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. Leave.	Mail Train. Leave.	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	12:05 P. M.	6:00 "	2:12 "
Concord	12:28 "	6:44 "	2:39 "
Cambridge	1:20 "	7:08 "	3:26 "
Barnesville	2:22 "	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. Leave.	Mail Train. Leave.	Night Train. Leave.
Bellair	9:45 A. M.	4:15 A. M.	6:00 P. M.
Belmont	10:31 "	5:15 "	7:05 "
Barnesville	10:52 "	5:43 "	7:40 "
Cambridge	11:56 "	6:54 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	1:10 "	9:20 "	10:30 "
Newark	2:08 "	10:37 "	11:50 "
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 10:00 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, 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 the 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 9:16 P. M., and leave by 10:30 P. 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 Chicago by the Evening Trains can, by this route, via 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 trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Monroeville; at Columbus with trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

The 9 45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 2:20 P. M., and on each 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 at 2:15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 13, 1855.—[je21]

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 Cleveland and Sandusky 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) Buns, Feathers, &c.	75c. per 100lbs.
SECOND CLASS—Books & Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.	50c. per 100lbs.
THIRD CLASS—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	40c. per 100lbs.
FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil	40c. per 100lbs.

☞ In shipping Goods from any point East of Philadelphia, be particular to mark packages *"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. J. Elliott, N. Y.; E. J. Sneeder, Philadelphia; Magrew & Rouse, Baltimore; Geo. C. Francisous, Pittsburgh; Ehringman & Brown, Cincinnati, Ohio; J. S. Monroe, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
J. J. LOMBARD,
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 arrives 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 12 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 4:05 P. M., and arrives at Cadiz at 5:35 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 116 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

RAILROAD,

Formerly the Chicago and Mississippi.

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

THIS 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 at St. Louis.
St. Louis Day Express	9.15 A. M.	12.30 A. M.
St. Louis Night Express	10.00 P. M.	2.40 P. M.

Trains run directly through without change of cars or baggage.

Mean 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 route, and only route to all portions of North-eastern Missouri.

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 10.30 P. M.—ST. LOUIS AND CAIRO EXPRESS. Pass Junction for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoval, 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 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 190 miles of tedious and uncertain river navigation from Cairo to St. Louis, and save 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.

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R. B. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE

RAILROAD

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

THE FAST STEAMER CLARA FISHER having been chartered by the P. & C. R. R. Co., will leave Pittsburgh every morning 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 Fort Royal, Smith's Mill, Jacob's Creek and Layton; reaching Miltenburg at 8:30 o'clock. Returning, leave Miltenburg at 6:35 A. M.; stop at all way stations, and arrive at West Newton at 7:35; 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 board the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855 [je21

Charlotte Blume,

MANUFACTURER AND DEALER in PIANO FORTES, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HAMMAN PIANOS; also, for Ballet, Davis & Co's BOSTON PIANOS, with and without Coleman's Æolian Attachment. [my9] No. 116 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

RAILROAD

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, MUSCATINE, OQUAWKA, WAPELLO, FORT DES MOINES, COUNCIL BLUFF, &c., and the only ALL RAILROAD Route from CHICAGO TO ST. LOUIS, BLOOMINGTON, CLINTON, BECARDS, CAIRO, SPRINGFIELD, JACKSONVILLE, NAPLES, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

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 CONTINUOUS 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 ferry 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. E. FOLLETT,
Gen'l Ticket Ag't, Chicago.
C. G. HAMMOND, Sup't.
JAMES DOWNEY.

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

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

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 about nine hours quicker than the circuitous one via Indianapolis.

Two Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

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

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M., connect at Alliance with Trains for Cleveland.

Trains for Cleveland leave Alliance at 5.50 A. M., and 12.00 M., soon after at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 7 A. M. and 2.20 P. M., and both connecting with Trains for Toledo, Chicago and St. Louis at 7 A. M and 2 P. M.

The 3.00 P. M. Train from Pittsburgh makes no connection for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without detention, will find this the shortest route Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., as this is the only train by which close connections are made at or from Cleveland. Passengers leave Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., as