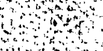
RAILROADS.

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 14th, 1858, Trains will run as follows:

GOING EAST.

Leave.	Express Train.	Mail Train.	Night Train.
Columbus	10:00 A. M.	3:30 P. M.	11:30 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 "	3:26 "
Barnesville	2:03 "	8:25 "	4:48 "
Belmont	2:14 "	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	6:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:15 "	7:08 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:28 "
Zanesville	1:10 "	9:20 "	10:30 "
Newark	2:28 "	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 9 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 Night Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; at Wheeling with Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points beyond Cincinnati by 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 Indianapolis 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 at Bellair more at 5 P. M., next day.

The 11:30 P. M. Night Train connects at Columbus with the Mail Train which leaves Cincinnati at 6:30 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 the Night Train; and Wheeling will take the Accommodation Train for Cumberland, sleep there, 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 Junction Monroeville; at Columbus with Trains for Cincinnati, and with trains for Xenia, Dayton, Indiana polis, 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, at Gideon, and with Night Train at 2.15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

JAMES DUNLAP, Jr., SOUTHWICK, *Supt.*

Zanesville, June 16, 1858.—jy21

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS ECLIPSE AND ROSALIE,

A. WELLS, Pilot.

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 one hour quicker than the circuitous one via Indianapolis.

Three Daily Trains from Pittsburg to Cleveland.

Three Daily Trains from Cleveland to Chicago.

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

On and after Monday, September 21, 1857, the trains on this road will run as follows:

VIA ALLIANCE

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 2.00, A. M. and 8.00, A. M. and 4.00 P. M. connect at Alliance at 8.00 A. M., 11.50 A. M., and 6.40 P. M. as follows:

Trains for Cleveland leave Alliance 8.00, A. M., 11.50 A. M. and 6.35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10.25 A. M., 2.10 P. M. and 8.0 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without detention, will take the train leaving Alliance at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., as that is the only train by which close connection is made to go through the above points. Passengers by this train reach Chicago at 7.30 next morning, and St. Louis at midnight.

The steamers Eclipse and Rosalie will leave the Monongahela wharf every morning, sundays excepted, at 10 o'clock, for Wellsville, connecting with the Express Train for Cleveland at 4.30 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 6.40 P. M., connecting at Bayard with Express Train, arriving in Cleveland at 2 in P. M.

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

☞ Tickets for Cleveland, Chicago and the North West via Wellsville, are sold at $1 less than via Alliance.

The Trains from Cleveland to Toledo and Chicago, run as follows:—Leave Cleveland at 6.00 A. M., 2.45 P. M., 7.30 P. M. Arrive at Chicago 8.30 P. M., 7.40 A. M., 8.30 P. M.

Trains leave Chicago for Rock Island and St. Louis as follows:—For Rock Island at 9.00 A. M. and 11.45 P. M. For St. Louis, 9.15 A. M. and 11.45 P. M.

Passengers for Rock Island Railroad: Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by steamboat (25 miles) to St. Louis. Passengers by the 9.15 A. M. Train arrive at St. Louis the 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	6 00		" Rock Island	16 00	13 50
" Toledo	8 50		" Galena	18 15	14 40
" Chicago	$15 00	$10 50	" Springfield	13 50	11 25
" Bloomington	14 00	11 25	" Alton	15 00	12 00
" St. Louis	21 00	16 50			

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

J. DURAND, Sup't, Cleveland.
J. A. CALDWELL, Ag't, Pittsburgh

sep1 Great American and U. S. Express & Mail Route

---

72 MILES OF DISTANCE SAVED,

And Two Changes of Cars and Baggage Avoided!

AIR LINE ROUTE

CHICAGO AND ST. LOUIS:

Via CHICAGO, ALTON & ST. LOUIS

RAILROAD,

Formerly Chicago & Mississippi.

CHICAGO TO ST. LOUIS IN 12½ HOURS.—Trains leave the Illinois Central Depot, foot of Water street—St. Louis Day Express daily, Sundays excepted, 7.15 A. M. St. Louis Night Express daily, Sundays excepted, 5.30 P. M. St. Louis Freight & Emigrant daily, Sund. exc. 6.30 A. M. *Baggage checked through to St. Louis.*

Trains run direct through to Alton, (299 miles,) without change of cars or baggage, and connect with the Company's splendid steamers *Winchester* and *Reindeer*, running in exclusive connection with Trains, between Alton and St. Louis, (25 miles) without landing. These boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with Baths and Spacious Wash-rooms, affording to passengers the opportunity of remaining the entire night on board, after a day's travelling, and reaching St. Louis refreshed from the effects of a long ride.

To Kansas and Nebraska this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all points on the Mississippi, Missouri, Kansas, Council Bluffs, Nebraska, &c., will find it the important saving in distance, being seventy-two miles, and St. Louis thirty-seven hours.

Through Tickets over this route can be procured at the various R. R. Ticket Offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at all Through Ticket Offices throughout the States, and at Baggage Agent Company's Office, No. 48 Dearborn street, opposite the Tremont House—and at the Depot of the Illinois Central Railroad, foot of Water street.

Responsible Baggage Men will always be at the Depots or the various Roads going into Chicago, to Check Baggage through to any point desired on the line.

R. P. MORGAN, Jr., Superintendent.
H. J. B. SCHERMERHORN,
Gen'l Passenger Agent.

sep27

THE PITTSBURGH AND CONNELLSVILLE

RAILROAD COMPANY

HAVING made an arrangement with the new and popular steamer "Reindeer" to run in connection with their Road between West Newton and Connellsville, announce the following change of Schedule on and after Wednesday, the fifth of September next:

The Steamer ROBIAN will leave the Pittsburgh and Connellsville Railroad Company's Wharf Boat, above Monongahela Bridge, for West Newton, every morning at half-past 5 o'clock, precisely, returning, will leave West Newton quarter before 8 A. M., arriving at Pittsburgh at noon.

The trains will run as follows:

Leave Davidson's Mill, one mile below Connellsville: First Train, 6 A. M. Second Train, 2 P. M.

Leave West Newton First Train, 9 A. M. Second Train, 6.15 P. M.

☞ Fare from Pittsburgh to Davids n's Mill, $1.75, including Meal on Steamer.

☞ Stages for Uniontown and Connellsville will connect with the Trains at Davidson's Mill.

For freight or passage, enquire of the Agents, at the Wharf Boats at West Newton and Pittsburgh.

W. W. BARNES,
sep20-tf President and Superintendent.

PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS, between Philadelphia and Pittsburgh. THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ A. M., and Pittsburgh for Philadelphia at 7. A. M. THE FAST LINE leaves Philadelphia for Pittsburgh at 1 P. M., and Pittsburgh for Philadelphia at 2.20, P. M. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11, P. M., and Pittsburgh for Philadelphia at 9.20, P. M.

Blairsville Accommodation Train leaves Pittsburgh daily, except Sunday, at 4.30 o'clock, P. M. Brinton's Accommodation Train leaves Pittsburgh daily at 11 o'clock A. M., 3.30 o'clock P. M., and 6.30 P. M.

The above lines connect at Pittsburgh with the Railroads *to and from* St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the Steam Packet Boats from 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 Lines, Philadelphia.
J. MESHIMEN,
Agent, Passenger Lines, Pittsburgh.

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 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 Lines 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 convenuous 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 Lake and Dearborn streets, in the Sauble Building; at the Depot of the Illinois Central R. R., and at the Rich. Cent. R. R. Office, corner of Lake and Dearborn streets, opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Sup't.
C. E. LAWRENCE,
Gen'l Ticket Ag't, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. jan19

ILLINOIS CENTRAL RAILROAD:

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from CHICAGO 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 10:20 P. M.—St. Louis and Cairo Express connecting at Centralia for Vincennes, Terre Haute, Indianapolis, Ohio and Mississippi 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 ferry 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, and be landed in that city in fifteen hours in advance of the river route, by taking the cars at Cairo.

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

jy6 R. B. MASON, Sup't.

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 route also connects at Pittsburgh with all the Railroads and Steamboats 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 *Great West*.

RATES BETWEEN PHILADELPHIA & PITTSBURGH

FIRST CLASS—Boots, Shoes, Dry Goods, } 75c. per 100lbs.
(in cases) Furs, Feathers, &c. }

SECOND CLASS—Books and Stationery, } 50c. per 100lbs.
Dry Goods, (in bales,) Hardware, Leather, }
Iron, Wool, &c. }

THIRD CLASS—Ashes, Bacon, Bagging, Bale Rope, Butter, Cheese, Coffee, Dried Fruit, Feathers, Flour, Grain, Groceries, Hides, Lard, Lead, Nails, Oils, Pitch, Rosin and Tar, } 40c. per 100lbs.
Pork, (packed,) Lard and Lard Oil, }

☞ The shipping Goods from our Depot, Kensington, Philadelphia, to particular places, is the *Pennsylvania Railroad*." All Goods consigned to the Agents of the Road at Philadelphia or Pittsburgh, will be forwarded without detention.

Forwarding Agents—Messrs. P. Shoudon, J. L. Elliott, Jr., & J. Fawcett, Philadelphia; Messrs. Thomas A. Scott & Co., Harrisburg; Messrs. Patterson, Bissell & Co., Lancaster; Messrs. Coleman & Frazier, Pittsburgh; Messrs. Ramsey & Co., Hollidaysburg; Messrs. Wm. Barnitz & Co., Johnstown; Messrs. Mellvaine, Mailman, Ind., Bedford & Co., St. Louis, Mo.; Messrs. A. & R. Kerr, Chicago, Ill.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. HEMPHILL,
General Freight Agent, Pittsburgh.

PITTSBURGH, Pa.

DUFF'S MERCANTILE COLLEGE,

PITTSBURGH, Pa.

INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, with Perpetual Charter.

FACULTY.

P. DUFF, President, and Professor of the Science and Practice of Accounts, Author of "Duff's Book-keeping," &c.

ANDREW C. HOWARD, Secretary and Professor of Penmanship.

CHARLES DUFF, Assistant Professor in Book-keeping and Penmanship.

J. D. WILLIAMS, Esq., of Cleveland Bar, Professor in the Law Department.

N. E. HATCH, Esq., of the Pittsburg Bar, Professor in Commercial Law.

E. DAVIES, Principal of the Mathematical Department.

A. L. ADAMS, Principal of the French and German Languages.

In the Commercial Department of this Institution has had the unremitting attendance of the Principal for the last 20 long years. Upwards of 3000 students have been prepared to fill the various places in the business world, many of whom are now engaged for themselves, or filling responsible situations as Book-keepers, Salesmen, Clerks, &c., in all the principal cities of the country. Besides, good situations are procured for worthy graduates, and assistance rendered in adjusting deranged books. There are no teachers in the Institution who were in this city discharged from their situations as such keepers, none who have not been regularly brought up to the profession of book-keeping as a business pursuit. Even the writing teacher (Mr. Williams) has had something more than a few lessons from a Philadelphia teacher (Spencer) like our Penmanship. No failure can be recorded in the institution. When our citizens are inquired by strangers for a teacher, they point to the name of our City Bank officers or merchants as persons who can be relied upon—and not be deceived into one of the deceptions which are before the public every day in the papers, in their pupils left to seek instruction after they can find it.

sep15

FULTON CAR WORKS.

FOUNDRY and MACHINE SHOP,

SANDUSKY, OHIO.

THE subscriber having purchased the new Works, recently erected, corner of Water, McDonough and Shelby streets, is prepared to contract for and execute all orders for PASSENGER, BAGGAGE, POST OFFICE, FREIGHT, PLATFORM, GRAVEL, HAND, and all other descriptions of CARS.

Also, for STEAM ENGINES of all sizes, GEARING, RAILROAD CASTINGS of all descriptions, and all other work appertaining to a Foundry and Machine Shop.

The Patented and Improved Iron Car Axle is a beneficial and practical men—mostly from Eastern manufactories—to keep themselves informed and adopt all practical modern improvements.

sep25-tf

WANTS—Cooks and Girls to do housework are wanted in the city and country to-day, for good places—numerous sites need supply. Situations wanted for a Farmer, a Carriage Driver, a Clerk (or Salesman, Mechanics of different trades), a Porter, a Laborer, a Boy to learn a trade, a boy to attend store. A middle-aged man, experienced in traveling South and West, wishes a situation as travelling agent or conductor of cars; can give satisfactory reference. Apply at BARR'S Intelligence Office, 410 Liberty st. augz27

GEORGE ALBERT..... M. C. STEPHENS.

BIGELOW & CO.,

(SUCCESSORS TO E. M. BIGELOW.)

No. 46 Diamond Alley, near Wood street, PITTSBURGH

COACHES, CARRIAGES, BUGGIES, &c., of every description of Fancy Vehicles built to order, and finished in a manner unsurpassed for beauty of design, elegance of habit, easiness of workmanship and durability of materials.

☞ All work warranted. augl3-y

PHOSPHATE OF LIME.—It is the universal testimony of Railroad men, Bankers, and those in other pursuits requiring accurate time, that the "Chas. Frodsham" Watch, manufactured at 84 Strand, London, is the most reliable, and unequalled by any other maker. Many of those which have been tested have been found to run within a minute a day in the year. I have obtained the right to the sale of these Watches in Pittsburgh and State of Pennsylvania.

Also, the F. B. Adams & Son's, and other first class Watches for sale.

Watch Repairing done in the best manner.

W. W. WILSON,
C. Market st., corner of Fourth.

aug1

FOR SALE—25 acres of Land in the town of Newton Falls, Trumbull county, Ohio; on which is a good two story brick dwelling. The outbuildings are of the best kind, and the ground is tastefully cultivated with shrubbery, grapes, apples and other fruits. The improvements cost more than twenty thousand dollars. It is offered for much less than cost, and part of the pay will be taken in western lands. It is a fine place for a man to live, and the ex-

augl0 THOMAS WOODS, 75 Fourth st.

STORE HOUSE, FARM, &c.—For sale, 10 acres of good land, all well fenced, with a garden patch in plenty of small fruits, grapes, &c.; an orchard of selected fruit; a large double Brick House, with eight rooms, kitchen and cellar; a brick Store House, with counter, &c.; barn, stable, and other out houses; well of good water. The land is of a deep, good soil, and in excellent condition. About one acre in timber, and coal under the whole place. Situated two miles from the Ohio river, at Smith's Landing. Price $1,400. Terms easy.

S. CUTHBERT & SON,
sep12 53 Market street

NEW BOOKS! NEW BOOKS!—The Hidden Path, by Marion Harland, author of "Alone."

Iowa as it is, by N. Howe Parker;

Memoirs of James G. Bennett;

Japan as it Was and Is, by R. Hildreth;

Home, or the Old West Room;

Sister Rosette, by Henry W. Herbert;

Dandelion, what he says;

Hell Hawks Afloat, illustrated;

Pounds, Shillings and Pence, by Samuel Lover;

Six Years Later, by Dumas;

Panorama of Life and Literature, for September

Just received and for sale by

W. A. GILDENPENNEY & CO.,
Fifth st., opposite the Theatre

sep12

SUGARS—10 bbls Extra Fine Powd'd White Sugar;
10 bbls D. H. Granulated do do
10 bbls Powdered do do
20 bbls Crushed do do

Just received and for sale by

REYMER & ANDERSON,
sep8 No. 39 Wood street.

FURNITURE POLISH.—To give your furniture a brilliant polish, use the *Scotch Polish*, sold by the subscriber. Price 25 cents per bottle, with full directions for use. Sold by [aug29] S. L. CUTHBERT, 53 Market st.

Pekin Tea Store,

NO. 28 FIFTH STREET, one door east of the Exchange Bank. Lovering's Refined and Clarified SUGARS for sale by [aug10] S. JAYNES.

HOTELS.

MANSION HOUSE.

GEORGE AURENTZ, PROPRIETOR,

NO. 344 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. feb19-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.

feb22

GOOD INTENT HOUSE,

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

JAMES SHANNON, Proprietor.

jan13-ly

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia. jan29-7

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle,) Proprietor. [aug29-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.

aul7 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

jy16-3m TERMS $1,50 PER DAY.

McMILLAN HOUSE,

BROWNSVILLE, FAYETTE CO., PENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, in a comfortable and elegant style, is now prepared to offer to the public, and give ample satisfaction to all who may favor the House. [aug17] JAMES DOWNEY.

HARRIS HOTEL,

(Late Parker's Exchange,)

NO. 123 LIBERTY STREET, host of Fifth street, Pittsburgh. SAMUEL HARR, Proprietor

This house, 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 House worthy the patronage of a first class hotel can be found.

jy16f C. PATRICK & SON.

RESTAURANTS.

WILKINS HALL,

W. C. GALLAGHER, PROPRIETOR.

Fourth street, between Wood and Smithfield.

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

The Proprietor will spare no pains to furnish to every one every luxury that can be found in the best regulated restaurants in the States. His spacious Bar will always be supplied with the best 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 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 served up in the best style by our experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDELMEYER,
G. B. FRANCIS.

jan13-ly

CORNUCOPIA

OYSTER AND COFFEE HOUSE.

D. BARNARD.

No. 46, Fifth Street, between Wood and Market.

jan9-1y PITTSBURGH.

CRYSTAL PALACE,

No. 18 Market street, south of

C. C. SEELY,

RESPECTFULLY informs his friends and the public generally that he has just started in the New York and Philadelphia modern style of OPENING OYSTERS and everything else in the culinary line, in the Third Street Saloon. He will also furnish the best of everything that the market will afford. He will always open until 2 o'clock in the morning.

OYSTER SALOON AND RESTAURANT!

108 WOOD STREET.

THE subscriber has now in his OYSTER SALOON and RESTAURANT the best that the market can afford, and is determined to keep up with the times.

Choicest Meats, Fowls, Fish, &c., &c.

that can be procured, which he will serve up in a manner to please the most fastidious, and in the most respectful manner.

CHARLES STILL,
jy24 108 Wood street.

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he has commenced manufacturing at the above location and the former well known and celebrated LAGER BEER, in quantities to suit purchasers, at the office, No. 72 DIAMOND ALLEY, where he can be personally solicited. All orders left at the office will be punctually attended to. All beer delivered in any part of the city or vicinity, free of charge.

V. G. SOHENCK.

Benitz' Lager Beer Hall,

No. 156 Second street, opposite the Custom House.

THE undersigned has just opened one of the largest and best Saloons in the city, where he will be pleased to see his friends and the public, and every other acquaintance. He will also furnish the best of everything that the market will afford. He will always open until 2 o'clock in the morning.

A. BENITZ.

ap24 Office, No. 72 Diamond Alley.

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 in Philadelphia.

DIRECTORS:

Stephen R. Crawford, Paul F. Goudelock,
Ambrose W. Thompson, Lawrence Johnson,
Benjamin W. Tingley, Geo. M'Henry,
Jacob L. Florence, James Berdsley,
William M. Goodwin, Hillman M'Kee.

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

GEO. H. ARNOLD, Agent,
No. 74 Fourth street, Pittsburgh.

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.

DIRECTORS.

Wm. F. Johnston, Rody Patterson,
W. M'Clintock, Kennedy T. Friend,
D. M Long, I. Grier Speyer,
A. Loeffler, Joseph R. Wilson,
Jacob Painter, A. A. Carrier,
James S. Negley, D. L. Patterson,
Wade Hampton, D. L. Pratt,
H. R. Coggeshall.

Hon. WM. F. JOHNSTON, President
RODY PATTERSON, Vice President

A. A. CARRIER, Secretary and Treasurer.
S. S. CASSIDY, Assistant Secretary. jan2-ly

Western Insurance Company,

B. MILLER, Jr., *President.* } F. M. GORDON, *Secretary*
Pittsburgh, February 27, 1855. } CAPITAL, $300,000.

WILL insure against all loss or damage by FIRE and MARINE. All losses will be liberally adjusted and promptly paid.

WM. C. HOPPER,
Agent.

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

Directors—B. Miller, Jr., C. W. Ricketson, J. W. Butler, C. Holmes, Jr., W. H. Smith, C. Hussen, George W. Jackson, Wm. M. Lyon, James Lippencott, George Darsie, James M'Cleary, Alexander Nimick, Thomas Scott.

☞ Office, No. 92 Water street, (Warehouse of Spang & Co., potteries,) Pittsburgh. nov24-1y

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., pay able semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,513 17
Bills Receivable, well secured, payable at bank	126,322 35
Railroad Stocks in Connecticut	97,513 00
Bank Stocks in the city of Hartford	142,896 00
Bank Stocks in New York city	98,000 00
Cash on hand, in Bank, and in hands of Agents and others	212,605 06
	$775,278 63

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

Losses adjusted and due,—none.

Losses unadjusted and not due, $148,518 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.

STATE OF CONNECTICUT, } ss. Hartford, Jan. 1st, 1855.
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 $1,000,000, which is a greater amount than was ever broken, 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. 97 Water street, Pittsburgh, Pa.

jan11 GEO. H. ARNOLD, Agent.

ÆTNA INSURANCE COMPANY,

OF HARTFORD, CONN.

CHARTERED, 1819.

PAID UP.

Cash Capital	$300,000
Cash Surplus, on 1st January, 1856	697,273 47

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 our ability to pay losses promptly, we state a fact, that its receipts vary from $175,000 to $160,000 per month. Its business is large and well distributed, so that a loss by fire in any part of the United States affords better indemnity to policy holders than the Ætna. They continue to make insurances on property in town or country at rates as low as are consistent with safety to the policy holder.

JAMES B. TEN EYCK, Agent.
☞ Office, North-west corner Fifth and Wood streets, Pittsburgh. ap2-1y

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 carriage to all parts of the Union.

FIRE INSURANCES

On merchandize generally.

On stores, dwelling houses, &c.

ASSETS OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$221,500 00
State of Pennsylvania, Philadelphia city, Spring Garden, Southwark, and other loans	151,653 42
Stocks in banks, railroads and insurance companies	24,012 20
Bills receivable	139,329 94
Cash on hand	16,071 30
Balances in the hands of Agents and premiums on Marine policies recently issued	121,707 67
Subscription Notes	100,000 00
	$777,276 53

DIRECTORS:

Dr. B. M. Richards, Jo