BY AUTHORITY.

Laws of the United States.

[Public 82.]

AN ACT to change the boundaries of the land districts in the State of Iowa, and for other purposes.

Be it enacted by the Senate and house of Representatives of the United States of America in Congress assembled, That at that portion of the public lands in the State of Iowa lying north of township line dividing townships ninety-three and ninety-four and east of the range line dividing ranges twenty-four and twenty-five shall constitute a new land district to be called the Turkey River district. That all that portion of the public lands in said State now situated in the northern land district which lies north of the township line dividing townships eighty-five and eighty-six and not included in the Turkey River and Dubuque districts shall constitute a new land district to be called the Fort Dodge district, and the name of the northern district is hereby changed to, and shall be hereafter called the Fort Des Moines district. That all that portion of the public lands in said State now lying in Kanesville district and situated north of the township line dividing townships eighty-five and eighty-six shall constitute a new land district to be called the Sioux River district, and the name of the Kanesville district is hereby changed to, and shall be hereafter called the Council Bluffs district. That townships eighty-six, eighty-seven, eighty-eight, eighty-nine, ninety, ninety-one, ninety-two and ninety-three of ranges seventeen and eighteen are hereby attached to and made a part of the Dubupue land district, and townships sixty-seven, sixty-eight, sixty-nine, seventy, seventy-one, seventy-two, seventy-three, seventy-four, and seventy-five of ranges thirty-two and three are hereby attached to and made a part of the Charitan land district.

Sec. 2. And be it further enacted, That the President of the United States be, and he is hereby authorised to appoint by and with the consent of the Senate a register and receiver of the public moneys for each of the districts respectively hereby created, who shall each be required to reside at the site of the respective office to which he may be appointed and who shall have the same powers, perform the same duties, and be entitled to the same compensation as are or may be prescribed by law in relation to other land officers of the United States.

Sec. 3 And be it further enacted, That the President of the United States is authorised to cause the public lands in said districts respectively (with the exception of sections numbered sixteen in each township, reserved for the use of schools or such land as may be selected by law in lieu thereof, and such other tracts as may be selected for military or other purposes) to be exposed to sale in the same manner and upon the same terms and conditions as the other public lands of the United States.

Sec. 4. And be it further enacted, That the President of the United States is hereby authorised to designate the sites at which such of the several offices shall be established, and to remove the same to any other places within said districts respectively whenever in his opinion it may be deemed expepient.

Sec 5. And be it further enacted, That any location or sales of land in either of the districts of land now subject to sale at Dubuque, Fort Des Moines or Kanesville, after the passage of this act and before the receipt by the land officers respectively thereat, of instructions from Commissioner oi the General Land Office under this act shall be as good and valid in law as if this act had not be passed.

Approved March 3, 1855.

[Public 88.]

AN ACT to regulate the carriage of passengers in steamships and other vessels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no master of any vessel owned in whole or in part by a citizen of the United States, or by a citizen of any foreign country, shall take on board such vessel, at any foreign port or place, other than foreign contiguous territory of the United States, a greater number of passengers than in proportion of one to every two tons of such vessel, not including children under the age of one year in the computation, and computing two children over one and under eight years of age as one passenger. That the spaces appropriated for the use of such passengers, and which shall not be occupied by stores or other goods not the personal baggage of such passengers, shall be in the following proportions, viz: On the main or poop decks and platforms and in the deck houses, if there be any, one passenger for each sixteen clear superficial feet of deck, if the height or distance between the decks or platform shall not be less than six feet, and on the lower deck, (not being an oriop deck,) if any, one passenger for eighteen such clear superficial feet, if the height or distance between the decks or platforms shall not be less than six feet, with intent to bring such passenger to the United States, and shall leave such port or place and bring the same, or any number thereof, within the jurisdiction of the United States; or if any such master of any vessel shall take on board his vessel, at any port or place within the jurisdiction of the United States, any greater number of passengers than in the proportion aforesaid to the space aforesaid, or to the tonnage aforesaid, with intent to carry the same to any foreign port or place other than foreign contiguous territory as aforesaid, every such master shall be deemed guilty of a misdemeanor, and upon conviction thereof, before any circuit or district court of the United States, shall, for each passenger taken on board beyond the limit aforesaid, or the space aforesaid, be fined in the sum of fifty dollars,, and may also be imprisoned, at the discretion of the judge before whom the penalty shall be recovered, not exceeding six months; but should it be necessary for the safety or convenience of the vessel, that any portion of her cargo or any other articles, or article, should be placed on, or stored in any of the docks, cabins, or other places appropriated to the use of passengers, the same may be placed in lockers or enclosures prepared for the purpose, on an exterior surface impervious to the wave, capable of being cleansed in like manner as the decks or platforms of the vessel. In no case, however, shall the places thus provided be deemed to be a part of the space allowable for the use of passengers, but the same shall be deducted therefrom, and in all cases where prepared or used, the upper surface of said lockers on enclosed shall be deemed and taken to be the deck or platform from which measurement shall be made for all the purposes of this act. It is also provided that one hospital in the spaces appropriated to passengers, and separate therefrom by an appropriate partition and furnished as its purposes require, may be prepared, and when used, may be included in the space allowable for passengers, but the same shall not occupy more than one hundred superficial feet of deck or platform: Provided, That on board two deck ships, where the height between the decks is seven and one-half feet or more, fourteen clear superficial feet of deck shall be the proportion required for each passenger.

Sec. 2. And be it further enacted, That no such vessel shall have more than two tiers of berths, and the intervals between the lowest part thereof and the deck or platform beneath shall not be less than nine inches, and the berths shall be well constructed, parallel with the sides of the vessel, and separated from each other by partitions, as berths ordinarily are separated, and shall be at least six feet in length and at least two feet in width, and each berth shall be occupied by no more than one passenger; but double berths of twice the above width may be constructed, each berth to be occupied by no more, and no other, than two women, or by one woman and two children under the age of eight years, or by husband and wife, or by a man and two of his own children under the age of eight years, or by two men, members of the same family; and if there shall be any violation of this section in any of its provisions, then the master of the vessel and the owners thereof shall severally forfeit and pay the sum of five dollars for each passenger on board of said vessel on such voyage, to be recovered by the United States in any port where such vessel may arrive or depart.

Sec. 3. And be it further enacted, That all vessels, whether of the United States or any foreign country, having sufficient capacity or space according to law for fifty or more passengers (other than cabin passengers) shall, when employed in transporting such passengers between the United States and Europe, have, on the upper deck, for the use of such passengers, a house over the passage way leading to the apartments allotted to such passengers below deck, firmly secured to the deck or combings of the hatch, with two doors, the sills of which shall be at least one foot above the deck, so constructed that one door or window in such house may at all times be left open for ventilation; and all vessels so employed and having the capacity to carry one hundred and fifty such passengers or more, shall have two such houses; and the stairs or ladder leading down to the aforesaid apartment shall be furnished with a hand-rail of wood or strong rope; but booby hatches may substituted for such houses.

Sec. 4. And be it further enacted, That every such vessel so employed, and having the legal capacity for more than one hundred such passengers, shall have at least two ventilators to purify the apartment or apartments occupied by such passengers; one of which shall be inserted in the after apartment or apartments, and the other shall be placed in the forward portion of the apartment or apartments, and one of them shall have an exhausting cap to carry off the foul air, and the other a receiving cap to carry down the fresh air; which said ventilators shall have a capacity proportioned to the size of the apartment or apartments to be purified, namely: if the apartment or apartments will lawfully authorize the reception of two hundred such passengers, the capacity of such ventilators shall each be equal to a tube of twelve inches diameter in the clear, and in proportion for larger or smaller apartments; and all said ventilators shall rise at least four feet six inches above the upper deck of any such vessel, and be of the most approved form and construction; but if it shall appear, from the report to be made and approved, as hereinafter provided, that such vessel is equally well ventilated by any other means, such other means of ventilation shall be deemed and held to be a compliance with the provisions of this section.

Sec. 5. And be it further enacted, That every vessel carrying more than fifty such passengers shall have for their use on deck, housed and conveniently arranged, at least one camboose or cooking range, the dimensions of which shall be equal to four feet long and one foot six inches wide for every two hundred passengers; and provision shall be made in the manner aforesaid, in this ratio, for a greater or less number of passengers; but nothing herein contained shall take away the right to make such arrangements for cooking between decks, if that shall be deemed desirable.

Sec. 6. And be it further enacted, That all vessels employed as aforesaid shall have on board, for the use of such passengers, at the time of leaving the last port whence such vessel shall sail, well secured under deck, for each passenger, at least twenty pounds of good navy bread, fifteen pounds of rice, fifteen pounds of oatmeal, ten pounds of wheat flour, fifteen pounds of peas and beans, twenty pounds of potatoes, one pint of vinegar, sixty gallons of fresh water, ten pounds of salt beef, free of bone, all to be of good quality; but at places where either rice, oatmeal, wheat flour, or peas and beans cannot be procured, of good quality and on reasonable terms, the quantity of either or any of the other named articles may be increased and substituted therefor; and, in case potatoes cannot be procured on reasonable terms one pound of either of said articles may be substituted in lieu of five pounds of potatoes; and the captains of such vessel shall deliver to each passenger at least one-tenth part of the aforesaid provisions weekly, commencing on the day of sailing, and at least three quarts of water daily; and if the passengers on board of any such vessel in which the provisions and water herein required shall not have been provided as aforesaid, shall at any time be put on short allowance during any voyage, the master or owner of any such vessel shall pay to each and every passenger who shall have been put on short allowance, the sum of three dollars for each and every day they may have been put on short allowance, to be recovered in the circuit or district court of the United States; and it shall be the duty of the captains or master of every such ship or vessel, to cause the food and provisions of all the passengers to be well and properly cooked daily and to be served out and distributed to them at stated hours by messes or in such other manner as shall be deemed best and most conducive to the health and comfort of such passengers, of which hours and manner of distribution, due and sufficient notice shall be given. If the captain or master of any such ship or vessel shall wilfully fail to furnish and distribute such provisions cooked as aforesaid he shall be deemed guilty of a misdemeanor, and upon conviction thereof before any circuit or district court of the United States, shall be fined not more than one thousand dollars and shall be imprisoned for a term not exceeding one year: Provided, That the enforcement of this penalty shall not effect the civil responsibility of the captain or master and owners, to such passengers as may have suffered from said default.

Sec. 7. And be it further enacted, That the captain of any such vessel so employed is hereby authorized to maintain good discipline and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health; and to that end he shall cause such regulations as he may adopt for this purpose, to be posted up, before sailing, on board such vessel, in a place accessible to such passengers, and shall keep the same so posted up during the voyage; and it is hereby made the duty of said captain to cause the apartments occupied by such passengers to be kept at all times in a clean, healthy state, and the owners of every such vessel so employed are required to construct the decks, and all parts of said apartment, so that it can be thoroughly cleansed; and they shall also provide a safe, convenient privy or water-closet for the exclusive use of every one hundred such passengers. And when the weather is such that said passengers cannot be mustered on deck with their bedding, it shall be the duty of the captain of every such vessel to cause the deck occupied by such passengers to be cleansed with chloride of lime, or some other equally efficient disinfecting agent, and also at such other time as said captain may deem necessary.

Sec. 8. And be it further enacted, That the master and owner or owners of any such vessel so employed, which shall not be provided with the house or houses over the passageways, as prescribed in the third section of this chapter, or with ventilators, as prescribed in the fourth section of this chapter, or with the cambooses or cooking ranges, with the houses over them, as prescribed in the fifth section of this chapter, shall severally forfeit and pay to the United States, the sum of two hundred dollars for each and every violation of, or neglect to conform to, the provisions of each of said sections; and fifty dollars for each and every neglect or violation of any of the provisions of the seventh section of this chapter, to be recovered by suit in any circuit or district court of the United States, within the jurisdiction of which the said vessel may arrive, or from which she may be about to depart, or at any place within the jurisdiction of such courts, wherever the owner or owners, or captain of such vessel may be found.

Sec. 9. And be it further enacted, That the collector of the customs at any port of the United States at which any vessel so employed shall arrive, or from which any such vessel shall be about to depart, shall appoint and direct one or more of the inspectors of the customs for such port to examine such vessel, and report, in writing, to such collector, whether the requirements of law have been complied with in respect to such vessel; and if such report shall state such compliance, and shall be approved by such collector, it shall be deemed and held as prima facie evidence thereof.

Sec. 10. And be it further enacted, That the provisions, requisitions, penalties, and liens of this act, relating to the space in vessels appropriated to the use of passengers, are hereby extended and made applicable to all spaces appropriated to the use of steerage passengers in vessels propelled in whole or in part by steam, and navigating from, to, and between the ports, and in manner as in this act named, and to such vessels and to the masters thereof; and so much of the act entitled, "An act to amend an act entitled, 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,'" approved August thirtieth, eighteen hundred and fifty-two, as conflicts with this act, is hereby repealed; and the space appropriated to the use of steerage passengers in vessels so as above propelled and navigated, is hereby subject to the supervision and inspection of the collector of the customs at any port of the United States at which any such vessel shall arrive, or from which she shall be about to depart; and the same shall be examined and reported in the same manner, and by the same officers, by the next preceding section directed to examine and report.

Sec. 11. And be it further enacted, That the vessels bound from any port in the United States to any port or place in the Pacific ocean, or on its tributaries, or from any such port or place to any port in the United States on the Atlantic or its tributaries, shall be subject to the foregoing provisions regulating the carriage of passengers in merchant vessels, except so much as relates to provisions and water; but the owners and masters of all such vessels shall in all cases furnish to each passenger the daily supply of water therein mentioned; and they shall furnish a sufficient supply of good and wholesome food, properly cooked; and in case they fail so to do, or shall provide unwholesome or unsuitable provisions, they shall be subject to the penalty provided in the sixth section of this chapter, in case the passengers are put on short allowance of provisions or water.

Sec. 12. And be it further enacted, That the captain or master of any ship or vessel arriving in the United States, or any of the Territories thereof, from any place whatever, at the same time that he delivers a manifest of the cargo, and if there be no cargo, then at the time of making report or entry of the ship or vessel, pursuant to law, shall also deliver and report to the collector of the district in which such ship or vessel shall arrive, a list or manifest of all the passengers taken on board of the said ship or vessel at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the age, sex, and occupation of the said passengers respectively, the part of the vessel occupied by each during the voyage, the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any, and what number, have died on the voyage; which list or manifest shall be sworn to by the said master, in the same manner as directed by law in relation to the manifest of the cargo, and the refusal or neglect of the master aforesaid to comply with the provisions of this section, or any part thereof, shall incur the same penalties, disabilities, and forfeitures as are provided for a refusal or neglect to report and deliver a manifest of the cargo aforesaid.

Sec. 13. And be it further enacted, That each and every collector of the customs, to whom such manifest or list of passengers as aforesaid shall quarter-yearly return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and every session.

Sec. 14. And be it further enacted, That in case there shall have occured on board any ship or vessel arriving at any port or place within the United States or its Territories, any death or deaths among the passengers (other than cabin passengers) the master or captain or owner or consignee of such ship or vessel, shall within twenty-four hours after the time within which the report and list or manifest of passengers mentioned in section twelve of this act, is required to be delivered to the collector of the customs, pay to the said collector the sum of ten dollars for each and every passenger above the age of eight years who shall have died on the voyage, by natural disease; and the said collector shall pay the money thus received at such times and in such manner as the Secretary of the Treasury by general rules, shall direct, to any board or commission appointed by and acting under the authority of the State within which the port where such ship or vessel arrived is situated, for the care and protection of sick, indigent or destitute emigrants, to be applied to the objects of their appointment, and if there be more than one board or commission who shall claim such payment, the Secretary of the Treasury, for the time being, shall determine which is entitled to receive the same, and his decision in the premises shall be final and without appeal: Provided, That the payment shall in no case be awarded or made to any board or commission or association formed for the protection or advancement of any particular class of immigrants, or emigrants of any particular nation or creed, and if the master, captain, owner, or consignee of any ship or vessel, refuse or neglect to pay to the collector the sum and sums of money required, and within the time prescribed by this section, he or they shall severally forfeit and pay the sum of fifty dollars in addition to such sum of ten dollars for each and every passenger upon whose death the same has become payable, to be recovered by the United States in any circuit or district court of the United States where such vessel may arrive, or where such master, captain, owner or consignee may reside; and when recovered, the said money shall be disposed of in the same manner as is directed with respect to the sum and sums required to be paid to the collector of customs.

Sec. 15. And be it further enacted, That the amount of the several penalties imposed by the foregoing provisions regulating the carriage of passengers in merchant vessels, shall be liens on the vessel or vessels violating those provisions, and such vessel or vessels shall be libeled therefor in any circuit or district court of the United States where such vessel or vessels shall arrive.

Sec. 16. And be it further enacted, That all and every vessel or vessels which shall or may be employed by the American Colonization Society, or the Colonization Society of any State to transport, and which shall actually transport, from any port or ports of the United States to any colony or colonies on the west coast of Africa, colored emigrants to reside there, shall be, and the same are hereby, subjected to the operations of the foregoing provisions regulating the carriage of passengers in merchant vessels.

Sec. 17. And be it further enacted, That the collector of the customs shall examihe each emigrant ship or vessel on its arrival at his port, and ascertain and report to the Secretary of the Treasury at the time of sailing, the length of the voyage, the ventilation, the number of passengers, their space on board, their food, the native country of the emigrants, the number of deaths, the age and sex of those who died during the voyage; together with his opinion of the cause of the mortality, if any, on board, and if none, what precautionary measures, habits, or arrangements, are supposed to have any, and what, agency in causing the exemption.

Sec. 18. And be it further enacted, That this act shall take effect, with respect to vessels sailing from ports in the United States on the eastern side of the continent, within thirty days from the time of its approval; and with respect to vessels sailing from ports in the United States on the western side of the continent, and from ports in Europe, within sixty days from the time of its approval; and with respect to vessels sailing from ports in other parts of the world, within six months from the time of its approval.

And it is hereby made the duty of the Secretary of State to give notice, in the ports of Europe and elsewhere, of this act, in such manner as he shall deem proper.

Sec. 19. And be it further enacted, That from and after the time that this act shall take effect with respect to any vessels, then in respect to such vessels, the act of second March, eighteen hundred and nineteen, entitled "An act regulating passenger ships and vessels," The act of twenty-second of February, eighteen hundred and forty-seven, entitled "An act to regulate the carriage of passengers in merchant vessels," the act of second of March, eighteen hundred and forty-seven, entitled "An act to amend an act entitled 'An act to regulate the carriage of passengers in merchant vessels,' and to determine the time when said act shall take effect," the act of thirty-first January, eighteen hundred and forty-eight, entitled "An act exempting vessels employed by the American Colonization Society in transporting colored emigrants from the United States to the coast of Africa from the provisions of the acts of the twenty-second February and second of March, eighteen hundred and forty-seven, regulating the carriage of passengers in merchants vessels," the act of seventeenth May, eighteen hundred and forty-eight, entitled "An act to extend the provisions of all laws now in force in relation to the carriage of passengers in merchant vessels,, and the regulation thereof," are hereby repealed. But nothing in this act contained shall in any way obstruct or prevent the prosecution, recovery, distribution or remission of any fines, penalties, or forfeitures which may have been incurred in respect to any vessels prior to the day this act goes into effect, in respect to such vessels, under the laws hereby repealed, for which purpose the said laws shall continue in force.

But the Secretary of the Treasury may, in his discretion, and upon such conditions as he shall think proper, discontinue any such prosecutions, or remit or modify such penalties.

Approved March 3, 1855.

JOB PRINTING,

OF every description, neatly and promptly executed at this office, such as Cards, Catalogues, Circulars, Handbills, Programmes, Phamphlets, Posters, Shop-bills, Blanks, Labels, and every variety of Printing, executed at short notice, on liberal terms.

Steamboat Cards.

1855. 1855.

SEASON ARRANGEMENT.

St. Louis and St. Joseph Packet Line.

THE New, Elegant and Fast Regular Passenger Packet **POLAR STAR,** E. F. Dix, Master, will leave St. Louis, during the season, on every alternate TUESDAY, at 4 o'clock, P. M., for Glasgow, Brunswick, Miami, Hill's Landing, Waverly, Berlin, Lexington, Wellington, Camden, Sibley, Richfield, Liberty, Independence, Kansas, Parkville, Fort Leavenworth, Weston, Atchison, St. Joseph, and intermediate points; Commencing her regular trips at the opening of navigation, will leave St. Louis every alternate TUESDAY, as follows:

February 27th;	August 14th and 28th;
March 13th and 27t,	September 11th and 25th
April 10th and 24th;	October 9th and 23d;
May 5th and 22d;	November 6th and 20th;
June 8th and 19th;	December 4th.
July 3d, 17th and 31st;	

RETURNING—will leave St. Soseph every alternate MONDAY at 10 o'clock, A. M., as follows:

March 5th and 19th;	August 6th and 20th;
April 2d, 16th and 20th;	September 3d and 17th;
May 14th and 28th;	October 1st 15th and 29t
June 11th and 25th;	November 12th and 26th
July 9th and 23d;	December 10th.

Departing from St. Joseph Mondays at 10 o'clock, A. M., Atchison at 1 o'clock, P. M., Weston Tuesdays at 7 o'clock, A. M., Fort Leavenworth at 8, A. M., Parkville at 10, A. M., Kansas at 12, M., Wayne City at 1, P. M., Liberty at 2, P. M., Richfield at 3, P. M., Sibley at 4, P. M., Camden at 5, P. M., Wellington at 6, P. M., Lexington, Wednesdays at 8 o'clock, A. M., Dover at 9, A. M., Waverly at 10, A. M., Hill's Landing at 11, A. M., Miami at 1, P. M., Brunswick at 2, P. M., Glasgow at 4, P. M., Boonville at 5, P. M., and arriving in St. Louis Thursday afternoon, in time for Louisville Mail Boats, and the evening lines of travel in every direction.

No effort shall be wanting on the part of her present officers to retain for the Polar Star, the wide popularity which she has heretofore acquired. Every requisite attention and accommodation will be cheerfully extended to passengers, and shippers may rely upon the utmost punctuality and dispatch in the delivery of freight.

E. F. DIX,
*1 1y H. M. BLOSSOM.

Missouri River.

Spring Arrangements for 1855.

The Regular Thursday Packet, F. X. AUBREY, for Brunswick, Miami, Hill's Landing, waverly, Berlin, Lexington, Wellington, Camden, Sibley, Richfield, Liberty, Independence, Kansas, Parkville, Ft. Leavenworth, Weston, Atchison, and St. Joseph.

WILL leave St. Louis on every alternate Thuraday, as follows: March 1st, 15th and 29th; April, 12th, 26th; May 10 24th; June 7th 21st; July 5th, 19th; August 2d, 16th; 30th; September 13th; 27th; October 11th; 25th; November 8th, 22d.

Returning will leave St. Joseph for St. Louis every alternate Wednesday, at 10 o'clock, A. M., as follows: March 7th and 21st; April 4th and 18th; May 2d, 16th and 30th; June 13th and 27th; July 11th and 25th; August 8th and 22d; September 5th and 19th; October 3d, 17th and 31st; November 14th and 28th, and December 12th.

Departing from St. Joseph Wednesdays at 10 o'clock, a m; Atchison at 11½, a m; Iatan at 1½, p m; and will arrive at Weston same day, and remain there over night. Will leave Weston, Thursdays at 7 o'clock, a m; Fort Leavenworth at 8 a m; Leavenworth City at 8½ a m; Parkville at 10 a m; Kansas at 12 m; Wayne City at 1 p m; Liberty at 2 p m; Richfield at 3 p m; Sibley at 4 p m; Camden at 5 p m; Wellington at 6 p m; and arrive at Lexington same evening, and remain there over night. Will leave Lexington Fridays at 7 o'clock, a m; Berlin and Dover at 8½ a m; Waverly at 10 a m; Hill's Landing at 11 a m; Miami at 1 p m; Brunswick at 2 p m; Glasgow at 4 p m, and Boonville at 5½ p m. Will arrive at St. Louis Saturday afternoon in time to meet the Louisville mail boats, and all other evening packets.

The AUBRY has been completely repaired, and we hope by strict attention to business and the accommodation of passengers, to retain the patronage of our Missouri river friends. Shippers can rely upon our punctuality and dispatch.

AMBROSE REEDER. Capt.
*5 BEN. V. GLIME, Clerk.

1855. 1855.

SEASON ARRANGEMENT.

St. Louis and St. Joseph Packet Line.

The New, Elegant and Fast Regular Passenger Packet, JAMES H. LUCAS,

A. WINELAND, Master, will leave St. Louis during the season, on every alternate **Tuesday,** at 4 o'clock, P. M., for Glasgow, Brunswick, Miami, Hill's Landing, Waverly, Berlin, Lexington, Wellington, Camden, Sibley, Richfield, Liberty Independence, Kansas, Parkville, Fort Leavenworth, Weston, Atchison; St. Joseph and intermediate points:

Commencing her regular trips at the opening of navigation, will leave St. Louis every alternate TUESDAY, as follows:

March 6th and 20th.	August 7th and 21st.
April 3d and 17th	September 4th and 18th.
May 1st, 15th & 29th,	October 2d, 16th and 30th
June 12th and 26th,	November 13th and 27th.
July 10th and 24th.	

RETURNING—will leave St. Joseph every alternate MONDAY, at 10 o'clock, A. M., as follows:

March 12th and 26th.	August 13th and 27th.
April 9th and 23d.	September 10th & 24th.
May 7th and 21st.	October 8th and 22d.
June 4th and 18th.	November 5th and 19th.
July 2d, 16th and 30th.	December 3rd.

Departing from St. Joseph Mondays at 10 o'clock, A M. Atchison 12 M.

Weston Tuesday at 7 o'clock, A M Fort Leavenworth at 8 A M Parkville at 10, A M, Kansas at 12, M, Wayne City at 1, P M, Liberty at 2 P M Richfield at 3 P M, Sibley at 4 P M Camden at 5 P M Wellington at 6 P M, Lexington on Wednesdays at 8 o'clock, A M, Dover at 9 A M, Waverly at 10 A M Hilll's Landing at 11 A M, Miami at 1 P M, Brunswick at 2 P M Glasgow at 4 P M, Boonville at 5 P M, and arriving in St. Louis Thursday afternoon, in time for Louisville Mail Boats, and the evening lines of travel in every direction.

The **LUCAS** is a first class boat, new, large and elegantly fitted up, built expressly for the Missouri river trade, and in all her equipments and appointments especial care has been taken to make her a superior Passenger Packet, and particularly attractive.

* 6. A. WINELAND, Master.

MISSOURI RIVER.

SPRING ARRANGEMENT FOR 1855.

The Regular Friday Packet, EDINBURG, G. W. Bowman, Master, for Brunswick, Miami, Hill's Landing, Waverly, Berlin, Lexington, Wellington, Camden, Sibley, Richfield, Liberty, Independence, Kansas, Parkville, Fort Leavenworth, Weston, Atchison and St Joseph, commencing her regular trips from St. Louis on Friday, March 9th and 23d, April 6th and 20, May 4th, 18th, June 1st, 15th and 29th, July 13th and 27th, August 10th and 24th, September 7th and 21st, October 5th and 19th, November 2d, 16th and 30th, December 14th and 28th.

Leaves St. Joseph every alternate Thursday at 10 o'clock, a m, as follows: March 15th and 29th, April 12th and 26th, May 10th and 24th, June 7th and 21st, July 5th and 19th, August 2d 16th and 30th, September 13th and 27th, October 11th and 25th, November 8th and 22d, December 6th and 20th.

Leaving Weston, Friday at 7 o'clock, a m,; Parkville at 9, a m; Kansas 10, a m; Wayne City 11, a m; Liberty 12, m; Richfield 1, p m; Sibley 2, p m; Camden 3, p m; Wellington 4, p m; and on Saturday following, will leave Lexington at 7, a m; Dover at 8, a m; Waverly 9, a m; Hill's Landing 10, a m; Miami 12, m; Brunswick 2 p m; Glasgow 4, p m; Boonville 6, p m; —arriving in St. Louis on Sunday afternoon, in time for the Louisville packets.

We beg leave to return our thanks for the liberal patronage bestowed on us last season, and hope by strict attention to business to merit a continuance of the same.

G. W. BOWMAN, Captain.
G. A. REICHENEKER, clerk. *5

E. S. WILKINSON,

ATTORNEY AT LAW, and Real Estate Agent, Weston, Missouri. *1tf.

1855. 1855.

SPRING ARRANGEMENT.

REGULAR SATURDAY PACKET.

NEW LUCY, William Couley, Master, for St. Joseph, Atchison, Weston, Fort Leavenworth, Parkville, Kansas, Independence, Liberty, Lexington, and all points below, on every alternate Saturday, leaving St. Louis on the following dates: March 3, 17, 31; April 14, 28; May 12, 26; June 9, 23; July 7, 21; August 4, 18; September 1, 15, 29; October 13, 27; November 10, 24.

Returning will leave St. Joseph for St. Louis every alternate Friday, at 10 o'clock, A. M., as follows: March 9, 23; April 6, 20; May 5, 18; June 1, 15, 29; July 13, 27; August 10, 24; September 7, 21; October 5, 19, November 2, 16, 30; December 14.

Departing from St. Joseph for St. Louis Fridays at 10 o'clock, A. M., Atchison 11½, A. M., Iatan 1½, P. M.; arriving at Weston same day and remaining over night. Leaving Weston Saturday at 7, A. M., Fort Leavenwoeth at 8, A. M., Leavenworth City 8½, A. M., Parkville at 10, A. M., Kansas at 12, M., Wayne City at 1 P. M., Liberty at 2, P. M., Richfield at 3, P. M., Sibley at 4, P. M., Camden at 5, P. M., Wellington at 6, P. M. arriving at Lexington same evening and remaining all night. Leaving Lexington Sundays at 7, A. M., Berlin and Dover 8½, A. M., Waverly 10, A. M., Hill's Landing at 11, A. M., Miami at 1, P. M., Brunswick at 2, P. M., Glasgow at 4, P. M., Boonville at 5½, P. M. ar riving at St. Louis Monday afternoon in time to connect with the Louisville Mail Boats and other evening Packets.

The **New Lucy** having been thoroughly overhauled, repaired and refurnished with many improvements, which greatly increase her speed and add to the comfort convenience and safety of passengers, we hope by a strict attention to the business entrusted to our care to merit a liberal share of the public patronage.

WM. CONLEY, Captain.
WM. C. KIMBER, Clerk.

WESTON HIGH SCHOOL.

THE first session of this institution will commence on Monday Oct. 25th 1854.

Dr. T. P. Acres, A. M., (late President of the Masonic College, Greenburg, Ky.,) Principal of the Male Department.

Rev. R. G. Loving, A. M. (formerly president of the Buckingingham female institute, Va., late of Fayette, Mo.) Principal of the Female Department.

Suitable Assistants will be employed as they are required.

Tuition 1st Session 4 Months.

Primary studies	$7 00
Common English branches	8 00
Higher do	10 00
Greek and Latin, &c.,	12 00
Ornamental branches at the usual extra charges.	
Fuel, &c.	1 00

Board, including washing, &c., can be had in the neighborhood at $10 per month.

W. G. CAPLES,
Gen'l. Superintendent.

Weston, 1855.*1tf.

"PORT WILLIAM,"

KANSAS TERRITORY.

THIS new and beautiful Town site is situated on the Missouri River, in Kansas Territory, three or four miles above the town of Iatan, in the heart of the most densely populated part of Kansas, sorrounded by the finest soil and best timber in that Territory, with a permanent landing, commanding a view of the river for several miles above and below. The principal part of said Town is located on a bed of stone coal, of the best quality. Arrangements are being made to have said stone coal bed opened and wrought by Joint Stock Company early in the spring, at which time there will be a sale of lots. There is now, in course of erection, a good steam Saw Mill, which will be in successful operation in a few weeks; also, a large and commodious Tavern is in process of erection which will be opened for the accommodation of the public in a short time.

Persons wishing to procure Lots immediately will have opportunity of so doing, by calling on Henry Bradly, or Jonathan Hartman, both of whom are authorized Agents to sell and dispose of lots, and one or both may at all times be found on the premises, ready to accommodate purchasers upon the most liberal terms.

H. B. WALLACE,	JAS. G. SPRATT,
AMOS REES,	W. C. REMMINGTON,
HENRY DEBARD,	JAS W. BRADLEY,
H. C. BRADLEY,	P. J. COLLINS.
H. B. HERNDON.	Trustees.

*1 tf.

JAMES CUNNINGHAM. JOHN E. BIRD.

CUNNINGHAM & BIRD.

MANUFACTURERS OF

Saddles, Bridles & Harness

MAINE STREET, PARKVILLE, MO.

THE Undersigned are constantly manufacturing Saddlery, Harness, &c., &c, and are prepared to furnish articles in their line at the shortest notice, and on the most liberal terms.

We have now on hand a large lot of Saddles, Bridles, and Harness, which are offered at such low rates, that persons in need of such articles cannot fail to purchase. All articles manufactured by us are warranted.

CUNNINGHAM & BIRD.
Parkville, Missouri. *1

TO THE CITIZENS OF KANSAS.

CLARDY & PREWIT, Wholesale and Retail dealers in Drugs, Medicines, Paints, Oils &c., at Parkville, can now sell to the people of Kansas any thing in their line, cheaper and at less trouble to the purchaser, than any House this side of St. Louis.

Parkville, Mo. *1tf.

PETER T. ABELL. BEN. F. STRINGFELLOW.

ABELL & STRINGFELLOW.

(LATE OF BRUNSWICK, MO.)

ATTORNIES AT LAW,

Weston, Platte County, Missouri.

WILL ATTEND to any business confided to them, in the following counties, viz: Platte, Clay, Buchanan, Andrew and Clinton. Also, at Atchison, Kickapoo City and Leavenworth, in Kansas Territory.

☞ Particular attention given to setling and collecting claims. *1 1y

CITY HOTEL.

CORNER OF MAIN AND JULE ST'S.

ST. JOSEPH, MISSOURI.

S. S. ALLEN, PROPRIETOR.

THIS well known House has been newly fitted and furnished in every part, and the table will always be furnished with the best that the market affords.

See Sign: "CITY HOTEL.." *1tf.

M. P. RIVELY,

MERCHANT, Keeps constantly on hand a general assortment of Merchandise, suitable for emigrants to Kansas, Oregon and California. Store on the Oregon road near Salt Creek. *1tf.

JNO. WILSON. ROBERT P. CLARK.

WILSON & CLARK.

ATTORNEYS AND COUNSELORS AT LAW.

☞ **Office at Platte City, Mo.**

J. C. ROCKWELL.

WHOLESALE and Retail dealer in English and American Cutlery, Hardware of every description, Guns, Pistols and sporting aparatus of every kind, Chains of all kinds, Locks, Hinges, and Carpenter Tools of every variety and of the best quality, and everything else usually found in a concern of the kind, and at prices to suit the times.

Weston Mo. *1tf.

KANSAS HO!!

FERRY.

NIMROD FARLEY, has at Iatan, the only Ferry that never stops for ice or low water, but runs on whenever a passenger arrives between daybreak and dark. He has three good Boats, and when one cant go, another can. All who want to go into or out of Kansas, remember

*1tf. NIMROD FARLEY, Iatan.

Weston Cards.

J. H. TRUNDLE. J. P. DIXON. G. W. NEET.

TRUNDLE, DIXON & Co.

WHOLESALE AND RETAIL DEALERS IN

Drugs, Medicines, Paints, Oils, Perfumery, Books and Stationary, Window Glass and Glass Ware;

ALSO: PATENT MEDICINES, &c.

UNDER ST. GEORGE HOTEL, WESTON, MO.

GEO. W. BELT. HENRY COLMAN.

BELT & COLMAN.

WESTON, MO.

WHOLESALE and Retail Dealers in Dry Goods and Groceries, Clothing, Boots and Shoes, &c., &c. Outfitting Goods in great variety. Also Forwarding and Commission Merchants. *1tf.

J. D. HARPER. T. J. HARPER.

HARPER AND BRO.

WHOLESALE and Retail dealers in Foreign, Fancy and Domestic

DRY GOODS,

With Hardware, Queensware, Pocket and Table Cutlery, Groceries, and in fact every article usually kept in the Dry Goods and Grocery business.

Weston, Mo. *1tf.

WILLIAM NEWMAN,

LIVERY STABLE.

KEEPS always on hand Horses, Carriages and Buggies to hire. Their stock is of the very best kind, and their Carriages new and always in good order.

Weston, Mo. *1tf.

W. L. WOOLFOLK. C. E. WOOLFOLK.

WOOLFOLK & CO.

DEALERS IN

Staple & Fancy Dry Goods,

Main St., opposite St. George Hotel,

WESTON, MO.

GEO. W. BELT. HENRY COLMAN.

BELT AND COLMAN,

Weton, Missouri..

WHOLESALE and Retail Dealers in Dry Goods and Groceries, Clothing, Boots and Shoes, &c., &c. Outfitting Goods in great variety. Also, Forwarding and Commission Merchants. *1tf.

JOHN DONIPHAN,

ATTORNEY AT LAW, Weston Mo., continues to practice his profession at Weston, and will attend the adjacent Courts in Kansas Territory. *1tf.

STOVE STORE!

AND

TIN WARE FACTORY.

THE subscriber would respectfully acknowledge the favors bestowed upon him by the citizens of Weston and vicinity, and solicits a continuance of patronage. He wishes to call attention to his very large and carefully selected stock of stoves, which will be sold very low for cash.

COOKING STOVES of all sizes, and a