	
	1 46	83	23	11 00	
	3 11	106	0	9 35	
	2 37	98	44	10 13	
	2 53	102	40	9 58	
	3 55	118	24	8 58	
	4 04	120	22	8 48	
	4 34	128	14	8 16	
	5 21	141	1	7 29	
		142	0		
	5 30			7 20	
P. M.	P. M.			A. M.	A. M.

- 1 Connects with Central (Ga.) Railway.
- 1 Connects with Macon and Western Railway.
- 2 Connects with Mobile and Girard Railway.

1. Cuthbert and Fort Gaines Trains.—
Leave Cuthbert for Coleman and Ft. Gaines at 3 57 p.m.
Returning, leave Ft. Gaines at 7 05 a.m.

CONNECTIONS OF THE MACON & WESTERN R.R.

- 1 Connects with Southwestern Railway.
- 1 Connects with Central (Ga.) Railway.
- 2 Junction of Thomaston Railway, 17 miles.
- 3 Connects with Atlanta and West Point Railway.
- 3 Connects with Georgia Railway.
- 3 Connects with Western and Atlantic Railway.

254. ATLANTIC AND GULF RAILWAY.

JOHN SCRIVEN, Prest. H. S. HAINES, Gen. Supt.
D. MACDONALD, Treasurer. Savannah, Ga.

Leave.			Arrive.		
Acc.	Mail.	Mls.	Mls.	Mail.	Acc.
A. M.	P. M.			A. M.	P. M.
	8 30	0	200	6 00	
	9 00	10	190	5 30	
	9 20	16	184	5 10	
	9 45	24	176	4 45	
	10 15	32	168	4 15	
	10 40	39	161	3 50	
	11 05	46	154	3 25	
	11 28	53	147	3 00	
	11 43	58	142	2 45	
	12 15	68	132	2 13	
	12 40	77	123	1 45	
	1 15	86	114	1 15	
	1 33	92	108	12 58	
	1 48	97	103	12 40	
	2 22	108	92	12 10	
	2 43	115	85	11 48	
	3 04	122	78	11 28	
	3 50	131	69	11 00	
	4 20	142	121	10 10	
	4 55	152	111	9 35	
	5 35	164	99	8 55	
	6 05	173	90	8 25	
	6 45	180	83	8 00	
	8 20	203	60	6 55	
	11 45	243	20	3 45	
	1 00	263	0	2 30	
P. M.			ARRIVE	LEAVE	P. M.
	4 16	139	61	10 13	
	4 35	144	56	9 56	
	5 18	157	43	9 12	
	5 50	166	34	8 41	
	6 18	174	26	8 15	
	6 41	181	19	7 05	
	7 04	188	12	7 27	
	7 45	200	0	6 45	
P. M.	A. M.		ARRIVE	LEAVE	P. M.

255. MACON AND WESTERN RAILWAY

A. J. WHITE, President. E. B. WALKER, Supt.,
J. H. PORTER, Gen. Ticket Agent, Atlanta, Ga.

Mxd.		EXPS		Mls.		June 29, 1867.		Mls.		EXPS		Mxd.	
P. M.	A. M.									P. M.	A. M.		
	8 40	7 45	0	103	1 30	3 10							
	8 50	7 53			1 20	3 00							
	9 25	8 18	8	95	1 00	2 30							
	10 02	8 45	15	88	12 38	2 00							
	10 50	9 20	26	77	12 00	1 02							
	11 12	9 38	32	71	11 40	12 40							
	11 40	9 58	37	66	11 23	12 18							
	12 05	10 15	42	61	11 08	12 00							
	12 40	10 45	49	54	10 45	11 30							
	1 00	11 00	54	49	10 18	11 00							
	1 30	11 23	60	43	10 00	10 35							
	2 00	11 44	67	36	9 35	10 05							
	2 33	12 09	74	29	9 03	9 25							
	2 55	12 45	81	22	8 44	9 03							
	3 50	1 25	92	11	7 47	7 55							
	4 05	1 40	97	6	7 35	7 40							
	4 30	2 00	103	0	7 15	7 15							
A. M.	P. M.			ARRIVE	LEAVE			A. M.	P. M.				

CENTRAL RAILWAY OF GEORGIA.

WM. M. WADLEY, President, J. M. SELKIRK, Master of Transportation, Savannah, Ga.

Trains Leave. April 16, 1868. **Trains Arrive.**

Mail	Pass	Pass	Mis	STATIONS.				Mis	Pass	Pass	Mail
P. M.	P. M.	A. M.						P. M.	A. M.	P. M.	
10 00	3 00	8 00	0	Savannah 1	190	6 15	6 45	12 00			
10 30	3 25	8 30	9	Pooler	186	5 40	6 20	11 30			
11 05	4 00	9 10	20	Eden	170	5 10	5 50	11 00			
11 45	4 35	9 55	30	Guyton	160	4 35	5 15	10 20			
12 20	5 05	10 30	40	Egypt	150	4 05	4 40	9 40			
12 50	5 30	11 00	50	Halcyondale	140	3 30	4 00	9 10			
1 40	6 05	11 40	62	Ogeechee	128	2 53	3 40	8 30			
2 10	6 35	12 20	70	Scarborough	120	2 25	3 10	7 55			
2 45	7 45	1 20	79	Millen 2	111	1 50	2 45	7 30			
A. M.	8 00	1 32	83	Cushingville	107	1 07	2 25	P. M.			
	8 30	2 00	90	Herndon	100	12 40	2 05				
	9 00	2 33	99	Bostwick	91	12 05	1 32				
	9 48	3 05	111	Sebastopol	79	11 25	12 45				
	10 30	3 37	122	Davisboro'	68	10 45	12 10				
	11 35	4 20	134	Tennille	56	10 00	11 32				
	12 10	4 50	146	Oconee	44	9 25	11 00				
	12 35	5 20	154	Tombsboro'	36	9 00	10 35				
A. M.	12 55	5 40	162	McIntyre	28	8 35	10 15	P. M.			
8 05	1 30	6 25	170	Gordon 3	20	8 10	9 50	6 25			
8 52	2 05	7 05	181	Griswold	9	7 35	9 10	4 55			
9 30	2 35	7 30	190	Macon 4	0	7 05	8 45	4 20			
A. M.	A. M.	P. M.		ARRIVE]		[LEAVE		A. M.	P. M.	P. M.	

1. AUGUSTA AND SAVANNAH RAILWAY.

(Operated by the Central Railway of Georgia.)

Pass	Mxd	Mis	STATIONS.				Pass	Mxd
P. M.	A. M.						P. M.	A. M.
8 05	8 45	0	Augusta 1	5 45	3 15			
8 30	9 20	9	Aden's	5 15	2 45			
9 02	10 07	10	McBean's	4 25	2 20			
9 17	10 35	25	Green's Cut	4 05	2 00			
9 37	11 14	32	Waynesboro'	3 32	1 42			
10 07	11 58	38	Lumpkin	2 42	1 12			
10 22	12 28	42	Lawton	2 12	12 52			
10 37	12 45	53	Millen 2	1 45	12 35			
P. M.	P. M.		ARRIVE]		[LEAVE	P. M.	A. M.	

- 1 Connects with South Carolina Railway.
- 2 Connects with Central Georgia Railroad.

2. Milledgeville & Eatonton Br.

Leave Gordon at 6 25 p. m. arriving at Milledgeville at 8 00, and Eatonton at 9 50 p. m.

Leave Eatonton at 4 30 a. m., and Milledgeville at 6 25 a. m., arriving at Gordon at 8 05 a. m. Distance, 28 miles.

Con. at Gordon with Central Georgia Railway.

- 1 Connects with Charleston and Savannah Railway
- 2 Junction Augusta and Savannah Railway.

- 3 Junction Milledgeville and Eatonton Railway.
- 4 Con. with Macon & Western and Southwestern R. R.'s

257. ATLANTA & WEST POINT RAILWAY.

J. P. KING, Pres., Augusta, Ga. L. P. GRANT, Gen. Supt., J. H. PORTER, Gen. Ticket Agent, Atlanta, Ga.

Leave. May 10, 1868. **Arrive.**

Mxd	Pass	Mis	STATIONS.				Mis	Mxd	Pass
P. M.	A. M.						A. M.	P. M.	
4 30	8 15	0	Atlanta 1	87	6 45	5 16			
4 57	8 36	6	East Point	81	6 20	4 56			
5 55	9 13	18	Fairburn	69	5 40	4 21			
6 30	9 36	25	Palmetto	62	4 55	3 54			
7 17	10 00		Powell's		4 15	3 28			
7 57	10 23	40	Newnan	47	3 40	3 08			
9 10	10 58	52	Grantville	35	2 50	2 32			
9 55	11 27	59	Hogansville	28	2 12	2 09			
10 35	11 53		Whitfield		1 30	1 38			
11 20	12 16	72	Lagrange	15	1 00	1 16			
12 07	12 46	78	Long Cane	6	12 07	12 46			
12 35	1 10	87	West Point 2	0	11 40	12 25			
A. M.	P. M.		ARRIVE]		[LEAVE	P. M.	P. M.		

- 1 Connects with Railways diverging from Atlanta.
- 2 Connects with Montgomery and West Point Railway.

259. MONTGOMERY & EUFAULA R. R.

LEWIS OWEN, President and Gen. Supt., JOS. D. HOPPER, Sec. and Treas., Montgomery, Ala.

Acc.	Acc.	Mis	STATIONS.				Mis	Acc.	Acc.
P. M.							A. M.		
3 00	0		Montgomery 1	40	9 25				
3 26	6		Caffey's	34	8 59				
3 40	9		Oak Grove	31	8 50				
4 20	15		Pike Road	25	8 15				
4 55	21		Mathews 2	19	7 30				
	40		Union Springs 3	0					
P. M.			ARRIVE		LEAVE		A. M.		

258. MONTGOMERY & WEST POINT R. R.

CHAS. T. POLLARD, Pres. DANIEL H. CRAM, Ebg. & Supt. CHAS. L. FITCH, Gen. Tkt. Agt. J. D. HUBBARD, Aud. J. T. TODD, Treasurer, Montgomery, Ala.

Leave. April 5, 1868. **Arrive.**

Acc.	Pass	Mis	STATIONS.				Mis	Pass	Acc.
	A. M.						P. M.		
	10 10	0	West Point 1	88	12 55				
	10 45	11	Cusseta	77	12 22				
	11 13	20	Rough and Ready	68	11 54				
	9 15	0	Columbus 2	92	2 00				
	9 50	7	Smith's	85	1 25				
	10 34	17	Salem	75	12 40				
	11 08		Yonges		12 06				
	11 25	28	Opelika	64	11 48				
	11 50	24	Opelika	64	11 33				
	12 23	28	Auburn	60	10 56				
	12 52	33	Loachapoka	55	10 28				
	1 11	40	Notasulga	48	10 09				
	1 49	47	Chehaw	41	9 42				
	2 09	53	Franklin	35	9 08				
	2 22	60	Cowles'	28	8 55				
	2 48	66	Shorter's	22	8 28				
	2 58	70	Cliett's	18	8 17				
	3 21	73	Mt. Meigs	15	7 54				
	4 15	88	Montgomery 3	0	7 00				
P. M.			ARRIVE]		[LEAVE		A. M.		

Through Fare, \$-- Way Fares, - cts. per mile.

- 1 Connects with Atlanta and West Point Railway.
- 2 Connects with Southwestern and Muscogee Railways.
- 3 Steamboats for Mobile and New Orleans.
- 3 Connects with Alabama and Florida Railway, and with stages to Selma, Jackson, &c. Also with steamboats to Mobile, New Orleans, &c.

260. MOBILE & MONTGOMERY RAILWAY.

C. T. POLLARD, President, Montgomery, Ala.
 L. M. WILSON, Vice-President, Mobile, Ala.
 J. J. BEASLEY, Treas. GEO. C. FALL, Auditor.
 G. JORDAN, Gen. Supt. C. P. BALL, Assist. Supt.
 C. L. FITCH, Gen. Ticket Agent,
 Montgomery, Ala.

Leave. April 5, 1868. **Arrive.**

Acc.	Pass	Mis.	STATIONS.	Mis.	Pass	Acc.
	P. M.				A. M.	
	4 45	0	Montgomery 1.	186	6 30	
	5 34	10	.... McGehee's	176	5 42	
	6 34	22	.... Letohatchee....	164	4 40	
	6 57	27	.... Givhan's.	159	4 14	
	7 11	29	.... Calhoun.....	157	3 59	
	7 37	34	.... Fort Deposit....	152	3 32	
	7 52	37	.... Summit.....	149	3 17	
	9 00	45	.... Greenville	141	2 40	
	9 25	51	.... Forest.....	135	2 09	
	9 39	54	.... Bolling.....	132	1 55	
	10 06	60	.... Georgiana	126	1 29	
	10 38	67	.... Garland.....	119	12 58	
	11 26	77	.... Gravella.....	109	12 12	
	11 49	82	.... Evergreen.....	104	11 49	
	12 10	87	.... Sparta.....	99	11 23	
	12 32	92	.... Castleberry....	94	11 00	
	1 35	107	.... Brewton.....	79	9 56	
	2 05	114	arr } Pollard { live	72	9 25	
	2 10		ve } { arr		9 05	
	2 50	122	.... Miles'.....	64	8 27	
	3 25	130	.... Canoe.....	56	7 51	
	3 45	135	.... Williams'....	51	7 28	
	4 27	143	.... Perdido.....	43	6 53	
	4 49	148	.... Dyas Creek....	38	6 27	
	5 21	155	.... Bay Manette...	31	5 56	
	5 47	161	.... Carpenter's....	25	5 28	
	6 30	164	.... Tensas... }	22	5 15	
	7 35	173	.... Blakely. }	13	3 50	
	9 00	186	Sec'n { Mobile 2 } } ver. S.	0	2 30	
	A. M.		ARRIVE]		[LEAVE	P. M.

1 Connects with Montgomery & West Point Railway.
 2 Con. with Harris & Morgan's daily line of steamers for New Orleans.

261. PENSACOLA & GEORGIA RAILWAY

E. HOUSTON, President. R. WALKER, Gen. Supt., Tallahassee, Fla.

Leave. Feb. 18, 1867. **Arrive.**

Acc.	Mxd	Pass	Mis	STATIONS.	Mxd	Pass	Acc.
					P. M.		
			0	Quincy	7 30		
			12	.... Midway.....	6 35		
			24	.... Tallahassee 1...	5 30		
			36	.... Chaires.....	2 43		
			42	.... Lloyd's.....	2 00		
			51	.... Junction.....	1 15		
			55	Monticello ...	11 40		
			59	.... Aucilla.....	12 15		
			67	.... Goodman's....	11 35		
			80	.... Madison.....	10 33		
			95	.... Columbus....	9 19	P. M.	
	6 40		107	.... Live Oak 2...	8 10	7 45	
	7 07		113	.... Houston....	7 10	7 23	
	7 36		119	.... Wellborn....	6 37	6 59	
	8 10		130	Lake City 3.	5 35	6 15	
	P. M.	A. M.		ARRIVE]		[LEAVE	A. M. P. M.

1 Connects with Tallahassee Railway, for St. Marks.
 2 Con. with Atlantic and Gulf Railway.
 3 Connects with Florida Central Railway.

262. FLORIDA RAILWAY.

Leave. **Arrive.**

Acc.	Pass	Mis	STATIONS.	Mis	Pass	Acc.	Acc.
	A. M.				P. M.	P. M.	P. M.
	7 00	0	Fernandina ..	99	5 30		
	8 15	4	.... Draw Bridge...	95	4 11		
	8 56	12	.... Hart's Road...	87	3 31		
	10 15	27	.... Callahan....	72	2 15		
	11 21	40	.... St. Mary's....	59	1 06		
	12 30	47	.... Baldwin.....	52	12 30		
	1 50	62	.... Trail Ridge...	37	10 45		
	2 45	73	.... Starke.....	26	10 00		
	3 40	84	.... Waldo.....	15	9 05		
	4 36	99	.... Gainesville...	0	8 30		
			Cedar Keys ..				
	P. M.	P. M.	ARRIVE]		[LEAVE	A. M.	A. M. A. M.

263. MACON AND BRUNSWICK RAILWAY.

GEORGE H. HAZLEHURST, President. G. A. DURE, Gen. Supt., Macon, Ga.

Leave Macon at 6 00 a. m., and 3 00 p. m., arrive at Hawkinsville at 10 50 a. m., and 6 30 p. m. Leave Hawkinsville at 7 00 a. m., and 12 00 noon, arrive at Macon at 10 30 a. m., and 4 30 p. m. Distance, 50 miles

264. FLORIDA ENTRAL RAILWAY.

F. DIBBLE, President, T. H. MAXEY, Sec'y and Treas. T. E. BUCKMAN, Gen. Supt., Jacksonville, Fla.

Leave. Dec. 20, 1867. **Arrive.**

Acc.	Pass	Pass	Mis	STATIONS.	Mis	Pass	Pass	Acc.
	A. M.	A. M.				P. M.	A. M.	
		8 25	0	Lake City 1.	60	6 45		
		9 10	10	.... Olustee.....	50	6 05		
		10 05	20	.... Sanderson....	40	5 20		
		11 45	40	.... Baldwin 2.....	20	3 45		
		1 00	60	Jacksonville 3.	0	2 30		
	P. M.	P. M.		ARRIVE]		[LEAVE	P. M. A. M.	

CONNECTIONS.

1 Con. with Pensacola & Georgia Railway.
 2 Connects with Florida Railway.
 3 Connects with steamboats on the St. Johns, and to and from Savannah and Charleston, and Atlantic and Gulf Railway.

SELMA, ROME AND DALTON RAILWAY.

JOSEPH E. JOHNSTON, President;
 M. STANTON, Supt. of First Div.;
 C. B. ANDREWS, Master Transportation,

E. G. BARNEY, Supt. and Agent of Lessee
 EDGAR VLIET, Gen. Ticket Agent;
 Selma, Ala

Trains Leave.				D. c. 9 1867.				Trains Arrive.			
Acc.	Mxd	Pass	Mail.	Mls.	STATIONS.	Mls.	Mail.	Mxd	Acc.		
		P. M.	P. M.				A. M.				
			3 30	0	Selma 1.....	134	11 00				
			4 05	9	Burnsville	125	10 26				
				14	Clay's.....	120					
			4 55	22	Plantersville....	112	9 38				
				26	Smith's.....	108					
			5 30	32	Maplesville....	103	9 04				
			5 58	40	Randolph.....	95	8 35				
			6 45	50	Briarfield.....	85	7 45				
			7 02	55	Montevallo	79	7 32				
				61	Lime Kiln.....	73					
			8 10	66	Shelby Springs ..	68	6 27				
			8 31	72	Columbiana.....	62	6 05				
			9 00	81	Wilsonville	53	5 35				
				86	Coosa.....	48					
			9 28	89	Childersburg	45	5 08				
			10 05	98	Alpine.....	36	4 35				
			10 40	109	Talladega.....	25	4 00				
			11 15	120	Munford.....	14	3 21				
				124	Silver Run.....	10					
			11 45	129	Oxford.....	5	2 49				
			12 00	134	Blue Mountain 2..	0	2 30				

(Late Alabama and Tennessee River Railroad.)

CONNECTIONS.

- 1 Connects with Steamers on the Alabama River.
- 1 Connects with the Selma and Meridian Railway, for Mobile, Vicksburg, New Orleans, Cairo, &c.
- 2 Connects with Taylor, Gilmer & Co's four horse Coaches for Rome, Ga., 60 miles; 12 hours to Atlanta, Ga., and \$8 saved; 24 hours to Chattanooga, and \$18 saved.

266. SELMA & MERIDIAN RAILWAY.

General WILLIAM J. HARDEE, President, Selma Ala.
 A. V. SHARPE, Treasurer, Demopolis, Ala.
 J. H. RIFFLE, General Superintendent.
 R. S. STEDMAN, General Freight and Ticket Agent,
 Selma, Ala.

Leave.			Jan. 26, 1868			Arrive.		
Acc.	Mail.	Mls.	STATIONS.	Mls.	Mail.	Acc.		
P. M.	P. M.				A. M.	A. M.		
1 45	6 00	0	Selma 1.....	107	12 00	9 00		
2 05	6 25	7	Logan's.....	100	11 40	8 35		
2 40	6 50	14	Junction.....	93	11 15	8 05		
3 10	7 15	20	Walker's.....	87	10 45	7 35		
3 25	7 35	23	Bellevue.....	84	10 33	7 20		
3 45	7 55	26	Taylor's.....	81	10 15	6 55		
4 05	8 20	30	Uniontown.....	77	9 55	6 35		
5 00		41	Newbern.....			5 30		
	8 45	35	Fawnsdale.....	72	9 35			
	9 20	42	Macon.....	65	9 10			
	9 55	50	Demopolis 1.....	57	8 35			
	10 20	55	McDowell.....	52	7 55			
	11 10	67	Coatopa.....	40	7 10			
	11 45	74	Bennett's.....	33	6 40			
	12 15	81	York.....	26	6 15			
	12 45	87	Cuba.....	20	5 55			
	1 20	94	Toombsville.....	13	5 20			
	1 55	100	Marion.....	7	4 50			
	2 30	107	Meridian 2.....	0	4 20			

- 1 Connects with the Selma, Rome & Dalton Railway.
 - 1 Connects with Steamers to Montgomery.
 - 2 Connects with Mobile and Ohio Railway.
 - 2 Connects with Vicksburg & Meridian Railway.
- STANDARD OF TIME— look in Broad street, Selma, Ala.

267 VICKSBURG & MERIDIAN RAILWAY

M. EMANUEL, President; THOS. RIGBY, Vice-President;
 E. F. RAWORTH, Chief Engineer and Gen. Supt.
 GEORGE D. LAWRENCE, Master of Transportation;
 N. G. BRYSON, Sec'y, Vicksburg, Miss.

Leave.			April 2, 1868.			Arrive.		
Acc	Mail	Mls.	STATIONS.	Mls.	Mail	Acc.		
P. M.	A. M.				P. M.	A. M.		
3 50	2 30	0	Vicksburg 1.....	140	5 20	10 10		
4 35	3 15	12	Bovina.....	128	4 35	9 25		
5 15	3 55	18	Edwards.....	122	3 55	8 50		
5 35	4 15	23	Midway.....	118	3 30	8 30		
5 55	4 35	27	Bolton.....	113	3 10	8 10		
6 35	5 10	35	Clinton.....	105	2 30	7 30		
6 55	5 35	40	McRaven's.....	99	2 05	7 10		
7 20	6 40	45	Jackson 2.....	95	11 45	6 45		
	7 20	51	Howell.....	89	12 50			
	8 10	59	Brandon.....	82	11 40			
	8 40	65	Spears.....	75	11 10			
	9 15	70	Pelahatchie.....	70	10 40			
	10 15	79	Morton.....	61	10 20			
	11 20	90	Forest.....	50	9 20			
	12 10	99	Lake.....	41	8 10			
	1 05	109	Newton.....	31	7 15			
	1 40	116	Hickory.....	24	6 35			
	2 10	122	Chunky.....	18	6 00			
	2 55	132	Tunnel Hill.....	8	5 00			
	3 30	140	Meridian 3.....	0	4 20			

(Formerly the Southern (Miss.) Railroad Co.)

- 1 Connects with Vicksburg, Shreveport & Texas Railway, and with steamboats up and down the Miss. River.
- 2 Connects with New Orleans, Jackson & Great Northern Railway.
- 3 Connects with Mobile and Ohio Railway.

MOBILE AND OHIO RAILWAY.

MOBILE TO COLUMBUS.

Trains Leave.

Jan. 5, 1868.

Trains Arrive.

Acc.	Acc.	Mail	Mls	STATIONS.	Mls	Mail.	Acc.	Mxd.
P. M.	P. M.	P. M.				A. M. A. M.	A. M.	
4 00	7 30	"	0	.... Mobile 1.....	472	11 00	"	8 45
4 22	7 50	"	5	.... Whistler.....	467	10 43	"	8 27
4 45	8 13	"	11	.... Kushla.....	461	10 25	"	8 04
5 15	8 40	"	19	.... Chunchula.....	454	10 00	"	7 33
5 42	9 05	"	26	.. Beaver Meadow ..	447	9 35	"	7 07
6 10	9 32	"	33	.... Citronelle.....	439	9 10	"	6 53
P. M.	10 12	"	44	.... Deer Park.....	428	8 37	"	A. M.
	11 22	"	63	.... State Line.....	409	7 33	"	
	12 20	A. M.	78	.... Winchester	395	6 24	"	
	12 38	"	83	... Waynesboro 7 ..	390	6 08	"	
	1 30	"	97	.... Shubuta.....	376	5 15	"	
	1 57	"	104	.... De Soto.....	368	4 53	"	
	2 17	"	109	.... Quitman.....	363	4 34	"	
	3 00	"	120	.... Enterprise.....	352	4 03	"	
	3 52	"	135	.... Meridian 2....	337	3 15	"	
	4 12	"	140	.... Marion.....	332	2 58	"	
	4 34	"	147	.... Lockhart.....	325	2 38	"	
	4 55	"	158	... Lauderdale.....	319	2 15	"	
	5 30	"	163	Gainesville Junct. 3	309	1 43	"	
	7 33	"	182	.... Wahalak.....	290	12 40	"	
	6 53	"	188	.... Shuqualak.....	284	12 20	"	
	7 26	"	198	.... Macon.....	275	11 45	P. M.	
	8 12	"	210	.... Crawford.....	262	10 58	"	
	9 00	"	219	.... Artesia 4.....	253	10 31	"	
	10 20	"	233	Columbus, Miss.	269	9 00	"	
	9 17	"	224	.... Mayhew.....	248	10 15	"	
	9 50	"	232	.... West Point	240	9 45	"	
	10 16	"	240	.... Loohatan.....	233	9 18	"	
	11 10	"	254	.... Egypt.....	219	8 30	"	
	11 37	"	261	.... Okolona.....	211	8 03	"	
	12 25	P. M.	274	.... Verona.....	198	7 18	"	
	1 15	"	287	.... Saltillo.....	185	6 35	"	
	1 50	"	297	.... Baldwin.....	175	5 35	"	
	2 30	"	308	.... Booneville.....	164	4 30	"	
	3 00	"	316	.... Rienzi.....	156	4 30	"	
	3 45	"	ar } 329	Corinth 5 { lv	144	3 45	"	
	5 14	"	352	.... Bethel.....	120	2 20	"	
	5 39	"	358	.... McNairy.....	113	2 00	"	
	6 35	"	372	.... Pinson.....	97	1 00	"	
	7 30	"	386	.... Jackson 6.....	87	12 20	"	
	8 00	"	393	.... Carroll.....	79	11 32	A. M.	
	8 30	"	402	.... Humboldt 7....	70	11 00	"	
	9 35	"	420	.... Dyer.....	52	9 55	"	
	10 10	"	429	.... Kenton.....	43	9 20	"	
	10 37	"	437	.... Crockett.....	36	8 55	"	
	11 12	"	446	.... Union City 8...	27	8 18	"	
	12 20	A. M.	463	.... Clinton.....	9	7 00	"	
	12 45	"	472	... Columbus ...	0	6 30	"	
	2 00	"	492	Steamer. Cairo 9.....		4 30	"	
	A. M.	"		ARRIVE] [LEAVE		A. M.	"	

GENERAL OFFICERS.

- A. MURDOCK, President,
 - C. E. RUSHING, Vice-President,
 - L. J. FLEMING, Gen. Supt.,
 - J. P. FRESSENIUS, Asst. Supt.,
 - B. W. FOSTER, Gen. Freight and Ticket Agent,
- Mobile, Ala.
- E. S. HOSFORD, Assistant Supt.,
 - Macon, Miss.
 - J. J. WILLIAMS, Assistant Supt.,
 - Jackson, Tenn.

CONNECTIONS.

- 1 Connects with Mobile and Great Northern Railway.
- 1 Connects with Mail Line of low pressure steamers for New Orleans.
- 2 Connects with Selma & Meridian and Vicksburg and Meridian Railways for Selma, Demopolis, Jackson, Vicksburg, and all points on the New Orleans, Jackson and Great Northern and Miss. Central Railways.
- 3 Con. with Gainesville Railway.
- 4 Columbus branch diverges.
- 5 Con. with Memphis & Charleston Railway.
- 6 Connects with Mississippi Central Railway.
- 7 Connects with Memphis and Louisville Railway.
- 8 Connects with N. Orleans & Ohio Railway.
- 9 Connects with Illinois Central Railway.

MOBILE AND GIRARD RAILWAY.

W. H. MITCHELL, President. E. R. WELLS, Superintendent, Columbus, Ga.

A train leaves Girard, (opposite Columbus, on the Chattahoochee River) for Fort Mitchell, Seale's Station, Hatchachian, Piersons, Guerrytown, Suspension, Chunnuggee and Union Springs at 4 30 p.m.

Returning, leaves Union Springs at 5 00 a.m. Distance, 52 miles. Fare, about 6 cents per mile.

270.

MISSISSIPPI AND TENNESSEE RAILWAY.

Trains Leave.

March 8, 1868.

Trains Arrive.

Mxd	Mail	Acc.	Exps	Mls	STATIONS.	Mis	Exps	Acc.	Mail	Mxd
		P. M.	P. M.				P. M.	A. M.		
		1 30	4 15	0	Memphis 1...	99	2 25	9 30		
		2 02	4 39	8	White's	91	2 02	8 56		
		2 19	4 51	12	Horn Lake	87	1 49	8 39		
		3 01	5 21	22	Hernando	77	1 20	7 58		
		3 39	5 48	31	Coldwater	68	12 53	7 20		
		4 05	6 06	37	Senatobia.....	62	12 36	6 55		
		4 35	6 27	44	Como.....	55	12 15	6 25		
		5 00	6 45	50	arr } .Sardis. { ive	49	11 58	6 00		
			7 00	50	lve }					
			7 27	59	Batesville.	40	11 31			
			7 42	64	Long Creek.....	35	11 16			
			7 49	66	Pope's	33	11 10			
			8 25	78	Oakland.....	21	10 35			
			8 52	87	Garner	12	10 08			
			9 07	92	Hardy	7	9 53			
			9 30	99	Grenada 2...	0	9 30			
		P. M.	P. M.		ARRIVE]		A. M.]	A. M.]		
					[LEAVE					

GENERAL OFFICERS.

F. M. WHITE, President,
A. S. LIVERMORE, Gen. Supt.,
C. P. OAKLEY, Gen. Freight and
Ticket Agent,
Memphis, Tenn.

CONNECTIONS.

1 Connects with Memphis and Louisville, and Memphis & Charleston Railways.
2 Con. with Miss. Central Railway.
Express train runs daily. Accommodation train runs daily, Sundays excepted.
Standard of Time—Clock in Superintendent's office, in Memphis.

271.

MISSISSIPPI CENTRAL RAILWAY.

Trains Leave.

March 8, 1868.

Trains Arrive.

Mxd	Pass	Exps	Mail	Mls	STATIONS.	Mis	Mail	Exps	Pass	Mxd
		P. M.	A. M.	P. M.			P. M.	P. M.	A. M.	
				12 20	Mobile & Ohio R.R.	235	6 25			
				12 25	Jackson 1...	235	6 15			
				1 00	Medon.....	223	5 40			
				1 35	Toons.	213	5 05			
				1 58	Bolivar.....	207	4 40			
				2 22	Middleburg.....	200	4 15			
				2 35	Hickory Valley...	196	4 00			
				3 05	arr } Grand { lve		3 30			
				3 25	ive } Junction 2 { arr	188	3 15			
				3 50	Davis' Mills.....	182	2 50			
				4 15	Lamar	176	2 28			
				4 30	Hudsonville	170	2 10			
				5 20	Holly Springs....	163	1 40			
				5 50	Waterford	154	12 55			
				6 25	Abbeville.	143	12 20			
				7 00	Oxford.....	134	11 45			
				7 30	Yocona.....	126	11 15			
				7 40	Spring Dale.....	123	11 05			
				8 00	arr } Water.. { lve		10 45			
				8 05	ive } Valley.. { arr	117	10 40			
				8 50	Coffeerville.....	104	10 05			
				9 15	Torrance	96	9 43			
				9 45	Grenada 3.....	88	9 20			
				10 15	Elliott's.....	80	8 50			
				10 30	Duck Hill.....	76	8 37			
				11 10	Winona.....	65	8 02			
				11 45	Vaiden.....	55	7 30			
				12 20	West's	44	6 38			
				12 50	Durant.....	35	6 10			
				1 20	Goodman.....	27	5 45			
				1 45	Pickens.....	20	5 22			
				2 10	Vaughan's	14	5 00			
				2 25	Way's Bluff.....	10	4 45			
				3 00	Canton 4.....	0	4 15			
		A. M.	P. M.	A. M.	ARRIVE]		A. M.]	P. M.]	P. M.]	
					[LEAVE					

GENERAL OFFICERS.

A. M. WEST, President;
E. D. FROST, Gen. Supt.
S. E. CAREY, Gen'l Ticket Agt.,
Water Valley, Miss.

CONNECTIONS.

1 Conn. with Mobile & Ohio Railway.
2 Con. with Memphis & Charleston Railroad.
3 Connects with Mississippi and Tennessee Railway.
4 Connects with New Orleans, Jackson & Great Northern Railroad

272. CHARLESTON & SAVANNAH RAILWAY.

L. L. SINGLETARY, President;
C. S. GADSDEN, Engineer and Superintendent;
S. W. FISHER, Sec. and Treas. Charleston, S.C.

Passenger Train leaves Charleston on Mondays, Wednesdays, and Fridays for Coosawhatchie (62 miles), at 9 00 a. m., stopping at Wilkes, Rantowles, Ravenels, New Road, Adams Run, Parker's Ferry Road, Jacksonboro', Ashpoo Br., Green Pond, and Whitehall.

Returning, leave Coosawhatchie on Tuesdays, Thursdays and Saturdays at 9 a.m.

273. NEW ORLEANS, JACKSON & GREAT NORTHERN RAILWAY.

NEW ORLEANS TO CANTON.

Trains Leave.

Jan. 5, 1868.

Trains Arrive.

Mxd.	Acc.	Pass	Pass	Mls	STATIONS.	Mls	Pass	Acc.	Acc.	Mxd.
		P. M.	A. M.				P. M.	A. M.		
		4 30	7 40	0	New Orleans 1	206	5 35	11 15		
		5 02	8 15	10	..... Kenner.....	196	5 02	10 40		
		5 55	9 10	23	..... Frenier.....	183	4 05	9 45		
		6 50	10 05	37	..... Manchac.....	169	3 10	8 55		
		7 30	10 45	47	.... Ponchatoula....	159	2 30	8 20		
		8 10	11 25	58	.... Tickfaw.....	148	1 50	7 45		
		8 40	12 00	68	..... Amite.....	138	1 15	7 10		
		9 10	12 40	78	.... Tangipahoa....	128	12 40	6 35		
		9 40	1 15	88	..... Osyka.....	118	12 10	6 05		
		10 20	1 55	98	..... Magnolia.....	108	11 35	5 30		
		10 53		108	..... Summitt.....	98	10 45			
		11 25		118	... Bogue Chitto....	88	10 10			
		11 55		128	.... Brookhaven....	78	9 40			
		12 35		138	.... Beauregard	68	9 05			
		1 05		148	.... Hazlehurst....	58	8 25			
		1 35		158	.. Crystal Springs..	48	7 55			
		2 05		167	..... Terry.....	39	7 25			
		2 30		174	..... Byram.....	32	7 00			
		3 05		183	..... Jackson 2..	23	6 25			
		3 30		191	..... Tucalo.....	15	5 35			
				195	..... Madison.....	11				
		4 05		198	..... Calhoun.....	8	4 55			
		4 30		206	.... Canton 3....	0	4 30			

GENERAL OFFICERS.

G. T. BEAUREGARD, President,
 R. S. CHARLES, Treasurer,
 T. S. WILLIAMS, General Supt.,
 J. R. HULL, Asst. Supt.,
 E. WARE, Gen. Ticket Agent,
 A. D. SHELDON, Gen. Passenger
 Agent,
 New Orleans, La.

CONNECTIONS.

1 Steamers—New York, Galveston,
 Mobile, Havana, &c., and all
 the ports of the Mississippi,
 Red, and other rivers.
 1 Connects with New Orleans, Ope-
 lousas & Gt. Western Railway,
 1 Con. with Mexican Gulf Railway.
 2 Connects with Vicksburg and
 Meridian Railway
 3 Connects with Mississippi Central
 Railway.

274.

MEXICAN GULF RAILWAY.

NO TIME TABLE RECEIVED.

275.

PONCHARTRAIN RAILWAY.

GEORGE PANDELY, General Superintendent.

Leave New Orleans for the Lake at 4, 6 30, 7 30, 9, 10 30 and 12 a.m., and 2, 3, 4, 5, 6, 7, 8 and 9 p.m.
 Leave the Lake at 5 30, 7, 8 30, 9 45 and 11 15 a.m., & 1, 2 30, 3 30, 4 30, 5 30, 6 30, 7 30, 8 30 and 10 p.m.
 Sundays, leave New Orleans at 4 00 a.m.; also at every half hour from 2 until 1 — p.m.

276.

NEW ORLEANS AND CARROLLTON RAILWAY.

G. T. BEAUREGARD, President J. M. REID, Supt.

Trains leave New Orleans for Carrollton at 6 00, 7 00, 8 00, 9 00, 10 00, and 11 00 a. m., 12 m., 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00, and 10 00 p. m. Returning leave Carrollton end at 6 00, 7 00, 8 00, 9 00, 10 00 and 11 00 a. m., 12 00 m., 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00 and 9 00 p. m. Sunday afternoons from 2 00 till 8 00 p. m., every half hour.
 June 1866.

277.

MISSISSIPPI, GAINESVILLE & TUSCALOOSA RAILWAY.

A. K. RAMSEY, President; A. W. McMAHON, Secretary and Treasurer:

W. H. CHILDE, Superintendent, Gainesville, Ala.

A Mail train leaves Gainesville for Ramsey and Gainesville Junction at 6 30 a.m.
 Returning, leaves Junction at 9 30 a.m. Distance, 22 miles.
 Connects at Gainesville with Stages running east; at Gainesville Junction with Mobile and Ohio Railroad.

278. NEW ORLEANS, OPELOUSAS & GREAT WESTERN RAILWAY.

A. B. SEGER, President; GEO. W. SQUIRES, Sec. and Treasurer. G. W. R. BAYLEY, Chief Eng. & Gen. Supt.;
General Offices—New Orleans, La.

Going West.					Dec. 10, 1867.					Going East.				
Mxd	Acc.	Acc.	Acc.	Exps	Mls	STATIONS.	Mls	Exps	Acc.	Acc.	Acc.	CONNECTIONS—Morgan's line of Steamships leave Brashear for Galveston and Indianola on the arrival of the 8 00 a. m. Express train on Sundays, Tuesdays, Thursdays and Saturdays, and for Sabine Pass when advertised in New Orleans papers.		
				P. M.		ive...Mobile.. arr	256	NEXT				Connection is made at Galveston with trains on the Galveston and Houston Railroad, and with Steamboats for Houston. At Houston, connections are made with Railroads and Stages for all parts of Texas, north, south and west. Passengers for Texas take Ferry at St. Ann Street at 7 30 a. m., and cars at Algiers at 8 a. m., on Sundays, Tuesdays, Thursdays, and Saturdays.		
				EXT		Morgan's Line of Steamships.		MORN						
			A. M.	P. M.	MORN	...New Orleans...		P. M.	A. M.					
				7 30		Ann St. R. R. Ferry		5 30						
				A. M.		....Algiers 1....	80	5 00						
				8 00	0	.....Gretna.....	77	4 51						
				8 09	3	.....Jefferson....	68	4 24						
				8 36	12	... St. Charles ...	62	4 06						
				8 54	18	.... Boutte	56	3 48						
				9 12	24	.. Des Allemands ...	48	3 24						
				9 36	32	.... Raceland	40	3 00						
				9 00	40	..... Ewings	34	2 43						
				10 18	46	.... Latourche	28	2 24						
				10 36	52	.... Terrebonne ...	25	2 15						
				10 45	55	.... Chucahoula	19	1 57						
				11 03	61	.... Tigerville	14	1 42						
				11 18	66	.... Bayou Boeuf....	7	1 21						
				11 39	73	ve Brashear. lve	0	1 00						
				12 00	80	ve Morgan's Steamships	240	12 00						
				1 00		.... Galveston	0	NOON						
				P. M.		ARRIVE]		4 00						
				9 00	320	[LEAVE]								
			A. M.	P. M.	A. M.			P. M.	A. M.					

* Express train going East, leave Brashear at 1 00 p. m., on Mondays, Tuesdays, Thursdays and Saturdays. Connect at New Orleans with Mobile steamers.
Morgan Line of Steamers leave Mobile daily at 1 30 p. m., and arrive in New Orleans next morning at 6 a. m.

279. GALVESTON, HOUSTON AND HENDERSON RAILWAY.

J. M. BROWN, President. GEORGE B. NICHOLS, Supt.

A train leaves Galveston daily at 8 a. m., arriving at Houston at 10 30 a. m. Returning, leaves Houston for Galveston at 3 30 p. m. Distance, 50 miles.

Connects at Harrisburg with Buffalo, Brazos and Colorado Railroad; and at Houston with Texas Central Railway.

280. HOUSTON AND TEXAS CENTRAL RAILWAY.

WM. J. HUTCHINS, President, and CHAS. A. BURTON, Superintendent, Houston, Texas.

Train leaves Houston at 2 15 p. m. for Cypress, Hempstead, Navasota and Millican. Returning, leaves Millican at 7 30 a. m.

Connects at Hempstead with Washington County Railroad for Brenham, and at Navasota with Line of Stages to Shreveport. Oct. 10.

281. HOUSTON TAP AND BRAZORIA RAILWAY.

E. W. TAYLOR, President, Houston, Texas.

Trains leave Houston on Mondays, Wednesdays, and Fridays for Junction and Columbia at 11 00 a. m., arriving at Columbia at 4 p. m.

Returning, leave Columbia on Tuesdays, Thursdays, and Saturdays at 9 00 a. m. Distance, 50 miles. Connects at Junction (7 miles from Houston) with Buffalo, Brazos and Colorado Railway. June 29, 1867.

282. WASHINGTON COUNTY RAILWAY.

WM. M. SLEDGE, Supt.

A train leaves Brenham daily at 7 30 a. m., arriving at Hempstead at 10 00 a. m. Leaves Hempstead for Brenham at 2 00 p. m. Distance, 25 miles.

Connects at Hempstead with Texas Central Railroad, and at Brenham with stages to Austin.

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Comprising the Principal

Towns, Cities, and Villages on Railway lines throughout the United States and Canada.

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Hemp, Flax, Tobacco, and Sugar.

Hemp and flax can be produced of as good quality as any grown in Europe, and promise to be important articles of manufacture as well as production. Tobacco of the finest quality is raised upon lands purchased of the Company, and conceded by experts to be equal to the best James River production. Cotton, too, is raised to a considerable extent; 15,000 bales were shipped of the crop of 1865 over the amount used in home manufacture. The making of sugar from the beet is an established success, and the large quantities of syrup manufactured from sorghum are much more than sufficient to supply the home market.

Stock-Raising.

It is conceded that the best beef in America is that fattened on the prairies of Illinois. A considerable quantity of lands particularly adapted to this business lie on the Chicago Branch, from 60 to 140 miles from the great market of Chicago, in the center of the corn belt; but where the range for grazing is free and extensive, hay can be had for the cutting and stacking, and artesian water readily obtained. Old farmers from Ohio, Kentucky, and the densely-settled portions of older States understand this, and are sending their sons, or selling their more valuable farms, and themselves emigrating to the land that presents such unsurpassed advantages for this branch of industry. Sheep thrive well in every part of the State, and Illinois can boast of many of the largest flocks in the country. In the central and southern portions sheep require fodder but a short time of the year.

Fruit-Growing.

Apples, Plums, Grapes, and berries are natives of the soil, and the cultivated varieties grow with uncommon thrift throughout the State. In the southern part, peaches and the finer qualities of grapes yield abundantly. All fruits and berries here ripen early, and the grower is enabled to command the high prices of the first of the season. The business has assumed so much importance that during the fruit season a special Express Fruit Train is run to Chicago, and arrangements are also made so as to supply the trade of Cincinnati, St. Louis, and all the river cities in like manner with the early fruit of Egyptian Illinois. With the vast market at the North, no labor will so surely and richly reward the industrious husbandman as the culture of fruit in Southern Illinois. The climate is the finest in the world.

How to Reach these Lands.

The farms offered for sale may be reached from the East and West by any of the lines of transportation crossing the Illinois Central Railway at either Odin, Sandoval, Mattoon, Pana, Tolona, Decatur, Gilman, El Paso, Mendota, or Dixon. The main office of the Company is in Chicago, and from thence the purchaser will be furnished with a free ticket over the Illinois Central Railway to his farm.

Prices and Terms of Payment.

All Station Agents are provided with plates showing the lands for sale in their vicinity. The price of land varies from \$7 to \$12 per acre (with some tracts at higher figures), and they are sold on short credit, or for cash. A deduction of *ten per cent.* from the short credit price is made to those who make cash payments. EXAMPLE: Forty acres, at \$8 per acre, on short credit; the principal, one-quarter cash down—balance, one, two, and three years, at 6 per cent. interest in advance, each year.

	Interest.	Principal.
Cash payment.....	\$14 40	\$80 00
Payment in one year.....	9 60	80 00
“ two years.....	4 80	80 00
“ three years.....	....	80 00

 The same farm may be purchased for \$288, Cash.

Full information on all points, together with maps, showing the exact location of lands, sold and unsold (for which a small charge of fifty cents is made), will be furnished on application, in person, or by letter, to

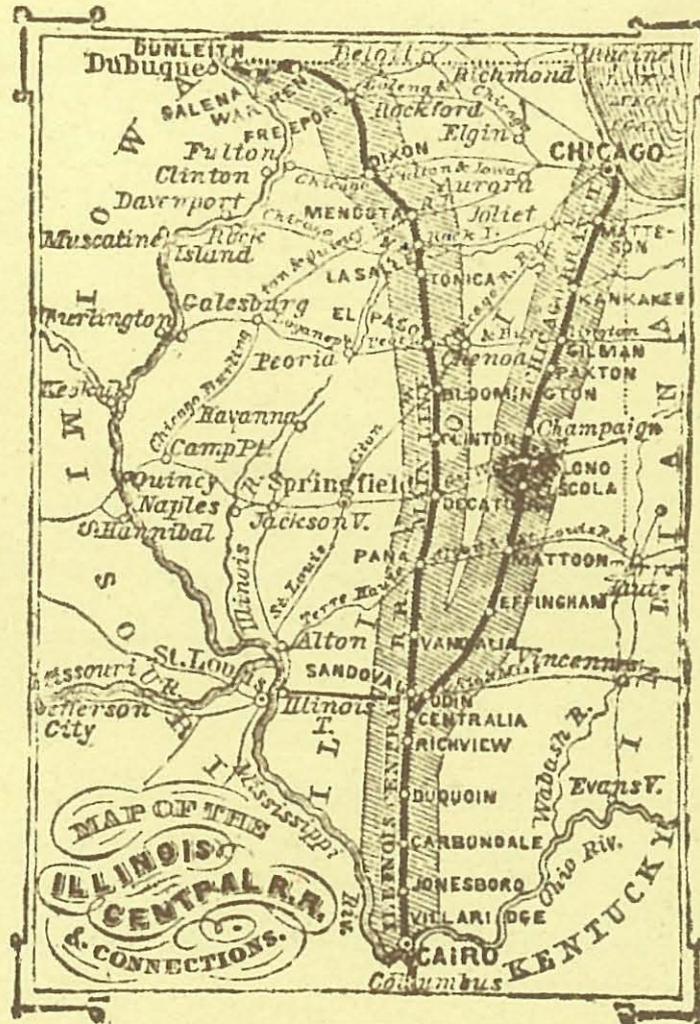
JOHN B. CALHOUN, Land Commissioner,

Ill. Cent. R. R. Co., 58 Michigan Avenue, Chicago.

EIGHT HUNDRED THOUSAND ACRES
OF
FARMING AND FRUIT LANDS,
FOR SALE BY THE
ILLINOIS CENTRAL RAILWAY CO.,

All lying adjacent to this Railway, and none being farther from it than 15 miles.

It is a well-known fact, that while only about one-fourth of the tillable acres of Illinois are yet under cultivation, its agricultural products already exceed those of any other State. The wonderful fertility of the soil, yielding such bounteous returns to the husbandman for his labor; the machinery so extensively used in reducing the cost of production, and the small expense to the producer in the transportation of his products to market, all combine to make farming in Illinois a safe, sure, and profitable pursuit.



In Southern Illinois is very profitable. Patience and industry being the heavier portions of the capital required. A crop here seldom if ever fails. The early ripening of fruit enables the grower to command the high prices of the first of the season in all the Northern country.

FRUIT-GROWING

A SPECIAL FRUIT EXPRESS TRAIN runs to Chicago during the Fruit Season, and over 1,000,000 boxes of peaches, besides large quantities of berries and other fruits, were shipped to the Northern markets from the gardens and orchards of Egypt in 1867.

For Grain of all kinds, and Stock-raising, these lands possess unsurpassed advantages. The cattle trade has become immense; out of 5,184 beeves received in one week in New York, 3,903 were fattened on the prairies of Illinois.

The receipts of hogs at Chicago in 1867 were 1,981,405. Sheep thrive well, requiring fodder but a short season, and cheese factories are being successfully established along the entire line.

These lands are all adapted to the various productions of the temperate zone, and from their rich, deep soil, yield with less labor, and in much greater abundance, all the crops common to New England and the Middle States. Machinery for planting, cultivating, and harvesting, does the work of many hands. Grain is shipped in bulk from all stations, thus saving the expense and trouble of bagging. The climate is genial and healthy, the taxes are low, and churches and schools of all grades (the latter supported by a public fund) abound along the whole line.

The Title to these Lands is clear, and in fee-simple from the State.

For full information on all points, address

J. B. CALHOUN,
LAND COMMISSIONER Illinois Central R. R. Co.

58 Michigan Avenue, Chicago, Ill.

For Prices and Terms, see preceding page.