

If the *Lake Shore Railroad* be preferred, substitute (in the square) the following, viz :

*Lake Shore Route.*  
*Time Contract.*

Packages, marked as above, can be forwarded from the Freight Depot of the Western Railroad, Lincoln Street. If forwarded from the Fitchburg Freight Depot, substitute in the square, N. for W., or prefix *American to Lake Shore Route.*

If the *New York & Erie Railroad* is preferred, substitute, in the square, N. Y. & E., for W. & C., and send the packages to the Providence Railroad Depot, Pleasant Street, near the foot of the Common.

When sent by the Great Western Railroad route, Packages should be marked as follows, viz. :

G. W. R.	[Owner's name here.]
Time.	[Destination here.]

via. *Joliet.* Care of Simmons & Leadbeater,  
No. 16 S. Main St., St. Louis.

Bills of Lading for this route will be furnished at No. 21 State Street. Guaranteed time, 20 days.

All articles not immediately wanted, had better, for economy's sake, be sent as freight. The charge per 100 lbs. from Boston to St. Louis, will be about \$2.35; average time 18 days.

SHIPPING FREIGHT. — It will be still more economical, and far better, where the quantity of freight is large, to ship it to New Orleans, and thence send it by steamer to St. Louis. In this case, mark as before, with *name and destination*; and in addition, *Care of G. A. FOSDICK, NEW ORLEANS, to be forwarded to Simmons and Leadbeater, No. 16 South Main Street, St. Louis.* Such freight left with Samuel Weltch, No. 129 State Street, Boston, will be duly shipped.— Freight to New Orleans, 5 to 6 cents per cubic foot; \$2 to \$3 per ton; barrels, capable of holding 150 lbs.,