PITTSBURGH POST.

SATURDAY MORNING.....JANUARY 5.

The Wyandot Corn—Great Yield.

[From the Washington Union.]

This truly singular production was first introduced to the notice of the public in 1853, by Mr. J. Thomas, of Waverly, Illinois, who received nine grains from the Wyandot Indians through a California emigrant, which he planted in a sandy soil, and the product was fifty-eight full grown ears. In 1854 there were raised from twenty-five grains, planted on the 20th of May, one hundred and thirty-two ears, and from one-fourth of an acre thirty-two bushels and three pecks of shelled corn. It only received the common cultivation given to other kinds of corn.

This corn is represented to possess the following peculiarities. We copy as follows from the circular of Mr. Thomas:

"First, it requires but one grain to be planted in each hill; more than one is useless. Second, each grain yields from three to eight full-grown stalks, equal in length and strength, being from nine to twelve feet high, and proceed directly from the grain. Third, each stalk bears from two to four ears, of a large and beautiful pearl-white corn, the meal of which is equal in appearance to flour manufactured from wheat. Each hill will yield from eight to twenty ears. From an equal quantity of seed planted, it will produce double the quantity of ears that can be raised from any other kind of corn grown. The quantity of fodder which it bears is immense, and for stock feeding it is superior to all other varieties. The kernel is shaped similar to the "yellow flint," the grain soft, twelve rowed, and small cob. Ear from twelve to fifteen inches in length.

"If planted five feet apart each way, (and which is near enough,) it will require about 2,500 grains, or one quart of seed per acre. Allowing each grain to produce but six ears, (and my yield for the present year, 1855, will average ten ears to the hill,) and the produce of 2,500 hills is 15,000 ears; and allowing 125 ears to the bushel of corn, and the result will be 125 bushels per acre. By actual measurement, it has been conclusively proven that three of the average-sized ears of the Wyandot corn will make one quart, or ninety-six ears to the bushel—say one hundred ears—and the result is changed from 125 to 140 bushels per acre, the latter being nearest correct."

NUNNS & CLARK'S PIANOS.—FRESH STOCK.—H. KLEBER & BRO. have now on the way, and partly received, a complete and choice stock of PIANOS from the Factory of NUNNS & CLARK, N. York. They are provided with all the late and important improvements which distinguish Nunns & Clark's Piano above all others, viz: the Overstrings, Felt-covered Hammers, French Grand Action, etc. Every Piano is *fully warranted*, with the privilege to the purchaser of returning the same if it proves in any way defective.

Testimonial from M. STRAKOSH, the unrivalled Pianist:—

CINCINNATI, November 19, 1855.

Messrs. H. Kleber & Bro., Pittsburgh—Gentlemen: Permit me to thank you most sincerely for the magnificent Grand Piano, of Messrs. Nunns & Clark's manufacture, which you have been so kind as to loan me for Mlle. Teresa Parodi's concerts in your city. This superb instrument is one of the very best ever made in America; and for sweetness and power of tone, as well as solidity of construction, leaves nothing to be desired. I really congratulate its future owner, who shall be so happy as to possess one of the masterworks of American industry. With hearty wishes for your happiness, etc. Your obedient servant,

MAURICE STRAKOSH.

☞ Sole agency for Nunns & Clark's unrivalled Pianos at H. KLEBER & BRO'S. No. 55 Fifth street, sign of the Golden Harp. nov26

CHICKERING & SONS' PIANO FORTES.—One of Chickering & Sons' new style of PARLOR GRAND PIANOS is now on the way from Boston, and will be opened for the examination of the public on Monday, the 17th. Also, one of their

SQUARE GRAND PIANOS,

Of the new scale, and with their new patent action.

Also, a full stock of their 6, 6½ and 7 octave Pianos, from the plain rosewood to the richest style of carved work.

Also, on hand and for sale, at very low prices, a number of Pianos from other makers.

All the above will be sold at manufacturers' prices, and *warranted*, by JOHN H. MELLOR,

No. 81 Wood st., between Diamond alley and Fourth st.

Sole Agent for CHICKERING & SONS' Pianos, for Pittsburgh and Western Pennsylvania. dec15

Joseph White's Carriage Repository.—JOSEPH WHITE, now carrying on business in his spacious premises, now lately enlarged, on the Pittsburgh and Greensburg Turnpike, near the Two Mile Run, between Pittsburgh and Lawrenceville, respectfully invites the public to inspect his stock of CARRIAGES, BUGGIES, &c. And he particularly informs gentlemen *purchasers*, that one price only is made.

Fourteen years' experience in the business enables him to put forth his patrons the same choice collection of Carriages which, so many years past it has been his particular department to select from the various and numerous Eastern manufacturers. The success of his new system is complete—the economy of his arrangements will supply the best and most fashionable manufactures at moderate prices. Unencumbered by those heavy expenses, which the *mania* for decorating houses of business has heaped upon the price of goods, (owing to large rents,) JOSEPH WHITE will sell on ready money only, at much less than the usual prices.

☞ Carriages repaired in the best manner, with despatch. nb6day

DUFF'S MERCANTILE COLLEGE.—Nearly Two Hundred Students in regular attendance. The most perfectly organized Commercial College in the United States.

BOOK-KEEPING, in its application to every branch of Trade and Commerce.

STEAMBOAT BOOK-KEEPING, taught as actually practiced on the Western Rivers and Lakes.

COMMERCIAL CALCULATIONS, adapted to all the modern improvements of Commerce.

WRITING, by the best Penman in the United States.

COMMERCIAL LAW, by an experienced member of the Bar.

Refer to any of our City Merchants before engaging elsewhere.

Call and get a Circular. dec22

GARTLEY & FOXS *PATENT FAN BLOWERS* & Foundries, Rolling Mills, Smith Fires, &c., patented July 17, 1855.

These FANS are made on an entirely new principle, and will run with less power than any other Fan now in use.

The blowing wheel is much lighter and stronger than that of any other, and from its peculiar construction is less liable to get out of order. The shafts are made of cast steel, and the journals are parallel, running in gun metal boxes.

For sale by the Agent for Manufacturers, No. 80 Fourth street, nov14dawtf Pittsburgh.

NEW BOOKS.—Caste, a Story of Republican Equality; by S. A. Story.
Estell Grant, or the Lost Wife.
Henrietta Robinson; by D. Wilson.
Geoffrey Moncton; by Mrs. Boothe.
Klosterheim; by De Quincey.
Widow Bedott Papers; by Alice B. Neal.
Hidden Path; by Dorothy Burland.
Alone; do do
Star Papers; by H. W. Beecher.
Parlor's Japan, China—twenty-eighth supply.
LONDON PAPERS, &c.
London Illustrated News—20 cents;
" Times;
" Dispatch;
" Punch;
" Fistaff
" Athenæum; and other English papers supplied.
Also—Illustrated Punch and German papers furnished from ten to twenty per cent. lower than any store in the city.
Pictorial Clipper, Picayune, Christmas Pictorial Brother Jonathan, on hand and for sale at
LAUPPER'S Book-store,
dec8 No. 50 Fifth street.

PRIVATE DISEASES—DR. BROWN, No. 41 Diamond alley, devotes his entire attention to an Office Practice. His business is mostly confined to private *Venereal Diseases*, and such painful affections, brought on by imprudence, youthful indulgence and excess.

Syphilis, Syphilitic Eruptions, Gonorrhea, Gleet, Stricture Urethral Discharges, Impurity of the Blood, with all diseases of the Venereal Organ. Skin Diseases, Scorbutic Eruptions, Tetter, Ringworm, Mercurial Disease, Seminal Weakness, Impotency, Piles, Rheumatism, Female Weakness, Monthly Suppressions, Diseases of the Joints, Pistula in Ano, Nervous Affections, Pains in the Back and Joints, Irritation of the Bladder and Kidneys, successfully treated. Cure guaranteed.

Twenty years' practice (ten in this city) enables Dr. Brown to offer assurance of a speedy cure to all who may come under his care.

Office and Private Consultation Rooms 41 Diamond alley.

☞ Charges moderate. [nov26dawly.

F. Brown's Essence of Jamaica Ginger.—THIS ESSENCE is a preparation of unusual excellence. In ordinary diarrhœa, incipient cholera, in short, in all cases of prostration of the digestive functions, it is of inestimable value. During the prevalence of epidemic cholera and summer complaints, it is peculiarly efficacious; no family, individual or traveler should be without it.

CAUTION.—Be sure to get the genuine Essence, which is prepared only by F. BROWN, at his Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia, and for sale by all the respectable Apothecaries in the United States, and in Pittsburgh by

B. A. FAHNESTOCK & CO., SCULLY & CO.

And in Allegheny by

H. P. SCHWARTZ, LEE A. BECKHAM. sep8[6mdaw]

Palmer's Celebrated Epicurean Sauce.—STANDS preeminent for flavoring Soups, Gravies, Fish, Meat, Game, &c., &c. We advise all good housewives to try it. Price 25 cents per bottle, at all Grocery Stores in the United States and Canadas.

For sale by M'CLURG and G. H. KEYSER, Pittsburgh.

P. T. WRIGHT & CO.,
241 Market street, Philadelphia:

jan19dawly is]

WRIGHT'S PREMIUM KATHARION stops the Hair from falling out, and produces a luxuriant growth.

WRIGHT'S PREMIUM KATHARION Removes all Dandruff and disease deposits.

For sale, wholesale, by R. S. SELLERS & CO. [aug16

LOT FOR SALE—A good BUILDING LOT, of 24 feet front on Carson street by 100 feet in depth, in Birmingham, will be sold cheap. Enquire of

O. F. GILLMORE,
at the office of the Morning Post. jy18

OIL—Sperm, Winter Bleached, Tanners', No. 1 Lard Oil, in store and for sale by

MILLER & RICKERSON. dec1

MIMIC LIFE; or, Before and Behind the Curtain. By Anna Cora Ritchie, (formerly Mrs. Mowatt.) 1 vol. 16mo. Price $1.25.

For sale by H. MINER & CO.,
dec18 No. 52 Smithfield street.

DR. BROWN continues to be consulted for the cure of SECRET DISEASES. His success in long-standing cases is unequalled. The afflicted are invited to call without delay. Persons afflicted with Venereal Disease, Rheumatism, Piles, or Seminal Debility, should not delay to get his advice. Letters containing a fee, immediately answered.

☞ Office and Private Rooms, No. 41 Diamond alley, Pittsburgh. jy26

☞ RHEUMATISM AND NEURALGIA—Dr. BROWN hereby informs the afflicted that his remedy for the above mentioned diseases is one that will cure. He will warrant to cure in any case of this kind. This remedy was never known to fail when properly persevered with.

Many suffer the torture of this complaint for months and years, when a few dollars would procure a certain, safe and speedy remedy.

Office and Private Consulting Rooms, No. 41 DIAMOND ALLEY. jy26

L. HIRSHFIELD & SON, Dealers in Gents' FURNISHING GOODS, and SHIRT MANUFACTURERS, No. 70 Wood street, between Fourth street and Diamond alley, Pittsburgh, Pa. nov30

RAILROADS.

1856.

ONLY ROUTE WITH THREE DAILY TRAINS FROM PITTSBURGH TO CINCINNATI.

ONLY ROUTE WITH THREE DAILY TRAINS *FROM PITTSBURGH TO DAYTON AND INDIANAPOLIS.*

OHIO AND PENNSYLVANIA RAILROAD

AND

LITTLE MIAMI RAILROADS.

VIA CRESTLINE AND COLUMBUS.

Quickest Route from Pittsburgh to Cincinnati.

CONNECTING at Cincinnati with U. S. Mail Line Steamers, Covington and Lexington Railroad, Ohio and Mississippi Railroad, and the Lawrenceburgh Branch; at Columbus with Cols. and Xenia, with the Cols. Dayton and Xenia, and Indiana Central Railroads.

THROUGH TICKETS, via Columbus and Cincinnati, to Louisville, Lexington, St. Louis, Indianapolis, &c., &c. Via Columbus and Xenia, to Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis, &c., &c.

THE LITTLE MIAMI via COLUMBUS, connecting with the Covington and Lexington Railroad, the Ohio and Mississippi Railroad, the Indiana Central Railroad, and the Lawrenceburgh Route, offers facilities no other route can give, as through tickets by all the above routes can only be procured via Columbus and the Little Miami Railroad.

The route from Crestline via Columbus being the shortest and most direct, passengers have full time for meals. By the Forest and Bellefontaine route from Crestline, a *change and break-nail speed is required, and no* unnecessary distance.

By the route via Colombus and Cincinnati and Indianapolis, passengers take our road behind and smooth. By the Forest and Bellefontaine route, passengers take over the roughest roads in Ohio.

THREE DAILY TRAINS, VIA COLUMBUS AND CINCINNATI.

First Train leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh route. This Train arrives at Cincinnati one hour and forty minutes in advance of the Forest and Bellefontaine route.

Second Train leaves Pittsburgh at 5 o'clock A. M. for Crestline, Columbus, Xenia and Cincinnati. This Train makes connection only via Columbus to Cincinnati.

Third Train leaves Pittsburgh at 3 o'clock P. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route.

TWO DAILY TRAINS, VIA COLUMBUS, DAYTON AND INDIANAPOLIS.

First Train leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Cincinnati, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

Second Train leaves Pittsburgh at 5 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

Third Train leaves Pittsburgh at 3 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

N. B.—Secure your tickets via Columbus, and you are sure of connections.

Steam-ers leave Cincinnati daily for Memphis, Vicksburgh and Natchez, New Orleans, &c.

The Columbus being the *direct* route, the time Tables of the Eastern Roads are arranged to run in close connection with this route.

For all information and Through Tickets, please apply at the Ohio and Pennsylvania Railroad Office, corner Liberty and Wood streets, Pittsburgh.

J. H. CUREY, Ticket Agent.

Or at Federal Street Station.

OTO. PARKIN, Ticket Agent.
GEO. O. SESSIONS, Agent Philadelphia.
dec31 D. W. STRADER, General Agent, Cincinnati.

CENTRAL OHIO RAILROAD.

THREE DAILY TRAINS OFF THE WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

ON AND AFTER MONDAY, June 25th 1855, Trains will run as follows:

GOING EAST

Leave	Express Train.	Mail Train.	Night Train.
Pittsburgh	10:00 A. M.	3:30 P. M.	12:00 M.
Newark	11:16 "	4:45 "	1:16 A. M.
Columbus	12:20 P. M.	6:00 "	2:12 "
Concord	1:56 "	7:41 "	3:50 "
Cambridge	2:21 "	8:06 "	4:14 "
Barnesville	3:21 "	9:03 "	5:14 "
Belmont	3:44 "	9:21 "	5:40 "
Arrive Bellaire	4:20 "	arr. 9:45 "	arr. 6:00 "

GOING WEST

Leave	Express Train.	Mail Train.	Night Train.
Bellaire	9:40 A. M.	4:15 A. M.	10:00 P. M.
Belmont	10:01 "	4:45 "	7:06 "
Barnesville	10:52 "	5:41 "	8:06 "
Cambridge	11:56 "	6:44 "	9:29 "
Concord	12:17 P. M.	6:59 "	9:55 "
Zanesville	1:10 "	7:52 "	10:47 "
Newark	2:56 "	10:27 "	11:50 "
Arrive Columbus	3:20 "	12:15 P. M.	12:40 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylor's, Newark, Zanesville, Cumberland, Guernsey, Campbell's, Barnesville and Belmont only.

The Express Train going West will stop at all Stations on the road.

The Mail Train will stop at all the Stations where the Mail is received or delivered, and at all other Stations on the road being given.

The Night Train will stop at all Stations on the road 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 over the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Train from Steubenville and Wheeling; at Zanesville with Express Train on the Baltimore and Ohio Railroad; at Bellaire with Express Train for Wheeling, Baltimore, Washington, &c., &c.

The 1:56 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 7 A. M., and at Newark with Express Train for Sandusky, Mansfield and Mt. Vernon.

The 6:45 A. M. Mail Train connects at Bellaire with Train on the Baltimore and Ohio Railroad leaving Wheeling at 2 A. M., and at Newark with Express Train for Sandusky, Mansfield and Mt. Vernon, and at Columbus with the Train for Piqua, Indianapolis and Cincinnati, and with Train for Xenia, Dayton, Indianapolis and Chicago, via Dayton and the Cols. Dayton and Xenia Railroad.

The 9:45 A. M. Express Train connects with the Express Train from Baltimore, and arrives at Columbus at 2:20 P. M. and connects with Trains going South and West arriving at Cincinnati at 7 P. M.

The 5:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:15 A. M. direct for Cincinnati, Louisville, Cairo, Indianapolis, Lafayette, Terre Haute, St. Louis and Chicago.

ISAAC R. SOUTHWICK, Sup't.

Zanesville, June 18, 1855.—[jy21

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, Northwestern and Southwestern States by a continuous Railway.

This Road also connects at Pittsburgh with Daily Lines of Steamers to all ports on the North-western Lakes; including the most splendid and fast sailing steamers. Freight can be forwarded to and from the GREAT WEST, LONDON PAPERS, &c.

Rates between Philadelphia & Pittsburgh.

FIRST CLASS—Boots, Shoes, Dry Goods, Paper, Furs, Feathers, &c.	3½c. per lb.	$70 per ton
SECOND CLASS—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Oil, &c.	2½c. "	50 "
THIRD CLASS—Anvils, Hargaing, Brown Sugars, Molasses, Salt, &c.	2c. "	40 "
FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil, &c.	1½c. "	30 "
FIFTH CLASS—Pig Iron, &c.	1c. "	20 "

☞ In shipping, merchandise will be sent East of Philadelphia, by particular to mark package, *via Pennsylvania Railroad.* All goods consigned to the Agents of the Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS—Moses Potter, Boston; J. L. Elliott, New York; J. Snowden, Philadelphia; Magraw & Koons, Baltimore; Geo. C. Francisous, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Mayfield, Louisville, Ky.; H. Wolfman, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

GEO. H. HOUSTON,
General Freight Agent, Philadelphia.
H. I. LOWRY,
Superintendent, Altoona, Pa.

my9

OHIO AND MISSISSIPPI RAILROAD.

BROAD GAUGE.

THE SHORTEST, QUICKEST, CHEAPEST, AND ONLY ROUTE by which Passengers can have all Railroad direct to St. Louis, due to St. Louis, 27 hours. Mem. Broad SIX FEET GAUGE of this Road accommodates wide cars—eleven feet inside—with roomy seats, unattainable on narrow gauge roads.

By the Ohio and Pennsylvania Railroad from Pittsburgh to Crestline, passengers connect with Railroads for Indianapolis—connecting there with Cars for Terre Haute and Alton Railroad for Vincennes.

No charge of cars at Terre Haute. Baggage checked to Indianapolis, thence to St. Louis.

Trains leave Pittsburgh as follows:

FAST TRAIN leaves at 2 A. M.
MAIL TRAIN leaves at 8 A. M.
EXPRESS TRAIN leaves at 3 P. M.

Passengers make close connections at Crestline for Indianapolis, and there make close connections with the Express for Vincennes, without a change of cars; and at Vincennes take the Ohio and Mississippi Railroad direct for St. Louis—through in 27 hours; connecting at Sandusky with the Illinois Central Railroad for Cairo, where first-class Steamers can at all times be had for Memphis, Vicksburg, New Orleans, and all points on the lower Mississippi river. Passengers can always find at St. Louis, steamers for the Upper Mississippi, Illinois and Missouri rivers.

This is one unbroken line, and the shortest route to St. Louis.

FARE—First Class.

To St. Louis via Bellefontaine and Dublin	$18 30
To " " Columbus, Xenia and Dayton	18 30
To " " Columbus, Cincinnati and Lawrenceburg	19 30
	12 00

SECOND CLASS FARE.

Passengers and Baggage transferred from Depot to Depot free of charge.

For Through Tickets, or further information, please apply to J. G. CURRY, Ticket Agent, O. & P. Railroad Company, corner office, Monongahela House, Pittsburgh, or to GEO. PARKIN, Ticket Agent, Federal Street Station, Allegheny City.

JAMES M. WARD,
Superintendent O. & M. Railroad.

F. KNOWLAND, Agent, Pittsburgh, Pa. [oct19

ALLEGHENY VALLEY RAILROAD.

NOTICE.

Pittsburgh to Crooked Creek,

WITHIN FOUR MILES OF KITTANNING.

ON AND AFTER TUESDAY, December 11, Freight and Passenger Trains will leave Pittsburgh daily, (Sundays excepted,) at 3 o'clock P. M., and stop at the following stations: Sharpsburg, Innedale, Sandy Creek, Verona, Hulton, Logan's Eddy, Logan's Ferry, Parnassus, Arnold's, Tarentum, Charlier's, McKain's, Freeport, Kittanning, White Rock Eddy, Kelly's, T. Logan's, and Crooked Creek.

Returning, will leave Crooked Creek at 8 o'clock A. M., and stop at all the above intermediate stations.

☞ The Company are prepared to receive and deliver Freight for any of the above stations, at their Freight Depot, corner of Penn and Wayne streets, Pittsburgh.

☞ Tickets can be had at the Company's office, corner of Penn and Wayne streets, or from the Conductor.

NEW CONNECTIONS.

Stages will leave Crooked Creek on the arrival of the Trains, for Kittanning, Catfish, Curtiville, Middlesex, Redbank, Clarion, Brady's Bend, Frosburg, Brookville, Smicksburg and Punxsatawney.

Fare to Kittanning, $1,25.

☞ The Excelsior Omnibus Line will leave the corner of Fifth and Market streets, in connection with the cars, at 3 o'clock P. M. A. J. HOPPER, Supt.

dec18

RAILROADS.

CLEVELAND AND PITTSBURGH RAILROAD,

CONNECTED 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.

Three 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.

On and after THURSDAY, November 20, 1855, the Trains on this Road will run as follows:

VIA ALLIANCE.

The Trains of the Ohio and Pennsylvania Railroad leaving Pittsburgh at 2:30 A. M. and 8:00 A. M., connect at Alliance at 7:20 A. M. and 11:40 A. M., as follows:

Trains leaving Pittsburgh at 2:30 A. M. and 11:40 A. M., are connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10:00 A. M. and 7:00 P. M.

The train leaving Pittsburgh at 8:00 P. M. makes no connection at Alliance for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without detention, will take the train leaving Pittsburgh at 8:00 A. M., and arriving in Cleveland at 2:00 P. M., as that is the only train by which close connections are made through to the above points. Passengers by this train reach Chicago the next morning, and St. Louis at 2:00 A. M. the morning following.

The train leaving Pittsburgh at 2:30 A. M. and Wellsville at 9:00 A. M. are the only ones by which passengers can reach stations south of Alliance, or stations on the Tuscarawas branch.

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

The trains leaving Cleveland for Toledo and Chicago run as follows: Leave Cleveland at 5:00 A. M., 2:30 and 5:00 P. M. Arrive at Toledo at 10:20 P. M., 7:50 A. M. and 10:20 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: 8:00 A. M., 3:00 P. M. and 10:00 P. M. For St. Louis at 7:15 A. M. and 9:00 P. M.

Passengers for St. Louis will take the Rock Island Railroad to Joliet, and there cross the Illinois and Mississippi Railroad to Alton, and there be transported (22 miles) to Saint Louis. Passengers by the 7:15 A. M. Train arrive at St. Louis at 7:00 P. M., and by the train at 9:00 P. M. at 7:00 P. M. next day.

Baggage checked through to Toledo, and there rechecked for Chicago and St. Louis.

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	2d cl'ss.		1st class.	2d cl'ss.
To Alliance	$2 00	$1 50	To La Salle	$16 00	$13 50
" Cleveland	3 00	2 25	" Rock Island	15 50	13 00
" Toledo	5 00	3 75	" Galena	15 75	14 00
" Chicago	12 00	9 00	" Springfield	18 70	16 20
" Milwaukee	14 00	10 50	" Burlington	19 00	15 50
" St. Louis	16 50	12 50			

Passengers are requested to procure their tickets at the office of the Company, in the Monongahela House, third floor, near the ladies' entrance.

J. H. DAVIS, Supt. Road.
A. A. CLEVELAND, Agt., Pittsburgh.

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN!

THROUGH

Northern Illinois and Mississippi River,

IOWA, MISSOURI,

KANSAS AND NEBRASKA.

ALL RAILROAD TO THE MISSISSIPPI.

Chicago, Burlington and Quincy RAILROAD.

FORMERLY THE CHI. ADD AURORA, AND CENTRAL MILITARY TRACT RAILROAD.

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, Mount Pleasant, Oquawka, Wapello, Fort Des Moines, Council Bluffs, Atchison, Weston, Atlantic, Chicago, Rock Island, Davenport, Iowa City, Muscatine, Burlington, Clinton, Lacatur, Cairo, Spring field, Jacksonville, Naples, and intermediate Stations on the Illinois Central, Galena and Western and Ohio and Mississippi Railroads.

Trains on the above Line for Chicago, on the arrival of Trains from the East or Western railroads over at any of the points.

Stages leave Burlington, daily for Southern and Central Iowa, and daily for Mount Pleasant, making the quickest and most reliable route to reach all the important points west of the Mississippi river. Passengers can reach Iowa City, Marion, Cedar Rapids, Tipton, Clinton, Davenport, Rock Island, and all intermediate points, from this place, by no other route. The Road for a large portion of the way, is laid with the Celebrated Iron Rail, the best in use, and the Road Bed and Equipment, is not surpassed by any Road in the West. Passengers are kept in good humor by being provided with Comfortable Cars.

☞ Be sure to take the Burlington Line, and you will be sure to have a pleasant journey.

☞ Tickets for sale at the principal Ticket Offices in the East and West and South.

JOHN E. WOODS,
Gen'l Ticket Agent, Chicago.
W. H. WYMAN, Agent, Burlington.
R. P. BOLLEN,
Gen'l Ticket Agent, Chicago.
H. H. MINARD, Agent, Quincy.
L. BOLLEN,
Gen'l Ticket Agent, Chicago.
J. W. BROOKS, Agent, Keokuk.
J. W. BROOKS, Agent, Burlington.
J. W. BROOKS, Agent, Mount Pleasant.
J. W. BROOKS, Agent, Oquawka.
J. W. BROOKS, Agent, Fort Des Moines.
J. W. BROOKS, Agent, Council Bluffs.
J. W. BROOKS, Agent, Atchison.
J. W. BROOKS, Agent, Weston.
J. W. BROOKS, Agent, Atlantic.
J. W. BROOKS, Agent, Chicago.
J. W. BROOKS, Agent, Rock Island.
J. W. BROOKS, Agent, Davenport.
J. W. BROOKS, Agent, Iowa City.
J. W. BROOKS, Agent, Tipton.
J. W. BROOKS, Agent, Clinton.
J. W. BROOKS, Agent, Lacatur.
J. W. BROOKS, Agent, Cairo.
J. W. BROOKS, Agent, Springfield.
J. W. BROOKS, Agent, Jacksonville.
J. W. BROOKS, Agent, Naples.
J. W. BROOKS, Agent, Pittsburgh.
J. W. BROOKS, Agent, Cleveland.
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