THE INTELLIGENCER

Epigrams from the Knickerbocker.

TOM'S WEDDING DAY.

Keeping Tom's wedding-day, his friends
Boozed till their brains were addled,
They drank his *bridal day!* Tom sighed and
said:
That same day I was *saddled.*

THE MERRY MOURNER.

Cries Tom to his neighbors, as onward they
prest,
Conveying his wife to the place of long rest,
Take, friends, I beseech you, a little more
leisure,
For why would you make a *toil* of a *pleasure.*

Men, dying, make their wills,
But wives escape a work so sad;
Why should they *make* what all their lives
The gentle dames have *had!*

* * *

LINETH BY A LITHPING POET.

Thweetly o'er the wippling water
Thoundth of muthic thrike the ear,
Whilth, tho' dethtined thoon for slaughter,
Cattleth on the gladth appear.

The cow bellth, all in wanture chiming,
Weverbewate their tinkling thound.
Twinkling feet to echoeth timing,
Twip it thwiftly o'er the gwound.

Here we catht athide our twanthporth.
And in dweamy thilenth bwood—"
Cetera Desunt.

* * *

A countryman came to one of our hotels and wrote after his name "P. O. P. S. F. C." Here was a title which none but himself understood.

"Pray, my dear sir," asked the bar-keeper, "what do all these letters stand for?"

"Stand for! why, that's my title!"

"Yes, sir,—but what is your title?"

"Why, *Professor of Psalmody and Schoolmaster from Connecticut.*"

HOMES FOR ALL.

THE AMERICAN EMIGRANT AID AND HOMESTEAD COMPANY, having its headquarters in the City of New York, has been organized for the sole and definite purpose of collecting information from all parts of the country wherein desirable lands may be had at low prices, and commending those lands to the attention and favor of all who may be induced to purchase or improve them. It has been silently perfecting its arrangements and correspondence for more than a year past; until it is now ready to offer to settlers a range for selection embracing more than One Million Acres of cheap wild lands, with some improved farms, mainly in the States of Virginia, Pennsylvania, Tennessee and Missouri; and it will soon extend its operations into other States.

To immigrants from Europe, to the energetic young men of our compactly settled States and sections, to the hives of mechanics and laborers who throng our cities and live in constant and reasonable dread that panic or pestilence, war, revulsion, or some alteration in the channels of trade, may, at any moment, deprive them of employment and their families of bread, we say, resolve now, while you may, to seek a home where such perils are unknown.

We mean to sell lands, as well as negotiate for purchasers with those who have large tracts for sale, in every part of the Union; but our attention is more specially directed to the neighboring States—Virginia, Kentucky, Tennessee, and Missouri. VIRGINIA especially proffers at this time remarkable inducements to immigrants. Her climate is temperate and genial—the Peach, the Apple, the Pear, the Grape, alike thrive in it—it is far better and more desirably Timbered than almost any new State; its navigable rivers and innumerable, available streams, water-power, and profusion of the most valuable minerals—Coal, Iron, Salt, Copper, &c.—are unsurpassed; the State has expended large sums in constructing Canals and Railroads across its entire breadth, which place almost every county within a few hours' ride either of its seaports or of the great inland cities of Cincinnati, Pittsburgh, Wheeling, Louisville, &c.; yet fertile, inviting land, whether improved or new, is far cheaper this day in the Mother of States, than it is in Minnesota or Oregon. No where else on earth can lands filled with accessible Coal or Iron Ore, covered with choice Timber, and excellent alike for Grain and Grass, Fruit and Roots, be obtained so cheaply as in Old Virginia; while to men of considerable means we can sell good farms almost within sight of Washington City for less than the fair cost of the improvements.

The TABLE LANDS of EAST TENNESSEE present some of the most inviting fields for industry and enterprise on this Continent. The climate is salubrious and healthful. Its soil is adapted to all Agricultural pursuits. Its unimproved Lands ase covered with useful Timber, or present natural openings, and Meadows producing nutritious Grass. The farmer can have his products on shipboard in 80 hours and can buy his Groceries, Dry Goods, etc., at home, as cheap as any one in New England. Yet, we can sell him good Lands, with perfect titles, at from one to three dollars per acre.

A word as to the single objection which has kept these lands so long uncultivated, and which now keeps them in market at a bare fraction of their intrinsic value—that of Slavery. This Company has only to deal with any institution as a subsisting fact, over whose existence or character it has no control. But we say in all confidence to intending settlers, Slavery in Virginia need not and should not serve longer as a hindrance to settlement on your part. That grand discovery of our age, CONCERTED IMMIGRATION; practically disposes of it, so far as you are concerned. Let heads of families, including farmers, mechanics, millers, &c., take counsel togethger and resolve to seek new and more eligible homes in company. Let them, clubbing their means, send two of their humber to look at such lands as we are prepared to sell them. Let these delegates, after a sufficient scrutiny, buy from five to twenty thousand acres in a body, embracing all the good points they require, then let them survey the whole into farms and lots of convenient size, and put these up at auction to the highest bidder, whether a member of the company or not. Each member will of course be entitled to a return in land or money of the sum previously contributed by him to the company's funds, and to his proportion of any profit realized from the transaction. Thus, the Company will form a sort of spontaneous township, with its roads, bridges, stores, schools, church, &c., substantially after the New England pattern.—Such a location may easily be made—such already, in fact, exists in every county of Virginia above tide-water; and into such a one, Slavery will have neither pretext nor desire to enter. The city of Wheeling, the Quaker portion of Loudoun County, not to speak of new experiments, fairly exemplify the law we here indicate. Thus, before a steady and copious influx of Free-Labor immigration, Slavery quietly and gradually disappears, without convulsion or heart-burning, and the settlers will find their property quadrupled by the single act of settlement.

Young men of the Free States! a glorious career opens before you. We proffer you cheap land, ample timber, a mild and healthful climate, absolute immunity from even the dread of savage incursion and depredation, adaptation to all the grains, grasses and fruits of the temperate zone, with ready access to ample and remunerative markets at all seasons. This day, more than half the arable land in Virginia has never been turned by a plow, while much of the good lands once generously productive, is now but meagerly so. Good treatment will readily and cheaply restore them to their pristine fertility. No stronger inducements to industry, no nobler theatre for exertion, is proffered anywhere on earth.

Call and see our maps, descriptions, surveys, etc., or write to us (enclosing postage stamps, of course), and your inquiries shall be answered as far as practicable.

Please address FRANCIS W. TAPPAN, President, or JOHN C. UNDERWOOD, General Agent Am. Emigrant Aid and Homestead Company, No. 146 Broadway, New York.
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TRANSPORTATION.

Baltimore and Ohio Rail Road

SUMMER ARRANGEMENT.

ON and after Monday the 11th April, 1859, the passeng Trains will be run daily as follows:

First—The Great Southwestern, St. Louis, Cincinnati, Columbus, Wheeling, Benwood, Baltimore and Washingto City Express leaves Wheeling daily at 11:10 A. M., arrivin in Baltimore at 4:50 A. M., connecting with trains for th Eastern and Southern cities. Returning, leaves Baltimo at 4,05 P. M., arriving at Benwood at 8:16 and Wheeling a 8:50 A. M., connecting with the great Western, Sothwester and Northwestern Express. This train only stops for mea and supplying engine with fuel and water.

Second—The Northwestern, Cleveland, Chicago, St. Loui Indianapolis. Dayton, Cincinnati, Columbus, Wheelin Benwood, Baltimore and Washington City Express depar daily except Saturdays at 7:45 P. M. and arrives at Baltimore at 8 P. M., connecting with the trains for the Easter and Southern cities. Returning, leaves Baltimore at 7: A. M. and arriving at Benwood at 1:50 and Wheeling at 2: A. M. This train stops at all regular strtions East of Cumberland.

Wheeling and Cumberland Accommodation train leav Wheeling daily, Sundays excepted, at 7:35 A. M., arrivi in Cumberland at 6:55 P. M. Returning, leaves Cumberla at 8:10 A. M. and arrives at Wheeling at 6:40 P. M. Th train stops at all stations. J. B. FORD, Agent.

W. P. SMITH, Master of Transportation.
L. M. COLE, Gen'l Ticket Agent. ap12

CLEVELAND, PITTSBURGH & WHEELING RAILROAD.

SPRING ARRANGEMENT

TO take effect Wednesday, April 27th, 1859. Trains leav Bridgeport daily, (Sundays excepted.)

6:20 A. M. Accommodation Train, stopping at all station and arrive at Pittsburgh at 11 A. M.

11:20 A. M. Mail Train, stopping at all regular stations, ar arrive at Pittsburgh at 4:00 P. M., at Cleveland at 6:15 P. M.

4:45 P. M. Express Train, stopping only at Wellsville ar Rochester, East of Steubenville, and arrive a Pittsburgh at 8:30 P. M.

For Tickets, Freight, or information apply at C. & P. R. office, No. 41 Water street, 3 doors above Sprigg House Wheeling, Va., or at Bridgeport station.

J. M. McCULLOUGH, Pres't. } D. B. WILLIAMS, Agent.
F. R. MYERS, Gen'l T'kt. Ag't. } ap28

1859. 1859

THE PENNSYLVANIA CENTRAL RAILROAD.

The Capacity of this Road is now equal to any in the Country

THREE THROUGH

PASSENGER TRAINS

BETWEEN PITTSBURGH AND PHILADELPHIA,

Connecting direct in the Union Depot, at Pittsburgh, with Through Trains from all Western Cities for Philadelphia New York, Boston, Baltimore and Washington City; thu furnishing facilities for the transportation of Passengers un surpassed, for speed and comfort, by any other route.

Express and Fast Lines run through to Philadelphia without change of Cars or Conductors.

Smoking Cars are attached to each train; Woodruff's Sleeping Cars to Express and Fast Trains. **The Express runs Daily,** Mail and Fast Line Sundays excepted. Three Daily Trains connect direct for New York. All Trains connect for Baltimore and Washington.

Mail Train leaves Pittsburgh at 3 A. M., arrives in Philadelphia at 5 P. M., Baltimore at 6 P. M., and New York at 10 P. M.

Fast Line leaves Pittsburgh at 4:30, P. M., arrives in Philadelphia and Baltimore at 7 A. M., and New York 1 P. M.

Express Train leaves Pittsburgh at 9 P.M., arrives in Philadelphia at 10 A. M., Baltimore at 11 A. M., and New York 3 P. M.

Six Daily Trains between Philadelphia and New York Two Daily Trains between New York and Boston. Throug Tickets (all Rail) are good on either of the above Trains.

BOAT TICKETS to Boston are good via Norwich, Fal River or Stonnington Lines.

TICKETS EASTWARD may be obtained at any of the important Rail Road Offices in the West; also, on board any of the regular Line of Steamers on the Mississippi or Ohio Rivers; and TICKETS WESTWARD at the Offices of the Company in Boston, New York, Baltimore or Philadelphia.

Fare always as low as any Northern Route.

ASK FOR TICKETS BY PITTSBURGH.

The completion of the Western connections of the Pennsylvania Rail Road to Chicago, makes this the

DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTH WEST.

The connecting of tracks by the Rail Road Bridge at Pittsburgh, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Traveling Public.

PARTIES SHIPPING EASTWARD will find it to their advantage to Ship by this Route.

For Freight Contracts or Shipping Directions, apply to or address either of the following Agents of the Company.

D. A. STEWART, Pittsburgh;

DOYLE & Co., Steubenville, O.; H. S. PIERCE & Co., Zanesville, O.; J. J. JOHNSTON, Ripley, O.; R. MCNEELY, Maysville, Ky.; ORMSBY & CROPPER, Portsmouth, O.; PADDOCK & Co., Jeffersonville, Ind.; H. W. BROWN & Co., Cincinnati, O.; ATHERN & HIBBERT, Cincinnati, O.; R. C. MELDRUM, Madison, Ind.; WILLIAM BINGHAM, Louisville, Ky.; P. G. O'RILEY & Co., Evansville, Ind.; N. W. GRAHAM & Co., Cairo, Ill.; R. F. SASS, St. Louis, Mo; JOHN H HARRIS, Nashville, Tenn., HARRIS & HUNT, Memphis, Tenn.; CLARKE & Co., Chicago, Ill; W. H. H. KOONTZ, Alton, Ill.; MURPHY & WALLS, Dubuque, Iowa; or to Freight Agents of Rail Roads at different points in the West.

The Greatest Facilities offered for the Protection and Speedy Transportation of Live Stock,

And Good ACCOMMODATIONS with usual privileges for persons traveling in charge thereof.

FREIGHTS WESTWARD.

By this Route Freights of all descriptions can be forwarded from Philadelphia, New York, Boston or Baltimore, to any points on the Rail Roads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, *by Rail Road direct.*

The Pennsylvania Rail Road also connects at Pittsburgh with Steamboats, by which Goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas, and Red Rivers; and at Cleveland, Sandusky and Chicago with Steamers to all ports on the North-Western Lakes.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to any point in the West by the Pennsylvania Rail Road *are at all times as favorable as are charged by other R. R. Companies.*

☞ Be particular to mark packages "VIA PENNA. R. R."

Merchants in the West ordering goods from the East, will do well to direct them to be shipped by this Route.

Parties attending to their own shipments from the East will find it to their interest to call on the Agents of this Company at the following places before shipping; or letters addressed to either of them on the subject of freights, will meet with prompt attention.

E. J. SNEEDER, Philadelphia.
MAGRAW & KOONS, 80 North Street, Baltimore.
LEECH & CO., No. 2 Astor House, or No. 1 S. Wm. St. N.Y.
LEECH & Co., No. 54 Kilby Street, Boston.
H. H. HOUSTON, *Gen'l Freight Ag't.* Philadelphia.
L. L. HOUPT, *Gen'l Ticket Ag't.* Philadelphia.
THOS. A. SCOTT, *Gen'l Sup't,* Altoona, Pa. jun1

HEMPFIELD RAILROAD.

ALL freights intended for shipment on the road must be delivered between the hours of 7 a. m. and 3 p. m., as none will be received after that hour. T. SWEENEY,
sep10 General Manager.

PASSENGERS

FROM THE WEST GOING SOUTH,

TWICE daily (Sunday night excepted) for the Relay House, Washington, Fredericksburg, Richmond Petersburg, Weldon, &c. &c., (*via.* Potomac River and the Richmond, Fredericksburg and Potomac Railroad by splendid and comfortable steamers to Acquia Creek, thence to Richmond by the Richmond, Fredericksburg and Potomac Railroad.

Hours of departure from Washington, 6:30 A. M and 7 P. M., (Sundays excepted) Leave on Sundays at 6:30 A. M. only. Baggage under charge of special agent, checked through to Richmond, Petersburg and Weldon.

From	Washington	to Richmond	$5 50
From	do	to Petersburg	6
From	do	to Weldon	8
From	do	to Wilmington	12

The Richmond, Fredericksburg and Potomac Railroad has been in operation for 22 years, and in all that time, no passenger has either been killed or crippled by accident, which is without a parallel in the history of Railroads, in this country.

June 28, 1858 S. RUTH, Supt. Trans.
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