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 15th, 1855, Trains will run as follows:

	GOING EAST.		
	Express Train.	*Mail Train.*	*Night Train*
Leave.			
Columbus	10:00 A. M.	3:30 P. M.	11:30 P. M.
Newark	11:10 "	4:45 "	12:50 A. M.
Zanesville	12:29 P. M.	6:00 "	2:12 "
Concord	12:53 "	6:44 "	3:01 "
Cambridge	1:29 "	7:08 "	3:36 "
Barnesville	2:23 "	8:25 "	4:48 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:30 "	arr. 9:45 "	arr. 6:15 "
	GOING WEST.		
	Express Train.	*Mail Train.*	*Night Train*
Leave.			
Bellair	9:45 A. M.	5:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:16 "	7:05 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:26 "
Zanesville	1:10 "	9:20 "	10:20 "
Newark	2:08 "	10:37 "	11:50 "
Arrive Columbus	3:30 "	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 10:00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 8 A. M. and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; at Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

The 3:30 P. M. Train will connect at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mans8.-ld 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 9:15 P. M., and Baltimore at 7 A. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M., next day.

The 1:20 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 Cincinnati by the Sunday Train, will take the Accommodation Train for Cumberland, stop 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 trains to and from Sandusky, Mansfield and Mt. Vernon, and at Zanesville with Steubenville and Indiana Railroad; and with Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

The 9:45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3:30 P. M., and connects with trains going South and West and reaching Cincinnati at 7 P. M.

The 6:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855—[jel]

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 ports on the Western Rivers, and at Harrisburg and Philadelphia with steamers to all ports on the North-western Lakes, making the most *direct, cheapest and reliable route* by which FREIGHT can be forwarded 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.—.....	60c. per 100lbs.
THIRD CLASS.—Anvils, Bagging, Bacon, and Pork, (in bulk,) Hemp, &c.—.....	50c. per 100lbs.
FOURTH CLASS.—Coffee, Flax, Bacon, and Pork, (packed,) Lard and Lard Oil—.....	40c. per 100lbs.

☞ In shipping Goods from any point East of Philadelphia, be particular to mark "*Goods Forwarded via Pennsylvania Railroad.*" All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS.—Moses Potter, Boston; J. L. Elliott, N. Y.; E. S. Sparks, Philadelphia; Lewis, Reoux, Jacobs, Hagemore; Geo. C. Francisus, Pittsburgh; Shrigeman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Melntosh, Madison, Ind.; Ratcliff & Lowe, Alton, Ills.; J. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. LOMBAERT,
Superintendent, Altoona, Pa.

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Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 20, 1855, the Mail Train leaves Steubenville daily, (Sundays excepted,) at 7 o'clock, A. M., and arrive at Newark at 1:50 o'clock, P. M., connecting with trains for

Columbus,	Sandusky,	
Indianapolis,	Chicago,	
Cincinnati,	Lasalle,	
Mount Vernon,	Rock Island.	
Toledo,	Saint Louis.	

Reach Cincinnati at 8:20 same evening.

RETURNING

Leaves Newark at 11 o'clock, M., and arrives at Steubenville at 7:10 P. M. Passengers by this train leave Cincinnati at 6 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted,) at 4:30 P. M., and arrives at Cadiz at 6:35 P. M.

RETURNING.

Leaves Cadiz at 7:37 A. M., and arrives at Steubenville at 10:05 A. M.

For further information apply to JAMES COLLINS & CO., Freight and Passenger Agents, Nos. 114 and 115 Water street, Pittsburgh.

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
E. W. WOODWARD,
Superintendent.

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1855. **AIR LINE ROUTE** 1855.

FROM

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.	*Arrives St. Louis*
St. Louis Day Express	9:15 A M	12:50 A. M.
St. Louis Night Express	4:45 P. M.	8:20 A. M.

Trains run directly through without change of cars or baggage.

Time, Chicago to St. Louis in 15½ 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 Clinton, Waynesville and Decatur, and with Stages for Peoria.

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 Kansas, St. Joseph, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

R. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [ap7]

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

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

AND

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 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 7:30 A. M. and 7:00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 160 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.

jan

R. B. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE

RAILROAD

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

THE FAST 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 5:30 A. M.; stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Miltenburg at 8:30 o'clock. Returning, leave Miltenburg at 6:30 A. M.; stop at all way stations, and arrive at West Newton at 9:30; 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 H. WOLFORD, Esq., Assistant Superintendent, West Newton; or to W. THOMPSON, Freight Agent, on board the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855. [jy21]

Charlotte Blume,

MANUFACTURER AND DEALER in PIANO FORTES, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HAMBURG PIANOS; also, for Hallet, Davis & Co.'s BOSTON PIANOS, with and without Coleman's Æolian Attachment. [my3] No. 118 Wood street.

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 ALTON & 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, MONMOUTH, MISCATINE, OQUAWKA, WAPELLO, FORT DES MOINES, COUNCIL BLUFF, &c., and the only ALL 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.

Trains on the slave 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 CONTINUOUS Rail, the smoothest riding and best Railroad in the West—well stocked with the most modern low cut fires and elegant new Cars.

☞ By this route passengers are sure of making connections, and arriving at St. Louis on a reasonable time, avoiding the vexatious delay of logs 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 attention.

P. G. H. HAMMOND, Sup't.
C. E. FOLLETT,
Gen'l Ticket Ag't, Chicago.

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

100,000 COPIES!

STEAMBOAT DISASTERS ON THE WESTERN WATERS,

AND

STEAMBOAT DIRECTORY.—The undersigned have now in course of preparation a new and *complete edition* of the above work, which will be issued early in April; the book will contain over two hundred pages, illustrated in the best style, and neatly bound in a durable manner. IT WILL BE ONE OF THE MOST INTERESTING BOOKS EVER PUBLISHED, and will be a book that will be interesting to all classes of people. The STEAMBOAT DIRECTORY will contain a complete list and description of all the Steamboats now afloat on the Western and Southern waters. The length, build, name, owners, and number of each boat, with the names of the officers, name of the trade, with the trade regularly. Also, the names and residences of all the Pilots on the Western Waters, with the correct distances, and numerous other items of interest to the people on the Rivers. The book will contain the names of all the Steamboats that have been destroyed, with all the modern improvements introduced on the Western Waters, &c., &c. The Directory will also contain a complete list of all the respective Steamboat Inspectors, Clerks, Engineers, Pilots, Captains, Owners, &c., &c., on the several Rivers, with their residences, &c. The Directory will also contain a complete list of all the Steamboat Agents, Forwarding and Commission Merchants, Wholesale Grocers, Druggists, Boot and Shoe Merchants, Hotels, Taverns, &c., &c., in the principal towns and cities on the Western Waters, with their residences, &c., &c. The Directory will also contain a complete list of all the Steamboat Insurance Companies, with their agents, &c., &c. The Directory will be arranged together in the most concise manner, in regard to the numerous steamboats, &c., on the Western Waters, and will be a *complete reference* for all persons who have business with the Steamboat men. The Directory will contain the largest and most complete Steamboat Directory ever published, and will be a book that will be found of great value to all persons who have business with the Steamboat men. The Directory will be published in the best style, and neatly bound in a durable manner. IT WILL BE ONE OF THE MOST INTERESTING BOOKS EVER PUBLISHED, and will be a book that will be interesting to all classes of people. The STEAMBOAT DIRECTORY will contain a complete list and description of all the Steamboats now afloat on the Western and Southern waters. The length, build, name, owners, and number of each boat, with the names of the officers, name of the trade, with the trade regularly. Also, the names and residences of all the Pilots on the Western Waters, with the correct distances, also