RAILROADS.

CENTRAL OHIO RAILROAD.

Summer Arrangement—Change of Time.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And put one Change of Cars between Columbus and Baltimore.

ON and after Monday, June 15th, 1855, Trains will run as follows:

GOING EAST.	Express Trains.	Mail Train.	Night Train.
Leave. Columbus	10:00 A. M.	3:30 P. M.	11:30 P. M.
Newark	11:16 "	4:45 "	12:50 A. M.
Zanesville	12:20 P. M.	6:00 "	2:12 "
Concord	12:58 "	6:44 "	3:01 "
Cambridge	1:25 "	7:08 "	3:28 "
Barnesville	2:22 "	8:25 "	4:33 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:20 "	arr. 9:45 "	arr. 6:15 "

GOING WEST.	Express Trains.	Mail Train.	Night Train.
Leave. Bellair	9:45 A. M.	6:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:15 "	7:03 "
Barnesville	10:52 "	6:48 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:35 "
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 is 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 10:30 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 8 A. M. and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; at 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 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 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 5:30 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 can, by this route, six 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 6:15 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 Monroeville; 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 Westwarring 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.—[jel1]

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, Northwestern and Southwestern States, by a continuous Railway direct. This road also connects at Pittsburgh with daily line of steamers to and from all points 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 PRODUCE can be forwarded to and from the *Great West.*

FAST LINE BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Dry Goods (in boxes), Furs, Feathers, &c. } 75c. per 100lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c. } 50c. per 100lbs.
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c. } 50c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil, &c. } 40c. per 100lbs.

☞ In 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. Roseder, Philadelphia; Magee & Koons, Baltimore; Geo. O. Francisous, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Hitchcock, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. LOMBARDT,
Superintendent, Altoona, Pa.

m[illegible]

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SHIPPING WEDNESDAY, June 20, 1855, the Mail Train leaves Steubenville daily, (Sundays excepted,) at 7 o'clock, A. M., and arrive at Newark at 1.50 o'clock, P. M., connecting with trains for:

Columbus, Sandusky,
Indianapolis, Chicago,
Cincinnati, Lasalle,
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 6:35 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 116 Water street, Pittsburgh.

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

j[illegible]

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 FRENCH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leaves Chicago.	Arrives at St. Louis.
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.

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 Stages 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.

R. P. MORGAN, Supt., Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [apl7]

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 conjunction 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 10.30 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.

9.30 A. M. and 4.10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at Dunheth (opposite Dubuque) with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river cities.

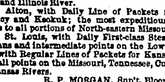
Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 100 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 C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

je6 R. B. MASON, Supt.

PITTSBURGH AND CONNELLSVILLE



RAILROAD

Open from West Newton, Westmoreland County, to Hillsburg 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 5:30 A. M.; stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Hillsburg at 6:30 o'clock. Returning, leave Hillsburg at 6:35 A. M.; stop at all way stations, and arrive at West Newton at 7:35; connecting with the steamer *CLARA FISHER* for Pittsburgh; reaching Pittsburgh at noon.

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

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

Freight will be transported each way daily. For rates apply to D. W. CALDWELL, Ex. Assistant Superintendent, West Newton; or to W. THOMPSON, Freight Agent, on Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855 [ja21]

Charlotte Birnns,

MANUFACTURER AND DEALER in Piano Fortes, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HAZELTON PIANOS; also, for H. allet, Davis & Co.'s BOSTON PIANOS, with and without Celestina Aeolian Attachment. [my3] No. 128 Wood stre et.

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPENED

Through Northern Illinois to the Mississippi River,

IOWA, MISSOURI, KANSAS AND NEBRASKA.

All Railroad to the Mississippi.

Chicago, Burlington and Quincy

RAIL ROAD

FORMERLY THE CHICAGO AND AURORA & CENT. MILITARY TRACT R. R. IS NOW COMPLETED.

And Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to BURLINGTON, QUINCY, KEOKUK, MUSCATINE, 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 continuous 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.

C. G. 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, 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.

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 thirty-seven hours.

The Trains of the Cleveland and Pittsburgh Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M., connect at Alliance for Cleveland as follows:

Trains for Cleveland leave Alliance at 5.55, A.M., and 12.00 M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at — A. M. and 2.20 P. M., and both connecting with Trains for Toledo, Chicago and St. Louis at 9.00 A. M. and 2.45 P. M.

The 2.00 P. M. Pittsburgh Train makes no connection 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 2.00 A. M., and arriving at Cleveland at 2.20 P. M., as this is the only train by which close connections are made at or beyond Chicago. Passengers by this train reach Chicago at 6.00 next morning, and St. Louis at midnight.

Baggage checked through to Cleveland and Chicago.

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	2d cl's.		1st class.	2d cl's.
To Alliance	$2 30		To La Salle	$16 00	$13 50
" Cleveland	4 00		" Chicago	15 00	12 50
" Toledo	6 50		" Galena	13 15	14 00
" Detroit	7 00	$6 00	" Springfield	18 75	16 00
" Chicago	$12.818	$10.80	" Burlington	19 00	16 00
" Bloomingt	16 90	14 40	" Peoria	18 00	14 00
" St. Louis	21 00	16 50			

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 DISPATCHES ON THE WESTERN WATERS, AND STEAMBOAT DIRECTORY.—The undersigned have now in course of preparation the STEAMBOAT DIRECTORY, which will be issued in October next; the book will contain over two hundred pages, illustrated in the best style, and neatly bound in a durable manner. 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 waters. The length, model, speed, power and tonnage of each boat, where and by whom built, the name of the boat, with the trade she is in. Also, the name of Captains and officers, her age, &c., &c. The Directory will contain a history of Steamboats and Steamboating on the Western waters since the application of steam: also, a sketch of the first boat built for the Ohio River, with the names of the builders, commencement and close.

The RIVER DIRECTORY will contain a list and description of all the STEAMBOATS DISPATCHES, now employed on the WESTERN and SOUTHERN WATERS, beautifully illustrated, with a LIST OF ALL THOSE WHO HAVE PERISHED IN THEIR BOILERS, BURNED AND EXPLODING, on the Western and Southern waters. The Directory will contain Maps of the Ohio, Mississippi, Missouri, Illinois, Arkansas, White, Red, Cumberland, Tennessee and other Rivers, with the Towns and Obstructions, with correct distances; also many other River and Commercial items of interest to the people at large. The book will contain the cards of the various U. S. Mail Boats, with the trade their are in, &c., &c. The Directory will also contain a complete list of all the responsible Steamboat Licensed Officers, their place of residence, &c., &c., the new Steamboat law, its requirements, with comments, showing wherein it *benefits* the *incompetent officer*, and *injures* the *competent officer*, &c., &c., and all the important U. S. Supreme Court Steamboat Decisions up to date; the Rates and important Commercial Privileges, Bills of Lading, important Decisions of the various U. S. Courts, relative to Freights Lost and Damaged, &c., &c., with many other things of interest.

The Directory will be illustrated in the best style and printed in the best manner. 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 exam of One Dollar. Ten thousand copies will be issued for the business; all others desirous of subscribing will have to do so at once, as none will be printed unless ordered in advance. This work is destined 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 Steamboat 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 steamboat. By remitting One Dollar (post paid) you will receive a copy of the above work.

All communications and letters should be addressed to ANDREW J. WYLIE, Pittsburgh, Pa.

je29:4awtf Postoffice Building, 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 Great Britain and Ireland.

☞ Collections made in this and adjoining Counties; Estates of decedents settled; Real Estate bought, sold or leased, and rents collected; Money loaned on Mortgages or other security. Titles examined and title papers drawn. Office on Fifth street, a few doors above Smithfield.

Pittsburgh, March 28, 1855—[mh28:4w]

A. W. Foster,

NOTARY PUBLIC, and Commissioner for the States of Tennessee, New Hampshire, Connecticut, Wisconsin, New York, Michigan, Iowa, California and Virginia.

☞ Deeds executed and acknowledged, and proofs taken for record or use in any of the above named States, Illinois, Mississippi and Rhode Island.

Pittsburgh, March 28, 1855—[mh28:4w]

OFFICE OF MONONGAHELA NAVIGATION CO.,
Pittsburgh, July 12, 1855.

BY authority of a Supplement to the charter of this Company, approved the 25th day of January, 1854, requiring the Company to extend the improvement above Brownsville, and authorizing a subscription on the part of the Company to that object, and the distribution of new stock among the stockholders pro rata, equal to an amount equal to the earnings of the Company thus expended, which stock has been instructed to distribute amongst the stockholders, is now ready. Four percent on the subscription will be paid respectively, which will be placed to the credit of their stock accounts on the books of the Company.

W. B. COMPSTON,
Treasurer of Mon. Nav. Co.

PEARL STEAM MILL,
DUBUQUE, IOWA TERRITORY.

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.

jy11:1m

RHEUMATISM AND NEURALGIA.—Dr. BROWN has 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. je26

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.

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. Stewart;
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 Oberlin; Rich and Poor, by Style;
Ashton Cottage; Manual for the Young;
Footsteps of St. Paul; je4

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 piece of Wool Berages at 12½ cents per yard. Also, another lot of those Fine Lawn Dresses at 50 and 62½ cts. jy27

100 DOZEN SILK BONNETS, of the very newest styles, selling at $1 and $1.25, at

A. A. MASON & CO'S, 25 Fifth st.

EGGS—6 bbls, in fine order, rec'd on consignment and for sale by [jy27] ATWELL, LEE & CO.

REFINED SUGARS—75 bbls Crushed, Powdered and Refined White Sugars, just rec'd and for sale by

jy27 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.

FLAX—100 bbls N. C. Tar, large bbls, in fine order, to arrive on consignment, and for sale by

jy27 ATWELL, LEE & CO.

HOTELS.

MANSION HOUSE,

GEORGE AURENTZ, PROPRIETOR,

NO. 844 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. feb19

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 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.

feb22 WM. C. CONNELLY.

GOOD INTENT HOUSE,

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

Jan13:1y JAMES SHANNON, Proprietor.

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, OHIO.

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.

aul7 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, 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 large expense, is 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. [aug5:y] 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 accommodation of the public. [sep15

FRANKLIN HOUSE, Cleveland, Ohio.

C. PATRICK & SON, PROPRIETORS.—This Hotel has undergone thorough and extensive repairs, alterations, and large additions of new furniture, etc., and the proprietors flatter 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.

jy4:tf C. PATRICK & SON.

FLORENCE HOTEL,

No. 440 BROADWAY, NEW YORK.

(CONDUCTED ON THE EUROPEAN PLAN.)

REUBEN LOVEJOY, PROPRIETOR.

oc31:y

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

Fourth street, between Wood and Smithfield.

THIS spacious establishment has been leased by the subscriber, and completely renovated.

It is at all hours prepared to furnish every luxury that can be found in the best regulated restaurants in the States. His spacious Bar will always be supplied with the very best Liquors. Game of every description, in its season, can always be found at Wilkins Hall. [sep7] W. C. GALLAGHER.

BANK EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE Subscribers beg leave to inform their friends and the public generally, that they have leased the well known Restaurant, which has just been thoroughly renovated, repaired and refurnished, and is now open. The proprietors have spared no expense to make the Bank Exchange a comfortable resort, as well for the epicure as the business man. The bar will at all times be supplied 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,
G. B. FRANCIS.

CORNUCOPIA.

☞ OYSTER AND COFFEE HOUSE. ☜

D. BARNARD.

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

PITTSBURGH.

CRYSTAL PALACE,

No. 18 Market street.

C. C. SEELY

RESPECTFULLY informs his friends and the public in general, that he has just started his Oyster Cellar, and is prepared to serve up oysters COOKING OYSTERS and everything else in the eating line.* Oysters in the Shell or Stewed, for 12½ cents a dozen. He would also furnish the best of everything that the market will afford. House always open until 3 o'clock in the morning. mar13-tf

OYSTER SALOON AND RESTAURANT!

108 WOOD STREET.

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

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

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

the like of fare cannot be surpassed, and he would respectfully invite the attention of the public to it.

CHARLES STILL,
108 Wood street.

je30:mawtf

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve up their families and the public generally with his celebrated LAGER BEER, in bottles. All 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.

je28:tf F. G. BOHENCK.

Bavaria Lager Beer Hall,

No. 106 Smithfield street, opposite the Custom House.

THE subscriber has just opened one of the largest and best furnished Lager Beer Halls in the U. S., and is acknowledged to be superior article, and every other accommodation about his house cannot be excelled.

mr.:d3m A. SENITZ.

Kennett Ale.

W. D. ENGLISH, Sole Bottler of SMITH'S celebrated Kennett Ale and Cheers Porter. Also, Common Ale and Porter, in quart and pint bottles.

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

Mineral Water and Sarsaparilla.

W. D. ENGLISH, Pitt street, below 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 the cheapest and valuable PLANES.

All who have tried it, pronounce it a most valuable invention. The Plane comes into general use. The following letters from practical workmen are but two among many letters the Patentee has received recommending the Plane above all others:

PITTSBURGH STEAM CABINET FACTORY,
February 22, 1855.

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 and Carpenters as superior to any other Plane. We consider ourselves fortunate in the possession of the Plane, which we have adapted to planing oak, cherry, walnut, and all sorts of hard wood, and for planing veneers, it is far superior to the old mode of scraping, besides being a great saving of time. One man, by using this Plane, will plane more veneers than five men can do by any other plane or method in use.

To Messrs F. EATON, Esq.:

Dear Sir—We 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 as for the use 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 method.

I most cheerfully recommend it to all persons engaged in the Cabinet business, as from my knowledge of it, there is no other tool equal to give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

JAMES W. WOODWARD.

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.

WM. C. HOPPER.

Pittsburgh, March 21, 1855—[mh21:tf]

DUFF'S MERCANTILE COLLEGE,

OPEN DAY AND EVENING, throughout the Summer.

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DOUBLE ENTRY STEAMBOAT BOOK-KEEPING.

Embracing eight trips of a boat—illustrating re ishments 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-trip systems 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. je25

FIELD BOOK FOR RAILROAD ENGINEERS.—Containing formulae 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 logarithmic 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 a point of higher 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 its execution, alike with the perspicuity of arrangement effected by the author, and the excellent typographical taste displayed by his publishers.

B. PEIRCE GREENE,
Dealer in Engineers' Stationery,
Market street, corner of Second.

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] St. CUTHBERT & SON, 140 Third st.

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