RAILROADS.

CENTRAL OHIO RAILROAD.

Summer Arrangement---Change of Time.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

ON and after Monday, June 18th, 1855, Trains will run as follows:

	GOING EAST.		
	Express Train.	*Mail Train.*	*Night Train.*
Leave.			
Columbus	10:00 A. M.	3:30 P. M.	11:20 P. M.
Newark	11:10 "	4:45 "	12:50 A. M.
Zanesville	12:20 P. M.	6:00 "	2:12 "
Cambridge	12:58 "	6:44 "	3:01 "
Concord	1:20 "	7:08 "	3:26 "
Cumberland	2:37 "	8:25 "	4:48 "
Barnesville	3:27 "	9:15 "	5:44 "
Belmont	3:44 "	9:31 "	6:14 "
Arrive Bellair	3:50 "	arr. 9:40 "	arr. 6:45 "

GOING WEST.

Leave.	*Express Train.*	*Mail Train.*	*Night Train.*
Bellair	9:45 A. M.	6:15 A. M.	6:00 P. M.
Belmont	9:51 "	6:33 "	7:05 "
Barnesville	10:32 "	6:45 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M	8:26 "	9:25 "
Zanesville	1:10 "	9:30 "	10:20 "
Newark	2:08 "	10:27 "	11:30 "
Arrive Columbus	3:20 "	12:15 P. M.	1:20 A. M.

The Express Train going East will stop to take up or leave passengers at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville, and Belmont only. Going West will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail is to be received, or delivered, and at all other Stations on notice being given. The Night Train will stop at all Stations on proper notice being given.

GOING EAST.

The 10.30 A. M. Express Train, connects at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; and at Wheeling with Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, and taking the 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 5.15 P. M., and leave by 10.00 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 3 P. M., next day.

The 11.10 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.30 P. M., and arrives at Bellair at 6.15 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains run by this route, and Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5.15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with Train from Sandusky, Mansfield and Mt. Vernon, and Chicago and Mount Vernon; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, and Dayton and via Urbana.

The 9.45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3.20 P. M., and connects with trains going South and West arriving in Cincinnati at 7 P. M.

The 6.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855---jn21

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS FOREST CITY AND DIURNAL, *VIA WELLSVILLE*,

AND

Ohio and Pennsylvania Railroad, VIA ALLIANCE.

THE shortest, quickest and most reliable route to Toledo, Chicago, Rock Island, Galena, and St. Louis, is VIA CLEVELAND.

This route is One Hundred miles shorter and almost time and a half quicker than the circuitous one via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

Two to Cleveland six hours, Chicago twenty-three hours, and St. Louis thirty-seven hours.

VIA ALLIANCE.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 3.00, A. M., 8.00, A. M. and 8.00, P. M., connect at Alliance at 6.05 A. M., 11.45 A. M., and 6.30 P. M., as follows:

Trains for Cleveland leave Alliance at 7.30, A. M., and 12.00 M., and 6.35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10.05 A. M., 2.30 P. M., and 9 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without a sleeping car, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.30 P. M., as that is the only train by which close connections are made through to the above point. Passengers by this train reach Chicago at 7.30 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The Steamers Forest City and Diurnal will leave the Monongahela wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the train leaving Wellsville at 4.30 P. M., and arriving at Cleveland at 9.00 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 6.00 A. M., connecting at Hanover with Express Train arriving in Cleveland at 2.30 P. M.

Trains from Wellsville and Cleveland connect at Bayard for Carrollton, Waynesburg, Bower, and New Philadelphia.

☞ Tickets for Cleveland, Chicago and the Northwest, via Wellsville, are sold at less rates than via Alliance.

The Train from Cleveland to Toledo and Chicago, run as follows: Leave Cleveland at 7.30 and 2.30 A. M., and 6.25 P. M.; arrive at Chicago at 11.00 P. M., 7.00 A. M., and 6.00 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: For Rock Island at 9.00 A. M., and 11.00 P. M. For St. Louis at 9.15 A. M., and 10.05 P. M.

Passengers for Rock Island and Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by Steamboat (23 miles) to St. Louis. Passengers by the 9.15 A. M. Train arrive in St. Louis at 11.20 same evening, and by the 10.05, P. M., Train, at noon next day.

Baggage checked through to Cleveland, and there rechecked for Chicago and St. Louis.

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	*2d cl's.*		*1st class.*	*2d cl's.*
To Alliance	$2 50		To La Salle	$16 00	$12 00
" Cuyahoga	4 00		" Rock Island	18 00	14 00
" Toledo	6 50		" Galena	15 15	14 00
" Chicago	15 00	$10 50	" Springfield	13 70	10 00
" Bloomington	16 00	14 40	" Burlington	21 00	
" St. Louis	21 00	16 50			

Passengers are required to procure their tickets at the office of the Company, in Monongahela House, below the corner.

J. DURAND, Sup't Cleveland.
J. A. CAUGHEY, A'g't, Pittsburgh.

jn18ds

1855. AIR LINE ROUTE 1855.

mch3

CHICAGO TO ST. LOUIS

VIA CHICAGO, ALTON AND ST. LOUIS

RAIL ROAD,

Formerly the Chicago and Mississippi.

Carrying the Great American Express and U. S. Mails.

THE Only Direct and Reliable Route to the South and South-West---Seventy Miles Shorter than any other Route.

TWO THROUGH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

Leaves	*Chicago*	*St. Louis*
St. Louis Day Express	9.15 A. M.	12.30 A. M.
St. Louis Night Express	10.00 P. M.	5.00 P. M.

Trains run directly through without change of cars or baggage.

Fears Chicago to St. Louis in 18½ hours.

IMPORTANT CONNECTIONS---At Joliet, with the Rock Island Railroad for Ottawa, La Salle, Rock Island and Central Iowa.

At Bloomington, with Illinois Central Railroad for Cincinnati, Wayneville and Decatur, and with Shawneetown Railroad.

At Springfield, with Great Western Railroad for Jacksonville and Illinois River.

At Alton, with Daily Line of Packets for Hannibal, Quincy and Keokuk; the most expeditious and reliable route to all portions of North-western Iowa.

At St. Louis, with Daily First-class Steamers for New Orleans and intermediate points on the Lower Mississippi, and with Regular Lines of Packets for Keokuk, Galena, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

E. P. MORGAN, Supt., Bloomington, Ill.

L. DARLING, Agent, Chicago, Ill.

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from DUBUQUE to CAIRO.

CHICAGO to CAIRO.

This Road, in conjunction with Trains of the Ohio and Mississippi R. R. and Chicago and Galena Railroad, forms the most direct and only continuous R. R. route from

CHICAGO to ST. LOUIS,
CHICAGO to CAIRO,
CHICAGO to DUBUQUE.

Trains leave Chicago as follows:

10 A. M. and 10.30 P. M.---ST. LOUIS AND CAIRO EXPRESS. Passengers for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

9.35 A. M. and 4.10 P. M.---DUBUQUE AND GALENA EXPRESS, connecting at Dunleith (opposite Dubuque) with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river cities.

Trains leave Cairo for Chicago and Dubuque at 7.50 A. M. and 7.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 100 miles of tedious and uncertain river navigation from Cairo to St. Louis, and arrive fifteen hours in advance of the river route, by taking the cars at Cairo.

Tickets to St. Louis, Cairo, Dubuque, St. Paul, and all important places by this route, can be had at the office of the O. & P. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

R. B. MASON, Supt.

jn21

PITTSBURGH AND CONNELLSVILLE

RAILROAD

Open from West Newton, Westmoreland County, to Miltenburg Station, Fayette County.

THE FIRST STEAMER CLARA FISHER having been chartered by the P. & C. R. R. Co., will leave Pittsburgh every evening at half-past four o'clock precisely, for West Newton, connecting there with the Trains of the Pittsburgh and Connellsville Railroad, which will run between the above points until further notice, as follows:

Leave West Newton at 6.30 A. M., stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Miltenburg at 6.35 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Pittsburgh at 4.30 P. M., will reach Miltenburg at 6.35 A. M., stop at all way stations, and arrive at West Newton at 8.30 A. M.; connecting with the steamer CLARA FISHER for Pittsburgh; reaching Pittsburgh at noon.

Second Train will leave West Newton at 12 o'clock for Miltenburg, and returning, will leave Miltenburg at 6 P. M., stopping at all way stations.

Fare from Pittsburgh to Miltenburg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Miltenburg Station.

Freight will be transported each way daily. For rates apply to D. W. CALDWELL, Esq., Assistant Superintendent, West Newton; or to W. THOMPSON, Freight Agent, on the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855. {je21}

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN!

THROUGH

Northern Illinois to the Mississippi River,

IOWA, MISSOURI,

KANSAS AND NEBRASKA.

All Railroad to the Mississippi.

Chicago, Burlington and Quincy

RAIL ROAD

FORMERLY THE CHICAGO AND AURORA & CENT. MILITARY TRACT R. R. IS NOW COMPLETED.

And Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to BURLINGTON, QUINCY, KEOKUK, DESCATINE, OQUAWKA, WAPELLO, FORT EDWARD, DES MOINES, COUNCIL BLUFF, &c., and the only RAILROAD Route from CHICAGO TO ST. LOUIS, BLOOMINGTON, CLINTON, DECATUR, CAIRO, SPRINGFIELD, JACKSONVILLE, NAPLES, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

All Trains on the above Line leave Chicago on the arrival of Trains from the East---avoiding all laying over at any of the points.

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri---making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the countersunk Rail, the smoothest riding and best Railroad in the West---well stocked with the most modern Locomotives and elegant new Cars.

☞ By this route passengers are sure of making connections, and arriving at St. Louis on advertised time, avoiding the vexatious delay of fogs and ice, and dangers of navigation, as on the route by Alton.

Baggage checked direct through from Chicago, and no charge for handling at any point.

THROUGH TICKETS by this route can be purchased at all the Railroad Offices in the East; at the Office of the Company, corner of Clark and Lake streets, in the Granite Building; at the Depot of the Galena R. R., and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Sup't.
C. E. FOLLETT,
GEO. H. CROSBY, Ass't Gen'l Agt., Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. mh19

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. This road also connects at Pittsburgh with daily line of steamers to all parts on the Western Rivers, at Cleveland and Sandusky with steamers to all ports on the North-western Lakes; making the most *direct, cheapest and reliable route* for the transportation of *Merchandise* to and from the *Great West*.

RATES BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS.---Boots, Shoes, Dry Goods, (in boxes,) Furs, Feathers, &c..... 75c. per 100lbs.

SECOND CLASS.---Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c..... 65c. per 100lbs.

THIRD CLASS.---Anvils, Iron, Castings, Bacon and Pork, (in bulk,) Hemp, &c..... 50c. per 100lbs.

FOURTH CLASS.---Coal, Flour, Grain, Lard and Lard Oil, (in bbls.,) Salt, Whiskey, &c..... 40c. per 100lbs.

☞ In shipping Goods from any point East of Philadelphia, be particular to mark package "via Pennsylvania Railroad." All Goods consigned to the Agent of the Company at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS---Moses Potter, Boston; J. L. Elliott, N. Y.; J. Snyder, Philadelphia; Magraw & Keene, Baltimore; Geo. C. Francisco, Pittsburgh; Thompson & Co., Cincinnati; ISAAC H. SOUTHWICK, Sup't.

Zanesville, June 18, 1855---je21

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J. A. CAUGHEY, A'g't, Pittsburgh.

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CHICAGO to DUBUQUE.

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R. B. MASON, Supt.

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OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855. {je21}

HOTELS.

MANSION HOUSE,

GEORGE AURENTZ, PROPRIETOR,

No. 344 LIBERTY STREET, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The Proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. There is attached a splendid STABLE and extensive WAGON YARD, affording ample accommodation to travelers and teamsters. His Larder and Bar will be furnished with the best the market can afford. feb1-y

ST. CLAIR HOTEL,

Corner of Penn and St. Clair streets, Pittsburgh, Pa.

THE undersigned, formerly of "Brown's Hotel," having taken this large and commodious HOTEL, and having refitted it in magnificent style, would respectfully invite his friends and the traveling public to give him a call. Assured, with the convenience of the house and his long experience in the business, he can give entire satisfaction, and his charges moderate.

feb22 WM. C. CONNELLY.

RILEY'S HOTEL:

CORNER FOURTH AND GRANT STREETS,

PITTSBURGH, PA.

my20-y E. RILEY, Proprietor.

GOOD INTENT HOUSE,

CORNER of LIBERTY AND GRANT STREETS, near the Railroad Depot.

jan12-y JAMES SHANNON, Proprietor.

OWSTON'S.

WAVERLEY HOUSE, 20 South Eighth street, between Chestnut and Walnut, Philadelphia. jan20-y

THE UNION.

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle.) Proprietor. [eu29-y

GASKILL HOUSE,

CORNER OF MAIN AND SOUTH STS., WARREN, O.

THE Proprietor takes pleasure in announcing to the public that this new and elegant Hotel has been opened for the reception of visitors. Being commodious and roomy, and adjoining the office of the Ohio Stage Company, it offers inducements unsurpassed in Warren for the accommodation of the traveling community.

A share of public patronage is respectfully solicited.

aug7 M. GASKILL.

FRANKLIN HOUSE,

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

jy19-y3m

McMILLAN HOUSE,

JOHNSTOWN, PENN'A.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable as well as elegant style, is now prepared to receive guests, and give ample satisfaction. A share of the public patronage is respectfully solicited.

jan8-ly JAMES DOWNEY.

HARE'S HOTEL,

(Late Farmer's Exchange,)

NO. 132 LIBERTY STREET, between Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

This Hotel is entirely new, having just been completed and is replete for the accommodation of the public. [sep15

FRANKLIN HOUSE, Cleveland, Ohio.

PATRICK & SON, PROPRIETORS.---This House has undergone thorough and extensive repairs, alterations, and additions of new furniture, etc., and the proprietors pledge themselves that nothing shall be wanting on their part to render it equal to any hotel where all the comforts of a first-class hotel can be found.

O. PATRICK & SON.

jy7-ly

FLORENCE HOTEL,

No. 404 BROADWAY, NEW YORK.

(CONDUCTED ON THE EUROPEAN PLAN.)

REUBEN LOVEJOY, PROPRIETOR.

oct3-ly

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR,

Fourth street, between Wood and Smithfield.

THIS popular establishment has been leased by the subscriber, and completely renovated.

He is at all hours prepared to furnish

Meals at which can be found in the best regulated restaurants in the States. His spacious Bar will always be supplied with the very best Liquors. Game of every description, in its season, can always be found at Wilkins Hall. [sep7

W. C. GALLAGHER.

BANK EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE Subscribers beg leave to inform their friends and the public generally, that they have leased the above well known Restaurant, which has just been thoroughly renovated, repaired and re-furnished, and now open. The proprietors have spared no expense to make the Bank Exchange a comfortable resort, as well for the epicure as the business man. The larder will at all times be stocked with the delicacies of the season, and served up under the auspices of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEIER,
jan13-ly G. H. SCHNEIDER.

BELVIDERE RESTAURANT,

WOOD STREET, BET. WATER AND FIRST STREETS.

THE Undersigned has just purchased the above Restaurant, and at all times to serve his friends with the best of the season, in the way of edibles. Irish Whisky Punches may be had at all hours.

JOHN SAVAGE, Proprietor.

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE. ☜

No. 40, Fifth Street, between Wood and Market.

jan19-ly PITTSBURGH.

CRYSTAL PALACE,

No. 18 Market street.

C. C. SERLY,

RESPECTFULLY informs his friends and the public in general, that he has just started the above place for the sale of OYSTERS in every style of COOKING OYSTERS and everything else in the eating line. Oysters in the shell constantly on hand. Ale and Porter of the best of everything that the market will afford. House always open until 12 o'clock in the morning.

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His Bill of Fare cannot be surpassed, and he would respectfully invite the attention of the public to it.

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Silver Patent Lever Watches.....$10 to $15,00
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Gente Brandy, (very fine.) Hock,
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Table do Schnapps.
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Table do Rutherford's Scotch Ale,
Cooking do Barclay's London Porter,
Beerwing Port, Wild Cherry Brandy,
Pure Juice do Absinthe,
Ordinary do Anisette,
St. Julien Claret, Curacoa,
Malaga Dry, Sardines,
Do Sweet, Maple and Java,
Champagnes, Young Hyo. and Black Teas,
Anchor, English Bronzon Cheese,
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Heidsieck, various brands,
Together [with all other articles connected with the business. Old Monongahela Whisky, of all grades.

Bourbon,

Rectified Whisky,

Peach and Apple Brandy,

Holland Gin,

Scotch and Irish Whisky,

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Port Wine,

Sherry Wine,

Madeira Wine,

Claret Wine,

Champagne Wine,

Hock Wine,

Lisbon Wine,

Malaga Wine,

Scuppernong Wine,

Catawba Wine,

Ginger Wine,

Blackberry Wine,

Currant Wine,

Cherry Wine,

Raspberry Wine,

Strawberry Wine,

Gooseberry Wine,

Quince Wine,

Peach Wine,

Apple Wine,

Pear Wine,

Plum Wine,

Grape Wine,

Lemon Wine,

Orange Wine,

Lime Juice,

Sweet Oil,

Olive Oil,

Castor Oil,

Linseed Oil,

Lard Oil,

Sperm Oil,

Tanner's Oil,

Neat's Foot Oil,

Whale Oil,

Fish Oil,

Porpoise Oil,

Shark Oil,

Seal Oil,

Menhaden Oil,

Cod Liver Oil,

Extract Logwood,

Extract Fustic,

Extract Indigo,

Extract Camwood,

Extract Madder,

Extract Sumac,

Extract Hemlock,

Extract Nutgall,

Extract Quercitron,

Extract Dyewood,

Extract Redwood,

Extract Barwood,

Extract Sapanwood,

Extract Brazilwood,

Extract Bloodwood,

Extract Peachwood,

Extract Camphor,

Extract Gum Arabic,

Extract Gum Shellac,

Extract Gum Copal,

Extract Gum Tragacanth,

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Extract Gum Guaiac,

Extract Gum Kino,

Extract Gum Asafœtida,

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Extract Gum Olibanum,

Extract Gum Sandarac,

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