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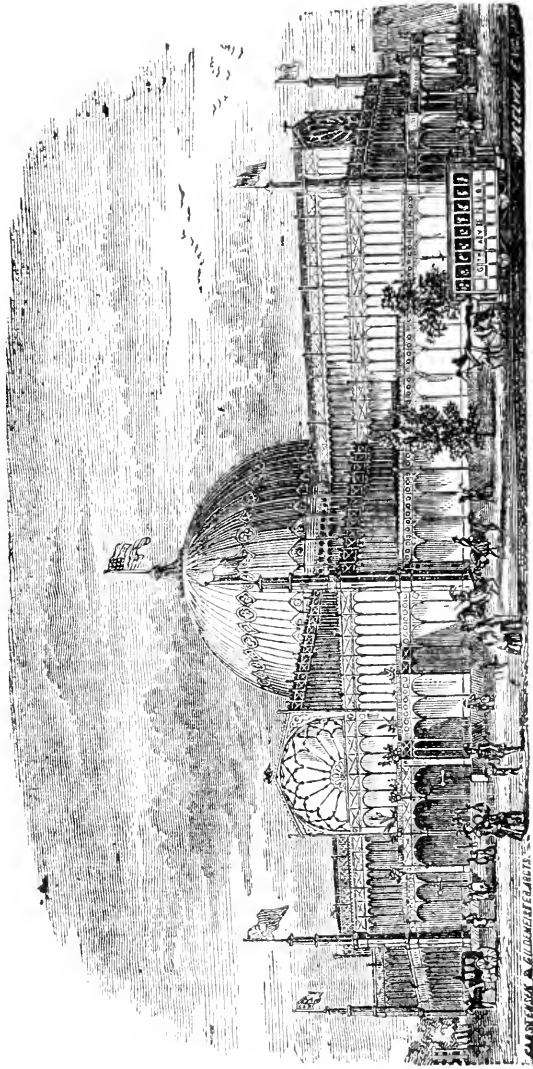
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ACROSS THE ATLANTIC OCEAN,
AND THROUGHOUT CENTRAL EUROPE.

ALSO CONTAINING

A BRIEF DESCRIPTION OF THE PRINCIPAL PLACES
IN
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WITH MAPS—PRICE FIFTY

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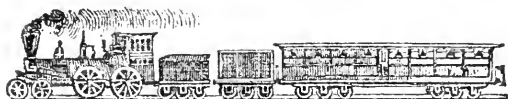
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NEW YORK, JAN. 1853.

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JOHN DISTURNELL,

in the Clerk's Office of the District Court for the Southern District of New York.

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LIST OF RAILROADS IN THE UNITED STATES,

June, 1853—Giving the Length, Fares, &c.

RAILROADS IN THE EASTERN STATES.

Name of Railroad.	From	To	Mls.	Fare.
Atlan. & St. Law. †	Portland, Me.		149	\$4 00
Buckfield Br.	Mechanic Falls,	Buckfield,	13	40
Androscog. & Ken. †	Danville, Me.	Waterville,	55	1 50
Ashuelot,	Keene, N. H.	South Vernon.	23	70
Bangor & Piscat.	Bangor, Me.	Old Town,	12	38
Berkshire,	Conn. St. Line,	W. Stockbridge	21	
Bos. Con. & Mon.*	Concord, N. H.	Warren,	71	2 10
Boston & Lowell, †	Boston,	Lowell,	26	65
Woburn Branch,	Winchester,	Woburn,	2	5
Boston and Maine,	Boston,	Berwick, Me.	74	1 90
Medford Branch,	Malden,	Medford,	2	
Great Falls “	Rollinsford,	Grt. Falls, N.H.	3	
Boston & Provid.	Boston,	Providence,	43	1 25
Dedham Branch,	Junction,	Dedham,	2	
Stoughton “	Canton,	Stoughton,	4	
Taunton “	Mansfield,	Taunton,	11	30
Pawtucket “	Junction,	Providence,	5	
Boston & Worces. †	Boston,	Worcester,	44	1 15
Brookline Br.	Junction,	Brookline,	1½	
Milford “	Framingham,	Milford,	12	30
Newton “	West Newton,	Newton,	1½	
Saxonville “	Natick,	Saxonville,	5	12
Millbury “	Grafton,	Millbury,	4	15
Calais and Baring,	Calais, Me.	Baring,	6	
Canal Railroad,*	New Haven,	Tariffville,	45	1 25
Collinsville Br.	Plainville,	Collinsville,	11	35
Cape Cod Br.	Middleb. Mass.	Sandwich,	28	90
Cheshire,	S. Ashburnham,	Bellows' Falls,	54	1 65
Coheco,*	Dover, N. H.	Alton Bay,	28	85
Concord, †	Nashua,	Concord,	35	90
Con. & Claremont,*	Concord,	Bradford,	25	1 00
Conn. & Pass. R.*	Wh. Riv. June.	St. Johnsbury,	61	1 95
Connecticut Riv.	Spring. Mass.	South Vernon,	50	1 50
Chicop. Falls Br.	Cabottville,	Chicopee Falls.	2	
Contoocook Valley,	Contoocookville,	Hillsboro' Br.	14	50
Danbury & Norw.	Danbury, Conn.	Norwalk,	24	75
Dorches. & Milton,	Neponset,	Milton,	3½	
Eastern, Mass.	Boston,	Portsm. N. H.	54	1 50
Marblehead Br.	Salem,	Marblehead,	4	10
Gloucester “	Beverly,	Gloucester,	14	45
Salisbury “	Junction,	Salisbury,	3½	10
Essex,	Salem, Mass.	Lawrence,	21	60
Fall River,	Fall River, Mass.	S. Braintree,	42	1 25

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

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls</i>	<i>Fare.</i>
Fitchburg, ‡	Boston,	Fitchburg,	50	\$1 30
Harvard Branch,	Somerville,	Cambridge,	1	
Watertown,	W. Cambridge,	Watertown,	4	12
Fitchburg & Wor.	Fitchburg, Mass.	Worcester.	26	75
Franklin,	Machiasp't, Me.	Whitneyville,	9	
Grt. Falls & Con.*	Grt. Falls, N. H.	Milton,	13	31
Housatonic,	Bridgp. Conn.	Pittsfield, Mass.	110	2 00
Kennebec & Port.	Portland, Me.	Augusta,	60	1 50
Bath Branch,	Brunswick,	Bath,	9	25
Lancas. & Sterling,	South Acton,	Feltonville,	9	
Lex. & W. Cam.	Lexington,	W. Cambridge,	6	
Lowell & Lawrence	Lowell,	Lawrence,	13	35
Manches. & Law.	Manchester,	Lawrence,	26	80
Nashua & Lowell,	Nashua, N. H.	Lowell,	15	30
Naugatuck,	Bridgeport,	Winsted, Conn.	62	1 50
New Bed. & Taun.	New Bedford,	Taunton, Mass.	20	75
Newburyport,	Newburyport,	Bradford,	16	40
New Hamp. Cent.*	Manches. N. H.	Henniker.	26	75
N. Hav. & N. Lon.	New Haven,	New London,	50	1 45
N. Hav. H. & Sp.	New Haven,	Spring. Mass.	62	1 75
Middletown Br.	Berlin,	Middletown,	10	30
N. Lon. W. & Pal.	New Lon. Conn.	Palmer, Mass.	66	1 75
Norfolk County,	Dedham, Mass.	Blackstone,	26	75
Northern, N. H.	Concord, N. H.	West Lebanon,	69	2 00
Bristol Branch,	Franklin,	Bristol,	13	35
Norwich & Wor.	Allyn's Point,	Worcester, Mass	66	1 60
Old Colony,	Boston,	Plymouth,	37	1 12
Bridgewater Br.	S. Abington,	Bridgewater,	7	25
Peterboro' & Shir.	Groton, Mass.	Mason Village,	23	90
Pitts. & N. Adams.	Pittsfield, Mass.	North Adams,	20	60
Port, Saec & Ports.	Portland, Me.	Portsm. N. H.	51	1 42
Ports. & Concord,	Portsmouth,	Raymond, N. H.	47	1 40
Prov. & Worces.	Providence, R. I.	Worcester, Mass	43	1 30
Prov. H. & Fish.*	Bristol, Conn.	Willinantic,	51	1 40
Rut. & Burlington,	Bellows' Falls,	Burlington, Vt.	120	3 60
Salem and Lowell,	Salem, Mass.	Lowell,	24	60
South Reading Br.	South Reading,	Salem,	9	20
South Shore,	Braintree,	Cohasset,	12	35
Stonington,	Stonng. Conn.	Providence, R. I.	50	1 50
Stony Brook,	Groton, Mass.	Chelmsford,	13	40
Sullivan,	Bellows' Falls,	Windsor, Vt.	25	75
Troy and Boston,*	N. Y. St. Line,	Greenfield, Mass		
Vermont Central,	Windsor, Vt.	Burlington,	117	3 45
Vermont and Can.	Essex Junc.	Rouse's Point,	47	1 40
Vermont and Mass.	Fitchburg, Mass.	Battleboro' Vt.	69	1 80
Vermont Valley,	Battleboro', Vt.	Bellows' Falls,	24	70
Western,	Worces. Mass.	N. Y. St. Line,	118	3 00
Western Vermont,	Bennington,	Rutland,	52	1 55
Wilton,	Wilton,	Nashville,	15	50
Worces. & Nash.	Worcest. Mass.	Nashua, N. H.	45	1 25
York and Cumb.*	Portland,	Gorham, Me.	10	30

RAILROADS IN THE NORTHERN AND MIDDLE STATES.

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls.</i>	<i>Fare.</i>
Albany & Schen. †	Albany,	Schenectady.	17	\$0 50
A. & W. Stock.	Albany,	Mass. St. Line,	38	95
Alleghany Portage,	Hollydaysburg,	Johnstown,	36	1 50
Annapolis & Elk.	Annapolis,	Junc. W. Br.	21	90
Balt. and Ohio,	Baltimore,	Wheeling, Vir.	378	
Washington Br.	Relay House,	Washington,	31	1 40
Frederick "	Junction,	Frederick,	3	
Baltimore & Susq.	Baltimore,	York, Pa.	57	1 50
Westmin. Br.	Relay House,	Owing's Mills.	7	20
Beaver Meadow,			26	
Bel. & Delaware,*	Trenton, N. J.	Milford,	34	
Buf., C. & N. Y.* †	Corning, N. Y.	Wayland,	45	1 00
Buf. & N. Y. C. †	Hornellsville,	Buffalo,	92	1 80
Buf. & Niag. Falls.	Buffalo,	Niagara Falls,	22	60
Buf. & Rochester,	Buffalo,	Rochester,	75	1 50
Buf. & State Line,	Buffalo,	Penn. St. Line,	69	1 50
Bur. & Mt. Holley,	Burlington, N. J.	Mt. Holley,	6	25
Camden & Amboy,	Camden, N. J.	Amboy,	62	2 50
Trenton Branch,	Bordentown,	Trenton,	6	
Canan. & Elmira, †	Canandaigua,	Elmira,	67	1 50
Canan. & Niag. †	Canandaigua,	Niagara Falls,		
Carbon. & Hones.	Carbondale,	Honesdale,	16	
Cayuga & Susque.	Owego, N. Y.	Ithaca,	33	1 00
Central N. Jersey,	Elizabethport,	Phillipsburg,	63	1 56
Columbia,	Philadelphia,	Columbia, Pa.	82	2 37
Westchester Br.	Intersection,	Westchester, Pa.	9	25
Corning & Blossb.	Corning, N. Y.	Blossburg, Pa.	40	1 20
Cumber. Valley,	Harrisburg, Pa.	Chambersburg,	56	2 12
Eric & Northeast, †	Erie, Pa.	N. Y. St. Line,	19	50
Franklin,	Chambersb. Pa.	Hagerstown,	22	1 00
Harrisburg & Lan.	Harrisburg,	Lancaster,	36	1 50
Hudson River,	New York,	Albany,	144	1 50
Hud. & Berkshire,	Hudson,	W. Stockb. Ms.	34	1 00
Lack. & Western, †	Great Bend,	Seranton, Pa.	50	1 50
Little Schuylkill,	Port Clinton,	Tamaqua,	20	75
Lockport & Niag.	Lockport,	Niagara Falls.	24	75
Long Island,	Brooklyn, L. I.	Greenport,	95	2 00
Hempstead Br.	Junction,	Hempstead,	2	
Lyken's Valley,			16	
Mauch Chunk,	Summit Hill,	Mauch Chunk,	9	38
Mine Hill,	Schuyl. Haven,	Tremont, Pa.	12	50
Morris and Essex,	Newark,	Dover,	35	1 00
N. Cas. & French.	Newcastle,	Frenchtown,	16	75
N. Bruns. & Tren.	New Brunswick,	Trenton,	29	1 25
New Jersey,	Jersey City,	New Brunswick,	31	50
N. York & Harlem,	New York,	Chatham 4 Cor.	130	2 25
N. York & Erie, †	Piermont,	Dunkirk,	469	8 00
Newburgh Br.	Chester,	Newburgh,	19	45

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls</i>	<i>Fare</i>
N. Y. and N. Hav.	New York,	New Haven,	76	\$1 50
Northern, N. Y.	Ogdensburg,	Rouse's Point.	118	3 00
Oswego and Syra.	Oswego,	Syracuse,	35	1 00
Pater. & Hudson,	Jersey City,	Paterson,	17	50
Pennsylvania,	Harrisburg,	Pittsburg,	255	8 00
Blairsville Br.	Junction,	Blairsville,	3	
Phil. & Norrist'wn,	Philadelphia,	Norristown,	17	40
Germantown Br.		Germantown,	6	15
Phil. & Reading, †	Philadelphia,	Pottsville,	92	2 75
Phil. and Trenton,	Philadelphia,	Trenton, N. J.	29	75
Phil. Wil. & Balt.	Philadelphia,	Baltimore,	100	3 00
Platts. & Montreal.	Plattsb'rg, N. Y.	Caughna. Can.	52	
Ramapo & Pater.	Suffurn's,	Paterson,	15	50
Rensselaer & Sar.	Troy,	Ballston Spa.	25	75
Roch. & Syracuse,	Rochester,	Syracuse,	104	2 08
Roch., Lockport } & Niag. Falls, }	Rochester,	Niagara Falls,	76	1 50
Rut. and Wash.	Rutland, Vt.	Eagle Bridge,	61	1 40
Sack. Har. & Ellis.*	Sacket's Harbor.	Ellisburgh,	17	
Saratoga & Schen.	Saratoga Sp.	Schenectady,	22	75
Saratoga & Wash.	Saratoga Sp.	Castleton, Vt.	52	2 00
Schen. & Troy,	Schenectady,	Troy,	20	50
Skan. and Jordan,*	Skaneateles,	Junction,	5	
Schuylkill Valley,			14	
Syrac. and Utica, †	Syracuse,	Utica,	53	1 06
Troy & Boston,*	Troy, N. Y.	Eagle Bridge,	32	1 00
Troy & Greenbush,	Troy,	Greenbush,	6	15
Utica & Schenec. †	Utica,	Schenectady,	78	1 56
Water. & Rome,	Cape Vincent,	Rome,	97	2 75
Wil. & Elmira,*	Williamsport,	Ralston,	25	1 00
White H. & Wilk.	White Haven,	Wilkesbarre,	20	
York & Cumber.	York, Pa.	Harrisburg,	25	85
York & Wrights.	York, Pa.	Wrightsville,	14	

RAILROADS IN THE SOUTHERN STATES.

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls</i>	<i>Fare.</i>
Alabama & Tenn.*	Selma, Al.		20	\$1 00
Appomattox.	City Point, Vir.	Petersburg,	10	50
Augu. & Wayn's.*	Millen, Geo.	Waynesboro',	21	1 00
Central Georgia,	Savannah,	Macon, Geo.	191	5 75
Central N. Car.*	Goldsboro',	Charlotte,		
Charlotte & S. C.	Columbia, S. C.	Charlotte,	119	4 00
Clinton & Pt. Hud	Clinton, Leu.	Port Hudson,	24	1 00
E. Tenn. & Geor.*	Dalton, Geo.	Loudon, Tenn.	82	2 70
Gaston & Raleigh,	Gaston, N. C	Raleigh,	87	4 00
Georgia,	Augusta.	Atlanta,	171	5 00
Athens Br.	Union Point,	Athens,	40	1 20
Warrenton Br	Camak,	Warrenton,	4	10

<i>Name of Railroad</i>	<i>From</i>	<i>To</i>	<i>Mls.</i>	<i>Fare.</i>
Greenv. & Colum.	Columbia, S. C.		140	\$5 60
Abbeville Br.	Cokesburg, S. C.	Abbeville,	14	50
Anderson Br.			10	
Greenville & Roan.	Hicksford, Va.	Gaston, N. C.	21	1 00
Lagrange,	Junction,	West Point, Al.	81	3 25
Laurens,	Newberry, S. C.	Laurensville,	15	60
Lexing. & Frank.	Lexington,	Frankfort,	29	1 00
Louisv. & Frank.	Louisville,	Frankfort,	65	2 00
Macon & Western,	Macon, Geo.	Atlanta,	101	4 00
Manassas Gap,*	Junction,	Strasburg, Va.	50	
Mem. & Charlest.*	Memphis, Tenn.	Stevenson, Al.		
Mem. & Nash.*	Memphis,	Nashville, Tenn.		
Mexican Gulf,	New Orleans,	Proctorsville,	27	50
Miln. & Lk.Ponch.	New Orleans,	Milneburg,	6	12
Milledg. & Gordon,	Milledgeville,	Gordon, Geo.	17	50
Mobile & Ohio,*	Mobile, Al.	Citronelle,	33	1 00
Aberdeen Br.*			9	
Columbus Br.*			15	
Mont. & W. Point,	Montgomery, Al.	West Point,	88	3 50
Muscogee,	Fort Valley, Geo.	Columbus,	70	
Nash. & Chatt'ga,	Nashville, Tenn.	Chattanooga, Ga.	151	
Shelbyville Br.			8	
Nash. & Louisv.*	Nashville,	Louisville, Ky.		
N. Orl. & Carrollt.	New Orleans,	Carrollton,	6	15
Orange & Alex.*	Alexandria, Va.		80	
Warrenton Br.	Junction,	Warrenton,	9	
Petersburg,	Petersburg, Va.	Weldon, N. C.	63	3 00
Rich. & Danville,*	Richmond, Va.		73	3 30
Rich. & Potomac,	Richmond, Va.	Acquia Creek,	76	3 00
Rome,	Rome, Geo.	Kingston,	20	1 00
Seaboard & Roan.	Portsmouth, Va.	Weldon, N. C.	80	4 00
South Carolina,	Charleston,	Hamburg,	136	4 00
Columbia Br.	Branchville,	Columbia,	68	2 04
Camden Br.	Junction,	Camden,	37	1 12
South Side,*	Petersburg, Va.		62	2 25
South-Western,*	Macon, Geo.	Oglethorpe,	50	1 75
Tusc. & Decatur,	Tuscumbia, Al.	Decatur,	44	
Vicksburg, Jack- } son & Brandon, }	Vicksburg, Miss.	Brandon,	60	2 60
Raymond Br.	Bolton's,	Raymond,	7	
Virginia Central.*	Richmond,		107	3 87
Virginia & Tenn.*	Lynchburg, Va.	Salem.	60	2 50
Westr'n & Atlantic	Atlanta, Geo.	Chattanooga,	140	4 20
West Feliciana,	Woodville, Miss.	Bayou Sara,	26	1 50
Wilm. & Manch.*	Junction,	Wilmington,	160	
Wilm. & Weldon,	Wilmington,	Weldon, N. C.	162	5 00
Winch. & Potomac	Winchester, Va.	Harper's Ferry,	32	2 00

RAILROADS IN THE WESTERN STATES.

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls</i>	<i>Fare</i>
Alton & Sagamon,	Alton, Il.	Springfield,	80	\$2 20
Central Ohio,*	Newark, O.	Zanesville,	58	
Cin., Ham. & Dayt.	Cincinnati,	Dayton,	60	1 50
Cinn., Wil. and } Zanesville,* }	Morrow, O.	Zanesville,		
Cleve. & Colum.	Cleveland, O.	Columbus,	135	4 00
Delaware Curve,			5	
Cleveland & Erie,	Cleveland,	Erie Penn.	98	
Cleve. & Pittsb'rg* Akron Br.	Cleveland,	Wellsville,	99	3 00
Carrollton Br.	Hudson,	Akron,	14	
	Bayard,	Carrollton,	15	
Colum. & Lk. Erie,	Mansfield,	Newark, O.	61	1 80
Colum. & Xenia,	Columbus,	Xenia,	54	1 60
Crawf. & Wabash.	Crawfordsville,	Lafayette,	26	
Dayton & West'n.	Dayton, O.	Greenville,	36	1 00
Detroit & Pontiac,	Detroit,	Pontiac,	25	1 00
Erie & Kalamazoo,	Toledo, O.	Adrian,	33	1 00
Evansv. & Illinois,*	Evansville, In.		27	1 00
Galena & Chicag.* Aurora Br.	Chicago, Il.	Rockford,	92	2 70
	Junction,	Aurora,	13	37
St. Charles Br.	Junction,	St. Charles,	8	25
Greenv. & Miami,	Junction,	Greenville, O.	20	
Hillsb. & Cinnat.*	Junction,	Hillsboro,	60	
Hamil. & Eaton,	Hamilton, O.	Richmond,	42	
Hanni. & St. Jos'h	Hannibal, Mo.	St. Joseph, Mo.		
Indianap. & Bellef.*	Indianapolis,	Union,	83	2 30
Ind. & Ter. Haute,	Indianapolis,	Terre Haute,	73	2 00
Indiana Central,*	Indianapolis,	Ohio State Line.	73	
Jeff. & Columbus,	Jeffersonville, In.	Columbus,	77	2 00
Junction,*	Toledo, O.	Cleveland,		
Little Miami,	Cincinnati,	Springfield,	84	2 00
Mad Riv. & Erie,	Sandusky,	Dayton, O.	158	3 25
Findlay Branch,	Junction,	Findlay,	16	50
Mad'n & Indianap.	Madison,	Indianapolis,	86	2 50
Shelbyville Br.	Edinburg,	Shebyville,	16	50
Mansf. & Sandusk.	Mansfield,	Sandusky,	56	1 50
Michigan Central,	Detroit, Mich.	Chicago, Il.	281	7 00
Michig. South'n } & North'n Ind. }	Munroe, Mich.	Chicago, Il.	247	7 00
Tecumsch Br.	Junction,	Tecumseh,	8	
Milw. & Missipp.*	Milwaukie,	Jamesville,	70	2 00
N. Castle & Rich.*	Richmond,	Logansport, In.	108	
N. Alb. & Salem,*	New Albany, In.	Juliet,	65	1 85
Ohio & Pennsylv.	Pittsburg, Pa.	Crestline, O.	185	
Ohio & Indiana,*	Crestline, O.			
Ohio & Mississip.*	Cincinnati,	St. Louis,		
Pacific,*	St. Louis,			

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls.</i>	<i>Fare.</i>
Chicago & Rock Is.*	Chicago,	Peru, Il.	100	\$ cts.
La Fayette and Indianapolis, }	La Fayette,	Indianapolis,	64	2 00
Peru & Indianap.*	Indianapolis,	Peru, Ind.	22	
Peoria & Oquaw.*	Peoria, Il.	Burlington, Io.	54	2 25
Sang. & Morgan,	Springfield,	Naples, Il.	27	
Shelb. & Knights.	Shelbyville,	Knightstown,	20	60
Shelb. & Rushv'le,	Shelbyville,	Rushville,	45	
Sciota and Hock- ing Valley,*	Portsmouth,	Jackson,	87	
Steub. & Indiana,*	Steubenville,			
Toledo, Norwalk & Cleveland, }	Toledo,	Grafton, O.		

TOTAL RAILROADS IN THE UNITED STATES.

	<i>Miles.</i>
Railroads in the Eastern States, - - - -	3,057
“ “ Northern and Middle States, - - - -	4,116
“ “ Southern States, - - - -	3,306
“ “ Western States, - - - -	3,204
Grand Total, - - - - -	13,683

RAILROADS IN CANADA.—1853.

<i>Name of Railroad.</i>	<i>From</i>	<i>To</i>	<i>Mls.</i>	<i>Fare</i>
Brantfd & Buff'o,*†	Brantford,	Waterloo, C. W.		
Bytown & Prescott*	Bytown,	Prescott, C. W.		
Chippewa and Queenston, }	Chippewa,	Queenston, } C. W. }	10	50
Champlain and St. Lawrence, }	Montreal,	Rouse's Pt. N. Y.	47	1 50
Great Western,*†	Queenston, London and Junction,	Hamilton to Windsor, C. W. Galt, C. W.		
Galt Branch,	Montreal,	Lachine, C. E.	8	37
Mont'l. & Lachine	Caughnawaga,	Plattsb'gh. N. Y.	52	
Ontario, Simcoe and Huron,*†	Toronto,	Holland's Landg	36	
Quebec & Rich'd.*†	Point Levi,	Richmond,		
St. Lawrence and Atlantic,*†	Montreal,	Sherb'ke, C. E.	99	
T'rnto & Guelph,*†	Toronto,	Guelph, C. W.		
Total Miles Finished,	- - - - -	- - - - -	252	

* Unfinished Railroad.

† Broad Gauge.

LINES OF RAILWAYS AND STEAMERS,**RUNNING FROM THE CITY OF NEW YORK—1853.**

Albany and New York Steamers, (Day Line.) from foot Chambers street,	PAGE
Albany, Troy and New York Steamer, (Night Line.) from foot Liberty street,	47
Albany, Troy and New York, (Hudson River Railroad,) Depot, Chambers street,	51
Boston and New York, (New Haven Railroad Route,) Depot, Canal street, near Broadway,	53
Boston and New York Steamers, from Piers 2, 3 and 18, North River, connecting with Railway Lines,	55-57
Camden and Amboy Railroad, (Phil'a Line.) Pier No. 1, N. R.	42-43
Cape May and Philadelphia Steamers, from foot Cedar street,	116
Central New Jersey Railroad, from Pier No. 1, N. R. and foot Cortlandt street,	44
Charleston and New York Steamers, from Pier No. 4, N. R. . .	107
Hudson River Railroad, Depot, Chambers street,	51
Long Island Railroad, South Ferry, foot Whitehall street, . . .	49
Mobile and Havana Steamers from foot Harrison street,	119
New Jersey Railroad, (Philadelphia Line,) foot Cortlandt and Liberty streets,	40-41
New London and Norwich Steamers from foot Cortlandt st. .	57
New Orleans and Havana Steamers, from foot Warren street,	97
New Orleans Steamers, direct, from Pier No. 8, East River, .	111
Newport and Fall River Steamers, from Pier No. 3, N. R. . . .	55
New York and Erie Railroad, from foot Duane street,	45
New York and Harlem Railroad, Depot, City Hall Square, . . .	48
New York & New Haven Railroad, Dep., Canal st. near B'dw'y	53
Norfolk and Richmond Steamers, from Pier No. 13, N. R. . . .	109
Philadelphia Railroad Lines, from Pier No. 1, N. R., and foot Liberty street,	40-42
Philadelphia Independ't Line Steamers, from Pier No. 14, N. R. ,	110
Savannah and New York Steamers, from Pier No. 4, N. R. . . .	110
Stonnington and Providence Steamers, from Pier No. 2, N. R.	56
Troy and New York Steamers, from foot Cortlandt street, . . .	47

OCEAN STEAMSHIP LINES.

Aspinwall, Havana and New Orleans, (Panama Route to California,) foot Warren street,	97
Panama to San Francisco—Pacific Mail Steamship Route, . . .	98
New York to San Francisco, (Nicaragua Route,) from Pier No. 2, North River,	99
New York to San Francisco, (Panama Route,) from Pier No. 3, North River,	100
Havana and Mobile Steamers, foot Harrison street,	119
Havre and New York Steamers, foot Morris street,	102
Liverpool U. S. Mail Steamers, foot Canal street,	104
Liverpool British and N. A. Royal Mail Steamships, from Jersey City, opposite Cortlandt street,	105
Liverpool and Philadelphia Steamships, office, 41 Exchange Place, New York,	106
New York and Australian Packet Lines,	115
Southampton and Bremen Steamers, foot Morris street,	103



GREAT SOUTHERN MAIL LINE,

RUNNING twice daily from NEW YORK, via Philadelphia, Baltimore, Washington, Richmond and Petersburg, Va., Weldon and Wilmington, N. C., and Charleston, S. C., direct to MOBILE and NEW ORLEANS.

The following unrivalled Schedules are now run on this line, giving to the public the advantage of *Two fast daily Mail Lines*:—

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

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

“ Baltimore at 4½ and 9 A. M., and 4 and 6¾ P. M.

“ Washington at 7 A. M. and 9 P. M.

“ Fredericksburg at 12 M. and 2 A. M.

“ Richmond at 5 P. M. and 7 A. M.

“ Petersburg at 7 P. M. and 9 A. M.

“ Weldon at 11 P. M. and 1 P. M.

“ Wilmington, N. C. at 10 A. M.

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

“ Baltimore at 4 A. M. and 6 P. M.

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

“ Fredericksburg at 12 M. and 2 A. M.

“ Richmond at 4 P. M. and 6 A. M.

“ Petersburg at 6½ P. M. and 8½ A. M.

“ Weldon at 10½ P. M. and 12 M.

“ Wilmington at 7 A. M. and 9 P. M.

“ Charleston, S. C. at 5 A. M.

TIME between New York and Charleston 60 hours. FARE—\$20.

By the above Schedules it will be perceived that Passengers going South, leaving New York at 5½ P. M., Philadelphia at 10½ P. M., or Baltimore at 4½ A. M., reach Charleston, S. C., IN TWO DAYS FROM BALTIMORE. *Breakfast on board the Steamboat*; passing down the Potomac, in view of Mount Vernon, by day-light.

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

Omnibuses and Baggage Wagons are provided on the line, by which passengers and their baggage are conveyed through Philadelphia, Baltimore, Washington, Richmond and Petersburg, free of all expense.

For further information and Through Tickets, apply in NEW YORK at the New Jersey Railroad Office, foot of Liberty street; in PHILADELPHIA, at the Philadelphia and Baltimore Railroad Office, or on board the Steamboats of the New Castle and Frenchtown Lines; and in BALTIMORE, at the Southern Ticket Office. Pratt street.

The *Sea Steamers* running from WILMINGTON, are in fine order, and make the connection at CHARLESTON with regularity.

SOUTH CAROLINA RAILROAD,



Extending from CHARLESTON to AUGUSTA, GA. 137 miles.

COLUMBIA BRANCH, 67 miles.

CAMDEN BRANCH, 37 miles.

PASSENGER CARS leave Charleston at 8 and 11 A. M. and 5 P. M. for Augusta, Columbia, &c.

PASSENGER CARS leave Hamburg, opposite Augusta, Geo. at 6 A. M., and 6 P. M. Columbia, S. C. at 7 A. M. and 5½ P. M. for Charleston, &c.

STATIONS.	Miles.	Fare.
CHARLESTON,	0	\$ cts.
7 Mile pump,	7	
Sineath's	13	0 39
Ladson's,	17	0 54
Summerville,	22	0 66
Laurence's,	28	0 93
Ridgeville,	31	
Ross's,	37	1 12
George's,	47	1 44
Reeve's,	52	
Branchville,	62	1 89
BRANCHVILLE.		
Rowe's,	9	
Orangeburg,	17	0 75
Jamison's,	24	1 50
Lewisville,	30	
Fort Mott,	37	2 00
Camden Junction,	43	2 25
Gadsden,	48	2 50
Hopkins,	56	2 75
Woodlands,	62	3 00
COLUMBIA.†		6 25
COLUMBIA BR.		
Midway,	72	2 00
Graham's,	81	2 16
Blackville,	90	2 43
Williston,	99	2 70
Windsor,	107	3 00
Johnson's,	115	3 25
Aiken,	120	3 50
Graniteville,	126	3 60
Marsh's,	128	3 84
Hamburg,	136	4 00
AUGUSTA,*	137	4 00

STATIONS.	Miles.	Fare.
AUGUSTA,*	0	\$ cts.
Hamburg,	1	
Marsh's,	9	0 24
Graniteville,	11	
Aiken,	17	0 48
Johnson's,	22	0 62
Windsor,	30	0 75
Williston,	38	1 08
Blackville,	47	1 38
Graham's,	56	1 65
Midway,	65	1 92
Branchville,	75	2 17
COLUMBIA.†		
Woodlands,	5	25
Hopkins,	11	50
Gadsden,	19	1 75
Camden Junction,	24	1 12
Fort Mott,	30	1 50
Lewisville,	37	2 00
Jamison's,	43	
Orangeburg,	50	2 50
Rowe's,	58	
Branchville,	67	3 25
COLUMBIA BR.		
Reeves,	8	
George's,	90	2 64
Ross's,	100	8 06
Ridgeville,	106	3 15
Laurence's,	109	
Summerville,	115	3 40
Ladson's,	120	3 54
Sineath's,	124	3 69
7 Mile pump,	130	
Charleston,	137	4 00

USUAL TIME, Charleston to Augusta, 7 hours.

* Connects here with Georgia R. R., running to Atlanta.

† Connects at this point with Greenville and Columbia R. R., also, Charlotte and South Carolina R. R.

J. D. PETSCH, Supt. Charleston, S. C.

CENTRAL (GEORGIA) RAILROAD.



Extending from SAVANNAH to MACON, Geo., 191 miles.

USUAL TIME, 10 hours.

PASSENGER CARS leave Savannah at 8 A. M. and 8 P. M. for Macon, &c.

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

PASSENGER CARS leave Macon at 7½ A. M. and 4½ P. M. for Savannah, &c.

STATIONS.	Miles.	Fare.
MACON,‡	0	\$ cts.
Griswoldville,	8	30
Gordon,†	15	60
McDonald,	25	90
Emmett,	31	1 20
Oconee,	38	1 50
Tenille,	41	1 80
Davisboro'.	55	2 10
Spear's Turnout,	68	2 40
Holcomb,	79	2 70
Midville,	91	3 00
Birdsville,	94	3 00
Cushingville,	101	3 30
Millen,*	111	3 60
Scarboro',	121	3 60
Halcyondale,	141	4 20
Armenia,	145	4 50
Egypt,	151	4 80
Reform,	160	4 80
Eden,	170	5 10
Station No. 1,	182	5 40
SAVANNAH,	191	5 75

* Connects at this station with the Augusta and Waynesboro' Railroad, 51 miles in length. Finished to Waynesboro' 21 miles.

† Connects at this station with the Milledgeville and Gordon Railroad, 17 miles in length.

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

W. M. Wadley, Supt. Savannah.

MUSCOGEE RAILROAD,

Extending from FORT VALLEY to COLUMBUS, Georgia, the head of Steam Navigation on Chattahooche River. This road is completed from Columbus, seventy miles, extending to Fort Valley, connecting with the South-Western Railroad of Georgia.

MACON AND WESTERN RAILROAD,

Extending from MACON to ATLANTA, Geo. 101 miles.

USUAL TIME, 5½ hours.

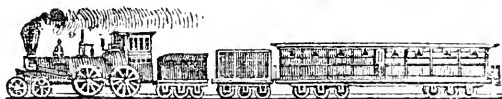
PASSENGER CARS leave Macon at 8 A. M. and 8 P. M. (Mail) for Atlanta, &c.			PASSENGER CARS leave Atlanta at 7.30 A. M. and 6.45 P. M. (Mail) for Macon, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
MACON.	0	\$ cts.	ATLANTA.	0	\$ cts.
Howard's,	6	30	East Point Junc.	6	30
Crawford's,	13	60	Rough and Ready,	11	55
Smarr's,	19	85	Jonesboro',	22	1 10
Forsyth's,	24	1 00	Fayette,	36	1 70
Collier's,	30	1 25	GRIFFIN,	43	2 15
Goggin's,	35	1 60	Milner's,	54	2 75
Barnesville,	40	1 75	Barnesville,	61	3 00
Milner's,	47	2 00	Goggin's,	66	3 25
GRIFFIN,	58	2 50	Collier's,	71	3 55
Fayette,	65	3 00	Forsyth's,	77	3 85
Jonesboro',	79	3 50	Smarr's	82	3 90
Rough and Ready,	90	4 00	Crawford's,	88	4 00
East Point Junc.	95	4 00	Howard's,	95	4 00
ATLANTA,	101	4 00	MACON,	101	4 00

MAIL TRAIN

Leaves Macon daily, at 8 o'clock, P. M.

" Atlanta " " 5½ " P. M.

Connecting at Atlanta with the Trains of the Western and Atlantic and La Grange Roads, and with the Day Train of the Georgia Road, and at Macon with the Day Trains of the Central and South-western Roads. Passengers will arrive in Macon at 11 and at Atlanta at 1½, having the remainder of the night for rest.

E. FOOTE, *Supt.*, Macon, Geo.**SOUTH-WESTERN RAILWAY.**

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

Passengers dine at Fort Valley at 1¼, P. M.

GEO. W. ADAMS, *Supt.*




GEORGIA RAILROAD.

AUGUSTA TO ATLANTA, 171 MILES

USUAL TIME, 11 HOURS.

GOING WEST.

Passenger cars leave Augusta for Atlanta, &c., daily, at 6 a. m. and 4 45 p. m., connecting with cars running to West Point, Montgomery, &c., on the West, and Chatanooga, &c. on the North

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

GOING EAST.

Passenger Cars leave Atlanta for Augusta, &c., daily, at 5 30 a. m., and 6 p. m., connecting with cars running to Columbia, Charleston, &c.; also, with a line of travel to Savannah.

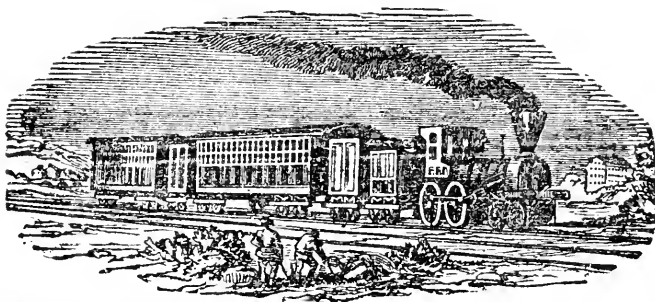
STATIONS.	Miles.	Fare.
ATLANTA, †.....		\$ cts.
Decatur.....	6	20
Stone Mountain.....	15	45
Lithonia.....	24	75
Conyer's.....	30	90
Covington.....	41	1 25
Social Circle.....	51	1 60
Rutledge.....		
Madison.....	67	2 00
Buckhead.....		
Greensboro.....	87	2 60
<hr/>		
Athens Br. ATHENS.....		
Lexington.....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

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

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

‡ Connects at this Station with Western and Atlantic Railroad, Macon and Western Railroad, and with the La Grange Railroad.

F. C. ARMS, *Sup't.*, Augusta, Geo.



MONTGOMERY & WEST POINT RAILROAD,

FROM MONTGOMERY, ALA., TO WEST POINT, GA., 88½ miles

Two Daily Passenger Trains each way.

The First, or ACCOMMODATION TRAIN, leaves *Montgomery* at 8 o'clock, A. M., arrive at *West Point* at 3 P. M.

RETURNING—leave *West Point* at 7½'clock, A. M., arrive at *Montgomery* at 2. P. M.

Second, or MAIL TRAIN, leaves *Montgomery* at 1 A. M., arrive at *West Point* at 7 A. M.

PASSENGER ARRANGEMENTS.

STATIONS.	Dist.	Fares.	STATIONS.	Dist.	Fares.
MONTGOMERY, . . .	0	\$ cts.	WEST POINT, . . .	0	\$ cts.
Tippecanoe, . . .	11		Cusseta, . . .	10	
Mount Meigs, . . .	14		Rough and Ready, . .	17	
Ashurst's, . . .	17		Opelika, . . .	22	
McGar's, . . .	20		<i>Auburn</i> , . . .	29	1 10
Shorter's, . . .	23		Louchapoga, . . .	35	
Fort Decatur, . . .	27		Notasulga, . . .	41	
Franklin, . . .	33		<i>Chehaw</i> , . . .	48	1 90
<i>Chehaw</i> , . . .	40	1 60	Franklin, . . .	55	
Notasulga, . . .	47		Fort Decatur, . . .	61	
Louchapoga, . . .	53		Shorter's, . . .	65	
<i>Auburn</i> , . . .	60	2 40	McGar's, . . .	68	
Opelika, . . .	66	2 60	Ashurst's, . . .	71	
Rough and Ready, . .	71		Mount Meigs, . . .	74	
Cusseta, . . .	78		Tippecanoe, . . .	77	
WEST POINT, . . .	88	3 50	MONTGOMERY, . . .	88	3 50

CONNECTING LINES OF TRAVEL.

☞ This road connects with the *Lagrange Railroad*, running to Atlanta, Georgia, 87 miles.

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

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

WESTERN AND ATLANTIC RAILROAD.



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

USUAL TIME, 11 hours.

PASSENGER CARS leave Atlanta at 6 A. M. for Chattanooga, &c.			PASSENGER CARS leave Chatta- nooga at 7 A. M. for Atlanta, &c		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
ATLANTA,*	0	\$ cts.	CHATTANOOGA,§	0	\$ cts.
Bolton,	8		Station No. 13½,	6	
Marietta,	20		Chickamauga,	11	
Moon's,	30		Opelika,	20	
Acworth,	35		Ringgold,	24	
ALLATOONA,	40	1 40	Tunnell Hill,	32	
Cartersville,	50		DALTON,†	40	1 25
Cass,	55		Tilton,	48	
KINGSTON,‡	60	2 00	Resaca,	55	
Adairsville,	70		Calhoun,	60	
Calhoun,	80		Adairville,	70	
Resaca,	85		KINGSTON,‡	80	2 50
Tilton,	92		Cass,	85	
DALTON,‡	100	3 25	Cartersville,	90	
Tunnell Hill,	108		ALATOONA,	100	3 10
Ringgold,	116		Acworth,	105	
Opelika,	120		Moon's,	110	
Chickamauga,	129		Marietta,	120	
Station No. 13½,	134		Bolton,	132	
CHATTANOOGA,§	140	4 50	ATLANTA,*	140	4 50

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

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

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

§ Connects at this point with Nashville and Chattanooga R.R., partly finished and in operation.

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

George Yonge, *Supt.* Atlanta, Geo.

EAST TENNESSEE and GEORGIA RAILROAD.

Finished from Dalton, Georgia, to Loudon, Tennessee,
82 miles.

STAGES now leave Loudon for Knoxville, Tenn., 25 miles, to which point the Railroad will be finished during the year 1853, connecting with the East Tennessee and Virginia Railroad to extend to Lynchburg, Virginia.



NASHVILLE AND CHATANOOGA RAILROAD.

LENGTH, 151 MILES.

Passenger Cars leave Nashville at 7 a. m. for Anderson, Chattanooga, &c., 2 30 p. m. for Wartrace, Selbyville, &c., connecting with line of travel to Alabama, Georgia, and South Carolina.

Passengers leave Chatanooga daily, for Anderson and Nashville, connecting with Steamers on the Tennessee and Cumberland Rivers.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
NASHVILLE,.....	0	\$ cts.	CHATANOOGA,§.....	0	\$ cts.
Antioch,.....	10	30	Station,.....	11	
Smyrna,.....	21	60	Shell Mound,.....	21	
Murfreesboro,.....	32	1 00	Stevenson,†.....	36	
Christiana,.....	41	1 30	Anderson,.....	46	
Fosterville,.....	45	1 40	Tantallon,.....	55	30
Bell-Buckle,.....	50	1 50	Cowan,.....	62	50
Wartrace,*.....	55	1 70	Decherd,.....	67	60
Normandy,.....	63	1 90	ALLISONIA,.....	74	80
Tullahoma,†.....	70	2 10	Tullahoma,†.....	81	1 00
ALLISONIA,.....	77	2 30	Normandy,.....	88	1 10
Decherd,.....	84	2 50	Wartrace,*.....	96	1 40
Cowan,.....	89	2 60	Bell-Buckle,.....	101	1 60
Tantallon,.....	96	2 80	Fosterville,.....	106	1 70
Anderson,.....	105	3 10	Christiana,.....	110	1 80
Stevenson,†.....	115		Murfreesboro,.....	119	2 10
Shell Mound,.....	130		Smyrna,.....	130	2 50
Station,.....	140		Antioch,.....	141	2 80
CHATANOOGA,§.....	151		NASHVILLE,.....	151	3 10

* Branch Railroad runs from this Station to Shelbyville, 8 miles.

† Connects with Mackminville and Manchester Railroad at this Station.

‡ The Memphis and Charleston Railroad will form a junction at this Station.

§ Connects at this Station with the Western and Atlantic Railroad. Distance to Savannah, Geo., via Macon, 432 miles, and to Charleston, via Augusta, 448 miles.

H. J. ANDERSON, *Sup't.*, Nashville, Tenn.

STEAMBOAT ROUTE

FROM MONTGOMERY TO MOBILE, ALA

STEAM PACKETS.

NAME.	MASTERS.	Leave Mo.	Leave Mont
Wm. Bradstreet,	H. R. Johnson,	Sunday,	Wednesday
Mary Clifton,	Burns Meaher,	Monday,	Thursday,
Southern Belle,	Jesse I. Cox,	Tuesday,	Friday,
Louisa,	S. C. Burrill,	Wednesday,	Saturday,
Lowndes, Jr.,	R. W. Welch,	Thursday,	Sunday,
Farmer,	Wm. F. James,	Friday,	Monday,
Daniel Pratt,	F. M. Johnson,	Saturday,	Tuesday,
Wilcox,	L. Wainwright,	Do.	Do

One of the above STEAMERS leave *Mobile* and *Montgomery*, daily, stopping at all the principal Landings on the Alabama River, connecting with the MAIL STEAMERS for *New Orleans*.

STOPPING PLACES.	Miles.	Fare.	STOPPING PLACES.	Miles.	Fare.
MONTGOMERY,	0	\$ cts.	MOBILE,	0	\$ cts.
Washington,	16	1 00	Fort Stoddard,	45	2 50
Grave's Landing,	25	2 00	M. Alabama River,	50	
Tallawassa,	26	2 00	Cut Off,	72	3 00
Newport,	31	2 00	Choctaw Bluff,	112	3 00
Vernon,	35	2 00	Gainestown,	122	3 00
Cypress Creek,	42	2 00	Gosport,	142	3 00
Benton,	65	2 00	Claiborne,	147	3 00
Gaston's Landing,	80	2 50	Bell's Landing,	177	4 00
SELMA,	105	3 00	Lower Peach Tree,	182	4 00
Cahawba,	125	3 00	Upper Peach Tree,	212	4 00
King's Landing,	130	3 00	Prairie Bluff,	224	4 00
White's Landing,	135	3 00	Aola,	228	4 00
Elm Bluff,	145	3 50	Bridgeport,	242	5 00
Portland,	150	3 50	Portland,	256	5 00
Bridgeport,	164	4 00	Elm Bluff,	261	5 00
Aola,	178	4 00	White's Landing,	271	5 00
Prairie Bluff,	182	4 00	King's Landing,	276	5 00
Upper Peach Tree,	194	4 00	Cahawba,	281	5 00
Lower Peach Tree,	224	5 00	SELMA,	301	5 00
Bell's Landing,	229	5 00	Gaston's Landing,	326	6 00
Claiborne,	259	5 00	Benton,	341	6 00
Gosport,	264	5 00	Cypress Creek,	364	6 00
Gainestown,	284	6 00	Vernon,	371	6 00
Choctaw Bluff,	294	6 00	Newport,	375	6 50
Cut Off,	334	6 00	Tallawassa,	380	6 50
M. Alabama River,	356		Grave's Landing,	381	6 50
Fort Stoddard,	361	7 00	Washington,	390	7 00
MOBILE,	406	8 00	MONTGOMERY,	406	8 00

FARE THROUGH, \$8—Meals included.

USUAL TIME, 40 to 48 hours



NEW ORLEANS AND MOBILE

U. S. DAILY MAIL LINE,

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

Steamer FLORIDA, Capt. W. T. Giberson.
 " OREGON, " R. A. Hiern.
 " CALIFORNIA, " H. P. Ensign.

PASSENGERS leave *New Orleans*, daily, at 4 P. M. for *Lake Ponchartrain*, via Railroad, 5 miles, taking one of the above steamers for *Mobile*, &c.

RETURNING—leave *Mobile* at 1 P. M., connecting at *Milneburg* with the *Lake Ponchartrain* Railroad.

THROUGH STEAMBOAT FARE, \$5.....USUAL TIME, 18 hours.

DISTANCES AND FARES.

PLACES.	Miles.	Fare.	PLACES.	Miles.	Fare.
NEW ORLEANS, . . .	0	\$ cts.	MOBILE,	0	\$ cts.
Milneburg, R. R., . .	5	0 25	Grant's Pass,	30	0 00
Fort Pike,	30	2 00	Pascagoula,	60	2 50
Lake Borgne,	40	0 00	Biloxi,	75	0 00
Bay St. Louis, . . .	70	2 50	Mississippi City, . .	85	0 00
Pass Christian, . . .	75	2 50	Pass Christian, . . .	100	3 00
Mississippi City, . .	90	0 00	Bay St. Louis, . . .	105	3 00
Biloxi,	100	0 00	Rigolets,	135	0 00
Pascagoula,	115	3 00	Fort Pike,	145	4 00
Grant's Pass,	145	0 00	Milneburg,	170	5 00
MOBILE,	175	5 25	NEW ORLEANS, R. R.,	175	5 25

R. GEDDES, *Agent*, 10 Bank Place, N. O.

STEAM PACKET LINE

FROM ST. LOUIS TO NEW ORLEANS.

DISTANCE, 1200 miles.

STEAMERS of a large class run daily from *St. Louis* to *New Orleans*, carrying Passengers and Freight, stopping at all the principal Cities and Towns on the Mississippi River.

USUAL FARE on First Class Steamers, \$15 to \$20—Meals included.

Usual Time—from six to eight hours.

DECK PASSAGE THROUGH, from \$2 50 to \$3.

REGULAR LINE TO LOUISVILLE AND NEW ORLEANS. PACKET ECLIPSE.

The new and splendid Passenger Packet ECLIPSE, Edward T. Sturgeon, Commander, will run regularly between Louisville and New Orleans during the season.

BENEDICT & CARTER, and }
BOGGS & RUSSELL, }
Agents, Louisville, Ky.

STEAM PACKETS

RUNNING FROM LOUISVILLE, KY., TO NEW ORLEANS.

Distance, 1400 miles.

STEAMERS of a large class, during the season of navigation, or high water, run daily from *Louisville* to *New Orleans*, stopping at all the principal Towns on the Ohio and Mississippi Rivers.

USUAL FARE, on First Class Steamers from \$20 to \$30—Meals included.

TIME THROUGH—from 5 to 7 days.

Deck Passage Through, from \$2 to \$3

The largest and most popular Boats running in 1852, are the following:—

Steamer ECLIPSE,	Capt. E. T. Sturgeon,
“ MAGNOLIA,	“ St. Clair Thomasson,
“ BOSTONA,	“ J. C. Bentley,
“ BELLE KEY,	“ A. G. Key,
“ JAMES ROBB,	“ J. E. Montgomery,
“ ALEX. SCOTT,	“ G. W. Walthal.

LOUISVILLE AND FRANKFORT RAILROAD.

LENGTH, 65 miles.....FARE, \$2.

Connects at *Frankfort* with the *Frankfort* and *Lexington Railroad*.

LENGTH, 28 miles.....FARE, \$1.

Double Daily Trains for Passengers.

GOING EAST.

Leave *Louisville* at 6 A. M. and 2 P. M.

GOING WEST.

Leave *Lexington* at 6 P. M. and 2 A. M.

TIME THROUGH, 5½ hours.

Passengers by the MORNING TRAIN for *Louisville*, dine at *Lexington*, and can reach *Danville*, *Lancaster*, *Richmond*, *Winchester*, and *Maysville*, same day, by connecting STAGE LINES.

By EVENING LINE, sup at *Lexington*.

By MORNING LINE from *Lexington*, Passengers can reach *Louisville* to dine, and take Boats for *New Orleans*, *St. Louis*, or any intermediate ports.

C. N. WARREN, *Sup't.*, *Louisville, Ky.*

VICKSBURG, JACKSON AND BRANDON RAILROAD,



Connecting with a Stage Line running to Montgomery,
Alabama.

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


STATIONS.	Miles.	Fare.
VICKSBURG,	0	\$ cts.
Mount Alban,	6	30
Bovina,	10	45
Big Black,	12	50
Edward's,	18	80
BOLTON's*,	27	1 20
Clinton,	36	1 50
JACKSON,	46	2 00
BRANDON,	60	2 60

PASSENGER CARS leave Brandon at 6.45 A. M., and Jackson at 8 A. M. and 2 P. M. for Vicksburg, &c.

STATIONS.	Miles.	Fare.
BRANDON,	0	\$ cts.
JACKSON,	14	60
Clinton,	24	1 10
BOLTON's*,	33	1 40
Edward's	42	1 80
Big Black,	48	2 10
Bovina,	50	2 15
Mount Alban,	54	2 30
VICKSBURG,	60	2 60

* RAYMOND R.R. connects with the Vicksburg R.R., at this point, runs to Raymond, 7 miles, and convey passengers to the celebrated Mississippi Springs and Cooper's Wells, 4 miles.

Stages from Brandon every other day with the mail for Montgomery, Alabama, connecting with a line of travel running to Savannah and Charleston.

 Time from Vicksburg to Charleston, 5 days.

J. H. CRUMP, Supt., Vicksburg, Miss.

LA GRANGE RAILROAD,

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

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

CONNECTING LINES OF TRAVEL.

Two Daily Lines of Stages leave West Point for Griffin, Georgia, connecting with the Macon and Western Railroad.

Stages run from Opelika, Ala., daily, to Columbus, Geo. (30 miles,) thence by Muscogee Railroad, 30 miles, where two lines of Stages connect, by which passengers can go by Barnesville to Macon, or by Oglethorpe and the South-Western Railroad to Savannah.

ORANGE AND ALEXANDRIA RAILROAD.

DAILY TRAINS (Sundays excepted) will be run over this Road, agreeably to the following arrangement :

A Train for Warrenton and intermediate points will leave the Station, corner of Duke and Henry streets, at 8 o'clock, A. M.

Returning will leave Warrenton at a quarter past 1 o'clock, P. M., arriving in Alexandria at a quarter before 4 o'clock, P. M.

A Train from Culpeper to Alexandria and intermediate points will leave Culpeper at 7 o'clock, A. M., arriving in Alexandria at 10 o'clock, A. M.

Returning will leave Alexandria at a quarter before 2 o'clock, P. M., arriving in Culpeper at a quarter before 5 o'clock.

A DAILY STAGE is running between Gordonsville and Culpeper, in connexion with the Cars on this and the Virginia Central Roads.

THROUGH TICKETS.

To Gordonsville,.....	\$ 4 50
To Lynchburg,.....	7 00
To Amherst.....	7 00
To Winchester,.....	4 00

W. B. BROCKETT, *Agent*, Alexandria, Va.

RICHMOND AND DANVILLE RAILROAD.

Open to KEYSVILLE,.....73 Miles.

A regular PASSENGER TRAIN will run daily (Sundays excepted) between RICHMOND and KEYSVILLE.

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

Manchester, Robiou's Coal Field, Tomahawk, Powhatan, Mattoax, Scott's Shop, Amelia Court House, Wyanoke, Jennings' Ordinary, Haytokah, and Liberty Church.

Leave Richmond at 7 o'clock, A. M. Returning, leave Keysville at 1-28 P. M.

~~As~~ Servants traveling by themselves must be furnished with two passes, so that one can be retained in the office ; and it must be expressly stated that they are permitted to go on the Cars.

N. B.—Passengers for Lynchburg will take the Southside Train at Haytokah for Rice's Station, thence by Flagg & Co's Stages to Lynchburg. Passengers for Danville, Va., Greensborough, Salisbury, and Charlotte, N. C., can meet Messrs. Flagg & Co.'s 4 horse Coaches on Tuesdays, Thursdays and Saturdays at Keysville.

JOHN H. OSBORNE, *Sup't.*, Richmond, Va.

VIRGINIA AND EAST TENNESSEE RAILROAD.

Finished from LYNCHBURG to SALEM, Va.,.....60 Miles.

Passenger Cars leave *Lynchburg* daily at 6 A. M. and 2 P. M., for SALEM, &c., connecting with STAGES running to KNOXVILLE, Tennessee.

RETURNING, leave Salem at 6 A. M., and 2½ P. M.

Freight Trains will leave Lynchburg and Salem, daily, Sundays excepted.

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

VIRGINIA CENTRAL RAILROAD,

Open to MECHUM'S RIVER, 107 miles.

Connecting with STAGES to VIRGINIA SPRINGS, GUYAN-
DOTTE, &C.

USUAL TIME, 7 hours.

PASSENGER CARS leave Rich- mond daily at 6½ A. M. for Char- lottesville, Mechum's River, &c.			PASSENGER CARS leave Mech- um's River at 11½ A. M. for Rich- mond, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
RICHMOND,	0	\$ cts.	MECHUM'S RIVER,	0	\$ cts.
Atley's	9	35	Woodville,	3	12
Hanover C. H.,	18	75	University,	9	
Junction,*	27	87	Charlottesville,	10	37
Noel's,	33	1 12	Shadwell,	14	62
Beaver Dam,	40	1 30	Keswick,	17	
Bumpass's,	45	1 50	Cobham,	24	1 12
Frederick's Hall,	50	1 75	Lindsay's T. Out,	27	
Tolersville,	56	2 00	Gordonsville,	31	1 37
Louisa C. H.,	62	2 25	Trevillian's,	40	1 62
Trevillian's,	67	2 40	Louisa C. H.,	45	1 75
Gordonsville,	76	2 75	Tolersville,	51	
Lindsay's T. Out,	81	3 00	Frederick's Hall,	57	2 12
Cobham,	83	3 15	Bumpass's,	62	
Keswick,	90	3 25	Beaver Dam,	67	2 50
Shadwell,	93	3 40	Noel's,	72	
Charlottesville,	97	3 50	Junction,*	80	3 00
University,	98	3 62	Hanover, C. H.,	89	3 12
Woodville,	104	3 75	Atley's,	93	3 50
MECHUM'S,	107	3 87	RICHMOND,	107	3 87

* Intersects here with the Richmond, Fredericksburg, and Potomac Railroad.

Daily between Staunton and Richmond in 14 hours.

DAILY CONNECTIONS.

Between Charlottesville and Richmond,	FARE, \$3 50
“ Staunton “ “	“ 5 00
“ Lexington “ “	“ 7 00
“ Culpeper C. H. “ “	“ 4 00

And connecting with the ORANGE and ALEXANDRIA RAILROAD.

TRI-WEEKLY CONNECTIONS.

Between Lynchburg and Richmond, on Mondays, Wednesdays, and Fridays, going up,	FARE, \$ 4 50
Between Guy'dotte and Richm'd, same days, going west, “	20 00
“ Charleston, Ka., “ “ “ “ “	19 00
“ Buchanan, “ “ “ “ “	8 00
Between Weston and Richmond on Tuesday, Thursday, and Sundays, going west,	“ 14 00
Between Beverly and Richmond, same days, going west, “	11 00

E. H. GILL, Supt., Richmond, Vir.

NEW ROUTE FOR SOUTHERN TRAVELLERS.



DIRECT FROM N. YORK TO CHARLESTON,
CARRYING U. S. MAIL, DAILY,
(EXCEPT SUNDAYS,)
TO CHARLESTON, S. C.

VIA BAY LINE, AND SEABOARD AND ROANOKE RAILROAD TO WELDON, WILMINGTON, and thence to CHARLESTON and NEW ORLEANS, the Schedule being so arranged that the Traveler is not subject to any night travel on the Railroad to and from New York and Charleston.

FARE from New York to Charleston, South Carolina,					\$20 00
" " Philadelphia	do.	do.			19 00
" " Baltimore	do.	do.			17 50
" " do.	to Wilmington,	-	-		13 00
" " do.	to Edenton or Plymouth,				8 00
" " do.	to Richmond and Petersburg,				7 00
" " do.	to Norfolk or Portsmouth,	-	-		5 00

☞ Through Tickets for the above places can be had on board the Boats.

No expense for passengers and their baggage between the different Depots; the baggage is checked through from Baltimore to Charleston.

The new and splendid steamer NORTH CAROLINA, has just been added to the line.

THE STEAMERS GEORGIA and HERALD have just been thoroughly overhauled, new boilers, State Rooms, and every other convenience to make the passage comfortable and pleasant.

☞ One of the above Steamers will leave the lower end of Union Dock, Baltimore, Daily, (except Sundays,) at 6 o'clock, P. M., or immediately after the arrival of the Express Train from Philadelphia.

The following is the Schedule

Leave New York at	9 o'clock, A. M.
Leave Philadelphia at	2 o'clock, P. M.
Leave Baltimore at	7 o'clock, P. M.
Leave Portsmouth at	9 o'clock, A. M.
Leave Weldon at	12 o'clock, noon.

Arrive in Wilmington at 9 o'clock, P. M., where the Passengers take the Boat immediately for Charleston, South Carolina.

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

☞ All Passengers for Edenton, Plymouth, Newbern, Washington, Weldon, Goldsboro', Warsaw, Raleigh, and Wilmington, N. C., or any other point on the Seaboard and Wilmington Roads, will find it the most pleasant and agreeable Route.

M. N. FALLS, Agent, Baltimore.

RICHMOND, FRED. AND POTOMAC RAILROAD.

GREAT NORTHERN MAIL ROUTE.

Twice Daily from Richmond to New York, with transfers of Passengers and Baggage, through the cities of Washington, Baltimore and Philadelphia, free of extra charge. The following quick and comfortable schedules will be run over the inland route between Richmond and New York: Leave Richmond, daily, at 7 o'clock, A. M.; and 9 o'clock P. M. Passengers leave Washington for Richmond, &c, by Steamers at 7, A. M., and 9, P. M.

Fare from Richmond to Washington, 1st class, seats	\$5	50
“ “ “ “ “ 2d “ “	4	00
“ “ “ “ Baltimore, 1st “ “	7	00
“ “ “ “ “ 2d “ “	5	00
Between Baltimore and Philadelphia, by railroad,	-	3 00
Between Baltimore and Philadelphia, by New Castle and Frenchtown Line, - - - - -	-	2 50
Between Philadelphia and New York, - - - - -	-	3 00

for first class passengers, and \$2 for each 2d class do.

For through tickets to Washington and Baltimore, and for other information, apply at the ticket office.

Besides the through and direct connexion named above, with the Main Northern Route through tickets, direct, can be obtained at the Depot of the Baltimore and Ohio Railroad Company, in Washington, for Pittsburgh and Wheeling, via the Relay House, on the following terms:

Between Washington and Pittsburgh— (Time 24 hours.) - - - - -	- - - - -	\$11	50
Between Washington and Wheeling— (Time 32 hours.) - - - - -	- - - - -	12	50

THE L. S. RUTH, *Agent*, Richmond, Vir.

RICHMOND AND PETERSBURG RAILROAD.

LENGTH, 22 miles. FARE, \$1—The departure of the Trains will be as follows:

EXPRESS TRAIN

Leaves Richmond, daily, Sundays excepted, at - - - - 7, A. M.
Leaves Petersburg, daily, Sundays excepted, at - - - - 7, P. M.

MAIL TRAIN

Leaves Richmond, daily, at - - - - - 3½, P. M.
Leaves Petersburg, daily, at - - - - - 4, A. M.
Fare when Tickets are procured at the office - - - - - \$1.

☞ Children over three and not over twelve years of age—servants and colored persons, when Tickets are procured at the office—half price.

NORFOLK TRAIN

Leaves Richmond, Mondays, Wednesdays and Fridays at 6, A. M., for Port Walthall, where it connects with the Steamboat Augusta, Captain William C. Smith, for Norfolk, Portsmouth and the intermediate places.

Fare to Norfolk, Portsmouth, or Old Point, - - - - - \$2.
Meals, (each.) - - - - - 50 cents.

THOS. DODAMEAD, *Supt.*, Richmond, Vir.

RAILROAD ROUTE

FROM

WASHINGTON TO BALTIMORE.

WASHINGTON BRANCH RAILROAD, . . . 30 Miles.

BALTIMORE AND OHIO RAILROAD, . . . 8 Miles.

USUAL TIME, 1½ hours.

PASSENGER CARS leave Wash-
ington for Baltimore at 6 and
8. A. M., 3.30 and 5 P. M.

PASSENGER CARS leave Balti-
more for Washington at 4 and
9. A. M., and 3½ and 7 P. M.

STATIONS.	Miles.	Fare.
WASHINGTON,	0	\$ cts.
Bladensburg, . . .	5	25
Paint Branch, . . .	8	45
Beltsville,	12	55
White Oak Bottom .	14½	65
Laurel Factory, . . .	18	85
Watson's Cut,	19½	90
Annapolis Junction, .	21	1 00
Jessop's Cut,	24	1 10
Elkridge Landing, . .	29	1 35
Relay House,	30	1 40
BALTIMORE,	38	1 80

STATIONS.	Miles.	Fare.
BALTIMORE,	0	\$ cts.
Relay House,	8	25
Elkridge Landing, . .	9	45
Jessop's Cut,	14	70
Annapolis Junction, .	17	80
Watson's Cut,	18½	90
Laurel Factory, . . .	20	95
White Oak Bottom, . .	23½	1 15
Beltsville,	26	1 25
Paint Branch,	30	1 35
Bladensburg,	33	1 50
WASHINGTON,	38	1 80

RAILROAD ROUTE TO ANNAPOLIS.

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

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

RAILROAD ROUTE TO WINCHESTER.

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

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

Usual time, 6½ hours. Fare, \$5 31.

BALTIMORE & OHIO RAILROAD.

BALTIMORE TO WHEELING, Virginia, 379 miles.

USUAL TIME, 19 hours.

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

GREAT THROUGH LINE TO THE SOUTH AND WEST.

1853.



1853.

**PHILADELPHIA, BALTIMORE, WHEELING, CINCINNATI,
LOUISVILLE, &c.**

BALTIMORE AND OHIO RAILROAD,

From BALTIMORE to WHEELING,..... THROUGH IN 17 HOURS.

Tunnels all Completed and Road in Fine Order.

The Steamers of the UNION LINE on the Ohio are all new, and of the most approved modern construction, *having been carefully built expressly for this route.* They are all of the largest class, and all have the same unsurpassed accommodations—their Rooms and Tables being upon a par with the best Hotels in the country. Their names are as follows, with their days of leaving Wheeling :

MONDAY,.....	VIRGINIA,.....	Capt. Charles V. Wells.
TUESDAY,.....	FALLS CITY,.....	“ Samuel Mason.
WEDNESDAY,.....	THOMAS SWANN,..	“ John M'Lure, Jr.
THURSDAY,.....	FOREST CITY,.....	“ A. Murdoch.
FRIDAY,.....	DAVID WHITE,.....	“ William McClain.
SATURDAY,.....	BALTIMORE,.....	“ William Clarke.
SUNDAY,.....	ALVIN ADAMS,.....	“ Geo. W. Norton.

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

The EXPRESS MAIL TRAIN leaves Baltimore at 7 p. m. daily, and proceeds directly through,—or Passengers leaving Baltimore at 8 a. m., may lodge in Cumberland, and proceed thence in the morning.

☞ Baggage checked through to WHEELING, and *no charge* for Transfer of Passengers or Baggage.

FARE BY THROUGH TICKET

With the Right to Lie Over any where on the Route.

From PHILADELPHIA to CINCINNATI,....	\$11—To LOUISVILLE,....	\$12
BALTIMORE to do.	10—To do.	11
WASHINGTON to do.	11—To do.	12

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

Philadelphia to Wheeling, \$10. Baltimore to Wheeling, \$8 50. Washington to Wheeling, \$9 50.

☞ For THROUGH TICKETS, apply

At Philadelphia, to Mr. BLACKWELL, Library street, or to the Ticket Seller at Balt. R. R. Station, Broad & Prime sts.

At Baltimore, to J. T. ENGLAND, at the Railroad Station.

At Washington, to THOS. H. PARSONS, Agent at R. R. S.

BALTIMORE

AND

SUSQUEHANNAH RAILROAD.

SUMMER ARRANGEMENT.

THE EXPRESS MAIL TRAIN,

Conveying the Great Western and North-western Mails and Passengers for Pittsburgh, Cleveland, Cincinnati, Toledo, Chicago, Louisville, St. Louis, and the West generally, will leave Calvert Station, daily, at 11 p. m. This Train is intended to connect with the Express Train over the Pennsylvania Railroad. Coming East, it will be due in Baltimore at 6 a. m.

THE WAY PASSENGER TRAIN,

Conveying Passengers for Pittsburgh and Intermediate Stations, also, for Hanover, Pittsburgh, Emmetsburgh, Columbia, Wrightsville, Carlisle, Chambersburg, &c., will leave Calvert Station, daily, at 8½ a. m. This Train is designed to connect, at Harrisburgh, with the Morning Passenger Train over the Pennsylvania Railroad to Pittsburgh, and will be due in Baltimore on its return trip at 6½ p. m.

THE ACCOMMODATION TRAIN,

Intended for the especial accommodation and convenience of the Way Travel on the road, will leave Calvert Station, daily, except Sunday, at 4 p. m., and proceed to York, where it will be due at 7½ p. m. Returning, will leave York at 5 a. m., and be due in Baltimore at 8½ a. m.

THROUGH TICKETS

Between Baltimore and the principal cities of the West, are issued at the following rates:—

Pittsburgh,.....	\$9 00
Massilon.....	10 00
Cleveland.....	10 00
Cincinnati, per Railway.....	16 30
do. per Steamer from Pittsburgh	11 00
Louisville, " " " "	12 00
St. Louis, " " " "	19 00
Toledo, per Railway.....	13 00
Chicago, " "	20 00

The river connections for Cincinnati, Louisville, and St. Louis, are made with first class boats, embracing those of the Pittsburgh and Cincinnati Steam Packet Line, which stand acknowledged as unsurpassed in the splendor of their accommodations.

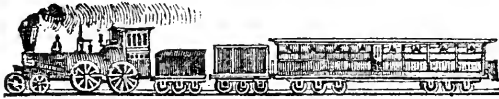
Racing is Strictly Prohibited on this Line.

BAGGAGE.

All Western Baggage is checked through to Pittsburgh. For Tickets, apply at the Calvert Station, corner of Calvert and Franklin-streets, Baltimore.

ALFRED GAITHER, *Sup't.*, Baltimore.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.



LENGTH, 98 miles.

USUAL TIME, 4½ hours.

PASSENGER CARS leave Philadelphia from corner Prime and Broad Streets at 8½ A. M. 12½* 2 & 10½ P. M. SUNDAYS, 10½ P. M.

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

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
PHILADELPHIA,	0	\$ cts.	BALTIMORE,	0	\$ cts.
Gray's Ferry,	3	20	Canton,		
Lazaretto,	11	35	Stemmer's Run,	9	35
Chester,	15	35	Chase's	15	60
Marcus Hook,	18	35	Harewood,		
Naaman's Creek,	20	35	Magnolia,	18	60
WILMINGTON,	28	60	Edgewood,		
Newport,	32	72	Perryman's	27	72
Stanton,	34	72	Aberdeen,		
Newark,	40	85	HAVRE DE GRACE,	35	85
Elkton,	46	1 35	Perryville,	37	85
Northeast,	52	1 60	Charleston,		
Charleston,			Northeast,	46	1 35
Perryville,	61	1 85	Elkton,	51	1 60
HAVRE DE GRACE,	62	1 85	Newark,	57	2 10
Aberdeen,	67	2 10	Stanton,	64	2 47
Perryman's,	71	2 10	Newport,	66	2 60
Edgewood,			WILMINGTON,	70	2 60
Magnolia,	79	2 35	Naaman's Creek,	78	2 85
Harewood,			Marcus Hook, ,	80	2 85
Chase's,	83	2 60	Chester,	83	2 85
Stemmer's Run,	89	2 85	Lazaretto,	87	2 85
Canton,			Gray's Ferry,	95	3 00
BALTIMORE,	98	3 00	PHILADELPHIA,	98	3 00

* By Steamboat from Frenchtown to Baltimore.

A Second Class Car is run with the Morning Train.

Fare \$2, Tickets for which are only sold at the office.

Charleston S. C. Wheeling, Va., Pittsburgh, Pa., and Washington D. C.,

Tickets through to these points can be procured at the Depot, Philadelphia. Fare to Charleston, \$19—Wheeling, \$11—Pittsburg, \$10—Washington, \$4 80.

J. R. TRIMBLE, Supt., Baltimore.

PHILADELPHIA AND READING RAILROAD.

USUAL TIME, 4 HOURS.

PASSENGER CARS leave Philadelphia daily at 7½ A. M. and 3½ P. M. for Pottsville, &c.

PASSENGER CARS leave Pottsville at 7½ A. M. and 3½ P. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
PHILADELPHIA,	0	\$ cts.	POTTSVILLE,	0	\$ cts.
Schuylkill Viaduct,	3	15	Mount Carbon,	1	5
Manayunk,	7	20	Schuylkill Haven,†	4	15
Conshohocken,	13	30	Orwigsburg,	7	20
Norristown,	17	40	Auburn,	10	30
Port Kennedy,	21	65	Port Clinton,*	15	45
Valley Forge,	23	70	Hamburg,	18	55
Phoenixville,	27	80	Mohrsville,	25	75
Royer's Ford,	32	95	Althouse's,	27	80
Limerick,	34	1 05	READING,	35	1 05
Pottstown,	40	1 20	Birdsboro',	44	1 30
Douglassville,	44	1 35	Douglassville,	48	1 45
Birdsboro',	49	1 50	Pottstown,	53	1 60
READING,	58	1 75	Limerick,	59	1 75
Althouse's,	66	2 00	Royer's Ford,	61	1 80
Mohrsville,	68	2 05	Phoenixville,	65	1 95
Hamburg,	75	2 25	Valley Forge,	69	2 05
Port Clinton,*	78	2 35	Port Kennedy,	71	2 10
Auburn,	83	2 50	Norristown,	76	2 35
Orwigsburg,	86	2 60	Conshohocken,	79	2 45
Schuylkill Haven,†	89	2 70	Manayunk,	86	2 55
Mount Carbon,	92	2 75	Schuylkill Viaduct,	89	2 65
POTTSVILLE,	93	2 75	PHILADELPHIA,	93	2 75

* Little Schuylkill Railroad diverges from this Station.

† Mine Hill Railroad diverges at this Station.

STAGE CONNECTIONS.—At Phoenixville for Yellow Springs, &c. At Pottstown for Boyerstown, Allentown, &c. At Reading for Lebanon, Harrisburg, Beriville, Jonestown, &c. At Pottsville for Northumberland, Sunbury, Danville, Catawissa, &c.

G. A. NICOLLS, *Eng. and Supt.*, Reading, Penn.

RAILROADS DIVERGING FROM PHILADELPHIA.

Names of Roads.	Stations.	Page.
Philadelphia, Wilmington & Baltimore,	Cor. Broad and Prime Sts.,	34
Philadelphia, Reading & Pottsville,	Cor. Broad and Vine Sts.,	35
Philadelphia, Germantown & Norrist'n,	Cor. 9th and Green Sts.,	42
Camden and Amboy, (New York Line.)	Foot of Walnut Street,	42
Columbia and Philadelphia,	Cor. Market and Oak Sts.,	37
Philadelphia and Westchester,	West Philadelphia.	
Philadelphia, Trenton, and New York,	Kensing'n & foot Waln't St.	40
Philadelphia and Germantown,	Cor. 9th and Green Streets.	

PENNSYLVANIA RAILROAD.

A CONTINUOUS RAILROAD FROM

Philadelphia to Pittsburgh, Pa., Massillon, Crestline, Cleveland, Cincinnati, O., Indianapolis, La Fayette, Terre Haute, Ind., and Chicago, Ill.

Being the Shortest and Quickest Route from the Atlantic Cities to the Great West.

Only \$11 to Cincinnati ; \$12 to Louisville ; \$19 to St. Louis.

Via Pennsylvania Railroad, and the following daily Steam Packets from Pittsburgh :—

BUCKEYE STATE, Capt. M. W. Beltshoover. Leaves Pittsburgh. Sunday—Leaves Cincinnati, Wednesday.

KEYSTONE STATE, Capt. Charles Stone. Leaves Pittsburgh, Monday—Leaves Cincinnati, Thursday.

ALLEGHENY, Capt. Chas. W. Batchelor. Leaves Pittsburgh, Tuesday—Leaves Cincinnati, Friday.

CRYSTAL PALACE, Capt. H. Kountz. Leaves Pittsburgh, Wednesday—Leaves Cincinnati, Saturday.

BRILLIANT, Capt. R. J. Grace. Leaves Pittsburgh, Thursday.—Leaves Cincinnati, Thursday.

PITTSBURGH, Capt. Hugh Campbell. Leaves Pittsburgh, Friday—Leaves Cincinnati, Monday.

MESSENGER, No. 2, Capt. John Klinefelter. Leaves Pittsburgh, Saturday—Leaves Cincinnati, Tuesday.

Boarding and Lodging on board the Packets Extra.

Pittsburgh to Cincinnati.....	\$2 00
“ Louisville,.....	3 00
“ St. Louis,.....	3 00

Fare through by Rail. from Phila. to Pittsburgh, in 19 hours, \$9 50

“ “ “ Massillon, — “ 10 00

“ “ “ Cleveland, 26 “ 10 00

“ “ “ Cincinnati, 38 “ 16 30

“ “ “ Chicago, 42 “ 20 00

The Cars will leave the Commonwealth's Station, N. E. Corner of Schuylkill Fifth and Market-streets.

THE MORNING TRAIN, at 7 a. m., through to Pittsburgh in 20 hours—passing through and stopping at Harrisburgh, Lewistown, Huntingdon, Hollidaysburgh, Johnstown, Greeneburgh, and intermediate places.

THE AFTERNOON EXPRESS TRAIN, through to Pittsburgh, in 19 hours ; Cleveland, in 26 ; Cincinnati, in 38 ; and Chicago, in 42 ; will leave at 10¼ p. m.

Passengers will find this the Pleasantest Route to New Orleans.

NOTICE.—In case of Loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding \$100.

THOS. MOORE, Agent, Penn. R. R. Co. Phila.
J. MESKIMEN, Agent, Pittsburgh.

RAILROAD ROUTE FROM PHILADELPHIA TO PITTSBURGH.

GOING WEST.

PASSENGER CARS leave Philadelphia daily at 7 A. M. and 8½ P. M. for Lancaster, Harrisburg, Hollydaysburgh, &c.

STATIONS,	Miles.	Fare.
PHILADELPHIA,	0	\$ cts.
Parkesburg,	45	1 30
LANCASTER,	70	2 00
Mount Joy,	82	2 40
Middletown,	97	2 75
HARRISBURG,	107	2 90
Rockville,	113	
Cove,	118	
Duncannon,	122	
Aqueduct,	125	
Baileysburg,	130	
Newport,	134	
Millerstown,	140	
Tuscarora,	147	
Mexico,	151	
Perrysville,	153	
Mifflin, (dine,)	156	
Lewistown,	168	4 25
McVeytown,	180	
N. Hamilton,	190	
Mount Union,	193	
Mapleton,	196	
Mill Creek,	199	
Huntingdon,	204	5 20
Petersburg,	211	
Spruce Creek,	217	
Tyrone,	224	
Fostoria,	230	
Altona,	238	
Hollydaysburg, (sup)	244	6 25
Summit,	254	
Jefferson,	264	
Half-way House,	266	
Johnstown,	278	7 60
Ninevah,	288	
New Florence,	293	
Lockport,	298	
Bolivar,	300	
Blairsville Junction,	305	
Latrobe, (dine,)	320	
Beaty's Station,	322	
Greenburgh,	340	
Turtle Creek,	348	
PITTSBURGH,	362	9 50

GOING EAST.

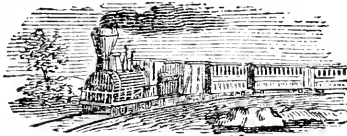
PASSENGER CARS leave Pittsburgh daily for Harrisburg, at 3 and 11 A. M., &c.

FARE \$9.50. TIME, 20 hours.

STATIONS.	Miles.	Fare.
PITTSBURGH,	0	\$ cts.
Turtle Creek	14	0 40
Greenburgh,	32	
Beaty's Station,	40	2 10
Latrobe, (dine,)	42	2 20
Blairsville Junction,	57	2 60
Bolivar,	62	2 75
Lockport,	64	2 85
New Florence,	69	2 95
Ninevah,	74	3 10
Johnstown,	84	3 40
Half-way House,	94	4 10
Jefferson,	98	4 30
Summit,	108	4 85
Hollydaysburg, (sup)	118	5 40
Altona,	124	
Fostoria,	132	
Tyrone,	138	
Spruce Creek,	145	
Petersburgh,	151	
Huntingdon,	158	
Mill Creek,	163	
Mapleton,	166	
Mount Union,	169	
N. Hamilton,	172	
McVeytown,	182	
Lewistown,	194	
Mifflin, (dine,)	206	
Perrysville,	209	
Mexico,	211	
Tuscarora,	215	
Millerstown,	222	
Newport,	228	
Baileysburg,	232	
Aqueduct,	237	
Duncannon,	240	
Cove,	244	
Rockville,	249	
HARRISBURG,	255	
Middletown,	265	
Mount Joy,	280	
LANCASTER,	290	
Parkesburg,	317	
PHILADELPHIA,	362	9 50

OHIO AND PENNSYLVANIA RAILROAD.

SUMMER ARRANGEMENT.



EXTENDING FROM PITTSBURGH TO CRESTLINE, O.
LENGTH, 185 Miles.

Express Train leaves Pittsburgh at 5 o'clock, A. M.; breakfast at Alliance; stops only at the principal Stations, and dines at Crestline at 1 o'clock, P. M.; arriving at Cincinnati in the evening. Fare from Pittsburgh to Cincinnati, \$7 75; to Columbus, \$5 25. This train connects at Mansfield with the Sandusky, Mansfield, Newark, and Zanesville Road. Fare to Sandusky City, \$4 50; to Newark, \$4 50; to Zanesville, \$5 00.

Mail Train leaves Pittsburgh at 8 30 A. M.; dines at Alliance; connects with a train to Cleveland, and reaches Crestline at 6 o'clock, P. M.; connecting with the Night Train to Columbus and Cincinnati.

Extra Passenger Train leaves Pittsburgh at 11 o'clock, A. M., and connects at Alliance with Evening Train to Cleveland.

RETURNING:

The Express Train leaves Crestline at 1 30 P. M.; Mansfield at 2 P. M.; and Alliance at 6 15 P. M., and reaches Pittsburgh at 9 30 P. M.; connecting with the Express Train to Philadelphia and Baltimore, which leaves Pittsburgh at 10 30 P. M. Time from Cincinnati to Pittsburgh, 15 hours—FARE \$7 75. From Cincinnati to Philadelphia or Baltimore, \$15 00.

Mail Train leaves Crestline at 7 A. M.; dines at Alliance; connects with Express Train from Cleveland, and arrives at Pittsburgh at 5 P. M.

Extra Passenger Train leaves Alliance at 10 30 P. M., and arrives at Pittsburgh at 2 A. M.

Connections are made with Detroit and Chicago both by Cleveland and Sandusky City.

New Brighton Accommodation Train leaves Pittsburgh at 10 A. M. and 5 30 P. M., and New Brighton at 7 A. M. and 1 P. M. Excursion Tickets \$1. Quarterly Tickets at reduced rates.

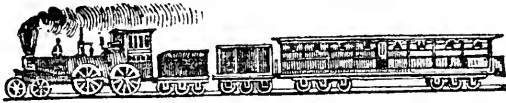
Freight Train leaves Pittsburgh at 5 30 A. M. and arrives at 4 15 P. M.

☞ The Trains do not run on Sunday.

Passengers are requested to procure Tickets at the Company's Office, at the Federal street Station, of

GEORGE PARKIN, *Ticket Agent,*
Pittsburgh.

NEW YORK TO PHILADELPHIA.



NEW JERSEY RAILROAD, 31 miles.

NEW BRUNSWICK AND TRENTON, 28 “

PHILADELPHIA AND TRENTON, 28 “

FARE, in Second Class Cars, \$2 50 USUAL TIME, 4 hours.

PASSENGER TRAINS leave New York from foot Liberty street, daily, (Sundays excepted,) at 6 8 & 9 A. M. 4½ & 5½ P. M. for Philadelphia.

SUNDAYS, at 5.30 P. M.

PASSENGER TRAINS leave Philadelphia daily, (Sundays excepted,) at 1½, 7 & 9 A. M. & 4½ & 5½ P. M. from Kensington or foot Walnut st. for New York.

SUNDAYS, at 5.30 P. M.

STATIONS.	Miles.	Fare.
NEW YORK,	0	\$ cts.
Jersey City,	1	
Newark,*	9	25
Elizabethtown,†	15	31
Rahway,	20	31
Uniontown,	23	37
Metuchin,	27	50
New Brunswick,	31	50
Kingston,	44	1 12
Princeton,	48	1 25
Trenton,‡	58	2 25
Morrisville, Pa.	59	
Bristol,	63	2 75
Tacony,	80	2 88
Kensington,	87	3 00
PHILADELPHIA,	88	3 00

STATIONS.	Miles.	Fare.
PHILADELPHIA,	0	\$ cts.
Kensington,	2	
Tacony,	8	13
Bristol,	20	25
Morrisville,	29	
Trenton, N. J.	30	75
Princeton,	40	1 00
Kingston,	44	1 12
New Brunswick,	57	2 25
Metuchin,	61	
Uniontown,	65	
Rahway,	68	2 50
Elizabethtown,	73	2 62
Newark,	79	2 75
Jersey City,	87	3 00
NEW YORK,	88	3 00

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

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

‡ The Belvidere and Delaware Railroad commences at this Station. Finished to Milford, N. J., 34 miles.

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

Through Tickets for Baltimore, Washington, Norfolk and Charleston, sold at the Ticket Offices on this line, and checks given for through baggage.

NEW JERSEY RAILROAD.*NEW YORK AND PHILADELPHIA, DIRECT.***U. S. Mail and Express Lines, Through in 4 Hours.**

Leave New York, foot of Cortlandt street, at 6, 8 and 9 A. M. and 4½ and 5½ P. M.

Leave Philadelphia, at 1½ A. M., *via* Kensington, 7 and 9 A. M., and 4½ and 5½ P. M., foot of Walnut street.

FARE—\$3; second class, \$2 50 in 8 A. M. from New York, and 4½ P. M. from Philadelphia. Through Tickets sold and passengers and through baggage carried for Baltimore, Washington, Norfolk and Charleston, in the 8 and 9 A. M., and 4½ and 5½ P. M. trains, and connections certain with extra trains if behind time. Passengers with baggage cross the Ferry fifteen minutes before the trains leave.

Philadelphia trains leaving New York at 9 A. M., and 5½ P. M. carry no way passengers except from New York and Newark to and beyond New Brunswick; the 6 and 8 A. M., and 4½ P. M. trains carry passengers from Elizabethtown and Rahway also.

NEW YORK AND NEWARK.

Leave New York, at 6*, 7, 7:30, 8, 8:30, 9, 10, 10:30, 11 and 11:30 A. M., 12 M., and 1, 2, 3, 3:30, 4, 4:30, 5, 5:30, 6, 6:30, 7 and 8 P. M., 10 and 11:30 P. M., every night. On Sundays leave New York at 5:30 P. M., Newark at 9*.

NEW YORK AND ELIZABETHTOWN.

Leave New York, at 6*, 8*, 8:30, 10:30 A. M., 12 M., 2, 3, 4, 4:30, 5:30 and 6:30 P. M.; 11:30 Wednesday, and 10 P. M., Saturday nights.

Leave Elizabethtown, at 4:30*, 5:30, 7:15, 8:15, 9:45, 11*, 11:45, A. M., 12:15*, 2:45, 3:45, 6:15, 7:45*, 8:45*, P. M.; 10:45 Wednesday, and 9:15 Saturday nights. On Sundays leave New York at 5:30*, P. M., Elizabethtown at 8:45, P. M., for New York, nearly every half-hour during the day.

NEW YORK AND NEW BRUNSWICK.

Leave New York, at 6*, 8*, 9*, A. M., 12*, M., 3*, 4:30*, 5:30*, 5:30 Way.

Leave New Brunswick, at 4, 4:30*, 7:30, 10:15*, 11:45*, A. M., 2, 7:15*, and 8:15*, P. M. On Sundays leave New York at 5:30 P. M., New Brunswick at 8* P. M.

Those marked thus (*) are the Philadelphia Trains and leave immediately after their arrival. Fare (except in the Philadelphia Trains,) to or from New York and Newark, 25 cents; Elizabethtown and Rahway, 31½ cents; New Brunswick, 50 cents.

NEW YORK, MORRISTOWN AND DOVER.

Leave New York for Morristown, Dover, and intermediate places at 8:30, 11 (Freight) A. M. and 4 P. M. to Dover, and 6 P. M. to Morristown.

NEW YORK, SOMERVILLE, WHITEHOUSE & EASTON.

Leave New York for Somerville, Easton, and intermediate places at 8 A. M., 12 M., and 4 P. M. for Easton, and 5:30 P. M. for Somerville.

FREIGHT ACCOMMODATION.

Freight received at the foot of Liberty street, New York, for Elizabethtown, Rahway, New Brunswick, Princeton, Trenton, &c.

NEW YORK TO PHILADELPHIA.

VIA CAMDEN AND AMBOY LINE.



STEAMBOAT ROUTE, (N. York to South Amboy,) 27 miles.

CAMDEN AND AMBOY RAILROAD,

62 "

FARE, in Second Class Cars, \$2 00.

USUAL TIME, 4½ hours.

PASSENGERS leave New York daily, (Sundays excepted,) at 10 A. M. and 2 P. M. from Pier No. 1, N. River, near the Battery, by Steamer JOHN POTTER, Capt. J. Simpson.

PASSENGERS leave Philadelphia daily, (Sundays excepted,) at 10 A. M. and 2 P. M. from foot Walnut Street, by ferry boat for Camden, N. J.

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

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

☞ MEALS provided on the Steamer.

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

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

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

I. BLISS, *Agent*, 7 Battery Place, New York.

W. H. GATZMER, *Agent*, Philadelphia.

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

CAMDEN AND AMBOY RAILROAD. FOR PHILADELPHIA.

From Pier No. 1, North River, foot of Battery Place.
Two lines daily, (Sundays excepted,) at 10 A. M. and 2 P. M.

THE MORNING LINE

will leave pier No. 1, North River, foot of Battery Place, at 10 A. M. by the fast and commodious steamer **TRENTON**, Capt. Charles Hinkle, for South Amboy, thence by the superior cars of the Company to Bordentown, there take the splendid new iron steamer **RICHARD STOCKTON**, arriving at Philadelphia about 4 P. M.

Fare,.....\$2 00.

AFTERNOON EXPRESS LINE

Leaves as above by steamer **JOHN POTTER**, Capt. J. Simpson, at 2 P. M., stopping at West's, Hightstown, Bordentown, and Burlington, arriving at Philadelphia at 6 30 P. M.

F A R E .

In first class cars,\$3 00

2d class passengers, by 2 P. M. line only, 2 00

To Freehold and Monmouth, by either line,..... 87½

☞ Dinner provided on board the boat.

EMIGRANT LINE, at 4 P. M.—Passengers leave by the Steamboat **ATLAS**, Capt. John Gould, daily, (Sundays excepted) at 4 P. M. For South Amboy, proceed by cars to Bordentown, there take steamboat **BURLINGTON**, and arrive at Philadelphia the next morning at 8 o'clock. Fare \$1 50.

I. BLISS, *Agent*, New-York.

FOR NEW YORK AND INTERMEDIATE PLACES.

EXPRESS LINE.

Passengers leave at 2 P. M., from Walnut-street wharf. Fare \$3. Through in 4½ hours.

Returning, leave New-York from Pier No. 1, N. River at 2 P. M.

ACCOMMODATION LINE,

To New-York at 10 A. M., by steamboat **RICHARD STOCKTON**. Fare \$2. Through in 6 hours.

Returning, leave New-York, at 10 A. M.

EMIGRANT LINE,

At 4 o'clock, P. M. Fare \$1 50.

STEAMBOAT RICHARD STOCKTON,

At 10 A. M. for Tacony, Beverly, Burlington, Bristol and Bordentown.

STEAMBOAT JOHN STEVENS,

At 2.30 P. M. for Bordentown and intermediate places.

RAILROAD WAY LINE FOR BORDENTOWN AND INTERMEDIATE PLACES.

At 4 o'clock, P. M., from Walnut-street wharf.

For Freehold, at 10 A. M. and 2 P. M.

For Lambertville, at 9 A. M. and 2.30 P. M.

For Mount Holly, at 9 A. M. and 2.30 and 4 P. M.

☞ Ticket Office for Lines, on board the boat.

Office for Inquiry, 44 Delaware avenue.

WM. H. GATZMER, *Agent*, Philadelphia.

CENTRAL RAILROAD OF NEW JERSEY.

Extending from ELIZABETHPORT, N. J. to EASTON, Penn., 64 miles.

The steamer RED JACKET, Capt. Degroot, will leave Pier No. 1, North River, daily, (Sundays excepted,) at 8 A. M., 12 M., & 3³/₄ P. M., for Elizabethport, 14 miles, connecting with Trains of Cars on the Central Railroad of New Jersey.

Returning, Cars leave Phillipsburg, opposite Easton, at 6 and 9 A. M., and 3.15 P. M.

USUAL TIME, through to New-York, 4 hours.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
NEW YORK,	0	\$ cts.	EASTON,	0	\$ cts.
Elizabethport,	14	18	Phillipsburg,		
Elizabethtown,*	16	25	Springtown,		12
Cranesville,	21	37	Bloomsbury,		18
Westfield,	23	37	Bethlehem,		25
Scotch Plains,	26	50	Asbury,		31
Plainfield,	28	50	New Hampton,		37
Newmarket,	31	56	Clarkville,		43
Boundbrook,	35	62	Clinton,	20	58
Somerville,	40	75	Lebanon,		62
Raritan,	41	75	White House,	28	75
North Branch,	45	87	North Branch,	32	87
White House,	50	1 00	Raritan,	37	1 00
Lebanon,		1 12	Somerville,	38	1 00
Clinton,	58	1 19	Boundbrook,	43	1 02
Clarkville,		1 31	Newmarket,	47	1 18
New Hampton,		1 38	Plainfield,	50	1 25
Asbury,		1 44	Scotch Plains,	52	1 25
Bethlehem,		1 50	Westfield,	55	1 37
Bloomsbury,		1 56	Cranesville,	57	1 37
Springtown,		1 63	Elizabethtown,*	62	1 50
Phillipsburg,		1 75	Elizabethport,	64	1 56
EASTON,	78	1 75	NEW YORK,	78	1 75

* Intersects New Jersey Railroad at this Station.

An additional train leaves New York for Somerville at 6 P. M.; returning, leaves Somerville for New York at 6 A. M.

STAGES will leave Plainfield 10 A. M. on Wednesdays, and 3.45 P. M. on Mondays and Saturdays for Baskingridge; Boundbrook 3.45 P. M., daily, for Millstone; Somerville 3.45 P. M., daily, for Pluckamin and Peapack; Whitehouse 8 A. M., daily, for Flemington; New Hampton 8 A. M., daily, for Belvidere; and Phillipsburg, daily, for Wilkesbarre Bethlehem, Allentown, Mauch Chunk and Reading, Penn.

JOHN O. STEARNS, Supt., Elizabethtown, N. J.

N. JERSEY CENTRAL R.R. STEAMBOAT LINE.

The steamboat RED JACKET, Capt. Degroot, will leave Pier No. 1, North River, daily, (Sundays excepted,) at 8, 10 and 12 A. M., and 3.45 and 4³/₄ P. M., for Elizabethport.

J. H. DEMAREST, Agent, Pier No. 1, N. River, N. Y.

NEW YORK AND ERIE RAILROAD.

LENGTH, 469 MILES. FARE, \$7 50.

Great Western and South-Western U. S. Mail Route.

For Canandaigua, Rochester, Buffalo, Dunkirk, Erie, Cleveland, Columbus, Cincinnati, Louisville, Nashville, Memphis, St. Louis, Sandusky, Toledo, Detroit, Chicago, & N. Orleans.

Five Passenger Trains Daily, from New York to Dunkirk & Buffalo.

On and after Monday, May 2, Trains will leave New York from foot of Duane Street, as follows :

First Buffalo Express Train.—At 6 a. m. Through in 14½ hours, without change of Cars or Baggage. Passengers by this Train connect at Buffalo with the Lake Shore Railroad, and with the Splendid United States Mail Steamers,

SOUTHERN MICHIGAN,.....Capt PERKINS,
NORTHERN INDIANA,.....“ PHEATT,
EMPIRE STATE.....“ WILSON,

For Cleveland and Toledo direct, without landing, connecting with Express Trains on Michigan Southern Railroad, for Chicago and St. Louis, and all points on Lake Michigan, and with the Cleveland, Columbus, and Cincinnati Railroad, for Cincinnati, and all points on the Ohio and Mississippi Rivers.

Second, Chicago and Cincinnati Express Train.—At 6 a. m. Passengers by this Train connect at Dunkirk with the “Lightning” Express Train on the Lake Shore Railroad, and with the above named Steamers, reaching all points in the West and South-West in advance of any other Route, and without riding nights on Railroads.

Third, Lake Erie Express Train.—At 7 a. m. Passengers by this Train, connect at Dunkirk with the Lake Shore Railroads, and with Steamers as above.

Fourth, Mail Train.—At 9 a. m. Stopping at all the Way Stations, and at Elmira over night.

Fifth, Night Express Train.—At 6 p. m. This Train connects at Dunkirk with the Express Train on the Lake Shore Railroads, and with the splendid United States Mail Steamers,

NIAGARA,Capt. MILLER,
KEYSTONE STATE,.....“ RICHARDS,
QUEEN CITY,“ WILKINS,

For Detroit direct, without landing, connecting with Express Train on the Michigan Central Railroad at Detroit, for Chicago, St. Louis, and all ports on Lake Michigan.

One Passenger Train on Sunday, Evening Express at 6 p. m.

Through Tickets can be had at the Offices of the New York and Erie Railroad Company, foot of Duane Street, and No. 1 Courtlandt Street.
 CHAS. MINOT, *Sup't.*, New York.

BUFFALO AND NEW YORK CITY RAILROAD.

WITHOUT CHANGE OF CARS.

From New York to Buffalo, via New York and Erie Railroad to Hornellsville.


6 a. m. Buffalo Express Train. Through to Buffalo without change of Cars, arriving at Hornellsville at 5 30 p. m. ; and at Buffalo at 8 20 the same evening. Connecting at Buffalo with Splendid Steamers on the Lake for Cleveland, Sandusky, Toledo, Detroit, and with the Railroads South and West from each of those places ; and also with the State Line Railroad at Buffalo.

9 a. m. Mail Train. Stopping at all the Way Stations.

6 p. m. Express Train. Arriving at Hornellsville at 6 48 a. m. ; and at Buffalo at 10 in the morning. Connecting with the State Line Railroad.

7 45 p. m. Emigrant Train. Stopping at the Way Stations.

One Express Train only on Sunday, at 6 p. m.

 Baggage checked through to Buffalo.

Passengers leave New York from the foot of Duane-st. Tickets can be had at 25 Courtlandt-st., and at the Office of the New York and Erie Railroad, foot of Duane-st.

J. G. HOYT, Superintendent, Buffalo, N. Y.



CANANDAIGUA AND ELMIRA RAILROAD.

SUMMER ARRANGEMENT.

The Trains will leave Canandaigua for New York, as follows :

Day Express.—Sundays excepted.—At 8 40 a. m., stopping at the principal stations on the New York and Erie Railroad, arriving in New York at 9 32 p. m., same evening.

Mail Train.—Sundays excepted.—At 1 p. m., stopping at all stations, and arriving at New York at 7 10 a. m. next morning.

Night Express.—At 9 30 p. m., (Saturday excepted.) Connecting at Elmira with the Cincinnati Express Train, on the New York and Erie Railroad.

Freight Train.—On Monday, Wednesday, and Friday. Connecting at Elmira with the Express Freight Trains for New York.

WILLIAM G. LAPHAM, Superintendent, Elmira, N. Y.

**PEOPLE'S LINE OF
STEAMBOATS TO ALBANY,**

THENCE BY

RAILROAD TO BUFFALO, CINCINNATI, AND CHICAGO,

And other Western Cities ; and

SARATOGA, WHITEHALL, ROUSE'S POINT, MONTREAL,

And other Northern Cities.

Affording Safety, Comfort, and Speed to the Traveler.

THE NEW AND SPLENDID STEAMERS

ISAAC NEWTON,

1,450 TONS. COM. WM. H. PECK.

Leaves New York from the Pier between Courtlandt and Liberty Streets, every

Monday, Wednesday, and Friday, at Six P. M.

Arriving in Albany in ample time for the First Express Trains West, North, and East.

HENDRIK HUDSON,

1,190 TONS. COM. A. P. ST. JOHN.

Leaves New York from the Pier between Courtlandt and Liberty Streets, every

Tuesday, Thursday, and Saturday, at Six P. M.

Arriving in Albany in ample time for the First Express Trains, West, North and East.

Baggage taken to and from the Railroad and Steamboats free of expense to the Passenger. Passengers can prepay their fare, and have their Baggage Checked on the Wharf, at the Boats.

Extensive arrangements have also been made for doing a *Regular Freighting Business at very Low Rates*, and with unprecedented despatch. Contracts through to all the Stations on the Central Line can be made at the New York Office.

THE NEW WORLD AND OREGON

Will run between New York and Albany, from the Chambers-street Pier, at 7 a. m., as a **DAY LINE.**

FARE FROM NEW YORK TO

Utica,	\$2 56	Chicago,	\$16 00
Syracuse,	3 62	St. Albans,	23 50
Rochester,	5 60	Montreal,	5 00
Buffalo,	6 50	Toronto,	7 50
Cleveland,	8 50	Hamilton,	8 00
Sandusky,	9 00	Cape Vincent,	5 60
Cincinnati,	14 00	Kingston, C. W.	5 90
Detroit,	11 00	Ogdensburgh,	6 50


I. NEWTON, *Agent*, New York,

People's Line Office, on the Wharf bet. Courtlandt & Liberty Sts.

RAILROAD ROUTE, From New York to Albany and Troy, Via NEW YORK AND HARLEM RAILROAD,

Extending from the City Hall, New York, to Chatham Four Corners, Columbia Co., 130 miles, connecting with the Albany and West Stockbridge Railroad, 23 miles East of Albany.

PASSENGER CARS leave New York from City Hall at 7 9 A. M. and 3 $\frac{3}{4}$ P. M., for Chatham 4 Corners, and Albany. *Through Fare*, \$1. *Returning*—Leave East Albany at 7 $\frac{1}{2}$ & 10 $\frac{3}{4}$ A. M., 5 P. M. for N. Y. & c.

 In addition to the above, Cars leave New York several times daily for Williams' Bridge and White Plains.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
NEW YORK,	0	\$ cts.	EAST ALBANY,	0	\$ cts.
32d Street,	3	0 00	Schodack,	8	
Yorkville,	5 $\frac{1}{2}$	0 00	Kinderhook,	16	
Harlem,	8	0 12	<i>Chatham Four Cor.</i> ,	23	
Morrisania,	10	0 15	Ghent,	25	
Fordham,	12 $\frac{1}{2}$	0 20	Martindale,	34	
Williams' Bridge,	14	0 25	Hillsdale,	41	
Bronxville,	19		Copake,	45	
Tuckahoe,	20	0 37	Boston Corners,	50	
Scarsdale,	22 $\frac{1}{2}$		Millerton,	57	
<i>White Plains</i> ,	26	0 50	Amenia,	65	
Unionville,	32		Dover Plains,	73	
Pleasantville,	34	0 62	South Dover,	80	
New Castle,	40	0 75	Pawling's,	86	
Bedford,	42 $\frac{1}{2}$	0 88	Patterson,	89	
Whitlockville,	45	0 88	Towner's,	92	
Golden's Bridge,	47		Brewster's,	97 $\frac{1}{2}$	
Croton Falls,	51	1 00	Croton Falls,	102	
Brewster's,	55 $\frac{1}{2}$	1 10	Golden's Bridge,	106	
Towner's,	61		Whitlockville,	108	
Patterson,	64	1 30	Bedford,	110 $\frac{1}{2}$	
Pawling's,	67	1 40	New Castle,	113	
South Dover,	73	1 50	Pleasantville,	119	
Dover Plains,	80	1 50	Unionville,	121	
Amenia,	88	1 79	<i>White Plains</i> ,	127	
Millerton,	96	1 90	Scarsdale,	130 $\frac{1}{2}$	
Boston Corners,	103	2 10	Tuckahoe,	133	
Copake,	108		Bronxville,	134	
Hillsdale,	112	2 25	Williams' Bridge,	139	
Martindale,	119	2 25	Fordham,	140 $\frac{1}{2}$	
Ghent,	128	2 25	Morrisania,	143	
<i>Chatham Four Cor.</i> ,	130	2 25	Harlem,	145	
Kinderhook,	137		Yorkville,	147 $\frac{1}{2}$	
Schodack,	145		32 Street,	150	
EAST ALBANY,	153		NEW YORK,	153	1 00

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

NEW YORK AND HARLEM RAILROAD.*SUMMER ARRANGEMENTS.*

FARE, \$1 TO ALBANY !.....By EXPRESS TRAINS.

TRAINS leave, (Sundays excepted.) City Hall Station, corner of Tryon Row and Centre street. Albany Express Trains from the new Depot, corner White and Centre streets. Passengers can also procure Tickets, and have their baggage checked at Bowery and Broome street, and Fourth avenue and Twenty-sixth street Stations.

1st Train, 7 00 A. M.—Way Mail Train to Ghent—stopping at all Way Stations.

2d Train, 9 A. M.—Albany Express Train—stopping at Croton Falls and Chatham Four Corners.

3d Train, 10 30 A. M.—Croton Falls Train—stopping at all Way Stations.

4th Train, 2 P. M.—Millerton Accommodation Train—stopping at all Stations north of Fordham.

5th Train, 3 35 P. M.—Croton Falls Train—stopping at all Way Stations.

6th Train, 3 45 P. M.—Albany Express Train—stopping at Croton Falls and Chatham Four Corners.

7th Train, 5 30 P. M.—Croton Falls Train—stopping at all Way Stations.

8th Train, 6 30 P. M.—White Plains Train—stopping at all Way Stations.

OTHER LOCAL ACCOMMODATION TRAINS,

Will leave City Hall Station for Fordham at 6 30 and 8 A. M., and Williams' Bridge at 9 30 and 11 30 A. M., 1, 2 30, 4, 5, 8, 9 30, and 11 P. M.

M. SLOAT, *Sup't.*, New York.

LONG ISLAND RAILROAD.

LENGTH, 95 Miles.....FARE \$2.

PASSENGER TRAINS run as follows, Sundays excepted :—

Passenger Trains moving East.

Leave Brooklyn at 8 30 A. M. for Jamaica ; 10 A. M. for Greenport ; 12 M. for Hempstead ; 3 30 P. M. for Farmingdale ; 6 P. M. for Hempstead ; 8 P. M. for Jamaica.

On Saturdays the 3 30 P. M. train will run to Yaphank.

RETURNING—Leave Yaphank every Monday at 5 40 A. M. for Brooklyn.

FREIGHT TRAIN leaves Brooklyn at 7 A. M. for Greenport.

Passenger Trains moving West.

Leave Greenport at 10 A. M. for Brooklyn.

Leave Farmingdale at 7 A. M. and 12 50 P. M. for Brooklyn.

Leave Hempstead at 6 20 A. M. and 3 40 P. M. for Brooklyn.

Leave Jamaica at 6, 7, 7 55, and 10 A. M. and 1 45 and 4 20 P. M. for Brooklyn.

FREIGHT TRAIN leaves Greenport at 8 A. M. for Brooklyn.

WM. E. MORRIS, *President*, Brooklyn.

RAILROAD ROUTE FROM NEW YORK TO ALBANY AND TROY.

HUDSON RIVER RAILROAD, 144 miles.

TROY AND GREENBUSH RAILROAD, 6 "

PASSENGER CARS leave New York, from Chambers street, for
Albany and Troy, 6, 8 & 10½ A. M., and at 1, 5, & 6, P. M.

Usual Time, 4 hours.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
New York, . . .	0		Troy,	0	
31st Street, . . .	3		East Albany, . . .	6	
Manhattanville, . .	8		Castleton, . . .	14	
Tubby Hook, . . .	11½		Schodack, . . .	17	
Spuyt'n Duyvil Cr.	12½		Stuyvesant, . . .	24	
Yonkers,	17		Coxsackie Ferry, . .	27	
Hastings,	21		Stockport, . . .	30	
Dobb's Ferry, . . .	22		Hudson,	34	
Dearman,	24		Oak Hill,	40	
Tarrytown,	27		East Camp,	45	
Sing Sing,	32		Tivoli,	50	
Croton,	35½		Barrytown,	54	
Verplank's,	41		Rhinebeck,	60	
Peekskill,	43		Staatsburgh, . . .	65	
Garrison's,	51		Hyde Park,	70	
Cold Spring,	54		POUGHKEEPSIE, . .	75	
Fishkill,	60		Milton Ferry, . . .	80	
Low Point,	64		New Hamburg, . . .	84	
New Hamburg,	66		Low Point,	86	
Milton Ferry,	70		Fishkill,	90	
POUGHKEEPSIE, . . .	75		Cold Spring,	96	
Hyde Park,	81		Garrisons,	99	
Staatsburgh,	85		Peekskill,	107	
Rhinebeck,	90		Verplanks,	109	
Barrytown,	96		Croton,	114½	
Tivoli,	100		Sing Sing,	118	
East Camp,	105		Tarrytown,	123	
Oak Hill,	110		Dearman,	126	
Hudson,	116		Dobb's Ferry, . . .	128	
Stockport,	120		Hastings,	129	
Coxsackie Ferry, . .	123		Yonkers,	133	
Stuyvesant,	126		Spuyt. Duyvil Cr.	137½	
Schodack,	133		Tubby Hook,	138½	
Castleton,	136		Manhattanville, . .	142	
East Albany,	144		31st. Street,	147	
TROY,	150	156	NEW YORK,	150	156

For Tarrytown at 3 P. M., and an Evening train at 11 o'clock.

For Poughkeepsie at 7 A. M. & 4 P. M. — Peekskill at 5 50 P. M.

SUNDAY TRAINS from Canal street at 7 30 A. M. for Poughkeepsie, and at 5 P. M. for Albany, stopping at all Way Stations.

HUDSON RIVER RAILROAD.**NEW YORK TO AND FROM ALBANY AND TROY.**

Passenger Trains run as follows :—

GOING NORTH.

Leave New York, from the Office, corner Chambers street and College Place, at

6 A. M. Express Train for Albany and Troy, connecting with Northern and Western Trains. Through in 4 hours.

7 A. M. Poughkeepsie Way Freight and Passenger Train, stopping at all Stations.

8 A. M. Mail Train for Albany and Troy, stopping at all Mail Stations north of Peekskill.

10 30 A. M. To Albany, Way Freight and Passenger Train, stopping at all Stations.

1 P. M. Way Train for Albany and Troy, connecting with the Express Train leaving Albany at 6:30 P. M. for Buffalo.

3 P. M. To Tarrytown, stopping at all Way Stations.

4 P. M. To Poughkeepsie, stopping at all Way Stations.

5 P. M. Way Train for Albany and Troy, stopping only at Peekskill, Cold Spring, Fishkill, Poughkeepsie, and Stations north, on signal.

5:30 P. M. To Peekskill, stopping at all Way Stations.

6 P. M. Emigrant and Freight Train for Albany and Troy, stopping at all Way Stations.

11 P. M. To Tarrytown, stopping at all Way Stations.

GOING SOUTH.

Leave Troy Engine Station at 5:30 A. M., and Albany at 5:45 A. M. Way Mail and Freight Train for New York, stopping at all Stations.

Leave Troy Engine Station at 7:30 A. M., and Albany at 7:45 A. M. Express Train for New York, stopping only at Hudson, Rhinebeck, Poughkeepsie, Fishkill, Cold Spring and Peekskill.

Leave Troy Engine Station at 10:30 A. M., and Albany at 10:45 A. M. Way Train, stopping at all the Way Stations.

Leave Albany at 3:15 P. M., Way Train for Poughkeepsie, stopping at all Stations.

Leave Troy Engine Station at 5 P. M., and Albany at 5:15 P. M. Way Train for New York.

Leave Troy Engine Station at 7:30 P. M., and Albany at 7:45 P. M. Express Train, stopping only at Hudson, Poughkeepsie and Peekskill.

Leave Albany at 8:30 P. M. Milk, Freight and Passenger Train, stopping at all Stations on signal.

LEAVE POUGHKEEPSIE FOR NEW YORK,

At 6:50 A. M. stopping at all Stations above Peekskill.

LEAVE PEEKSKILL FOR NEW YORK,

At 6:30 A. M., stopping at all Way Stations.

LEAVE TARRYTOWN FOR NEW YORK,

At 5 P. M., stopping at all Stations.

SUNDAY TRAINS.

Leave Canal street 7 30 A. M. for Poughkeepsie, and 5 P. M. for Albany, stopping at all Way Stations.

Leave Albany for New York at 5 P. M., stopping at all Stations.

EDMUND FRENCH, Sup't., New York.


RAILROAD ROUTE

FROM NEW YORK TO BOSTON, VIA NEW HAVEN.

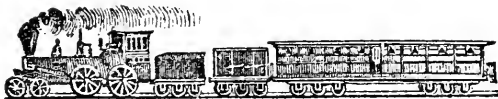
NEW YORK AND NEW HAVEN RAILROAD.....	77 miles.
NEW HAVEN, HARTFORD, AND SPRINGFIELD RAILROAD ...	62 "
WESTERN RAILROAD, (from Springfield to Worcester,) ...	54 "
BOSTON AND WORCESTER RAILROAD	44 "

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

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

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

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



NEW YORK AND NEW HAVEN RAILROAD.
 CONNECTING WITH THE
**HOUSATONIC, NAUGATUCK, CANAL, NEW LONDON, AND
 HARTFORD AND SPRINGFIELD RAILROADS.**

TRAINS FROM NEW YORK.

- 7 00 A. M. ACCOMMODATION TRAIN to New Haven.
 8 00 A. M. EXPRESS TRAIN for Boston, stopping at Stamford and Bridgeport.
 9 10 A. M. SPECIAL TRAIN for Port Chester.
 11 30 A. M. ACCOMMODATION TRAIN for New Haven.
 3 00 P. M. EXPRESS TRAIN for New Haven, stopping at Stamford, Norwalk and Bridgeport.
 4 00 P. M. ACCOMMODATION TRAIN for New Haven.
 5 00 P. M. EXPRESS TRAIN for Boston, stopping at New Haven.
 5 38 P. M. COMMUTATION TRAIN for New Haven.
 6 30 P. M. SPECIAL TRAIN for Port Chester.

TRAINS INTO NEW YORK.

- 5 30 A. M. SPECIAL TRAIN from Port Chester.
 5 00 A. M. COMMUTATION TRAIN from New Haven.
 6 15 A. M. ACCOMMODATION TRAIN from New Haven.
 8 15 A. M. ACCOMMODATION TRAIN from New Haven.
 9 35 A. M. EXPRESS TRAIN from New Haven, stopping at Bridgeport, Norwalk and Stamford.
 1 07 P. M. BOSTON EXPRESS TRAIN, stopping at Bridgeport, Norwalk and Stamford.
 4 00 P. M. SPECIAL TRAIN from Port Chester.
 4 00 P. M. ACCOMMODATION TRAIN from New Haven.
 9 00 P. M. BOSTON EXPRESS TRAIN, stopping at Bridgeport, Norwalk and Stamford.

**NEW HAVEN, NAUGATUCK RAILROAD AND BRIDGE-
 PORT SPECIAL TRAIN.**

TRAINS FROM NEW HAVEN.

- 10 10 A. M. for Bridgeport, stopping at the Junction to connect with Train of Naugatuck Railroad to Winstead.
 5 35 P. M. for Bridgeport, stopping at Junction to connect with Train of Naugatuck Road to Winstead.

TRAINS FROM BRIDGEPORT.

- 6 20 A. M. for New Haven, connecting with Train of Naugatuck Railway from Waterbury.
 4 00 P. M. for New Haven, connecting with Train of Naugatuck Road from Winstead.

GEO. W. WHISTLER, Jr., Supt., NEW HAVEN, CONN.

NEW HAVEN AND NEW LONDON RAILROAD.

LENGTH, 50 miles, . . . FARE, \$1.45.

PASSENGER TRAINS

GOING EAST,

Leave New Haven daily, (Sundays excepted),
Accommodation Train, 7.30 A.M.
Express " 11. "
Accommodation " 6.45 P.M.

GOING WEST,

Leave New London daily, (Sundays excepted),
Accommodation Train, 6.30 A.M.
Express " 10.25 "
Accommodation " 6 P.M.

Usual time from New Haven to New London, 2½ hours.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
NEW HAVEN, . . .	0	\$ cts.	NEW LONDON, . . .	0	\$ cts.
Fair Haven, . . .	2	15	East Lyme, . . .	7½	25
Branford, . . .	8	25	Lyme, . . .	17	55
Stony Creek, . . .	11	35	Connecticut River, .	17½	55
Guilford, . . .	15½	45	Saybrook, . . .	18½	60
Madison, . . .	20	60	Westbrook, . . .	22	65
Clinton, . . .	23	70	Clinton, . . .	27	80
Westbrook, . . .	28	85	Madison, . . .	30	95
Saybrook, . . .	31½	95	Guilford, . . .	34½	1 05
Connecticut River, .	32½	1 00	Stony Creek, . . .	39	1 15
Lyme, . . .	33	1 00	Branford, . . .	41	1 25
East Lyme, . . .	42½	1 30	Fair Haven, . . .	48	1 40
NEW LONDON, . . .	50	1 45	NEW HAVEN, . . .	50	1 45

CONNECTING LINES OF TRAVEL.

The 11. A. M. Express Train leaves New Haven on the arrival of the 8 A. M. Express Train from New York.

The 6.45 P. M. Accommodation Train leaves New Haven on the arrival of the 3.30 P. M. Express Train from New York.

The Trains leaving New London at 6.30 A. M. and 10.25 A. M., connect at New Haven with New York Trains at 9.35 A. M. and 1.15 P. M.

Passengers by the 6 P. M. Train from New London, can take the Express Trains at New Haven for Hartford and Springfield or New York, the same evening.

PS A Steamboat runs from New London to Stonington, Conn., on arrival of the Express Train, at 1.35 P. M., connecting with the Railroad to Providence, R. I.

Returning—Cars leave Providence every morning for Stonington, New London, &c.

RICHARD N. DOWD, *Sup't.*,
New Haven, Conn.

RAILROAD AND STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA FALL RIVER.

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From N. Y'k	Fare from Bos'n
					\$ cts.
	BOSTON	0	0	236	
Cars leave Boston daily, Sundays excepted, from the Old Colony Railroad Depot, at 5 P. M., connecting with a steamboat at Fall River.	Dorchester.....	4	4	232	10
	Neponset	1½	5½	230½	12
	Quincy	2½	8	228	20
	North Braintree..	3	10	226	25
	South Braintree..	1	11	225	30
	Randolph	4	15	221	35
	Stoughton.....	2	17	219	40
	N. Bridgewater ..	3	20	216	50
	E. & W. Bridgew'r	5	25	211	60
	Bridgewater.....	2	27	209	65
RETURNING, A steamboat leaves New York	Middleboro	7	34	202	80
Sundays excepted, from Pier No. 3, North River, at 5 P. M., stopping at Newport, R. I.	Myricks	7½	41½	194½	1 00
	Assonet	3	44½	191½	1 10
	Terry's.....	3	47½	188½	1 20
	Somerset	1	48½	187½	1 25
	Miller.....	1½	50	186	1 30
	FALL RIVER	3	53	183	1 35
	Newport	18	71	165	
	NEW YORK	165	236	0	4 00

STEAMBOAT LINE.

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

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

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

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

For freight, apply on board, or at the Freight Office, on Pier 3, N. R.

For State Rooms or Berths, apply on board; or if it is desired to secure them ahead, application may be made to

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

RAILROAD AND STEAMBOAT ROUTE BETWEEN NEW YORK AND BOSTON, VIA STONINGTON,

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From N. Y'k	Fare from Bos'n.
					\$ cts.
Cars leave Boston from the foot of the Common, for Stonington, &c., daily, Sundays excepted, at 4½ P. M.	BOSTON	0	0	218	
	Roxbury	2	2	216	10
	Jamaica Plain...	2	4	214	10
	Dedham *	4	8	210	20
	Canton †	6	14	204	40
	Sharon	4	18	200	50
	Foxboro'	3	21	197	56
	Mansfield ‡	3	24	194	70
	Tobey's Corner ..	3	27	191	80
	Attleboro'	4	31	187	95
A steamboat leaves New York daily, Sundays excepted, from Pier No. 2, North River, for Stonington, Conn., at 5 P. M.	Dodgeville	2	33	185	95
	Pawtucket	6	39	179	1 15
	PROVIDENCE.....	4	43	175	1 25
	Olneyville.....	2	45	173	1 30
	Apponang.....	9	54	164	1 50
	Greenwich.....	3	57	161	1 60
	Wickford	6	63	155	1 80
	Kingston.....	7	70	148	2 00
	Richmond	6	76	142	2 15
	Charlton	7	83	135	2 35
USUAL TIME From Boston to New York, 11 hours.	Westerly	5	88	130	2 55
	Stonington	5	93	125	2 75
	NEW YORK.....	125	218	0	4 00

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

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

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

STEAMBOAT LINE.

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

Steamboat C. VANDERBILT, Captain J. Stone.

" COMMODORE, " Lewis.

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

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

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

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts
SUMMER ARRANG'NT	BOSTON,.....	0	0	238	
—	Framingham,	21	21	217	55
Cars leave Boston	WORCESTER,.....	23	44	194	1 25
from the Depot, cor.	Oxford,.....	11	55	183	1 65
Albany and Beach	Webster,.....	5	60	178	1 75
sts., at 5½ P. M. daily,	Fisherville,.....	4	64	174	1 95
Sundays excepted.	Pomfret,.....	6	70	168	2 15
	Daysville,.....	5	75	163	2 25
	Danielsonville, ...	3	78	160	2 40
	Central Village,...	6	84	154	2 60
RETURNING,	Plainfield,.....	3	87	151	2 70
Passengers leave N.	Jewett City,.....	6	93	145	2 90
York in steamboat,	NORWICH,.....	10	103	135	3 00
at 5 P. M., land-	Allyn's Point, ...	7	110	128	3 25
ing at New London	New London,.....	8	118	120	3 50
and Allyn's Point.	NEW YORK,.....	120	238	0	4 00

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

REGULAR MAIL LINE FOR BOSTON,

VIA NORWICH AND WORCESTER,

WITHOUT CHANGE OF CARS OR BAGGAGE

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

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

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

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

RAILROAD ROUTE

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

EASTERN RAILROAD, (Boston to Portsmouth, N. H.) 54 miles.

PORTLAND, SACO, AND PORTSMOUTH RAILROAD 51 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Portland.	Fare from Bos'n.
					\$ cts.
	BOSTON	0	0	105	
Cars leave Boston from the Station in Commercial-st., for Portland at 7, A. M., & 2½, 5 P. M.	Lynn	9	9	96	25
	Salem*	5	14	91	40
	Beverly †	2	16	89	45
	Wenham.....	4	20	85	56
	Ipswich	5	25	80	70
	Rowley	4	29	76	80
	Newburyport	5	34	71	1 00
	Salisbury‡.....	2	36	69	1 08
	Seabrook.... N.H.	4	40	65	1 16
	Hampton Falls...	2	42	63	1 24
	Hampton.....	2	44	61	1 32
	North Hampton ..	3	47	58	1 40
	Greenland	2	49	56	1 48
RETURNING, Cars leave Portland at 8½ A. M. & 3½, 5 P. M., Sundays excepted.	PORTSMOUTH	5	54	51	1 50
Elliot Maine,	6	60	45	1 60	
South Berwick	7	67	38	1 73	
North Berwick...	4	71	34	1 85	
Wells.....	6	77	28	2 00	
USUAL TIME	Kennebunk	5	82	23	2 00
From Boston to	Biddeford	8	90	15	2 00
Portland, 5 hours.	Saco	2	92	13	2 00
	Scarboro'	7	99	6	2 00
	PORTLAND	6	105	0	2 00

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

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

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

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

CONNECTING LINES OF TRAVEL.

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

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

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

RAILROAD ROUTE

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

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Port- land.	Fare from Bos'n
					\$ cts.
Cars leave Boston from the Depot in Hay Market Squ'e for Portland 7, A. M. and 2½ P.M. Sundays excepted.	BOSTON	0	0	111	
	Somerville	2	2	109	
	Malden	3	5	106	
	Melrose	2	7	104	
	Stoneham	1	8	103	
	South Reading ...	2	10	101	
	Reading.....	2	12	99	
	Wilmington	3	15	96	
	Ballardville	6	21	90	
	Andover	2	23	88	
RETURNING, Cars leave Portland for Boston at 8½ A. M. and 3 P. M., Sundays excepted.	Lawrence	3	26	85	60
	North Andover... ..	2	28	83	
	Bradford	4	32	79	
	Haverhill	1	33	78	
	Plaistow ... N. H.	5	38	73	
	Newton	3	41	70	
	East Kingston... ..	4	45	66	
USUAL TIME From Boston to Portland, 5 hours.	Exeter	5	50	61	
	South Newmarket	4	54	57	
	Newmarket	3	57	54	
	Durham	5	62	49	
	Dover... ..	5	67	44	1 60
	Somersworth* ...	3	70	41	
	S. Berwick ... Me.	2	72	39	
	Junction, P.S.& P.	1	73	38	1 85
	N. Berwick. [R.R.	4	77	34	
	Wells.....	6	83	28	2 00
	Kennebunk	5	88	23	2 00
	Saco	10	98	13	2 00
	Scarboro'	7	105	6	2 00
	PORTLAND	6	111	0	2 00

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

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

CONNECTING LINES OF TRAVEL.

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

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

ATLANTIC AND ST. LAWRENCE RAILROAD, LENGTH, 149 MILES. FARE, \$4 00.

PASSENGER TRAINS

Run daily, (Sundays excepted,) as follows :

Leave Portland for Island Pond, at 1 15 p. m.

Leave Island Pond for Portland and Boston, at 7 45 a. m.

Leave Portland for South Paris, at 7 15 a. m., and 1 15, and 5 p. m.

Leave South Paris for Portland and Boston, at 6 05 a. m., and 1 05 p. m.

Leave Portland for the A. and K. Railroad, at 7 15 a. m. 1 15 p. m.

Stages leave Island Pond on the arrival of the train from Portland. for Charleston, Derby Centre, Derby Line, Vt., and Stanstead, Canada East.

On the arrival of the 7 15 a. m. Train from Portland, at South Paris, Stages leave Tuesday, Thursday, and Saturday for Harrison Bridgton, Waterford, Lovell, and Fryeburg.

S. T. CORSER, *Sup't.*

ANDROSCOGGIN AND KENNEBEC RAILROAD.

Trains will run daily, (Sundays excepted,) between Waterville and Portland, in connection with Trains of Atlantic and St. Lawrence Railroad as follows :

Leave Waterville for Portland and Boston, at 4 40, and 11 40 a. m., each to connect at Portland with through trains for Boston.

Leave Portland for Waterville at 7 15 a. m., and 1 15 p. m.

Through Tickets sold at Depots of Eastern, and Boston and Maine Railroads, in Boston, and at Lawrence for all stations on this road. Fare—Boston or Lawrence to Lewiston, Green, Leeds, Monmouth, Winthrop, and Readfield, \$2 50; Belgrade, \$2 75; Waterville, \$3 00.

Through Tickets to Bangor, by Railroad, to Waterville, and thence by Shaw's Line of Stages, sold at Depot of Atlantic and St. Lawrence Railroad, in Portland, at \$3 25.

Freight Train once each way daily. EDWIN NOYES, *Sup't.*

KENNEBEC AND PORTLAND RAILROAD.

Two Through Trains each way Daily, between Boston and Augusta. Trains leave daily, (Sundays excepted,) as follows :

Leave Portland for Bath and Augusta, at 5 25 a. m. 12 30, and 7 50 p. m.

Leave Augusta for Portland & Boston, at 5 30 a. m. & 12 20 p. m.

Leave Augusta for Bath and Portland at 5 30 a. m., 12 20, and 2 15 p. m.

Leave Bath for Portland and Boston, at 6 40 a. m., and 1 10 p. m.

Leave Bath for Portland at 6 40 a. m., 1 10, and 4 00 p. m.

Leave Bath for Augusta at 6 40 a. m., 1 10, and 8 25 p. m.

The 5 30 a. m. and 12 20 p. m. Trains from Augusta, and the 6 40 a. m. and 1 10 p. m. Trains from Bath, connect at Portland with the Trains from Portland to Boston and Lowell.

The 12 30 and 7 50 p. m. Trains from Portland, connect with the Trains leaving Boston at 7 00 a. m., and 2 45 p. m.

Freight Trains each way daily. E. C. HYDE, *Sup't.*

RAILROAD ROUTE

FROM BOSTON TO CONCORD, N. H.

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Con'd	Fare from Bos'n
					\$ cts
Cars leave Boston from the Depot on Lowell-street, for Nashua and Concord, at 7½ A. M., 12 M., & 5 P. M.	BOSTON	0	0	73	
	Medford ..	5	5	68	
	South Woburn*..	2	7	66	
	Woburn	3	10	63	
	Wilmington	5	15	58	
	Richardson's	3	18	55	
	Billerica	3	21	52	
	LOWELL	4	25	48	60
	Middlesex.....	2	27	46	
	Chelmsford†	2	29	44	
RETURNING, Cars leave Concord, N. H., at 6½, 10 55 A. M., and 3¼ P. M.	Tyngsborough ...	3	32	41	
	Little's.....	3	35	38	
	NASHVILLE‡.....	4	39	34	90
	Thornton's	6	45	28	
	Reed's	3	48	25	
USUAL TIME, From Boston to Concord, 3 hours.	Goff's.....	4	52	21	
	Manchester	4	56	17	
	Martin's.....	5	61	12	
	Hooksett	4	65	8	
	Robinson's	4	69	4	
	CONCORD,	4	73	0	1 50

BOSTON AND LOWELL RAILROAD.

UPPER RAILROAD TRAINS

Leave Boston at 7.30 A. M., 12 M., and 6 P. M.

" Lowell at 8 A. M., 12.05 and 5.30 P. M.

ACCOMMODATION TRAINS.

Leave Boston at 7. 9.30 A. M., 2.30 and 6 P. M.

" Lowell at 7. and 10 A. M., 2 and 4.30 P. M

BOSTON, CONCORD, AND MONTREAL RAILROAD,

Opened from Concord to Warren, N. H.

LENGTH, 71 Miles. FARE, \$2 05.

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

Leave Concord for Warren at 10.30 A. M., and 2.55 P. M.

" Warren for Boston at 1 P. M.

NORTHERN RAILROAD OF NEW HAMPSHIRE.



Extending from CONCORD, to WEST LEBANON, N. H.

PASSENGER CARS leave Concord at 10.30 A. M. and 3 P. M., for West Lebanon, &c.

STATIONS.	Miles.	Fare.
CONCORD,*	0	\$ cts.
West Concord,	3	10
Fisherville,	7	20
Boscawen,	10	30
North Boscawen,	15	40
Franklin,†	19	55
East Andover,	25	75
Andover Plains,		
Andover,	28	85
Potter Place,	30	85
West Andover,	33	90
Danbury,	39	1 10
Grafton,	44	1 25
Canaan,	52	1 50
West Canaan,	56	1 60
Enfield,	59	1 70
East Lebanon,	61	1 80
Lebanon,	65	1 90
WEST LEBANON,‡	69	2 00

PASSENGER CARS leave West Lebanon at 7.10 A. M. and 12 M. for Concord, &c.

STATIONS.	Miles.	Fare.
WEST LEBANON,‡	0	\$ cts.
Lebanon,	4	10
East Lebanon,	8	20
Enfield,	10	30
West Canaan,	13	40
Canaan,	17	55
Grafton,	27	80
Danbury,	30	95
West Andover,	36	1 15
Potter Place,	39	1 25
Andover,	41	1 25
Andover Plains,		
East Andover,	44	1 35
Franklin,†	50	1 55
North Boscawen,	54	1 70
Boscawen,	59	1 80
Fisherville,	62	1 85
West Concord,	66	1 90
CONCORD,*	69	2 00

* The Concord Railroad connects at this point; also Boston, Concord and Montreal Railroad, and Concord and Claremont Railroad.

† BRISTOL BRANCH Railroad commences, 13 miles in length.

‡ Connects with Vermont Central Railroad at this point, (White River Junction.) Also, Connecticut and Passumpsic Rivers Railroad.

ONSLOW STEARNS, *Supt.* Concord, N. H.

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD,

Finished from WHITE RIVER JUNCTION to ST. JOHNSBURY, Vermont, 61 miles. USUAL TIME, 2½ hours.

Passenger Cars leave White River Junction for St. Johnsbury, &c. at 7.15 A. M. and 2 P. M., connecting with Stage Lines running to different parts of Vermont, Canada, and the White Mountains of New Hampshire.

RETURNING, leave St. Johnsbury at 9.20 A. M. and 3.45 P. M. for White River Junction, Concord, Lowell, Boston, &c.

RAILROAD ROUTE FROM BOSTON TO BELLOWS FALLS, VT.

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

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

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

SPECIAL TRAINS.

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

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

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

RAILROAD ROUTE

FROM BOSTON TO BURLINGTON, VT.

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

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bos'n	From Bur.	Fare from Bos'n
					\$ cts.
Passengercars leave	BOSTON.....	0	0	233	
Boston for Bur-	Groton.....	35	35	198	
lington, &c. daily,	Fitchburg.....	15	50	183	
Sundays excepted,	S. Ashburnham..	10	60	173	
at 7½ A. M., 12 M.	Keene, N. H.....	32	92	141	
	Bellows' Falls, Vt..	22	114	119	2 60
	Rockingham	5	119	114	2 75
	Bartonville.....	4	123	110	2 90
	Chester	4	127	106	3 00
	Gasset's.....	4	131	102	3 10
RETURNING,	Duttonsville.....	5	136	97	3 25
Leave Burlington	Proctorsville.....	1½	137½	95½	3 30
for Boston, &c.	Ludlow	3½	141	92	3 40
8½ A. M. & 4½ P.M.	Mount Holly.....	7	148	85	3 65
	Cuttingsville.....	8	156	77	3 90
	Clarendon.....	7	163	70	4 15
USUAL TIME from	Rutland.....	3	166	67	4 40
Boston to Burling-	Pittsford.....	9	175	58	4 75
ton, 10 hours.	Brandon	8	183	50	5 00
	Whiting.....	6	189	44	5 10
	Messers.....	3	192	41	5 25
Passengers leaving	Middlebury	8	200	33	5 40
Burlington at 8½	New Haven.....	7	207	26	5 65
A. M., arrive in	Vergennes	5	212	21	5 75
New York in 10	Ferrisburgh.....	6	218	15	5 95
hours.	Charlotte	4	222	11	6 00
	Shelburne.....	5	227	6	6 00
	BURLINGTON.....	6	233	0	6 00

RUTLAND AND BURLINGTON RAILROAD.

CONNECT AT BURLINGTON,

with the Lake Steamers, Vermont Central and Vermont and Canada Roads.

CONNECT AT RUTLAND,

with the Trains of Western Vermont, Rutland and Washington, and Saratoga and Washington Railroads.

CONNECT AT BELLOWS' FALLS,

with Trains of Cheshire, Vermont Valley, and Sullivan Railroads.

Passengers must procure their Tickets before taking seats in the Cars

JOHN S. DUNLAP, *Sup't.*,
 Burlington, Vt.

VERMONT CENTRAL RAILROAD,

Extending from WINDSOR, Vt., to ROUSE'S POINT, N. Y.

PASSENGER CARS leave Windsor for Montpelier, Burlington, Montreal, &c. at 1.10 and 6.15 P. M.

STATIONS.	Miles.	Fare.
WINDSOR,*	0	\$ cts.
Hartland,	4	15
N. Hartland,	8	30
White R. Junction,†	14	45
White R. Village,	15	50
Woodstock,	17	55
W. Hartford,	21	65
Sharon,	27	80
South Royalton,	32	95
Royalton,	34	1 00
Bethel,	38	1 15
Randolph,	46	1 35
Braintree,	51	1 50
Roxbury,	60	1 75
Northfield,	67	2 00
Montpelier,	77	2 25
Middlesex,	83	2 45
Waterbury,	88	2 60
Bolton,	95	2 88
Jones's,	99	2 90
Richmond,	101	3 00
Willston,	106	3 15
Essex Junction,	110	3 25

Branch	STATIONS.	Miles.	Fare.
Essex,	Winooski,	7	15
	Burlington,‡	3	20
	Colchester,	114	3 40
Milton,	121	3 55	
Georgia,	125	3 70	
St. Albans,	134	3 95	
Swanton,	143	4 25	
Missisque,	149	4 35	
Alburgh,	152	4 40	
West Alburgh,	156	4 50	
ROUSE'S POINT,§	157	4 55	

PASSENGER CARS leave Rouse's Point at 6 A. M. and 2 P. M., for Burlington, Montpelier, Boston, &c.

STATIONS.	Miles.	Fare.
ROUSE'S POINT,§	0	\$ cts.
West Alburgh,	1	5
Alburgh,	5	15
Missisque,	8	20
Swanton,	14	40
St. Alban's,	23	70
Georgia,	32	95
Milton,	36	1 10
Colchester,	43	1 25
Essex Junction,	47	1 40

Branch	STATIONS.	Miles.	Fare.
Burlington,†	Winooski,	3	10
	Essex,	7	20
	Williston,	51	1 50

Richmond,	56	1 65
Jones's,	59	1 75
Bolton,	67	1 85
Waterbury,	69	2 05
Middlesex,	74	2 20
Montpelier,	80	2 40
Northfield,	90	2 60
Roxbury,	97	2 85
Braintree,	106	3 10
Randolph,	111	3 25
Bethel,	118	3 45
Royalton,	123	3 60
South Royalton,	125	3 65
Sharon,	130	3 80
West Hartford,	136	3 90
Woodstock,	140	4 00
White R. Village,	141	4 05
White R. Junction,†	143	4 10
N. Hartland,	149	4 25
Hartland,	153	4 40
WINDSOR,*	157	4 55

* Connects with Sullivan Railroad.

† The Connecticut and Passumpsic Rivers Railroad diverges here. Also, Northern (New Hampshire) Railroad.

‡ Connects with Rutland and Burlington Railroad and Steamboats on Lake Champlain.

§ Connects at this point with Ogdensburgh Railroad. Also, Champlain and St. Lawrence Railroad running to Montreal.

¶ Trains leave Burlington for Rouse's Point at 10.30 A. M. and 5.45 P. M. Arrive at Burlington from Rouse's Point at 7.54 A. M. and 4.15 P. M.

R. H. CAMPBELL, *Eng. and Supt.*, Northfield, Vt.

NEW ARRANGEMENTS.

Another Channel open to the Great South and West.**NEW ROUTE BY THE FITCHBURG, CHESHIRE, RUTLAND, RUTLAND & WASHINGTON, AND TROY & BOSTON RAILROADS.**

Cars leave the Fitchburg Railroad Station, Causeway street, at 7½ A. M., reaching Troy in 8 hours—thence to Utica, Syracuse, Rochester and Buffalo, making the distance from Boston to Buffalo in 19 hours—thence to Chicago, via Michigan Southern Railroad, in 20 hours; thus making the whole distance to Chicago in 39 hours, for the small sum of \$21, including board on the Steamer from Buffalo to Monroe—to Cincinnati in 37 hours, \$20; St. Louis, 5 days, fare \$30. Also to all ports on Lake Michigan for \$21; all ports on Lake Ontario as low and as quick as any other route. Also to Saratoga in 8½ hours, fare \$5.50; Burlington, \$6; Montreal, \$8; Ogdensburgh, \$8.

Cars leave Boston daily, (Sundays excepted), at 7½ A. M., 12 M., and 4 P. M.

Second Class Fare to the principal places West.

Troy (8 hours).....	\$3.35	Cincinnati (3 days).....	\$11.00
Utica	4.50	St. Louis (6 days).....	14.00
Syracuse.....	5.25	Chicago, and all ports on	
Rochester.....	5.75	Lake Michigan.....	*11.00
Buffalo (2 days).....	6.00	All ports in Upper Canada,	
Cleveland.....	7.50	from.....	\$6.75 to 7.25
Toledo.....	"		
Sandusky.....	"	* Third Class, \$9.00.	
Detroit	"		

FOR THROUGH TICKETS and further information, apply to M. L. RAY, 3½ Commercial street, Boston, and at the Fitchburg Railroad Depot, Causeway street. M. L. RAY, Agent, Boston.

NORTHERN RAILROAD, N. Y.

Extending from OGDENSBURGH to ROUSE'S POINT,
118 miles; Fare, \$3.00.

Passenger trains now run as follows:—

Leave Rouse's Point at 8 A. M. and 2 P. M. Leave Ogdensburgh at 8 A. M. and 2 P. M.

More than twenty first class passenger Steamboats and Propellers run in connection with this road from Ogdensburgh to ports on the St. Lawrence River and Great Lakes.

Passengers from Boston take the Cars of the Fitchburg, Lowell, or Maine roads in the morning, and arrive at Rouse's Point, 280 miles distant, at 7 o'clock in the evening. Here they spend the night at the "Station House," which has the most ample and complete accommodations for more than 200 passengers, affording every comfort to be found in the best city houses.

Persons desirous of seeing the Rapids of the St. Lawrence, pass over this road to Ogdensburgh, and there take a boat for Montreal

CHARLES E. SCHLATTER, *Sup't.*,
Ogdensburgh, N. Y.

WESTERN RAILROAD.

PASSENGER TRAINS leave *Boston* as follows :—

For Albany, New York and Way Stations at 7:30 A. M.
 For New York and Albany (Express Train), 8:00 A. M.
 For New York (Express Train), 4:30 P. M.
 For Springfield, Hartford and Northampton, 2:30 P. M.

PASSENGER TRAINS LEAVE WORCESTER

For New York & Albany (Express Train), 9:25 A. M., 5:55 P. M.
 For Albany, New York, and Way Stations, 9:30 A. M.
 For Springfield, Hartford and Northampton, 4:30 P. M.

PASSENGER TRAINS LEAVE SPRINGFIELD

For Albany, 8:15 A. M., 12:45 and 7:30 P. M.
 For Worcester and Boston (Sec. Trains), 8:15 A. M., 1:45 P. M.
 For Worcester and Boston (Express Trains), 1:30 and 9:30 P. M.

PASSENGER TRAINS LEAVE ALBANY

For Springfield, Worcester and Boston 7:30 A. M., and 3:30 P. M.
 Trains connect at Albany with the Albany and Schenectady,
 Troy and Greenbush and Hudson River Railroads; at Chatham 4
 Corners with the Harlem and Hudson, and Berkshire Railroads;
 at State Line with the Housatonic Railroad; at Pittsfield with the
 Pittsfield and North Adams, and Stockbridge and Pittsfield Rail-
 roads; at Springfield with the Hartford, New Haven and Spring-
 field, and Connecticut River Railroads; at Palmer with the New
 London, Palmer and Willimantic Railroad.

HENRY GRAY, *Sup't.*, Springfield.

BOSTON AND WORCESTER RAILROAD.

PASSENGER TRAINS leave *Boston* as follows :—

For Worcester at 7:30 and (8 A. M. Express), 2:30, (4:30 Ex.,) 5,
 (6 Ex.,) P. M.
 For Millbury, 7:30 A. M., and 5 P. M.
 For Milford, 7:30 A. M., 12:45 and 5 P. M.
 For Framingham Centre, 7:30 and 8 A. M., 2:30, 5 and 6 P. M.
 For Saxonville, 9 A. M., and 6:15 P. M.
 For Newton, 7:30 (W. T.) 8:05, 9 A. M., 12:30, 2:30, (W. T.,) 3:15
 5:15, 6:15, 7:15 and 9:15 P. M.
 For Brookline, 7:10, 7:35, 9:30 A. M., 12 M., 1, 2:35, 2:30, 5:30, 6:30,
 7:30, 9:30, P. M.
 For Charles River Branch, 7:10 A. M., 12, 3:30, 6:30 P. M.
 Sunday Mail Train for New York leaves Boston at 8 P. M.

TRAINS FOR BOSTON AS FOLLOWS :—

Leave Worcester about 4, at 7, 10:15 A. M., (3:05 Ex.,) 4, and
 (11:05 Ex.,) P. M.
 Leave Millbury, 6:40 A. M., and 3:40 P. M.
 Leave Milford, 7:05, 10:15 A. M., and 4:15 P. M.
 Leave Framingham Centre, 7:40, 11 A. M., 2:55, 4:40 P. M.
 Leave Saxonville, 6:55 A. M., and 1:30 P. M.
 Leave Newton, 6:30, 7:27, *8:23, (W. T.,) *9, 11:40 (W. T.,)* A. M.,
 *2:02, 3:40, 4:40, 5:25 (W. T.,) *6:15, 8:15 P. M.
 Leave Brookline, 6:30, 7:15, 8, 8:30, 10 A. M., 1:30, 2, 4, 5:50, 7,
 9 P. M.

* West Newton Station. **G. TWICHELL**, *Sup't.*, Boston.

RAILROAD ROUTE FROM BOSTON TO ALBANY.

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

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

**NEW NORTHERN AND EASTERN EXPRESS
AND BRITISH MAIL ROUTE,
TO RUTLAND, BURLINGTON, ROUSE'S POINT,
OGDENSBURGH, AND MONTREAL.**

ALSO
**BELLOWS-FALLS, KEENE, FITCHBURGH
AND BOSTON.**

**TROY AND BOSTON RAILROAD,
VIA BENNINGTON**



CARS will leave the Ticket Office, No. 217½ River-street, Troy.

1st Train at 7.15 A. M. stopping at stations and arriving at Rutland 10.55 A. M. ; Burlington 5.45 P. M. ; Ogdensburgh, Montreal, and Boston, same evening.

2d Train at 10.45 A. M., stopping at all stations and arriving at Rutland 2.10 P. M. ; Burlington 5.45 P. M. ; Montreal, same evening.

3d Train at 6.30 P. M., stopping at all stations and arriving at Rutland at 10 P. M. ; and stopping over night.


Stages connect at North Hoosick with the train leaving Troy at 10.45 A. M., for Pownal, Williamstown and Adams, making the most expeditious route to these places.

Trains from the North are due as follows, viz. :—2.40 P. M. ; 5.45 P. M., and 11.10 P. M., and connect with trains of the Hudson River Railroad and trains for the West.

The 10.45 A. M. train going North, and the train arriving at 11.10 P. M., do not stop at Eagle Bridge.

FARES FROM TROY TO

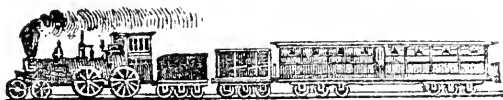
North Adams,	\$1 25	Montreal,	\$5 00
Rutland,	2 10	Boston,	5 00
Burlington,	3 00	Bellow's Falls,	3 70
Rouse's Point,	3 75	Groton Junction,	5 00
Ogdensburgh,	6 10	Fitchburgh,	5 00

 Baggage checked through.

S. F. JOHNSON, Supt., Troy, N. Y

WATERTOWN & ROME RAILROAD.

Extending to *CAPE VINCENT*, N. Y., 97 miles.



Great Northern, Western and Canadian RAILROAD AND STEAMBOAT EXPRESS ROUTE,

To PORTS on LAKE ONTARIO, NIAGARA FALLS, RIVER
ST. LAWRENCE, HAMILTON, TORONTO, PORT HOPE,
COBOURG, BELLEVILLE, PICTON, KINGSTON, (Can.)
AND OGDENSBURGH, N. Y.

BAGGAGE CHECKED THROUGH.

Passengers leaving **NEW YORK** by **People's Line of Steamers** in the evening, leave **ALBANY** the following morning by the *Central Line of Railroads* to **ROME**, thence by the *Watertown and Rome Railroad* to **CAPE VINCENT**, thence by one of the
Splendid Steamers

CHAMPION, HIGHLANDER, or MAY FLOWER,

Capt. MARSHALL. Capt. STEARNS. Capt. PATTERSON.

Arriving as above the following morning.

Passengers leaving **NEW YORK** by **Hudson River Railroad** at 6 A. M., leave **ALBANY** at 10:30; leave **ROME** at 2:30, and arrive at **CAPE VINCENT** *in time for the Steamers the same afternoon.*

The Quickest, Cheapest, and most reliable Route.

Freight forwarded daily to all Canada Ports, with greater dispatch than by any other Route, and at exceeding Low Rates.

FOR THROUGH TICKETS OR FREIGHT,
APPLY AT THE COMPANY'S OFFICE.

T. M. HUMPHREY, Agent,
173 Broadway, New York.

J. COLLAMER, Sup't., Watertown, N. Y.

ROYAL MAIL LINE,
BETWEEN MONTREAL AND KINGSTON,
(During the Season of Navigation.)

THIS Line is composed of the following **MAGNIFICENT NEW STEAMERS**, fitted up with *Upper and Lower Cabins and State Rooms*, elegantly furnished with every comfort and convenience, and in point of speed, unsurpassed :

ST. LAURENCE,	Capt. Howard.
OTTAWA,	" Putnam.
LORD ELGIN,	" Farlinger.

Passengers leave MONTREAL daily, (Sundays excepted,) at 12 o'clock, and on *Sundays* at 10½ by the Railroad Cars for LACHINE, where they will take one of the above splendid Steamers, calling at *Beauharnois, Coteau du Lac, Cornwall, Williamsburgh, Matilda, Prescott, Ogdensburgh, Brockville, Gananoque,*

And arrive in Kingston in Twenty-four hours from Montreal, connecting with the staunch and commodious *Lake Ontario Mail Steamers,*

PASSPORT, (New, Iron)	Capt. Twohy.
MAGNET, "	" Sutherland.
PRINCESS ROYAL,	" Dick.

For Coburg, Port Hope, Toronto, Hamilton, Queenston, Lewiston, Niagara Falls, Buffalo, Chicago and Milwaukee.

The Traveller for pleasure or on business, will find this Line to possess superior advantages—

passing through the whole of the
 delightful scenery, (including the Thousand Islands,) and Rapids
 of the St. Lawrence, by day-light.

↔ Montreal to Buffalo in 50 Hours. ↔

N. B.—For Tickets to any of the above places, or further information, apply at the Canada Stage and Steamboat Office, No. 40, McGill street.

A. MILLOY, Agent, Montreal.

LAKE ONTARIO STEAMBOAT LINES.

THE ROYAL MAIL STEAM PACKET CHIEF JUSTICE ROBINSON, Captain MILLER, Leaves Lewiston, New York, for Toronto, Canada West, every day, (Sundays excepted,) at 1 P. M., on the arrival of the Cars from Buffalo and Niagara Falls.

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

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

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

SYRACUSE TO BUFFALO.

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

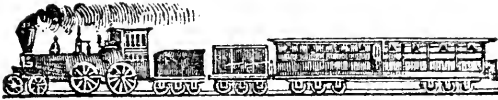
* The SARATOGA AND SCHENECTADY RAILROAD commences at this place, running to Saratoga Springs, connecting with a line of Railroads running north through Vermont to Canada.

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

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

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

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



NEW YORK CENTRAL LINE OF RAILROADS.

	LENGTH.
ALBANY AND SCHENECTADY.....	17 Miles. .
SCHENECTADY AND TROY.....	20 "
UTICA AND SCHENECTADY.....	78 "
SYRACUSE AND UTICA.....	53 "
ROCHESTER AND SYRACUSE.....	104 "
BUFFALO AND ROCHESTER.....	68 "
ROCHESTER, LOCKPORT AND NIAGARA FALLS.....	76 "
BUFFALO AND LOCKPORT.....	24 "

RAILROAD ROUTE

FROM

TROY TO BUFFALO, NIAGARA FALLS, &c. SCHENECTADY & TROY RAILROAD.

Passenger Trains will leave Troy for the West, as follows :

7 00 a. m. Express to Buffalo.

9 45 " " " "

11 00 " Emigrant and Freight.

3 30 p. m. Accommodation to Syracuse.

6 00 a. m. Express to Buffalo.

One Train only on Sunday, at 6 p. m.

Connecting with Cars at Syracuse for Oswego, Niagara Falls, &c.

BUFFALO TO SYRACUSE, ALBANY, NEW YORK, AND BOSTON.

The Trains on the BUFFALO AND ROCHESTER RAILROAD, will leave the Depot, on Exchange street, Buffalo, as follows :

1st Train—Express, 5 30 a. m., through to New York in 15 hours.

2d Train—Express, 8 a. m., through to New York in 16 hours.

3d Train—Freight, 8 20 a. m.

4th Train—Mail, 10 a. m., through to Albany in 14 hours.

5th Train—Emigrant, 12 m., through to Albany in 27 hours.

6th Train—Express, 5 p. m., through to New York in 16½ hours.

7th Train—Freight, 5 30 p. m.

8th Train—Express, 11 p. m., through to New York in 15 hours.

There will be but one Train on Sunday, the Express, leaving at 5 p. m.

The Trains will start on Syracuse time, which is 15 minutes faster than Buffalo time. The Passenger Cars will be run to Syracuse without changing. No charge of Baggage between Buffalo and Albany, and no charge for handling Baggage.

HENRY MARTIN, *Sup't.*, Buffalo

ROCHESTER, LOCKPORT, AND NIAGARA FALLS RAILROAD.



LENGTH, 76 miles.

FARE, \$1 50.

PASSENGER TRAINS WILL LEAVE ROCHESTER FOR NIAGARA FALLS AND BUFFALO as follows :

1st Train,—MAIL EXPRESS, at	7 A. M.
2d Train,—FREIGHT, at	10-40 A. M.
3d Train,—ACCOMMODATION, at	4 P. M.
4th Train,—WAY EXPRESS, at	6-45 P. M.

Stopping at Brockport, Rolley, Albion, Medina and Lockport, and at other Stations, only to put off passengers from East of Rochester.

RETURNING TRAINS LEAVE NIAGARA FALLS at 7-05 A. M., 10-05 A. M., and 5 P. M.

CARS LEAVE BUFFALO AS FOLLOWS :

1st Train leaves at	6-50 A. M.
2d Train leaves at	9-45 A. M.
3d Train leaves at	4.45 P. M.

The Trains start from the Office of the Buffalo and Niagara Falls Railroad, on the Terrace.



THE STEAMBOAT

CHIEF JUSTICE ROBINSON,

Leaves LEWISTON for TORONTO daily, on the arrival of the 7 A. M. Train from Rochester.

THE STEAMER

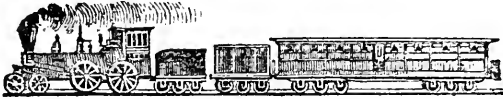
ROCHESTER,

Also leaves for HAMILTON at the same time.

Fare from Rochester to Toronto,	\$3 00
Fare from Rochester to Hamilton, including Dinner on the Boat,	3 50

Through Tickets sold at the Ticket Office in Rochester.

WARREN COLBURN, *Sup't.*, Rochester, N. Y.

BUFFALO and NIAGARA FALLS RAILROAD.

USUAL TIME, 1½ hours.

PASSENGER CARS leave Buffalo 9, 12 A. M. and 5 P. M. SUNDAYS, leave Buffalo at 9 A. M.

PASSENGER CARS leave Niagara Falls at 7 A. M. and 2½, 5 P. M. SUNDAYS, leave Niagara Falls at 5 P. M.

STATIONS.	Miles.	Fare.
BUFFALO,	0	cts.
Black Rock,	3	10
Black Rock Dam,	4	15
Tonawanda,	11	30
Cayuga Creek,	17	40
NIAGARA FALLS,	22	60

STATIONS.	Miles.	Fare.
NIAGARA FALLS,	0	cts.
Cayuga Creek,	5	20
Tonawanda,	11	30
Black Rock Dam,	18	35
Black Rock,	19	60
BUFFALO,	22	60

RAILROAD AND STEAMBOAT CONNECTIONS.

This road connects with the Rochester, Lockport and Niagara Falls Railroad, 76 miles in length.

Passengers leave Niagara Falls by Stage for Lewiston and Queenston, 7 miles, connecting with Steamers on Lake Ontario, and Stages running to Hamilton and other places in Canada.

BUFFALO AND CLEVELAND RAILROAD.

CONNECTING AT Cleveland, WITH Cleveland, Columbus AND Cincinnati, Cleveland, Toledo, AND Chicago, Cleveland AND Pittsburgh Railroads, AND WITH Steamboats FROM Cleveland TO Detroit.

THREE DAILY TRAINS TO CLEVELAND, CINCINNATI AND CHICAGO, (SUNDAYS EXCEPTED.)

Leaving BUFFALO by Syracuse time, as follows :

1st Train, Express, through in 8 hours—10:45 A. M.

2d Train, Accommodation and Freight, to State Line—2:30 P. M.

3d Train, Express, through in 8 hours—8:15 P. M.

4th Train, Express, " " —9:45 P. M.

Fare to Cleveland..... \$4 00.

Fare to Chicago..... \$12 00.

Tickets should be procured at the Ticket Office of the Buffalo and Albany Railroad, at the Depot.

C. C. DENNIS, Sup't., Buffalo,
B. & S. L. R. R.

RAILROAD ROUTE,

FROM TROY TO SARATOGA SPRINGS AND WHITEHALL.

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

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

USUAL TIME FROM TROY TO SARATOGA SPRINGS, 1 $\frac{1}{2}$ HOURS.

USUAL TIME FROM TROY TO WHITEHALL, 3 HOURS.

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

CONNECTING LINES OF TRAVEL.

The SARATOGA AND SCHENECTADY RAILROAD, 22 miles in length, extends from Schenectady to Ballston Spa, and thence to Saratoga Springs. Cars leave Scenectady at 7 A.M. & 7 P.M.

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

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

LAKE ONTARIO.

ONTARIO & ST. LAWRENCE STEAMBOAT CO.'S AMERICAN STEAMERS,

1853.



1853.

ONTARIO,	Capt. H. N. THROOP,
CATARACT,	“ R. F. CHILD,
NIAGARA,	“ J. B. ESTES,
BAY STATE,	“ J. H. LEDYARD,

COMPOSING THE

U. S. MAIL LINE.

These large and commodious Lake Steamers, in connection with the Railroads between Oswego and Albany, Northern Railroads between Ogdensburgh and Boston, and the beautiful River Steamers,

JENNY LIND,	Capt. L. MOODY,
BRITISH EMPIRE,	“ D. S. ALLEN,
BRITISH QUEEN,	“ J. LAFLAMME.

WILL FORM A DAILY LINE BETWEEN

HAMILTON, LEWISTON, OSWEGO, OGDENSBURGH, MONTREAL, BOSTON AND NEW YORK.

DOWNWARDS.

Leave HAMILTON,	7 A. M.
Leave LEWISTON, (Sun- days excepted.)	3½ P. M.
Leave ROCHESTER,	10 P. M.
Leave OSWEGO—Connect- ing with the Cars for Al- bany,	7 A. M.
Leave S. HARBOR,	10½ A. M.
Leave KINGSTON,	1 P. M.
Leave OGDENSBURGH,	8 A. M.
And arrive in MONTREAL, at 5 P. M.	

UPWARDS.

Leave MONTREAL, (Sun- days excepted,)	4 P. M.
Leave OGDENSBURGH on ar. of Cars fr. Boston,	8 P. M.
Leave KINGSTON,	7 A. M.
Leave S. HARBOR,	10½ A. M.
Leave OSWEGO, on arrival of Cars from Albany,	4 P. M.
Leave ROCHESTER,	9 P. M.
And arrive at Lewiston at 5 A. M. in time for Boat for Toronto and Hamilton, and Cars for Niagara Falls and Buffalo.	

PASSING THE THOUSAND ISLANDS AND RAPIDS BY
DAYLIGHT.

AMERICAN EXPRESS LINE.

THE LARGE AND SPLENDID LAKE STEAMERS,
 NEW YORK, Capt. R. B. CHAPMAN,
 BAY STATE, " J. H. LEDYARD,

Will, from the 1st of June to the 1st of October, in connection with Railroads between Cape St. Vincent and Albany, Northern Railroads between Ogdensburgh, Boston, and New York, and River Steamers above named, form a **DAILY LINE** (Sundays excepted) between

**HAMILTON, LEWISTON, TORONTO, CAPE VINCENT,
 OGDENS'B'H, MONTREAL. BOSTON, & N. YORK.**

DOWNWARDS.

Leave HAMILTON, . . . 7 A. M.
 Leave LEWISTON, . . . 12 Noon.
 Leave TORONTO, . . . 3 P. M.
 Leave CAPE VINCENT—con.
 with Cars for Albany, 3 A. M.
 Leave OGDENSBURGH—con.
 with Cars for Boston, 8 A. M.
 Arriving in Montreal at 5 P. M.
 in time for the Boats for Que-
 bec—Passing the Thousand Is.
 and all the Rapids by Daylight.

UPWARDS.

Leave MONTREAL, . . . 4 P. M.
 Leave OGDENSBURGH on
 ar. of Cars fm Boston, 2 P. M.
 Leave CAPE VINCENT on
 arrival of Cars from Al-
 bany, 6 P. M.
 Leave TORONTO, . . . 7 A. M.
 And arrive at Lewiston in time
 for Boats for Hamilton, and at
 Niagara Falls in time for Cars
 for Buffalo.

THE STEAMER ROCHESTER,

Leaves LEWISTON every day, (Sundays excepted,) at 1 P. M., for Hamilton; and HAMILTON every morning, at 7 o'clock, for Lewiston.

CONNECTING WITH THE ABOVE LINES.



OSWEGO AND SYRACUSE RAILROAD,

LENGTH, 35 miles.

FARE, \$1.00. Second Class Cars, 50 cents.

LAKE ONTARIO ROUTE.

TWO DAILY TRAINS leave Syracuse and Oswego as follows.

Leave SYRACUSE, at 6 A. M., (Express,) and 3 $\frac{3}{4}$ P. M.

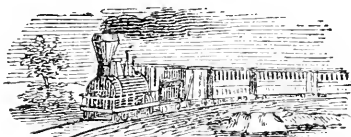
Leave OSWEGO, at 8 A. M., (Express,) and 4 $\frac{1}{4}$ P. M.

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

A. G. WILLIAMS, Supt., Syracuse, N. Y.

Montreal to Burlington, New York and Boston.

CHAMPLAIN AND ST. LAWRENCE RAILROAD.



Extending from opposite Montreal to Rouse's Point, N. Y.

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

THE STEAMER "IRON DUKE,"

Will leave for South Montreal,

With Mails and Passengers, at 11½ p. m., Train goes through to Rouse's Point and Burlington without changing Passenger or Baggage Cars.

PASSENGERS FOR NEW YORK

Sleep at Troy, Albany, or Rutland, and arrive by the Early Train, at 12 30 p. m., or by the Second Train, 4 30 p. m.

THOSE FOR BOSTON

Sleep at Northfield or Rutland, and arrive at 1 p. m., next day.

A SECOND BOAT

Will leave Montreal at 6 00 p. m. Passengers sleep at Rouse's Point, and reach New York or Boston next afternoon.

PASSENGERS FOR OGDENSBURGH AND CANADA WEST

Leave by the 10½ Boat, and reach Ogdensburgh at 7 the same evening, avoiding all detentions.

Passengers Leaving New York or Boston

In the morning will arrive in Montreal the same evening, and those leaving in the evening arrive the next afternoon, at 3 30 p.m.

W. A. MERRY, *Secretary*, Montreal.

BUFFALO TO CLEVELAND, OHIO.**BUFFALO AND STATE LINE RAILROAD, 69 Miles.****ERIE AND NORTH-EAST RAILROAD, . 19 Miles.****CLEVELAND AND ERIE RAILROAD, . 95 Miles.**

USUAL TIME, 10 hours.

PASSENGER CARS leave Buffalo at 10.45 A. M. and 2½. 8¼ and 9¾ P. M., for Erie, Cleveland, &c., connecting with the great Western Lines of Travel.

PASSENGER CARS leave Cleveland for Erie, Buffalo, &c., at 7 A. M. and 8 P. M. Leave Erie for Cleveland at 3.20 A. M. and 3.30 P. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
BUFFALO,	0	\$ cts.	CLEVELAND,	0	\$ cts.
Rodger's Road,	10	25	Euclid,	10	30
18 Mile Creek,	15	35	Willoughby,	19	55
Evan's Centre,	22	50	Painesville,	29	87
Lagrange,	29	65	Madison,	40	1 20
Silver Creek,	31	70	Geneva,	45	1 35
DUNKIRK,*	41	90	<i>Ashtabula</i> ,	55	1 65
Centreville,	51	1 10	Conneaut,	68	2 00
Westfield,	57	1 25	Penn. State Line,	70	
Quincy,	65	1 40	Springfield,	74	
Penn. State Line,	69	1 50	ERIE,	95	3 00
North-East,	76		Harbor Creek,	102	
Harbor Creek,	84		North-East,	112	
ERIE,	88	2 00	N. York State Line,	116	
Springfield,	109		Quincy,	118	
Ohio State Line,	113		Westfield,	126	
Conneaut,	115		Centreville,	132	
<i>Ashtabula</i> ,	128		DUNKIRK,*	142	
Geneva,	138		Silver Creek,	152	
Madison,	143		Lagrange,	154	
Painesville,	154		Evan's Centre,	161	
Willoughby,	164		18 Mile Creek,	168	
Euclid,	173		Rodger's Road,	173	
CLEVELAND,	135	4 00	BUFFALO,	183	4 00

* Connects with the New York and Erie Railroad.

CLEVELAND AND ERIE RAILROAD.

SUMMER ARRANGEMENT.

The regular Trains for Passengers will run daily, (Sunday excepted,) between Cleveland and Erie, stopping at the intermediate stations.

The Cars will leave Cleveland for Erie at 7 A. M. and 8 P. M.

Returning—Erie for Cleveland a 3.20 P. M. and 3.30 A. M.

Connections with the Cleveland, Columbus and Cincinnati, the Cleveland and Pittsburgh, Erie and Buffalo, and New York and Erie Railroads.

WM. BECKWITH, *Engineer*, Cleveland, Ohio.



CLEVELAND AND PITTSBURGH RAILROAD.

LENGTH 100 Miles.....FARE \$3 00.

SUMMER ARRANGEMENT.

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

Leave Cleveland at 10 a. m., Express Train for Wellsville, and intermediate Stations. 4 45 p. m. Accommodation Train for Alliance, stopping at all Way Stations. 8 15 p. m. Express Train for Alliance, stopping at Hudson and Ravenna only.

Leaves Alliance at 8 30 a. m., 1 00 p. m., and 4 15 p. m., Accommodation Train for Cleveland, stopping at all Way Stations.

Leaves Wellsville at 2 10 p. m., Express Train from Cleveland, and intermediate Stations.

The 10 00 a. m. Express Train from Cleveland connects daily with the following lines, viz. : At Cleveland, with the Trains from Cincinnati and Columbus, Chicago and Toledo, Buffalo and Dunkirk, and Lake Steamers ; at Alliance, with the Ohio and Pennsylvania Railroad for Canton, Massilon, and Wooster.

For Pittsburgh—The 10 00 a. m. and 8 15 p. m. Trains from Cleveland, connect at Alliance with the Ohio and Pennsylvania Railroad for Pittsburgh, forming Two Daily Lines between the two Cities.

For Wheeling—The 10 00 a. m. Train from Cleveland connects at Wellsville with the splendid side-wheel Steamers Winchester and Diurnal, on the Ohio River, for Wheeling and intermediate landings.

For Philadelphia and Baltimore. Passengers are ticketed through from Cleveland to either of the above Cities, via Pittsburgh and Pennsylvania Central Railroad for \$10, and they can go through by the 10 00 a. m. or 8 15 p. m. Trains.

The Express Train leaving Cleveland at 8 15 p. m., connects with the Express Train from Cincinnati, and Columbus, and Chicago, and Toledo, and with the Ohio and Pennsylvania Railroad at Alliance for Pittsburgh.

Passengers leaving Cincinnati, Chicago, Toledo, or Detroit in the morning or evening, can go direct to Pittsburgh, via Cleveland, without any detention.

Returning. Passengers leaving Wheeling in the morning will connect at Wellsville with the 2 10 p. m. Express Train, and passengers from Pittsburgh, Salem, Canton, Massilon, Wooster, and other Stations on the Ohio and Pennsylvania Railroad, will take the 8 30 a. m., and 1 00 p. m., or 4 15 p. m. Train at Alliance, and arrive at Cleveland in time to connect with the Lake Shore Road for New York, via Dunkirk or Buffalo ; also with the Trains for Columbus, Cincinnati, Toledo, and Chicago, and with Steamers for Ports on Lake Erie and the North-West.

JOHN DURAND, *Sup't.*, Cleveland, O.

CLEVELAND TO CINCINNATI, OHIO.

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

**CLEVELAND TO COLUMBUS.**

USUAL TIME, from Cleveland to Columbus, 6 hours.

PASSENGER TRAINS leave Cleve-
 land at 8.30 A. M. and 8 P. M.
 for Columbus, Cincinnati, &c.

STATIONS,	Miles.	Fare.
CLEVELAND,	0	\$ cts.
Rockport,	7	15
Berea,	12	35
Olmstead,	15	45
Columbia,	18	55
Grafton,*	25	65
La Grange	29	75
Wellington,	36	85
Rochester,	41	1 05
New London,	47	1 25
Greenwich,	54	1 40
Salem,	60	1 60
Shelby, †	67	1 80
Vernon,	75	2 00
Crestline, ‡		
Galion, §	79	2 25
Iberia,	85	2 35
Gilead,	92	2 55
Cardington,	97	2 75
Ashley,	104	2 90
Eden,	108	3 10
Delaware, || . . . . .	112	3 35
Berlin,	115	3 45
Orange,	119	3 55
Worthington,	126	3 75
COLUMBUS, ¶	135	4 00

PASSENGER TRAINS leave Co-
 lumbus at 12 M. and 11 P. M.
 for Cleveland, &c.

STATIONS.	Miles.	Fare.
COLUMBUS, ¶	0	\$ cts.
Worthington,	9	
Orange,	16	
Berlin,	20	
Delaware, || . . . . .	23	
Eden,	27	
Ashley,	31	
Cardington,	38	
Gilead,	43	
Iberia,	50	
Galion, §	56	
Crestline, ‡		
Vernon,	60	
Shelby †	68	
Salem,	75	
Greenwich,	81	
New London,	88	
Rochester,	94	
Wellington,	99	
La Grange,	106	
Grafton,*	110	
Columbia,	117	
Olmstead,	120	
Berea,	123	
Rockport,	128	
CLEVELAND,	135	4 00

* Toledo, Norwalk, and Cleveland Railroad intersects.

† Sandusky and Mansfield Railroad crosses at this Depot.

‡ Ohio and Indiana, and Ohio and Pennsylvania Railroads com-
 mence at this point.

§ Bellefontaine and Indiana Railroad intersects.

|| Delaware and Springfield Railroad intersects.

¶ Columbus and Xenia Railroad commences; also, the Central
 Ohio Railroad, extending from Columbus to Wheeling, Virginia.

A. STONE, Jr., Supt., Cleveland, Ohio.

CINCINNATI TO COLUMBUS, OHIO.**LITTLE MIAMI RAILROAD, Cincinnati to Xenia, 65 miles.**“ “ “ **Xenia to Springfield, 19 miles.****COLUMBUS AND XENIA RAILROAD, . . . 55 miles.**

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

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

PASSENGER CARS leave Columbus for Xenia, Cincinnati, &c. at 4 A. M. and 1½ & 5½ P. M

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

* Connects with Hillsborough Railroad, 37 miles in length.

† Columbus and Xenia Railroad commences.

‡ Cleveland, Columbus, and Cincinnati Railroad commences.

RAILROAD CONNECTIONS.

The Trains connect with the Mad River and Lake Erie Railroad at Springfield; Columbus and Cleveland Railroad at Columbus, also, Central Ohio Railroad (only ten miles staging) to Zanesville, and lines of coaches from Zanesville to Wheeling, &c.

On Sundays but one Train will be run, leaving Cincinnati at 2.30 P. M., Columbus, 4.15 A. M.

For further information and Through Tickets, apply to P. W. STRADER, Agent, at the Ticket Office, east side of Broadway, first door north of Front Street, Cincinnati.

W. H. CLEMENT, Supt., Cincinnati.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROADS.**SUMMER ARRANGEMENT.***Four Passenger Trains Daily, (Sunday's excepted.)*

TRAINS run by Columbus time, which is seven minutes faster than Cincinnati time.

PASSENGER TRAINS will leave the Depot on East Front street, as follows :—

Express Train at 6 A. M.
 Accommodation Train at 7:30 A. M.
 Hillsborough Train at 2:30 P. M.
 Mail Train at 5 P. M.,

For Xenia, Columbus and Springfield.

Returning from Columbus—

Mail Train will leave at 4:5 A. M.
 Express Train will leave at 1:30 P. M.
 Accommodation Train will leave at 5:15 P. M.
 Returning from Hillsborough at 7 A. M.
 Returning from Springfield at 5 A. M.
 Returning from Springfield at 5 P. M.

TRAINS WILL STOP AS FOLLOWS :

EXPRESS TRAIN, 6 A. M. from Cincinnati at Loveland, Morrow, Xenia and London only. 1:30 P. M., from Columbus, at London, Xenia, Corwin, Morrow, Loveland and Plainville, only.

ACCOMMODATION TRAIN, 7:30 A. M. from Cincinnati, and 5:15 P. M. from Columbus at all the Stations.

MAIL TRAIN, 4:5 A. M. from Columbus, and 5 P. M. from Cincinnati, at all the Stations.

HILLSBOROUGH TRAIN at 7 A. M. from Hillsborough, and 2:30 P. M. from Cincinnati, at Lynchburg, Westboro, Blanchester, Goshen, and Wilmington pike, Loveland, Polktown, Miamiville, Milford, Plainville and Linwood. Also on notice at flag stations.

Passengers for Hillsborough, Chilicothe, and intermediate points will take the 2:30 P. M. trains.

Passengers for Springfield take the 7:30 A. M., or 5 P. M. Trains.

The trains connects with the Mad River and Lake Erie Railroad at Springfield, Columbus and Cleveland Railroad at Columbus, Central Ohio Railroad to Zanesville, and lines of Coaches from Zanesville to Wheeling, &c.

☞ On Sundays but one train will run, leaving Cincinnati at 2:30 P. M., Columbus, 4:30 A. M., stopping at all Way Stations.

Fare from Cincinnati to Xenia,	\$1 60
“ “ “ Hillsborough,	1 75
“ “ “ Chilicothe	3 75
“ “ “ Springfield,	2 00
“ “ “ Cleveland,	6 00
“ “ “ Shelby,	4 75
“ “ “ Columbus,	3 00
“ “ “ Zanesville,	4 80
“ “ “ Wheeling,	7 15
“ “ “ Pittsburgh,	7 75

For further information and Through Tickets apply to P. W. STRADER, Agent, at the Ticket Office, East side of Broadway, first door North of Front street, Cincinnati.

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

RAILROAD ROUTE

FROM CINCINNATI TO DAYTON AND SANDUSKY.

CINCINNATI AND DAYTON RAILROAD. . . Length, 60 miles.
 MAD RIVER AND LAKE ERIE " . . " 158 miles.

CINCINNATI, HAMILTON, AND DAYTON RAILROAD.

Trains leave the Sixth street Station, Cincinnati, daily, Sundays excepted, at 8 A. M., and 4 P. M.

Returning—will leave Dayton at 8 o'clock, A. M., and 4 P. M., on arrivals of trains from Mad River and Lake Erie Railroad. The 8 A. M. train from Cincinnati, and 4 P. M. train from Dayton will stop only at Cumminsville, Carthage, Glendale, Hamilton, Middletown, Post Town, Carlisle, and Miamisburg.

The 8 A. M. train from Dayton and 4 P. M. train from Cincinnati will stop at Cumminsville, Spring Grove, Ludlow, Carthage, Lockland, Glendale, Jones', Hamilton, Busenback's, Trenton, Middletown, Post Town, Carlisle, Miamisburg, and Carrolton.

The 8 A. M. train from Cincinnati, and 4 P. M. train from Dayton, connects with the through train over Mad River and Lake Erie Railroad, and first class Steamers to Buffalo and Detroit, during navigation.

The 8 A. M. train from Dayton, and 4 P. M. train from Cincinnati, connects with the accommodation train on Mad River and Lake Erie Railroad to Springfield and Urbana.

Lines of first class Coaches run in connection with the trains from Hamilton and Dayton, to all parts of Indiana and Northern Ohio.

Doyle's Canal Packets connect at Dayton with the trains from Cincinnati and Dayton.

The Freight Train will leave Cincinnati, daily, at 11½ o'clock, A. M.

Returning—will leave Dayton at 4 o'clock, A. M.: leave Hamilton for Cincinnati, with Passenger Car attached, at 7 A. M., and reach Cincinnati, daily, at 9.20 A. M.

Fare from Cincinnati to Hamilton,	\$0 60	.	.	25 miles.
" " Dayton,	1 50	.	.	60 "
" " Springfield,	2 00	.	.	84 "
" " Urbana,	2 30	.	.	99 "
" " Sandusky,	4 75	.	.	218 "
" " Detroit,	7 50	.	.	"
" " Buffalo,	8 25	.	.	"

For other information and through Tickets, apply to WILLIAM LATHAM, at Railroad Office, North-west corner of Broadway and Front streets, and at Ticket Office, Sixth street Depot.

CINCINNATI TO HAMILTON, DAYTON AND EATON, OHIO.



CINCINNATI AND DAYTON RAILROAD, 60 miles,
EATON AND HAMILTON " 27 miles.

USUAL TIME, from Cincinnati to Dayton, 2½ hours.

PASSENGER CARS leave Cincinnati for Hamilton, Dayton, &c., at 8 A. M. and 4 P. M.			PASSENGER CARS leave Dayton at 8 A. M. and 4 P. M. for Cincinnati, &c.		
STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
CINCINNATI,	0	\$ cts.	DAYTON,	0	\$ cts.
Cumminsville,	5	10	Carrolton,	5	15
Spring Grove,	7	15	Miamisburg,	11	30
Ludlow,	8	15	Carlisle,	15	45
Carthage,	10	20	Post Town,	20	60
Lockland,	11	25	Middletown,	23	70
Glendale,	15	30	Trenton,	27	80
Jones',	20	50	Busenback's,	30	90
HAMILTON,	25	60	HAMILTON,	35	1 00
Collinsville,	35	85	Collinsville,	45	1 25
Summerville,	39	95	Summerville,	49	1 35
Camden,	44	1 10	Camden,	54	1 50
EATON,	52	1 25	EATON,	62	1 65
Busenback's	30	75	Jones',	40	1 20
Trenton,	33	85	Glendale,	45	1 35
Middletown,	37	90	Lockland,	49	1 45
Post Town,	40	1 00	Carthage,	50	1 50
Carlisle,	45	1 10	Ludlow,	52	1 50
Miamisburg,	49	1 25	Spring Grove,	53	1 50
Carrolton,	55	1 35	Cumminsville,	55	1 50
DAYTON,	60	1 50	CINCINNATI,	60	1 50

HENRY O. AMES, *Supt.*, Cincinnati, Ohio.

CONNECTING LINES OF TRAVEL.

The Morning Train from Cincinnati connects at Hamilton with the Eaton and Hamilton Train for Eaton at 9 A. M. ; at Dayton with Through Train to Springfield and Sandusky at 10½ A. M.

The Evening Train from Cincinnati connects at Hamilton with Train for Eaton at 5 P. M.

Steamers leave Sandusky, daily, during navigation, for Detroit, Cleveland, Dunkirk, and Buffalo.

UNITED STATES MAIL LINE BETWEEN CINCINNATI AND LOUISVILLE.

Steamer **BEN. FRANKLIN**, Capt. J. B. Summons.

“ **TELEGRAPH**, No. 2, “ **Moses McClellen**.

One of the above splendid boats leaves Cincinnati and Louisville daily, during the whole year, at 11 o'clock, A. M., on the arrival of Northern and Eastern cars, stopping at the intermediate landings.

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

 MEALS INCLUDED.

Usual time, 12 hours. Deck passage, through, \$1 00.

ROGERS & SHERLOCK, Agents, Cincinnati.

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

Steamer **FASHION**, Capt. Andrews.

“ **PIKE**, No. 9, “ **Tucker**.

“ **LADY FRANKLIN**, “ **Spotts**.

Leave Louisville every Monday, Wednesday and Friday, and Saint Louis every Thursday, Saturday and Monday.

Cabin passage, \$8—Meals included.

ROGERS & SHERLOCK, Agents,
Cincinnati.

PITTSBURGH, CINCINNATI, LOUISVILLE, AND ST. LOUIS DAILY STEAM PACKET LINE. 1853.

The Cheapest and most Direct Route between the above Cities.

Passengers received through.

This well-established Line, comprises the LARGEST, SAFEST, most SUPERB AND COMFORTABLE Passenger Steamers on the Western Waters.

The Officers and Crews are selected from the most careful and experienced river men, which has prevented the almost total exemption of the Line from accidents, during the seven years of its existence, in which it has carried more than a million persons with safety and comfort.

Passengers in the Boats of this Line, will find the care and ACCOMMODATIONS UNSURPASSED by the best hotels in the Union.

THIS IS THE ONLY

REGULAR PACKET LINE

On the Route, and as transient boats frequently advertise as "Regular Packets," the attention of travelers is invited to the names and days of the Boats of the Line, viz :

BUCKEYE STATE.

CAPTAIN M. W. BELTZHOVER.

Leaves Pittsburgh, Sunday ; Leaves Cincinnati, Wednesday.

KEYSTONE STATE.

CAPTAIN CHARLES STONE.

Leaves Pittsburgh, Monday ; Leaves Cincinnati, Thursday.

ALLEGHENY.

CAPTAIN GEO. C. McCLEAN

Leaves Pittsburgh Tuesday ; Leaves Cincinnati, Friday.

CRYSTAL PALACE.

CAPTAIN W. J. KOUNTZ.

Leaves Pittsburgh, Wednesday ; Leaves Cincinnati, Saturday.

BRILLIANT.

CAPT. R. J. GRACE.

Leaves Pittsburgh Thursday ; Leaves Cincinnati, Sunday.

PITTSBURGH.

CAPT. HUGH CAMPBELL.

Leaves Pittsburgh, Friday ; Leaves Cincinnati, Monday.

MESSENGER, No. 2.

CAPTAIN JOHN KLINEFELTER.

Leaves Pittsburgh, Saturday ; Leaves Cincinnati, Tuesday.

Hours of departure, from Pittsburgh, 10 a. m. positively and Cincinnati.

MICHIGAN CENTRAL RAILROAD,

Extending from DETROIT to CHICAGO, Illinois, 278 miles.

USUAL TIME, 11 hours.

WESTWARD TRAINS, leave Detroit daily for Chicago, &c. at 7.30 A. M. For Kalamazoo at 6.15 P. M.

EASTWARD TRAINS, leave Chicago daily, for Detroit, &c. at 8. A. M. Kalamazoo for Detroit at 9 A. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
DETROIT,	0	\$ cts.	CHICAGO,	0	\$ cts.
Dearborn,	10	30	Junction,	14	50
Wayne,	18	55	Lake,	34	55
Ypsilanti,	30	90	Porter,	42	1 50
Ann Arbor,	37	1 10	Michigan City,	54	1 70
Dexter,	46	1 35	New Buffalo,	64	1 90
Chelsea,	55	1 60	Terre Coupee,	80	2 40
Grass Lake,	65	1 95	Buchanan,	86	2 50
Jackson,	76	2 25	Niles,	91	2 70
Parma,	86	2 55	Dowagioe,	104	3 05
Albion,	96	2 95	Decatur,	115	3 40
Marshall, (dine,)	108	3 20	Paw Paw,	123	3 60
Battle Creek,	121	3 50	Kalamazoo,	140	3 90
Galesburgh,	134	3 80	Galesburgh,	148	4 00
Kalamazoo,	141	4 00	Battle Creek,	161	4 40
Paw Paw,	150	4 35	Marshall, (dine,)	174	4 60
Decatur,	167	4 50	Albion,	186	4 65
Dowagioe,	178	4 60	Parma,	196	4 95
Niles,	191	4 80	Jackson,	206	5 40
Buchanan,	196	5 00	Grass Lake,	217	5 70
Terre Coupee,	202	5 20	Chelsea,	227	6 00
New Buffalo,	218	5 75	Dexter,	236	6 15
Michigan City,	228	6 00	Ann Arbor,	245	6 35
Porter,	240	6 25	Ypsilanti,	252	6 55
Lake,	248	6 40	Wayne,	264	6 65
Junction,	264	6 75	Dearborn,	272	6 80
CHICAGO,	278	7 00	DETROIT,	278	7 00

SUMMER ARRANGEMENT.

THROUGH TRAIN WESTWARD

Will leave Detroit *daily*, (Sundays excepted,) at 7½ o'clock, A. M., and arrive in Chicago early in the evening. This Train will stop at all the Regular and Signal Stations to take up and leave passengers.

THROUGH TRAIN EASTWARD

Will leave Chicago *daily*, (Sundays excepted,) at 8 o'clock, A. M., arriving at Detroit early in the evening. This Train will stop to leave passengers at *all* Regular and Signal Stations, but will not stop to *take up* passengers at any but *Regular* Stations east of Jackson.

J. W. BROOKS, Supt., Detroit, Michigan.

MICHIGAN SOUTHERN AND INDIANA NORTHERN RAILROAD.

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

PASSENGER CARS leave MONROE daily at 7 $\frac{3}{4}$ A. M., and Toledo at 6 P. M. for Chicago, &c.

USUAL TIME, 12 hours.

STATIONS.	Miles.	Fare.
MONROE,	0	\$ cts.
Ida,	13	30
Petersburg,	20	50
Deerfield,	24	60
ADRIAN,*	37	1 00
Clayton,	48	1 35
Hudson,	54	1 50
Pittsford,	60	1 70
Osceo,	64	1 85
HILLSDALE,	70	2 00
Jonesville,	75	2 15
Quincy,	86	2 50
COLDWATER,	93	2 65
Bronson,	103	3 00
Burr Oak,	110	3 20
STURGIS,	116	3 40
White Pigeon, (dine,)	128	3 70
Bristol, (Indiana,)	139	3 90
Elkhart, †	147	4 15
Mishawakie,	158	4 50
SOUTH BEND,	162	4 65
Terre Coupee,	174	5 00
Laporte,	189	5 50
Holmesville,	198	
Calumet,	207	
Baily Town,	211	6 20
Millers,	218	6 60
Ainsworth,	235	6 90
CHICAGO,	247	7 00

PASSENGER CARS leave Chicago at 8 $\frac{1}{2}$ A. M. & 8 P. M. for Toledo, &c., connecting with Lines of Travel to Phil'a and N. York.

STATIONS.	Miles.	Fare.
CHICAGO,	0	\$ cts.
Ainsworth,	12	35
Millers,	29	75
Baily Town,	36	1 15
Calumet,	40	
Holmesville,	49	
Laporte,	58	1 80
Terre Coupee,	73	2 25
SOUTH BEND,	85	2 60
Mishawakie,	89	2 75
Elkhart, †	100	3 10
Bristol,	108	3 30
White Pigeon, (dine,)	119	3 65
STURGIS,	131	4 00
Burr Oak,	137	4 10
Bronson,	141	4 35
COLDWATER,	154	4 65
Quincy,	161	4 85
Jonesville,	172	5 15
HILLSDALE,	177	5 35
Osceo,	183	5 50
Pittsford,	187	5 60
Hudson,	193	5 85
Clayton,	199	6 00
ADRIAN,*	210	6 35
Deerfield,	223	6 70
Petersburg,	227	6 80
Ida,	234	7 00
MONROE,	247	7 00

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

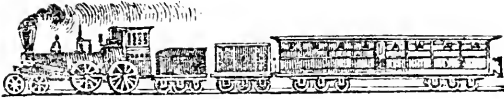
† Goshen Branch Railroad diverges from this Station.

ERIE AND KALAMAZOO RAILROAD,

Runs in connection with the MICHIGAN SOUTHERN RR.
Extends from TOLEDO, O., to ADRIAN, Mich., 32 miles
FARE, \$1.

PASSENGER CARS leave Toledo for Adrian, Chicago, &c., at 8 A. M. RETURNING, leave Adrian for Toledo, &c., at 7 P. M., connecting with Lines of Travel to Cleveland, Columbus, Cincinnati, &c.

J. H. MOORE, *Supt.*, Adrian, Michigan.



RAILROAD AND STAGE ROUTE

From Chicago to Galena, Illinois, via Galena and Chicago Union Railroad.

PASSENGER CARS leave Chicago, daily, at 7½, and 11 A. M. & 3 P. M. for Rockford &c., connecting with Stages running to Galena, &c. Cars leave at 2 P. M. for Aurora, &c.

Returning, Cars leave Cherry Valley at 7½ A. M. and 2 P. M. Leave Aurora at 5 P. M.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare
CHICAGO,.....	0	\$ cts.	GALENA, Stage,.....	0	\$ cts.
Desplaines,.....	10	30	White Oak Springs,..	11	
Cottage Hill,.....	16	50	Freeport,.....	56	
Babcock's,.....	20	60	Rockford,.....	85	
Wheaton's,.....	25	75	Cherry Valley R. R.,..	95	
Aurora Junction,*..	30	90	Belvidere,.....	102	
Wayne,.....	33	1 00	Marengo,.....	114	
Clinton,.....	38	1 15	Union,.....	118	
Elgin,.....	42	1 25	Huntley,.....	125	
Gilbert's,.....	50	1 50	Gilbert's,.....	130	
Huntley,.....	55	1 65	Elgin,.....	138	
Union,.....	62	1 85	Clinton,.....	142	
Marengo,.....	66	2 00	Wayne,.....	147	
Belvidere,.....	78	2 35	Aurora Junction,.....	150	
Cherry Valley,.....	85	2 50	Wheaton's,.....	155	
Rockford, Stage,..	95		Babcock's,.....	160	
Freeport,.....	124		Cottage Hill,.....	164	
W. Oak Springs,“....	169		Desplaines,.....	170	
GALENA,.....	180	7 50	CHICAGO,.....	180	7 50

Usual time from Chicago to Cherry Valley, 5½ hours

The AURORA EXTENSION RAILROAD to LaSalle, on the Illinois River, is nearly completed.

* AURORA and ST. CHARLES CARS connect with each train at Aurora Junction.

STAGE CONNECTIONS.

For Galena and points West, at Cherry Valley.

For Benoit, Jonesville, Madison, &c., at Belvidere.

For Ottawa, LaSalle, St. Louis, Rock Island, &c., at Aurora.

TOLEDO, NORWALK AND CLEVELAND RAILROAD.

Open through, completing the last link in the Chain of Railroads between New York, Boston, Philadelphia, Baltimore and Chicago.

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

GOING EAST.

	Day Train.	Night Train.	Bellevue Train.
Leave Toledo,.....	8 00 a. m.	10 00 p. m.	
Reach Cleveland,.....	2 30 "	6 00 "	6 30 p. m.

GOING WEST.

	Day Train.	Night Train.	Bellevue Train.
Leave Cleveland,.....	9 20 a. m.	8 30 p. m.	
Reach Toledo.....	4 15 "	5 00 "	

CONNECTING


At Toledo—With Trains of Michigan Southern Railroad for Chicago and the West, forming a line in connection with Chicago, and Rock Island R. R. and Steamers on Illinois River to St. Louis.

At Bellevue—With Trains of Mad River and Lake Erie Road for Sandusky City, Dayton, Cincinnati, &c.

At Monroeville—With Sandusky, Mansfield, and Newark Railroad for Sandusky City, Shelby Junction, Columbus, Newark, and Zanesville.

At Grafton—With Cleveland, Columbus and Cincinnati Road, for Shelby Junction, Columbus, and Cincinnati.

At Cleveland—With Lake Shore Road, via Dunkirk, for New York and Boston, and via Buffalo, for New York and Albany, also, for Western Road and Boston.—With Cleveland and Pittsburgh Road, for Pittsburgh, Wheeling, &c.

 Freight forwarded promptly, at fair rates.

E. B. PHILLIPS, *Sup't.*, Norwalk, Ohio

CHICAGO AND ROCK ISLAND RAILROAD.

Open to La Salle and Peru, 100 miles, and there connecting with First Class Steamers for


ST. LOUIS AND NEW ORLEANS,

And intermediate places, on the Illinois and Mississippi River.

Trains leave Chicago on the arrival of the Express Trains of the Northern Indiana, Michigan Southern, and Michigan Central Roads; and returning, arrive in Chicago in time for all Trains going Eastward the same evening.

Stages run from La Salle and Peru, Westward and Northward, on the arrival of all Trains.

Passengers leaving New York by the Morning Express Trains of the Erie and Hudson River Roads, will reach Chicago in time to go immediately on. Those leaving New York by the Evening Express Trains, may rest all night at Chicago, and leave the next morning at 8 o'clock.

 Time from St. Louis to New York and Boston, over the Erie and New York Central Roads, 75* hours; and to Philadelphia, over the Cleveland, Columbus and Pittsburgh Roads, 68 hours.

ADDISON R. GILLMORE, *Sup't.*, Chicago.

* By the 1st of June next, the time between New York and St. Louis will be reduced to 63 hours.

SANDUSKY TO NEWARK, OHIO.

MANSFIELD AND SANDUSKY RAILROAD, 56 miles.

COLUMBUS AND LAKE ERIE RAILROAD, 60 miles.

USUAL TIME, from Sandusky to Newark, 7 hours.

PASSENGER CARS leave Sandusky daily, Sundays excepted, at 11.40 A. M. and 2 30 P. M.			PASSENGER CARS leave Newark at 9.50 A. M. and 12.40 P. M. for Mansfield, Sandusky, &c.		
STATIONS.	Miles.	Fare	STATIONS.	Miles.	Fare.
SANDUSKY,	0	\$ cts.	NEWARK,	0	\$ cts.
Ladds,	8	25	Newton,	5	10
Monroeville,	16	50	St. Louisville,	8	25
Pontiac,	20	60	Utica,	13	35
Havona,	24	70	Hunts,	19	60
Centreville,	28	80	Mount Vernon,	25	75
New Haven,	34	95	Frederickton,	31	95
Plymouth,	36	1 00	Ankeneytown,	36	1 10
SHELBY,*	45	1 25	Independence,	41	1 25
Spring Mill,	51	1 40	Bellville,	47	1 40
MANSFIELD,	56	1 50	Lexington,	52	1 55
Lexington,	65	1 70	MANSFIELD,	61	1 75
Bellville,	70	1 85	Spring Mill,	65	1 85
Independence,	76	2 00	SHELBY,*	72	2 00
Ankeneytown,	81	2 15	Plymouth,	81	2 25
Frederickton,	86	2 30	New Haven,	82	2 30
Mount Vernon,	92	2 50	Centreville,	89	2 45
Hunt's,	98	2 65	Havona,	93	2 55
Utica,	105	2 90	Pontiac,	97	2 60
St. Louisville,	109	3 00	Monroeville,	101	2 75
Newton,	112	3 15	Ladds,	109	3 00
NEWARK,	116	3 25	SANDUSKY,	116	3 25

* The Trains connect at this Station with Cars running to Cleveland, Columbus, Cincinnati, &c.

CENTRAL OHIO RAILROAD,

To extend from COLUMBUS to WHEELING, Va.

The Trains upon this Road now run as follows :

EXPRESS TRAIN,

Leaves West Zanesville daily at 8 o'clock, A. M., arrives at Newark at 9.15 o'clock.

RETURNING, leaves Columbus daily at 12.50 P. M., arrives at Newark at 4.25, and at West Zanesville at 5.45 P. M.

ACCOMMODATION TRAIN,

Leaves West Zanesville daily, (Sundays excepted,) at 3.15 P. M., arrives at Newark at 5.10 P. M.

RETURNING, leaves Columbus daily, (Sundays excepted,) at 3 o'clock, A. M., reaches Newark at 7.40, A. M., and arrives at West running Zanesville at 9.45 A. M.

These Trains connect with the Omnibus and Coach Lines between Zanesville and Wheeling.

ROBERT MACLEOD, *Eng. and Supt.*, Zanesville, Ohio.

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

STOPPING PLACES.	Miles.	Fare.	STOPPING PLACES.	Miles.	Fare.
LASALLE	0	\$ cts.	ST. LOUIS	0	\$ cts.
PERU	1		Mouth Missouri	20	
Hennepin	19	1 00	ALTON, Il.	25	1 00
Henry	31	1 50	Grafton	43	1 50
LACON	41	1 50	Twelve Mile Is.	56	1 50
Chillicothe	51	2 00	HARDIN	69	1 50
Rome	54	2 00	Newport	87	2 00
PEORIA	72	2 00	Bridgeport	102	2 00
PEKIN	82	2 50	Montezuma	106	2 00
Kingston	90	3 00	Florence	112	2 00
Copperas Creek	102	3 00	Griggsville	118	2 00
Liverpool	112	3 50	NAPLES	122	2 00
Havanna	122	4 00	Meredosia	128	2 50
BATH	136	4 00	Lagrange	138	2 50
Frederick	153	4 00	BEARDSTOWN	148	3 00
BEARDSTOWN	162	4 00	Frederick	152	3 00
Lagrange	172	4 00	BATH	174	3 50
Meredosia	182	4 00	Havanna	188	3 50
NAPLES	188	4 00	Liverpool	198	3 50
Griggsville	192	4 50	Copperas Creek	208	3 50
Florence	198	4 50	Kingston	220	4 00
Montezuma	204	4 50	PEKIN	228	4 00
Bridgeport	208	4 50	PEORIA	238	4 00
Newport	223	5 00	Rome	256	4 00
HARDIN	241	5 00	Chillicothe	259	4 00
Twelve Mile Is.	254	5 00	LACON	269	4 50
Grafton	267	5 00	Henry	279	4 50
ALTON	285	5 00	Hennepin	291	5 00
Mouth Missouri	290		PERU	309	5 00
ST. LOUIS	310	5 00	LASALLE	310	5 00

USUAL TIME, 36 HOURS.

DECK PASSAGE, \$1.50.

GREAT NORTHERN ROUTE.
From St. Louis to New York.

The following splendid Steamers are now making daily trips from St. Louis to La Salle, in connection with the Canal Packets to Chicago :

CONNECTICUT,	Pratt, Commander.
AMAZONIA,	Devanny, do.
PRAIRIE STATE,	Ryder, do.
HIBERNIA, No. 2,	Price, do.
CATARACT,	Dewitt, do.

One of the above Boats will leave St. Louis and La Salle every evening during the season, affording the cheapest and quickest Route between the East and West.

ILLINOIS AND MICHIGAN CANAL PACKET BOATS

Three Daily Lines between CHICAGO and LASALLE, as follows :

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

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

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

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

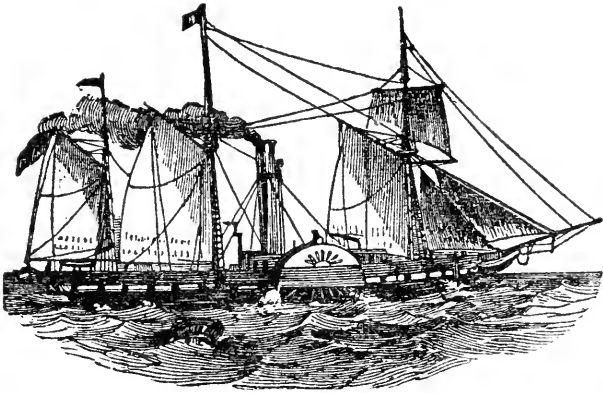
Steamers of about 300 tons burthen run daily, during the season of navigation, from Galena, Il., to St. Paul's, Min., stopping at the intermediate landings. Distance from Galena to St. Paul's 400 miles, fare, \$5.00. Usual time 2 days.

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

MISSOURI RIVER STEAMBOATS,

RUNNING FROM ST. LOUIS TO ST. JOSEPH'S, 580 MILES.

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



UNITED STATES MAIL STEAMSHIP CO.

For Havana, New Orleans, and Aspinwall. spinwall.

TABLE OF DISTANCES, & c.

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

Ports.	M's fm. N. Y.,	Time.	Fare.
NEW YORK, - - -	- 90	Days.	
HAVANA, (Cuba,) - - -	- 1,400	5½	\$60
NEW ORLEANS, - - -	- 2,100	8	60
ASPINWALL, - - -	- 2,400	9	65

STEAMERS.

OHIO, - - -	- 2,500 tons,	Capt. J. F. Schenck, U. S. N
GEORGIA, - - -	- 2,700 "	" D. D. Porter, U. S. N.
ILLINOIS, - - -	- 2,200 "	" H. J. Hartstene, U. S. N
FALCON, - - -	- 1,000 "	" H. Rodgers, U. S. N.
EMPIRE CITY, - - -	- 2,000 "	" H. Windle,
CRESCENT CITY, - - -	- 1,500 "	" R. Baxter,
CHEROKEE, - - -	- 1,300 "	" J. McGowan,
PHILADELPHIA, - - -	- 1,100 "	" McKinstry,
ELDORADO, - - -	- 1,200 "	" Wm. Mitchell.

DAYS OF SAILING.

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

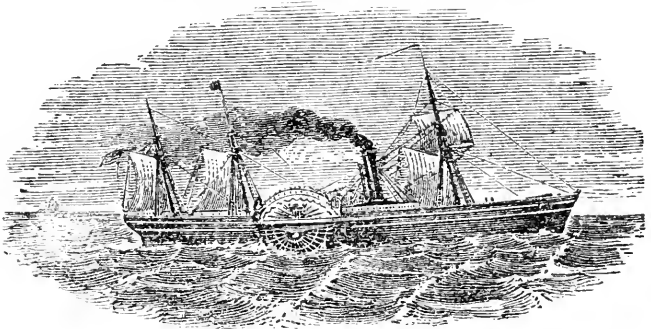
For Aspinwall, the 5th 13th 20th and 28th of every month

For Freight or Passage, apply to

M. O. ROBERTS,

177 West street, New York.

PACIFIC MAIL STEAMSHIP COMPANY.



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

GOLDEN GATE, 2500 Tons.	||	COLUMBIA, . . 800 Tons.
TENNESSEE, . 1300 Tons.	||	CAROLINA, . . 600 Tons.
NORTHERNER, 1200 Tons.	||	COLUMBUS, . . 600 Tons.
REPUBLIC, . . 1200 Tons.	||	ISTHMUS, . . 600 Tons.
OREGON, . . 1099 Tons.	||	UNICORN, . . 600 Tons.
PANAMA, . . 1087 Tons.	||	FREMONT, . . 600 Tons.
CALIFORNIA, . 1050 Tons.	||	

The public are informed that, under the new arrangement of this Company, Steamers inspected and approved by the Navy Department, and carrying the U. S. Mails, will hereafter leave PANAMA, immediately on arrival of the Atlantic Mails, and SAN FRANCISCO on the 1st and 15th days of each month, and will touch at ACAPULCO

A reserve boat will be kept at each end of the route to cover accidents.

The new Steamship COLUMBIA will ply between San Francisco and Ports in Oregon, awaiting at the former Port the arrival of the Mails and Passengers at Panama, and returning without delay with the Mails and Passengers for the Steamer from San Francisco. Persons securing Through passage by the United States Mail Steamers from New-York, have preference of accommodation on board the Pacific Mail Steamers.

☞ Rates of Fare from Panama to San Francisco on the most Favorable Terms.

An experienced Surgeon is permanently attached to each Steamer in these Lines. Each Passenger is allowed 250 lbs. Personal Baggage free, not exceeding in measurement 10 cubic feet. Freight will be taken to Chagres at 70 cents per foot, and from Panama to San Francisco at the rate of \$100 per ton.

For freight or passage apply to CHARLES A. WHITNEY.

At the Office of the Companies, 177 West St., corner of Warren, N. York.

U. S. Mail Steamship Co. Connecting with the Pacific Mail Steamship Co.

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

By order of the Postmaster General, the United States Mail Steamers, with the great CALIFORNIA AND OREGON MAILS, are to be dispatched on the 5th and 20th of each month, from NEW-YORK direct for Aspinwall; and from NEW ORLEANS direct for ASPINWALL, on the 7th and 22d. When these dates occur on Sunday, the sailing to be postponed until the Monday following. The Pacific Mail Steamers are to be in readiness for immediate dispatch on arrival of the Mails at Panama.



U S. MAIL STEAMSHIP COMPANY.

THE FOLLOWING IS A LIST OF THE STEAMSHIPS
 BELONGING TO THIS COMPANY:

GEORGIA,	3000 Tons.	CHEROKEE,	1300 Tons.
OHIO,	3000 Tons.	PHILADELPHIA,	1100 Tons.
ILLINOIS,	2500 Tons.	EL DORADO,	1300 Tons.
EMPIRE CITY,	2000 Tons.	FALCON,	1000 Tons.
CRESCENT CITY,	1500 Tons.		

Leaving NEW-YORK for ASPINWALL, on the 5th and 20th of each Month.

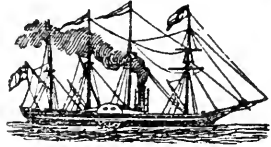
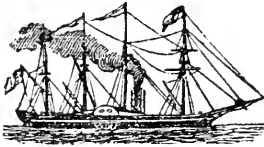
The New Steamship EL DORADO and the FALCON will form a direct line between NEW ORLEANS and ASPINWALL, leaving on the 7th and 22d of each month, and forming with the Pacific Steamships a Through Line to and from NEW ORLEANS and Ports in MEXICO, CALIFORNIA and OREGON. Passage from New Orleans can be secured from ARMSTRONG, HARRIS & Co., or JAS. R. JENNINGS, Agents, at that place.

THE RATES FROM NEW-YORK TO ASPINWALL WILL BE
 For Ladies' Saloon State Rooms, \$65 | Second Cabin Standees, \$45
 Lower Aft & For'd Saloon State do. 55 | And Steerage, 35



Passengers are landed at the Railroad Depot, Aspinwall, FREE OF EXPENSE. The Railroad being in operation, and Cars running over half the distance from Aspinwall to Panama, the transit of the Isthmus may be performed in from eighteen to twenty-four hours—the expense, which varies from \$10 to \$25, to be borne by the passengers.

THE VANDERBILT STEAMSHIP LINE, FOR SAN FRANCISCO BY THE WAY OF NICARAGUA.



Only Line giving Tickets across the Isthmus.

This Line is now in complete and successful operation, and is composed of the following First Class Ocean Steamers :—

<p>NORTHERN LIGHT, Capt. Tinklepaugh, PROMETHUS, Capt. Churchill, STAR OF THE WEST, Capt. —,</p>	}	<p>Leaving <i>New-York</i> for <i>San Juan del Norte</i>, on the 5th and 20th of every month, at 3 o'clock, P. M., from Pier No. 2, N. R.</p>
<p>PACIFIC, Capt. Le Fevre, SIERRA NEVADA, Capt. —, BROTHER JONATHAN, Capt. Baldwin.</p>	}	<p>Leaving <i>San Francisco</i> for <i>San Juan del Sur</i> on the 1st and 15th of every month.</p>

All now in their places on the Line, for which they have been expressly designed in their construction, and unsurpassed in speed, safety and accommodations.

When the above dates fall on Sunday, the day of departure will be the Saturday previous.

The route of the ACCESSORY TRANSIT COMPANY OF NICARAGUA with which this Line connects, passes through the *Republic of Nicaragua*, from *San Juan del Norte*, by Steamboats, 165 miles up the *San Juan River*, and across *Lake Nicaragua*, from which that river flows, to *Virgin Bay*, and thence by horses and mules over a good road, only 12 miles in length, to the port of *San Juan del Sur*.

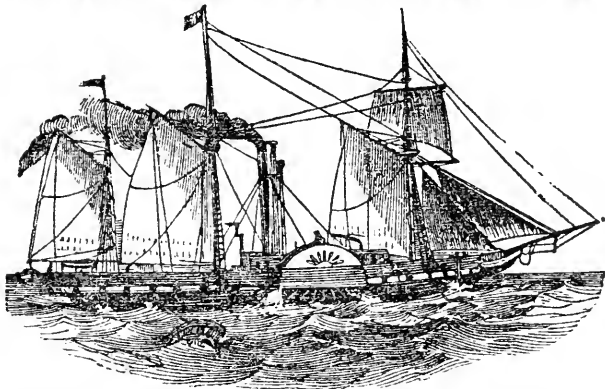
It is confidently anticipated that the trips through from *New-York* to *San Francisco* will be performed regularly by this Line in about 25 days.

The Steamers go from *New-York* to *San Juan del Norte* direct, without stopping at any intermediate port; and from *San Juan del Sur* to *San Francisco*, touching at *Acapulco* only.

Baggage on the ships is free, to the extent of 10 cubic feet, or 250 pounds, for each full passenger; for all over this quantity, 20 cents per pound extra will be charged for transport through in the ships. All baggage is charged 15 cents per pound for transportation over the Transit Route. Apply to

C. VANDERBILT, *Agent*, 9 Battery Place, up stairs.

NEW YORK AND SAN FRANCISCO STEAMSHIP LINE.



COMPOSED OF NEW STEAMSHIP

UNITED STATES,

1,500 tons burthen, W. C. BERRY, Commander,
(Employed on the Atlantic Coast.)

NEW DOUBLE ENGINE STEAMSHIPS

WINFIELD SCOTT,

2,100 tons burthen, W. G. DUNN, Commander,
CORTES,

1,600 tons burthen, THOS. B. CROPPER, Commander, and
(Employed on the Pacific Coast.)

These vessels in accommodations and safety are not surpassed by any on this route, and an experienced Surgeon is attached to each vessel.

Passengers by the UNITED STATES, will disembark alongside the wharf at Aspinwall, and proceed by the PANAMA RAILROAD across the Isthmus, thus avoiding the risk attendant upon landing in boats at Chagres, and the river navigation to Gorgona.

There will be no detention by these conveyances, as these Steamships on the *Pacific* and *Atlantic coast* will sail from PANAMA and ASPINWALL immediately, upon the arrival of the Passengers.

☞ The days for sailing of these vessels will be published in the daily Newspapers at San Francisco, Panama, and New York.

☞ For Freight or Passage, apply, in New York, to

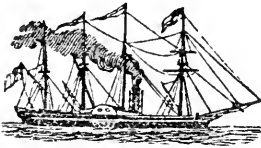
DAVIS, BROOKS & Co., *General Agents,*
26 Broadway.

Or to **JONES & JOHNSON,** 104 West Street.

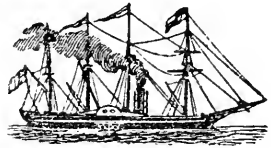
In PANAMA, to GARRISON & FRETZ,

In SAN FRANCISCO, to W. F. BABCOCK & CO.

NEW YORK AND HAVRE STEAM NAVIGATION COMPANY.



FRANKLIN.



HUMBOLDT.

The UNITED STATES MAIL STEAMERS, the **FRANKLIN**, J. A. WOTTEN, Commander, and the **HUMBOLDT**, D. LINES, Commander, will leave **New York, Havre** and **Southampton**, for the year 1853, on the following days:—

DAYS OF SAILING.

From New York. SATURDAY.	From Havre. WEDNESDAY.	From Southampton. WEDNESDAY.
June..... 4	June 8	June 8
July..... 2	July..... 6	July..... 6
" 30	August..... 3	August..... 3
August..... 27	" 31	" 31
September..... 24	September..... 28	September..... 28
October 22	October 26	October 26
November 19	November ... 23	November..... 23

The **FRANKLIN** will leave Havre on the 23d December.

These Steamers, built expressly for Government service, 2,200 Tons burthen each, are not surpassed, either for speed, strength or comfort, by any vessels afloat. Their accommodations for Passengers are of the most approved kind.

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

Price of Passage from **NEW YORK** to **SOUTHAMPTON** or **HAVRE**, first class..... \$ 120
 Do. second class, 70
 From **HAVRE** or **SOUTHAMPTON** to **NEW YORK**, 1st class, 800 fr.
 Do. second class, 500 fr.

☞ No Passage secured until paid for.

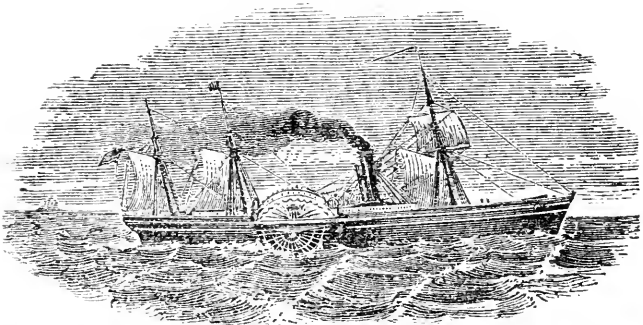
☞ An experienced Surgeon on board.

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

MORTIMER LIVINGSTON, *Agent*,
 53 Broadway, N. Y.

WILLIAM ISELIN, *Agent*,
 Havre.

MARTINEAU, CROSKEY & CO., *Agents*,
 Southampton.



OCEAN STEAM NAVIGATION COMPANY.

U. S. MAIL LINE TO SOUTHAMPTON AND BREMEN.

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

	From New York.	From Southampton.	From Bremen.
	SATURDAY.	WEDNESDAY,	FRIDAY.
WASHINGTON, . . .	Feb. 26, 1853.	March 30, . . .	March 26.
HERMANN,	March 26, . . .	April 27, . . .	April 22.
WASHINGTON, . . .	April 23, . . .	May 25, . . .	May 20.
HERMANN,	May 21, . . .	June 22, . . .	June 17.
WASHINGTON, . . .	June 18, . . .	July 20, . . .	July 16.
HERMANN,	July 16, . . .	Aug. 17, . . .	Aug. 12.
WASHINGTON, . . .	Aug. 13, . . .	Sept. 14, . . .	Sept. 9.
HERMANN,	Sept. 10, . . .	Oct. 12, . . .	Oct. 7.
WASHINGTON, . . .	Oct. 8, . . .	Nov. 9, . . .	Nov. 4.
HERMANN,	Nov. 5, . . .	Dec. 7, . . .	Dec. 2.
WASHINGTON, . . .	Dec. 3, . . .	Jan. 4, . . .	Dec. 30.
HERMANN,	Dec. 31, . . .		

Passage from New York to Southampton or Bremen.

First Cabin, . . . \$120. Second Cabin, . . . \$100.

An experienced Surgeon is attached to each ship.

For freight or passage, apply to

MOLLER, SAND & RIERA, 26 South st., New York.

C. A. HEINEKEN & CO., Bremen.

MARTINEAU, CROSKEY & CO., Southampton.

WILLIAM ISELIN, Havre.

NEW-YORK AND LIVERPOOL U. S. MAIL STEAMERS.

The Ships comprising this Line are the following:—

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

BALTIC, Capt. Comstock.
ADRIATIC, Capt. Grafton.

These Ships having been built by Contract, expressly for Government Service, every care has been taken in their construction—as in their engines—to insure strength and speed, and their accommodations for passengers are unequalled for elegance and comfort.

PRICE OF PASSAGE from New-York to Liverpool, in first cabin, \$120; in second cabin, \$70. Exclusive use of extra size state room, \$300. From Liverpool to New York, £30 and £25.

An experienced Surgeon attached to each Ship.

~~Be~~ No berths secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.		FROM LIVERPOOL.	
Saturday, . . .	Jan. 8, 1853.	Wednesday, . . .	Jan. 12, 1853.
Saturday, . . .	Jan. 22, 1853.	Wednesday, . . .	Jau. 26, 1853.
Saturday, . . .	Feb. 5, 1853.	Wednesday, . . .	Feb. 9, 1853.
Saturday, . . .	Feb. 19, 1853.	Wednesday, . . .	Feb. 23, 1853.
Saturday, . . .	Mar. 5, 1853.	Wednesday, . . .	Mar. 9, 1853.
Saturday, . . .	Mar. 19, 1853.	Wednesday, . . .	Mar. 23, 1853.
Saturday, . . .	April 2, 1853.	Wednesday, . . .	April 6, 1853.
Saturday, . . .	April 16, 1853.	Wednesday, . . .	April 20, 1853.
Saturday, . . .	April 30, 1853.	Wednesday, . . .	May 4, 1853.
Saturday, . . .	May 14, 1853.	Wednesday, . . .	May 18, 1853.
Saturday, . . .	May 28, 1853.	Wednesday, . . .	June 1, 1853.
Saturday, . . .	June 14, 1853.	Wednesday, . . .	June 15, 1853.
Saturday, . . .	June 25, 1853.	Wednesday, . . .	June 29, 1853.
Saturday, . . .	July 9, 1853.	Wednesday, . . .	July 13, 1853.
Saturday, . . .	July 23, 1853.	Wednesday, . . .	July 27, 1853.
Saturday, . . .	Aug. 6, 1853.	Wednesday, . . .	Aug. 10, 1853.
Saturday, . . .	Aug. 20, 1853.	Wednesday, . . .	Aug. 24, 1853.
Saturday, . . .	Sept. 3, 1853.	Wednesday, . . .	Sept. 7, 1853.
Saturday, . . .	Sept. 17, 1853.	Wednesday, . . .	Sept. 21, 1853.
Saturday, . . .	Oct. 1, 1853.	Wednesday, . . .	Oct. 5, 1853.
Saturday, . . .	Oct. 15, 1853.	Wednesday, . . .	Oct. 19, 1853.
Saturday, . . .	Oct. 29, 1853.	Wednesday, . . .	Nov. 2, 1853.
Saturday, . . .	Nov. 12, 1853.	Wednesday, . . .	Nov. 16, 1853.
Saturday, . . .	Nov. 26, 1853.	Wednesday, . . .	Nov. 30, 1853.
Saturday, . . .	Dec. 10, 1853.	Wednesday, . . .	Dec. 14, 1853.
Saturday, . . .	Dec. 24, 1853.	Wednesday, . . .	Dec. 28, 1853.

For freight or passage, apply to
 EDWARD K. COLLINS & CO, 55, Wall Street, N. Y.,
 BROWN, SHIPLEY & CO., Liverpool,
 S. G. ROBERTS & CO., 13 King's Arms Yard, London,
 JOHN MUNROE & CO., 26 Rue Notre Dame des Victoires,
 Paris, or
 GEO. H. DRAPER, Havre.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

From New York to Liverpool.

Chief Cabin Passage,.....\$120 | Second Cabin Passage,.....\$70

From Boston to Liverpool.

Chief Cabin Passage,.....\$100 | Second Cabin Passage,.....\$65

☞ The Ships from Boston call at Halifax.

FOR 1853.

ARABIA, CAPT. JUDKINS.
PERSIA, CAPT. RYRIE.
ASIA, CAPT. E. G. LOTT.
AFRICA, CAPT. HARRISON.
AMERICA, CAPT. LEITCH.

EUROPA, CAPT. SHANNON.
CANADA, CAPT. STONE.
NIAGARA, CAPT. LANG.
CAMBRIA, CAPT. W. DOUGLASS.

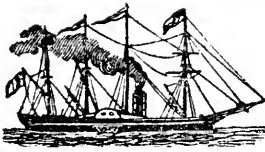
DAYS OF SAILING.

From America.	From Liverpool.
From N. York, Wed'y., June 1	For N. York, Saturday, June 4
" Boston, " " 8	" Boston, " " 11
" New York, " " 15	" New York, " " 18
" Boston, " " 22	" Boston, " " 25
" New York, " " 29	" New York, " July 2
" Boston, " July 6	" Boston, " " 9
" New York, " " 13	" New York, " " 16
" Boston, " " 20	" Boston, " " 23
" New York, " " 27	" New York, " " 30
" Boston, " Aug. 3	" Boston, " Aug. 6
" New York, " " 10	" New York, " " 13
" Boston, " " 17	" Boston, " " 20
" New York, " " 24	" New York, " " 27
" Boston, " " 31	" Boston, " Sept. 3
" New York, " Sept. 7	" New York, " " 10
" Boston, " " 14	" Boston, " " 17
" New York, " " 21	" New York, " " 24
" Boston, " " 28	" Boston, " Oct. 1
" New York, " Oct. 5	" New York, " " 8
" Boston, " " 12	" Boston, " " 15
" New York, " " 19	" New York, " " 22
" Boston, " " 26	" Boston, " " 29
" New York, " Nov. 2	" New York, " Nov. 5
" Boston, " " 9	" Boston, " " 12
" New York, " " 16	" New York, " " 19
" Boston, " " 23	" Boston, " " 26
" New York, " " 30	" New York, " Dec. 3
" Boston, " Dec. 7	" Boston, " " 10
" New York, " " 14	" New York, " " 17
" Boston, " " 21	" Boston, " " 24
" New York, " " 28	" New York, " " 31

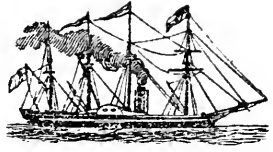
☞ Berths not secured until paid for. An experienced Surgeon on board.

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

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



FROM PHILADELPHIA.



FROM LIVERPOOL.

THE LIVERPOOL AND PHILADELPHIA STEAMSHIP Co.'s

New and Powerful Double Engine Steamships

CITY OF MANCHESTER,

2,125 TONS, CAPT. R. LEITCH,

CITY OF GLASGOW,

1,610 TONS, CAPT. WM. WYLIE,

Will Sail from Liverpool for Philadelphia, once a month, as under.

FROM PHILADELPHIA.

CITY OF MANCHESTER.....	Saturday, June 11, 1853.
CITY OF GLASGOW.....	Saturday, July 2, 1853.
CITY OF MANCHESTER.....	Saturday, July 30, 1853.
CITY OF GLASGOW.....	Saturday, Aug. 20, 1853.
CITY OF MANCHESTER.....	Saturday, Sept. 17, 1853.
CITY OF GLASGOW.....	Saturday, Oct. 8, 1853.

FROM LIVERPOOL.

CITY OF GLASGOW.....	Wednesday, June 8, 1853.
CITY OF MANCHESTER.....	Wednesday, July 6, 1853.
CITY OF GLASGOW.....	Wednesday, July 27, 1853.
CITY OF MANCHESTER.....	Wednesday, Aug. 24, 1853.

RATES OF PASSAGE.

FROM PHILADELPHIA.		FROM LIVERPOOL.	
Saloon after Staterooms. -	\$90	Saloon after Staterooms, 20 gins	
" midship " -	65	" midship " -	15 "
" forward " -	55	" forward " -	13 "

Including Steward's fees.

THIRD CLASS PASSENGERS.

A limited number of third class passengers will be taken from Philadelphia and Liverpool, and found in provisions.

From Philadelphia, \$20 | From Liverpool, 6 guineas.

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

Freight 60/ per tun; coarse goods, hardware, &c., will be taken subject to agreement.

An experienced Surgeon will be carried on each ship.

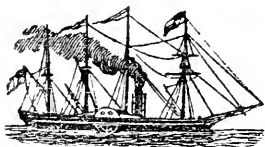
Small drafts drawn at sight on England and Ireland.

For freight or passage apply to

THOMAS RICHARDSON, No. 41 Exchange-Place, N. Y,
and No. 9 Walnut street, Philadelphia.

RICHARDSON, BROTHERS & Co., Liverpool

CHARLESTON TO HAVANA.



UNITED STATES MAIL STEAM SHIP

"ISABEL,"

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

This splendid Steam Ship, WILLIAM ROLLINS, Commander, whose unprecedented regularity has fully obtained the confidence of the Traveling Public, will leave *Charleston* for *Havana*, via *Key West*, on the 15th and 30th of each month; and will leave *Havana* for *Charleston*, via *Key West*, on the 8th and 22d of each month.

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

MORDECAI & CO.,

110 East Bay, Charleston, S. C.

NEW YORK AND CHARLESTON

STEAMSHIPS,

Connecting with Steamers running to

SAVANNAH, HAVANA, &c.

SEMI-WEEKLY UNITED STATES MAIL LINE.

ON SATURDAYS.

Steamer MARION, . . . Capt. M. BERRY.

" JAS. ADGER, Capt. J. DICKINSON.

WEDNESDAY:

Steamer SOUTHERNER, Capt. W. FOSTER.

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

SPOFFORD, TILLESTON & CO.

30 Broadway.

HAVRE PACKETS, SECOND LINE.

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

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

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

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

BOYD & HINCKIN, Agents, 161 Pearl-street.

THE RICHMOND, PETERSBURG, NORFOLK, AND NEW YORK STEAMPACKET COMPANY.

COMPRISING THE

Steamship CITY OF RICHMOND, R. W. Foster, master, and
Steamship CITY OF NORFOLK, James Post, master.

These steamships will leave New York, alternate Wednesdays and Saturdays ; and

Returning, leave Richmond, on Wednesdays and Mondays ; and Norfolk, Tuesdays and Thursdays.

The Seaboard and Roanake Railroad, connects Norfolk with Welden, and the chain of Railroads going South.

Passengers will find this the most agreeable route they can take, occupying about Forty hours.

For Freight or Passage, apply to

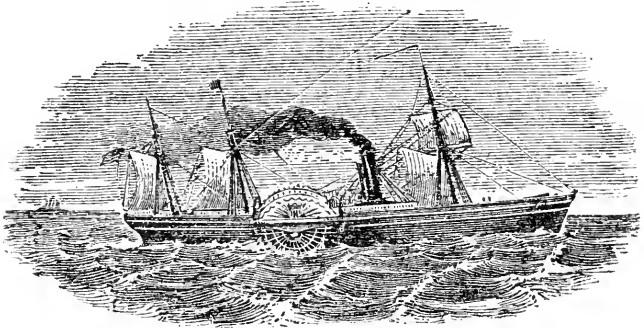
MAILLERD & LORD, General Agents,
108 Wall street, New York, or to

JOSIAH WILLS, Norfolk,
ROBERT RANKIN, Richmond, }
THOMAS BRANCH, Petersburg. }

TO SOUTHERN TRAVELERS AND MERCHANTS.

STEAMSHIP LINE BETWEEN
N. Y., NORFOLK, PETERSBURG AND RICHMOND.

Reduction in Rates of Freight and Passage.
 The New and Elegant side-wheel Steamships



J A M E S T O W N ,
 1200 Tons, Capt. L. PARRISH, Commander,
R O A N O K E ,
 1200 Tons, Capt. E. CAVENDY, Commander,

UNITED STATES MAIL STEAMSHIPS **Jamestown** AND **Roanoke**, twice a week.

One leaves **NEW YORK**, for *Norfolk, Petersburg and Richmond*, every **Tuesday** and **Saturday** afternoon at **Four o'clock**.

One leaves **RICHMOND** and **PETERSBURG** for *New York*, every **Tuesday** and **Friday** afternoon, and **NORFOLK** for *New York* every **Wednesday** and **Saturday** morning.

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

Steorage Passage half-price.

These ships have been built with the greatest care, and no pains or expense spared to make them in every respect *first class* sea-steamers. The accommodations are in every respect *superior*, and the fare only about one-half of that by the Inland Mail Route.

LUDLAM & PLEASANTS, Agents, 32 B'dway, N. Y.
LUDLAM & WATSON, Agents, Richmond, Va.
J. M. SMITH & BRO., Agents, Norfolk, Va.



SANFORD'S
INDEPENDENT LINE OF STEAMERS
 BETWEEN NEW YORK AND PHILADELPHIA,

TOUCHING EACH WAY AT CAPE MAY.

The New and Substantial Steamers

DELAWARE, Captain Seybold,
 KENNEBEC, Captain Clark.

Will leave Pier No. 14, North River, (foot of Cedar street,) every day at 4 P. M.

Leave Philadelphia, at 11 o'clock, A. M.

Cabin passage to Cape May or Philadelphia, \$2.

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

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

M. SANFORD, Agent, 91 West st., N. Y., or to
 CHARLES SANFORD, Beck's Wharf, Philadelphia.

NEW YORK AND SAVANNAH REGULAR LINE OF OCEAN STEAMERS.

FLORIDA,	Captain M. S. Woodhull,	1300 tons.
ALABAMA,	Captain Chas. D. Ludlow,	1300 tons.

These splendid ships were built in the city of New York, for the "New York and Savannah Steam Navigation Company," in the most substantial manner. The accommodations and fare are of the most superior kind. One ship will leave each place on Saturday of every week, from New York at 3 o'clock P. M., from Pier No. 4 North River. Cabin passage, \$25, and found. Freight, 12½ cents per foot. For freight or passage, apply to

SAMUEL L. MITCHILL, 13 Broadway, New York.
 PADEFORD, FAY, & Co., Savannah, Georgia.

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

"FOR AUSTRALIA."



THE NEW YORK AND AUSTRALIAN PACKET LINE

Will sail regularly the first of every month.

This line is composed of superior

CLIPPER SHIPS,

OF NOT LESS THEN 700 TUNS, EACH,

and are commanded by Experienced Commanders, and carry skillful Physicians.

These Ships are fitted up in the most convenient manner as regards ventilation, convenience and health.

For Freight and Passage, (which will be taken at lowest rates,) or any other information,

Apply to

JOHN B. SARDY,

58 South Street, New York.



GEORGE LOGANS,
LONDON, LIVERPOOL, NEW ORLEANS, AND
AUSTRALIAN PACKET OFFICE,

No. 69 SOUTH STREET,

NEW YORK.



NEW YORK AND SAN FRANCISCO PACKET LINE.

A First Class Ship will be dispatched from New York, on the 10th and 25th of each month. The Ships admitted into this Line are of the very best description, of approved speed, and commanded by men of experience in the Trade. Particular attention will be paid to the stowage of the cargoes, and their prompt delivery in San Francisco.

The attention of Shippers and Passengers is particularly requested to the advantages of regularity, speed, and safety, offered by this Line. All goods forwarded from a distance will be shipped at the lowest current rate without charge of Commission to the Shipper, and information furnished by Mail to distant applicants for freight or passage.

In addition to the New York Line, a First Class Ship will be dispatched from Philadelphia direct to San Francisco, on the 15th of every month.

The First Class Baltimore built Ship,

A. CHEESEBOROUGH,

will sail from New York on the 25th December.

The Splendid Clipper Ship,

SIROCCO,

will follow on the 10th Jan., 1853.

To be followed by the new Clippers,

MONARCH OF THE DEEP and FRIGATE BIRD,

and the favorite Clipper Ships,

SEA NYMPH and HUNTINGDON,

FROM PHILADELPHIA.

The Superior Ship,

GEORGE EVANS,

on the 15th December

The New Clipper

HUGH BIRCKHEAD,

on the 15th January

For Freight or Passage, apply to

J. S. OAKFORD,

92 Wall street, New York.

WORKMAN & Co.,

81 South Front street, Philadelphia.

THE

MEXICAN OCEAN MAIL AND INLAND COMPANY,

Office, 31 Broadway, New York,
VERA CRUZ AND ACAPULCO LINE,
TO SAN FRANCISCO.

The Mexican Ocean Mail and Inland Company have commenced the Transportation of the United States Mail to Vera Cruz, and a Steamer will leave New Orleans for Vera Cruz, on the 1st and 14th of each month, regularly.

In the month of June the U. S. Mail will be continued by *Estafettes* from Vera Cruz to Acapulco, for San Francisco; and in the month of August the Company hope to complete their arrangements and carry Mails, Passengers and Light Freights, through from New Orleans to San Francisco.

The following schedule shows the time allowed, by the Contracts with the U. S. Government, for carrying the Mails. (Passengers will be carried in the same time.)

ROBT. RANKIN, *Pres't.*
W. BOWES, *Treas'r.*

NEW ORLEANS AND VERA CRUZ LINE.

Leave New Orleans, every month,	on the.....	1st, 14th, and 25th.			
Arrive at Vera Cruz, " " "	by " " "	.....	4th, 17th, and 28th.		
Leave Vera Cruz, " " "	on " " "	.....	1st, 8th, and 22d.		
Arrive at New Orleans, " " "	by " " "	.....	4th, 11th, and 25th.		

VERA CRUZ AND SAN FRANCISCO LINE.

Leave Vera Cruz, every month,	on the.....	4th, and 17th.			
Arrive at Acapulco, every month,	by the.....	9th, and 22d.			
Leave Acapulco, " " "	on " " "	.....	9th, and 22d.		
Arrive at San Francisco, every month,	by the.....	17th, and 30th.			
Leave San Francisco, " " "	on " " "	.....	8th, and 24th.		
Arrive at Acapulco, " " "	by " " "	.....	16th, and 1st.		
Leave Acapulco, " " "	on " " "	.....	16th, and 1st.		
Arrive at Vera Cruz, " " "	by " " "	.....	21st, and 6th.		

V E R A C R U Z .

For Vera Cruz, U. S. Mail Line, the New and Magnificent Steamship
TEXAS,

1,400 Tons Burthen, JAMES LAWLESS, Commander, will leave for
Vera Cruz,

On the 1st and 14th of each Month,

At 8 a. m. punctually, carrying the United States Mails.

Rates of Passage—Cabin \$50; Steerage and Found, \$25; Freight, per cubic foot, 30 cents. For Freight or Passage, having Elegant Accommodations for Cabin and Steerage Passage, apply to

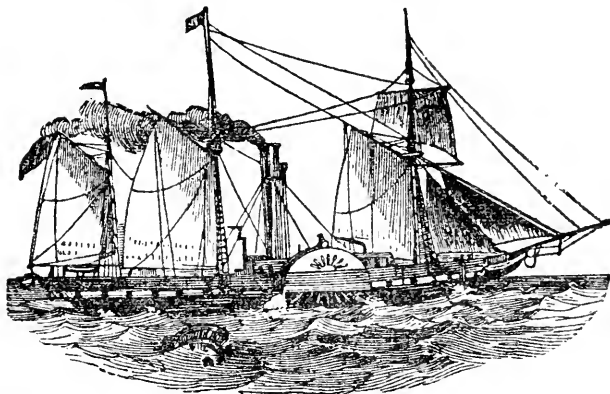
HARRIS AND MORGAN,

79 TCHOUPITOULAS STREET, NEW ORLEANS.

Passengers must provide themselves with Passports from the Mexican Consul.

Shippers must provide themselves with the Steamer's Bills of Lading, no other form will be signed.

NEW YORK AND ALABAMA STEAMSHIP CO.
FOR MOBILE,
STOPPING AT HAVANA.



THE NEW SIDE-WHEEL STEAMSHIP
BLACK WARRIOR,

ROBERT W. SHUFELDT, U. S. N., Commander.

WILL SAIL for the above Ports, in the latter part of every month, from Pier foot of Harrison Street, North River. Passage \$65. Freight on measurement goods 30c. per cubic foot.

Freight taken for New Orleans and re-shipped by the Mail Line at 30c. per cubic foot.

Goods consigned to L. Mead & Co., Mobile, will be forwarded free of Commissions.

No freight taken to Havana except Specie. No freight received on sailing day.

Company's Bills of Lading can be had at 61 Wall Street.

Parcels received at the Office till 10½ o'clock on day of sailing.

Shippers must send their Bills of Lading to the Office by 9 P. M. on the evening previous to the day of sailing.

Passengers for Havana must procure Passports before leaving Port.

LIVINGSTON, CROCHERON & Co.,
31 Broadway.



STEAMBOAT ROUTE BETWEEN MONTREAL AND QUEBEC.

During the SEASON OF NAVIGATION, a Daily Line of Steamboats conveying the Royal Mail, leaves Montreal daily, (Sundays excepted,) at 7 P. M., stopping to land and receive Passengers at Sorel, Port St. Francis, Three Rivers, and Platon.

Leaves QUEBEC for MONTREAL at 5 P. M., stopping at the above Ports. Usual time descending the River, 12 hours; ascending, 14 hours.

FARE, \$2 50—Meals included.

The line is composed of the following *commodious Boats* :

Steamers.	Masters.
QUEBEC,.....	A. M. RUDOLF.
JOHN MUNN,.....	J. D. ARMSTRONG
MONTREAL,.....	— —

AGENTS.

JOHN TORRANCE & Co., Montreal.

R. Shaw, Quebec,
R. Harrower, Sorel,

Port St. Francis.
J. McDougall, Three Rivers.

TABLE OF DISTANCES.

STOPPING PLACES.	Miles.	From Montreal.	From Quebec.
MONTREAL,.....	0	0	180
Sorel.....	45	45	135
Port St. Francis.....	39	84	96
Three Rivers,.....	6	90	90
Platon.....	50	140	40
QUEBEC.....	40	180	0

STEAMBOAT EXCURSION

FROM QUEBEC TO THE SAGUENAY RIVER, &c.

Steamboats run to different Ports on the St. Lawrence River, below Quebec, and the Saguenay River, affording during warm weather one of the most delightful excursions—the Saguenay being one of the most wonderful Rivers on the continent.

FASHIONABLE RESORTS AND WATERING PLACES

IN THE UNITED STATES AND CANADA,

With the modes of Conveyance to and from New York.

New Brighton, Staten Island, 6 miles, by Steamer.

Fort Hamilton, Long Island, 8 miles, by Steamer or Stage.

Bath House, Long Island, 9 miles, by Stage.

Coney Island, 10 miles, by Steamer or Stage.

Rockaway, Long Island, 20 miles, by Railroad and Stage.

New Rochelle, on Long Island Sound, 20 miles, by Railroad or Steamboat.

Glen Cove, Long Island, 28 miles, by Steamer.

Shrewsbury, N. J., 28 miles, by Steamboat.

Long Branch, N. J., 30 miles, by Steamboat and Stage.

Cape May, N. J., by Steamer from New York or Philadelphia.

Schooley's Mountain, N. J., by Railroad and Stage.

West Point, N. Y., 52 miles, by Steamer or Railroad.

Catskill Mountain House, 122 miles, by Steamer and Stage.

Lebanon Springs, N. Y., 140 miles, by Railroad and Stage.

Saratoga Springs, 186 miles, by Steamer and Railroad.

Lake George, N. Y., by Railroad and Stage from Saratoga Springs.

Adirondack Mountains, N. Y., by Steamer, R. R. and Stage.

Sharon Springs, N. Y., 210 miles, by Railroad and Stage.

Trenton Falls, N. Y., 260 miles, by Railroad and Stage.

Avon Springs, N. Y., 400 miles, by Railroad, Canal and Stage.

Niagara Falls, 470 miles, by Steamer and Railroad.

Newport, R. I., by Steamer and Railroad from New York or Boston.

Boston and its vicinity, by Railroad or Steamboat.

Lake Winnipisseogee, N. H., by Railroad from Boston.

White Mountains of New Hampshire, by Railroad and Stage.

Montreal and Quebec, by Steamer and Railroad.

Caledonia Springs, Canada West, by Railroad, Steamer and Stage.

Saguenay River, Canada East, by Steamer from Montreal or Quebec.

Mackinaw and Sault St. Mary, by Steamer from Detroit or Chicago, passing through Lakes Huron and Michigan.

Brandywine Springs, Del., by Railroad and Stage from Philadelphia.

Carlisle Springs, Penn., by Railroad from Philadelphia.

Fauquier Springs, Va., by Stage and Railroad from Washington City.

Virginia Springs, Va., by Canal, Railroad and Stage.

Old Point Comfort, Va., by Steamer from Richmond or Norfolk.

Blue Lick Springs, Ky., by Steamer and Stage from Cincinnati, Ohio.

Mammoth Cave, Ky., by Railroad and Stage from Louisville.

Falls of St. Anthony, Min., by Steamers running on the Upper Mississippi.

USUAL FARES,

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

BOSTON.

Coach fare, with baggage, 25 cents.

NEW YORK.

Coach and Cab fare, with baggage, 25 “

Carman's fees, 25 “

Porter's fees, 18 $\frac{1}{4}$ “

PHILADELPHIA.

Coach fare,* with baggage, 50 “

Porter's fees, 25 “

BALTIMORE.

Coach fare, with baggage, 50 “

Porter's fees, 25 “

WASHINGTON.

Coach fare, with baggage, 25 “

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

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

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

COACH AND CAB FARE IN THE CITY OF NEW YORK.

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

1. For conveying a passenger any distance not exceeding one mile, 25 cents; for conveying two passengers the same distance, 50 cents, or 25 cents each, and every additional passenger 25 cents, (ordinary baggage included.)

2. For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents, and for every additional passenger, 25 cts.

4. For conveying one passenger to Forty-second-street, and remaining half an hour and returning, \$1; and for every additional passenger, 25 cents.

7. For conveying one or more passengers to Harlem, and returning, with the privilege of remaining three hours, \$4.

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

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

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

12. Whenever a hackney coach, carriage, or cab, shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of 75 cents for an hour, 37½ cents for each and every subsequent hour.

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

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

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

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

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

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

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

COACH AND CAB FARE IN PHILADELPHIA.

HACKNEY COACHES.

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

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

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

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

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

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

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

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

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

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

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

CABS.

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

Each additional passenger, \$12½ cents.

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

Each additional passenger, 12½ cents.

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

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

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

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

More than two persons, each 25 cents.

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

TELEGRAPH LINES

IN

THE UNITED STATES.

LINES.	Wires.	Miles.	Miles Wire.
New York and Boston Telegraph Co.*.....	3	250	750
Mechants' Telegraph Co., New York and Boston†.	2	250	500
House's Printing Telegraph, N. York and Boston‡	1	250	250
Boston and Portland, Me.*.....	1	100	100
Merchants' Telegraph Co., Boston and Portland‡..	1	100	100
Portland and Calais, Me.*	1	350	350
Boston to Burlington, Vt., and thence to Ogden- burgh, N. Y.†.....	1	350	350
Worcester to New Bedford, Mass *.....	1	97	97
Worcester to New London, Conn.*.....	1	74	74
New York, Albany and Buffalo‡ ..	3	513	1539
New York State Telegraph Co., N. York to Buffalo* 2	2	550	1100
Syracuse to Ogdensburgh, N. Y.*	1	150	150
Troy to Saratoga Springs, N. Y.†	1	36	36
Syracuse to Oswego, N. Y.*.....	1	40	40
House Telegraph Co., New York to Buffalo‡.....	2	550	1100
New York and Erie Telegraph, New York to Dun- kirk*	1	440	440
New York and Erie R.R. Telegraph, New York to Dunkirk*	1	460	460
Magnetic Telegraph Co., N. York to Washington* 7	7	260	1820
House Line, New York to Philadelphia ‡.....	1	100	100
Troy and Canada Junction Telegraph Co., Troy and Montreal*.....	1	260	260
Erie and Michigan Telegraph Co., Buffalo to Mil- waukee, Wis., (2 wires,)*.....	2	200	400
Do. (1 wire,)*	1	600	600
Cleveland and Cincinnati, Ohio*	2	250	500
Cincinnati to St. Louis, via Indianapolis*.....	1	400	400
Cincinnati to St. Louis via Vincennes*	1	410	410
Cleveland to Pittsburgh, Penn.*.....	2	150	300
Cleveland and Zanesville, Ohio*	1	175	175
Lake Erie Telegraph Co., Buffalo to Detroit, Mich * 1	1	400	400
Cincinnati and Sandusky City, Ohio*.....	1	218	218
Toledo and Terre Haute, Ind.*	1	300	300
Chicago and St. Louis*	1	400	400
Milwaukee and Green Bay, Wis.*.....	1	200	200
Milwaukee and Galena, Ill.*	1	250	250
Chicago to Galena, Whitewater and Dixon, Ill.*... 1	1	310	310
Buffalo and Canada Junction Telegraph Co.*	1	200	200
Washington and New Orleans*.....	1	1706	1706
Harper's Ferry to Winchester, Va.*.....	1	32	32

* Morse Telegraph Lines, 15,919 miles wires.

† Bain Telegraph Lines, 2,012 miles wires.

‡ House Telegraph Lines, 2,400 miles wires.

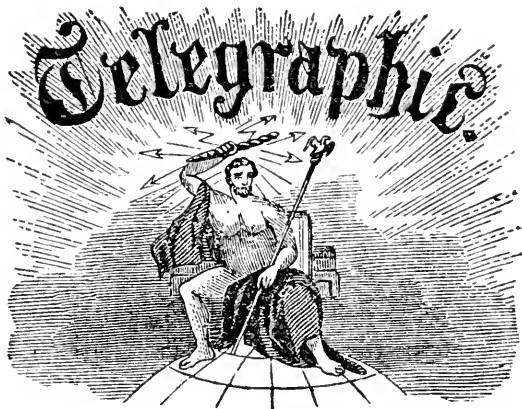
LINES.	Wires.	Miles.	
		Miles.	Mile Wires.
Baltimore to Wheeling, via Cumberland, Md.*.....	1	324	324
Baltimore and Harrisburg, Penn.*.....	1	72	72
York and Lancaster, Penn.....	1	22	22
Philadelphia and Lewistown, Del.*	1	12	12
Philadelphia and Pittsburgh, Penn.*	1	309	309
Philadelphia and Pottsville*.....	1	98	98
Reading and Harrisburg*.....	1	51	51
Pittsburgh and Cincinnati, Ohio*.....	2	310	620
Columbus and Portsmouth, Ohio*.....	1	100	100
New Orleans to Belize, La.*	1	90	90
Cincinnati and Maysville, Ky.*.....	1	60	60
Alton and Galena, Ill.*.....	1	380	380
St. Louis and Independence, Mo.	1	125	125
Mansfield and Sandusky.....	1	40	40
Columbus and Lancaster, Ohio.....	1	25	25
Lancaster and Logansport, Ind.	1	15	15
Cincinnati to Chicago, (wire in Ohio)*	1	100	100
Zanesville and Marietta, Ohio.....	1	66	66
Dunkirk, N. Y. and Pittsburgh, Penn.*.....	1	200	200
Camden and Cape May, N. J.	1	100	100
Camden and Mount Holly, N. J.....	1	25	25
New York and Sandy Hook, N. J.*.....	1	80	80
Cleveland and New Orleans, by Cincinnati*	1	1200	1200
Total.....	77	15,185	20,331

TELEGRAPH CHARGES

From WASHINGTON, D. C., to the FOLLOWING PLACES.

FOR MESSAGES CONTAINING TEN WORDS OR LESS.

	Miles.	Rates		Miles.	Rates.
Albany, N. Y.	376	\$0 80	Memphis, Tenn.	1305	\$1 70
Augusta, Me.	619	1 15	Milwaukee, Wis.	1332	1 35
Baltimore, Md.	40	0 20	Nashville, Tenn.	1142	1 35
Baton Rouge, La.,	1539	2 25	Natchez, Miss.	1694	2 05
Boston, Mass.	448	0 75	New Albany, Ind.	723	1 10
Buffalo, N. Y.	703	0 90	Newport, R. I.	414	0 75
Chicago, Ill.	1238	1 25	New Orleans,	1706	2 20
Cincinnati, O.	578	0 70	New York,	232	0 50
Cleveland, O,	439	0 80	Philadelphia,	142	0 30
Detroit, Mich.	970	1 00	Pittsburgh, Pa.	307	0 45
Dubuque, Iowa,	1449	1 70	Portland, Me.	555	0 95
Erie, Pa.	439	1 00	Portsmouth, N. H.	503	1 00
Frankfort, Ky.	669	2 00	Providence, R. I.	405	0 75
Harrisburg, Pa.	124	0 45	St. Louis, Mo.	989	1 20
Hartford, Ct.	345	0 75	Springfield, Ill.	851	1 45
Indianapolis, Ia.	639	1 00	Syracuse, N. Y.	524	0 90
Jackson, Miss.	1325	2 00	Vicksburg, Mis.	1371	2 30
Louisville Ky.	729	0 95	Wheeling, Va.	331	0 50
Madison, Wis.	1413	1 55	Wilmington, Del.	112	0 25



TELEGRAPH OFFICES IN NEW YORK.

MORSE'S AMERICAN TELEGRAPH,—NEW YORK, ALBANY and BUFFALO,—Northern, Western and South-western Lines. Offices, 2½ Wall street. and St. Nicholas Hotel, Broadway.

NEW YORK AND WESTERN UNION LINE—To Dunkirk, Cleveland, Columbus, Cincinnati, St. Louis, Detroit, Chicago, Milwaukee, and other Cities and Towns, North, West, and South-west. Office, 2½ Wall street, (4th door from Broadway.)

NEW YORK AND WASHINGTON MAGNETIC TELEGRAPH, (Morse's). Offices, 5 Hanover street, and Irving House, Broadway.

NEW ORLEANS AND NEW YORK (Morse's). Telegraph Line, direct. Office, corner Hanover street and Exchange Place.

BOSTON AND NEW YORK PRINTING, (House's). Office, 21 Wall street.

NEW YORK STATE PRINTING (House's), to Buffalo, Canada, and Western States. Office, 21 Wall street.

NEW YORK AND WASHINGTON PRINTING TELEGRAPH. Offices, 21 Wall street, and Metropolitan Hotel, Broadway.

NATIONAL TELEGRAPH—To Pittsburgh, Cincinnati, Louisville, New Orleans, St. Louis, and Western States. Office, 23 Wall street.

UNION TELEGRAPH COMPANY. Offices, 23 Wall street, and Astor House, Broadway.

HOTELS

IN THE PRINCIPAL CITIES.

PRINCIPAL HOTELS IN WASHINGTON, D. C.

	PROPRIETORS.	LOCATION.
Brown's Hotel,	T. P. & M. Brown,	Pennsylvania Avenue.
Gadsby's Hotel,	William Gadsby,	Pennsylvania Avenue.
Irving House,	John Thomas,	Pennsylvania Avenue.
National Hotel,	M. A. Dexter,	Pennsylvania Avenue.
Temperance House,	Isaac Beers,	Third st. near Penn. Av.
United States Hotel,	R. B. Hackney,	Pennsylvania Avenue.
Willard's City Hotel,	E. D. Willard,	Pennsylvania Avenue.
Union Hotel,	Wm. M. Fitzhugh,	Georgetown, D. C.

PRINCIPAL HOTELS IN BALTIMORE.

	PROPRIETORS.	LOCATION.
Barnum's City Hotel,	Barnum & McLaughlin,	Calvert street.
Entaw House,	Henry F. Jackson,	Entaw, cor. Balt. st.
Fountain Hotel,	Claybaugh & Brother,	Light street.
Globe Hotel,	P. J. Bartholow & Co.,	Baltimore street.
Howard House,	J. McIntosh,	Howard street.
Union Hotel,	John Manly,	Pratt street.
United States Hotel,	J. & W. Guy,	Pratt street.
Washington Hotel,	J. Gilman,	Pratt street.

PRINCIPAL HOTELS IN PHILADELPHIA.

	PROPRIETORS.	LOCATION.
American Hotel,	Wm. H. Carr,	181 Chesnut street.
City Hotel,	Mr. Hirst,	41 North Third street.
Columbia House,	Ferguson & Brother,	207 Chesnut street.
Congress Hall,	Norris & Jackson,	Chesnut and Third sts.
Eagle Hotel,	C. Almond,	139 North Third street.
Exchange Hotel,	R. B. Jones, Jr.,	77 Dock street.
Franklin House,	B. H. Woolman,	105 Chesnut street.
Jones' Hotel,	Bridges & West,	152 Chesnut street.
Madison House,	J. Ottenkirk,	39 North Second st.
Mansion House,	J. London,	Market and 11th sts.
Markoe House,	R. Wilkinson,	293 Chesnut street.
Merchants' Hotel,	C. & J. McKibbin,	Fourth, above Market.
Girard House,	Presbury & Billings,	271 Chesnut street.
Mount Vernon House,		95 North Second st.
Red Lion Hotel,	J. C. Wistar,	200 Market street.
United States Hotel,	A. G. Allen,	Chesnut, above 4th.
Union House,	T. S. Webb,	111 Arch street.
Washington House,	A. F. Glass,	223 Chesnut street.

PRINCIPAL HOTELS IN BOSTON.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Adams House,	S. B. Robbins,	371 Washington-st.
Albion Hotel,	J. W. Barton,	Tremont-street.
American House,	Lewis Rice	42 Hanover-street.
Bromfield House,	S. Crockett,	Bromfield-street.
City Hotel,	George W. Gage,	Brattle-street.
Com. Coffee House,	Whitney & White,	Milk-street. [depot
Eastern Ex. Hotel,	A. Reed,	near Eastern R.R.
Ex'ge Coffee House,	McGill & Fearing,	Devonshire-street.
Franklin House,	Cross, Sampson & Co.	44 Merchants' Row.
Fulton House,	Clark & Marble,	cor. Fulton & Cross
Hanover House,	Freeman & Jenett,	50 Hanover-street.
Marlborough Hotel,	Jenks & Parks,	229 Washington-st.
Merchants' Ex. Hot'l,	Henry Dooley,	State-street.
Merrimac House,	J. L. Hanson,	Merrimac-street.
N. England House,	L. Maynard,	Clinton-street.
Pavilion,	W. E. Russell,	41 Tremont-street.
Pearl-st. House,	Hitchcock & Co.,	Pearl-street.
Pemberton House,	Mr. Hutton,	Howard-street.
Quincy House,	Eli Wheelock,	Brattle Square.
Revere House,	P. Stevens,	Bowdoin Square.
Tremont House,	J. L. Tucker & Co.,	Tremont-street.
United States Hotel,	Wm. H. Spooner,	{ cor. Kingston, Beach
Washington House,	E. S. Goodnow,	{ and Lincoln sts.
Winthrop House,	Holman & Silsby,	158 Washington-st.
		Tremont-street.

Principal Hotels in Montreal.

<i>Name.</i>	<i>Proprietors.</i>	<i>Location.</i>
Donegana's Hotel,	J. H. Daley,	Notre Dame street.
Ex. Coffee House,	F. P. Levine,	St. Paul street.
Montreal House,	J. W. Coleman,	Custom House Square.
Ottawa Hotel,	S. Browning,	Great St. James street.
St. Lawrence Hall,	Vardon & Hogan	Great St. James street
Temperance House,	F. Duclos,	College street,
Western Hotel,	J. W. Hewitt,	McGill street.

Principal Hotels in Quebec.

<i>Name.</i>	<i>Location</i>
Russell's Hotel,	Palace street, Upper Town.
Sword's Hotel,	St. Louis street, "
Ottawa Hotel,	Sault au Malelot street, Lower Town.
St. Lawrence Hotel,	St. Peter street, "

PRINCIPAL HOTELS IN NEW YORK.

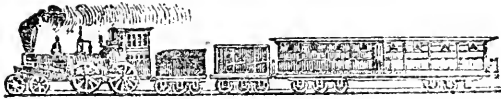
American Hotel,	Taber & Son,	Broadway.
Astor House,	Coleman & Stetson,	Broadway.
Atlantic Hotel,		3 and 5 Broadway,
Barclay Street Hotel,	S. Van Buren,	105 Barclay street.
Battery Hotel,		2 Greenwich street.
Bixby's Hotel,	D. Bixby,	B'way and Park Place.
Bond Street House	C. Plinta,	665 Broadway.
Carlton House,	P. H. Hodges,	B'way and Leonard.
Clarendon,	O. C. Putnam,	60 Union Place.
Clinton Hotel,	A. B. Miller,	3 Beekman street.
Collamore House,	G. M. Perry,	Broadway cor. Spring.
College Hotel,	J. M. Sanderson,	28 and 30 Murray st.
Delmonico's Hotel,	L. Delmonico,	25 Broadway.
Earle's Hotel,	Wm. P. Earle,	19 Park Row.
French's Hotel,	R. French,	Chatham c. Frankfort.
Florence's Hotel,	Reuben Lovejoy,	Broadway cor. Walker.
Gramercy Hotel,	G. Donadi,	Broadway cor. 20th st.
Hotel de Paris,	A. Vignes,	334 Broadway.
Howard Hotel,	Clark & Bailey,	B'way & Maiden Lane.
Irving Hotel,	Doolittle & Burroughs,	B'way and Chambers.
Judson's Hotel,	Curtis Judson,	61 Broadway.
La Farge Hotel,		Broadway.
Lovejoy's Hotel,	James S. Libby,	Park Row.
Manhattan Hotel,	S. Hawk.	5 & 7 Murray street.
Merchant's Hotel,	W. Muirhead & Co.	41 Cortlandt street.
Metropolitan,	S. Leland & Co.	Broadway & Prince st.
National Hotel,	George Seeley,	5 Cortlandt street.
New York Hotel,	J. B. Monnot,	B'way & Wav'ly Place.
Northern Hotel,	J. Harrison,	Cortlandt and West sts.
Pacific Hotel,	Salisbury & Wheeler,	164 & 166 Greenwich st.
Pearl Street House,	J. R. Porter,	88 Pearl street.
Prescott House,	A. De Groot,	Broadway and Spring.
St. Nicholas Hotel,	J. P. Treadwell & Co.	Broadway.
St. Dennis Hotel,		Broadway cor. 11th st.
Tammany Hall,	Jos. W. Howard,	Nassau and Frankfort.
Union Place Hotel,	J. C. Wheeler,	B'way cor Union Place.
United States Hotel,	Henry Johnson,	Pearl cor. Fulton.
Washington Hotel,	J. Bartlett,	1 Broadway.
Western Hotel,	D. D. Winchester,	9 Cortlandt street.
Woodbury's Hotel,	W. H. Woodbury,	135 Fulton street.
Wyckoff's Hotel,	C. Wyckoff & Brother,	53 Warren street.

In addition to the above HOTELS, there are numerous *Restaurants*, or *Eating Houses*, which are much frequented by citizens and strangers.

HOTELS IN BROOKLYN.

Globe Hotel,	Daniel J. Smith,	200 Fulton street.
Mansion House,	E. R. Yale,	121 & 123 Hicks street

EXPRESS OFFICES.



EXPRESS OFFICES IN NEW YORK.

Adams & Co.—Eastern, Southern and Western; California, Australia and Foreign Express, 59 Broadway.

American Express Co's. "GREAT WESTERN;"—Offices, 62 Broadway, and 8 Erie Place.

Berford & Co.—California Express, 2 Vesey street.

Baldwin's New York and Newark. N. J. Express, 74 Broadway.

Chase & Co's. Nicaragua, Panama and California Express. Offices, 38 Broadway, N. Y., and 6 Hart's Buildings, Philadelphia.

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

Dodge's Virginia and North Carolina Express, 2 Vesey street.

Edwards, Sanford & Co.—Foreign Express. Offices, 36 Broadway, N. Y.; 17 and 18 Cornhill, London; Commercial Buildings, Liverpool; 9 Rue de la Chaussee, Havre; 36 Rue de Rivoli, Paris; Bremen and Melbourne, Australia.

Gregory's California Express.—Thompson and Hitchcock, Managers, 112 Chambers street.

Hoey & Co.—New York, Charleston and Havana Express, 36 Broadway.

Harnden's.—Eastern and Southern Express, 74 Broadway.

Hope's New Jersey and Pennsylvania Express, 74 Broadway.

Kennedy's City Express, 58 William street.

Kinsley & Co.—Eastern, Southern and Western Express, 1 Wall street.

Livingston & Co.—Southern Express, 74 Broadway.

Livingston, Wells & Co.—Foreign Express Agency. Office, 74 Broadway. Credits given to travelers by this house on ninety different European and Asiatic Bankers.

McNicoll & Co.—European Express, 38 Wall street.

Pullen, Virgil & Co.—New York, Troy, Montreal and Quebec Express. Offices, 10 Wall street, N. Y.; 221 River street, Troy; Place d'Armes, Montreal; St. Andrew's Wharf, Quebec.

Stimson's Express Agency, for the trans-shipment of merchandise, 59 Broadway.

Wells, Fargo & Co.—California Express, 16 Wall street.

Wells, Butterfield & Co.—American Express Company. Offices, 62 Broadway, and corner Reade and Washington streets.

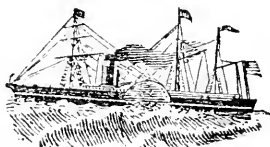
EUROPEAN RAILWAY AND STEAMSHIP GUIDE,

FOR
1853.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The undersigned have just received from the Company's Agents in London, Maps of the Routes of their Steamers, with plans of Cabins, prices of Passage, Freight, &c. &c., to all the principal ports in the Mediterranean, and also for the Overland Route to Australia, via Egypt.

Apply to

LIVINGSTON, WELLS & CO.,

74 Broadway, New York.

NEW YORK, *May*, 1853.

PASSPORTS.

Extract from Circular, dated,

DEPARTMENT OF STATE, *Washington, April, 1850.*

"CITIZENS OF THE UNITED STATES visiting foreign countries are liable to serious inconvenience, if unprovided with authentic proof of their national character. The best security against this is a passport from the Department of State, certifying the bearer to be a citizen of the United States; which passports are issued *gratis*, upon application supported by proof of citizenship—this proof need be transmitted but once. On all subsequent occasions, a simple reference to it, and to the period when it is presented, will be sufficient.

"When the applicant is a *native citizen of the United States*, he must transmit an affidavit to this effect, stating his age and place of birth, signed by him, and sworn to by himself, and one other citizen of the United States named therein, to whom he is personally known, and to the best of whose knowledge and belief the declaration made by him is true. This affidavit must be attested by a Notary Public, under his signature and seal of office. When there is no Notary in the place the affidavit may be made before a Justice of the Peace, or other officer authorized to administer oaths (for which a fee is charged.) If the applicant be a *naturalized* citizen, his certificate of naturalization must be transmitted for inspection. It will be returned with the Passport.

"When the applicant is to be accompanied by his wife, children, or servants, or by females under his protection, it will be sufficient to state the names and ages of such persons, and their relationship to the applicant.

"Persons who leave the country, expecting to obtain passports whilst abroad, from the Diplomatic or Consular Agents of the United States, are liable to disappointment; inasmuch as it is the duty of those agents to observe the utmost caution in granting documents, in the nature of a certificate of citizenship, to those persons only who are certainly known to be entitled to them; and it is sometimes difficult, if not impracticable, to procure proof of this fact in a foreign country."


N. B.—Passports issued by the Mayor of the City of New York, can also be obtained by all American citizens, on presenting themselves at the Mayor's office, City Hall. Fee, \$2.

NOTE.—Passengers can land, however, at foreign ports without a passport, and on most occasions can easily obtain one from the resident Consul, which enables the traveler to depart at once into the interior; but he cannot pass from one country on the Continent of Europe to another country or kingdom without the passport is *rise*, or countersigned, by the Ministers or Charge d'Affairs of those countries through which he intends to pass, for which a *fee is always* expected.

FOREIGN CONSULS IN THE CITY OF NEW YORK,

WITH THEIR PLACES OF BUSINESS.

ARGENTINE REPUBLIC,	Consul,	24 Beaver-street.
AUSTRIA,	Consul General,	7 Hanover-street.
BADEN,	Consul,	56 New-street.
BAVARIA,	Consul,	69 Liberty-street.
BELGIUM,	Consul General,	East 25th-street.
Do.	Vice Consul,	27 Beaver-street.
BRAZIL,	Consul General,	34 Platt street.
Do.	Consul,	34 Platt street.
BREMEN,	Consul,	89 Broad-street.
BRUNSWICK,	Consul General,	17 South William-street.
CHILI,	Consul,	42 South-street.
DENMARK	Vice Consul,	69 West-street.
FRANCE,	Consul,	4 State-street.
	Vice Consul,	4 State-street.
FRANKFORT,	Consul,	5 Hanover-street.
	Consul,	58 Barclay-street.
GREAT BRITAIN,	Vice Consul,	55 Barclay-street.
GREECE,	Consul,	
HAMBURG,	Consul,	82 Broad-street.
HANOVER,	Consul,	76 Beaver-street.
HESSE DARMSTADT.	Consul,	156 Broadway.
HESSE, ELECTORATE OF,	Consul,	40 New-street.
LUBEC,	Consul,	38 New-street.
MECKLENBURG,	Consul,	45 South-street.
MEXICO,	Consul General,	330 Pearl-street.
	Consul,	69 South-street.
MONTEVIDEO,	Vice Consul,	52 Wall-street.
NASSAU,	Consul General,	29 William-street.
NETHERLANDS,	Consul,	24 Exchange-place.
NEW GRANADA,	Consul,	103 Pearl-street.
	Consul General,	9 Park-place.
NICARAGUA,	Consul,	157 Maiden-lane.
NORWAY,	Consul,	94 Wall-street.
OLDENBURG,	Consul,	38 New-street.
PERU,	Consul,	104 Pearl-street.
PORTUGAL,	Consul General,	81 Front-street.
PRUSSIA,	Consul,	56 New-street.
ROMAN STATES,	Consul,	43 John-street.
	Consul General,	107 Tenth-street.
RUSSIA.	Vice Consul,	69 West-street.
	Vice Consul,	300 Broadway.
SARDINIA,	Consul,	75 Pine-street.
SAXE ALTENBURGH,	Consul,	75 Pine-street.
SAXE COBURG & GOTHA,	Consul,	76 Beaver-street.
SAXE WEIMAR,	Consul,	56 New-street.
SAXONY,	Consul,	159 Front-street.
SICILY,	Consul,	115 Leonard street.
SPAIN,	Consul,	94 Wall-street.
SWEDEN,	Consul,	43 New-street.
SWITZERLAND,	Consul,	55 South-street.
TUSCANY,	Vice Consul,	1 Bridge-street.
VENEZUELLA,	Consul,	40 New-street.
WURTEMBERG,	Consul,	

 The Resident Ministers and Charge d'Affaires, of the above countries, mostly reside in the city of Washington

PLACES IN LONDON WHERE PASSPORTS CAN BE OBTAINED.

PASSPORTS can be obtained at the Foreign Office, Downing-street, near the Horse Guards, between the hours of 10 A. M. and 4 P. M. ; it is necessary to get a voucher from a banker, a magistrate, or other person who can be identified as to the respectability of the applicant. This passport possesses this privilege—the bearer may obtain the visés of all the Ambassadors in London, without charge, and may be used for several years in succession. It is never taken away from you on entering France ; it is admitted without any visé, by a recent regulation, into Prussia. Consuls' passports can be obtained without difficulty—requiring only a fee varying from 5s. to 10s. An Ambassador's passport is obtained by addressing a written or verbal communication to his secretary, and stating therein both Christian and surname, age, height, profession, and address. This is required to be left one day in advance at the office, and if the applicant call himself on the following day, the passport is delivered. Those residing in the provinces may obtain a passport from the Foreign Ministers in London, through the application of the banker or local magistrate where they reside, giving the requisite details as above. When different members of a family travel together, they can all have their names included in one passport ; but friends, servants, &c., must each have one distinct.

Scotland.—Passports for all places on the Continent are issued by the Lord Provost, from his office, City Chambers, Edinburgh. Fee for each passport, 5s.

PASSPORTS, PASSES, OR VISES, ARE TO BE OBTAINED FOR

Austria.—At the Embassy, 7 Chandos-street, Cavendish-square.—Office hours from 12 to 2. Foreign office passports viséd without charge. The Consul neither grants nor visés passports.

Bavaria.—At the Minister's, 3, Hill-street, Berkeley-square ; at the Consul's office, 33½ Great St. Helen's, Bishopsgate-street. Fee, 5s.

Belgium.—Legation, 50 Portland-place, between the hours of 12 and 2 ; at the Consul's office, Adelaide Chambers, 52 Gracechurch-street, hours from 11 to 4. Passports for Belgium only are granted to British subjects on payment of 6s. 6d. Visés, 3s. 9d.

France.—Consulate office, No. 47 King William-street, London-bridge, (corner of Arthur-street, East.) Passes and passports are issued at this office for France only, from 11 till 4 ; if intending to proceed further, they can do so by having the passport, when in France, viséd by the Minister or Consul of the country they intend visiting ; but a passe extends to France only, and cannot be viséd for any other country. Foreign passports, after being duly viséd, are endorsed to France only : in order to proceed further they must again be viséd in France by the Minister or Consul of the country to which the traveler is desirous of proceeding. The fees are as follows :—For passport, 5s. ; passe, 5s. ; visé, 4s. 3d.

Holland.—Passports and visés granted at the Consul's office, 123 Fenchurch-street. Fee, 5s. Ambassador's residence, 20 Lowndes-square. The strictness respecting passports is not so great in Holland as in other states, but nevertheless, no one should travel through the Dutch states without one. A Prussian, Belgian, or French passport will answer the purpose.

Italy.—Every foreigner, before being permitted to enter the Papal States, is required to have his passport viséd by the Papal Consul, or Nuncio resident in the capital last visited by him; and, if taking the French route, much convenience will be the consequence if he procure the visé of the Nuncio at Paris. If this be impossible, the Papal Consular visé at some important town will suffice. The Austrian visé is also available for all parts of Italy. At each town the passport is examined and countersigned, for which a fee of two pauls has to be paid; and in garrison towns, the same formality is observed on leaving. The traveler, before quitting Rome on his return, should obtain to his passport the *visas* of the representatives of the various dominions through which he purposes to travel.

United States of America.—Office of the Minister Plenipotentiary, 138 Piccadilly.

IN PARIS.—11 Rue Penthèire Consul's office, 27 Boulevard de Italiens.

The whole system of passports, or passport business, (for a business it is,) is an arbitrary nuisance which ought to be abolished by all civilized and enlightened nations. While the system exists it is necessary for travelers always to carry their passports about their person.

LUGGAGE.—Much luggage will be found inconvenient, troublesome, and very expensive. On the Belgian railroads, every pound of luggage is charged for, except such as you can carry into the carriage with you; in France, the heavy luggage is sent by an extra conveyance, which causes a separation for some days; on the Rhine, although you may take on board almost any quantity, it is not very pleasant to be running about Paris, Brussels, or any other much-frequented large town, looking for lodgings, at the tail of a truck with ten or a dozen trunks and portmanteaus. When engaging a *voiturier*, the weight of your luggage is an important consideration, and you must pay accordingly. These little inconveniences should therefore induce the traveler to *weigh* well the articles it is indispensable to take; but this must, also, in a great measure depend upon the length of time to be devoted to travel. A portmanteau, with a small carpet-bag with dressing things and change of linen, and hat-case, should be sufficient for a gentleman taking an entire tour of the Continent.

French Custom-house Regulations at Boulogne-sur-Mer.—The traveler has a right to claim his luggage *personally* at the custom-house, or by a commissioner, whom he may employ. The list of authorized commissioners is posted up in the travelers' reception-room at the custom-house.

When the traveler personally claims his luggage he cannot be charged anything, under any pretext, beyond the following sums:—

	weight.	fr.	sous.
Articles and packages under	10 lbs.	"	7
Do. from 10 lbs. to $\frac{1}{2}$ cwt.....		"	14
Do. from $\frac{1}{2}$ cwt. to $\frac{3}{4}$ cwt.....		1	"
Do. above $\frac{3}{4}$ cwt.....		1	10

These charges include the expenses of landing, ware-housing, and conveying to any part of the town the traveler may direct.

A traveler, employing a commissioner, to clear his luggage is only bound to pay him according to the printed tariff.

REGISTERING LUGGAGE BY THE SPECIAL TIDAL TRAINS.—*Passengers for Paris by the Tidal Trains are recommended to have their Luggage registered for Paris direct at the London Station. By so doing, they will avoid detention at Boulogne, and be relieved of all expense attending their Luggage until their arrival in Paris. Those passengers who do not take this precaution run the risk of missing the Tidal Train to Paris, as none but registered Luggage is permitted to pass through Boulogne without examination by the Customs, and the rapidity of the journey only allows sufficient time at Boulogne for the examination of Passports and transmission of the Luggage to the Railway station. A charge of 1s. per passenger is made for registration.*

☞ For further information see **COGHLAN'S GUIDE THROUGH FRANCE, BELGIUM, &c.**

MONEY.—Travelers proceeding from the United States, or England to the Continent should supply themselves with *circular exchange notes*, which may be obtained of the principal bankers in New York, London or in Paris.

☞ See Foreign Money Table, with English value, pages 141 to 143.

THE MILE.

There is a great difference in the number of yards contained in a Mile in different countries. The following Table will be found useful to travelers:—

England or America,.....	1,760 yards.
Italy,.....	1,476 "
Scotland and Ireland,.....	2,200 "
Poland,.....	4,400 "
Spain,.....	5,028 "
Germany,.....	4,886 "
Sweden and Denmark,.....	7,223 "

LENGTH OF THE MILE, &c.

English mile,.....	1760 yards, or 5,280 feet.
Modern Roman mile,.....	132 " less than Eng.
Ancient Scottish miles,.....	1 mile English, and 224 yards.
French posting league,.....	2 " 743 "
Spanish judicial league,.....	2 " 1,115 "
Mexican league,.....	2 " 1,115 "
Portugal league,.....	3 " 1,480 "
Spanish common league,.....	4 " 376 "
Danish mile,.....	4 " 1,204 "
Hungarian mile,.....	5 " 313 "
Swiss mile,.....	5 " 353 "
German mile,.....	4 " 1,056 "
Swedish,.....	6 " 1,140 "
Arabian,.....	1 " 388 "
Persian Perasang,.....	3 " 806 "
Russian Werst,.....	0 " 1,164 "
Turkish bein,.....	1 " 66 "
English geographical mile equal to.....	2,025 "
English and French league, equal to 3 geo. miles, or.....	6,075 "

French Kilometre.—Five furlongs, or 1094 yards, English, are equal to 1 kilometre; 4 kilometres are equal to 1 French league; and 8 furlongs make 1 English mile.

ENGLISH COINS.

GOLD COIN.

THE standard gold coin of Great Britain is made of a metal consisting of 22 parts of pure gold and 2 parts of copper. The pound sterling is represented by a gold coin called a sovereign, and from a pound troy of standard gold are coined 46 29-40 sovereigns, so that the weight of each is 5 dwts. 3 171-623 grs., or 123 274 grs.; and the mint price of standard gold is therefore very nearly £3 17s. 10½*d.* per ounce.

SILVER COIN.

The standard silver coin consists of 37 parts of pure silver and 3 parts of copper, and a pound troy of this metal furnishes 66 shillings, so that the weight of a shilling is 3 dwts. 15 3.11 grs., and the mint price of standard silver is 5s. 6*d.* per ounce. The silver coinage is not a legal tender for more than 40s., the gold coinage above mentioned being the only general standard of value.

In the copper coinage, 24 pence are made from an avoirdupois pound of copper, so that a penny should weigh 10⅔ drs. avoirdupois, or 291⅔ grs. troy; but this is not a legal tender for more than 12*d.*

A farthing is the lowest denomination in use, but it is customary to denote farthings by fractions of a penny, as in the table.

A Farthing is written or marked.....	1	¼ <i>d.</i>
2 Farthings are.....	1	½ <i>d.</i>
4 Farthings	1	1 <i>d.</i>
12 Pence	1	1 <i>Shilling</i>
20 Shillings.....	1	1 <i>Pound</i>

Money as expressed by means of these denominations is commonly called sterling money, in order to distinguish it from stock, &c., which is merely nominal.

Though all commercial transactions are conducted by means of the money enumerated in the preceding table, there are other coins or denominations frequently met with, and some of them more particularly in old documents, of which the following are the most important, and their values in current money are here annexed :

	£	s.	d.		£	s.	d.
A Groat or Fourpenny...	0	0	4	A Noble.....	0	6	8
A Tester	0	0	6	An Angel.....	0	10	0
A Half Crown.....	0	2	6	A Mark.....	0	13	4
A Crown.....	0	5	0	A Carolus	1	3	0
A Seven Shilling Piece...	0	7	0	A Jacobus.....	1	5	0
A Half Sovereign.....	0	10	0	A Moidore.....	1	7	0
A Half Guinea.....	0	10	6	A Six-and-Thirty	1	16	0
A Guinea.....	1	1	0				

FOREIGN MONEY-TABLE, WITH ENGLISH VALUE.

A U S T R I A .		Ranging from						
		£	s.	d.	£	s.	d.	
GOLD.....	Double Sovereign.....	1	7	0	to	1	7	8
	Sovereign	0	13	6		0	13	10
	Ducat.....	0	9	2		0	9	4
SILVER..	Crown piece of..... 2 florins	0	3	11		0	4	0
	Florin	0	1	11		0	2	0
	Zwanziger.....	0	0	7½		0	0	8
	NOTES—For every Florin.							
G E R M A N S T A T E S .								
GOLD.....	Double Louis d'or.....	1	12	4		1	12	8
	Louis d'or.....	0	16	2		0	16	4
	10 Guilder piece.....	0	16	7		0	16	10
	Ducat	0	9	3		0	9	4
SILVER..	Crown dollar..... 2 flor. 42 kreutz..	0	4	4		0	4	6
	Convention ditto... 2 flor. 24 kreutz...	0	3	11		0	4	0
	Florin.....	0	1	7¾		0	1	8
H A M B U R G .								
GOLD.....	Ducat	0	9	3		0	9	4
SILVER..	Species..... 3 marcks, 12.....	0	4	2		0	4	4
	Marc Couranto..... 16 schillings.....	0	1	2		0	1	3
D E N M A R K .								
GOLD.....	Double Christian d'or.....	1	12	4		1	12	8
	Christian d'or.....	0	16	2		0	16	4
	Ducat.....	0	9	2		0	9	3
SILVER..	Specie dollar.....	0	4	2		0	4	4
	Rix Bank dollar	0	2	1		0	2	2
F R A N C E .								
GOLD.....	Double Napoleon..... 40 francs.....	1	11	8		1	12	0
	Napoleon.....	0	15	10		0	16	0
	Half Napoleon.....	0	7	11		0	8	0
SILVER..	5 franc piece..... 100 sous.....	0	3	11		0	4	0
	2 franc	0	1	6½		0	1	7
	Franc (100 centimes)..... 20 sous.....	0	0	9¼		0	0	9½
H O L L A N D .								
GOLD..	10 florin piece..... Not current.....	0	16	4		0	16	6
	Ducat.....	0	9	2		0	9	3
SILVER..	2½ guilder piece.....	0	4	1		0	4	2
	Guilder..... 100 cents.....	0	1	7¾		0	1	8
I T A L Y .								
GOLD.....	40 Lira piece	1	11	8		1	12	0
	20 Lira piece.....	0	15	10		0	16	0
	10 Scudi	2	2	4		2	2	9
SILVER..	1 Scudi piece..... 100 Ri.....	0	4	2		0	4	3
	5 Lira.....	0	3	11		0	4	0
	1 Lira..... 20 soldi	0	0	9		0	0	9
	1 Sicilian dollar..... 2 florins	0	3	11		0	4	0

PORTUGAL.

Ranging from

	£	s.	d.	£	s.	d.
GOLD.....Johannes.....	1	15	6	1	16	0
SILVER..Crown.....	0	4	7	0	4	9

PRUSSIA.

GOLD.....Double Frederic d'or 11 thalers 10	1	13	3	1	14	0
Single ditto..... 5 thalers 20	0	16	7	0	17	0
SILVER..Thaler.....30 sil. groshen	0	2	11	0	3	0
1-3rd, 1-6th, & $\frac{1}{2}$ thal. in proportion						
Silver Groshen.....	0	0	1	0	0	1 $\frac{1}{2}$

SWITZERLAND.

GOLD.....32 franc piece ....47 French francs....	1	17	6	1	19	6
Double pistole....47 French francs....	1	17	0	1	17	6
SILVER..4 franken piece...40 batz.	0	4	8	0	4	9
Swiss franc.....	0	1	2	0	1	2 $\frac{1}{2}$

SPAIN.

GOLD.....Doubloon.....	3	4	0	3	5	0
Pistole.....	0	15	9	0	16	0
SILVER..Pillar Dollar.....	0	4	0	0	4	2

MEXICAN, PERU, CHILI, and other

South American Doubloons,.....GOLD....	3	3	0	3	4	0
Sun Doubloon "	3	0	0	3	2	0
Mexican and S. American Dollars.....SILVER..	0	4	0	0	4	2

UNITED STATES OF AMERICA.

GOLD.....Eagles.....10 dollars.....	£2	0	6	£2	0	8
Half Eagles..... 5 do.	1	0	3	1	0	4
Quarter Eagles.. 2 $\frac{1}{2}$ do.	0	10	1 $\frac{1}{2}$	0	10	2
Gold Dollar..... 1 do.	0	4	0			
SILVER..Dollar	0	4	1			
Half Dollar.....	0	2	0			
Quarter Dollar.....	0	1	0			

FEDERAL CURRENCY OF THE UNITED STATES.

Cent, Copper,.....	1	Cent.
Three Cent pieces, Silver alloyed,.....	3	"
Half Dime, Silver,	5	"
Dime, "	10	"
Quarter Dollar, "	25	"
Half Dollar, "	50	"
Dollar, "	1.00	

GOLD COINS.

Gold Dollar,	1	Dollar.
Quarter Eagle,.....	2 $\frac{1}{2}$	"
Three Dollars, (new coin)	3	"
Half Eagle,.....	5	"
Eagle,.....	10	"
Double Eagle,.....	20	"

CANADIAN CURRENCY.

The basis of the currency is the imperial gold standard, differing from sterling money in the different nominal of the pound and its constituents.

The *Pound Sterling* is by law fixed at Twenty-four shillings and Four pence, Canadian currency. At this rate all large transactions are settled, and remittances, with the correction of the day for exchange, are calculated.

One Pound Canadian currency,	contains	four	dollars.
One Dollar	"	"	five shillings.
One Shilling	"	"	two sixpences.
One Sixpence	"	"	six pennies.
One Penny,	"	"	two coppers.

The value in Sterling of the Canadian Pound Currency is rather over.....	16s. 5 $\frac{1}{4}$ d.
The Dollar currency rather over.....	4s. 1 $\frac{1}{4}$ d.
" Shilling " " "	9 $\frac{3}{4}$ d.
" Sixpence " is rather under.....	5d.

But in retail transactions an approximation is made to the value of Coins current in Great Britain and the United States, and in small purchases the following are the rates at which coins are usually paid away :—

BRITISH.

The Sovereign,	£1 4s. 6d.
The Crown,	6s. 1d.
Half Crown,	3s. $\frac{1}{2}$ d.
Shilling, called Trente-Sous,.....	1s. 3d.
Sixpence " Quinza-Sous,.....	7d.

AMERICAN.

The Eagle,	£2 10s. 0d.
Half Eagle,.....	1 5s. 0d.
The Dollar,.....	0 5s. 0d.
Half Dollar,.....	0 2s. 6d.
Real, or <i>York Shilling</i> ,.....	0 0s. 7 $\frac{1}{2}$ d.
Dime, or ten cents,.....	0 0s. 6d.

FRENCH.

The following coins are also usually taken at the rates specified :

French Crown,.....	5s. 6d.
" Half Crown,.....	2s. 2d.
Five franc piece,.....	4s. 8d.
Pistorine,	10d.

BANKERS IN NEW YORK.

Brown, Brothers & Co.,	59 Wall street,
Beebee & Co.,	47 do. do.,
Clarke, Dodge & Co.,	51 do. do.,
Duncan, Sherman & Co.,	48 William street,
J. G King & Sons,	53 do. do.,
Jacob Little & Co.,	27 Wall street,
Prime & Co.,	54 do. do.,
Ward & Co.,	54 do. do.

MESSRS. DUNCAN, SHERMAN & CO.,

BANKERS,

NEW YORK,

ISSUE

FOREIGN CIRCULAR LETTERS OF CREDIT

ON THE FOLLOWING CITIES :

Alexandria,	Calcutta,	Malta.	Rotterdam,
Antwerp,	Canton,	Marseilles,	Rio de Janeiro,
Athens,	Dresden,	Milan,	St. Petersburg,
Amsterdam,	Dusseldorf,	Moscow,	Strasbourg,
Berlin,	Florence,	Munich,	Siena,
Baden-Baden,	Frankfort,	Messina,	Smyrna,
Berne,	Genoa,	Mulhouse,	Seville,
Bordeaux,	Geneva,	Madras,	Stettin,
Boulogne,	Gibraltar,	Manilla,	Shanghai,
Bremen,	Hamburg,	Madeira,	Singapore,
Brussels,	Hague,	Melbourne, Ast.	Sydney, N. S. W.
Bagni de Lucca,	Havre.	Naples.	Turin,
Basle,	Heidelberg,	Nice,	Toulon,
Bombay,	Hong Kong,	Oporto,	Trieste,
Batavia,	Kandy, Ceylon,	Oleron,	Venice,
Cairo,	London,	Paris,	Vevey,
Coblentz,	Leghorn,	Pau,	Vienna,
Cologne,	Leipsic,	Palermo.	Wiesbaden,
Cadiz,	Lyons,	Pisa.	Warsaw,
Colomba, Ceylon,	Lisbon,	Rome,	Zurich.
Carlsruhe,	Madrid,		

CREDITS ON CHINA, INDIA, &c.

Messrs. DUNCAN, SHERMAN & CO., BANKERS, *New York*, are prepared to issue Mercantile Credits, Circular Notes, and Letters of Credit on the Oriental Bank of London, available at all the branches and agencies of that establishment, as follows :

Canton,	} China.	Madras,	Columbo,	} Ceylon.
Hong Kong,		Bombay,	Kandy,	
Shanghai,		Calcutta,	Singapore,	

CREDITS, &c., FOR THE PACIFIC.

Messrs. DUNCAN, SHERMAN & CO., BANKERS, *New York*, issue Credits and Bills of Exchange, available at sight, on the following places on the West Coast :

LIMA, VALPARAISO, PANAMA, SAN FRANCISCO.

CREDITS, &c., FOR AUSTRALIA.

Messrs. DUNCAN, SHERMAN & CO., BANKERS, *New York*, issue Credits and Bills of Exchange on the Oriental Bank of London, at MELBOURNE, PORT PHILIP, &c., &c., available at sight.

No. 1. LONDON TO BIRMINGHAM,

BY RAILWAY, 112 MILES. TIME—EXPRESS TRAIN, 3 HOURS.

LONDON TERMINUS, EUSTON SQUARE STATION.

Passenger cars leave almost every hour for Birmingham, Liverpool, &c., via London and North-western Railway.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Birm.	Fare, 1st Class.
LONDON	0	s. d.	BIRMINGHAM	0	s. d.
Harrow	11½	2 0	Hampton	10	
WATFORD	17½	3 0	COVENTRY	18	
Boxmoor	24½	4 6	Brandon	23	
Berkhampstead	28	5 0	RUGBY	29	
Tring	31	5 9	Crick	37	
Junc. Aylesbury R.	33		WEEDON	42½	
Leighton	41	7 3	Blisworth	49½	
Bletchley	46½	8 9	Roads	52	
WOLVERTON	52½	9 9	WOLVERTON	59½	
Roads	60	10 9	Bletchley	65½	
Blisworth	62½	11 6	Leighton	71	
WEEDON	69½	13 0	Junc. Aylesbury R.	74	
Crick	75	14 0	Tring	80½	
RUGBY*	83	15 6	Berkhampstead	84	
Brandon	89	16 0	Boxmoor	87½	
COVENTRY	94	17 6	WATFORD	94½	
Hampton	102½	19 0	Harrow	100½	
BIRMINGHAM	112	20 0	LONDON	112	20 0

NOTE.—All the Stations with their names in capitals are first class Stations.

THROUGH FARE, Express Train,	25s.
“ “ 1st Class “	20s.
“ “ 2d Class “	15s.

* Here commence the *Trent Valley Railway*, and the *Midland Counties Railway*.

BIRMINGHAM—Population about 200,000—is a large commercial and manufacturing city, situated in the north-east corner of Warwickshire. It is 112 miles north-west from London, seventy-nine miles south-east from Liverpool, and about the same distance north-east from Bristol. As Birmingham is nearly in the centre of England, its situation is elevated and healthy. The appearance of the city is not prepossessing; a great part of the houses being inhabited by workmen and their families, who are employed in the numerous manufactories and workshops for which this place is celebrated. The principal branches of manufacture are plate and plated wares, ornamental steel goods, jewellery, japannery, cut glass ornaments, steel pens, cast iron articles, guns, steam engines, &c. From an early period Birmingham has been renowned for its manufactures in steel and iron.

No. 2. LONDON TO LIVERPOOL,

BY TRENT VALLEY LINE OF LONDON AND NORTH-WESTERN RAILWAY, 201 MILES.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Liv'pl.	Fare, 1st Class.
LONDON . . .	0	<i>s. d.</i>	LIVERPOOL . . .	0	<i>s. d.</i>
RUGBY, (See No. 1.)	83	15 6	(Liv. & Man. Line) to		
Stretton . . .	87	16 0	Newton Junction .	15	
Shilton . . .	90 $\frac{1}{2}$	17 0	Warrington . . .	19 $\frac{1}{2}$	
Bulkinton . . .	92 $\frac{1}{2}$	17 6	CREWE . . .	44	
Nuncaton . . .	96 $\frac{1}{2}$	18 0	STAFFORD . . .	68 $\frac{1}{2}$	
Atherstone . . .	101 $\frac{1}{2}$	19 0	Colwich . . .	74 $\frac{1}{2}$	
Polesworth . . .	105 $\frac{1}{2}$	19 6	Rugeley . . .	77 $\frac{1}{2}$	
TAMWORTH . . .	109 $\frac{1}{2}$	20 6	Armitage . . .	81	
Lichfield . . .	115 $\frac{1}{2}$	21 6	Lichfield . . .	85 $\frac{1}{2}$	
Armitage . . .	120	22 0	TAMWORTH . . .	91 $\frac{1}{2}$	
Rugeley . . .	123 $\frac{1}{2}$	22 6	Polesworth . . .	95 $\frac{1}{2}$	
Colwich . . .	126 $\frac{1}{2}$	23 0	Atherstone . . .	99 $\frac{1}{2}$	
STAFFORD . . .	132 $\frac{1}{2}$	25 0	Nuneaton . . .	104 $\frac{1}{2}$	
CREWE* . . .	157	29 6	Bulkinton . . .	108 $\frac{1}{2}$	
Warrington . . .	181 $\frac{1}{2}$	33 6	Shilton . . .	110 $\frac{1}{2}$	
Newton Junction .	186	34 0	Stretton . . .	114	
(Liv. & Man. Line)			RUGBY . . .	118	
LIVERPOOL . . .	201	37 0	LONDON . . .	201	37 0

THROUGH FARE, Express Train, 45s.

" " 1st Class " 37s.

" " 2d Class " 27s.

* *Branch Railway* from Crewe to Manchester, 31 miles; making the total distance from London, by this route, 188 miles.

Branch Railway from Crewe, by Chester to Birkenhead, 36 $\frac{1}{2}$ miles; making the total distance from London to Birkenhead 193 $\frac{1}{2}$ miles.

THE CREWE AND CHESTER RAILWAY runs through Nantwich, 3 $\frac{1}{2}$ miles; Calveley, 7 $\frac{3}{4}$ miles; Crow Nest, 14 miles; Black Dog, 17 $\frac{1}{2}$ miles; to Chester, 20 $\frac{1}{2}$ miles; thence to Birkenhead, 16 miles farther. A steamboat leaves George's Pier Head, Liverpool, for Monk's Ferry, 20 minutes before the train starts from Birkenhead, and returns to Liverpool on the arrival of the trains from Chester, carrying all railway passengers free, to and from Liverpool.

CHESTER—Population 25,000—is beautifully situated on a rocky eminence, and abounds with curiosities and antiquities. It was a Roman station, and many of the edifices were founded prior to the Roman conquest. Its ancient walls are still standing, and form a most agreeable promenade, commanding fine views of the surrounding country. The construction of many of the streets is very remarkable, for while the carriage road passes on a level with the kitchens of the houses, foot passengers walk, sheltered from rain and heat, in galleries, called "rows," over these lower apartments, which are purloined from the front chamber of each house, open in front and balustraded.

No. 3. LONDON TO LANCASTER AND CARLISLE,

BY RAILWAY, 298 MILES, VIA NORTH-WESTERN RAILWAY, (TRENT VALLEY LINE.)

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Carlisle	Fare, 1st Class.
LONDON	0	<i>s. d.</i>	CARLISLE	0	<i>s. d.</i>
STAFFORD, See No.2.	132½	25 0	Briscoe	3	
Crewe	157	29 6	Southwaite	7	
WARRINGTON	181	33 6	Plumpton	13	
Newton Junction	186	34 6	Penrith	17½	
Golborne	189		Eamont	19½	
WIGAN	195	35 9	Clifton Moor	22	
Standish	198½		Shap	29½	
Coppul	200½		Tebay and Orton	37	
EUXTON	204		Low Gill	41½	
Farrington	208		Kendall Junction	50	
PRESTON	210	38 6	Milnthorpe	55½	
Broughton	215		Burton and Holme	58	
Brock	217½		Carnforth	63½	
Garstang	220		Bolton-le-Sands	65	
Scorton	223½		Hest Bank	66	
LANCASTER	229	42 6	LANCASTER	69	
Hest Bank	232		Scorton	74½	
Bolton-le-Sands	234		Garstang	78	
Carnforth	235½		Brock	80½	
Burton and Holme	240		Broughton	83	
Milnthorpe	242½		PRESTON	88	
Kendal Junction	243	47 6	Farrington	90	
Low Gill	256½		EUXTON	94	
Tebay and Orton	261		Coppul	97½	
Shap	268½		Standish	99½	
Clifton Moor	276		WIGAN	103	
Eamont	278½		Golborne	109	
Penrith	280½		Newton Junction	112	
Plumpton	285		WARRINGTON	117	
Southwaite	291		Crewe	141	
Brisco	295		STAFFORD	165½	
CARLISLE	298	56 6	LONDON	298	56 6

THROUGH FARE, Express Train, 70s.

" " 1st Class " 56s. 6d.

" " 2d Class " 40s.

LANCASTER—Population 14,000—is situated on the Lune, a few miles from its entrance into the Irish Sea, being 229 miles north-west from London. It has a considerable trade, the river being navigable to the city for vessels of between 2 and 300 tons. Hardware and woollen manufactures constitute the principal exports.

CARLISLE—Population 20,000—is an ancient city, pleasantly situated on an eminence. The principal business of the town consists in its manufactures of cotton goods and gingham, and in a coasting trade, there being a canal from Carlisle to the Solway. Here also commences the Caledonian Railway.

No. 4. CARLISLE TO EDINBURGH AND GLASGOW,

VIA CALEDONIAN RAILWAY.

TIME.—EXPRESS TRAIN, 3 HOURS.

STATIONS.	Miles from Carlisle	Fare, 1st Class.	STATIONS.	Miles from Edinb.	Fare, 1st Class.
CARLISLE . . .	0	s. d.	EDINBURGH . . .	0	s. d.
Rockcliff . . .	4	8	Slateford	3	
GREYNA Junction	8½	1 5	Currie	5	
Kirkpatrick . . .	13	2 2	Kirknewton	10	
Kirtle Bridge . . .	17	2 10	West Calder	15	
Ecclesechan	20	3 4	Auchengray	20½	
Lockerby	26	4 4	Carstairs Junction	26½	
Nethercleugh	29	4 10	(Caledonian Railw.)		
Wamphray	34½	5 9	Thackerton	31½	
Beatoek	39½	6 7	Symington	33½	
Elvanport	51	8 10	ABINGTON	42½	
ABINGTON	57½	9 8	Elvanport	46	
Symington	66½	11 1	Beatoek	60½	
Thackerton	68½	11 5	Wamphray	65½	
Carstairs Junction	73½	12 3	Nethercleugh	71	
(Edinburgh Fork)			Lockerby	74	
Auchengray	79½	13 2	Ecclesechan	80	
West Calder	85	14 2	Kirtle Bridge	83	
Kirknewton	90		Kirkpatrick	87	
Currie	95	15 9	GREYNA Junction	91½	
Slateford	97	16 4	Rockcliff	96	
EDINBURGH . . .	100	16 8	CARLISLE	100	16 8

THROUGH FARE, 1st Class Train, 16s. 8d.

" " 2d Class " 12s. 6d.

CARLISLE TO GLASGOW,

BY RAILWAY, 101 MILES. TIME.—EXPRESS TRAIN, 3h. 20m.

STATIONS.	Miles from Carlisle	Fare, 1st Class.	STATIONS.	Miles from Glasg.	Fare, 1st Class.
CARLISLE	0	s. d.	GLASGOW	0	s. d.
Carstairs Junction	73½	12 3	Coatbridge	9½	
(Glasgow Fork) . . .			Holytown		
Lanark	76	12 8	Motherwell	12	2 0
Carlisle	82	13 8	Wishaw	15	
Overtown	84½		Overtown	16½	
Wishaw	86	14 4	Carlisle	19	
Motherwell	89	14 10	Lanark	25	
Holytown		15 2	Carstairs Junction	27½	5 3
Coatbridge	81½	15 9	(Caledonian Railw.)		
GLASGOW	101	17 6	CARLISLE	101	17 6

THROUGH FARE, 1st Class Train, 17s. 6d.

" " 2d Class " 13s. 2d.

No. 5. EDINBURGH TO PERTH,


BY RAILWAY, 45 MILES. TIME—EXPRESS TRAIN, 1½ HOURS.
Five Trains leave daily.

STATIONS.	Miles from Edinb.	Fare, 1st Class.	STATIONS.	Miles from Perth.	Fare, 1st Class.
EDINBURGH		s. d.	PERTH		s. d.
Leith		0 4	Bridge of Earn	4	
Granton	3	0 6	Abernethy	7 ³ / ₄	
Burntisland	8	1 6	Newburgh	10 ³ / ₄	
Kinghorn	10 ¹ / ₂	2 0	Collessie	15 ¹ / ₄	
KIRKALDY	14	2 0	Ladybank Junction	19	
Sinclairtown	15	2 1	Kingskettle	20	
Dysart	16	2 2	Falkland Road	21	
Thornton Junction	18 ¹ / ₂		Markinch	24	
Markinch	21	4 3	Thornton Junction	26 ¹ / ₂	
Falkland Road	24	5 0	Dysart	29	
Kingskettle	26	5 3	Sinclairtown	30	
Ladybank Junction*	27	5 6	KIRKALDY	31	
Collessie	29 ³ / ₄	6 3	Kinghorn	34 ¹ / ₂	
Newburgh	34 ¹ / ₄	7 0	Burntisland	37	
Abernethy	37 ¹ / ₄	7 9	Granton	42	
Bridge of Earn	41	8 6	Leith	45	
PERTH	45	9 6	EDINBURGH	45	9 6

THROUGH FARE, 1st Class Train, 9s. 6d.

“ “ 2d Class “ 7s. 9d.

“ “ 3d Class “ 5s. 9d.

 Perth to Aberdeen, by Railway, 87½ miles. FARE, 20s. Usual time, 4 hours.

* A Branch Railway extends from this point to Dundee, 20 miles; fare, 3s.

EDINBURGH—The metropolis of Scotland, built principally in three parallel ridges, of considerable elevation, and separated by deep depressions, occupies a situation eminently striking and romantic, and its neighborhood is marked by lofty hills, rising abruptly, and in some places perpendicularly from their bases to a height of 350 to 800 feet above the level of the sea, commanding splendid and extensive views. The circumference of the city, exclusive of Leith, its seaport, lying between it and the Forth, is almost six miles, containing a population of about 140,000, and including Leith, of 165,000. The city is divided into three districts, each occupying one of the three parallel ridges, viz. the Old Town, the New Town, and the Southern Districts. The central eminence, on which is built the Old Town, has been thus strikingly described by Arnott, in his History of Edinburgh. “It bears a striking resemblance to a turtle, of which the castle is the head, the High street the ridge of the back, the wynds or closes (lanes and alleys) the shelving sides, and the Palace of Holyrood House the tail.” The High street, a truly magnificent street, 96 feet in width, stretches in nearly a straight line from the castle to the palace, a distance of

No. 6. EDINBURGH TO GLASGOW,

BY RAILWAY, 47½ MILES. TIME—EXPRESS TRAIN, 1½ HOURS.

Eight Trains leave daily.

STATIONS.	Miles from Edinb.	Fare, 1st Class.	STATIONS.	Miles from Glasg.	Fare, 1st Class.
EDINBURGH		<i>s. d.</i>	GLASGOW		<i>s. d.</i>
Corstorphine	3½	0 6	Bishop-Briggs	3½	0 8
Gogar	5½	0 9	Campsie Junction	6¼	1 0
Ratho	8¼	1 4	Croy	11½	2 0
Winchburg	12	2 0	CASTLEARY	15	2 9
LINLITHGOW	17	3 0	Scot. Cen. Junction	17	3 0
Polmont	22	3 9	FALKIRK	21	4 0
FALKIRK	25	4 6	Polmont	25	4 6
Scot. Cen. Junction	30	5 6	LINLITHGOW	29	5 3
CASTLEARY	32	5 6	Winchburg	35	6 3
Croy	36	6 0	Ratho	39	7 0
Campsie Junction	40	7 0	Gogar	41	7 6
Bishop-Briggs	44	7 6	Corstorphine	43	7 9
GLASGOW	47½	8 0	EDINBURGH	47	8 0

THROUGH FARE, 1st Class Train, 8s. 0d.

" " 2d Class " 6s. 6d.

" " 3d Class " 5s. 0d.

No. 7. GLASGOW TO LOCH LOMOND.

STATIONS.	Miles.	Fare.	STATIONS.	Miles.	Fare.
GLASGOW, <i>per steamer</i>		<i>s. d.</i>	BALLOCH, Loch Lomond		<i>s. d.</i>
Bowling, <i>per rail</i>	11		Alexandria, Bonhill	2	
DUMBARTON	14¼	1 0	Renton	4½	
Renton	15¼	1 2	DUMBARTON	5½	
Alexandria, Bonhill	17½	1 4	Bowling	8	
BALLOCH, Loch Lomond	19½	1 6	GLASGOW, <i>steamer</i>	19	1 6

more than a mile. It is connected with the New Town by the North Bridge and the Earthen Mound. The New Town, which occupies the northern eminence, (sloping to the water of Leith, the small river at the mouth of which Leith is built,) is the most regular, elegant, and beautiful quarter of the city. The southern districts, connected with the Old Town by the South Bridge, erected in 1783, and by George the Fourth's Bridge, opened in 1836, occupies a more elevated site than the New Town, but the buildings are mostly of an inferior order, and the streets are irregular; nevertheless many of the public edifices, including the University, are in this district.

Lines of first class steamships run daily from Edinburgh or Leith to Aberdeen, Inverness, and Dundee on the North, and to Newcastle, Hull, and London on the south.

GLASGOW—The commercial metropolis of Scotland, and the third city of the United Kingdom in population and manufacturing and commercial importance, is situated on both sides of the Clyde; the portion on the southern bank of the river being called the Gorbals. The river is bordered on both sides by fine quays, and at spring tides vessels drawing 15 feet water can come up to the city. The city, especially the modern parts, is well built, and boasts of many magnificent buildings, of which the Cathedral, the University, the Hunterian Museum, and Royal Exchange, are the most remarkable; besides several public monuments to James Watt, Lord Nelson, Sir Walter Scott, Sir John Moore, William III., and William Pitt; and the Necropolis, in imitation of Pere le Chaise cemetery, in Paris, is unrivalled for picturesque beauty. Four stone bridges, besides a wooden one for foot passengers, cross the Clyde. Glasgow is second only to Manchester in the manufacture of cottons, and is the centre of a most important and rapidly extending iron trade. The present population is about 350,000, having increased from 77,000 in 1801, or nearly 460 per cent. The immense ship-building business which exists on the Clyde is principally carried on at Port Glasgow and Greenock (about 18 miles lower down the river), which are in fact outports of Glasgow—Glasgow and the Clyde generally being more celebrated for the manufacture of steam machinery than perhaps any other place in the kingdom. The packets built at and plying from the Clyde, are among the finest in the empire. Steamships leave daily for Fleetwood and Liverpool on the south, and for Dublin, Cork, Belfast, Londonderry, and other Irish ports. Regular Lines of Packets and Steamers also run from Glasgow to New York and Philadelphia.

GREENOCK, situated on the south bank of the Frith of Clyde, 18 miles below Glasgow, is an interesting and picturesque seaport town of Scotland. Immediately behind the town the land rises rapidly to a height of 800 feet, the buildings stretching along the water for upwards of two miles. The Clyde is navigable to Greenock for vessels of any burden at any time of the tide. The most extensive business pursued in Greenock is that of ship-building. Population about 40,000.

PERTH—45 Miles from Edinburgh. Population 30,000. This is one of the most ancient towns in Scotland, being handsomely situated on the west bank of the Tay, 45 miles from Edinburgh. It occupies the centre of a spacious plain, having two beautiful pieces of public ground, extending on each side of the town, called the North and South Inches. Perth boasts of the most remote antiquity, and has been the scene of many interesting events. On account of its importance and its vicinity to the royal palace of Scone, it was long the metropolis of the kingdom before Edinburgh obtained that distinction.

ABERDEEN—134 miles from Edinburgh—situated on the river Dee, is reckoned the third city in Scotland, and in point of population, wealth, and commerce, ranks as the chief town in the north of the kingdom, containing about 70,000 inhabitants. It is a spacious and well built city, and possesses many handsome streets and fine public buildings. The most important branches of manufacture are cotton, woolen, and linen goods. The harbor has undergone great improvements of late years, by a series of expensive works; among which is a pier running into the sea upwards of 1200 feet, affording protection to the shipping. The aggregate tonnage of vessels belonging to the port of Aberdeen is about 40,000. Steamers of a large class run from Aberdeen to Edinburgh, Newcastle, Hull, and London, passing along the east coast of England.

No. 8. GLASGOW, KILMARNOCK, AND DUMFRIES TO CARLISLE,

BY RAILWAY, 124½ MILES. TIME—5 HOURS.

STATIONS.	Miles from Glasg.	Fare, 1st Class.	STATIONS.	Miles from Carlisle	Fare, 1st Class.
GLASGOW	0	s. d.	CARLISLE	0	s. d.
Paisley	7	1 0	Gretna Junction	8½	
Johnstone	10	1 6	Dornock	14	
Lochwinnoch	15½	2 7	Annan	17½	
Beith	17½	2 11	Ruthwell	24½	
Kilbirnie	19½	3 3	DUMFRIES	32½	
Dalry	22	3 9	Holywood	36½	
Stewarton	29½		Clovelum	44½	
KILMARNOCK	33½	4 0	Thornhill	47	
Hurlford	35½		Sanquhar	59	
Galston	39	4 11	Kirkcunneil	62½	
Newmilns	41	5 3	New Cumnock	69½	
Mauchline	43	5 8	Old Cumnock	75	
Auchinlech	47½	6 4	Auchinlech	77	
Old Cumnock	49½		Mauchline	81½	
New Cumnock	55		Newmilns	83½	
Kirkcunneil	62	9 0	Galston	85½	
Sanquhar	65½	9 6	Hurlford	89	
Thornhill	77½	11 6	KILMARNOCK	91	
Clovelum	80	12 0	Stewarton	95	
Holywood	88		Dalry	102½	
DUMFRIES	92	14 0	Kilbirnie	105	
Ruthwell	100	15 4	Beith	107	
Annan	107	15 10	Lochwinnoch	109	
Dornock	110½	16 10	Johnstone	114½	
Gretna Junction	116	16 10	Paisley	117½	
CARLISLE	124½	18 3	GLASGOW	124½	18 3

THROUGH FARE, 1st Class Train, 18s. 3d.
 “ “ 2d Class “ 12s. 8d.

THE HIGHLANDS AND MOUNTAINS of Scotland are its most attractive features to the tourist in the pursuit of health and information—they being alike famed for historical incidents, and the bracing purity of air usually found in mountainous regions. Perth or Glasgow are good starting points to visit the giant hills of Caledonia, the most noted of which is the celebrated chain of the Grampians. BEN MACBUI, the highest mountain in Scotland, rises to the height of 4,413 feet. Several other peaks rise from 3,000 to 4,000 feet above the ocean.

Of the many PICTURESQUE LAKES of Scotland, LOCH LOMOND, “*The Lake full of Islands*,” is unquestionably the pride of Scottish lakes. Its length is 23 miles, varying in breadth from 5 miles to a few rods at its northern terminus. A railroad runs from Glasgow to this romantic sheet of water, on the bosom of which floats a steamer for the convenience of the tourist.

No. 9. LIVERPOOL TO MANCHESTER,

BY RAILWAY, 31 MILES. TIME—EXPRESS TRAIN, 1 HOUR.

Trains run every hour in the day from Lime street Station, Liverpool, and London Road Station, Manchester.

STATIONS.	Miles from Liv'pl.	Fare, 1st Class.	STATIONS.	Miles from Manch.	Fare, 1st Class.
LIVERPOOL . .	0	<i>s. d.</i>	MANCHESTER .	0	<i>s. d.</i>
Broad Green . .	3 $\frac{1}{4}$	0 8	Cross Lane . . .	1 $\frac{1}{4}$	0 8
Roby	5 $\frac{1}{4}$	1 0	Weaste Lane . . .	2 $\frac{1}{4}$	0 8
Huyton	5 $\frac{1}{2}$	1 0	Eccles	3 $\frac{1}{2}$	0 8
Huyton Quarry .	6 $\frac{1}{2}$	1 0	Patricroft	4 $\frac{1}{2}$	1 0
Lea Green	10	2 0	Barton Moss . . .	7 $\frac{1}{4}$	1 6
St. Helens	12	2 0	Bury Lane	10 $\frac{1}{4}$	2 0
Collins Green . .	13	2 6	Kenyon Junction .	12 $\frac{1}{4}$	2 3
Newton Junction .	14	2 6	Parkside	14 $\frac{1}{2}$	2 6
NEWTON	15	3 0	NEWTON	15 $\frac{1}{4}$	2 9
Parkside	16 $\frac{1}{4}$	3 0	Newton Junction .	16 $\frac{1}{4}$	3 0
Kenyon Junction .	18	3 3	Collins Green . . .	18	3 0
Bury Lane	20	3 6	St. Helens	19	3 6
Barton Moss	23	4 0	Lea Green	21	3 9
Patricroft	26	4 6	Huyton Quarry . .	24 $\frac{1}{4}$	4 3
Eccles	27	4 9	Huyton	25 $\frac{1}{4}$	4 6
Weaste Lane	28	5 0	Roby	25 $\frac{3}{4}$	4 6
Cross Lane	29	5 0	Broad Green	27 $\frac{1}{2}$	4 9
MANCHESTER .	31	5 6	LIVERPOOL	31	5 6

THROUGH FARE, Express Train, 6*s.* 0*d.*" " 1st Class " 5*s.* 6*d.*" " 2d Class " 4*s.* 0*d.*Return Tickets, same day, 1st Class passengers, 10*s.*

LIVERPOOL, 206 miles north-west from London, by railway, is situated on the right bank of the Mersey, near its entrance into the Irish Sea. It is now considered the second city in the kingdom, having of late years rapidly increased in trade, commerce, population, and wealth. At the present time it is supposed to possess one twelfth part of the shipping of Great Britain; one fourth part of the foreign trade; one sixth part of the general commerce; and one half as much trade as London. The imports are about twenty million pounds sterling in value, the exports exceeding that sum by a fourth, and it is calculated that upwards of 1,600 tons of goods pass daily, on an average, between Liverpool and Manchester. About two fifths of the tonnage, inwards and outwards, are engaged in the trade with the United States, affording, by means of steamers and sailing vessels, almost a daily communication with Boston, New York, or Philadelphia.

During the last fifty years the improvements in Liverpool have been very great. The city now presents an elegance not to be met with in any other commercial port in the kingdom. The public buildings, the stores, and many of the private dwellings, are splendid edifices. The public docks are also constructed on a most magnificent scale, and of the most durable material. The population now amounts to about 280,000, being mostly engaged in commerce and trade.

No. 10. MANCHESTER TO HULL, VIA SHEFFIELD AND GAINSBOROUGH.

BY RAILWAY, 109 MILES. TIME—EXPRESS TRAIN, 5½ HOURS.

STATIONS.	Miles from Manch.	Fare, 1st Class.	STATIONS.	Miles from Hull.	Fare, 1st Class.
MANCHESTER .	0	<i>s. d.</i>	HULL, <i>by steamer</i>	0	<i>s. d.</i>
Garton	2½	0 6	New Holland, <i>by rail</i>	2	0 6
Fairfield	3½	0 8	Goxhill	4½	1 0
Guide Bridge	5	0 11	Thornton Abbey	6	1 4
Newton	7½	1 5	ULCEBY	8½	1 10
Mottram	10	1 9	Brocklesby	9½	2 1
Dinting	12	2 1	Barnetby Junc. dep.	14½	3 0
Hadfield	12½	2 4	BRIGG	18	3 3½
Woodhead	19½	3 6	Scawby and Hibald- stone street	20½	3 9
Dunford Bridge	22½	3 10	Kirton Lindsey	24½	4 4
Hazlehead Bridge	25	4 4½	Northorpe	26½	4 9½
Penistone	28	4 10	Blyton	29½	5 3½
Wortley	32½	5 9	GAINSBORO'	34½	5 9
Deep Car	33½	5 11	Sturton	38½	6 10
Oughty Bridge	36½	6 5½	Retford	44	7 10
Wadsley Bridge	38½	6 9	Worksop	52	9 3
SHEFFIELD	41½	7 6	Shire Oaks	54	9 7
Darnal	43½	7 9	Kiveton	57	10 2
Kiveton Park	52	9 1	Darnal	65½	11 7
Shire Oaks	55	9 8	SHEFFIELD	67½	12 0
Worksop	57	10 0	Wadsley Bridge	70½	12 6
Retford	65	11 5	Oughty Bridge	72½	12 10
Sturton	70½	12 4	Deep Car	75½	13 5
GAINSBORO'	74½	13 1	Wortley	76½	13 7
Blyton	79½	13 10	Penistone	81	14 4
Northorpe	82½	14 4	Hazlehead Bridge	84	14 10
Kirton Lindsey	84½	14 10	Dunford Bridge	86½	15 4
Scawby and Hibald- stone street	88½	15 5	Woodhead	89½	15 10
BRIGG	91	15 11	Hadfield	96½	17 0
Barnetby Junc. dep.	94½	16 7	Dinting	97	17 2
Brocklesby	99	17 5	Mottram	99	17 6
ULCEBY Junc. depot	100½	17 7	Newton	101½	17 11
Thornton Abbey	103	18 0	Guide Bridge	104	18 4
Goxhill	104½	18 0	Fairfield	105½	18 4
New Holland	107	18 0	Garton	106½	18 4
HULL, <i>by steamer</i>	109	18 6	MANCHESTER	109	18 6

Seven trains run daily between Manchester and Sheffield, but only four trains between Sheffield and Hull.

THROUGH FARE, 1st Class Cars, 18s. 6d.

" " 2d Class " 14s. 6d.

" " 3d Class " 9s. 3d.

➡ Other Lines of Railways, through Leeds, &c., extend from Manchester to Hull.

LONDON, the metropolis of the United Kingdom of Great Britain and Ireland, and the most populous, wealthy, and commercial city of the world, is situated, partly and principally, on the north bank of the Thames, 45 miles above the river's mouth, at the Nore. The population of London, including the whole metropolis, according to the census of 1841, was 2,560,281; viz., within the walls, 54,626; without the walls, 70,332; London and suburbs, 1,873,676; London and Westminster, 347,061; Southwark, 98,648; Lambeth, 115,886.

Regular Lines of Packets run from London to New York, the East Indies, and other parts of the world, while a weekly communication by Steamships is afforded between England and America by means of American and British steamers, running direct from Southampton or Liverpool to Boston, New York, the West India Islands, Mexico, and Central America.

☞ For further particulars see the various MAPS, GUIDES, and PICTURES OF LONDON.

THE THAMES, one of the largest rivers of England, and, in a commercial point of view, one of the most important in the world, rises in Gloucestershire, being formed by the junction of the Isis, Lech, Colne, and Churnet, rivulets which have their sources in the Cotswold hills. The Thame river, its principal tributary, flows into it in Oxfordshire, from which stream, and the Isis, it is supposed to have obtained its name, Thame-isis, shortened to *Thames*. It is navigable for small craft, following the windings of the river, 146 miles above London, to Lechlade; the tide flowing 18 miles above London bridge to Teddington, where there is a lock to aid navigation.

Though not a rapid, the Thames is by no means a sluggish river; it flows forward with an equable and steady current, and is remarkable for the purity of its waters.

“Though deep, yet clear; though gentle, yet not dull;
Strong without rage, without o'erflowing full.”

But it is as a navigable and commercial river, having London on its banks, and bearing on its bosom numberless steamers and ships, carrying an immense number of passengers, and fraught with the produce of every country and every climate, that the Thames is principally distinguished.

WINDSOR, situated on the south bank of the Thames, is distant 22 miles from London by the road through Brentford, Hounslow, and Colbrook. It possesses an ancient church, a theatre and two barracks; but the great attraction is **WINDSOR CASTLE**, the favorite residence of the Queen of England, having been the principal seat of British royalty for nearly eight centuries. The present castle was founded by William the Conqueror, but was almost rebuilt by Edward III. Great alterations were made during the reign of George IV. The interior of the castle is remarkably magnificent. The state rooms are fitted up in a very superb style, and the different apartments are adorned by a great number of paintings by the most eminent masters. There are two beautiful parks, known as the Little Park, and the Great Park, all of which afford great attractions.

EATON, opposite to Windsor, on the north side of the Thames, is celebrated for its College, which was founded in 1440, by Henry VI., for the education of 70 scholars. Besides these, there are generally several hundreds of the sons of the nobility and gentry receiving their education.

No. 11. HULL TO YORK VIA SELBY,

BY RAILWAY, 54 MILES. TIME.—EXPRESS TRAIN, 2½ HOURS.

STATIONS.	Miles from Hull.	Fare, 1st Class.	STATIONS.	Miles from York.	Fare, 1st Class.
HULL	0	<i>s. d.</i>	YORK	0	<i>s. d.</i>
Hessle	4½		Copmanthorpe	4	
Ferriby	7¼		Bolton Percy	7¾	
Brough	10½		Ulleskelf	9	
Staddlethorpe	17		Church Fenton	11	
Eastrington	19		Sherburn	13	
Howden	22½		Milford Junction	15	
Cliff	28		Hambleton	19	
SELBY	31		SELBY	23	
Hambleton	35		Cliff	26	
Milford Junction	39		Howden	31¾	
Sherburn	41		Eastrington	35	
Church Fenton	43		Staddlethorpe	37	
Ulleskelf	45		Brough	43¾	
Bolton Percy	46½		Ferriby	46¾	
Copmanthorpe	50		Hessle	49½	
YORK	54		HULL	54	

MANCHESTER—Population 200,000—has been engaged in manufactures since the reign of Henry VIII. At first woollens were the chief article, but during the past century it has been exceeded, and, indeed, almost superseded, by the cotton trade, which is carried on to an extent without parallel. Silk manufactures have of late been introduced, and an extensive business has been long carried on in hats, umbrellas, and machinery. The town is so completely devoted to business that it offers little other attraction, though the Collegiate Church is a noble Gothic edifice, which, together with the Exchange, Town Hall, and Botanic Garden will amply repay a visit.

HULL—Population 62,000—formerly called Wyke-upon-Hull, but changed, by royal charter of Edward I., to Kingston-upon-Hull, is a seaport of considerable magnitude, being most advantageously situated on the estuary formed by the junction of the rivers Hull, Ouse, Humber and Trent. It is one of the principal mail packet stations in the kingdom; steamers regularly sailing for Antwerp, Rotterdam, Hamburg, Bremen, Copenhagen, and Jothenburg, besides several lines to Yarmouth and London on the south, and Newcastle, Berwick, Edinburgh and Aberdeen on the North. It carries on a large foreign trade—its imports being exceeded only by London, Liverpool, and Bristol—and employs a large tonnage in the whale fishery, and in a trade with the Baltic, West Indies, and North and South America.

YORK, one of the few cities in England which is surrounded by walls. It can trace its origin to a very remote period, its foundation having been laid in the year 983 B. C. It is the seat of an archbishopric, and York Minster, its cathedral, is the finest Gothic building in Europe, of its kind. Founded by Edwin, the Saxon king of Northumbria, in 626, it has been enlarged and repaired by successive generations. In 1829 a maniac, seeking an ignoble fame, set it on fire, causing considerable damage, and it again suffered from fire in 1840.

No. 12. LEEDS TO LONDON,
VIA DERBY, LEICESTER, AND RUGBY,
BY RAILWAY, 205½ MILES. TIME—EXPRESS TRAIN, 8 HOURS.

STATIONS.	Miles from Leeds.	Fare, 1st Class.	STATIONS.	Miles from London	Fare, 1st Class.
LEEDS	0	<i>s. d.</i>	LONDON	0	<i>s. d.</i>
Woodlesford	6	1 0	RUGBY, (See No. 1.)	83	<i>From B.</i> 2 0
Methley	7½	1 6	Ullesthorpe	90¾	2 6
NORMANTON	10	2 6	Broughton	94	3 6
Oakenshaw	13	3 0	Countesthorpe	97½	3 6
Royston	17	3 6	Wigston	99	4 6
BARNLSLEY	20	4 6	LEICESTER	103	5 6
Darfield	25	5 0	Syston	107½	6 0
Wath and Bolton	27	5 6	Sileby	110	6 6
Swinton	29	6 0	Barrow	113	7 0
Masbro	34	7 0	LOUGHBORO'	115½	8 0
Woodhouse Mill	38½	8 0	Kegworth	120	9 0
Eckington	43	9 0	Sawley	125	10 0
Staveley	46	9 6	Borrowash	128	10 6
CHESTERFIELD	49	10 6	DERBY	131	12 0
Clay Cross	53	11 0	Duffield	136	12 6
Stretton	56	12 0	Belper	138	13 0
Wingfield	60	12 6	Ambergate	141	13 6
Ambergate	63½	13 6	Wingfield	145	14 6
Belper	66	14 0	Stretton	149	15 0
Duffield	68	14 6	Clay Cross	151½	16 0
DERBY	74	15 6	CHESTERFIELD	155	16 6
Borrowash	77	16 6	Staveley	159	17 0
Sawley	80	17 0	Eckington	161	18 0
Kegworth	85	18 0	Woodhouse Mill	166	19 0
LOUGHBORO'	89	19 0	Masbro	171	20 0
Barrow	92	19 6	Swinton	176	20 6
Sileby	94	20 6	Wath and Bolton	178	21 0
Syston	97	21 0	Darfield	180	22 0
LEICESTER	102	22 0	BARNLSLEY	184	22 6
Wigston	105	22 6	Royston	187	23 6
Countesthorpe	107	23 0	Oakenshaw	191	24 0
Broughton	111	24 0	NORMANTON	194	24 6
Ullesthorpe	114	24 6	Methley	197	25 0
RUGBY	122	26 0	Woodlesford	199	26 0
LONDON	205½	41 6	LEEDS	205½	

THROUGH FARE, Express Train, 51s. 6d.

“ “ 1st Class Cars, 41s. 6d.

“ “ 2d Class “ 32s. 0d.

“ “ 3d Class “ 17s. 10½d.

LEEDS, containing a population of 155,000, ranks as the fifth town in England in point of numbers and commercial enterprise, and is the chief seat of the woollen manufactures; in addition to which it manufactures large quantities of earthenware and plate glass. Its communication with all sections of the kingdom—by railways with London, with Hull and the eastern coast, by the Aire, which falls into the Humber, and with Liverpool and the western coast by the Leeds and Liverpool canal, and railways—render its situation highly advantageous.

No. 13. LONDON TO DOVER,
WITH BRANCHES TO CANTERBURY, RAMSGATE,
MARGATE, AND DEAL,
BY RAILWAY, 88 MILES. TIME—EXPRESS TRAIN, 2½ HOURS.
Eight Trains daily.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Dover.	Fare, 1st Class.
LONDON, dep.*	0	s. d.	DOVER, dep. . .	0	s. d.
CROYDON . . .	11	2 2	FOLKSTONE . . .	5	1 6
Mertsham . . .	19	4 0	Hythe	13	3 0
REIGATE Junction	21	4 0	ASHFORD	21	4 9
Godstone . . .	27	6 0	Pluckley	27	6 3
Edenbridge . . .	32	7 0	Headcorn	32	7 3
Penshurst . . .	37	8 6	STAPLEHURST . .	35	8 0
TUNBRIDGE . . .	41	9 6	Marden	38	8 9
Paddock Wood . .	46	10 6	Paddock Wood . .	42	9 9
Marden	51	11 6	TUNBRIDGE	47	10 9
STAPLEHURST . . .	53	12 0	Penshurst	52	12 0
Headcorn	56	12 6	Edenbridge	57	13 0
Pluckley	62	14 0	Godstone	61	14 0
ASHFORD	67	15 6	REIGATE Junction	67	15 6
Hythe	75	17 0	Mertsham	69	16 0
FOLKSTONE	83	20 0	CROYDON	77	17 9
DOVER	88	20 0	LONDON	83	20 0

THROUGH FARE, EXPRESS Train, 22s.

“ “ 1st Class Cars, 20s.

“ “ 2d Class “ 14s. 8d.

“ “ 3d Class “ 9s. 2d.

* Post horses will be in readiness at the London Bridge Station, on the arrival of every train, to convey passengers to all parts of London.

BRANCH LINES DIVERGE FROM THE MAIN ROAD AT THE FOLLOWING STATIONS.

STATIONS.	Miles.	Fare, from London
From Reigate Junction to REIGATE TOWN	2	4s.
“ “ “ to DORKING	3	4s.
“ “ “ to GUILDFORD	21	5s.
“ “ “ to READING	46	7s.
“ Tunbridge Station to TUNBRIDGE WELLS	5	10s.6d
“ Paddock Wood to MAIDSTONE	10	11s.
“ Ashford to CANTERBURY	14	18s.6d
“ “ to RAMSGATE	30	20s.
“ “ to MARGATE	34	20s.
“ “ to DEAL	35	20s.

No. 14. LONDON TO BRIGHTON,

WITH BRANCHES TO LEWES AND HASTINGS,

BY RAILWAY, 51 MILES. TIME—EXPRESS TRAIN, 1½ HOURS.

Ten Trains leave London daily.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Bright	Fare, 1st Class.
LONDON	0	<i>s. d.</i>	BRIGHTON	0	<i>s. d.</i>
EAST CROYDON	11	2 2	Hassock's Gate	7	1 5
Stoat's Nest	15	3 0	Burgess Hill	9	1 10
REIGATE	22	4 0	HAYWARD'S HEATH	13	2 8
Horley	26	5 4	Balcombe	17	3 5
Three Bridges	30	6 2	Three Bridges	21	4 4
Balcombe	34	7 0	Horley	25	5 3
HAYWARD'S HEATH	38	7 10	REIGATE	29	6 3
Burgess Hill	42	8 8	Stoat's Nest	36	7 6
Hassock's Gate	44	9 0	EAST CROYDON	40	9 4
BRIGHTON	51	10 6	LONDON	51	10 6

THROUGH FARE, Express Train, 13*s.* 0*d.*" " 1st Class " 10*s.* 6*d.*" " 2d Class " 8*s.* 0*d.*" " 3d Class " 5*s.* 4*d.*

No. 15. LEWES AND HASTINGS BRANCH,

BY RAILWAY, FROM LONDON, 73 MILES. TIME—EXPRESS

TRAIN, 2¼ HOURS.

Seven Trains leave daily.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Hast'gs	Fare, 1st Class.
HAYWARD'S HEATH	38	<i>s. d.</i> 7 10	HASTINGS	0	<i>s. d.</i>
LEWES	48½	10 6	Pevensy	9½	2 0
Glynde	51½	11 6	Berwick	17	3 0
Berwick	56	12 6	Glynde	21½	3 9
Pevensy	63½	13 6	LEWES	24½	5 0
HASTINGS	73	15 0	HAYWARD'S HEATH	35	7 6

THROUGH FARE TO LONDON, Express Train, 17*s.* 6*d.*" " " 1st Class " 15*s.* 0*d.*" " " 2d Class " 11*s.* 6*d.*" " " 3d Class " 7*s.* 6*d.*

No. 16. LONDON TO SOUTHAMPTON,

WITH BRANCH TO PORTSMOUTH,

BY RAILWAY TO SOUTHAMPTON, 80 MILES. TIME—EXPRESS TRAIN, 2½ HOURS.

Seventeen Trains daily.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Southampton	Fare, 1st Class.
LONDON . . .	0	<i>s. d.</i>	SOUTHAMPTON	0	<i>s. d.</i>
Clapham Common	5	0 10	Bishopstoke . .	6	
Wimbledon . .	8	1 6	WINCHESTER . .	13	
Malden	10½	1 9	Andover Road .	22	
KINGSTON . . .	12	2 0	BASINGSTOKE . .	32	
Claremont . . .	15	2 9	Winchfield . . .	40	
Walton	17	3 6	Fleetpond . . .	43	
Weybridge . . .	19	4 0	Farnborough . .	47	
WOKING	25	5 0	WOKING	55	
Farnborough . .	33	7 0	Weybridge . . .	61	
Fleetpond . . .	37	8 0	Walton	63	
Winchfield . . .	40	8 9	Claremont . . .	65	
BASINGSTOKE . .	48	10 6	KINGSTON	68	
Andover Road .	58	12 6	Malden	69½	
WINCHESTER . .	67	14 8	Wimbledon . . .	72	
Bishopstoke . .	74	16 3	Clapham Common	75	
SOUTHAMPTON	80	17 6	LONDON	80	17 6

THROUGH FARE,	EXPRESS TRAIN,	1st Class,	20s. 0d.
“ “	“ “	2d Class,	17s. 6d.
“ “	ORDINARY TRAIN,	1st Class,	17s. 6d.
“ “	“ “	2d Class,	12s. 0d.
“ “	“ “	3d Class,	6s. 8d.

PORTSMOUTH BRANCH.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Portsm.	Fare, 1st Class.
BISHOPSTOKE .	74	<i>s. d.</i>	PORTSMOUTH .	0	<i>s. d.</i>
Botley	79	16 3	Casham	4	
Fareham	85	17 6	Fareham	9	
Casham	90	18 0	Botley	15	
PORTSMOUTH .	94	18 0	BISHOPSTOKE .	20	4 0

☞ Steamers of a large class run from Southampton to America, and to different parts of Europe and Asia.

SHEFFIELD—Population 75,000—is situated at the confluence of the Don and Sheaf, and except at one outlet is surrounded by an amphitheatre of hills, affording a remarkable beauty and variety of prospect. The abundance of water-power and mineral wealth in the vicinity has caused manufactures to spring up and flourish, and it has become the emporium of cutlery in all its branches. Silver and plated goods, Britannia metal and German silver ware, also form staple articles of its products. Brass foundries are numerous, and optical instruments, buttons, brushes and combs are made on a large scale.

WINCHESTER, which under the Saxon monarchs was the capital of the kingdom, contains many most interesting monuments. During the reign of the Norman dynasty it was the royal residence. Here Henry VIII. entertained Charles V. in 1552, and during the reign of the first Charles, it was the scene of many a bloody fray—Cromwell, on one occasion, stabling his cavalry horses in the Cathedral, demolishing the monuments and bishop's palace, and committing various excesses. It is of very remote origin and was called by the Britons, *Caer Gwent*; by the Romans, *Venta*; and by the Saxons, *Wintancaester*. The Cathedral and Wykeham's College, are very interesting buildings, and the venerable appearance of the city is peculiarly attractive to strangers. Population 11,000.

CANTERBURY, the Metropolitan See of all England, will well repay a visit; its cathedral being very magnificent, and containing the shrine of St. Thomas à Becket, and other curiosities; beneath it is a church for French Protestants, a colony of Huguenots having settled here after the revocation of the edict of Nantes.

OXFORD—Population 24,000—famous for being the seat of one of the most celebrated universities in the world, is situated at the junction of the Isis with the Cherwell, and here takes the name of *Thames*. Its origin, like that of its university, is involved in obscurity; the first authentic trace of the former, however, being found in the reign of Alfred, and the earliest charter of the latter being dated in the 28th year of the reign of Henry III. It has frequently been the residence of the English monarchs and the scene of many eventful actions in the nation's history. The university contains nineteen colleges and five halls, of which University College is the most ancient, claiming to have been founded by Alfred, in 872. Besides the colleges it contains many public buildings worthy of attention, viz.: the Bodleian and Radcliffe's Libraries, the University Theatre, designed by Sir C. Wren, the Ashmolean Museum and Radcliffe Observatory, &c.

BRISTOL, which at the close of the eighteenth century ranked as a seaport next to London, has been outstripped by Liverpool, and now occupies the third place; it carries on a considerable trade with the West Indies, United States, South America, Canada, Newfoundland, Spain and Ireland, besides a very extensive inland trade with Wales and the Western Counties. It was formerly so extensively engaged in the slave trade, that Burke indignantly exclaimed that "no two bricks in the city were cemented together, which were not moistened by negroes' blood." Its population amounted in 1811 to 140,153, including Clifton, a suburb beautifully situated on the high and precipitous banks of the Avon, and a most healthful and invigorating resort for invalids. Extensive manufactures flourish in the city and suburbs principally consisting of soap, glass, anchors, earthenware, minerals, soda works, drugs, colors, and British spirits and malt liquors.

No. 17. GREAT WESTERN RAILWAY.

LONDON TO BRISTOL, AND BRISTOL TO EXETER
AND PLYMOUTH.

By Railway to Bristol, 118½ miles. Time—Express Train, 2¾ hours.
 By Railway to Exeter, 193½ “ “ “ “ 4¾ “
 By Railway to Plymouth, 246½ “ “ “ “ 7 “

London to Bristol 14 Trains, Bristol to Exeter 9 Trains, Exeter to
 Plymouth 5 Trains daily.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Plym ^h	Fare, 1st Class.
LONDON	0	<i>s. d.</i>	PLYMOUTH	0	<i>s. d.</i>
Ealing	5½	1 3	PLYMPTON	5	1 0
Hanwell	7½	1 6	Ivy Bridge	11½	2 4
Southall	9	2 0	Kingsbridge Road	15	3 0
West Drayton	13	3 0	Brent	17	3 6
Langley	16	3 6	TOTNESS	24	5 0
SLOUGH	18	4 0	TORQUAY	27½	7 0
MAIDENHEAD	22½	5 0	NEWTON	32	7 6
Twyford	30½	7 0	TEIGNMOUTH	37	8 0
READING	36	8 0	DAWLISH	40	8 8
Paughbourne	41½	9 6	Starcross	44½	9 4
Goring	44½	10 0	EXETER	53	11 6
WALLINGFORD	47½	11 0	Hele	61½	13 6
Didcot	53	12 0	COLLUMPTON	65½	14 6
STEVENTON	56½	13 0	Tiverton Junction	67	15 0
Wantage	60	14 0	WELLINGTON	76	17 0
Farringdon	63½	14 6	TAUNTON	83	19 0
Shrivenham	71½	16 0	BRIDGEWATER	95	21 6
SWINDON Junction	77	17 6	Highbridge	101½	24 6
Wotton Basset	82½	19 0	Banwell	113	25 0
CHIPPENHAM	93½	21 6	YATTON	116½	26 0
Corsham	98½	22 6	Nailsea	120½	27 0
Box	101½	23 6	BRISTOL	128½	29 0
BATH	106½	24 6	Keynsham	133	30 0
Twerton	108½	25 0	Saltford	136½	30 6
Saltford	111½	25 6	Twerton	138½	31 0
Keynsham	113½	26 0	BATH	140	31 6
BRISTOL	118½	27 0	Box	145	32 6

BATH, a city of Somersetshire, 107 miles from London, is noted for the beauty of its buildings; it is, perhaps, the best built city in England, the houses being principally of stone, and is the favorite residence of many fashionable and wealthy families. It is resorted to by invalids and hypochondriacs owing to the celebrity of its medicinal springs; although many are attracted thither by the beauty of the surrounding scenery and the stream of fashion, in pursuit of pleasure as well as health. For these the numerous hotels and public houses afford ample accommodation—population 38,000.

(No. 17.—Continued.) BRISTOL TO PLYMOUTH,
BY RAILWAY, 128 MILES.

STATIONS.	Miles from London	Fare, 1st Class.	STATIONS.	Miles from Plym ^h .	Fare, 1st Class.
BRISTOL	0	<i>s. d.</i>		0	<i>s. d.</i>
Nailsea	126 $\frac{1}{4}$	29 0	Corsham	148 $\frac{1}{2}$	33 6
YATTON	130 $\frac{1}{2}$	29 6	CHIPPENHAM . . .	153 $\frac{1}{2}$	34 6
Banwell	133 $\frac{1}{2}$	30 6	Wotton Bassett . .	164	37 0
Highbridge . . .	145 $\frac{1}{4}$	33 0	SWINDON Junction	169 $\frac{3}{4}$	38 6
BRIDGEWATER . .	151 $\frac{1}{4}$	34 6	Shrivenham	175 $\frac{1}{2}$	40 0
TAUNTON	163	37 0	Faringdon	183	41 6
WELLINGTON . . .	170	39 0	Wantage	186 $\frac{3}{4}$	42 6
Tiverton Junction	179	41 0	STEVENTON	190 $\frac{1}{2}$	43 0
COLLUMPTON . . .	181 $\frac{1}{4}$	41 6	Didcot	193 $\frac{1}{4}$	44 0
Hele	185 $\frac{1}{4}$	42 6	WALLINGFORD . . .	199 $\frac{1}{4}$	45 0
EXETER	193 $\frac{1}{4}$	44 6	Goring	202	46 0
Starcross	202	46 8	Pangbourne	205	46 6
DAWLISH	205 $\frac{1}{2}$	47 2	READING	210 $\frac{1}{4}$	47 6
TEIGNMOUTH . . .	208 $\frac{1}{2}$	48 0	Twyford	215 $\frac{1}{4}$	49 0
NEWTON	213 $\frac{1}{2}$	49 0	MAIDENHEAD	224	51 0
TORQUAY	218 $\frac{1}{2}$	49 6	SLOUGH	228 $\frac{1}{4}$	52 6
TOTNESS	222 $\frac{1}{4}$	51 0	Langley	230 $\frac{3}{4}$	53 0
Brent	229 $\frac{1}{4}$	52 6	West Drayton	233 $\frac{1}{4}$	53 6
Kingsbridge Road	231 $\frac{1}{4}$	53 0	Southall	237 $\frac{1}{4}$	54 6
Ivy Bridge	234 $\frac{1}{2}$	53 8	Hanwell	239	55 0
PLYMPTON	241 $\frac{1}{2}$	55 0	Ealing	241	55 0
PLYMOUTH	246 $\frac{1}{4}$	56 0	LONDON	246 $\frac{1}{4}$	56 0

THROUGH FARES, EXPRESS TRAIN TO BRISTOL,	30s. and 25s.
“ “ “ “ TO EXETER,	50s. and 42s.
“ “ “ “ TO PLYMOUTH,	62s. and 50s. 6d.
“ ORDINARY TRAINS, TO BRISTOL,	27s. 18s. 6d. & 9s. 10d.
“ “ “ TO EXETER,	44s. 6d. 30s. 6d. & 16s. 1d.
“ “ “ TO PLYMOUTH,	56s. 33s. 6d. & 20s. 6d.

BRANCH LINES DIVERGE FROM THE MAIN LINE AT THE
FOLLOWING STATIONS.

From Slough to WINDSOR,	3 miles,	Fares from London.
From Reading to BASINGSTOKE,	15 $\frac{1}{2}$ miles,	5s. 0d. 3s. 0d. & 1s. 10d.
		11s. 6d. 7s. 9d. & 4s. 3d.

		Fare from London,
		1st Class.
From Reading to THEALE	5 miles.	9s. 3d.
“ “ to ALDERMASTON	8 $\frac{1}{2}$ “	10s. 0d.
“ “ to NEWBURY	16 $\frac{3}{4}$ “	12s. 6d.
“ “ to HUNGERFORD	25 $\frac{1}{4}$ “	14s. 0d.
From Didcot to ABINGDON ROAD	3 “	13s. 0d.
“ “ to OXFORD	10 “	14s. 0d.
“ “ to WOODSTOCK	19 “	15s. 0d.
“ “ to BANBURY	34 “	16s. 0d.
From Swindon to CIRENCESTER	18 “	22s. 0d.
“ “ to STROUD	24 $\frac{1}{2}$ “	23s. 0d.
“ “ to GLOUCESTER	37 “	26s. 0d.
“ “ to CHELTENHAM	54 “	27s. 6d.

PLYMOUTH is one of the principal naval stations in the kingdom, and the harbor is capable of containing a thousand sail. The breakwater, one of the most stupendous works of modern times, is about a mile long at the base, and the top affords a delightful promenade. Plymouth has a large trade with the West Indies, the Baltic and the Mediterranean, and coastwise with London, Hull, Bristol, Liverpool, Glasgow and Ireland—population 36,527. The dockyard at Devonport or Plymouth Dock is one of the finest in the world, comprising an area of over 70 acres, and is defended by a citadel and fortification.

PORTSMOUTH, the chief naval arsenal and dockyard in England, and the head-quarters of the British fleets, since the reign of John, is situated on an island, named Portsea, about 15 miles in circumference. The entrance to the harbor is very narrow, but sufficiently deep to admit the largest vessels, and the channel and approaches to the harbor are commanded by batteries of immense power. Within the harbor expands to a wide basin, on one side of which is situated Portsmouth, and on the other Gosport, a town containing about 14,000 inhabitants. The dockyard is on a vast scale, inclosing 120 acres, and containing machinery, stores, artillery, &c., necessary for the equipment and construction of every class of vessels, and is defended by fortifications deemed impregnable. Strangers are freely admitted to inspect the dockyard, without any formal introduction. Portsmouth, with its suburb, Portsea, contains a population of 55,000, and is connected with Gosport by a floating bridge, which plies across the harbor every half hour, the passage occupying about 10 minutes.

SOUTHAMPTON—Population 30,000—though of Saxon origin, has only of late years become a port of magnitude; previous to the construction of the South Western Railway, its commerce was principally confined to the channel islands, the northern ports of France, and the importation of Port wine and spirits. Now, however, it is a most important Foreign Packet Station, and its situation being not only beautiful in point of natural scenery, but peculiarly adapted to commerce from the excellence of its harbor, it will no doubt rise to a high state of prosperity. Since the recent formation of the capacious docks the largest class of vessels frequent the port, and it carries on an extensive trade with the Baltic, United States, Canada, and the West Indies. About 2000 vessels annually enter the port. The Bremen and Havre Lines of steamships to New York call at this port semi-monthly, and it is the station whence depart all the Mail Steamers for the West Indies, the Peninsular, Malta, Alexandria, and the overland communication with India and China, which route it is in contemplation to extend to New South Wales and New Zealand. Southampton may in fact be considered the outport of London, from whence Steam Packets run to almost every quarter of the globe. The vicinity is full of picturesque beauties, the chief of which is Netley Abbey, only 3 miles distant; and it is the most convenient point from which to visit the New Forest and Isle of Wight, which both offer beauties no stranger should neglect to see.

HASTINGS is a celebrated watering place of extreme beauty and great antiquity; it contains assembly rooms, a theatre, libraries and excellent bathing accommodations. Its vicinity abounds in romantic scenery and interesting objects of antiquity connected with the Norman conquest. The town is particularly neat and clean, and the influx of visitors during warm weather is very large, fashionable and aristocratic.

No. 18. RAILWAY ROUTES, VIA EASTERN COUNTIES RAILWAY.

London to CAMBRIDGE	57½ miles.	Time, 2¼ hours.
“ to ELY	72¼ “	“ 3¼ “
“ to NORWICH	126 “	“ 5½ “
“ to YARMOUTH	146 “	“ 6½ “

WITH BRANCHES FROM THE MAIN LINE AT THE FOLLOWING STATIONS, VIZ. :

At CAMBRIDGE to HUNTINGDON	20 miles.
At “ to PETERBORO	45 “
At ELY to LYNN	26¾ “

No. 19. RAILWAY ROUTES, VIA EASTERN UNION RAILWAY.

London to CHELMSFORD	29½ miles.	Time, 1½ hours.
“ to COLCHESTER	51¼ “	“ 2¼ “
“ to IPSWICH	68 “	“ 3 “
“ to BURY ST. EDMUNDS	94½ “	“ 4¼ “
“ to NORWICH	111 “	“ 5 “

CAMBRIDGE is a town of considerable antiquity, mentioned in the Domesday Book under the name of “Grentebriðge”, derived from the Roman name for the river Cam, Granta. Its University, consisting of seventeen halls and colleges, forms its principal attraction. Trinity College and King’s College, are the most remarkable, the chapel attached to the latter being one of the most perfect specimens of Anglo-Gothic architecture. The Senate House, Fitzwilliam Museum, and Pitt Press, are handsome buildings; and the Botanic Garden is well worthy of inspection. This University has sent forth many of the most celebrated mathematicians; mathematical science being its distinguishing feature, while classical literature is the peculiar boast of Oxford. The number of members on the books of the various Colleges is nearly 5,500. Population, 24,500.

NORWICH is the seat of a considerable manufacture of silk and worsted shawls, crapes, &c., and from a village in its vicinity, named Worsted, formerly of some importance as a manufacturing town, is derived the term “worsted goods.” The city is of very great antiquity, and the antiquary will find a rich treat in inspecting the Castle, Cathedral, and Erpingham’s Gate.

YARMOUTH, containing a population of 32,000, besides being a seaport of much importance, carrying on a large trade with the Baltic, carries on an extensive ship building business, and manufacture of silks and crapes; but the principal business is the herring and mackerel fisheries; 360,000 barrels of cured fish having been sent by railway alone in 1847. Steamers ply regularly between this port and London and Hull, besides a weekly line to Rotterdam.

RAMSGATE AND MARGATE are greatly resorted to during the summer season by the good citizens of London, as watering-places, containing excellent hotels, assembly rooms, bazaars and other places of amusement; it may be added, however, that they are more popular than fashionable.

No. 20. CHESTER TO HOLYHEAD,

BY RAILWAY, 84½ MILES. TIME—EXPRESS TRAIN, 2½ HOURS.

Eleven Trains daily.

STATIONS.	Miles from Chester	Fare, 1st Class.	STATIONS.	Miles from Holyh'd	Fare, 1st Class.
CHESTER . . .	0	s. d.	HOLYHEAD . . .	0	s. d.
Queen's Ferry . . .	7	1 3	Valley	3½	
Flint	12½	2 3	Ty Croes	9	
Bagilt	14½	2 6	Bodorgen	12	
HOLYWELL	16¾	3 0	Gaerwen	18	
Mostyn	20	3 9	Llanfair	21	
Prestatyn	26½	4 9	BANGOR	25	
RHYL	30	5 6	Aber	30½	
Abergele	34½	6 3	CONWAY	39½	
Colwyn	40½	7 6	Colwyn	44½	
CONWAY	45	8 6	Abergele	50½	
Aber	54	10 0	RHYL	54½	
BANGOR	59½	11 0	Prestatyn	58½	
Llanfair	63½	12 0	Mostyn	64½	
Gaerwen	66½	12 6	HOLYWELL	67½	
Bodorgen	72½	13 6	Bagilt	70	
Ty Croes	75½	14 0	Flint	72	
Valley	81	15 0	Queen's Ferry	77½	
HOLYHEAD	84½	16 0	CHESTER	84½	16 0

THROUGH FARE, 1st Class, 16s. 2d Class, 12s. 3d. 3d Class 8s. 9d.

DOVER is beautifully situated in a valley, surrounded by an amphitheatre of chalk hills—on the eastern point of which is erected the ancient Castle, the walls of which inclose an area of 35 acres, and being 320 feet in perpendicular height above the sea, the appearance is very imposing. On the south-west of the harbor, which has been formed artificially at great expense, is Shakspeare's Cliff, the name being derived from the supposition of its having suggested the well-known description in the fourth act of King Lear. It is now tunnelled through by the railway, and portions of the summit have fallen at various times, so that it no longer overhangs "the deep."

BRIGHTON is one of the most popular watering-places in the kingdom, and was for a long series of years the resort of George IV., who erected here a Marine Pavilion, which, though costly and elegant in its interior arrangements, was the laughing-stock of all beholders of its exterior. The town is full of fashionable buildings and hotels, replete with attractions for visitors, and the Steyne and Chain piers afford most delightful promenades. In consequence of Royalty having deserted the Marine Pavilion, Brighton is less fashionable than in days of yore, but it still attracts a large number of visitors, being well supplied with every accommodation for sea-bathing.

HOLYHEAD has become important chiefly in consequence of being the most convenient point of embarkation for Ireland, the voyage being made by the Mail Packets in 3¾ hours; and the whole distance between London and Dublin is traversed within 14 hours; the railroad, however, between Holyhead and Chester, has attracted an unprecedented attention from the erection of the stupendous tubular bridges across the Menai Strait and river Conway, the most surprising and triumphant efforts of engineering skill.

DUBLIN, the principal city and seaport of Ireland, is advantageously situated on the east coast of the island, at the mouth of the river Liffey, which here enters Dublin Bay, communicating with St. George's Channel, or the Irish Sea. It is distant, by water, 138 miles due west from Liverpool, and 60 miles west from Holyhead; being 292 miles W. N. W. from London. Population about 260,000. This is a beautiful city, and the favorite residence of many fashionable families. The habits of the higher and middle classes are social to a degree often bordering on profusion. A love of convivial enjoyments pervades all ranks, which is the national characteristic of the well-educated Irish people.

The figure of the city is elliptical, its largest axis extending along the line of the river, from west to east, two and a half miles; its shorter, from north to south, nearly two miles. Sackville street, on the north side, is remarkable for its great width and for its fine buildings. Dublin boasts of several statues and monuments, as well as its public buildings, many of which are handsome specimens of architecture. Dublin Castle stands at the east verge of the hill upon which the city was primarily built. It was originally a square fortress, with towers at the angles; it now consists of a quadrangle, 280 feet by 130, surrounded with buildings containing the royal state apartments, and accommodations for public functionaries of the United Kingdom.

DUBLIN TO KILDARE, LIMERICK, AND CORK.

VIA GREAT SOUTHERN AND WESTERN RAILWAY.

Passenger Trains leave Dublin four times daily for KILDARE, 30 miles; THURLES, 86 miles; LIMERICK JUNCTION, 107 miles; LIMERICK, 129 miles; CORK, 164 miles. Usual time to CORK, 8 hours.

FARE to Kildare, 1st Class, 5s. 2d Class, 4s. 3d Class, 2s. 6d.

FARE to Limerick, 1st Class, 22s. 2d Class, 16s. 6d. 3d Class, 10s. 9d.

FARE to Cork, 1st Class, 27s. 6d. 2d Class, 20s. 6d. 3d Class, 13s. 9d.

DUBLIN TO MULLINGAR,

VIA MIDLAND GREAT WESTERN RAILWAY (WHEN FINISHED, TO EXTEND TO GALWAY).

Passenger Trains leave Dublin four times daily, from the Broadstone Station, for MAYNOOTH, MULLINGAR, &c.; connecting with Coaches for CASTLEREA, GALWAY, &c.

➔ This is destined to be an important line of Railway, as it is proposed to establish a line of steamers to run from Galway direct to the nearest port of North America.

DUBLIN TO DROGHEDA, ARMAGH, AND BELFAST.

Passenger Trains leave Dublin for DROGHEDA, DUNDALK, &c., six times daily, connecting, by Coaches, with the BELFAST AND ARMAGH RAILWAY. Distance from Dublin to Belfast, 129 miles; usual time, 8 hours.

STEAM COMMUNICATION BETWEEN LIVERPOOL AND GLASGOW.

Unless prevented by any unforeseen occurrence, the undernoted or other Steamers are intended to sail (with or without Pilots) between Glasgow and Liverpool, with Goods and Passengers, as under.

THE CLYDE STEAM NAVIGATION CO.'S STEAMSHIPS

LYRA, Capt. Hardie.
ELK, New Steamer Capt. Main.
STAG, New Steamer Capt. Boyd.

From **Liverpool**, every four or five days.

From **Glasgow**, every four or five days. Passengers leave Glasgow by the Railway Train, for Greenock.

Passengers are requested to take charge of their own Luggage, as the Ship is not responsible in any way for its safety.

FARE—Cabin, 10s., (Steward's Fee, 2s.,) Steerage, 5s. Servants in Cabin, Full Fare.

GEORGE & JAMES BURNS 9 Buchanan street, Glasgow.

CHARLES MACIVER & CO, 12 Water street, Liverpool.

ALEX. McCULLOCH, Excise Buildings, Greenock.

J. B. FOORD, 52 Old Broad street, London.

CITY OF DUBLIN STEAM PACKET COMPANY.

Incorporated by Act of Parliament.

The Vessels are intended to sail as under, *with or without pilots*, of which Shippers are requested to take notice. The Company's vessels convey her Majesty's Mails, with Passengers, between

HOLYHEAD AND KINGSTOWN,

TWICE EVERY DAY.—HOURS OF SAILING:—

From **Holyhead** at 1 and 6-15 a. m. (London time) From **Kingstown** at 1 and 7½ p m. (Dublin time.) Or as soon after as the Mails are on board.

LIVERPOOL TO DUBLIN.

From the Prince's Pier, the **Eblana**, **Iron Duke**, **Trafalgar**, or **Windsor**, of from 600 to 800 tons burthen, and 320 to 3-0 horses' power, or other of the first class Steamers every Evening, (Sundays excepted,) at seven o'clock, for Kingstown Harbor.

DUBLIN TO LIVERPOOL.

The **Windsor**, **Iron Duke**, or other Vessels of the Company, leave KINGSTOWN HARBOR every Tuesday, Thursday, and Saturday, at 7 p. m. (Dublin time.) with passengers only.

DUBLIN TO BELFAST.

Every Tues. with Goods and Passengers—Returning every Thurs.

OFFICES—Dublin: 15 Eden Quay; Stores, North Wall. Liverpool: 24 Water Street. Belfast: 55 Donegal Quay.

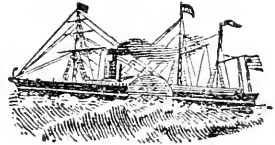
N. B. The Company have no offices in Dublin, except as above. Goods or parcels left at any other place to be forwarded, are subject to delay and charges for commission, &c.

ROUTES OF STEAMERS

RUNNING TO AND FROM PORTS IN GREAT BRITAIN AND IRELAND.

- BRISTOL TO CORK**—Twice a week.
- BRISTOL TO DUBLIN**—Weekly—Average passage, 24 hours. Fares, 1*l.* 5*s.* and 10*s.*
- BRISTOL TO LIVERPOOL**—Weekly—Fares, 17*s.* 6*d.* and 5*s.*; to Swansea, 11*s.* and 5*s.*
- BRISTOL TO SWANSEA**—4 times per week. Fares, 8*s.* 6*d.* and 4*s.*
- BRISTOL TO WATERFORD**—Weekly.
- COWES, ISLE OF WIGHT, TO PORTSMOUTH**—Week-days, at 10 a. m.; 12 noon, 3½ and 5 p. m. Sundays, at 10 a. m. and 3½ p. m.
- COWES, ISLE OF WIGHT, TO SOUTHAMPTON**—Week-days, at 9¼, and 10 40 a. m.; 12 noon; 3¾, 5, and 6¾ p. m.
- FALMOUTH TO CORK**—The Ajax, or Preussischer Adler—every Saturday.
- FALMOUTH TO DUBLIN**—The British and Irish Steam Packet Company's Vessels. Every Monday and Friday afternoons.
- FALMOUTH TO PLYMOUTH**—Every Monday and Thursday, at 7 a. m.
- FALMOUTH TO PLYMOUTH, SOUTHAMPTON AND LONDON**—The British and Irish Steam Packet Company's Steamers. Every Monday and Friday, at 7 a. m.
- GOSPORT TO RYDE, ISLE OF WIGHT**—Hourly. Fares, 9*d.* and 6*d.* Day Tickets, 1*s.* and 8*d.*
- GRAVESEND TO LONDON**—At all hours. Fares, to London Bridge, 1*s.* and 9*d.*; to Erith or North Woolwich, 9*d.* and 6*d.*
- HULL TO EDINBURGH (Leith)**—Average passage, 21 hours. Fares, 14*s.* 6*d.* and 7*s.* 6*d.*; there and back, returning within a month, 20*s.* and 10*s.*
- HULL TO LONDON**—The General Steam Navigation Company's Steamers, every Tuesday and Saturday. Fares, 8*s.* and 6*s.* The Hull Steam Packet Co.'s steamers, every Monday, Wednesday, and Friday, at noon. Fares, 6*s.* 6*d.* and 4*s.*
- HULL TO NEWCASTLE**—Every Wednesday and Friday, as the tide permits. Fares, 4*s.* and 2*s.*
- HULL TO YORK**—Daily (Sundays excepted), 2½ hours before high water, calling at Goole, Selby, and all ferries. Fares to York, 3*s.* and 2*s.*
- JERSEY AND GUERNSEY TO SOUTHAMPTON**—The Royal Mail Packets. Every Monday, Wednesday and Friday, at 8 a. m. Fares, 21*s.* and 14*s.*; Steward's fee, 2*s.* and 1*s.*
- LIVERPOOL TO BANGOR, BEAUMARIS AND CARNARVON**—The Prince of Wales. Every Wednesday and Saturday, at 10 a. m. The Cambria. Every Tuesday and Friday, at 10 a. m.
- LIVERPOOL TO BELFAST**—Tri-weekly. Fares, 10*s.* and 1*s.*
- LIVERPOOL TO CORK**—Every Saturday.
- LIVERPOOL TO DOUGLAS, ISLE OF MAN**—Twice a week.
- LIVERPOOL TO DROGHEDA**—Four times per week. Cabin fare, 10*s.*
- LIVERPOOL TO DUBLIN**—The City of Dublin Steam Packet Company's Steamers, sail every evening (Sundays excepted), at 7 o'clock, with cabin passengers only. Fare 15*s.* Also the Company's Trading Steamers, daily, (Sundays excepted.) Cabin fare, 7*s.* 6*d.*
- LIVERPOOL TO DUNDALK**—Twice a week. Average passage, 11½ hours. Fares, 10*s.* and 2*s.* 6*d.*
- LIVERPOOL TO GREENOCK AND GLASGOW**—Tri-weekly. Fares, 10*s.* and 5*s.*

- LIVERPOOL TO HOLYHEAD**—Calling at Amlwich Bay. Fares to Holyhead, 5s. 6d. and 3s. 6d.; to Amlwich, 4s. and 2s. 6d.
- LIVERPOOL TO LONDONDERRY**—Calling at Portrush and Giant's Causeway, twice a week.—Fares, 3s. and 2s.
- LIVERPOOL TO NEWRY**—Four times per week. Average passage, 13 hours. Cabin fare, 5s.
- LIVERPOOL TO HAVRE**—Every Saturday, calling at Southampton. Fare, 30s. and 21s.
- LIVERPOOL TO WATERFORD**—Weekly. Fares 12s., 6s. and 2s.
- LIVERPOOL TO WEXFORD**—Weekly. Fares, 10s. 6d. and 5s.
- LONDON TO ABERDEEN**—Weekly. Fares, including provisions and Steward's fee, 2*l.* 10s. and 1*l.* 10s.; children under 13 years, half fare; deck (sailors), 15s., without provisions.
- LONDON TO BELFAST**—The British and Irish Steam Company's Vessels. Every Friday. The Liverpool, Dublin, or Citizen, calling at Plymouth, Waterford and Dublin, every Saturday.
- LONDON TO CORK**—The Royal William, or Duke of Cambridge, from Lower East Smithfield, calling at Plymouth, every Thursday at 8 a. m. Fares to Cork, 20s. and 5s.; to Plymouth, 10s. and 4s.
- LONDON TO DUBLIN**—The British and Irish Steam Company's Vessels, every Wednesday and Saturday. The Apollo, Ranger, or Adonis, from West Kent Wharf, Southwark, calling at Plymouth and Waterford, every Saturday; leaving Plymouth every Monday, and Waterford every Wednesday. The Liverpool, Dublin, or Citizen, from the Tower, calling at Plymouth and Waterford, every Saturday.
- LONDON TO DUNDEE**—Weekly. Fares, including provisions, Main Cabin, 2*l.* 8s.; Second, 1*l.* 10s. Children from 2 to 13 years, half fare. Return Tickets, 3*l.* and 2*l.*
- LONDON TO EDINBURGH**, (Leith and Granton)—Tri-weekly. Average passage, 42 hours. Fares (including provisions), 2*l.* 10s. and 1*l.* 10s.; without provisions, 2*l.* and 1*l.* 2s. 6d. Steward's fee, 2s. 6d. and 1s. 6d.
- LONDON TO FALMOUTH**—Calling at Plymouth—Every Thursday, a. m.
- LONDON TO INVERNESS**—Calling at Burghead and Invergordon. Fares (including provisions and Steward's fees) to Inverness, 3*l.* 10s. and 2*l.* 2s.; deck (soldiers, without provisions), 1*l.* 5s.; deck (sailors, without provisions), 1*l.*; children under 13 years, half-price.
- LONDON TO MARGATE AND RAMSGATE**—Daily. Fares, 7s. and 6s.; children, 4s.
- LONDON TO NEWCASTLE**—Every Saturday. Fares, 20s. and 12s.
- LONDON TO PLYMOUTH**—Every Wednesday and Saturday. Fares, 10s. and 4s.
- LONDON TO WATERFORD**—Every Saturday.
- NEWCASTLE TO ABERDEEN**—Every Saturday. Fares, 15s. and 10s.
- NEWCASTLE TO HULL**—The Neptune—Every Saturday, 2 hours before high water. Fares, 5s. and 2s. The Atlas, from Quayside. Every Monday, as the tide permits. Fares, 4s. and 2s.
- SOUTHAMPTON TO GUERNSEY AND JERSEY**—The Royal Mail Packets—from the Pier—Every Monday, Wednesday, and Friday, at 11³/₄ p. m., on the arrival of the Mail Train from London. Fares, 21s. and 14s. Steward's Fees, 2s. and 1s.
- WEYMOUTH TO GUERNSEY AND JERSEY**—Every Thursday, at 11 p. m. Fares, 15s. and 10s.; Steward's fees, 1s. 6d. and 9d.
- WHITEHAVEN TO BELFAST**—The Whitehaven Steam Navigation Co.'s Steamers—Nov. 4th, 10 p. m.; 11th, 2¹/₂ p. m.; 18th, 9 p. m.; 25th, 3 p. m. Fares, 10s. and 3s.
- YARMOUTH TO HULL**—Every Tuesday and Saturday—Fares, 11s. & 6s.



ROUTES OF TRAVEL FROM LONDON TO PARIS.

1. Calais Route.—LONDON TO PARIS DIRECT *via* DOVER AND CALAIS, IN $12\frac{1}{2}$ HOURS, *viz.*:—Departure from London for Dover, $8\frac{1}{2}$ p.m.; arrival at Dover, 11 p.m.; departure from Dover, $11\frac{1}{2}$ p.m.; arrival at Calais, 1 a.m.; departure from Calais, 2 a.m.; arrival in Paris, 9 a.m.—Distance 346 miles. Fare, 1st class, £3 1s.; 2d class, £2 3s. 9d. By this direct train the luggage is only examined on the arrival in Paris. Travelers for Marseilles, on landing at Boulogne and Calais, should require their passports to be viséd for that place direct, which will save them several days' delay in Paris. They will receive a provisional passport, which will cost 2 francs. The railroad station at Calais is close to the quay where the steam-packets land their passengers, and every facility is given them for departure. The Passport-office is at the Station, and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about $1\frac{1}{2}$ hour before and after low water. The French mail boat leaves Dover at $2\frac{1}{2}$ p.m.; the English mail boat at $11\frac{1}{2}$ p.m.; and two of the steamers of the South Eastern Company every day, according to the tide. There are also three departures from Calais for Dover, every day.

2. Boulogne Route.—London to Paris, direct, in about eleven hours, by the South Eastern Railway and their Packets from Folkestone. Distance 272 miles, this being the shortest route between London and Paris. Fare, 1st class, £2 11s. 6d. Second class, £1 17s.

3. London to Paris, direct by London and Brighton Railway and Steamers from Newhaven to Dieppe, and from thence to Paris by Railway.

4. London and Calais.—By Steam direct from London Bridge Wharf, twice a week, by the General Steam Navigation Company's Packets. Voyage performed in about 9 hours.—Fares 12s. and 8s.

5. London and Boulogne.—By Steam direct from London Bridge Wharf, four times a week; twice by the General Steam Navigation Company's Packets, and twice by those of the Commercial Steam Navigation Company's. Voyage performed in about 9 hours.—Fare 12s. and 8s.

6. By South Western Railway (*via* Southampton and Havre) the route, though interesting, is somewhat longer, owing to the sea passage to Havre.

By an arrangement entered into between the London and South Western, the Rouen and Havre, and Havre and Paris Railways, in conjunction with the New South Western Steam Navigation Company's boats, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 22s.; second class, 17s.

LONDON TO PARIS,

VIA DOVER AND CALAIS.

Three Daily Trains, carrying Two Daily Mails.

STATIONS.	Miles.	Time.	STATIONS.	Miles.	Time.
LONDON,	0	H. M.	PARIS,.....	0	H. M.
Dover,*	88	2 30	Creil,.....	32	1 00
Calais,.....	111	4 00	Amiens,.....	102	2 00
Lille,.....	176	2 00	Arras,.....	125	1 00
Arras,.....	221	1 30	Lille,.....	170	1 30
Amiens,.....	244	1 00	Calais,	235	2 00
Creil,.....	314	2 00	Dover,.....	258	4 00
PARIS,.....	346	1 00	LONDON,.....	346	2 30

USUAL THROUGH TIME,.....14 hours.

* On Sundays, the Mail Packet does not sail from Dover.

The direct communication between London and Paris is carried on by the French and English Packets, and the South Eastern and Continental Steam Packet Company's Steamers, which disembark the passengers before the departure of the corresponding train on the opposite coast.

LONDON TO BRUSSELS,

VIA CALAIS, LILLE AND VALENCIENNES.

STATIONS.	Miles.	Time.	STATIONS.	Miles.	Time.
LONDON,.....	0	H. M.	BRUSSELS,	0	H. M.
Dover,.....	88	2 30	Valenciennes,	47	3 00
Calais,.....	111	4 00	Douai,.....	70	1 00
Lille,.....	176	2 00	Lille.....	91	1 00
Douai,.....	197	1 00	Calais,	156	2 00
Valenciennes,	220	1 00	Dover,.....	179	4 00
BRUSSELS,.....	267	3 00	LONDON,.....	267	2 30

Passengers going *via* Valenciennes and Mons, should take tickets only to Douai, and then re-book to Brussels.

There are two trains daily from CALAIS to COLOGNE, *via* Ghent, and *via* Douai. The latter train connecting with cars running to Brussels.

ENGLISH AND BELGIAN GOVERNMENT NEW FAST STEAMERS BETWEEN

DOVER AND OSTEND,

PERFORMING THE VOYAGE IN ABOUT FOUR HOURS,

Carrying the Prussian, Hamburgh, and Rotterdam Mails, and Com-manded by Officers of the Royal Navy.

The shortest and most agreeable route, as regards Customs, Passports, non-changing of Carriages, &c.

A Steamer leaves OSTEND every evening (except Saturday), at 6.30
 " " DOVER every night (except Sunday), at 11.15

Routes to and from England to Belgium, the Rhine, and Germany. (See next page)

NOTE.—The distance to Cologne, the Rhine, and all Germany, is 110 Kilometres, or nearly 70 Miles less from Ostend than from Calais.

From LONDON.

LONDON, by R. R., dep.	8.30 p.m.
Dover, " arr.	11. 0 "
" by St'r., dep.	11.15 "
Ostend by R. R., dep.	7.15 a.m.
Malines, " arr.	10.10 "
Brussels, " arr.	10.45 "
*Cologne, " arr.	8. 0 p.m.
COLOGNE, for Hamburg,	
Leipsic, Berlin, Vienna	
Trieste, &c. dep.	10. 0 "

By no route can Cologne be reached from England earlier than 8 p.m.

From GERMANY, the RHINE, and BELGIUM.

COLOGNE, Night T. dep.	11.30 p.m.
Brussels,.....arr.	7.25 a.m.
Ostend,.....arr.	11.30 "
Cologne, M. D.Tr.* dep.	8. 0 "
Ostend,.....arr.	6.20 p.m.
Brussels,.....dep.	2.45 "
Ostend,.....arr.	6.20 "
" (Steamer) dep.	6.30 "
Dover, arr. about	11. 0 "
"dep.	2. 0 a.m.
LONDON,.....arr.	4.30 "

There are also Trains at 5.20, 7.15, 8, 9.15, 11.45, and 2, from Dover to London.

* At 8 p.m. a Steamer leaves Cologne for Coblenz, Mayence, Mannheim, Frankfort, Carlsruhe, &c.

Travelers may obtain Direct Tickets and pay their Fares to and from

	1st CLASS.				2d CLASS.			
	£	s.	d.	Fr. c.	£	s.	d.	Fr. c.
London and Ostend,.....	1	17	3	or 47 20	1	5	3	or 31 45
" " Brussels,.....	2	6	6	or 57 70	1	11	6	or 39 35
" " Aix-la-Chapelle,...	2	17	6	or 71 50	1	19	9	or 49 30
" " Cologne,.....	3	5	0	or 81 00	2	6	3	or 57 50
" " Hamburg,.....	5	3	0	or 128 70	3	10	9	or 88 20
" " Leipsic,.....	5	14	0	or 132 20	3	18	0	or 97 25
" " Berlin,.....	5	18	6	or 147 80	4	1	6	or 101 60

By **Express Trains** on South Eastern, 1st Class Tickets admitted *without extra charge*; 2nd Class pay 7s. 4d. extra. Cologne to Hamburg, 1st Class, 6s.; 2nd Class, 3s. 9d. To Berlin, 10s. 6d. and 6s. 6d. To Leipsic, 7s. 6d. and 6s. 3d. additional. These Tickets, or any portions of them, are available *at any time, they need not be used on the day they are purchased.*

BY STEAMERS ONLY.

Fares—First Class, 15s.; 2nd Class, 10s.; Children, 7s. 6d. and 5s.

ROUTES TO AND FROM THE PRINCIPAL CITIES OF EUROPE.

No. 1.—London to Frankfurt-on-the-Maine, via Ostend, in 44½ hours.

LONDON, dep.	8½ p.m.	by R. R.
Dover, dep.	11.15 "	by St'r.
Ostend, arr.	6 a.m.	"
" dep.	7½ "	by R. R.
Ghent, arr.	9.10 "	"
Cologne, arr.	8 p.m.	"
" dep.	9 "	by St'r.
Mayence, arr.	12 "	"
Castel, dep.	2.30 "	by R. R.
FRANKFURT, arr.	3.35 "	"

No. 2.—From Frankfurt-on-the-Maine to London, via Ostend, in 44½ hours.

FRANKFURT, dep.	11 a.m.	by R.R.
Castel, arr.	12 "	"
" dep.	12 "	by St'r.
Cologne, arr.	8½ p.m.	"
" dep.	twice daily	by R. R.
Ostend, arr.	" "	"
" dep.	6.30 p.m.	by St'r.
Dover, dep.	5.20 a.m.	by R.R.
LONDON, arr.	7.50 "	"

Stopping one night in Cologne.

No. 3.—Paris to Frankfurt-on-the-Maine, via Strasbourg, in 22 hours.

PARIS,	dep. 7.30 p.m.	by R. R.
Nancy,	" 4. 0 a.m.	"
Sarreburg,	" 6. 0 "	"
Strasbourg	arr. 8.15 "	"
Do. (Kehl)	dep. 7.15 "	"
FRANKFURT	arr. 4.17 p.m.	"

No. 4.—Frankfurt-on-the-Maine to Paris, via Strasbourg, in 22 hours.

FRANKFURT,	dep. 8. 0 a.m.	by R.R.
Strasbourg,	arr. 3.56 p.m.	"
"	dep. 4. 0 "	"
Sarreburg,	arr. 5.30 "	"
Nancy,	dep. 7.30 "	"
PARIS,	arr. 5.30 a.m.	"

No. 5.—Frankfurt-on-the-Maine and Vienna, via Guntershausen and Berlin, in 59½ hours.

FRANKFURT,	dep. 7½ p.m.	by R. R.
Elsenach,	arr. 11½ a.m.	"
Berlin,	arr. 9½ p.m.	"
"	dep. 11 "	"
Breslau,	arr. 10 a.m.	"
VIENNA,	arr. 6 "	"

No. 6.—Vienna and Frankfurt-on-the-Maine, in 59½ hours.

VIENNA,	dep. 7 p.m.	by R. R.
Breslau,	dep. 5½ "	"
Berlin,	arr. 4½ a.m.	"
"	dep. 7½ "	"
Elsenach,	arr. 8½ p.m.	"
"	dep. 5.25 a.m.	"
FRANKFURT	arr. 5.32 p.m.	"

Fare—52 fl. 55 kr.**No. 7.—Berlin and Warsaw, via Posen, in 46 hours.**

BERLIN,	dep. 12 noon,	by R. R.
Posen,	arr. 11.15 p.m.	"
"	dep. 12½ night.	"
WARSAW,	arr. 10 a.m.	"

No. 8.—Warsaw and Berlin, in 47 hours.

WARSAW,	dep. 5 p.m.	by R. R.
Posen,	arr. 2 a.m.	"
"	dep. 4.24 "	"
BERLIN,	arr. 4 p.m.	"

Fare—14 thir. 24½ sgr.**No. 9.—London and Marseilles, 879 Miles.**

LONDON,	.....depart	8.10 a.m.	11½ a.m.	8½ p.m.	by Railroad.
Calais,	....."	3. 0 "	6½ p.m.	2 a.m.	by Steamer.
Paris,	.....arrive	10.45 "	5½ a.m.	9 "	by Railroad.
"	.....depart	10.30 a.m.		8. 5 p.m.	"
Dijon,	....."	6.35 p.m.		3.30 a.m.	"
Chalons,	.....arrive	8.15 "		4.45 a.m.	"
"	.....depart	"		5. 0 "	by Steamer.
Lyons,	.....arrive	"		12. 0 noon.	"
"	.....depart	4. 0 a.m.		6. 0 a.m.	"
Avignon,	.....arrive	4. 0 p.m.		4. 0 p.m.	"
Marseilles,	.....arrive	9.30 "		9.30 "	by Railroad.

Fares—First Class, £6; second class, £5 4s. 9d.; third class, £3 8s.**No. 10.—London and Geneva, 664 Miles, via Dijon, in about 35½ hours.**

From London to Dijon, same as No. 9; from Dijon to Geneva, by diligence, at 3.30 a. m.; arrive at Geneva at 6 p. m. Also every other day from Chalons at 9 p. m., arriving at Geneva at 4 p. m.

No. 11.—Paris to Berlin,

780 Miles. in 43½ hours.

PARIS,	dep. twice daily by R. R.
Brussels,	arr. " " "
"	dep. " " "
Cologne,	arr. " " "
Deutz,	depart 10 p.m. "
BERLIN,	arrive 3¼ " "

No. 12.—Berlin to Paris,

780 Miles, in 34¾ hours.

BERLIN,	depart 6¼ a.m. by R. R.
Deutz,	arrive 10¼ p.m. "
Cologne,	depart 11¾ " "
Brussels,	arrive 7¾ a.m. "
"	depart 8¼ " "
PARIS,	arrive 5 p.m. "

No. 13.—London and Berlin,

765 Miles, in 42¾ hours.

LONDON,	dep. 8½ p.m. by RR
Ostend,	dep. 8¼ a.m. by St'r.
Cologne,	arr 6 p.m. by RR
Deutz,	dep. 10 " "
Hanover,	arr. 6¼ a.m. "
Brunswick,	arr. 8 " "
Magdeburg,	arr. 11.20 " "
BERLIN,	arr. 3¼ p.m. "

No. 14.—Berlin to London,—in 46½ hours.

BERLIN,	dep. twice daily by RR.
Magdeburg,	dep. " " "
Brunswick,	dep. " " "
Hanover,	dep. " " "
Deutz,	arr. " " "
Cologne,	dep. " " "
Ostend,	arr. " " "
"	depart 6½ p.m. by St'r.
LONDON,	arrive 4½ a.m. by R. R.

No. 15.—Berlin to Vienna,

465 Miles. via Prague, in 31½ hrs.

BERLIN,	depart 7 a.m. 12 noon.
Dresden,	arrive 12½ noon 8 p.m.
"	depart 1½ p.m. 9½ "
Prague,	arrive 9 " 4¼ a.m.
"	depart " " 5½ "
VIENNA,	arrive " " 7½ p.m.

No. 16.—Vienna to Berlin,

via Prague, in 39½ hours.

VIENNA,	depart 6½ a.m.
Prague,	arrive 7½ p.m.
"	depart 6¼ a.m. 9½ "
Dresden,	arrive 2¼ p.m. 8½ a.m.
"	depart 3¼ " 10 "
BERLIN,	arrive 9 " 9½ p.m.

No. 17.—London to Munich, via Paris, Strasbourg, Carlsruhe, Stuttgart, Ulm. and Augsburg, 992 miles, in 62 hours, stopping all night at Strasbourg.

FROM LONDON TO STRASBOURG,	.....	34 hours.
STRASBOURG, (Kehl).....	departure	5.30 a.m.
53 Carlsruhe,	arrival	8.23 "
"	departure	8.45 "
47 Stuttgart,	arrival	5. 0 p.m.
"	departure	5.45 "
56 Ulm,	arrival	10. 0 "
"	departure	10.30 "
48 Augsburg,	arrival	6. 0 a.m.
"	departure	8. 0 "
83 Munich,	arrival	10.45 "

No. 18.—London to Vienna, via Paris, Strasbourg, Munich, Salzburg. and Linz, 1293 miles, in 119 hours.

FROM LONDON TO MUNICH,	.....	52 hours.
MUNICH (by diligence).....	departure	1. 0 p.m.
90 Salzburg,	arrival	5. 0 a.m.
"	departure	7.30 "
86 Linz (by steam).....	arrival	9.30 p.m.
"	departure	7. 0 a.m.
125 VIENNA,	arrival	7. 0 p.m.

No. 19.—London to Constantinople, in 13 days 8 hours
(not consecutive.)

London to Vienna, by Rail to Cologne, Dusseldorf, Hanover, Magdeburg, Leipsic, Dresden and Prague, in about 3 days 8 hours.

Vienna to Constantinople, by the Danube, in about 10 days.

No. 20.—London to Constantinople, in 12 days
(not consecutive.)

London, Vienna and Trieste, by Rail, in about 5 days.

Trieste to Constantinople, by Steamer, in about 7 days.

No. 21.—London to Constantinople, in 14 days 12 hours
(not consecutive.)

London to Frankfurt, by Steam and Rail, (*vide* No. 1.) in 1 day 20½ hours.

Frankfurt to Nuremberg and Würzburg, by Steam, on the Maine, or by diligence; and from Würzburg to Ratisbon by diligence (193 miles.) in about 1 day 8 hours.

Ratisbon to Linz and Vienna, by the Danube, in about 1 day 8 hours.

Vienna to Constantinople, by the Danube, in about 10 days.

No. 22.—London to Rome, in 4 days,
(not consecutive.)

London to Marseilles, *via* Paris, *vide* Route No. 9, in 49 hours.

Marseilles to Civita Vecchia, by Steamer, in 40 hours.

Civita Vecchia to Rome, by diligence, in about 7 hours.

Fares by Steamer from Marseilles to Civita Vecchia, 1st class, 105 fr.; 2nd 63 fr.; 3rd, 42 fr.

No. 23.—Through Route from London to Basle, Switzerland, 784 Miles, *via* Paris and Strasbourg, in 37 hours, stopping all night at Strasbourg.

		8.10 a.m.	.....	8½	0 p.m.	.....	Time.
LONDON,	.....departure	8.10 a.m.	.....	8½	0 p.m.	.....
Paris,	.....arrival	10.45 p.m.	.....	9.	0 a.m.	.....	H. M.
"	.....departure	7.30 "	.....	9½	"	.....	13. 0
Commercy,	.....arrival	2.10 a.m.	.....	3.	30 p.m.	.....	6. 0
Nancy,	.....arrival	3.52 p.m.	.....	5. 19	"	.....	2. 0
Strasbourg,	.....arrival	8. 5 a.m.	.....	9. 15	"	.....	4. 0
"	.....departure	1. 0 p.m.	.....	6. 0	a.m.	.....	8.30
BASLE,	.....arrival	5. 0 "	.....	9. 30	p.m.	.....	3.30

PARIS to Baden-Baden, *via* Strasbourg, in 17¾ hours. Paris to Carlsruhe, *via* Strasbourg, in 18 hours. Paris to Mannheim, *via* Strasbourg, in 21½ hours. Paris to Stuttgart, *via* Strasbourg, 22½ hours. Paris to Ulm, *via* Strasbourg, 26½ hours. Paris to Augsburg, *via* Strasbourg, 35 hours. Paris to Munich, *via* Strasbourg, 38 hours.

OSTEND TO BRUSSELS,

By RAILWAY,.....90 miles.
USUAL TIME,.....4½ hours.

STATIONS.	Eng. Miles.	Fare 1st Class	STATIONS.	Eng. Miles.	Fare 1st Class
OSTEND.....	0	fr. c.	BRUSSELS,.....	0	fr. c.
Jabbeke,.....	9	1 5	Vilvorde,.....	6	1 80
BRUGES,.....	14½	1 75	Malines,.....	12½	1 70
Oostcamp,.....	..	2 30	Capelle,.....	17½	2 30
Bloemendael, ..	..	2 70	Londerzeel, ..	20½	2 65
Aeltre,.....	..	3 50	Malderen,.....	23½	3 5
Hansbeke,.....	..	4 10	Buggenhout,....	24½	3 5
Landeghem, ..	..	4 30	Tremonde, ..	29½	3 5
GHEENT,*	43	5 35	Audeghem,.....	30½	3 30
Melle,.....	..	..	Wichelen,.....	35	3 85
Welteren,.....	..	..	Welteren,.....	39	4 30
Wichelen,.....	..	..	Melle,.....	43	4 90
Audeghem,.....	..	..	GHEENT,*.....	47	5 30
Tremonde,.....	60½	7 75	Landeghem, ..	55½	6 30
Buggenhout,....	..	..	Hansbeke,	57	6 55
Malderen,.....	..	..	Aeltre,.....	62	7 10
Londerzeel, ..	..	..	Bloemendael, ...	68	7 90
Capelle,.....	..	..	Oostcamp,.....	72	8 30
Malines,.....	..	..	BRUGES,.....	75½	8 80
Vilvorde,.....	..	..	Jabbeke,.....	81	9 60
BRUSSELS,.....	90	10 55	OSTEND,.....	90	10 55

Through Fare,—1st Class Cars, 10 fr. 55 c.

“ “ 2d “ “ 7 fr. 90 c.

“ “ 3d “ “ 5 fr. 30 c.

* Antwerp and Ghent Railroad, 31 miles in length, commences at this place; also, a Railroad to Lille, connecting with the Great Northern Railroad of France.

Ostend.—This seaport and fortified town, containing 18,000 inhabitants, possesses very little to interest the stranger; and the frequent departure of the trains for Brussels, Aix-la-Chapelle and Cologne, will enable him to proceed almost immediately after receiving his luggage from the Custom-house, and the visé of the police to his passport. Both officers are near the place of disembarkation, and every facility is given by the authorities to enable the traveler to proceed. Ostend is much frequented, however, during the Summer as a bathing-place. The ramparts form an agreeable promenade. There are three churches; five hotels; a town-hall, and a casino, in which may be seen English and other newspapers, and to which strangers, introduced by a member are admitted.

☞ Steamers leave Ostend, daily, Sundays excepted, for Dover or London.

Bruges.—One of the most interesting towns in Belgium, contains a population of 50,000 souls. The monuments of Bruges above all other cities of Belgium, have the most faithfully preserved the character of the middle ages, hence it is a place well worthy the attention of the observing traveler.

Ghent,—The ancient capital of Flanders. is situated on a plain at the confluence of the Scheldt, the Lys, the Loire, and the Moere; about an equal distance from Brussels, Antwerp, Bruges and Courtray. The population is about 100,000.

The Treaty of Peace, (usually called the *Treaty of Ghent*.) between Great Britain and the United States of America, was signed here, December 24, 1814.

BRUSSELS TO PARIS,

By RAILWAY,.....231 miles.
USUAL TIME,..... 9 hours.

STATIONS.	Eng. Miles.	Fare 1st Class	STATIONS.	Eng. Miles.	Fare 1st Class
BRUSSELS,	0	fr. c.	PARIS,	0	fr. c.
Loth,	5	80	Criel,	42	..
Hal,	9	1 20	AMIENS,	92½	15 30
Lembecq,	10½	1 35	ARRAS,	134	22 20
Tubize,	12	1 60	DOUAI,	150½	24 90
<i>Braine-le-Comte</i> , ..	19	2 50	VALENCIENNES, ..	173	28 60
Soignies,	23	2 95	<i>Quierrain</i> ,	181	29 75
Jurbise,	30½	4 0	Boussu,	186	..
Mons,	38	4 95	Jemmappes,	190½	..
Jemmappes,	40½	5 30	Mons,	193	..
Boussu,	45	5 85	Jurbise,	200½	..
<i>Quierrain</i> ,	50	6 40	Soignies,	208	..
VALENCIENNES, ..	58	7 65	<i>Braine-le-Comte</i> , ..	212	..
DOUAI,*	80½	..	Tubize,	219	..
ARRAS,	97	..	Lembecq,	220½	..
AMIENS,†	139	20 90	Hal,	222	..
Criel,	189	..	Loth	226	..
PARIS,	231	35 40	BRUSSELS,	231	35 40

* Junction of the Great Northern Railway, running to Calais, &c.

† Junction of the Boulogne Railway.

Brussels,—The capital at once of the province and kingdom, is the seat of the court and government. It is built mostly on the brow of a steep hill. The lower part of the city, which is quite distinct from the upper, stretches into the valley, watered by the river Senne. The summit of the hill is crowned with spacious edifices, public buildings, boulevards, and park. The population of Brussels with the *Faubourgs* is 222,424.

The KING'S PALACE is remarkable for its simplicity. It consists of two handsome wings. between which a street formerly passed; they are now joined together by a fine central piece, with a principal portico for entrance, supported by six Corinthian pillars, of a single block of stone each. The length of the entire building is 120 metres (130 yards); a handsome balcony extends the whole length; at the back it possesses a well-laid-out garden.

The *National Palace*, or *Chamber of Representatives*, was built according to the design of Guinard, during the reign of Maria Theresa, for the purpose of holding the ancient Legislative body of Brabant. This

edifice, together with the other public buildings, are most of them fine specimens of architecture. The churches are, many of them, imposing structures, well worthy of a visit; also, the theatres, and other places of amusement. The hotels are numerous, most of them being well kept and much frequented by natives and foreigners.

Waterloo.—An excursion to the FIELD OF WATERLOO, made memorable on the 18th June, 1815, is recommended to all travelers visiting Brussels. The distance is ten miles; time required for the excursion about six hours. The usual conveyance is either by carriage or a saddle-horse; the latter can be obtained for 10 francs. The road leads through the forest of Soignies for most of the distance. GUIDES, and *Guide Books* can be obtained at Brussels, or on the Field of Battle.

Mons,—38 miles from Brussels, on the road to Valenciennes and Paris, was formerly the chief town of the department of Jemmappe. Population, 35,000. Near to this town was fought the famous battle of Jemmappe, in 1792. The field of battle is on the left of the high road towards the marshes. Between Boisse and Jemmappe is to be seen a brick monument in honor of Prince Charles de Ligne, and several pillars in memory of some general officers who were killed there.

Quievrain,—50 miles from Brussels is a frontier station, and the point of junction with the Great Northern Railway of France. The examination of the passports and luggage usually takes place here on entering Belgium.

Antwerp,—The commercial capital of Belgium is situated on the banks of the Scheldt, 60 miles from the sea, and $27\frac{1}{2}$ from Brussels; 235 by sea, from London, and 258 from Paris. It is celebrated for its magnificent docks, constructed under the direction of Napoleon, which are capable of receiving two thousand ships. At a former period of its history Antwerp contained a population of 200,000 souls, and at this time it still appears a bustling, thriving city, with only 80,000 persons, who find employment in the occupations afforded by its maritime commerce, and its manufactories of black silk, its sugar refineries, embroidery of lace, and other manufactured articles.

Resembling most of the Flemish towns, Antwerp possesses several large and spacious streets—the great arteries of a populous city—with more splendid mansions than there are suitable inhabitants for. Their mansions remain as memorials of the former opulence of the Burghers of Antwerp—but from their being in general only partially inhabited, they impart a gloomy aspect—and when they are seen by the side of the dwellings of poverty or of the hard working laborer, there appears an anomaly irreconcilable with the spirit of the age. The churches are numerous and magnificent, many of them being embellished with remarkable works of art.

The ANTWERP AND BRUSSELS RAILWAY, $27\frac{1}{2}$ English miles in length, passing through Malines, affords a speedy communication with Brussels. The fares vary according to the class cars, from 3 fr. 50 c. to 1 fr. 20 c.

Mechlin,—(In French MALINES.)—A large town, in the province of Antwerp, divided by the Dyle into two parts. It is equi-distant from Brussels, Antwerp and Louvain. Population 25,000. The Maline Station is on the outskirts of the town, which is one of the most picturesque Flemish cities. An Obelisk is here erected to mark the point where the various Belgic lines of Railways diverge.

BRUSSELS TO COLOGNE,

By RAILWAY,.....155 English miles.

STATIONS.	Eng. Miles.	Fare 1st Class	STATIONS.	Eng. Miles.	Fare 1st Class
BRUSSELS,	0	fr. c.	COLOGNE.....	0	fr. c.
Malines,.....	12 $\frac{1}{2}$	1 70	AIX-LA-CHAPELLE	56	..
Louvain,.....	27 $\frac{1}{2}$	2 80	Verviers,.....	63	..
Tirlemont,.....	39	4 30	Pepinster Spa,...	71	..
Landen,.....	47	5 35	LIEGE,	84	..
Waremmes,.....	55 $\frac{1}{2}$	6 50	Ans,	87 $\frac{1}{2}$	..
Ans,	67 $\frac{1}{2}$	8 0	Waremmes,.....	99 $\frac{1}{2}$	..
LIEGE,*.....	71	8 50	Landen,.....	108	..
Pepinster Spa,....	84	10 10	Tirlemont,.....	116	..
Verviers,.....	87	10 50	Louvain,.....	127 $\frac{1}{2}$	..
AIX-LA-CHAPELLE,†	99	15 35	Malines,.....	142 $\frac{1}{2}$	..
COLOGNE,.....	155	24 85	BRUSSELS,.....	155	24 85

Through Fare,—1st Class Cars, 24 fr. 85 c.

“ “ 2d “ “ 20 fr. 20 c.

“ “ 3d “ “ 12 fr. 30 c.

* Namur and Liege Railroad commences at this station.

† The Railroad to Dusseldorf, Hamm and Minden, commences at Aix-la-Chapelle.

Liege,—The chief town of the province of the same name, is situated at the junction of the Meuse and the Ourthe, in the middle of a plain, surrounded by mountains. Its population is 63,000. Most of the streets of the old town are narrow, dirty, and ill built; but in the new division, the plan of which is large, the houses are handsome, regular and well built. There are here three bridges over the Meuse, the oldest of which is the bridge of arches. This is a place of considerable trade where are manufactured worsted and silk goods, guns, steam engines and other machinery.

The country between Liege and Aix-la-Chapelle, presented serious obstacles to the formation of a Railway, which have been overcome only by the utmost skill and arduous exertions of the engineer. The cost for the twenty-eight miles exceeded 25,000,000 francs; there are no less than nineteen tunnels in the Belgian part of the line alone, so that it has been compared to a needle run through a corkscrew. It is conducted across the Meuse, a little way above Liege, by a lofty bridge (Pont du Val Benoit), of seven arches, 469 feet long.

Aix-la-Chapelle.—This is a most interesting and beautifully situated city of Prussia, containing a population of about 50,000 inhabitants; was formerly an imperial city, and sent deputies to the diet of the empire. It was early built by the Romans, was pillaged by the Huns in 451, and re-built by Charlemagne, who fixed his residence here. Its name is derived from its warm baths, and the chapel built by Charlemagne. The emperors of Germany used to be crowned here with great pomp. Ferdinand, the brother of Charles V., was the last monarch who received the crown in this place. The emperors were

usually crowned in the cathedral, a most magnificent edifice, until the middle of the 14th century, when the place of coronation was removed to Frankfort-on-the-Maine.

The objects of interest in this ancient city and its vicinity are numerous, and well worthy of a visit by the invalid and seeker of pleasure. The hotels are well kept and usually thronged with visitors, affording every comfort to the stranger.

Passports and luggage, on arriving from Belgium, are examined at Aix-la-Chapelle by the competent authorities.

Cologne,—a free port, extends in the form of a crescent along the left bank of the Rhine, contains 95,000 inhabitants, of whom there are 80,938 Roman Catholics, 6,981 Protestants, 984 Jews, and 3,975 military. The number of gates of Cologne are nineteen, thirty-four public squares, 284 streets, 8,011 houses, including 169 manufactories, 226 churches, chapels, schools, and public buildings. The celebrated *Cathedral* which adorns this city, although never finished, may be considered one of the finest monuments of ancient German architecture. There are several well-kept hotels, a theatre, a museum, and many other places of fashionable resort.

The Rhine being navigable for upwards of 400 English miles, afford a most desirable mode of conveyance to travelers visiting this part of the continent. There are two companies which now convey passengers from Cologne up and down the Rhine: the Steam Navigation Company of the Lower and Middle Rhine, established in 1838, under the name of the "Dusseldorf Company;" and the "Rhenish Steam Navigation Cologne Company," established in 1827. A table d'ôte and refreshments of the best description are to be found on board of the whole of the Rhine Steamers. One or more of the above steamers leave Cologne daily for Mayence and Strasbourg, ascending the river; also, for Dusseldorf and Arnheim, descending the river, affording altogether the most romantic and picturesque excursion in Europe.

LONDON TO ROTTERDAM,

BY STEAMER.

DISTANCE,.....200 Miles.

FARES,.....30s. and 17s. 6d.

Steamers run three times a week, in Summer, making the passage in from 20 to 24 hours, by the General Steam Navigation Company's Steamers, from St. Katherine's Steam Wharf, London, leaving at 10 o'clock, a. m., every Wednesday and Saturday, returning from Rotterdam on the same days. Also by the Netherlands Steamboat Company's vessel the *BATARIER*, on Sunday, returning on Tuesday.

Rotterdam,—A large commercial city of Holland, being the second city in the kingdom; 14 miles from the Hague. It is in the province of South Holland, delightfully situated on the north bank of the river Maas, which here resembles an arm of the sea, although nearly 20 miles from its mouth. The steam packets arrive and land their Passengers at the Quay, (*Boompjes*). Luggage is examined near the landing place. The form of Rotterdam is triangular, its longest side (above a mile and a half in extent) stretching along the bank of the Maas. The town is surrounded by a moat, and entered by six gates towards the land and four towards the water. It is traversed by the *Rotte*, which here joins the Maas, and is intersected, even more than other Dutch towns, by canals, which divide the half of the town

near the river into several insulated spots, connected by draw-bridges. These canals are almost all bordered with trees. The houses of Rotterdam are more convenient than elegant; their height is from four and five to six stories. Of the public buildings, the principal are the Exchange, finished in 1736; the great church of St. Lawrence, from the top of which there is an extensive prospect; besides several other churches; the Town House, an old edifice; the Admiralty, the Academy, the Theatre, and the extensive buildings of the East India Company. Rotterdam contains both an English Episcopal chapel and a Scotch Presbyterian church. It became a privileged town, and was surrounded with walls, in the thirteenth century. Its commerce extends to all parts of the world, and embraces almost every kind of produce and manufacture. Population in 1840, 78,098, having increased 10,000 during the previous ten years.

Routes of Travel.—Railway to the Hague, Leyden, Haarlem, Amsterdam, Utrecht and Arnheim, on the Rhine. For traveling to the interior, canal boats hourly to Delft and Hague; fare to the latter place 75 cents. Diligences to Utrecht, Arnheim and Nymegen, twice daily. Also to Antwerp daily, in twelve hours, distance 63 miles. Steamer to Antwerp in 8 hours by Dort and the Scheldt; also to London and Hull, England.

The Hague,—The residence of the King of Holland. The chief attraction is an unrivalled collection of paintings by Dutch Masters in the Maurits Huis, open daily, except Sunday, from 9 till 3; on Saturday from 10 till 1. Among these may be mentioned Paul Potter's Bull, Rembrandt's Surgeon Dissecting, and Vandyke's portrait of Simon. The Razaar Royal de D. Boer is a collection of curiosities, consisting of historical relics, Chinese and Japanese costumes, &c., the last well deserving inspection, being extremely rare. Population, 64,000.

Leyden,—Distance from the Hague 10 miles. The Rhine is crossed before reaching Leyden, on which the town is situated. Population 36,000. It is 23 miles from Rotterdam, and 30 from Amsterdam. The University of this city ranks as the first in Holland, and was one of the most celebrated on the Continent. The Museums, &c., connected with the University, the Japanese Collection of Dr. Von Siebold, and the Botanical Garden, form the chief objects of interest.

Eight miles from Leyden is Katwyk, where the Rhine discharges its narrowed stream into the sea.

Haarlem,—Distance from Leyden 18 miles, is remarkable for its powerful organ, containing 5,000 pipes. To hear the organ a fee of 12 guilders (£1) must be paid to the organist; this will, however, admit a party, which can be easily formed at the traveler's hotel. Population 24,000. Omnibuses convey passengers to and from the station for 15 c.=3d. The three straight lines of the Railway, the high road, and a long row of willows, all running parallel to each other, give a strikingly singular effect to the prospect.

Amsterdam,—Distance from the Hague 40 miles; from Rotterdam, 54 miles. This singular city, the capital of Holland, is entirely built upon piles driven into the bog beneath. Its numerous canals are spanned by nearly 300 bridges. The palace is a vast stone structure, built upon 13,695 piles. There is a fine gallery of Dutch paintings in the Trippenhuys open to the public on Thursdays and on Fridays, and on other days by payment. The harbor and quay along the estuary of the Y, form a scene of much interest. Population 212,000.

The great *ship canal*, the most stupendous undertaking of the kind ever executed, commences opposite Amsterdam, and extends to Helder and the Texel, a distance of 50 miles. It required six years, and 12 million guilders to complete it.

Conveyances.—Railway Trains to Haarlem, Leyden, the Hague and Rotterdam, as also to Utrecht and Arnheim, connecting with Steamers on the Rhine running to Cologne. &c. The Railway terminus to Haarlem, Leyden, the Hague, and Rotterdam, is outside the Haarlem Gate; that to Utrecht and Arnheim outside the Weesp Gate. Diligences start several times daily to Groningen. Steamers to Hamburgh, six times a month, from April until November. Fares 44 guilders. A Steamer runs two or three times a day to Zaardam in about one hour.

Utrecht,—Distance from Amsterdam 23 miles by Railway. The scenery consists of villages and gardens. *Utrecht* contains 50,000 inhabitants. The cathedral tower, 321 feet high, commands an extensive view. The Mint, University and Museums, are the remaining attractions. An omnibus to Vreeswyck, to meet the Rhine steamers, leaves daily, and accomplishes the distance in one hour.

Arnheim,—Situated on the Rhine, 55 miles from Amsterdam, is the chief town of Guelderland. Population 15,000.

Steamers run daily from Arnheim to Cologne and to Rotterdam. There are diligences four times daily to Nymegen, and also to Dusseldorf (in twelve hours), from which place Cologne can be reached by Railway in one hour.

Holland.—On arriving in Holland travelers will observe the perfect system of canal inter-communication, forming not only the high roads but almost the streets; also the numerous and stupendous dykes or levees. (the annual repair of which costs about £500,000). The number of windmills, also, presents a picturesque and curious feature in the landscape. Holland presents the picture of an industrious people, owing not only their great wealth and high commercial position but even the very land to their own labor and enterprise.

NAVIGATION OF THE RHINE.

THERE are three Companies of Steamers navigating the Rhine, viz. : the Dusseldorf Company, which may be distinguished by having the funnels of their vessels marked with black and white stripes; the Cologne Company, distinguished by their black funnels; the Netherlands Company, by having the funnels painted half black and half white; the Cologne Company's boats do not go lower down the stream than Arnheim. Passengers proceeding further are taken by the Netherlands Company's boats. The Steamers are divided into three cabins—the Pavilion, the Chief Cabin, and the Fore Cabin. Refreshments are provided on board at a moderate rate, fixed by a printed tariff. In going up or down the Rhine, in the river boats, if a person wishes, or has necessity, to travel with economy, he may take a second class ticket, and dine at the table d'hôte in the main cabin by paying the difference of fare between the two places for such time as he is at dinner; or, in other words, he will pay 3s. instead of 2s. for his dinner; they permit this when not too crowded. The quickest boats go in one day down the Rhine, from Mannheim to Cologne and Dusseldorf; Mayence to Dusseldorf; Dusseldorf to Rotterdam. Up the stream in

one day from Cologne to Mannheim, in summer, and to Coblentz in winter; Coblentz to Mannheim. The following will be found the average time occupied on the voyage between

	MILES.	DOWN.	UP.
Rotterdam and Emmerich.....	111	8 hours.....	12 hours.
Emmerich and Dusseldorf.....	73½	“	10 “
Dusseldorf and Cologne.....	31½	3 “	5 “
Cologne and Mayence.....	127	9 “	13½ “
Mayence and Mannheim,	46½	3½ “	5½ “

In addition to the above stations, there are 33 small towns and 21 landing-places at which the Steamers touch, some of them being the most picturesque points on the Rhine. At any of them, without exception, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the Company's Steamers: he has only to take care to have his Ticket marked by the Conductor of the boat before leaving it. For landing or embarking at any of these points the charge is three halfpence.

Scenery of the Rhine.—Below Bonn, in the direction of Cologne, or above Mayence, there is scarcely any object striking enough to merit admiration. About 20 miles above Cologne the scenery of the Rhine may be said to begin with the Seven Mountains, and thence to Coblentz; and from Coblentz to Mayence the turreted towns, castellated ruins, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting places to explore the inland glories of the Rhine are Bonn, Godesberg, Coblentz, St. Goar, Bingen and Mayence. We trace in the elevated Alps, in Switzerland, and near Mount St. Gothard, the sources of the Rhone, the Tessin, and the *Rhine*, or the king of the German—nay, of the West European Rivers. The visitor, on ascending the Rhine, or on his arrival at Strasbourg, calls to his recollection how this stream has hastened his course through the Lakes of Constance and Zellern; how he precipitated himself over the rocky ramparts at Schaffhausen, then, strengthened by the collected waters of Switzerland—the influx of 370 glaciers and upwards of 2700 streams of various sizes—he commences his majestic course near the ancient Roman city of Basle; how he expands between the upper Black Forest, amidst ranges of mountains encircling a valley of nearly 30 miles in breadth, through which he playfully winds, and receiving, besides other streams, the important Neckar and Maine, until a rocky gate at Bingen seems to arrest his further career, but which he powerfully bursts, and strengthened by the Nahe and Moselle, overcome a similar obstacle at Andernach, when he continues his victorious course towards the sea.

For further description of Cities, &c., on the Rhine, See *Bradshaw's Continental Railway Guide*

Frankfort-on-the-Maine,—A free town, with about 60,000 inhabitants, and seat of the German Diet, boasts of several well-kept hotels. Amid a great variety of objects to interest the traveler in this place may be mentioned, as worthy of inspection, the Hotel de Ville (Roemer), with a large Saloon, containing portraits of all the German Emperors who were formerly crowned in this city; the Monument of Goethe, in the square before the theatre, and the new Cemetery, with several beautiful monuments. In the vicinity, the Mainlust, with a beautiful distant prospect of mountain, crowned with towers and castles.

Railway Trains leave Frankfort daily for Darmstadt, Mannheim, Baden, Strasbourg, Basle, &c

**TABLE giving the principal Landings on the Rhine ;
with the Distance, Fares, &c.**

LANDINGS.	English Miles.	1st Class.			2d Class		
		Priv. Cabin.			Chief Cabin.		
		£	s.	d.	£	s.	d.
ARNHEIM to Emmeruh,.....	15	0	3	4	0	2	2
Wesel,.....	40	0	6	8	0	4	5
Dusseldorf,.....	85	0	12	10	0	8	7
COLOGNE,.....	122	0	16	3	0	10	10
Bonn,.....	145	0	18	0	0	12	0
Konigswinter,.....	155	0	19	0	0	12	8
Neuwied,.....	177	1	4	0	0	16	0
COBLENTZ,.....	190	1	5	8	0	17	1
St. Goar,.....	212	1	9	2	0	19	5
Bingin,.....	232	1	12	10	1	1	10
Bielrich,.....	245	1	15	8	1	3	10
MAYENCE,.....	250	1	15	8	1	3	10
Mannheim,.....	310	2	4	0	1	8	10
STRASBOURG,.....	435	2	15	3	1	16	10
COLOGNE to Bonn,.....	22	0	1	6	0	1	0
Konigswinter,.....	32	0	2	5	0	1	7
Neuwied,.....	52	0	7	7	0	5	0
COBLENTZ,.....	67	0	9	0	0	6	0
St. Goar,.....	90	0	12	8	0	8	5
Bingen,.....	110	0	16	3	0	10	10
Bielrich,.....	122	0	19	0	0	12	8
MAYENCE,.....	127	0	19	0	0	12	8
Mannheim,.....	187	1	6	2	0	17	5
STRASBOURG,.....	312	1	18	2	1	5	6
COBLENTZ to St. Goar,.....	22	0	3	8	0	2	6
Bingen,.....	42	0	7	3	0	4	10
Bielrich,.....	55	0	10	0	0	6	6
MAYENCE,.....	60	0	10	0	0	6	6
Mannheim,.....	120	0	17	2	0	11	5
STRASBOURG,.....	290	1	9	2	0	19	5

NOTE.—The distances are in English miles, five of which are equal to one Prussian mile, show the length of the journey by water, which differs but little from that by land. Between any two points of the river, the voyage *descending* is performed in about half the time of that *ascending*, owing to the current in the stream.

RHINE STEAM NAVIGATION.—(DUSSELDORF COMPANY.)

The only Company navigating the Rhine between Rotterdam, Cologne and Mannheim, in direct connexion with the General Steam Navigation Company from and to London, *via* Rotterdam, Antwerp or Ostend, and the Grand Ducal Baden Railway between Mannheim and Basle.

FARE ON THE RHINE.

	Chief Cabin.	Fore Cabin.
Rotterdam to Cologne,.....	£0 15 6	7s. 9d.
Coblentz,.....	2 2 0	11 0
Maine,.....	2 8 4	14 2
Mannheim,.....	2 13 0	16 6

RAILROADS DIVERGING FROM PARIS, WITH THE STATIONS.

- 1.—**St. Germain Railroad**, 122, Rue St. Lazare, was first constructed and opened in 1837.
- 2.—**Rouen Railroad**, 122, Rue St. Lazare, opened in 1843, as far as that city, and continued to Havre in 1847, with a branch to Dieppe.
- 3.—**Versailles Railroad**, 122, Rue St. Lazare, communicating with St. Cloud and intermediate places.
- 4.—**Rennes, or Western Railroad**, Barrière du Maine, open as far as Chartres.
- 5.—**Orleans Railroad**, Rue Neuve de la Gare, opened to Tours in 1846; it communicates with Steamers on the Loire to Nantes, and thence to Bordeaux.
- 6.—**Corbeil Railroad**, a Branch of the preceding one, opened 1840.
- 7.—**Seeaux Railroad**, Barrière d'Enfer, opened in 1846.
- 8.—**Strasbourg Railroad**, now opened to Strasbourg, on the Rhine, via Nancy, being the longest Railroad line in France, communicating with Germany.
- 9.—**Northern Railroad**, 24, Rue St. Lazare.
- 10.—**Lyons Railroad**, Boulevard Mazas, fin'd. to Chalon-s-Saone.

HOTELS IN PARIS.

(From Bradshaw's Continental Railway Guide.)

THERE are a great many hotels in Paris, some magnificent in appearance, but dear and uncomfortable: others cheap, but questionable. The following are carefully selected as deserving recommendation:—

Hotel Bedford, 11, Place de l'Arcade, near the Madeleine, excellent in every respect.

Hotel de Normandie, 240, Rue St. Honoré, good and moderate.

Hotel de Lille et Albion, 323, Rue St. Honoré, a well-conducted, good house.

Hotel Folkestone, 9, Rue Castellane, very comfortable and charges moderate.

Grand Hotel de Londres, 5, Rue Castiglione, one of the finest and richest hotels in Paris.

Hotel des Etrangers, 3, Rue Vivienne, very comfortable and reasonable.

Grand Hotel de Lyon, 12, Rue des Filles St. Thomas, the first opening into the Rue Richelieu, very comfortable and reasonable.

Restaurant.—BRITISH TAVERN, (Tavern Britannique), Rue Richelieu, 104, near the Boulevard. This restaurant commands a greater assemblage of persons of distinction of all nations than is to be found in any other restaurant in Paris. The elegance of the establishment, its excellent cellar of wines, and its pure English cookery, constitute its recommendation.

CUSTOM-HOUSE REGULATIONS.

PASSENGERS GOING FROM PARIS TO ENGLAND, will be allowed to take with them any quantity of spirits less than a pint, and a half pint of Eau de Cologne, free of duty. Travelers, however, should bear in mind, that if articles liable to duty are contained among their luggage, they must make declaration of such at the French or English Custom-house. Letters for posting found among passengers' baggage at the French or English Custom-houses, subject the sender and bearer to penal consequences at the instance of the authorities of both countries.

BOULOGNE TO AMIENS AND PARIS,

BY RAILWAY, 167 MILES. USUAL TIME—7 HOURS.

BOULOGNE AND AMIENS RAILWAY, 76 miles.
PARIS AND AMIENS " 91 "

STATIONS.	Kilom. from Boul'ne	Fare, 1st Class.	STATIONS.	Kilom. from Paris.	Fare, 1st Class.
BOULOGNE . . .	0	<i>fr. c.</i>	PARIS	0	<i>fr. c.</i>
Neufchatel . . .	14		Pontoise	29	3 00
Etaples	28		CREIL	68	6 00
Montreuil	39		Clermont	83	8 00
Rue	55		AMIENS	148	15 30
Noyelle	65		Ailly	153	
ABBEVILLE	79		Picquigny	163	
Pont-Remy	87		Hangest	170	
Longpre	95		Longpre	177	
Hangest	102		Pont-Remy	185	
Picquigny	109		ABBEVILLE	193	
Ailly	114		Noyelle	207	
AMIENS	124	12 80	Rue	217	
Clermont	189		Montreuil	233	
CREIL	204		Etaples	244	
Pontoise	243		Neufchatel	258	
PARIS	272	28 10	BOULOGNE	272	28 10

THROUGH FARE, 1st Class Cars, 28*fr.* 10*c.*" " 2d Class " 21*fr.* 15*c.*" " 3d Class " 15*fr.* 70*c.*USUAL FARE FROM BOULOGNE TO FOLKESTONE, England—1st Class, 10*fr.* 2d and 3d Class, 7*fr.* 50*c.* Distance, by steamer, 27 miles.FROM FOLKESTONE TO LONDON—1st Class, 23*fr.* 75*c.* 2d Class, 17*fr.* 5*c.* 3d Class, 8*fr.* 40*c.* Distance 82 miles.FROM PARIS TO LONDON—1st Class, 61*fr.* 85*c.* 2d Class, 45*fr.* 70*c.* 3d Class, 31*fr.* 60*c.* Total distance 276 miles.

NOTE.—Paris time is kept on all the French Railways, which is 15 minutes before London time.

PARIS, the Metropolis of France, being the next European city to London, in magnitude and importance, is situated on both sides of the Seine, about 110 miles, in a direct distance, from its mouth; being about 210 miles S. S. E. from London, and 159 miles S. S. W. from Brussels. Population about 1,000,000. The city stands in a plain, surrounded on several sides, but especially N. and N. E., by considerable eminences.

Paris, like London, is advantageously situated on both sides of a considerable river, dividing it into two parts, of which the largest is on the north side: the most ancient part of the city being, however, confined to the small islands within the channel of the river. Many of the finest streets run parallel to the Seine, and the open space, or quays, along its banks, present an agreeable and lively appearance. A few of the streets, more recently laid out, are wide, and lined on both sides with *trottoirs*; but, generally speaking, the streets are narrower and less regular than those of the British metropolis.

For a further description see **MAPS, GUIDES, and PICTURES OF PARIS.**

HAVRE TO ROUEN AND PARIS.

BY RAILWAY, 141 MILES. TIME, through, 6 to 7 HOURS.

ROUEN AND HAVRE RAILWAY, 59 miles.
PARIS AND ROUEN " 82 "

STATIONS.	Kilom. from Havre.	Fare, 1st Class.	STATIONS.	Kilom. from Paris.	Fare, 1st Class.
HAVRE	0	<i>fr. c.</i>	PARIS	0	<i>fr. c.</i>
Harfleur	7	80	Maisons	16	1 50
Beureville	26	3 00	Conflans	22	1 75
Nointot	32	3 70	Poissy	27	2 00
YVETOT	51	5 90	Triel	35	3 00
Motteville	59	6 80	Meulan	41	4 00
Barentin	72	8 30	MONTES	57	6 00
Malaunay	80	9 20	Rosny	63	7 50
ROUEN	89	10 00	Bonnières	69	8 00
Sotteville	95		Vernon	80	9 50
Oissel	104	11 70	Goillon	93	11 00
Pont-de-l'Arche	110	12 30	St. Pierre	107	12 50
St. Pierre	123	13 90	Pont-de-l'Arche	119	14 00
Goillon	136	16 10	Oissel	126	15 70
Vernon	150	18 00	Sotteville	134	
Bonnières	161	19 25	ROUEN	140	16 00
Rosny	167	19 75	Malaunay	149	17 25
MONTES	173	20 75	Barentin	157	18 15
Meulan	189	22 75	Motteville	170	19 65
Triel	195	23 75	YVETOT	178	20 50
Poissy	203	24 75	Nointot	197	22 75
Conflans	208	25 25	Beureville	203	23 50
Maisons	213	25 75	Harfleur	222	25 65
PARIS	229	26 50	HAVRE	229	26 50

THROUGH FARE, 1st Class Cars, 26 *fr.* 50c.
" " 2d Class " 20 *fr.* 50c.
" " 3d Class " 15 *fr.* 50c.

EXPLANATION.

Five furlongs, or 1094 yards, English, are equal to 1 kilometre; 4 kilometres are equal to 1 French league; and 8 furlongs make 1 English mile.

RAILWAY ROUTES FROM PARIS.

1. Paris to Amiens, Arras, Douay, and Lille, via Northern Railway, 274 kilometres.
2. Paris to Rouen and Havre, 229 kilometres.
3. Paris to Etampes and Orleans, 122 kilometres.
4. Paris to Corbeil, 30 kilometres.
5. Paris to Versailles and Chartres, 83 kilometres.
6. Paris to Montereau, Nogent, and Troyes, 179 kilometres.
7. Paris to Fontainebleu and Tonnere, 197 kilometres.
8. Paris to Meaux, Epernay, and Chalons. (Route to Strassburg, on the Rhine.)

The **SEINE**, the most important river of France, though not the largest, rises in the department and mountain chain of the *lôte d'Or*. In its course it receives several considerable tributaries from the N. E. and the S. and W. Besides Paris several large and flourishing commercial cities and manufacturing towns are located on the banks of this river; and at its mouth is Havre, which, Marseilles excepted, is the most important commercial port of France.

AMIENS, 37 leagues north from Paris, is an ancient fortified city, handsomely situated on the river Somme, which is navigable here for vessels of considerable burden. Population 47,000. The town is well built, and being intersected by canals, resembles some of the Dutch cities. The ramparts, which surround it, furnish a beautiful walk, and in the neighborhood there are delightful promenades. This place is noted in history for the Treaty of Peace concluded here in 1802, between England and France. There are also several objects of attraction in the city, well worthy the notice of the traveller, particularly the cathedral, of which the nave is considered a master-piece of architecture.

The **BOULOGNE AND AMIENS RAILWAY**, 76 miles in length, extends from this place to Boulogne, forming a link in the great line of travel between London and Paris. A railway also runs through Amiens, extending from Paris to Arras and Lille, connecting with lines of railways running to different parts of France and Belgium.

ARRAS, 54 leagues north of Paris, by railway, is a place of considerable trade and importance, being situated on the river Scarpe, which divides it, and is here joined by the Crinchon. Population 24,000. The town is built partly on an eminence, and partly on the plain, and consists of four distinct divisions—the City, the Upper Town and the Lower Town, and the Citadel.

The Railway extending to Douay, Lille, Brussels, &c., runs through this place, forming the Great Northern Line of travel through France to Belgium.

BOULOGNE, 167 miles north of Paris, by railway, is one of the chief ports of France, situated on the English Channel, opposite Folkestone, with which it is connected by a daily line of steamers. It is a favorite watering-place, being much resorted to during warm weather by visitors from England and different parts of the continent. The Upper Town, on a hill, is surrounded by ramparts; the Lower Town is on the port, and contains the hotels and chief part of the population, amounting altogether to about 31,000. The streets are generally clean and wide, and have an animated appearance. A fine sandy beach extends eastward of the port, affording a delightful place for sea-bathing.

CALAIS, situated on the English Channel, opposite Dover, has a good and commodious harbor, which steamers can enter at all hours, without regard to tide. Population about 12,000. The railway running from this place to Lille affords a speedy mode of conveyance to Paris as well as to Brussels and other parts of Belgium.

DIEPPE, a watering-place of France, is favorably situated on the English Channel, opposite Brighton. Population 17,000. The port is spacious, and is commanded by a citadel and castle. The principal inducement Dieppe presents for the temporary sojourn of strangers is the bathing, this being the nearest sea-bathing establishment to Paris. The route between London and Paris, via Brighton

and Dieppe, is the most direct, but the sea passage being of five or six hours' duration, the communication is much less frequent than across the narrower part of the channel, and in winter is altogether interrupted.

HAVRE, 141 miles north-west of Paris, by railway route, is one of the most important maritime towns of France, being favorably situated at the mouth of the Seine, with ready access to the capital by the river and railway. It possesses one of the finest ports of France, admitting the largest vessels regularly communicating with England and other ports of Europe, as well as with America. Population 32,000. Numerous steamers and sailing-vessels run from Havre, coastwise and inland, this being the principal outport for Paris. The river scenery between Havre and Rouen is of the most interesting description, especially near Quillebœuf, which induces many to proceed thus far toward Paris by water.


ROUEN, 82 miles from Paris, and 59 miles from Havre, by railway, is one of the principal cities of France, having a population of about 100,000. It is favorably situated on the north bank of the Seine, which is navigable to this place for vessels of 200 tons burthen. Steamers of a large class run between Rouen and Havre, while vessels of a smaller class ascend the river to Paris. Its numerous spires and towers, and the vessels that throng its quays, give it a very imposing external appearance. Generally, however, it is rather ill built, the streets being mostly narrow, crooked, and dirty. By far the most celebrated and striking public edifice is the Cathedral, one of the noblest structures in France, or even in Europe.

DUNKIRK, situated on the north coast of France, is an antique seaport town, very quiet and picturesque, with a population of 23,000. By means of the branch of the Northern Railway, now open to this town, Lille, Ostend, Brussels, Antwerp, Paris, &c., are easily accessible.

DOUAY, situated on the river Scarpe, is a large and handsome city, of very remote origin. It is connected with Paris by the **NORTHERN RAILWAY**, 378 kilometres in length, which at this point divides into two branches, the one proceeding to join the Belgian railways by Lille and Mouscron, the other by Valenciennes and Quirerain.

LILLE, situated on the river Deûle, in the north of France, is a large and fine city, having a population of 72,000. It is connected with Paris by means of the Northern Railway of France, also by canal with the sea. The streets are wide and well formed; the houses are constructed mostly in the modern style, and well built.

VALENCIENNES, is a town of considerable trade and wealth, also strongly fortified by its position on the Scheldt, at its confluence with the Rhendelle. The city is generally well built, the houses being mostly constructed of brick and white stone. Population 22,000. A railway runs through this place, affording a speedy mode of conveyance to Brussels on the north, and Paris on the south.

 For Railway arrangements through Belgium, Germany, &c., See "**BRADSHAW'S CONTINENTAL RAILWAY GUIDE.**"

PARIS TO STRASBOURG,

By RAILWAY.....312½ Miles, or 501 Kilometres.

STATIONS.	Eng. Miles.	Fare 1st Class	STATIONS.	Eng. Miles.	Fare 1st Class
PARIS.....	0	fr. c.	STRASBOURG,.....	0	fr. c.
Chelles,.....	11½	1 95	Saverne.	27½	4 0
Meaux.....	28	3 75	Sarreburg, .. .	44	7 35
Chateau-Thierry...	59	9 80	Luneville,.....	73	12 10
Epernay,.....	89	14 65	NANCY,.....	92½	15 40
Chalons,.....	107½	17 75	Fronard,.....	98	16 25
Vitry,.....	128	21 20	Toul,.....	113½	18 80
Bar-le-Duc,.....	158½	26 25	Commierry,.....	130	21 50
Commierry,.....	183	30 35	Bar-le-Duc,.....	154½	25 60
Toul,.....	199	32 95	Vitry,.....	185	30 70
Fronard,.....	214½	25 55	Chalons,.....	205	34 0
NANCY,*.....	220	36 35	Epernay.....	224½	37 20
Luneville,.....	240	39 75	Chateau-Thierry,	253½	42 5
Sarreburg,.....	263½	44 50	Meaux,.....	285	47 20
Saverne,.....	285	47 30	Chelles,.....	301	49 90
STRASBOURG,.....	312½	54 75	PARIS.....	312½	54 75

Through Fare,—2d Class Cars, 38 fr. 95 c.

“ “ 3d “ “ 28 fr. 95 c.

☞ Through Trains leave Paris morning and evening.

The following places may be reached by this route as follows:—

Baden Baden,.....	17 hours	Wiesbaden,.....	26 hours.
Basle,.....	18 “	Stuttgard,.....	26 “
Carlsruhe,.....	18 “	Ulm,.....	28 “
Mannheim,.....	21 “	Augsburg,.....	36 “
Frankfort,.....	24 “	Munich,.....	40 “

* Here commences a Railroad running to Metz, Forback and Mannheim on the Rhine.

Nancy.—220 English miles from Paris, and 92½ from Strasbourg, is the Capital of the Department of Meurthe, on the river of that name. Population, 32,000. It is divided into the old and new towns; the latter being by far the largest, as well as more handsome part of the town. The gates of Nancy are particularly fine. The royal square, built by Stanislaus, is surrounded by an iron railing, and by some of the finest buildings in the city. Besides the old and new town, Nancy has two well built suburbs. There are several fine public buildings, most of which are situated in the new town. There are no manufactures of consequence, except woollen and linen fabrics.

Strasbourg.—A strongly fortified town on the French frontier. Population, 60,000. It is favorably situated for commerce, the Rhine connecting it with Switzerland, Holland, and Belgium. Its chief exports are corn, flax, hemp, wine and spirits; linen, carpets, hardware, leather, cotton, tobacco and snuff. Steamers descend the Rhine from Strasbourg to Mayence, 150 miles, daily, performing the voyage in ten hours. The ascent of the Rhine from Mayence to Strasbourg requires, on the contrary, about double the above time. The spire of Stras-

bourg Cathedral rises 474 feet above the pavement, being 112 feet higher than St. Paul's, and 24 feet higher than the great pyramid. It is considered a master-piece of architecture, being built of hewn stone. Strasbourg claims the honor of the discovery of the Art of Printing, by Guttenburg, in 1436. A railway runs from Strasbourg to Basle; also, to Baden, Mannheim, and Frankfort.

Basel, or Basle, is advantageously situated at the north-west corner of Switzerland, on the Rhine, at the point where it verges northward and on the north side of the Jura Mountain; the surrounding country being made up of several fertile valleys, bordered by mountains covered with excellent pasturage. It is the Capital of one of the States, with a population of 50,000. It is a well-built and large city, consisting of two towns, divided by the Rhine, which is here spanned by a magnificent bridge. Here are many objects worthy of visiting, the principal of which are the Cathedral, built in the Gothic style of architecture. The Mansion House, in which is the hall where the famous Ecclesiastical Council was held, in the fifteenth century; the Arsenal, &c. Basel is the seat of a University, and a number of other Scientific Institutions; its inhabitants are also remarkable for their intelligence and industry.

Railway Trains afford a speedy communication with Strasbourg, Baden, Mannheim, and Frankfort, while Diligences run to Berne, Geneva, Zurich, and other parts of Switzerland.

There is now only one railway in Switzerland, from Zurich to Baden, a watering place. Diligences, generally belonging to the government, and carrying the mail, traverse all the chief roads; the fare is however high, and three or four travelling together, will find it more convenient to hire a private conveyance. Steamers navigate all the principal lakes,—affording, during warm weather, most delightful and romantic excursions.

PARIS TO ORLEANS, TOURS AND BORDEAUX,

BY RAILWAY AND DILIGENCE.

1.—PARIS TO ORLEANS,76 Miles.

STATIONS.	Eng. Miles.	Fare 1st Class	STATIONS.	Eng. Miles.	Fare 1st Class
PARIS,.....	0	fr. c.	ORLEANS,.....	0	fr. c.
Juvisy.....	11½	1 95	Cherilly,.....	8½	1 45
St. Michel,.....	17½	3 0	Toury,.....	21	3 40
ÉTAMPES,.....	35	5 80	ÉTAMPES,.....	41	6 80
Toury,.....	55	9 20	St. Michel,.....	58½	9 70
Cherilly.....	67½	11 15	Juvisy.....	64½	10 65
ORLEANS,.....	76	12 60	PARIS,.....	76	12 60

Through Fare,—2d Class Cars, 9 fr. 50 c.

“ “ 3d “ “ 7 fr. 5 c.

2.—ORLEANS TO TOURS, 71 miles. Fare, 1st Class, 11 fr. 85 c. 2d Class, 8 fr. 95 c. 3d Class, 6 fr. 65 c.

3.—TOURS TO POITIERS, 135 miles. Fare, 1st Class, 22 fr. 30 c. 2d Class, 16 fr. 80 c. 3d Class, 12 fr. 45 c.

4.—POITIERS TO ANGOULEME, by Diligence.

5.—ANGOULEME TO BORDEAUX, 83 miles. Fare, 1st Class, 13 fr. 75 c. 2d Class, 10 fr. 35 c. 3d Class, 7 fr. 70 c.

ORLEANS.—The Capital of the Department of Loiret, is situated on the right bank of the Loire, 76 miles south-west of Paris, and contains about 50,000 inhabitants. There is a canal from the Loire to the Loines, near Montargis. Under the Sons of Clovis it was the capital of a kingdom. In 1428 it stood a memorable siege against the English, which was raised by the celebrated Joan of Arc, called the Maid of Orleans. The principal public buildings are the Cathedral, Court of Justice, Mint and Theatre. The trade consists mostly in wine, brandy, corn, sugar, sheep skins, stockings, &c. Near the city is an immense forest, containing 94,000 acres, planted with oak and other valuable trees.

TOURS.—Situated on the Loire, 71 miles from Orleans, and 147 miles south-west of Paris, contains about 25,000 inhabitants. It is surrounded by a delightful section of country, and is the favorite residence of many foreigners as well as natives.

Angouleme.—Situated on the Charente, 265 English miles from Paris, and 83 miles from Bordeaux, contains a population of about 18,000. It is a very old town, built on a hill bristling with rocks, and surrounded by an extensive and beautiful terraced promenade. A railroad extends from this place to Bordeaux, running through Libourne, 61 miles distant.

Bordeaux.—The second seaport of France, situated on the south bank of the Garonne, 55 miles from its mouth, has a population of above 130,000. This city has nearly 1,000 merchant vessels, and exports annually more than 100,000 hogsheads of wine, and 20,000 of French brandy; also large quantities of vinegar, dried fruits, hams, glass, cork, honey, &c. Bordeaux possesses a Chamber of Commerce; a University; an Academy of Science, which has a library of more than 51,000 volumes; a Lyceum; a School of Trade, Navigation, &c. The Cathedral and Churches, the grand Theatre, the grand Hospital, the Courts of Justice, the Custom House, the Bridge over the Gironde, the Botanical Gardens, and many other objects of interest are well worthy of a visit by strangers.

A railway extends from Bordeaux to Libourne and Angouleme; Steamers also run to Agen on the Garonne, and Nantes on the Loire.

MAIL STEAM PACKETS OF THE MEDITERRANEAN.

CHIEF OFFICE
IN PARIS,

28, Rue Notre Dame des
Victoires.



CHIEF OFFICE
AT MARSEILLES,

Rue Mongrand,
and No 1, Place Royale.

The *Steam Ships* of the Company, for *Levant*, the *Egyptian* and *Syrian* Line, are

THE EGYPTUS, NILE, CAIRO, ALEXANDRIA, LUXOR, OSIRIS, LEONIDAS,
TELEMACHUS, EUROTAS, LYCURGUS, SCAMANDER, MENTOR,
TANCRED and PERICLES.

FOR THE LINE FROM MARSEILLES TO MALTA, *via* the Coast
of ITALY,

The ORONTES.

The BOSPHORUS.

The HELI SPONT.

With others in course of construction.

All these Ships are of first-rate power, of very great strength, and of superior speed. They perform the Mail-packet service of the Mediterranean, the contract for which was given to this Company by the law of July 8, 1851, and they are commanded by First-lieutenants of the French Navy.

PARIS TO CHALONS-SUR-SAONE AND LYONS,

BY RAILWAY AND STEAMER.

STATIONS.	Eng Miles.	Fare 1st Class	STATIONS.	Eng Miles.	Fare 1st Class
PARIS.....	0	fr. c.	CHALONS-S-SAONE.	0	fr. c.
Brunoy.....	14	2 25	Beaune.....	20	3 30
Melun.....	28	4 65	Nuits.....	29	4 85
Fontainebleau.....	36½	6 10	Dijon.....	43	7 15
Menbreau.....	48	8 15	Verrey.....	65½	10 85
Sens.....	70½	11 65	Montbard.....	87½	14 45
Joigny.....	91	15 10	Nuit St. Ravier..	93	16 30
Laroche.....	97	16 0	Tonnere.....	116½	19 30
St. Florentine.....	108	17 85	St. Florentine...	131½	21 80
Tonnere.....	123	20 35	Laroche.....	142	23 55
Nuit St. Ravier...	140½	23 25	Joigny.....	148	24 60
Montbard.....	151½	25 10	Sens.....	168	28 0
Verrey.....	174	28 80	Montereau.....	190	31 50
Dijon.....	196½	32 55	Fontainebleau....	202	34 30
Nuits.....	210	34 80	Melun.....	211	35 0
Beaune.....	219½	36 35	Brunoy.....	225	37 40
CHALONS-S-SAONE...	239	39 55	PARIS.....	239	39 55

Through Fare,—2d Class Cars. 29 fr. 80 c.

“ “ 3d “ “ 22 fr. 10 c.

CHALONS-SUR-SAONE TO LYONS, BY STEAMER.

Steamers run daily between Chalon-sur-Saone and Lyons. **USUAL TIME**, 6½ hours. **FARES**, 8 fr. and 6 fr.

LYONS TO AVIGNON AND MARSEILLES.

Steamers running on the Rhone, run daily between Lyons and Avignon, connecting with Trains of Cars running on the Marseilles and Avignon Railway, 77 miles in length.

Fontainebleau,—36½ miles from Paris, may be reached by rail or per steam from the Quay de Greve, Paris. The Palace, with its library and garden, the Town Hall, and two Hospitals, and the Forest are well worthy of a visit.

Dijon.—196½ miles from Paris, and 123 north of Lyons, contains a population of 35,000. It is an ancient and well built city, the chief town in the Department of the Côte d'Or, and formerly the Capital of Burgundy; situated between the rivers Ouche and Suron, and on the canal of Burgoyne. The streets are regular and well paved, and the houses in general neat and commodious. It has four fine Churches, and also a University, deservedly celebrated.

Chalons-sur-Saone.—A neat town, 239 miles south-east of Paris, containing about 12,500 inhabitants. It is pleasantly situated on the banks of the Saone, which is here navigable. Several steamers descend the Saone daily to Lyons, making the trip in six or seven hours. The descent to Lyons is through a succession of meadow-lands, orchards and vineyards. In the town are large beet root sugar manufactories, breweries, flour mills, and iron steamship building yards. A railway extends from Chalons to Dijon and Paris, and when the Saone is not navigable, Diligences run daily to Lyons.

Lyons, the chief manufacturing city of France, contains a population, including the suburbs, of 220,000. It is advantageously situated at the junction of the two great rivers the Saone and the Rhone, 200 miles north-west of Marseilles, and 326 miles south-east of Paris. The rivers are lined with wharves, and resound with the hum of mills and water-works. The commerce and manufactures of Lyons are very extensive, consisting chiefly of silks, woollens and cotton stuffs, shawls, crape, gold and silver lace, &c. Within the walls of the city there are several thousand establishments alone for the manufacture of silk, employing near 20,000 looms. The squares and public buildings of Lyons are numerous and well worthy the attention of strangers.

The descent of the Saone from Chalons to Lyons, and of the Rhone from the latter city, in many respects resemble the Rhine. In fine weather the country appears to great advantage, and it may be doubted whether the scenery is not equal to the Rhine, or any rivers on the Continent. The cities on the banks of the Rhine are, generally speaking, of very remote antiquity. Ruins of ancient castles and fortresses frequently occur, whilst the *bon vivant* is gratified by observing, as he passes, the vineyards which produce Lôte Roti, Hermitage and other choice wines.

Avignon.—The chief city of the Department of the Vaucluse, on the Rhone, containing about 32,000 inhabitants; also many churches and sacred buildings, the most attractive perhaps, is the old Palace of the Popes, now used as barracks.

Marseilles.—The chief port of France on the Mediterranean, and Steam Packet Station for Italy, the Peninsular, and the East, has a population of about 200,000. The ports of Marseilles afford accommodation to nearly 2,000 vessels, of all classes. The city was founded 600 years before the Christian era, by a colony of Phœnicians. Marseilles is considered by many as one of the finest cities of France; the various approaches to it are beautiful, being lined with trees and well built houses. The city itself is composed of the old and new towns, the latter especially being elegantly built. The manufactures consist chiefly of tobacco, printed goods, hats, glass, porcelain, china, soap, &c.

Marseilles is a naval station, and the great depot for steamships running to the different ports on the Mediterranean, to Havre, Southampton, &c.

☞ For further descriptions, see GUIDES THROUGH FRANCE, ITALY, &c.

SWITZERLAND, or the Alpine country, the favorite resort of travelers in the pursuit of health or pleasure, has been divided by naturalists into seven regions, each successively rising above the other—the first, or lowest of which, terminates at the height of 1,700 feet above the level of the sea; the second, or region of oaks, reaches the height of 2,800 feet, and is succeeded by the region of the birch, which rises to 4,000 feet. The higher Alpine regions commence at an elevation of 6,500 feet; and above 8,000 feet is the region of glaciers and of eternal snows. Along the chain of the Alps, from Mount Blanc to the frontiers of Tyrol, there are reckoned to be above 4,000 glaciers, many of which are 18 or 21 miles long, $1\frac{1}{2}$ to $2\frac{1}{2}$ miles wide, and from 100 to 600 feet thick. Altogether, the glaciers of Switzerland are presumed to form a sea of ice more than 1,000 miles in extent; and from its inexhaustible sources flow the waters of some of the principal rivers in Europe. Switzerland is also intersected by mountains, the greater

part of which are ramifications of the Alps, whilst the remainder belong to the chain of Jura. From Mount St. Gothard—the central Alps—extend two ranges, which form a mass of the highest mountains in Europe. The snows accumulated on the top of the Alps are continually falling down their precipitous sides into the lower regions, where they often produce serious injury. The chain of Jura presents to the eye of the traveler a deep contrast to that of the Alps. It stretches in parallel ridges for about 240 miles along the western and north-western frontiers of Switzerland, from the bend of the Rhone, below Geneva, at the banks of the Rhine, eastward of Basel, and is clothed from top to bottom with luxuriant pine forests.

Switzerland is also pre-eminently a land of lakes, the principal of which are the Lake of Constance, the Lake of Geneva, or Lake Lemán, the Lake of Zurich, the Lake of Lucerne, and the Lake of Neuchatel, with some minor ones.

This most delightful and healthy region of country is easily and speedily reached by railways running through France, Belgium, and Prussia, in connection with steamers on the far-famed Rhine. The Paris and Strasbourg Railroad, in connection with the railroad from Strasbourg to Basle, forms the most speedy and direct route from London or Paris.

London to Vienna and Trieste.—The most speedy route from London to Berlin, Leipsig, Dresden, Prague, Vienna, Trieste, and the centre of Germany, is to proceed from London to Dover by the 8½ p. m. train, reaching Dover at 11¼ p. m., embark immediately, arriving in Ostend in time for the 7.15 mail a. m. train, (or by way of Calais, joining at Malines,) and arriving at Cologne at 6 the same evening. Leave Cologne at 10 the same night, arrive at Leipsic at 3.30 p. m., Dresden 8.30 p. m., Prague at 4 a. m., Vienna at *7.30 p. m., and at Trieste at 4.30 a. m. Time occupied—London to Berlin, 43¾ hours; to Trieste, 102½ hours.

* Vienna may be reached, *via* Breslau, but the journey occupies ten hours longer.

NAVIGATION OF THE DANUBE.

Steamers descend the Danube from Regensburg (Ratisbon) to Passau and Linz, in one day. From Linz to Vienna, in about twelve hours. From Vienna to Galaz and Constantinople, in about ten days. The ascent takes much longer time. Portions of the Danube have been considered by some superior to the Rhine.

LONDON TO ITALY.

A RAILWAY communication being now established between Paris and Chalons, travelers may proceed, by rail and steam, all the way from London to Florence, *viz.*—London to Dover or Folkestone, rail; Folkestone to Boulogne, steamboat; Boulogne to Paris and Chalons, rail; steam down the Soane to Lyons, and down the Rhone to Avignon; from thence to Marseilles, by rail; from Marseilles, steamboat to Leghorn, and rail to Florence. Persons preferring a land journey to Italy instead of taking the boat at Marseilles, should proceed thence by diligence to Toulon, Frejus, Antibes, Nice, and along the coast of the Mediterranean to Genoa and Lucca. This route presents a magnificent scenery of wood and water, intersected by very fine roads.

At Lyons, the traveler may proceed by diligence through Chambéry over Mount Lenis to Turin; from which place he may take the railway to Alessandria and Arquito. From the latter place he can go by diligence to Genoa.

The route from Toulon to Italy through Switzerland is another favorite line of travel, affording views of the most magnificent scenery.

ITALY, the favorite resort of intelligent travellers, forms a long narrow peninsula, extending from North-West to South-East, the greatest length of which measures about 695 or 700 miles, from the sources of the River Toza to Cape Cimiti, in Calabria, or Cape Lucca in Otranto. The breadth is various; its northerly measurement, from the western border of Savoy to the eastern border of Friuli, being 365 miles; about 275 miles from Mount Genevre to the mouth of the Po, through the middle of Lombardy; 105 miles from the coast of Lucca to the coast of Ravenna; 156 miles from Piombino to Ancona; 98 from the Gulf of Naples to the Gulf of Manfredonia; and only 20 miles in some parts of Calabria and Straits. The superficial area, including the Islands, is 122,167 English square miles. The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shores of the Mediterranean Sea near Genoa to the head of the Adriatic. The Alps are connected with the Appenines at their extremity, a smaller but still important range, which stretches in an uninterrupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy lies between the Alps and the Appenines in Northern Italy, and is traversed by the Po, as also watered by innumerable streams, which flow from the adjacent mountains. The length of Lombardy is about 250 miles from east to west, its average breadth being 50 miles. Many narrow but fertile valleys are enclosed by the Appenines in their progress southward.

Italy may be said to consist of two distinct portions—the continental and the insular. The latter includes the three large Islands of Sicily, Sardinia and Corsica, with the smaller ones of Malta, &c. It is divided into nine Sovereign States, in all of which, with the exception of the petty Republic of San Marino, the government is vested in an absolute Monarch, and is everywhere exercised with the most rigorous despotism, which, sooner or later, is, no doubt, destined to be annihilated.

S I C I L Y .

This beautiful island is situate in the Mediterranean Sea, adjoining the south-western extremity of Italy, from which it is separated by the narrow Strait of Messina. Its greatest length is about 190 miles, and its greatest breadth about 106, the superficial area being 8,067 square English miles, and the population about 2,000,000. The island is studded with mountains, among which, and on their tops, are plains of moderate extent, some of which are 1,000 feet above the level of the sea.

Sicily forms a portion of the kingdom of the Two Sicilies, and possesses, virtually at least, a representative constitution, established in 1812; but since 1815 this has fallen into complete abeyance, and the island is now all under the absolute power of the king. Sicily produces silk in quantities, to the extent of about 400,000 lbs., the greater part of which is manufactured into ordinary silk stuffs. Its fishery and sulphur trades are productive. Sicily is divided into seven *valli* or intendants, and has for its capital Palermo.

**TABLE OF RAILWAYS ON THE CONTINENT OF EUROPE,
with their length in English Miles.**

RUNNING BETWEEN	Miles.	RUNNING BETWEEN	Miles.
ALTONA and KIEL.....	65	Berlin and Breslau.....	219 $\frac{1}{2}$
" Rendsburg.....	67	Berlin and Görlitz.....	155
Berlin and Hamburg.....	176	Frankfurt on Oder & Breslau..	170
Berlin and Hagenow.....	118	Frankfurt on Oder & Görlitz..	105 $\frac{1}{2}$
Hamburg and Hagenow.....	58	Breslau and Görlitz.....	99 $\frac{1}{2}$
Hagenow and Schwerin.....	18 $\frac{1}{2}$	Breslau and Cosel.....	75
Schwerin and Wismar.....	18 $\frac{1}{2}$	Breslau and Myslowitz.....	120
" Güstrow.....	41 $\frac{1}{2}$	Hansdorf and Glogau.....	44
" Rostock.....	47	Breslau & Freib. (7 $\frac{3}{4}$) Schweid	35
Berlin and Stettin.....	82	Cosel and Ratibor.....	19 $\frac{1}{2}$
Stettin and Woldenberg.....	62 $\frac{1}{2}$	Cosel & Annaberg (Oderberg)	35
" Posen.....	126	Myslowitz and Krakau.....	41 $\frac{1}{2}$
Berlin & Magdeburg, pr. Burg.	90	Vienna and Gloggnitz.....	46
Berlin and Cöthen.....	93	Gloggnitz and Murzzuschlag..	18 $\frac{1}{2}$
Berlin and Halle.....	114	Murzzuschlag and Laibach..	199
Berlin and Leipzig. Dresden..	114	Vienna and Oedenburg.....	49 $\frac{1}{2}$
Cöthen and Bernburg.....	11	Vienna and Brünn.....	92
Magdeburg and Halle.....	52	Vienna and Leipnick.....	125
Magdeburg and Leipzig.....	73	Vienna & Oderberg (Annaberg)	173 $\frac{1}{2}$
Halle and Leipzig.....	21	Vienna and Olmütz.....	129 $\frac{1}{2}$
Eisenach and Halle.....	102	Vienna and Prague.....	250
Eisenach and Leipzig.....	122	Brünn and Prague.....	157
Eisenach and Magdeburg.....	153 $\frac{1}{2}$	Brünn and Olmütz.....	120
Magdeburg & Braunschweig..	64	Olmütz and Prague.....	152 $\frac{1}{2}$
Magdeburg and Halberstadt..	36	Olmütz and Oderberg.....	72
Magdeburg and Wittenberge..	65	Prague and Lobositz.....	53
Braunschweig and Hannover..	37	Vienna and Presburg.....	41 $\frac{1}{2}$
Braunschweig and Harsburg..	28	Budweiz and Linz.....	78
Braunschweig and Minden.....	76	Linz and Gmunden.....	42
Braunschweig and Bremen... 111		Cologne and Aachen.....	42 $\frac{1}{2}$
Braunschweig and Harburg... 123 $\frac{1}{2}$		Cologne and Brüssel.....	149
Hannover and Harburg..... 104		Cologne and Antwerpen.....	152 $\frac{1}{2}$
Hannover and Minden..... 39		Cologne and Ostende.....	219 $\frac{1}{2}$
Hannover and Bremen..... 74		Cologne and Paris.....	379 $\frac{1}{2}$
Hildesheim and Hannover.... 25		Cologne and Calais.....	..
Hildesheim and Harburg..... 111		Bonn and Cologne.....	18 $\frac{1}{2}$
Hildesheim and Braunschweig. 45		Cologne and Düsseldorf.....	23
Harburg and Bremen..... 178		Cologne and Hamm.....	92
Harburg and Minden..... 143 $\frac{1}{2}$		Cologne and Minden.....	162
Bremen and Minden..... 85 $\frac{1}{2}$		Cologne and Oberhausen.....	44
Leipzig and Dresden..... 70 $\frac{1}{2}$		Hamm and Münster.....	21
Dresden and Krippen..... 25		Düsseldorf and Elberfeld.....	16
Dresden and Görlitz..... 62 $\frac{1}{2}$		Elberfeld and Dortmund.....	36
" Zittau..... 65 $\frac{1}{2}$		Arnheim and Amsterdam....	58
Leipzig and Retchenbach.... 58		Amsterdam and Rotterdam... 51	
Leipzig and Zwickau..... 52		Frankfurt and Hanau..... 9	
Plauen and Hof..... 28		Frankfurt and Castel (Mainz)	21
Berlin and Frankfurt on Oder. 54		Frankfurt and Biebrich..... 25	
Berlin and Hansdorf..... 118		Frankfurt and Wiesbaden.... 25 $\frac{1}{2}$	

RUNNING BETWEEN	Miles.	RUNNING BETWEEN	Miles.
Frankfurt and Darmstadt,..	17	Nürnberg and Bamberg.....	37
Frankfurt and Mannheim,..	54½	Nürnberg and Lichtenfels....	56½
Frankfurt and Heidelberg,..	55	Nürnberg and Culmbach....	75
Frankfurt and Friedberg....	22	Nürnberg and Hof.....	118
Frankfurt and Soden.....	9	Bamberg and Lichtenfels....	19½
Frankfurt and Offenbach,..	2½	Bamberg and Culmbach.....	38
Mannheim and Carlsruhe,..	45	Augsburg & Gunzenhausen..	63
Mannheim and Baden.....	68	Augsburg and Nördlingen..	44
Mannheim & Kehl (Stras'bg)	93	Augsburg and Nürnberg. ...	106½
Mannheim and Offenburg...	91	Augsburg and München.....	38
Mannheim and Freiburg....	130	Augsburg and Kaufbeuern. .	37
Mannheim and Efringen....	167	Zürich and Baden.	13½
Heidelberg and Carlsruhe..	33½	Calais and Paris.	236
Heidelberg and Baden,	56½	Amiens and Abbeville,	27½
Heidelberg & Kehl (Stras'bg)	81	Calais & Brus. (<i>via</i> Jurbise).	147
Heidelberg and Offenburg..	79	Dieppe and Paris,	125
Heidelberg and Freiburg....	118	Rouen and Paris.....	87½
Heidelberg and Efringen, ..	148½	Orleans and Tours.....	72
Strasbourg and Basel.....	89	Paris and Orleans.....	76
Heilbronn and Stuttgart....	33	Tours and Angers.....	67½
Heilbronn and Ulm.....	91	Paris and Corbeil.....	19
Heilbronn & Friedrichshafen	156	Paris and Tonnerre.	123
Stuttgart and Süssen.....	30	Paris and Strasbourg.....	312½
Stuttgart and Ulm.....	58	Orleans and Vierzon,	50½
Ulm and Friedrichshafen...	65	Orleans and Chateauroux, ...	90
Ludwigshafen & Neustadt..	18½	Paris and Troyes.	112
Ludwigshafen and Speyer,..	9½	Dover & Calais. (by steamer).	22
Ludwigshafen & Homburg,..	61	Dover & Ostend, " .	64
Bebra and Cassel.....	37	Calais and Lille.....	65
Bebra and Eisenach.....	29	Bologne and Amiens.....	77
Cassel and Carlshafen.....	30	So'hampton & Havre, by st'r..	29
Cassel and Eisenach.....	66	Folkstone & Boulogne, " .	29
Cassel and Marburg,	65	London and Ostend, " .	120
Cassel and Giessen.....	83	Lyons and Avignon, " .	132
Guntershausen & Eisenach,	56½	Marseilles and Avignon.....	77
Guntershausen & Marburg,	58	Troyes and Monterean.....	62½
Guntershausen & Giessen,..	77½	Tours and Angers.....	67½

FOREIGN RAILWAYS BEING CONSTRUCTED.

AUSTRIA.—Laibach (Illyria) to Trieste—Troppau (Gal.) to Bochnia.

BELGIUM.—Charleroi to Marienbourg—Liege to Maastricht.

EGYPT.—Alexandria to Cairo.

FRANCE.—Epernay to Rheims—Poitiers to Bordeaux—Chalons to Lyons, Valence, and Avignon, with a branch to Grenoble—Le Mans to Alençon—Chartres to Mans, Laval, and Rennes—Chartres to Seez, Argentan, Caen—Caen to Lisieux, Bernay and Rouen,—Bernay and Paris.

GERMANY.—Emden to Lingen, Osnabruch, and Minden—Lingen to Rheim—Carlsruhe and Stuttgart—Frankfort to Aschaffenburg, Würzburg, and Bamberg—Kaufbeuern to Lindau.

HOLLAND.—Rotterdam to Utrecht—Arnheim to Emmerich.

HUNGARY.—Pesth to Debreczin—Odenburg to Raab.

ITALY.—Brescia to Verona—Arquata to Genoa.

PRUSSIA.—Koningsberg and Warsaw, by the Vistula.

RAILROADS IN GREAT BRITAIN AND IRELAND.

A REPORT on the Railways of the United Kingdom has just been published by Capt. J. L. A. Simmons. Government Inspector, from which it appears that the number of miles open for traffic at the close of 1851, was, in England and Wales, 5,306 miles; in Scotland, 960, Ireland, 624; total, 6,890. The sums raised annually for Railway purposes previous to the year 1848, cannot be ascertained; but since that period Parliament has required returns, which show the calls for 1848 to have been £23,224,418; in 1849, £29,574,720; and in 1850, £10,522,967. The diminution is remarkable. The return of the sums raised in 1851 have not all, as yet, been received, and therefore cannot be stated. During the past year 36 passengers were killed, and 375 injured by railway accidents. In the previous year 32 were killed, and 183 injured. The number of passengers conveyed on all the railways in the kingdom during the past year, amounted to 85,391,095, being an increase of 17 per cent. over the previous year; value of passenger traffic, £7,956,764, an increase of 16 per cent., and value of goods traffic, £7,020,695, an increase of 10½ per cent. over the previous year. Aggregate revenue of all railways for 1851, £14,987,310 sterling, an increase of 13½ per cent. on the receipts of 1850.

RAILWAY TRAFFIC IN 1851.

It appears that the gross traffic receipts of Railways in the United Kingdom for the year 1851 have been very little short of £15,000,000 on 6,928 miles of railway, being at the rate of £2,163 per mile per annum. With regard to the traffic returns published weekly, they show a progressive increase during the past ten years, as follows:—

In the year 1842 they amounted to £4,341,781; in 1843, to £4,812,650; in 1844, to £5,610,980; in 1845, to £6,669,230; in 1846, to £7,689,870; in 1847, to £8,975,671; in 1848, to £10,059,000; in 1849, to £11,013,820; in 1850, to £12,727,985; and in 1851, to £14,567,910. It will be observed that the annual increase in the traffic has been very considerable during the past ten years, being on the average above a million a year, or £10,226,140. This increase partly arises from the continual development of the traffic on the trunk lines, and partly from the additional receipts from the opening of new lines and branches.

TRIESTE.—AUSTRIA.—The Tergest of the Romans, situated on the Gulf of Trieste, at the head of the Adriatic sea, and at the foot of a ridge of hills called the Karst hills, has, with outskirts, 83,114 inhabitants; is a free port, and the first seaport town of the Austrian monarchy; is one of the most important commercial places of the Adriatic or Mediterranean sea. The population is a mixed one, coming out of all the commercial nations of the Mediterranean; the Dalmatians and Italians, however, are the root of the townspeople; the country people are of the Illyrian race.

Trieste can now be reached from London in about 132 hours, including a stoppage of some time in Vienna. (For route, see page 196.) The return journey occupies longer, in consequence of a detention in Berlin and Cologne.

Travelers arriving here by sea, should at once change their money into paper currency. Gold, especially English sovereigns, bears a high premium. The prices are published daily, and the list may be seen at any money changer's.



LIST OF STEAMERS,

RUNNING TO AND FROM FOREIGN PORTS.

Alexandria to Cairo—In 20 hours.

Alexandria to Corfu and Trieste.—To Corfu in 126 hours. Fares, 80fl., 56fl., and 40fl.—To Trieste in 186 hours. Fares, 120fl., 80fl., and 60fl.

Alexandria to Malta, by her Majesty's packets, about the 20th of each month. Also by the Peninsular and Oriental Company's steamers, on the 19th of each month.

Alexandria to Marseilles—French Government steamers, with the Indian mail, 8th and 21st of each month.

Alexandria to Smyrna and Constantinople.—To Smyrna in 96 hours. Fares, 60fl., 40fl., and 26fl.—To Constantinople in 132 hours, Fares, 80fl., 50fl., and 30fl.

Alexandria to Southampton—By the Peninsular and Oriental Company's steamers, about the 8th, and 19th of each month.

Alexandria to Syria in 72 hours. Fares, 54fl., 36fl., and 24fl.

Alexandria to Trieste.—By the Austrian Lloyd's Mail Steamer, "Direct," in connection with the Bombay and Calcutta Steamers, or the "Indirect," via Smyrna and Syria, every alternate Thursday.

Athens to Constantinople.—Fares, 42fl., 28fl., and 14fl.

Athens to Dardanelles.—Fares, 30fl., 20fl., and 10fl.

Athens to Smyrna—In 24 hours. Fares, 24fl., 16fl., and 8fl.

Avignon to Valence and Lyons, at 4 a. m.

Barcelona to Marseilles—About four times a month. Fares, 88fl., and 70fl.—**To Valencia, Alicante, Carthagena, Gibraltar, and Cadiz**.

Bastia to Marseilles—French Government steamers, every Friday.

Beyrout to Jaffa in 2 days. Jaffa is 36 miles, or twelve hours, from Jerusalem.

Bremen to Bremerhafen.—Three times a day, in 6 hours.

Bremen (by the Weser) to Minden, and Hameln to Minden. Fares, 2th. 12gr., and 1th. 10gr.—From Minden to Hameln. Fares, 1th. and 14gr.—From Hameln to Minden. Fares, 2th. 12gr., and 1th. 10gr.

Bremen to New York.—By Steamers Hermann or Washington, monthly.

Bremen to Oldenburg.—Daily, in the afternoon.

Bremen to Vegesack.—Three times a day.

Cadiz to Southampton—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 6th, 17th, and 27th of the month.

Cairo to Alexandria—In 15 hours.

Constantinople to Beyrout in 136 hours. Fares, 96fl., 64fl., and 35fl.

Constantinople to Larnaca in 120 hours. Fares, 84fl., 56fl., and 30fl.

Constantinople to Marseilles, by way of the Dardanelles, Smyrna, Athens, and Malta—French Government Steamers, the 5th, 15th, and 25th of each month.

Constantinople to Odessa—also to **Samsoun, Sinope, and Trebizonde**.—To Odessa, 125 French leagues; to Trebizonde, 190 ditto.

Constantinople to Rhodes in 78 hours. Fares, 54fl., 36fl., and 20fl.

Constantinople to Smyrna—19th of every month, in 36 hours. Fares, 31fl., 20fl., and 10fl.

Constantinople to Southampton—19th of every month, by Peninsular and Oriental Steam Company's vessels.

Constantinople to Varna, Tulsia, Galatz, and Ibralla—In connection with river boats to Vienna, weekly, in about 18 days. Fares, 89fl. 30kr., and 63fl.

Genoa to Leghorn, Civita Vecchia, and Naples—Every other day.

Genoa to Nice—Twice a week.

Gibraltar to Malaga—In 10 hours.

Gibraltar to Malta—In 4 days.

Gibraltar to Southampton—By the Peninsular and Oriental Steam Packet Company's vessels, on the 15th, 16th, 18th, 26th, and 31st of each month.

Havre to Caen—Daily, in 4 hours. Fares, 6f. and 5f.

Havre to Cherbourg—In 10 hours. Fares 12f. and 10f.

Havre to Liverpool—By the Commodore, or Margaret, or other suitable vessels. Fares—Cabin, 25s.; Steerage, 12s. 6d.

Havre to London—By the General Steam Navigation Company's Steamers. Fares—Chief Cabin, 12s.; Fore Cabin, 8s.; Children under 10 years, half price.

Havre to New York—By New York and Havre Steam Navigation Company's vessels, monthly. See page 102.

Havre to Southampton—The London and South Western Railway Company's Steamers, calling off Portsmouth—"Grand Turk," and "Wonder," every Monday, Wednesday, and Friday. Fares—Main Cabin, 18s.; Fore Cabin, 12s.

Havre to Spain—Once a month. Fares to San Sebastian, 120f.; Santander, 150f.; Corunna, 253f.; Cadiz, 360f.; Malaga, 400f.

Havre to St. Petersburg, calling at Copenhagen—Monthly.

Hull to Antwerp.—The Hull Steam Packet Company's Steamers (carrying Post Office letter bags,) every Saturday. Fares, 21s., and 12s. 6d. The Emerald Isle, every Wednesday.

Hull to Bremen.—The Hull Steam Packet Company's A 1 Steamer Albatross, or other Steamer, once a fortnight.

Hull to Copenhagen and St. Petersburg.—Hull Steam Packet Company's Steamers, monthly, or oftener if required.

Hull to Hamburgh.—The Hull Steam Packet Co.'s vessels (carrying the Royal Mails,) every Thursday, and also November 2d, 16th, and 30th, and every alternate Tuesday. Fares—£2, £1, and 10s.

The Elbe-Humber Steam Navigation Company's Steamers.—From Junction Dock Quay, every Wednesday. Fares—£1, and 10s.

Hull to London.—The Hull Steam Packet Company's Steamers, every Monday, Wednesday, and Friday, at or after 1 p. m. Fares—6s. 6d., and 4s.

By the General Steam Navigation Company's Steamer's.—Every Tuesday, and Saturday, at 1 p. m.

Hull to Rotterdam.—The Sea Gull. Fares—23s. 6d., and 10s. 6d. Out and home. 30s

Hull to St. Petersburg.—The Hull Steam Packet Company's Steamer. monthly.

Liverpool to Ancona, Venice, and Trieste, calling at **Gibraltar, Sicily, and Brindisi.**—The Liverpool and Mediterranean Steam Ship Company's Screw Steamer, the Osmanli, monthly.

Liverpool to Alexandretta, Beyrout, and Alexandria, calling at **Gibraltar and Malta.**—No information.

Liverpool to Australia.—Eagle Line of Packets, the Albatross. Fares—first Cabin, £45 or £50; second Cabin. £20. Intermediate, £16.

Liverpool to Boston, calling at **Halifax.**—The British and North American Royal Mail Steamships, run semi-monthly. Fares, £25. and £15.

Liverpool to Havre—By the Commodore, Margaret, or other suitable vessel.

Liverpool to Italy and Sicily.—The Livorno, for Genoa, Leghorn, Civita Vecchia (for Rome). Naples, Messina, and Palermo, calling at Gibraltar and Marseilles. monthly. Fares. to Gibraltar. 10 guineas; to Marseilles, 12 guineas; to Genoa, 13 guineas; to Leghorn, 14 guineas; to Civita Vecchia. 15 guineas; to Naples. 16 guineas; to Messina. 17 guineas; to Palermo. 18 guineas; for the round. 30 guineas.

Liverpool to New York.—One of the British and North American Royal Mail Steam Ships. Fares, £30, (including Steward's fee,) and £20. See page 105.

By New York and Liverpool United States Mail Steamers. Fares, £30 and £20. See page 104.

Liverpool to Philadelphia.—The Liverpool and Philadelphia Steam Ship Company's Steamers, City of Manchester and City of Glasgow. See page 106.

Liverpool to Rotterdam.—From Nelson Dock, the Pelican or Albatross, every Saturday morning. Fares. Cabin. 17s. 6d.; Deck. 10s.

London to Amsterdam.—The Magnet, from off the Tower, every Sunday.

London and Antwerp.—The Antwerp Company's steam ship the Baron Osy, from St. Katherine's Wharf, every Sunday at 12 noon. Sea passage 5 hours. Fares, £1 4s. and 16s. Children under 10 years, half price.

The General Steam Navigation Company's Steamers from St. Katherine's Steam Wharf, every Thursday at 11 morning. Fares, chief Cabin. £1 4s.; fore Cabin. 16s.

London to Bordeaux.—The Adonis, from off the Tower, every 14 days.

London and Boulogne.—The General Steam Navigation Company's Steamers, from London Bridge Wharf. Fares, chief Cabin. 12s; fore Cabin. 8s. Children under 10 years, half price.

London to Bremen.—The Diana, from off the Tower, every week or 10 days.

London to Calais.—By the General Steam Navigation Company's Steamers, from London Bridge Wharf. Fares. 12s. and 8s. Children under 10 years, half price.

London to Copenhagen and St. Petersburg.—Neptune from the British and Foreign (late Dublin) Steam Wharf, Lower East Smithfield.

London to Dunkirk, Lille and Paris.—The City of London, or City of Rotterdam, from Irongate Wharf. Fares to Dunkirk, 10s. and 7s. Children under 10 years, half fare. Steward's fee. 1s.

London to Guernsey.—The William Miskin, from Custom House Quay, every alternate Wednesday and Saturday. Fares, 17s. 6d. and 7s. 6d.

London to Hamburg.—By the General Steam Navigation Company's Steamers from St. Katherine's Wharf. Fares, chief Cabin, £2; fore Cabin, £1 5s. When the Elbe is unnavigable on account of ice, the Packets start from Ghuckstadt, Cuxhaven, or Heligoland, upon the mails from Hamburg being put on board.

London to Havre.—By the General Steam Navigation Company's Steamers from St. Katherine's Steam Wharf. Fares, 12s. and 8s. Children under 10, half price.

London to Hull.—The Hull Steam Packet Company's Steamers, from Custom House Quay, every Tuesday, Thursday and Saturday, at 8 a. m. Fares, 6s. 6d. and 4s.

Also by the General Steam Navigation Company's Steamers, from London Bridge Wharf, every Tuesday and Friday, at 8 a. m. Fares, 8s. and 5s.

London to Ostend.—By the General Steam Navigation Company's Steamers from St. Katherine's Steam Wharf. Fares, chief Cabin, 15s.; fore Cabin, 12s.; children under 10, half price.

London to Rotterdam.—The General Steam Navigation Company's Steamers, from St. Katherine's Steam Wharf, every Wednesday and Saturday, at 10 a. m.

London to Sydney calling at the **Cape of Good Hope, King George's Sound, Adelaide, and Port Philip.**—The Australian Royal Mail Steam Navigation Company's Steamer "Adelaide." Fares to Australia and Sydney, £84 5s. and £42 12s. 6d.; if including wine, &c., £105 and £63. A limited number of third-class passengers at 25 guineas.

Malta to Alexandria—in 4 days—on the 12th of every month, by her Britannic Majesty's packets. Fares, 1st class, £12 10s.; 2d class, £7 2s.; 3d class, £3 16s., including a liberal table and every charge. Also on the 1st of each month, by the Peninsular and Oriental Company's Steamers.

Malta to Alexandria and Beyrout—7th and 27th of every month, by French Government Steamers.

Malta to Athens, Smyrna and Constantinople—5th, 15th, and 25th of every month, by French Government Steamers; also once a month by Rostand's French Steamers, and likewise once a month by English screw Steamers to Athens in 60 hours.

Malta to the Ionian Isles and Greece—12th and 31st of every month, by her Britannic Majesty's packets.

Malta to Marseilles—On the 2d, 12th, and 22d. and about the 11th and 26th, of every month by the French Government Steamers direct.

Malta to Sicily, Italy and Marseilles—By French Government Steamers, 2d, 12th, and 22d of every month. Also, by the Neapolitan Company, to Syracuse, 44 fr., servants, 13 fr. To Catania, 60 fr., servants, 15 fr. To Messina, 66 fr., servants, 18 fr. To Naples, 106 fr., servants, 20 fr. To Civita Vecchia, 145 fr., servants, 43 fr. To Leghorn, 185 fr., servants, 51 fr. To Genoa, 210 fr., servants, 56 fr.

Malta to Southampton—13th and 25th of every month, by the Peninsular and Oriental Company's Steamers.

Marseilles to Ajaccio—French Government Steamers every Friday, in 22 hours. Fares, 30 fr., 20 fr., and 15 fr.

Marseilles to Algiers, Bone, Bougie and Mihanah—The 5th, 10th, 15th, 20th, 25th, and 30th of every month, at noon, to Angiers in 48 hours. Fares, 103 fr. and 80 fr.

Marseilles to Barcelona, Valencia, Alicante, Carthage, Malaga, Gibraltar and Cadiz—1st, 8th, 15th, and 23d of every month. Fares, to Barcelona, 88 fr., 70 fr., and 42 fr.; to Valencia, 146 fr., 112 fr., and 55 fr.; to Alicante, 177 fr., 135 fr., and 73 fr., to Carthage, 205 fr., 159 fr., and 81 fr.; to Malaga, 260 fr., 192 fr., and 107 fr.; to Gibraltar, 286 fr., 205 fr., and 120 fr.; to Cadiz, 317 fr., 234 fr., and 133 fr.

Marseilles to Bastia—French Government Steamers every Tuesday, in 18 hours. Fares, 30 fr., 20 fr., and 15 fr.

Marseilles to Cette—in 11 hours, daily.

Marseilles to Genoa, Leghorn, Civita Vecchia, Naples, Messina and Malta—By the Mediterranean Steam Packet Company's Steamers.

Marseilles to Malta, Alexandria and Beyrout.—English Steamers, well appointed in every respect, leave Malta on the 8th and 26th of each month—when the 8th and 26th fall on Sunday, they leave Marseilles one day later. Fare to Malta, £8 2s., everything included. The authorised London agents are G. W. Wheatley & Co, 156 Leadenhall street. Also, French Government Mail Steamers.

Marseilles to Malta, Syria, Smyrna, Mitelene, the Dardanelles, Gallipoli and Constantinople—By the Mediterranean Steam Packet Company's Steamers.

Marseilles to Nice—in 12 hours, twice a week. Fares, 31 fr., and 21 fr.

Marseilles to Stora and Tunis.—Government packets leave on the 8th and 23d of each month, arriving at Stora on the 12th and 27th, and at Tunis on the 15th and 30th.

Nantes to Bordeaux—Sunday, Wednesday and Friday, at 7 a. m., in 26 hours. Fares, 15 fr. and 12 fr.

Nantes to Brest and L'Orient—Every Sunday, in 20 hours.

Nantes to Palmbeuf.—7½ a. m. and 2 p. m. Fares, first class, 1 fr. 70 c.; second class, 1 fr. 20 c.

Naples to Civita-Vecchia, Leghorn and Genoa—on the 1st, 11th, and 21st.

Naples to Malta—French Government Steamers, on the 3d, 13th and 23d of each month.

Naples to Messina and Palermo—About twice a week.

Rotterdam to Antwerp—Daily, Sundays excepted. Fares, 13s. 4d., 10s., and 6s. 8d. (in guilders.)

Rotterdam to Dunkirk—Every Saturday morning.

Rotterdam to Goole.—The Norfolk, every Wednesday, and the Engineer, every Saturday, according to tide. Fares, 15s. and 10s. Return Tickets, £1.

Rotterdam to Hull.—The Sea Gull, every Saturday morning. Fares, 23s. 6d., and 10s. 6d.

Rotterdam to Leith.—The Rotterdam and Leith Steam Navigation Company's steam ship Ivanhoe; every Saturday early in the morning.

Rotterdam to Liverpool—By the Pelican or Albatross, every Saturday morning. Cabin Fare, (including Steward's fee.) 17s. 6d. Deck, 10s.

Rotterdam to London—By the General Steam Navigation Company's Steamers. Fares, chief Cabin, £1 10s.; fore Cabin, 17s. 6d. Children under 10, half price.

Rotterdam to Newcastle—Earl Douglas.

Rotterdam to places on the Rhine—By the Dusseldorf Company's Steamers.

Smyrna to Constantinople—In 32 hours. Fares, 30 fl., 20 fl., and 15 fl.

Smyrna to Rhodes—in 3 days.

Smyrna to Southampton—By the Peninsular and Oriental Steam Navigation Company's vessels, on the 21st of every month.

Southampton to Aden, Ceylon, Madras and Calcutta—By the Peninsular and Oriental Company's Steamers, 20th of every month, at 1 p. m. When the 20th falls on Sunday, then at 9 a. m. Fares, a gentleman or lady, traveling singly to Aden, £73; to Ceylon, £113; to Madras, £118; to Calcutta, £127. A married couple occupying a cabin on the main deck, with a w. c., to Aden, £220; to Ceylon, £300; to Madras, £310; to Calcutta, £330. Ditto without a w. c., to Aden, £20 less; to Ceylon, Madras or Calcutta, £30 less.

Southampton to Alexandria.—The Peninsular and Oriental Company's Steamers, on the 20th and 29th of every month, at 1 p. m.; when these dates fall on Sunday, the departure is at 9 a. m. Fares on the 20th—first Cabin, £30; children three years and under ten, £15; a child under three years, if with the parent, free; second class, £20.

Southampton to Bombay, via Aden.—The Peninsular and Oriental Company's Steamers, on the 20th of every month, at 1 p. m.; when the 20th falls on Sunday, the hour of departure is at 9 a. m. Fares, a gentleman or lady traveling singly, £100; a married couple occupying a cabin on the main deck, with a w. c., £270; ditto without a w. c., £250. Children with parents charged according to age.

Southampton to Bombay, via Malta, Alexandria, and Suez—On the 29th of every month, at 1 p. m.; when this date falls on Sunday, the departure is at 9 a. m. Fares, £104 10s.

Southampton to Constantinople, Sinope, Samsoun, and Trebizonde, calling at Gibraltar and Malta.—The Peninsular and Oriental Company's Steamers, on the 29th of every month, at 1 p. m.; when the 29th falls on Sunday, the departure is at 9 a. m. Fares to Constantinople, first class, £30; children three and under ten years, £15; a child under three years of age, if with its parent, free; second class, £20.

Southampton to Guernsey and Jersey—By the London and South Western Royal Mail Steam Packets, every Monday, Wednesday and Friday, at a quarter to 12 p. m., on the arrival of the 8½ p. m. Mail Train from London. Fares from London, 30s. and 20s.; from Southampton, 20s. and 13s.

Southampton to Havre—calling off Portsmouth.—The London and South Western Railway Company's Steam-ships "Grand Turk" and "Wonder," every Monday, Wednesday and Friday. Fares, 18s. and 12s. Children under two years, free; two and under twelve, half fare. Carriages, £3; Horses, £3; Dogs, 5s.

Southampton to New York—By Steamers Hermann or Washington, monthly. See page 103.

Southampton to the West Indies.—The Royal Mail Steam Packet Company's Ships on the 2d and 17th of every month, at 2 p. m. If the 2d or 17th fall on a Sunday, then on the following day. Fares to Jamaica—after Cabin, single berth, £55; double, each berth, £35; fore Cabin, single berth, £40; double, each berth, £30. To Antigua, Barbadoes, Carriacou, Demerara, Dominica, Granada, Guadaloupe, Martinique, Montserrat, Nevis, Porto Rico, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Tobago and Trinidad,—after Cabin, £50 and £35; fore Cabin, £40 and £30. From *West Indies*, arrive at Southampton on the 2d and 17th of each month.

Trieste to Alexandria, direct.—By the Austrian Lloyd's Mail

Steamers.—On the 10th of every month, at 8 a. m. ; in correspondence with the Bombay Line of Steamers ; the 27th of every month, at 8 a. m., in correspondence with the Calcutta and Bombay line of Steamers ; in addition to which, there are steamers, *via Smyrna*, every alternate Thursday. Fares, 120 fl., 80 fl., and 60 fl.

Trieste to Dalmatia—By the Austrian Lloyd's Mail Steamers, every Monday at 4 p. m.

Trieste to Greece—By the Austrian Lloyd's Mail Steamers, every Thursday at 4 p. m. ; also, every alternate Monday at 4 p. m. Fares to Syra, 80 fl., 60 fl., and 40 fl. ; to Athens, 85 fl., 63 fl., and 42 fl. ; to Athens by Patras and Isthmus of Corinth, 80 fl., 60 fl., and 40 fl. ; to Patras, 65 fl., 50 fl., and 34 fl.

Trieste to Istria—By the Austrian Lloyd's Mail Steamers, every Wednesday and Saturday at 6 a. m.

Trieste to the Levant—The Austrian Lloyd's Mail Steamers, calling at Corfu, Syra, Smyrna, the Dardanelles and Constantinople, every Thursday, 4 p. m. Fares to Salonica, 90 fl., 70 fl., and 45 fl.

Trieste to Venice—The Austrian Lloyd's Mail Steamers, daily, at 6 a. m. Average passage, 8 hours. Fares, 7 fl., 5 fl., and 4 fl.

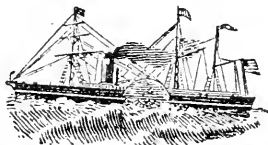
Vienna to Constantinople—By the Danube about two or three times a month from April to November, inclusive, in about 10 days. Fares, 94 fl., and 66 fl.

Vienna to Komorn—6 fl., 30 kr., and 4 fl. 20 kr.

Vienna to Linz—Daily at 7 a. m. Fares, 16s. and 10s. 8d.

Vienna to Pesth—Daily at 6 a. m. Fares, 7 fl. 30 kr., and 5 fl. down to Pesth ; and 5 fl. 30 kr., and 3 fl. up from Pesth.

Vienna to Presburg—Daily at 6 a. m. Fares, 2 fl. 20 kr., and 1 fl. 30 kr.



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PASSAGE MONEY:

From QUEBEC to LIVERPOOL—First Saloon.....	\$80
Do do do Second do	50
Do do do Third do	20

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Agent for the Contractors.

AUSTRALIAN STEAMSHIP CO.

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AUSTRALIA.

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GOLDEN AGE,

3,000 Tons, will be dispatched for the above Ports, about the 15th of June, from New York.

This Steamship is of the size and strength, and in every way equal to the Collins' Line of Steamers, being 300 feet in length, 43 feet beam, and 32 feet hold. Her accommodations for First, Second, and Third Class Passengers, are believed to be superior to any steamer ever built. Her model is unequalled, and it is confidently expected that she will make the trip from New York to Australia within 50 days; stopping only at the Cape of Good Hope to coal. Passengers may rely that every attention will be paid to their wants, and that the ship will be liberally supplied with every comfort. An experienced Surgeon will be attached to the ship.

Rates of Fare.—First Cabin Ladies' Saloon, \$375; First Cabin Upper Saloon, \$350; Second Cabin Lower Saloon, \$275; Third Class Forward, \$200. Children under 12 years of age, half price.

Eight cubic feet of baggage allowed each passenger, not exceeding 200 lbs. in weight.

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Have now in course of building for this, the following *Iron Screw Steamships*, viz:—

	Tons.	Horse Power.	Commanders.
KANGAROO,.....	1.530	300	Capt. Johnson, R. N.
DINORNIS.....	1.560	300	Capt. Stamp.
EMEU.....	1.660	300	—
BLACK SWAN.....	1.620	300	—
ALEONIRA,.....	1,560	300	—

The first named of which will be dispatched from **England** for **Sydney**, about *July* next; the others to follow at intervals of one month.

CHAMPION WETTON, Secretary.

FEBRUARY 10th, 1853.

50 Moorgate street, London.

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DRAFTS AND LETTERS OF CREDIT upon us will be given by Messrs. LIVINGSTON, WELLS & CO., 74 Broadway, New York, which will be exchanged for letters upon the following places:—

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Aix-la-Chapelle,	Cairo,	Leghorn,	Prague,
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Alexandria,	Dusseldorf,	Liverpool,	Rotterdam,
Avize,	Dresden,	London,	Rome,
Boulogne-sur-	Ems,	Marseilles,	Ricc
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Bale,	Geneva,		
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Baden-Baden,	Gibraltar		
Berlin,	Gla'		
Breslaw,	"		
Bologna,			
Beyrout,			
Cologr			
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OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY.

The Trustees, in conformity to the Charter, submit the following statement of the affairs of of the Company, on the 31st December, 1852.

Premiums received on Marine Risks, from 1st January, 1852, to 31st December, 1852.....	\$3,240,037 60
Premiums on Policies not marked off 1st January, 1852,..	1,048,284 35
Total Amount of Marine Premiums,.....	<u>\$4,288,320 95</u>

have been issued upon Life Risks; nor upon
connected with Marine Risks.

..... from 1st January, 1852, to 31st De-	<u>\$2,940,914 05</u>
--	------------------------------

.... \$1,321,322 63

469,568 00

890 63

---% :

79 47

00

OFFICE OF THE MERCANTILE MUTUAL INSURANCE COMPANY.

In conformity with the Requisitions of their Charter, the Company submit the following Statement :

Amount of Premiums not marked off April 3, 1852.....	\$ 306,787 83
Amount of Premiums on Policies issued from 3d April, 1852. to 3d April, 1853,.....	1,923,970 19
Total amount of Premiums,.....	\$2,230,758 02

The amount of Premiums marked off during the year, as above, was :	
On Marine Risks,	\$1,612,609 04
On Inland Navigation Risks,.....	111,514 00
	\$1,724,123 04

Less Return Premiums,.....	120,526 13
Earned Premiums for the Year,	\$1,603,596 91

Paid during the same period :	
For Marine Losses,.....	\$754,113 86
For Inland Navigation Losses.....	42,617 43
Re-insurance. Commission, Interest, Expenses. and Bad Debts,.....	244,316 16
Profits to be divided,.....	\$ 562,549 46

Amount of Earnings of 1847,.....	\$ 53,053 05
" " 1848,.....	198,118 77
" " 1849,.....	237,725 63
" " 1850,.....	260,186 06
" " 1851,.....	381,348 60
" " 1852,.....	497,966 23
" " 1853,.....	562,549 46

Total for Seven Years,.....	\$2,190,947 85
Less amount of Certificates 1847, 1848, 1849, 1850, and 50 per cent. of 1851 paid in cash,.....	939,757 86
	\$1,251,189 99

The Company further report that they had, at that date, the following Assets, viz :	
United States Stocks, Bank Stocks, and Loans on Stocks and other securities,.....	\$ 292,568 70
Bonds and Mortgages,.....	70,500 00
Bills Receivable,.....	1,339,547 13
Cash and sundry accounts, to be closed by cash or notes,	97,336 81
Total Assets,.....	\$1,799,952 64

The Trustees have declared a dividend of THIRTY-FIVE PER CENT. on the nett earned Premiums of the past year, payable in Scrip, on and after the second Monday in May next.

The Trustees have also resolved, that interest be paid on certificates of 1851 and 1852, at the rate of six per cent. per annum, on and after Monday, 9th May next, and that the outstanding certificates of profits for the year 1851, and 25 per cent. of the outstanding certificates for the year 1852. be paid to the holders thereof, on and after the 10th day of August, 1853.

By order of the Board,

ELLWOOD WALTER, *President.*
LEWIS GREGORY, *Vice President.*
CHAS. NEWCOMBE, *2nd Vice Pres.*

New York, April 25, 1853.

W. V. HUTCHINGS, *Secretary.*

OFFICE OF THE NEW YORK MUTUAL INSURANCE COMPANY.

NEW-YORK, 12th April, 1853.

The Trustees submit the following statement of the affairs of of the Company in conformity with the requirements of the Charter :—

Outstanding premiums on 15th March, 1852.....	\$254,701	52
Premiums received during the year ending 15th March, 1853,		
on Marine and Inland Navigation Risks.....	941,230	85
Total Premiums,	\$1,195,932	37

[No Policies have been issued upon Life Risks, nor upon Fire Risks, disconnected with Marine Risks.]

Earned Premiums to 15th March, 1853,.....	\$826,617	20
Return Premiums,.....	\$48,142	38
Expenses,.....	27,385	92
Re-Insurances, &c.,.....	70,474	29
Losses,.....	440,145	29
	\$586,147	88
Nett Profits,	\$240,469	32

The Company have the following ASSETS :—

Bonds and Mortgages,	\$145,982	19
Loans,	4,601	48
Stocks,.....	51,860	00
Premium Notes and Bills Receivable,	600,920	51
Cash,	58,303	78
Claims due the Company,	8,500	00
Script of other Companies,	2,170	00
Total amount of Assets,	\$872,347	96

The Board of Trustees have resolved to pay an interest of 6 per cent. on outstanding Certificates of Profits to the holders or their legal representatives, on and after Tuesday, the 3rd day of May, next.

They have also declared a dividend of *Thirty-one* per cent. on the nett earned premiums for the year ending the 15th day of March, 1853. for which certificates will be issued on and after Tuesday, the 3rd day of May, next.

Profits of the Company on 15th March, 1852, for which

Certificates have been issued,	\$223,180	00
Additional profits year ending 15th March, 1853,.....	240,469	32

Nett earnings for two years,	\$463,649	32
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By order of the Board,

WM. P. HANSFORD, *Secretary.*

TRUSTEES.

T. B. Satterthwaite, Lewis C. Hamersley, Gulien C. Verplanck, J. W. Schmidt, Josiah Macy, Robert Kermit, George T. Trimble,	Stewart Brown, William Moore, Stephen Johnson, John H. Lyell, Nathaniel W. Merrill, Robert B. Minturn, Henry W. Hicks,	John L. Aspinwall, Royal Phelps, Charles H. Marshall. John H. Earle, Edward Thebaud, William C. Taylor, Samuel C. Paxson.
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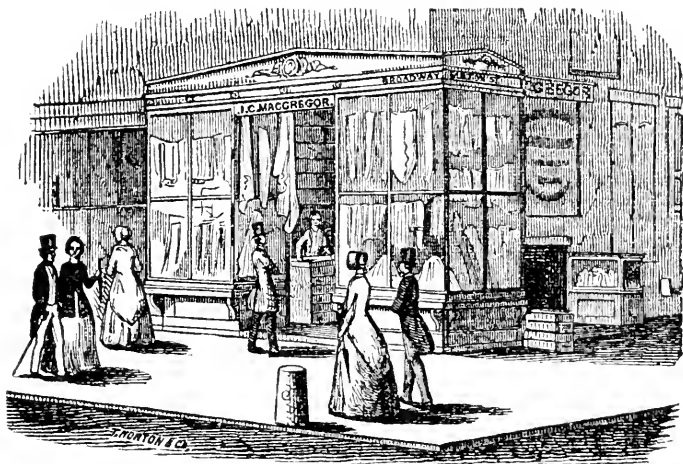
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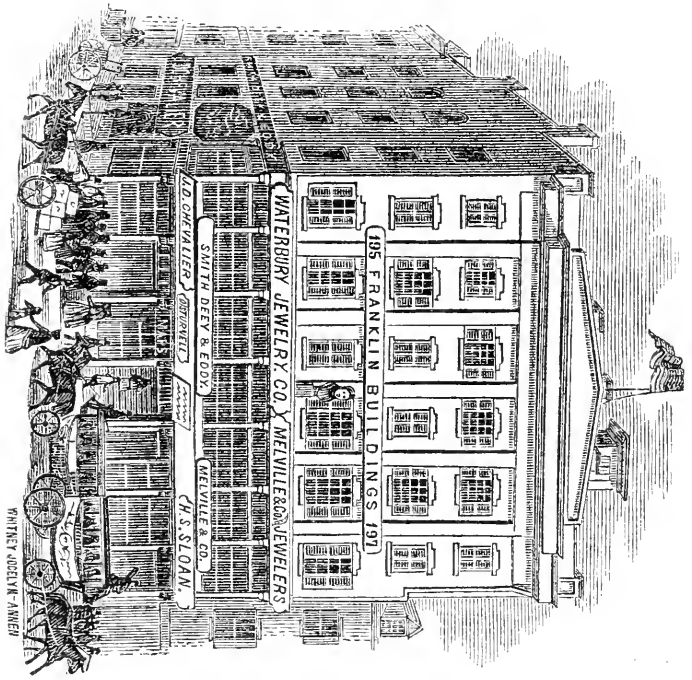
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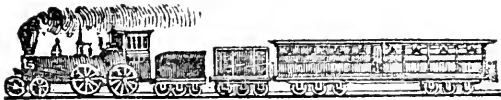
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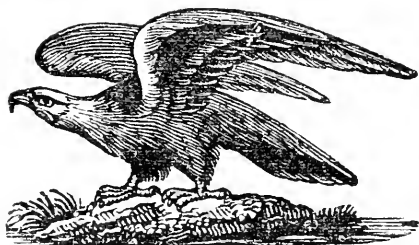
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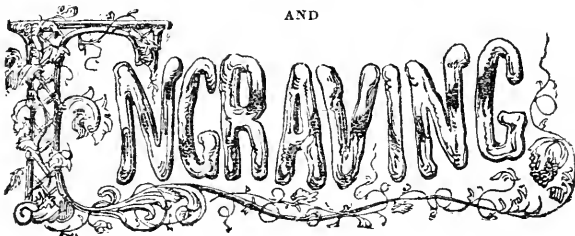
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Passenger Trains leave daily, (Sundays excepted,) at 6 and 7 P. M. Emigrants and others can have through Tickets to the following and intermediate places:

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|            |            |             |             |            |
|------------|------------|-------------|-------------|------------|
| Albany,    | Buffalo,   | Milwaukie,  | Cincinnati, | Hamilton,  |
| Utica.     | Cleveland, | Racine.     | St. Louis,  | Kingston,  |
| Syracuse,  | Sandusky,  | Southport,  | Galena.     | St. Johns, |
| Oswego,    | Toledo,    | Chicago.    | Toronto,    | Montreal.  |
| Rochester, | Detroit,   | Pittsburgh, |             |            |

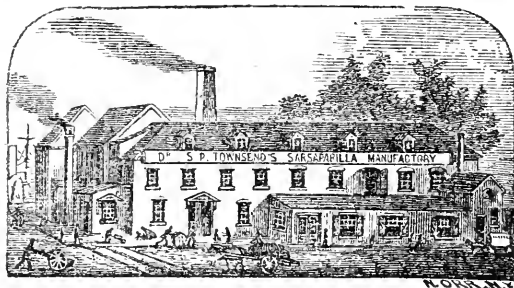
**Southern Route.**

|               |               |            |             |             |
|---------------|---------------|------------|-------------|-------------|
| Philadelphia, | Lancaster,    | Johnstown, | Pittsburgh, | Cincinnati, |
| Baltimore,    | Harrisburg,   | Summit.    | Wheeling,   | Louisville, |
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DR. TOWNSEND'S  
COMPOUND EXTRACT  
OF

SARSAPARILLA,



IN  
IMPERIAL QUART BOTTLES,

is now universally acknowledged to be the only genuine  
**PURIFIER OF THE BLOOD.**  
and to be far superior to any other preparation of SARSAPARILLA ever  
before offered to the public.

**DR. JAMES R. CHILTON,**

The celebrated Chemist and Physician, superintends directly, the com-  
pounding of this valuable medicine, and has made many important

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in its manufacture since he has assumed that charge. The Proprietors  
feel satisfied, that in offering this SARSAPARILLA, as it is now manu-  
factured, they give to the public the very best vegetable medicine  
which the refinement of medical science can produce, and which has  
stood the test of over twelve years, without once losing the public  
confidence.

**CAUTION.**

To avoid IMPOSITION, and to be sure of getting the

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observe that each bottle has the certificate of "JAMES R. CHILTON,  
M. D., CHEMIST," printed on green paper, and pasted on the outside  
wrapper, as also the signature of "S. P. TOWNSEND," on the bottom  
of the engraved label; without which

**ALL OTHERS ARE COUNTERFEITS.**

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82 Nassau Street, New York.**

# **PALMER'S** **PATENT** **ARTIFICIAL LEG.**



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**MANUFACTURED BY**  
**MESSRS. PALMER & CO.,**  
**AT**  
**5 BURT'S BLOCK, SPRINGFIELD, MASS.,**  
**AND**  
**376 CHESTNUT ST., PHILADELPHIA.**

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This Artificial Leg is conceded to be the best that is made in America or Europe, is constructed on strictly anatomical principles, "is in the least distinguishable from the natural limb, and is the most useful," durable, and economical. The United Service (military) Gazette, London, says, "every other kind is dear at any price." It has in every instance of competition with every other kind, received the HIGHEST PREMIUMS from all of the Institutes in the United States, for the Promotion of Science and the Arts; to wit, twenty Gold and Silver Medals and Diplomas, At the World's Fair, at London, 1851, in competition with thirty other varieties, (the best of London and Paris Artists,) it received the award of the PRIZE MEDAL, as eminently the best in the world. It is at present used by nearly eight hundred persons. It has the unqualified approbation of all the principal surgeons in Europe and America, who may be consulted by those in want of Artificial Limbs.

For further particulars, pamphlets, and special references, apply to

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**B. F. PALMER,    A. S. CURREN,    E. D. HUDSON.**

# AMERICAN HOTEL,

RICHMOND, VA.,

**J. MILDEBERGER SMITH,**

PROPRIETOR,

(Formerly of JONES' HOTEL, Philadelphia, and the NEW YORK and AMERICAN HOTELS, New York.)

THIS popular Hotel is situated on Main Street, directly fronting the Capitol grounds, and next to the Banks. Its location is the most desirable in the city. Every attention is paid to its guests calculated to add to their comfort. Travelers are respectfully solicited to give the AMERICAN HOTEL a trial, hoping they will find every comfort that can be desired in a public house.

RICHMOND, April, 1853.

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# M'LURE HOUSE,

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**JAMES CARROLL,**

PROPRIETOR.

This splendid Hotel is now in full operation, provided with all the appliances in use in

FIRST CLASS HOUSES.

IT IS SITUATED ON

**MONROE STREET,**

Only Two Squares from the Steamboat Landing, and about Three Hundred Yards from the Railroad Depot.

THE Proprietor having been employed for the last seven years in the EUTAW HOUSE, Baltimore, is confident he can satisfy the expectations of the Traveling Public, and solicits their patronage.

The Baltimore and Ohio Railroad being now in successful operation, and the Union Line of splendid Steamers, making regular connections at Wheeling, this route with the M'LURE HOUSE and the UNION LINE, offers every inducement to the Traveling Public.

WHEELING, February, 1853

FOR QUALITY AND PRICE CHEAPEST IN THE WORLD.

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ROUGE AND TOILET POWDERS. CHINESE VELVET CHALK,  
FANCY AND TOILET SOAPS. COLOGNE WATER.  
EXTRACTS, OX MARROWS. PHILOCOMES, &c. &c. &c



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The Steamers and Barges of this Line run regularly between the above named places for the transportation of Freight, and also connect with the Western Transportation Company, at Albany, who have unsurpassed facilities for forwarding Freight to all Western Points, attainable by Railroad and Steam.

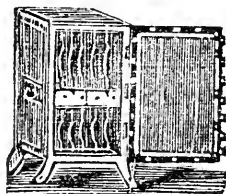
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# SALAMANDER SAFES.



**EVANS & WATSON,**  
**83 Dock Street, Philadelphia,**

HAVE NOW ON HAND A LARGE ASSORTMENT OF THEIR  
**PATENT SALAMANDER**  
**FIRE AND THIEF PROOF SAFES,**

FOR PAPERS, BOOKS, JEWELRY, &c.

**FIRE PROOF DOORS,**  
FOR BANKS AND STORES.

**WARRANTED EQUAL TO ANY IN THE UNITED STATES.**

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MESSRS. EVANS & WATSON,  
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GENTLEMEN,—We have much pleasure in recommending your FIRE PROOF CHESTS to the notice of the public—the one we purchased from you having saved our books and contents effectually, after undergoing a very severe heat during the fire, which destroyed the entire block of buildings on Arch Street Wharf, on the Schuylkill, on the 6th of June, 1850.

Yours, very respectfully,

RUSSEL & GUBBINS.

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**Butterworth's Celebrated Bank Vault & Door Locks.**  
These Locks bid defiance to all Lock Picks, Hobb's included.

Patent Slate Lined Refrigerators, Water Filters, &c.

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MANUFACTURER OF

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ONLY INFALLIBLE REMEDY YET DISCOVERED

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HEAD AND MIND  
COMPLAINTS.

IT IS THE

Mental Physic so long sought for and never before found—  
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**“ADMINISTER TO A MIND DISEASED.”**

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In cases of NEURALGIA, HEADACHE, VERTIGO, PAIN IN THE NERVES OF THE FACE, and all the various train of Nervous Affections, it will produce a cure in an astonishing short period of time, and it will also remove Depression, Excitement, a Tendency to Blush, Restlessness, Sleepiness, Dislike of Society, Incapacity for Study or Business, Loss of Memory, Confusion, Giddiness, Rush of Blood to the Head, Melancholy, Mental Debility, Hysteria, Indecision, Wretchedness, Thoughts of Self-Destruction, Fear of Insanity, &c. It will increase and restore the appetite, strengthen the emaciated, renew the health of those who have destroyed it by sensual excesses or evil practices, induce continual cheerfulness and equanimity of spirits and

PROLONG LIFE.

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PRINCIPAL NEW ENGLAND OFFICE  
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CORDIAL.

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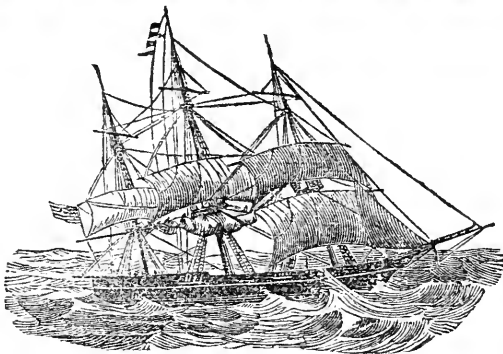
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BOSTON CHEMICAL WASHING POWDER,  
MANUFACTURERS AND DEALERS IN  
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HAIR DYES.

# GLIDDEN & WILLIAMS' LINE

## FROM BOSTON TO SAN FRANCISCO!



This Line has loaded in the last year, 34 Ships carrying 52,040 tons goods, and intend to dispatch the present year,

### Two Clippers and one Packet Ship EACH MONTH!

Sailing promptly on their advertised days as heretofore.

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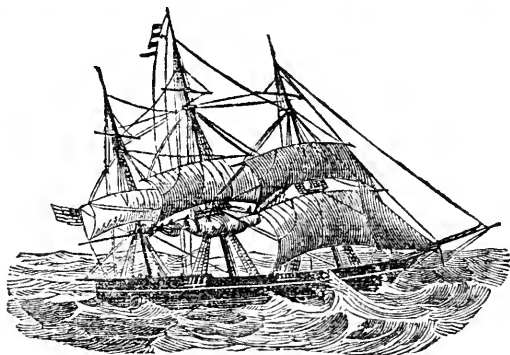
**MESSRS. FLINT, PEABODY & CO., San Francisco,**  
To whom we refer for all information as regards Passage or Freight.

[From the Boston Daily Atlas of January 1, 1853.]

The following fleet of thirty-four vessels were loaded by Messrs. Glidden & Williams, for San Francisco, during the past year; and what speaks highly for their promptness is the fact, that not one of them had to wait a single day for freight, after the time specified in their several advertisements; and the ships, too, have been remarkably fortunate in their passages. The Staffordshire made the shortest passage this year.

| Sailed. | Name.          | Tons. | Sailed. | Name.         | Tons. | Sailed. | Name.         | Tons. |
|---------|----------------|-------|---------|---------------|-------|---------|---------------|-------|
| Jan.    | Hoogley,       | 1400  | Jun.    | Witch of the  |       | Oct.    | Geo. Raynes,  | 1000  |
| Feb.    | Roebuck,       | 816   |         | Wave,         | 1500  |         | Westw'd Ho,   | 1600  |
|         | Argonaut,      | 575   |         | Raduga,       | 587   | Nov.    | Queen of the  |       |
| Mar.    | Antelope,      | 507   | July    | Polynesia,    | 1084  |         | Seas.         | 1370  |
|         | T. B. Wales,   | 599   |         | Buena Vista,  | 547   |         | Tam O'Shan-   |       |
|         | Horsburg.      | 542   | Aug.    | Winged Ar-    |       |         | ter,          | 977   |
| May     | Staffordshire, | 1817  |         | row.          | 1052  |         | Meteor,       | 1100  |
|         | Beverly,       | 676   |         | Gold. Fleece, | 967   | Dec.    | Gold'n Eagle, | 1100  |
|         | Hippogriffe,   | 671   |         | Rocket,       | 395   |         | Corolus,      | 581   |
|         | Samoset,       | 739   | Sept.   | Chas. Ward,   | 690   |         | Gold'n West,  | 1430  |
| Jun.    | Lady Frank-    |       |         | Kedar,        | 347   |         | Peerless,     | 735   |
|         | lin,           | 463   |         | Malay,        | 850   |         | Phantom,      | 1340  |
|         | Cohota,        | 690   | Oct.    | Towusend,     | 719   |         | Masconomo,    | 824   |

# BOSTON AND LIVERPOOL PACKETS.



## TRAIN & CO.'S LINE.

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Ship **STAR OF THE EMPIRE**, (new) 2,000 tons, Capt. A. H. Brown.

Ship **CHARIOT OF FAME**, (new) 2,000 tons, Capt. A. H. Knowles.

Ship **STAFFORDSHIRE**, 1,800 tons, Capt. J. Richardson.

Ship **DANIEL WEBSTER**, 1,200 tons, Capt. W. H. Howard.

Ship **PARLIAMENT**, 1,100 tons, Capt. Gaius Sampson.

Ship **NORTH AMERICA**, (new) 1,500 tons, Capt. A. Dunbar.


Ship **PRESIDENT**, 1,000 tons, Capt. Comings.

Ship **WESTERN STAR**, 900 tons, Capt. E. D. Thayer.

These ships are all of the **FIRST CLASS**, built expressly for LIVERPOOL PACKETS, are commanded by men of experience in the trade, have

### SUPERIOR ACCOMMODATIONS FOR PASSENGERS,

and will be despatched *punctually* from Liverpool on the 5th and 20th of each month, and from Boston as per special advertisement.

For freight or passage, apply in Boston to ENOCH TRAIN & CO., 37 and 33 Lewis Wharf, and in Liverpool to TRAIN & CO., 5 India Buildings.  An experienced Surgeon is attached to each ship.

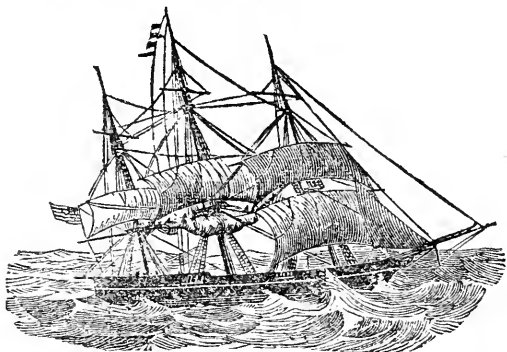
N. B. Persons wishing to send for their friends can obtain certificates of Passage, cabin, second cabin and steerage, by applying in Boston at the office as above, *the only place where certificates of this Line can be purchased*. Sight bills of Exchange, for £1 and upwards, can be had in sums to suit.

# CALIFORNIA LINE

FOR

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DIRECT FROM PHILADELPHIA.



**BISHOP, SIMONS & Co., Agents,**  
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**PHILADELPHIA.**

Arrangements are now made to dispatch an A 1, Clipper, on the 1st and 15th, and also a First Class Packet Ship about the 25th of each month.

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**A FIRST CLASS HOTEL.**

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The two Terms, into which the Annual Session of this College is divided, commence respectively, on the second Monday in September and the First Monday in February of each year.

Its course of Studies embrace the Scientific course of the United States Military Academy at West Point, and thorough instruction in History, International and Constitutional Law, Greek and Latin Languages, Ethics, Belles Lettres, and Civil Engineering. Great facilities are also afforded for the study of the Modern European Languages.

A flourishing *Law School* under the Hon. Thomas B. Monroe, a Judge of the Federal Court, distinguished for high legal attainments, is connected with the Institute, and offers great advantages to students.

The *Military feature* is not introduced merely to diffuse military knowledge; but as a means of exercising complete control over the students, and securing to them the personal advantages of a systematic and economical distribution of time, habits of punctuality, health, physical development and a consequent increase of mental vigor.

The *Location* is remarkably healthy, and is removed from the allurements, vices and dissipations usually incident to College life. Situated one mile from the Kentucky River, it may be reached from Louisville and Cincinnati by Steamboat, or from Louisville, by the Louisville and Frankfort Railroad to Eminence, thence by Stage, twelve miles, to Drennon Springs.

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Students are received at any time and charged from date of entrance to the end of the term.

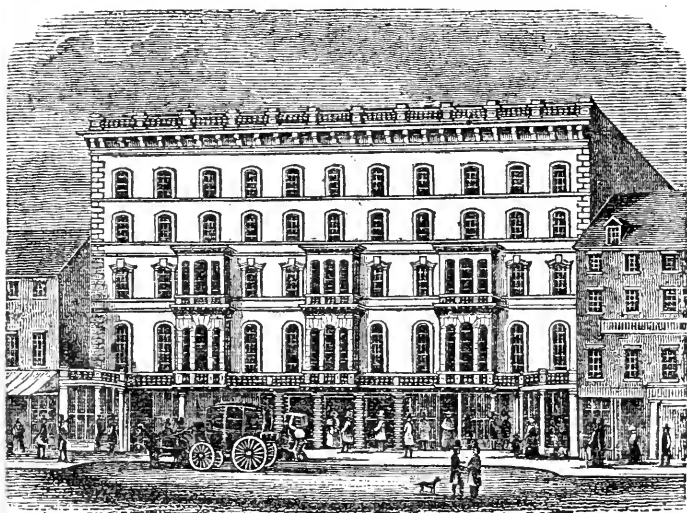
For further information address the "Adjutant" or "Superintendent of the Institute at Drennon Springs, Kentucky."

B. R. JOHNSON, *Superintendent.*

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Their location, arrangements with Omnibuses, &c., are a great accommodation to the traveling public.



## AMERICAN HOUSE,

HANOVER STREET, BOSTON.

The undersigned, having entirely rebuilt, and enlarged the above extensive establishment, containing in all about three hundred and fifty rooms, begs leave to call attention to its magnificent arrangements, and superior accommodations. The Drawing Rooms are most elegantly appointed; the suits of rooms well arranged; the sleeping apartments commodious and well ventilated: indeed, no expense has been spared to render every apartment perfect.

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LEWIS RICE, Proprietor.



**IN QUART BOTTLES.**

**FOR THE REMOVAL AND PERMANENT CURE OF ALL DISEASES ARISING FROM AN IMPURE STATE OF THE BLOOD, OR HABIT OF THE SYSTEM.**

In this preparation we have all the restorative properties of the root, combined and concentrated in their utmost strength and efficacy. Experiments were made in the manufacture of this medicine until it was found it could not be improved. Accordingly, we find it resorted to almost universally in cases of Scrofula, Liver Diseases, Salt Rheum, General Prostration of the Vital Powers, and all those tormenting diseases of the skin so trying to the patience, and injurious to the health.

Prepared and sold, wholesale and retail, by A. B. & D. SANDS, Druggists and Chemists, 100 Fulton-street, corner of William. New York. Sold also by Druggists generally throughout the United States and Canadas. Price \$1 per bottle; six bottles for \$5.



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PREPARES SEVERAL VEGETABLE REMEDIES, EACH ADAPTED  
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ARE RECOMMENDED.

His **COUGH SYRUP**, for all kinds of *Coughs, Colds, Affections of the Liver. Pains in the Side*, and all diseases tending to *Consumption*. His **PANACEA**, for *purifying the Blood*, and for the cure of *Scrofula* in all its various forms—*diseases of the Bone—Erysipelas, Eruptions of the Skin, Pimples on the Face, Sores*, and all kindred diseases. Also, for regulating *obstructed or excessive Menstruration; Fluor, Albus, Spinal Complaint, Nervousness, Debility, Chronic Rheumatism, Chronic Sore Eyes, Fever and Ague, Jaundice*, and all impure diseases of the body, arising from an injudicious use of mercury, or other causes. His **CHOLERA AND DIARRHŒA MEDICINE**, for *Chronic or Acute Diarrhœa, Dysentery, Billious Cholic, Cramps, Pain in the Stomach, Summer Complaint of Children, &c.*, is one of the best and safest preparations ever offered. His **LINIMENT** for all Diseases, which Liniments are intended, is not surpassed. These preparations have perfected many of the most extraordinary cures on record, for which the subscriber has Certificates from reliable sources. From Hon. J. W. EDMONDS, Chief Justice Supreme Court of New York; Hon. JOHN YOUNG; Hon. DANIEL GOTT, New York; THOMAS G. TALMAGE, late Mayor of Brooklyn; with many others, well known to the public

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It is universally conceded that, the chief obstacle which Gold Miners have to contend with, is the difficulty of separating the gold from pulverized quartz, or sand, especially where there is pyrites of iron in the composition.

The testimony of all miners in California and Australia, shows that large quantities of black iron sand exist in various localities of the golden regions, but that the tedious and expensive nature of the process of separating it from the gold, has hitherto prevented the prosecution of that enterprise to any great extent. The black sand, containing frequently, two dollars' worth of gold in one pound of sand, lies therefore undisturbed. Wherever gold is found in the surface washings, there also, some portion of this black iron sand is intermixed, and in washing the sand away by the common process, a large portion of the gold is also washed away, and lost.

These facts have aroused the inventive genius of the age, and apparatus of various descriptions, have been constructed, with a view to the accomplishment of the desired purpose. But for want of practical experience, and a familiar knowledge of the nature of *quicksilver*, they have all failed. The heavy sand has accumulated on the surface of the quicksilver and prevented the gold from coming in contact and uniting in amalgam: or the quicksilver has been broken into globules, and carried off with the sand.

The attention of gold miners, however, is invited to the fact, that nature has furnished the most perfect combination of scientific principles, in the movements of a whirlpool, which, by a proper mechanical arrangement, are so applied and regulated, as to accomplish all that the gold miner can desire in the process of separating even the finest particles of gold from iron sand as well as from crushed quartz and other substances.

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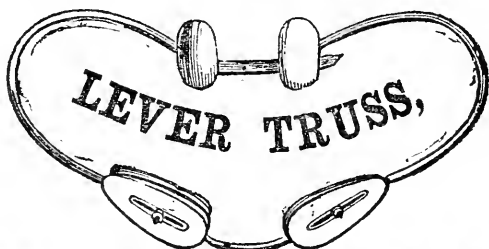
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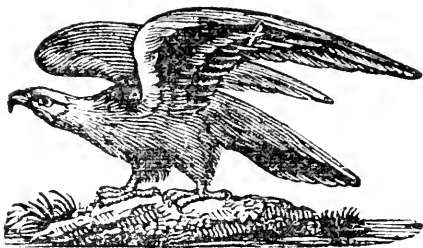
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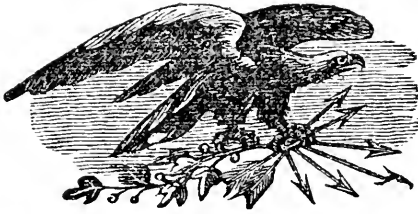
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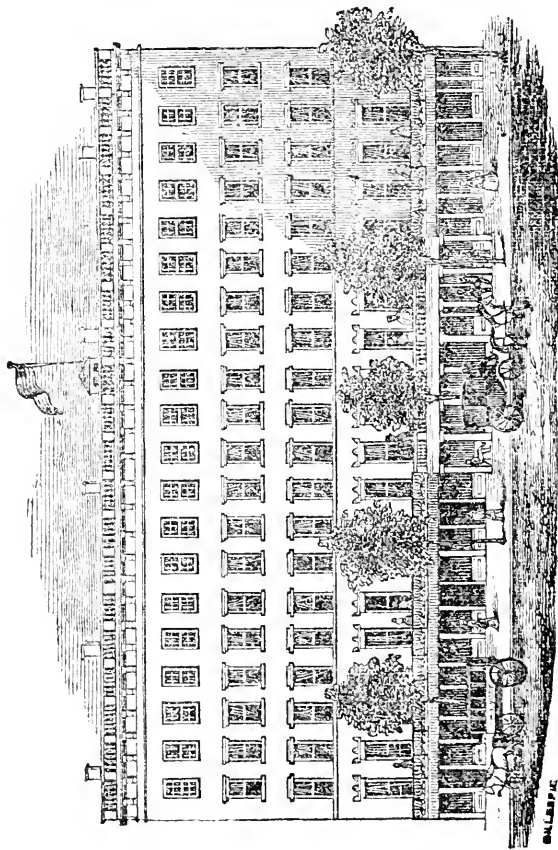
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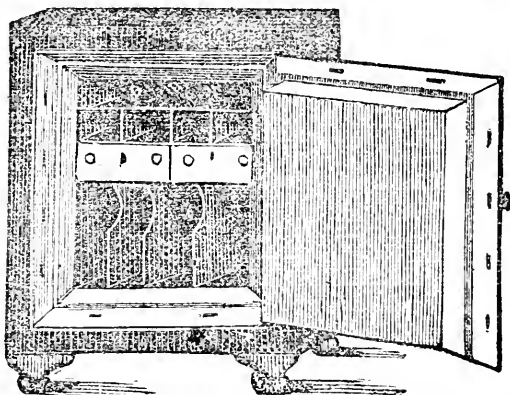
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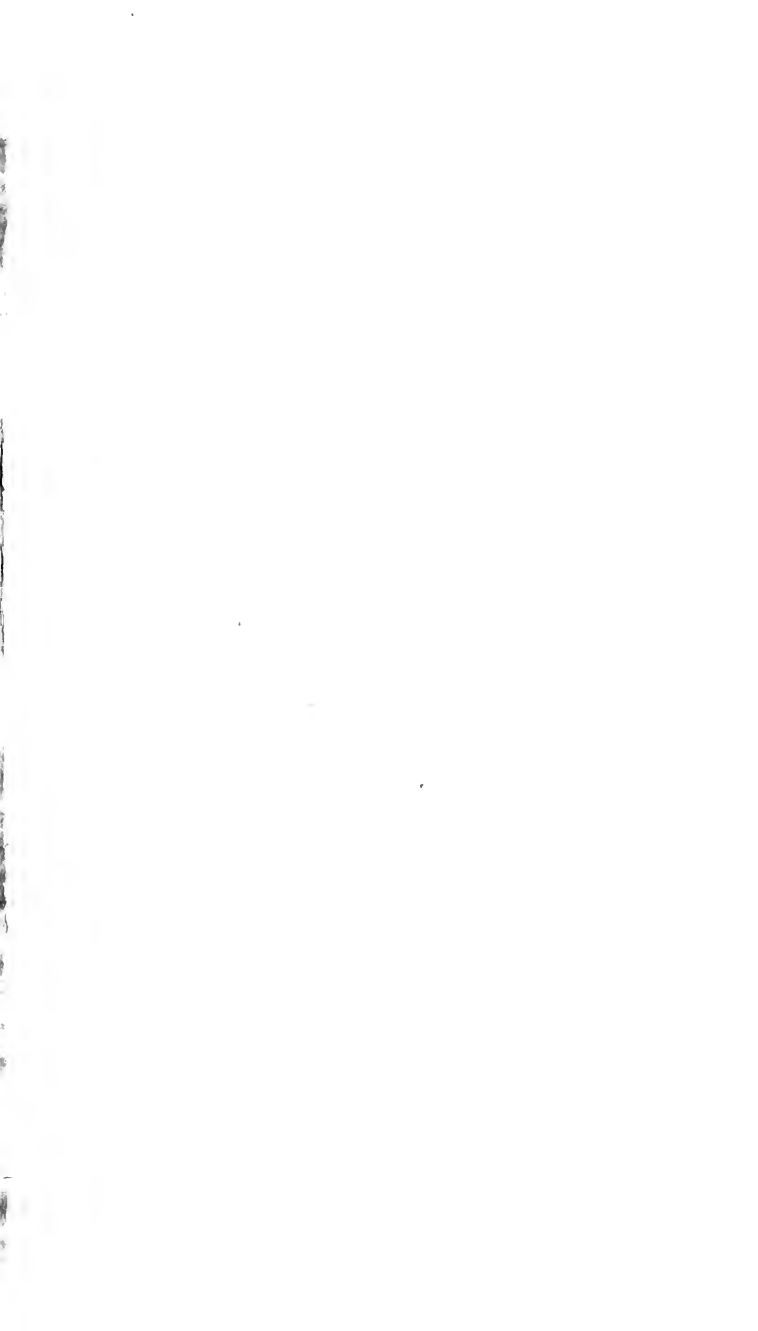
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