DAILY MORNING POST.

FRIDAY MORNING:.....MAY 25.

The Retort.

BY GEORGE P. MORRIS.

Old Birch, who taught a village school,
Wedded a maid at homespun habit;
He was as stubborn as a mule,
And she as playful as a rabbit.
Poor Kate had scarce become a wife,
Before her husband sought to make her
The pride of country polished life,
And prim and formal as a quaker.
One day this tutor went abroad,
And simple Kitty sadly missed him;
When he returned, behind her lord,
She lily stole and loudly kissed him!
The husband's anger rose—and red
And white his face alternate grew;
"Here travel in Indian!" Kitty tittered and said,
"*Oh dear! I did not know—miss you!*"

☞ An editor out West says that he felt called upon to publish Father Walworth's sermon on the "Location of Hell," as it was a question in which his readers were *deeply* interested.

Proposals for Naval Supplies.

NAVY DEPARTMENT,
Bureau of Construction, Equipt'n, &c.,
May 16, 1855.

SEALED PROPOSALS to furnish Naval Supplies for the fiscal year ending June 30, 1856, will be received at this bureau until 3 o'clock, P. M., of the 25th day of June next. These proposals must be endorsed "Proposals for Naval Supplies, Bureau of Construction, &c," that they may be distinguished from other business letters.

The materials and articles embraced in the classes named are particularly described in printed schedules, any of which will be furnished to such as desire to offer, on application to the commandant of the respective navy-yards, or to the navy agent nearest thereto, and those of all the yards upon application to this bureau. The commandant and navy agent of each station will have a copy of the schedule of the other yards, for examination only, from which it may be judged whether it will be desirable to make application for them.

Offers must be made for the whole of each class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

All articles must be of the very best quality conformable to sample, size, &c., to be delivered in good order and in suitable vessels, and packages, as the case may be, at the expense and risk of the contractor, and in all respects subject to the inspection, measurement, count, weight, &c., of the yard where received, and to the entire satisfaction of the commandant thereof.

Bidders are referred to the yards for samples, and a partial description of the articles; and, all other things being equal, preference will be given to articles of American manufacture.

Every offer, as required by the law of 10th August, 1846, must be accompanied by a written guarantee, the forms of which are herewith given.

The only whose offers may be accepted will be notified, and the contract will be forwarded as soon thereafter as practicable, which they will be required to execute within ten days after it is receipt at the post office nearest to them named by them.

Sureties to the full amount will be required to sign the contract, and their responsibility certified to by a United States district judge, United States district attorney, collector, or navy agent. As additional security, ten per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of each bill approved in triplicate by the commandant of the respective yards will be paid by the navy agent within thirty days after its presentation to him.

It is stipulated in the contract that if default be made by the party or of the first part in delivering all or any of the articles mentioned of the quality and at the time and place provided, then, and in that case, the contractor and his sureties will forfeit and pay to the United States as liquidated damage a sum of money equal to twice the amount of the contract price therein agreed upon as the price to be paid in case of the actual delivery thereof, which liquidated damages may be recovered or retained from time to time as they accrue from the said parties of the first part or either of them.

Classes: No. 1, 2, 4, 5, 6, 7—to be delivered one fourth part on or before the 15th May, one fourth part by the 15 July, one fourth by the 20th September, and the remainder by 1st December, 1855. Class No. 3—the whole by the 15th May, 1855. Class No. 8—the whole by the 20th July, 1855. The remaining classes to be delivered—one fourth part on or before the 1st September next, one fourth part on or before the 1st April, 1856, and the remainder on or before the 20th June, 1856, comprising at each delivery a due proportion of each article. Class No. 9, and all following, additional quantities of all articles named therein must be delivered on like terms and conditions during the fiscal year, upon receiving a notice of fifteen days from the bureau or commandant of the yard.

As the law requires the prepayment of postage, persons desiring the opinion and decision of the navy agent to send them by mail should enclose the proper postage, and should enclose in their application *postage stamps* to insure their transmission, but applications to the bureau for such schedules will not require postage.

FORM OF OFFER.

I, ——, of ——, A. hereby agree to furnish, and deliver at the respective navy-yards all the articles named in the classes hereunto annexed, agreeably to the provisions of the schedules therefor, and in conformity with the advertisement of the Bureau of Construction, &c., of 15th May, 1855.

Should my offer be accepted, I request to be addressed as agent at ——, and the contract forwarded to the navy agent at ——, or to ——, for signature and certificate.

(Date.) (Signature.)

(*The schedules which the bidder encloses must be pasted to his offer, and each of them signed by him. Opposite each article in the schedule the price must be set, the amount carried out, the aggregate footed up for each class, and the amount likewise written in words.*)

FORM OF GUARANTEE.

The undersigned, ——, of ——, in the State of ——, and ——, of ——, in the State of ——, hereby guarantee that in case the foregoing bid of ——, or any of the classes therein, be accepted, that he or they will, within ten days after the receipt of the contract at the post office nearest to him, named in the notice, execute the contract for the same with good and sufficient sureties; and in case ——shall fail to enter into contract as aforesaid, we guarantee to make up the difference between the offer of the said ——and that which may be accepted.

Signature two guarantors { A. B. / C. D.

(Date.)

Witness.

I hereby certify that the above named ——are known to me as men of property and able to make good their guarantee

(Signature.)

(Date.)

(*To be signed by the United States district judge, United States district attorney, collector, or navy agent, and no other.*)

The following are the classes required at the respective yards:

KITTERY, MAINE.

No 1, white oak plank stock logs. No 2, white oak prime timber. No 3, yellow pine plank stock logs. No 4, yellow pine mast timber. No 9, white pine. No 10, ash and cypress. No 11, black walnut and cherry. No 12, locust and cedar. No 13, white ash and hickory bars. No 14, white oak staves and heading. No 16, tignumvite. No 17, composition and copper nails. No 18, bar iron, steel. No 19, iron spikes and nails. No 20, lead, zinc, tin. No 21, hardware. No 23, paints, oils, &c. No 24, flax canvas. No 25, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, bru hes. No 31, bunting dry goods. No 32, pitch, rosin, tar. No 33, oil, soap, tallow. No 34, ship chandlery. No 35, stationery. No 36, firewood.

PHILADELPHIA, PENNSYLVANIA.

No 1, white-oak plank stock logs. No 5, yellow-pine plank stock logs. No 9, white pine. No 10, ash and white oak plank and boards. No 13, white ash oars and hickory bars. No 15, black spruce. No 17, composition and copper nails. No 18, bar iron and steel. No 19, iron spikes and nails. No 20, lead pipe, zinc, tin. No 21, hardware. No 23, paints, oils. No 24, flax canvas. No 25, cotton canvas. No 26, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, brushes. No 31, bunting, dry goods. No 32, pitch, rosin. No 33, tallow, oil, soap. No 34, ship chandlery. No 35, stationery. No 37, oakum.

WASHINGTON, D. C.

Class No 4, white-oak keel pieces. No 5, yellow pine plank stock logs. No 9, white pine. No 10, ash, cypress, white oak boards and butts. No 11, black walnut, cherry, mahogany. No 17, composition and copper nails. No 18, bar iron, steel. No 19, iron spikes, nails. No 20, lead pipe, zinc, tin. No 21, hardware. No 22 pig iron. No 23, paints, oils, &c. No 24, flax canvas. No 25, cotton canvas. No 26, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, brushes. No 31, bunting, dry goods. No 32, pitch, rosin. No 33, tallow, oil, soap. No 34, ship chandlery. No 35, stationery. No 36, firewood. No 37, oakum. No 38, tank and galley, or camboose iron. No 39, chain iron. No 40, ingot copper.

GOSPORT, VIRGINIA.

No 1, white-oak plank stock logs. No 2, white-oak plank. No 3, white-oak prominent cut timber. No 4, white-oak keel pieces. No 5, yellow pine plank stock logs. No 6, yellow pine beams. No 7, yellow-pine mast timber. No 9, white pine. No 10, ash, oak boards and butts, ash, cypress. No 11, black walnut and cherry. No 12, locust. No 13, white ash oars, hickory bars. No 15, black spruce. No 16, tignumvite. No 17, composition and copper nails. No 18 bar iron, steel. No 19, iron spikes, nails. No 20, lead pipe, zinc, tin. No 21, hardware. No 23, paints, oils. No 24, flax canvas. No 25, cotton canvas. No 26, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, brushes. No 31, bunting, dry goods. No 32, pitch, rosin, tar. No 33, oil, soap, tallow. No 34, ship chandlery. No 35, stationery. No 36, firewood. No 37, oakum.

BROOKLYN, NEW YORK.

No 1, white-oak plank stock logs. No 2, white-oak plank. No 3, white-oak prominent timber. No 4, white-oak keel pieces. No 5, yellow pine plank stock logs. No 7, yellow-pine mast timber. No 9, white pine. No 10, ash, cypress, white oak boards and butts. No 11, black walnut, cherry, mahogany. No 12, locust. No 13, white ash oars, hickory bars. No 14, white-oak staves and heading. No 16, black spruce. No 16, tignumvite. No 17, composition and copper nails. No 18, bar iron, steel. No 19, iron spikes and nails. No 21, hardware. No 23, paints, oils, &c. No 24, flax canvas. No 25, cotton canvas. No 26, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, brushes. No 31, bunting, dry goods. No 32, pitch, rosin, tar. No 33, oil, soap, tallow. No 34, ship chandlery. No 35, stationery. No 36, firewood. No 37, oakum.

CHARLESTON, MASSACHUSETTS.

No 1, white-oak plank stock logs. No 3, white-oak prominent timber. No 4, white oak keel pieces. No 5, yellow-pine plank stock logs. No 6, yellow-pine beams. No 7, yellow pine mast timber. No 9, white pine. No 10, ash, oak boards and butts, ash, cypress. No 11, black walnut and cherry. No 12, locust. No 13, white ash oars, hickory bars. No 15, black spruce. No 16, tignumvite. No 17, composition and copper nails. No 18 bar iron, steel. No 19, iron spikes, nails. No 20, lead pipe, zinc, tin. No 21, hardware. No 23, paints, oils. No 24, flax canvas. No 25, cotton canvas. No 26, flax and cotton twine. No 27, glass. No 28, leather. No 29, hose. No 30, brushes. No 31, bunting, dry goods. No 32, pitch, rosin, tar. No 33, oil, soap, tallow. No 34, ship chandlery. No 35, stationery. No 36, firewood. No 37, oakum.

PENSACOLA, FLORIDA.

Class No 1, white-oak plank stock logs. No 2, white-oak plank. No 13, white-ash oars, hickory bars. No 17, composition and copper nails. No 18, bar iron, steel. No 19, iron spikes and nails. No 21, hardware. No 23, paints, oils, &c. No 35, stationery.

PEKIN TEA STORE,

No. 88 Fifth street, one door east of the Exchange Bank.

NOW RECEIVING a full assortment of GREEN and BLACK TEAS, comprising all the grades now in use, purchased direct from the importers, for cash. Warranted of superior flavor, and will be sold, Wholesale and Retail, at the lowest prices. [ap21] S. JAYNES.

Notice

MUSIC furnished by FRANK CARGO, for Parties, Parades, &c., on the shortest notice and at low rates. He may be depended on. He may be found at R. M. Cargo's Daguerreian Rooms, 78 Fourth street. mh19

Wm. Youngson,

HOUSE, SIGN AND ORNAMENTAL PAINTER—No. 22 SMITHFIELD street, opposite the Neptune Engine House. mh27:6m

LACE AND SILK MANTILLAS—A. A. MASON & CO. will exhibit on Saturday, the 14th instant, a variety of splendid new styles of Lace and Silk Mantillas. [my14

A. A. MASON & CO. have received 100 pieces 4-4 English Prints, fast colors—selling at 12½c per yard [my10

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, May 7th, 1855, Trains will run as follows:

Leave: Express Train, Mail Train, Night Train)—Columbus 10:10 A. M., 2:50 P. M., 11:00 P. M.
Arrive: Belle: 4:20 P. M., 9:15 P. M.; 5:45 A. M.
Leave: (Mail Train, Express Train, Night Train)—Bellaire 5:05 A. M., 12:40 P. M., 6:00 P. M.
Arrive: Columbus 12:40 P. M., 6:40 P. M.; 1:10 A. M.

GOING EAST.

The 10:10 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and at Newark with a train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Train for Zanesville, Wheeling and the Northwestern Virginia Railroad; and at Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

The 2:50 P. M. Train will connect at Columbus with the Second Train from Cincinnati at Newark, with Zanesville, Marietta and Newark Railroad; and at Wheeling with 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 Indianapolis and Western by morning Train on Indiana Central Railroad will arrive connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and lower by 10:30 P. M. Train to Baltimore and Ohio Railroad, arriving in Baltimore at 6 P. M., next day.

The 10:00 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5 P. M., and arrives at Bellaire at 5:45 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, via Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5:45 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 and Zanesville, at Columbus with Express for Cincinnati and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

The 12 M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 6:40 P. M., and connects with trains going South and West arriving in Cincinnati at 12.

The 5:30 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:30 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis and Chicago.

my15 ISAAC H. SOUTHWICK, Supt.

CLEVELAND AND PITTSBURGH

RAILROAD.

CONNECTING WITH
STEAMERS FOREST CITY AND DIURNAL,
VIA WELLSVILLE.

Ohio and Pennsylvania Railroad,
VIA ALLIANCE.

THE shortest, quickest and 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-six hours.

VIA ALLIANCE.

The Trains of the Ohio and Pennsylvania Railroad leaving Pittsburgh at 3:00, 8 A. M., 8:00 A. M. and 2:00, P. M., connect at Alliance at 6:20 A. M., 11:45 A. M., and 6:30 P. M., respectively.

Trains for Cleveland leave Alliance at 7:30, A. M. and 12:05 M., and 6:35 P. M., connecting at Hudson with Trains for Chicago, Rock Island, Galena, and Cleveland, leaving Cleveland 10:04 A. M., 2:20 P. M., and 9:00 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the Northwest, who wish to go through without detention, will take the train leaving Pittsburgh at 8:00 A. M., and arriving in Cleveland at 12:20 P. M., and is the only train by which connections are made through to the above point. Passengers by this train reach Chicago at 7 A. M. next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The Steamers Forest City and Diurnal run between the Monongahela wharf every morning, (Sundays excepted), at 10 o'clock, for Wellsville, connecting with the Steamer leaving Wellsville at 4:30 P. M., and arriving at Cleveland at 9:00 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted) at 6:45 P. M., connecting at Rochester with Express Train for Pittsburgh, arriving at 12:20 P. M.

Trains from Wellsville and Cleveland connect at Bayard for Carrollton, Waynesburg, Bowerstown and New Philadelphia.

☞ Tickets for Chicago, St. Louis, Rock Island, Galena, and Wellsville, are sold at a less rate than via Alliance.

The Trains from Cleveland connect with Lake Shore and Michigan Southern Railroad at 7:30 and 12:50 A. M., and 4:25 P. M., arrive at Chicago at 11:00 P. M., 7:00 A. M., and 10:00 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: For Rock Island at 9:00 A. M., and 11:00 P. M. For St. Louis at 10 A. M., and 10:00 P. M.

Passengers for St. Louis go over Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by Steamer. Time 14 hours.

Passengers by the 9:00 A. M. Train arrive in St. Louis at 11:30 same evening, and by the 11:00, P. M., Train, at noon next day.

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

FARE VIA ALLIANCE AND CLEVELAND.

To Alliance	$2.50	To La Salle	$18.00
" Cleveland	4.00	" Rock Island	14.00
" Toledo	7.00	" Davenport	14.00
" Chicago	13.00	" Springfield	10.50
" Bloomington	11.00	" Burlington	21.00
" St. Louis	10.00		

Passengers are requested to procure their tickets at the office of the Company, in the Depot, corner of Wood and Water streets.

J. H. ROCKWELL, Superintendent.
W. A. CADWALLADER, Agent.
may 1:dawtf

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN

TO

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 CHICAGO MERIDIAN TRACT R. R. NOW COMPLETED.

And Trains run from the Eastern Terminus of CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to BURLINGTON, QUINCY, MONMOUTH, MACOMB, MONMOUTH, OTTUMWA, FORT DES MOINES, COUNCIL BLUFF, &c., and the only ALL RAILROAD Route to ALTON, SPRINGFIELD, BLOOMINGTON, CLINTON, DECATUR, CARLISLE, 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—making the quickest and most reliable route to reach all the important points west and Northwest of Chicago. Time, twenty hours, and fifty miles less time than by any other route. The Road, for a large portion of the way, is laid with the convincock Rail, the most perfect road in the world, with Depots well stocked with the most modern Locomotives and elegant new cars.

☞ By this route passengers are sure of making connections, and arriving at St. Louis on advertised time avoiding the vexatious delay of Ferry, and ice, and dangers of navigation, as 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 Galena R. R., and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Supt.
C. P. FOLLETT,
Gen'l Ticket Agt. Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. [m 10

1855. AIR LINE ROUTE 1855.

FROM

CHICAGO TO ST. LOUIS.

Via CHICAGO, ALTON AND ST. LOUIS

RAIL ROAD,

Formerly the Chicago and Mississippi.

Carrying the Great American Express and U. S. Mails.

THE Only Direct and Reliable Route to the South and South-West—Seventy Miles Shorter than any other Route.

TWO THROUGH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leaves	*Arrive at*
St. Louis Day Express	9 15 A. M.	12:30 A. M.
St. Louis Night Express	7:30 P. M.	2:45 P. M.

Trains run directly through without change of cars or baggage.

From Chicago to St. Louis in 15½ hours.

IMPORTANT CONNECTIONS—At Joliet with the Rock Island Railroad for Ottawa, La Salle, Rock Island and Central Iowa.

At Bloomington, with Illinois Central Railroad for Clinton, Waynesville and Decatur, and with Steger for Peoria.

At Springfield, with Great Western Railroad for Jacksonville and Illinois River.

At Alton, with Daily Line of Packets for Hannibal, Quincy and Keokuk; the most expeditious and reliable route to all portions of North-eastern Missouri.

At St. Louis, with Daily First class Steamers for New Orleans and intermediate points on the Lower Mississippi, and with Regular Lines of Packets for Kansas, St. Joseph, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

H. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [ap7]

PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at ½ 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 1 P. M. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11, P. M., and Pittsburgh for Philadelphia at 10, 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. McKINN,
Agent, Passenger Lines, Philadelphia.
J. MESSINGER,
Agent, Passenger Lines, Pittsburgh.

jan30

Notice.

THE Partnership of JOHN M'DEVITT & BRO. was dissolved on the first inst. John M'Devitt will continue the business at the old stand, and attend to the settlement of the business of the late firm.

JOHN M'DEVITT,
WILLIAM M'DEVITT.

Pittsburgh, January 2d, 1855.—[ja4

Mantillas.

WE are now receiving our stock of Paris made MANTILLAS, to which we would call the attention of the ladies.

HAGAN & AHL,
91 Market street.

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,

NO. 344 LIBERTY STREET, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The Proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. There is attached a splendid STABLE and extensive WAGON YARD, affording ample accommodation to travelers and teamsters. His Larder and Bar will be furnished with the best the market can afford. febl9

ST CLAIR HOTEL,

Corner of Penn and St. Clair streets, Pittsburgh, Pa.

THE undersigned, formerly of "Brown's Hotel," having taken this large and commodious HOTEL, and having fitted it in magnificent style, would respectfully invite his friends and the traveling public to give him a call. Assured, with the convenience of the house and his long experience in the business, he can give entire satisfaction, and his charges moderate.

WM. C. CONNELLY.

RILEY'S HOTEL:

CORNER FOURTH AND GRANT STREETS,

PITTSBURGH, PA.

my29:y] E. RILEY, Proprietor.

GOOD INTENT HOUSE,

CORNER OF LIBERTY AND GRANT STREETS, near the Railroad Depot.

jan16:ly JAMES SHANNON, Proprietor.

CITY HOTEL.

(LATE BROWN'S.)

Corner of Smithfield and Third streets,

PITTSBURGH, PA.

GLASS & CARR, Proprietors.

JOHN P. GLASS, (Late Mansion House, Cincinnati.) DAN. D. CARR, (Late St. Charles & Perry Hotels.)

THIS large and commodious House having undergone a thorough repair and furnished with new equipments throughout, is now open for the reception of the traveling public. Charges moderate. apr26:3m

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia. [ap29:y

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle) Proprietor. [ap29:y

GASKILL HOUSE,

CORNER OF MAIN AND SOUTH STS., WARREN, O.

THE Proprietor takes pleasure in announcing to the public that this new and elegant Hotel has been opened as a house of entertainment. Being commodious and roomy, and adjoining the office of the Ohio Stage Company, it offers inducements unsurpassed in Warren for the accommodation of the traveling community.

A share of public patronage is respectfully solicited.

M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

TERMS $1.50 PER DAY.

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable as well as elegant style, is now prepared to receive guests and offer ample entertainment to all who may patronize the House. [au25tf] JAMES DOWNEY.

HARE'S HOTEL,

(Late Farmer's Exchange,)

NO. 135 LIBERTY STREET, near Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

☞ Office, North west corner Fifth and Wood streets, Pittsburgh. [ap29:1y

DELAWARE

MUTUAL SAFETY INSURANCE COMPANY.

OFFICE in the North Room of the Exchange, on Third street, *PHILADELPHIA.*

MARINE INSURANCES.

On Vessels,
Cargo,
Freights,
To all parts of the World.

INLAND INSURANCES

On goods by rivers, canals, lakes and land carriages, to all parts of the Union.

FIRE INSURANCES

On merchandise generally.
On stores, dwellings, houses, &c.

ASSETS OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$24,200 00
City Loan of Philadelphia, Philadelphia city, Spring Garden, Southwark, and other loans	181,553 42
Stocks in banks, railroads and insurance companies	24,012 20
Notes receivable	159,825 94
Cash on hand	16,071 50
Balances in the hands of Agents and premiums on Marine Policies received since	121,746 67
Subscription Notes	100,000 00
	$627,409 73

DIRECTORS.

Wm. Martin,
Joseph H. Seal,
Edmund A. Souder,
John C. Davis,
Robert Burton,
John R. Penrose,
George G. Leiper,
Thomas S. Ellis,
H. Jones Brooke,
Paul Leidy,
James C. Hand,
Theophilus Paulding,
James S. M'Farland,
W. C. Ludwig,

Dr. R. M. Huston,
Thomas Robins,
Spencer M'Ilvain,
Charles Kelly,
Samuel Sparks,
Henry Sloan,
James Traquair,
Wm. D. Lewis,
Joshua L. Price,
James Perot,
John B. Semple,
Charles Schaller,
James S. Handy,
E. T. C. Morgan, do.

WM. MARTIN, President.
THOS. C. HAND, Vice President.
JOSEPH W. COWAN, Sec'y.
P. A. MADEIRA, Agent,
No. 95 Water street, Pittsburgh.

mar16

The Franklin Fire Insurance Company,

DIRECTORS—Charles W. Hancker, Thomas Hart, Tobias Wagner, Samuel Grant, Jacob R. Smith, Geo. W. Richards, Nathaniel D. Lewis, Adolph E. Borie, Jacob S. Richards, Morris Patterson.

THOMAS WOODS, President.
CHAS. N. BANCKER, President.
CHAS. N. BANCKER, Secretary.

Continue to make insurance, perpetual or limited, on every description of property, in town and country, at rates as low as are consistent with security.

The Company have received a large Contingent Fund, which, with their capital and premiums, safely invested, affords ample protection to the assured.

The Assets of the Company on January 1st, 1855, as published agreeably to an Act of Assembly, were as follows, viz:

Mortgages	$184,125 00
Real Estate	34,577 78
Temporary Loans	52,000 00
Stocks	61,855 00
Cash, &c.	61,346 81
Total	$1,212,704 44

Since their incorporation, a period of twelve years nearly, they have paid a total of One Million Four Hundred Thousand Dollars, losses by fire, thereby affording evidence of the advantages of insurance, as well as the ability and disposition to meet with promptness all liabilities.

J. GARDINER COFFIN, Agent,
Office, northeast corner of Wood and Third sts.
CHARLES STILL,
Wood street.

jan 20 mar6

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve private families and the public generally, with his celebrated LAGER BEER, in kegs of 15 gallons and upwards, at his office, No. 59 DIAMOND ALLEY, (near Wood street), where he will punctually attended to, and the beer delivered to any part of the city free of cartage.

P. G. SCHENCK.

apr28 tf

Benitz' Lager Beer Hall,

No. 106 *Smithfield street, opposite the Custom House.*

THE subscriber has just opened one of the largest and best finished Lager Beer Halls in the city. His Beers acknowledged to be a superior article, and every other accommodation about his house cannot be excelled.

mr 26:3m

Kennett Ale.

WM. ENGLISH, Sole Agent for SMITH'S celebrated Kennett Ale and Brown Stout. Also, Common Ale and Porter, in quart and pint bottles.

The attention of families, and the trade, is respectfully solicited. au11:y

Mineral Water and Sarsaparilla

WM. ENGLISH, Fort street, near Penn, is now manufacturing and bottling the above beverages on an extensive scale. His articles are of the best quality, and manufactured from the purest materials. oct17:y

HOPPER'S PATENT PLANE

THE undersigned is prepared to supply CARPENTERS, CABINET MAKERS, and Workers in Wood generally, with his Patent Plane, which is a Plane and Plane Iron.

A Plane that will do the work of two Planes, and a Plane Iron that will do the work of two Plane Irons.

☞ By this patent Hopper's Patent Plane, and do not hesitate to recommend it to Cabinet-Makers and Carpenters as superior to any other Plane in use. We consider it peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard wood, and for planing tenon ends, it is far superior to the old mode of scraping, besides being a great saving of time. One man, using Hopper's Patent Plane, will plane more tenons than five men can do by any other plane or method in use.

H. H. RYAN & CO.

To MOSES F. EATON, Esq.

Dear Sir—I have examined Hopper's Patent Bench Plane, and believe it to be a most excellent article for the use for which it is intended, as a combination of plane and scraper.

It is particularly adapted to planing veneers, and it does not require one-fourth the time or labor of the old method; and I have no doubt, when its properties become generally known, but that it will entirely supersede the former tedious and laborious system.

I most cheerfully recommend it to all persons engaged in the Cabinet business, as from my knowledge of it, there is nothing as well fitted to give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

JAMES W. WOODWORTH,
Furniture Warerooms, 97, 99 Third st., Pittsburgh.

Pittsburgh, February 27, 1855.

MOSES F. EATON, of this city, is my sole Agent for the sale of Planes, or of rights to manufacture and sell them.

WM. C. HOPPER.

Pittsburgh, March 21 1855.—(mh21:tf)

A. & NUT.

MOSES F. EATON, No. 19 Sixth street, agent for selling and buying PATENT RIGHTS, is now authorized to sell the following lately patented articles:

Sands & Cummings' Patent Brick Machine;
Hopper's Patent Veneer Plane;
Trott's patent Oil Globes, for Steam Engines;
Dowle's Rock Drilling Machines;
Coe's patent Drill, for Drilling Iron;
Copeland's Stationary and Portable Saw Mills;
Crawford's Steam and Water Gauges; and,
Griffith's Wrought Iron Railroad Chair Machines.

These articles have been examined by practical mechanics and machinists, and pronounced superior to any in use. He is also authorized to sell Rights to make and vend these articles in any part of the country.

He has also for sale hot-pressed Nutts and Washers, and finished Brass Work.

He is also prepared to take Agencies for the sale of other patented Rights and new Inventions, and give to the business faithful and constant attention.

He refers to the following

CARD.

The subscribers have long been acquainted with Mr. Moses F. Eaton, and have no hesitation in recommending him, to all who may wish to employ his services, as a gentleman of undoubted integrity and indefatigable industry, in whose exertions every reliance may be placed.

Neville B. Craig, W. Robinson, Jr.,
Wm. Larimer, Jr., John Graham,
W. H. Denny, H. Childs & Co.,
James Wood, N. Holmes & Sons,
P. R. Friend, Kramer & Rahm,
F. Lorenz, L. R. Livingston,
Knap & Wade, William F. Johnston,
William Phillips, Andrew Fulton,
Wilson M'Candless, A. W. Loomis.

Pittsburgh, November 27th, 1854. nov27:tf

Doan's Patent Rack Drilling Machines,

WEIGHING ABOUT 300 POUNDS; can be worked and moved by two men, and do the work of five or six in the ordinary way. S. S. Fowler & Co., Manufacturers.

The subscriber has been appointed sole agent in the United States, for the sale of *rights* to use these Machines.

MOSES F. EATON, 19 Sixth street.

REFER TO

Hon. Wm. F. Johnston, President A. V. R. R.;
C. Milnor Roberts, Esq., Chief Eng. A. V. R. R.;
Gen. Wm. Larimer, Jr., President P. & C. R. R.;
O. W. Barnes, Esq., Chief Eng. P. & C. R. R.;
Messrs. Manfull & Nicholson, Contractors for the P. & S. R. R. dec19

Notice.

EMBROIDERIES.—A. A. MASON & CO. have just received per express 6 cartons of Embroideries, comprising new and elegant styles Collars, Cuffs, Collarettes, Head Dresses, Rosettes, Tabs, Sleeves, Chemisettes, Hdkfs., &c., which will be offered at extremely low prices. jan22

INSURANCE COMPANIES.

Increase of Cash Capital

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1819.

PAID UP.

Cash Capital, - - - - - $500,000.

THE THIRTY-SIXTH ANNUAL STATEMENT of the Assets of the ÆTNA INSURANCE COMPANY, of Hartford, as furnished this agency on the 1st of January, 1855, under oath.

Real Estate, unincumbered	$16,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,313 17
Bills Receivable, well secured, payable at Bank	159,327 35
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,896 00
Bank Stockson New York city	88,050 00
Cash on hand, in Bank, and in hands of Agents and others	12,505 06
	$573,278 63

The amount of liabilities due or not due to Bankson other creditors,—nothing.

Losses adjusted and due,—none.
Losses adjusted and not due, $148,518 22.
Losses unadjusted and in suspense, waiting for further proof, $61,257 50.

All other claims against the Company are small, such only as printing, &c.

Agents instructed to take no risk over $10,000.

The amount insured in any city, town or village, depends upon the character, material and construction of buildings, the width of streets, the supply of water and condition of the fire department, and other circumstances.

The amount insured in blocks of buildings varies; the design is to limit the loss by any one fire to $10,000, or less.

THO. A. ALEXANDER, Secretary.

STATE OF CONNECTICUT, } ss.
Hartford county. } Hartford, Jan. 1st, 1855

Personally appeared Thomas A. Alexander, Secretary of the Ætna Insurance Company, and made oath that the foregoing statement by him subscribed, is true, according to his best knowledge and belief.

BERY FOWLER, Justice of the Peace.

Losses paid by this Company for the year 1854 exceed $600,000, while the premiums received for the same time far exceed any other year,