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 Trains.	Mail Trains.	Night Trains.
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	12:58 "	6:44 "	3:01 "
Cambridge	1:20 "	7:03 "	3:23 "
Barnesville	2:23 "	8:25 "	4:48 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:30 "	arr. 9:45 "	arr. 6:15 "

GOING WEST.	Express Trains.	Mail Trains.	Night Trains.
Leave.			
Bellair	9:45 A. M.	5:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:15 "	7:08 "
Barnesville	10:52 "	6:42 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	1:16 "	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 at 7:30 A. M. by the 10:00 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and leave by 10:30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

The 11:30 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; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 8:15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Mansfield; at Columbus with the train 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.

Zanesville, June 18, 1855.—[je21]

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS ECLIPSE AND ROSALIE,

VIA WELLSVILLE, AND WHEELING,

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 Penna. 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 5:20 P. M., as follows:

Trains for Cleveland leave Alliance 8:00, A. M., 11:50 A. M., and 5:35 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 connections are made through the above points. Passengers by this route 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., 7:05 P. M. Arrive at Chicago 9:30 P. M., 7:40 A. M., 12:30 P. M.

The 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and leave by 10:30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

The 11:30 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; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

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The 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and leave by 10:30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

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Zanesville, June 18, 1855.—[je21]

CLEVELAND AND PITTSBURGH RAILROAD.

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 11 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 2:20, 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, Nor. Ohio, Galena and Chicago, Ft. Madison, Lafayette and Indianapolis, Ind., Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Steubenville 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, Pittsburgh.

J. MERSHIMON,
Agent, Passenger Lines, Pittsburgh.

jy21

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 & GENV. 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 BLUFFS, &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 Lake and Dearborn streets, in the Tribune Building; at the Depot of the Galena R. R., and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn streets, opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Sup't.
C. B. FOLLETT,
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.

9:55 A. M. and 4:10 P. M.—Dubuque and Galena Express, connecting at Dunleith (opposite Dubuque) with a Daily line of Mail Steam Packets for St. Paul and the Upper Mississippi river cities.

Trains leave Cairo for Chicago and Dubuque at 7:50 A. M. and 7:00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, have the 190 miles of famous and uncertain river navigation from Cairo or 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. R. MASON, Sup't.

jeb

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railroad 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 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,) Glassware, Hardware, Wool, &c.	60c. per 100lbs.
THIRD CLASS—Refined Iron, Nails, Spikes, Hollow Ware, Castings, Bacon and Pork, (in bulk,) Hemp, &c.	50c. per 100lbs.
FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed,) Lard and Tallow, &c.	40c. per 100lbs.

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

FREIGHT AGENTS—Moses Potter, Boston; J. L. Elliott, N. Y.; E. J. Smeeder, Philadelphia; Magraw & Evans, Baltimore; Geo. C. Francisus, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.

LEMUEL TODD,
Superintendent, Altoona, Pa.

may9

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 Political Economy.

P. HAVILAND, Professor of the Mathematical Department, Professor of Mathematics, &c.

L. A. APPEL, Professor of the French and German Languages.

The Commercial department of this Institution has had the unmeasured patronage of the City of Pittsburgh for the last ten years. Upward of 3000 students have been prepared by him for business. His young men' assistants have all been trained by himself, and are now filling very responsible Accountants and practical Accountants; being frequently employed by business men in adjusting deranged books. There are no vacancies in his establishment to be filled by young men from their situations as book-keepers, none who have made twenty blunders in a month, or who have failed. Our writing teacher (Mr. Williams) has had something more than a few lessons from a Philadelphia teacher to prepare him for his business. Young men are employed by this institution. When our citizens are importuned by those of another, they should refer to some of our city firm officers or merchants—persons whose opinions can be relied upon—and not be deceived into one of those concerns which are being sold out every few months, at their public sales! to seek instruction where they can find it.

Joseph White's Carriage Repository.

JOSEPH WHITE, now carrying on business in his spacious premises, (now nicely enlarged,) on the south side of the Greensburg turnpike, near the Two Mile-Run, between Pittsburgh and Lawrenceville, respectfully invites the attention of the public to his stock of CARRIAGES, BUGGIES, &c. And he particularly informs gentlemen of the city and country, that, from his long experience in the business, enables him to place before his patrons the same choice collection of Carriages which, so many years past, he has been in the habit of purchasing to select from the various and most talented Eastern manufacturers. The success of his new system is complete—the economy of his arrangements enables him to sell the best and most fashionable manufactures at moderate prices.

Unencumbered by those heavy expenses, which the manufacturer and dealer in Carriages have been forced into the price of goods, (owing to large rents,) JOSEPH WHITE will sell, on ready money only, at much less than the usual profits. (nbtdaw)

☞ Carriages repaired in the best manner, with despatch.

WIG MANUFACTORY.

MRS. RENTER,

Six doors from the Mansion, opposite the Collector's Office, Allegheny 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. my15dawly

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. Moneys invested on Mortgage or other security. Titles examined and title papers in Abstracts on FOURTH street, a few doors above Smithfield.

Pittsburgh, March 26, 1855.—[mh26: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,

SANDUSKY, OHIO.

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 the business of a Machine Shop.

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

aug26:tf

GEORGE ALBERT, M. L. STAPHENS.

BIGELOW & CO.,

(SUCCESSORS TO E. M. BIGELOW,)

No. 46 Diamond Alley, near Wood street, PITTSBURGH.

COACHES, CARRIAGES, PHETONS, 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. aug18:ly

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. BOWN & 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.

TOBASH—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. 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. febly

ST. CLAIR HOTEL,

Corner of Penn and St. Clair streets, Pittsburgh, Pa.

THE undersigned, formerly of "Brown's Hotel," having taken this large and commodious HOTEL, and having refitted it in magnificent style, would respectfully invite his friends and the traveling public to give him a call. Assured, with the convenience of the house and his long experience in the business, he can give entire satisfaction, and his charges moderate.

feb22 WM. C. CONNELLY.

GOOD INTENT HOUSE,

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

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 elegant Hotel has been opened as a house of entertainment. Being commodious and roomy, and adjoining the office of the Ohio Express Company, it offers inducements unsurpassed in Warren for the accommodation of the traveling community.

A share of public patronage is respectfully solicited.

au17 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

TERMS $1 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 as well as elegant style, is now prepared to receive guests, and give ample satisfaction to all who may patronize the House. aug31 JAMES DOWNEY.

FRANKLIN HOUSE, Cleveland, Ohio.

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

jy27:tf C. 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 renovated.

It is all that could be desired for furnishing 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, foreign and domestic, in its season, can always be found at Wilkins Hall. W. C. GALLAGHER.

oct2

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE ☜

D. BARNARD.

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

jan16:ly PITTSBURGH.

Kennett Ale.

W. 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.

aug17

Mineral Water and Sarsaparilla

WM. D. ENGLISH, Pitt street, below 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. oct17:ly

HOPPER'S PATENT PLANE

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

As it has been tried, it announces it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but two among many letters he has received recommending this Plane above all others in use:

PITTSBURGH STEAM CABINET FACTORY,
February 22, 1855.

We hereby certify, that during the last twelve months we have used Hopper's Patent Plane, and do not hesitate to 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 veneered work, and for jointing veneers. It is far superior to the old mode of scraping, besides being a great saving of time. Those using the Hopper Plane will plane more veneers in a given time than two by any other plane ever used in use. H. H. RYAN & 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 a smoothing plane at the end of the bench, as I have no doubt, when its properties become generally known, but that it will entirely supersede the former implements used for veneering.

I most cheerfully recommend it to all persons engaged in the Cabinet business, as the best article I know of. It is nothing as well tried to give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

ANDREW T. HOWDEN, Cabinet Maker, 76 Wood st.

Furniture Warerooms, 97, 99 Third st., Pittsburgh

Pittsburgh, February 27, 1855.

DEAR SIR: I AM PLEASED to state, in my sole Agent for the sale of Planes, of my right to manufacture and sell them.

WM. C. HOPPER.

Pittsburgh, March 21, 1855.—(mh21:tf)

FIRED BOOK FOR RAILROAD ENGINEERS.—Containing formulæ for laying out curves, determining frog angles, switching, railway work, etc., etc., together with tables of radii, ordinates, deflections, long chords, magnetic variation, logarithms and natural signs, tangents, etc., etc. By John H. Hench, Civil Engineer. Pocket-book form. $1.75.

☞ The object of the present work is to supply a well-digested help to Assistant Engineers on Railroads. Books of convenient form for use in the field, containing the ordinary logarithmic tables are common enough, but a book combining with these tables, it is presumed, the Railroad work, and especially the necessary formulæ for laying out curves, turn-outs, crossings, &c., is a desideratum which this work is designed to supply.

U. S. MILITARY ACADEMY, West Point, April 18, 1854.—*Gentlemen.* I have looked over "Hench's Field Book for Railroad Engineers," and think it well adapted to the object its author proposes, and have no question but it will be found a very useful and practical volume both for office and field work. D. H. MAHAN,

Prof. Civil Engineering.

West Point, April 21, 1854.

I am much pleased with Mr. Henck's little manual, the "Field Book of Railroad Engineers." With the presentation of some of the most practical and useful of recognized processes among railway engineers, he has given others which, new at least in their present form, appear to possess a mint of higher value than that of mere novelty—that of being in general susceptible of available, not to say profitable, practical use. In conclusion, while I think the design of such a work as this, and the plan adopted, are excellent, to professional needs, I have pleasure in expressing my cordial satisfaction with its execution, alike with the perspicuity of arrangement of the matter by the author, and the excellent typographical taste displayed by his publishers.

E. FRANKLIN GERRS,
C. E. and Director of Rensselaer Polytechnic Institute.

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

au3

SUNDRIES—100 bags Rio Coffee.
25 pipes Jack Gin.
5 hhds N. O. Sugar.
25 bbls. Refined Sugars.
10 bbls. prime N. O. Molasses.
75 half chests Green and Black Teas.
75 boxes Tobacco, favorite brands.
25 boxes Pepper.
25 boxes Allspice.
25 boxes Extra Coffee.
50 boxes Mould and Dipped Candles.
25 boxes Star Candles.
100 kegs Rosin Soap.
50 boxes Variegated Soap.
25 dozen Buckets.
10 dozen Tubs.
200 reams Wrapping Paper.
20 dozen half tow Bags.

For sale by JOHN MOORHEAD.

(sep19)

PIG IRON—200 tons No. 1 and 2 Anthracite, "Martetta," "Cameron" and "Cordelia" furnaces.
100 tons "Rock Hill," Juniata;
100 " "Mon river," do;
50 " "Mill Creek," do;
75 " "Shade," somerset county; for sale by

(sep19) JOHN MOORHEAD.

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.

Lizzie Leigh, 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.

Ballou's Magazine, for October; price 10 cents.

Ballou's Journal, do do 18 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 boxes do do
300 quarter bxs. do do
6 dozen Anchovies;
6 dozen Capers;
6 dozen Olives;
6 dozen Lobsters.

Just received and for sale by KRYMER & ANDERSON,
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MILLINERY GOODS—A complete assortment of Millinery Goods, comprising:

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

Just received. A. A. MASON & CO.,
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ENGLISH BREAKFAST TEA—10 chests of this superior Tea, at 60 cents, just received at China Tea 8 ore.

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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 fully applications for houses. Also, collection of rents, insurances and repairs attended to. Charges moderate.

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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

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

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

Real Estate, unincumbered	$ 16,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,315 17
Bills Receivable, well secured, payable at Bank