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 15th, 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 "	4:50 "	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 "	3:23 "
Barnesville	2:23 "	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	9:45 A. M.	6:15 A. M.	6:00 P. M.
Belmont	10:31 "	7:05 "	7:05 "
Barnesville	10:52 "	7:43 "	7:40 "
Cambridge	11:56 "	8:51 "	9:09 "
Concord	12:17 P. M.	9:30 "	9:26 "
Zanesville	1:10 "	9:30 "	10:30 "
Newark	2:28 "	10:27 "	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 pre-per 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, will take the 9 A. M. Train on the Little Miami Railroad, will connect with this Train at Columbus. Passenger 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 11:50 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, via Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train, and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5:15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with Mail Train from Sandusky, Mansfield and Mt. Vernon, and at Columbus with Express Train for Cincinnati, Xenia, Dayton and Urbana, Indianapolis, Chicago, via Dayton and the Air Line.

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 Intermediate Points.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855.—jel1

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 ports 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.—Books, 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.....40c. per 100lbs.

FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil.....30c. per 100lbs.

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

FREIGHT AGENTS—Messrs Potter, Boston; J. L. Elliott, N. Y.; R. J. Sneeder, Philadelphia; Marcus A. Rogers, Baltimore; Geo. C. Francisus, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Mockbee, Louisville, Ky.; Ford & Meldrum, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

JOHN H. HOUSTON,
General Freight Agent, Philadelphia.
JAMES M. LOMBAERT,
my9 Superintendent, Altoona, Pa.

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 20, 1855, the Mail Train leave Steubenville daily, (Sundays excepted,) at 7 o'clock, A. M., and arrive at Newark at 1 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 8 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted,) at 1:05 P. M., and arrives at Cadiz at 6:30 P. M.

SATURDAYS.

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 111 and 113 Water street, Pittsburgh.

R. W. WOODRUFF,
LAFAYETTE DEVENNY, General Freight and Ticket Agents. Superintendent.
jy23

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 St. Louis and South-West—Seventy Miles Shorter than any other Route.

TWO THROUGH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leave *Chicago,*	*Arrives at St. Louis,*
St. Louis Day Express	8:15 A. M.	4:30 P. 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.

IMPORTANT CONNECTIONS—At Joliet, with the Rock Island Railroad for Cities on the Mississippi, 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. [my7]

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 10.20 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.

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

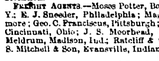
Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.00 P. M.

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 U. & P. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

jy6 R. R. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE



RAILROAD

Open from West Newton, Westmoreland County, to Millsburg 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 Millenburg 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, 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 HARMONI PIANOS; also, for Hallet, Davis & Co.'s Boston PIANOS, with and without Coleman's Æolian Attachment. [my23] No. 115 Wood street.

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN! tfmocm

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 & CHEST. 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, KROKUK, 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, so 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 dispatch.

C. H. HAMMOND, Supt.
E. F. TOLLETT,
Gen'l Ticket Ag't, Chicago.

☞THROUGH can be procured at the principal Railroad Offices of the country. mh14

CLEVELAND AND FITTSBURGH 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.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 2:00, A. M. and 3:00, 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 9:00 A. M. and 2:20 P. M., and both connecting with Trains for Toledo, Chicago, Rock Island, Galena, and St. Louis.

The 3:00 P. M. Train from Pittsburgh makes no connection for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the Northwest, who wish to go through without detention, should take the 2:00 A. M. Train, leaving Pittsburgh 8:00 A. M., and arriving in Cleveland at 2:20 P. M., as that is the only train by which close connections are made at or from Cleveland. Passenger by this Train reach Chicago at 8:00 next morning, and St. Louis at midnight.

Baggage checked through to Cleveland and Chicago.

PARK ALLIANCE AND CLEVELAND CARS.

To Alliance	1st class.	2d cl's.	To La Salle	1st class.	2d cl's.
" Cleveland	4 00		" Rock Island	18 00	14 00
" Toledo	6 50		" Galena	18 15	14 00
" Detroit	8 00	$6 00	" Chicago	18 00	14 00
" Chicago	$12	$10	" Burlington	14 00	15 00
" Bloomingt'n	16 00	14 00	" Peoria	18 00	15 00
" St. Louis	21 00	18 00			

Passengers are required 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. CAMPBELL, Ag't, Pittsburgh

THROUGH FREIGHT

STEAMBOAT DISPATCHES

ON THE WESTERN WATERS, AND

STEAMBOAT DIRECTORY.

THE undersigned have now in course of preparation a new STEAMBOAT DIRECTORY, which will be issued in October next, the book will contain over 150 pages, and will be illustrated in the best style, and neatly bound in a durable manner. IT WILL BE ONE OF THE MOST INTERESTING BOOKS EVER PUBLISHED, and as a book for reference will be interesting to all classes of people. THE STEAMBOAT DIRECTORY will contain a complete and full 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 names of Captains and officers. Age, age, &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 early days of the first steamboat on the river, with the names of the builder, commander and owner.

The RIVER DIRECTORY will contain a list and description of all the principal Rivers and Streams that run into the WESTERN and SOUTHERN WATERS, beautifully illustrated, with a HISTORY OF EACH RIVER AS FAR AS THE SAME HAS BEEN EXPLORED BY THEIR RUNNING, SINKING AND EXPLORING, on the Western and Southern waters. The Directory will contain Maps of the Ohio River, Mississippi River, Illinois, Arkansas, White, Red, Ouachita, Yazoo, and other Rivers, with the Towns and Cities laid down with correct distances. Also many other large and complete sections of interest to the people at large. The book will contain the rates of the various private boats, and the trade they are in, &c., &c. The Directory will also contain a complete list of all the responsible Steamboat licensed officers, their places of residence, &c., &c. And a complete list, like the requirements, with commence, showing when it first was the occupant of every, and injured the company of the Steamboat Inspectors, by the Supreme Court Steamboat Decisions up to date. The Inland Navigation Laws, and Commercial Principles, and all important Decisions of the various U. S. Courts in regard to Freight, 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. Rather than be one week behind in 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 the book form. The price of the work will be put at the low sum of one Dollar. Ten thousand copies will be issued for the benefactors, all other persons of subscribers will have to do as others, as none will be printed unless ordered in advance. This will be a work of great value, and one 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 Captains 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

JAMES HARRIS & Co.,
Pittsburgh Building, Cincinnati, Ohio.

Alexander W. Forster,

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 the several adjoining Counties; Real Estate bought and sold; Real Estate Agency for leased, and rents collected. Moneys invested on Mortgage or other security. Titles examined and title papers drawn. Office on FOURTH Street, between Wood & Smithfield, Pittsburgh, March 28, 1855—mh26dawly

A. W. Foster,

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

☞Deeds, Powers of Attorney, and acknowledgments made taken for record or use in any of the above named States. Office on FOURTH Street, between Wood & Smithfield, Pittsburgh, March 28, 1855—mh26dawly

OFFICE OF MONONGAHELA NAVIGATION CO.,
Pittsburgh, July 21, 1855.

BY authority of a Supplement to the Charter of this Company, approved the 24th day of January, 1854, relating to the Toll to be charged on Bituminous Coal transported by the Monongahela, and authorizing the application of the tolls of the Company to that object, and the distribution of new stock amongst the stockholders, in proportion to the amount of their respective interests, which will be placed to the credit of their stock accounts on the books of the Company.

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

PEARL STREET MILL,
Allegheny City, July 21, 1855.

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

BRYAN, KENNEDY & CO.

jy23

INFORMATION AND RECREATION — 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, Fever, 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 Caveanter'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 Expositions 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 Ryle;

Ashton Cottage; Manual for the Young;

Footsteps of St. Paul; jy6

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. jy20

A. MASON & CO. have just opened 40 pieces of Wool Bereges 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, 25 Fifth st.

EGGS—6 bbls, in fine order, rec'd on consignment and for sale by [jy26] ATWELL, LEE & CO.

REFINED SUGARS—75 bbls Crushed, Powdered and Refined White Sugars, just rec'd and for sale by jy22 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, No. 75 Fourth st.

TAR—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. 344 LIBERTY STREET, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The Proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. There is attached a splendid STABLE and extensive WAGON YARD, affording ample accommodation to travelers and teamsters. His Larder and Bar will be furnished with the best the market can afford. feb17

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

OASKILL 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. OASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

py13-1m 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 favor him with a call. [au8-1y] JAMES DOWNEY.

HARE'S HOTEL,

(Late Farmer's Exchange,)

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

This Hotel is entirely new, having just been completed and opened for the accommodation of the public. [sep18

FRANKLIN HOUSE, Cleveland, Ohio.

C. PATRICK & SON, PROPRIETORS.—This House has undergone 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.

jy11 C. PATRICK & SON

FLORENCE HOTEL,

NO. 490 BROADWAY, NEW YORK

(CONDUCTED ON THE EUROPEAN PLAN.)

REUBEN LOVEJOY,

6c3-1y PROPRIETOR.

RESTAURANTS.

WILKINS HALL,

W. C. GARDNER, 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 to order every luxury that can be found in the best regulated restaurants in the United 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. W. C. GARDNER.

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 above well known Restaurant, which has been thoroughly repaired and refurnished, and now open. The proprietors have spared no expense to make the Bank Exchange a comfortable resort for the gentlemen of the business man. The larder will at all times be stocked with the delicacies of the season, and served up under the supervision of the proprietors, respectfully ask for the patronage of a generous public.

J. SCHANDELMIERES,
G. B. FRANCIS.

CORNUCOPIA.

☞OYSTER AND COFFEE HOUSE.☜

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

PITTSBURGH

CRYSTAL PALACE,

No. 151 Liberty street.

C. C. SEELY,

RESPECTFULLY informs his friends and the public in general, that he has opened the Philadelphia modern style of COOKING OYSTERS and everything else in the saloon line. Oysters in the Shell or Stewed, for 12½ cents a dozen. He will also furnish the best of everything that the market will afford. House always open until 2 o'clock in the morning. jy21

OYSTER SALOON AND RESTAURANT!

108 WOOD STREET

THE subscriber now opens the OYSTER SALOON AND EATING HOUSE connected in a manner that cannot be excelled by any similar establishment in the city

EACH AND EVERY DISH OF FOOD SERVED UP AT THIS HOUSE IN THE CHOICEST MANNER.

The Choicest Meats, Fowls, Game, &c. &c. can at all times be procured, and the most exact regularity of attendance will be observed.

CHARLES SILL.

jy2-1m*rd* 108 Wood street

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to furnish families and the public generally, with his celebrated LAGER BEER, in kegs and bottles. All orders left at the BREWERY, in DIAMOND ALLEY, (near Wood street,) will be punctually attended to, and the Beer delivered to any part of the city or vicinity gratis. HENRY SCHENCK.

Benitz' Lager Beer Hall,

No. 139 Smithfield street, opposite the Custom House Hall, and the best Lager Beer in the city. His Beer is acknowledged to be a superior article, and every other accommodation about his house cannot be excelled.

my8-3m A. BENITZ.

Bennett Ale.

W. D. KENNETT'S celebrated BENNETT ALE and Brown Stout. Also, for sale in Kegs and Bottles, in quart and pint bottles.

For the benefit of families, and the trade, is respectfully solicited. sn11-y

Mineral Water and Sarsaparilla

WE are now prepared to supply the trade with our manufacturing and bottling the above beverages on as reasonable scale. His articles are of the best quality, and manufactured from the purest materials. oct7-1y

HOPPER'S PATENT PLANE.

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

All who have tried it, pronounce it a most valuable invention. Also, a new line of cutting Planes, for the following letters from practical workmen are but two among many letters the Patentee has received recommending this 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 builders Makers and Carpenters as superior to any other Plane in use. We consider it peculiarly adapted to planing oak, cherry, walnut, and all parts of the cabinet work, and in planing in Cleveland we used the old style of scraping, besides being a great saving of time. One man, by using this Plane, will plane more work than two men can do by any other Plane now in use.

H. H. RYAN & CO.

To Messrs. P. HOPPER & SON.

Gents: 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, as it does not require so much set to the iron or labor of filing as usual, and I have no doubt, when its properties become generally known, but that it will entirely supersede the former to the great saving of labor and time.

I most cheerfully recommend it to all persons engaged in the finer kinds of cabinet work, as I consider it, there is nothing as well fitted to give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

JAMES W. POWELL.

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

Pittsburgh, February 27, 1855.

THE undersigned, of this city, is my sole Agent for the sale of Planes, or of rights to manufacture and sell them in Pittsburgh. WM. C. HOPPER.

Pittsburgh, March 21, 1855—mh21-1y

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 system of accounts now in use.

DOUBLE ENTRY STEAMBOAT BOOK KEEPING,

Embracing eight tables of a boat illustrating 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 outstrip 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 other advertise these lectures, this will be found the only institution in the city where they are regularly delivered.

☞Send and get a Circular and sample of Mr. Williams' Penmanship before engaging elsewhere. jy23

FIELD BOOK FOR RAILROAD ENGINEERS.—Containing formulæ for laying out curves, determining frog angles, leveling, calculating earthwork, 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 officers 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 merit 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. FRANKLIN GREENE,
U. S. and Director of Rensselaer Polytechnic Institute.

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

sn8

VALUABLE!—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] J. CUTHBERT & SON, 140 Third st.

INSURANCE COMPANIES.

Increase of Cash Capital

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1819.

PAID UP.

Cash Capital, - - - $500,000.

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

Real Estate, unincumbered	$ 16,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,313 17
Bills Receivable, well secured, payable at Bank	126,327 35
Railroad Stocks in Connecticut	97,516 00
Bank Stocks in the city of Hartford	142,896 00
Bank Stocks in New York city	98,000 00
Cash on hand, in Bank, and in hands of Agents and others	212,606 00
	$773,278 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, $18,618 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 under the design is to limit the loss by any one fire to $10,000, or less.

THO. A. ALEXANDER, Secretary.

STATE OF CONNECTICUT, } ss. Hartford, 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 $750,000, 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.

☞Office, No. 87 Water street, Pittsburgh, Pa.

jan31 H. B. TEN EYCK, Agent.

ÆTNA INSURANCE COMPANY,

OF HARTFORD, CONN.

CHARTERED, 1819.

PAID UP.

Cash Capital **$500,000**

Cash Surplus, on 1st JANUARY, 1855..... **$273,973**

THIS Capital Stock and Surplus is securely invested for the benefit of all policy holders. As an evidence of the claims we have to public confidence, and of its ability