RAILROADS.

CENTRAL OHIO RAILROAD.

Summer Arrangement—Change of Time.
THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)
And but one Change of Cars between Columbus and Baltimore.

ON and after Monday, June 15th, 1855, Trains will run as follows:

GOING EAST.	Express Train.	Mail Train.	Night Train.
Leave Columbus	10.00 A. M.	3.30 P. M.	11.50 P. M.
Newark	11.10 "	4.45 "	1.10 A. M.
Zanesville	12.20 P. M.	6.00 "	2.12 "
Concord	12.38 "	6.44 "	2.31 "
Cambridge	1.20 "	7.25 "	3.26 "
Barnesville	2.27 "	8.35 "	4.38 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	2.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.	Express Train.	Mail Train.	Night Train.
Leave Bellair	9.45 A. M.	2.15 A. M.	6.00 P. M.
Belmont	10.01 "	2.36 "	7.03 "
Barnesville	10.22 "	2.47 "	7.10 "
Cambridge	11.56 "	4.01 "	8.00 "
Concord	12.17 P. M.	4.36 "	9.25 "
Zanesville	1.10 "	5.20 "	10.30 "
Newark	2.08 "	6.37 "	11.50 "
Arrive Columbus	3.20 "	12.35 P. M.	1.20 A. M.

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

GOING EAST.

The 10.00 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon; and with Trains on the Steubenville and Indiana Railroad; at Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

The 3.30 P. M. Train will connect at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; and at Wheeling with Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, and taking 7.00 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9.15 P. M., and leave by 10.30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 6 P. M. next day.

The 11.00 P. M. Night Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.30 P. M., and arrives at Bellair at 6.15 A. M.; connection with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, via Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 6.15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Mansfield; at Columbus with the Express for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

The 7.00 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 12.35 P. M., and connects with trains going South and West arriving in Cincinnati at 7 P. M.

The 6.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2.15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis Toledo, Terre Haute, Saint Louis and Chicago.

Zanesville, June 18, 1855—[jy21]

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH
STEAMERS FOREST CITY AND DIURNAL,
VIA WELLSVILLE.
Ohio and Pennsylvania Railroad,
VIA ALLIANCE.

THIS shortest, quickest and most reliable route to Toledo, Chicago, Rock Island, Galena, and St. Louis, is VIA CLEVELAND.

This route is One Hundred miles shorter and about nine hours quicker than the circuitous one via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

Time to Cleveland six hours, Chicago twenty-three hours and St. Louis thirty-seven hours.

VIA ALLIANCE.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 3.00, A. M., 8.00, A. M., and 3.00, P. M., connect at Alliance at 6.50 A. M., 11.45 A. M., and 6.50 P. M., as follows:

Trains for Cleveland leave Alliance at 7.35, A. M., and 12.00 M., and 6.35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10.05 A. M., 2.30 P. M., and 9.00 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the Northwest, who wish to go through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.30 P. M., as that is the only train by which close connections are made through to the above point. Passengers by this train reach Chicago at 7.20 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The Steamers Forest City and Diurnal will leave the Monongahela Wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the train leaving Wellsville at 4.30 P. M., and arriving at Cleveland at 9.05 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 6.25 P. M., connecting at Rayen with Express Train arriving in Cleveland at 2.20 P. M.

Trains from Wellsville and Cleveland connect at Bayard for Carrollton, Wagnalls, Dover, and New Philadelphia.

☞ Tickets for Cleveland, Chicago and the Northwest, via Wellsville, are sold at a less rate than via Alliance.

The Trains from Cleveland to Toledo and Chicago, are as follows: Leave Cleveland at 7.20 and 12.50 A. M., and 6.25 P. M.; arrive at Chicago at 11.00 P. M., 7.00 A. M., and 10.00 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: Leave Rock Island at 8.00 A. M., and 11.00 P. M. For St. Louis at 3.45 A. M., and 10.00 P. M.

Passengers for St. Louis, over Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by Steamboat (22 miles) to St. Louis. Passengers by the 8.00 A. M. Train arrive in St. Louis at 11.00 same evening, and by the 10.00, P. M. Train, at 8.00 next day.

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

FARE VIA ALLIANCE AND CLEVELAND.

Western, 37 cts.		*Eastern, 24 cts.*	
To Alliance	$2 00	To La Salle	$16 00
" Cleveland	3 00	" Rock Island	18 00
" Toledo	6 00	" Galena	18 15
" Chicago	13 00	" Springfield	15 70
" Bloomington	10 80	" Burlington	21 00
" St. Louis	21 00		

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

J. D. LARARD, Supt. Cleveland.
J. A. CAUGHEY, Ag't, Pittsburgh.

1855. AIR LINE ROUTE 1855.

CHICAGO TO ST. LOUIS.

VIA CHICAGO, ALTON AND ST. LOUIS
RAILROAD,
Formerly the Chicago and Mississippi.
Carrying the Great American Express and U. S. Mails.

THE Only Direct and Reliable Route to the South and South-West—Seventy Miles Shorter than any other Route.

TWO THROUGH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leaves Chicago.	*Arrives at St. Louis.*
St. Louis Day Express	9.15 A. M.	12.30 A. M.
St. Louis Night Express	7.00 P. M.	2.45 P. M.

Trains run directly through without change of cars or baggage.

From Chicago to St. Louis in 10½ hours.

IMPORTANT CONNECTIONS—At Joliet, with the Rock Island Railroad for Ottawa, La Salle, Rock Island and Central Iowa.

At Bloomington, with Illinois Central Railroad for Clinton, Waynesville and Decatur, and with Stages for Peoria.

At Springfield, with Great Western Railroad for Jacksonville and Illinois River.

At Alton, with Daily Line of Packets for Hannibal, Quincy and Keokuk; the most expeditious and reliable route to all portions of North-eastern Missouri.

At St. Louis, with Daily Fire-Line Steamers for New Orleans and intermediate points on the Lower Mississippi, and with Regular Lines of Packets for Kansas, St. Joseph, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

R. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [apl7]

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from
DUBUQUE to CAIRO,
and
CHICAGO to CAIRO.

This Road, in conjunction with Trains of the Ohio and Mississippi R. R. and Chicago and Galena Railroad, forms the most direct and only continuous R. R. route from
CHICAGO to ST. LOUIS,
CHICAGO to CAIRO,
CHICAGO to DUBUQUE.

Trains leave Chicago as follows:
10 A. M. and 10.30 P. M.—St. Louis and Cairo Express. Passengers for St. Louis by this Train take the cars of the Ohio and Miss. R. R. at Sandoval, and are carried direct to St. Louis.
9.55 A. M. and 4.10 P. M.—Dubuque and Galena Express, connecting at Dunleith (opposite Dubuque) with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river cities.
Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 100 miles of tedious and uncertain river navigation from Cairo to St. Louis, and arrive fifteen hours in advance of the river route, by taking the cars at Cairo.

Tickets to St. Louis, Cairo, Dubuque, St. Paul, and all important places by this route, can be had at the office of the O. & P. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

R. R. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE RAILROAD

Open from West Newton, Westmoreland County, to Hiltenburg Station, Fayette County.

THE FAST TRAINS CLARA FISHER having been chartered by the P. & C. R. R. Co., will leave Pittsburgh every morning at half-past four o'clock precisely, for West Newton, connecting there with the Trains of the Pittsburgh and Connellsville Railroad, which will run between the above points until further notice, as follows:

Leave West Newton at 6.50 A. M. stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Hiltenburg at 8.30 o'clock. Returning, leave Hiltenburg at 8.35 A. M.; stop at all way stations, and arrive at West Newton at 10.15; connecting with the steamer CLARA FISHER for Pittsburgh; reaching Pittsburgh at noon.

Second Train will leave West Newton at 12 o'clock for Hiltenburg, and returning, will leave Hiltenburg at 6 P. M., stopping at all way stations.

Fare from Pittsburgh to Hiltenburg, $1.16. Stages for Uniontown and Cross Roads will connect with the Trains at Hiltenburg Station.

Freight will be transported each way daily. For rates apply to D. W. CALDWELL, Esq., Assistant Superintendent, West Newton; or to W. THOMPSON, Freight Agent, on board the steamer Clara Fisher, at her wharf, above the Monongahela Bridge.

OLIVER W. BARRETT, President and Superintendent.

Pittsburgh, June 20, 1855. [jy21]

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN!
THROUGH
Northern Illinois to the Mississippi River.

IOWA, MISSOURI, KANSAS AND NEBRASKA.

All Railroad to the Mississippi.

Chicago, Burlington and Quincy.

RAIL ROAD

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

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

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

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

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the celebrated Bait. the smoothest riding and best Railroad in the West—well stocked with the most modern Locomotives and elegant new Cars.

☞ By this route passengers are sure of making connections, and arriving at St. Louis on advertised time, avoiding the vexatious delay of fogs and ice, and dangers of navigation, as no fire route by Alton.

Baggage checked direct through from Chicago, and no charge for handling at any point.

THROUGH TICKETS by this route can be purchased at all the Railroad Offices in the East; at the Office of the Company, corner of Clark and Lake streets, in the Greenleaf Block; at the Office of the Galena R. R., and at the Mich. Cent. R. R. office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. H. HAMMOND, Supt.
C. E. LOLLANT,
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. mh19

THE PENNSYLVANIA RAILROAD.

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

RATES BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS—Books, Shoes, Dry Goods, Leather, Boots, Saddlery, Furs, Jewelry,	35c. per 100lbs.
SECOND CLASS—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.,	30c. per 100lbs.
THIRD CLASS—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.,	25c. per 100lbs.
FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed) Lard and Lard Oil,	20c. per 100lbs.

☞ In shipping Goods from any point East of Philadelphia, be particular to mark packages "Via Pennsylvania." All Goods consigned to the care of the undersigned at Philadelphia or Pittsburgh, will be forwarded without detention.

Persons Agents—Moses Potter, Boston; J. L. Elliott, N. Y. E. J. Sneeder, Philadelphia; Wagner & Evans, Baltimore; Lee, Detmon & Co., Pittsburgh; Bringham & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Kettlewell, Madison, Ind.; Harlan & Co., St. Louis, Mo.; J. S. Mitchell & Son, Kenosville, Indiana.

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

may9 **Steubenville and Indiana Railroad.**

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 20, 1855, the Mail Train will leave Steubenville daily, (Sundays excepted,) at 6 o'clock, A. M., and arrive at Newark at 1 o'clock, P. M., connecting with trains to

Columbus, Indianapolis, Cincinnati, Louisville, Chicago, Toledo, Detroit, Vermont, Rock Island, Saint Louis, Leaves Cincinnati at 7 o'clock, A. M.

RETURNING

Leave Newark at 10 o'clock, A. M., and arrives at Steubenville at 5 P. M. Passengers by this train leave Cincinnati at 6 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville at 6 o'clock, A. M., and arrives at Cadiz at 8.25 A. M.

Leaves Cadiz at 3 P. M., and arrives at Steubenville at 5.25 A. M.

For further information apply to JAMES COLLINS & Co., Freight and Passenger Agents, Nos. 114 and 116 Water street, Pittsburgh.

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
E. W. WOODWARD,
Superintendent.

jy21 **PENNSYLVANIA RAILROAD.**

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7, A. M. THE FAST LINE leaves Philadelphia for Pittsburgh at 11, A. M. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11, P. M., and Pittsburgh for Philadelphia at 5, P. M.

The above lines connect at Pittsburgh with the Railroads to and from St. Louis, Mon. Alton, Galena and Chicago, Illinois Central, Lexington and Louisville, Ky., Terre Haute, Madison, Indianapolis, Ind., Cincinnati, Dayton, Springfield, Columbus, Sandusky, Cleveland, Toledo, Columbus, Zanesville, Steubenville and Wooster, Ohio; also, with the Steam Packet Boats from and for New Orleans, Louisville, Cincinnati, Wheeling, &c.

Through Tickets can be had to or from either of the above places.

For further particulars, see handbills at the different starting points. Passengers from the West will find this the cheapest and most expeditious route to Philadelphia, Baltimore, New York, or Boston.

THOS. MOORE,
Agent, Passenger Depot, Philadelphia.
JOHN SELLERS,
Agent, Passenger Depot, Pittsburgh.

PURSUANT TO SALE OF REAL ESTATE AND STOCKS on THURSDAY, evening, July 5th, at 7 o'clock, at the Merchants' Exchange, Pittsburgh, will be sold by J. Wm. P. Evans, Trustee of Hugh D. King, the following valuable Real Estate and Stocks, viz:

A valuable three story Brick Dwelling House, No. 154 Fourth street, the lot having a front of nineteen feet on Fourth street, extending back eighty feet one, including a twenty feet alley—subject to mortgage of $2,000.

Lot No. 121 in Stephen Colwell's subdivision of lots, No. 1 and 2 in Lawrence, having a front of twenty feet on Overhill street, extending back one hundred feet.

One undivided fourth of Lot No. 20 in Gray's plan of lots in Allegheny City, having a front of twenty feet on Ohio street, on Anderson street, extending back one hundred and forty feet to Gray's alley.

Six Lots in the Borough of Manchester, having each a front of twenty feet on southerly side of Chauncey street, extending back 122 feet 6 inches to a 20 feet alley, being Mr. Bakewell's subdivision of out lot No. 27, in course of street opposite Pittsburgh.

The undivided three-fifths of two hundred and sixty-one acres of Land in Economy township, Beaver county, on the north-west side of the Ohio river, adjoining tracts Nos. 39, 41 and 42 on the north, No. 61 on the east, No. 69 on the south, and No. 46 on the west, being tract No. 43 in Leet's district, No. 7 of the depreciation surveys. Subject to lien of $242.

One hundred and thirty acres Land in Wood county, Va., fifteen miles below Parkersburg and three miles from the Ohio river, on which are erected a Saw-mill and Log House. Subject to lien of $170.

The north quarter of Section 13, in Township 47, north of Range 29 west, in the district of lands subject to sale at Sault Ste Marie, Michigan, containing one hundred and sixty acres in Marquette township.

The south-west quarter of Section 19, in Township 47, north of Range 29 west, in the district of lands subject to sale at Sault Ste Marie, Michigan, containing one hundred and forty-nine acres and fifty-four hundredths, in Marquette township.

The north east quarter of Section 24, in Township 47, north of Range 30 west, in the district of lands subject to sale at Sault Ste Marie, Michigan, containing one hundred and sixty acres, in Marquette township.

One undivided fourth of one hundred and fifty-five acres of copper and agricultural lands in Section 6 of township 48, north of Range 32 west, in Ontonagon county, Michigan.

77 shares Ohio and Pennsylvania Railroad Co. Stock;
131 do do North American Mining Co. do
530 do do Pittsburgh Mining Company Stock;
2 do do Forest City Bank of Cleveland do
2 do do Pittsburgh and Cleveland R. R. do
10 do do do Pittsburgh and Connellsville R. R. do
22 do do do Connellsville do do
6 do Charters Valley do do
38 do do Pittsburgh Coal Hill Turnpike Co. do
66 do Tempernoonville Plank Road Co. do
4 do West Newton Plank Road Co. do
500 do Bluff Mining do do
400 do Iron City Mining Co. do
450 do Fire Stone Plank Road do
200 do Pittsburgh & Isle Royal Mining Co. do
15 do Aztec Mining Co. do

Terms at sale. P. M. DAVIS,
jy16 Auctioneer.

PERRY COUNTY WARM SPRINGS.

THIS above celebrated WATERING PLACE will be open for the visitors on and after the *FIFTH OF JUNE NEXT.* They are delightfully located on Sherman's Creek, fourteen miles north-west of Duncannon, (this place being fifteen miles west of Harrisburg, on the Central Railroad,) at the base of Pisgah Mountain, which reaches an elevation of more than two hundred feet. Sherman's Creek affords a splendid opportunity for those fond of bathing, fishing or sailing; the surrounding forests offer great attractions to the sportsman; and four smooth and shady roads through a country unsurpassed for bold and magnificent scenery, will directly be an amusement of the place.

HORSES, SADDLES and CARRIAGES can be had at all times. Horses taken to livery on reasonable terms.

Of the MEDICINAL QUALITIES of the SPRINGS too much can hardly be said. Their waters have been analyzed by the best Chemists in the Union, and are pronounced unsurpassed for curing cutaneous diseases and affections of the kidneys. There are some five Springs in all, every one of which is of different temperature—the largest being 60 degrees Fahrenheit, and throwing out 93 gallons every seven minutes. Ladies' and Gentlemen's BATHS have been constructed, with all the modern improvements, together with PLUNGE BATHS, &c., &c.

Each day a Coach leaves Duncannon for the Springs, after the arrival of the cars.

Bowling Alleys, Billiard Rooms, and various other facilities for amusement, in abundance. The accommodations will be the best and the charges low.

Terms—Eight dollars per week, or one dollar and fifty cents per diem.

Families wishing to engage rooms, should address the proprietor early.

Every attention will be paid to visitors, the proprietor having engaged the best of servants. Music always in attendance.

All communications intended to reach the Perry County Warm Springs should be addressed to Duncannon P. O. They will be immediately forwarded.

H. H. ETTER,
my31tf Proprietor Warm Springs.

Larimer Property at East Liberty for Sale.

23 LOTS OF GROUND at the East Liberty Station, to be sold on SATURDAY, the 30th day of June, instant, at 10 o'clock, A. M., at Public Sale, on the premises.

These Lots are beautifully situated for private residences, and as the sale is peremptory, it will be advantageous to those desiring such property to attend the sale.

Plans can be seen at this and the office of the Trustee.

Terms—One-third in hand, one-third at six months, and one-third at eighteen months with interest.

THOMAS MELLON, Trustee.
jy14td

IF YOU WISH TO BE RELIEVED FROM SUFFERING, I supply yourself immediately with a box of WELLS' STRENGTHENING PLASTER, as it is an invaluable remedy for Rheumatism, Bronchitis, Pleurisy, Pains in the Side, Back and Breast; also, Sores, Cuts, Bruises, Sprains, Felons, Stiff Joints, &c. 25 cents a box. Sold at No. 140 THIRD st. jy22

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,
No. 124 LIBERTY STREET, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The Proprietor having, at considerable expense, fitted up in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. There is attached a splendid STABLE and extensive WAGON YARD, affording ample accommodation to travelers and teamsters. His Larder and Bar will be furnished with the best the market can afford. febtfy

ST. CLAIR HOTEL,

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

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

feb22 WM. C. CONNELLY.

RILEY'S HOTEL:

CORNER FOURTH AND GRANT STREETS,
PITTSBURGH, PA.

my20y] E. RILEY, Proprietor.

GOOD INTENT HOUSE,

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

jan23y JAMES SHANNON, Proprietor.

OWSTON'S,

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia. [au25y

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle,) Proprietor. [feb25y

GASKILL HOUSE,

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

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

A share of public patronage is respectfully solicited.

M. GASKILL.
au11

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.
PAIRHEAD & LAHLD, Proprietors.
[jy16:3m] TERMS $1.50 PER DAY.

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable well and elegant style, is now prepared to receive guests, and give entire satisfaction to all who may patronize the House. [may31] JAMES DOWNEY.

HARE'S HOTEL,

(Late Farmer's Exchange,)
NO. 123 LIBERTY STREET, near Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

This Hotel entirely new, has just been completed and opened for the accommodation of the public. [sep13

FRANKLIN HOUSE, Cleveland, Ohio.

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

C. PATRICK & SON.
jy4tf

FLORENCE HOTEL,

No. 409 BROADWAY, NEW YORK,
(opposite the Metropolitan Hotel.)
REUBEN LOVEJOY,
octfdly PROPRIETOR.

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.
Rear of the Post Office, Third street, Pittsburgh.

THIS spacious establishment has been leased by the subscriber, and completely renovated. He is at all times prepared to serve up in every luxury that can be found in the best regulated restaurants in the States. His tables are furnished with every delicacy in season, and his bar with the best of liquors. Game of every description, in its season, can always be found at Wilkins Hall.

W. C. GALLAGHER.

BANK EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE Subscribers have just provided a choice stock of the public generally, that they have leased the above well known Restaurant, which has just been thoroughly renovated, repaired and refurnished, and now open. The proprietors have spared no expense to make the Bank Exchange a comfortable resort, as well for the epicure as the business man. The latter will at all times be stocked with the delicacies of the season, and served up under the supervision of a competent cook. They respectfully ask for the patronage of a generous public.

SCHANDEMEYER, & R. FRANCIS.
jan15dly

BELVIDERE RESTAURANT,

WOOD STREET, BET. WATER AND FIRST STREETS.

THE Undersigned has just provided a choice stock of Liquors, and is ready at all times to serve his friends with the best of the season, in the way of cuisine. Birds and Game kept to be had at the BELVIDERE.

JOHN SAVAGE, Proprietor.
jan11tf

CORNUCOPIA

☞ OYSTER AND CHOP HOUSE, ☜
D. BARKARD,
No. 60, Fifth Street, between Wood and Market.
jan19dly PITTSBURGH.

CRYSTAL PALACE,

No. 15 Market street.
C. C. SEELY,

REPRESPECTFULLY informs his friends and the public generally, that he has just started the finest New York and Philadelphia modern style of COOKING OYSTERS and everything else in the eating line, which he serves up in the best style of Saloons and Ladies. He will also furnish the best of everything that the market will afford. Hours—always open until o'clock in the morning. mar15-tf

OYSTER SALOON AND RESTAURANT!

1 0 3 WOOD STREET.

THE subscribers have now in OYSTER SALOON AND RESTAURANT HOUSE perfected in a manner that cannot be excelled by any similar establishment in the city.

☞ *THE OYSTERS ARE SERVED UP ALL HOURS OF THE DAY,* from the

☞ **Choicest Beats, Fowls, Fish, &c., &c.**

His Billiard Parlors cannot be surpassed, and he would respectfully invite the attention of the public to

CHARLES STILL,
103 Wood street.

St. Clair Lager Beer Brewery.

THE subscribers respectfully informs the public that he is now fully prepared to serve private families and the public generally, with his celebrated LAGER BEER, in quantities to suit, at his Office, No. 29 DIAMOND ALLEY, (near Wood street,) will be punctually attended to; and the beer delivered to any part of the city or vicinity.

P. G. SCHENCK.

Schultz' Lager Beer Hall,

No. 106 Smithfield street, opposite the Custom House.

THE subscriber has just opened the above elegant and best finished Lager Beer Hall in the city. His Beers acknowledged to be a superior article, and every other accommodation about his place cannot be excelled.

A. BENITZ.
jy2-3m

Kennett Ale!

W. ENGLISH, Agent, Porter of SMITH'S celebrated Kennett Ale and Brown Stout. Also, Common Ale and Porter, in quart and pint bottles.

The attention of families, and the trade, is respectfully solicited. nov11y

Mineral Water and Sarsaparilla.

WM. H. KNOTLEY, Pittsburgh, Penn, is now manufacturing and bottling the above beverages on an extensive scale. His strictness of the best quality, and unfurnished from the purest materials. octfly

HOPPER'S PATENT PLANE

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

All who have tried it, pronounce it a most valuable invention, that must soon come into general use. The following letters from practical workmen are but two among many letters the Patentee has received recommending this Plane above all others in use:

PITTSBURGH STEAM CABINET FACTORY,
Pittsburgh, February 22, 1855.

We hereby certify, that during the last twelve months we have used Hopper's Patent Plane, and do not hesitate to recommend it to Cabinet-Makers and Carpenters as superior to any other Plane in use. We consider it peculiarly adapted to planing oak, cherry, walnut, and all soft of hard wood, and for planing veneers, it is far superior to the old mode of scraping, besides being a great saving of time. One man, by using this Plane, will plane more veneers than five men can do by any other plane or method in use.

H. H. RYAN & CO.

To JAMES F. EATON, Esq.:

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

It is particularly adapted to planing veneers, and it does not require one-fourth the time or labor of the old method, and I have no doubt, when its properties become generally known, that it will entirely supersede the former tedious and laborious custom.

I most cheerfully recommend it to all persons engaged in the Cabinet business, as from my knowledge of it, there is nothing so well fitted to give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

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

Pittsburgh, February 27, 1855.

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

No. 88
Pittsburgh, March 21, 1855—(mh21tf.) Wood st.
H. C. HOPPER.

AGENCY.

MOSES F. EATON, No. 19 Sixth street, agent for selling and buying PATENT RIGHTS, is now authorized to sell the following lately patented articles:

Sands & Cummings Patent Brick Machine;
Hopper's Patent Veneer Plane;
Trott's patent Oil Globes, for Steam Engines;
Dunn's Rock Drilling Machines;
Coe's patent Drill, for Drilling Iron;
Copeland's Stationary and Portable Saw Mills;
Crawford's Steam and Water Gauges; and,
Griffith's Wrought Iron Railroad Chair Machines.

These articles have been examined by practical mechanics and machinists, and pronounced superior to any in use. He is also authorized to sell Rights to make and vend these articles in any part of the country.

He has also for sale hot-pressed Nutts and Washers, and finished Brass Work.

He is also prepared to take Agencies for the sale of other patented Rights and new Inventions, and give to the business faithful and constant attention.

☞ He refers to the following:

CARD.

The subscribers have long been acquainted with Mr. Moses F. Eaton, and have no hesitation in recommending him, to all who may wish to employ his services, as a gentleman of undoubted integrity and indefatigable industry, in whose exertions every reliance may be placed.

Neville B. Craig, W. Robinson, Jr.,
Wm. Larimer, Jr., John Graham,
W. H. Denny, H. Childs & Co.,
James Wood, Sons, N. Holmes & Sons,
P. B. Friend, Kramer & Baldwin,
J. Lorenz, L. B. Livingston,
Samp & Wade, William F. Johnston,
William Phillips, Andrew Fulton,
Wilson McCandless, A. W. Loomis.

Pittsburgh, November 25th, 1854. nov27-tf

Don's Patent Rock Drilling Machines,

WEIGHING ABOUT 300 POUNDS; can be worked and moved by two men, and do the work of five or six in the ordinary way. S. S. Fowler & Co., Manufacturers.

The subscriber has been appointed sole agent in the United States, for the sale of *rights* to use these Machines.

MOSES F. EATON, 19 Sixth street.

REFER TO

Hon. Wm. F. Johnston, President A. V. R. R.
W. Milnor Roberts, Esq., Chief Eng. A. V. R. R.;
Gen. Wm. Larimer, Jr., President P. & C. R. R.;
O. W. Barrett, Esq., Chief Eng. P. & C. R. R.;
Messrs. Manfull & Nicholson, Contractors for the P. & S. R. R. dec19

☞ A CLEAN SHAVE* you can not get without your Razor is in good order. Bring them to us, and we will make them shave to suit the taste of the most fastidious. Our New York Razor Grinder says the climax is the way of putting a keen edge on them.

my23 BOWEN & ARTHUR, 135 Wood street.

INSURANCE COMPANIES.

Increase of Cash Capital.

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1819.

PAID UP.

Cash Capital, - - - - - - $500,000.

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

Real Estate, unincumbered	$16,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,060 00
Debts due the Company, secured by mortgage	7,267 77
Bills Receivable, well secured, payable at Bank	126,337 35
Railroad Stocks in Connecticut	7,625 00
Bank Stocks in the city of Hartford	142,895 00
Bank Stocks in New York city	98,050 00
Cash on hand, in bank, and in hands of Agents and others	212,505 08
	$683,412 25

The amount of liabilities due or not due to Bankers or other creditors,—nothing.

Losses adjusted and due,—none.

Losses adjusted and not due, $148,418 22.

Losses unadjusted and in suspense, waiting for further proof, $61,257 50.

All other claims against the Company are small, such only as printing, &c.

Agents instructed to take no risk over $10,000.

The amount insured in any city, town or village, depends upon the character, material and construction of buildings, the width of streets, the supply of water and condition of the fire department, and other circumstances.

The amount insured in blocks of buildings varies; the design is to limit the loss by any one fire to $10,000, or less.

GEO. A. ALEXANDER, Secretary.

STATE OF CONNECTICUT, } ss.
Hartford county.

Personally appeared Thomas