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 "	4:45 "	12:50 A. M.
Zanesville	12:20 P. M.	6:00 "	2:12 "
Concord	12:55 "	6:41 "	3:01 "
Cambridge	1:20 "	7:08 "	3:28 "
Barnesville	2:23 "	8:22 "	4:48 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:30 "	Arr 9:45 "	arr. 6:15 "

GOING WEST.	Express Train.	Mail Train.	Night Train.
Leave.			
Bellair	9:35 A. M.	8:15 A. M.	6:00 P. M.
Belmont	10:21 "	6:15 "	7:08 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	1:10 "	9:30 "	10:30 "
Newark	2:08 "	10:27 "	11:30 "
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 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 6 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 5:45 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, and 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 6:45 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Monroeville; at Columbus with the trains of Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and the Urbana.

The 9:45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3:30 P. M., and connects with trains going South and West arriving in Cincinnati at 7 P. M.

The 6:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, Supt.

Zanesville, June 18, 1855.—jy21

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 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. TICKETS to PITTSBURGH can be forwarded to any place in the *Great West*.

FARES 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.	60c. per 100lbs.
THIRD CLASS.—Acetic, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	45c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil	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 delay.

FREIGHT AGENTS.—Moses Potter, Boston; J. L. Elliott, 2 N. E. Depot, Philadelphia; Magee & Boone, Baltimore; Geo. C. Francisus, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; C. Chouteau, Madison, Ind.; Isbell & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

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

jy21

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON and SINCE MONDAY, June 20, 1855, the Mail Train leaves Steubenville daily, (Sundays excepted,) at 5 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 11 o'clock, A. M., and arrives at Steubenville at 7:30 P. M. Passengers by this train leave Cincinnati at 6 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted,) at 4:45 P. M., and arrives at Cadiz at 6 P. M.

Leaves Cadiz at 7:30 A. M., and arrives at Steubenville at 10:45 A. M.

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

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

jy22 1855.

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 St. Louis.	Arrives at Chicago.
St. Louis Day Express	9 15 A. M.	12 30 A. M.
St. Louis Night Express	10 00 P. M.	2 45 P. M.

Trains run directly through without change of cars or baggage.

Time 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, Warrensville and Decatur, and Peoria and Pekin.

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-western Iowa.

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 Memphis, St. Joseph, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

H. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ills.

jy21

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.

9.35 A. M. and 4.10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at Dunbeth (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.

R. B. MASON, Sup't.

jy6

PITTSBURGH AND CONNELLSVILLE

RAILROAD

Open from West Newton, Westmoreland County, to Miltenberg 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 Miltenberg at 6:30 o'clock. Returning, leave Miltenberg 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 Miltenberg, and returning, will leave Miltenberg at 6 P. M., stopping at all way stations.

Fare from Pittsburgh to Miltenberg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Miltenberg 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 HAMZINO PIANOS; also, for Hallet, Davis & Co.'s BOSTON PIANOS, with and without Coleman's Æolian Attachment. [my3] 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 BRIDGETON, QUINCY, KEOKUK, MUSCATINE, OSCAWKA, 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 depotes.

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 CONVEXED 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. O. HAMMOND, Sup't.
C. K. FOLLETT,
Gen'l Ticket Ag't, Chicago.

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

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 any other route 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 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 2.30 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 Northwest, who wish to go through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.30 P. M., as this is the only train by which close connections are made in or beyond Cleveland. Passengers by this train reach Chicago at 9.00 next morning, and St. Louis at midnight.

Baggage checked to Chicago and Cleveland.

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	2d class.		1st class.	2d class.
To Alliance	$1 20		To Sandusky	$3 50	
" Cleveland	4 00		" Rock Island	18 00	14 00
" Toledo	6 50		" Galena	18 00	14 00
" Detroit	7 00	$6 00	" Springfield	18 70	16 20
" Chicago	$12 15	$10 40	" Burlington	19 00	15 00
" Rockford	16 00	14 00	" 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.

jy22

100,000 COPIES!

STEAMBOAT DISASTERS OF THE WESTERN WATERS, AND THE NEW 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 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, breadth, depth, 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, &c., &c., &c. The Directory will contain a history of Steamboats and Steamboating on the Western waters since the application of steam also, a account of the first steamboat built on the Ohio, with the name of the builder, commander and owner.

THE RIVER DIRECTORY will contain a full and description of all the STEAMBOAT DISASTERS that have occurred on the WESTERN and SOUTHERN WATERS, beautifully illustrated, with a HISTORY OF ALL STEAMBOATS THAT HAVE PERISHED BY THEIR BURNING, SINKING AND EXPLODING, on the Western and Southern waters. The Directory will contain maps of the Ohio, Mississippi, Missouri, Illinois, Arkansas, White, Red, Ouachita, Yazoo, and other Rivers, with the Texas and Orleans land down, with correct distances, also twenty other River and Commercial items of interest to the people at large. The book will contain the cards or terms of the U. S. Mail Steamers, on the rivers they are in, &c., &c. The Directory will also contain a complete list of all the responsible Steamboat Licensed officers, their place of navigation, & U. S. Steamboat Law, the requirements, with comments, showing wherein it fails to accomplish its object, and strong, *comprehensive* reform, &c., &c., and all the important U. S. Supreme court Steamboat decisions up to date; the Rates of insurance, numerous reviews of the 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. The object is to get up a work containing together all the facts and items in regard to the numerous steamboat disasters on the Western and Southern waters, and now intend publishing them in book form. The price of the work will be just at the low sum 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 boatmen, as well as most scientific men of the times, are contributors to the Steamboat Directory.

The Directory will be issued in October, and will be an ornament to the parlor as well as steamboat. By remitting One Dollar (post paid) you will receive a copy of the above work.

All communications and letters should be addressed to

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

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

THE Interest of Messrs. HARVEY OILER and A. A. P. CHILES in our firm ceases, by mutual agreement, from and after this date.

BRYAN, KENNEDY & CO.

jy17 1m

RHEUMATISM AND NEURALGIA.—Dr. BROWN hereby informs the afflicted that his remedy for the above mentioned diseases is one that will cure. He will warrant a cure in any case of this kind. The 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. jy20

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 Diseases, 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. jy20

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

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

jy4

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

PARR'S INTELLIGENCE OFFICE,
410 Liberty street.

☞ Harvest Hands wanted—high wages paid. jy22

A. 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. jy22

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

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

FLOUR—8 bbls, in fine order, rec'd on consignment and for sale by [jy22] ATWELL, LEE & CO.

REFINED SUGARS—70 bbls Crushed, Powdered and Refined White Sugars, just rec'd and for sale by

ATWELL, LEE & CO.

jy22

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

ATWELL, LEE & CO.

jy22

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,

No. 544 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. feb15y

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.

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

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

Jan13:1y JAMES SHANNON, Proprietor.

OWSTON'S.

WAVERLEY HOUSE, 90 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.

au17 M. OASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA

PARKER & LAIRD, Proprietors.

TERMS $1.50 PER DAY.

jy19:3m

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable and well or elegant style, is now prepared to receive guests, and give ample satisfaction to all who may patronise the House. [au28:1y] JAMES DOWNEY.

HARE'S HOTEL,

[Late Farmer's Exchange,]

No. 132 LIBERTY STREET, foot of Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

The Hotel is entirely new, having just been completed and opened for the accommodation of the public. [sep15

FRANKLIN HOUSE, Cleveland, Ohio.

A NEW, fresh, and pleasant House.—This House has undergone thorough and extensive repairs, alterations, and large additions of new furniture, etc., and the proprietors pledge themselves nothing shall be wanting on their part to render the FRANKLIN a place where all the comforts of a first class hotel can be found.

C. PATRICK & SON.

jy14

FLORENCE HOTEL,

No. 400 BROADWAY, NEW YORK.

(CONNECTED ON THE EUROPEAN PLAN.)

REUBEN LOVEJOY,

oc3:1y PROPRIETOR.

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

Fourth street, between Wood and Smithfield.

THIS spacious saloon has been fitted up in the latest, and completely renovated. He 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, will always be found at Wilkins Hall. 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 above house, and that the whole has just been thoroughly renovated, repaired and refurnished, and 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 larder will at all times be stocked with the delicacies of the season, and served up under the auspices of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEIER,
G. B. FRANCIS.

jan13:1y

CORNUCOPIA.

☞ OYSTER AND COFFEE HOUSE ☜

D. BARNARD.

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

jan19:1y PITTSBURGH.

CRYSTAL PALACE,

No. 18 Market street.

C. C. SKELY,

RESPECTFULLY informs his friends and the public in general, that he has just started his New York and Philadelphia modern style of oyster establishment, and intends serving the best of everything eatable. Oysters in the shell or Stewed, for 12½ cents a dozen. He will also furnish the best of everything that the market afford. House always open until 12 o'clock in the morning. mar13:1y

OYSTER SALOON AND RESTAURANT 75 WOOD STREET.

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

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

Choicest Game, Poultry, Fowls, Fish, &c., &c.

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

jan20:ly CHARLES STILL,
108 Wood street.

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve private families and the public generally, with his celebrated LAGER BEER, in kegs or bottles, at his Brewery, office, NO 39 DIAMOND ALLEY, (near Wood street,) will be punctually attended to; and the Beer delivered to any part of the city or vicinity.

F. G. SCHENCK.

jy24:1f

Benitz' Lager Beer Hall,

No. 106 Smithfield street, opposite the Custom House.

THE subscriber has opened the above Hall, the largest and best finished Lager Beer Halls in the city. His beers acknowledged to be a superior article, and every other accommodation about the house cannot be excelled.

mr26:3m A. BENITZ.

Kennedy Ale.

W. D. KENNEDY, sole Bottler of SMITH'S celebrated Kennett Ale and Brown Stout. Ale Common Ale and Porter, in quart and pint bottles.

☞ Its excellent qualities, and the trade, is respectfully solicited. su11y

Mineral Water and Sarsaparilla

WM. ENGLISH, Pittsburgh, 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. oct11:ly

HOPPER'S PATENT PLANE

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

All who have tried it, pronounce it a most valuable invention, that adds more than a dollar to the value of the following letters from practical workmen are but two among many letters the Patentee has received recommending the 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 recommend it to Cabinet-Makers and Carpenters generally as the best article of the kind we have seen. The invention is peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard wood, and for planing mouldings, 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 mouldings than five men can do by any other method heretofore in use.

To Moses P. Ray, 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, viz., a combination of plane and scraper.

It is particularly adapted to planing veneers, and it does not require more than half 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,
Furniture Warerooms, 97, 99 Third st., Pittsburgh.

Pittsburgh, February 27, 1855.

MOSES P. RATON, 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.—mh22:1f

DUFF'S MERCANTILE COLLEGE,

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

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Embracing eight trips of a boat—Illustrating re shipments of freight and passengers, owners' accounts, before and after sale of the vessel; transfers of owners' shares, and other important matters not attempted in any of the onetrip systems of Steamboat Book-keeping in use.

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

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

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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. jy22

JOHN LITTLE, Jr., Agent,

No. 301 LIBERTY STREET,

HAS JUST RECEIVED the following very choice articles:—

BRANDIES.
Genie Brandy, (very fine,)
Otard Dupuy & Co. (super.)
Marrett & Co.
Sazerac.

WINES.
Sarcial Madeira,
Howard, March & Co., Mad'ra
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Table do
Amontillado Sherry,
Manzanillo do
Table do
Cooking do
Reversing Port,
Pure Juice do
Ordinary do
St. Julien Claret,
Malaga Dry,
Do Sweet,
Champagnes,
Anchor,
Verzenay,
Heidsieck,

Together with all other articles connected with the business.

HOCK,
Lisbon.

RUM.
Jamaica,
Santa Cruz.

GIN.
Boguet,
London Cordial,
Schnapps.

SUNDRIES:
Rutherford's Scotch Ale,
Barclay's London Porter,
Wild Cherry Brandy,
Absinthe,
Anisette,
Curacoa,
Sardines,
Mocha and Java,
Young Hyson Cheese,
Imported Havana Cigars, of various brands,
Old Monongahela Whisky, of all grades.

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INSURANCE COMPANIES.

Increase of Cash Capital

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1819.

PAID UP.

Cash Capital, - - - - - - - - $300,000.

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
Sixty-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,960 00
Debts due the Company, secured by mortgage	7,313 17
Bills Receivable, well secured, payable at Bank	126,327 25
Railroad Stocks in Connecticut	97,615 00
Bank Stocks in the city of Hartford	142,996 00
Bank Stocks in New York city	98,600 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$773,278 63

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

Losses adjusted and due,—none.

Losses adjusted and not due, $145,518 22.

Losses unadjusted and in suspense, waiting for further proof, $61,257 60.

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

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

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

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

THO. A. ALEXANDER, Secretary.

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

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

HENRY FOWLER, Justice of the Peace.

Less 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. 67 Water street, Pittsburgh, Pa.

jan11 TIERNAN & CO.

ÆTNA INSURANCE COMPANY,

OF HARTFORD, CONN.

CHARTERED, 1819.

PAID UP:

Cash Capital **$300,000**

Cash Surplus, on 1ST JANUARY, 1855 ..... **$373,473**

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 to pay losses promptly, we state a fact, that its receipts vary from $12,000 to $150,000 per month. Its business is large and well distributed, and in our opinion no Company in the United States affords better indemnity to policy holders than the Ætna. They continue to make insurance on property in town and country, at rates as low as is consistent with safety to the policy holder.

H. B. TEN EYCK, Agent,
No. 74 Fourth street.

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PENNSYLVANIA INSURANCE COMPANY

OF PITTSBURGH,

CORNER OF FOURTH AND SMITHFIELD STREETS.

Authorized Capital, $300,000.

INSURE BUILDINGS and other property against loss or damage by Fire, and the perils of the Sea and Inland Navigation and Transportation.

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Jacob Painter,	A. A. Carrier,
James S. Negley,	Thos. H. Haven,
Wade Hampton,	D. K. Park,
	H. K. Cogswell.

Hon. WM. F. JOHNSTON, President.
RODY PATTERSON, Vice President.
A. A. CARRIER, Secretary.
S. S. CARRIER, Assistant Secretary. dec26m

Western Insurance Company, Pittsburgh.

R. MILLER, *Jr., President.* | F. M. GORDON, *Secretary*

CAPITAL $200,000.

WILL insure against all kinds of risks, FIRE and MARINE. All losses will be liberally adjusted and promptly paid.

A Home Institution, managed by DIRECTORS who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.

Directors.—R. Miller, Jr., C. W. Ricketson, J. W. Butler, N. Holmes, Jr., W. H. Smith, C. Ihmsen, George W. Jackson, Wm. M. Lyon, James Lippencott, George Darsie, James McAvoy, Alexander Nimick, Thomas Scott.

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