The Daily Press.

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THE DAILY PRESS

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AMUSEMENTS.

Wood's Theater

CORNER SIXTH & VINE STS., CINCINNATI.

Manager.....GEORGE WOOD.
Treasurer.....P. B. UMSTED.

CHANGE OF PRICE.—Dress Circle and Parquette, 50 cents; Family Circle, 25 cents. Seats can be secured at the Box Office from 10 A. M. until 4 P. M.

NOTICE — CHANGE OF TIME. — Doors open at 7½ o'clock; Performance will commence at 8¼ o'clock.

COME! COME! COME!

"Jerry Blossom" and "The Three Fast Men."

Mr. and Mrs. W. W. ALLEN, previous to their departure for Europe, will appear for two nights only.

SATURDAY EVENING, July 2, will be presented, for the last time in this city,

JERRY BLOSSOM AND THE FAST MEN.

Jerry Blossom.....Mr. Allen
Barry Jordan.....Mr. Hamilton
Geo. Middleton.....Mr. Smyth
Tom Cass.....Mr. Melville
Jim Finch.....Mr. Douglass
Jenny Fairlove.....Mrs. Allen
Maggie.....Miss Everitt
Maria.....Miss Wright

The Female Minstrels will appear in new Songs, Dances, Duets, Glees, &c.

NEW NATIONAL THEATER

D. A. SARZEDAS, Stage Manager; W. C. TRUMPBOUR, Treasurer.

GLORIOUS HOLIDAY BILL.

The Manager most respectfully announces to the public that he has engaged a highly talented Company, for the purpose of opening the Theater this Evening and on Monday, July 4th.

SATURDAY EVENING, July 2, 1859, will be acted Douglas Jerrold's beautiful nautical drama of

BLACK EYED SUSAN.

William, Mr. J. E. Nagle; Capt. Crosstree, Mr. Jennings; Admiral, Mr. Hight; Gnatbrain, Mr. Slevin; Black Eyed Susan, Mrs. Nagle; Dolly Mayflower, Mrs. Julia Jones.

To which will be added the Hornpipe.....By Miss Julia A. Cook

To which will be added the interesting drama called

...FRANCE IN 1793.

...Jerrold, Mr. Nagle; Alphonse Mr. Jen-..., Mrs. Nagle.

.....Mrs. Julia Jones

To which will be added the laughable farce called the

...MAN-OF-WAR.

...; Mr. Hight; Lieut. Seaworth, Mr. ...n Bobstay, Mr. Nagle; Capt. Short-..., Mrs. Fidget, Mrs. Wilkins.

...ERN MUSEUM.

...TERESTING ENTERTAINMENT ...Y DAY AND EVENING.

...EST COLLECTION OF ANTI-... IN THE UNITED STATES.

... Corner Sycamore and Third Sts.

GRAND BALLOON ASCENSION,

—BY—

J. C. BELMAN,

YOUNG AMERICAN ÆRONAUT,

—AND—

...ificent Display of Fireworks,

—BY—

H. P. DIEHL,

THE CELEBRATED PYROTECHNIST,

—ON THE—

CITY LOT, JULY 4, 1859.

For particulars of the Balloon Exhibition in the Afternoon and names of pieces to be burnt in the Evening see bills and programmes of the day.

ADMISSION—To Balloon Exhibition, including seats, 25 cents; to seats for Tropical Ascension, $1; to exhibition Fireworks, including seats, 50 cents; without seats, 25 cents.

Doors open at 12 M. and 7½ P. M.

A Cornet Band has been engaged. Also, a strong Police force to preserve order. je27-tt

THE DRAYMEN'S

First Grand Annual Pic-Nic,

For the Benefit of the Orphans, will come off

On the Fourth of July,

AT THE LUDLOW GROVE.

Cars will leave the H. & D. R. R. Depot at 7½, 8½ o'clock A. M., and at noon, to convey persons to the ground.

There will be two Bands of Music in attendance.

Tickets $1 each, admitting a Gentleman and Lady.

COMMITTEE OF ARRANGEMENTS.

James McCann, Stephen Carragan, Patrick Guilfoil, Patrick Owens, Patrick Deehan, E. Keeshan. je24

The Chair Makers' Protective Society

WILL GIVE THEIR

FIRST GRAND PIC-NIC,

AT PARLOR GROVE,

On Thursday, July 7, '59.

Steamer CHAMPION No. 3, has been engaged for the occasion.

Music by Prof. McDonald's Brass and String Band

TICKETS ONE DOLLAR.

Managers:

Capt. J. S. Armstrong, J. Wall, H. Merrishan, Louis Osterbrock, H. Otten, S. Sife, S. Stromann, R. Harrison, H. Grimme, A. Schwanghaus, G. Braitenbeck, S. H. SHIPLAR, Chief.

J. KUHLING, P. A. RUST, } Assistants.

The boat will leave the foot of Walnut street at 7 o'clock, thence to Fulton, returning touch at Newport, Covington, Walnut street, and foot of Fifth st. je22

CHAMPAIGNE WINES.

"GREENSEAL,"
"IMPERIAL,"
"CABINET,"
"HEIDSIECK,"

And other favorite brands, constantly on hand.

E. B. & W. B. COLEMAN,
5 and 6 Burnet House Building. je21

THE FAMILY SEWING MACHINES

—OF—

SLOAT & CO.

Give universal satisfaction, and the fact that no ONE HUNDRED DOLLAR MACHINE has maintained either its PRICE or position since the general introduction of these machines at

$50 and $60,

Is sufficient acknowledgement of their possessing superior merits. Their lightness, simplicity and elegance of construction, unrivalled speed, perfection in finish and operation, combined with their low price, constitute them the Family Machine of the age.

☞ Operators to go out by the day.

Cincinnati Office, 52 West Fourth st. je4

STRANGER'S GUIDE.

ARTIST.

G. W. Phillips, No. 3 Bacon's Building, corner Sixth and Walnut.

AGRICULTURAL IMPLEMENTS & SEEDS.

Wilder, Robinson & Co., 230 Walnut street.

BOOKS AND STATIONERY.

Anderson, Gates & Wright, 112 Main st.

CABINET MAKER'S HARDWARE.

McAlpin, Hinman & Co., 103 Walnut st.

CIGARS AND TOBACCO.

Kennet, Dudley & Co., agents, 12 Main st.

FLUID INK MANUFACTURER.

J. J Butler, 39 Vine st.

MEDICINES.

Dr. C. W. Rohnck's Scandinavian Blood Pills and Blood Purifier, No. 6 East Fourth street, second building from Main.

PAPER MANUFACTURERS.

Pollock & McCall, 232 Walnut st.

PHYSICIANS AND SURGEONS.

Dr. W. H. Beck, 87 Broadway.
Dr. J. C. Beck, 87 Broadway.

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Geo. B. Sloat & Co., 52 West Fourth street.

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Hedges, Free & Co., 6 Main st.

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G. W. Sholl, 57 Walnut street.

VETERINARY SURGEON.

J. C. Meyer, South-east corner Pike and Pearl sts.

WATCHES AND JEWELRY.

Beggs & Smith, 6 West Fourth st.

WINDOW SHADES AND OIL CLOTHS.

Snowden & Otte, 21 West Fourth st.

WIRE CLOTH AND PRODUCTS.

S. G. Burnett & Co., 27 Walnut st.

NATIONAL FIELD BAND.

THE UNDERSIGNED TAKES THIS method of informing the Public, that he is now prepared to furnish

MARTIAL MUSIC,

For Military Parades, Encampments, Civic Processions, &c., at the shortest notice. All orders left at No. 427, Fifth street, or at Clarke's, No. 245, Sixth street, will receive prompt attention.

J. HAZARD DAVIS.

je24 †

1859.

OHIO WHITE SULPHUR SPRINGS.

Open to visitors seeking health or pleasure, from June 1st to October 1st.

ACCOMMODATIONS FOR OVER 500 VISITORS

THE Ohio White Sulphur Springs are situated in Delaware County, 18 miles North of Columbus, (the Capital of Ohio) on the Scioto River, 1 mile from Delaware, 5 miles from the White Sulphur Station on the Springfield, Mount Vernon and Pittsburg Railroad, and 10 miles from Pleasant Valley or Springs Station, on the Columbus, Piqua and Indiana Railroad

The medicinal qualities of these Springs are unsurpassed by those of any other Mineral Waters in the United States.

For Room or other information, address

ANDREW WILSON, Jr.
je24-6w† White Sulphur Springs, Ohio.

RHEUMATISM

NEURALGIA,

Female Disorders and Skin Diseases,

ARE CURED BY

MEDICATED BATHS,

AND THE

MAGNET WITHOUT MEDICATION AT

Dr. S. SILSBEE'S

Office for the treatment of Chronic Diseases,
je22tam No. 67 Sixth street, Cincinnati.

REMOVAL.

THE SALES-ROOM FOR BRUEN'S PATENT SEWING MACHINE—Has been removed from No. 7 Burnet House Building to No. 9 Carlisle Building, over Clarke's Bookstore, where I shall be happy to show the best Double-thread Sewing Machine now made. Call and see it.

F. T. COLEMAN,
je20 Sole Agent for the West.

CELEBRATION OF THE FOURTH OF JULY.—If the citizens of Cincinnati and surroundings wish to celebrate in a truly patriotic and becoming manner the coming glorious Fourth they must be sure to go to JOHN BATES' establishment, where every body says the finest Wines, Brandies and Cigars are to be had, such as elevate and invigorate the system and fits it for rational enjoyment. Be wise then and merry, and get your supplies from JOHN BATES, who has just received a large stock of Champagne, Still and Sparkling Catawba, Claret, Sherry, Maderia and Port Wines, Fine Brandies, Jamaica Rum, Scotch and Irish Whisky, Havana Cigars, and all sorts of Condiments, Sauces, and Pickles, &c., which we will sell low for cash.

je20 National Theater Building, Sycamore-st.

ARTHUR'S

SELF-SEALING

FRUIT CANS AND JARS.

We have just received, direct from our Philadelphia manufactory, a full supply of these excellent

FRUIT CANS AND JARS.

These Cans are the best now in use, and are all PREPARED FOR SEALING.

They nest one within the other, (except the Glass,) to secure economy in transportation.

ARTHUR, BURNHAM & GILROY,
Manufacturers under the patent.

☞ Send for a Trade Circular.

JOS. R. GREENE, Agent,
24 East Pearl street.

ALSO—Agent for Pratt's Patent Self-Ventilating Milk Pan, and Gurney's Four-minute Ice Cream Freezer. je14

MOUNTAIN DEW;

Or, Pure Bourbon Whisky.

AT THE EARNEST REQUEST OF A few eminent members of the Bar of Hamilton County, I have tapped a barrel of this Pure Bourbon Whisky, which is now nearly seven years old. I am now ready to accommodate customers in quantities, from one gallon upwards at a fair price.

ALSO—In store and for sale
3,000 Bush. Prime Feeding Oats,
1,000 " " Ear Corn,
500 " " Family Corn Meal,
100 Bbls. best Family Flour.

PIERCE SHEEHAN,
je18 317 and 319 Broadway and Lockport Avenue

156 West Fourth Street,

Between Race and Elm, Cincinnati, O.

J. FRECHARD

Calls especially the attention of Ladies and Gentlemen to his new process for cleaning—all made up and with all the trimmings on—every kind of Silk, Barege, Grenadine, Challi and Wool Dresses.

All kinds of Shawls, Piano and Table-covers, Fine Laces (Black and White), Lace and Damask Curtains, done up equal to new. Gentlemen's clothes cleaned without shrinking.

Felt Hats and Kid Gloves cleaned. m3

MONTGOLFIRE'S FIRE BALLOON,

INVENTED IN 1782, AND SUCCESSFULLY USED IN FRANCE, IN 1783.

As Balloons are exciting the attention of a considerable portion of the community, we think it well to illustrate the "DAILY PRESS" with Montgolfire's Fire Balloon, invented in 1782, and successfully used in France, 1783.

This engraving is a truthful representation of Montgolfire's Balloon, as it appeared in the ascension of M. Pilatre de Rozier and Marquis d'Aiandis, in France, on the 21st Nov. 1783.

This Grand Ascension was witnessed by Dr. Franklin, who was then in Paris. He had just been elected to a membership of that noted institution, "The academy of Arts and Sciences."

This new machine was constructed in a garden in Fauxburg of St. Antoine. It was of an oval shape, 48 feet in diameter, 74 feet in height, and contained SIXTY THOUSAND CUBIC FEET. It was elegantly painted on the outside, with the signs of the Zodiac, cyphers of the King's name, and other ornaments. A proper gallery, grate, &c., were appended in a manner, so that it was easy for the person who ascended to supply the fire with fuel, and thus keep up the machine as long as he pleased. The weight of the whole apparatus was upwards of 1600 pounds.

On the 21st of Nov. 1783, M. Pilatre Rozier determined to make an Aerial voyage. Everything being got in readiness, the balloon was filled in a few minutes, and M. Pilatre placed himself in the gallery, counterpoised by the Marquis d'Arlandes, who occupied the other side. The adventurers now set out. They met with no inconvenience during their voyage, which lasted about twenty-five minutes; during which they had passed over a space of five miles. It appears that they were in some danger of having the balloon burnt altogether; as the Marquis observed several round holes made by the fire in the lower part of it, which alarmed him considerably, and indeed, we think, not without reason. However, the progress of the fire was easily stopped by the application of a wet sponge, and all appearance of danger ceased in a short time.

[From the Chicago Press and Tribune.

THE GREAT TRAGEDY.

Full Particulars Obtained on the Spot.

Statement of the President of the Road.

THE NUMBER OF THE DEAD.

CONDITION OF THE WOUNDED.

THE LOCALITY OF THE CATASTROPHE.

The place where the tragedy occurred, which has carried such deep sadness into the homes of so many, is situated midway between the villages of South Bend and Mishawaka, and about two miles from either place. There is a ravine some thirty feet deep from the surface of the track, and seventy-five to one hundred feet wide. Under the track was a culvert, about nine feet by seven. The water passing through it is generally, during the wet season, not sufficient to fill the culvert half full. During the fierce storm which prevailed on Monday evening, the passage through the culvert became interrupted, and the water on the south or upper side suddenly raised to the height of fifteen or twenty feet, or within five or eight feet of the surface of the track. The track resting on a sandy foundation, the action of the water had the effect to undermine, and probably before the train reached the fatal spot the track had been partly carried away, and the train took the terrible plunge into the abyss below, almost completely burying it in the quicksand and mud. The scene which followed it is out of our power to describe, but those who were compelled to witness it, say that it was an event which no man should be called upon to witness but once in a life-time. The night was clear, but the ravine being skirted by woods and the high banks, it was impossible to distinguish objects, and any aid rendered by those who escaped death or severe injury, could only be by the sound of the groans of the sufferers. So fierce was the concussion, and so terrible the screams of the wounded and dying, that the sound thereof was distinctly heard at Mishawaka, a distance of two full miles. When these sounds reached the ears of the citizens, a large number of whom were in the streets (they having been called up by a fire in the village), they immediately started *en masse* for the scene of the disaster, with lanterns and every thing that would probably be needed to relieve the wounded; and from that time until the hour of leaving last evening, every door has been thrown open to the sufferers, and every thing which human agency could accomplish has been done by the citizens for the relief of the unhappy victims. They deserve the enduring regard of the sufferers and their friends.

The following is the statement of Hon. George Bliss, President of the Road, who was on the train at the time of the accident:

GEO. BLISS'S STATEMENT.

On the night of the 27th inst., a very severe rain storm of several hours' duration accumulated a large body of water in what is usually a dry gorge in summer, midway between South Bend and Mishawaka, and carried away a stone arch culvert of nine feet span, with an embankment of about twenty feet over it, between 10½ and 12½ o'clock. The night was very dark and the train came on as usual at about the latter hour, containing a baggage car, an emigrant passenger car, one second-class car, and four first-class passenger cars, the last one of which was a sleeping car—all tolerably well filled—and every berth in the sleeping car occupied with an unusual number of women and children. The whole train plunged into the gorge. The baggage, emigrant and second-class car fell nearly upon the engine and tender, which were buried quite out of sight in the sand and water of the stream, now from three to six or eight feet deep, the foremost three of the first-class cars fell further into the stream, and not on top of each other, but partially on their sides, and were entirely crushed. The sleeping car fell inside of the others, right side up, careening a little, in three or four feet of water, but was comparatively very little injured—the lamp in the roof not being extinguished. None of the passengers in this car were seriously injured. There was over a foot of water in the bottom. The passengers from it were got on shore with ease. From the other cars, many got on top of them, and were assisted to the shore, where bonfires were built. Messengers were dispatched to South Bend and Mishawaka, each about two miles distant, and many soon arrived on the scene of the disaster.

As to the cause of the accident, so far as I can learn, it was entirely Providential, and unavoidable. Usually there was little or no water passing through the culvert. The rain for many hours was most profuse. The culvert was examined at 10 o'clock, and it readily passed all the water. The track-master and his men were over the whole line during the storm, and all was safe. The track-master was on the engine, on his way home, and was killed. It was an old rule of the road that the section men shall be on duty and pass over the road during every storm, and examine all the bridges and culverts, at any hour of the day or night, and the Division Superintendent renewed this order within the last ten or twelve days. By noon the next day after the accident there was so little water in the brook that a person could easily step over it.

As to the number of passengers on the train, it is impossible to ascertain with accuracy, as the conductor was so much bruised as to be obliged to go home on the first train. The number of dead bodies taken out of the wreck thus far has been 33, and 2 have since died, making the total 35.

STATEMENT OF A. J. PERRY, OF NEW YORK.

I was in the sleeping car with my wife, wife's sister, Mrs. Dakin, infant and nurse. When the sleeping car went into the ravine it turned completely round. The first knowledge I had of the disaster, I found myself in the water full three feet deep. It was some moments before the car maintained its position, and then I called to my wife and her sister and nurse, and found them all alive. I first carried out the infant up to the top of the bank, then my wife and Mrs. Dakin, then a strange infant, and after that its mother. By the time I had accomplished this, I went down to the water, and found that the torrent had subsided—it being not more than a foot deep. There was no person killed in the sleeping car, although it was so reported. Lost all my baggage and all my clothing except what I had on, as did Mrs. Dakin, my wife, nurse and infant.

STATEMENT OF FRANCIS DAKIN.

Am from Freeport, Ill. Was on board the train, in company with Miss Moore, sister-in-law, also of Freeport. Was in the car next forward of the sleeping car, and when we went over the precipice, the one car was completely demolished—not a piece exceeding fifteen feet in length could be found. The first knowledge I had after the fall, I found myself up to my middle in the water. At that moment, a stick of timber or something else struck me and I went under the water. When I rose to the surface, I found myself between the sleeping car and another car, which must have passed completely over me, as I was on the opposite side of it from where I went down. I grasped hold of the car and clambered on the top. I then discovered Miss Moore in the water, with a strange infant clinging around her neck. [This infant was the son of Mrs. Huggins, which she had thrown out of the window previously, to save it.] I then assisted Miss Moore to the shore, with the infant, and afterwards an old lady. Lost my hat, and had my pantaloons entirely torn off from my body. Miss Moore was badly bruised on her face, but nothing serious. Shall go to New York tomorrow.

BENJAMIN BRADFORD'S STATEMENT.

I am from Monticello, Maine. Was on the train when the accident occurred, in the sleeping car. Was somewhat bruised, but not seriously. Was asleep in my berth when the train went into the gorge. Did not wake up until the water came into the car. When I got out of the car the water was not more than twelve or fifteen inches deep in the ravine, so suddenly did it fall. A man who lay in the berth opposite me fell out on the floor and lay there until daylight in a faint condition, when he was taken out and removed. I am of the opinion that the embankment was mostly gone before the cars reached the place.

GEO. TOMLINSON'S STATEMENT.

Was in the car ahead of the sleeping car when the accident occurred, but the moment the car struck found myself outside, in water three or four feet deep. A splinter hit me in the face and I went under. When I arose I was between two cars. Got on top of one. The car swung completely around after I got on it. I then jumped from it on to another car, thence to the tender, and then ashore. While I was getting on to the second car I heard one terrible shriek from a number of voices some distance down the stream, and then all was hushed. In three minutes after I had got on shore, the water in the ravine had almost entirely disappeared, so that I could walk from the shore to the car. I think the jar of the train as it approached started the track, and that when the engine went down, it went down with the track. I feel bound to say that the women behaved most bravely during this trying time, exhibiting a heroism worthy of record.

The scene of the calamity presents a horrid aspect. The locomotive—the George Bliss—until yesterday afternoon, was almost completely buried in the sand, and fragements of the machine and cars were scattered in every direction. The baggage, emigrant and all the passenger cars, except the sleeping car, are a complete mass of splinters. The sleeping car is very little injured. It is said that it went down so easily that the lights in it were not extinguished.

A portion of the dead and wounded were taken to the South Bend and Mishawaka, and others to the farm-houses close at hand. Finally all the dead bodies were taken to the latter named place, where an inquest was held, but when the train left last evening, no decision had been rendered. At that time full five hundred persons were at the scene of the disaster, engaged in digging for dead bodies, but no additional ones had been discovered. It is feared that a number were washed into the St. Joseph River, a short distance below, by the force of the current through the ravine, but a pretty thorough search failed to discover any.

Upon the best information that could be obtained, it was thought that but thirty-five bodies had been discovered in all. Add to this, the body of Mr. Sumner's daughter, not yet discovered, and four wounded that will probably die, and the aggregate mortality of this terrible disaster will be forty.

There are many intensely interesting incidents connected with this sad affair which we should like to give, but the lateness of the hour and the crowded state of our columns forbid.

We cannot close without rendering our thanks to the generous proprietors of the Milburn House at Mishawaka, and to other citizens of that place, for many attentions during our sojourn there.

BY TELEGRAPH.

REPORTED FOR THE DAILY PRESS.

☞ See Telegraphic news on third page.

Mexican Affairs.

WASHINGTON, July 1.—A special dispatch from New Orleans to the Charleston Courier, dated the 28th ult., says that on the 11th of June Minister McLane addressed a remonstrance to Miramon's Minister of Foreign Affairs, in the name of President Buchanan, expressing his great indignation at the withdrawal of the exiquatos from the American Consuls, and the murder of peaceful American citizens by Miramon's soldiers at Tacubaya.

The massacre is characterized as a violation of national rights and treaty stipulations, and Miramon is warned that it will be remembered, and redress be demanded and ultimately obtained, whatever may be the result of this remonstrance.

The sloop of war Saratoga has returned from Vera Cruz to Tampico.

Democratic State Convention.

BANGOR, Me., July 1.—The Democratic State Convention which met here yesterday, nominated Mennosseh Smith (Administration) for Governor. The vote stood: Smith 304; Smart (Douglas) 284, scattering 85. The delegates to the Charleston Convention are, Geo. Shipley and E. Wilder Farley, (Administration,) and A. M. Roberts and Bion Bradbury, (anti-Administration.)

Destructive Fire—Loss $45,000.

ST. LOUIS, July 1.—A fire broke out last night in Messrs. Ladd, Patrick & Co's planing mill on Main street, destroying the entire establishment and three adjoining houses, and seriously damaging several others. Loss $45,000, insured for about $20,000.

From Montgomery.

MONTGOMERY, Ala., July 1.—Five bills of indictment have been found by the Grand Jury against N. Maroney, formerly Express Agent, for the embezzlement of $50,000. Maroney failed to appear in Court to answer, and his bail-bond was forfeited.

Refuses to Accept.

AUGUSTA, Ga., July 1.—Mr. Walker who was nominated as a candidate for Congress, to succeed Hon. Alex. H. Stephens, refuses to accept the nomination.

Damage to Steamer.

NEW ORLEANS, July 1.—The steamship Atlantic hence, bound for Key West, put back yesterday, having broken her cylinder.

M. Belly Again.

NEW ORLEANS, July 1.—Mons. Belly has arrived at Aspinwall, and is bound for San Francisco.

Outward Bound.

NEW YORK, July 1.—The steamship Saxonia sailed to-day for Hamburg with $100,000 in specie.

River News.

PITTSBURG, July 1, M.—River five feet one inch and about stationary. Weather clear and pleasant.

THE WAR IN ITALY—THE ARMIES PRESSING ON TOWARDS THE STRATEGIC SQUARE.—The details of the news by the Arabia, though revealing the fact of no new battle, represent the Austrians as receiving reinforcements from Vienna, the *corps d'armee* of the Archdude Charles and the Archduke Albert being on the move to Italy. A large corps of Austrians is also said to have arrived in the Valtelline, which Garibaldi had previously revolutionized. There is no further news of the advance of the Allies; but doubtless they are pressing on towards the Mincio, behind which the Austrians intend to make their last grand stand. Meantime the French, it appears, are about to attempt a flank movement on the enemy by sea from Venice through the medium of their fleet in the Adriatic. The design of the French Emperor is clearly to assault the Austrian fortresses behind the Mincio, and there doubtless the brunt of the battle will be borne by both armies.

The mobilization of the Prussian army, announced by the news of the last steamer, indicated some important movement on the part of that government, and we learn now that the rumor was rife in Europe that Prussia intends to make certain proposals to Louis Napoleon to bring about a peace, which, if rejected, will form the basis of Prussian intervention in the war on the side of Austria. We look upon this statement, however, with some distrust. That proposals for peace will follow the next decisive battle, is quite probable; that they will be successful is very doubtful.

Meanwhile no important strategic movement has occurred since last accounts from the seat of war. The strong reinforcements which the Austrians have received, however, may render the conflict which is about to take place a more bloody and tedious one than was anticipated.

C. B. Ivy killed his sister-in-law nearly twenty-five years ago, in Roane County, East Tennessee, was tried and sentenced to imprisonment for life. Soon after being incarcerated he made his escape, and went to Arkansas, and established himself high up on the waters of the Arkansas River, where he became a leading citizen, living undisturbed and enjoying the confidence of the community to such an extent as to secure his election to offices of high trust. He also became a member of the Methodist Church, and to all appearances, led a consistent Christian life. About two weeks ago, some persons who were acquainted with the crime of his former life, discovered him and procured his arrest, and he was brought up on the steamer Kate Frisbee, to Memphis, last Wednesday, and will be conveyed to the scene of his crime to suffer the penalty adjudged as punishment for the same.

THE OLIVE STREET RAILROAD.—This internal improvement was entirely completed yesterday from Fourth street to Twelfth. The track is laid to Fifteenth street, and at the rate at which work is now being done—from a block to a block and a half being laid daily—the rails will be down as far as Lemingwell avenue one day next week. As soon as the Olive street road is finished, workmen will at once be put on the Market street road, commencing at the corner of Fourth. The cars for the Olive street line—eight in number, are expected by every train, and will doubtless be running by Friday or Saturday next.—*St. Louis Rep., 29th.*

THE GREAT BREACH OF PROMISE CASE.—Yesterday the motion for a new trial in this case was argued before Judge Reber, of the Common Pleas, by Messrs. Shepley & Wright. The Court granted the motion, on the ground of the publication of the letter, written by Miss Carstang to Mr. Shaw, in the newspapers, before the submission of the case to the jury. The letter was first published in the Sunday Republican, and was probably furnished by one of the counsel for the plaintiff.—*Mo. Democrat.*

Capt. E. Pruyn, of Albany, has an immense curiosity—one of the provision wagons used by Napoleon's army at the battle of Waterloo, which he is brushing up, and intends to parade it on Independence day.

The Hon. George Hood, of Lynn, Mass., a rich shoe manufacturer and Democratic politician, died at Worcester on Tuesday.

RATES OF ADVERTISING.

Terms—Cash.

Advertisements not exceeding five lines (Agate.)

One insertion	$0 75
One week	1 00
Two "	1 50
One month	2 50

Larger advertisements inserted at the followin rates, for square of ten lines or less:

One insertion	$0 50
Each additional insertion	25
One week	1 75
Two "	3 00
Three "	4 00
One month	5 00

BUSINESS CARDS.

PIANO AND MELODEON HOUSE.

BRITTING & BRO.,

Piano Forte & Melodeon Makers & Dealers

NO 227 FIFTH ST., NEAR PLUM.

SOLE AGENTS for the sale of

J. Brittings, Cincinnati, O.
G. F. Holmes, N. Y.
Steck & Grupe, N. Y.
H. Hansen, N. Y.
Wm. Miller's, N. Y.

Celebrated Piano Fortes.

Every Piano warranted for ten years.

N. B. Pianos and Melodeons tuned and repaired thoroughly. Pianos to let from $6 to $15, per quarter.

BRITTING & BRO.,
No. 227 Fifth street, near Plum.

C. AUSTIN'S, Melodeons. je21

D B. ANDREWS,

WATCH MAKER AND JEWELER,

No. 236 Fifth Street,

ONE DOOR WEST OF PLUM.

ALL work warranted to perform well, if not, no charge.

Watches, Clocks and Jewelry sold cheap. je24-1st

SOLOMON HARVEY,

Wholesale Grocer,

COMMISSION MERCHANT,

AND DEALER IN

Cheese, Butter, Bacon, Flour, Grain, Seeds, Dried Fruits, Beans, and all kinds of Country Produce,

No. 21 Walnut Street,

CINCINNATI, O.

☞ Mark all goods to S. H. je15

WILLIAM GUILFORD,

WOULD RESPECTFULLY INFORM the citizens of Cincinnati that he has opened an office at No. 120 West Sixth street, for the treatment of CONSUMPTION and CHRONIC DISEASES generally. Consultation free.

☞ Office hours, 10 to 12 and 2 to 4.

☞ Residence, 233 West Fourth street. je10-cm†

MITCHELL & RAMMELSBERG,

WHOLESALE AND RETAIL

Furniture Ware Rooms,

No. 99 WEST FOURTH STREET,

NEXT TO POST-OFFICE, CINCINNATI.

☞ Factory on and Second sts. ap13-cm*

J. & C. REAKIRT,

52 Second st., bet. Walnut and Vine,

WHOLESALE DRUGGISTS,

AND IMPORTERS OF

English, French & German Chemicals.

22-ACW

PULLAN & WILLIAMSON,

(At the old stand of Pullan, Hatfield & Brown,)

WHOLESALE GROCERS,

No. 53 WEST SECOND ST.,

CINCINNATI.

JOSEPH PULLAN, formerly of Pullan, Hatfield & Brown
WM. R. WILLIAMSON. mr22-ACW

S. R. PULLAN. GEO. HATFIELD. T. S. BROWN. R. SKINNER

PULLAN, HATFIELD & BROWN,

WHOLESALE GROCERS

AND AGENTS FOR

CINCINNATI STEAM SUGAR REFINERY

No. 55 Columbia (or Second) street.

☞ Refined Sugars and Sirups always on hand. mr25-AC

AMERICAN BANK NOTE COMPANY, south-east corner of Fourth and Main streets, Cincinnati, Ohio. Engraved in a style corresponding in excellence to that of Bank Notes, Railroad, State and County Bonds, Certificates of Stock and Deposit, Checks, Notes, Bill and Letter Heads, Cards, &c., &c. The above office is under the supervision of [239] GEO T. JONES, Engraver.

P. & C. KINSEY, PLAIN AND ORNAMENTAL PLASTERERS — Materials furnished and work done at the shortest notice. Lime Nails, Lath, Plaster of Paris, Cement, Plastering Hair, Fire Brick and Clay, for sale. Also, Plastering material made up ready for immediate use. All orders promptly attended to. Office, South-east corner of Pearl and Western Row, Cin., O. je3-am†

PHŒNIX BLIND FACTORY, WM. W. CARPENTER & CO., Manufacturer of Venitian Blinds and Window Shades, wholesale and retail, No. 2 Sixth street, between Walnut and Vine, opposite Wood's Theater, Cincinnati, O. Old Blinds repainted and retrimmed. Church, Store and other large Shades made and lettered. 76

FRANKLIN TYPE AND STEREOTYPE FOUNDRY, B. ALLISON, Superintendent.—Printing Materials of all kinds. 168 Vine street. c199

PUGH & KIRK, Attorneys at Law, No. 12 Selves Building, south side Third st., between Main and Walnut, Cincinnati, Ohio. 222

WILLIAM H. BALDWIN, ATTORNEY and Counsellor at Law, Chase's Building Third street, 3 doors East of Main. 173

CANDY! CANDY

H. N. CLARK

(Successor to MYERS & Co.)

Manufacturers and Wholesale Dealers

—IN—

FINE AND PLAIN CANDIES,

40 MAIN STREET, CINCINNATI.

mv17

DENTAL CARDS.

J. TAFT,

(Successor to Knowlton & Taft.)

DENTIST,

No. 56 West Fourth St., bet. Walnut & Vine,

CINCINNATI, OHIO.

je24-cm

R. S. HAMLEN. H. R. SMITH.

Drs. HAMLEN & SMITH,

DENTISTS,

No. 3 West Fourth St.

178

DR. S. WARDLE,

DENTIST

Office No. 138 West Fourth street,

CINCINNATI, OHIO 3

MEDICAL CARDS.

R. S. NEWTON, M. D.,

Office, 90 West Seventh Street,

BETWEEN VINE AND RACE. 306

O. E. NEWTON, M. D.

OFFICE—No. 90 West Seventh street, between Vine and Race. RESIDENCE—No. 53 Seventh street, between Walnut and Vine. OFFICE HOURS—7½ to 8½ A. M.; 1½ to 2½ P. M.; 7 to 8 P. M. 281

STEAMBOATS.

PEOPLE'S LINE

PLYING BETWEEN

Cincinnati, New Richmond, Ripley and Maysville.

LANCASTER, No. 3, Capt.

J. CONNER, L. H. MONNIS, Clerk, leaves the above from foot of Walnut street, TUESDAY, THURSDAY and SATURDAY, at 12 o'clock, M. The Lancaster has entered permanently in the trade. For Freight or Passage apply on board.