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	12:22 P. M.	6:00 "	2:12 "
Concord	12:58 "	6:44 "	3:01 "
Cambridge	1:20 "	7:08 "	3:29 "
Barnesville	2:23 "	8:05 "	4:48 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:30 "	arr. 9:45 "	arr. 6:16 "

	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 "	6:16 "	7:05 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	1:15 "	9:30 "	10:30 "
Newark	2:05 "	10:37 "	11:50 "
Arrive Columbus	3:20 "	12:15 P. M.	1:20 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville, and Belmont only. Going West will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail is to be received, or delivered, and at all other Stations on notice being given. The Night Train will stop at all Stations on proper notice being given.

GOING EAST.

The 10:00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; and 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 Trains to 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 Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Bellefontaine & Indiana 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, and arrive in Baltimore at 5 P. M., next day.

The 11:30 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5:30 P. M., and arrives at Bellair at 6:15 A. M.; connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, *via* Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train at 11:30, and 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* Monroeville; at Columbus with the train for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, *via* Dayton and *via* Urbana.

The 9:40 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 5:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with the Night 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:

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M., and 3.00 P. M., connect at Alliance at 9.00 A. M., 11.50 A. M., and 6.30 P. M., as follows:

Trains for Cleveland leave Alliance 9.00, A. M., 11.50 A. M., and 6.35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10.25 A. M., 2.10 P. M., and 8.55 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., as that is the only train by which close connection is made 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 Ohio and Pennsylvania Railroad at 4.30 P. M.

As a 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 7.10 A. M., 2.45 P. M., 7.05 P. M. Arrive at Chicago 3.30 P. M., 7.40 A. M., 8.30 P. M.

Trains leave Chicago for Rock Island and St. Louis as follows:—Leave Rock Island 2.00 P. 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 Alton Railroad to Alton, and thence by steamboat (32 miles) to St. Louis. Passengers by the 9.15 A. M. Train arrive at St. Louis 11.30 same evening, and by the 9.05 P. M. Train at noon next day.

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

FARE VIA ALLIANCE AND CLEVELAND.

	Including 25 ct's.		*Including 25 ct's.*
To Alliance	$2 50	To La Salle	$15 00
" Cleveland	4 00	" Rock Island	13 00
" Toledo	6 50	" Galena	14 00
" Chicago	$13 00	$10 50	" Springfield	18 70
" Bloomington	16 00	14 50	" Burlington	19 00
" St. Louis	20 00	18 00		

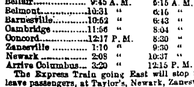
Passengers are requested to procure their tickets at the office of this Company, in the Monongahela House, third door below the corner.

J. DURAND, Sup't, Cleveland.
sep1 A. CAUGHEY, Ag't, Pittsburgh

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

73 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 10½ HOURS.—Trains leave the Illinois Central Depot, foot of Water street—St. Louis Day Express daily, Sundays excepted, 8.30 A. M. St. Louis Night Express daily, Saturdays excepted, 9.30 P. M. St. Louis Freight & Emigrant daily, Sund. exc. 6.30 A. M. *Baggage checked through to St. Louis.*

Trains run direct through to Alton, (259 miles,) without change of cars or baggage, and connect at that point with the Company's splendid steamers *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 traveling, 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 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. 45 Dearborn street, opposite the Tremont House—and at the Depot of the Illinois Central Railroad, foot of Water street.

Reasonable 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.

R. P. MORGAN, Jr., Superintendent.
H. J. D. SCHUMACHER, Gen'l Passenger Agent.
sep7

THE PITTSBURGH AND CONNELLSVILLE

RAILROAD COMPANY

HAVING made an arrangement with the new and beautiful steamer "EOLIAN" to run in connection with their Road between West Newton and Connellsville, announce the following change of schedule on and after Wednesday, the 5th of September:

The Steamer EOLIAN 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, inquire of the Agents, at the Wharf Boats at West Newton and Pittsburgh.

H. BARNES,
sep6:tf President and Superintendent.

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 6.20 P. M.

The above lines connect at Pittsburgh with the Railroads to and from St. Louis, Mo.; 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. HOOPES,
Agent, Passenger Lines, Philadelphia.
J. MESKIMEN,
jy21 Agent, Passenger Lines, Pittsburgh.

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
RAIL ROAD

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

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

The Only Direct Route to BURLINGTON, QUINCY, KEOKUK, MUSCATINE, OQUAWKA, WAPELLO, FORT DES MOINES, COUNCIL BLUFF, &c., and the ONLY ALL RAILROAD Route from CHICAGO TO ST. LOUIS, BLOOMINGTON, CLINTON, DECATUR, CAIRO, SPRINGFIELD, JACKSONVILLE, NAPLES, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

Trains on the above Line leave Chicago on the arrival of Trains from the East—avoiding all laying over at any of the points

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the convenient 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, Illinois.

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 Tremont Building; at the Depot of the Galena R. R., and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., opposite the Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Supt.
R. E. FOLLETT, G. P. A.
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. ap18

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 connection with Trains of the Ohio and Mississippi R. R. and Chicago and Galena Railroad, forms the most direct and only Railroad ROUTE from CHICAGO to ST. LOUIS,
CHICAGO to GALENA,
CHICAGO to DUBUQUE.

Trains leave Chicago as follows:

9 A. M. Mail to Dubuque, Galena, Cairo and Cairo Express Mail to St. Louis by this train take the cars of the Ohio and Miss. R. R. at Centralia, and are carried direct to St. Louis.

9.25 A. M. and 4 P. M.—Dubuque and Galena Express, connecting at Dunleith (opposite Dubuque) with a Daily line of Splendid Packets for St. Paul and the Upper Mississippi river cities.

Trains leave Galena for Chicago and Dubuque at 7.30 A. M. and 7 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 150 miles of lockage and an uncertain river navigation from Cairo to St. Louis, and one hundred 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. & M. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

R. R. MASON, Supt.
jy80

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway. Direct connection also connects at Pittsburgh with daily line of steamers to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes; making the most *direct, cheapest and reliable route* by which FREIGHT can be forwarded to and from the *Great West*.

RATES BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Dry Goods, (in boxes,) Furs, Feathers, &c.	75c. per 100lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.	60c. per 100lbs.
THIRD CLASS.—Barrels, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	50c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (in packages,) Lard and Grain,	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 the Company at Philadelphia or Pittsburgh, will be forwarded without delay.

FREIGHT AGENTS.—Messrs. Peeler, Benson; J. L. Ehrett, N. Y.; E. J. Sheeler, Philadelphia; Murray & Brooks, Baltimore; Geo. Cromwell, Washington City; Thomas & Peebles, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Hedrick, Madison, Ind.; Ratchif & Co., St. Louis, Mo.; P. Mitchell & Co., Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. BOOLEY,
Superintendent, Altoona, Pa.
my9

DUFF'S MERCANTILE COLLEGE,
PITTSBURGH, Pa.

INCORPORATED BY THE LEGISLATURE OF Pennsylvania, with Perpetual Charter.

FACULTY.

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

ANDREW T. HOWDEN, Assistant Professor of Book Keeping.

CHARLES DUFF, Assistant Professor of Book Keeping and Penmanship.

J. D. 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 Lecturer on Economy.

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

F. L. AUEL, Professor of the French and German Languages.

The Commercial department of this Institution has had the unremitting attention of the Principal for the last fifteen years. Upwards of 2,000 Students have been educated by him for business. His young men's associates have all been trained in the same way himself, and are experienced Teachers and practical Accountants. Being thoroughly employed by business men in adjusting deranged books there are no students in this or any similar institution who are in daily attendance from their situations to book keeping, nor who made twenty blunders on a single page of a ball book. Our writing teacher, C. H. Williams, writes something more than a few lessons from a Philadelphia teacher to prepare him for his business. No numbers are employed by this institution. Where our Catalogue is distributed, it founds a very useful and practical volume both for old and and field work.

D. H. MANN,
Troy, April 21, 1854.

I am much pleased with Mr. Hench's "Practical Book of Railroad Engineers." With the presentation of some of the most practical and useful of recognized processes among railway engineers, he has given them, which, at least in their present form, appear to possess a hint of higher value than that of mere temporary utility—that of being in general susceptible of available, not to say extensive, application. In connection, while I think the design of Mr. Hench's book will be found to adapt it eminently well to professional needs, I have pleasure in expressing my opinion that it will be found very useful to the general practitioner, in the execution, alike with the pen or pencil, of topographical and other sketches, and for collecting topographical data displayed by his publishers.

Yours, truly, FRANKLIN ORMSBY,
Engineer of the Franklin Institute.

W. H. HAVEN,
Dealer in Stationery, Stationery, Blank Books, Stationery, Market street, corner of Second
WILLIAM S. HAVEN,
my3

GOOD INTENT HOUSE,

CORNER OF LIBERTY AND GRANT STREETS, near the Railroad Depot.
jan13:ly JAMES SHANNON, Proprietor.

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia.

GASKILL HOUSE,

CORNER OF MAIN AND SOUTH STS., WARREN, O.

THE Proprietor takes pleasure in announcing to the public that this new and commodious House is now open 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.
aug17 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA
PARKER & LAIRD, Proprietors.
jy16:3m

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, is now comfortable as well as elegant style, is now prepared to receive guests, and give satisfaction to all who may favor us with a call.

jan8:tf JAMES DOWNEY.

FRANKLIN HOUSE, Cleveland, Ohio.

CURTIS & SON, PROPRIETORS.—This House has undergone a thorough repair, and the additions, 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.

C. PATRICK & SON.
jy14

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

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

He is at all times prepared to furnish Meals, Lunches of every luxury that can be found in the best regulated restaurants in the States. His spacious bar will always be supplied with the choicest liquors. Game and Oysters, in their season, can always be found at Wilkins Hall.

W. C. GALLAGHER.

CORNUCOPIA

OYSTER AND COFFEE HOUSE.
D. BARNARD.
No. 40, Fifth Street, between Wood and Market.
jan16:ly

Kennett Ale.

WM. D. 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.

Mineral Water and Sarsaparilla.

WM. D. ENGLISH, Pitt street, below Penn, is now manufacturing and bottleing the above beverages on an extensive scale. His Sarsaparilla has been prepared and manufactured from the purest materials.
oct13: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 must soon come into general use. The following letters from practical workmen are but two among many letters in the Patentee has received recommending the Plane above all others in use:

PITTSBURGH, STEAM CABINET FACTORY,
February 24, 1855.

We hereby certify, that during the last twelve months we have used Hopper's Pat ent Plane, and do not hesitate to recommend it to the public as a valuable improvement in that description of tools. We consider it peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard work, and it is constructed on principles that will enable it to do it promptly, besides being a great saving of time, from the many setting that Planes will require more frequent than for any other plane or tool we have in use.

H. H. RYAS & Co.

DEAR SIR:—I have examined Hopper's Patent Bench Plane, and believe it to be a most excellent article for the use for which it is intended, as a combination of plane and scraper.

It is particularly adapted to planing veneers, and it does not require one-tenth 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 process.

I most cheerfully recommend it to all persons engaged in the cabinet business, from my knowledge of it, there is nothing as well fitted to give a smooth and true surface, and to whoever as the Hopper Patent Bench Plane.

JAMES W. WOODWARD,
Furniture Warerooms, 97, 99 Third st., Pittsburgh
Pittsburgh, February 27, 1855.

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

WM. C. HOPPER.

Pittsburgh, March 21, 1855.—[mh21:6m]

FIELD BOOK,

FOR CIVIL ENGINEERS & RAILROAD ENGINEERS.—Containing Tables of Logarithms, &c., &c., determining Progress, leveling, calculating ... &c., &c., together with tables of radii, ordinates, ... Pocket-book form. Just published and for ... Engineers' Field Book for Railroad Engineers," and think it well adapted to their purposes, combining as it does a very large amount of useful and practical information in a small volume, and for sale by
sep7 H. MILLER, 75 Fourth st.

MILLINERY GOODS.

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

Fine French Flowers,	Ostrich Plumes and Tips,
Mock Pinshes, Velvets,	Silk Roches,
Velvet Picquets, Buds,	Tinsel Flowers,
Satin Flowers,	Vulture Feathers,
Plain and col'd Straw Gimps,	Chenille Trimmings,
Bonnet Frames,	Bonnet Ribbons,
Ribbon Ruches,	Col'd, Straw and Silk Laces.

Just received.
sep17 A. A. MASON & CO., 25 Fifth street.

ENGLISH BREAKFAST TEA.

ENGLISH BREAKFAST TEA.—10 chests of this superior Tea, at 60 cents, just received at China Tea S ore.
aug29 F. B. DRAYO, No. 1 Diamond.

HAVING FOUND TENANTS

HAVING FOUND TENANTS for all the Dwelling House on my premises, (now occupied by Messrs. Pittsburgh and ... of CARRIAGES and BUGGIES, &c. And he particularly invites ... *purchasers*, that one grand way is made. Fourteen years' practical experience in the business, enables him to please ... patrons the same choice collection of Carriages ... many years past it has been his particular department to ... Carriages for the Southern and Western markets. The success of this new system is complete—the arrangements will supply the best and most fashionable materials at a small profit.

Unencumbered by those heavy rents, which the manufacturers in the large cities have to pay, which the public ... the price of goods, (owing to large rents,) he will be able ... will sell, on ready money only, at much less than the usual profits.

☞ Carriages repaired in the best manner, with despatch.
(tohn:dly)

WIG MANUFACTORY.

MRS. RENTER,

Six doors from the Aqueduct, opposite the Collector's Office,
ALLEGHENY CITY,

IS PREPARED TO FURNISH LADIES FOR WIGS, and all kinds of

Ornamental Hair Work.

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

Alexander W. Foster,

ATTORNEY AND COUNSELLOR AT LAW, AND Solicitor in Chancery, Agent for procuring Bounty Lands and Pensions, and for the Collection of Claims in Great Britain and Ireland.

☞ Collections made in this and adjoining Counties. Estates of decedents settled. Real Estate bought, sold or leased, and rents collected. Notary Public and Conveyancer, &c.

Office on FOURTH street, a few doors above Smithfield. Pittsburgh, March 28, 1855.—[mh28:dw]

FULTON CAR WORKS.

FOUNDRY AND MACHINE SHOP,
SANDUSKY, OHIO.

THE subscriber having moved into his new Works, recently erected, corner of Water, Monteagh 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.

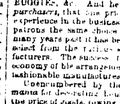
Also, for STEAM ENGINES of all sizes, GEARING, RAILROAD CASTINGS of all descriptions, and all other work appertaining to a Foundry and Machine Shop.

The combined talent 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.
GEORGE ALBERT.
jan28:tf M. L. STEPHENS.

BIGELOW & CO.,

(SUCCESSORS TO R. 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. aug13:1y

REVOLVERS! REVOLVERS!

REVOLVERS! REVOLVERS!!—Just received, by Express, direct from the manufacturers, a splendid assortment of COLT'S REPEATING PISTOLS, four, five and six inch barrels, 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 Europe will find it to their interest to call and examine our stock before purchasing their equipage at home, as then 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.

BOWN & TETLEY,
sep1 136 Wood street, Pittsburgh.

NOW IS THE TIME

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
sep3 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 a thorough repair and furnished with new equipments throughout, is now open for the reception of the traveling public. FARE $1,25 PER DAY.
jel

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.
feb15:y

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:ly JAMES SHANNON, Proprietor.

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia.
au29:y

GASKILL HOUSE,

CORNER OF MAIN AND SOUTH STS., WARREN, O.

THE Proprietor takes pleasure in announcing to the public that this new and commodious House is now open as a house of entertainment. Being commodious and roomy, and adjoining the office of the Ohio Stage Company, it offers inducements unsurpassed in Warren for the accommodation of the traveling community.

A share of public patronage is respectfully solicited.
aul7 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA
PARKER & LAIRD, Proprietors.
jy16:3m

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, is now comfortable as well as elegant style, is now prepared to receive guests, and give satisfaction to all who may favor us with a call.

jan8:tf JAMES DOWNEY.

FRANKLIN HOUSE, Cleveland, Ohio.

CURTIS & SON, PROPRIETORS.—This House has undergone a thorough repair, and the additions, 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.

C. PATRICK & SON.
jy14

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

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

He is at all times prepared to furnish Meals, Lunches of every luxury that can be found in the best regulated restaurants in the States. His spacious bar will always be supplied with the choicest liquors. Game and Oysters, in their season, can always be found at Wilkins Hall.

W. C. GALLAGHER.

CORNUCOPIA

OYSTER AND COFFEE HOUSE.
D. BARNARD.
No. 40, Fifth Street, between Wood and Market.
jan16:ly

Kennett Ale.

WM. D. 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.

Mineral Water and Sarsaparilla.

WM. D. ENGLISH, Pitt street, below Penn, is now manufacturing and bottleing the above beverages on an extensive scale. His Sarsaparilla has been prepared and manufactured from the purest materials.
oct13: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 must soon come into general use. The following letters from practical workmen are but two among many letters in the Patentee has received recommending the Plane above all others in use:

PITTSBURGH, STEAM CABINET FACTORY,
February 24, 1855.

We hereby certify, that during the last twelve months we have used Hopper's Pat ent Plane, and do not hesitate to recommend it to the public as a valuable improvement in that description of tools. We consider it peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard work, and it is constructed on principles that will enable it to do it promptly, besides being a great saving of time, from the many setting that Planes will require more frequent than for any other plane or tool we have in use.

H. H. RYAS & Co.

DEAR SIR:—I have examined Hopper's Patent Bench Plane, and believe it to be a most excellent article for the use for which it is intended, as a combination of plane and scraper.

It is particularly adapted to planing veneers, and it does not require one-tenth 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 process.

I most cheerfully recommend it to all persons engaged in the cabinet business, from my knowledge of it, there is nothing as well fitted to give a smooth and true surface, and to whoever as the Hopper Patent Bench Plane.

JAMES W. WOODWARD,
Furniture Warerooms, 97, 99 Third st., Pittsburgh
Pittsburgh, February 27, 1855.

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

WM. C. HOPPER.

Pittsburgh, March 21, 1855.—[mh21:6m]

FIELD BOOK,

FOR CIVIL ENGINEERS & RAILROAD ENGINEERS.—Containing Tables of Logarithms, &c., &c., determining Progress, leveling, calculating ... &c., &c., together with tables of radii, ordinates, ... Pocket-book form. Just published and for ... Engineers' Field Book for Railroad Engineers," and think it well adapted to their purposes, combining as it does a very large amount of useful and practical information in a small volume, and for sale by
sep7 H. MILLER, 75 Fourth st.

MILLINERY GOODS.

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

Fine French Flowers,	Ostrich Plumes and Tips,
Mock Pinshes, Velvets,	Silk Roches,
Velvet Picquets, Buds,	Tinsel Flowers,
Satin Flowers,	Vulture Feathers,
Plain and col'd Straw Gimps,	Chenille Trimmings,
Bonnet Frames,	Bonnet Ribbons,
Ribbon Ruches,	Col'd, Straw and Silk Laces.

Just received.
sep17 A. A. MASON & CO., 25 Fifth street.

ENGLISH BREAKFAST TEA.

ENGLISH BREAKFAST TEA.—10 chests of this superior Tea, at 60 cents, just received at China Tea S ore.
aug29 F. B. DRAYO, No. 1 Diamond.

HAVING FOUND TENANTS

HAVING FOUND TENANTS for