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.	Express Train.	Mail Train.	Night Express.
Leave Columbus	4.00 A. M.	2.00 P. M.	11.30 P. M.
Newark	4.45 "	2.50 "	12.20 A. M.
Zanesville	6.20 "	4.10 "	2.10 "
Concord	6.35 "	4.24 "	2.01 "
Cambridge	7.20 "	5.08 "	3.28 "
Barnesville	7.41 "	5.25 "	3.48 "
Belmont	7.55 "	5.41 "	3.14 "
Arrive Bellair	8.30 "	arr. 9.45 "	arr. 6.15 "

GOING WEST.	Express Train.	Mail Train.	Night Express.
Leave Bellair	9.45 A. M.	4.15 A. M.	6.00 P. M.
Belmont	10.31 "	5.12 "	7.05 "
Barnesville	10.52 "	5.42 "	7.41 "
Cambridge	11.06 "	6.04 "	8.01 "
Concord	12.17 P. M.	8.30 "	9.25 "
Zanesville	1.10 "	9.30 "	10.30 "
Newark	2.08 "	10.37 "	11.50 "
Arrive Columbus	2.20 "	12.15 P. M.	1.20 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylors, Newark, Zanesville, Concord, Cambridge, Campbells, 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 10.20 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 the 3 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 11.30 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 2 P. M. and arrives at Bellair at 4.15 A. M., connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passenger leaving Chicago by the Evening Express 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 5.45 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 Monroeville; 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 noon, 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 H. SOUTHWICK, Sup't.

Zanesville, June 18, 1856—jy21.

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 to Cincinnati and all points on the Ohio River, 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 *Great West*.

RATES BETWEEN PHILADELPHIA & PITTSBURGH.
FIRST CLASS.—Boots, Shoes, Dry Goods, Drugs, Liquors (in bottles), Furs, Feathers, &c.
SECOND CLASS.—Books and Stationery.
Dry Goods, (in bales,) Hardware, Leather, Wool, &c.
THIRD CLASS.—Anvils, Bagging, Bacon, Beef and Pork, (in bulk,) Brass, &c.
FOURTH CLASS.—Coffee, Fish, Beef and Pork, (packed,) Lard and Lead.

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

PASSENGER AGENTS.—Moses Potter, Boston; J. E. Kittle, N. Y. J. Snowden, Philadelphia; Magraw & Room, Baltimore; Geo. C. Trimble, Pittsburgh; Shimonski & Bro. Cincinnati, Ohio; J. M. Moorhead, Louisville, Ky.; J. Meldrum, Madison, Ind.; Kutcliff & Co. St. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent Philadelphia.
J. KIDDER PEABODY,
Superintendent Western Division.
jy3

Steubenville and Indiana Railroad.

CHANGE OF TIME.

ON AND SINCE WEDNESDAY, June 29, 1855, the Mail Train leaves Steubenville daily, (Sundays excepted) at 4 o'clock, A. M., and arrive at Newark at 11 A. M., connecting with trains for

Columbus, Sandusky,
Indianapolis, Chicago,
Cincinnati, Lafayette,
Mount Vernon, Fort Wayne and Lake
Toledo, Erie.

Reach Cincinnati at 8 P. M. same evening.

RETURNING

Leaves Newark at 1 o'clock, P. M., and arrives at Steubenville at 7.30 P. M. Passengers by this train leave Columbus at 10 A. M., Xenia, A. M.

The Cadiz Accommodation Train

Leaves Steubenville daily, (Sundays excepted) at 7.30 A. M., and arrives at Cadiz at 9.45 A. M.

RETURNING

Leaves Cadiz at 7.30 A. M., and arrives at Steubenville at 10 A. M.

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

LAFAYETTE DEVENNY, General Freight and Ticket Agent.
D. W. WOODWARD, Superintendent.
jy22

1855. AIR LINE ROUTE 1855.

CHICAGO TO ST. LOUIS

Via CHICAGO, ALTON AND ST. LOUIS

RAILROAD.

Formerly the Chicago and Mississippi.

Carrying the General 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.	4.45 P. M.
St. Louis Night Express	10.00 P. M.	2.45 P. 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 Stages for Peoria.

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

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-close 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, Supt., Bloomington, Ill.
L. DARLING, Agent, Chicago, Ill. jap2

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on this entire route 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 P. M.—For 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 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.
jel

PITTSBURGH AND CONNELLSVILLE

RAILROAD

Open from West Newton, Westmoreland County, to Pittsburgh 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 that points until further notice, as follows:

Leave West Newton at 5.30 A. M. stopping at Peer Royal, Smith's Mill, Jacob's Creek and Layton; reaching Mitchburg at 6.30 o'clock. Returning, leave Mitchburg at 6.35 A. M. stopping at all way stations, and arrive at West Newton at 7.30, connecting with the steamer CLARA FISHER for Pittsburgh, reaching Pittsburgh at noon.

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

Fare from Pittsburgh to Mitchburg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Mitchburg Station.

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

OLIVER W. BARNES,
President and Superintendent.
Pittsburgh, June 20, 1856. jy21

Charlotte Blume,

MANUFACTURER AND DEALER in PIANO FORTES, and Importer of Music and Musical Instruments. Sole Agent for the celebrated HAMMAN PIANOS; also, for Hallet, Davis & Co.'s Boston PIANOS, with and without Coleman's Æolian Attachment. [my3] No. 118 Wood street.

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, OSKAWKA, 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 junctions.

Passengers 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 so far as Council Bluff, with from forty to forty-five miles staging than by any other route. The Road, for a large portion of the way, is laid with the CONVEXOUS 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.

TICKETS may be procured 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 Rich. Cent. R. R. office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

TICKETS obtained by this route will receive immediate attention if addressed to

C. G. HAMMOND, Sup't.
O. F. COLBY, Agent.
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Stations in the country.

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

Ohio and Pennsylvania Railroad, VIA ALLIANCE.

THE shortest, quickest and most reliable route to Toledo, Chicago, Detroit, Lafayette, Alton, and St. Louis, is VIA CLEVELAND.

Cleveland is nearer Chicago by three hundred miles shorter and about nine hours quicker time, than any other route via Indianapolis.

Two Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

Time to Cleveland 11 hours, Chicago twenty-three hours, and 30 minutes to Toledo.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 4.00, A. M. and 8.00, A. M., connect at Alliance for Cleveland as follows:

Train leaving Pittsburgh at 4.00 A. M. and leave Alliance at 8.55, A. M., and 12.00 M., connecting at Hudson with Train for Cuyahoga Falls and Akron, and arriving in Cleveland at —— A. M. and 2 P. M., and both connecting with Trains for Toledo, Chicago and St. Louis at 6.00 P. M.

The 8.00 A. M. Train from Pittsburgh makes no connection for Cleveland.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the West, who wish to go through without detention, will take the train leaving Pittsburgh at 4.00 A. M., and arriving in Cleveland at 2.20 P. M., so as to be at the depot of the Cleveland and Toledo R. R. in time to take the train which connects at Toledo with the Express Train for Chicago, St. Louis at midnight.

Baggage checked through to Cleveland and Chicago.

FARE VIA ALLIANCE AND CLEVELAND.

	Cabin.	Steerage.
Pittsburgh to Chicago	$16.00	$11.00
" Toledo	14.00	10.00
" Detroit	13.00	9.00
" Milwaukee	19.00	13.00
" Rock Island	19.00	13.00
" Alton	19.00	13.00
" St. Louis	19.00	13.00

Passengers are requested to procure their tickets at the office of the Company, in the Monongahela House, thirty minutes before leaving.

PITTSBURGH Sup't. Cleveland.
J. H. PATRICK, Agent, Pittsburgh.

CORN COPIA

WESTERN COFFEE HOUSE.

D. BARNARD

No. 84 Fifth Street, between Wood and Market

PITTSBURGH.

CRYSTAL PALACE

No. 18 Market street.

C. C. SEELY,

RESPECTFULLY invites his friends and the public in general, that he has just started his New York and Philadelphia modern style of Oysters, in the shell, and in the most tempting manner, in the Cellar of Mrs. Stewart, for 12½ cents a dozen. He will also furnish the best of everything that the market affords, and his wines and liquors are of the choicest brands. mar13-tf

OYSTER SALOON AND RESTAURANT!

108 WOOD STREET

THE subscribers have opened a SALOON AND DINING HOUSE in the above street in a manner that cannot fail to please any similar establishment in the city.

OYSTERS IN ALL THE PRINCIPAL STYLES OF THE DAY, from the

Dolicest Mess to Fowls, Fish, &c., &c.

Their Ale and Porter cannot be surpassed, and he will endeavor to merit a share of the public patronage.

CHARLES STILL,
108 Wood street.

jan20-tmo-tf

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs his friends and the public generally, that he has erected a new private building and the brewery, with his celebrated LAGER BEER, in the rear of his office, No. 59 DIAMOND ALLEY (near Wood street), will be punctually attended to, and the *beer delivered in any part of the city or vicinity.*

P. C. SCHENCK.

Benitz' Lager Beer Brewery,

No. 106 Smithfield street, opposite the Custom House.

THE subscriber has just opened one of the largest and best arranged Lager Beer Halls in the city. His Beer is acknowledged to be a superior article, and every other accommodation about his establishment, he will not be surpassed. [ap26] A. BENITZ.

Kennett Ale.

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

☞ Attention of families, and the trade, is respectfully solicited.

Mineral Water and Sarsaparilla.

M. M. ENGLISH, Pittsburgh, Penn., is now manufacturing and bottling the above beverages on an extensive scale. His strictly pure of the best quality, and manufactured from the purest materials. octtf-ly

HOPPER'S PATENT PLANE

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

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

PITTSBURGH STEAM CABINET FACTORY,
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 plane in use. We consider it perfectly adapted to planing oak, cherry, walnut, and all sorts 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.

To Moses 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, as a combination of plane and shave.

It is particularly adapted to planing veneers, and it does not require one-fourth the time to work them as by scraping, and I have no doubt, when the properties become generally known, but that it will entirely supersede the former tedious and laborious method.

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.

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.

WM. C. HOPPER.

Pittsburgh, March 31, 1855—(mh31tf)

DITTO'S MERCANTILE COLLEGE,

OPEN DAY AND EVENING, throughout the Summer. DOUBLE ENTRY BOOK KEEPING, Taught from Duff's System of Book-keeping, sanctioned by the Chamber of Commerce of New York as the most perfect work upon accounts ever in use.

DOUBLE ENTRY STEAMBOAT BOOK KEEPING, Embracing eight trips of a boat—illustrating re-shipments at Cairo and Memphis, and transfers of owners' shares, and other important matters not attempted in any of the common trip systems of Steamboat Book-keeping in use.

PENMANSHIP,
Taught by Mr. J. D. Williams, the only professional teacher of penmanship now in the city.

MERCANTILE ARITHMETIC,
Embracing a new method of computing interest, with all the most approved abbreviations in mercantile computations in use.

MERCANTILE LAW.

Although others advertise these branches, this will be found the only institution in the city where they are regularly taught.

☞ Call and get a Circular and sample of Mr. Williams' Penmanship before engaging elsewhere. jeod

FIELD BOOK FOR RAILROAD ENGINEERS.—Containing formulæ for laying out curves, determining from angles, levelling, calculating earth-work, etc., etc. Illustrated with tables of radii, ordinates, deflections, long chords, magnetic variation, logarithms and natural signs, tangents, etc. etc., by John B. Henck, Civil Engineer. Pocket-book form. $1.75.

*** The object of the present work is to supply a want long generally felt by Assistant Engineers on Railroads. Books of convenient form for use in the field, containing the ordinary logarithmic tables are common enough; but a book combining with these tables others peculiar to the Railroad work, and especially the necessary formulæ for laying out curves, turnouts, crossings, &c., is a desideratum which this work is designed to supply.

U. S. MILITARY ACADEMY, West Point, April 15, 1854.—*Gentlemen*: I have looked over "Henck's Field Book for Railroad Engineers," and think it well adapted to the object he has in view, and have no question but it will be found a very useful and practical volume both for office and field work.

D. H. MAHAN,
Prof. of Civil Engineering.

Troy, April 21, 1854.

I am much pleased with Mr. Henck's little manual, the "Field Book of Railroad Engineers." With the presentation of some of the most practical and useful of recognized processes among railway engineers, he has given others which, new at least in their present form, appear to possess a mind of higher value than that of mere novelty—that of being in general susceptible of available, not to say desirable, practical use. In conclusion, while I think the design of Mr. Henck's book is such as to adapt it excellently well to professional needs, I have pleasure in expressing my cordial satisfaction with its execution, alike with the perspicuity of arrangement effected by the author, and the excellent typographical taste displayed by his publishers.

B. FRANKLIN GREENE,
Civil Engineer.
ALLEGHENY CITY.

C. E. and Director of Rensselaer Polytechnic Institute.

For sale by WILLIAM S. HAVEN,
Dealer in Engineers' Stationery,
Market street, corner of Second.
au3

VARIETIES!—A Cottage House in Allegheny for sale. Price $700.

A Brick House and Lot for $750.

A small Frame House and Lot on Mount Washington for $450.

Small Farms in Ohio and Virginia for sale on easy terms, by (jy14) S. CUTHBERT & SON, 140 Third st.

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,

NO. 244 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 bar-tender and bar will be furnished with the best the market can afford. febl5-y

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.

WM. C. CONNELLY.
febl2

GOOD INTENT HOUSE,

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

JAMES SHANNON, Proprietor.
jan12-y

OWSTON'S.

WAVERLEY HOUSE, 50 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

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.
au17

FRANKLIN HOUSE,

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

TERMS $1.50 PER DAY.
jy19-3m

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 patronize the House. [au8-tf] JAMES DOWNEY.

HARE'S HOTEL,

Late Farmer's Exchange,

NO. 153 LIBERTY STREET, foot of Fifth street, Pittsburgh. SAMUEL HARE, Proprietor.

This Hotel is entirely new, having just been completed and opened for the accommodation of the public. [sep15

FRANKLIN HOUSE, Cleveland, Ohio.

C. PATRICK & SON, PROPRIETORS.—This House has undergone thorough and well distributed, and in our opinion no Company in the United States affords better indemnity to policy holders than this Company. They continue to make insurance on property in town and country, at rates as low as is consistent with safety to the policy holder.

ALEX. L. ROBERTS, Sec'y.
DAVID MAHON, Pres't.

DELAWARE

MUTUAL SAFETY INSURANCE COMPANY.

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

MARINE INSURANCES.

On Vessels, Cargo, } To all parts of the World.
Freights,

INLAND INSURANCES

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

FIRE INSURANCES

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

CAPITAL OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$24,200 00
State of Pennsylvania, Philadelphia city, Spring Garden, Southwark, and other loans	181,553 42
Stocks in banks, railroads and insurance companies	24,012 20
Loans	159,825 94
Bills receivable	16,071 30
Cash on hand	
Balance 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, Richard A. Souder, John G. Davis, Robert Burton, John R. Penrose, George G. Leiper, Edward Darlington, H. James Brock, J. G. Johnson, James C. Hand, Theophilus Paulding, James H. Maryland, W. C. Ludwig, Dr. B. M. Huston, Hugh Craig, Spencer Ellfrain, Charles Kelly, Samuel R. Stokes, Henry Sloan, James Traquair, Wm. Kyle, Jr., Joshua L. Price, James Pennell, John B. Sedgley, Charles Schaffer, J. Lawrence Lindenburg, R. T. C. Morgan, dec.

WM. MARTIN, President.
DAVID MAHON, Vice-President.
JOSEPH W. COWAN, Sec'y. P. A. MADEIRA, Agent, No. 95 Water street, Pittsburgh.

The Franklin Fire Insurance Company,

of Philadelphia, Pennsylvania.

DIRECTORS: Thomas Hart, Thomas Hart, Tobias Wagner, Samuel Grant, Jacob R. Smith, Geo. W. Richards, Morlecai D. Lewis, Adolphus E. Borie, David Jenkins, Mordecai Patterson. CHAS. N. BANCKER, *President.*

CHAS. G. BANCKER, *Secretary.*

Continue to make INSURANCES, perpetual or limited, on every description of property, in town and country, at rates as low as are consistent with security.

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

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

Mortgages	$418,150 00
Real Estate	54,000 00
Temporary Loans	61,500 00
Stocks	64,346 84
Cash, &c.	
Total	$1,212,708 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. GARDNER COFFIN, Agent,
Office, north-west corner Fifth and Wood sts.

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, Philadelphia:

DIRECTORS.

Stephen H. Crawford, Ambrose W. Thompson, Benjamin W. Tingley, Jacob L. Florence, William M. Godwin,

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Medical Examiner, Pittsburgh—James H. Wilson, M. D.
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GEO. K. ARNOLD, Agent,
No. 74 Fourth street, Pittsburgh.
mar17-y

PENNSYLVANIA INSURANCE COMPANY

OF PITTSBURGH.

CORNER OF FOURTH AND SMITHFIELD STREETS.

Authorized Capital, $300,000.

INSURE BUILDINGS and other property against loss or damage by Fire, and the perils of the Sea and Inland Navigation and Transportation.

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Rody Patterson, Kennedy T. Friend, J. Grier Speer, George R. White, A. W. Loomis, W. S. Haven, D. E. Park, H. B. Cunningham.

Hon. WM. F. JOHNSTON, President.
RODY PATTERSON, Vice President.
H. H. RYAN & CO. Insurance Broker, Treasurer.
S. S. CARRIER, Assistant Secretary. dec26m

Western Insurance Company, Pittsburgh.

R. MILLER, JR., President. ALLEGHENY CITY, *Secretary.*

CAPITAL, $300,000.

WILL insure against all kinds of risks, FIRE and MARINE. All losses will be liberally adjusted and promptly paid.

A Home Institution, managed by Directors who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.

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OFFICE, No. 62 Water street, (Warehouse of Spang & Co., opposite Market,) Pittsburgh. nov24-ly

WATCHES, JEWELRY, &c.

NEW GOODS!—WATCHES, JEWELRY, SILVER WARE, MILITARY GOODS, &c., WHOLESALE AND RETAIL.—Country Merchants and strangers visiting our city are respectfully asked to call, as we can serve them as well, and we think b. better, than they usually are served in Eastern cities, by laying them a responsible guarantee—an item difficult to obtain in many shops.

Silver Detached Levers ..... $40 to $150.00
Do Cylinders ..... 12 to 100.0
Ladies' Gold Lever and Lepine Watches, $25, and upwards.
Gentlemen's do do ..... $25 to $200
Chains, Seals, Keys, Pencils, Spectacles, Pens, Lamps, in excellent variety, and at lowest prices.

☞ Watch R pairing done promptly and in a superior manner. All work and all goods warranted.

W. W. WILSON,
67 Market street, corner of Fourth.
mh21

JOHN LITTLE, Jr., Agent,

No. 201 Liberty Street,

HAS JUST RECEIVED the following very choice articles:—

BRANDIES.

Genie Brandy, (very fine.)
Otard Dupuy & Co. (super.)
Marrett & Co.
Sazerac.

WINES.

Sarcial Madeira,
Howard, March & Co., Madeira
East India Madeira,
Table do
Amontillado Sherry,
Manzanilla do
Table do
Cooking do
Beeswing Port,
Pure Juice do
Ordinary do
St. Julien Claret,
Malaga Dry,
Do Sweet,
Champagnes,
Anchor,
Vertenay,
Heidseck,
Together with all other articles connected with the business.

Hock,
Lisbon.

RUM

Jamaica,
Santa Cruz.

GIN.

Boguet,
London Gordhal,
Schnapps.

SUNDRIES.

Rutherford's Scotch Ale,
Barclay's London Porter,
Wild Cherry Brandy,
Absinthe,
Anisette,
Curacoa,
Sardines,
Mocha and Java,
Young Hyo. and black Teas,
English Bronson Cheese,
Imported Havana Cigars, of various brands,
Old Monongahela Whisky, of all grades.

my29-dtaw

WIG MANUFACTORY,

MRS. RENTER,

Six doors from the Aqueduct, opposite the Collector's Office,

IS PREPARED TO FILL ORDERS FOR WIGS, and all kinds of

Ornamental Hair Work.

The best quality of material is furnished, and entire satisfaction guaranteed. my15-dtaw-ly

THAT LAND REGISTER issued by Thomas Woods, and given away to all at 75 Fourth street, describes a great variety of Farms, Houses and Lots. Those wanting homes would do well to get a Register. (It is described a few fine Country Seats. [jy30] THOMAS WOODS

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	$16,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,312 17
Bills Receivable, well secured, payable at Bank	126,227 75
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,800 00
Bank Stocks in New York city	68,950 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$723,278 63

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

Losses adjusted and due,—none.

Losses adjusted and not due, $118,818 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.

THO. A. ALEXANDER, Secretary.

STATE OF CONNECTICUT, } ss.
Hartford county. } Hartford, Jan. 1st, 1855.

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.

jan11 ÆTNA INSURANCE COMPANY,

OF HARTFORD, CONN. 1819.

CHARTERED,

PAID UP.

Cash Capital $500,000
Cash Surplus, on 1st JANUARY, 1855 ..... $273,273

THIS Capital Stock and Surplus is securely invested for the benefit of all policy holders. As an evidence of the claims we have to public confidence, and of its ability to pay losses promptly, we state a fact, that its receipts vary from $100,000 to $150,000 per month. Its business is well and well distributed, and in our opinion no Company in the United States affords better indemnity to policy holders than this Company. 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. H. RYAN & CO.
Insurance Brokers, Agents.

☞ Office, North-west corner Fifth and Wood streets, Pittsburgh. apr30-y

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 river, canals, lakes and land carriages, to all parts of the Union.

FIRE INSURANCES

On merchandise