GEST, MEEK & CO.,
138 West Second Street, Cincinnati, O.
MANUFACTURERS' AGENTS
FOR THE SALE OF
RAILWAY AND MACHINISTS' SUPPLIES GENERALLY,
AT MANUFACTURERS' PRICES.

Agency of the Sheffield Steel Works, Pittsburgh, Pa.
(Singer, Nimick & Co., Proprietors.)

Double Refined Cast Tool Steel,
Machinery Cast Steel, Common Spring Steel,
Double Shear Steel, German Steel,
Cast Steel, for Oil Well Tools, Blister Steel,
Cast Spring Steel, Lay Steel,
Railroad Steel,

Frog Points and Side Bars, Steel Axles,
Steel Crank Pins, &c., &c.

Warranted in every respect, and second to none made in this country or imported.

All sizes and kinds in store, at Manufacturers' Prices.

Axles, Duck, Metals, Thurber's anti-
Anvils, Drills, friction,
Axes, Engines, Portable, Nuts (Sq., & Hex.),
Axges, Engines, Stationary, Oil, all kinds,
Boller Plates, Files, Piles,
Brass Goods, Fish Bars, Piston Rods,
Belting, Flues, all kinds, Punches (Hydraulic),
Hells, Gas Pipe, Packing,
Blocks (Pulley), Gauges, Steam, Rivets,
Bellows, Hose, Shovels and Spades,
Crow Bars, Iron (Box and Sheet), Shafting,
Crucibles, Injectors (Giffard's), Spikes,
Chairs (R.R.), Jacks (all kinds), Track Bolts,
Claw Bars, Lamps and Lanterns, Vises,
Copper, Lead, Washers,
Chain, Wheelbarrows, &c.,

AT
Manufacturers' Lowest Prices.
ADVANTAGES OF THE BLAIR SPRING.

1st. It is really an Elliptic Spring, having the slow and regular motion of same, and not subject to the sudden violent recoil of Gums and Spirals.

2d. In extent of action it excels all other Springs, Elliptics only excepted.

3d. It will not pound or block.

4th. It is warranted to carry the load in constant elastic suspension.

5th. It carries the Bolster square.

6th. It has but one motion, which is direct.

7th. It can be maintained at less cost than any other known Spring that carries the load in constant elastic suspension.

8th. Its simplicity of construction enables renewals and repairs to be made without the intervention of skilled workmen.

9th. It is not boxed up so as to hide defects or be relieved when subjected to severe service (i.e., overloading, etc.), but its condition is always visible.

10th. It is a Spring in fact as well as in form.

11th. If it ceases to be one in fact, it is no longer one in form, and requires renewing; important when constant elasticity is desired.

12th. Its durability is equal if not greater than any other Spring that carries the load in elastic suspension, under all circumstances.

13th. To exhaust the same requires four times the maximum load, and a compression of 100 to 200 per cent. more than any other Spring, Elliptics excepting.

14th. The Springs are made of best Cast Spring Steel, tempered, and every Plate and Spring is severely tested before leaving the works.

15th. The present form, make and application of the Blair Spring is the result of some six years' practical experience (with Springs under several thousand cars), and is believed to remedy any and all defects discovered during said time.

16th. To prove all that is claimed above, it is only necessary to give the Spring a practical and impartial test.

Address,

Gest, Meek & Co.,
Cincinnati, O.

or

Gest, Atkinson & Co.,
Chicago, Ill.,
GEST, MEEK & CO.,
OFFICE AND WAREHOUSE
138 WEST SECOND STREET,
Cincinnati, O.,
MANUFACTURERS' AGENTS.

Special arrangements with W. BAILEY LANG & Co. enable us to fill orders on the most favorable terms, for

LOWMOOR IRON TYRE,
ROLLED TO FIT WITHOUT BORING.

LOWMOOR BOILER PLATES,
WARRANTED TO FLANGE TO ANY SHAPE AND NOT BLISTER.

LOWMOOR BAR IRON,
FOR STAY BOLTS AND PURPOSES WHERE GREAT STRENGTH IS REQUIRED.

STEEL TYRE,
Furnished by us at manufacturers' best rates—KRUPP'S, NAYLOR'S and BUTCHER'S.

Chilled Tyre, Spoke Wheels, single and double, Plate Car Wheels, Steel, Iron, Brass and Copper Flues, Flue Expanders and Scrapers, Steel Boiler and Fire-box Plates, at Manufacturers' rates.

GEST, ATKINSON & CO.,
Chicago, Ill.
GEST, MEEK & CO.,
138 West 3d St., Cincinnati, O.
CAST STEEL ELLIPTIC SPRINGS,
FOR CARS, TENDERS, OR ENGINES.

FURNISHED BY US, ARE
REMARKABLY LIGHT, ELASTIC, & DURABLE,
Owing to the
Superior Quality of Steel Used,
AND
PROCESS OF TEMPERING SAME.

Springs made to order, according to Specifications, and warranted as to Material and Workmanship.

Spring Steel, Cast and Common, furnished at Manufacturers' rates, warranted uniform and of Superior Quality.

GEST, MEEK & Co.,
138 West 2d Street,
Chicago, Ill.

Cincinnati, Ohio.

RUBBER AND LEATHER BELTING,
HOSE, PACKING AND GASKETS IN STORE,
And for Sale at Manufacturers' Prices.

GEST, MEEK & CO.
ASHCROFT'S

STEAM GAUGES.

(See opposite page.)
ASHCROFT’S
STEAM GAUGES:

**BRASS CASE.**

<table>
<thead>
<tr>
<th>No.</th>
<th>10 inch Dial</th>
<th>Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td><em>(Deep Case Engraved)</em></td>
<td>$90.00</td>
</tr>
<tr>
<td>2</td>
<td>8½</td>
<td></td>
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<td>3</td>
<td>7</td>
<td></td>
<td>$33.00</td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>Maximum Hand</td>
<td>$36.00</td>
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<tr>
<td>5</td>
<td>5½</td>
<td>Maximum Hand</td>
<td>$30.00</td>
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**IRON CASE.**

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<td>3½</td>
<td></td>
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<td></td>
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<td>7</td>
<td>5</td>
<td></td>
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</tr>
<tr>
<td>8</td>
<td>5</td>
<td><em>(Half Circle)</em></td>
<td>$15.00</td>
</tr>
<tr>
<td>9</td>
<td>4½</td>
<td></td>
<td>$14.00</td>
</tr>
<tr>
<td>10</td>
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<td>$12.00</td>
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**VACUUM, BRASS CASE.**

<table>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>$90.00</td>
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<tr>
<td>2</td>
<td>8½</td>
<td>$60.00</td>
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<tr>
<td>3</td>
<td>7</td>
<td>$33.00</td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>$30.00</td>
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</table>

---

STEAM GAUGES CAREFULLY REPAIRED.

JOHN ASHCROFT,
50 JOHN STREET,
New York.
**BOURDON, AND LANE’S IMPROVEMENT.**

<table>
<thead>
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<th>No.</th>
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<tbody>
<tr>
<td>0</td>
<td>Brass Case, 9 inch Dial, Engraved</td>
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<td>&quot; 8½ &quot; &quot; Engraved</td>
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<tr>
<td>1</td>
<td>&quot; 8½ &quot; &quot; Plain</td>
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<tr>
<td>2</td>
<td>&quot; 6½ &quot; &quot; Lane’s Improvement, Locomotive, Steamboat or Stationary</td>
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<tr>
<td>2</td>
<td>&quot; 6½ &quot; &quot; Old Style, High or Low Pressure, or Vacuum</td>
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<tr>
<td>3</td>
<td>Iron Case, 6½</td>
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<tr>
<td>3</td>
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<td>$25 00</td>
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<tr>
<td>4</td>
<td>Brass Case, 6</td>
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<td>4</td>
<td>&quot; 6 &quot; &quot; Old Style, Stationary</td>
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<td>&quot; 5½ &quot; &quot; Lane’s Improvement, Stationary</td>
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<td>6</td>
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<td>6</td>
<td>&quot; 5½ &quot; &quot; Old Style, Locomotive</td>
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<tr>
<td>7</td>
<td>Brass Case, 3&quot;</td>
<td>$12 00</td>
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**ALLEN’S PATENTS.**

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<td>Iron Case, 4½ &quot;</td>
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</tr>
<tr>
<td>1</td>
<td>&quot; 6 &quot;</td>
<td>$20 00</td>
</tr>
<tr>
<td>1</td>
<td>Brass Case, 6 &quot;</td>
<td>$25 00</td>
</tr>
<tr>
<td>2</td>
<td>&quot; 6½ &quot; &quot; Locomotive</td>
<td>$30 00</td>
</tr>
<tr>
<td>3</td>
<td>Iron Case, 6½ &quot;</td>
<td>$25 00</td>
</tr>
<tr>
<td>3</td>
<td>Brass Case, 8½ &quot;</td>
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<td>3</td>
<td>&quot; 8½ &quot; &quot; Plain</td>
<td>$48 00</td>
</tr>
<tr>
<td>3</td>
<td>&quot; 10 &quot; &quot; Engraved</td>
<td>$65 00</td>
</tr>
<tr>
<td>3</td>
<td>&quot; 10 &quot; &quot; Pressure and Vacuum</td>
<td>$80 00</td>
</tr>
<tr>
<td>3</td>
<td>&quot; 12½ &quot; &quot; Pressure and two Vacuums</td>
<td>$130 00</td>
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</table>

A Vacuum and Pressure Gauge, Revolution Counter, and Howard Clock, in one Case, 20 inch Ring, Brass Case ........................................... $330 00

Two Vacuums and one Pressure Gauge, Revolution Counter, and Howard Clock, in one Case, 20 inch Ring, Brass Case ........................................... $350 00

A Howard Clock and Counter, in one Case, 10 inch Dial, Brass Case, and Silver-plated Ring, or Bizzle, Gold-Plated Hands .......................... $160 00

A Howard Clock, 10 inch Engraved Dial, separate Case, $115; 8½ inch Engraved Dial, same style, $100. 10 inch Counter, in separate Case, same style, $80; 8½ inch Counter, same style, $70.

Each of the above with Stand or Base, $10 extra.

**JOHN ASHCROFT,**

50 JOHN STREET, N. Y.
EASTMAN'S

STEAM GAUGES.

Brass Gauge, $23.

Iron Gauge, $19.

Boiler Makers' Ratchet Drills—Short Stock.

No. 1, 10 inch Handle...$9 00 each. | No. 2, 12 inch Handle...$10 50 each.

JOHN ASHCROFT,

50 JOHN STREET, NEW YORK.
BRIDGES & LANE,
MANUFACTURERS AND DEALERS IN

Railroad and Car Findings, and Machinery

OF EVERY DESCRIPTION,

Car, Ship and Bridge Bolts, Spikes, Bolts, Nuts, Washers, Turn Buckles, Hydraulic Jacks, Ball's Patent Jack Screws.

**TAFT'S PATENT IMPROVED**

Anti-Friction Rolling LEVER SHEARS & PUNCHES.

The best and easiest working machine in use for cutting Boiler Plate, Iron, Brass &c., &c.


50 Cortlandt, cor. Greenwich Street,

NEW YORK.

ALBERT BRIDGES. JOEL C. LANE.
ASHCROFT'S

RAILWAY DIRECTORY

FOR

1866,

CONTAINING AN OFFICIAL LIST OF THE

Officers and Directors

OF THE

RAILROADS IN THE UNITED STATES & CANADAS.

TOGETHER WITH THEIR

FINANCIAL CONDITION AND AMOUNT OF ROLLING STOCK.

6th Annual

COMPILED FROM OFFICIAL REPORTS BY

JOHN ASHCROFT.
No. 50 John Street,
NEW YORK.
STOVER MACHINE CO.
H. D. STOVER, President.
MANUFACTURERS AND DEALERS IN
MACHINISTS' TOOLS
OF ALL KINDS.

IRON PLANER.
H. D. STOVER'S Patent
WOOD WORKING MACHINERY,
MACHINIST AND RAILROAD SUPPLIES,
117 Liberty Street,
NEW YORK.

MANUFACTORY—Foot 51st Street, North River.
INTRODUCTION.

The Compiler of this work again takes occasion to thank the officers of the Railways for their prompt attention in furnishing the necessary information for completing the book. As in former years, application has been made to every Railway Co. in the United States and the British Provinces; and from nearly all, reports have been received. From some of the Roads, however, especially in the Southern States, it has been impossible to obtain full information in proper time, in which case the compilation has been made from the best sources available. Should any errors or omissions have occurred, it has not been from want of care, but from lack of proper information.

The attention of Railway Officers is called to the Advertisements in this book. They are all of old and well-established firms, leading houses, reliable and worthy of patronage.

JOHN ASHCROFT,
50 John Street,
New York.
## GENERAL INDEX.

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ASHCROFT'S

RAILWAY DIRECTORY

FOR

1866.

Maine Central Railroad.

From Bangor to Danville Junction, Me., 110 miles.

Office, Waterville, Me.

Capital paid in, $1,470,809 47. Funded Debt, $2,360,000. Total cost of Road, $4,160,594 10. Gauge of Road, 5 feet 6 inches. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 15. No. of Freight Cars, 240. No. of Baggage Cars, 5.

Time of Election, last Wednesday in June.

President, Hollis Bowman, Bangor, Me.
Treasurer, Joshua Nye, Waterville, “
Secretary, Samuel P. Benson, “
Auditor, [Committee Appointed Annually.]
Superintendent, C. M. Morse, “
General Freight Agent, Nathaniel Meader, “
General Ticket Agent, F. E. Boothby, “
Master of Machinery and Car Repairs, J. W. Philbrick, “
Road Master, William Bodge, “
Purchasing Agent, C. M. Morse, “

Seven Directors.

Hollis Bowman, Bangor, Me.
Ira Crocker, Portland, “
William Goodenow, “
S. P. Benson, Winthrop, “

Wm. Connor, Kendall's Mills, Me.
Franklin Smith, Waterville, “
T. W. Baldwin, Bangor, “

2
Bangor, Old Town and Milford Railroad.

From Bangor to Milford, Me., 13 miles.

Office, Bangor, Me.

Capital paid in, $440,000. Total cost of Road, $640,804 09. No. of Locomotives, 5. No. of Passenger Cars, 1st class, 5. No. of Freight Cars, 56. Gauge of Road, 4 feet 8½ inches.

Time of Election, August.

President and Treasurer, ............... Samuel Veazie, Bangor, Me.
Secretary, Chief Engineer, and Acting Superintendent, .................... Joseph Taney, ....
General Freight and Ticket Agent, .......... N. T. Swan, ....
Master of Transportation, .................. G. D. Warren, ....
Master of Machinery, ..................... Joseph E. Merritt, ....
Master of Car Repairs, .................... K. H. Peaks, ....
Road Master, ............................. B W. Wellington, ....

Five Directors.

Samuel Veazie, Bangor, Me. | Charles V. Lord, Bangor, Me.
John W. Veazie, " " | N. T. Swan, " "
William J. Lord, " " | " "

Androscoggin Railroad.

From Brunswick, Me., to Farmington, Me., 64 miles.

Branch: Crowley's to Lewiston, 5 miles.

Office, Farmington, Me.

Capital paid in, $254,138 84. Funded Debt, $925,000. Total cost of Road, $1,300,000. Earnings, 7 months last year, gross, $79,368 54. Net, $37,432 51. No. of Locomotives, inside connections, 2. Outside connections, 4. No. of Passenger Cars, first class, 4. No. of Freight Cars, 68. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Tuesday of September.

President, ................................. Oliver Moses, Bath, Me.
Treasurer, ................................. J. A. Linscott, Farmington, Me.
Secretary and Chief Clerk, ................ John H. Kimball, Bath, "
Superintendent and Chief Engineer, ............................ S. W. Eaton, Farmington, "
Road Master and Purchasing Agent, .................. J. A. Linscott, "
General Freight and Ticket Agent, and Master of Transportation, .................. Ira Russell, "
Master of Machinery, .......................... A. R. C. Turner, "
Master of Car Repairs, .................... Philip M. Stubbs, Strong, "

Seven Directors.

Oliver Moses, Bath, Me. | Seth May, Auburn, Me.
David Patten, " " | A. D. Lockwood, Lewiston, Me.
Washington Gilbert, Bath, Me. | Philip M. Stubbs, Strong, "
John H. Kimball, " " | " "
Calais and Baring Railroad.

*From Calais, Me., to Baring, Me., 6 miles. Branches: 5½ miles.*

**Office, Calais, Me.**

Capital paid in, $100,000. Funded Debt, $112,700. Total cost of Road, $226,160. Earnings last year, gross, $31,819 80. Net, $14,739 98. No. of Locomotives, inside connections, 3. No. of Passenger Cars, 1st class, 1; 2d class, 2. No. of Freight Cars, 161. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

*President,.................George M. Porter, Calais, Me.*

*Secretary,..................James S. Cooper,*

*General Freight and Ticket Agent, and Master of Transportation,*

*Chas. W. Butler, Milltown,*

*Road Master,.................Benj. Potter, Milltown,*

*Five Directors.*

Geó M. Porter, St. Stephen, N. B. | Edwd. A. Barnard, Calais, Me.
H. N. Hill, " " " | Jas. S. Cooper, " "
John McAdam, " " "

Lewy's Island Railroad.

*From Baring to Princeton, Me. 16½ miles.*

**Office, Calais, Me.**

Capital paid in, $175,410. Funded Debt, $210,000. Total cost of Road, $345,000. Earnings last year, gross, $15,293 31. Net, $8,715 44. No. of Locomotives, 1. No. of Passenger Cars, 1st class, 1; 2d class, 2. No. of Freight Cars, 19. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

[This road is now in the hands of the second mortgage bondholders, and is controlled by W. W. Sawyer, as Superintendent and Manager. Office, Calais, Me.]

*Treasurer,..................Francis K. Swan, Calais, Me.*

*Superintendent and Manager,........W. W. Sawyer,*

*Chief Engineer,..................E. D. Sawyer,*

*General Freight Agent, ............Charles L. Spooner, Princeton, Me.*

*Master of Transportation, ..........James P. Craugh, Milltown,*

*Master of Machinery,*

*C. W. Butler,*

*Master of Car Repairs,*

*Damase Mercier, Calais,*

*Road Master,*

*William Lucas, Milltown,*
Portland and Oxford Central Railroad.

*From Portland, Me., to Canton, Me., 64 miles.*

**Office, Buckfield, Me.**

Capital paid in, $350,000. No. of Locomotives, Inside Connections, 3. No. of Passenger Cars, 1st Class, 2. No. of Freight Cars, 25. No. of Baggage Cars, 1. Gauge of Road, 5 feet 6 inches.

Time of Election, January 1st, 1866.

*President,* .............................................. F. B. Smith, New York.
*Treasurer,* .............................................. S. M. Williams, Buckfield, Me.
*Secretary,* ............................................. S. C. Andrews, Buckfield, Me.
*Superintendent,* ...................................... D. A. Vanvalkenburgh, Buckfield, Me.
*General Freight and Ticket Agent,* and
  *Master of Transportation,* ........................ S. M. Williams, Buckfield, Me.
*Master of Machinery, Master of Car Repairs,* and
  *Road Master,* ........................................ Charles Hammond, Buckfield, Me.

*FIVE DIRECTORS.*

F. B. Smith, New York. | J. J. Speed, Gorham, Me.
Silas C. Hay. | F. W. Pelton, Boston.

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Portland and Rochester Railroad.

(Formerly York and Cumberland Railroad.)

*From Portland, Me., to Saco River, Me., 18½ miles.*

**Office, Portland, Me.**

No. of Passenger Cars, 1st Class, 2. No. of Freight Cars, 28. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, October.

*President,* .............................................. N. L. Woodbery, Portland, Me.
*Treasurer,* .............................................. Lewis Pierce.
*Auditors,* .............................................. A. K. Shurtleff.
*Chief Engineer,* ....................................... John F. Anderson.
*Master of Machinery,* ................................. Arthur Libby.
*Master of Car Repairs,* ............................. Samuel Dean.
*Road Master,* .......................................... H. Cousins.

*NINE DIRECTORS.*

N. L. Woodbery, Pres'd't, Portl'd, Me. | Wm. Kimball, Portland, Me.
Charles Q. Clapp, " " | Levi Morrill, Westbrook, "
A. K. Shurtleff, " " | Nathan Dane, Alfred, "
H. P. Dean, " " | John McDuffie, Rochester, N. H.
John Lynch, " " |  "
Portland and Kennebec Railroad.

From Portland to Skowhegan, Me., 100 miles. Branch: Brunswick to Bath, 9 miles.

Office, Augusta, Me.

Capital paid in, $355,700. Total cost of Road, $2,871,264.45. Earnings last year, gross, $530,316.70. Net, $97,709.00. No. of Locomotives, Inside Connections, 5; Outside Connections, 10. No. of Passenger Cars, 1st and 2d class, 16. No of Freight Cars, 177. No. of Baggage Cars, 10. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday of February each year.

President, Richard D. Rice, Augusta, Me.
Treasurer, J. S. Cushing, " "
Secretary, J. S. Cushing, " "
Auditor, A. T. Thompson, " "
Superintendent, Walter Hatch, " "
General Ticket Agent, J. W. Clapp, " "
Master of Machinery, J. W. Littlefield, " "
Master of Car Repairs, J. A. W. Trussell, " "
Road Master, Allen Colby, Brunswick, " "

Nine Directors.

Richard D. Rice, Augusta, Me.
H. N. Jose, Portland.
John B. Brown, "
Geo. F. Shepley, "
Geo. F. Pattus, Bath.

Portsmouth, Great Falls, and Conway Railroad.

From Union Village, N. H., to Brock's Crossing, 26 miles.

Office, Great Falls, N. H.

Capital paid in, $75,000. Funded Debt, $200,000. Total cost of Road, $275,000. No. of Locomotives, Inside Connections, 3. No. of Passenger Cars, 1st class, 3; 2d class, 2. No. of Freight Cars, 28. Gauge of Road, 4 feet 8½ inches.

President, Geo. M. Browne, Boston, Mass.
Treasurer, John B. Parker, " "
Superintendent and Purchasing Agent, A. A. Perkins, Great Falls, N. H.
General Freight and Ticket Agent, N. W. Wells, " "
Master of Machinery, James Tucker, Union Village, N. H.
Master of Car Repairs, E. Fall, " "
Road Master, F. H. Smith, Great Falls, " "

Five Directors.

Nathaniel Hooper, " " Geo. W. Burleigh, Great Falls, " "
Ichabod Goodwin, Portsmouth, N. H.
Portland, Saco and Portsmouth Railroad.

From Portland, Me., to Portsmouth, N. H., 51 miles.

Office, Portland, Me.

Capital paid in, $1,500,000. Total cost of Road, $1,500,000. Earnings last year, gross, $450,221 60. Net, $236,767 15. Dividend, 6 per cent. No. of Locomotives, 12. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 98. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

[Most of the passenger, and some freight cars are furnished by the Eastern and Boston and Maine Railroad Companies, to which the Road is let at a fixed per cent. for a term of years.]

Time of Election, first Monday in June.

President, Ichabod Goodwin, Portsmouth, N. H.
Treasurer, Eliphalet Nott, Portland, Me.
Secretary and Auditor, Chas. E. Barrett.
Superintendent, Master of Transportation, and Purchasing Agent, Francis E. Barrett.
General Freight Agent, Wm. W. Williams.
General Ticket Agent, Payson Tucker.
Master of Machinery and Car Repairs, James Donnell.
Road Master, Francis Hatch, Wells.

Seven Directors.

Ichabod Goodwin, Portsmouth, N. H. | Nathaniel Hooper, Boston, Mass.
Charles E. Barrett, Portland, Me.

Dover and Winnipiseogee Railroad.

(Formerly Cochecho Railroad.)

From Dover, N. H., to Alton Bay, 28½ miles.

[Leased to and operated by Boston and Maine Railroad.]

Office, Dover, N. H.

Capital paid in, $389,047 60. Funded Debt, $420,953 33. Total cost of Road, $825,199 51. No. of Locomotives, 3. No. of Passenger Cars, 1st class, 3. No. of Freight Cars, 86. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8½ inches.

Time of Election, July.

President, Wm. H. Hill, North Berwick, Me.
Superintendent, William Merritt, Boston, Mass.
Concord, Manchester and Lawrence Railroad.

From Concord, N. H., to Nashua, N. H., 35 miles, and from Manchester, N. H., to Lawrence, Mass., 26 miles.

Office, Concord, N. H.

Capital paid in, $2,500,000. Total cost of Road, $2,500,000. Earnings last year, gross, $821,984 62; net, $226,748 75. Dividend, 4 per cent., semi-annually. No. of Locomotives, 27. No. of Passenger Cars, 1st class, 27. No. of Freight Cars, 425. No. of Baggage Cars, 11. Gauge of Road, 4 feet 8½ inches.

Time of Election, last Tuesday in May.

President, .................. N. G. Upham, Concord, N. H.
Treasurer, Concord Road, .................. N. P. Lovering, Boston, Mass.
Manchester & Lawrence Road, E. W. Harrington, Manchester, N. H.
Superintendent, .......................... J. A. Gilmore, Concord, N. H.
General Freight Agent & Master of Transportation, .......................... J. Stevens, Jr., " "
General Ticket Agent, .......................... Geo. G. Sanborn, " "
Cashier, .......................... J. Frank Webster, " "
Master of Machinery, .......................... J. M. Foss, " "
Master of Car Repairs, .......................... M. W. Dickerman, " "
Road Master, .......................... J. H. Sanborn, " "
Chief Clerk, .......................... H. G. Nutter, " "
Purchasing Agent, .......................... Asahel Clapp, Boston, Mass.

Seven Directors.

Concord Railroad.
N. G. Upham, Concord, N. H.
Isaac Spaulding, Nashua, "
C. H. Peaslee, Portsmouth, N. H.
Uriel Crocker, Boston, Mass.
Josiah Stickney, " "
F. C. Manning, " "
J. S. Kidder, Manchester, N. H.

Manchester & Lawrence Railroad.
N. G. Upham, Concord, N. H.
Asa Fowler, " "
E. A. Straw, Manchester, N. H.
Amos Tuck, Exeter, " "
N. G. White, Lawrence, Mass.
John Flint, Andover, " "

Ashuelot Railroad.

From the Cheshire Railway at Keene, N. H., to the Junction of the Vermont and Massachusetts and Connecticut River Railways at Vernon, Vt., 23 miles.

[Operated by the Cheshire Railway.]

Office, at Keene, N. H.

[John Henry Elliot, the Trustee of the mortgages upon this line, is now in possession, and has been since January, 1861, operating the same by the Cheshire Railway Company, under a share arrangement, affording about $7,500 per annum, and terminable by a year's notice from either party. The bond-owners have the right to organize a new Company, but their general consent being necessary thereof, this right seems to be of no practical value.]
Boston, Concord and Montreal Railroad.

From Concord, N. H., to Wells River, Vt., 93 miles.

Office, Plymouth, N. H.

Capital paid in, $1,800,000. Funded Debt, $1,050,000. Total cost of Road, $2,850,000. Earnings last year, gross, $408,388 36. Net, $141,406 92. No. of Locomotives, 14. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 217. No. of Baggage Cars, 8. Gauge of Road, 4 feet 8½ inches.

Time of Election, Monday next preceding last Tuesday in May.

President, ............................................... John E. Lyon, Boston, Mass.
Treasurer, ..................................... Edward D. Harlow, Boston, Mass.
Secretary, ........................................... Charles Lane, Laconia, N. H.
Superintendent, .................................... Joseph A. Dodge, Plymouth, N. H.
General Freight and Ticket Agent, ........................ J. L. Rogers
Road Masters, ..................................... [J. J. Sanborn, Lake Village, “]
Chief Clerk, ........................................... [A. Mitchell, Plymouth, “]
Purchasing Agent, .................................. [C. M. Whittier, “]

Seven Directors.

John E. Lyon, Boston, Mass. J. P. Pitman, Laconia, N. H.
Holmes Hinckley “ “ Jos. W. Lang, Meredith, “
A. H. Tilton, Sanbornton, N. H.

Contoocook River Railroad.

From Contoocook to Hillsboro', N. H., 14 miles. Connects with Concord and Claremont Railroad.

Office, Concord, N. H.

Capital paid in, $200,000. Total cost of Road, $257,000. Gauge of Road, 4 feet 8½ inches.

Time of Election, May.

President, ................................................ Matthew Harvey, Concord, N. H.
Treasurer, ............................................. George A. Kettell, Boston, Mass.
Superintendent, ..................................... Onslow Stearns, Concord, N. H.
General Ticket Agent, .................................. A. C. Warren, “ “
Master of Transportation, .......................... George E. Todd, “ “
Clerk of Corporation, ................................. J. Y. Mugridge, “ “

Five Directors.

Matthew Harvey, Concord, N. H. Onslow Stearns, Concord, N. H.
Josiah Minot, “ “
Concord and Portsmouth Railroad.

From Concord, via Manchester, to Portsmouth, N. H., 59 miles.

President’s Office, Concord, N. H. Treasurer’s Office, Manchester, New Hampshire.

[Leased and operated by the Concord, Manchester and Lawrence Railroad.]

Capital paid in, $350,000. Total cost of Road, $350,000. Dividend, 3 ½ per cent., semi-annually guaranteed. No. of Locomotives, 4. No. of Passenger Cars, 1st class, 4. No. of Freight Cars, 94. No. of Baggage Cars, 2.

Gauge of Road, 4 feet 8 ½ inches.

Time of Election, first Thursday in October.

President, .................................................. Stephen Kenrick, Concord, N. H.
Treasurer, .................................................. Moody Currier, Manchester, “
Secretary, .................................................. Wm. H. Hackett, Portsmouth, “
Superintendent, .......................................... Joseph A. Gilmore, Concord, “
Chief Engineer, ............................................. James A. Weston, Manchester, “
General Freight Agent, ................................. Wm. H. Alexander, Portsmouth “
General Ticket Agent, .................................... George G. Sanborn, Concord, “
Master of Transportation, ............................. Josiah Stevens, Jr., “
Master of Machinery, .................................... James M. Foss, “
Master of Car Repairs, ................................... M. W. Dickerman, “
Road Master, .............................................. Josiah H. Sanborn, “
Cashier, ..................................................... J. Frank Webster, “
Superintendent’s Clerk, ............................... H. G. Nutter, “

Five Directors.

Stephen Kenrick, Franklin, N. H. | B. F. Martin, Manchester, N. H.
S. Plummer Dow, New Market, “

Sullivan Railroad.

From Windsor to Bellows Falls, Vt., 26 miles.

[Operated in connection with the Vermont Central and Vermont and Canada Railroad.]

Office, St. Albans, Vt.

Gauge of Road, 4 feet 8 ½ inches.

Treasurer, .................................................. Samuel Williams, Saint Albans, Vt.
General Superintendent, ......................... Gyles Merrill, “
Assistant Superintendent, .......................... H. H. Lochlin, “
General Freight Agent, ............................... J. W. Hobart, “
General Ticket Agent, ............................... M. G. Elliot, “
Cheshire Railroad.

From Bellows Falls, Vt., to Fitchburg, Mass., 64 miles. Branch: Ashuelot Railroad, from Keene to South Vernon, 24 miles.

Office, Keene, N. H.

Capital paid in, $2,153,300. Funded Debt, $677,400. Total cost of Road, $2,787,442.56. Earnings last year, gross, $629,621.91. Net, $101,259.30. Dividends, 2½ per cent., free of income tax. No. of Locomotives, Inside Connections, 8; Outside Connections, 13. No. of Passenger Cars, 1st class, 15; 2d class, 9. No. of Freight Cars, 250. No. of Baggage Cars, 6. Gauge of Road, 4 feet 8½ inches.

Time of Election, May.

President, E. Murdock, Jr., Winchendon, Mass. Treasurer, F. W. Everett, Boston, "

Superintendent and Auditor, R. Stewart, Keene, N. H. General Freight Agent, G. G. Chandler, "

General Ticket Agent, Geo. A. Brown, "

Master of Machinery and Car Repairs, F. A. Perry, "

Road Master, R. Hyland, "

Purchasing Agent, H. H. Stone, "

Seven Directors.

C. W. Cartwright, Boston, " | J. Henry Elliot, Keene, N. H.
George Huntington, Walpole, "

Merrimac and Connecticut Rivers Railroad.

From Concord to Bradford, N. H., 27.16 miles. Branch: Manchester to North Weare, 25.52 miles.

Office, Concord, N. H.

[The Merrimac and Connecticut Rivers Railroad Company is a consolidation of the two companies formerly known as the Concord and Claremont and the Manchester and North Weare, both of which were originally intended to reach the Connecticut River at Claremont.]

Capital paid in, $595,587. Funded Debt, $383,400. Total cost of Road, $1,282,504. No. of Locomotives, 2. No. of Passenger Cars, 1st class, 4. No. of Freight Cars, 80.

President, E. H. Rollins.

Agent for Line from Concord to Claremont, Onslow Stearns.

Superintendent, Joseph A. Gilmore.
Concord and Claremont Railroad.

*From Concord to Bradford, N H., 27 miles.*

**Office, Concord, N. H.**

[Operated by Trustees of 1st Mortgage.]

No. of Locomotives, 2. Gauge of Road, 4 feet 8¾ inches.

Time of Election, May.

*President,* Anthony Colby, New London, N. H.


*Clerk of Corporation,* W. L. Foster, Concord, N. H.

*Agent,* Onslow Stearns, " "

*Superintendent,* J. A. Gilmore, " "

*General Ticket Agent,* A. C. Warren, " "

*Master of Transportation,* H. C. Sherburne, " "

*Master of Machinery,* James Sedgley, " "

*Road Master,* W. H. Bennett, " "

**Three Trustees of 1st Mortgage.**

Onslow Stearns, Concord, N. H. | G. W. Nesmith, Franklin, N. H.
G. A. Kettell, Boston, Mass.

Manchester and North Weare Railroad.

(Formerly New Hampshire Central Railroad.)

*From Manchester to North Weare, N. H., 19 miles.*

**Office, Concord, N. H.**

[The Concord, Manchester and Lawrence Railroad operates this Road, and its business statistics are included in those of the above named Railroad.]

Capital paid in, $200,000. Total cost of Road, $600,000. Gauge of Road, 4 feet 8¾ inches.

Time of Election, May.

*President,* R. N. Corning, Concord, N. H.

*Treasurer,* N. B. Bryant, " "

*Clerk of Corporation,* W. E. Chandler, " "

*Superintendent,* Joseph A. Gilmore, " "

**Five Directors.**

E. H. Rollins, Concord, N. H. | J. A. Haines, Manchester, N. H.
Robert N. Corning, Concord, N. H. | E. W. Harrington, " "
Enos Blake, " "
Northern Railroad (New Hampshire).

From Concord, N. H., to White River Junction, Vt., 69 miles. Branch: from Franklin to Bristol, 13 miles.

Office, Concord, N. H.


Time of Election, last Thursday in May.

President, .................. Onslow Stearns, Concord, N. H.
Treasurer, .................. George A. Kettell, Boston, Mass.
Secretary, .................. Wm. S. Foster, Concord, N. H.
Superintendent, ............ Wm. M. Parker, " "
Chief Engineer, ............. A. M. Shaw, Lebanon, "
General Freight Agent, ...... Geo. E. Todd, Concord, "
General Ticket Agent, ...... Amos C. Warren, "
Master of Transportation, .. Geo. E. Todd, "
Master of Machinery, ...... James Sedgley, "
Master of Car Repairs, ...... A. Longmaid, "
Road Masters, .............. { John F. Goss, Franklin, "
Chief Clerk, ................ D. C. Allen, Concord, "

Seven Directors.

Onslow Stearns, Concord, N. H.  | Uriel Crocker, Boston, Mass.
Josiah Minot, " " "  | John A. Burnham, " "
Geo. W. Nesmith, Franklin, "  | J. W. Clark, " "
Geo. A. Kettell, Boston, Mass. | " "

Vermont Central, and Vermont and Canada R.R.

From Windsor, Vt., to Rouse's Point, N. Y., 158 miles. Branches: Burlington, 8 miles; Montpelier, 2 miles; Swanton, 10 miles.

Office, St. Albans, Vt.

No. of Locomotives, 60. No. of Passenger Cars, 1st class, 40. No. of Freight Cars, 1,050. No. of Baggage Cars, 10. Average No. of miles run per cord of wood, 30. Average No. of miles run per ton of coal, 40. Gauge of Road, 4 feet 8½ inches.

Trustees and Managers, ........ { L. Brainerd, St. Albans, Vt.
Treasurer, .................. J. Gregory Smith, " "
General Superintendent, ...... Samuel Williams, " "
Assistant Superintendent, ... G. Merrill, " "
Chief Engineer, ............. H. H. Lochlin, " "
General Freight Agent, ...... J. W. Hobart, " "
General Ticket Agent, ...... M. G. Elliott, " "
Master of Machinery, ...... E. F. Perkins, " "

Chief Clerk, ................ D. C. Allen, Concord, "

J. Gregory Smith, " "
Samuel Williams, " "
G. Merrill, " "
H. H. Lochlin, " "
J. W. Hobart, " "
M. G. Elliott, " "
E. F. Perkins, " "
D. C. Allen, Concord, "

Connecticut and Passumpsic Rivers Railroad.

From White River Junction to Newport, Vermont, 105 miles.

Office, St. Johnsbury, VT.

Capital paid in, $1,800,000. Funded Debt, $638,500. Total cost of Road, 2,700,000. Earnings last year, gross, $428,180 34; net, $184,470 24. Dividend, 6 per cent. No. of Locomotives, 9. No. of Passenger Cars, 1st class, 10. No of Freight Cars, 160; Platform, 62, and Coal, 13; Total, 235. No. of Baggage Cars, 7. Gauge of Road, 4 feet 8¼ inches.

Time of Election, July.

President and Purchasing Agent,.... Henry Keyes, Newbury, Vt.
Vice-President, ......................... Josiah Stickney, Boston, Mass.
Treasurer, ............................. Nathl. P. Lovering, " "
Secretary, ............................. Elijah Cleveland, Coventry, VT.
Auditor, ............................... Emmons Raymond, Boston, Mass.
Superintendent, ....................... A. H. Perry, St. Johnsbury, VT.
Master of Transportation, .......... Henry P. Alden, " "
Master of Machinery and Car Repairs, Horace A. Alden, " "
Road Master, .......................... D. M. Ingham, " "
Chief Clerk, .......................... Hubbard Hastings, " "

Thirteen Directors.
Elijah Cleveland, Coventry, VT.
William Thomas, Boston, Mass.
B. P. Cheney, " "
Emmons Raymond, " "
John Gilman, Stanstead, C. E.
Albert Knight, Stanstead, C. E.
E. B. Chase, Lyndon, Vt.
Benj. Pomeroy, Compton, C. E.
Thomas Upham, Boston, Mass.
Gardner C. Brown, " "
F. S. Carruth, " "

Newburyport Railroad.

From Newburyport to Danvers, Mass., 21 miles. Branch: Georgetown to Bradford, 6 miles.

Office, Newburyport, Mass.

[Leased and operated by Boston and Maine Railroad.]

Capital paid in, $220,340. Funded Debt, $300,000. Gauge of Road, 4 feet 8¼ inches.

Time of Election, third Monday in December.

President, ...................... George J. Tenney, Georgetown, Mass.
Treasurer, ......................... M. E. Hale, Newburyport, " "

Five Directors.
George J. Tenney, William N. Cleaveland,
Samuel Little, Edward Kimball.
George Cogswell,
Vermont and Massachusetts Railroad.

From Fitchburg, Mass., to Brattleboro, Vt., 69 miles. Branch: Grou's to Greenfield, called Greenfield Branch, 8 miles.

Office, Fitchburg, Mass.

Capital paid in, $2,860,000. Funded Debt, $550,000. Total cost of Road, $3,465,729 51. Earnings last year, gross, $390,085 79; net, $122,397 04.

No. of Locomotives, Inside Connections, 8; Outside Connections, 3. No. of Passenger Cars, 1st class, 8. No. of Freight Cars, 180. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in February.

President, Daniel S. Richardson, Boston, Mass.
Treasurer, Franklin N. Poor, " "
Secretary, B. D. Lock, " "
Superintendent, Otis T. Ruggles, Fitchburg, " "
General Freight Agent, Z. F. Young, " "
Master of Machinery, William F. Kenney, " "
Master of Car Repairs, Jacob Marsh, " "
Road Master, A. G. Moulton, Athol, " "
Chief Clerk and General Ticket Agent, B. N. Bullock, Fitchburg, " "

Five Directors.

Franklin N. Poor, " "

Rutland and Burlington Railroad.

From Burlington, Vt., to Bellows Falls, Vt., 120 miles. Branches: Vermont Valley Railroad, from Bellows Falls to Brattleboro, 24 miles; under lease from June 1st, 1865.

Offices, Rutland, Vermont.

No. of Locomotives, Inside Connections, 17; Outside Connections, 16. No. of Passenger Cars, 1st class, 23; 2d class 2. No. of Freight Cars, 695. No. of Baggage Cars, 7. Gauge of Road, 4 feet 8 1/2 inches.

In the hands of Trustees.

Trustees, E. A. Birchard, Rutland, Vermont.
	{ John B. Page, " "
Treasurer, J. M. Haven, " "
Auditor, W. L. Clark, " "
Superintendent, Geo. A. Merrill, " "
General Freight Agent, H. E. Chamberlin, " "
General Ticket Agent, W. A. Burnett, " "
Master of Machinery, N. L. Davis, " "
Master of Car Repairs, M. M. Crooker, " "
Road Masters, Geo. L. Chase & E. W. Horner, Rt. Vt.
Vermont Valley Railroad.

From Bellows Falls, Vt., to Brattleboro, Vt., 23 3/4 miles.

Office, Bellows Falls, Vt.


Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, 2d Wednesday of August.

[This road since June 1, 1865, has been run under a lease to E. A. Birchard and John B. Page; lease to run ten years. Operated in connection with the Rutland and Burlington Railroad.]

President, ......................... Hugh H. Henry, Chester, Vermont.
Treasurer, ......................... J. H. Williams, Bellows Falls, "
Secretary, ......................... L. G. Mead, Brattleboro, "
General Superintendent, .......... Geo. A. Merrill, Rutland, "

Seven Directors.

Gouverneur Morris, Morrisania, N. Y. | Madison Sloat, Bellows Falls, Vt.
Alexander Hamilton, Jr., New York. | Charles Chapin, Brattleboro, "
G. R. J. Bowdoin, "

Trustees in Possession.

Gouverneur Morris, Morrisania, N. Y. | Alexander Hamilton, Jr., N. Y.
Hugh H. Henry, Chester, Vt.

Fairhaven Branch.

[Owned and operated by the New Bedford and Taunton Railroad.]

From Fairhaven, Mass., to Tremont, Mass., 15 miles.


No. of Locomotives, Inside Connections, 2. No. of Passenger Cars, 1st class, 6. No. of Freight Cars, 28. No. of Baggage Cars, 2. No. of Gravel Cars, 8. Gauge of Road, 4 feet 8 1/2 inches.

President, ......................... Joseph Grinnell, New Bedford, Mass.
Treasurer, ........................ Lawrence Grinnell, "
Superintendent ..................... Warren Ladd, "
General Ticket Agent ................ John C. Grinnell, "
Master of Transportation, .......... S. H. Keith, Fairhaven, "
Master of Machinery ................ Alden Bradley, "
Boston and Lowell and Nashua and Lowell Railroad.

From Boston to Nashua, N. H., 40 miles. Branches: Salem and Lowell Railroad, Salem to Lowell, 24 miles; Lowell and Lawrence Railroad, Lowell to Lawrence, 13 miles; Stony Brook Railroad, Lowell to Groton Junction, 17 miles; Wilton Railroad, Nashua to Wilton, 16 miles; Woburn Branch Railroad, Winchester to Woburn, 2 miles; Stoneham Branch Railroad, E. Woburn to Stoneham, 2 miles. Total, 114 miles.

Offices, Boston, Mass., and Nashua, N. H.

Capital paid in, $2,430,000, exclusive of Branches. Funded Debt, $440,000. Total cost of Road, $3,077,200 37, exclusive of Branches. No. of Locomotives, 34. No. of Passenger Cars, 1st and 2d class, 36. No. of Freight Cars, 916. No. of Baggage Cars, 19. Gauge of Road, 4 feet 8½ inches.

President, F. B. Crowinshield, Boston, Mass.
General Manager, Geo. Stark, Boston and Nashua, N. H.
Treasurers, J. T. Stevenson, Boston, Mass.; Edward Spalding, Nashua, N. H.
Cashier, J. S. Lincoln, Boston, Mass.
Superintendent, John B. Winslow, Boston, Mass.
General Freight Agent, John Ayer.
General Ticket Agent, B. F. Kendrick, Nashua, N. H.
Masters of Machinery, J. M. Sanborn, Nashua, N. H.
Road Master, J. B. Eaton.
Chief Clerk, T. H. Wood.

Nine Directors.

F. B. Crowinshield, Boston, Mass., Onslow Stearns, Concord, N. H.
Wm. Minot, Jr., Henry Sigourney, Boston, Mass.
Isaac Hinkley, Lowell.

Essex Railroad.

From Salem to Lawrence, Mass., 21 miles.

[The Essex Railroad has ceased to exist as a separate corporation, but has been purchased by the Eastern Railroad Company and merged in their accounts as the "Lawrence Branch." No separate accounts of its income or expenses are kept, and no organization of Directors exists, but it is now "part and parcel" of the Eastern Railroad.]
Eastern Railroad.

From Boston, Mass., to Portsmouth, N. H., 56 miles.

Branches: Marblehead, South Reading, Lawrence, Gloucester, Salisbury, Saugus.

Office, Boston, Mass.

Capital paid in, $3,155,000. Funded Debt, $1,798,600. Total Cost of Road and Equipment, $4,815,963. Earnings last year, gross, $1,245,950. Earnings last year, net, $371,925. Dividend, 6 per cent., $229,792. No. of Locomotives, 32. No. of Passenger Cars, 1st class, 60. No. of Freight Cars, 517. No. of Baggage Cars, 17. Gauge of Road, 4 feet 8½ inches.

Time of Election, 1st Monday in February.

President, ......................... George M. Browne, Boston, Mass.
Treasurer and Secretary, ............... John B. Parker, Boston, Mass.
Auditor, .................................. J. P. Kimball, Boston, Mass.
Superintendent, ......................... Jer’b Prescott, Boston, Mass.
General Freight Agent, .................... W. J. C. Kenney, Boston, Mass.
Master of Transportation, ................... John D. Skinner, Boston, Mass.
Master of Machinery, ...................... John Thompson, Boston, Mass.
Master of Car Repairs, ..................... John P. Somerby, Boston, Mass.
Road Master, ............................ Dana Z. Smith, Boston, Mass.
Chief Clerk, ............................. Aaron Osborne, Boston, Mass.

Seven Directors.

Samuel Hooper, Boston, Mass. | Wm. L. Dwight, Boston, Mass.
F. Haven, Boston, Mass.

Norfolk County Railroad.

From Blackstone, Mass., to Dedham, Mass., 26 miles.

Office, Blackstone, Mass.

[Operated by Trustees.]

No. of Locomotives, Inside Connections, 3. No. of Passenger Cars, 1st class, 5; 2d class, 1. No of Freight Cars, 56. No. of Baggage Cars, 1. Average number of miles run per ton of Coal, 62½. Gauge of Road, 4 feet 8½ inches.

Superintendent, ......................... H. A. Stone, Blackstone, Mass.

Trustees.

J. W. Converse, 116 Pearl St., Boston.
Boston and Maine Railroad.


Office, Haymarket Square, Boston, Mass.

Capital paid in, $4,076,914. Total cost of Road, $4,280,812. No. of Locomotives, 33. No. of Passenger Cars, 1st class, 52; 2d class, 1. No. of Freight Cars, 584. No. of Baggage Cars, 14. No. of Freight Cars, 584. No. of Baggage Cars, 14. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in September.

President, Francis Cogswell, Andover, Mass.
Treasurer, Horace B. Wilbur, Boston,
Superintendent, Wm. Merritt,
Master of Passenger Trains, M. E. Wood,
Chief Engineer, Thomas Doane,
General Freight Agent, John B. Gillett,
General Ticket Agent, John F. Cole,
Master of Machinery, N. G. Paul,
Master of Car Repairs, M. E. Wood,
Road Masters, E. A. Smith, Great Falls, N. H., John Bailey, Lawrence, Mass.
Bridge Inspector, Nath. Whittier, Andover,

Seven Directors.


Taunton Branch Railroad.


Office, Taunton, Mass.

Capital paid in, $250,000. Dividend, 8 per cent. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, last Monday in June.

President, W. A. Crocker, Taunton, Mass.
Treasurer, Edward Pickering, Boston,
Superintendent, A. E. Swasey, Taunton,
General Freight Agent, W. B. Sproat,
Purchasing Agent, A. E. Swasey,

Five Directors.

W. A. Crocker, N. Y. E. Baylies, Taunton, Mass.
T. B. Wales, Boston, Mass. J. M. Beebe, Boston.
Salem and Lowell Railroad.

From Salem to Lowell, Mass., 24 miles.


[Operated by the Boston and Lowell Railroad Company on a lease of 20 years, at a yearly rent of $17,500.]

Capital paid in, $243,305. Funded Debt, $226,900. Total cost of Road and Equipment, $464,013.22. Gauge of Road, 4 feet 8½ inches.

Time of Election, January.

President .................................................. Charles F. Flint, N. Reading, Mass.
Treasurer and Secretary ................................. F. H. Nourse, Lowell
Manager ..................................................... Geo. Stark, Nashua and Boston
Superintendent ........................................... J. B. Winslow, Boston
Local Superintendent .................................... F. H. Nourse, Lowell
Local Freight Agent ...................................... C. E. Paige, Nashua
Through Freight Agent .................................... John Ayer, Boston
General Ticket Agent ..................................... B. F. Kendrick, Nashua
Master of Machinery ...................................... L. R. Winslow, East Cambridge
Master of Car Repairs .................................... J. M. Sanborn, Nashua
Road Master ................................................ J. B. Eaton
Chief Clerk ................................................ T. H. Wood
Fuel Purchasing Agent .................................... F. H. Nourse, Lowell

Eight Directors.

Sydney Spalding, Lowell  J. W. Peele, Salem
Josiah B. French  N. B. Perkins
Wm. E. Livingston  E. Livingston, Tewksbury

Fair Haven Railroad.

From New-Bedford to Tremont, Mass., 16 miles. Connecting at Tremont with Cape Cod Road, forming Line from New-Bedford to Boston.

Office, Fair Haven, Mass.

No. of Locomotives, 3. No. of Passenger Cars, 1st class, 6. No. of Freight Cars, 16 box, 12 flat, and 23 gravel cars. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

President .................................................. Hon. Joseph Grinnell, New-Bedford
Treasurer ................................................... Lawrence Grinnell
Superintendent ........................................... Horace Scott, Fair Haven, Mass.
Master of Transportation ............................... Seth H. Keith
Master of Machinery ..................................... Alden Bradford
Master of Car Repairs ................................... James G. Card
Road Master ............................................... Washington Marble
Chief Clerk ................................................ S. H. Keith
Purchasing Agent ........................................ Horace Scott
Lowell and Lawrence Railroad.

From Lowell, Mass., to Lawrence, Mass., 13 miles.


[Operated by the Boston and Lowell Railroad Corporation, under a contract for 20 years, from October 1, 1858, who pay six per cent. on $363,000.]

Capital paid in, $200,000. Funded Debt, $75,000. Total cost of Road, $363,158.12. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in January.

President, ......................... Sydney Spalding, Lowell, Mass.
Treasurer and Clerk, .............. F. H. Nourse, " "
Auditors, ........................ Committee of Directors.
Superintendent, .................... J. B. Winslow, Boston, " "
Local Superintendent and Fuel Purchasing Agent, .......... F. H. Nourse, Lowell, " "
General Freight Agent, ........... C. E. Paige, " "
General Ticket Agent, .............. B. F. Kendrick, Nashua, " "
Master of Machinery, ............... L. R. Winslow, E. Cambrige, " "
Master of Car Repairs, ............. J. M. Sanborn, Nashua, " "
Road Master, ...................... J. B. Eaton, " "
Chief Clerk, ....................... T. H. Wood, " "

Seven Directors.

Isaac Farrington, " " | Joshua W. Daniels, " "
A. W. Buttrick, " " | Alfred Livingston, " "
Otis Allen, " "

South Shore Railroad.

From Braintree to Cohasset, Mass., 11 miles.

Office of President and Treasurer, Boston, Mass.
Office of Superintendent, Cohasset, Mass.

No. of Locomotives, 2. No. of Passenger Cars, 1st class, 9. No. of Freight Cars, 14. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Tuesday in July.

President, ......................... T. Henry Perkins, 19 State st., Boston.
Treasurer, ............................ W. W. Baker, 40 State st. " "
Superintendent, ........................ Geo. Beal, Jr., Cohasset, Mass.
Master of Machinery, .............. Warren E. Ray, " "
Road Master, ................. O. F. Jerald, Hingham, " "
Chief Clerk, ......................... A. B. Churchill, Cohasset, " "

Six Directors.

Stony Brook Railroad.

From Lowell to Groton Junction, Mass., 13\frac{3}{4} miles.


[This Road is leased to Nashua and Lowell Railroad Company.]

Capital paid in, $267,300. Total cost of Road, $267,383 37. Earnings last year, gross, $17,700; net, $12,422 88. Dividend, 4\frac{1}{2} per cent. Gauge of Road, 4 feet 8\frac{3}{4} inches.

Time of Election, fourth Monday in June.

President, Tappan Wentworth, Lowell, Mass.
Treasurer and Secretary, Samuel W. Stickney, " "
Manager, George Stark, Nashua, N. H.
Superintendent, J. B. Winslow, Boston, Mass.
Local Superintendent, F. H. Nourse, Lowell, "
General Freight Agent, C. E. Paige, Nashua, N. H.
General Ticket Agent, B. F. Kendrick, "
Master of Machinery, L. R. Winslow, E. Cambridge, Mass.
Master of Car Repairs, J. M. Sarborn, Nashua, N. H.
Road Master, J. B. Eaton, "
Chief Clerk, T. H. Wood, "

Seven Directors.

William A. Buckley, " " | John W. J. Abbott, Westford, "
Sewall G. Mack, " " | Benjamin F. Clark, Chelmsford, "
John Wright, " "

Fitchburg and Worcester Railroad.

From Sterling Junction to Fitchburg, Mass., 14 miles.

Office, Fitchburg, Mass.

Funded Debt, $2,000. Total cost of Road, $334,000. Earnings last year, gross, $65,790 32; net, $18,926 20. Dividend, 6 per cent., $14,844. No. of Locomotives, Inside Connections, 4. No. of Passenger Cars, 1st class, 3. No. of Freight Cars, 74. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8\frac{3}{4} inches.

Time of Election, first Tuesday in January.

President, Nathaniel Wood, Fitchburg, Mass.
Treasurer and Chief Clerk, H. F. Coggshall, " "
Superintendent, Hiram A. Blood, "
Master of Transportation, E. J. Crossman, "
Master of Machinery and Car Repairs, John Webster, "
Road Master, John Lavin, Sterling, "

Five Directors.

James H. Carter, Leominster, " | Harrison Bliss, Worcester, "
Wm. D. Peck, Sterling, "

Boston and Providence Railroad.

From Boston to Providence, 44 miles [Double Track].
Branch: Boston to Dedham, 10 miles.

Office, Boston, Mass.

Capital paid in, $3,360,000. Funded Debt, $21,500. Total cost of Road, $3,360,000. No. of Locomotives, 28. No. of Passenger Cars, 1st class, 39. No. of Freight Cars, 348. No. of Baggage Cars, 11. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in January.

President, .............................................. C. H. Warren, Boston, Mass.
Treasurer, ................................................... David Tyler, " "
Secretary, .................................................... W. Warren, Jr., " "
Superintendent ............................................ Daniel Mason, " "
Assistant Superintendent, ................................... Albert A. Folsom, " "
General Agent, ............................................. J. W. Richardson, " "
General Freight Agent, ................................... W. H. Morrill, " "
General Ticket Agent, ..................................... James Daily, Jr. " "
Master of Transportation, ................................ H. A. Chace, Providence, R. I.
Master of Machinery, ...................................... George S. Griggs, Roxbury, Mass.
Master of Car Repairs, .................................... John Lightner, " "

Seven Directors.

Samuel T. Dana, Boston, Mass. | T. P. I. Soddard, Providence, R. I.
J. Huntington Walcott, Boston, Mass.

Housatonic Railroad.

From Bridgeport, Conn., to Pittsfield, Mass., 124 miles.

Office, Bridgeport, Conn.

Capital paid in, $2,000,000. Funded Debt, $202,500. Total cost of Road, $2,439,775 33. Earnings last year, gross, $478,095 37; net, $196,062 09. No Dividend, on account of August calamity, which cost the Road about $60,000. No. of Locomotives, 10. No. of Passenger Cars, 1st class, 10; 2d class, 2. No. of Freight Cars, 261. No. of Baggage Cars, 6.

President and Superintendent, .................. Charles Hunt, Bridgeport, Conn.
Vice-President, ......................................... David Leavitt, Great Barrington, Mass.
Treasurer and Secretary, ............................... Charles K. Averill, Bridgeport, Conn.
General Freight Agent, .............................. Geo. B. Hunt, " "
General Ticket Agent, ................................... Robert Hunt, " "
Master of Machinery, .................................. G. G. Hunt, " "

Nine Directors.

Geo. B. Hunt, Bridgeport, " " | D. Leavitt, Great Barrington, Mass.
Daniel March, New Mildford, Conn. | Nathaniel Thayer, Boston, Mass.
John Z. Goodrich, Glendale, Mass. |
Old Colony and Newport Railroad.

From Boston to Plymouth, Mass., 37 miles, and from S. Braintree to Newport, R. I., 61 miles. Boston to Newport, via Middleboro', 72 miles. Branches: Abington and Bridgewater.

Office, Corner of South and Kneeland Streets, Boston.


Time of Election, last Thursday in July.

President, ........................................ Alexander Holmes, R.R. Stn., Boston.
Treasurer, ........................................ John M. Washburn, " "
Secretary and Auditor, ......................... Joseph S. Beal, " "
Superintendent .................................. William H. Bullock, " "
General Freight Agent, ......................... Geo. Shiverick, 82 Washington st. "
General Ticket Agent, ........................ Jacob Sprague, Jr., R.R. Office, "
Master of Transportation, ..................... Jacob Sprague, " "
Master of Machinery, ........................... Cyrus F. Bullock, Machine shop, "
Master of Car Repairs, ......................... Alpheus Gleason, " "
Road Master, ...................................... Chase Parker, " "
Purchasing Agent, ............................... Alex. Holmes, R.R. Office, "
New York Agent, ................................. E. Littlefield, 72 Broadway, N. Y.

Seven Directors.

Uriel Crocker, Boston, "                      Minot Tirrell, S. Weymouth, "
George A. Kettell, Charlestown, "            Oliver Ames, Easton, "
Benjamin Finch, Newport, R. I. "

Boston, Hartford and Erie Railroad, Woonsocket Division.

From Boston, Mass., to Woonsocket, R. I., 38 miles.

Office, Boston, Mass.

Gauge of Road, 4 feet 8¼ inches.

President, ....................................... Geo. M. Bartholomew, Boston, Mass.
Treasurer, ...................................... { James A. Dupree, Boston, Mass., 54
                                          { City Exchange.
Superintendent ................................. { Daniel Pratt, 132 Lincoln st. Boston.
                                          { Mass.
New Bedford and Taunton Railroad.


Capital paid in, $500,000. Funded Debt, $195,500. Total cost of Road, $500,000. Earnings last year, gross, $261,744 99; net, $51,118 02. Dividend, 8 per cent. No. of Locomotives, Inside Connections, 4. No. of Passenger Cars, 1st class, 12. No. of Freight Cars, 67. No. of Gravel Cars, 4. No. of Baggage Cars, 6. Average No. of miles run per cord of wood, $70. Average No. of miles run per ton of coal, 70. Gauge of Road, 4 feet 8½ inches.

Time of Election; first Monday in February.

President, Joseph Grinnell, New Bedford, Mass.
Vice-President, Charles L. Wood, Lawrence Grinnell, " "
Treasurer and Secretary, Charles L. Wood, " "

-Assadors, George Howland, Jr., " "
Superintendent and Purchasing Agent, Warren Ladd, " "
General Ticket Agent, L. G. Hewins, " "
Master of Transportation, J. W. Frost, " "
Master of Car Repairs, Robert Chace, " "
Road Masters, Benjamin Kenerson, " "
Chief Clerk, Otis N. Pierce, New Bedford, " "

Seven Directors.

Joseph Grinnell, David R. Green, George Howland Jr.,
Ward M. Parker, Lawrence Grinnell, Charles L. Wood,
Thomas Mendall, " "
Thomas Hathaway, " "

Hudson and Boston Railroad.

From Hudson to Chatham, N. Y., 17 miles.


[Leased to the Western Railroad.]

Amherst, Belchertown and Palmer Railroad.

From Amherst to Palmer, Mass.

[The Amherst, Belchertown and Palmer Railroad has been merged in the New London Northern Railroad; the latter now extends from New London, Connecticut, to Amherst, Massachusetts, and is to be built next season to Montague, Mass., connecting there with roads leading to Burlington.]
Cape Cod Railroad.

From Middleboro' to Hyannis, Mass., 46 miles.

Office, HYANNIS, MASS.

Capital paid in, $681,653 94. Funded Debt, $141,600. Total cost of Road, $1,681,635 15. No. of Locomotives, 7. No. of Passenger Cars, 1st class, 10. No. of Freight and Gravel Cars, 102. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8½ inches.

Time of Election, July.

President, ........................................... J. H. W. Page, over Merchants' Bank.
Treasurer, Superintendent, and General Freight Agent, ............ E. N. Winslow, Hyannis, Mass.
Secretary, ............................................ Geo. Marston, Barnstable, "
Auditors, ............................................. Alex. Baxter, Hyannis, and N. S. Simpkins, Yarmouth Port, Mass.
General Ticket Agent, .................................. W. D. Tobey, Hyannis, "
Master of Machinery, .................................. C. F. Bullock, "
Master of Car Repairs, ................................ W. Cannon, "
Road Master, ........................................ Benj. Hoyt, Wareham, "
Chief Clerk, .......................................... C. H. Nye, Hyannis, "
Purchasing Agent, .................................... The President.

Seven Directors.

Richard Borden, Fall River, Mass.  Benjamin Burgess, West Sandwich, Mass.

New Haven and Northampton Railroad.

From New Haven, Conn., to Northampton, Mass., 85 miles.

Branches: Collinsville, 8 miles. Tariffville, 1½ miles.

Office, 297 CHAPEL STREET, NEW HAVEN, CONN.

[The Road from New Haven to Granby is leased to the New York and New Haven until July, 1849. The Road above Granby is operated by this Company, and has three Engines and two passenger Cars and one Baggage Car. This part of the Road has been acquired since the road from this to Granby was leased, in 1848, 21 years.]

Capital paid in, $1,010,000. Funded Debt, $450,000, 7 per cent. bonds. $200,000, 6 per cent. bonds, on the Road above Granby. Total cost of Road, $1,736,433. No. of Locomotives, 4 above Granby. No. of Passenger Cars, 1st class, 2 above Granby. No. of Baggage cars, 1 above Granby. Gauge of Road, 4 feet 8½ inches.

Time of Election, Annual Meeting, Second Wednesday in August.

President and Treasurer, ................. Wm. Johnson, 297 Chapel street.
Secretary, ............................................ Andrew L. Kidston.
Superintendents, ................................... Chas. N. Yeamans, (Granby to Northampton,) Westfield, Mass.

Nine Directors.

William Johnson,  Wm. W. Boardman,  Andrew L. Kidston,
Joseph E. Sheffield,  Wells Southworth,  Matthew G. Elliot,
Worcester and Nashua Railroad.


Capital paid in, $1,141,000. Funded Debt, $35,500. Total cost of Road, $1,154,937.63. Earnings last year, gross, $431,505.77. Net, $183,750.37. Dividend, 9%. No. of Locomotives, Inside connections, 5; outside connections, 5. No. of Passenger Cars, 1st class, 8; 2d class, 4. No. of Freight Cars, 169. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 48 1/2; per ton of Coal, 72. Miles run per pint of oil, 67 1/2. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, January.

President, pro tempore, F. H. Kinnicutt.
Treasurer, Secretary, and Auditor, T. W. Hammond.
Superintendent, Chas. S. Turner.
General Freight Agent and Master of Transportation, J. E. Bacon.
General Ticket Agent, Geo. S. Wright.
Master of Machinery, Geo. H. Griggs.
Master of Car Repairs, George Boyden.
Road Master, F. B. Hurlburt.
Chief Clerk, Geo. S. Wright.
Purchasing Agent, C. S. Turner.

Nine Directors.

Thomas Chase, Nashua, N. H.

Shore Line Railroad.

From New Haven to New London, Conn., 50 miles.

Office, New Haven, Conn.


President and Superintendent, S. H. Scranton, New Haven, Conn.
Vice-President, Treasurer, and Secretary, Wm. T. Bartlett.
Auditor, Wm. R. Clark, Saybrook.
Assistant Engineer, Henry C. Knapp, New Haven.
General Freight Agent, J. Jay Kellogg.
Norwich and Worcester Railroad.


Office, Norwich, Conn.

Capital paid in, $2,354,000. Total cost of Road, $2,613,694 21. Earnings last year, gross, $714,057 83; net, $241,914 46. Dividends, 9 per cent. No. of Locomotives, Inside Connections, 1; Outside Connections, 17. No. of Passenger Cars, 1st class, 15; 2d class, 4. No. of Freight Cars, 403. Average No. of miles run per cord of wood, 47 5/8. Average No. of miles run per pint of oil, 30 9/10. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in January.

President, Augustus Brewster, Norwich, Conn. 
Treasurer, George L. Perkins, 
Secretary and General Ticket Agent, Edward T. Clapp, 
Superintendent and Chief Engineer, P. St. M. Andrews, 
General Freight Agent, Julius Webb, 
Master of Transportation, E. F. Parker, 
Master of Machinery, Richard Colburn, 
Master of Car Repairs, George R. Bentley, 
Road Master, Isaac Pressey, 
Purchasing Agent, P. St. M. Andrews, 

Eighteen Directors.

Augustus Brewster, Norwich, Conn. 
Charles Johnston, 
Jedediah Huntington, 
J. Newton Perkins, 
John T. Wait, 
Moses Pierce, 
David Smith, 
Franklin Nichols, 
John F. Slater, 
Robert Bayard, New York, 
B. F. Dawson, 
A. D. Lockwood, Lewiston, Me. 
Henry K. Horton, Boston, Mass. 
W. F. Weld, 
Francis H. Dewey, Worcester, 
Vachel Worthington, Worcester, 
A. N. Ramsdell, New London, Conn.
Fitchburg Railroad.

From Boston to Fitchburg, Mass., 51 miles. Peterboro' and Shirley Railroad, from Groton to Mason, N. H., 23 miles. Watertown Branch, 6½ miles; Lancaster and Sterling, 13 miles.

Office, Boston, Mass.

Capital paid in, $3,540,000. Total cost of Road, $3,540,000. Earnings last year, gross, 993,693 90; net, 314,254 82. Dividend, 7 per cent. and tax.

No. of Locomotives, 27. No. of Passenger Cars, 1st class, 26. No. of Freight Cars, 654. No. of Baggage Cars, 10. Gauge of Road, 4 feet 8½ inches.

Time of Election, last Tuesday in January.

President, .......................... William B. Stearns, Boston, Mass.
Treasurer, .......................... Mason D. Benson, " "
Auditor, ............................. Abner Chapman, " "
Superintendent, ........................ Charles L. Heywood, " "
Chief Engineer, ........................ William B. Stearns, " "
General Freight Agent, ................... John B. Savil, Charlestown, " "
General Ticket Agent, ..................... H. F. Whitcomb, Boston, " "
Master of Transportation, ............. John B. Savil, Charlestown, " "
Master of Machinery, ..................... H. W. Bullens, " "
Master of Car Repairs, .................... E. Varney, " "
Road Master, ........................... L. J. Spaulding, Groton, " "
Chief Clerk, ........................... John Burrell, Charlestown, " "
Purchasing Agent, ........................ John Adams, Boston, " "

FIVE DIRECTORS.

Wm. B. Stearns, W. E. Faulkner, P. B. Brigham, Alvah Crocker, W. A. Brigham,

New York, Providence and Boston Railroad.

From Providence, R. I., to Groton, Ct., 62 miles.

Office, Stonington, Conn.

Capital paid in, $1,754,652. Funded Debt, $500,000. Total cost of Road, $2,568,000. Earnings last year, gross, $661,114 43. Net, $169,322 60. Dividend, 12 per cent. No. of Locomotives, 16. No. of Passenger Cars, 1st class, 17; 2d class, 1. No. of Freight Cars, 123. No. of Baggage Cars, 6. Gauge of Road, 4 feet 8½ inches.

Time of Election, last Tuesday in September.

President, .......................... James I. Day, Stonington, Ct.
Treasurer, .......................... Ira H. Palmer, " "
Secretary and General Ticket Agent, ..... F. B. Noyes, " "
Superintendent and Chief Engineer, ....... A. S. Mathews, " "
Masters of Transportation, .......... Thos. Nixon, Providence, R. I.
I. L. Prouty, Stonington, Ct.
Master of Machinery, ................... James H. Anderson, Providence, R. I.

NINE DIRECTORS.

Wm. F. Cary, " Hon. N. F. Dixon, Westerly, R. I.
Samuel Sloan, "
Boston and Worcester Railroad.


Office, Boston, Mass.

Capital paid in, $4,500,000. Total cost of Road, $4,500,000. Earnings last year, gross, $1,697,164. Net, $537,057. Dividend, 10 per cent. No. of Locomotives, 35. No. of Passenger Cars, 1st class, 55, and proportion of 29 Line Cars. No. of Freight Cars, 304. No. of Baggage Cars, 9, and proportion of 16 Line Cars. Gauge of Road, 4 feet 8¾ inches.

Time of Election, first Wednesday in February.

President, G. Twichell, Boston, Mass.
Treasurer, H. Williams, " "
Secretary, Geo. J. Hale, " "
Superintendent, Abraham Firth, " "
Chief Engineer, C. Harris, " "
General Freight Agent, J. F. Gay, " "
General Ticket Agent, C. D. Whitcomb, " "
Master of Machinery, A. B. Underhill, " "
Master of Car Repairs, R. Dean, " "

Nine Directors.

G. Twichell, B. F. White,
Daniel Denny, D. Waldo Lincoln,
Nath'l Hammond, Wm. Claflin,
Peter T. Homer, Geo. P. Upham,
Emory Washburn,

Long Island Railroad.

From Hunter's Point to Greenpoint, L. I., 94 miles. Branch: 13½ miles.

Office, Hunter's Point, N. Y.

Dividend, 8 per cent. No. of Locomotives, 18. No. of Passenger Cars, 1st class, 49; 2d class, 3. No. of Freight Cars, 140. No. of Baggage Cars, 4. Gauge of Road, 4 feet 8¾ inches.

Time of Election, second Tuesday in April.

President, Oliver Charlick, Hunter's Point, N.Y.
Secretary, John P. Yelverton, New York.
Auditor, D. W. Craig, Hunter's Point, N. Y.
Superintendent, R. White, " "
Chief Engineer, R. P. Hope, " "
Road Master, M. W. Shurts, " "

Thirteen Directors.

Oliver Charlick, Stephen Taber,
Chas. Christmas, Wm. Marshall,
J. M. Waterbury, Alb't Havemeyer,
J. M. Purman, R. V. Maitland,
W. F. Havemeyer, Chas. Camblos,
John P. Yelverton, A. S. Hewitt,
G. W. Quintard, " "

Nine Directors.
Agricultural Branch Railroad.


Office, Fitchburg, Mass.

Capital paid in, $408,900. Funded Debt, $233,100. Total cost of Road, $753,997 94. Earnings last year, gross, $19,884 97. First Section operated by the Boston and Worcester Railroad Company. Net, $19,884 97. Dividend, 6 per cent., on $60,000 Guaranteed Stock. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, last Tuesday in December.

President, Lyman Nichols, Boston, Mass.  
Treasurer and Secretary, H. F. Coggshall, Fitchburg, Mass.  
Superintendent, H. A. Blood,  
Chief Engineer, Wm. F. Ellis, Ashland,  

Twelve Directors.

Lyman Nichols, Boston, Mass.  
Nath'l Thayer,  
Albert Ballard, Framingham, Mass.  
Cyrus Gale, Northboro',  
Wilder Bush,  
Sullivan Fay, Southboro',  
Geo. S. Harris, Clinton, Mass.  
Wm. D. Peck, Sterling,  
Geo. A. Torrey, Fitchburg,  
Hale W. Page,  
D. H. Ward, Keene, N. H.

Western Railroad.

From Worcester, Mass., to East Albany, N. Y., 156 miles.


Capital paid in, $5,150,000. Funded Debt, $6,267,520. Total cost of Road, $11,271,656 41. No. of Locomotives, 75. No. of Passenger Cars, 1st class, 40; 2d class, 6. No. of Freight Cars, 1,147. No. of Baggage Cars, 12. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in February.

President, Chester W. Chapin, Springfield, Mass.  
Treasurer, Stephen Fairbanks, Boston,  
Secretary, James D. Colt, Pittsfield,  
Auditor, Wm. Ritchie, Springfield,  
Superintendent, Henry Gray,  
Assistant Superintendent and Road Master, Chas. O. Russell,  
General Ticket Agent, J. M. Greggs,  
Master of Machinery, Wilson Eddy,  
Master of Car Repairs, Calvin Stebbins,  
Chief Clerk, E. Hayes,  

Nine Directors.

Chester W. Chapin, Springfield, Mass.  
Wm. H. Swift, New York, N. Y.  
Josiah Stickney, Boston, Mass.  
Ignatius Sargent,  
Robert Campbell, Pittsfield, Mass.  
E. C. Sherman, Plymouth,  
Geo. A. Shaw, Boston,  
William Pollock, Pittsfield.
Connecticut River Railroad.


Capital paid in, $1,591,100. Funded Debt, $250,000. Total cost of Road, $1,801,943 80. Earnings last year, gross, $533,987 56. Net, $216,351 07. Dividend, 8 per cent., $133,987 36. No. of Locomotives, Inside Connections, 4; Outside Connections, 8. No. of Passenger Cars, 1st class, 17. No of Freight Cars, 73 long house, 90 long platform. No. of Baggage Cars and Smoking, 7. Average No. of miles run per cord of wood, 35. Miles run per pint of oil, 22. Gauge of Road, 4 feet 6 3/8 inches.

Time of Election, January 20.

President, D. L. Harris, Springfield, Mass.
Treasurer and Secretary, Seth Hunt, Northampton, "
Auditor, Eliphalet Williams, "
Superintendent and Chief Engineer, W. B. Brinsmade, Springfield, Mass.
General Freight Agent, E. Morgan,
Agent of Transportation, E. R. Pillsbury,
Master of Machinery and Car Repairs, John Mulligan,
Chief Clerk, Geo. E. Frink,

Nine Directors.

Ignatius Sargent, Boston, " H. W. Clapp, Greenfield, "
J. M. Spelman, " Roland Mather, Hartford, Ct.
Edward A. Dana, " Geo. Kellogg,

Rockville Railroad.

From Rockville to Vernon, Conn., [Junction with Hartford, Providence, and Fishkill Railroad,] 5 miles.

Office, Rockville, Conn.

Capital paid in, $100,000. Funded Debt, $50,000. Total cost of Road, $200,000. Earnings last year, gross, $30,000. Dividend, 4 per cent. No. of Locomotives, outside Connections, 2. No. of Passenger Cars, 1st class, 2. No of Baggage Cars, 1. Gauge of Road, 4 feet 6 inches.

Time of Election, 1st Monday in November.

President, Geo. Talcott, Rockville, Conn.
Treasurer and Secretary, E. B. Preston, "
Superintendent, A. H. Putnam, "
General Freight and Ticket Agent, E. R. Pillsbury,

Five Directors.

Geo. Kellogg, Geo. Talcott,
E. B. Preston, Dwight Loomis,
Geo. Maxwell,
Providence, Warren and Bristol Railroad.

From Providence to Bristol, R. I., 15 miles.

Office, Providence, R. I.

Capital paid in, $437,917 49. Total Cost of Road and Equipments, $458,764 88. Earnings last year, gross, $52,065 98. Net, $19,762 82. Dividend, 6 per cent., Preferred Stock. No. of Locomotives, Inside Connections, 1; Outside Connections, 2. No. of Passenger Cars, 1st class, 4. No. of Freight Cars, 4. No. of Baggage Cars, 2. Average No. of miles run per ton of Coal, 55. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, last Monday in January.

President, C. T. Child.
Treasurer, Secretary, Superintendent, L. M. E. Stone, Providence, R. I.
Chief Engineer, & Purchasing Ag't., Geo. F. Pearce, Bristol.
General Freight Agent, Waterman Stone.
General Ticket Agent, John Miller.
Master of Transportation, Geo. F. Pearce, Bristol.
Master of Machinery and Car Repairs, J. Brightman.
Road Master, P. T. Brightman, Warren.

Nine Directors.


Providence and Worcester Railroad.

From Providence, R. I., to Worcester, Mass., 43 1/2 miles.

Office, Providence, R. I.

Capital paid in, $1,700,000. Cost of Road and Equipment, $1,674,187 58. Gross Earnings in 1865, $548,995 45. Net Earnings in 1865, $149,129 33. Dividends in 1865, 8 per cent. No. of Locomotives, 14. No. of Passenger Cars, 1st class, 14. No. of Baggage Cars, 4. Number of Freight Cars, 448. Average number of miles run to ton of Coal, 63. Miles run to pint of Oil, 12. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, February.

President, Earl P. Mason, Providence, R. I.
Treasurer, John R. Baich.
Superintendent, Road Master, and Purchasing Agent, S. H. Tabor.
General Ticket Agent, Wm. M. Durfee.
Master of Transportation, Wm. D. Hilton, Providence, R. I.
Master of Machinery, Joseph Kelley, " "
Master of Car Repairs, Olney L. Smith, " "

Fifteen Directors.

Earl P. Mason, Providence, R. I.
Horatio N. Slater, " "
James Y. Smith, " "
Paul Whitin, Whitinsville, " "
Harvey Clace, Valley Falls, R. I.
Isaac Davis, " "
Isaac H. Southwick, Providence, R. I.
Edward Pearce, " "
William S. Slater, Providence, R. I.
John Carter Brown, " "
Peleg W. Lippitt, Woonsocket, " "
Gideon L. Spencer, Pawtucket, " "

New London Northern Railroad.

From New London, Conn., to Amherst, Mass., 86 miles.

Office, New London, Conn.

Capital paid in, $700,000. Funded Debt, $132,800. Total cost of Road and Wharves, $729,800. Earnings last year, gross, $306,766.69; net, $44,452.72. Dividend, 8 per cent. No. of Locomotives, 11. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 132. No. of Baggage Cars, 5. Average No. of miles run per cord of wood, 36.8^7. Miles run per pint of oil, 22.3. Gauge of Road, 4 feet 8^2 inches.

Time of Election, first Wednesday in February.

President, A. N. Ramsdell, New London, Conn.
Treasurer, Robert Coit, Jr., " "
Secretary, F. W. Fitch, " "
Auditor, J. C. Leaman, " "
Superintendent and Purchasing Agent, R. N. Dowd, " "
Chief Engineer, Alfred R. Field, " "
Assistant Engineer, D. W. Bemis, " "
General Ticket Agent, John H. Heath, " "
Master of Transportation, C. M. Wilcox, " "
Master of Machinery, Isaac W. Dow, " "
Master of Car Repairs, John H. Champion, " "
Road Master, A. H. Wright, " "

Eleven Directors.

A. N. Ramsdell, New London, Conn.
Henry P. Haven, " "
F. B. Loomis, " "
Robert Coit, " "
Wm. W. Billings, " "
Wm. H. Barns, " "
David Smith, Norwich, " "
Edward Chappell, " "
S. M. Wait, Brattleboro', Vt.
Danbury and Norwalk Railroad.

From Danbury to South Norwalk, Conn., 24 miles.

Office, Danbury, Conn.

Capital paid in, $307,60. Funded Debt, $100,000. Total cost of Road, $412,251 85. Earnings last year, gross, $103,382 75; net, $26,429 41. Dividend, 3 per cent. No. of Locomotives, Inside Connections, 4. No of Passenger Cars, 1st class, 5. No. of Freight Cars, 45. Gauge of Road, 4 feet, 8 1/2 inches.

Time of Election, last Thursday in August.

President, Edwin Lockwood, Norwalk, Conn.
Treasurer, Harvey Williams, Danbury.
Agent, and Chief Clerk, E. S. Tweedy.
Auditors, H. Smith, W. L. Quintard.
Superintendent, John W. Bacon.
Master of Machinery, C. A. Craig.
Master of Car Repairs, W. W. Bedient.

Thirteen Directors.
Edwin Lockwood, Norwalk, Conn. | Wm. L. Quintard, Norwalk, Conn.
Le Grand Lockwood, Jr., Asa E. Smith.
Wm. Hubbell, William K. James.
F. S. Wildman, Danbury, Conn. | William C. Street.
E. S. Tweedy, Henry Smith, Ridgefield.
Lucius P. Hoyt,

Naugatuck Railroad.

From Bridgeport to Winsted, Conn., 62 miles.

Office, Bridgeport, Conn.

Capital paid in, $1,100,000. Funded Debt, $300,000. Total cost of Road, $1,464,127 34. Earnings last year, gross, $360,167 62. Net, $140,390 72. Dividend, 16 per cent. No. of Locomotives, 8. No. of Passenger Cars, 1st class, 11. No. of Freight Cars, 181. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, third Tuesday in February.

President, Hon. Wm. D. Bishop, Bridgeport, Ct.
Vice-President, Russell Tomlinson.
Treasurer, Horace Nichols.
Secretary, Ira Sherman.
Superintendent, Charles Waterbury.
General Ticket Agent, Wm. A. Waterbury.
Master of Machinery, Richard Post.
Master of Car Repairs, G. W. Gray.
Road Master, J. C. Egleston, Waterbury.
Chief Clerk, James Potter, Bridgeport.

Seven Directors.
Wm. D. Bishop, Bridgeport, Ct. | A. Heaton, New Haven, Ct.
Russell Tomlinson, | N. Wheeler, Bridgeport.
A. L. Dennis, Newark, N. J. | N. A. Baldwin, Milford.
Green Kendrick, Waterbury, Ct.
Hartford and New Haven Railroad.

From New Haven, Conn., to Springfield, Mass., 62 miles.

Branches: Berlin to Middletown, 10 miles; and Berlin to New Britain, 2½ miles.

Office, Hartford, Conn.

Capital paid in, $3,000,000. Funded Debt, $927,000. Total cost of Road, $8,129,047 20. Earnings last year, gross, $1,459,711 31. Net, 359,530 70.

Dividend, 12 per cent.

No. of Locomotives, Inside Connections, 3; Outside Connections, 21. No. of Passenger Cars, 1st class, 27. No. of Freight Cars, 402. Gauge of Road, 4 feet 8½ inches.

Time of Election, third Wednesday in September.

President and Treasurer, Chas. F. Pond, Hartford, Conn.
Vice-President, Wm. P. Burrall.
Secretary, S. P. Conner.
Auditors, Henry White, E. S. Hubbard, Leonard Church, Hartford, Conn.
Superintendent, E. M. Reed.
Chief Engineer, James Laurie.
Master of Machinery, J. Hu A. Nichols, Hartford, Conn.
Master of Car Repairs, F. Leppens.
Road Masters, F. W. Harwood, H. W. Jones.
Paymaster, W. L. Squire.

Nine Directors.

Chas. F. Pond, Hartford, Conn. | Ezra C. Read, New Haven, Conn.
Henry C. Robinson, " " | A. G. Hazard, Enfield, Conn.
Cornelius Vanderbilt, New York City, " " | Samuel H. Parsons, Middletown, Conn.
John A. Robinson, " " | Henry White, E. S. Hubbard, Leonard Church, Hartford, Conn.

Hartford, Providence and Fishkill Railroad.

[Operated by Trustees.]

From Providence, R. I., to Waterbury, Conn., 122½ miles.

Office, Hartford, Conn.

Capital paid in, $1,936,759 98. Funded Debt, $2,055,500. Total cost of Road, $3,992,239 98. No. of Locomotives, 16. No. of Passenger Cars, 13. No. of Freight Cars, 260. No. of Baggage Cars, 11. Average No. of miles run per cord of wood, 50; per pint of oil, 16. Gauge of Road, 4 feet 8½ inches.

Trustees, Calvin Day, E. G. Howe.
President, Calvin Day.
Treasurer and Secretary, H. T. Sperry.
Auditor, George M. Bartholomew.
Superintendent, Samuel Nott.
Assistant Superintendent, John T. McManus.
Master of Machinery, Edwin Garfield.
Master of Car Repairs, V. D. Perry.

Eleven Directors.

Shubael Hutchins, Providence, R. I. | Alfred Smith.
Wm. Sheldon, " " | Albert Day.
Elisha Dyer, " " | Vergil Cornish, New Britain.
Simon H. Greene, " " | John P. Elton, Waterbury.
New York and Harlem Railroad.

From New York City to Chatham Four Corners, 130.75 miles. Port Morris Branch, 2.12 miles.

Office, Corner Fourth Avenue and 26th Street, New York.

President, ........................................... Cornelius Vanderbilt, New York.
Vice-President, .................................... Wm. H. Vanderbilt, New York.
Treasurer, ........................................... Wm. M. Emerson, New York.
Secretary, ........................................... R. J. Niven, New York.
Superintendent and Chief Engineer, ..................... I. C. Buekhout, New York.
Assistant Superintendent and General Freight Agent, ............ I. D. Barton, New York.
General Ticket Agent, ................................ Van Arsdale, New York.
Road Master, ....................................... A. W. Eggleton, New York.
Purchasing Agent, ................................... R. C. Moore, New York.

Rome, Watertown and Ogdensburgh Railroad.

From Rome to Ogdensburgh, N. Y., 142 miles. Branches:
   From Richland to Oswego, 29 miles. From Watertown to Cape Vincent, 25 miles. From De Kalb Junction to Potsdam Junction, 25 miles.

[Oswego and Rome Railroad operated under a Lease.]

Capital paid in, $1,992,100. Funded Debt, $1,571,908 05. Total cost of Road, $3,464,446 77. Earnings last year, gross, $1,056,308 39. Net, $382,113 48. 2 Dividends, 5 per cent each, $182,185. No. of Locomotives, Inside Connections, 13; Outside Connections, 13. No. of Passenger Cars, 1st class, 25. No. of Freight Cars, 400. No. of Baggage Cars, 8. Miles run per pint of oil, 32. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, 1st Wednesday in June.

President, ........................................... Wm. C. Pierrepont, Pierrepont Manor, N. Y.
Vice-President, .................................... Wm. C. Pierrepont, Pierrepont Manor, N. Y.
Treasurer and Secretary, ............................ R. E. Hungerford, Watertown, N. Y.
Superintendent, ..................................... Addison Day, Rome, N. Y.
General Freight Agent, ............................. C. C. Case, Watertown, N. Y.
General Ticket Agent, ................................ H. T. Frary, Rome, N. Y.
Master of Machinery, ................................ Wm. H. Griggs, Rome, N. Y.
Master of Car Repairs, ................................ George Shattuck, Rome, N. Y.
Road Master, ....................................... J. W. Moak, Watertown, N. Y.

Thirteen Directors.

Wm. C. Pierrepont, Pierrepont Manor, N. Y.
Marcellus Massey, No. 10 Pine Street, New York.
Charles E. Bill, No. 27 William Street, New York.
Samuel E. Phelps, No. 87 Park Row, New York.
John Ferguson, No. 35 Pine Street, New York.
Calvert Comstock, Rome, N. Y.
David Utley, New York.
Delos DeWolf, Oswego, New York.
Wm. Lord, Brownville, New York.
Ashcroft's Railway Directory for 1866.

Oswego and Rome Railroad.

From Oswego to Richland (junction with the Rome, Watertown and Ogdensburg Railroad), 28 miles.

[Road leased to and operated by the Rome, Watertown and Ogdensburg Railroad Company.]

Office, Oswego.

Capital paid in, $225,000. Funded Debt, $350,000. Total cost of Road ($575,000; extended, $125,000), $700,000. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, first Tuesday in May.

President, Lucius B. Crocker, Oswego, N. Y.
Vice-President and Treasurer, Delos De Wolf.
Secretary, Charles Rhodes.
Chief Engineer, Isaac S. Doane.

Thirteen Directors.
Lucius B. Crocker, Oswego, N. Y.
Delos De Wolf.
Cheney Ames.
Leonard Ames.
Samuel B. Johnson.
John B. Edwards.
Theodore Irwin.

Avon, Genesee and Mount Morris Railroad.

From Avon to Mount Morris, N. Y., 16 miles.

Office, Secretary and Treasurer, Rochester, N. Y.; of Superintendent, Mount Morris, N. Y.

Capital paid in, $194,250. Funded Debt, $24,500. Total cost of Road, $400,000. Earnings last year, gross, $25,512 64. Net, $10,580 28. Dividend, 4 per cent. No. of Locomotives, 2. No. of Passenger Cars, 1st class, 2; second class, 1. No. of Freight Cars, 3. No. of Baggage Cars, 1. Gauge of Road, 6 feet.

Time of Election, third Tuesday in February.

President, William Kidd, New York.
Vice-President, Daniel H. Fitzhugh, Genesee, N. Y.
Treasurer and Secretary, Edward R. Hammatt, Rochester.
Superintendent, George W. Phelps, Mt. Morris.

Thirteen Directors.
William A. Reynolds, Rochester, N. Y.
Mortimer F. Reynolds.
Charles H. Chapin.
George Ellwanger.
Edward R. Hammatt.
Daniel H. Fitzhugh, Genesee.

Craig W. Wadsworth, Genesee, N. Y.
Edward P. Fuller.
John R. Murray, Cazenovia.
George W. Phelps, Mt. Morris.
Reuben F. Wisner.
George S. Whitney.
New York Central Railroad.

The length of main line of Road between the termini, that is, from Albany to Buffalo, N. Y., 297 3/4 miles. The length of side, or parallel or branch lines, is as follows: From Troy to Schenectady, 21 miles; from Syracuse to Rochester, via Auburn, 104 miles; from Batavia to Attica, 11 miles; from Rochester to Suspension Bridge, 74 3/4 miles; from Lockport Junction to Tonawanda, 12 1/2 miles; from Rochester Junction to Charlotte, 63 1/2 miles; from Buffalo to Lewiston, 28 1/4 miles; leased line from Suspension Bridge to Canandaigua, 98 3/4 miles. Total, 654 1/2 miles.

Office, Albany, N. Y.

Capital paid in, $24,591,000. Funded Debt, $14,627,442 77. Total cost of Road, $33,701,919 56. Earnings last year, gross, $13,975,524 39. Net, $1,609,362 81. Dividend, .0624 per cent. No. of Locomotives, 258. No. of Passenger Cars, 1st class, 205; 2d class, 78. No. of Freight Cars, 4,904. No. of Baggage Cars, 82. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Wednesday in December.

President, ....................... Dean Richmond, Buffalo, N. Y.
Vice-President, .................... Richard M. Blatchford, New York.
Treasurer, ........................ Edwin D. Worcester, Albany, N. Y.
Assistant Treasurer and Secretary, Robert L. Banks.

Officers in Charge of the Line.

Superintendent, .................... Harlow W. Chittenden, Albany, N. Y.
Chief Engineer, ..................... Chas. Hilton.
General Freight Agent, ................ Solomon Drillard.
General Passenger Agent, ............. Wm. L. Doyle.
Supply Agent, ........................ Henry Underwood.

Assistant Superintendents.

Julius A. Spencer, General Superintendent’s Office, Albany, N. Y.
Ezra Foster, Jr., Albany and Schenectady Division.
Thomas Wallace, Troy and Schenectady.
Zenas C. Priest, Schenectady and Syracuse.
William G. Lapham, Syracuse and Rochester.
James Tillinghast, Rochester and Niagara Falls Division, Buffalo, N. Y.

Master Mechanics, ............... Edward H. Jones, Albany, N. Y.
                                  Gardner B. Van Vorst, Schenectady.
                                  Henry Watkeys, Syracuse, N. Y.
                                  David Upton, Rochester.
                                  Joseph Jones, Albany.

Master of Car Repairs, ........... Thirteen Directors.
                                  Dean Richmond, Buffalo, N. Y.
                                  Richard M. Blatchford, New York.
                                  John H. Chedell, Auburn, N. Y.
                                  Alonzo C. Paige, Schenectady, N. Y.
                                  John V. L Pruyrn, Albany.
                                  Nathaniel Thayer, Boston, Mass.
                                  Livingston Spraker, Palatine Bridge.
                                  Cornelius L. Tracy, Troy, N. Y.
                                  Henry H. Martin, Albany, N. Y.
                                  James H. Banker, New York.
                                  Horace F. Clark.
                                  Andrew D. White, Syracuse, N. Y.
LUCIUS HART & CO.,

4 & 6 Burling Slip,

(Foot of John Street,) New York.

ESTABLISHED IN 1832,

Importers and Dealers in METALS,

for RAILROADS, FOUNDRIES,

and MACHINISTS.

BANCA TIN,
STRAITS TIN,
ENGLISH TIN,
BAR TIN.

Pig and Bar Lead,
Babbitt Metal,
Antimony.

INGOT COPPER,
BISMUTH,
NICKEL,
TINNERS' SOLDER,
SPELTER SOLDER.
Ogdensburg and Lake Champlain Railroad.

From Ogdensburgh to Rouse's Point, N. Y., 118 miles.

Branch: Champlain Landing Branch.

Office, Malone, N. Y.


Time of Election, June.

President, .................. John C. Pratt, Boston, Mass.
Treasurer, ................... Jacob W. Pierce, " "
Secretary, ................... Henry A. Church, " "
Auditor and Superintendent, Geo. V. Hoyle, Malone, N. Y.
General Ticket Agent, ........ M. Conant, " "
Master of Machinery and Car Repairs, Abraham Klohs, " "
Road Masters, ................ Alonzo Booth and Ira Humphrey, Malone, N. Y.
Chief Clerk, ................. M. Conant, Malone, N. Y.
Purchasing Agent, ............ Thomas Upham, Boston, Mass.

Thirteen Directors.


Staten Island Railroad.

From Vanderbilt’s Landing to Tottenville, Staten Island, 13 miles.

Office, Foot of Whitehall Street (Ferry), New York City.

No. of Locomotives, outside connections, 3. No. of Passenger Cars, 1st class, 6. No. of Freight and Baggage Cars, 6. Gauge of Road, 4 feet 8½ inches.

Time of Election, October.

President, ............ Jacob H. Vanderbilt, Ferry Office, foot Whitehall St., N. Y.
Vice-President, .... B. Kreischer, " " " "
Treasurer, ........... A. F. Ockershausen, " " " "
Secretary, ......... John J. Stephens, " " " "
Superintendent, ... John W. Wilbur,
New York and New Haven Railroad.

Office, Corner 27th Street and Fourth Avenue, New York.

Capital paid in, $3,000,000, Funded Debt, 2,000,000. Total cost of Road, $5,491,831 35. No. of Locomotives, 29. No. of Passenger Cars, 1st class, 74. No. of Freight Cars, 340. No. of Baggage Cars, 16. Gauge of Road, 4 feet 8½ inches.

Time of Election, third Thursday in May.

President, .................. George B. Carhart, New York.
Treasurer, .................. Wm. Bement, "
Secretary, .................. E. S. Abernethy, Bridgeport, Conn.
Auditor ........................ Henry White, New Haven, "
Superintendent, ................ James H. Hoyt, New York.
Assistant Superintendent, ................ E. S. Quintard, New Haven, Conn.
General Freight Agent, ............ Class. Rockwell, New York.
General Ticket Agent, ................ Jacob Mendell, "
Master of Machinery, ................ M. M. Rounds, New Haven, Conn.
Master of Car Repairs, ................ H. T. Douglas, "
Road Master, .................. G. P. Sandborn, "
Chief Clerk, .................. G. M. Wilson, New York.
Purchasing Agent, ................ J. O. Phelps, New Haven, Conn.

Nine Directors.

A. K. Van Nest, " J. Godfrey, Southport, "
Geo. N. Miller, " J. Bradley, New Haven, "
Wilson G. Hunt, " E. C. Scranton, "
J. J. Roosevelt, "

Syracuse, Binghamton and New York Railroad.

From Syracuse to Binghamton, N. Y., 81 miles.

Office, Syracuse, N. Y.

Capital paid in, $1,200,130. Funded Debt, $1,643,153 25. Total cost of Road, $2,854,212 46. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 10; 2d class, 2. No. of Freight Cars, 114. No. of Baggage Cars, 3.

President, .................. Thos. B. Fitch, Syracuse, N. Y.
Treasurer, .................. E. B. Wicks, "
Secretary, .................. Orrin Welch, "
Superintendent, ................ George Havens, "
Master of Machinery, ................ S. M. Dotterer, "

Thirteen Directors.

P. Chouteau, Jr., St. Louis, Mo. T. B. Fitch, Syracuse, N. Y.
G. Merle, New York. H. Murray, Oswego, "
D. Lamont, " D. C. Littlejohn, "
J. H. Knox, " Dan'l S. Dickinson, Binghamton, N. Y.
Irving Van Wart, " Jacob M. Schermerhorn, Syracuse, "
James Tinken, "
Hudson River Railroad.

From New York City to East Albany, N. Y., 144 miles; and Troy and Greenbush Railroad, 6 miles.

Office, 270 W. 30th Street, New York City.


Time of Election, second Monday in June.

President, .................... Cornelia Vanderbilt, 270 W. 30th St., N. Y.
Vice-President, ............ Wm. H. Vanderbilt, " " "
Treasurer, ................... C. C. Clarke, " " "
Secretary, ................... Thomas M. North, " " "
Auditor, ...................... Isaac P. Chambers, " " "
Gen. Superintendent, .... A. F. Smith, " " "
Ass't Gen. Superintendent, J. M. Toucey, " " "
Chief Engineer, ............ F. A. Utter, " " "
Gen'l Freight Agent, ....... John Mulford, " " "
Gen'l Ticket Agent, .......... C. H. Kendrick, " " "
Master of Transportation, ... Jesse Burdett, " " "
Master of Machinery, .......... William Buchanan, " " "
Master of Car Repairs, N. Y., W. S. Town, 31st Street, N. Y.
" " " E. Albany, ... C. D. Mills, E. Albany.
Road Master, No. Div., ...... Chas. Newman, Hudson.
" " " So. Div., ............... Jas. L. Wheeler, Sing Sing.
Sup't Clerk, ................ James H. Phyfe, 270 W. 30th St., N. Y.
Purchasing Agent, .......... Jas. M. Hebard, " " "

Thirteen Directors.

Wm. H. Vanderbilt, " " Smith Barker, Jr., "
Horace F. Clark, " " Dean Richmond, Albany.
D. Thos. Vail, Troy. " " M. H. Sanford, "
Jas. H. Banker, New York. " " John Sherrard, "
Augustus Schell, " " "

Plattsburgh and Montreal Railroad.

From Plattsburgh, N. Y. to Province Line, 23 miles.

Office, Plattsburgh, N. Y.

No. of Locomotives, Inside Connections, 2. No. of Passenger Cars, 1st class, 2. No. of Passenger Cars, Second Class, 2. No. of Freight Cars, 40. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Treasurer and Gen'l Ticket Ag't, ........ D. C. Boynton.
Receiver and Superintendent, ........ M. K. Platt, Plattsburgh, N. Y.
Gen'l Freight Agent, .................. W. A. Fuller.
Utica and Black River Railroad.

From Utica to Booneville, N. Y.

Office, Utica, N. Y.

Capital paid in, $811,600. Total cost of Road, $926,318 98. Earnings last year, gross, $135,480 45. Net, 73,399 46. Dividend, 5 per cent. and tax, $42,710 45; part of balance expended in constructing Road. No. of Locomotives, Inside Connections, 1; Outside Connections, 4. No. of Passenger Cars, 1st class, 7. No. of Freight Cars, 54. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Wednesday in November.

President, ............................................. John Thorn, Utica, N. Y.
Vice-President, ................................. Jas. Sayre, " "
Treasurer, ........................................... Isaac Maynard, " "
Secretary, ........................................... Martin Hart, " "
Superintendent, .................................. Chas. Millar, " "
General Freight Agent, ........................ Chas. Hackett, " "
General Ticket Agent, .......................... Henry Myers, Jr., Utica, N. Y.
Master of Machinery, ............................ John Bailey, " "
Master of Car Repairs, .......................... David James, " "
Road Master, ..................................... G. D. Eyert, Trenton Falls.
Chief Clerk, ....................................... Henry Myers, Jr., Utica, N. Y.
Freight Accountant, ............................. Chas. B. Petheram, " "

Thirteen Directors.

John Thorn, Utica, N. Y. .................................................. E. A. Graham, Utica, N. Y.
Robert L. Kennedy, New York City. ......................... Chas. Millar, " "
H. H. Munsell, " " .................................................. A. J. Williams, " "
John Butterfield, Utica, N. Y. ................................. R. Wheeler, " "
Jas. Sayre, " " .................................................. Thos. Foster, " "
Martin Hart, " " .................................................. Silas D. Childs, " "
Isaac Maynard, " " ..................................................

Hackensack and New York Railroad.

From Hackensack, to Jersey City, N. J., 13 miles. Branch: to Lodi, 2 miles.

Office, Hackensack, N. J.

Capital paid in, $92,890. Funded Debt, $40,000. Total cost of Road, $136,308. No. of Locomotives, 2. No. of Passenger Cars, 1st class, 3; 2d class, 1. No. of Freight Cars, 3. No. of Baggage Cars, 1. Gauge of Road, 6 feet.

Time of Election, third Monday in October.

President, ............................................. G. G. Ackerson, Hackensack, N. J.
Treasurer, ............................................. John H. Zabriskie, " "
Secretary, ............................................. Manning M. Knapp, " "
Superintendent, ..................................... Garret G. Ackerson, " "
Road Master, ........................................ James Green, " "

Nine Directors.

Albany and Susquehanna Railroad.

From Albany to Binghamton, N. Y., 140 miles.

[In operation between Albany and Oneonta, a distance of 82 miles. Track being laid between Oneonta and Sidney, a distance of 23 miles.]

Office, 262 Broadway, Albany, N. Y.


Time of Election, first Tuesday in September.

President, ......................... Joseph H. Ramsey, Albany, N. Y.
Vice-President, ..................... Jared Goodyear, Colliersville, N. Y.
Treasurer and Secretary, .......... William L. M. Phelps.
Superintendent, .................... George Skinner.
Chief Engineer, .................... Charles W. Wentz.
General Freight Agent, ............ George W. Church.
Master of Machinery, ............... Robert C. Blackall.
Road Master, ....................... R. H. Lane

Fourteen Directors.

Peter Cagger, ........................ Jared Goodyear Colliersville, N. Y.
Jacob Leonard, ........... .................. Eliakim R. Ford, Oneonta, N. Y.
James B. Sanders, .................. Arnold B. Watson, Unadilla, N. Y.
Jeremiah J. Austin, ............... Lewis Northrup, Centre Village, N. Y.
Charles Courter, Cobleskill, N. Y. ........................................... Alonzo Everts, Binghamton, N. Y.

Troy and Boston and Western Vermont Railroad.

From Troy, N. Y., to Rutland, Vt., 84 miles.

Office, Troy, N. Y.

Capital paid in, $606,911 22. Funded Debt, $1,240,000. Total cost of Road, $2,026,911 44. No. of Locomotives, 11. No. of Passenger Cars, 1st class, 8; 2d class, 1. No. of Freight Cars, 155. No. of Baggage Cars, 8. Gauge of Road, 4 feet 8 1/2 inches.

President, .......................... D. T. Vail, Troy, N. Y.
Vice-President and Treasurer, .... D. Robinson, Troy, N. Y.
Secretary, .......................... J. S. Weed, Troy, N. Y.
Superintendent, .................... C. W. Mosley, Troy, N. Y.
General Freight Agent, ........... Jos. Crandell, Troy, N. Y.
General Ticket Agent, .............. L. A. McClure, Troy, N. Y.
Master of Machinery, ............... Foster Church, Troy, N. Y.
Master of Car Repairs, ............ R. V. Coon, Troy, N. Y.
Road Master, ....................... F. C. White, Troy, N. Y.

Thirteen Directors.

D. Thos. Vail, ........................................ Amos Briggs, Troy, N. Y.
Daniel Robinson, ........... ............ Lyman Wilder, Troy, N. Y.
J. S. Weed, ........................................ R. W. Wells, Troy, N. Y.
R. A. Flood, ............................. J. C. Heartt, Troy, N. Y.
J. W. Fuller, ............................. Hiram Miller, Troy, N. Y.
Lyman Bennett, ...................... J. H. Willard, Troy, N. Y.
J. F. Burden, ...........................
Erie Railway.

From New York to Dunkirk, 460 miles. Branches: Piermont, 18 miles; Newburgh, 19 miles; Northern Division, 66 miles; Buffalo Division, 142 miles; Rochester Branch, 18 miles; Northwestern Division, 60 miles.

Office, Erie Place, New York.


No. of Locomotives, 319. No. of Passenger Cars, 1st class, 133. No. of Emigrant Cars, 40. No. of Freight Cars, 5,181. No. of Baggage Cars, 55. Gauge of Road, 6 feet.

Time of Election, second Tuesday in October.

President.......................... Robert H. Berdell, New York.
Vice-President...................... Alex. S. Diven, "
Treasurer; ......................... John Hilton, "
Secretary, ........................ Horatio N. Otis, "
Auditor, .......................... B. E. Bremner, "
General Superintendent, .......... Hugh Riddle, "
Assistant Superintendent, ......... J. W. Guppy, "
Consulting Engineer, ............... Chas. Minot, "
Assistant Engineer, ................. John Houston, "
General Freight Agent, ............ B. W. Blanchard, "
General Ticket Agent, ............. Wm. R. Barr, "

Division Superintendents,.......

H. Hobbs, Jersey City, N. J.
C. W. Douglas, Port Jervis, N. Y.
J. S. Beggs, Dunkirk, "
J. N. Durrell, Hornellsville, "
H. C. Fisk, Buffalo, "
H. L. Brown, Jersey City, N. J.
J. B. Gregg, Susquehanna, Pa.
H. G. Brooks, Dunkirk, N. Y.
M. E. Brown, Buffalo, "
C. D. Cooper, Port Jervis, N. Y.
W. E. Rutter, Elmira, "
W. E. Cooper, Dunkirk, "
M. Wilder, Buffalo, "

Daniel Drew, "
John Arnot, Elmira, N. Y.
William B. Skidmore, New York.
Cornelius Vandervilt, "
Robert H. Berdell, "
Dudley S. Gregory, Jersey City.
Ralph Mead, New York.
Ambrose S. Murray, Goshen, N. Y.

J. C. Bancroft Davis, New York.
Henry L. Pierson, "
D. A. Cushman, "
Alexander S. Diven, Elmira, N. Y.
Thomas W. Gale, New York.
Isaac N. Phelps, "
J. F. D. Lanier, "

Purchasing Agent, .................. L. L. Lockwood, New York.

Seventeen Directors.

Samuel Marsh, New York.
Daniel Drew, "
John Arnot, Elmira, N. Y.
William B. Skidmore, New York.
Cornelius Vandervilt, "
Robert H. Berdell, "
Dudley S. Gregory, Jersey City.
Ralph Mead, New York.
Ambrose S. Murray, Goshen, N. Y.
William Evans, London Eng.
J. C. Bancroft Davis, New York.
Henry L. Pierson, "
D. A. Cushman, "
Alexander S. Diven, Elmira, N. Y.
Thomas W. Gale, New York.
Isaac N. Phelps, "
J. F. D. Lanier, "
Oswego and Syracuse Railroad.
From Oswego to Syracuse, N. Y., 36 miles.

Office, Oswego, N. Y.

Capital paid in, $396,340. Funded Debt, $204,000. Total cost of Road, $823,480. Dividend, 8 per cent. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, June (1st Wednesday).

President, F. T. Carrington, Oswego, N. Y.
Vice-President, Allen Munroe, Syracuse,
Treasurer, Luther Wright, Oswego,
Secretary, A. P. Grant,
Superintendent and Engineer, Henry Van Vleck, Syracuse,
General Ticket Agent, C. G. Shead, Oswego,
Master of Machinery, Josiah Betts,
Master of Car Repairs, J. H. Parker,
Road Master, Hiram Waid,

Thirteen Directors.

F. T. Carrington, Oswego, N. Y. Allen Munroe, Syracuse, N. Y.
Luther Wright. A. Myers,
A. P. Grant, E. B. Judson,
S. Doolittle, R. H. King, Albany,
G. Mallison, H. H. Martin,
W. B. Phelps, Joseph Battell,
T. T. Davis, Syracuse,

Troy and Greenbush Railroad Association.
From Troy to East Albany, N. Y., 6 miles.

[Leased to the Hudson River R. R. Co., to run in connection with that road.]

Office, Troy, N. Y.

Capital paid in, $274,400. Total cost of Road, about $295,000. Dividend, 7 per cent. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Tuesday in July.

President, Jonathan Edwards, Troy, N. Y.
Vice-President, Thomas W. Lockwood, Troy, N. Y.
Treasurer, Philander Wells,
Secretary, John B. Gale,

Thirteen Directors.

Jonathan Edwards, Troy, N. Y. John B. Gale, Troy, N. Y.
Jonas C. Heartt, Thomas Symonds, Troy, N. Y.
John L. Thompson, John H. Willard,
Hanford N. Lockwood, Troy, N. Y. S. E. Warren,
Thomas W. Lockwood, E. Thompson Gale,
George D. Carter, George H. Cramer,
Philander Wells,

New York and Flushing Railroad.
From Hunter's Point to Flushing, N. Y., 8 miles.

N. Y. Depots, James Slip and 34th-street Ferry.

President, Wm. Ebbitt.
Treasurer, D. F. Atkins.
Superintendent, Robert White.
Rensselaer and Saratoga Railroad.

From Troy and Schenectady, N. Y., to Rutland, Vt., 95 miles.

Office, Troy, N. Y.

[Operating under perpetual leases and contracts of consolidation, as follows:
Rensselaer and Saratoga, 25 miles; Saratoga and Schenectady, 22 miles; Albany and Vermont, 12 miles; Saratoga and Whitehall, 54 miles; Troy, Salem and Rutland, (late Rutland and Washington, and Troy and Rutland Railroads,) 62 miles. Total, 175.]

Capital paid in, $800,000. Funded Debt, $389,000. Dividend, 8% per cent. past year. No. of Locomotives, 29. No. of Passenger Cars, 1st class, 41; 2d class, 6. No. of Freight Cars, 491. No. of Baggage Cars, 17. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in June.

President, George H. Cramer, Troy, N. Y.
Vice-President, James M. Cook, Saratoga, "
Treasurer and Secretary, H. C. Lockwood, Troy, "
Superintendent, Isaac V. Baker, "

General Freight Agent, H. S. Marcy, "
General Ticket Agent, W. G. Putnam, "

Master of Machinery, W. B. Gale, "

Thirteen Directors.

George H. Cramer, George B. Warren,
James M. Cook, Joseph M. Warren,
Daniel Southwick, E. Thompson Gale,
George Dauchy, John A. Griswold,
Thomas White, W. Howard Hart,
George M. Tibbitts, [One vacancy.]
J. L. Van Schoonhoven,

Saratoga and Whitehall Railroad.

From Saratoga to Whitehall, N. Y., 40 miles. Branch: Whitehall to State Line, 6½ miles.

Office, Saratoga Springs, N. Y.

Capital paid in, $500,000. Funded Debt, $355,000. Total cost of Road, $981,684 48.

Time of Election, second Tuesday in June.

[Road and rolling stock under perpetual contract of consolidation with Rensselaer and Saratoga Railroad, and operated by that company.]

President, James M. Cook, Troy, N. Y.
Treasurer and Secretary, Henry C. Lookwood, Troy, N. Y.

Superintendent, Isaac V. Baker, Troy, N. Y.

Twelve Directors.

J. M. Davison, " " | Michael J. Myers, Whitehall, "
Wm. H. Warren, Moreau, " | Geo. B. Warren, Jun., Troy, "
Wm. A. Shepard, Troy, " | Geo. T. Lane, "
Charles Cramer, Waterford, " | John B. Gale, Troy, "

Thirteen Directors.

George H. Cramer, George B. Warren,
James M. Cook, Joseph M. Warren,
Daniel Southwick, E. Thompson Gale,
George Dauchy, John A. Griswold,
Thomas White, W. Howard Hart,
George M. Tibbitts, [One vacancy.]
J. L. Van Schoonhoven,
Rutland and Whitehall Railroad.

From Castleton Village, Vt., to West Line of the State in Fairhaven, Vt., 7½ miles. Branch at Hydeville, 1 mile in length.

Office, Fairhaven, Vt.

[This Road is leased by a perpetual lease to the Saratoga and Whitehall Railroad Company; but is now under the control of, and operated by the Rensselaer and Saratoga Railroad Company. No account, therefore, of current expenses can be made by us.]

Capital paid in, $255,700. No. of Locomotives, Inside Connections, 2. No. of Passenger Cars, 1st class, 2; 2d class, 3. Freight Cars, 52. Quarterly Dividend, 6 per cent. per annum, in capital stock. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Wednesday in January.

President.................................A. W. Hyde, Hydeville, Vt.
Vice-President............................W. W. Cook, Whitehall, N. Y.
Treasurer, Secretary, and Transfer Agt....W. C. Kittridge, Fairhaven, Vt.

Five Directors.

A. W. Hyde, Hydeville, Vt. | W. W. Cook, Whitehall, N. Y.
Israel Darry, |

Saratoga and Schenectady Railroad.

From Saratoga to Schenectady, N. Y., 22 miles.

Office, Troy, N. Y.

[Leased in perpetuity to Rensselaer and Saratoga Railroad.]

Capital paid in, $300,000. Funded Debt, $40,000. Total cost of Road, $450,000. Dividend, 5 per cent. per annum.

President..............................Le G. B. Cannon, Troy, N. Y.
Treasurer and Secretary...............H. C. Lockwood, " "
Superintendent........................J. V. Baker, " "

Nine Directors.

Le G. B. Cannon, New York. | George Tibbits, Hoosick, N. Y.
John Cramer, Waterford, N. Y. | James M. Marvin, Saratoga, "
Hanford W. Lockwood, Troy, N. Y. | L. S. Suarez, New York, "
Wm. H. Warren, Moreau. | H. C. Lockwood, Troy, N. Y.
Stephen E. Warren, Troy, | " "

Rutland and Washington Railroad.

From Rutland, Vt. to Eagle Bridge, 62 miles.

[Leased to and operated by the Rensselaer and Saratoga Railroad Company.]
Albany and Vermont Railroad.

From Albany, N. Y., to Waterford Junction, 12 miles. Branch: to Troy, N. Y.

Office, Troy, N. Y.

[This road is leased and run by the Rensselaer and Saratoga Railroad Co.]

Capital paid in, $600,000. Gauge of Road, 4 feet 8½ inches.

Time of Election, third Tuesday in October.

President, E. Thompson Gale, Troy, N. Y.
Vice-President, Jos. M. Warren, " "
Treasurer and Secretary, Thos. W. Lockwood, " "

Thirteen Directors.

E. Thompson Gale, Troy, N. Y. George H. Cramer, Troy, N. Y.
James Forsyth, " " Chas. W. Tillinghast, " "
Jos. M. Warren, " " Benjamin H. Hall, " "
John E. Wool, " " John B. Gale, " "
Wm. Howard Hart, " " Abijah Mann, Jr., New York.
Thos. W. Lockwood, " " Isaac B. Hart, Troy, N. Y.
Cornelius L. Tracey, " "

New Jersey Railroad and Transportation Company.

From New York to New Brunswick, N. J., 34 miles.

Office, 2 Nassau Street, N. Y.

Capital paid in, $4,397,800. Funded Debt, $635,000. Total cost of Road, $3,799,809. No. of Locomotives, 29. No. of Passenger Cars, 84. No. of Freight Cars, 170. Gauge of Road, 4 feet 10 inches.

Time of Election, June 7th, 1865.

President, Alfred L. Dennis, New York.
Treasurer, Henry J. Southmayd, New York.
Secretary, F. W. Rankin, " 
Gen. Superintendent, F. Wolcott Jackson, Jersey City.
Ass’t, James W. Woodruff, " 
Executive Agent, Wm. A. Whethead, " 
Freight, Wm. D. Chetwood, " 
Chief Engineer, Israel Smith, " 
Master of Transportation, Geo. W. Barker, " 
Master of Machinery, J. Headden, " 
Master of Car Repairs, David S. Baker, " 
Superintendent of Ferry, Charles A. Woolsey, " 
Road Master, J. C. Herrick, Newark.

Nine Directors.

A. L. Dennis, Newark, N. J.
Hamilton Fish, New York.
Henry R. Remsen, " 
D. S. Gregory, Jersey City.
A. O. Zabriskie, " 
Ferdinand Suydam, New York.
Geo. R. Chetwood, Elizabeth, N. J.
M. A. Howell, New Brunswick, " 
Nehemiah Ferry, Newark, " 
Buffalo and State Line, and Erie and North-East Railroad.

From Buffalo, N. Y., to Erie, Pa., 88 miles.

Office, Buffalo, N. Y.

Capital paid in, $2,200,000. Funded Debt, $1,200,000. Total cost of Road, $2,784,414.06. Earnings last year, gross, $2,266,084.04. Dividend, 10 per cent. No. of Locomotives, Inside Connections, 4; Outside Connections, 34. No. of Passenger Cars, 1st class, 22; 2d class, 7. No. of Freight Cars, 697. No. of Baggage Cars, 8. Gauge of Road, 4 feet 10 inches.

Time of Election, second Tuesday in June.

President, Dean Richmond, Buffalo, N. Y.
Vice-President, Charles H. Lee.
Treasurer and Secretary, H. L. Lansing.
Cashier, George H. Chase.
General Superintendent and Chief Engineer, J. Lewis Grant.
Assistant Superintendent, A. T. Williams.
Assistant Engineer, A. R. Trew.
General Freight Agent, C. K. Loomis.
General Ticket Agent, J. A. Burch.
Master of Machinery, Wm. Hart.
Master of Car Repairs, F. D. Adams.
Road Master, Adam O'Neill.

Eleven Directors.

Dean Richmond, Benjamin Williamson,
Charles H. Lee, Henry D. Maxwell,
H. L. Lansing, Asa Packer,
Hon. Geo. W. Patterson, Frederick T. Frelinghuysen,
William Williams, John C. Green,
Edwin Smith, William E. Dodge,
          Adam Norrie, "        
          Edwin Smith, "        

Central Railroad of New Jersey.

From New York City to Easton, Penn., 75 miles. Branch: South Branch Railroad, from Somerville to Flemington, 16 miles.

Office, 69 Wall Street, New York.

Capital paid in, $7,100,000. Funded Debt, $2,000,000. No. of Locomotives, 57. Gauge of Road, 4 feet 8½ inches.

Time of Election, May.

President, John T. Johnston, 69 Wall St., N. Y.
Treasurer and Secretary, Samuel Knox.
Superintendent, Josiah O. Stearns, Elizabethport, N. J.
Chief Engineer, James Moore.
General Freight Agent, Peter H. Wyckoff.
General Ticket Agent, Hiram P. Baldwin, 69 Wall St., N. Y.
Master of Machinery, L. Crossman, Elizabethport, N. J.
Master of Car Repairs, Samuel Atkinson.
Purchasing Agent, J. R. Armstrong.

Seven Directors.

John C. Green, Benjamin Williamson,
William E. Dodge, Henry D. Maxwell,
Adam Norrie, Asa Packer,
Frederick T. Frelinghuysen.
Raritan and Delaware Bay Railroad.


Offices, 13 and 14 West St., N. Y.

President, J. Neilson Potter, 13 & 14 West St., N. Y.
Vice-President, H. M. Alexander, New York.
Treasurer and Secretary, W. Lewis, 13 and 14 West St., N. Y.
Superintendent, W. S. Sueden, Red Bank, N. J.
Asst. Superintendent, C. L. Kimball, “ “
Genl' Freight Agent, S. C. Hasty, “ “
Genl' Ticket Agent, B. Strong, “ “
Master of Machinery, E. C. Clark, Manchester, N. J.
Road Master, C. L. Kimball, Red Bank, N. J.
Purchasing Agent, E. Torrey, 13 and 14 West St., N. Y.

Thirteen Directors.

H. M. Alexander, New York City.
J. N. Potter, “ “
S. G. Wheeler, Jr., “ “
W. S. Sueden, Red Bank, N. J.
Lewis B. Brown, New York City.
H. H. Boody, “ “
Ashbel Green, “ “
W. C. Patterson, Atsion, N. J.
S. W. Torrey, New York City.
Ezra Nye, “ “
William Torrey, Montclair, N. J.
Z. Scriven, Long Branch, “ “
F. W. Downer, New York City.

Newark and Bloomfield Railroad.

From Newark to Montclair, N. J., 6 miles.

Office, Newark, N. J.

Capital paid in, $104,000. Total Cost of Road, $104,000. Dividend, 3% per cent., February 1st, 1866. No. of Locomotives, 1. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 2. No. of Baggage Cars, 1. Gauge of Road, 4 feet 10 inches.

Time of Election, September.

President, Ira Dodd, Newark, N. J.
Treasurer, Isaac Van Wagenen, Newark, N. J.
Secretary, Wm. Vanderpool, “ “
Superintendent and Chief Engineer, J. B. Bassinger, Hoboken, N. J.
Assistant Superintendent, Samuel Schoch, “ “
General Freight Agent, W. F. Halliday, “ “
General Ticket Agent, Jas. S. Woodruff, “ “
Master of Car Repairs, Joseph Reed, “ “
Chief Clerk and Paymaster, Wm. D. Carter, “ “

Seven Directors.

Ira Dodd, Bloomfield, N. J.
Isaac Van Wagenen, Newark, N. J.
Hon. Wm. Wright, “ “
Jos. A. Davis, M. D., Bloomfield, “ “
Amzi Dodd, Bloomfield, N. J.
Wm. S. Faitoute, Newark, N. J.
Grant J. Wheeler, Montclair, N. J.
Northern Railroad of New Jersey.

From Jersey City to Piermont, N. Y., 25½ miles. Branch: Piermont Branch of Erie Railway, 12 miles.

Office, foot of Cortlandt St., N. Y.

Capital paid in, $158,800. Funded Debt, $260,000. Total cost of Road, $457,729 22. Earnings last year, gross, $185,031 86; net, $180,322 79. No. of Locomotives, 4. No. of Passenger Cars, 1st class, 11. No. of Freight Cars, 23. No. of Baggage Cars, 5. Average No. of miles run per cord of wood, 37½. Gauge of Road, 6 feet.

Time of Election, last day of March.

President, Hon. Thomas H. Herring, New York
Treasurer, C. D. Van Wagenen
Secretary, John Van Brunt
Superintendent and Purchasing Agent, Thomas W. Demarest
General Freight Agent, E. R. Houghton
General Ticket Agent, Andrew Corsa
Road Master, J. P. Cook
Chief Clerk, A. O. Roorback

Nine Directors.


Freehold and Jamesburg Agricultural Railroad.

From Freehold to Jamesburg, N. J., 11½ miles.

Office, Jamesburg, N. J.

Capital paid in, $230,444 80. Total cost of Road, $230,332 62. Earnings last year, gross, $49,838 42; net, $17,198 89. No. of Locomotives, 2. No. of Passenger Cars, 1st class, 3. No. of Freight Cars, 24. Average No. of miles run per cord of wood, 25. Miles run per pint of oil, 27. Gauge of Road, 4 feet 10 inches.

Time of Election, July 29th.

President, Wm. D. Davis, Freehold, N. J.
Treasurer, Secretary and Superintendent, Isaac S. Buckelew, Jamesburg, N. J.
Road Master, Redford Perrine

Nine Directors.

Camden and Amboy Railroad.

From Camden to South Amboy, N. J., 61 miles. Branch:
Bordentown to New Brunswick, N. J., 30 miles.

Offices, Philadelphia and New York.

Capital paid in, $4,543,800. Funded Debt, $4,932,564. Total cost of Road and appendages, including steam towing, &c., $9,476,364. Earnings last year, gross, $5,146,650. Net, $891,924. Dividend, 5 per cent. cash, 10 per cent. stock. No. of Locomotives, 74. No. of Passenger Cars, 1st class, 96; 2d class, 28. No. of Freight Cars, 713. No. of Baggage and Mail Crate Cars, 22. Gauge of Road, 4 feet 10 inches.

Time of Election, 28th April.

President, ........................................... Edwin A. Stevens, Hoboken, N. J.
Vice-President, ..................................... Ashbel Welch, Lambertville,
Treasurer, .......................................... Richard Stockton, Princeton,
Secretary, .......................................... Samuel J. Bayard, Philadelphia, Pa.
Auditor, .............................................. Richard F. Stevens, Trenton, N. J.
Superintendent, ................................. R. S. Van Rensselaer, Bordentown,
Chief Engineer, .................................... Ashbel Welch, Lambertville,

( Geo. B. Raymond, New York.
(M. B. Dougherty, Bordentown, N. J.
Masters of Machinery, ............................ P. B. Stevens, Hoboken,
(A. H. Vancleve, South Amboy,
(Ira Bliss, New York.

Seven Directors.
Edwin A. Stevens, Hoboken, N. J. | Joseph P. Bradley, Newark, N. J.
Benjamin Fish, Trenton, N. J. | Ashbel Welch, Lambertville,
J. S. Livingston, Dutchess Co., N. Y. | Richard S. Conover, S. Amboy,
John L. McKnight, Bordentown, N. J. |

Burlington County Railroad.

From Burlington to Pemberton, N. J., 14 miles. Branch:
Vincentown Branch, 3 miles.

Office, Mount Holly, N. J.

Capital paid in, $177,750. Funded Debt, $60,000. Total cost of Road, $250,000. Earnings last year, gross, $66,570 38. No. of Locomotives, 3. No. of Passenger Cars, 1st class, 4; 2d class, 1. No. of Freight Cars, 52. No. of Baggage Cars, 3. Gauge of Road, 4 feet 10 inches.

Time of Election, July.

President, ................................. Charles Bispham, Mount Holly, N. J.
Treasurer and Secretary, ..................... John S. Irick, “
Superintendent, ............................... Charles Sailer,

Nine Directors.
John W. Brown, “ | A. W. Markley, Camden,
John S. Irick, Vincentown, “ | Frederick Engle,
Thomas Milnor, Burlington, “
Camden and Atlantic Railroad.

From Camden, N. J., to Atlantic City, N. J., 60 miles.

Office, Camden, N. J.

Capital paid in, $1,062,743 06. Funded Debt, $1,034,775 80. Total cost of Road, $1,885,941 22. Earnings last year, gross, $283,637 70; net, $94,066 67. No. of Locomotives, 8. No. of Passenger Cars, 1st class, 18; 2d class, 2. No. of Freight Cars, 82. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 40. Miles run per pint of oil, 50. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, fourth Thursday in October.

President, Robert Frazer, Camden, N. J.
Treasurer and Secretary, Horace Whiteman, " "
Superintendent, G. W. N. Custis, " "
Resident Engineer, Jno. C. Da Costa, Jr., " "
General Freight Agent, Marks J. Biddle, " "
Master of Machinery, Ed. Collings, Jr., Camden, N. J.
Master of Car Repairs, Samuel Wills, " "
Chief Clerk, Jas. G. Whiteman, " "

Thirteen Directors.

Stephen Colwell, " " Joseph W. Cooper, Camden, "
A. J. Antelo, " " G. W. Carpenter, " "
Andrew K. Hay, Winslow, N. J. Jos. C. Potts, Jersey City, "
S. Richards, Jackson, " H. H. Boody, New York City.
W. D. Bell, Philadelphia, Pa. H. M. Alexander, "
Jonathan Pitney, Absecon, N. J. " "

Flemington Railroad.

From Lambertville to Flemington, N. J., 12 miles. Connected with and operated by the Belvidere and Delaware Railroad Company.

Office, Flemington, N. J.

Capital paid in, $150,011. Funded Debt, $83,990. Other Indebtedness, $86,417 66. Total cost of Road, $287,086 74. Gauge of Road, 4 feet 10 inches.

Time of Election, July,

President, Charles Bartles, Flemington, N. J.
Treasurer and Secretary, A. V. Bonnell, " "
Superintendent and Chief Engineer, Ashbel Welch, Lambertville, "
Assistant Superintendent, J. A. Anderson, " "
General Freight Agent, A. B. Green, Trenton, "
Master of Machinery, R. McDowell, Lambertville, "

Nine Directors.

Hugh Capner, " " Richard Stockton, " "
Wm. P. Emery, " " E. A. Stevens, Hoboken, "
John G. Reading, " " Benj. Fish, Trenton, "
Alexander Wurtz, " " " " 
Morris and Essex Railroad Company.

From Hoboken, N. J., to Phillipsburgh, N. J., 84 miles.
Branch: Newark and Bloomfield Railroad.

Offices, Hoboken and Newark, N. J.

Capital paid in, $3,500,000. Funded Debt, $3,500,000. Total cost of Road, $7,000,000. Earnings last year, gross, $711,000. Dividend, 7 per cent. No. of Locomotives, Outside Connections, 40. No. of Passenger Cars, 1st Class, 45. No. of Freight and Coal Cars, 600. No. of Baggage Cars, 10.

Gauge of Road, 4 feet 8½ inches.

Time of Election, June.

President, .......... Hon. William Wright, Newark, N. J.
Treasurer, ........... Isaac Van Wagenen, Newark, N. J.
Secretary, ........... William Vanderpool, " "
Superintendent, ....... J. B. Bassinger, Hoboken, N. J.
Asst Superintendent, .. Samuel Schoch, " "
Chief Engineer, ....... J. B. Bassinger, " "
Asst Engineers .......... Charles E. Noble, " "
Gen'l Freight Agent, ..... William F. Halliday, Hoboken, N. J.
Gen'l Ticket Agent, ...... James S. Woodruff, " "
Master of Machinery, .... Lake F. Tronson, Newark, N. J.
Master of Car Repairs, ... Joseph Reed, " "
Road Master, .......... Charles E. Noble, Hoboken, N. J.
Chief Clerk, ........... Patrick H. Riordan, Newark, N. J.

Thirteen Directors.

Hon. William Wright, Pres't, Abram S. Hewitt,
Hon. Asa Packer, Jeremiah C. Garthwaite,
Beach Vanderpool, Robert Hamilton,
Edwin A. Stevens, Joseph P. Bradley,
Theodore F. Randolph, Charles A. Lightbipe,
Aaron Robinson, J. Cooper Lord,
Samuel L'Hommedieu, " "

West Jersey, Salem, Cape May and Millville Railroads.

From Camden to Cape May, N. J., 85 miles. Branches:
Glassboro to Bridgeton, N. J., 16 miles; Pittston to Salem, 16 miles.


Gauge of Road, 4 feet 10 inches.


West Jersey Railroad.

From Camden to Bridgeton.

Secretary and Treasurer, ........ T. J. Yorke, Salem, N. J.
Salem Railroad.

From Pittston to Salem.

President, ........................................ Wm. F. Reeve, Salem, N. J.
Secretary and Treasurer, ........................ D. W. C. Clement, "  

Cape May and Millville Railroad.

From Millville to Cape May.

President, ........................................ John G. Stevens, Trenton, N. J.
Secretary, ........................................ S. J. Bayard, Woodbury, N. J.

Philadelphia and Trenton Railroad.

From Philadelphia to Morrisville, Pa., 28 miles.

Office, 224 South Delaware Avenue, Philadelphia, Pa.

Capital paid in, $999,200. Funded Debt, $250,000. Total cost of Road, $603,882 24. Dividend, 5 per cent semi-annually. Equipments furnished by C. and Amboy Co. Gauge of Road, 4 feet 10 inches.

Treasurer, ........................................ A. H. Thompson, "  
Secretary, ........................................ James Morrill, "  
Superintendent, ................................ R. S. Van Rensselaer, Bordentown.
Chief Engineer, ................................ William Cook, "  

Twelve Directors.

Edwin A. Stevens, Hoboken, N. J.  | William Cook, Bordentown, N. J.
William H. Gatzmer, "  | John G. Stevens, Trenton, N. J.

Bald Eagle Valley Railroad.

From Lock Haven, Pa., to Tyrone, Pa., 53 miles.
Branch: 2 miles to Bellefonte.

Office, Lock Haven, Pa.

[Road operated under a lease to the Penn. R. R. Co.]

Capital paid in, $550,000. Funded Debt, $500,000. Total cost of Road, $1,050,000. Dividend, 6 per cent. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday of January.

President, ........................................ L. A. Mackey, Lock Haven, Pa.
Treasurer and Secretary, ........................ P. M. Price, "  

Six Directors.

D. K. Jackman, "  | Ed. Blanchard, Bellefonte, "  
P. M. Price, Lock Haven, Pa. | H. J. Beardsley, Lock Haven, "  

Philadelphia, Germantown and Norristown Railroad.

From Philadelphia to Norristown, 17 miles. Branch: To Germantown, 6 miles, and continued to Chestnut Hill, 4 miles.


Capital paid in, $1,200,000. Funded Debt, $400,000. Total cost of Road, $1,600,000. No. of Locomotives, 20. No. of Passenger Cars, 1st class, 37; 2d class, 5. No. of Freight Cars, 150. No. of Baggage Cars, 6.

Time of Election, first Monday in November.

President, Edw. C. Dale, 9th & Green sts. Phil. Treasurer and Secretary, A. E. Dougherty, " " " Superintendent, Winfield S. Wilson, " " " Chief Engineer, Jesse Lightfoot, " " " General Freight Agent, A. E. Dougherty, Jr., " " " General Ticket Agent, John B. Peddle, " " " Master of Machinery, John Moyer, " " " Master of Car Repairs, Nathan Pawling, " " " Road Master, W. McElhenny, " " " Chief Clerk, William E. Moyer, " " " Purchasing Agent, W. S. Wilson, " " "

Twelve Directors.

J. Swift, W. Musser, " " "
J. J. Woodward, " W. H. Slingluff, Norristown, " "
S. Morris Waln, Chas. Ellis, " "
Joseph Perot, W. H. Hart, " "

Chestnut Hill Railroad.

From Germantown to Chestnut Hill, 4½ miles.

[Operated by Philadelphia, Germantown and Norristown Railroad Company.]


Capital paid in, $120,650. Total cost of Road, $120,650. Gauge of Road, 4 feet 8½ inches.

President, C. Colket, Philadelphia, Pa. Treasurer and Secretary, H. K. Smith, " " " Superintendent, W. S. Wilson, " " "

Twelve Directors.

W. S. Scheffer, C. T. Platt,
M. Miller, F. N. Buck,
M. Haas, D. Yeakel,
C. Heebner, J. Patterson,
W. W. Colkett, D. Webster,
East Pennsylvania Railroad.

From Reading to Allentown, Pa., 36 miles. Branch: Temple Branch.

Office, Reading, Pa.

Capital paid in, $654,400. Funded Debt, $574,900. Total cost of Road, $1,443,277 66. Earnings last year, gross, $883,836 46. Net, $180,051 90. No. of Locomotives, 9. No. of Passenger Cars, 1st class, 6. No. of Freight Cars, 90. No. of Baggage Cars, 4. Average No. of miles run per ton of coal, 44.7. Miles run per pint of oil, 12.5. Gauge of Road, 4 feet 8½ inches.

Time of Election, First Monday in January.

President, E. M. Clymer, Reading, Pa.
Treasurer and Secretary, W. M. Hiester, Geo. W. Knauer.
Superintendent, C. Stolz.
General Freight and Ticket Agent, F. M. Ermentrout.

Eight Directors.

C. H. Hunter, " Chas. E. Smith, "
John S. Richards, " Robt. B. Cabeen, "
David McKnight, " F. B. Gowen, Pottsville, "

North Pennsylvania Railroad.


Capital paid in, $3,150,150. Funded Debt, $3,105,705. Total cost of Road, $6,153,552. No. of Locomotives, 20. No. of Passenger Cars, 1st class, 23. No. of Freight Cars, 240. No. of Coal Cars, 429. No. of Baggage Cars, 12. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday in January.

President and Purchasing Agent, Franklin A. Comly, Philadelphia, Pa.
Treasurer, William Wister.
Secretary, Edward Armstrong.
Auditor, P. C. Hollis.
Superintendent and Chief Engineer, Solomon W. Roberts.
General Freight and Ticket Agent, Ellis Clark.
Master of Transportation, A. H. Fracker.
Master of Machinery, Franklin Roop.
Road Master, John H. Ainsworth.
Chief Clerk, Charles Willing Hare.

Twelve Directors.

J. Gillingham Fell, | William C. Kent,
S. Morris Wala, | Charles W. Wharton,
William C. Ludwig, | "
Ellwood Shannon, | "
Edward C. Knight, "
Alfred Hunt, "

City Directors.

Jacob Riegel, "
Pennsylvania Railroad.

From Philadelphia to Pittsburgh, Pa., 356 miles. Branches: Waynesburg, 18 miles; Columbia, 29 miles; Mifflin and Centre Co., 6 miles; Bald Eagle Valley, 54 miles; Tyrone and Clearfield, 23 miles; Hollidaysburg, 8 miles; Ebensburg and Cressen, 11 miles; Indiana, 19 miles; Western Pennsylvania, 35 miles. Total length of branches, 203 miles.

Office, 238 South-Third Street, Philadelphia, Pa.

No. of Locomotives, outside connections, 368. No. of Passenger Cars, 1st and 2d class, 196. No. of Freight Cars, 8-wheeled, 5,480. No. of Baggage and Express Cars, 80. Gauge of Road, 4 feet 8½ inches.

Time of Election, February.

President, ........................................... J. Edgar Thomson, 238 So. 3d st., Phil.
Assistant President, ............................... George B. Roberts, " "
1st Vice-President, ................................. Thomas A. Scott, " "
2d " and Comptroller, .............................. Herman J. Lombaert, " "
Treasurer, .......................................... Thomas T. Firth, " "
Secretary, .......................................... Edmund Smith, " "
Auditor, ........................................... Samuel G. Lewis, " "
General Superintendent, ......................... Edward H. Williams, Altoona, Blair Co.
Superintendent of Philadelphia Div., ......... S. P. Darlington, West Phila., " "
 " " Middle " ........................................... Samuel D. Young, Harrisburg, " "
 " " Pittsburgh " ..................................... Robert Pitcairn, Pittsburgh, " "
 " " Branch Roads, .................................. James Lewis, Tyrone, Blair Co., " "
Chief Engineer, .................................... W. H. Wilson, Altoona, " "
Principal Assistant Engineer, .................. Jos. M. Wilson, " "
Resident Engineer, Philadelphia Div., ....... J. C. Sharpless, West Phila., " "
 " " Middle " ......................................... Theo. I. Heizmann, Altoona, Blair Co.
 " " Pittsburgh " ..................................... I. S. Love, Pittsburgh, Pa.
 " " Branch Roads, .................................. Wm. Whitehead, Altoona, Blair Co.
 " Pittsburgh, ...................................... J. McClintock Creighton, Pittsburgh.
General Ticket Agent, ............................ Henry W. Gwinner, 238 So. 3d st., Phil.
Master of Car Repairs, ........................... Ambrose Ward, " "
Purchasing Agent, ................................ Thos. P. Sargent, " "

Fourteen Directors.

W. BAILEY LANG & CO.,
COMMISSION MERCHANTS,
FOR THE SUPPLY OF
RAILROAD MATERIALS,
OF EVERY NATURE AND DESCRIPTION.

American RAILROAD IRON, Manufactured
At the Brady's Bend Iron Works, Armstrong County, Penn.

Low Moor BOILER PLATES, Warranted
To Flang to any required shape, and not to Blister.

Low Moor BAR IRON, for Fine Finishing
And Case Hardening purposes, and parts requiring great strength.

Low Moor TYRES, Welded and ROLLED
By newly improved Machinery, to fit without boring or turning.

Homogeneous Steel Metal FLUES,
Of wonderful toughness, lightness, strength and durability.

AMERICAN BOILER AND BAR IRON.

SHOVELS, SPIKES, RIVETS, TIN PLATES, SPELTER,
SPRING STEEL, CAST STEEL, SALTERS' BALANCES, ALARM TORPEDOES,
HEAD LININGS, BOILER FELTING, CRUCIBLES, OIL CANS,
&c.

54 CLIFF STREET, New York.
W. B. LANG. G. M. WHEELER. ADAMS BAILEY.
Philadelphia and Erie Railroad.

From Sunbury to Erie, Pa., 288 miles.

[The Pennsylvania Railroad Company have leased the Road for 999 years.]


Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, 8th of February.

1st Vice-President, ..................Thomas A. Scott, " "
2d " and Comptroller..................H. J. Lombaert, " "
Treasurer, ........................Thomas D. Firth, " "
Secretary, ........................Edmund Smith, " "
Auditor, ................................Samuel G. Lewis, " "
General Superintendent..............Alfred L. Tyler, Williamsport, "
Superintendent, Eastern Division.....Frank Thomson, " "
" Middle " ............................J. J. Lawrence, Renovo, "
" Western " ............................W. A. Baldwin, Erie, "
Assistant Superintendent ............Frank J. Firth, Williamsport, "
Chief Engineer, ........................John A. Wilson, " "
General Freight Agent ................H. H. Houston, Philadelphia, "
General Ticket Agent .................D. M. Boyd, Jr., " "
Superintendent of motive Power and Machinery, ................Frank K. Hain, Williamsport, "
Master of Car Repairs ................A. S. Crawford, " "
Chief Clerk .........................R. W. Flower, Jr., " "

Directors.

[The same as Pennsylvania Railroad.]

Little Schuylkill Navigation, Railroad and Coal Company.

From Port Clinton to Broad Mountain, Pa., 28 miles.

Branch: East Mahanoy Railroad, 8 miles.

[Railroad leased to Philadelphia and Reading Railroad Company.]

Office, 410 Walnut Street, Philadelphia, Pa.

Capital paid in, $2,646,100. Funded Debt, $905,000. Earnings last year, gross, $322,838.08. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Monday in January.

Treasurer and Secretary ............Joseph L. Wilson, " "
Chief Engineer, ........................John D. Estabrook, Tamaqua, "
Master of Machinery ................E. Gaujot, " "
Chief Clerk ........................T. L. Patterson, " "

Six Managers.

A. E. Borie, ........................Daniel R. Bennett, "
Sam'l J. Reeves, ........................Daniel R. Bennett, "
A. J. Derbyshire, .....................Chas. F. Shoener, "
Henry Duhring. ........................Henry Duhring.
West Chester and Philadelphia Railroad.

*From Philadelphia to West Chester, Pa., 27 miles. Branch: From West Chester to Intersection of Pennsylvania Railroad, 9 miles.*

**Office, Chestnut Street, above 31st., Philadelphia, Pa.**

Capital paid in, $683,935.83. Funded Debt, $962,200. Total cost of Road and Equipment, $1,392,121.83. No. of Locomotives, outside connections, 8. No. of Passenger Cars, 1st class, 13. No. of Freight Cars, 30. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Tuesday in February.

Treasurer, ........................................... Wm. McCullough, " "
Secretary, ............................................. A. Lewis Smith, " "
Superintendent and Purchasing Agent, .......................... Henry Wood, " "
Master of Machinery, ...................................... Peter Fagan, " "
Master of Car Repairs, ...................................... S. D. Danfield, " "

Nine Directors.

Wm. Apple, West Chester, ".......................... William Apple, West Chester, "
Nicholas Mendenhall, "................................ David McConkey, West Chester, "
Abraham Pennell, Delaware Co., " ...................... Nicholas Mendenhall, "
Samuel Riddle, "...................................... Michael Malone, Lancaster, "

West Chester Railroad.

*From West Chester to Intersection of the Pennsylvania Railroad, 9 miles.*

Capital Stock paid in, $148,500.

The same Officers and Board of Managers as the West Chester and Philadelphia Railroad.

Mount Carbon Railroad.

*From Mount Carbon to Mine Hill, Pa., 7 miles.*

[The Philadelphia and Reading Railroad Company maintain and work the Road at their own expense, under agreement with that Company. The receipts at present amount to $14,000 per annum. No receipts from passengers.]

Capital paid in, $200,000. Gauge of Road, 4 feet 8 1/2 inches.

President, ............................................. John R. White, 316 Walnut st., Phil.
Treasurer and Secretary, ................................ Wm. Robinson, " "
Superintendent, ........................................ Michael Bright, Pottsville, Pa.

Eight Directors.

John A. Brown, ....................................... George H. Baker, "
William R. White, .................................... Joseph Perot, "
Henry D. Sherrard, .................................... John F. Gilpin, "
George E. Hoffman, .................................... Alexander Brown."
Philadelphia and Reading Railroad.

From Philadelphia to Pottsville, Pa., 93 miles. Branch: Reading to Harrisburg, Pa., 54 miles.


Capital stock, $20,240,673 47. Funded Debt, $8,900,662 67. Total cost of Road, Equipment, &c., $27,869,360 90. Dividend, 10 per cent. in cash or stock, at option of holder. No. of Locomotives owned, 221; leased, 33. No. of Passenger, Express, and Baggage Cars, 87. No of Freight Cars for Coal, 8317; for merchandise, 1365. Average No. of miles run per ton of coal, Coal trains, 22; Passenger trains, 57. Miles run per pint of oil, Coal trains, 12; Passenger trains, 15. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday in January.

Treasurer, Samuel Bradford, " "
Secretary and Auditor, William H. Webb, " "
General Superintendent, G. A. Nichols, Reading.
Engineer in charge of Roadway, George Rice, Pottstown,
Assistant Superintendent and General Agent, John S. Hilles, Philadelphia,
General Ticket Agent, Jno. Welch, " "
Engineer of Machinery, James Millholland, Reading,
Purchasing Agent, John W. Jones, Philadelphia,

Six Directors.
A. E. Borie, " " John Ashhurst, " "
R. B. Cabeen, " " Stephen Colwell, " "

Mine Hill and Schuylkill Haven Railroad.

[Leased to the Reading Railroad Company.]

From Schuylkill Haven to Locust Point Gap, Pa., 28 miles.

Treasurer, Samuel Mason, " "
Secretary, William Biddle, " "
Auditor, Jas. H. Cresson, " "

Lehigh and Lackawanna Railroad.

From Bethlehem to Stroudsburg, Pa., on Delaware, Lackawanna, and Western Railroad, 38 miles.

Office, Bethlehem, Pa.

Twenty-five miles ready for superstructure.

President, Charles Brodhead, Bethlehem, Pa.
Treasurer, Conrad Shimer, " "
Secretary, Augustus Wolle, " "

Five Directors.
A. T. Geissenhainer, " "
Philadelphia and Baltimore Central Railroad.

*From Intersection with Westchester and Philadelphia Railroad, to Baltimore, 90 miles.*

**Office, Broad and Prime Streets, Philadelphia.**

Capital paid in, $218,100. Funded Debt, $800,000. Total cost of Road, $1,018,100. Earnings last year, gross, $138,434 98. Net, $22,244 47. Dividend, none. No. of Locomotives, 4. No. of Passenger Cars, 1st class, 8. No. of Freight Cars, 39. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8$\text{\frac{1}{2}}$ inches.

Time of Election, second Monday in January.


**Twelve Directors.**

- S. J. Dickey, Hopewell, Ches't Co., Pa., Dr. S. B. Stubbs, Rising Sun, Md.
- Samuel Dickey, Oxford, Pa., Jacob Tome, Port Deposit, Md.

Mahanoy and Broad Mountain Railroad.

*From Mill Creek, Sch. Co., to Locust Dale, Northumb. Co., 12$\text{\frac{1}{2}}$ miles. Branches: 19. 52$\text{\frac{1}{2}}$ miles Road laid. 40 Double track.*

**Office, Philadelphia, Pa.**

[Operated by Philadelphia and Reading R. R. Co.]

Capital paid in, $921,615. Funded Debt, $250,000. Total cost of Road, $1,166,698 32. Gauge of Road, 4 feet 8$\text{\frac{1}{2}}$ inches.

Time of Election, second Monday in January.

- Treasurer and Secretary: Charles C. Brock, *Philadelphia, Pa.*
- Chief Engineer and Superintendent: Chas. E. Byers, Mahanoy Plane, *Philadelphia, Pa.*

**Six Directors.**

Lehigh Valley Railroad.

From Easton, Pa., to White Haven, Pa., 70 miles. Branch: Beaver Meadow, 17 miles.

Offices, 412 Walnut St., Philadelphia, and Mauch Chunk.

Capital paid in, $6,634,650. Funded Debt, $1,477,000. Earnings last year, gross, $3,238,337.06; net, $1,620,180.25. Dividend, 20 per cent. $1,326,355. No. of Locomotives, 62. No. of Passenger Cars, 1st class, 10, 2d class, 2. No of Freight Cars, 250. No. of Baggage Cars, 4. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday in January.


Schuylkill and Susquehanna Railroad.

From Auburn to Rockville, Pa., 54 miles.

Office, 227 South Fourth Street, Philadelphia, Pa.

Capital paid in, $1,269,150. Funded Debt, $97,000. Total cost of Road and Equipment, $1,308,686.15. No. of Locomotives, 7. No. of Freight and Baggage Cars, rated as 8-wheeled Cars, 40. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in May.

Philadelphia, Wilmington and Baltimore Railroad.

*From Philadelphia, Pa., to Baltimore, Md., 98 miles.*

**Office, Philadelphia, Pa.**

Capital paid in, $8,973,300. Funded Debt, $496,000. Earnings last year, gross, $3,828,464.06. No. of Locomotives, 60. No. of Passenger Cars, 1st Class, 83. No. of Freight Cars, 904. No. of Baggage and Mail Cars, 26. Gauge of Road, 4 feet 8$\frac{1}{2}$ inches.

Time of Election, second Monday in January.

**President**, Isaac Hinckley, Philadelphia, Pa.  
**Vice-President**, Enoch Pratt, Baltimore, Md.  
**Treasurer and Secretary**, Alfred Horner, Philadelphia, Pa.  
**Auditor**, George E. Bent, Geo. E. Bent,  
**Superintendent**, H. H. Kenney, Geo. E. Bent,  
**Chief Engineer**, F. Larkin, Geo. E. Bent,  
**General Freight Agent**, Chas. E. Willis, Geo. E. Bent,  
**General Ticket Agent**, Geo. A. Dadman, Geo. E. Bent,  
**Master of Transportation**, C. K. Ide, Geo. E. Bent,  
**Master of Machinery**, Geo. W. Perry, Wilmington, Del.  
**Master of Car Repairs**, T. W. Bowers, Geo. E. Bent,  
**Road Master**, Jep. Mahoney, Geo. E. Bent,  
**Purchasing Agent**, Geo. E. Bent, Geo. E. Bent.

**Fifteen Directors.**

Isaac Hinckley, Philadelphia, Pa.,  
S. M. Felton, Delaware Co., “  
Wm. L. Savage, Philadelphia, “  
Wm. Sellers, “  
Jno. A. Duncan, Wilmington, Del.  
Jesse Lane, “  
Jos. Bringham, “  
Fred’k A. Curtis, Newark, “  
John C. Groome, Elkton, Md.,  
J. S. Cohen, Jr., Baltimore, Md.,  
Tho’s Kelso, “  
Columbus O’Donnell, “  
Enoch Pratt, “  
Thos. Donaldson, “  
Nathaniel Mayer, Boston, Mass.

Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad.

*From Harrisburg to Lancaster, Pa., 36 miles. Branch: From Columbia to Middletown, 18 miles.*

**Office, 234 South 3d St., Philadelphia, Pa.**

[The Road is leased to the Pennsylvania Railroad Company.]

Capital paid in, $1,182,550. Funded Debt, $700,000. Total cost of Road, $1,882,555 18. Dividend, 7 per cent. per annum. Gauge of Road, 4 feet $\frac{3}{4}$ inches.

**Treasurer and Secretary**, George Taber, “  
**Ten Directors.**

William Ford, “  
John Holmes, M.D., “  
James Magee, “  
Wm. W. Longstreth, “  
James Mehafey, Marietta, Pa.  
James Young, Middletown, “  
Thomas Sparks, Philadelphia, “  
John Hulme, “
Lehigh and Mahanoy Railroad.

From Beaver Meadow Branch, Lehigh Valley Railroad, to Mt. Carmel, 40 miles. Branch: To Mahanoy City, 2½ miles, and other branches to Collieries in Mahanoy Coal Field.

Office, No. 308 Walnut Street, Philadelphia, Pa.
Capital paid in, $2,400,000. Dividend, 6 per cent. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 2. No. of Freight and Coal-Cars, 700. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8¼ inches.

Time of Election, first Monday in May.

Treasurer and Secretary, Joseph Potts.
Superintendent, Jas. J. Blakslee, Mauch Chunk.
Chief Engineer, Robt. H. Sayre, Bethlehem.
Resident Engineer, Thomas G. Wescott, Mahanoy City.
Master of Machinery, Alexander Mitchell, Delano.

Six Directors.

Wm. W. Longstreth, Phila., " | Israel Morris, " "
Jacob P. Jones, " | Edward H. Trotter, " "

Barclay Railroad.

From Towanda to Barclay, Pa., 16 miles.

Capital paid in, $1,000,000. Funded Debt, $135,000. Total cost of Road, $350,000. No. of Locomotives, Outside Connections, 3. No. of Passenger Cars, 2d class, 1. No. of Freight Cars, 11. No. of Coal Cars, 150. Gauge of Road, 4 feet 8¾ inches.

Time of Election, first Monday in May.

Treasurer and Secretary, Harvey Shaw.
Superintendent, James M. Ward, Towanda.
Master of Machinery, Stephen B. Tidd.
Master of Car Repairs, James Y. Himan.
Chief Clerk, Nathan Tidd.
Purchasing Agent, James M. Ward.

Six Directors.

Conrad S. Grove, " " | J. V. Williamson, " "

Beaver Meadow Railroad.

From Audenreid to Mauch Chunk, Pa, 24 miles, connecting with the Lehigh Valley Railroad.

Office, Mauch Chunk, Pa.
[Consolidated with the Lehigh Valley Railroad Company.]

Superintendent of Beaver Meadow, A. G. Broadhead, Jr., Mauch Chunk.
Lackawanna and Bloomsburg Railroad.

From Scranton to Northumberland, Pa., 80 miles. Branch:
Pittston Branch, 2 miles.

Office, Kingston, Pa.

Capital paid in, $1,335,000. Funded Debt, $2,276,725. Total cost of Road, $3,776,327.18. Earnings last year, gross, $633,015.34. No. of Locomotives, Outside Connections, 20. No. of Passenger Cars, 1st class, 6. No. of Freight Cars and Coal Cars, 1300. No. of Baggage Cars, 3. Average number of miles run per cord of wood, 30; per ton of coal, 38. Miles run per pint of oil, 24. Gauge of Road, 4 feet 8½ inches; with 20 miles of three rails, making 6 feet gauge.

Time of Election, second Monday in January.

President, ..................... James Archbald, Scranton, Pa.
Vice-President, .................. Joseph J. Allbright, " "
Treasurer and Secretary, .......... John F. Ilsley, Kingston, " "
Superintendent, .................. Henry A. Fonda, " "
Assistant Superintendent, ......... Julian Clark, " "
General Freight Agent, ............ E. Hill, " "
General Ticket Agent, ............. W. B. Wells, " "
Master of Machinery, ............. Charles Graham, " "
Master of Car Repairs, ............ T. H. Niven, " "
Road Master, ..................... John C. Bound, " "

Twelve Directors.

John I. Blair, Blairstown, N. J. John C. Phelps, " 
Joseph H. Scranton, Scranton, Pa. Samuel Hoyt, Kingston, " 
James Blair, " "
John Brisbin, " "
Jos. J. Allbright, " "

Tyrone and Clearfield Railroad.

From Tyrone to Philipsburg, Pa., 23½ miles. Branch to
Osceola, 1 mile.


[Leased to and operated by Pennsylvania R. R. Co.]

Capital paid in, $112,250. Funded Debt, $310,000. Gauge of Road, 4 feet 8½ inches.

President, ..................... Herman J. Lombart, Philadelphia.
Treasurer and Secretary, .......... H. H. Shillingford.

Twelve Directors.

John Edgar Thompson, Thomas A. Scott,
Herman J. Lombart, Edmund Smith,
John Hulme, Wistar Morris,
Josiah Bacon, Joseph B. Myers,
Edward C. Knight, Wm. A. Wallace,
Matthew Brinton, Chas. R. Foster.
Delaware and Hudson Canal Co.

From Scranton to Honesdale, Pa., 31 miles.
Office, Carbondale, Pa.

No. of Locomotives, 4. No of Passenger Cars, 1st class, 6. No. of Freight Cars, 1,900. No. of Baggage Cars, 4. Gauge of Road, 4 feet 3 inches.

President, Geo. Talbot Olyphant, New York.
Vice-President, Robert Soutter, New York.
Treasurer, J. N. Seymour, New York.
Secretary, J. C. Hartt, New York.

Superintendent and General Freight Agent, Thos. Dickson, Scranton, Pa.
Assistant Superintendent and Master of Transportation, R. Manvill, Carbondale, New York.
Chief Engineer, Chas. P. Wurts, New York.
Master of Machinery, James Dickson, New York.
Master of Car Repairs, Thomas Orchard, New York.
Road Master, John Davis, Providence, R.I.
Purchasing Agent, John Law, Carbondale, New York.

Thirteen Directors.

Wm. S. Herriman, New York.
E. J. Woolsey, New York.
A. A. Low, New York.
James M. Halsted, New York.
J. L. Aspinwall, New York.
C. N. Talbot, New York.
G. T. Olyphant, New York.
Samuel B. Schieffelin, New York.
R. L. Kennedy, New York.
J. J. Crane, New York.

Belvidere Delaware Railroad.

From Trenton, N. J., to Manunkachunk, Pa., 67 miles.
Branch: Flemington Railroad.

No. of Locomotives, 14. No of Passenger Cars, 1st class, 15. No. of Freight and Coal Cars, 526. No. of Baggage Cars, 3. Gauge of Road, 4 feet 10 inches.

President, Charles Sitgreaves, Phillipsburg, N.J.
Treasurer and Secretary, R. F. Stockton, Jr., Trenton, "
Superintendent and Chief Engineer, Ashbel Welch, Lambertville, "
Assistant Superintendent, J. A. Anderson, "
General Freight Agent, A. B. Green, Trenton, "
General Ticket Agent, A. C. Davis, Lambertville, "
Master of Machinery and Car Repairs, R. McDowell, "

Seven Directors.

Robert F. Stockton, Princeton, N. J.
Richard Stockton, "
Edwin A. Stevens, Hoboken, "
Chas. Sitgreaves, Phillipsburg, "
Charles Bartles, Flemington, N. J.
Benjamin Fish, Trenton, "
Ashbel Welch, Lambertville, "

SEVEN DIRECTORS.
Delaware, Lackawanna and Western Railroad.

Length of Road, Northern Division, Scranton to Great Bend, Pa., 62.9 miles; Southern Division, Scranton to Delaware, 47.8 miles. Branches leased or used: Keyser Valley Branch, 2.8 miles; New York and Erie, Great Bend to Owego, 37 miles; Cayuga Division, from Owego to Ithaca, 34.6 miles; Warren Railroad, from Delaware to Clarkeville, 18.7 miles; Central Railroad of N. J., from Clarkeville to Elizabethtown, 47.4 miles. Total length of road operated by this Company, 251.2 miles.

Office New York City.

Capital paid in, $5,698,250. Funded Debt, $4,571,000. Total cost of Road, $9,178,877. No. of Locomotives, 74. No. of Passenger Cars, 1st class, 15. No. of Freight Cars, 306. No. of Baggage Cars, 5. No. of Coal Cars, 4,360. Gauge of Road, 6 feet.

President, ..................................... John Brisbin, New York.
Treasurer and Secretary, .................. Andrew J. Odell, "
Superintendent, ............................ Watts Cooke, Scranton, Pa.
General Ticket Agent, ........................ R. A. Henry, "

Fourteen Directors.

John J. Phelps,................................... Charles H. Marshall,
William E. Dodge,............................... Samuel L. Mitchell,
Moses Taylor,.................................... Rufus R. Graves,
George Bulkley,................................ Lowell Holbrook,
John I. Blair,................................... Simeon B. Crittenden,
David Thompson,............................... Samuel Wetmore,
Henry Young,................................... Geo. M. Hollenback.

Mifflin and Centre County Railroad.

From Lewiston Station to Milroy, Pa., 12½ miles.

[Road leased by Pennsylvania Railroad.]

Office, Milroy, Pa.

Capital paid in, $24,210. Funded Debt, $100,000. Total cost of Road, $167,284 69. Gauge of Road, 4 feet 8½ inches.

President, .................................... Samuel Maclay, Milroy, Pa.
Treasurer, ..................................... R. M. Kinsloe, Rudville, Pa.
Secretary, ...................................... S. P. Thompson, Milroy, Pa.

Twelve Directors.

John A. Wright,................................ R. H. Lee.
Auber Thompson,............................... F. G. Franciscus,
E. E. Locke,................................... William Mann,
John Wilson,.................................. H. P. Taylor,
Darius Bates,.................................. James Thompson,
N. Thompson,.................................. Wm. A. McManigle.
Chester Valley Railroad.

From Norristown to Downingtown, Pa., 21 miles.


[Leased and operated by the Reading Railroad Company.]

Capital paid in, $871,900. Funded Debt, $500,000. Earnings last year, gross, $45,600 (about). Earnings last year, net, 51 per cent. Gauge of Road, 4 feet 8⅜ inches.

Time of Election, second Monday in January.


Treasurer and Secretary, Wm. H. Holstein.

Seven Directors.

William H. Holstein, “ | C. D’Uvilliers, “
Lawrence E. Corson, Norristown, Pa.

Mc’Cauley Mountain and Black Creek Railroad.

From Mc’Cauley Mountain to Catavissa Railroad, Pa., 5½ miles.


Capital paid in, $75,000. Total cost of Road, $160,500. Gauge of Road, 4 feet 8½ inches.


Treasurer and Secretary, L. P. Guger.

Twelve Directors.

Wm. D. Lewis, R. J. Mercer,
L. C. Howell, Wm. C. Longstreth,
Benj. Griffith, Thomas Kuuber, Jr.,
O W. Davis, Wm. J. Howard,
W. R. Fisher, John Welsh,
John Gilbert, John N. Hutchinson.

Mauch Chunk and Switch Back Railroad.

From Mauch Chunk to Summit Hill, Pa., 9 miles. The whole trip, Switch Back and all, 25 miles.

[Runs by Gravitation.]

No. of Passenger Cars, 1st class, 4; 2d class, 1. No. of Baggage Cars, 1.

Gauge of Road, 3 feet 6⅜ inches.

Time of Election, first Wednesday in May.

President, James S. Cox, Philadelphia, Pa.

Vice-President, Wm. F. Bible.

Treasurer, Solomon Shepard.

Secretary, Francis Mitchell.

Superintendent, John Leisengring, Mauch Chunk, Pa.

Assistant Superintendent, Daniel Bertsch, Jr.

Chief Clerk, George Rudle.
Reading and Columbia Railroad.

From Columbia to Reading, Pa., 46 miles. Branch: Lancaster Branch.


Capital paid in, $502,000. Funded Debt, $1,000,000. Total cost of Road, $1,500,000. No. of Locomotives, 5. No. of Passenger Cars, 1st and 2d class, 4. No. of Freight and Baggage Cars, 34. Gauge of Road, 4 feet 8 ½ inches.

Time of Election, second Monday in January.

Treasurer and Secretary, Alex. W. Wister, Columbia, "
Superintendent, Mendes Cohen, "
Chief Engineer, S. W. Mifflin, "
General Freight, Ticket and Purchasing Agent, E. F. Keever, "
Master of Machinery, Benj. Van Lew, "

Twelve Directors.

A. E. Borie, " "
Robert B. Cabeen, " "
J. B. Lippincott, " "
John Ashhurst, " "
W. G. Case, Columbia, " Samuel Small, York, "

Catawissa Railroad.

[Leased by Western Central Railroad Company, and Atlantic and Great Western Railway Company]

From Milton to Little Schuylkill Junction, Pa., 65 miles. Branch: 2½ miles.


Gauge of Road, 4 feet 8 ½ inches.

Time of Election, first Monday in May.

President, T. Haskins Du Puy, Catawissa R. R.
Vice-President, Treasurer, and Secretary, M. P. Hutchinson, "
General Manager for Lessees, T. Haskins Du Puy,
Treasurer, W. L. Gilroy,
Assistant Superintendent, J. W. Mussina, Catawissa, "

Six Directors.

James S. Cox, " "
Coffin Colket, " "

J. Taylor Johnston, New York City.
S. L'Hommedieu, Pennsylvania.
Tioga Railroad.

From Lawrenceville to Morris Run, Pa., 30 1/6 miles.


Capital paid in, $526,100. Funded Debt, $316,000. Total cost of Road, $1,033,988 29. Dividend, December 16, 25 per cent. Gauge of Road, 6 feet.

Time of Election, November 6th.

Treasurer and Secretary, .......... George H. Colket, " "
Superintendent, ................... Levi H. Shattuck, Corning, N. Y.
General Freight Agent, .......... Amos C. Stearns, " "

Twelve Directors.

Joseph W. Ryerse, " "  A. E. Dougherty, " "
Charles Ellis, " "  Robert W. Ryerse, " "
William Ellis, " "  William W. Colket, " "
Henry L. Gaw, " "  John W. Guernsey, Norristown, " "

Lebanon Valley Branch Railroad.

From Reading to Harrisburg, Pa., 54 miles.


[Consolidated with, and operated by, the Philadelphia and Reading Railroad Company.]

Treasurer, ............................ Samuel Bradford, " "
Secretary, ................................ William H. Webb, " "
General Superintendent, ............ G. A. Nicholls, Reading, " "
Chief Engineer, ..................... J. D. Steele, Pottstown, " "
General Freight Agent, ............. John S. Hillies, Philadelphia, " "
General Ticket Agent, ................ John Welch, " "
Master of Machinery, ................ James Millholland, Reading, " "

Ironton Railroad.

From Copley to Ironton, Pa., 10 miles.


Capital paid in, $400,000. Total cost of Road, $275,046. No. of Locomotives, 2; weight of each, 37,000 and 63,000. Gauge of Road, 4 feet 8 1/2 inches.

President, ............................ E. A. Saeger, Allentown, Pa.
Treasurer and Secretary, ............ C. S. Wurts, Philadelphia, " "

Five Directors.

R. L. Kennedy,  C. S. Wurts,
H. K. Dillard,  Eli J. Saeger,
Trusley Jeter,  " "
Gettysburg Railroad.

From Gettysburg to Hanover, Pa., 18 miles.

Office, Gettysburg, Pa.

Capital paid in, $118,000. Floating and Funded Debt, $195,000. Total cost of Road, $313,000. No. of Locomotives, 2. No. of Passenger Cars, 1st class, 1. No. of Freight Cars, 20. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday in January.

Treasurer and Secretary, David Wills, Gettysburg, Pa.
Superintendent, Robert McCurdy.
General Freight and Ticket Agent, H. D. Scott.
Road Master, Wm. DuBuitz, New Oxford.

Twelve Directors.

Robert McCurdy, Robert Crone, Columbia.
Philip Small, York, F. W. Northrop, New Haven, Conn.
Henry Kauffelt, Wrightsville, C. S. Maltby.

Hazleton Railroad.

From Hazleton to Penn Haven, Pa., 14 miles. Four branches.


Capital paid in, $1,615,000. Funded Debt, $150,000. Dividend, 10 per cent. Gauge of Road, 4 feet 8½ inches.

Time of Election, February.

Treasurer and Secretary, A. Pardee, Hazleton.
Superintendent, Thos. S. McNair.
Chief Engineer, William Lilly, Mauch Chunk.
General Agent, William Lilly.

Nine Directors.

Franklin Peale, Francis Jenkins.
J. Gillingham Fell, J. W. Woolston.
Jesse R. Burden, Enoch Lewis.
Edward Roberts, Franklin A. Comly.
William A. Ingham.
Cumberland Valley Railroad.

From Harrisburg, Pa., to Hagerstown, Md., 74 miles.

Office, Chambersburg, Pa.

Capital paid in, $1,316,900. Funded Debt, $470,500. Total cost of Road, $1,582,937 05. Earnings last year, gross, $444,207 75. Net, $123,276 58. Dividend, 8 per cent. No. of Locomotives, 13. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Wednesday in May.

President, Frederick Watts.
Treasurer and Secretary, Edward M. Biddle.
Superintendent, O. N. Lull.

Eleven Directors.

Frederick Watts, Thomas A. Biddle, Thomas A. Scott, John Hulme, Wistar Morris, Josiah Bacon, J. H. Seymour, Daniel O. Gehr, Thomas B. Kennedy, D. N. Mahon, John B. Parker.

Pennsylvania Coal Company's Road.

From Hawley to Port Griffith, Pa., 47 miles. Branch: Hawley to Lackawanna, 15 1/2 miles.

Office, New York City.

Total cost of Road, $2,000,000. No. of Engines, 23 stationary, for transportation of Company's Coal. No. of Freight Cars, 54. No. of Coal Cars, 2,000. Gauge of Road, 4 feet 8½ inches.

President, John Ewen, New York City.
Treasurer, George A. Hoyt.
Secretary, William H. Mead.
Superintendent, John B. Smith, Dunmore, Pa.

Nine Directors.


Lykens Valley Railroad.

From Millersburg to Bear Valley, Pa., 21 miles.

Office, 13 William Street, New York.

Capital paid in, $600,000. No. of Locomotives, 3. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 1.

President, George E. Hoffman, Philadelphia, Pa.
Treasurer and Secretary, T. A. Platt, New York.
Superintendent, John L. Foster, Lykens, Pa.

Seven Directors.

Edward Gratz, Chas. E. Lex, Alex. M. Lawrence, John M. Crane, Alex. H. Grant, Edward H. Owen, Isaac A. Storm.
Hanover Branch Railroad.

From Hanover, Pa., to Hanover Junction, 13½ miles.

Office, Hanover, York County, Pa.

Capital paid in, $117,500. Total cost of Road, $228,801. Earnings last year, gross, $41,552.38. Net, $6,276.85. No. of Locomotives, 4. No. of Passenger Cars, 1st class, 2; 2d class, 1. No. of Freight Cars, 10. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8½ inches.

President and Superintendent, A. W. Eichelberger, Hanover, Pa.
Vice-President, R. A. Eichelberger, Hanover, Pa.
Secretary, Henry Wirt, Hanover, Pa.
Assistant Superintendent, Henry A. Young, Hanover, Pa.
General Freight and Ticket Agent, Joseph S. Leib, Hanover, Pa.
Master of Machinery, John Bingley, Hanover, Pa.
Master of Car Repairs, Henry Britcher, Hanover, Pa.
Road Master, Luther M. Williams, Hanover, Pa.
Chief Clerk, Joseph S. Leib, Hanover, Pa.

Six Directors.


Huntingdon and Broad Top Mountain Railroad and Coal Company.

From Huntingdon to Mt. Dallas, Pa., 44 miles. Branch: 14½ miles.

Office, 258 South Third Street, Philadelphia, Pa.

Earnings last year, gross, $335,899.84. Net, $77,423.55. No. of Locomotives, 16. No. of Passenger Cars, 1st class, 2; 2d class, 1. No. of Freight Cars, 106. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, 1st Tuesday in February.

Treasurer and Secretary, J. P. Aertsen, Philadelphia, Pa.
Superintendent, Oliver Ayers, Huntingdon, Pa.
Chief Engineer, Jno. Fulton, Huntingdon, Pa.
General Freight Agent, Jas. L. Glazier, Huntingdon, Pa.

Twelve Directors.


Bedford Railroad.

From Hopewell to Bedford, Pa., 19½ miles.

[Consolidated with and merged in the Huntingdon and Broad Top Mountain Railroad Company.]
Catasaqua and Fogelsville Railroad.

From Catasaqua to Rittenhouse Gap, Pa., 20 miles.

Office, Catasaqua, Lehigh County, Pa.

Capital paid in, $832,275. Total cost of Road, $570,215 60. Earnings last year, $55,321 97. No. of Locomotives, Inside Connections, 4; Outside Connections, 5. No. of Passenger Cars, 1st class, 1; 2d class, 1. No. of Freight Cars, Rated 8-wheels, 164. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8½ inches.

Time of Election, 1st Monday in November.

President, .......... Joshua Hunt, Catasaqua, Pa.
Treasurer and Secretary, .......... John Williams, “ “
Superintendent and Chief Engineer, .......... John Thomas, “ “
Assistant Engineer, Master of Transportation, Road Master, and Purchasing Agent, .......... Geo. W. Cyphers, “ “
General Freight and Ticket Agent, .......... John Huddens, “ “
Master of Machinery, .......... Wm. R. Thomas, “ “
Master of Car Repairs, .......... Thomas Fredrick, “ “
Chief Clerk, .......... Wm. H. Glace, “ “

TEN DIRECTORS.

R. S. Chidsey, .......... “ “
John Drake, .......... “ “

North Lebanon Railroad.

From Cornwall to Union Canal, Pa., 7½ miles. Branches: Three, very short, one intended to be abandoned.

[This Road is intended only for transporting Iron Ore, Coal, Limestone, and Pig-Iron.]

Office, Lebanon, Pa.

Capital paid in, $300,000. Funded Debt, $89,500. Total cost of Road, $306,706 23. No. of Locomotives, 2. No. of Freight Cars, 60, 8-Wheels. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday in January.

Treasurer, .......... Jacob Weidle, “ “
Secretary, .......... John W. Mish, “ “
Superintendent, .......... Beale Few, “ “
Master of Car Repairs, .......... Henry Derr, “ “

FIVE DIRECTORS.

John Thomas, Catasaqua, “ “ | Jacob Weidle, “ “
Bellefonte and Snow Shoe Railroad.

From Bellefonte, Pa., to Snow Shoe Coal Mines, 24½ miles.

Office, 1608 Market Street, Philadelphia, and Bellefonte, Pa.

Capital paid in, $600,000. Funded Debt, $94,000. No. of Locomotives, 4, in 1865. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 93, for local business only. The through trade by Cars of connecting Roads. Gauge of Road, 4 feet 8¾ inches.

Time of Election, third Monday in January.

President, .................. R. H. Downing, 1608 Market st., Phil.
Treasurer and Superintendent, .................. Daniel Rhoads, Bellefonte, Pa.
Secretary, .................. F. C. Yarnall, 1608 Market st., Phil.
Chief Engineer, .......................... William Harris, Bellefonte, Pa.

Five Directors.

F. C. Yarnall, .................................................. M. T. Milliken, Bellefonte, Pa.
Wistar Morris, ..................................................

Pittsburgh and Connellsville Railroad.


Office, Pittsburgh, Pa.

Capital paid in, $1,774,623 43. Funded Debt, $1,500,000. Total cost of Road, $2,328,489 37. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 11½. No. of Freight Cars, 70. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8¼ inches.

Time of Election, 1st Monday in December.

President, .......................... Wm. Oden Hughart, Pittsburgh, Pa.
Treasurer and Secretary, John H. Page, Jr., ..................
Superintendent, .................. Wm. B. Stout, Connellsville,
Chief Engineer, .................. Benj. H. Latrobe, Pittsburgh,
Assistant Engineer and Road Master, Sig. Low,
Master of Machinery, .................. D. P. Rennie, Connellsville,
Chief Clerk, .................. A. Witter, Pittsburgh,
Purchasing Agent, .................. John Chas. Cox,

Twelve Directors.

Allegheny Valley Railroad.

From Pittsburg to Kittanning, Pa., 44 miles.

Office, Pittsburgh, Pa.

Capital paid in, $1,649,900. Funded Debt, $400,000. Total cost of Road, $1,828,731. No. of Locomotives, 10. No. of Passenger Cars, 1st class, 9. No. of Freight Cars, 55. No. of Baggage Cars, 3. Gauge of Road, 4 feet 8½ inches.

Time of Election, last Tuesday in February.

President, ......................... F. R. Brunot, Pittsburgh, Pa.
Superintendent and Chief Engineer, ........ F. Wright, “ “
Master of Machinery, .................... Thomas Jones, “ “
Master of Car Repairs, .................... John West, “ “
Road Master, .......................... A. B. Kerr, “ “

Six Directors.

James Park, Jr., “ “ | B. F. Jones “ “

Little Saw Mill Run Railroad.

From Ohio River to Mines, 3 miles.

Office, Pittsburgh, Pa.


President, ......................... Wm. Marshall, Pittsburgh, Pa.
Treasurer, ......................... John Henrici, Economy, “ “
Secretary, ......................... N. P. Fetterman, Pittsburgh, Pa.

Six Directors.


Fayette County Railroad.

From Uniontown, Pa., to Connellsville, Pa., 13 miles.

[Leased to Pittsburgh and Connellsville Railroad Co.]

Office, Uniontown, Pa.

Capital paid in, $130,000. Total cost of Road, $130,000 (about). Earnings last year, gross, $24,125. Earnings last year, net, $5,244. Dividend, 3½ per cent. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in May.

President, ......................... N. Ewing, Uniontown, Pa.
Treasurer, ......................... Armstrong Hadden, Uniontown, Pa.
Secretary, ......................... Wm. H. Baily, “ “

Seven Directors.

Isaac Beeson, “ “ | “ “
Buffalo, Bradford and Pittsburgh Railroad.

*From Carrollton, New York, to Lafayette, Pa., 22½ miles.*

Gauge of Road, 6 feet.

*President,* James B. Gregg, Susquehanna Station, Pa.

*Vice-President,* John Arnot, Elmira, N. Y.

*Treasurer and Secretary,* Horatio N. Otis, New York City.

*Thirteen Directors.*


Elmira and Williamsport Railroad.

*From Williamsport, Pa., to Elmira, N. Y., 75 miles.*

(Leased to the New York Central Railroad.)

Capital paid in, $1,000,000. Funded Debt, $1,620,000. Total cost of Road, $2,620,000. Gauge of Road, 4 feet 8½ inches.

*President,* Thomas Knuber, Jr., Philadelphia, Pa.

*Treasurer,* Wm. C. Longstreth.

*Secretary,* L. P. Guger.

*Six Directors.*

Ellis Lewis, C. Macalister, Robert J. Mercer, Wm. D. Lewis, Alex. S. Diven, Wm. C. Longstreth.

Hempfield Railroad.

*From Wheeling, W. Va., to Greensburg, Pa., 76 miles.*

*Office,* Washington, Pa.

Capital paid in, $1,809,565. Total cost of Road, $1,657,798. No. of Locomotives, 4. No. Passenger Cars, 1st class, 2. No. of Freight Cars, 13. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8½ inches.

*President,* C. M. Reed, Washington, Pa.

*Treasurer and Secretary,* Jos. Henderson.


*Attorney in Fact for Trustees,* J. C. Acheson.

*Seven Directors.*


W. McKennan, S. Brady.

Jos. Henderson J. C. Acheson.

Jos. C. Clark, Greensburg, Pa.
Erie and Pittsburgh Railroad.

From Erie, Pa., to Newcastle, Pa., 98 miles.

Office, Erie, Pa.

No. of Locomotives, Inside Connections, 15. No. of Passenger Cars, 1st class, 11. No. of Freight Cars, 422. No. of Baggage Cars, 3. Gauge of Road, 4 feet 10 inches.

Time of Election, January.

President, ......................... William L. Scott, Erie, Pa.
Treasurer and Secretary, ................... D. W. Fitch, “
Auditor, .......................... H. Jaques, “
General Superintendent, .................. J. J. Lawrence, “
General Freight Agent, .................... Geo. V. Marrs, “
General Ticket Agent, .................... J. A Burch, Buffalo, N. Y.
Master of Machinery, .......................... Jno, Young, Erie, Pa.
Road Master, ........................... A. H. Faulkner, “
Purchasing Agent, ......................... J. A. Tracy, “

SIX DIRECTORS.

John F. Tracy, Chicago, Ill. |  John Vincent, “

Oil Creek Railroad.

From Corry to Franklin, Pa.

Office, Corry, Pa.

Gauge of Road, 4 feet 8½ inches and 6 feet.

Time of Election, second Monday in January.

President, .......................... S. W. Steward, Corry, Pa.
Treasurer and Secretary, ................... John F. McPherson, Corry, Pa.
Superintendent, .......................... H. F. Sweetser, “
Assistant Superintendent, ..................... O. Young, “

TWELVE DIRECTORS.

Dean Richmond,  |  Jos. D. Potts,
Wm. G. Fargo,  |  A. L. Tyler,
John Butterfield,  |  John A. Wilson,
T. Struthers,  |  Wm. A. Baldwin,
H. L. Lansing,  |  Edmund Yardley,
Chas. H. Lee,  |  Thos. A. Scott.
New Castle and Beaver Valley Railroad.

From New Castle to Homewood, 15 miles.

[This Road is Leased for ninety-nine years to the Pittsburgh, Fort Wayne and Chicago Railroad Company, and is known as the "New Castle Branch" by that Company.]

Office, New Castle, Pa.

Gauge of Road, 4 feet 10 inches.

President, .................................................. A. L. Crawford, New Castle, Pa.
Treasurer and Secretary, ...................................... J. W. Blanchard, " "
Auditor, .......................................................... J. A. Crawford, " "

Six Directors.


Pittsburgh, Fort Wayne and Chicago Railroad.

From Pittsburgh, Pa., to Chicago, Ill., 468 3/4 miles.

Branch: New Castle.

Office, Fifth Street, Pittsburgh, Pa.

Capital paid in, $9,312,800. Funded Debt, $12,576,500. Total cost of Road, $22,966,016 86. Earnings last year, gross, $8,508,459 84. Dividend 10 per cent. on stock. No. of Locomotives, 185. No. of Passenger Cars, 1st class, 93. No. of Freight Cars, 2192. No. of Baggage Cars, second class, 44. Gauge of Road, 4 feet 10 inches.

Time of Election, third Wednesday in March.

President .............................................................. George W. Cass, Pittsburgh, Pa.
Vice-President ........................................................ Hon. Sam'l Hanna, Fort Wayne, Ind.
Treasurer .............................................................. Jno. P. Henderson, Pittsburgh, Pa.
Secretary .............................................................. F. M. Hutchinson, " "
Comptroller ........................................................... Wm. H. Barnes, " "
Superintendent ...................................................... J. N. McCullough, " "
Ass't Superintendent — E. D. Layng, W. D. C. Morse, Fort Wayne, Ind.
Chief Engineer ...................................................... H. A. Gardner, Pittsburgh, Pa.
Consulting Engineer ................................................ Jno. B. Jervis, " "
General Freight Agent ............................................. Wm. P. Shinn, " "
General Ticket Agent .............................................. F. R. Myers, " "
Master of Transportation — E. D. W. D. — Richard Wiggin, W. D., C. E. Morse, Fort Wayne, Ind.
" .............................................................. Jas. Humphrey, Chicago, Ill.
Purchasing Agent .................................................. Wm. Mullins, Pittsburgh, Pa.

Thirteen Directors.

WASHBURN IRON CO.,

WORCESTER, MASS.

EDWARD L. DAVIS, . . . . TREASURER.

RAILWAY IRON,

LOCOMOTIVE TIRES,

AND

CAR WHEELS.

WORKS DIRECTLY OPPOSITE THE

WESTERN RAILWAY STATION.
EDWIN J. HORNER,

LOCOMOTIVE

AND

RAILROAD CAR

SPRING MANUFACTURER,

WILMINGTON, DEL.

P. S.—All Springs tempered and proven before they are sent away from the works. All work ordered from a distance will be shipped from Philadelphia without extra charge.

REFERENCES.

M. W. BALDWIN & CO., Philadelphia.


R. NORRIS & SON, Philadelphia.

NORRIS BROTHERS, Lancaster, Pa.

HINKLEY & WILLIAMS, Boston, Mass.

E. TAYLOR, M. M. North Mo. R. R., St. Louis.
MORRIS, WHEELER & CO.,
MANUFACTURERS AND DEALERS IN
IRON AND STEEL,
OF EVERY DESCRIPTION,
SIXTEENTH AND MARKET STREETS,
PHILADELPHIA,
OFFICE IN NEW YORK, 24 CLIFF STREET.

BEST REFINED BAR IRON.
A full assortment of all sizes and varieties of Manufactured Iron always on hand.

BAND, HOOP, SCROLL AND SHEET IRON,
"BLACK DIAMOND" BEST CAST STEEL.
FROG STEEL forged to pattern.
ROLLED AND CAST SPRING STEEL,
LIGHT T RAIL, FLAT RAIL, CAR AXLES.

PENNSYLVANIA BOILER PLATE,
SUPERIOR FIRE-BOX IRON,
TANK IRON, ANGLE IRON, T IRON, BOILER AND TANK RIVETS,
RAILROAD SPIKES,
EXTRA DOUBLE REFINED CHARCOAL
BRIDGE IRON,
ROLLED TO ANY REQUIRED LENGTH.
ASHCROFT'S

WITH SCOTCH GLASSES.

No. 1, Screwed for \frac{1}{2} Inch Pipe ........................................... $12.00
1\frac{1}{2}, "  "  "  ...................................................... 18.00
2, "  "  "  .......................................................... 20.00
3, "  "  "  With Flanges and Ball Joints, for Locomotives ................. 26.00
4, "  "  "  for Marine Boilers .......................................... 30.00
5, "  "  "  .......................................................... 35.00

JOHN ASHCROFT,
50 JOHN STREET, N. Y.
FIRST CLASS

MACHINISTS' TOOLS,

FOR—

Railroad Companies & Machinists,

THE SUBSCRIBERS KEEP ON HAND AND MAKE TO ORDER

LATHES,

PLANING MACHINES, SLOTTING MACHINES,

SHAPING MACHINES,

BORING AND TURNING MILLS,

Radial Drills, Straightening Machines,

DRILL PRESSES,

AND MACHINISTS' TOOLS GENERALLY.

These Tools are of the best design, material and finish, and will give satisfaction as to Quality and Price to any parties that can appreciate good tools.

E. & A. BETTS,

WILMINGTON, Del.
KEROSENE OR COAL OIL
CAR LAMPS!

WILLIAMS & PAGE,
BOSTON, MASS.;
Manufacturers of their
PATENT CAR LAMPS,
CENTRE LAMPS FOR RAISED OR HIGH-ROOF CARS,
With Metallic Reflector.
SIDE LAMPS,
With or without Glass Shades or Smoke Bells.

These Lamps may be seen on many Railroads; they give a very Strong Light, and give Cars that brilliant and cheerful appearance which is so desirable to travellers.

DESCRIPTION.
A strong ornamented Brass Case holds and perfectly protects a strong glass fount, which is so made that it can be taken out to fill, and if any oil overflows it is caught by the Brass Case, and can be removed when convenient,—this prevents any oil from leaking or dripping on passengers or on car cushions. The Side Lamps are fastened to the car by strong brass brackets, and the Centre Lamps are supported by four ornamented arms. The Side Lamps may be used with the Common Smoke Ventilator, or with a Colored Glass Shade to protect the head lining of the car. There is no possibility of these Lamps falling, as they are set in the brass case like a cup. A full sized drawing sent when requested.

THESE LAMPS, SHADES, REFLECTORS, &c., ARE FOR SALE BY MOST OF THE RAILROAD SUPPLY DEALERS, AND BY
WILLIAMS & PAGE,
91 Water Street, Boston, Mass.
SEWELL'S
EUREKA
BOILER SCALE REMOVER
AND PREVENTIVE.

THIS NEW AND VALUABLE DISCOVERY,
After having been tested and used with the most satisfactory and successful results, by some of the best Practical and Scientific Engineers in the country, is now offered to the public.

EVERY STEAMER SHOULD HAVE IT!
Every LOCOMOTIVE and STATIONARY BOILER in which incrustation forms, should have it!

It is WARRANTED to REMOVE all SCALE or INCRUSTATION, of whatever thickness, from Marine, Locomotive and Stationary BOILERS.

IT IS WARRANTED NOT TO INJURE THE IRON.

It is easily used and transported, being put up in sealed cans.

The Price and Directions are attached to each can or package.

SUCCESS GUARANTEED
IN ALL CASES OF TRIAL, OR NO CHARGE.

Orders addressed to THEO. THURBER, General Agent, Auburn, N. Y., or No. 64 Cortlandt Street, N. Y., or to HORACE McMURTRIE & CO., No. 32 Kilby Street, Boston, will receive prompt attention.
STOCKS AND DIES,
With Plug and Taper Taps, for Bolts and Nuts.

No. 5\frac{1}{2}, 1\frac{1}{2} inch, Right Hand, with 12 Taps and 6 Sets of Dies... $75.00
" 9, 1\frac{1}{4} " " " " " 14 " " 7 " .... 50.00
" 19, 1 " " " " " 12 " " 6 " .... 35.00
" 31, 4 " " " " " 8 " " 3 " .... 15.00

JOHN ASHCROFT, 50 John St., N. Y.
POOLE & HUNT,
BALTIMORE, Md.,
MANUFACTURE

Portable and Stationary
STEAM ENGINES
AND
BOILERS,
SAW MILLS,
Mining Machinery,
PORTABLE GRIST MILLS,
FLOURING MILL MACHINERY,
COTTON SCREWS,
HYDRAULIC PRESSES,
For Oil and Tobacco. Gas Works.

Particular attention paid to orders for Shafting, Pulleys and Hangers for Manufacturing Establishments, Machine Shops, Railroad Repair Shops, &c.
The engraving published herewith shows an improved brush made of steel wire, spring tempered. It can be used when the boiler is hot, which is a decided advantage, for in some boiler tubes a tarry residuum is deposited by the smoke, which is best taken out while hot; for, when cold and mixed with ashes, it forms a very hard cement, which is almost immovable. The wires are flat on the ends, and act like cutters, and, being firmly soldered to the shaft, can be turned and twisted in any direction without any danger of becoming detached.

These brushes are made with a screw shank, A, to which rods are fastened, a line is attached to the eye, B, and one man draws the brush through while the other turns and twists it about to perfect the operation.

In ordering Brushes, give the outside Diameter of Tubes.

<table>
<thead>
<tr>
<th>Outside Diam. of Tube</th>
<th>Price, Each</th>
<th>Diameter of Brush</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 1/4 Inch</td>
<td>$1.45</td>
<td>1 15-16 inch.</td>
</tr>
<tr>
<td>1 1/2 &quot;</td>
<td>1.55</td>
<td>1 3-16 &quot;</td>
</tr>
<tr>
<td>1 3/4 &quot;</td>
<td>1.70</td>
<td>1 7-16 &quot;</td>
</tr>
<tr>
<td>2 &quot;</td>
<td>1.80</td>
<td>1 11-16 &quot;</td>
</tr>
<tr>
<td>2 1/4 &quot;</td>
<td>2.10</td>
<td>1 15-16 &quot;</td>
</tr>
<tr>
<td>2 1/2 &quot;</td>
<td>2.30</td>
<td>2 3-16 &quot;</td>
</tr>
<tr>
<td>2 3/4 &quot;</td>
<td>2.50</td>
<td>2 7-16 &quot;</td>
</tr>
<tr>
<td>3 &quot;</td>
<td>2.80</td>
<td>2 11-16 &quot;</td>
</tr>
<tr>
<td>3 1/4 &quot;</td>
<td>3.00</td>
<td>2 15-16 &quot;</td>
</tr>
<tr>
<td>3 1/2 &quot;</td>
<td>3.30</td>
<td>3 1-16 &quot;</td>
</tr>
<tr>
<td>4 &quot;</td>
<td>3.65</td>
<td>3 9-16 &quot;</td>
</tr>
<tr>
<td>5 &quot;</td>
<td>4.25</td>
<td>4 8-16 &quot;</td>
</tr>
<tr>
<td>6 &quot;</td>
<td>4.75</td>
<td>5 6-16 &quot;</td>
</tr>
<tr>
<td>7 &quot;</td>
<td>5.50</td>
<td>6 4-16 &quot;</td>
</tr>
</tbody>
</table>

JOHN ASHCROFT,
50 John Street, N. Y.
From 5 inches to 25 inches, made from either Ratan or Whalebone. The Ratan costing half the price of the Whalebone.

Tube Brushes made of Bristles, on Wood Block, from 2 inches to 6 inches. All sizes always on hand.

<table>
<thead>
<tr>
<th>WHALEBONE FLUE BRUSHES.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIZE.</td>
</tr>
<tr>
<td>1 inch</td>
</tr>
<tr>
<td>1(\frac{1}{4}) &quot;</td>
</tr>
<tr>
<td>1(\frac{1}{2}) &quot;</td>
</tr>
<tr>
<td>1(\frac{3}{4}) &quot;</td>
</tr>
<tr>
<td>2 &quot;</td>
</tr>
<tr>
<td>2(\frac{1}{4}) &quot;</td>
</tr>
<tr>
<td>2(\frac{3}{4}) &quot;</td>
</tr>
<tr>
<td>3 &quot;</td>
</tr>
</tbody>
</table>

JOHN ASHCROFT,
50 JOHN STREET, N. Y.
D. L. HARRIS & COMPANY,
SPRINGFIELD, MASS.,

D. L. HARRIS. R. F. HAWKINS. W. H. BURRALL.

BUILDERS OF THE

HOWE'S PATENT TRUSS,

FOR

BRIDGES AND ROOFS,

And Manufacturers of all kinds of

MACHINISTS' TOOLS,

SUCH AS

VAN HORN'S PATENT THREE-POST PLANERS,

ENGINE LATHES,

DRILL PRESSES, STEAM AND POWER PUMPS,

BOLT CUTTERS, &c.

ALL OF FIRST-CLASS STYLE & FINISH.

ORDERS SOLICITED.
DELWARE CAR WORKS.

MANUFACTURERS OF EVERY DESCRIPTION OF

PASSENGER, FREIGHT, & CITY CARS,

Wilmington, Delaware.

Have generally on hand for Sale, TWO to FOUR FIRST-CLASS PASSENGER CARS, convenient for shipment by vessel. Keep Truck on hand to ship Five Feet Gauge Cars to Lynchburg, and other points where Four Feet Eight and a-half inch track intersects Five Feet.

ASHCROFT'S

STOCKS AND DIES FOR PIPE,

<table>
<thead>
<tr>
<th>SIZE</th>
<th>1</th>
<th>1 1/4</th>
<th>1 1/2</th>
<th>2</th>
<th>2 1/4</th>
<th>3</th>
<th>3 1/4</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pipe Tongs</td>
<td>$1.00</td>
<td>$1.00</td>
<td>$1.30</td>
<td>$1.65</td>
<td>$1.90</td>
<td>$2.25</td>
<td>$3.00</td>
<td>$3.75</td>
</tr>
<tr>
<td>Taps, Right and Left</td>
<td>1 80</td>
<td>2 00</td>
<td>2 80</td>
<td>3 60</td>
<td>4 00</td>
<td>5 50</td>
<td>7 25</td>
<td>8 00</td>
</tr>
<tr>
<td>Dies for screwing Pipe</td>
<td>4 00</td>
<td>4 00</td>
<td>4 00</td>
<td>5 00</td>
<td>5 00</td>
<td>6 00</td>
<td>6 00</td>
<td>6 00</td>
</tr>
</tbody>
</table>

No. 1, Solid Plate and Dies to cut 1/4, 1/2, and 1 Pipe. $16.00
" 2, Screw Plate, with Solid Dies to cut 1/2, 3/4, and 1 Pipe. 24.00
" 3, " " " " " " " " " " " " " " " " 1, and 1 1/4. 36.00
" 4, " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 

JOHN ASHCROFT,

50 JOHN STREET, NEW YORK.
**DIFFERENTIAL PULLEY BLOCKS.**

*Improved Patent, June 6, 1865.*

**No. 1.**

One man can hoist from 1 ton to 3 tons, and the block will hold the weight at any point.

<table>
<thead>
<tr>
<th>Size of Block</th>
<th>No. of feet of Chain in each Block</th>
<th>No. of feet of Hand Chain in each Block</th>
<th>Price</th>
<th>Additional Chain per foot</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Ton.</td>
<td>30</td>
<td>20</td>
<td>$50 00</td>
<td>45</td>
</tr>
<tr>
<td>2 &quot;</td>
<td>30</td>
<td>20</td>
<td>120 00</td>
<td>55</td>
</tr>
<tr>
<td>3 &quot;</td>
<td>30</td>
<td>20</td>
<td>160 00</td>
<td>60</td>
</tr>
<tr>
<td>4 &quot;</td>
<td>30</td>
<td>20</td>
<td>180 00</td>
<td>70</td>
</tr>
<tr>
<td>5 &quot;</td>
<td>30</td>
<td>20</td>
<td>200 00</td>
<td>90</td>
</tr>
</tbody>
</table>

**No. 2.**

One man can hoist from 500 to 1,000 lbs., and the block will hold at any point.

<table>
<thead>
<tr>
<th>Size of Block</th>
<th>No. of feet of Chain in each Block</th>
<th>Price</th>
<th>Price for additional Chain, per foot</th>
</tr>
</thead>
<tbody>
<tr>
<td>½ Ton.</td>
<td>26</td>
<td>$30 00</td>
<td>40</td>
</tr>
<tr>
<td>1 &quot;</td>
<td>30</td>
<td>35 00</td>
<td>45</td>
</tr>
<tr>
<td>1½ &quot;</td>
<td>34</td>
<td>45 00</td>
<td>50</td>
</tr>
<tr>
<td>2 &quot;</td>
<td>38</td>
<td>55 00</td>
<td>55</td>
</tr>
</tbody>
</table>

When ordering any blocks extra, please to state the height of lift and the weight, as all blocks are as priced above, with the same number of feet of chain in each.

**MACHINES MADE WITH CHILLED CHAIN LUGS.**

*PATENT APPLIED FOR.*

Address **JOHN ASHCROFT,**

50 John Street, N. Y.
CAROLINE IRON WORKS

H. C. LARRABEE, Ag’t.,

Corner Caroline and Lancaster Streets,

ON BACK BASIN, - - - BALTIMORE.

STEAM ENGINES,

SINGLE OR DOUBLE ACTION PUMPS,

HEAVY AND LIGHT IRON CASTINGS,

MILL GEARING,

SHAFTING, PULLEYS AND HANGERS,

IRON PIPE,

WROUGHT IRON TUBE STEAM FITTING,

And all other Machine Work, furnished at shortest notice.

BUILDERS’ CASTINGS

MADE TO ORDER.

ALL ORDERS FILLED WITH PROMPTNESS.
SELF REGISTERING DIVIDERS, With Adjustable Points.

SELF REGISTERING CALIPERS

PATENT
SELF REGISTERING CALIPERS, &c., OF ALL KINDS.

SPRING DIVIDERS.

SPRING CALIPERS.

50 JOHN ST., N. Y.
The above cut represents one of

DYER WILLIAMS' PATENT

Improved Locomotive Crank Axles.

These Cranks are composed of nine pieces, and the parts or joints are carefully fitted and drawn or pressed together with a powerful Hydrostatic Press (made expressly for the purpose), at a pressure of 75 to 125 tons, according to the size of the Crank, and afterward thoroughly keyed.
Any one at all conversant with the nature of iron will readily perceive that the small masses in which the iron for these cranks is worked, insures its being of a much more sound and uniform nature than is possible with the old style of cranks. They will also see that the grain or fibre of the iron is all at right angles to the strain on the crank, a result that cannot be obtained by the old method of manufacture, and which must insure its wearing much longer than the old style of crank, with the additional advantage of being able to replace a broken part, whenever it does give out, at a comparatively small cost in money, and loss of use of the engine, which latter at some seasons of the year is of vast importance, instead of throwing the whole into the scrap pile, as was the case with the old style, and being at the expense of an entire new crank. There are now about 200 of these cranks in use on the following roads:

Michigan Central.
Cleveland and Toledo.
Rome, Watertown and Ogdensburg.
Chicago and Rock Island.
New York Central.
Western Railroad Corporation.
Syracuse and Binghamton.
Troy and Boston.
Rutland and Washington,
Grand Trunk, Canada.
Terre Haute, Alton and St. Louis.
Connecticut River.
Milwaukee and St Paul.
Fall Brook Coal Co.
Northern Railway, Canada.
Louisville, New Albany and Chicago.
Erie Railway.
Cleveland, Columbus and Cincinnati.
Hudson River.
Cleveland, Painesville and Ashtabula.
Michigan Southern and Northern Indiana.
Great Western, Canada.
Boston and Providence.
Toledo, Wabash and Western.
Delaware, Lackawanna and Western.
Old Colony and Fall River.
Mississippi and Missouri.

Prompt attention given to all orders addressed to

Dyer Williams,
Syracuse, N. Y.
NEW JERSEY

LOCOMOTIVE

AND

MACHINE COMPANY,

PATERSON, N. J.,

MANUFACTURERS OF

LOCOMOTIVE ENGINES,

OF ALL STYLES.

Passenger, Freight and Switching

LOCOMOTIVES,

For Wood, Hard or Soft Coal Burning.

O. D. F. GRANT, President,

62 Wall Street, N. Y.

D. B. GRANT, Vice Pres. BENJ. SALTER, Treas.

PATERSON, N. J.
MANUFACTURERS OF
Portable Felt and Canvas Roofing, Felt and Cement, for

The Portable Roofing manufactured by this Company is a great improvement
made upon the Gravel Roofing, now so much used upon Railroad Buildings, in that
is more durable, more easily applied and repaired, and costs less.
Any ordinary mechanic can apply it without difficulty.

PATENT ROOF PAINT.
After Thirty years' experience with this Paint, we warrant it to outlast Linseed
Oil Paint, when used upon Metallic Roofing. The price at which this paint can be
furnished, will recommend its use to every Railroad Company.

Price ONE DOLLAR per Gallon, mixed ready for use.
Circulars, Price List and Samples will be furnished on application, by Mail.

NEW YORK MICA ROOFING COMPANY,
Office, 207 Broadway, New York.

FACTORY, 10th Street, Williamsburgh.
The Subscribers believe that, in placing in market the EARLE STEAM PUMP, they offer one combining more excellencies, and better adapted to meet the wants of the public, than any Steam Pump ever presented.

It has been the aim of the inventor to gain in this machine the greatest efficiency, coupled with the simplest mechanism, thereby doing away with complications heretofore introduced into Steam Pumps, to their own detriment and the vexation of their users.

We have the verdict of the best mechanical talent that these results have been achieved in this Pump beyond all others.

At the Fairs recently held by the American Institute in New York, and by the Massachusetts Charitable Mechanics' Association in Boston, the Earle Pump was exhibited and received the highest premiums, a GOLD MEDAL at the former and a SILVER MEDAL at the latter. It was most critically examined and severely tested by the committees; was brought in competition with every Steam Pump of prominence in the country, and was pronounced superior to all in the most unqualified terms.

These Pumps are adapted to the requirements of Locomotives, Boilers, Sugar-houses, Breweries, Oil Refineries, and as Fire and Supply Pumps of all kinds.

We claim for the EARLE PUMP these advantages:

First—It is composed of fewer pieces; every part is easy of access; all joints are "ground," and both pistons have "Spring Rings."

Second—The Steam Valve is a single cylinder of cast iron, perfectly balanced, which in its motions is without comparative friction. It is operated by steam taken from the main cylinder after it has completed its work, and is ready to be exhausted, thus economizing steam to a great extent.

Third—It is without "dead points," starting whenever steam is admitted to the cylinder, consequently dispensing with all starting levers, cranks, balance wheels, cams, springs, weights, gears, and other appliances ordinarily used.

Fourth—The peculiar construction of the water cylinder renders it easy to change the valves from Rubber, to Ball or Hinge, thereby fitting them for pumping either hot or cold, thick or thin liquids, oils and acids.

Fifth—It runs without noise or jar, and as the steam valve has only a horizontal motion, and being balanced, at great speed also. It works as perfectly at one stroke per minute as at two hundred strokes.

Sixth—Its price.

When ordering a Pump state for what use it is intended.

GEORGE DWIGHT, JR., & Co.,

Manufacturers and Proprietors,

SPRINGFIELD, MASS.
# Earle's Patent Steam Pump

## Price List—November, 1865

<table>
<thead>
<tr>
<th>No.</th>
<th>Diameter of Steam Cylinder, inches</th>
<th>Diameter of Water Cylinder, inches</th>
<th>Length of Stroke, inches</th>
<th>Capacity, per Minute, in Gallons</th>
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To Order.
WEBSTER'S PATENT

ORDINARY WRENCH,

FOR CUTTING OFF

AND

SCREWING UP

Pipe, Round Rods, Bolts, Nuts, &c., &c.

WEBSTER & CO.,

Sole Owners and Manufacturers,

No. 17 DEY STREET,

NEW YORK
ASHCROFT'S
SIGNAL BELLS OR GONGS,
FOR LOCOMOTIVES.

Locomotive, 6 inch diameter each, $1.25

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<th>Size</th>
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Common Gongs.

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Hall Door Bells.

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LOCOMOTIVE SIGNAL BELL CORD
OF ALL KINDS.

Address
JOHN ASHCROFT,
50 JOHN STREET, N. Y.
Delaware Railroad.

From Delaware Junction to Delmar, about 84 miles. Branches: Maryland and Delaware Railroad, Smyrna to Oxford, Md.; Junction and Breakwater Railroad, Harrington to Leves, Del. (in progress.)

[Leased and operated by Philadelphia, Wilmington and Baltimore Railroad Company. Has no equipment belonging to Delaware Railroad.]

Office, Dover, Del.

Capital paid in, $594,261 36. Funded Debt, $912,250. Total cost of Road, $1,832,171 55. Earnings last year, gross, $323,774. Net, $90,186 76. Dividend, 6 per cent. (guaranteed by lease.) Gauge of Road, 4 feet 8½ inches.

Time of Election, second Thursday in January.

President, S. M. Felton, Thrulow, Pa.
Treasurer and Secretary, J. F. Allee, Dover, Del.
Superintendent and Chief Engineer, E. Q. Sewall, Jr., Wilmington, Del.
Assistant Engineer, George Warner.
General Freight Agent, A. Brown.
General Ticket Agent, G. A. Dadman, Phil., of P.W. & B. R.R.
Master of Transportation, C. K. Ide.
Master of Machinery, A. C. Gray, Newcastle, Del.
Master of Car Repairs, T. W. Bowers, Wilmington, Del.
Road Master, John Mahoney.
Purchasing Agent, G. E. Bent, Phil., of P., W. & B. R.R.

Thirteen Directors.


Eastern Shore Railroad.

From Delaware line to Tangier Sound, 40 miles.

[To complete connection between Philadelphia and Norfolk.]

Office, Princess Anne, Md.

Capital paid in, $112,000 (about). Funded Debt, $25,000.

[Operated by the Philadelphia, Wilmington and Baltimore Railroad.]

President, J. W. Chrisfield, Princess Anne, Md. Treasurer and Secretary, W. J. Brittingham.

Seven Directors.

Isaac D. Jones, Cathell Humphreys, Farnell Twaswine, Wm. W. Johnston, H. H. Dashiell, Geo. B. Dennis, Samuel S. Cester.
Cumberland and Pennsylvania Railroad.

From Cumberland to Lanaconing, Md., 25 miles. Branch: Along Neff’s Run, 1½ miles long.

Office, Mount Savage, Md.

Capital paid in, $1,000,000. Funded Debt, $250,000. Total Cost of Road, $1,466,147. No. of Locomotives, 8. No. of Passenger Cars, 1st, class, 2. No. of Freight Cars, 199. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, January 1.

President, John A. Graham, Mt. Savage, Md.
Secretary, C. H. Ogden, 55 Broadway, N. Y.
Superintendent, C. Slack, Mount Savage, Md.
Chief Engineer, John M. Standish, Frostburg, Md.
Master of Machinery, Robert Maxwell, Mount Savage, Md.
Road Master, Albert Holle,
Chief Clerk, Henry J. Kenah,

Five Directors.

J. B. Varnum, New York City. John A. Graham, Mt. Savage, Md.
Warren Delano, John F. Winslow, Troy, N. Y.
F. H. Delano, " "

Baltimore and Ohio Railroad.

From Baltimore, Md., to Wheeling, Va., 379 miles. Branch: from Baltimore to Washington, 40 miles.

Office, Baltimore, Md.

President, John W. Garrett, Baltimore, Md.
Treasurer and Secretary, Joshua I. Atkinson, " "
Master of Transportation, Wm. Prescott Smith, " "
Road Master, John L. Wilson, " "
Master of Machinery, John C. Davis, " "
General Freight Agent and Auditor, John King, Jr., " "
General Ticket Agent, Lewis M. Cole, " "
Chief Clerk, William H. Yams, " "
Purchasing Agent, John Oliver, " "

Thirty Directors.

James Armitage, John Henderson,
J. Sumnerfield Berry, Johns Hopkins,
Francis Burns, William Keyser,
William Callow, Samuel Kirby,
J. K. Calwell, J. Spear Nicholas,
Galloway Cheston, C. Oliver O’Donnell,
J. W. Crisfield, Wm. H. Purnell,
Thos. W. Cromer, Jno. F. Sharets,
Wm. Evans, Edward Scharver,
John V. L. Findlay, Samuel W. Smith,
John Gregg, William W. Taylor,
William A. Hack, Robert Turner,
James Harvey, James F. Wagner,
Chapman Harvey, W. W. Watkins,
William Harwood, Samuel Wilhelm,
William Heald, " "

Chief Clerk, William H. Yams, " "
Purchasing Agent, John Oliver, " "

Thirty Directors.

James Armitage, John Henderson,
J. Sumnerfield Berry, Johns Hopkins,
Francis Burns, William Keyser,
William Callow, Samuel Kirby,
J. K. Calwell, J. Spear Nicholas,
Galloway Cheston, C. Oliver O’Donnell,
J. W. Crisfield, Wm. H. Purnell,
Thos. W. Cromer, Jno. F. Sharets,
Wm. Evans, Edward Scharver,
John V. L. Findlay, Samuel W. Smith,
John Gregg, William W. Taylor,
William A. Hack, Robert Turner,
James Harvey, James F. Wagner,
Chapman Harvey, W. W. Watkins,
William Harwood, Samuel Wilhelm,
Western Maryland Railroad.

From Relay House (N. C. R. R.) to Union Bridge, Md., 40 miles.

Office, Baltimore, Md.

Capital paid in, $230,000. Funded Debt, $600,000. Total cost of Road, $700,000. Earnings last year, gross, $105,131 66. Net, $34,607 84. No. of Locomotives, 5. No. of Passenger Cars, 1st class, 4. No. of Freight Cars, 51. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, Third Wednesday in October.

President and Purchasing Agent, Robert Irwin, Baltimore, Md.
Treasurer and Secretary, John B. Boyle, Westminster, Md.
Auditors, Three of the Board.
Superintendent, General Ticket Agent, P. H. Irwin, Westminster.
Assistant Engineer, Walter Bender, Baltimore.
General Freight Agent, W. H. Jordan, Union Bridge.
Master of Machinery and Car Repairs, S. R. Kelly, Union Bridge.
Road Master, Jacob Wilson, Westminster.
Chief Clerk, D. H. Knipple, Relay.

Five Directors.
G. S. Haines, Union Bridge, Md.
Matthew S. Chamberlain, Westminster.
Nathan Englar, Baltimore.

Annapolis and Elkridge Railroad.

From Annapolis, Md., to Junction with Washington Branch of Baltimore and Ohio Railroad, 20 ¼ miles.

Office, Annapolis, Md.

Capital paid in, $350,000. Total cost of Road, $442,000. Earnings last year, gross, $146,499 33. No. of Locomotives, 5. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 20. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Monday of October annually.

President and Superintendent, Joshua Brown.
Treasurer and General Ticket Agent, John A. Baldwin.
Secretary and General Agent, Joseph H. Nicholson.

Nine Directors.

On the part of the State.
Chapman Harwood, Samuel Dorsett.
Frank H. Stoikett.

On the part of the Private Stockholders.
George Wells, James R. Howison.
Thomas G. Pratt, George E. Franklin.
Northern Central Railway.

From Baltimore, Md., to Sunbury, Pa., 138 miles. Branches: Wrightsville, York and Gettysburg Railroad, Wrightsville to York, 12 miles; Shamokin Valley and Pottsville Railroad, Sunbury to Mount Carmel, 26 miles; and the Elmira and Williamsport Railroad, Williamsport to Elmira, 78 miles, leased and worked by this Company.

Office, Baltimore, Md.

Capital paid in, $2,260,000. Funded Debt, $4,858,600. Total cost of Road, $8,868,757. 29. No. of Locomotives, 75. No. of Passenger Cars, 1st class, 36; 2d class, 7. No. of Freight Cars, 3,900. No. of Baggage Cars, 14. Gauge of Road, 4 feet 8¼ inches.

Time of Election, third Thursday in February.


Sixteen Directors.


Northwestern Virginia Railway.

From Grafton to Parkersburg, W. Va., 104 miles.

Office, Baltimore, Md.

[Operated by Baltimore and Ohio Railway.]

Gauge of Road, 4 feet 8¼ inches.

President, P. G. Van Winkle, Baltimore, Md. Master of Transportation, W. P. Smith, " Master of Machinery, John C. Davis, "
Cleveland and Toledo Railroad.

From Cleveland to Toledo, Ohio, 112\frac{1}{2} miles. Branches: Cleveland to Grafton, leased Road, 25 miles; Northern Division, Berea to Sandusky, 48 miles. Sandusky to Toledo, 47\frac{1}{2} miles—not in operation.

Office, Cleveland, Ohio.

Capital paid in, $4,677,600. Funded Debt, $2,611,190. Total cost of Road, $6,717,946. Gauge of Road 4 feet 10 inches.

Time of Election, third Wednesday in June.

President,..............................John Newell, Cleveland, Ohio.
Treasurer and Secretary,...............Wm. F. Staunton, " "
Superintendent,.......................L. D. Rucker, " "
Chief Engineer,.......................J. C. Williams, " "
General Freight Agent,.................A. L. White, Toledo, Ohio.
General Ticket Agent,................E. Clark Luce, Cleveland, Ohio.
Master of Transportation,..............T. S. Lindsey, " "
Master of Machinery,.................E. O. Hill, Norwalk, " "
Master of Car Repairs,.................C. W. Copeland, " "
Road Master,..........................J. C. Williams, Cleveland, " "
Chief Clerk,............................Will. Crowell, " "

Nine Directors.

John Newell, Cleveland, Ohio. .......................John Gardiner, Norwalk, Ohio.
James Mason, " " ..................................Henry Keep, New York City.
T. P. Handy, " " ..................................D. N. Barney, " "
T. H. Hoag, Toledo, " " .........................A. H. Barney, " "
S. M. Young, " " ...................................

Dayton and Michigan Railroad.

From Dayton to Toledo, Ohio, 142 miles.

Leased to and operated by Cincinnati, Hamilton and Dayton Railroad Co.

Office, Cincinnati, Ohio.

Capital paid in, $2,366,705 58. Funded Debt, $3,767,730. Total cost of Road and Equipments, $5,982,113 95. Earnings last year, gross, $1,069,186 97. Net, $81,820 47. Gauge of Road, 4 feet 10 inches.

Time of Election, June.

President,..............................S. S. L'Hommedieu, Cincinnati, Ohio.
Vice-President,.........................R. M. Shoemaker, Glendale, " "
Treasurer and Secretary,...............F. H. Short, Cincinnati, " "
Superintendent,.......................Daniel McLaren, " "
General Freight Agent,................J. R. Reed, " "

Nine Directors.

S. S. L'Hommedieu, Cincinnati, Ohio. .......................P. Smith, Dayton, Ohio.
R. M. Shoemaker, Glendale, " " .........................Geo. H. Hill, Cincinnati, Ohio.
M. R. Waite, Toledo, " " ..................................John Young, " "
H. S. Conklin, Sidney, " " ..................................John W. Hartwell, " "
D. McLaren, Cincinnati, " " ...................................
Atlantic and Great Western Railway Company.

[Consolidated.]

From Salamanca, N. Y., to Dayton, Ohio, 388 miles.
Branches: Franklin Branch, from Meadville to Oil City, Pa., 32 miles. Mahoning Division, from Cleveland to Youngstown, Ohio, 67 miles. Hubbard Branch, from Youngstown, Ohio, to Sharon, Pa., 14 miles. Silver Creek Branch, from near Wadsworth, Ohio, to the Coalfields, 6 miles. Total line operated, 507 miles.

Rolling Stock—No. of Engines, 135. No. of Passenger Cars, 90. No. of Baggage and Second Class Cars, 50. No. of Freight Cars, 2960. Gauge of Rolling Stock—No. of Engines, 135.

Gage and Second Class Cars, 50. Road, 6 feet.

Engineer-in-Chief and Attorney for Contractor, ...................... T. W. Kennard, New York City.

General Officers of the Line.

President, ......................... S. S. L'Hommedieu, Cincinnati, Ohio.
Vice-President, ..................... J. J. Shryock, Meadville, Pa.
Treasurer, ........................ J. M. Dick, " "
Auditor and Secretary, ............. J. C. Calhoun, " "
General Superintendent, .......... Daniel McLaren, " "
Div. Supt., (1st Div.) ............ O. S. Lyford, Jamestown, N. Y.
" (2d Div. and Franklin Br.) ........................ C. W. Bradley, Meadville, Pa.
" (Mahoning Division,) .................... J. H. Morford, Cleveland, Ohio.
" (3d and 4th Divisions,) ........... T. A. Phillips, Galion.
General Ticket Agent, ............. Cincinnati, Ohio.
General Through Freight Agent, .... D. C. Henderson, " "
Superintendent of Locomotive and Car Departments, and Purchasing Agent {Fred. Grinnell, Meadville, Pa.
Superintendent of Telegraph, .......... W. B. Kress, " "
Resident Engineer, (1st and 2d Divs.) ............ J. H. R. Rose, Cleveland, Ohio.
" (3d and 4th Divs.) ................. D. C. Coolman, Ravenna, "
Superintendent of Masonry, .......... W. Holcomb, " "

Directors.

A. W. Bernall, 12 Pine street, N. Y. John Sherman, Mansfield, Ohio.
Marvin Kent, Kent, Ohio.
Gaylord Church, Meadville, Pa. Pearson Church, " "
Wm Thorp, " "
John Dick, " "
E. P. Brainard, Ravenna, Ohio. J. W. Tyler, Warren,
Eaton and Hamilton Railroad.

From Hamilton, Ohio, to Richmond, Ind., 45 miles.

Office, Eaton, Ohio.


No. of Locomotives, 7. No. of Passenger Cars, 1st class, 3; 2d class, 2.

No. of Freight Cars, 70. No. of Baggage Cars, 3. Average No. of miles run per cord of wood, 20.

President, Joseph Torrence, Cincinnati, Ohio.
Treasurer and Secretary, E. W. McGuire, Eaton.
Superintendent, Daniel McLaren, Cincinnati.
Assistant Superintendent, S. C. Conover, Richmond, Ind.
Chief Engineer, H. V. Farris.
General Freight Agent, S. C. Conover.
Master of Machinery, H. V. Farris, Richmond, Ind.
Road Master, A. G. Crouse.
Purchasing Agent, S. C. Conover.

Twelve Directors.


Dayton and Western Railroad.

From Dayton, Ohio, to Richmond, Ind., 40 miles.

Office, Dayton, Ohio.

[The Road is leased to the Little Miami and Columbus and Xenia Railroad Company.]

President, Valentine Winters, Dayton, Ohio.
Treasurer, John H. Winters.
Secretary, Leonard Moore.

Five Directors.

Cleveland, Columbus and Cincinnati Railroad.

From Cleveland to Columbus, Ohio, 138 miles.

Office, Cleveland, Ohio.

Capital paid in, $6,000,000. Funded Debt, $475,000. Total cost of Road, $4,953,893. No. of Locomotives, 44. No. of Passenger Cars, 1st class, 23; 2d class, 4. No. of freight Cars, 788. No. of Baggage Cars, 9. Gauge of Road, 4 feet 10 inches.

Time of Election, third Wednesday in February.

President, L. M. Hubby, Cleveland, Ohio.
Vice-President, Stillman Witt, " "
Treasurer and Secretary, George H. Russell, " "
Auditor, John J. Many, " "
Superintendent, E. S. Flint, " "
Engineer, Frank Ford, " "
General Freight Agent, Addison Hills, " "
General Ticket Agent, S. F. Pierson, " "
Master of Machinery, Wm. F. Smith, " "
Road Master, G. A. Barnard, Wellington, Ohio.

Eleven Directors.

L. M. Hubby, Cleveland, Ohio. S. D. McMillan, Cleveland, Ohio.
A. Stone, Jr., " " John Miller, Columbus, " "
Stillman Witt, " " H. Williams, Delaware, " "
Sam'l Williamson, " " E. S. Prosser, Buffalo, N. Y.
M. B. Scott, " " David Dows, New York.
Joseph Perkins, " "

Sandusky, Mansfield and Newark Railroad.

From Sandusky to Newark, Ohio, 117 miles.

Office, Sandusky, Ohio.

Capital paid in, $1,110,000. Original Bonds, $1,290,000. Funded Debt, $780,000. Total Debt, $2,090,000. Total cost of Road, $2,309,418 95. No. of Locomotives, 11. No. of Passenger Cars, 1st class, 10; 2d class, 1. No. of Freight Cars, 193. No. of Baggage Cars, 5. Gauge of Road, 4 feet 9½ inches.

Time of Election, third Wednesday in January.

President, C. L. Boalt, Norwalk, Ohio.
Treasurer, L. P. Wheelock, " "
Secretary, Jno. W. Sprague, Huron, Ohio.
Superintendent, Jas. H. Stewart, Sandusky, " "
General Freight Agent, H. P. Warden, " "
General Ticket Agent, H. M. Bronson, " "
Master of Machinery, Thos. Hogg, " "
Master of Car Repairs, Chas. Cross, " "
Road Master, John Wright, " "

Nine Directors.

C. L. Boalt, Norwalk, Ohio. Hy. P. Warden, Sandusky, Ohio.
E. B. Sadler, " " John Gardiner, Norwalk, " "
John W. Sprague, Huron, Ohio. Jerome Buckingham, Newark, Ohio.
Sam'l M. Robinson, Plymouth, Ohio. James Lyon, Hebron, " "
L. J. Tracy, Mansfield,
Cleveland and Pittsburgh Railroad.

From Cleveland, Ohio, to Pittsburgh, Pa., 150 miles. From Yellow Creek to Bellair, 43 miles. Branch: Tuscarawas Branch, 32 miles.

Office, Cleveland, Ohio.

Capital paid in, $5,400,000. Funded Debt, $2,736,225. Total cost of Road, $9,300,000. Earnings last year, gross, $2,844,000. Earnings last year, net, $885,000. Dividend, 9 per cent. Gauge of Road, 4 feet 10 inches.

Time of Election, first Wednesday in January.

President and Gen'l Superintendent, J. N. McCullough, Pittsburgh, Pa.
Vice-President, W. W. Holloway, Cleveland, Ohio.
Treasurer and Secretary, Geo. A. Ingersoll.
Auditor, R. F. Smith.
Superintendent, J. H. Devereux.
Chief Engineer, J. Linten, Ravenna, Ohio.
General Freight Agent, Wm. Stewart, Pittsburgh, Pa.
General Ticket Agent, F. R. Myers, Pittsburgh, Pa.
Master of Machinery and Car Repairs, A. E. Chapman, Cleveland, Ohio.
Road Master, Main Line, J. R. Conrad, Atwater.
" River Division, Thos. Dickson, Wellsville.
Purchasing Agent, Wm. Mullins, Pittsburgh, Pa.

Twelve Directors.

J. N. McCullough, Wellsville, Ohio. P. F. Giesse, "
J. F. Clark, Cleveland, Ohio. T. P. Handy, "

Lake Erie and Louisville Railroad.

From Fremont, Ohio, to Rushville, Indiana, 175 miles.
(Operating from Fremont to Findlay, Ohio, 31 miles.)

Office, Fremont, Ohio.

Capital paid in, $1,424,400. Funded Debt, $500,000. Total cost of Road, $1,924,400. No. of Locomotives, Inside Connections, 3. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 25. Baggage Cars, 1. Gauge of Road, 4 feet, 9½ inches.

President, L. Q. Rawson, Fremont, Ohio. Vice-President, W. H. Moon.
Treasurer, Secretary, and Auditor, R. W. B. McLellan.
Superintendent, L. Q. Rawson.
Chief Engineer, S. Medberry.
General Freight Agent, B. Amaden.
General Ticket Agent, R. W. B. McLellan.
Master of Machinery, G. H. Tier.
Master of Car Repairs, J. D. Griffin.

Nine Directors.

D. J. Cory, Findlay, Ohio. S. Carlin, "
C. W. Foster, Fostoria, Ohio. S. Scott, St. Marys, Ohio.
A. W. Lewis, Williamsburgh, Indiana.
W. S. Ballenger, Cambridge City, "
R. W. B. McLellan, Fremont, Ohio.
Sandusky, Dayton and Cincinnati Railroad.

From Sandusky to Dayton, Ohio, 154 miles. Branch: Carey to Findlay, Ohio, 16 miles.

Office, Sandusky, Ohio.


Time of Election, 4th Wednesday in September.

President, ................................................. Oran Follett, Sandusky, Ohio.
Treasurer and Secretary, .............................. L. H. Latham, “ “
Auditor, ...................................................... L. H. Lewis, “ “
Superintendent, ......................................... J. H. Potter, “ “
Assistant Superintendent, ............................ Jos. Lansdown, “ “
Chief Engineer, ............................................ Geo. Morton, “ “
General Freight Agent, ................................. F. E. Foster, “ “
General Ticket Agent, .................................... F. V. Follett, “ “
Master of Machinery, ..................................... Theo. Lyman, “ “

Thirteen Directors.

Theo. A. Neal, Boston, Mass. Wm. Wilshire, Cincinnati, Ohio.
Jacob W. Pierce, “ “ Abraham Cahill, Dayton, “
Elisha C. Litchfield, New York City. Oran Follett, Sandusky, “

State Directors.

J. S. Robinson, Keaton, “ “

Springfield and Columbus Railroad.

From Springfield to London, Ohio, 20 miles. Connects with Columbus and Xenia Railroad.

Total cost of Road, $350,000. Gauge of Road, 4 feet 10 inches.

President, ................................................. R. D. Harrison, Springfield, Ohio.
Treasurer and Secretary, .............................. E. G. Dial.
Superintendent, ......................................... H. Rice.

Seven Directors.

Cleveland, Painesville and Ashtabula Railroad.

From Cleveland, Ohio, to Erie, Pa., 95½ miles.

Office, CLEVELAND, OHIO.

Capital paid in, $5,000,000. Funded Debt, $1,500,000. Gauge of Road, 4 feet 10 inches.

President, A. Stone Jr., Cleveland, Ohio.
Vice-President, S. Witt, " "
Treasurer and Secretary, George B. Ely, " "
Auditor, Nicholas Bartlett, " "
Superintendent, Henry Nottingham, " "
Assistant Superintendent, Wm. Robinson, " "
Chief Engineer, Charles Collins, " "
General Freight Agent, Addison Hills, " "
General Ticket Agent, J. W. Cary, " "
Master of Machinery, A. Congden, " "
Master of Car Repairs, N. H. Marsh, " "

Thirteen Directors.

A. Stone, Jr., Cleveland, Ohio. James Miles, Girard, Pa.
S. Witt, " " J. M. Wetmore, Erie, "
H. B. Payne, " " E. M. Gilbert, Utica, N. Y.
Wm. Collins, " " C. C. Dennis, Auburn, "
T. M. Kelley, " " Wm. Gibson, Jamestown, Pa.
Geo. B. Ely, " " J. H. Wade, Cleveland, Ohio.
H. E. Parsons, Ashtabula, " "

Cincinnati and Zanesville Railroad.

From Morrow, Ohio, to Zanesville, Ohio, 132 miles.

Office, CINCINNATI, OHIO.

Capital paid in, $1,600,000. Funded Debt, $1,300,000. Total cost of Road, $2,900,000. Earnings last year, gross, $352,701. No. of Locomotives, 16. No. of Passenger Cars, 1st class, 6; 2d class, 4. No. of Freight Cars, 245. No. of Baggage Cars, 4. Average number of miles run per cord of wood, 32; do. 2000 lbs. of coal, 25. Miles run per pint of oil, 22. Gauge of Road, 4 feet 10 inches.

Time of Election, third Thursday in May.

President and Superintendent, Erasmus Gest, Cincinnati, Ohio.
Treasurer and Secretary, David Hull, " "
Depository.—Bank of the Ohio Valley, " "
General Freight Agent, C. H. Abbott, Zanesville, "
General Ticket Agent, E. P. Lowe, Cincinnati, "
Master of Machinery, E. P. Gould, Lancaster, "
Master of Car Repairs, D. I. Jewell, " "
Purchasing Agent, D. Hull, " "

Seven Directors.

Henry Amy, " " W. C. Neff, " "
Richard Von Hoffman, " " Erasmus Gest, " "
Charles Reemelin, Cincinnati, Ohio.
Little Miami Railroad.

From Cincinnati to Springfield, Ohio, 84 miles.

Capital paid in, $2,981,267 37. Funded Debt, $1,400,000. Total cost of Road and Equipments, $4,037,136 70. Dividend, 10 per cent. Gauge of Road, 4 feet 10 inches.

President, ........................................... W. H. Clement, Cincinnati, Ohio.
Secretary, ............................................. C. H. Kilgour, “ “
Treasurer, ............................................. S. E. Wright, “ “

Twelve Directors.

Larz Anderson, Cincinnati, Ohio. | Alphonso Taft, Cincinnati, Ohio.
James Hicks, Jr., “ “ | Abraham Hivling, Xenia, “ “
Charles H. Kilgour, “ “ | Joseph R. Swan, Columbus, “ “

Columbus and Xenia Railroad.

From Columbus to Xenia, Ohio, 55 miles. Also lessees of the Dayton, Xenia and Belpre Railroad, from Xenia to Dayton, 16 miles; and Dayton and Western, from Dayton to Richmond, 41 miles.

Capital paid in, $1,490,800. Funded Debt, $208,000. Total cost of Road, $1,413,586 39. Dividend, 10 per cent. Gauge of Road, 4 feet 10 inches.

President, ........................................... Joseph R. Swan, Columbus, Ohio.
Vice-President, .......................... W. H. Clement, Cincinnati, “ “
Secretary and Treasurer, .................. Cyrus Fay, Columbus, “ “

Twelve Directors.

Joseph R. Swan, Columbus, Ohio. | D. W. Deshler, Columbus, Ohio.
Wm. Dennison, Columbus, “ “ | Abraham Hivling, Xenia, “ “

The above Roads are worked together under the name of the Little Miami and Columbus and Xenia Railroad.

No. of Locomotives, 40. No. of Passenger Cars, 1st class, 54. No. of Freight Cars, 638. No. of Baggage Cars, 17.

Superintendent and Chief Engineer, ... E. W. Woodward, Cincinnati, Ohio.
Auditor, ............................................. D. G. A. Davenport, “ “
Assistant Engineer, ........................ L. S. Cotton, “ “
General Freight Agent, ...................... J. N. Kinney, “ “
General Ticket Agent, ........................ P. W. Strader, “ “
Master of Machinery, ......................... Richard Bromley, “ “
Master of Car Repairs, ...................... M. F. Ford, Columbus, “ “
Road Masters, .............................. S. J. Warner, Xenia, “
......................... J. E. Williams, “ “
Dayton, Xenia and Belpre Railroad.

Finished from Dayton to Xenia, Ohio, 15 miles.

Office, Dayton, Ohio.

Capital paid in, $500,000. Funded Debt, $450,000. Total cost of Road, $860,495. Gauge of Road, 4 feet 10 inches.

[Road leased to, and run by L. M. and Col. and Xenia Railroad Company.]

Time of Election, 1st of September.

President, .......... Simon Gebhart, Dayton, Ohio.
Treasurer, .......... V. Winters,
Secretary, .......... A. Hamilton,

Seven Directors.

Simon Gebhart, Dayton, Ohio.
Valentine Winters, "
W. S. Westerman, "
A. Hivling, Xenia,
Jos. R. Swan, Columbus, Ohio.
W. H. Clement, Cincinnati, "
Wm. Dennison, Jr., Washington, D. C.

Cincinnati, Hamilton and Dayton Railroad.

From Cincinnati to Dayton, Ohio, 60 miles. Branch: Lease of D. and M. Railroad, 142 miles.

Office, Cincinnati, Ohio.

Capital paid in, $3,000,000. Funded Debt, $1,609,000. Total cost of Road and Equipment, $4,834,989 29. Earnings last year, gross, $1,241,851 71. Net, $277,385 83. Dividend, 5 per cent. semi-annually. No. of Locomotives, Inside Connections, 2; Outside Connections, 28. No. of Passenger Cars, 1st class, 21; 2d class, 2. No. of Freight Cars, 310. No. of Baggage Cars, 6. Gauge of Road, 4 feet 10 inches; and 6 feet (4 rails).

Time of Election, second Tuesday in May.

President, .................. S. S. L'Hommedieu, Cincinnati, Ohio.
Vice-President, ............... John W. Hartwell, "
Treasurer and Secretary, ........ F. H. Short, "
Superintendent and Purchasing Agent, .. Daniel McLaren, "
Assistant Superintendent, ......... L. Williams, Dayton, "
General Freight Agent, ............ J. R. Reed, Cincinnati, "
General Ticket Agent, ............. P. W. Strader, "
Master of Machinery, ............. Wm. Cullen, "
Master of Car Repairs, ............. R. B. More, "
Road Master, ................. A. W. Salter, Dayton, "

Nine Directors.

John W. Hartwell, " | John Young, "
John W. Ellis, " | Wm. Goodman, "
George H. Hill, " | A. M. Searles, "
Wm. Becket, Hamilton, "
Marietta and Cincinnati Railroad.

From Cincinnati to Parkersburg, O., 202 miles. Branches: Hillsboro’ Branch, Union Branch, Portsmouth Branch.

Office, Chillicothe, Ohio.

Capital paid in, $10,000,000. Funded Debt, $287,000. No. of Locomotives, 37. No. of Passenger Cars, 1st class, 15; 2d class, 2. No. of Freight Cars, 400. No. of Baggage Cars, 6. Miles run per pint of Oil, 13.9. Gauge of Road, 4 feet 8½ inches.

Time of Election, third Wednesday in February.


Thirteen Directors.


Ohio and Mississippi Railroad Line.

[The Ohio and Mississippi Railroad (Cincinnati to Vincennes), and the Ohio and Mississippi Railroad (Vincennes to E. St. Louis), are worked together under the name of the Ohio and Mississippi Railroad Line.]

General Business Office, 119 West Third St., Cincinnati, Ohio.

General Freight and Ticket Office, 43 South Fourth St., St. Louis, Mo.

Officers of the Line.

EASTERN DIVISION.

From Cincinnati to Vincennes, 192 miles.

No. of Locomotives, 47. No. of Passenger Cars, 1st class, 24 No. of Freight Cars, 640. No. of Baggage, Mail and Express Cars, 19. Gauge of Road, 6 feet.

Time of Election, first Monday in June.

President, Edward Learned, New York.
Vice-President, Larz Anderson, Cincinnati, Ohio.
Secretary, Samuel Trevor.
Assistant Secretary, E. D. Hammond, New York.
Superintendent, J. W. Cotlogue, Cincinnati, Ohio.
Purchasing Agent, A. H. Lewis.
Engineer, E. C. Rice.
Master Mechanic, Geo. W. Harris, Coehran, Ind.
Master of Trains, S. S. Woodard, Cincinnati, Ohio.

Fifteen Directors.

Larz Anderson, Cincinnati, Ohio.
Wm. D. Griswold.
Joseph Torrence.
James D. Lehmer.
Charles D. Collin.
W. W. Scarborough.
John Ross, Vincennes, Ind.
Wm. H. Aspinwall, New York.
Edwin Bartlett.
Samuel W. Comstock.
Frederick Schuchardt.
Edward Learned.
S. U. F. Odell.
Allan Campbell.

WESTERN DIVISION.

From Vincennes, Ind., to East St. Louis, Mo., 148 miles.

No. of Locomotives, 21. No. of Passenger Cars, 1st class, 12. No. of Freight Cars, 295. No. of Baggage, Mail, and Express Cars, 3. Gauge of Road, 6 feet.

Time of Election, first Monday in September.

President, Wm. D. Griswold, Cincinnati, Ohio.
Secretary, George K. McGunnigle, St. Louis, Mo.
Cashier and Purchasing Agent, Wm. Newhouse.
Superintendent, A. A. Lovejoy.
Master Mechanic, J. D. W. Potts, Vincennes, Ind.
Master of Trains, Wm. Woodard.

Seven Directors.

Wm. D. Griswold, Cincinnati, Ohio.
Samuel Gaty, St. Louis, Mo.
Lewis B. Parsons, St. Louis, Mo.
Geo. K. McGunnigle.
Edward Learned, New York.
Joseph W. Alsop.
Allan Campbell.

Scioto and Hocking Valley Railroad.

From Portsmouth to Hamden, Ohio, 56 miles. Progressing to Newark, Ohio.

[Operated by the Marietta and Cincinnati Railroad Company.]

Office, Portsmouth, Ohio.
Gauge of Road, 5 feet 4 inches.
Time of Election, second Tuesday in May.
Dayton and Union, (late Greenville and Miami Railroad.)

From Dayton, Ohio, to Union City, Indiana.

Office, Dayton, Ohio.

Capital paid in, $63,500. Funded Debt, $537,500. Total cost of Road, $801,000. Earnings last year, gross, $113,788.06. Net, $92,090.84. No. of Locomotives, 5. No. of Passenger and Baggage Cars, 1st Class, 10. No. of Freight Cars, 61. Gauge of Road, 4 feet 10 inches.

Time of Election, first Monday in January.

President, H. C. Stimson, 25 Willam St., N. Y.
Vice-President and Treasurer, H. Gebhart, Dayton, Ohio.
Secretary, Jas. McDaniel, Dayton, Ohio.
Auditor, F. Sprague, Dayton, Ohio.
Superintendent, S. R. Stimson, Dayton, Ohio.
General Ticket Agent, F. Sprague, Dayton, Ohio.
Master of Machinery and Car Repairs, Arthur N. Keeun, Greenville, Ohio.

Nine Directors.

H. C. Stimson, New York City.
H. Gebhart, Dayton, Ohio.
Jas. McDaniel, Dayton, Ohio.
Jno. H. Achey, Dayton, Ohio.
S. R. Stimson, Dayton, Ohio.
W. L. Darrow, Dayton, Ohio.
J. R. Knox, Greenville, Ohio.
D. Studabaker, Dayton, Ohio.
A. Kitchen, Jaysville, Darke Co., O.

Columbus and Indianapolis Central Railroad.

From Columbus, Ohio, to Indianapolis, Ind., 187 miles. Branch: To Union City, Ind., 20½ miles.

Office, Columbus, Ohio.

Capital paid in, $1,500,000. Funded Debt, $4,000,000. Total cost of Road, $5,500,000. Earnings last year, gross, $1,300,000. No. of Locomotives, 36. No. of Passenger Cars, 1st class, 23. No. of Freight Cars, 543. No. of Baggage Cars, 8. Gauge of Road, 4 feet 10 inches.

Time of Election, third Wednesday in November.

President, B. E. Smith, Columbus, Ohio.
Treasurer, James Alexander, Columbus, Ohio.
Secretary, Gordon Moodie, Columbus, Ohio.
Auditor, W. F. Doggett, Columbus, Ohio.
Superintendent, James M. Lunt, Indianapolis, Ind.
General Freight Agent, Chas. W. Smith, Indianapolis, Ind.
General Ticket Agent, Jno. W. Skiles, Indianapolis, Ind.
Master of Transportation, John Miller, Richmond, Ind.
Master of Machinery and Car Repairs, Wm. Romans, Columbus, Ohio.
Road Masters, W. Swan, Cambridge City, Ind.
J. P. Biemer, Piqua, Ohio.
Superintendent of Bridges, C. F. Cummins, Cambridge City, Ind.

Nine Directors.

B. E. Smith, Columbus, Ohio.
John Gardiner, Norwalk, Ohio.
John R. Hilliard, Delaware, Ohio.
Wm. Dennison (of Ohio), Washington City, D. C.
John S. Newman, Indianapolis, Ind.
Wm. D. Thompson, New York.
Central Ohio Railroad.

From Columbus to Bellair, Ohio, 137 miles.

Office, Zanesville, Ohio.

Capital paid in, $3,000,000. Funded Debt, $2,500,000. Gauge of Road, 4 feet, 10 inches.

Time of Election, last Tuesday in August.

President, H. J. Jewett, Zanesville, Ohio.  
Treasurer, Dan'l Applegate, " "  
Secretary and Deputy Treasurer, Wm. Wing, " "  
Auditor, R. C. Buell, " "  
Superintendent, D. W. Caldwell, " "  
Gen'l Freight Agent, J. R. Blanchard, Columbus, " "  
Gen'l Ticket Agent, Jno. W. Brown, " "  
Master of Machinery, James Ball, Zanesville, " "  
Road Master, David Lee, " "

Thirteen Directors.

Hugh J. Jewett, William Dennison,  
S. R. Hosmer, Jos. R. Swan,  
Wm. H. Clement, Simon Gebhardt,  
John H. Heaton, Walter B. Brooks,  
Joseph H. Rieman, Joseph W. Jenkins,  
James Harvey, Daniel Applegate.

Pittsburgh, Columbus and Cincinnati Railroad.

From Pittsburgh, Pa., to Columbus, Ohio, 193 miles;  
Branch: Cadiz Junction to Cadiz, 8 miles.

Office, Steubenville, Ohio.

Capital paid in, $2,000,000. Funded Debt, $5,275,000. Total cost of Road, $7,275,000. Gauge of Road, 4 feet 10 inches.

Time of Election, second Tuesday in February.

President, Thos. L. Jewett, Steubenville, Ohio.  
Treasurer and Secretary, J. G. Morris, " "  
Auditor, S. F. Scull, " "  
Superintendent, John Durand, " "  
Assistant Superintendent, W. W. Card, " "  
Chief Engineer, J. Blickensderfer, jr., " "  
General Freight Agent, James Means, Columbus, " "  
General Ticket Agent, S. F. Scull, Steubenville, " "  
Master of Machinery, Thos. Deumead, " "  
Master of Car Repairs, J. J. Lowler, " "  
Road Master, W. L. White, " "  
Purchasing Agent, Geo. D. Whitcomb, " "

Thirteen Directors.

Thos. L. Jewett, Steubenville, Ohio.  
James Collier, " "  
James Turnbull, " "  
James Parks, " "  
B. P. Drennen, " "  
Joseph Means, " "  
Wm. Kilgore, " "  
C. Dewey, Harrison Co., Ohio.  
R. H. Nugent, Tuscarawas Co., Ohio.  
Jos. K. Johnson, Coshocton Co., " "  
Geo. W. Adams, Muskingum Co., " "  
Ashbel Green, New York.
Carrollton and Oneida Railroad.

*From Carrollton, Ohio, to Oneida, Ohio, 12½ miles.*

**Office, Stidger Block, Carrollton, Ohio.**

Capital paid in, $98,000. Total cost of Road, $118,000. No. of Locomotives, 1. No. of Passenger Cars, 1st class, 1; 2d class, 1. No. of Freight Cars, 5. No. of Baggage Cars, 1. Gauge of Road, 4 feet 10 inches.

Time of Election, first Tuesday in September.

**President,** J. Ebersole, Carrollton, Carroll Co., O.  
**Vice-President,** Jacob Helfrich,  
**Treasurer,** Jas. P. Cummings,  
**Secretary, Auditor, Superintendent** and **Chief Clerk,** H. A. Stidger,  
**Assistant Superintendent and Master of Transportation,** M. T. Wiggins,  
**General Freight Agent,** Jno. Ebersole,  
**General Ticket Agent,** James Huston,  

**Seven Directors.**

J. Ebersole, Carrollton, Car'll. Co., O.  
James Huston,  
H. A. Stidger,  
Jas. P. Cummings,  

Iron Railroad.

*From Ironton to Centre Station, Ohio, 13 miles.*

**Office, Ironton, Ohio.**

Capital paid in, $123,315 16. Funded Debt, $35,000. Total cost of Road, $222,224 72. Earnings last year, gross, $58,689 69. Net, $16,978 93. No. of Locomotives, Outside Connections, 3. No. of Passenger Cars, 1st class, 1. No. of Freight Cars, 82. Average No. of miles run per ton of coal, 38½. Miles run per pint of oil, 4½. Gauge of Road, 4 feet 10 inches.

Time of Election, first Monday in April.

**President,** Cyrus Ellison, Ironton, Ohio.  
**Treasurer,** George Willard,  
**Secretary, General Freight and Ticket Agent,** Samuel Richards,  
**Superintendent and Master of Machinery,** Perry Scott,  
**Chief Clerk,** Lewis W. Richards,  

**Seven Directors.**

John Campbell, Ironton, Ohio.  
John Peters,  
John Ellison,  
Sam'l W. Dempsey,  
Cyrus Ellison, Ironton, Ohio.  
Wm. D. Kelley,  
Hiram Campbell,
Toledo, Wabash and Western Railway.

From Toledo, Ohio, to Quincy, Ill., and Keokuk, Iowa, 520 miles.

[The Toledo and Wabash Railway Co., The Great Western Railroad Co. of 1859, the Quincy and Toledo Railroad Co., and the Illinois and Southern Iowa Railroad Co., have become consolidated into one corporation under the name and Style of The Toledo, Wabash and Western Railway Company.]

Office, Toledo, Ohio.

Capital paid in, $6,700,000. Funded Debt, $13,300,000. Total cost of Road, $20,000,000. No. of Locomotives, 84. No. of Passenger Cars, 1st class, 45; 2d class, 27. No. of Freight Cars, 1700. No. of Baggage Cars, 27. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Wednesday in October of each year.

Fifteen Directors.

Great Western Railroad.

[Of Illinois.]

Illinois and Southern Iowa Railroad.

From Keokuk, Iowa, to Clayton, Ill., 43 miles.

[merged in and made part of the Toledo, Wabash and Western Railway Co.]
Indianapolis and Cincinnati Railroad.

From Cincinnati, Ohio, to Indianapolis, Indiana.

Office, Cincinnati, Ohio.

No. of Locomotives, 31. No. of Passenger Cars, 1st class, 22. No. of Freight Cars, 510. No. of Baggage Cars, 8. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in September.

President and Gen. Superintendent, H. C. Lord, Cincinnati, Ohio.
Treasurer, W. O. Rockwood, " "
Secretary, A. Worth, " "
Supply Agent, N. H. McLean, " "
Assistant Superintendent, J. F. Richardson, " "
Chief Engineer, T. A. Morris, Indianapolis, Indiana.
General Freight Agent, T. C. Spooner, Cincinnati, Ohio.
General Ticket Agent, F. B. Lord, " "
General Agent, W. H. L. Noble, Indianapolis, Ind.
Master of Machinery, H. M. Britton, Cincinnati, Ohio.
Road Master, J. F. Richardson, " "

Nine Directors.


Lafayette and Indianapolis Railroad.

From Lafayette to Indianapolis, Ind., 64 miles.

General Office, Lafayette, Ind.

Gauge of Road, 4 feet 8½ inches.

Time of Election, first Wednesday in February.

President and Superintendent, W. F. Reynolds, Lafayette, Ind.
Vice-President, Hon. Albert S. White, " "
Secretary, George Williams, " "
Assistant Superintendent and General Ticket Agent, John M. Kerper, " "
Master of Machinery, James L. Vauclain, " "
Road Master, H. G. Hazelrigg, " "

Thirteen Directors.

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Terre Haute and Indianapolis Railroad.

From Terre Haute to Indianapolis, Indiana, 73 miles.

Office, Terre Haute, Indiana.

Capital paid in, $1,928,150. Funded Debt, $60,000. Total cost of Road, 1,988,150. Earnings last year, gross, $1,274,594 05; net, $363,551 82. Dividend, 12 per cent., and Government Tax, $243,050 52. No. of Locomotives, Inside Connections, 5; Outside Connections, 21. No. of Passenger Cars, 1st class, 14; 2d class, 7. No. of Freight Cars, 492. No. of Baggage Cars, 9. Average No. of miles run per cord of wood, 28. Average No. of miles run per ton of coal, 30. Miles run per pint of oil, 27 3/4. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, first Monday in January.

President, .................................................. E. J. Peck, Indianapolis, Indiana.
Treasurer, .............................................. John Scott, Terre Haute, Indiana.
Secretary and Auditor, ............................... Charles Wood, Indiana.
Superintendent and Chief Engineer, .............. R. E. Ricker, Terre Haute, Indiana.
Assistant Engineer, ................................. J. Staples, Jr., Indiana.
Acting General Freight Agent, ...................... H. W. Hibbard, Indiana.
General Ticket Agent, ............................... C. Wood, Terre Haute, Indiana.
Master of Machinery, ............................... C. R. Peddle, Indiana.
Master of Car Repairs, ............................. H. Kirmse, Indiana.
Road Master, ......................................... B. Davis, Indiana.
Chief Clerk, .......................................... R. A. Morris, Indiana.

Seven Directors.
Chauncey Rose, Terre Haute, Ind.  W. R. McKeen, Terre Haute, Ind.
James Farrington, “ “ M. W. Williams, “ “
W. K. Edwards, “ “

Toledo, Logansport and Burlington Railroad.

From Logansport, Indiana, to State Line, 61 miles.

Office, Logansport, Indiana.

Gauge of Road, 4 feet 8 1/2 inches.

President, ............................................. John Crear, Logansport, Indiana.
Treasurer and Secretary, ......................... Joseph L. Hepburn, “ “
Superintendent, .................................... Wm. Foster, “ “

Cincinnati and Indianapolis Junction Railroad.

From Hamilton, Ohio, to Cambridge City, Indiana, 54 miles.

Office, Connersville, Indiana.

Gauge of Road, 4 feet 10 inches.

Time of Election, January.

President and Superintendent, J. M. Ridenour, College Corner, Ohio.
Secretary and General Ticket Agent, J. Leach, Connersville, Indiana.
Assistant Superintendent, J. F. Lincoln, Hamilton, Ohio.
Jeffersonville Railroad.

From Jeffersonville to Edinburgh, Ind., 79 miles.

Office, Jeffersonville, Ind.

[We work our Road from Jefferson to Indianapolis, 108 miles, passing over 30 miles of the I. and M. Road, from Edinburgh to Indianapolis, with our locomotives and cars, on a long lease.]

Capital paid in, $1,015,907 27. Funded Debt, $419,600. Total cost of Road, $1,827,852 98. No. of Locomotives, 15. No. of Passenger Cars, 1st class, 12; 2d class, 2. No. of Freight Cars, 196. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8½ inches.

Time of Election, third Monday in May.

President, .................. Dillard Ricketts, Jeffersonville, Ind.
Secretary and Treasurer, .......... J. H. McCampbell, " "
Superintendent, ................ Horace Scott, " "
General Freight Agent, .............. Thomas Carse, " 
General Ticket Agent, ............. James Ferrier, " 
Master of Machinery, .......... R. Wells, " 
Master of Car Repairs, ............. Thomas Laidly, " 

Twelve Directors.

Geo. MacLeod, Jeffersonville, Ind. M. G. Bright, Madison, Ind.
Woods Mabury, " " Nathan Kyle, Edinburgh, "
Jas. G. Read, " " M. Fitzgibbons, Indianapolis, "
Sam'l H. Patterson, " " Jas. Guthrie, Louisville, Ky.
W. D. Beach, " " John Barber, " 
D. Ricketts, " " G. H. Ellery, New York.

Indianapolis, Peru and Chicago Railway.

From Indianapolis, Indiana, to Peru, Indiana, 75 miles.

Office, Indianapolis, Indiana.

Connects at Kokomi with Chicago and Great Eastern Railway.
" " Peru " Toledo, Wabash, and Western Railway.

Gauge of Road, 4 feet 8½ inches.

Time of Election, second Tuesday in September.

President and General Superintendent, .. David Macy, Indianapolis, Ind.
Vice-President, ..................... Hon. F. B. Cutting, New York City.
Treasurer, ......................... V. T. Malott, Indianapolis, Ind.
Secretary and General Ticket Agent, .. Macy Southard, " 
Assistant Superintendent, ........ J. C. Thompson, " 
General Freight Agent, ............ L. N. Andrews, " 
Master of Machinery, ............. F. Gilman, Peru, " 
Master of Car Repairs, ............ E. D. Sargent, " 
Road Master, ..................... Isaac Burnett, " 

Five Directors.

William Henderson,
Bellefontaine Railroad.

From Indianapolis, Ind., to Galion, Ohio, 202 miles.
(Formerly the Indianapolis, Pittsburgh and Cleveland Railroad and Bellefontaine and Indiana Railroad, now consolidated as above.)

Office, Indianapolis, Ind.

Capital paid in, $4,425,000. Gauge of Road, 4 feet 10 inches.

Time of Election, February.

President, Stillman Witt, Cleveland, Ohio.
Vice-President, Edwin J. Peck, Indianapolis, Ind.
Treasurer and Secretary, Edward King.
Auditor, David J. Hinckley.
Superintendent, Chief Engineer and Purchasing Agent, Robert N. Brown.
Assistant Superintendent, Isaac Blaksee, Galion, Ohio.
Assistant Engineer, Justus L Cozad, Indianapolis, Ind.
General Freight Agent, Lucien Hills.
General Ticket Agent, T. D. Barton.
Masters of Machinery, L. S. Young, E. D., Galion, Ohio.
Master of Car Repairs, Joseph Mileham.
Road Master, A. G. Wright, E. D., Bellefontaine, O.
H. Washburn, W. D., Muncie, Ind.

Eleven Directors.

R. N. Brown, Indianapolis, Ind.
Stillman Witt, Cleveland, Ohio.
Henry, Wick.
William Collins.
T. P. Handy.
L. M. Hubby.

H. B. Hurlbut, Cleveland, Ohio.
David Kilgore, Yorktown, Ind.
M. G. Walker, Pendleton.
Edwin J. Peck, Indianapolis, Ind.
James H. Goodman, Columbus, Ohio.

Chicago, Peru and Cincinnati Railroad.

From La Porte, Ind., to Plymouth, Ind., 30 miles.

Office, La Porte, Ind.

[This Road is operated by Thomas Belknap and James M. Benedict as Lessees, and is in progress of construction from Plymouth to Peru, Ind., a distance of 43 miles.]

No. of Locomotives, 3. No. of Passenger Cars, 2. No. of Freight Cars, 46. No. of Baggage Cars, 2. Gauge of Road, 4 feet 10 inches.

Treasurer, E. H. Reynolds, La Porte, Ind.
Auditor, H. M. Kendall.
Superintendent and Gen. Freight Agent, H. Druillier.
Master of Machinery, Sam'l Wilmot.
Road Master, L. Shepardson.
Indianapolis and Madison Railroad.

From Madison to Indianapolis, Ind., 86 miles. Branches: Columbus and Shelby, from Columbus to Shelbyville, 24 miles; Shelby and Rush, from Shelbyville to Rushville, 20 miles.

Office, Madison, Ind.

Capital paid in, $820,696 36. Funded Debt, $625,000. Total cost of Road, $1,437,291 95. Gauge of Road, 4 feet 8⅜ inches.

Time of Election, fourth Wednesday in May.

President, Frederick H. Smith, Madison, Ind.
Treasurer, R. W. Hubbard, " "
Secretary, Thos. Pollock, " "
Auditor, E. J. Brooks, " "
Superintendent, A. B. Culver, North Madison, "
General Freight Agent, R. W. Hubbard, Madison, "
General Ticket Agent, E. J. Brooks, " "
Master of Machinery, D. O. Shaver, North Madison, "
Master of Car Repairs, Thos. J. Armstrong, " "
Road Master, John Burnett, Columbus, "

Nine Directors.

Dillard Ricketts, Jeffersonville, Ind. | William H. Jennings, Franklin, Ind.
Michael G. Bright, Madison, " | James Johnson, Indianapolis, "
Nathan Powell, " " | Richard J. Bright, Madison, "
Hiram Francisco, Wirt, " " | Frederick H. Smith, Newark, "
William McEwen, Columbus, " "

Evansville and Crawfordsville Railroad.

From Evansville, Ind., to Rockville, Ind., 132 miles.

Office, Evansville, Ind.

Capital paid in, $1,142,834 48. Funded Debt, $1,240,000. Total cost of Road, $2,600,699 73. Earnings last year, gross, $559,127 68. Net, $246,720 40. No. of Locomotives, Outside Connections, 14. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 141. No. of Baggage Cars, 7. Gauge of Road, 4 feet 8⅜ inches.

Time of Election, first Monday in October.

President and Superintendent, Jno. Ingle, Jr., Evansville, Ind.
Treasurer, Secretary and General | J. E. Martin, " "
Ticket Agent, A. E. Shrade, " "
General Freight Agent, Jno. L. White, " "
Master of Machinery, Geo. E. Hedges, Terre Haute, Ind.
Road Master, Geo. E. Hedges, Terre Haute, Ind.

Thirteen Directors.

John Ingle, Jr., Evansville, Ind. | Joshua Alsop, Carlisle, Ind.
Jno. S. Hopkins, " " | Chauncey Rose, Terre Haute, "
Samuel Orr, " " | Jas. H. Turner, " "
L. S. French, Patoka, " " | Geo. K. Steele, Rockville, "
J. W. Maddox, Vincennes, " " | L. J. Silliman, " "
Wm. Burtch, " "
Louisville, New Albany and Chicago Railroad.

From New Albany, Ind., to Michigan City, Ind., 288 miles.

Office, New Albany, Ind.

Gauge of Road, 4 feet 8 ½ inches.

Trustee, ............................................. D. D. Williamson, Lafayette, Ind.
Assistant Trustee, .................................. J. A. Williamson, " "
President, ........................................... David A. Noble, Monroe, Mich.
Treasurer, .......................................... Wm. H. Lewis, New Albany, Ind.
Secretary, .......................................... Geo. Lyman, " "
Superintendent, .................................... B. F. Masten, " "
Chief Engineer, ..................................... R. J. Dukes, " "
General Freight Agent, ............................ R. H. Campbell, " "
General Ticket Agent, .............................. J. G. Williamson, " "
Master of Machinery, .............................. Jacob Lasey, " "
Master of Car Repairs, ........................... G. B. F. Cooper, " "
Purchasing Agent, ................................. J. R. Parker, " "

Twelve Directors.

James Brooks, New Albany, Ind. .......................... L. M. Myer, " "
Walter Mann, " " ...................................... E. S. Clark, " "
W. S. Cubbertson, " " .................................. Chas. E. Bell, " "
Jacob Daggy, Greencastle, " " ........................... Theo. Moran, " "
J. C. Elston, Crawfordsville, " " ........................ Geo. F. Talman, " "

Toledo, Peoria and Warsaw Railway.

From Indiana State Line to Peoria, Illinois, 111 miles; thence to Warsaw on the Mississippi River, via Canton, Illinois, 104 miles.

Offices, 26 Exchange Place, N. Y. City, and Peoria, Illinois.

Gauge of Road, 4 feet 8 ½ inches.

President, .......................................... Charles L. Frost, New York City.
Vice-President, ...................................... William H. Cruger, Peoria, Illinois.
Treasurer and Secretary, ............................. D. W. McWilliams, " "
Superintendent, ..................................... Harry F. Clark, " "
General Freight and Ticket Agent, ...................... W. E. Main, " "
Master of Machinery, ................................ John S. Pickering, " "
Master of Car Repairs, .............................. R. M. Hemphill, " "
Train Despatcher, ................................... D. K. Smith, " "
Purchasing Agent, ................................. A. H. Rugs, " "
Road Master, Western Division, ...................... Ed. Hiserodt, " "
" Eastern Division, ................................. Thomas Soran, " "

Nine Directors.

Zeno Secor, " " ...................................... Edgar P. Buel, " "
Jas. W. Smith, " " .................................... John W. Cherry, Carthage, Ill.
Wm. H. Cruger, Peoria, Ill. ..............................
Chicago, Burlington and Quincy Railroad.

From Chicago, to Burlington and Quincy, Ill., 304 miles.
Branches: Galesburg to Peoria, 53 miles; Yates City to Lewiston, 30 miles; Aurora to Galena Junction, 13 miles.

Office, Chicago, Ill.

Capital paid in, $10,065,610. Funded Debt, $6,345,187 50. No. of Locomotives, 111. No. of Passenger Cars, first class, 60. Freight Cars, 1,500. Baggage Cars, 30. Average No. of miles run per cord of Wood, 54.13. Average No. of miles run per ton of Coal, 40.68. Miles run per pint of Oil, 12.04. Gauge of Road, 4 feet 8½ inches.

Time of Election, June.

President, ................. James F. Joy, Chicago, Ill.
Chairman of Board, .......... John N. Denison, Boston, Mass.
Treasurer and Secretary, ...... Amos T. Hall, Chicago, Ill.
Auditor and Purchasing Agent, . Oliver P. Rice, "
Superintendent, ............. Robert Harris, "
Asst Superintendents, .......... H. Hitchcock, Galesburg, Ill.
Chief Engineer, ............. Max Hjortsberg, "
General Freight Agent, ........ E. R. Wadsworth, Chicago, Ill.
General Ticket Agent, .......... Sam'l Powell, "
Master of Machinery, .......... C. F. Jauriet, "
Master of Car Repairs, .......... C. F. Allen, "
Road Master, ................ J. T. Clark, Galesburg, "

Eleven Directors.

James F. Joy, Detroit, Mich.   | John W. Brooks, "
Chauncey S. Colton, Galesburg, Ill. | Robert S. Watson, "
John E. Green, New York City.  | William Boott, "
Nathaniel Thayer, Boston, Mass. | John N. Denison, "
John M. Forbes.                | "

Peoria and Oquawka and Lewiston Branch Railroad.

From Peoria to Burlington, Ill.

Office, Chicago, Ill.

[Owned and operated by Chicago, Burlington and Quincy Railroad.]

Cleveland, Zanesville and Cincinnati Railroad.

From Hudson to Millersburg, Ohio, 87 miles.

Office, Akron, Ohio.

Superintendent, .............. Simon Perkins, Akron, Ohio.
Treasurer and Secretary, ........ E. Mize, "
Master of Machinery, ........... J. W. Holloway, "
Road Master, .................. W. H. Lapins, "
Illinois Central Railroad.

From Cairo to Dunleith, and from Centralia to Chicago, Ill., 704 miles.

Office, Chicago, Ill.

Capital paid in, $20,808,100. Funded Debt, $13,232,000. Total cost of Road, $29,675,409 75.

Time of Election, last Wednesday in May.

President, John M. Douglas, Chicago, Ill.
Treasurer, Thomas E. Walker, New York City.
Secretary, L. A. Catlin, " " "
Auditor, Wm. Vernon, Chicago, Ill.
General Superintendent, M. Hughitt, " "
Chief Engineer, L. H. Clarke.
Gen'l Freight Agent, Jos. F. Tucker.
Gen'l Ticket Agent, W. P. Johnson.
Master of Machinery, S. J. Hayes.
General Agent, John J. Sproull, New York City.

Thirteen Directors.

Richard J. Oglesby, Henry Chauncey,
E. H. Sheldon, John M. Douglas,
Thos. E. Walker, Wilson G. Hunt,
W. R. Arthur, James Caird,
Cunningham Bosthwick,
H. H. Hunnewell, Abraham S. Hewitt,
Wm. Tracy, W. H. Osborn.

Chicago and Rock Island Railroad.

From Chicago to Rock Island. Branch: Peoria and Bureau Valley.

Office, Chicago, Illinois.

Earnings last year, gross, $3,359,390 80. Dividend, 10 per cent. Gauge of Road, 4 feet 8¼ inches.

Time of Election, first Monday in June.

President, C. W. Durant, New York City.
Treasurer, E. W. Dunham, " " "
Secretary, F. H. Tows, " " "
Superintendent, G. H. Beardsley, Chicago, Ill.
Assistant Superintendent, W. H. Whitman, Rock Island, Ill.
Chief Engineer, E. H. Johnson, Chicago, Ill.
General Freight Agent, L. Viele, " "
General Ticket Agent, Robert A. Gillmore, Chicago, Ill.
Master of Transportation, Fred. Reed, Bureau, Ill.
Master of Machinery, Jacob Barney, Chicago, Ill.
Master of Car Repairs, J. I. Fogg, " "
Purchasing Agent, Allen Manvel, " "

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Peoria and Bureau Valley Railroad.

From Peoria to Bureau, Ill., 47 miles.

Office, Peoria, Ill.

[This road is leased to the Rock Island Railroad Company, at an annual rent of $125,000.]

Capital paid in, $1,500,000. Funded Debt, $600,000. Gauge of Road, 4 feet 8½ inches.

President, Thomas C. Durant, New York, N. Y
Secretary, Washington Cockle, Peoria, Ill.
Treasurer, Charles W. Durant, New York, N. Y.

Seven Directors.
John F. Tracy, Chicago, Ill. | Clark Durant, New York, N. Y.
Thomas C. Durant, New York City, | Chas. W. Durant, New York, N. Y.
F. H. Tows.

Sycamore and Cortland Railroad.

From Sycamore to Cortland, Ill., 5 miles.

Office, Sycamore, Ill.

[Connects at Cortland with the Dixon Air Line of the Northwestern Railroad, with all Passenger trains to and from Chicago.]

Capital paid in, $55,000. Total cost of Road, $75,000.
Time of Election, January 1st, each year.

President, J. S. Waterman, Sycamore, Ill.
Treasurer, Geo. P. Wilde,
Secretary, H. L. Boies,
Superintendent, H. Beckley,
Chief Engineer, Wm. Ayer,

Thirteen Directors.
R. Ellwood, | J. N. Maxfield,
Charles Kellum, | J. A. Waterman,
W. J. Hunt, | H. L. Boies,
J. C. Waterman, | E. T. Hurd,
J. S. Waterman, | Henry Wood,
H. A. Rogers, | Marshall Starks.
Samuel Aldem,

Chicago and Great Eastern Railroad.

From Richmond, Ind., to Chicago, Ill., 224 miles.

Office, Chicago, Ill.

Gauge of Road, 4 feet 10 inches.
Time of Election, January.

President, Wm. D. Judson, New York.
Vice-President, Jos. E. Young, Chicago, Ill.
General Superintendent, A. N. Towne.
Assistant Superintendents, C. S. Merriman, Richmond, Ind.
General Freight Agent, W. H. Whitla, Chicago, Ill.
General Ticket Agent, F. Chandler.
Chicago and Alton Railroad.

From Chicago, Ill., to St. Louis, Mo., 280 miles.

Office, Chicago, Ill.

Capital paid in, $4,208,600. Funded Debt, $4,019,000. Total cost of Road, $8,308,919. Earnings last year, gross, $8,840,091.82. Net, $1,833,517.25. Dividend, 8% per cent. No. of Passenger Cars, 1st class, 32. No. of Freight Cars, 1086. No. of Baggage Cars, 8. No. of Express Cars, 4. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, 1st Monday in April.

President, T. B. Blackstone, Chicago, Ill.
Treasurer and Secretary, W. M. Larrabee, " "
Assistant Superintendents, Robert Hale, " "
Chief Engineer, O. Chanute, Chicago, "
General Freight Agent, H. C. Wicker, " "
General Ticket Agent, A. Newman, " "
Master of Machinery, J. A. Jackman, Bloomington, Ill.
Master of Car Repairs, R. Reniff, " "
Chief Clerk, Chas. H. Foster, Chicago, Ill.
Purchasing Agent, A. V. Hartwell, " "

Eight Directors.

John Crerar, " " Geo. T. Olyphant, " "
John B. Drake, " " John A. Stewart, " "

Chicago and Milwaukee Railroad.

From Chicago, Ill., to Milwaukee, Wis., 85 miles.

Office, Chicago, Ill.

Capital paid in, $2,250,000. Funded Debt, $1,750,000. Total cost of Road, $4,000,000. No. of Locomotives, 11. No. of Passenger Cars, 1st class, 18; 2d class, 4. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Monday in June.

President, H. W. Blodgett, Milwaukee, Wis.
Vice-President, E. H. Sheldon, Chicago, Ill.
Treasurer and Secretary, A. S. Downs, " "
General Superintendent, Geo. L. Dunlap, " "
Superintendent, C. C. Wheeler, Milwaukee, Wis.
General Ticket Agent, A. E. Little, Chicago, Ill.
Master of Machinery and Car Repairs, N. W. Huntley, " "
Road Master, Frank Crocker, " "
Chief Clerk, H. P. Stanwood, " "

Nine Directors.

Alex. Mitchell, Milwaukee, Wis. P. H. Smith, Chicago, Ill.
S. Witt, Cleveland, Ohio. H. W. Blodgett, " "
W. S. Gurnie, New York, N. Y. Jas. R. Young, " "
Julius Wadsworth, " " Geo. L. Dunlap, " "
Wm. B. Ogden, " "
Chicago and Northwestern Railway.

From Chicago to various points, in all 930 miles, including Chicago, Iowa and Nebraska, and Cedar Rapids and Missouri River Railroads, perpetually leased to this company. 

Divisions: Peninsular Division, Escanaba, Mich., to Negaunee, Mich., and branches, 70 miles. Wisconsin Division, Chicago, Ill., to Fort Howard, Wis., 242 miles. Galena Division, Chicago, Ill., to Clinton, Iowa, 138 miles; from Junction, Ill., to Freeport, Ill., 91 miles; from Elgin, Ill., to Richmond, Ill., 35 miles; Branches 9 miles; Total 273 miles. Iowa Division, from Clinton, Iowa, to Boonsboro, Iowa, 204 miles. Kenosha Division, from Kenosha, Wis., to Rockford, Ill., 73 miles. Madison Division, from Belvidere, Ill., to Madison, Wis., 68 miles.

Office, Corner Clark and Lake Streets, Chicago, Ill.

Capital Stock, Preferred, $12,994,719 79; Common, $13,160,921 18. Funded Debt, $12,020,482 87. Total cost of Road, $38,176,123 84. Earnings last year, ending May 31, 1865, gross, $6,820,749 75. Dividends on Preferred Stock, two of 3½ per cent. each. No. of Locomotives, 154. No of Passenger Cars, 1st class, 79; 2d class, 15—94. No of Baggage and Mail Cars, 75. No of Caboose Cars, 83. No of Freight Cars, Box, 2000; Platform, 611; Cattle, 109; Coal, 53; Iron Ore, 214—2987. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Thursday in June.

President ........................................... Wm. B. Ogden, Chicago, Ill.
Vice-President ..................................... Perry H. Smith, " "
Treasurer ........................................... George P. Lee, " 
Secretary .......................................... James R. Young, " 
Auditor ........................................... Joseph B. Redfield, " 
General Superintendent ......................... George L. Dunlap, " 
Superintendent Galena Division ............... John C. Gault, Chicago, Ill.
Asst. ............................................... Edward J. Cuyler, " 
Superintendent Iowa ............................ I. B. Howe, Clinton, Iowa.
Asst. ............................................... G. F. Kirby, " 
Superintendent Kenosha ......................... C. H. Spafford, Rockford, Ill.
" Madison ......................................... Waldo Abeel, Madison, Wis.
Chief Engineer .................................. Edward B. Talcott, Chicago, Ill.
General Freight Agent ......................... Charles S. Tappen, " 
General Ticket Agent ............................ Benj. F. Patrick, " 
Master Mechanic ................................ Horatio Anderson, " 
Master of Car Repairs .......................... Hugh Gray, " 

Seventeen Directors.

George L. Dunlap, " "       |  William H. Ferry " "
J. J. R. Pease, Janesville, Wis.  
P. H. Smith, Appleton,  "  
A. L. Pritchard, Watertown, Wis.  
T. D. Robertson, Rockford, Ill.  
G. M. Bartholomew, Hartford, Conn.  
Wm. A. Booth,  "  

Lowell Holbrook,  "  
Jas. D. Fish,  "  
Jas. W. Elwell,  "  
John M. Burke,  "  
Benjamin Nathan,  "

**Galena and Chicago Union Railroad.**

[Merged in and consolidated with the Chicago and Northwestern Railway Company.]

**Elgin and State Line Railroad.**

[Merged in and consolidated with the Chicago and Northwestern Railway Company.]

**Kenosha, Rockford and Rock Island Railroad.**

*From Kenosha, Wis., to Rockford, Ill., 79 miles.*

[Merged in and consolidated with the Chicago and Northwestern Railway Company.]

**Peoria, Pekin and Jacksonville Railroad.**

*From Peoria to Virginia, Ill., 71 miles.*

**General Office, Pekin, Ill.**

Gauge of Road, 4 feet 8½ inches.

*President,* E. L. Trowbridge, 134 Pearl St., N. Y.

*Treasurer and Superintendent,* J. B. Clarke, Pekin, Ill.

*Secretary,* Lebbeus Chapman, New York City.

*Chief Engineer,* Thos. King, Pekin, Ill.

*General Freight Agent,* Edward Hudson, Pekin, Ill.

*General Ticket Agent,* Jno. S. Cook,  "  

*Master of Machinery,* L. Wilson,  "  

*Master of Car Repairs,* Geo. Lux,  "  

*Road Master,* M. M. Clark,  "  

*Chief Clerk,* Robt. Popkiss,  "

*Four Directors.*

John Allen,  "  |  Lucius Hopkins,  "

**Northern Illinois Railroad.**

[Merged in, and made part of the Western Union Railroad Co.]

**Racine and Mississippi Railroad.**

[Consolidated with the Northern Illinois Railroad Co., and forming with that Co., the Western Union Railroad Co.]
Rock Island and Peoria Railroad.

From Rock Island to Coal Valley, Ill., 12 miles.

Office, Rock Island, Ill.

Capital paid in, $150,000. Funded Debt, $150,000. Total cost of Road, $300,000.

Time of Election, third Tuesday in October.

President, P. L. Cable, Rock Island, Ill.
Vice-President, A. Gould.
Treasurer, P. L. Mitchell.
Secretary, Cornelius Lynde, Jr.
Superintendent, R. R. Cable, Rock Island, Ill.

Ten Directors.

P. L. Cable, V. M. Ayres,
J. J. Weir, A. M. Comstock,
A. Gould, O. E. Page,
M. B. Lloyd, J. A. Larson,
C. Lynde, Jr., S. S. Guyer.

Michigan Central Railroad.

From Detroit, Mich., to Chicago, Ill., 284 miles. Branch: Joliet and North Indiana Railroad, 44\(\frac{1}{2}\) miles.

Office, City Exchange, Boston, Mass.

Capital paid in, $6,982,886. Funded Debt, $7,463,488 89. Total cost of Road, $13,805,576 16. Earnings last year, gross, $4,145,419 57. Net, $1,694,778 19. Dividend, 6 per cent., January 1, 1865; 4 per cent. cash—6 per cent. stock, July 1, 1865. No. of Locomotives, 97. No. of Passenger Cars, 1st class, 79; 2d class, 4. No. of Freight Cars, 1,303. No. of Baggage Cars, 17. Gauge of Road, 4 feet 8\(\frac{1}{2}\) inches.

Time of Election, fourth Monday in June.

President, John W. Brooks, Boston, Mass.
Vice-President, Rob't B. Forbes.
Treasurer, Isaac Livermore.
Clerk, Joshua Crane.
Auditor, William Boot.
Superintendent, R. N. Rice, Detroit, Mich.
Assistant Superintendent, S. K. Muir.
Chief Engineer, J. M. Berrien.
General Freight Agent, H. E. Sargent, Chicago, Ill.
General Ticket Agent, T. Frazer, Detroit, Mich.
Master of Machinery, A. S. Sweet, Jr., Detroit, Mich.
Master of Car Repairs, J. B. Sutherland.
Road Masters, C. H. White, E. D., S. R. Johnson, W. D.
Purchasing Agent, J. Newell.

Nine Directors.

Sidney Bartlett, “ “
Detroit and Milwaukee Railroad.

From Detroit to Grand Haven, Mich., 189 miles. Steamships between Grand Haven, Mich., and Milwaukee, Wis., 85 miles.

Office, Detroit, Mich.

Total cost of Road, $7,265,758.42. Earnings last year, gross, $1,691,735.35. No. of Passenger Cars, 1st class, 29. No of Freight Cars (Box and Flat), 439. No. of Baggage and Mail Cars, 18. No. of Auxiliary Cars, 1. Time of Election, October.

President, C. C. Trowbridge, Detroit, Mich.
Vice-President, Thos. Swinyard, Hamilton, C. W.
Secretary, Jas. H. Muir, Detroit, Mich.
General Superintendent, Thos. Bell,
Chief Engineer, Geo. L Reid, Hamilton, C. W.
Assistant Engineer, David Enright, Detroit, Mich.
General Freight Agent, John Crampton,
Master of Machinery, Ben. Briesoe,
Master of Car Repairs, Jas. McGregor,
General Purchasing Agent, Jas. McMillan,

Nine Directors.
E. A. Brush, Detroit, Mich. J. Hamilton, M.D., Flamboro', C. W.
H. N. Walker, , ,
C. H. Buhl, , ,

Flint and Pere Marquette Railroad.

From East Saginaw to Flint, Mich., 33 1/2 miles. Uncompleted Main Line, 140 miles.


President, E. B. Ward, Detroit, Michigan.
Vice-President, , ,
Treasurer, W. H. Bronson, Detroit, ,
Secretary and Superintendant, H. C. Potter, East Saginaw, Mich.
Auditor, George W. Leslie,
Chief Engineer, Wm. B. Sears,
General Freight Agent, Robert Bell,
Master of Machinery, Sanford Keefer,
Master of Car Repairs, Henry Laraway,

Seven Directors.
E. B. Ward, Detroit, Mich. H. H. Fish, Utica, N. Y.
B. Pierson, Flint, Samuel Farwell, Utica, N. Y.
P. V. Kellogg, Utica, N. Y. [Two vacancies.]
Michigan Southern and Northern Indiana Railroad.

From Toledo, Ohio, to Chicago, Ill., 243 miles. Branches: Toledo to Elkhart, 132 miles; Toledo to Detroit, 65 miles; Monroe to Adrian, 32 miles; Jackson Branch, 42 miles; White Pigeon to Constantine, 4 miles.

Office, No. 18 William Street, New York.

Capital paid in, $10,120,400. Funded Debt, $8,289,255. Total cost of Road, $18,617,484. No. of Locomotives, 85. No. of Passenger Cars, 1st class, 60; 2d class, 15. No. of Freight Cars, about 1,200. No. of Mail and Baggage Cars, 22. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, fourth Wednesday in April.

President, E. B. Phillips, Chicago, Ill.
Treasurer, Henry Keep, 18 William st., N. Y.
Secretary, D. P. Barhydt.
Auditor, John J. Adam, Toledo, Ohio.
General Superintendent, C. F. Hatch.
Division Superintendents, C. E. Curtis, Adrian, Mich.; C. Harris, Laporte, Ind.
Chief Engineer, Charles Paine, Toledo, Ohio.
Commercial Freight Agent, Charles M. Gray, Chicago, Ill.
General Passenger Agent, C. P. Leland, Toledo, Ohio.
Supply Agent, John Colgate, Adrian, Mich.

Thirteen Directors.

L. Grand Lockwood, New York. William Keep, Lockport, "
Albert Havemeyer, " Wm. Williams, Buffalo, "
Danford N. Barney, " Philo Morehous, Elkhart, Ind.
John P. Acker, " M. L. Sykes, Jr., Chicago, Ill.
Hamilton White, Syracuse, N. Y.

Bay de Noquet and Marquette, and Marquette and Ontonagon Railroad.

From Marquette, Mich., to Ontonagon, Mich., 130 miles; 40 miles built.

Office, Marquette, Mich.

Capital paid in, $1,250,000. Funded Debt, $100,000. Total cost of Road, $1,350,000. Earnings last year, gross, $233,576 35; net, $68,403 45. No. of Locomotives, 6. No. of Passenger Cars, 1st class, 4; 2d class 2. No. of Freight Cars, 425. No. of Baggage Cars, 3. Gauge of Road, 4 feet 10 inches.

President, Edwin Parsons, New York.
Vice-President, Samuel P. Ely, Marquette, Mich.
Treasurer and Secretary, Joseph F. Greenough, Boston, Mass.
Auditor, Andrew G. Clark, Marquette, Mich.
Superintendent, Cornelius Donkersley.
Assistant Superintendent, Henry J. Colwell.
Chief Engineer, C. H. V. Cavis.
Master of Machinery, Daniel H. Merritt.
Master of Car Repairs, Wm. A. Smith.
Purchasing Agent, D. G. Maynard.
Five Directors.

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<th>Director</th>
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<tr>
<td>Edwin Parsons, New York</td>
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<td>Joseph S. Fay, Boston, Mass.</td>
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<td>Joseph F. Greenough</td>
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Lewis H. Morgan, Rochester, N. Y.
Samuel P. Ely, Marquette, Mich.

Milwaukee and Prairie du Chien Railway.

From Milwaukee to Prairie du Chien, Wis., 193¼ miles.
Branch: Southern Wisconsin, 42 miles.

Office, Milwaukee, Wis.

Capital paid in, $7,726,273. Funded Debt, $607,000. Total cost of Road, $7,726,273. Earnings last year, gross, $1,711,280 88. No. of Locomotives, 45. No. of Passenger Cars, 1st class, 26; 2d class, 3. No. of Freight Cars, 601. No. of Baggage Cars, 9. Gauge of Road, 4 feet 8½ inches.

Time of Election, June.

President........................................L. H. Meyer, New York.
Vice-President.................................John Catlin,
General Manager.........................James C. Spencer, Milwaukee, Wis.
Treasurer and Secretary.................William Taintor,
Auditor...........................................John C. Spencer,
Superintendent.........................Wm. Jervis,
Paymaster....................................B. H. Edgerton,
General Freight and Ticket Agent.....H. B. Wilkins,
Master of Machinery.....................George Hackney,
Master of Car Repairs...............John Bailey,
Road Master................................C. D. Haven, Madison,
Purchasing Agent...........................A. Bonham, Milwaukee,

Nine Directors.

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<td>L. H. Meyer, New York</td>
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<td>John Catlin, Elizabeth, N. J.</td>
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<td>H. L. Dousman, Prairie du Chien, Wis.</td>
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<td>Charles F. Ilsley, Milwaukee,</td>
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<td>Wm. P. Lynde</td>
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<td>Allan Campbell, New York</td>
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<td>G. M. Harwood, Troy, N. Y.</td>
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<td>Louis A. Von Hoffman, New York</td>
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<td>Adolph Rusch</td>
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Milwaukee and Beloit Railroad.

From Milwaukee to Beloit, Wis., 49¼ miles.

Office, Milwaukee, Wis.

Time of Election, first Wednesday in March.

President.................................William Mullins.
Vice President..........................J. A. Hasbrouck.
Treasurer and Secretary...............Warrick Price.

Nine Directors.

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<tr>
<td>William Mullins, J. A. Hasbrouck, Warrick Price</td>
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<td>Sewell Andrews, J. R. Stone</td>
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<tr>
<td>L. E. Donnie, William Burget, L. H. Kellogg, O. Eldred</td>
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The Western Union Railroad Company.
[Formed by the Consolidation of the Racine and Mississippi Railroad Company and the Northern Illinois Railroad Company.]

From Racine, Wisconsin, to Rock Island, Illinois, 196 miles
Branch: Savanna to Galena, Ill., (not built.)
[In operation to Port Byron, connecting there with line to Rock Island.]

Office, Racine, Wisconsin.

No. of Locomotives, Inside Connections, 22. No. of Passenger Cars, 1st class, 12; 2d class, 2. No. of Freight Cars, 376. No. of Baggage Cars, 7. Average No. of miles run per cord of wood, 87.88. Miles run per pint of oil, 11.91. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, October.

President, ........................................ G. A. Thomson, Racine, Wisconsin.
Vice-President, ................................. Henry T. Fuller, " "
Treasurer and Secretary, ...................... W. V. Baker, " "
Superintendent, (East. Division) .......... R. C. Tate, " "
Chief Engineer, ............................... Nathaniel Baillie, Racine, Wisconsin.
Master of Machinery, ....................... Jones Patrick, " "
Master of Car Repairs, ..................... E. A. Eddy, " "
Road Masters, ................................. M. A. Harrington, " "
                     E. S. Rogers, Freeport, " "
Chief Clerk, ................................. J. J. Bigelow, Savanna, " "
Purchasing Agent, ........................... E. D. Filer, Racine, Wisconsin.

Thirteen Directors.

Richard Irvin, New York. S. P. Nash, " "
R. G. Rolston, " "
Jacob S. Wetmore, " "
Edward P. Barton, Freeport, Ill. William Shannon, Shannon, " "
Elijah Northey. " "
Geo. A. Thompson, Racine, Wisc. Henry T. Fuller, " "
S. C. Tuckerman, " "
Darwin Andrews, " "
D. W. Dame, Lanark, Illinois. H. A. Mills, Mt. Carroll, " "

Mineral Point Railroad.

From Mineral Point, Wis., to Warren, Ill., 32 miles.

Office, Mineral Point, Wis.

Capital paid in, $500,000. Total cost of Road, $500,000. No. of Locomotives, 3. No. of Passenger Cars, 1st class, 3. Freight Cars, 33. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, July.

President and Treasurer, .................... Luther Beecher.
Secretary and Superintendent, ............. George W. Cobb.
Master of Machinery, ....................... George H. Pierce.

Five Directors.

James Benkard, N. Y. B. H. Hutton, " "
Luther Beecher, Detroit, Mich.
Milwaukee and St. Paul Railway.

From Milwaukee to La Crosse, Wis., 197 miles. Branch: Watertown to Sun Prairie, and Horicon to Berlin and Omro, 78 miles.

Office, Milwaukee, Wis.

Earnings last year, gross, $2,535,001 43; net, $1,115,759 32. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, fourth Wednesday in June.

President, .................................................. Alexander Mitchell, Milwaukee, Wis.
Vice-President, .............................................. Russell Sage, New York City.
General Manager, .......................................... S. S. Merrill, Milwaukee, Wis.
Secretary and Treasurer, ................................. A. Cary
Auditor, ......................................................... James B. Whaling
Superintendent, ............................................. Andrew Reasoner
Ass't Superintendents, ......................... D. A. Olin, D. L. Harkness, Berlin
Chief Engineer, .................................................. Wm. R. Sill, Portage, Wis.
Ass't Engineer, ............................................... D. J. Whittemore, Milwaukee, Wis.
General Freight Agent, ....................................... R. D. Jennings
General Ticket Agent, ....................................... F. W. Spear
Master of Machinery, ....................................... E. M. Hall, Watertown, Wis.
Road Masters, .................................................. C. H. Prior
Purchasing Agent, ............................................ Robt. Wason, Jr., Milwaukee, Wis.

Thirteen Directors.

S. S. Merrill,  "  "  Washington Hunt
Jno. W. Cary,  "  "  D. W. Hughes
Dan'l Wells, Jr.,  "  "  W. S. Gurnee
Russell Sage, New York City.
N. A. Cowdery,  "  "  C. B. Wesley
F. P. James,  "  "  Selah Chamberlain, Cleveland, O.

Milwaukee and St. Paul Railway, (Horicon Division.)

From Horicon to Berlin and Omro, Wis., 52 miles.

Office, Milwaukee, Wis.

[All rolling stock in common with Milwaukee and St. Paul Railway.]

Gauge of Road, 4 feet 8 1/2 inches.

General Manager, ......................... S. S. Merrill, Milwaukee, Wis.
Superintendent, ................................. D. L. Harkness, Berlin.

All other general officers in common with Milwaukee and St. Paul Railway.
Sheboygan and Fond du Lac Railroad.

*From Sheboygan, Wis., to Fond du Lac, Wis., 43 miles. 20 miles built.*

**Office, Sheboygan, Wis.**

Capital paid in, $250,000 (cost to present owners). Original cost, $457,000.

Earnings last year, gross, $18,946.68. No. of Locomotives, Inside Connections, 1; Outside Connections, 2. No. of Passenger Cars, 1st class, 2; 2d class 1. No. of Freight Cars, 15. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8½ inches.

**Time of Election, January.**

**President.** Harrison Barrett, Sheboygan, Wis.  
**Vice-President.** E. L. Phillips, Fond du Lac.  
**Treasurer.** F. R. Townsend, Sheboygan.  
**Secretary and Superintendent.** H. G. H. Reed.  
**General Freight and Ticket Agent.** Benton Hinckley.  
**Master of Transportation and Machinery.** David Jenkins.  
**Road Master.** Daniel Bowen.

**FIVE DIRECTORS.**

Harrison Barrett, Sheboygan, Wis.  
H. G. H. Reed,  
J. L. Moore.  
E. L. Phillips, Fond du Lac, Wis.  
A. G. Ruggles.

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Chicago, Iowa and Nebraska Railroad.

*From Clinton to Cedar Rapids, Iowa, 81½ miles. Branch: Railroad Bridge to Illinois Shore, ½ mile.*

**Office, Clinton, Iowa.**

[Operated by the Chicago and Northwestern Railway Company.]

Capital paid in, $2,534,508. Funded Debt, $1,232,500. Total cost of Road, $2,390,361 12. Earnings last year, gross, $491,754.15. Net, $233,583 22. Dividend, 10 per cent. free of tax. Gauge of Road, 4 feet 8½ inches.

**Time of Election, second Thursday in June.**

**President.** Horace Williams, Clinton, Iowa.  
**Vice-President and Treasurer.** John Bertram, Salem, Mass.  
**Secretary and Auditor.** James M. Ham, Clinton, Iowa.  
**Superintendent.** I. B. Howe.

**THIRTEEN DIRECTORS.**

John Bertram, Salem, Mass.  
Oakes Ames, North Easton, Mass.  
A. W. Johnson, Belfast, Maine.  
W. J. Glidden, Boston, Mass.  
A. H. Twombly.  
C. A. Lambard.  
L. B. Crocker, Oswego, N. Y.  
Thomas T. Davis, Syracuse, N. Y.  
John I. Blair, Blairstown, N. J.  
Charles Walker, Chicago, Ill.  
Horace Williams, Clinton, Iowa.  
John C. Bucher.  
L. M. Flournoy, Paducah, Ky.
Burlington and Missouri River Railroad.
From Burlington to Ottumwa, Iowa, 75 miles.

Office, Burlington, Iowa.

Capital paid in, $1,529,977 35. Funded Debt, $1,784,445. Total cost of Road, $2,145,000. Earnings last year, gross, $466,283 59. No. of Locomotives, Outside Connections, 8. No. of Passenger Cars, 1st class, 8. No. of Freight Cars, 139. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 29.9; per ton of coal, 31.2. Miles run per pint of oil, 15.1. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, first Wednesday after third Monday in June.

President, J. W. Brooks, Boston, Mass.
Treasurer, J. N. Denison, " "
Secretary, Jas. C. Peasley, Burlington, Iowa.
Superintendent, C. E. Perkins, " "
Chief Engineer, H. Thielsen, " "
General Freight and Ticket Agent, L. Carper, " "
Master of Machinery and Car Repairs, Geo. Chalender, " "
Road Master, W. Beckwith, " "
Purchasing Agent, Jas. Yates, " "

Nine Directors.
Nathaniel Thayer, " " Jas. F. Joy, Detroit, Mich.
John M. Forbes, " " James W. Grimes, Burlington, Iowa.
John W. Brooks, " " Elbridge D. Rand, " "
Robert S. Watson, " "

Dubuque and Sioux City Railroad.
In Operation from Dubuque to Iowa Falls, Iowa, 144 miles.

Office, Dubuque, Iowa.

Capital paid in, $3,700,000. Funded Debt, $960,000. Total cost of Road, $4,600,000. Earnings last year, gross, $505,667 12. Net, $130,817 48. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 9. No. of Freight Cars, 139. No. of Baggage Cars, 4. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, second Monday in February.

President, James Robb, New York City.
Vice-President, Platt Smith, Dubuque, Iowa.
Treasurer and Secretary, Louis Boisot, " "
Auditor, W. W. Hamilton, " "
General Manager, Thos. Warnock, " "
Superintendent, Geo. Young, " "
Chief Engineer, J. E. Ainsworth, " "
General Freight Agent, C. H. Booth, " "
General Ticket Agent, Ben. Warne, " "
Master of Machinery, Thos. W. Place, " "

Nine Directors.
Morris K. Jessup, " " James Robb, " "
D. Willis James, " " Platt Smith, Dubuque, Iowa.
L. P. Morton, " " H. L. Stout, " "
Fredk. Schuchardt, " "
Dubuque Southwestern Railroad.

*From Farley Junction to Cedar Rapids, Iowa, 56 miles.*

**Office, Dubuque, Iowa.**

Capital paid in, $1,000,000. Funded Debt, $550,000. Total cost of Road, $1,550,000. Earnings last year, gross, $120,037 16. Net, $42,557 48. No. of Locomotives, Outside Connections, 4. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 55. No. of Baggage Cars, 1. Average No. of miles run per cord of wood, 32. Gauge of Road, 4 feet 8½ inches.

Time of Election, February.

*President and Superintendent,* ........... J. P. Farley, Dubuque, Iowa.  
*Treasurer and Secretary,* ............... D. A. McKinlay, “ “  
*Road Master,* ............................. M. Mulconnery, “ “

**Seven Directors.**  
Joseph Stuart, New York City.  
John S. Kennedy, “ “  
F. W. Keutgen, “ “  
John Crerar, Chicago, Ill.

Cedar Rapids and Missouri River Railroad, Iowa.

*From Cedar Rapids, Iowa, to Omaha, Nebraska, 275 miles.  
128 miles completed.*

**Office, Cedar Rapids, Iowa.**

[This Road is leased to the Chicago and Northwestern Railway Company.]  
Capital paid in, $1,717,400. Funded Debt, $1,225,000. Total cost of Road, $2,942,400. Earnings last year, gross, $451,310 86. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Tuesday in June.

*President, ..................* ...... L. B. Crocker, Oswego, New York.  
*Vice-President, Secretary, and Chief Engineer,* .......... W. W. Walker, Cedar Rapids, Iowa.  
*Treasurer,* .......................... C. A. Lambard, Boston, Mass.  
*Superintendent,* ..................... I. B. Howe, Clinton, Iowa.  
*Assistant Engineer,* .................. L. Burnett, Boone, “ “

**Fifteen Directors.**

F. B. Crocker, Oswego, N. Y.  
John I. Blair, Blairstown, N. J.  
Charles E. Vail, “ “  
C. A. Lambard, Boston, “  
James Blair, Scranton, Pa.  
J. H. Scranton, “ “  
D. C. Blair, Belvidere, N. J.  
Charles Walker, Chicago, Ill.  
W. H. Ferry, “ “  
W. W. Walker, Cedar Rapids, Iowa.  
John Weare, “ “  
John F. Ely, “ “  
James Hawthorne, Nevada, “  
J. N. Dewey, Des Moines, “ 
RAIL-ROAD, STEAMBOAT,

Machine Shop, Locomotive,

AND

CAR BUILDERS' SUPPLIES.

Locomotive and Car Axles,
Car Wheels,
Rail Road Chairs and Spikes,
Car Window Lifts and Catches,
Seat Hooks and Pivots,
Screw Eyes and Thimbles,
Freight Car, Switch and other
Locks,
Enameled Car Head Linings,
Notice Plates,
Composition Letters for Patterns,
all Sizes, from 1-4 to 2 inches,
Locomotive and Car Springs,
Baggage Checks,
Ventilators and Rings,
Steel and Bar Iron,
Screw Wrenches, Files, &c., &c.,
Fan Blowers,
Anvils, Sledges and Engineer
Hammers,
Sperm and Lard Oil,
Steam Whistles,
Leather Belting,
Belt Hooks,

Graham’s Patent Locomotive
Spring Balance,
Salter’s do.
Ashcroft’s do.
Locomotive Signal Bells,
do. Oil Cups with Valves,
do. St. Ovest Oil Cups,
Dudgeon’s Pat. Hydraulic Jacks,
do. do. Punches,
Crucibles,
Gaylord’s Patent Hose Coupling,
Cotton Waste,
Emery Paper and Cloth,
Sand Paper,
Varnish and Paints,
Screw Plates and Taps,
Packing, Hemp and Cotton,
Shovels, Picks and Barrows,
Baggage Barrows,
Ball’s Patent Jack Screws.
Wilson’s Bell-bottom Jack Screw,
Augers, Bits, &c.,
Ratchet Drills,
Pattern Letters and Figures.

JOHN ASHCROFT,

No. 50 JOHN STREET, NEW YORK.
Des Moines Valley Railroad.

From Keokuk, Iowa, to Monroe, Iowa, 130 miles.

Office, Keokuk, Iowa.

No. of Locomotives, 12. No. of Passenger Cars, 1st class, 8. No. of Freight Cars, 164. No. of Baggage Cars, 7. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, June.

President, George B. Smyth, Keokuk, Iowa.
Vice-President, Hon. D. W. Kilbourn, N. York City.
Treasurer, O. C. Hall.
Secretary, A. Bridgeman.
Audit and Superintendent, George Williams.
Chief Engineer, J. W. Atley.
General Freight and Ticket Agent, John Givin.
Master of Machinery, Morris Sellers.
Master of Car Repairs, R. E. Smith.
Lessees, Kilbourn, Leighton & Co.

Eleven Directors.


Keokuk, Mount Pleasant and Muscatine Railroad.

From Keokuk to Columbus City, Iowa, 70 miles. 25 miles from Keokuk to Fort Madison, in operation.

Office, Keokuk, Iowa.

Capital paid in, $400,000. Funded Debt, $274,000. Earnings last year, gross, $71,702 95; net, $16,733 35. No. of Locomotives, 3. No. of Passenger Cars, 1st class, 3. No. of Freight Cars, 51. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, third Wednesday in June.

President, Guy Wells, Keokuk, Iowa.
Treasurer and Secretary, J. W. Ogden.
Lessee and Superintendent, Edward Kilbourn, Keokuk, Iowa.
General Freight Agent, Geo. M. Seaton.
General Ticket Agent, John W. Ogden.
Master of Machinery, Pierce E. Sutton.
Master of Car Repairs, W. McElroy.
Road Master, H. S. McMillan.

Eleven Directors.

Minnesota Valley Railroad.

From St. Paul to Mankato, Minn., 84 miles. 22 miles in operation.

Office, St. Paul, Minn.

Capital paid in, $473,000. Total cost of Road, $405,000. No. of Locomotives, Outside Connections, 2. No. of Passenger Cars, 1st class, 1; 2d class, 1. No. of Freight Cars, 18. Gauge of Road, 4 feet 8½ inches.

Time of Election, May.

President, E. F. Drake, St. Paul, Minn.
Vice-President, J. L. Merriam, " "
Treasurer, Horace Thompson, St. Paul, Minn.
Secretary, G. A. Hamilton, " "
Assistant Superintendent, J. H. Gardiner, Shakopee, " "
Chief Engineer, F. MacNamara, St. Paul, " "
Master of Machinery, J. G. Butterfield, Shakopee, " "

Seventeen Directors.

Russell Blakeley, " " Horace Thompson, St. Paul, Minn.
R. H. Hawthorne, " " Franklin Steele, " "
General W. D. Washburn, " " C. H. Bigelow, " "
Geo. Culver, " " John S. Prince, " "
Wm. F. Davidson, " " J. E. Thompson, " "
E. F. Drake, " " J. C. Burbank, " "
H. M. Rice, " " T. A. Harrison, Minneapolis, " "
John Farrington, " " " "

Winona and St. Peter Railroad.

From Winona to Kasson, Minn., 65 miles.

Office, Winona, Minn.

No. of Locomotives, 5, No. of Passenger Cars, 1st class, 2; 2d class, 2. No. of Freight Cars, 127. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, June 8th.

President, D. N. Barney, 82 Broadway, N. Y.
Vice-President, Jesse Hoyt, " "
Treasurer, A. H. Barney, " "
Superintendent, H. C. Atkins, Winona, Minn.
Chief Engineer, J. T. Dodge, " "
General Freight and Ticket Agent, Dwight W. Kayes, " "
Master of Machinery, W. M. Hulburt, " "
Master of Car Repairs, H. O. Wadley, " "
Road Master, J. A. Kinsman, " "
Chief Clerk, R. Urquhart, " "

Nine Directors.

D. N. Barney, New York City. Wm. G. Fargo, Buffalo, N. Y.
Jesse Hoyt, " " Samuel N. Hoyt, New York City.
A. H. Barney, " " Alfred M. Hoyt, " "
Angus Smith, Milwaukee, Wis. Chas. F. Latham, " "
Benj. P. Cheney, Boston Mass. " "
The First Division of the St. Paul and Pacific Railroad.

From St. Paul to Big Stone Lake, Minn., 200 miles.
Branch: St. Anthony to Watab, 70 miles.

Office, St. Paul, Minn.

Capital paid in, Main Line, $500,000; Branch, $409,000. Funded Debt, $2,020,000, on Branch Line. Total cost of Road, Branch, $2,125,373. No. of Locomotives, 5. No. of Passenger Cars, 1st class, 2; 2d class, 7. No. of Freight Cars, 30. No. of Baggage Cars, 4. Gauge of Road, 4 feet 8½ inches.

Time of Election, second Tuesday in June.

President, Geo. L. Becker, St. Paul, Minn.
Vice-President and General Manager, W. B. Litchfield.
Treasurer, Horace Thompson.
Secretary and Auditor, Samuel S. Breed.
Superintendent, F. R. Delano.
Chief Engineer, Jas. D. Skinner.
General Freight Agent, Jas. W. Doran.
General Ticket Agent, John H. Randall.
Master of Machinery, Clas. W. Parker.
Master of Car Repairs, C. B. Boynton.
Road Master, R. Walker.
Chief Clerk, J. H. Randall.

Seven Directors.

Minnesota Central Railway.

From Minneapolis to Faribault, Minn., 56 miles.

Office, Minneapolis, Minn.

No. of Locomotives, Outside Connections, 5. No. of Passenger Cars, 1st class, 3. No. of Freight Cars, 112. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, Thursday after third Wednesday in June.

President, S. Chamberlain, Minneapolis, Minn.
Vice-President and Treasurer, Russell Sage, New York City.
Secretary, R. J. Baldwin, Minneapolis, Minn.
Superintendent and Chief Engineer, D. C. Shepard.
Assistant Engineers, Jas. A. Case, A. B. Rogers.
General Freight and Ticket Agent, A. H. Bode.
Master of Machinery, James Waters.
Road Master, Wm. Blair.
Chief Clerk, A. H. Linton.

Nine Directors.
Atchison and St. Joseph and Weston and Atchison Railroad.

From Weston, Mo., to Savannah, Mo., 52 miles. Soon to be completed, making a direct route from Kansas City to the Iowa line.

Office, St. Joseph, Mo.

No. of Locomotives, 3. No. of Passenger Cars, 1st class, 2; 2d class, 1.
No. of Freight Cars, 8. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

President (Atchison and St. Joseph), B. F. Stringfellow, Atchison, Kan.
President (Weston and Atchison), James N. Burnes, Weston, Mo.
Treasurer, Secretary, General Freight and Ticket Agent, John S. Kellogg, St. Joseph, Mo.
Superintendent, Davis Carpenter, Jr.
Chief Engineer, Sam. W. Clapp.
Master of Machinery, E. B. Gibbs.
Master of Car Repairs, C. W. Shivel.

Atchison and St. Joseph—Nine Directors.

B. F. Stringfellow, Atchison, Kan.
D. Carpenter, Jr., St. Joseph, Mo.
John S. Kellogg, Weston, Mo.
R. B. Morris, St. Joseph, Mo.
Chas. West, St. Joseph, Mo.

Weston and Atchison—Thirteen Directors.

James N. Burnes, Weston, Mo.
D. D. Burnes, Weston, Mo.
Geo. W. Belt, St. Joseph, Mo.
P. Blancjour, St. Joseph, Mo.
A. G. Beller, St. Joseph, Mo.

Hannibal and St. Joseph Railroad.

From Hannibal, Mo., to St. Joseph, Mo., 206 miles.

Gauge of Road, 4 feet 8½ inches.

Time of Election, first Monday in November.

Treasurer and Secretary, J. L. Lathrop, Hannibal, Mo.
Auditor and Assistant Superintendent, Geo. H. Nettleton, Hannibal, Mo.
Superintendent, Charles W. Mead, Hannibal, Mo.
General Freight Agent, H. H. Courtright, Hannibal, Mo.
General Ticket Agent, P. B. Great, St. Joseph, Mo.
Master of Machinery, L. W. Towne, St. Joseph, Mo.
Master of Car Repairs, H. C. Whiting, St. Joseph, Mo.
Road Master, E. W. Weed, Brookfield, Mo.

Nine Directors.

J. W. Brooks, Boston, Mass.
R. S. Watson, Thos. Irvine, Rushville, Mo.
P. Butler, James N. Burnes, Weston, Mo.
William Boott, Boston, Mass.
E. J. Hale, D. Carpenter, Jr., St. Joseph, Mo.
J. T. K. Hayward, Hannibal, Mo.
James Craig, St. Joseph, Mo.
North Missouri Railroad.

From St. Louis to Macon, Mo., 170 miles. Branches: West Branch to St. Joseph and Leavenworth, when completed, 150 miles; Extension to Iowa, when completed, 70 miles.

Office, St. Louis, Mo.

Capital paid in, $2,400,000. Funded Debt, $4,350,000. Total cost of Road, $7,500,000. Earnings last year, gross, $950,498 88; net, $809,867 86. No. of Locomotives, 23. No. of Passenger Cars, 1st class, 19; 2d class, 6. No. of Freight Cars, 350. No. of Baggage Cars, 6. Gauge of Road, 5 feet 6 inches.

Time of next Election, first Monday in April, 1867.

President, Isaac H. Sturgeon, St. Louis, Mo.
Vice-President, Jno. O'F. Farrar, " "
Treasurer, Charles Taussig, Sr., " "
Secretary and Auditor, Geo. W. Blood, " "
Superintendent, Isaac H. Sturgeon, " "
Assistant Superintendent, Jas. A. Felps, St. Charles, " "
Chief Engineer, J. B. Moulton, St. Louis, " "
Assistant Engineer, T. M. Ault, " "
General Freight Agent, W. H. Ehninger, " "
General Ticket Agent, H. H. Wheeler, " "
Master of Machinery, Edmund Taylor, St. Charles, " "
Master of Car Repairs, S. W. D. Chittenden, St. Louis, " "
Road Master, Charles Bender, St. Charles, " "
Chief Clerk to President, Frederick Wiston, St. Louis, " "
Purchasing Agent, Henry Cluskey, " "

Thirteen Directors.

Isaac H. Sturgeon, St. Louis, Mo. Jno. Orrick, St. Charles Co., Mo.
Jno. O'F. Farrar, " " Fred. Morsey, Warren " "
Henry Overstolz, " " Jno. P. Clark, Audrain " "
Henry S. Reed, " " Jas. G. Rollins, Boone " "
E. W. Fox, " " N. B. Coates, Randolph " "
Josiah Fogg, " " Jas. H. Robinson, Montgomery Co.
Benj. O'Fallon, " "

Cairo and Fulton Railroad.

From Cairo, Ill., to Buffington, Mo., 37 miles. Connects at Cairo with Illinois Central.

Office, Bird's Point, Mo.

President, M. Brayman, Springfield, Ill.
Superintendent, J. H. Crocker, Bird's Point, Mo.
St. Louis, Alton and Terré Haute Railroad.

From E. St. Louis, Mo., to Terre Haute, Ind., 189 miles.
Branches: Belleville Branch, 15 miles; Alton Branch, 5 miles.

Office, St. Louis, Mo.

Time of Election, first Monday in June.

President, .......................... Chas. Butler, 12 Wall st., New York.
Cashier, ............................. Jno. W. Morse, St. Louis, Mo.
Secretary and Auditor, ............... J. B. Ralston, " "
General Superintendent, ............. H. C. Moore, " "
Assistant Superintendent, ........... J. L. Hinckley, Litchfield, "
General Freight Agent, .............. James Beebe, St. Louis, "
General Ticket Agent, ............... Edward Vernon, " "
Master of Machinery, ................. Jas. Seath, Litchfield, "
Master of Car Repairs, .............. B Warren, " "
Purchasing Agent, ................... J. H. Hager, Terre Haute, Ind.

Thirteen Directors.

Charles Butler, New York, ........................ Jno. S. Hayward, Hillsboro', Ill.
Robert Bayard, " ................................ ........................ Henry W. Phelps, Pana, "
Russell Sage, " ............................................ Anthy Thornton, Hillsboro', "
Samuel J. Tilden, " ............................... E. B. Gage, Charleston, "
Jno. G. Richardson, " .............................. Hiram Sandford, Paris, "
W. H. Underwood, Belleville, Ill. .......................... Carlos S. Greeley, St. Louis, Mo.
Levi Davis, Alton, ................................." ................................." ................................." ................................."

Pacific Railroad (of Missouri.)

From St. Louis, Mo., to Kansas City, Kansas, 283 miles.
Branch: S. W. Branch, from Franklin to Rolla, 76 miles.

Office, Cor. Sixth and Olive Sts., St. Louis, Mo.

Capital paid in, $3,511,085 45. Funded Debt, $8,500,000. S. W. Branch, $4,500,000. Earnings last year, gross, $1,097,793 47; net, $221,310 24.

Time of Election, fourth Monday in March.

President, ............................... Geo. R. Taylor, St. Louis, Missouri.
Vice-President, ......................... Daniel R. Garrison, " "
Treasurer and Secretary, .............. John C. Porter, " "
Auditor, ................................. J. M. Cooper, " "
Superintendent and Chief Engineer, ... Thomas McKissock, " "
General Freight and Ticket Agent, ... Wm. O. Lewis, " "

Master of Machinery, and Car Repairs, Jacob Johann, St. Louis, Missouri.
Road Masters, Geo. B. Parsell, J. C. Hanford, Jefferson City.
Purchasing Agent, H. Hale, Kansas City, Kansas.
Paymaster, W. C. Cuddy, St. Louis, Missouri.

Thirteen Directors.
Geo. R. Taylor, Henry L. Patterson,
Daniel R. Garrison, Samuel B. Wiggins,
Robert Campbell, Benjamin Stickney,
Adolphus Meier, C. H. Peck,
Oliver A. Hart, W. M. McPherson,
Robert Barth, Geo. Partridge.
Hudson E. Bridge,

Union Pacific Railroad.
Office, 13 South William Street, New York.

President, General John A. Dix.
Vice-President, Thomas C. Durant.
Treasurer, John J. Cisco.
Secretary, Charles Tuttle.
Superintendent, S. B. Reed.
Assistant Superintendent, Webster Snyder.

Gauge of Road, 4 feet 8 1/2 inches.
Time of Election, first Wednesday in October.

Twenty Directors.
George Opdyke, New York, N. Y. E. H. Rosekrans, Glen's Falls, N. Y.
John A. Dix, " " H. S. McComb, Wilmington, Del.
Thomas C. Durant, " " Pickering Clark, New York, N. Y.
Corn. S. Bushnell, New Haven, Ct. Charles Tuttle, " "
Brigham Young, G. Salt L. City, Utah. C. A. Lambard, Boston, Mass.
John J. Cisco, New York, N. Y.

Government Directors.
T. J. Carter, New York, N. Y. J. L. Williams, Fort Wayne, Ind.

Lexington and Southern Kentucky Railroad.
From Lexington to Nicholasville, Ky., 13 miles.
Office, Lexington, Ky.

Gauge of Road, 5 feet.
Time of Election, May of each year.

President, Leslie Combs, Lexington, Ky.
Secretary, Superintendent, and Chief Engineer, W. A. Gunn.

Six Directors.
David Linton, Cincinnati, Ohio. John S. Wilson, Lexington, Ky.
St. Louis and Iron Mountain Railroad.

From St. Louis to Pilot Knob, Mo., 86½ miles. Branch: Mineral Point to Potosi, 4 miles.

Office, St. Louis, Mo.

Capital paid in, $1,971,222 50. Funded Debt, $3,501,000. Total cost of Road, $5,797,092 17. Earnings last year, gross, $424,713 10. No. of Locomotives, 14. No. of Passenger Cars, 1st class, 8; 2d class, 6. No. of Freight Cars, 200. No. of Baggage Cars, 3. Gauge of Road, 5 feet 6 inches.

Time of Election, first Monday in November.

President and Superintendent, S. D. Barlow, St. Louis, Mo.
Vice-President, Carlos S. Greeley.
Treasurer and Secretary, L. B. Clark.
Auditor and Chief Clerk, M. A. Douthett.
Assistant Superintendent and Master of Machinery, John Hewitt, Carondelet, Mo.
Master of Bridges, W. H. Hotchkiss.
General Freight, Ticket and Purchasing Agent, Isidor Bush, St. Louis, Mo.
Master of Car Repairs, Harrison Painter, Carondelet, Mo.

Thirteen Directors.

Stephen D. Barlow, St. Louis, Mo. | George Gehreke, St. Louis, Mo.
Carlos S. Greeley, " " | Benjamin Ferrar, " "
Amedie Valle, " " | Bernard Poopeping, Carondelet, Mo.
G. W. Dreyer, " " | Frederick Hill, " "
George Partridge, " " | Chas. S. Rankin, Jefferson Co., "
John H. Lightner, " " | John Evans, Washington Co., "
Felix Coste, " " | "

Atchison and Pike's Peak Railroad.

From Atchison, Kan., to union with the Pacific Railroad, Eastern Division.

Office, Atchison, Kan.

[Finishing the first 20 miles.]

Capital paid in, $900,000. No. of Locomotives, Outside Connections, 3. No. of Passenger Cars, 1st class, 4. No. of Freight Cars, 20. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, May of each year.

Vice-President, Willis Gaylord, 58 Wall st., New York.
Treasurer, M. E. Nichols, 9 Pine st., "
Secretary, James Wadsworth, 61 Cedar st., "
Superintendent, R. M. Pomeroy, 90 Chester sq., Boston.
Chief Engineer, O. B. Gunn, Atchison, Kan.
Chief Clerk, Richard Parks, " "
Purchasing Agent, Col. Wm. Osborn, " "

Eleven Directors.

M. V. Wetmore, " " | R. M. Pomeroy, " "
James Wadsworth, " " | B. F. Stringfellow, Atchison, Kan.
M. E. Nichols, " " | Wm. Osborn, " "
C. Vibbard, Schenectady, N. Y. | "
Louisville and Nashville Railroad.

From Louisville, Ky., to Nashville, Tenn., 185 miles. Branches: Lebanon Branch, 37 1/2 miles; Memphis Branch, 46 miles; Bardstown Branch, 18 miles.

Office, Louisville, Kentucky.


Time of Election, first Monday in October.

President, ... Hon. James Guthrie, Louisville, Ky.
Vice-President, ... H. D. Newcomb, " "
Secretary and Auditor, ... Willis Ranney, " "
General Superintendent, ... A. Fink, " "
Assistant Superintendent, ... D. W. C. Rowland, " "
Gen'l Freight Agent, ... F. S. Van Alstine, " "
General Ticket Agent, ... J. F. Boyd, " "
Master of Machinery, ... Alex. Barber, " "
Master of Car Repairs, ... Isaac Owen, " "
Chief Clerk, ... Charles R. Griffith, " "
Purchasing Agent, ... Geo. Lowry, " "

Eight Directors.

James Guthrie, Louisville, Ky. W. B. Hamilton, Louisville, Ky.
H. D. Newcomb, " " W. Hiram Smith, " "
James B. Wilder, " " Russell Houston, " "
R. A. Robinson, " " Jos. C. Guild, Nashville, Tenn.

New Orleans and Ohio Railroad.

From Paducah, Ky., to Union City and Troy, 62 miles.

Office, Paducah, Ky.

Capital paid in, $500,000. Funded Debt, $375,000. Total Cost of Road, $1,000,000. No. of Locomotives, Inside Connections, 4. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 20. No. of Baggage Cars, 1. Gauge of Road, 5 feet.

President, ... L. S. Trimble, Paducah, Ky.
Treasurer, Secretary, and General Agent, J. H. Gardner, " "
Freight and Ticket Agent, ... J. H. Gardner, " "
Auditor and Chief Clerk, ... J. Waytt Jones, " "
Superintendent, ... J. J. Williams, " "
Assistant Superintendent, ... W. T. Boyd, " "
Master of Machinery, ... John David, " "
Master of Car Repairs, ... T. J. Borchett, " "

10
Louisville and Frankfort Railroad.

From Louisville to Frankfort, Kentucky, 65 miles.
Office, Louisville, Ky.

[This Road owns 65.94 of the following rolling stock, the Lexington and Frankfort Railroad owning 29.94. The roads are operated under a permanent agreement, which is controlled by an Executive Committee, of which E. D. Hobbs is President. This committee consists of six persons, four being elected by the Directors of the Louisville and Frankfort Railroad, and two by those of the Lexington and Frankfort Railroad.]

Capital paid in, $1,109,594 40. Funded Debt, $370,519 50. Total cost of Road, $1,530,222 63. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 160. No. of Baggage Cars, 5. Gauge of Road, 5 feet (changed October, 1863).

Time of Election, first Tuesday in September.

President, Edward D. Hobbs, Louisville, Ky.
Treasurer and Secretary, W. H. Beyrhoth.
Superintendent, Samuel Gill.
General Freight and Ticket Agent, Henry Steffee.
Master of Machinery, John Skidmore.
Master of Car Repairs, T. G. Shaw.
Road Master, H. H. Murray, Frankfort, Ky.
Purchasing Agent, W. Mahl, Louisville.

Lexington and Big Sandy Railroad, Eastern Division.

Office, Ashland, Ky.

No. of Passenger Cars, 2d class, 1. No. of Freight Cars, 4. No. of Baggage Cars, 1. No. of Coal Cars, 70. Gauge of Road, 4 feet 8½ inches.

Time of Election, May 25th.

President and Superintendent, Sam'l Coles, Ashland, Ky.
Treasurer, Secretary, and General Freight and Ticket Agent, W. F. Gaylord.
Chief Engineer, M. T. Hilton.
Master of Transportation, D. A. Leffingwell, Ashland, Ky.
Master of Machinery, Fred Weber.
Road Master, J. C. Lowry.
Purchasing Agent, John G. Peebles.

Six Directors.
Samuel Coles, William Biggs,
Jno. G. Peebles, Jos. S. Peebles,
B. B. Gaylord, John Means.
Lexington and Frankfort Railroad.

From Lexington to Frankfort, Kentucky, 29 miles.

Office, Louisville, Ky.

Capital paid in, $514,573 07. Funded Debt, $95,000. Total cost of Road, $652,274 81. No. of Locomotives, 13. No. of Passenger Cars, 1st class, 10. No. of Freight Cars, 160. No. of Baggage Cars, 5. Gauge of Road, 5 feet, (changed in October, 1863.)

Time of Election, second Tuesday in September.

President, Edward D. Hobbs, Louisville, Ky.
Treasurer, F. K. Hunt, Lexington.
Secretary, E. S. Duncanson.
Superintendent, Samuel Gill, Louisville.
General Freight and Ticket Agent, Henry Steffee.
Master of Machinery, John Skidmore.
Master of Car Repairs, T. G. Shaw.
Road Master, H. H. Murray, Frankfort.
Purchasing Agent, W. Mahl, Louisville.

Kentucky Central Railrbad.


Office, Covington, Ky.

Funded Debt, $1,367,000. No. of Locomotives, 22. No. of Passenger Cars, 1st class, 12. No. of Freight Cars, 225. No. of Baggage Cars, 11. Gauge of Road, 5 feet.

President, Q. A. Keith, Covington, Ky.
Treasurer, William Ernst.
Secretary, J. W. Stevenson.
General Freight Agent, H. J. Lewis.
General Ticket Agent, H. P. Ransom, Covington, Ky.
Master of Machinery, J. R. Ledyard.
Road Master, W. F. Schoonmaker.
Chief Clerk, Robert A. Janes.

Washington, Alexandria and Georgetown Railway.

From Richmond, Va., to Balto Depot, Md., 7 miles.

Office, Washington, D. C.

President, R. W. Latham, Washington, D. C.
Treasurer, L. Huycok.
Secretary, J. B. Stewart.
General Manager, W. J. Phelps.
General Superintendent, O. A. Stevens.
Chief Engineer, C. E. Morse.
Virginia Central Railroad.

*From Richmond to Covington, Va., 205 miles. 195 miles completed to Jackson's River.*

**Office, Richmond, Va.**

Capital paid in, $3,353,679 02. Funded Debt, $1,394,063 87. Total cost of Road, $5,962,457 25. Earnings last year, gross, mostly in C. S. money, no net revenue, no dividend. No. of Locomotives, Outside Connections, 30. No. of Passenger Cars, 1st class, 9; 2d class, 8. No. of Freight Cars, 190. No. of Baggage Cars, 5. Gauge of Road, 4 feet 8½ inches.

**President,** W. C. Wickham, Richmond, Va.

**Treasurer,** John Garrett

**Auditor,** C. E. McCluer

**Superintendent and Chief Engineer,** H. D. Whitcomb

**Assistant Superintendent,** G. S. Netherland

**Assistant Engineer,** S. A. Richardson, Staunton

**General Freight Agent,** S. Hunter, Richmond

**General Ticket Agent,** W. F. Aderck

**Master of Machinery,** W. G. Freeman

**Master of Car Repairs,** J. R. Chiles

**Road Master,** W. G. Richardson, Frederick's Hall, V.

**Purchasing Agent,** Jno. A. Netherland, Richmond

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**Five Directors.**

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Orange and Alexandria Railroad.

*From Alexandria to Lynchburg, Va., 171 miles. Branch: Warrenton Branch, 9 miles.*

**Office, Alexandria, Va.**

Gauge of Road, 4 feet 8½ inches.

**President,** Andrew Jamieson, Custom-House, Alexandria, Va.

**Treasurer and Secretary,** A. McLean, Depot, Alex'a, Va.

**Auditor,** J. P. Smith

**General Superintendent,** W. H. McCafferty, Depot

**General Freight Agent,** J. F. Latham

**General Ticket Agent,** J. M. Broadus

**Road Masters,** W. A. Douglass, W. F. Moore

**Chief Clerk and Acting Assistant Superintendent,** J. W. Meakin

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Richmond, Fredericksburg and Potomac Railroad.

*From Richmond to Acquia Creek, Va., 75 miles.*

**Office, Richmond, Va.**

Gauge of Road, 4 feet 8½ inches.

**Superintendent,** S. Ruth, Richmond, Va.
Virginia and Tennessee Railroad.

From Lynchburg, Va., to Bristol, Tenn., 204 miles. Branch: Glide Spring to Saltville, 9 1/2 miles.

Office, Lynchburg, Va.

Gauge of Road, 5 feet.

Treasurer, .................. M. C. Jameson, "  "
Secretary, .................. J. M. Galt, "  "
Auditor, .................... J. W. Wingfield, "  "
Superintendent, .......... J. W. Goodwin, "  "
Ass't Superintendent, ... T. E. Reynolds, "  "
Assistant Engineer, ...... W. T. Hart, Central, "  "
General Freight Agent, .. T. D. Jellis, Lynchburg, "  "
General Ticket Agent, .. C. C. Wingfield, "  "
Master of Machinery, .. R. H. Anderson, "  "
Master of Car Repairs, .. Jos. W. Berry, "  "
Road Masters, ............ { W. J. Sowers, Big Lick, "  "
                          { B. F. Stanly, Mount Airy, "  "

Six Directors.

R. L. Owen, John Robin McDaniel, David Graham,
          James F. Johnson, Chas. H. Lynch, R. W. Hughes.

Richmond and Petersburg Railroad.

From Richmond to Petersburg, Va., 22 miles. Branch: 21 miles.

Office, Richmond, Va.

[Rolling stock reduced by fire, April 8, 1865.]

Total cost of Road, $998,655. No. Locomotives, 7; No. Passenger Cars, 1st class, 8; 2d class, 2; No. of Freight Cars, 30; No. Baggage Cars, 8. Average number of miles run per cord of wood, 25; Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, 28th November.

President, .................. Charles Ellis, Richmond, Va.
Treasurer and Secretary, .. M. W. Yarrington, "  "
Auditor .................... J. C. Laughton, "  "
Superintendent and Chief Engineer .. E. H. Gill, "  "
General Freight and Ticket Agent, .. J. H. Woodcock, "  "
Master of Machinery, .. W. B. Ransom, "  "
Road Master, ............. G. Q. Ely, "  "

Five Directors.

R. B. Haxall, "  " | B. H. Nash, "  "
T. H. Wynne, "  "
Seaboard and Roanoke Railroad.

From Portsmouth, Va., to Weldon, N. C., 80 miles.

Office, Portsmouth, Va.


Dividend, 7 per cent.; No. of Locomotives, Inside Connections, 1; Outside Connections, 9. No. of Passenger Cars, 1st class, 5; 2d class, 3. No. of Freight Cars, 150. No. of Baggage Cars, 3. Average number of miles run per cord of wood, 70. Gauge of Road, 4 feet 8½ inches.

Treasurer, Richard Walke, Portsmouth, Va.
Auditor, Thomas F. Roche.
Superintendent and Acting Director, J. M. Robinson.
Master of Machinery, J. B. Pendleton.
Road Master, Samuel T. Hand.
General Storekeeper, O. D. Ball.

Seven Directors.
W. L. Savage. David Barnes, North Carolina.
Jno. M. Robinson.

Alexandria, Loudon and Hampshire Railroad.

From Alexandria to Hampshire County Coal Fields, Va.


No. of Locomotives, Outside Connections, 3. Gauge of Road, 4 feet 8½ inches.

Superintendent and Chief Engineer, Washington Blythe.

Three Directors.


Richmond and Danville Railroad.

From Richmond to Danville, Va., 141 miles.

Office, Richmond, Va.

Gauge of Road, 5 feet.

President, A. S. Buford, Richmond, Va.
Treasurer, R. E. Hughson.
Auditor, John D. Blair.
General Superintendent, Thos. Dodamead.
Manassas Gap Railroad.

From Alexandria to Mt. Jackson, Va., 112 miles.

Gauge of Road, 4 feet 8½ inches.

General Superintendent, ................. J. McD. Goldsborough, Alex'a, Va.

[The Manassas Gap Railroad being the theatre of war, suffered so much by both armies, and so much of the property and materials of the road destroyed that no regular organization now exists. The Company is trying to resuscitate.—A Director.]

Roanoke Valley Railroad.

From Clarksville, Va., to Ridgeway, N. C. (Junction with Raleigh and Gaston Railroad), 22 miles.

Office, Clarksville, Va.

Gauge of Road, 4 feet 8½ inches.

President, ......... E. Finch, Clarksville, Va.
Treasurer, ......... E. A. Williams, " "

Atlantic and North Carolina Railroad.

From Goldsboro, N. C., to Morehead City, N. C., 95 miles

Office, Newbern, N. C.

Capital paid in, $1,600,000. Gauge of Road, 4 feet 8½ inches.

Time of Election, last Thursday in June of each year.

President, ................. C. R. Thomas, Newbern, N. C.
Treasurer and Secretary, ................. J. Cicero Justice, " "
Superintendent of Transportation, .......... Wm. H. Harvey, " "
" of Bridges and Repairs, J. J. Roberson, " "
General Ticket Agent, ................. W. G. Hall, Newbern, N. C.
Master of Machinery, ................. Edward J. Clayton, Newbern, N. C.
Road Master, .................... W. P. Metts, " "

Twelve Directors.


Wilmington, Charlotte and Rutherford Railroad

From Wilmington, N. C., to Ashville, N. C.

[Connecting with Wilmington and Weldon Railroad.]

Gauge of Road, 4 feet 8½ inches.

President, ................. H. W. Gunion, Lincolnton, N. C.
Superintendent, ................. N S. Carpenter, Wilmington, " "
North Carolina Railroad.

From Charlotte to Goldsboro, N. C., 223 miles.

Office, Company Shops, N. C.

Capital paid in, $4,000,000. Funded Debt, $350,000. Total cost of Road, $4,919,971 58. Gauge of Road, 4 feet 81/2 inches.

Time of Election, second Thursday in July, annually.

President, Nathaniel Boyden, Salisbury, N. C.
Treasurer, G. M. Lea, Company Shops.
Secretary and Auditor, F. A. Stagg.
Superintendent and Chief Engineer, E. Wilkes.
General Freight and Ticket Agent, P. D. Swann.
Master of Transportation, Charles Farmenter.
Master of Machinery, R. D. Wade.
Master of Car Repairs, B. E. Sergeant.

Twelve Directors.
Nathaniel Boyden, Salisbury, N. C.
D. A. Davis.
John L. Morehead, Charlotte.
Dr. W. Sloan.
J. M. Leach, Lexington.
R. W. Y. W., Greensboro.
C. P. Mendenhall, Greensboro, N. C.
Thomas Webb, Hillsboro.
Henry N. Brown.
Albert Johnson, Raleigh.
W. A. Smith, Boon Hill.

Wilmington and Weldon Railroad.

From Wilmington to Weldon, N. C., 162 miles. Branch: Tarboro, 19 miles long.

Office, Wilmington, N. C.

Capital paid in, $1,450,000. Funded Debt, $730,000. Total cost of Road, $3,250,000. Not run last year; in the hands of the military authorities. Gauge of Road, 4 feet 81/2 inches.

Time of Election, second Wednesday in November.

President, Hon. R. R. Bridgers.
Treasurer and Secretary, J. W. Thompson.
Chief Engineer and Superintendent, S. L. Fremont, Wilmington, N. C.
Master of Transportation, Wm. Smith.
Master of Machinery, John F. Divine.
Master of Road, John Crone.
General Freight Agent, G. L. Dudley.
General Ticket Agent, Wm. M. Poisson.
Master of Car Repairs, L. H. Winton.
Purchasing Agent and Master of Supvs, W. G. McRae.

Ten Directors.
P. K. Dickerson.
Wm. A. Wright.
Edward Riddle.
S. D. Wallace.
Alfred Martin.
Eli Murray.
A. H. Van Bokkelen.
John Everitt.
W. T. Faircloth.
John Norfleet.
Wilmington and Manchester Railroad.

From Wilmington to Kingsville, N. C., 171 miles.

Office, Wilmington, N. C.

Capital paid in, $1,147,018.33. Funded Debt, $1,031,000. Total cost of Road, $2,630,811.62. Gauge of Road, 5 feet.

Time of Election, latter part of November.

President, Henry M. Drane, Wilmington, N. C.
Treasurer and Secretary, Wm. A. Walker, " "
Superintendent, Wm. McRae," "
General Freight Agent, Jno. L. Cantwell," "
General Ticket Agent, Wm. Calder," "
Master of Machinery, Geo. Hall," "
Master of Car Repairs, Wm. Kinjon," "
Road Master, B. Wilkins," "

TEN DIRECTORS.

O. G. Parsley, Richard Bradley,
Henry Nutt, D. J. Cowan,
J. G. Bun, Wm. E. Mills,
Jno. Dawson, J. Eli Gregg,
W. W. Nixon, Geo. J. W. McCall.

Western (North Carolina) Railroad.


Office, Salisbury, N. C.

Gauge of Road, 4 feet 8½ inches.

Chief Engineer, James C. Turner, Salisbury, N. C.

Raleigh and Gaston Railroad.

From Raleigh to Weldon, N. C., 97 miles.

Office, Raleigh, N. C.

Gauge of Road, 4 feet 8½ inches.

President, R. W. Lassiter, Oxford, N. C.
Treasurer, W. W. Vass, Raleigh," "
General Superintendent, Albert Johnson," "
General Ticket Agent, J. M. Pool," "

South Carolina Railroad.

From Charleston, S. C., to Augusta, Ga., 137 miles.

Office, Charleston, S. C.

Gauge of Road, 5 feet.

President, W. J. Magrath, Charleston, S. C.
General Superintendent, H. T. Peake," "

**North Eastern Railroad.**

*From Charleston, S. C., to Florence, S. C., 102 miles.*

Office, Charleston, S. C.

Capital paid in, $898,950. Funded Debt, $1,000,000. Total cost of Road, $2,040,000. Gauge of Road, 5 feet.

Time of Election, first Wednesday in April.

**President,** A. F. Ravenel, Charleston, S. C.

**Treasurer and Secretary,** C. Williman.

**Auditor,** P. L. Cleapor.

**Superintendent,** S. S. Solomons.

**Assistant Superintendent,** A. M. Corrie.

**Chief Engineer,** S. S. Solomons.

**General Freight and Ticket Agent,** W. J. Robinson.

**Master of Machinery,** D. W. Haines.

**Road Master,** John Nettles.

**SIX DIRECTORS.**

Dan'l Ravenel,  
Chas. Macbeth,  
R. N. Gourdin,  
A. Macfarlan,  
J. R. Dukes,  
L. D. Mowry.

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**Greenville and Columbia Railroad.**

*From Columbia to Greenville, S. C., 143½ miles. Branches: Abbeville Branch, 11½ miles; Anderson Branch, 9½ miles.*

Office, Columbia, S. C.

Capital paid in, $1,510,000. Funded Debt, $1,550,000. Total cost of Road and outfit, $3,056,000. Gauge of Road, 5 feet.

Time of Election, Thursday preceding first Monday in May.

**President,** Hon. T. C. Perrin, Abbeville C.H., S. C.

**Auditor and Treasurer,** J. P. Southern, Columbia, S. C.

**Secretary,** J. V. Carrington.

**Superintendent,** J. B. Las Salle.

**General Freight Agent,** Geo. E. Isaacs.

**General Ticket Agent,** J. B. Glass.

**Master of Machinery,** Jas. B. Browne, Helena, S. C.

**Master of Car Repairs,** A. C. Small.

**Supervisor, First Div.**  
2d  
**B. F. Burns, Williamstown, S. C.**

**TWO DIRECTORS.**

Simeon Fair, Newberry C. H., S. C.  
Robert Stewart,  
Charles Smith, Cokesburg, S. C.  
Dr. J. F. Livingston, Abbeville C. H.  
Alex. McBee, Greenville C. H., S. C.  
T. M. Cox,  
Hon. B. F. Perry, Greenville C.H., S.C.  
I. P. Reed,  
A. C. Garlington, Newberry C.H., S.C.  
Daniel Blake, Buncombe, N. C.  
Jno. P. Southern, Columbia, S. C.
Charlotte and South Carolina Railroad.

From Columbia Junction to Charlotte, N. C., 110 miles.

[Partially destroyed by the war.]

Office, Columbia, S. C.

Capital paid in, $1,000,000. Funded Debt, $300,000. Total cost of Road, $2,000,000. No. of Locomotives, 16. No. of Passenger Cars, 1st class, 5; 2d class, 4. No. of Freight Cars, 60. No. of Baggage Cars, 10. Gauge of Road, 5 feet.

Time of Election, May, 1867.

President, William Johnston, Charlotte, N. C.
Treasurer and Secretary, C. Bouknight, Columbia, S. C.
Superintendent, Jas. Anderson, " "
Chief Engineer, Jno. W. Green, " "
Master of Machinery, Theo. D. Kline, Chester, "
Road Master, Jas. Rosboro, Winnsboro, "

Twelve Directors.

Wm. Johnston, Charlotte, N. C. | Jas. Y. Mills, Chester, S. C.
Alex. R. Taylor, " " | A. B. Davidson, Charlotte, N. C.
A. B. Springs, Fort Mills, " | Jno. A. Young, " "
C. D. Melton, Chester, " | Wm. H. Neall, " "

Spartanburg and Union Railway.

From Spartanburg to Alston, S. C., 68 miles. (Junction with S. C. R. R.)

Office, Unionville, S. C.

Gauge of Road, 5 feet.

President and Superintendent, J. R. Straughan, Unionville, S. C.
Treasurer, Jas. H. Dunlap, " "

Chattanooga and Atlanta Railroad.

From Chattanooga, Tenn., to Atlanta, Ga., 136 miles.

Branch: (Formerly Western and Atlantic Railroad.)

[U. S. Military Railway.]

Chief Superintendent and Engineer, A. Anderson.
General Superintendent, W. J. Stevens.
Charleston and Savannah Railroad.
From Charleston, S. C., to Savannah, Ga., 102 miles.
Office, Charleston, S. C.
Gauge of Road, 5 feet.
President, ......................... R. L. Singletary, Charleston, S. C.
Treasurer and Secretary, ........ B. M. Lee, " "
Superintendent and Chief Engineer, .. H. S. Haines, " "

Central Railroad and Banking Company of Georgia.
From Savannah to Macon, 192 miles. Branches: Millen to Augusta, 52 miles; Gordon to Eatonton, 39 miles.
Office, Savannah, Ga.
Capital paid in, $4,666,800. Funded Debt, $656,000. Total cost of Road, $4,237,117.40. Gauge of Road, 5 feet.
President, ......................... Wm. M. Wadley, Savannah, Ga.
Master of Machinery, ...................... B. L. Boulineau, Savannah, Ga.
Master of Car Repairs, .................... C. C. Miller, Savannah, Ga.
Road Master, ......................... Geo. W. Scattergood, Macon, Ga.

Nine Directors.
  Wm. M. Wadley,  J. J. Waring,
  A. Low,  Geo. W. Wyly,
  J. W. Anderson,  W. B. Johnston,
  J. R. Wilder,  J. F. Gilmer,
  John Cunningham,

Augusta and Savannah Railroad.
From Augusta to Millen, Ga., 53 miles.
[Leased to and operated by the Central Railroad Company of Georgia]
Office, Augusta, Ga.
Gauge of Road, 5 feet.
President, ......................... Wm. M. Wadley, Savannah, Ga.
Secretary and Book-keeper, ............ T. M. Cunningham, Savannah, Ga.
Master of Machinery, .................. Wm. Burns, Savannah, Ga.
Master of Car Repairs, .................. C. C. Miller, Savannah, Ga.
Road Master, ......................... G. W. Scattergood, Macon, Ga.

Nine Directors.
  Andrew Low,  Dr. J. J. Waring,
  W. B. Johnston,  Geo. Wyly,
  John W. Anderson,  Genl. Gilmer,
  John R. Wilder,  W. M. Wadley,
  John Cunningham,
Atlanta and West Point Railroad.

From Atlanta to West Point, Ga., 87 miles.

OFFICE, ATLANTA, GEORGIA.

Capital paid in, $1,232,200. Funded Debt, $41,500. Total cost of Road, $1,200,078 76 Earnings last year, gross, $1,670,207 05. No. of Locomotives, 15. No. of Passenger Cars, 1st class, 5. No. of Freight Cars, 78. No. of Baggage Cars, 4. Gauge of Road, 5 feet.

Time of Election, July 25th, annually.

President, ....... Hon. John P. King, Augusta, Ga.
Treasurer and Secretary, .......... Wm. P. Orme, Atlanta, Ga.
Superintendent, ....... Geo. G. Hull, Atlanta.
General Freight Agent, .......... W. J. Small, Atlanta.
General Ticket Agent, .......... W. J. Houston, Atlanta.
Master of Machinery, .......... William Rushton, Atlanta.
Road Master, .................. William Mims, Atlanta.

Six Directors.
Andrew J. Berry, Wm. P. Orme, Geo. G. Hull, W. J. Small, W. J. Houston, William Mims.

Rome Railroad.

From Rome Ga., to Kingston, Ga., 20 miles.

OFFICE, ROME, GA.

Capital paid in, $200,000. Gauge of Road, 5 feet.

Vice-President, ............ Alfred Shorter, Rome.
Superintendent, ............ C. M. Pennington, Rome.
General Freight Agent, ....... J. W. Stillwell, Rome.
General Ticket Agent, .......... C. A. Smith, Rome.

Five Directors.

Southwestern Railroad.

From Macon, Ga., to Butler, Ga., 49 miles. Branch: The Americus, from Fort Valley to Albany, Ga., 76 miles.

OFFICE, MACON, GA.

Gauge of Road, 5 feet.

Mobile and Girard Railroad Company.

Office, Columbus, Ga.

From Columbus, Ga., to Union Springs, Ala., 54 miles completed; graded from Union Springs to Troy, Pike County, Alabama, 30 miles. Will connect with Road from Union Springs to Montgomery, Alabama, now under contract.

Capital paid in, $1,128,619.16. Funded Debt, $150,000,000. Total cost of Road, $1,273,059.83. Earnings last year, gross, Confederate money, $432,272.80. Ditto, ditto, net, Confederate money, $135,514.97. (Gone up.) No. of Locomotives, 6. No. of Passenger Cars, 2. No. of Baggage Cars, 2. No. of Freight Cars, 50. Gauge of Road, 5 feet.

Time of Election, first Wednesday in July:

President, ......................... Wm. H. Mitchell.
Engineer and Superintendent, .. B. E. Wells.
Secretary and Treasurer, ......... J. M. Frazer.
General Freight Agent, .......... W. H. Williams.
Supervisor of Road ............... N. Buttingham.
Master Machinist, ............... James McCann.

Seven Directors.

William H. Young, “ ” | Homer Blackman, Chunenuggee, Ala.
W. W. Garrard, “ ” |

Georgia Railroad.

From Augusta to Atlanta, Ga., 171 miles.

Office, Augusta, Ga.

Gauge of Road, 5 feet.

President, ......................... John P. King, Augusta, Ga.

Savannah, Albany and Gulf Railway.

From Savannah to Boston, Ga., 189 miles.

Office, Savannah, Ga.

Gauge of Road, 5 feet.

President, ......................... John Scriven, Savannah, Ga.
Treasurer, ........................ D. McDonald, “ ”
Superintendent, ................... Gasper J. Fulton, “ ”
### Muscogee Railroad.

*From Columbus to Butler, Geo., 50 miles. Connects with South Western Railroad for Macon and points beyond; also, connects with M. & W. P. R. R. for Montgomery and points beyond.*

**Office, Columbus, Geo.**

- No. of Locomotives, Inside Connections, 8.
- No. of Passenger Cars, 1st class, 3; 2d class, 4.
- No. of Freight Cars, 80.
- No. of Baggage Cars, 1.
- Gauge of Road, 5 feet.
- Time of Election, first Monday in September.

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<tr>
<th>Position</th>
<th>Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>President</td>
<td>Jno. L. Mustano</td>
<td>Columbus, Geo.</td>
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<td>Treasurer and Secretary</td>
<td>Jas. M. Bivins</td>
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<tr>
<td>Superintendent</td>
<td>W. L. Clarke</td>
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<tr>
<td>General Freight Agent</td>
<td>R. J. Hunter</td>
<td></td>
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<tr>
<td>General Ticket Agent</td>
<td>D. W. Appier</td>
<td></td>
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<tr>
<td>Master of Machinery</td>
<td>Solomon Woodfield</td>
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<tr>
<td>Master of Car Repairs</td>
<td>H. P. Millar</td>
<td></td>
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<td>Road Master</td>
<td>H. H. Cosby</td>
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<tr>
<td>Chief Clerk</td>
<td>D. W. Appier</td>
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**Six Directors.**

- R. L. Mott, Columbus, Geo.  |  R. L. Mott, Columbus, Geo.  |
- L. G. Bowers, "             |  L. T. Downing, "           |
- L. T. Downing, "            |  L. T. Downing, "           |
- Jno. L. Mustano, Columbus, Geo. |
- Jas. M. Bivins, "            |  Jas. M. Bivins, "          |
- W. L. Clarke, "              |  W. L. Clarke, "            |
- R. J. Hunter, "              |  R. J. Hunter, "            |
- D. W. Appier, "              |  D. W. Appier, "            |
- Solomon Woodfield, "         |  Solomon Woodfield, "       |
- H. P. Millar, "              |  H. P. Millar, "            |
- D. W. Appier, "              |  D. W. Appier, "            |

### Macon and Western Railroad.

*From Macon to Atlanta, Ga., 103 miles. Branch: Upson Railroad, Barnesville to Thomaston.*

**Office, Macon, Ga.**

- Capital paid in, $1,500,000.
- Gauge of Road, 5 feet.

<table>
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<tr>
<th>Position</th>
<th>Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>President</td>
<td>A. J. White</td>
<td>Macon, Ga.</td>
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<tr>
<td>Treasurer and Secretary</td>
<td>Milo S. Freeman</td>
<td>&quot;</td>
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<tr>
<td>Superintendent</td>
<td>E. B. Walker</td>
<td>&quot;</td>
</tr>
<tr>
<td>Chief Engineer</td>
<td>M. Cerpul</td>
<td>&quot;</td>
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<tr>
<td>General Freight Agent</td>
<td>H. W. Bronson</td>
<td>&quot;</td>
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<tr>
<td>General Ticket Agent</td>
<td>Frank Ross</td>
<td>&quot;</td>
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<tr>
<td>Master of Car Repairs</td>
<td>J. Fuss</td>
<td>&quot;</td>
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<tr>
<td>Road Master</td>
<td>J. M. Morris</td>
<td>&quot;</td>
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<tr>
<td>Chief Clerk</td>
<td>J. Hutton</td>
<td>&quot;</td>
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<tr>
<td>Purchasing Agent</td>
<td>Pixley</td>
<td>&quot;</td>
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**Twelve Directors.**

- A. J. White, Macon, Ga.  |  N. C. Munroe, "          |
- L. C. Levy, "              |  J. B. Ross, "            |
- L. D. Maury, "              |  C. A. Nutting, "         |
- Wm. Augustus White, Norris, Thompson, " |  H. Varner, "              |
- Norris, Thompson.            |  Andrew Low, "            |
- Edw. Paddleford, "          |  Edw. Paddleford, "         |
Mobile and Ohio Railroad.

**From Mobile, Ala., to Columbus, Ky., 472 miles. Branch:**

**From Artesia to Columbus, Miss., 14 miles.**

**Office, Mobile, Ala.**

No. of Locomotives, outside, 40, in running order. No. of Passenger Cars, 1st class, 22. No. of Passenger Cars, 2d class, 5. No. of Freight Cars, 650. No. of Baggage Cars, 11. Average number of miles run per cord of wood, 38. Miles run per pint of oil, 104. Gauge of Road, 5 feet.

[24 Locomotives purchased since the war. 52 of those named in last Report were worn out, destroyed, and rendered useless during the war.]

Time of Election, April.

**President.** Hon. Milton Brown, Mobile, Ala.

**Vice-President.** C. E. Rushing.

**Treasurer and Secretary.** A. L. Willoughby.

**Auditor.** O. S. Beers.

**General Supt. and Chief Engineer.** L. J. Fleming.

**Assistant General Superintendent.** J. P. Freseniens.

**Assistant Superintendents.**

- E. S. Hosford, Macon, Miss.
- J. J. Williams, Jackson, Tenn.

**General Freight and Ticket Agent.** John G. Mann, Mobile, Ala.

**Master of Machinery.** G. D. Linning.

**Master of Car Repairs.** Jno. McHugh.

**Road Master, Southern Div.** Horace Harding, Enterprise, Miss.

**Northern Div.** J. B. Caves, Jackson, Tenn.

**Purchasing Agent.** Wm. Frick, Jr., Mobile, Ala.

**Ten Directors.**

- C. P. Gage, Mobile
- M. S. Poote
- N. H. Brown
- D. W. Goodman
- Jonathan Emanuel, Mobile
- P. Hamilton, Mobile
- Eli Abbott, Miss.
- John J. McRae, Miss.
- Dr. J. M. Cunningham, Miss.
- A. Murdock

Albama and Tennessee Rivers Railroad.

**From Selma, Ala., to Blue Mountain, Ala., 135 miles.**

**Office, Selma, Ala.**

Gauge of Road, 5 feet.

**President.** Thos. A. Walker, Selma, Ala.

**General Superintendent.** W. Rothrock.

**Alabama and Mississippi Rivers Railway.**

**From Selma to Union Town, Ala., 30 miles.**

**Office, Selma, Ala.**

Gauge of Road, 5 feet.

**President.** James L. Price, Selma, Ala.

**Acting Superintendent.** W. R. Bill, Selma, Ala.
McKay & Aldus' Iron Works,

East Boston, Mass.,

Manufacturers of

Locomotive Engines

and Tenders.

Our Buildings are 522 Feet Long and 55 Feet Wide, and are filled with the Best of Tools.

Our facilities are unsurpassed by any Works in New England.

Mr. B. W. Healey, our Superintendent, was formerly Foreman of Wm. Mason's Locomotive Works, Taunton, Mass.

We are prepared to build or repair at short notice.
Machinists, Gas-Fitters, Plumbers,

And Metal Workers generally, know how difficult it is to hold a pipe in a common Vise with parallel jaws. The surfaces in contact are so small that the pipe is often squeezed flat, somewhat, before it will hold at all, and is always a source of annoyance. If a thread has to be cut on a large pipe, it is almost impossible to hold it without jamming or defacing it. The same is true where a pipe has to be cut off.

In this engraving a useful modification of the common Vise is shown. It is simply a set of dies, A and B, fastened to the Vise jaws by pins C, and sliding in each other. By this means the Vise can be used either for pipes or other common work. The jaws are serrated, as shown, and will take a pipe three and a half inches in diameter. These Vises can be swung round in any direction, being attached to a swivel bolt, as shown. They are made of different sizes.

PRICE, $16.00 EACH.

JOHN ASHCROFT,

50 John Street, N. Y.
HARLAN, HOLLINGSWORTH & CO.,

WILMINGTON, DELAWARE,

MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY

PASSENGER CARS, OF THE FINEST FINISH,

ALSO, ALL KINDS OF

Freight Cars, Dumping Cars, Hand Cars,
Wheels and Axles, Steel Springs,
AND IN FACT,
EVERYTHING

FOR THE FULL EQUIPMENT OF A ROAD!

From our long experience in Car building, and our facilities for doing work, we are enabled to give entire satisfaction in every particular.

From our LOCATION, AND CONVENIENCES FOR SHIPMENT, we can supply Southern Roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building

IRON VESSELS,

AND IRON STEAMBOATS,

STEAM ENGINES and BOILERS,

AND

MACHINE WORK IN GENERAL.

All orders executed with dispatch, and on reasonable terms.
LAIRD'S PATENT.

The above cut represents the "LAIRD's" Patent Lantern, a very nice and convenient article for Conductors' use—made of Brass, with a German Silver Reflector. The guards divide in the middle, (by taking off the Reflector) and allow the Glass to be lifted out. As the glasses are not cemented, they can readily be changed or cleaned. We also furnish extra glasses.

We make a neat article also, of Tin, without Reflector, and the same all German Silver.

S. M. AIKMAN & CO.,

Manufacturers under the Patent,

261 PEARL STREET, NEW YORK.
SCHENECTADY LOCOMOTIVE WORKS

Continue to receive Orders, and to furnish with promptness, the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES.

The above Works being located on the New York Central Railroad, near the centre of the State, possess superior facilities for forwarding their work to any part of the country, without delay.

WALTER McQUEEN, Sub't.                  JOHN C. ELLIS, Pres't.
TEMPLE'S LIQUID

FOR

CLEANING STEAM BOILERS.

This Liquid is intended to fill a want long felt and acknowledged by Manufacturers and others using steam power. It is the invention of an old and experienced engineer, and will do its work, thoroughly dissolving and loosening the hard scale, so that it peels and drops off. You will find it a great benefit to the Engine, keeping the cylinder and valves and piston clean and free from rust, or any gummy substance, which would otherwise collect from using hard water. The wretched condition in which two-thirds of the Steam Boilers are kept, proves the old style of picking, greasing, using molasses, &c., to be useless. Picking only roughens the sheet and causes the scale to adhere tighter in future, and no Boiler was ever benefited by the use of numerous powders now offered for sale. This Liquid will be sold to Railroad Companies and Manufacturers using large quantities, at so low a figure that it will be of advantage to them in

SAVING BOTH FUEL AND BOILERS.

This Liquid is put up in kegs or casks containing from five to forty gallons, and shipped to any part of the world. Circulars, with references from the leading Railroads, will be furnished, on application to

A. TEMPLE,

Bridgeport, Conn.
COAL OIL LANTERNS,
both with and without chimneys.

D. D. MILLER,
190 Water Street, N.Y.,
MANUFACTURER OF
LOCOMOTIVE,
RAILROAD,
SHIP, SIGNAL AND HAND
LANTERNS,

Of all sizes and the most approved styles, including all the patterns used by the United States Navy.

Firemen's Trumpets, Torches and Signals, Engineers' Drainers, Oilers, Tallow Cans, &c.

Sole Manufacturer of BLAKE'S PATENT ARM LANTERN.
ENGRAVED LANTERNS FOR CONDUCTORS, &c.
WM. A. WHEELER,

DEALER IN

Staple and Fancy Stationery, &c.

PRINTER, LITHOGRAPHER,

AND

MANUFACTURER OF ACCOUNT BOOKS,

33 MAIDEN LANE,

Near Nassau Street, N. Y.

LEATHER AND FANCY GOODS.
Montgomery and West Point Railroad.
From Montgomery, Ala., to West Point, Ga., 87½ miles.
Branch: Opelika, Ala., to Columbus, Ga., 29 miles.
[All the outfit of this Road was burned by Genl. Wilson's Army in April, 1865, and the outfit is now very limited, say 9 locomotives and 60 cars.]

Office, Montgomery, Ala.
Capital paid in, $1,644,104. Funded Debt, $726,500. Total cost of Road, $2,453,624.86.

No. of Passenger Cars, 2d class, 5.
No. of Freight Cars, 55.
Gauge of Road, 4 feet 8½ inches.

Time of Election, second Tuesday in March.

President, Charles T. Pollard, Montgomery, Ala.
Treasurer and Secretary, William H. Pollard, " "
Auditor, John B. Peck, " "
Superintendent, Daniel H. Cram, " "
Asst. Engineer, Chas. P. Ball, " "
Master of Machinery, J. H. Graff, " "
Master of Car Repairs, W. H. Daniels, " "
Road Master, P. S. Beasley, Chelaw, Ala.
Chief Clerk, J. T. Todd, Montgomery, Ala.

Six Directors.
Charles T. Pollard, B. S. Bibb, John P. King,
Robert D. Ware, Wm. Taylor, Wm. M. Marks.

Selma and Meridian Railroad.
From Selma, Ala., to Meridian, Miss., 107 miles. Branch: Uniontown to Newbern, 11 miles.

Office, Demopolis, Ala.

President, James L. Price, Uniontown, Ala.
Treasurer and Secretary, A. Y. Sharpe, Demopolis, "
Superintendent and Chief Engineer, M. B. Prichard, " "
Assistant Superintendents, J. C. Lopez, Selma,
Assistant Engineer, J. H. Riffle, Demopolis, "
General Freight and Ticket Agent, W. H. Davison, "
Master of Machinery, E. G. Gregory, Selma, "
Master of Car Repairs, G. W. Danedwood, Selma, "
Road Masters, J. C. Waite, " Jos. Gallion, "

Seven Directors.
Jno. W. Lapsley, Selma, " Dr. H. W. Reese, Demopolis, "
W. S. Knox, " L. F. Whitehead, Livingston, "
Rich'd H. Adams, " "

Mobile and Great Northern Railway.
From Mobile, Alabama, to Pollard, Ala., 72 miles.

Office, Mobile, Ala.
Gauge of Road, 5 feet.

President, W. D. Dunn, Mobile, Ala.
Treasurer and Secretary, S. W. Allen, " "
Superintendent and Chief Engineer, G. Jordan, " "
Assistant Superintendent, A. G. Martin, Pollard, "
Memphis and Charleston Railroad.

From Memphis, Tenn., to Stevenson, Ala., 271 miles. Branches: Somerville, Tenn., 13 miles; and Florence, Ala., 6 miles.

[Roads in hands of the Government surrendered back to the Company, September 11, 1865.]

Office, Memphis, Tenn.

Capital paid in, $5,312,725. Funded Debt, $2,373,000. Total cost of Road, $7,066,153.85. Gauge of Road, 5 feet.

Time of Election, Wednesday after the second Monday in September of each year.

President, .............................................. Samuel Tate, Memphis, Tenn.
Treasurer and Secretary, .............................. Geo. Robertson, " "
General Superintendent, ............................ William, J. Ross, " "
Ass't Superintendent, ................................. Charles S. Williams, Huntsville, Ala.
Chief Engineer, ........................................ James L. Meigs, Memphis, Tenn.
General Freight and Ticket Agent, .................. Charles L. Anderson, " "
Master of Machinery, ................................. W. S. Brown, " "
Master of Car Repairs, ............................... Andrew W. Drew, " "
Road Master, .......................................... J. M. Jackson, " "
Chief Clerk, ........................................... John W. Goodwin, " "

Thirteen Directors.


Mississippi and Tennessee Railroad.

From Memphis, Tenn., to Grenada, Miss., 100 miles.

Office, Memphis, Tenn.

President, .............................................. F. M. White, Memphis, Tenn.
Treasurer and Secretary, .............................. Miner Meriwether, " "
Superintendent, ....................................... A. S. Livermore, " "
Chief Engineer, ....................................... Niles Meriwether, " "
General Freight and Ticket Agent, .................. C. P. Oakley, " "
Master of Machinery, ................................ Henry Teague, " "
Road Master, ......................................... Jno. T. Salter, " "
Chief Clerk, .......................................... J. H. Henderson, " "
Attorney, ............................................ C. F. Vance, " "

Ten Directors.

East Tennessee and Virginia Railroad.

*From Knoxville to Bristol, Tenn., 130 miles. Branch: Rogersville and Jefferson Branch, 11 miles.*

**Office, Knoxville, Tenn.**

[Road used by United States Government.]

Capital paid in, $638,815 60. Funded Debt, $1,904,500. Total cost of Road, $3,133,200 87. No. of Locomotives, Outside Connections, 20. No. of Passenger Cars, 1st class, 6; 2d class, 4. No. of Freight Cars, 102. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 55.

Miles run per pint of Oil, 23½. Gauge of Road, 5 feet.

Time of Election, 28th November.

**President,** John R. Branner, Knoxville, Tenn.

**Treasurer,** John Keeves.

**Auditor,** Jss. G. Mitchal.

**Superintendent,** Jas. B. Hoskie.

**General Freight Agent,** Jss. R. Ogden.

**Master of Machinery,** Charles A. Hodge.

**Master of Car Repairs,** Robert Seay.

**Road Master,** I. W. Ault.

**Chief Clerk,** S. C. Dodge.

**Seventeen Directors.**

<table>
<thead>
<tr>
<th>President</th>
<th>John R. Branner, Knoxville, Tenn.</th>
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<tbody>
<tr>
<td>Treasurer</td>
<td>John Keeves</td>
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<tr>
<td>Auditor</td>
<td>Jss. G. Mitchal</td>
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<tr>
<td>Superintendent</td>
<td>Jas. B. Hoskie</td>
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<tr>
<td>General Freight Agent</td>
<td>Jss. R. Ogden</td>
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<tr>
<td>Master of Machinery</td>
<td>Charles A. Hodge</td>
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<td>Road Repairs</td>
<td>Robert Seay</td>
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<td>Road Master</td>
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<tr>
<th>President</th>
<th>J. W. Glass, Nashville, Tenn.</th>
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<tr>
<td>Treasurer</td>
<td>J. L. Harclunde, Franklin, Tenn.</td>
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<tr>
<td>Secretary</td>
<td>Jno. Baird, Columbia.</td>
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<tr>
<td>Auditor, General Freight and Ticket Agent and Purchasing Agent</td>
<td>Jno. L Miller, Nashville.</td>
</tr>
<tr>
<td>Superintendent</td>
<td>J. B. Van Dyne.</td>
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<tr>
<td>Assistant Superintendent</td>
<td>J. N. Reynolds.</td>
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<tr>
<td>Master of Machinery and Car Repairs</td>
<td>C. B. Knowles.</td>
</tr>
<tr>
<td>Road Master</td>
<td>J. N. Reynolds.</td>
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<tr>
<td>Superintendent's Clerk and Train Dispatcher</td>
<td>J. W. Rockwell.</td>
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Nashville and Decatur Railroad.

*From Nashville, Tenn., to Decatur, Ala., 122 miles.*

**Office, Nashville, Tenn.**

No. of Passenger Cars, 1st class, 4; 2d class, 6. No. of Freight Cars, 100. No. of Baggage Cars, 4. Gauge of Road, 5 feet.
Nashville and Chattanooga Railroad.

From Nashville, Tenn., to Chattanooga, Tenn., 151 miles. 
Branches: Shelbyville, McMinnville, Fayetteville and Tracy City.

Office, Nashville, Tenn.

Capital paid in, $2,056,543 64. Funded Debt, $1,719,000. Total cost of Road, $3,845,564 81. No. of Locomotives, Inside Connections, 1; Outside Connections, 55. No. of Passenger Cars, 1st class, 14; 2d class, 6. No. of Freight Cars, 550. No. of Baggage Cars, 6. Gauge of Road, 5 feet. 

Time of Election, 16th day of August each year.

President, ........................................... M. Burns, Nashville, Tenn.
Treasurer and Secretary, ......................... Wm. A. Gleareae, Nashville, Tenn.
Auditor .............................................. J. W. Thomas, " "
Superintendent .................................... Wm. P. Innes, " "
Assistant Superintendent ....................... Jno. B. Yates, " "
Assistant Engineer ................................ James H. Grant, Christiana, " "
General Freight Agent ............................ E. H. Ewing, Nashville, " "
General Ticket Agent .............................. J. W. Brown, " "
Master of Machinery .............................. John C. Hagan, " "
Master of Car Repairs ............................ J. G. Sawyer, " "
Road Masters ...................................... J. W. Rosser, Anderson, " "
Chief Clerk ....................................... R. C. Bransford, " "

Eighteen Directors.

M. Burns, ........................................... T. E. Whiteside, 
Jno. M. Hill, ...................................... Edmund Cooper, 
Aris Brown, ....................................... W. S. Huggins, 
N. E. Alloway, .................................... Jno. F. Anderson, 
W. T. Berry, ...................................... Jno. P. King, 
James Woods, ..................................... J. Edgar Thompson, 
A. Nelson, ........................................ Wm. Basson, 
Levi Wade, ........................................ T. H. Caldwell, 
James H. Grant, ................................... G. W. Williams.

Nashville and Kentucky Railroad.

From Nashville, Tenn., to junction of Louisville and Nashville Railroad, 48 miles.

Office, Nashville, Tenn.

Gauge of Road, 5 feet.

President, ......................................... E. S. Cheatham, Nashville, Tenn.
Superintendent and Chief Engineer, .......... A. Anderson, " "

McMinnville and Manchester Railroad.

From McMinnville to Tullahoma, Tenn., 35 miles.

Office, McMinnville, Tenn.

Gauge of Road, 5 feet.

President, ......................................... P. H. Marbury, McMinnville, Tenn.
Superintendent, .................................. P. H. Coffee, " "

```
East Tennessee and Georgia Railroad.

From Knoxville, Tenn., to Chattanooga, Tenn., 112 miles; and Dalton, 110 miles.

Office, Knoxville, Tenn.

No. of Locomotives, Outside Connections, 18; No. of Passenger Cars, 1st class, 10; 2d Class, 3; No. of Freight Cars, 208. No. of Baggage Cars, 3. Gauge of Road, 5 feet.

Time of Election, First Tuesday in September.

President, .................. Thomas H. Calloway, Knoxville, Tenn.
Treasurer and Secretary, .......... R. C. Jackson, " "
Auditor, ...................... O. P. H. Rogan, " "
Superintendent .................. A. A. Talmage, " "
Chief Engineer .................. R. C. Morris, " "
General Freight and Ticket Agent, .... H. D. Waterson, " "
Master of Machinery, ................ Eli Hixon, Chattanooga, Tenn.
Master of Car Repairs, .............. W. J. Hayes, Knoxville, " "
Road Master, .................... Isaac Benson, Riceville, " "

Eighteen Directors.

For the Stockholders.
Thos. H. Calloway,
J. P. King,
M. Burns,
Jos. Parkeson,
Rbt. Snead,
Dulan. Haskell,
A. G. Jackson,
John Baxter,
William Haskell.

For the Stockholders.
Thos. H. Calloway,
J. P. King,
M. Burns,
Jos. Parkeson,
Rbt. Snead,
Dulan. Haskell,
A. G. Jackson,
John Baxter,
William Haskell.

Memphis and Ohio Railroad.

From Memphis, Tenn., to Paris, Tenn., 131 miles.

Office, Memphis, Tenn.

Gauge of Road, 5 feet.

Time of Election, first Monday in October.

President, ...................... Amos Woodruff, Memphis, Tenn.
Vice-President, .................. Wm. Farrington, " "
Treasurer and Secretary, ........... Lyman S. Knowlton, " "
Superintendent and Chief Engineer, .... Samuel B. Jones, " "
General Freight and Ticket Agent, ... C. P. Oakley, " "
Master of Machinery and Car Repairs, James Long, " "
Road Master, ..................... Henry S. Bannister, " "

Thirteen Directors.

Amos Woodruff,
Wm. Farrington,
Charles B. Church,
Edgar McDavitt,
Ira M. Hill,
Junius H. Howell,
Thomas G. Smith,
G. M. Bartlett,
Nathan Adams,
George T. Taylor,
James P. Wood,
E. A. Williamson,
Benj. C. Brown.
Florida Railroad.

From Fernandina to Cedar Keys, 156 miles.

Office, Gainesville (temporarily).

[The greater portion of the rolling stock (and about 25 miles of the track out from Fernandina) was destroyed during the war; also the wharf and a portion of the trestling and track out from Cedar Keys. The work of reconstruction is progressing, and the Road will be re-opened to Fernandina by the first of May, at which time the principal office of the Company will again be at that point.]

Gauge of Road, 5 feet.

President, D. L. Yulee, Gainesville (temporarily).
Treasurer and Secretary, F. C. Barrett.
Auditor, John Hedges.
Superintendent, R. D. Meader.
Assistant Superintendent, J. C. Wickliffe.
Master of Machinery, A. H. Leonard.
Chief Clerk, E. A. Jeffords.

Eight Directors.

David L. Yulee, James F. Thompson,
James E. Broome, Joseph Finegan,
Archibald H. Cole, Henry Timanns,
Philip Dell, Hugh A. Orley.

One vacancy occasioned by the death of Major George W. Call.

Tallahassee Railroad.

From Tallahassee to St. Mark’s, Fla., 22 miles.

Office, Tallahassee, Fla.

Gauge of Road, 5 feet.

President and Superintendent, Edward Houston, Tallahassee, Fla.

New Orleans, Opelousas and Great Western Railway.

From New Orleans to Brashear, La., 80 miles.

Office, New Orleans, La.

Gauge of Road, 5 feet 6 inches.

President, W. G. Hewes, New Orleans, La.
Superintendent, A. B. Seger, Algiers.
Chief Engineer, G. W. R. Bayley, Brashear.

Clinton and Port Hudson Railroad.

From Clinton to Port Hudson, La., 21 miles.

Office, Clinton, La.

Gauge of Road, 4 feet 8¾ inches.

President, G. A. Neafus, Clinton, La.
Alabama and Florida Railroad (of Fla).


Office, Pensacola, Fla.

Capital paid in, $350,000. Funded Debt, $400,000. Total cost of Road, $751,000. No. of Locomotives, Outside Connections, 6. No. of Freight Cars, 37. Baggage Cars, 1. Gauge of Road, 5 feet.

Time of Election, May.

President, .............................................. O. M. Avery, Pensacola, Fla.
Treasurer, Secretary and Auditor .......................... G. W. Hatton, " "
Superintendent, .......................................... O. M. Avery, " "
Chief Engineer, ........................................ Theodore Moveno, " "
General Freight and Ticket Agent ............................ Manuel Palmas, " "
Master of Transportation, .................................. Frank Ditmars, " "
Master of Machinery, ...................................... L. R. Cooley, " "
Master of Car Repairs, .................................... John Rais mundi, " "
Road Master, .............................................. H. Brown, " "

NINE DIRECTORS.

E. E. Simpson, ............................................. Jos. Abercrombie,
A. E. Maxwell, ............................................. L. M. Merritt,
Jos. Sierra, .................................................. A. L. Avery,
F. Bove, .................................................... O. M. Avery,
P. A. Caro, ..................................................

Pensacola and Georgia Railroad.

From Quincy, Fla., to Lake City, Fla., 150 miles. Branches: to Monticello, 4 miles, and to St. Marks, 21 miles.

Office, Tallahassee, Fla.

Capital paid in, $1,025,000. Funded Debt, $1,400,000. Total cost of Road, $3,100,000. No. of Locomotives, 8. No. of Passenger Cars, 1st class, 4; 2d class, 2. No. of Freight Cars, 90. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 75. Miles run per pint of oil, 55. Gauge of Road, 5 feet.

Time of Election, first Monday in May.

President, .............................................. E. Houston, Tallahassee, Fla.
Treasurer and Secretary, .................................. F. H. Flagg, " "
Superintendent, .......................................... Robert Walker, " "
General Freight and Ticket Agent, .................................... F. B. Papy, " "
Master of Machinery, ..................................... C. J. W. Syfan, " "
Master of Car Repairs, .................................... G. Hernandez, " "
Road Master, .............................................. W. L. Vin sen, " "

EIGHT DIRECTORS.

Wm. Bailey, Tallahassee, Fla. .......................................... D. W. Gynn, Tallahassee, Fla.
J. R. Harris, Quincy .......................................................... G. W. Taylor, Monticello, Fla.
S. Simkins, Monticello, Fla. ............................................. G. M. T. Brinson, Madison, Fla.
G. A. Charies, Tallahassee, Fla. ........................................... W. P. Moseley, " "
New Orleans, Jackson and Great Northern Railroad.

From New Orleans, La., to Canton, Miss., 206 miles.

Office, New Orleans, La.

Funded Debt, $2,741,000. Gauge of Road, 5 feet.

Time of Election, third Monday of April.

President, ...................... C. C. Shackleford, New Orleans, La.
Treasurer and Secretary, .............. R. S. Charles, " "
General Superintendent and Chief Engineer .......... G. T. Beauregard, " "
Assistant Superintendent and Assistant Engineer .......... B. H. Greene, " "
General Freight Agent, .................. Thos. Warren, " "
General Ticket Agent and Master of Transportation .......... D. S. Goodloe, " "
Master of Machinery and Car Repairs, .......... John Ray, " "
Road Master, ...................... M. W. Newell, " "
General Book-Keeper, .......... Benj. Florance, " "
Purchasing Agent, ................ A. Wang, " "

Twenty-three Directors.

O. Fellows, C. C. Shackleford, Pres't,
Jno. G. Gaines, James Drane,
H. M. Holbrook, Geo. Fearn,
Henry Florance, E. H. Saunders,
Richard Esterbrook, L. E. Houston,
J. J. Warren, Dennis Cronan,
H. W. Shwartz, Jas. Gallier,
J. A. Blanc, J. W. Gurley,
Williamson Smith, Wm. Henderson,
Jas. M. Reid, Geo. Urquhart,
J. P. Harrison, Ar. Miltenberger,
Glendy Burk, ......

Vicksburg and Shreveport Railroad.

From Vicksburg, Miss., to Shreveport, La.

The Vicksburg and Shreveport Railroad was sold at auction under seizure on the 3d of January, 1866, at Monroe, La., for fifty thousand dollars. Previous to the rebellion the road was completed from Vicksburg to Monroe, a distance of seventy-five miles, which had cost in the neighborhood of three millions of dollars, nearly half of which had been borrowed, and the road mortgaged to secure the amount. Like most of the Southern railroads, the war played sad havoc with it, and the close of the rebellion found the company, which had been very prosperous, weighed down with debt, their rolling stock destroyed, track torn up, buildings and bridges burned, and entirely without means or credit wherewith to repair the damage. The directors were therefore compelled to permit the sheriff to sell out the ruins for a small fraction of the original cost of the line.
Houston Tap and Brazoria Railway.

From Houston to Columbia, Texas, 50 miles. Branch: Buffalo, Bayou Brazos and Colorado Railway.

Office, Houston, Texas.

No. of Locomotives, 2. No. of Passenger Cars, 1st class, 1; 2d class, 1. No. of Freight Cars, 30. No. of Baggage Cars, 1. Gauge of Road, 4 feet 8 1/2 inches.

Time of Election, first Monday in May.

President, A. Sessions, Houston, Texas.
Vice-President, J. D. Waters, Galveston, Texas.
 Treasurer, T. W. House, Houston.
 Secretary, Fred. Stanley.
 Superintendent, J. W. Stump.
 General Freight and Ticket Agent, J. J. Brintywall.
 Master of Machinery, A. Malsch.
 Master of Car Repairs, W. J. Harrap.
 Road Master, Theo. Teege.
 Purchasing Agent, John Adriance.

Fifteen Directors.

A. Sessions, A. Underwood,
T. W. House, J. W. Brooks,
J. D. Waters, Jackson Rust,
W. J. Hutchins, E. W. Taylor,
C. Ennis, Thy. Sampson,
A. J. Terry, John Duncan,
Jno. Dickinson, John Rugely,
John Adriance,

Galveston, Houston and Henderson Railroad.

From Galveston to Houston, Texas, 50 miles.

Office, Galveston, Texas.

Gauge of Road, 5 feet 6 inches.

Time of Election, fourth Monday in March.

President, J. M. Brown, Galveston, Texas.
Vice-President, J. L. Boiggs.
 Treasurer, T. H. McMahan.
 Secretary, L. M. Hitchcock.
 Superintendent, Geo. B. Nichols.
 General Freight Agent, W. E. Gregory.
 Master of Machinery, H. S. Moulton.
 Master of Car Repairs, E. Sherman.
 Purchasing Agent, J. M. Brown.

Eleven Directors.

J. M. Brown, James Sorley,
E. B. Nichols, S. Southwich,
T. L. Briggs, A. P. Lufkin,
J. H. McMahan, J. W. Jockush,
John Sealy, T. W. Pierce,
John Mills,
Houston and Texas Central Railway.

From Houston to Millican, Texas, 80 miles. Branch: Washington Co. Railroad; Junction at Hempstead, on Central Railroad to Brenham.

Office, Main Street, Houston, Texas.

No. of Locomotives, 7. No. of Passenger Cars, 1st class, 4; 2d class, 2. No. of Freight Cars, 75. No. of Baggage Cars, 2. Gauge of Road, 5 feet 6 inches.

President, William J. Hutchins, Houston, Texas.
Treasurer and Secretary, James F. Loudon, Houston, Texas.
Superintendent, Charles A. Burton, Houston, Texas.
Chief Engineer, M. G. Howe, Houston, Texas.
General Freight Agent, A. H. Torbert, Houston, Texas.
General Ticket Agent, James F. Loudon, Houston, Texas.
Master of Machinery, Reuben A. Snyder, Houston, Texas.
Master of Car Repairs, George W. Hardy, Houston, Texas.
Road Master and Purchasing Agent, W. D. Herrick, Houston, Texas.
Chief Clerk, Andrew Hewat, Houston, Texas.

Six Directors.
A. J. Burke, Cornelius Ennis, Houston, Texas.

Memphis, El Paso and Pacific Railroad.

From Jefferson, Texas, to El Paso, 900 miles.

Office, Paris, Texas.

Capital paid in, $350,000. Gauge of Road, 5 feet.

Time of Election, May 1st, 1866.

President, Travis G. Wright, Paris, Texas.
Treasurer and Secretary, William Bramlette, Paris, Texas.

Twelve Directors.
T. G. Wright, T. J. Wheeler.
W. B. Wright, Wm. M. Harrison.
H. S. Bennett, B. H. Epperson.
B. S. Walcott, James Hubbard.
B. C. Bagby, J. C. Moore.

Buffalo, Bayou Brazos, and Colorado Railroad.

From Harrisburg, Texas, to Austin, Texas, 185 miles.

Office, Harrisburg, Texas.

Gauge of Road, 4 feet 8½ inches.

President, J. T. Barrett, Galveston, Texas.
Superintendent, John A. Williams, Harrisburg, Texas.
West Feliciana Railroad.
From Woodville, Miss., to Bayou Sara, La., 27 miles.
Office, Woodville, Miss.
Gauge of Road, 4 feet 8½ inches.
Time of Election, first Monday in January.

President, Jno. W. Burruss, Woodville, Miss.

Southern Railroad (Mississippi).
From Vicksburg, Miss., to Meridian, Miss., 140 miles.
Office, Vicksburg, Mississippi.
Gauge of Road, 4 feet 10 inches.

President, Wm. C. Smedes, Vicksburg, Miss.
Vice-President, Morris Emanuel.
Treasurer, Joseph H. Johnston.
Secretary, N. G. Bryson.
General Superintendent, C. A. Reading.

United States Military Railroads.
Director and General Manager, Brig. Gen. D. C. McCallum.
Chief Engineer and Gen. Superintendent, A. Anderson.

United States Military Railroads.
Director and General Manager, Brig. Gen. D. C. McCallum.
Chief Engineer and Gen. Superintendent, A. Anderson.

London and Port Stanley Railroad.
From London to Port Stanley, C. W., 24½ miles.
Office, London, C. W.
Capital paid in, $1,200,000. Total cost of Road, $1,232,849 61. Earnings last year, gross, $33,190 64. Net, $7,147 16. No. of Locomotives, Outside Connections, 2. No. of Passenger Cars, 1st class, 3; 2d class, 6. No. of Freight Cars, 42. No. of Baggage Cars, 2. Average No. of miles run per cord of wood, 55. Gauge of Road, 5 feet 6 inches.
Time of Election, September.

President, Edward Adams, London, C. W.
Vice-President, Hon. E. Leonard.
Treasurer, Secretary, Superintendent, Wm. Bowman.
Auditor, H. G. Smyth.

Twelve Directors.
Edward Adams, Pres., London, C. W.
Hon. E. Leonard, Vice-P. 
C. J. Hope, 
Simeon Morrill, 
Geo. McBeth, 
Murray Anderson, 
| David Glass, London, C. W. |
| Samuel Price, Port Stanley. |
| Robert Thomson, |
| M. F. Moore, St. Thomas. |
| Thos. Arkell, |
| Jno. Clunis, Staffordville. |
Northern Railway of Canada.

From Toronto, Lake Ontario, to Collingwood, Lake Huron, 94 miles. Branch to Barrie, on Lake Simcoe.

Office, Toronto, C. W.

Earnings last year, gross, $493,780. Earnings last year, net, $179,387.

No. of Locomotives, 18. No. of Passenger Cars, 1st class, 18. No. of Freight Cars, 331. No. of Baggage Cars, 5. Average No. of miles run per cord of Wood, 46. Miles run per piut of Oil, 32.

Time of Election, second Wednesday in February.

President, Hon. J. B. Robinson, Toronto, C. W.
Managing Director, F. W. Cumberland, Toronto, C. W.
Secretary and Accountant, Thomas Hamilton.
Auditors, M. Drummond, W. Gamble.
Chief Engineer, Clarence W. Moberley.
Traffic Master, Henry Roberts.
Locomotive Superintendent, David Lister.
Road Master, William Stewart.
Storekeeper, Colin Pastlethwaite.

Nine Directors.
Lewis Moffatt, Henry Wheeler.
Alderman J. F. Smith, Toronto, C.W.

Welland Railway and Steamboat Company.

From Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario, 25 miles.

Office, No. 5 Tokenhouse Yard, London, G. B., and St. Catherines, C. W.


Time of Election, December.

Chairman of Board of Directors, J. W. Bosanquet, Esq., No. 5 Tokenhouse Yard, London, G. B.
Treasurer, Secretary and Auditor, Hiram Slate, St. Catherines, C. W.
General Manager, Cornelius Stovin.
Freight Superintendent, Cyrus Clark.
Master of Car Repairs, William Pay.
Chief Clerk, C. M. Gibson.

Eight Directors.
Major Kitson, R. B. Wade, Esq.
F. C. Gausson, Esq., Thos. R. Merritt, Esq., Canada.
Great Western Railway of Canada.

From Niagara Falls to Windsor, Detroit, 229 miles.
Branches: Harrisburg to Guelph, 28 miles; Komoka to Sarnia, 51 miles; Hamilton to Toronto, 39 miles. Total, 347 miles.


No. of Locomotives, Inside Connections, 07; Outside Connections, 27. No. of Passenger Cars, 1st class, 83; 2d class, 44. No. of Freight and Post-Office Cars, 993. No. of Baggage Cars, 20. No. of Platform Cars, 262. No. of Gravel Cars, 120. Average number of miles run per cord of wood, 60. Gauge of Road, 5 feet 6 inches.

Time of Election, October.

President, ................. Hon. Wm. McMasters, M. L. C, Toronto, C. W.
General Manager, .......... Thos. Swinyard, Hamilton, C. W.
Treasurer, .................. Joseph Price, " "
Accountant, ............... Thomas Muir, " "
Superintendent of Traffic, ... Wm. Wallace, " "
Chief Engineer, ............. George Lowe Reid, " "
General Freight Agent, ...... Geo. Burdett Spriggs, " "
General Ticket Agent, ...... James Charlton, " "
Locomotive and Car Super-
tendent, .................. Samuel Sharp, " "
Purchasing Agent, .......... James Howard, " 

Twelve Directors.

In England.
Mr. Alderman Thomas Dakin, Chair-
George Smith, " 
F. S. Head, Epsom, "
Alex Hoyes, Southampton, "

In Canada.
Hon. Wm. McMasters, M. L. C, Chair-
man, Toronto, Canada West.
Thomas Clarke Street, M. P. P., Ni-
gara Falls, Canada West.
Donald McInnes, Hamilton, C. W.
Charles Hunt, London, "
Ex-officio Director ... The Mayor of
Hamilton, C. W.

Cobourg and Peterboro Railroad.

From Cobourg to Peterboro, C. W., 29 miles.

Office, Cobourg, C. W.

Gauge of Road, 5 feet 6 inches.

Lessees, .................. Covert & Fowler.
Manager, .................. G. M. Goodeve, Cobourg, C. W.
Ottawa and Prescott Railway.

From Prescott to Ottawa City, C. W., 54 miles.

Office, Ottawa City. The President's Office is at No. 33 Little St., James-street, Montreal, C. E.

Capital paid in, $431,755 35. Funded Debt, $1,020,266 67. Total cost of Road, $2,008,994 50. No. of Locomotives, 5. Gauge of Road, 4 feet 8½ inches.

President,.................. Thos. Reynolds, 33 Little St., James-street, Montreal, C. W.
Vice-President,.............. C. J. Brydges, Grand Trunk R. Co. "
Treasurer, Secretary and Auditor,........ B. Billings, Ottawa, C. W.
Superintendent,................ W. J. Spicer, Prescott, "
Assistant Superintendent,........... T. S. Delter, Ottawa, "
Master of Machinery and Car Repairs, Calvin Dame, Prescott, "

Thirteen Directors.

Thos. Reynolds, E. M. Hopkins,
C. J. Bridges, Thos. Morland,
Charles Aumound, D. McLachlin,
Robert Bell, M. P. P. W. Patrick,
Jos. Bowers, R. W. Scott,
J. M. Currier, M. P. P. Hon Jas. Skead.
J. Hickson

Port Hope, Lindsay and Beaverton Railway.

From Port Hope to Lindsay, C. W., 43 miles. Branch: to Peterborough, 13 miles.

Office, Port Hope, C. W.

No. of Locomotives, 8. No of Passenger Cars, 1st class, 5. No. of Baggage and 2d class Cars, 4. No. of Freight Cars, box and flat, 124. Gauge of Road, 5 feet 6 inches.

Time of Election, second Tuesday in January.

President,.................. Hy. Covert.
Vice-President,.............. Wm. Cluxton.
Secretary, General Ticket Agent, and Chief Clerk,.................. Joseph Gray.
Auditor,...................... John Smart.
Superintendent,.............. B. R. Kimball.
General Freight Agent,............. Edwin Gray.
Master of Machinery and Car Repairs, H. G. Taylor.
Purchasing Agent,.............. B. R. Kimball.

Peterborough Branch.

Secretary,.................... F. Ferguson.
Ticket and Freight Agent,........... Y. M. Clementi, Peterborough.
W. J. Fowler, Port Hope.

Eight Directors.

Henry Covert, Jas. Farrell, Reeve of Ops.
Lewis Moffatt, Matthew Bragg, Reeve of Hope.
Robert Cassells, J. Scott, Mayor of Peterborough.
Hon. Sidney Smith,
Ashcroft's Railway Directory for 1866. 167

Brockville and Ottawa Railway.

From Brockville to Sandpoint, C. W., 75 miles. Branch: To Perth, C. W., 12 miles.

Office, Brockville, C. W.

No. of Locomotives, 6. No. of Passenger Cars, 1st class, 4; 2d class, 1.
No. of Freight Cars, 88. No. Baggage Cars, 2. Average number of miles per cord of wood, 60. Gauge of Road, 5 feet 6 inches.

Time of Election, first Wednesday in each February.

President, ........................................ John G. Richardson, Brockville, C. W.
Vice-President, .................................... Richard P. Cooke,
Treasurer and Secretary, ........................ Wm. R. Worsley,
Master of Machinery and Car Repairs, Joseph Cockfield,
Road Master, .................................... Wm. Nelson,
Chief Clerk, ..................................... George Lowe,

Montreal and Vermont Junction.

From St. Arnaud, C. E., to St. Johns, C. E., 26 miles. Operated by Vermont Central Railroad Company.

Office, St. Albans, Vt.
Gauge of Road, 4 feet 8½ inches.

Superintendent, ................................. G. Merrill, St. Albans, Vt.
Assistant Superintendent, ...................... H. H. Lochlin,
General Freight Agent, ........................ J. W. Hobart,
General Ticket Agent, .......................... M. G. Elliott,

Stanstead, Shefford and Chambly Railroad.

From St. Johns, C. E., to Boundary Line, 80 miles. Completed to Waterloo, C. E., 43 miles.

Office, Waterloo, C. E.

No. of Locomotives, inside connections, 3. No. of Passenger Cars, 1st class, 2. No. of Freight Cars, 35. No. of Baggage Cars, 2. Gauge of Road, 4 feet 8½ inches.

Time of Election, first Wednesday in November.

President, ........................................ Hon. L. T. Drummond, Montreal, C. E.
Vice-President, ................................... Charles Allen, Waterloo,
Treasurer, ........................................ G. G. Stevens,
Secretary, ........................................ Hon. L. S. Huntington,
Superintendent, ................................. A. Arnold,
Accountant, ...................................... F. E. Fourdrinier,
Master of Machinery, ............................ Lyman Holden,
Road Master and Purchasing Agent, ....... Jos. Webster,

TEN DIRECTORS.

Hon. L. T. Drummond, Montreal, C. E. | Charles Allen, Waterloo, C. E.
H. S. Foster, Knowlton, .......................... A. A. Knowlton, Stukely,
D. R. Wood, Frost Village, .......................... R. Merry, Magog,
John G. Cowie, Granby, .......................... Hon. A. B. Foster, Lessee, Waterloo,
A. Wood, Frost Village, .......................... C. E.
John Williams, .................................
Grand Trunk Railway of Canada.

From Portland, Me., to Detroit, Mich., 857 miles. Branches:
(1) Richmond to Quebec and Riviere du Loup; (2) Montreal to Rouse’s Point, and Montreal to Lachine and Province Line; (3) Buffalo to Goderich. Total miles, 1377.

Office, Montreal, C. E.

No. of Locomotives, 292. No. of Passenger Cars, 1st class (including Sleeping Cars), 145; 2d class (including Smoking Cars), 72. No. of Freight Cars, 3930. No. of Baggage Cars, 77. Gauge of Road, 5 feet 6 inches. (Gauge of No. 2 Branch, 4 feet 8¾ inches.)

Time of Election, September.

Secretary and Treasurer, ............. Joseph Hickson, Montreal.
Locomotive Superintendent .......... Richard Eaton, "
Engineer, ........................ Henry Yates, "
Auditor, .......................... H. Shackell, "
General Eastern Freight Agent, ....... F. C. Stratton, "
General Western Freight Agent, ........ P. S. Stevenson, Toronto.

Local Superintendents:

W. J. Spicer, Montreal to Detroit; Montreal to Province Line.  
J. F. Barnard, Buffalo to Goderich.  
H. Bailey, Montreal to Portland; Montreal to Rouse’s Point.  
A. S. Macbean, Richmond to Quebec and Riviere du Loup.

AGENCIES IN THE UNITED STATES:

New York.—E. P. Beach, General Agent, 279 Broadway.  
Boston.—S. Shakell, C. Slatter and W. J. Osborn.  
Bangor, Me.—Wm. Flowers.  
Ogdensburg.—C. J. Baldwin.  
Buffalo.—George H. Tryon.  
Cincinnati.—Taylor and Brother.  
Chicago.—James Walsh & J. H. Whitman.  
Milwaukee.—L. H. Kellogg.  
St. Louis.—James Smith.  
Detroit.—E. Reidy.

Buffalo and Lake Huron Railroad.

From Buffalo, N. Y., to Goderich, C. W., 16½ miles.  
[Operated by the Grand Trunk Railway.]

Montreal and Champlain Railroad.

From Montreal to Rouse’s Point, N. Y., 44 miles. Montreal to Province Line, at Moore’s, 39 miles.  
Office, Montreal, C. E.  
[Operated by the Grand Trunk Railway.]
European and North American Railway.

From St. John, N. B., to Port Du Chene, N. B., 108 miles.

Office, St. John, N. B.

Capital paid in, $4,581,264 67. Total cost of Road, $4,581,264 67. Earnings last year, gross, $123,408 67; net, $33,501 71. No. of Locomotives, Inside Connections, 2; Outside Connections, 12. No. of Passenger Cars, 1st class, 12; 2d class, 6. No. of Freight Cars, 168. No. of Baggage Cars, 4. Average No. of miles run per cord of wood, 69.7. Miles run per pint of oil, 24.94. Gauge of Road, 5 feet 6 inches.

[This Railway was built by and at the expense of the Provincial Government, and is operated by a Commission appointed by them, whose names and that of the other principal officers are as follows:]

Commissioners, .................................................. {Joseph W. Lawrence, Chairman.
Richard C. Scovil.
Francis Collins.

Resident Engineer and Superintendent, .................. J. Edward Boyd.
Accountant, .......................................................... H. D. M'Leod.
Trackmaster, .......................................................... William Rainnie.
Locomotive Foreman, ............................................... Alexander Stronach.

---

Nova Scotia Railway.

From Halifax, N. S., to Truro, 60 miles, and Windsor, 91 1/8 miles. Branch: Windsor Junction to Windsor.

Head Office, Halifax, N. S.

Capital paid in, $4,319,507. Total cost of Road, $4,319,507. (Sale of Government Debentures, $4,319,507.) Earnings last year, gross, $183,953 82; net, $24,884 94. No. of Locomotives, Inside Connections, 1; Outside Connections, 19. No. of Passenger Cars, 1st class, 10; 2d class, 9. No. of Freight Cars, 129. No. of Baggage Cars, 34. Average No. of miles run per cord of wood, 33.01. Miles run per pint of oil, 15.40. Gauge of Road, 5 feet 6 inches.

Time of Election (Government), every four years, for Commissioner only.

President, .................................................. Avard Longley, Halifax, N. S.
Treasurer, .................................................. Hon. Receiver-General.
Secretary, .................................................. Thomas Foot, Halifax, N. S.
Auditor, .................................................. Hon. Financial Secretary.
Superintendent of Traffic, .................. George Taylor, Richmond, N. S.
Chief Engineer, .................................................. Sandford Fleming, Halifax, “
Assistant Engineers, .................................................. C. Schriber, New Glasgow, “
W. H. Tremaine, Truro, “
General Ticket Agent, .................. Arthur Busby, Richmond, “
Master of Transportation, .................. James Alexander, “
Locomotive Superintendent and Master of Car Repairs, .................................................. W. Johnston, “
Road Inspector, .................................................. William Marshall, Bedford.
Panama Railroad.

From Aspinwall to Panama, N. G., 47 miles.

Office, New York City.

Capital paid in, $7,000,000. Total cost of Road, $8,000,000. No. of Locomotives, 14. No. of Passenger Cars, 1st class, 22. No. of Freight Cars, 120. Gauge of Road, 5 feet.

Time of Election, first of April.

President, .................. David Hoadley.
Secretary, .................. Joseph F. Joy.
Treasurer, .................. Henry Smith.
Superintendent, ............. William Parker.
Chief Engineer, ............. George M. Totten.

Thirteen Directors.

PRINCIPAL
Steamboat Lines from New York

Boston, Newport and New York Steamboat Company.

(FALL RIVER LINE.)

From Pier No. 28 North River, New York, to Newport, R. I., and Fall River, Mass., 180 miles, connecting with the Old Colony and Fall River Railroad to Boston, a distance of 50 miles only; leaving at 5 P. M. in Summer, and 4 P. M. in Winter.

Passengers are afforded by this route a night's rest on board, and on arrival at Fall River proceed per Steamboat train, reaching Boston early on the following morning, or may remain on board and take the Accommodation train at 7½ A. M., and reach Boston about 10½ A. M.

" EMPIRE STATE ...................... Capt. B. Simmons.
" OLD COLONY ......................

President,
A. HOLMES ...................... Boston, Mass.

General Agent,
E. LITTLEFIELD .............. 72 Broadway, N. Y.

EIGHT DIRECTORS:
I. R. BREWER, " | BENJ. FINCH, Newport, R. I.
JAS. L. LITTLE, " | R. B. KINSLEY, "
BENJ. E. BATES, " | NATHAN DURFEES.

Stonington Line of Steamers,
Running from New York to Stonington, Ct., connecting with the Stonington Railroad to Providence and Boston.

Steamer PLYMOUTH ROCK .......... Capt. — —
" COMMODORE .............. Capt. E. F. CURTIS.

Leaving daily, from Pier No. 18 N. R., foot of Cortlandt Street.
Hour of leaving in Summer, 5 P. M.; in Winter, 4 P. M.

Office of the Company,
115 WEST STREET, NEW YORK.

M. R. SIMONS, Agent.

THE NEW AND ELEGANT STEAMER

CONTINENTAL, - Capt. J. G. Bowns,

Will leave New York from Peck Slip, East River, daily, Sundays excepted, at 3:15 P.M. On arrival at New Haven, a Railroad train will be on the wharf to convey passengers to all Stations on the road to Springfield.

THE FIRST-CLASS STEAMER

ELM CITY,

Leaves every night, Sundays excepted, at 11 o'clock, arriving in New Haven in time for all the Morning trains.

RICHARD PECK, Ag’t, N.Y.

New York and Cornwall Line.

CHANGE OF PIER.

THE ELEGANT AND FAST STEAMER

MARY POWELL, - Capt. Anderson,

Will commence her regular daily trips from New York to Cornwall,

WEDNESDAY AFTERNOON, MAY 2, 1866,

FROM THE

PIER OF THE ALBANY DAY-BOAT LINE.
NEPTUNE STEAMSHIP COMPANY.

Daily Line between New York and Providence, connecting at Providence with the Boston and Providence, and Providence and Worcester Railroads.

This Line consists of the favorite Screw Steamers

ELECTRA, Captain ———, of 1,400 tons register.

GALATEA, Captain ———, " "

OCEANUS, Captain ———, " "

One of which will leave Pier 27, N. R., foot of Robinson St., N. Y., and Fox Point, Providence, at 5 P. M., daily, Sundays excepted.

The Steamers of this Line are new and staunch, and were built expressly for this route and business. They are the only Steamers running through Long Island Sound which rate A 1, and which have unbroken and reliable water-tight compartments.

For particulars, inquire of

ISAAC ODELL, Ag’t,

Pier 27, North River.

J. B. GARDINER, Ag’t,

Fox Point, Providence.

NEW YORK & HARTFORD DAILY LINE.

The favorite Steamers,

CITY OF HARTFORD, - - Captain D. A. MILLS,

GRANITE STATE, - - Captain W. A. VAILE,

Leave Peck Slip, N. Y., daily, at 4 P. M., for Hartford, Conn., Sundays excepted.

D. A. MILLS, General Ag’t.

A New Boat will be put on the Line this Season.

For particulars, inquire of

SAXTON & SEABURY, 112 South Street, N. Y.

173
FOR BOSTON AND WHITE MOUNTAINS,
Via NEW LONDON and NORWICH.

From Pier 39 A. R. (Foot of Vestry St.), at 5 P.M.,

Cabin Fare to Boston $5
Deck Fare to Boston $4

The new and staunch Passenger Steamer
CITY OF NEW YORK - - T. G. Jewett, Com't
Monday, Wednesday, and Friday.
CITY OF BOSTON - - Wm. Wilcox, Com't
Tuesday, Thursday, and Saturday.

The new and staunch Side-wheel Freight Steamers
CITY OF NEW LONDON - - Capt. L. Smith.
Leaves every Tuesday, Thursday, and Saturday.
CITY OF NORWICH - - Capt. D. B. Sturgis.
Every Monday, Wednesday, and Friday, for Freight only.

E. S. MARTIN, Agent,
Office—Foot of Vestry St., Pier 39 N. R.

New Jersey Steamboat Line,
(Known as The People's Line)

RUNNING FROM NEW YORK TO ALBANY, N. Y.,
Leaving Pier foot of Canal Street at 6 o'clock P.M.

General Office, Pier 41 North River, New York.

Steamer ST. JOHN,
(The largest and finest steamer in the world.)

STEAMER HENDRICK HUDSON,
(Other steamers building.)

President.......................... DANIEL DREW.
Treasurer.......................... A. P. ST. JOHN.
Secretary.......................... JOHN CHRISTIE.
General Freight Agent........... P. O. SMITH.
General Ticket Agent............ J. C. HEWITT.
Portland and New York Steamship Line.

STEAMERS

DIRIGO, FRANCONIA, and CHESAPEAKE.

SEMI-WEEKLY.

LEAVING PIER 38, E. R.,

Every Wednesday and Saturday, at 3 P. M.

PASSAGE, INCLUDING STATE-ROOM, $6.

MEALS EXTRA.

FREIGHT RECEIVED DAILY.

Apply at the Office on the Pier, or to

H. B. CROMWELL & CO.,

86 West Street.

Steam Passage and Freight Line

FOR

RONDOULT AND KINGSTON,

LANDING AT

Cozzens', Cornwall, Newburgh, Marlboro', Milton, Poughkeepsie, West Park, and Esopus.

THE STEAMERS

JAMES W. BALDWIN, - - Capt. J. H. Tremper,

Mondays, Wednesdays and Fridays,

THOMAS CORNELL, - - Capt. DAVID ABBEY, Jr.,

Tuesdays, Thursdays and Saturdays,

LEAVING NEW YORK FROM FOOT OF JAY STREET,

At 4 o'clock P. M.

RETURNING, LEAVE RONDOUT AT 6 P. M.

LANDING ON WAY DOWN SAME AS UP TRIPS.

Positively NO Freight received after 3½ P. M.

For freight or passage, apply on board, or to

ROMER & TREMPER AND THOMAS CORNELL,

H. P. FARRINGTON, Ag't,

Rondout.

41 Jay Street, N. Y.
COMMERCIAL STEAMBOAT CO.'S LINE

OF

SCREW STEAMERS.

OUTSIDE LINE BETWEEN

BALTIMORE AND NEW YORK,

STEAMSHIPS

Kingfisher, Sea Gull, Falcon, and Patapsco,

From Pier II, North River.

FREIGHT TAKEN AT REDUCED RATES.

For information, apply to

J. B. SMULL, General Agent,

Pier II, North River, New York.

MERCHANTS' DESPATCH PROPELLER LINE, FOR

PHILADELPHIA,

Via Delaware and Raritan Canal.

PROPELLERS LEAVE PIER 10, NORTH RIVER, N.Y.,

Daily, at 12 o'clock, Noon.

THROUGH IN 24 HOURS.

AGENTS:

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WM. M. BAIRD & CO., 132 South Delaware Ave., Phila.
EXPRESS COMPANIES.

Adams Express Company,

EXPRESS FORWARDERS TO ALL POINTS
EAST, WEST, SOUTH AND SOUTHWEST.

PRINCIPAL OFFICE,

No. 59 BROADWAY, New York.

The Harnden Express,

PRINCIPAL OFFICE,

65 Broadway, New York,

DAILY FORWARD VALUABLES AND MERCHANDISE
TO AND FROM, AND COLLECT DRAFTS, BILLS,
&c., (WITH OR WITHOUT GOODS), IN
THE EAST, WEST AND SOUTH.

Their Expresses Close for

BOSTON, PROVIDENCE & THE EAST, 4:30 P.M.

Via Stonington (Mail Route).

INLAND EXPRESS, AT 5:30 P.M., BY SHORE LINE
RAILROAD. FOR PHILADELPHIA, BALTIMORE,
WASHINGTON AND THE WEST, AT 4:30.
The American Express Co.,

EXPRESS FORWARDERS,

Daily Express from New York and Boston to the West, Northwest, Southwest and the Canadas, via the Hudson River Railroad, the New York Central, Lake Shore, Great Western, Grand Trunk, Michigan Central, Boston and Worcester, and Western Railroads, and connecting lines to Chicago, Milwaukie, La Crosse, St. Paul, St. Louis, St. Joseph, Cincinnati, Louisville, Kansas, Nebraska, &c.

HENRY WELLS, - - - President.
JOHN BUTTERFIELD, - - - Vice-President.
WILLIAM G. FARGO, - - - Secretary.
ALEX. HOLLAND, - - - Treasurer.

PRINCIPAL DEPOT,
122 and 124 Broadway, New York.

FREIGHT DEPOT,
61 HUDSON STREET, New York.

WELLS, FARGO & CO.'S

Express and Exchange Co.

PRINCIPAL OFFICES,

No 84 Broadway, - - - - New York.
Cor. Montgomery and California Sts., San Francisco.
39 and 40 Court Square, - - - - Boston.
607 Chestnut Street, - - - - Philadelphia.

178
United States Express Company.

PRINCIPAL OFFICE,
82 Broadway, New York.

BRANCH OFFICES,
291 Broadway, and 282 Canal Street, cor. Broadway.

Runs Five Expresses Daily, via Erie Railroad, Atlantic and Great Western and Lake Shore Railroads,
Making direct connection with all the different railroads throughout the West, Northwest, Southwest and Canada. Money, Valuables, and Freight of all kinds, forwarded in quick time, and at the lowest rates.
Each Express under charge of Special Messenger on Passenger Trains.

D. N. BARNEY, President.

C. A. DE WITT, General Superintendent East.
HENRY KIPP, General Superintendent West.

C. P. THAYER, Agent, New York.

NATIONAL EXPRESS COMPANY.

PRINCIPAL OFFICE,
65 BROADWAY, NEW YORK.

NEW YORK, TROY, MONTREAL,
AND INTERMEDIATE PLACES.

J. A. PULLEN,
MANAGER.
Kinsley & Co.’s Express,  
**EAST AND SOUTH.**
Principal Office, No. 72 Broadway.

**VALUABLE PARCELS,**  
Specie, Bank Notes and Merchandise,  
Forwarded East and South with Dispatch,  
AND AT LOWEST RATES.

**Notes, Drafts and Bills Collected,**  
AND PROMPT RETURNS.

**E. S. SANDFORD,** Superintendent,  
New York.

**OFFICES,**  
72 Broadway, New York; 11 State Street, Boston; 341 Chestnut Street, Philadelphia; 194 Thames Street, Newport, R. I.; 17 North Main Street, Fall River.

**THE**  
**NEW JERSEY EXPRESS**

**PRINCIPAL OFFICES,**

<table>
<thead>
<tr>
<th>Location</th>
<th>Office Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jersey City Ferry Building</td>
<td>- - - New York.</td>
</tr>
<tr>
<td>162 Market Street</td>
<td>- - - Newark.</td>
</tr>
<tr>
<td>320 Chestnut Street</td>
<td>- - - Philadelphia.</td>
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</table>

Elizabeth City, Rahway, New Brunswick, Princeton, Trenton, Bristol, Bordentown and Burlington.
HOPE EXPRESS COMPANY,

Principal Office, 162 Broadway,
Branch Office, 416 Broadway.

NEW YORK.

Forward daily, to and from New York, valuables and merchandise, and collect drafts, bills, &c. (with or without goods), in New Jersey, Pennsylvania and the West, via Central Railroad of New Jersey, Lehigh Valley, East Pennsylvania, Lebanon Valley, Cattawissa and Philadelphia and Erie Railroads, and all of the Western connections of Pennsylvania Central Railroad; also, via Delaware, Lackawanna and Western Lackawanna, and Bloomsburg and Lehigh and Susquehanna Railroads, &c.

Each Express under charge of Special Messenger, on Passenger Trains.

Will receive goods or orders to call for the same, at 162 or 416 Broadway.

A. D. HOPE,
Superintendent.

WESTCOTT EXPRESS COMPANY,

FOR THE DELIVERY OF

FREIGHT AND BAGGAGE,
OF EVERY DESCRIPTION.

FREIGHT FORWARDED TO

All Parts of the United States.

OFFICES IN NEW YORK:

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Harlem Railroad, 26th Street and 4th Avenue,
Hudson River Railroad, 29th Street and 9th Avenue,
Corner 6th Avenue and 42d Street.

BROOKLYN,

269 Washington Street, City Hall Square.
American-European Express,

IN CONNECTION WITH THE

"Globe Parcel Express," of Great Britain,
and "Overland Express," to India
and China,

No. 72 Broadway, N. Y.

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STAVELEY & STARR..................32 Dale Street, LIVERPOOL.
LHERBETTE, KANE & CO........11 Boulevard D'Ingouville, HAVRE.
LHERBETTE, KANE & CO........8 Place de la Bourse, PARIS.
JAMES R. MCDONALD & CO..................HAMBURG.
J. H. BACHMANN..........................BREMEN.
HINSHELWOOD & CO..................5 Eden Quay, DUBLIN.
J. HINSHELWOOD........17 Renfield Street, GLASGOW.
J. CONNELLY.........................Fish Street, CORK.
KELLER, WALLIS & POSTLETHWAITE.....SOUTHAMPTON.
L. DAMON, Apt................11 State Street, BOSTON.
H. L. LEAF, Apt........320 Chestnut Street, PHILADELPHIA.
JOHN Q. A. HERRING, Apt..........194 Baltimore Street, BALTIMORE.

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New Jersey Express,

VIA MORRIS & ESSEX RAILROAD.

No. 162 Broadway,

Branch, 616 Broadway.   NEW YORK.
J. C. HOADLEY & CO.,
Manufacturers of
Portable Steam Engines,

THREE TO THIRTY HORSE POWER.

These Machines received the highest prize (the large Gold Medal) at the Fair of the American Institute, New York, 1859, as the

"BEST PORTABLE ENGINE,"

And are widely and favorably known as combining, in a high degree, excellence of arrangement and construction, with lightness and moderate price. Well adapted to Railway purposes, for Station Engines and Repair Shops.
Descriptive Circulars, with prices and terms, sent on application.

Address,
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Lawrence, Mass.
N. & A. MIDDLETON,

COMBINED

SPIRAL CAR SPRING

MANUFACTURERS,

Manufacture Every Variety of

FREIGHT AND PASSENGER,

Bolster and Journal Springs,

BUFFER AND DRAW SPRINGS,

OFFICE AND FACTORY,

No. 945 Ridge Avenue,

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WM. SELLERS & CO.,
No. 1600 HAMILTON STREET,
PHILADELPHIA,
MACHINISTS', FOUNDER'S, SMITHS'
AND BOILER MAKERS'
TOOLS,
SHAFTING,
With Ball and Socket Bearings, and Double Cone Vise Couplings,
Admitting of the easiest possible adjustment.
A complete assortment of
PULLEY & WHEEL PATTERNS
From which Castings or Finished Work will be furnished.
RAILWAY EQUIPMENTS,
Turning & Transfer Tables,
AND PIVOT BRIDGES.

Sole Manufacturers and Licensees of
GIFFARD'S Injector,
FOR FEEDING BOILERS.

WILLIAM SELLERS.        JOHN SELLERS, Jr.
BORDENTOWN

MACHINE COMPANY,

Bordentown, New Jersey,

JAMES MOLYNEUX, SUPERINTENDENT,

Manufacturers of all kinds of

Marine and Stationary Engines,

SUGAR MILLS,

Sugar Estate Machinery, Boiler Work in all its branches, Light and Heavy Castings in Iron and Brass, Flour and Saw-Mill Gearing, Hydraulic and Mining Machinery, Shaping and Slotting Machines, Lathes, Planes, Shafting, &c.

Sole Manufacturers of James Molyneux's

PATENT ROTARY DREDGING MACHINE,

Which has a capacity of digging from 10 to 30 feet in depth, and from 100 to 1,000 cubic yards per hour. This Dredger is capable of digging in all kinds of clay or hard-pan; can saw through logs of from three to four feet over, remove any obstructions, and take the same from the bottom to the extent of any weight the vessel is capable of raising; also of

R. R. TAYLOR'S DOUBLE ACTING STEAM HAMMER,

Having a capacity of from one to five tons; and of

R. R. TAYLOR'S IMPROVED PUDDLING & OTHER FURNACES,

Which are constructed with a view to durability and economy.

They are also the Patentees of the Bordentown Machine Company's Patent Apparatus for Forcing Oil from Oil Wells. Patent dated April 4, 1864. Re-issued, October 5, 1864.

They are prepared to furnish this efficient and complete Apparatus for forcing Oil from Wells, together with Air Pumps of large capacity and of a very superior construction, capable of accomplishing double the work of ordinary pumps of the same dimensions, without requiring additional power to drive them.

Having come into possession of the Drawings and Patterns of the TRENTON LOCOMOTIVE AND MACHINE MANUFACTURING COMPANY, we are now prepared to take orders for the erection of Gas Works, Iron Bridges, and Iron Buildings of every description. Also manufacture

WRIGHT & MOLYNEUX'S PATENT SAW,

For cutting Ship and other Angular Timber.
CAST STEEL WORKS
OF
FRIED. KRUPP,
ESSEN, RHEINISH-PRUSSIA,
American Office, - - 28 PLATT Street, New York.

CAST STEEL RAILS,
PATENT CAST STEEL RAILWAY TIRES
Wheels, Axles, Springs, Crank Pins, &c.
BOILER PLATES,
ROLLER, DIE AND TOOL STEEL.
THOMAS PROSSER & SON,
Sole Representatives in America.

Lap-Welded Iron Boiler Tubes,
Drills, Rimer-Countersinks, Expanders, &c.,
STEEL WIRE AND WHALEBONE TUBE BRUSHES,
SPRING STEEL SCRAPERS,
Ferrules for Repairing Leaky Tubes,
Artesian, Oil and Salt Well Tubing,
BOILER IRON AND RIVETS.
THOMAS PROSSER & SON,
No. 28 Platt Street, New York.
EAGLE ANVIL.

Weighing about 10 lb. or over.

Price:

No. 1 2 3 4 5 6 7 8 9 10 11 12

$1 20 30 40 50 60 70 80 90 100

Prices per lb.

These Anvils are manufactured from the best quality of American iron, faced with the best English cast steel, and have been the result of the experience of the best English Wrought Anvils. They have been the best English Wrought Anvils. They prove better and give more satisfaction in using than the best English Wrought Anvils.

JOHN ASHCROFT, 50 John St., N. Y.
# EAGLE CHAIN VISES.

![Diagram of a vise](image)

<table>
<thead>
<tr>
<th>No.</th>
<th>Weight</th>
<th>Width of Jaw</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11 1/2 lbs</td>
<td>3 inches</td>
<td>$8.00</td>
</tr>
<tr>
<td>2</td>
<td>26 &quot;</td>
<td>3 1/2 &quot;</td>
<td>12.00</td>
</tr>
<tr>
<td>3</td>
<td>50 &quot;</td>
<td>4 1/2 &quot;</td>
<td>16.00</td>
</tr>
<tr>
<td>4</td>
<td>80 &quot;</td>
<td>5 &quot;</td>
<td>20.00</td>
</tr>
<tr>
<td>5</td>
<td>122 &quot;</td>
<td>6 &quot;</td>
<td>28.00</td>
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</table>

JOHN ASHCROFT,
50 JOHN STREET.
CHAPIN & TERRY,

(Successors to WILLIAM KIDD & CO.,)

No. 36 MILL STREET,

Charles H. Chapin, James Terry.

ROCHESTER, N. Y.

MANUFACTURERS OF

STEAM ENGINES

AND BOILERS,

RAILROAD CAR WHEELS,

MILL GEARING,

AND

MISCELLANEOUS CASTINGS, &c.

The Car Wheels made by us are manufactured with the greatest care, of the best Salisbury Iron, and for strength and durability cannot be surpassed.
NEW JERSEY

FELT WORKS,

Factory at Little Falls, New Jersey.

JOHN ASHCROFT, - - Treasurer and Agent,

Office, 50 John Street, New York.

BOILERS, CYLINDERS AND STEAM PIPES

FELTED AT THE SHORTEST NOTICE.

LOCOMOTIVE

BOILER SHEETING, CARPET AND PACKING

FELTING,

Constantly on hand.

Orders should be addressed to the Treasurer,

JOHN ASHCROFT,

No. 50 John Street, N. Y.
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MONITOR RATCHET DRILL,

Patented June 14, 1864.

This Ratchet Drill is offered to the public with the confident belief that it will prove superior to any in the market. As will be seen by an examination of the Tools, or a glance at the cut below, all the parts are simple, durable and easily replaced.

The screws are entirely protected from dust or injury from other causes, and by the peculiar arrangement of the inner screw (a) working in the outside barrel, (f) great strength and durability are obtained.

In the essential particulars of strength, durability and freedom from liability to injury of working parts by dust or dirt, this drill is the best tool of the kind ever made.

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<table>
<thead>
<tr>
<th>No.</th>
<th>Handle Size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10 inch</td>
<td>$10.50</td>
</tr>
<tr>
<td>2</td>
<td>12 inch</td>
<td>$13.50</td>
</tr>
<tr>
<td>3</td>
<td>15 inch</td>
<td>$16.00</td>
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<tr>
<td>4</td>
<td>17 inch</td>
<td>$9.00</td>
</tr>
<tr>
<td>5</td>
<td>20 inch</td>
<td>$23.00</td>
</tr>
</tbody>
</table>

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ADVANTAGES-
One of the Graham Balances takes the place of two of Salters'—each of the levers acting independently. A motion of the handle of the eccentric sets the safety valves at any required pressure. It is easily attached and should require no repairs during the lifetime of a locomotive.

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Price, $24 Each.
GRAHAM'S
PATENT LOCOMOTIVE SPRING BALANCE

DESCRIPTION.

(1) Represents the grooved upright, one on each side of the instrument, in which play (2) the levers on a round edge of less curvature than the grooves. These levers are held in place by (3) a cross-bar, also round-edged at the ends, which play in the same way in grooves on the tops of the levers. The cross-bar is held fast by an elliptic spring of five leaves, as shown in the cut, one end of which rests on the top of the cross-bar and the other on (6) an eccentric, to which is attached the handle, that being raised or lowered, sets the valves at a greater or less pressure indicated by a gauge on the cover. The whole is held in place by a bar and bolts through the bottom of the instrument. The levers have a forked end to hold the rods connecting with the safety valves, and the bottom of the instrument may be riveted to a stand fixed wherever most convenient to the engineer. It is usually placed inside the house, with the connecting rods running through the top. The instrument can be adapted to larger or smaller valves, by moving the cross-bar backward or forward in the grooves on the tops of the levers, as also by tightening or loosening the nuts which hold down the elliptic spring.
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Jacks, for Pressing on Car Wheels or Crank Pins, made to order.

DESCRIPTION.

This Jack or Press appears to the eye, when depressed, a simple cylinder,
and when elevated, one cylinder sliding within another. It is from two to
eight or more inches in diameter, according to the power desired, with
an enlarged head (attached to the inner cylinder, which is the ram), hav-
ing a socket for the reception of the lever by which the force pump is
worked. The ram, with its head, contains just so much fluid as is required
to fill the vacancy in the cylinder, caused by the raising of the ram in the
act of lifting; and when this is accomplished, the water is returned into its
original recess by the valve operated by a lever that works the pump. The
force-pump and valves are contained inside the ram.

The lever is detached, and may be put on at pleasure.

The ground-lifting attachment is a tube screwed into the lower side of
the head, and passing down to the bottom of the press, outside of the
cylinder, on the lower end of which is a claw that supports the weight to be
raised.

These presses are light, portable, and of easy application; a press to
raise four tons not weighing more than 50 lbs., and one to raise sixty tons,
200 lbs. They are all worked by the labor of one man, who is capable of
raising ten tons through a space of one foot, in one and a half minutes, or
sixty tons, the same distance, in ten minutes.
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Boiler Makers, Machinists

AND

IRON SHIP BUILDING.

The above cut represents one of these Hydraulic Punches, for punching Iron and other purposes, where a limited amount of movement and great power is required.

These Punches are simple in their construction, being without valves, or the force-pump in common use in all other Hydraulic Presses.

The Punch, represented by the above cut, is for punching through three-eighths inch boiler iron a hole five-eighths of an inch in diameter, and will, with one man to work it, do as much work as can be done by two men with a common hand screw punch, besides being applicable in many places where a screw punch cannot be used.

Dudgeon's

Hydraulic Pulling Jack.

These Hydraulic Pulling Jacks are for stretching rigging, testing chains and ropes, pulling stumps, hoisting heavy weights, &c., in engine rooms or other places, especially where there is but little room.

These Jacks differ from the others by their being extended when commencing to work, and then being pumped together. The force pump is attached to the side, and is worked by a lever, the same as the Hydraulic Jack.
I would respectfully call the attention of parties about to order Steam Hammers, to those I am manufacturing. The improvement over those in general use is, a wider range of capacity, less pieces, and, consequently, not so liable to get out of order; they are so arranged that there is no possibility of the Ram tearing off the Cylinder Cover, as is the case with most Hammers, where you lose control of it. The Rams are all made of wrought iron with wrought iron steel-faced dies (on the smaller sizes). The dies on all are dovetailed, so that they can be changed with but little trouble, and there has been no pains spared to make them as durable a tool as possible. I make, at present, 4 sizes; the smallest will forge any size up to 8 in.; the second up to 12 in.; the 3d up to 14 in., and the 4th to 24 in.; they can be worked with 50 lbs. of steam very rapidly, and are easily controlled. For their effectiveness and durability I would refer to the following parties, who have been using them from six months to two years:

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There are a number of others running, but I prefer referring to these, as having been the longest in use. Any further information that may be desired will be cheerfully given, and all orders, by letter or otherwise, will receive prompt attention from the subscriber.

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