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 20 P. M.	6 00 "	2 12 "
Conway	12 58 "	6 44 "	3 01 "
Cambridge	1 30 "	7 08 "	3 26 "
Barnesville	2 07 "	8 25 "	4 18 "
Belmont	2 44 "	8 51 "	5 14 "
Arrive Bellair	3 20 "	arr 9 45 "	arr. 6 15 "
GOING WEST.	Express Train.	Mail Train.	Night Train.
Leave Bellair	9 15 A. M.	5 15 A. M.	6 00 P. M.
Belmont	9 51 "	6 15 "	7 05 "
Barnesville	10 31 "	6 41 "	7 40 "
Cambridge	11 56 "	7 30 "	9 25 "
Conway	12 22 P. M.	7 53 "	10 30 "
Zanesville	1 10 "	8 30 "	11 30 "
Newark	2 00 "	9 45 "	1 20 A. M.
Arrive Columbus	3 15 "	11 00 "	3 00 "

The Express Train goes East will stop at Newark, Zanesville, Concord, Cambridge, Conway, Barnesville, Belmont only.

Going West will stop only at the Stations where the Mail Train stops. Night Train will stop at all Stations on the road.

The Mail Train will connect at Columbus with the 3 P. M. Express Train which leaves Cincinnati at 6 A. M. with the Express Train 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 Cambridge for Steubenville and Pittsburgh and Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

At 9 P. M. Trains will connect at Columbus with the second Train from Cincinnati, at Newark with Sandusky, Mansfield and Newark Railroad, at Cambridge with Trains East for Baltimore and Ohio Railroad. Passengers leaving Sandusky and points beyond Cincinnati and points beyond Mansfield, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train will in Union City, Indiana, take the Mail Train at Columbus, and at Fort Wayne, at 9 o'clock P. M., and leave by 10:30 P. M. Night Train for Baltimore and Ohio Railroad, arrives at Bellair at 6 A. M. next day.

The 11:30 P. M. Train connects at Columbus with the Mail Train to Dayton, Richmond, Indianapolis and St. Louis, arrives at Bellair at 6:15 A. M. connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Baltimore by the Express Train can by this route reach Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season for the Mail Train. Otherwise will take the Accommodation Train for Cumberland, remain there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 3:15 A. M. Mail Train connects at Columbus with the Mail Train on the Indiana and Ohio Railroad; at Newark with Trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago on Monday; at Cambridge with the Express Train for Wheeling and Cincinnati; at Union City, Indiana, with Trains for Richmond, Indianapolis, Dayton, Indiana and Chicago, and Dayton and Michigan.

The 3:45 A. M. Express Train connects with the Express Train at Columbus, and arrives in Columbus at 5:20 P. M. Mail Train goes with Trains going South and West arriving in Columbus at 9 A. M.

The 9 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train for Cincinnati, leaving Columbus at 3 A. M., Dayton, Indiana, Richmond, Terre Haute, and St. Louis and Chicago.

J. H. DUKANT, Sup't. T. H. SOUTHWICK, Sept. Transportation.

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THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with the West, Northwestern and Southwestern States, by a continuous Railway direct. This road also connects Philadelphia with Pittsburgh, Harrisburg, Baltimore and Washington, and at Cleveland and Sandusky with similar lines running to the West, Northwest and Southwest. *A speedy and reliable route* is thus offered for passengers and freight by this *direct line.*

DISTANCE BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS, Express, Day Express,	354 miles,	$5 00
SECOND CLASS, Express, Day Express,	354 miles,	4 00
THIRD CLASS, Mail Train,	354 miles,	3 00
Way Freight,	354 miles,	2 50
Way Freight,	354 miles,	2 50
Way Freight,	354 miles,	2 50

Fare between Philadelphia and Harrisburg, $1 50, $1 25, $1 00 per 100lbs.

Fare between Philadelphia and Baltimore, $1 50, $1 25, $1 00 per 100lbs.

Fare between Philadelphia and Washington, $1 50, $1 25, $1 00 per 100lbs.

Fare between Philadelphia and Pittsburgh, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Cleveland and Sandusky, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Chicago, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Wheeling, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Cincinnati, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Louisville, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and St. Louis, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Cairo, $5 00, $4 00, $3 00 per 100lbs.

Fare between Philadelphia and Dubuque