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 18th, 1855, Trains will run as follows:

GOING EAST.

	Express Train.	Mail Train.	Night Train.
Leave.			
Columbus	10.00 A. M.	3.30 P. M.	11.30 P. M.
Newark	11.10 "	4.45 "	12.50 A. M.
Zanesville	12.20 P. M.	6.00 "	2.12 "
Concord	12.58 "	6.44 "	3.01 "
Cambridge	1.20 "	7.08 "	3.26 "
Barnesville	2.23 "	8.20 "	4.48 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	3.35 "	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 "	8.04 "	9.00 "
Concord	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, Concord, Cambridge, Campbell's, Barnesville, and Belmont only. Going West will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail Train will stop at all the Stations where the Mail Train will stop at all the Stations where the Mail Train will stop at all Stations to be received, or delivered, and at all other Stations on notice 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 Trains 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 Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern 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; and at Wheeling with Night Train o 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 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 5 P. M., next day.

The 11.30 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.00 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 Trains over the Chicago, Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accomodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5.15 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 Mansfield; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, 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 2.15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, Supt.

Zanesville, June 18, 1855.—[v21]

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. This road also connects at Pittsburgh with daily line of steamers to 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.—Boots, Shoes, Dry Goods (in bales,) Furs, Feathers, &c	75c. per 100lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c	60c. per 100lbs.
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c	50c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon, Pork, (packed,) Lard and Lard Oil	40c. per 100lbs.

For shipping Goods from any point East of Philadelphia, be particular to mark package "via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS.—Moses Potter, Boston; J. L. Elliott, N. Y; E. J. Sheeder, Philadelphia; Magraw & Sons, Baltimore; Geo. C. Evans&sons, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky; R. R. Parks, Madison, Ind; Satcliff & Co., St. Louis, Mo; F. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent; Philadelphia.
H. J. LOMBARDY,
may9 Superintendent, Altoona, Pa.

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 20, 1855, the Mail Train on the Steubenville daily, (Sundays excepted) at 7 o'clock, A. M., and arrive at Newark at 12.50 o'clock, P. M., connecting with trains for

Columbus, Sandusky,
Indianapolis, Chicago,
Cincinnati, Lafalle,
Mount Vernon, Rock Island,
Toledo, Saint Louis.

Reach Cincinnati at 8.20 same evening.

RETURNING:

Leaves Newark at 12 o'clock, M., and arrives at Steubenville at 7.10 P. M. Passengers by this train leave Cincinnati at 6 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted,) at 4.05 P. M., and arrives at Cadiz at 6.25 P. M.

RETURNING.

Leaves Cadiz at 7.37 A. M., and arrives at Steubenville at 10.05 A. M.

For further information apply to JAMES COLLINS & CO., Freight and Passenger Agents, Nos. 114 and 115 Water street, Pittsburgh.

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
E. W. WOODWARD,
Superintendent.
jw23

1855. AIR LINE ROUTE 1855.

CHICAGO TO ST. LOUIS.

Via CHICAGO, ALTON AND ST. LOUIS RAILROAD,

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 TRAINS EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leave St. Louis.	Arrive at Chicago.
St. Louis Day Express	9.15 A. M.	12.30 A. M.
St. Louis Night Express	10.00 P. M.	2.45 P. M.

Trains run directly through without change of cars or baggage.

From Chicago to St. Louis in 15½ hours.

DIRECT 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 Stages for Peoria.

At Springfield, with Great Western Railroad for Springfield 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 Keokuk, St. Joseph, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

A. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [apr]

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 connection 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 P. M.—St. Louis and Cairo Express Passengers for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

6.30 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 cities.

Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 180 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, Cairo, Dubuque, St. Paul, and all important places by this route, can be had at the office of the O. & P. and O. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

1e6 R. R. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE RAILROAD

Open from West Newton, Westmoreland County, to Pittsburgh Station, Fayette County.

THE FAST STEAMER CLARA FISHER having been chartered by the P. & C. R. R. Co., will leave Pittsburgh every evening, at half past four o'clock precisely, for West Newton, connecting there with the Trains of the Pittsburgh and Connellsville Railroad, which will run between the above points until further notice, as follows:

Leave West Newton at 6.30 A. M.; stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Miltenburg at 6.30 o'clock. Returning, leave Miltenburg at 6.35 A. M.; stop at all way stations, and arrive at West Newton at 7.55; connecting with the steamer CLARA FISHER for Pittsburgh; reaching Pittsburgh at noon.

Second Train will leave West Newton at 12 o'clock for Miltenburg, and returning, will leave Miltenburg at 6 P. M., stopping at all way stations.

Fare from Pittsburgh to Miltenburg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Miltenburg Station.

Freight will be transported each way daily. For rates apply to D. W. CALDWELL, Esq., Assistant-Superintendent, West-Newton; or to W. THOMPSON, Freight Agent, on board the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.
Pittsburgh, June 20, 1855 [jy21

Charlotte Blume,

MANUFACTURER AND DEALER in PIANO FORTES, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HAZELTON PIANOS; also, for Hallet, Davis & Co.'s BOSTON PIANOS, with and without Coleman's Æolian Attachment. [my8] No. 118 Wood street.

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 & CHAT. 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, OQUAWKA, 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 CONNOVER RAIL, the smoothest riding and best Railroad in the West—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 fogs 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.

G. S. HAMMOND, Sup't.
C. E. FOLLETT,
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. mh19

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

Ohio and Pennsylvania Railroad,

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.

Two 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 twenty-four hours.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 2.30, A. M. and 8.00, A. M., connect at Alliance for Cleveland as follows:

Trains for Cleveland leave Alliance at 5.5, A. M., and 12.00 M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 7 A. M. and 2.20 P. M., and both connecting with Express Trains for Toledo, Chicago and St. Louis at 9.00 A. M. and 2.45 P. M.

The 3.00 P. M. Train from Pittsburgh makes no connection for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, will find this the route through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 10 P. M., as this is the only train by which Sleeping Cars connections are made at or beyond Chicago. Passengers by this train reach Chicago at 8.00 next morning, and St. Louis at midnight.

Baggage checked through to Cleveland and Chicago.

FARE VIA ALLIANCE AND CLEVELAND.

	1st cl.	2d cl.
To Alliance	$2 20	
" Cleveland	4 60	
" Toledo	7 50	
" Detroit	7 60	$6 00
" Chicago	9 [illegible]	10 40
" Bloomington	16 90	14 40
" St. Louis	21 00	16 50

	1st cl.	2d cl.
To La Salle	$16 60	$12 50
" Rock Island	18 00	14 00
" Galena	18 15	14 00
" Springfield	18 70	16 20
" Quincy	19 [illegible]	15 00
" Peoria	18 00	14 00

Passengers are requested to procure their tickets at the office of this Company, in the Monongahela House, third door below the corner.

J. DURAND, Sup't, Cleveland.
J. A. CAUGHEY, Ag't, Pittsburgh.
jy23

100,000 COPIES!

STEAMBOAT DISASTERS ON THE WESTERN RIVERS, AND NEW STEAMBOAT DIRECTORY.—The undersigned have now in course of preparation a new STEAMBOAT DIRECTORY, which will be ready for the press next the book will contain over two hundred pages, illustrated in the best style, and neatly bound in Gilt Cloth. IT WILL BE ONE OF THE MOST INTERESTING BOOKS EVER PUBLISHED, and will be a book that will be interesting to all classes of people. THE STEAMBOAT DIRECTORY will contain a complete list and description of all the Steamboats now afloat on the Western and Southern rivers. The length, model, speed, power and tonnage of each boat, where and by whom built, the names of the boat, with the trade she is in, &c. The Directory will contain a history of Steamboats and Steamboating on the Western waters, the application of the steam power, the first boat built for the Ohio River, with the name of the builder, commander and owner.

The STEAMBOAT DIRECTORY will contain a list and description of all the STEAMBOAT DISASTERS that have occurred on the WESTERN and SOUTHERN RIVERS, with a fully illustrated with a LIST OF ALL THOSE WHO HAVE PERISHED BY THEIR BURNING, SINKING AND EXPLODING, on the Western and Southern waters. The Directory will contain Maps of the Ohio, Mississippi, Missouri, Illinois, Arkansas, White, Red, Osage, Cumberland, Tennessee, and the Pearl and Grand Lake rivers, with correct distances; also many other River and Commercial items of interest to the people of the West. The book will contain the exact Cost of the various U. S. Mail Boats, with the trade they are in, &c. &c. The Directory will also contain a complete list of all the responsible Steamboat Owners, Boat Officers, their places of residence, &c. &c.; the new Steamboat Law, its requirements, with comments, showing the benefits it confers on the *honest officer*, and injures the *incompetent officer*, &c. &c., and all the important U. S. Supreme Court Steamboat Decisions, such as the Law of Passengers, Steamboat Essential Privileges, Bills of Lading, important Decisions of the various U. S. Courts in regard to Freight, Loss and Damaged, &c. &c., and a great many other things of interest.

The Directory will be illustrated in the best style and printed in the best manner possible. The author has for six years been gathering together all the facts and items in regard to the numerous steamboat disasters on the Western and Southern waters, and now intends publishing them in book form. The price of the work will be put at the low sum of One Dollar. Ten thousand copies will be printed for the bookmen; all others desirous of subscribing will have to do so at once, as none will be printed unless ordered in advance. This work is declared to have a circulation of over EIGHTY THOUSAND copies, as the publishers are receiving large numbers of subscribers per mail, from all parts of the country, *daily*. Some of the oldest boatmen, as well as most scientific men of the times, are contributors to the Steamboat Directory.

The Directory will be issued in October, and will be an ornament to the parlor as well as a handbook. Its cost, One Dollar (post paid) per copy. Send and secure a copy of the above work.

All communications and letters should be addressed to JAMES T. LLOYD & CO.,
jy23dawtf Pottsville Buildings, Cincinnati, Ohio.

Alexander W. Foster,

ATTORNEY AND COUNSELLOR AT LAW, AND SOLICITOR IN CHANCERY, Agent for procuring Bounty Lands and Pensions, and for the Collection of Claims in England and Ireland.

☞ Collections made in this and the adjoining Counties; Estates of deceased persons, Real Estate bought, sold or leased, and rents collected. Moneys invested on Mortgage or other security. Titles examined and abstracts made.

Office on FOURTH street, a few doors above Smithfield.

Pittsburgh, March 28, 1855—[mh28:dw]

A. W. FOSTER,

NOTARY PUBLIC and Commissioner for the States of Tennessee, New Hampshire, Connecticut, Wisconsin, New York, Michigan, Iowa, Indiana, Illinois, Ohio.

Deeds, bonds, notes, and acknowledgments and proofs taken for record or use in any of the above named States, Illinois, Mississippi and Ohio. [mh28:dw

Pittsburgh, March 28, 1855—[mh28:dw]

OFFICE OF MONONGAHELA NAVIGATION CO.,
PITTSBURGH, MARCH 1, 1855.

BY authority of a Supplement to the Charter of this Company approved the 26th day of January, 1854, regulating the Company so as to extend the improvement of Brownsville, and authorizing the application of the tolls of the Company to that object, and the distribution of the stock amongst the stockholders, the amount equal to the earnings of the Company thus expended—the Treasurer has been instructed to distribute amongst the stockholders, in new stock, four per cent. upon the amount held by them respectively, which will be placed to the credit of their stock accounts on the books of the Company

W. B. COPELAND,
jy19:dw Treasurer of Mon. Nav. Co.

PEARL STEAM MILL,
Allegheny, July 14th, 1855.

THE interest of Messrs HARVEY CHILDS and ASA P. CHILDS in our firm ceases, by mutual agreement, from and after this date.

BRYAN, KENNEDY & CO.

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 a 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 months would procure a certain, safe and speedy remedy.

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

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

CARTER'S NEW BOOKS at DAVISON'S, 65 Market st—

Emily Vernon; or Filial Piety Exemplified;
Philip Colville, a Covenanter's story, by Grace Kennedy;
Family at Heatherdale, or the Influence of Christian Principles, by Mrs. Mackay;
William Wilberforce, or the Christian Statesman, by Collier;
The Dead in Christ, their State, Present and Future, by Dr. John Brown, author of Exposition of 1st Peter, &c., &c;
Prayers of the Apostle Paul;
Stray Arrows;
Works of Philip Henry; Jacoby Notes, vols. 1 and 2;
Memoirs of Obelin; Rich and Poor, by Ryle;
Ashton Cottage; Manual for the Young;
Footsteps of St. Paul; jo4

WANTED—Cooks and House Servants for private families and hotels. Ladies who need Nurses or any kind of female help, and gentlemen who want Clerks or Salesmen of business habits, with good references, Gardeners, Carriage Drivers, or Men or Boys to do any kind of work, can be supplied at

BARR'S INTELLIGENCE OFFICE,
410 Liberty street.

☞ Harvest Hands wanted—high wages paid. jy26

A. MASON & CO. have just opened 40 pieces of Wool Bareges at 12½ cents per yard. Also, another lot of those Fine Lawn Dresses at 50 and 62½ cts. jy27

100 FINE SILK BONNETS, of the very newest styles, selling at $1 and $1.25, at
A. A. MASON & CO.'S, 22 Fifth st.

EGGS—6 bbls, in fine order, rec'd on consignment and for sale by ATWELL, LEE & CO.

REFINED SUGARS—75 bbls Crushed, Powdered and Refined White Sugars, just rec'd and for sale by ATWELL, LEE & CO.

FOR SALE—That superior House and Lot, No. 141, on Fourth, above Smithfield street. It is offered at a low price. Enquire soon of THOMAS WOODS,
jy27 No. 75 Fourth st.

TAR—100 bbls N. C. Tar, large bbls, in fine order, to arrive on consignment, and for sale by
ATWELL, LEE & CO.

HOTELS.

MANSION HOUSE.

GEORGE ENTZ, 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 has, 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 accommodation to travelers and teamsters. His Larder and Bar will be furnished with the best the market can afford. febly

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 refitted it in magnificent style, would respectfully invite his friends and the travelling 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.
feb22

GOOD INTENT HOUSE,

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

JAMES SHANNON, Proprietor.
Jan12:ly

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia. [au29:y

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle,) Proprietor. [au29: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.
au17

FRANKLIN HOUSE,

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.
PARKER & LAMILD, Proprietors.
jy19:3m 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 give ample satisfaction to all who may pa ronize the House. [aug:tf] JAMES DOWNEY.

HARE'S HOTEL,

(Late Farmer's Exchange,)

NO. 133 LIBERTY STREET, foot of Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

This Hotel is entirely new, having just been completed and opened for the accomodation of the public. [sep13

FRANKLIN HOUSE, Cleveland, Ohio.

C. PATRICK & SON, PROPRIETORS.—This House has undergone thorough and extensive repairs, alterations and additions, and is now furniture, etc., and the proprietors pledge themselves that nothing shall be wanting on their part to render the FRANKLIN a place where all the comforts of a first class hotel can be found.

C. PATRICK & SON.
jy4tf

FLORENCE HOTEL,

No. 400 BROADWAY, NEW YORK.
(CONDUCTED ON THE EUROPEAN PLAN.)
REUBEN LOVEJOY, PROPRIETOR
oct3:y

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.
Fourth street, between Wood and Smithfield.

THIS spacious Restaurant has been leased by the subscriber, and completely renovated. He is at all times prepared to furnish, during every luxury that can be found in the best regulated restaurants in the States. His spacious hall will always be supplied with the very best liquors. Game of every description, in season, can always be found at WILKINS HALL. [apr]

BAR & EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE Subscribers beg leave to inform their friends and the public generally, that they have leased the above well known Restaurant, which has just been thoroughly renovated, repaired and re-furnished in elegant style. The proprietors have no expense to make the Bank Exchange a comfortable resort, as well for the epicure as the business man. The larder will at all times be stocked with the delicacies of the season, and served up under the auspices of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEIER,
P. FRANCIS.
jan12:y

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE. ☜

D. BARNARD.

No. 40, Fifth Street, between Wood and Market.
PITTSBURGH.

CRYSTAL PALACE,

No. 19 Market street.

C. O. SKELY,

RESPECTFULLY informs his friends and the public in general, that he has just started his New York and Philadelphia oysters, cooked any thing else in the eating line. Oysters in the Shell or Stewed, for 12½ cents sixpence. He will also keep the best of everything the market can afford. House always open until 3 o'clock in the morning. mar13:d

OYSTER SALOON AND RESTAURANT

WOOD STREET.

THE subscriber has now his OYSTER SALOON AND EATING HOUSE perfected in a manner that cannot be excelled by any establishment in the city.

MEALS WILL BE SERVED UP AT ALL HOURS OF THE DAY, from the

Choicest Meats, Fowls, Fish, &c., &c;

His Bill of Fare cannot be surpassed, and he would respectfully invite the attention of the public to it.

CHARLES STILL,
108 Wood street.
ja20:mwtf

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 quantities to suit. Orders left at his Office, NO. 39 DIAMOND ALLEY, (near Wood street,) will be punctually attended to, and the Beer delivered to any part of the city or vicinity.

F. G. SCHENCK.
jy28:tf

Benitz' Lager Beer Hall,

No. 105 Smithfield street, opposite the Custom House.

THIS elegant establishment has proved one of the largest and best finished Lager Beer Halls in the city. His lager is acknowledged to be superior article, and every other refreshment about his house cannot be excelled.

A. BENITZ.
jn8:y2m

Kennett Ale.

W. D. ENGLISH, Sole Bottler of SMITH'S celebrated Kennett Ale and Brown Stout. Also, Common Ale in Quart and Pint bottles. ap11 ly

Mineral Water and Sarsaparilla.

W. D. ENGLISH, Pittsburgh, Penn, is now manufacturing and bottling the above beverages on an extensive scale. His mineral water is pure and manufactured from the purest materials. octf1y

HOPPER'S PATENT PLANE

THE undersigned is prepared to supply CARPENTERS, CABINET-MAKERS, and Workers in Wood generally, with his Patented and valuable PLANES.

As he has tried it, pronounces it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but a few among many that have received recommending this Plane above all others in use:

PITTSBURGH STEAM CABINET FACTORY,
February 22, 1854.

We hereby certify, that during the last twelve months we have used Hopper's Patent Plane, and do not hesitate to recommend it to Cabinet-Makers, as being far superior to any other Plane in use. We consider it peculiarly adapted to planing ash, cherry, walnut, and all sorts of hard wood, and for planing vene rs, it is far superior to the old mode of scraping, besides being a great saving of time. One hand will do more with this plane in veneers than five men can do by any other plane or method in use.

JAMES W. WOODWARD,
H. H. RYAN & CO.

JAMES P. EATON, Esq.:

Dear Sir—I have examined Hopper's Patent Beech Plane, and have tried it in the shop, and find it to be a valuable invention, and well adapted to the purpose 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, it will entirely supersede the former tedious and laborious custom.

I cheerfully and confidently 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 Beech Plane.*

JAMES W. WOODWARD,
Furniture Warehouse, 67, 69 Third st., Pittsburgh.

Pittsburgh, February 27, 1854.

MOSES P. 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]

DUFF'S MERCANTILE COLLEGE,

OPEN DAY AND EVENING, throughout the Summer.

DOUBLE ENTRY BOOK-KEEPING,

Taught from Duff's System of Book-Keeping, sanctioned by the Chamber of Commerce of New York as the most perfect work upon accounts now in use.

DUFF'S COMMERCIAL STEAMBOAT BOOK-KEEPING, Embracing eight trips of a boat—illustrating re shipments of freight and passengers, owners' settlements before and after sale of the vessel; transfers of owners' shares, and other important matters not attempted in any of the one-write sets of Steamboat Book-keeping in use.

PENMANSHIP,

Taught by Mr. J. D. Williams, the only professional teacher of penmanship now in the city.

MERCANTILE ARITHMETIC,

Embracing a new method of computing interest, with all the most approved abbreviations in mercantile computations in use.

MERCANTILE LAW.

Although others advertise these lectures, this will be found the only institution in the city where they are regularly delivered.

☞ Call and get a Circular and sample of Mr. Williams' Penmanship before engaging elsewhere. je23

FIELD BOOK FOR RAILROAD ENGINEERS.—Containing formulæ for laying out curves, determining frog angles, levelling, calculating earth-work, etc., etc., together with tables of radii, ordinates, deflections, long chords, magnetic variation, logarithms and natural signs, tangents, etc. etc., by John B. Henck, Civil Engineer. Pocket book form. $1.75.

☞ The object of the present work is to supply a want very generally felt by Assistant Engineers on Railroads. Books of convenient form for use in the field, containing the ordinary logarithmatic tables are common enough, but a book combining with these tables others peculiar to the Railroad work, and especially the necessary formulæ for laying out curves, turn-outs, crossings, &c., is a desideratum which this work is designed to supply.

U. S. MILITARY ACADEMY, West Point, April 18, 1854.

Gentlemen:—I have looked over "Henck's Field Book for Railroad Engineers," and think it well adapted to the object its author proposes, and have no question but it will be found a very useful and practical volume both for office and field work.

D. H. MAHAN.
Troy, April 21, 1854.

I am much pleased with Mr. Henck's little manual, the "Field Book of Railroad Engineers." With the presentation of some of the most practical and useful of recognized processes among railway engineers, he has given others which, new at least in their present form, appear to possess more value than that of mere novelty—that of being in general susceptible of available, not to say desirable, practical use. In conclusion, while I think the design of Mr. Henck's book is such as to adapt it excellently well to professional needs, I have pleasure in expressing my cordial satisfaction with the execution, alike with the perspicuity of arrangement effected by the author, and the excellent typographical taste displayed by his publishers.

B. FRANKLIN GREENE,
C. E. and Director of Rensselaer Polytechnic Institute.

For sale by WILLIAM S. HAVEN,
Dealer in Engineers' Stationery,
Market street, corner of Second.
au3

VARIETIES!—A Cottage House in Allegheny for sale. Price $700.

A Brick House and Lot for $750.

A small Frame House and Lot on Mount Washington for $450.

Small Farms in Ohio and Virginia for sale on easy terms, by [jy14] S. CUTHBERT & SON, 140 Third st.

INSURANCE COMPANIES.

Increase of Cash Capital

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1810.

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, viz:

Real Estate, unincumbered	$16,672 05
Seventy-two Mortgage Bonds, 5 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	126,527 35
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,890 00
Bank Stocks in New York city	98,050 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$773,573 63

The amount of liabilities due or not due to Banks or 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 risk to $10,000, or less.

THO. A. ALEXANDER, Secretary.

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

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.

HENRY FOWLER, Justice of the Peace.

Losses paid by this Company for the year 1854 exceed $760,000, while the premiums received for the same time far exceed any other year, since the organization of the Company.

Policies, covering nearly all descriptions of property, issued at this agency, at remunerative rates.