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 16th, 1856, Trains will run as follows:

GOING EAST.	Express Train.	Mail Train.	Night Train.
Leave.			
Columbus	11.00 A. M.	3.30 P. M.	11.30 P. M.
Newark	11.40 "	4.45 "	12.50 A. M.
Zanesville	12.23 P. M	6.00 "	2.12 "
Cadwell	12.36 "	6.41 "	2.01 "
Cambridge	1.20 "	7.08 "	3.26 "
Barnesville	2.23 "	8.25 "	4.48 "
Belmont	2.44 "	8.51 "	5.11 "
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 "	6.15 "	7.08 "
Barnesville	10.52 "	6.43 "	7.40 "
Cambridge	11.56 "	8.01 "	9.00 "
Cadwell	12.17 P. M	8.30 "	9.25 "
Zanesville	1.10 "	9.30 "	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, Cadwell, Cambridge, Campbell's, Barnesville, and Belmont, only. Going West will stop only at the above named Stations and at Frazeysburg, Dresden, Stations where the Mail Train will stop, and at all the Stations where the Mail train is required, or delivered, and at all other Stations on the Road, going West. The Night Train will stop at all the Stations, going in both directions.

GOING EAST.

The 11.00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Train for and from Sandusky, Mansfield and Mt. Vernon, and with Train on the Steubenville and Indiana Railroad; at Bellair with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and East Liverpool.

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 Bellair with the 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 Indiana 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 leave by 10.30 P. M. train on Baltimore and Ohio Railroad, arriving in Baltimore at 6 P. M. next day.

The 11.30 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 Train can by this route, via Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train, or at Dayton, and take the Accommodation Train for Cumberland, sleep there, and resume by Express Train at Bellair or Baltimore and Eastern Cities.

GOING WEST.

The 6.15 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 the trains for Cincinnati, and with trains for Xenia, Springfield, Dayton, Piqua, 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 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 at 3.15 A. M., direct for Cincinnati, Xenia, Springfield, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1856—jy21

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS ECLIPSE AND ROSALIE, Ohio and Pennsylvania Railroad.

VIA WELLSVILLE AND 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 circuit by the Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Pittsburgh.

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

On and after Monday, September 22, 1856, the trains on this road will run as follows:

VIA ALLIANCE.

The Trains of the Ohio and Penna Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M., and 2.00 P. M. connect at Alliance at 5.00 A. M., 11.50 A. M., and 5 P. M., as follows:

Trains for Cleveland leave Alliance at 5.20 A. M., and 6.35 P. M., connecting at Hudson with Trains for Akron Falls and Akron, and arriving in Cleveland at 10.25 A. M., 2.10 P. M. and 8.00 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the Northwest, will take the morning Train at 10 A. M., and arriving in Cleveland at 2.20 P. M., in time to catch the Night Express Train for Chicago at 7.30 that morning, and St. Louis at midnight.

VIA WELLSVILLE.

The steamers Eclipse and Rosalie will leave the Monongahela wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the train leaving Wellsville at 4 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 6.30 P. M., connecting at Beaver with Express Train, arriving in Cleveland at 1 to P. M.

Trains from Wellsville connecting at Bayard for Carrollton, Waynesburg, Dover and New Philadelphia.

☞ Tickets for Cleveland, Chicago and the North West via Wellsville, are sold at $1 less than via Alliance.

The Trains from Cleveland to Toledo are as follows:—Leave Cleveland at 6.10 A. M., 2.45 P. M., 7.05 P. M. Arrive at Chicago 8.30 P. M., 7.40 A. M., 7.30 P. M.

Trains leave Chicago for Rock Island and St Louis at 9 P. M. and 8 A. M. Leave Rock Island at 9.00 A. M. and 11.00 P. M. Leave St. Louis 10 A. M. and 11.45 P. M.

Passengers for St. Louis go over Rock Island Railroad; for Rock Island via Chicago or Peoria, and for Galena, via Aurora and Dixon; for Chicago by steamboat 32 miles, or by Rail 60 miles. Passengers to the 9.15 A. M. Train arrive at St. Louis 12.20 same evening, and by the 10.00 P. M. Train at noon next day.

Baggage checked through to St. Louis, Rock Island, and Chicago, and there checked for Chicago and Rock Island.

FARE VIA ALLIANCE AND CLEVELAND.

	Through Tickets		Through Tickets
To Alliance	$2.50	To La Salle	$16.00
Cleveland	4.00	Rock Island	15.00
Toledo	6.00	Galena	14.25
Chicago	11.00	Springfield	18.75
Bloomington	16.00	Burlington	19.00
St. Louis	21.00		

Passengers are required to procure their tickets at the Office of the Company, in the Monongahela House, Third floor, back of the office.

J. H. GRAND, Supt. Cleveland.
J. A. CAUGHEY, Ag't, Pittsburgh.

Great American and U. S. Express & Mail Route.

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724 MILES OF DISTANCE SAVED,

And Two Changes of Cars and Baggage Avoided.

AIR LINE ROUTE

BETWEEN

CHICAGO AND ST. LOUIS:

Via CHICAGO, ALTON & ST. LOUIS

RAILROAD.

Formerly Chicago & Mississippi.

CHICAGO TO ST. LOUIS IN 15½ HOURS—Trains leave the Illinois Central Depot, foot of Water street, St. Louis Day Express daily, (Sundays excepted,) 7.15 A. M. St Louis Night Express daily, Sundays excepted, 9.30 P. M. St Louis Freight & Emigrant daily, Sunday exc. 6.30 A. M. *Baggage checked through to St Louis*

Trains run direct through to Alton, (25 miles,) without change of cars or baggage, and cross the Mississippi Company's splendid steamers *Winchester* and *Reindeer*, running in exclusive connection with Passenger Trains from Alton to St. Louis, (25 miles,) without change of cars or boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with Bathr and spacious Washrooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad traveling, and reaching St. Louis refreshed from the effects of a long ride.

To *Kansas and Nebraska* this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all points on the Mississippi, Missouri, Kansas, Cumberland and Tennessee rivers, will note the important saving in distance, being *ninety-two* miles less to St. Louis, thirty-seven miles less to Bloomington, and fifty-eight miles less to Springfield than by any other route.

Through Tickets over this route can be procured at the various R. R. Ticket Offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at all Through Ticket Offices throughout the States, and in Chicago at the Company's Office, No. 63 Dearborn street, opposite the Tremont House—and at the Depot of the Illinois Central Railroad, foot of Water Street.

Responsible Baggage Men will always be at the Depots of the various Roads going into Chicago, to Check Baggage through to any point desired on the line.

H. P. MORGAN, Jr., Superintendent
H. J. D. SCHOEMAKER HORN,
Gen'l Passenger Agent.

sep17

THE PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY

HAVING made an arrangement with the new and beautiful steamer "ROLIAN" to run in connection with their Road between West Newton and Connellsville, announce the following change of schedule on and after Wednesday, the fifth of September:

The Steamer ROLIAN will leave the Pittsburgh and Connellsville Railroad Company's Wharf boat, above Monongahela Bridge, for West Newton every afternoon at half-past 3 o'clock, precisely, returning, will leave West Newton (quarter before 8, A. M., arriving at Pittsburgh at noon.

The trains will run as follows:

Leave Dickson's Mill, one mile below Connellsville: First Train, 6 A. M.; Second Train, 12 M.

Leave West Newton: First Train, 9.30 A. M.; Second Train, 6.15 P. M.

☞ Fare from Pittsburgh to Dickson's Mill, $1.75, including Meal on Steamer.

☞ Stages for Dickenson and Connellsville will connect with the Trains at Dickson's Mill.

For freight or passage, inquire of the Agents, at the Wharf Boats at West Newton and Pittsburgh.

O. W. BARNES,
President and Superintendent.

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PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ A. M., and Pittsburgh for Philadelphia at 7, A. M. THE FAST LINE leaves Philadelphia for Pittsburgh at 11 P. M., and Pittsburgh for Philadelphia at 2.30, P. M. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11, P. M., and Pittsburgh for Philadelphia at 9.20, P. M.

Harrisburg Accommodation Train leaves Pittsburgh daily, (except Sundays, at 3 o'clock, P. M. Brinton's Accommodation Train leaves Pittsburgh daily at 11 o'clock A. M., and Philadelphia at 4 o'clock P. M., and 6 P. M.

The above lines connect at Pittsburgh with the Railroads direct from St. Louis, Mo., Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the Steam Packet lines from and to New Orleans, St. Louis, Louisville and Cincinnati.

Through Tickets can be had to or from either of the above places.

For further particulars, see handbills at the different starting points. Passengers from the West will find this the shortest and most expeditious route to Philadelphia, Baltimore, New York, or Boston.

THOS. MOORE,
Agent, Passenger Lines, Philadelphia.
J. MESSIMER,
Agent, Passenger Lines, Pittsburgh.

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, MUSCATINE, OSKALOOSA, 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 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 best of locomotives and equipment in 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, so common 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 Company, foot of Lake and Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

THROUGH TICKETS by this route will receive immediate despatch.

C. G. HAMMOND, Supt.
O. W. ROLLINS, Agent.
Gen'l Ticket Ag't, Chicago.

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

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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. Passengers for St. Louis take this train for Mendota, Ohio and Mississippi R. R. at Sandoval, and are carried direct to St. Louis.

6 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 ports.

Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.30 P. M.

Passengers from the East and places on the Ohio river declined 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, Galena, 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 Mexican Central Railroad in Chicago.

jel R. B. MASON, Supt.

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, Northwestern and South western States, by a continuous Railway direct. This road also connects at Pittsburgh with Daily lines of Steamers to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the Lakes, thus 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—Books, Shoes, Dry Goods, Groceries, Furs, Feathers, &c.	45c. per 100lbs
SECOND CLASS—Books and Stationery, Dry Goods, (in bales) Hardware, Leather, Wool, &c.	30c. per 100lbs.
THIRD CLASS—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	25c. per 100lbs.
FOURTH CLASS—Bacon, Coffee, Butter and Pork, (packed,) lard and lard oil	20c. per 100lbs.

☞ In shipping goods from any point east of Philadelphia, be particular to mark packages "via Pennsylvania Railroad." Although on the line, the Agents of the Road at Philadelphia or Pittsburgh, will be forwarded by best direction.

Freight Agents—Moses Taylor, Agent, Philadelphia. J. H. Shoemaker, Agent, Pittsburgh. Thomas A. Scott, Agent, Harrisburg. Wm. Wharton, Jr., Agent, Lancaster. Thos. Kennedy, Agent, Columbia. Chas. Shiras, Agent, Wrightsville. Chas. Ogden, Agent, Marietta. Jas. Wilson, Jr., Agent, Duncannon. Jas. Cowan, Agent, Newport. A. Boyd, Agent, Mifflin. A. McCleary, Agent, Lewistown. J. Blair, Agent, Huntingdon. J. Miller, Agent, Chambersburg. J. Cessna, Agent, Bedford. J. Mc Cahen, Agent, Greensburg. J. Vandyke, Agent, Blairsville. J. Thompson, Agent, Saltsburg. J. Mc Cullough, Agent, Lewistown Junction. J. Mc Cullough, Agent, Duncan's Island. J. Mc Cullough, Agent, Tyrone. J. Mc Cullough, Agent, Altoona. J. Mc Cullough, Agent, Hollidaysburg. J. Mc Cullough, Agent, Cresson. J. Mc Cullough, Agent, Johnstown. J. Mc Cullough, Agent, Conemaugh. J. Mc Cullough, Agent, Blairsville Intersection. J. Mc Cullough, Agent, Pittsburgh.

Passenger Agents—Wm. H. Rudolph, Philadelphia. H. J. Lemmelbach, Pittsburgh.

Superintendent Motive Power—Thos. Burnham.

Superintendent Transportation—Thos. D. Cope.

PUPP'S MERCANTILE COLLEGE, *PITTSBURGH, PA*

INCORPORATED BY THE LEGISLATURE of Pennsylvania. with Perpetual Charter.

FACULTY

P. PUPP, President, (author of the Mercantile Series, and Associate Professor of Mathematics in Allegheny College.)

C. W. HOLLOWAY, Vice President, (Professor of Penmanship and Commercial Calculations.)

W. H. HOLLOWAY, Assistant Professor of Penmanship.

H. J. LEMMELBACH, Assistant Professor of Mathematics.

TERMS—Tuition for the Entire Course, Twenty Dollars. Tuition for Single Branch, Five Dollars. Students have been prepared by this Institution, in a few weeks, for Clerks, Book-keepers, Teachers and practical Accountants, being the only Institution in the Country in which a Practical Business Man is employed in adjusting disputed books. There are no teachers in this Institution who are not all their time devoted from their situations as book keepers, many who have twenty, thirty or more years' experience in the business, and the only Mercantile College in the United States, whose Teachers are all