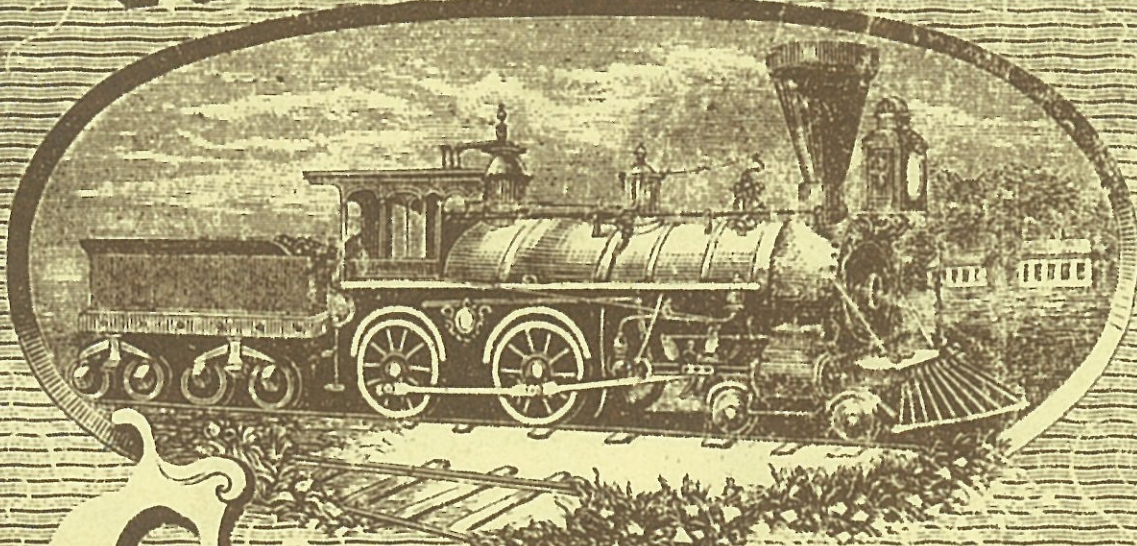


JUNE

1868.

TRAVELERS  
OFFICIAL  
RAILWAY



GUIDE  
OF THE  
UNITED STATES  
and  
CANADA.

FORBES DEL N.Y.

G.W. ARNOLD SC. N.Y.

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TRAVELERS'  
OFFICIAL RAILWAY GUIDE,

FOR THE  
UNITED STATES AND CANADA,

CONTAINING  
RAILWAY TIME SCHEDULES,

CONNECTIONS AND DISTANCES,

Ocean & Inland Steam Navigation Routes,

ALSO

MAPS OF PRINCIPAL LINES & LISTS OF GENERAL OFFICERS,

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

---

COMPILED AND EDITED BY

EDWARD VERNON,

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

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OFFICE, 644 and 646 BROADWAY, NEW YORK.

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**TIME TABLES HAVE BEEN RECEIVED FROM THE FOLLOWING ROADS:**

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## Editorial Notice.

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

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

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

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

EDWD. VERNON, Editor.

### The "Only Railway Guide."

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

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

# OFFICIAL RAILWAY TIME TABLES,

WITH

## Officers, Stations and Distances.

### 1. NOVA SCOTIA RAILWAY.

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

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

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

### 2. WINDSOR BRANCH.

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

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