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 16th, 1856, Trains will run as follows:

GOING EAST.

Leave.	Express Train.	Mail Train.	Night Train.
Columbus	10.00 A.M.	3.20 P.M.	11.00 P.M.
Newark	11.10 "	4.45 "	12.50 A.M.
Zanesville	12.20 P.M.	6.00 "	2.12 "
Concord	12.58 "	6.44 "	3.01 "
Cambridge	1.20 "	7.08 "	3.28 "
Barnesville	2.23 "	8.22 "	4.48 "
Belmont	2.44 "	8.51 "	5.14 "
Arrive Bellair	3.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.

Leave.	Express Train.	Mail Train.	Night Train.
Bellair	9.45 A.M.	5.15 A.M.	6.00 P.M.
Belmont	10.31 "	6.15 "	7.03 "
Barnesville	10.52 "	6.43 "	7.40 "
Cambridge	11.56 "	8.04 "	9.03 "
Concord	12.17 P.M.	8.29 "	9.25 "
Zanesville	1.10 "	9.30 "	10.29 "
Newark	2.08 "	10.37 "	11.50 "
Arrive Columbus	3.20 "	12.15 P.M.	1.20 A.M.

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

GOING EAST.

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

The 3.20 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 the 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9.15 P. M., and leave by 10.30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

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

GOING WEST.

The 5.15 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 Mt. Vernon; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

The 9.45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3.20 P. M., and connects with trains going South and West arriving in Cincinnati at 7 P. M.

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

ISAAC ST. JOHN, SUPERINTENDENT.

Zanesville, June 18, 1856.—[je21]

CLEVELAND AND PITTSBURGH RAILROAD.

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

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

This route is One Hundred miles shorter and about nine hours quicker than the directions 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:

Train leaving Cleveland leaves Alliance at 7.50, 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 10.04 A. M., 2.20 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 3.00 A. M., and arriving in Cleveland at 2.20 P. M., as this is the only train by which close connections are made through to the above point. Passengers by this train reach Chicago at 7.30 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 9.00 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted), at 6.45 P. M., connecting at Bayard with Express Train arriving in Cleveland at 2.20 P. M.

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

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

The Trains from Cleveland to Toledo and Chicago, run as follows: Leave Cleveland at 7.20 and 2.30 A. M., and 6.25 P. M., arrive at Chicago at 11.00 P. M., 7.00 A. M., and 7.30 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: For Rock Island at 9.00 A. M., and 11.00 P. M. For St. Louis at 9.15 A. M., and 10.05 P. M.

Passengers for St. Louis go over Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by Steamboat (23 miles) to St. Louis.

Passengers for the 9.15 A. M. Train arrive in St. Louis at 11.20 same evening, and by the 10.05, P. M., Train, at noon next day.

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

FARE VIA ALLIANCE AND CLEVELAND.

	1st class.	2d cl's.		1st class.	2d cl's.
To Alliance	$2 30		To La Salle	$16 00	$13 50
" Cleveland	4 00		" Rock Island	18 00	14 25
" Toledo	6 50		" Galena	18 15	14 60
" Chicago	13 00	$10 50	" Quincy	18 75	16 20
" Bloomington	16 90	14 40	" Burlington	21 00	
" St. Louis	21 00	16 50			

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

J. DURAND, Sup't, Cleveland.
J. A. CAUGHEY, Agt, Pittsburgh.
mh28

1855. AIR LINE ROUTE 1855.

FROM
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.

	Leave Chicago.	Arrive at St. Louis.
St. Louis Day Express	9.15 A. M.	12.20 A. M.
St. Louis Night Express	10.00 P. M.	7.00 A. M.

Trains run directly through without change of cars or baggage.

From Chicago to St. Louis in 15½ 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 Rogers' Express Line.

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 First-class Steamers for New Orleans and intermediate points on the Lower Mississippi, and with Regular Lines of Packets for Keokuk, Galena, and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

R. P. MORGAN, Sup't, Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. [ap7]

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 connection 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 10.20 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.

9.35 A. M. and 4.10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at Dunbreth (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 1.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 180 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.

je6 B. B. MASON, Sup't.

PITTSBURGH AND CONNELLSVILLE RAILROAD

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

THE fast steamer CLARA FISHER having been chartered by the P. & C. R. R. Co., will leave Pittsburgh every evening 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 5.30 A. M.; stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Miltenburg at 6.30 o'clock. Returning, leave Miltenburg at 6.35 A. M.; stop at all way stations, and arrive at West Newton at 7.55; connecting with the steamer CLARA FISHER for Pittsburgh; reaching Pittsburgh at noon.

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

Fare from Pittsburgh to Miltenburg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Miltenburg 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. BARNES,
President and Superintendent.
Pittsburgh, June 20, 1855. [je21]

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN!
THROUGH
Northern Illinois to the Mississippi River,
IOWA, MISSOURI,
KANSAS AND NEBRASKA.
All Railroad to the Mississippi.

Chicago, Burlington and Quincy
RAILROAD

FORMERLY THE Chicago and Aurora & Cent. Military Tract R. R. is NOW COMPLETED,

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

The Only Direct Route to BURLINGTON, QUINCY, KEOKUK, MUSCATINE, OQUAWKA, WAPELLO, FORT DES MOINES, COUNCIL 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 continuous Rail, the smoothest riding and best Railroad in the West—well stocked with the most modern locomotives and elegant new Cars.

☞ By this route passengers are sure of making connections, and arriving at St. Louis on advertised time, avoiding the vexatious delay of fogs and ice, and dangers of navigation, as on the route by Alton.

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

THROUGH TICKETS by this route can be purchased at all the Railroad Offices in the East; at the Office of the Company, corner of Clark and Lake streets, in the Granite Building; at the Depot 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. O. HAMMOND, Sup't.
C. K. FOURATT,
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 has been completed and is now in daily operation, ready to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes, making the most *direct, cheapest and reliable route* by which FREIGHT can be forwarded to and from the *West.*

RATES BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Dry Goods, Hardware, Leather, &c.	75c. per 100lbs.
SECOND CLASS.—Books and Stationery, Dry Goods (in bales), Hardware, Leather, Wool, &c.	60c. per 100lbs.
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	50c. per 100lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil.	40c. per 100lbs.

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

FREIGHT AGENTS.—Moses Potter, Boston; J. E. Elliott, N. Y.; J. Sneeden, Philadelphia; Morgan & Koons, Baltimore; Geo. C. Francisous, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Mendenhall, Louisville, Ky.; J. Jledmanson, Madison, Ind.; Mitchill & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. LOBBARET,
Superintendent, Harrisburg, Pa.
my9

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 2, 1855, the Mail Train leaves Steubenville daily, (Sundays excepted,) at 7 o'clock, A. M., and arrive at Newark at 1 50 o'clock, P. M., connecting with trains for

Columbus, Sandusky,
Indianapolis, Chicago,
Cincinnati, Lasalle,
Mount Vernon, Rock Island,
Toledo. Saint Louis.

Reach Cincinnati at 8:20 same evening.

RETURNING:

Leaves Newark at 4 o'clock, A. M., and arrives at Steubenville at 10 P. M. Passengers by this train leave Cincinnati at 6 o'clock, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted,) at 4.05 P. M., and arrives at Cadiz at 6.25 P. M.

RETURNING:

Leaves Cadiz at 7.30 A. M., and arrives at Steubenville at 10.05 A. M.

For further information apply to JAMES COLLINS & CO., Freight and Passenger Agents, Nos. 111 and 115 Water street, Pittsburgh.

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
E. W. WOODWARD,
Superintendent.
jy23

PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ A. M., and Pittsburgh for Philadelphia at 7 A. M. THE FAST LINE leaves Philadelphia at 11 A. M., and Pittsburgh at 11 P. M. THE PHILADELPHIA EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11 P. M., and Pittsburgh for Philadelphia at 10 P. M.

The above lines connect at Pittsburgh with the Railroads and *from* Cleveland, Toledo, Louisville, Cincinnati, Chicago, Frankfort, Lexington and Louisville, Ky., Terre Haute, Madison, Lafayette and Indianapolis, Ind., Cincinnati, Dayton, Springfield, Bellefontaine, Xenia, Columbus, Cleveland, Columbus, Zanesville, Steubenville and Wooster, Ohio; also, with the Steam Packets for Cincinnati and to NEW ORLEANS, ST. LOUIS, LOUISVILLE and CINCINNATI.

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

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

THOS. MOORE,
Agent, Passenger Depot, Allegheny.
J. MESSIMER,
Agent, Passenger Depot, Pittsburgh.
jan30

TRUSTEE'S SALE OF REAL ESTATE AND STOCKS.—ON THURSDAY evening, July 26th, at 8 o'clock, at the Merchants' Exchange, Fourth street, will be sold, by order of Wm. P. Baum, Trustee of Hugh D. King, the following valuable Real Estate and Bank Stock, viz:

That valuable three story Brick Dwelling House, No. 124 Fourth street, the lot having a front of thirteen feet on Fourth street, extending back ninety feet on a 4 feet alley, extending back one hundred feet.

One undivide. fourth of Lot No. 50 in Gray's plan of lots in Allegheny City, having a front of twenty-eight feet seven inches on Anderson street, extending back one hundred and thirty feet on 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 9 inches to a 20 feet alley, being in Blakewell's subdivision of out lot No. 217 in reserved tract opposite Pittsburgh.

The undivided three-fifths of two hundred and sixty-nine acres of Land in Economy township, Beaver county, on the north-west side of the Ohio River, adjoining lots of Nos. 21 and 22 on the north, No. 61 on the east, No. 49 on the south, and No. 46 on the west, being tract No. 48 in Reid's district, No. 2 of the depreciation surveys. Subject to lien of $2,124.

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 $17.

The north quarter of Section 13, in Township 47, north of Range 26 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 24 west, in the district of lands subject to sale at Sault Ste Marie, Michigan, containing one hundred and forty-four acres and fifty-four hundredths, in Marquette township.

The north east quarter of Section 24, in Township 47, north of Range 26 west, in the district of lands subject to sale at Sault Ste Marie, 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 27 west, in Indian reserve, Michigan.

77	shares Ohio and Pennsylvania Railroad Co. Stock	
183	do	North American Mining Co. do
350	do	Pittsburgh Mining Company Stock; do
50	do	Forest City Bank of Cleveland do
6	do	Pittsburgh and Cleveland R. R. do
10	do	do do Connellsville R. R. do
22	do	do do Connellsville do do
23	do	Chartiers Valley Railroad Co. do
66	do	Tempenceville Plank Road Co. do
50	do	West Newton Plank Road Co. do
650	do	Bluff Mining Co. do
400	do	Iron City Mining Co. do
450	do	Fire Steel Mining Co. do
236	do	Pittsburgh & Isle Royal Mining Co. do
15	do	Aztec Mining Co. do

Terms at sale.

P. M. DAVIS,
Auctioneer.
je16

PERRY COUNTY WARM SPRINGS.

THE above celebrated WATERING PLACE will be open for 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 foot of Pisgah Mountain, which reaches an elevation of more than five hundred feet. Sherman's Creek affords a splendid opportunity for those fond of bathing, fishing or sailing; the surrounding country offers good attractions to the sportsman; and four smooth and shady roads through a country unsurpassed for bold and magnificent scenery, will diversify the amusements 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 63 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, are in abundance. The accommodations will be the best, and the charges low.

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

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.

22 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 at 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.
je16td

IF YOU WISH TO BE RELIEVED FROM SUFFERING, 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. jé22

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,

NO. 84½ 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 Lander and Bar will be furnished with the best the market can afford. febly

ST. CLAIR HOTEL

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

THE undersigned, formerly of "Brown's Hotel," having taken this large and commodious HOTEL, and having refitted it in magnificent style, would respectfully invite his friends and the travelling 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.

WM. C. CONNELLY.
feb22

RILEY'S HOTEL:

CORNER FOURTH AND GRANT STREETS,
PITTSBURGH, PA.
E. RILEY, Proprietor.
my29:y]

GOOD INTENT HOUSE,

CORNER OF LIBERTY AND GRANT STREETS, near the Railroad Depot.
JAMES SHANNON, Proprietor.
jan13:y

OWSTON'S.

WAVERLEY HOUSE, 69 South Eighth street, between Chestnut and Walnut, Philadelphia. [au29:y

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle,) Proprietor. [au29:y

OAKHILL 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 travelling community.

A share of public patronage is respectfully solicited.

M. OAKHILL.
au17

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.
jy19:3m 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 as well as elegant style, is now prepared to receive guests, and give ample satisfaction to all who may patronise the House. [au8:y] JAMES DOWNEY.

HARE'S HOTEL,

[Late Farmer's Exchange,]
NO. 153 LIBERTY STREET, first door of Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

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

FRANKLIN HOUSE, Cleveland, Ohio.

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

jy:tf C. PATRICK & SON.

FLORENCE HOTEL,

No. 409 BROADWAY, NEW YORK.
(CONDUCTED ON THE EUROPEAN PLAN.)
REUBEN LOVEJOY, PROPRIETOR.
oc23:y

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.
Fourth street, between Wood and Smithfield.

THIS spacious establishment has been leased by the subscriber, and completely renovated.

He is at all hours prepared to furnish every luxury that can be found in the best regulated restaurants in the cities. His spacious Bar will always be supplied with the very best Liquors. Game of every description, in its season, can always be found at Wilkins Hall. [apr] W. C. GALLAGHER.

BANK EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE Subscribers beg leave to inform their friends and 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 larder will at all times be stocked with the delicacies of the season, and served up under the auspices of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEIER,
jan18:y G. B. FRANCIS.

BELVIDERE RESTAURANT,

WOOD STREET, BETWEEN FIRST AND SECOND 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 oysters, Irish Whisky Punches may be had at the BELVIDERE.

JOHN SAVAGE, Proprietor.
jan18:y

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE. ☜

D. BARNARD,

No. 46, Fifth Street, between Wood and Market.
jan18:y

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, 1856, under oath.

Real Estate, unincumbered	$ 10,672 03
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,050 00
Debts due the Company, secured by mortgage	7,218 11
Bills Receivable, well secured, payable at Bank	126,227 35
Railroad Stocks in Connecticut	97,615 00
Bank Stocks in the State of Hartford	142,896 00
Bank Stocks in New York city	98,050 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 05
	$773,278 63

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

Losses adjusted and due,—none.

Losses adjusted and not due, $148,519 22.

Losses unadjusted and in suspense, waiting for further proof, $61,237 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.

THO. A. ALEXANDER, Secretary.

STATE OF CONNECTICUT, } ss.
Hartford county. }

Personally appeared Thomas A. Alexander, Secretary of the Ætna Insurance Company, and made oath that the foregoing statement by him subscribed, is true, according to his best knowledge and belief.

HENRY FOWLER, Justice of the Peace.

Losses paid by this Company for the year 1854 exceed $750,000, while the premiums received for the same time far exceed any other year, since the organization of the Company.

Policies, covering nearly all descriptions of property, issued at this agency, at remunerative rates.

☞ Office, No. 87 Water street, Pittsburgh, Pa.

H. B. TEN EYCK, Agent.

ÆTNA INSURANCE COMPANY,
OF HARTFORD, CONN.
CHARTERED, 1819.
PAID UP:

Cash Capital	**$500,000**
Cash Surplus, on 1st January, 1856	**$272,272**

THIS Capital Stock and Surplus is securely invested for the benefit of all policy holders. It is at all times ready for the claims we have to pay confidence, and of its ability to pay losses promptly, we state a fact, that its receipts vary from $12,000 to $20,000 per month. Its business is large and well distributed, and in our opinion no Company in the United States affords better security or more policy holders than the Ætna. They continue to make insurance on property in town and country, at rates as low as is consistent with safety to the policy holder.

H. B. TEN EYCK, Agent.
☞ Office, North-west corner Fifth and Wood streets, Pittsburgh.

DELAWARE
MUTUAL SAFETY INSURANCE COMPANY.

OFFICE in the North Room of the Exchange, on Third street, *PHILADELPHIA.*

MARINE INSURANCES.

ON VESSELS, CARGO, FREIGHTS,	To all parts of the World.

INLAND INSURANCES

On goods by rivers, canals, lakes and land carriages, to all parts of the Union.

FIRE INSURANCES

On merchandise generally.
On stores, dwellings, houses, &c.

ASSETS OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$24,300 00
State of Pennsylvania, Philadelphia city, Spring Garden, Southwark, and other loans	181,653 42
Stocks in banks, railroads and insurance companies	24,012 20
Stocks, Time Bills of Exchange and Notes discounted	169,825 94
Bills receivable	16,071 50
Cash on hand	
Balances in the hands of Agents and premiums on Marine Policies recently issued	121,707 67
Subscription Notes	100,000 00
	$627,470 53

DIRECTORS:

Wm. Martin, Joseph H. Seal, Edmund A. Souder, John C. Davis, Samuel Wilcox, John R. Penrose, George G. Leiper, Edward Darlington, H. Jones Brooke, J. G. Johnson, James C. Hand, Theophilus Paulding, James B. Wharton, W. C. Ludwig, Dr. R. M. Huston, Hugh Craig, Spencer McIlvain, Charles Kelly, Samuel E. Stokes, Henry Sloan, James Traquair, Wm. Ryan, Jr., Joshua L. Price, James Perot, John B. Semple, Charles Schaller, Jos. T. Ryerss, Pittsburgh, B. C. C. Morgan, do.

WM. MARTIN, President.
THOS. C. HAND, Vice President.
JOSEPH W. COWAN, Sec'y.
P. A. MADERIA, Agent,
No. 93 Water street, Pittsburgh.

The Franklin Fire Insurance Company,
of Philadelphia, Incorporated 1826.

DIRECTORS—Charles W. Sander, Thomas Hart, Robert Wagner, Samuel Grant, Jacob R. Smith, Geo. W. Richards, Mordecai Lewis, John Bohlen, David Lewis, Morris Patterson.

CHAS. G. BANCKER, *Secretary.*
CHAS. N. BANCKER, *President.*

Continue to make insurance, perpetual or limited, on every description of property, in town and country, at rates as low as are charged by other offices.

The Company have reserved a large Contingent Fund, which, with their capital and premiums, safely invested, affords ample protection to the assured.

The Assets of the Company on January 1st, 1851, as published agreeably to an Act of Assembly, were as follows, viz:

Mortgages	$78,125 00
Real Estate	34,377 78
Temporary Loans	30,000 00
Stocks	61,889 00
Cash, &c.	64,546 81
Total	$1,312,708 44

☞ Since their incorporation, a period of twenty-one years, they have paid upward of One Million Four Hundred Thousand Dollars, losses by fire, thereby affording evidence of the advantages of insurance, as well as the ability and disposition to meet with promptness all liabilities.

J. GARDINER COFFIN, Agent,
Office, corner of Smithfield and Third sts.
ap24

THE UNITED STATES
LIFE INSURANCE,
ANNUITY AND TRUST COMPANY,
PHILADELPHIA.
CHARTERED APRIL 26TH, 1850.
CHARTER PERPETUAL.
CAPITAL $250,000.

Office, S. E. Corner of Third and Chestnut Streets, Philadelphia.

Officers of the Home Board at Philadelphia:

DIRECTORS.

Stephen R. Crawford, Ambrose W. Thompson, Benjamin W. Tingley, Jacob L. Florence, William M. Godwin, Paul B. Goddard, Lawrence Johnson, Geo. M'Henry, Thomas Scott, William M'Kee.

President—Stephen R. Crawford.
Vice President—Ambrose W. Thompson.
Medical Examiner, Pittsburgh—James H. Willson, M. D.
Allegheny City—R. D. Mussey, M. D.

GEO. E. ARNOLD, Agent,
mar17:y No. 74 Fourth street, Pittsburgh.

PENNSYLVANIA INSURANCE COMPANY

CORNER OF FOURTH AND SMITHFIELD STREETS.

Authorized Capital, $300,000.

INSURE BUILDINGS and their contents from loss or damage by Fire, and the perils of the Sea and Inland Navigation and Transportation.

DIRECTORS.

Wm. F. Johnston, M. Wilkins, W. Moltkenbuhr, D. M. Long, A. J. Jones, Jacob Painter, James S. Negley, Wade Hampton, Rody Patterson, Thomas Bakewell, I. Grier Sproul, George R. White, A. A. Carrick, W. S. Haven, H. Clark, H. R. Coggshall.

Hon. WM. W. J