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, 1857, Trains will run as follows:

GOING EAST.

Leave.	Express Train.	Mail Train.	Night Train.
Columbus	10.00 A. M.	3.30 P. M.	11.30 P. M
Newark	11.0 "	4.45 "	12.55 A. M.
Zanesville	12.27 P. M	6.00 "	2.12 "
Concord	12.45 "	6.44 "	2.41 "
Cambridge	1.20 "	7.08 "	3.26 "
Barnesville	2.4 "	7.52 "	4.48 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	3.00 "	arr. 9.45 "	arr. 5.15 "

GOING WEST.

Leave.	Express Train.	Mail Train.	Night Train.
Bellair	9.45 A M	5.15 A M.	6.00 P M
Belmont	10.31 "	6.15 "	7.05 "
Barnesville	10.57 "	6.41 "	7.40 "
Cambridge	11.56 "	7.34 "	8.40 "
Concord	12.17 P M	8.20 "	9.22 "
Zanesville	1.0 "	8.50 "	10.00 "
Newark	2.05 "	9.40 "	11.00 "
Arrive Columbus	2.35 "	10.15 P M	11.20 A M.

The Express Train connects at Zanesville to take up passengers, at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbells, Barnesville, and Belmont only. Going West will stop at the above named places only. The Mail Train will stop at the Stations where the Mail is to be received, or delivered, and at all other Stations on signals 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 6 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 Zanesville with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and East 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; at Zanesville with Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, and arriving the 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond the morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9 P. M., and leave by 10.20 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

The 11.00 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.40 P. M., and arrives at Bellair at 9.15 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains on the Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in time for this Train, and at Wheeling will take the Accommodation Train for Cincinnati, stopping there, and resuming the Express Train at Parkersburg and Pomeroy Junction.

GOING WEST.

The 5.15 A M. Mail Train runs to 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 Sandusky, and makes close connection with Trains for Cincinnati, and with trains for Akron, Canton, Pittsburgh, and Chicago, via Dayton and Richmond.

The 9.45 A M Express Train connects at Newark with Trains from Baltimore, and arrives in Columbus at 12.17 P M, and connects with trains going South and West leaving Columbus at 1 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 to Cincinnati, Terre Haute, Indianapolis, Lafayette, Dayton, Saint Louis and Chicago.

DAVID L. BOSTWICK, Sup't.
JAMES A. GARFIELD, Agent at Zanesville, June 15, 1857.

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH
STEAMERS ECLIPSE AND ROSALIE,
Ohio and Pennsylvania Railroad,
VIA ALLIANCE.

THE shortest, quickest and most direct route between Pittsburgh, Chicago, Cleveland, Toledo, Detroit and points West VIA CLEVELAND.

This route is the Railroad mile shorter and about one hour quicker than the other route.

Three Daily Trains leave Pittsburgh.

Three Daily trains leave Cleveland.

Time to Cleveland six hours. Time to Pittsburgh seven hours.

On and after Monday, June 15th, 1857, the passenger trains of this road will run as follows:

VIA ALLIANCE.

The Trains of the Ohio and Pennsylvania Railroad leave Pittsburgh at 2.00, A. M. and 10.0 A. M. and 10 P. M., connect at Alliance at 4.30 A. M., 10.30 A. M., and 7.30 P. M., as follows:

Trains for Cleveland leave Alliance at 5 A. M. and 5.30 A. M., connecting at Akron with Express Train for Chicago, at Hudson with Express Train for Cincinnati, at Cleveland at 10 A. M., 2.10 P. M. and 9 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, will take the morning train, and get to Cleveland, will take the train leaving Alliance at 5.30 A. M. and arrive at Cleveland at 10 A. M., which is the only train in the morning that connects at Akron with the train for Chicago, leaving Akron at 11 A. M.

Passengers for Cincinnati, Louisville, St. Louis, and points West, will take the train leaving Alliance at 10.30 A. M. and arrive at Cleveland at 2.10 P. M., which connects at Hudson with the Express Train for Cincinnati, Louisville, St. Louis, Chicago and points West.

VIA WEST.

The steamers Eclipse and Rosalie will run in connection between Pittsburgh and Beaver, leaving Pittsburgh every morning at 8 o'clock, for Wellsville, touching at intermediate points. Will take at Beaver the Express Train for Cleveland.

An Accommodation Train will leave Wellsville every morning at 6 o'clock, for Pittsburgh, connecting at Beaver with Express Train, arriving in Cleveland at 2 P. M.

Trains from Wellsville connecting at Beaver for Louisville, Washington, Baltimore and New York.

☞ Tickets for Cleveland, Chicago and points West via Wellsville, are sold at the Office on the Wharf.

The Tickets from Cleveland to Pittsburgh are as follows:—Leave Cleveland for Pittsburgh at 5 A. M. Second Train, 6.15 A. M.

Arrive at Cleveland at 10 A. M. and 2 P. M.

Trains leave Pittsburgh at 2 P. M. and 10 P. M.

Fare in Pittsburgh to Cleveland, $3 50, including Meal on Steamer.

☞ Stages for Dixon's and Beaver leave Wellsville to connect with the Trains at Dixon's Mill.

For freight or passage, apply on the Canal, at the Wharf Boats at West New Lisbon and Pittsburgh.

O. W. BARNES,
sep5tf. President and Superintendent.

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.

Hollidaysburg Accommodation Train leaves Pittsburgh daily, except Sunday, at 4.30 o'clock, P. M. Brinton's Accommodation Train leaves Pittsburgh daily at 11 o'clock A. M., 3.30 o'clock P. M., and 6.30 P. M.

The above lines connect at Pittsburgh with the Railroads to and 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 Boats 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 Liner, Philadelphia.
J. MESKIMEN,
Agent, Passenger Liner, Pittsburgh.
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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 most direct 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 saving in time, and the only route on a railroad, for a large portion of the way, is laid with the continuous iron, the smoothest riding and best Railroad in the West—well stocked with the best of locomotives and equipment and new Cars.

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

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

THROUGH TICKETS to 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 Office of the Company in St. Louis, and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., Opposite Tremont House, Chicago.

FREIGHT consigned by the route will receive immediate despatch.

C. G. HAMMOND, Supt.
C. K. ILGENFRITZ,
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. sep19

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

THE PASSENGER TRAINS RUN DAILY on its entire length, from PIKEVILLE to CAIRO, and CHICAGO to CAIRO.

This Road, in connection with Steamers 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, and CHICAGO to DUBUQUE.

Trains leave Chicago as follows:

At 9 A. M. to 10 P. M.—St. Louis and Cairo Express Train, leaves at 9 A. M. Express Train takes the route of the Ohio and Miss. R. R. at Sandoval, and arrives at St. Louis at 5 P. M.

At 9 A. M. and 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.

Through mail Cairo for Chicago and Dubuque at 7.30 A. M. and 7.30 P. M.

Passengers on the East and places on the Ohio river leaving for St. Louis, will save 12 miles of railroad travel, by taking the Express Train at Sandoval, and avoid the Ferries at St. Louis, and reach the Depot in the City by a direct route, by taking the cars at Cairo.

Tickets for St. Louis, Cairo, Dubuque, St. Paul, and all important places by the route, can be had at the office of the G. & J. and A. & P. Railroads in Pittsburgh, and Michigan Southern and Northern Indiana Railroad in Chicago.

R. B. MASON, Supt.
THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway line. The road is now in use to Pittsburgh with through cars running on all parts 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—Silks, Satins, Dry Goods, Fine Jewelry, Cashmeres, Furs, Feathers, &c. $[illegible] per 100 lbs.
SECOND CLASS—Boots and Shoes, Hardware, Paints, Dry Goods (in loose Bales), Glassware, Iron, Leather, &c. $[illegible] per 100 lbs.
THIRD CLASS—Flour, Bacon, Beef, Pork, Lard and Tallow, Whiskey, Grain (in bulk), Hemp, &c. $[illegible] per 100 lbs.
FOURTH CLASS—Ashes, Bituminous Coal, Stone Coal, Iron, Railroad Bars, &c. $[illegible] per 100 lbs.

☞ Shippers should insist on their goods being forwarded by the Pennsylvania Railroad.

Freight Agents—Messrs. Lippincott, Richards & Co., Philadelphia; Messrs. Wm. Thomas & Son, Baltimore; Messrs. Fitzhugh & Co., New York; J. S. Morehead, Louisville, Ky.; Messrs. Ward & Co., Cincinnati; Messrs. Dunlap & Co., Wheeling.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. SMITH, Jr.,
Superintendent, Altoona.

DUFF'S MERCANTILE COLLEGE,

PITTSBURGH, PA.

INCORPORATED BY THE LEGISLATURE.—Presents the following attractions to young men:

1st. The Founder of this College is the author of Duff's Book-keeping, Commercial Calculator, Commercial Law, and Penmanship, and has been engaged for the last twenty years in teaching these branches, and has more than twenty thousand graduates who are now in the best situations in the country.

2d. The Faculty is composed of the best talent in the city, viz: Prof. Duff, Principal, Book-keeping, Commercial Calculations, Commercial Law and Penmanship; Prof. J. Williams, Assistant Book-keeping; Prof. Bryan, Mathematics; Prof. Bell, Principal Penmanship; Prof. Bryan, Assistant Penmanship; Prof. Bell, Principal Ornamental Penmanship; Prof. Bryan, Assistant Ornamental Penmanship.

3d. The Rooms are the most extensive and elegant in the United States, being 100 feet long by 50 feet wide, and have been fitted up at a cost of $2,000, and are furnished with every convenience for the comfort of students, and are the only rooms in the city with a Lecture Room attached.

4th. The Course of Instruction is the most thorough and practical ever published, and is now being followed in the best Colleges in the United States, and has been adopted in the Public Schools of Pittsburgh.

5th. The Terms are the lowest, being only $20 for the Full Course, and $15 for Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and $10 for Book-keeping, Penmanship, Calculations, and Commercial Law, or any two of the branches, and $5 for Penmanship alone.

6th. The Hours are from 8 A. M. to 10 P. M., so that young men can attend to other business.

7th. Young men can enter any time and receive a thorough Business Education, and be prepared to enter the best situations in the city, in from one to three months.

8th. Young men can board themselves for from $1 to $1 25 per week, and can be boarded in the best families in the city for $2 50 per week.

9th. Young men can be boarded and lodged in the College for $3 per week.

10th. Young men can be boarded and lodged in the College, and have their washing done for $4 per week.

11th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, for $25 per Session.

12th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, for $30 per Session.

13th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, for $35 per Session.

14th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, for $40 per Session.

15th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, for $50 per Session.

16th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, for $60 per Session.

17th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, for $75 per Session.

18th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, for $100 per Session.

19th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, and Modern Languages, for $125 per Session.

20th. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, and Modern Languages, and Music, for $150 per Session.

21st. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, and Modern Languages, and Music, and Steam Engineering, for $200 per Session.

22d. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, and Modern Languages, and Music, and Steam Engineering, and Steamboating, for $250 per Session.

23d. Young men can be boarded and lodged in the College, and have their washing done, and have a Full Course of Instruction in Book-keeping, Penmanship, Calculations, Commercial Law, and Penmanship, and Ornamental Penmanship, and Drawing, and Daguerreotyping, and Telegraphing, and Surveying, and Civil Engineering, and Architecture, and Modern Languages, and Music, and Steam Engineering, and Steamboating, and Navigation and Transportation.

DIRECTORS.

Wm. F. Johnston, Wm. Bakewell, Jr., Wm. Kerr, Jr., Wm. Wilkins, Jr., Wm. Wilkins, Sr., Wm. Wilson, Wm. Wilson, Jr., Wm. Wilson, Sr., Wm. Wilson, Jr., Wm. Wilson, Sr., Wm. Wilson, Jr., Wm. Wilson, Sr.,