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.

Leave.	Express Train.	Mail Train.	Night Train.
Columbus	10.00 A. M.	2.30 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	2.22 "	8.25 "	4.48 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	3.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.

Leave.	Express Train.	Mail Train.	Night Train.
Bellair	9.40 A. M.	5.10 A. M.	6.00 P. M.
Belmont	10.31 "	6.13 "	7.08 "
Barnesville	10.52 "	6.42 "	7.46 "
Cambridge	11.56 "	8.01 "	9.00 "
Concord	12.17 P. M.	8.30 "	9.25 "
Zanesville	1.10 "	9.30 "	10.30 "
Newark	2.05 "	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 10.00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and with the Train from the West 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 11.00 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 Express can, by the 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 8.15 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 West arriving in Cincinnati at 7 P. M.

The 8.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 3.15 A. M., direct for Cincinnati, Xenia, Dayton, Indiana polis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855.—jy21

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, Northwestern and Southwestern States, by a continuous Railway direct. This route also connects at Pittsburgh with daily lines 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 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.	30c 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 in Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS—Messrs Potter, Becker & Co., Philadelphia; Magraw & Sons, Baltimore; Geo. C. Francisus, Pittsburgh, Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Retcliff & Co., St. Louis, Mo.; S. Mitchell & Son, Evansville, Indiana.

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

my9

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE 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, Louisville,
Mount Vernon, Rock Island,
Toledo, Paint Louis.

Reach Cincinnati at 8:20 same evening.

RETURNING:

Leave 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 9 A. M.

For further information apply to JAMES COLLINS & Co., Freight and Passenger Agents, Nos. 134 and 115 Water street, Pittsburgh.

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
E. W. WOODWARD,
jy23 Superintendent.

1850. AIR LINE ROUTE 1855.

FROM

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 THROUGH 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.	4.45 P. M.

Trains run directly through without change of cars or baggage.

Leave 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, Wapperella 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 Northern 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, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [ap7]

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 stage of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

9.35 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 150 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.

jy6 R. B. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE

RAILROAD

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

THIS 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 8:30 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 7:35; 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, board the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855. [jy21]

Charlotte Bizzum,

MANUFACTURER AND DEALER in PIANO-FORTES, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HANKMAN PIANOS; also, for Hallet, Davis & Co.'s BOSTON PIANOS, with and without Coleman's *Melian Attachment.* [my29] 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

RAILROAD

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. POLLETT,
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.

Passage to Cleveland six hours, Chicago twenty-three hours, and St. Louis thirty-seven hours.

The Trains of the Ohio and Penna. 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. Train from Pittsburgh makes no connection for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who may be in Pittsburgh without detention, will take the train leaving Pittsburgh at 8.00 A. M., and reaching Alliance at 12.00 P. M., at that is the only train by which close connections are made at or beyond Chicago. Passengers by this train reach Chicago 6.30 next morning, and St. Louis next evening.

Baggage checked through to Cleveland and Chicago.

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	2d cl'ss.		1st class.	2d cl'ss.
To Alliance	$2.30		To La Salle	$16.00	$12.00
Cleveland	4.00		" Rock Island	16.00	12.00
" Toledo	9.50		" Galena	18.15	14.00
" Detroit	7.00	5.00	" Springfield	18.70	16.20
" Chicago	$12.25	$10.25	" Burlington	14.00	12.00
" Bloomington	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

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE ☜

D. BARNARD

No 40, Fifth Street, between Wood and Market.

jy21

CRYSTAL PALACE,

No. 18 Market street.

C. C. SEELY,

RESPECTFULLY informs his friends and the public in general, that he has just started in the New York and Philadelphia modern style of serving up all the seasonable delicacies in the eating line. Oysters in the shell or stewed, for half a dozen. He will also furnish the best of everything the market affords. Ladies' and Gentlemen's Oyster Saloon open at 8 o'clock in the morning.

OYSTER SALOON AND RESTAURANT

103 WOOD STREET

THE subscriber has now his OYSTER SALOON AND EATING HOUSE perfected in a manner that cannot be excelled in Pittsburgh. Ladies and Gentlemen can be served with *MEALS WILL BE SERVED UP AT ALL HOURS OF THE DAY*, from the

Choicest Game, 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.
123 Wood street.

jy20 mar17

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve private families and the trade generally with his celebrated LAGER BEER, in bottles. All orders left at his office, NO. 59 DIAMOND ALLEY, (near Wood street,) will be punctually attended to, and the Beer delivered to any part of the city free of charge.

jy24 tf F. W. SCHENCK.

Bentts' Lager Beer Hall,

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

THE subscribers have just opened a large and well lighted lager beer Hall in the city. His Beer is acknowledged to be a superior article, and every convenience taken about his house that can be desired.

my29:3m A. BENTZ.

Kennett Ale!

R. ENGLISH, late Agent for Smith's celebrated Kennett Ale and Brown Stout. Also, Guinness's Dublin Porter, in quarts and pints bottles.

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

aug11 y

Mineral Water and Sarsaparilla.

WM. D. ENGLISH, Fifth street, below Penn, is now manufacturing and bottling the above beverages on an extensive scale. His aerated waters are the best quality, and manufactured from the purest materials. octl7y

HOPPER'S PATENT PLANE

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

All who have tried it, pronounce it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but two among many others the undersigned has received in commending this Plane above all others in use:

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

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 custom.

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. WOODWALL,
Pittsburgh, February 27, 1855. Superintendent.

Furniture Warerooms, 97, 99 Third st., Pittsburgh.

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)

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—the most perfect work upon accounts now in use.

DOUBLE ENTRY STEAMBOAT BOOK KEEPING,

Embracing eight trips of a boat—illustrating the 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 common trip systems of Steamboat Book keeping.

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.

MERCANTILE LAW.

Others advertise these lectures, this will be the institution in the city where they are regularly taught.

Send for a Circular and sample of Mr. Williams' writing before engaging elsewhere.

jy23

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, each 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 no 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.

TROT, 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 mint 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.

E. 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.

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 Lunch 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 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.

jan1 3y JAMES SHANNON, Proprietor.

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.

jy19:2m] 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, is a comfortable as well as elegant style, is now prepared to receive guests, and give ample satisfaction to all who may patronize the House. aug11 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. [sep11

FRANKLIN HOUSE, Cleveland, Ohio.

C. PATRICK & SON, PROPRIETORS.—This House has undergone a thorough and extensive repairs, alterations, and large additions of new 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.

jy4:tf C. PATRICK & SON

FLORENCE HOUSE,

No. 409 BROADWAY, NEW YORK.

(CONDUCTED ON THE EUROPEAN PLAN.)

REUBEN LOVEJOY, PROPRIETOR.

feb13y

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.

He is at all hours prepared to furnish every luxury that can be found in the fashionable 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. [ap7] W. C. GALLAGHER.

BANK RESTAURANT,

THIRD STREET, NEXT DOOR TO 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 refurnished, and now open. The proprietors have spared no expense to make the Bank 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 care of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEIER,
G. B. FRANCIS.

jan23

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE ☜

D. BARNARD

No 40, Fifth Street, between Wood and Market.

jan21

CRYSTAL PALACE,

No. 18 Market street.

C. C. SEELY,

RESPECTFULLY informs his friends and the public in general, that he has just started in the New York and Philadelphia modern style of serving up all the seasonable delicacies in the eating line. Oysters in the shell or stewed, for half a dozen. He will also furnish the best of everything the market affords. Ladies' and Gentlemen's Oyster Saloon open at 8 o'clock in the morning.

OYSTER SALOON AND RESTAURANT

103 WOOD STREET

THE subscriber has now his OYSTER SALOON AND EATING HOUSE perfected in a manner that cannot be excelled in Pittsburgh. Ladies and Gentlemen can be served with

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

Choicest Game, 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.
123 Wood street.

jy20 mar17

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve private families and the trade generally with his celebrated LAGER BEER, in bottles. All orders left at his office, NO. 59 DIAMOND ALLEY, (near Wood street,) will be punctually attended to, and the Beer delivered to any part of the city free of charge.

jy24 tf F. W. SCHENCK.

Bentts' Lager Beer Hall,

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

THE subscriber have just opened a large and well lighted lager beer Hall in the city. His Beer is acknowledged to be a superior article, and every convenience taken about his house that can be desired.

may29:3m A. BENTZ.

Kennett Ale!

R. ENGLISH, late Agent for Smith's celebrated Kennett Ale and Brown Stout. Also, Guinness's Dublin Porter, in quarts and pint bottles.

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

aug11 y

Mineral Water and Sarsaparilla.

WM. D. ENGLISH, Fifth street, below Penn, is now manufacturing and bottling the above beverages on an extensive scale. His aerated waters are the best quality, and manufactured from the purest materials. octl7y

HOPPER'S PATENT PLANE

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

All who have tried it, pronounce it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but two among many others the undersigned has received in commending this Plane above all others in use:

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 pronounce it to Cabinet Makers' and Carpenters as superior to any other Plane in use. We consider it admirably 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 and labor. One man, by using this Plane, will plane more veneers than five men can do by any other plane or method in use.

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 custom.

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. WOODWALL,
Pittsburgh, February 27, 1855. Superintendent.

Furniture Warerooms, 97, 99 Third st., Pittsburgh.

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)

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—the most perfect work upon accounts now in use.

DOUBLE ENTRY STEAMBOAT BOOK KEEPING,

Embracing eight trips of a boat—illustrating the 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 common trip systems of Steamboat Book keeping.

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.

MERCANTILE LAW.

Others advertise these lectures, this will be the institution in the city where they are regularly taught.

Send for a Circular and sample of Mr. Williams' writing before engaging elsewhere.

jy23

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, each 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 no 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.

TROT, 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 mint 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.

E. 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.

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.

Leave.	Express Train.	Mail Train.	Night Train.
Columbus	10.00 A. M.	2.30 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	2.22 "	8.25 "	4.48 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	3.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.

Leave.	Express Train.	Mail Train.	Night Train.
Bellair	9.40 A. M.	5.10 A. M.	6.00 P. M.
Belmont	10.31 "	6.13 "	7.08 "
Barnesville	10.52 "	6.42 "	7.46 "
Cambridge	11.56 "	8.01 "	9.00 "
Concord	12.17 P. M.	8.30 "	9.25 "
Zanesville	1.10 "	9.30 "	10.30 "
Newark	2.05 "	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 10.00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and with the Train from the West 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