RAILROADS.

CENTRAL OHIO RAILROAD.

Summer Arrangement—Change of Time.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

ON and after Monday, June 18th, 1855, Trains will run as follows:

GOING EAST.	Express Train.	Mail Train.	Night Train.
Leave. Columbus	10.00 A. M.	3.30 P. M.	11.30 P. M.
Newark	11.10 "	4.45 "	12.50 A. M.
Zanesville	12.20 P. M.	6.05 "	2.12 "
Cambridge	12.58 "	6.44 "	3.01 "
Concord	1.20 "	7.08 "	3.26 "
Barnesville	2.23 "	8.25 "	4.48 "
Belmont	2.41 "	8.51 "	5.14 "
Arrive Bellair	3.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.	Express Train.	Mail Train.	Night Train.
Leave. Bellair	9.45 A. M.	5.15 A. M.	6.00 P. M.
Belmont	10.31 "	6.15 "	7.08 "
Barnesville	10.52 "	6.43 "	7.40 "
Cambridge	11.56 "	8.04 "	9.00 "
Concord	12.17 P. M.	8.30 "	9.25 "
Zanesville	1.10 "	9.30 "	10.30 "
Newark	2.08 "	10.37 "	11.50 "
Arrive Columbus	3.20 "	12.15 P. M.	1.20 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville, and Belmont only. Going WEST will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail 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 5.5 P. M., next day.

The 11.20 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.50 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, cut 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 Trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Mounsville; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

The 9 45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3.20 P. M., and connects with trains going South and West arriving in Cincinnati at 7 P. M.

The 6.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2.15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855.—jy21

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS ECLIPSE AND ROSALIE,

VIA WELLSVILLE AND

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.

Three 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.

On and after Monday, September 3d, 1855, the trains on this road will run as follows:

VIA ALLIANCE.

The Trains of the Ohio and Pennsylvania Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M., and 3.00 P. M., connect at Alliance at 8.00 A. M., 11.50 A. M., and 6.30 P. M., as follows:

Trains for Cleveland leave Alliance 5.00, A. M., 11.50 A. M., and 6.35 P. M., connecting at Hudson with Trains for Cleveland, Akron, Paine and Akron, and arriving in Cleveland at 10.25 A. M., 2.10 P. M., and 8.58 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, will wish to go through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., and be in the omnibus to the depot in Cleveland in season to take through the above points. Passengers by this train reach Chicago at 7.30 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The steamers Eclipse and Rosalie will leave the Monongahela wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the train leaving Wellsville at 4.30 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 6.40 P. M., connecting at Bayard with Express Train, arriving in Cleveland at 2.10 P. M.

Trains from Wellsville connecting at Bayard for Carrollton, Waynesburg, Dover and New Philadelphia.

☞ Tickets for Cleveland, Chicago and the North West, via Wellsville, are sold at $1 less than via Alliance.

The Trains from Cleveland to Toledo and Chicago, run as follows:—Leave Cleveland at 6.10 A. M., 2.45 P. M., 8 P. M. Arrive at Chicago 8.30 P. M., 7.40 A. M., 8.30 P. M.

Trains leave Chicago for Rock Island and St. Louis as follows:—For Rock Island at 9.00 A. M. and 11.00 P. M. For St Louis, 9.15 A. M. and 11.45 P. M.

Passengers for St Louis go over Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by steamboat (25 miles) to St. Louis. Passengers by the 9.15 A. M. Train arrive at St. Louis 11 20 same evening, and by the 10.00 P. M. Train at noon next day.

Baggage checked through to Cleveland, and there rechecked for Chicago and St. Louis.

PARK VIA ALLIANCE AND CLEVELAND.

	1st class.	2d cl's.		1st class.	2d cl's.
To Alliance	$2 30		To La Salle	$16 00	$13 50
" Cleveland	4 00		" Rock Isl'd	18 00	14 25
" Toledo	6 00		" Galena	18 15	14 00
" Chicago	$13 00	$10 50	" Springfield	18 70	16 20
" Bloomingt	16 90	14 50	" Burlington	19 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.

sep1

Great American and U. S. Express & Mail Route.

72 MILES OF DISTANCE SAVED,

And Two Changes of Cars and Baggage Avoided.

AIR LINE ROUTE

BETWEEN

CHICAGO AND ST. LOUIS:

Via CHICAGO, ALTON & ST. LOUIS

RAILROAD,

Formerly Chicago & Mississippi.

CHICAGO TO ST. LOUIS IN 15¾ HOURS.—Trains leave the Illinois Central Depot, foot of Water street, St. Louis daily Express (daily, Sundays excepted,) 7.15 A M. St. Louis Night Express daily, Saturdays excepd, 9.30 P M. St. Louis Freight & Emigrant daily, Sund. exc. 5.30 A M. *Baggage checked through to St Louis.*

Trains run direct through to Alton, (259 miles,) without change of cars or baggage, and connect with the Company's splendid steamer *Winchester* and *Reindeer*, running in exclusive connection with Passenger Trains from Alton to St Louis, (25 miles,) without landing. These boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with Baths and spacious Wash-rooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad travelling, and reaching St. Louis refreshed from the effects of a long ride.

To *Kansas* and *Nebraska* this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all point on the Mississippi, Missouri, Kansas, Cumberland and Tennessee rivers, will note the important saving in distance, being seventy-two miles less to St Louis, thirty-seven miles less to Bloomington, and fifty-eight miles less to Springfield than by any other route.

Through Tickets over this route can be procured at the various R. R. Ticket Offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at all Through Ticket Offices throughout the States, and in Chicago at the Company's Office, No. 48 Dearborn street, opposite the Tremont House—and at the Depot of the Illinois Central Railroad, foot of Water street.

Responsible Baggage Men will always be at the Depots of the various Roads going into Chicago, to Check Baggage through to any point desired on the line.

K. P. MORGAN, Jr., Superintendent.
H. J. D. SCHERMERHORN,
Gen'l Passenger Agent.

sep1

THE PITTSBURGH AND CONNELLSVILLE

RAILROAD COMPANY

HAVING made an arrangement with the new and beautiful steamer "KOLIAN" to run in connection with their Road between West Newton and Connellsville, announce the following change of Schedule on and after Wednesday, the fifth of September:

The Steamer KOLIAN will leave the Pittsburgh and Connellsville Railroad Company's Wharf Boat, above Monongahela Bridge, for West Newton, every afternoon at half past 3 o'clock, precisely; returning, will leave West Newton at quarter before 8, A. M., arriving at Pittsburgh at noon.

The trains will run as follows:

Leave Davidson's Mill, one mile below Connellsville: First Train, 6 A M., Second Train, 12 M.

Leave West Newton: First Train, 8.30 A. M.; Second Train, 6.15 P. M.

☞ Fare from Pittsburgh to Davidson's Mill, $1,75, including Meal on Steamer.

☞ Stages for Uniontown and Connellsville will connect with the Trains at Davidson's Mill.

For freight or passage, enquire of the Agents, at the Wharf Boats at West Newton and Pittsburgh.

O. W. BARNES,
President and Superintendent.

sep6tf

PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ A. M., and Pittsburgh for Philadelphia at 7, A. M. THE FAST LINE leaves Philadelphia for Pittsburgh at 1 P. M., and Pittsburgh for Philadelphia at 2.30, P. M. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11, P. M., and Pittsburgh for Philadelphia at 9.20, P. M.

Blairsville Accommodation Train leaves Pittsburgh daily, except Sunday, at 4.30 o'clock, P. M. Brinton's Accommodation Train leaves Pittsburgh daily at 11 o'clock A. M., 3.30 o'clock P. M., and 5.20 P. M.

The above lines connect at Pittsburgh with the Railroads *to and from* St. Louis, Mc.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the Steam Packet Boats from and to New Orleans, St. Louis, Louisville and Cincinnati.

Through Tickets can be had to or from either of the above places.

For further particulars, see handbills at the different starting points. Passengers from the West will find this the shortest and most expeditious route to Philadelphia, Baltimore, New York, or Boston.

THOS. MOORE,
Agent, Passenger Lines, Philadelphia.
J. MERRIMEN,
Agent, Passenger Lines, Pittsburgh.

jy21

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPENED

THROUGH

Northern Illinois to the Mississippi River,

IOWA, MISSOURI,

KANSAS AND NEBRASKA.

All Railroad to the Mississippi.

Chicago, Burlington and Quincy

RAIL ROAD

FORMERLY THE CHICAGO AND AURORA & DIXT. 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 Indiana 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.
O. S. FOLSOM, Gen'l Ticket Ag't, Chicago.

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

mh19

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from

DUBUQUE to CAIRO,

AND

CHICAGO to CAIRO.

This Road, in conjunction with Trains of the Ohio and Mississippi R. R. and Chicago and Galena Railroad, forms the most direct and only continuous R. R. route from

CHICAGO to ST. LOUIS,
CHICAGO to CAIRO,
CHICAGO to DUBUQUE.

Trains leave Chicago as follows:

10 A. M. and 10.30 P. M.—ST. LOUIS AND CAIRO EXPRESS. Passengers for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

9.30 A. M. and 4.10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at 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 unpleasant and certain river navigation, by leaving Cairo for 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.

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 route also connects at Pittsburgh with daily line of steamers to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers for 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, Paper, &c.	75c. per 100lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.	50c. per 100lbs
THIRD CLASS.—Ale ale, Bagging, Bacon and Pork, (in bulk), Hemp, &c.	40c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil, &c.	40c. per 100lbs.

☞ In addition to the above rates of passage and freight from Philadelphia, the particular to mark package "*via Pennsylvania Railroad.*" All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS—Moses Potter, Boston; J. L. Elliott, N. Y. N. J. Sproule, Philadelphia; Magraw & Koons, Baltimore, Geo. C. Ferguson, Pittsburgh; Shriemann & Brown, Cincinnati; Ohio; J. S. Moorhead, Louisville, Ky.; Jos. Heidrman, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

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

my9

DUFF'S MERCANTILE COLLEGE,

INCORPORATED BY THE LEGISLATURE of Pennsylvania, with Perpetual Charter

P. DUFF, President, (author of the "North American Accountant,") Professor of Book-Keeping and Commercial penmanship.

ANDREW T. HOWDEN, Assistant Professor of Book Keeping.

CHARLES DUFF, Assistant Professor of Book-Keeping and Penmanship.

J. B. WILLIAMS, (the best off-hand Penman in the United States,) Professor of Commercial and Ornamental Penmanship.

N. B. HATCH, Esq., of the Pittsburgh Bar, Professor of Mercantile Law and Commercial Economy.

P. HAYDEN, Principal of the Mathematical Department, Professor of Mathematics, &c.

F. L. APPEL, Professor of the French and German Language.

The Commercial department of this institution has had the unremitting attention of the Principal for the last fifteen years. Upwards of 5000 students have been prepared by him for business. His young assistants, who have all been trained for business by himself, and are expert expect Teachers and practical Accountants; being frequently employed by business men to keep their books. There are no teachers in this Institution who were in this city dismissed from their situations as book-keepers, but who made twenty blunders on the first page of a bill-book. Our writing teacher (Mr. Williams) has had something more than a few lessons from a first-rate penman, and can prepare him for his business. No runners are employed by this institution. When our citizens are importuned by those of another, they should refer to some of our city Bank officers or merchants—persons whose opinion can be relied upon—and not be decoyed into one of those concerns which are being sold out every fortnight, and their puffs put to seek instruction where they can find it. aug18

Joseph White's Carriage Repository.

JOSEPH WHITE, now carrying on business in his spacious premises, (formerly Ewing's, lately enlarged,) on the Pittsburgh and Greensburg turnpike, near the Two Mile Run, between Pittsburgh and Lawrenceville, respectfully invites the public to inspect his stock of CARRIAGES, BUGGIES, &c. And he particularly informs gentlemen purchasers, that as his price only is made, from his years experience in the business, enables him to place before his patrons the same choice collection of carriages which, in many cases, cost them double the price, at any other establishment. Gentlemen are invited to call and examine for themselves, and be satisfied that no other establishment can afford to sell for the same money, a vehicle equally as good. The subscriber would also inform his friends and the public that he has added to his establishment a department for the manufacture of all kinds of carriages, which he will sell on ready money only, at much less than the usual profits.

☞ Carriages repaired in the best manner, with despatch.

WIG MANUFACTORY.

MRS. RENTER,

Six doors from the Apeduct, opposite the Collector's Office,

DIAMONDS CITY,

IS PREPARED TO FILL ORDERS FOR WIGS, and all kinds of

Ornamental Hair Work.

The best quality of material is furnished, and entire satisfaction guaranteed. myfdawly

Alexander W. Foster,

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

☞ Collections made in this and adjoining Counties; Estates of deceased settled; Real Estate bought, sold or leased, and rents collected. Moneys invested on Mortgage or other security. Titles examined and title papers drawn. Office on FOURTH street, a few doors above Smithfield.

Pittsburgh, March 28, 1855—[mh28:daw]

A. W. Foster,

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

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

Pittsburgh, March 28, 1855—[mh28:daw]

FULTON CAR WORKS.

FOUNDRY AND MACHINE SHOP,

THE subscriber having moved into his new Works, recently erected, corner of Water, McDonough and Shelby streets, is prepared to contract for and execute all orders for PASSENGER, BAGGAGE, POST-OFFICE, HOUSE FREIGHT, PLATFORM, GRAVEL, HAND, and all other descriptions of CARS.

Also, for STEAM ENGINES of all sizes, GEARING, RAILROAD CASTINGS of all descriptions, and all other work appertaining to a Foundry and Machine Shop.

The Foremen of the different departments are scientific and practical men—mostly from Eastern manufactories—who keep themselves informed and adopt all valuable modern improvements.

W. W. WETHERELL.

aug28:tf

GEORGE ALBERT, ... M. L. STEPHENS.

BIGELOW & CO.,

(SUCCESSORS TO E. M. BIGELOW,)

No 46 Diamond Alley, near Wood street, PITTSBURGH

COACHES, CARRIAGES, PHÆTONS, BUGGIES, and every description of Fancy Vehicles built to order, and finished in a manner unsurpassed for beauty of design, elegance of finish, skill of workmanship, and durability of materials.

☞ All work warranted. aug13:y

REVOLVERS! REVOLVERS!!—Just received, by Express, direct from the manufacturers, a splendid assortment of Colt's REPEATING PISTOLS, four, five and six inch barrels, all of which we will sell for cash at as low prices as they can be bought in the city of New York. Persons going to Australia and California will find that they can do better by purchasing their equipage at home, than they can among strangers—as we give persons a chance to try any of the above Pistols before leaving the city, and in case of a failure we refund the money. BOWEN & TETLEY,

sep1 136 Wood street, Pittsburgh.

NOW IS THE TIME to secure a good HOME near good Schools. It is within a quarter of a mile of the Court House in Washington, Pa., fronting the Pittsburgh road. There are eight acres of ground improved, with about 100 Fruit Trees, and a good Cottage House of eight rooms, neatly furnished in the latest style. It is near the residence of John Marshall, Esq. Price $3000. Enquire of

sep8 THOMAS WOODS, 75 Fourth st.

POTASH—10 casks, a pure article, for sale by

sep15 HENRY H. COLLINS.

HOTELS.

CITY HOTEL,

(LATE BROWN'S,)

Corner of Smithfield and Third streets,

JOHN P. GLASS, Proprietor.

PITTSBURGH, PA.

THIS large and commodious House having undergone thorough repair and furnished with new equipments throughout, is now open for the reception of the traveling public. PARE $1,25 PER DAY. jy1

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. feb1y

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. [aug29: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 to the accommodation of the travelling public. 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.

aug1 M. GASKILL.

FRANKLIN HOUSE,

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAILD, Proprietors.

jy19:3m; TERMS $1,50 PER DAY.

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable as well as elegant style, is now prepared to receive guests, and give ample satisfaction to all who may patronise the House. jan31; JAMES DOWNEY.

FRANKLIN HOUSE, Cleveland, Ohio.

PATRICK O'RIEN, PROPRIETOR.—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 in order to render the FRANKLIN a place where all the comforts of a first class hotel can be found.

jy4:tf O PATRICK & SON.

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

Fourth street, between Wood and Smithfield

THIS spacious establishment has been leased by the subscriber, and completely refitted and refurnished in all its parts. Spared no pains to furnish every luxury that can be found in the best regulated restaurants in the country. Game of every kind always on hand. Oysters served up in every style. Wines, Liquors, Cigars of every description, in season, can always be found at Wilkins Hall. [ap7] W. C. GALLAGHER.

CORNUCOPIA

OYSTER AND COFFEE HOUSE.

D. BARNARD.

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

jan19:1y PITTSBURGH.

Kennett Ale.

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

The attention of families, and the trade, is respectfully solicited. aug17:y

Mineral Water and Sarsaparilla.

WM D ENGLISH, Pitt street, below Penn, is now manufacturing and bottling above beverages on an extensive scale. His articles are of the best quality, and manufactured from the purest materials octfly

HOPPER'S PATENT PLANE

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

They have tried it, proclaim it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but two among many letters the Proprietor has received recommending the Plane above all others in use:

PITTSBURGH STEAM CABINET FACTORY,

We hereby certify, that during the last twelve months we have used Hopper's Patent Plane, and do not hesitate to recommend it to Cabinet-Makers and Carpenters as superior to any other Plane in use. We consider it peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard wood, and for all edge work, it is far superior to the old mode of forcing, besides being a great saving of time. One man, by using this Plane, will plane more lumber than two by the old jack and other planes of method in use. H. H. HYAN & CO.

To Mossrs. F. EATON, &c.

Gentlemen—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 substitute for plane and scraper.

It is particularly adapted to planing runners, and it does not require one-fourth the time or labor of other methods, and I have no doubt, when its properties become generally known, but that it will entirely supersede the former in this and adjacent cities.

I most cheerfully recommend it to all persons engaged in the Cabinet business as from my knowledge of it, they will find it to be a very valuable article. Yours, &c.

JAMES W. WOODWARD.

Furniture Warehouse, No. 69 Third st., Pittsburgh

Pittsburgh, February 1, 1855.

MONES F. EATON, of this city, is my sole Agent for the sale of Planes, or of rights to manufacture and sell them.

WM. G. HOPPER.

Pittsburgh, March 21, 1855—[mh21:tf]

FIELD BOOK FOR RAILROADS ENGINEERS—Containing Memoranda and Tables for laying out curves, Setting Slopes, levelling, calculating earth-work, &c., &c., together with tables of radii, ordinates, deflections, long chords, magnetic variation, logarithms and natural sines, tangents, 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. How it comes that Mr. Henck's tables are so much more ordinary logarithmatic tables are common enough, but a book combining with these tables others peculiar to the Railroad work, and supplying the necessary rules for laying out curves, turn-outs, crossings, &c., is a desideratum which this work is designed to supply.

U. S. Assistant Assayer, West Point, April 18, 1854.—*Gentlemen:* I have looked over "Henck's Field Book for Railroad Engineers," and think it well adapted, which he warrants to prepare the required purposes, and have no question but it will be found a very useful and practical volume both for office and field work. THOS. J. MAGUIRE.

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, not 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 destructive criticism. In conclusion, I like I think the design of Mr. Henck's book in question as much 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,
C. E. and Director of Rensselaer Polytechnic Institute.

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

aug

SUNDRIES—100 bags Rio Coffee,
40 do Java do,
25 hhds Cuban Sugar,
25 tierces do do,
100 hhds prime N. O. Molasses,
25 half chests Green and Black Teas;
10 boxes Tobacco, favorite brands,
25 boxes Pepper,
25 boxes Pimento;
25 boxes Extra Coffee;
100 boxes Mould and Dipped Candles;
25 boxes Star Candles;
50 boxes Brown Soap;
25 boxes Variegated Soap;
25 dozen Buckets;
10 dozen Tubs;
200 reams Wrapping Paper;
20 coils half low Rope.

For sale by JOHN MOORHEAD.

sep19

PIG IRON—200 tons No. 1 and 2 Anthracite, "Marietta," "Cameron" and "Cordelia" furnaces.
100 tons "Rock Hill" Charcoal.

100	" "Monroe,"	do;
50	" "Mill Creek,"	do;
75	" "Shade,"	Somerset county; for sale

by JOHN MOORHEAD.

sep19

BLOOMS—100 tons Juniata Blooms and Lumps;
100 " Lake Champlain; for sale by

sep19 JOHN MOORHEAD.

THE SCHOOL-BOY, and other Stories by the Christmas Fire; by Charles Dickens. Price 12½ cents, only.

Seven Poor Travelers; in eight chapters; by Charles Dickens. Price 12½ cents.

Little Lelah, and the Miner's Daughters; by Charles Dickens. Price 12½ cents.

Yellow Mask; in twelve chapters; from Dickens' Household Words. Price 12½ cents.

Sister Rose; in seven chapters, by Charles Dickens. Price 12½ cents.

Mother and Step-Mother; in twelve chapters; from Dickens' Household Words. Price 12½ cents.

Sailor's Magazine, for October, price 10 cents.

Leslie's Journal, do do do do.

For sale by H. MINER & CO.,

sep18 No. 32 Smithfield street.

100 BOXES SCALED HERRING,
250 boxes No. 1 Herring;
600 half boxes Gallons Sardines,
200 kegs do do
300 quarter kegs do do
5 dozen Anchovies;
5 dozen Capers;
5 dozen Olives;
5 dozen Lobsters.

Just received and for sale by

REYMER & ANDERSON,

sep7 No. 39 Wood street.

MILLINERY GOODS—A complete assortment of Millinery Goods, comprising—

Fine French Flowers,	Ostrich Plumes and Tips,
Moss, Plushes, Velvets,	Silk Ruches,
Velvet Pirquets, Buds,	Tinsel Flowers,
Satin Flowers,	Vulture Feathers,
Plain and old Straw Gimps,	Chenille Trimmings,
Bonnet Frames,	Bonnet Ribbons,
Ribbon Ruches,	Gold, Straw and Silk Laces.

Just received. A. A. MASON & CO.,

26 Fifth street.

ENGLISH BREAKFAST TEA—10 chests of this superior Tea, at 50 cents, just received at China Tea S ore.

aug29 F. R. DRAVO, No. 1 Diamond.

HAVING FOUND TENANTS for all the Dwelling Houses put under our care, we are now prepared to procure tenants for others. Owners of vacant houses will find it to their interest to give us a call, as we have tolerable facilities for houses. Also, collection of rents, insurance and repairs attended to. Charges moderate.

S. CUTHBERT & CN.,

sep1 53 Market street.

NEW NOVEL, by AUTHOR OF "ALONE"—The Hidden Path, by Marion Harland; just received and for sale

by [aug28 JOHN S. DAVISON, 65 Market st.

HAVANA CIGARS—I have just received a splendid lot of genuine *Havana Segars*. Those wishing a good segar can always obtain it at JOS. FLEMING'S,

sep4 Corner of Market st. and Diamond.

OIL—50 bbls N E Whale and Tanner's Oil for sale by

aug22 SMITH, MAIR & HUNTER

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, 8 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,013 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	142,896 00
Bank Stocks in New York city	93,050 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$778,278 63

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

Losses adjusted and due,—none.

Losses unadjusted and in suspense, waiting for further proof, $61,257 50.

All other claims against the Company are small, such only as continuing, &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, 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