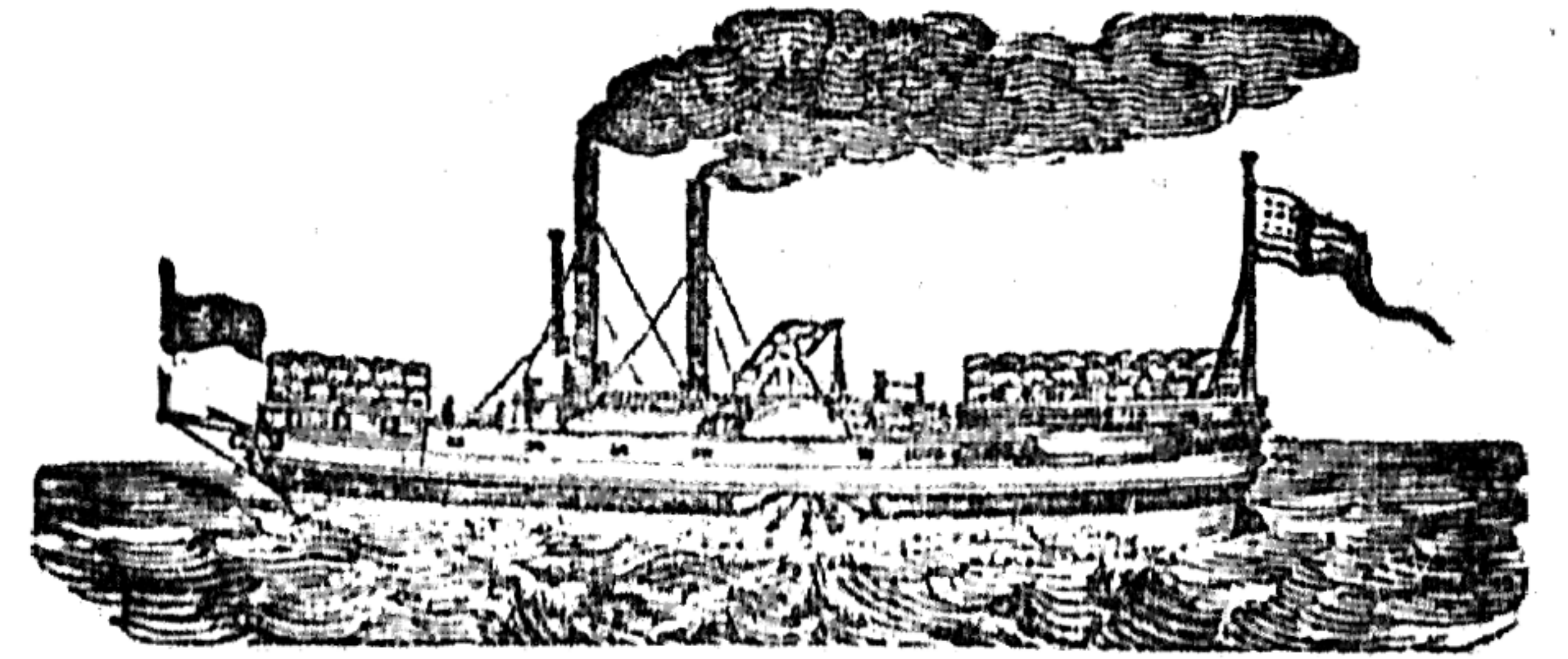
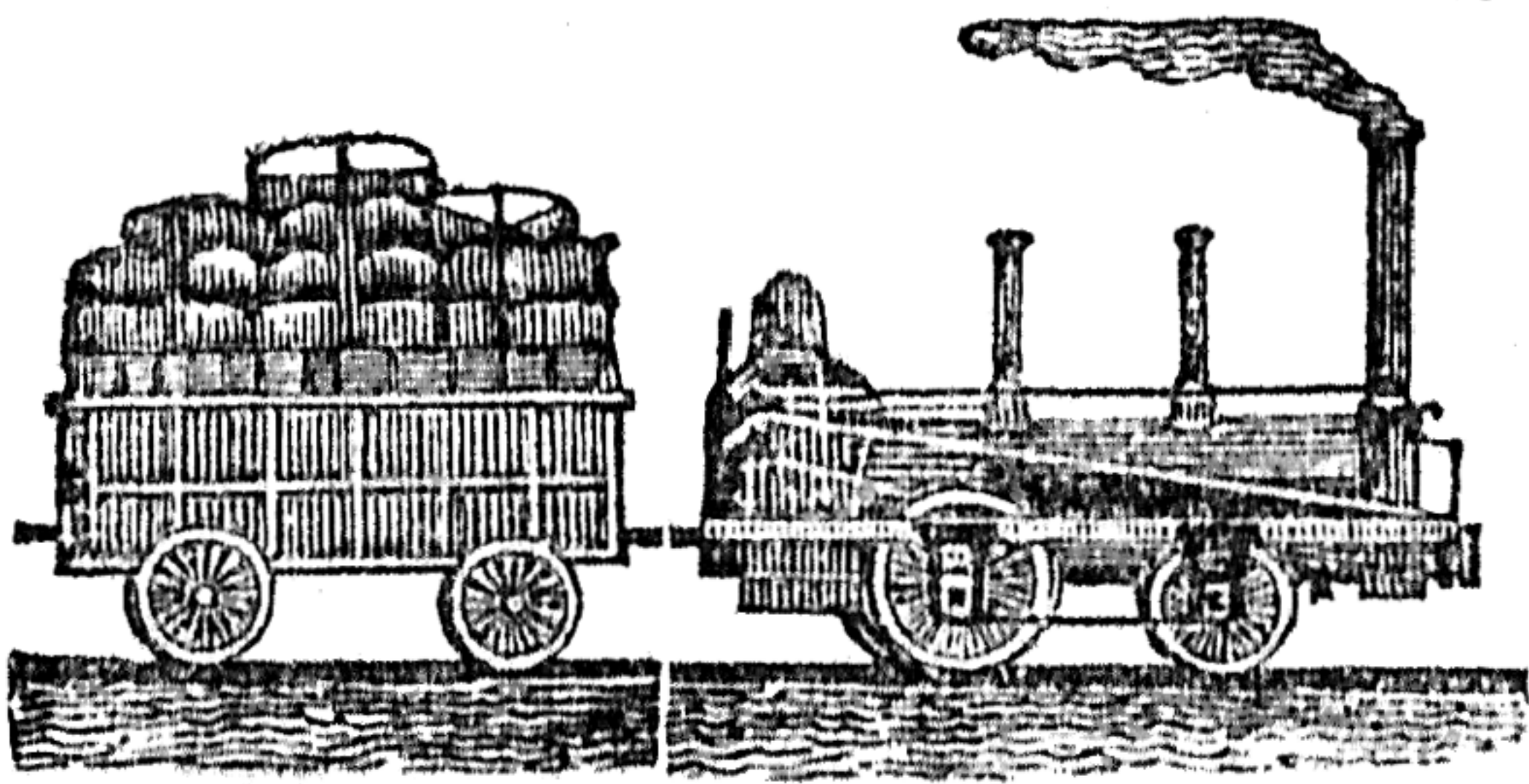


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SATURDAY, APRIL 11, 1846.

{WHOLE No. 511, VOL. XIX.

BOSTON AND PROVIDENCE RAILROAD. Passenger Notice. Summer Arrangement. On and after Monday, April 6, 1846, the Passenger Trains will run as follows:

For New York—Night Line, via Stonington. Leaves Boston every day, but Sunday, at 5 p.m.
Accommodation Trains, leave Boston at 7½ a.m. and 4 p.m., and Providence at 8 a.m. and 4½ p.m.
Dedham trains, leave Boston at 8 a.m. 12½ m., 3½ p.m., and 6½ p.m. Leave Dedham at 7 a.m. and 9½ a.m. and 2½ and 5½ p.m.
Stoughton trains, leave Boston at 11½ a.m. and 5½ p.m. Leave Stoughton at 7:20 a.m. and 3¼ p.m.
All baggage at the risk of the owners thereof.
31 ly W. RAYMOND LEE, *Sup't.*

BRANCH RAILROAD and STAGES connecting with the Boston and Providence Railroad. Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NORWICH AND WORCESTER RAILROAD. Summer Arrangement, commencing Monday, April 6, 1846.

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 4½ p.m. Leave Worcester, at 10 a.m., and 4½ p.m.
The morning Accommodation Trains from Norwich, and from Worcester, connect with the trains of the Boston, and Worcester and Western Railroads each way.

The Evening Accommodation Train from Worcester connects with the 1½ p.m. train from Boston.
New York Train via Long Island Railroad: Leave Allyn's Point for Boston, about 1 p.m., daily, except Sunday.
Leave Worcester for New York, about 10 a.m., stopping at Webster, Danielsonville, and Norwich.
New York Train via Steamboat—Leave Norwich for Boston, every morning, except Monday, on the arrival of the steamboat from New York, stopping at Norwich and Danielsonville.

Leave Worcester for New York, upon the arrival of the train from Boston, at about 4½ p.m., daily, except Sunday, stopping at Webster, Danielsonville and Norwich.

Freight Trains daily each way, except Sunday.—Special contracts will be made for cargoes, or large quantities of freight, on application to the superintendent.

Fares are Less when paid for Tickets than when paid in the Cars.
32 ly J. W. STOWELL, *Sup't.*

NEW YORK AND HARLEM RAILROAD COMPANY.—Winter Arrangement.

On and after November 3d, 1845, the cars will run as follows:
Leave City Hall for Yorkville, Harlem, Morrisiana, and Williams' Bridge,
7 30 A.M. This train leaves 27th st.
7 30 " Does not stop this side of Harlem.
10 30 " Does not stop this side of Harlem.
11 30 " "
1 P.M. Does not stop this side of Harlem.
2 30 " "
3 30 " Does not stop this side of Harlem.
4 30 " "

Leave White Plains for City Hall—8:10, 11:10 a.m., and 1:45, 4:10 p.m.

Leave Tuckahoe for City Hall—8:20, 11:20 a.m., and 1:55, 4:20 p.m.

Leave Williams' Bridge for City Hall—8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morrisiana for City Hall—8, and 9:10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.
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BOSTON AND MAINE RAILROAD.

Upper Route, Boston to Portland via, Reading, Andover, Haverhill, Exeter, Dover, Great Falls, South & North Berwick, Wells, Kennebunk and Saco.
Summer Arrangement, 1846.

On and after April 13, 1846, Passenger Trains will leave daily, (Sundays excepted,) as follows:

Boston for Portland at 7½ a.m. and 2½ p.m.
Boston for Great Falls at 7¼ a.m., 2½ and 4½ p.m.
Boston for Haverhill at 7¼ and 11½ a.m., 2½, 4½ and 6 p.m.
Boston for Reading at 7¼, 9, and 11½ a.m., 2½, 4½, 6 and 8 p.m.
Portland for Boston at 7½ a.m., and 3 p.m.
Great Falls for Boston at 6¼ and 9¼ a.m., and 4½ p.m.
Haverhill for Boston at 6¼, 8½, and 11 a.m., and 4 and 6½ p.m.
Reading for Boston at 6½, 7¼ and 9¼ a.m., 12 m., 1½, 5 and 7½ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.
CHAS. MINOT, *Super't.*

SUMMER ARRANGEMENT.—NEW YORK AND ERIE RAILROAD LINE, from April

1st until further notice, will run daily (Sundays excepted) between the city of New York and Middletown, Goshen, and intermediate places, as follows:

FOR PASSENGERS—
Leave New York at 7 A.M. and 4 P.M.
" Middletown at 6½ A.M. and 5½ P.M.
FARE REDUCED to \$1 25 to Middletown—way in proportion. Breakfast, supper and berths can be had on the steamboat.

FOR FREIGHT—
Leave New York at 5 P.M.
" Middletown at 12 M.

The names of the consignee and of the station where to be left, must be distinctly marked upon each article shipped. Freight not received after 5 P.M. in New York.

Apply to J. F. Clarkson, agent, at office corner of Duane and West sts.

H. C. SEYMOUR, *Sup't.*
March 25th, 1846.

Stages run daily from Middletown, on the arrival of the afternoon train, to Milford, Carbondale, Honesdale, Montrose, Towanda, Owego, and West; also to Monticello, Windsor, Binghamton, Ithaca, etc., etc. Agent on board.
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BALTIMORE AND OHIO RAILROAD. MAIN STEM. The Train carrying the

Great Western Mail leaves Baltimore every morning at 7¼ and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P.M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P.M., and from Frederick to Baltimore at 8 A.M.

WASHINGTON BRANCH.

Daily trains at 9 A.M. and 5 P.M. and 12 at night from Baltimore and at 6 A.M. and 5½ P.M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.
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