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 18th, 1855, 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	12:53 "	6:44 "	3:01 "
Cambridge	1:20 "	7:03 "	3:26 "
Barnesville	2:23 "	8:25 "	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 "	9:00 "
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	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 3:30 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 having Louisville and points below Cincinnati, and leaving 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 11:30 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, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 6:15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with trains to and from Sandusky, Mansfield and Mt. Vernon, and Dresden, via Nonesville; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and on 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 H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855—[je21]

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS ECLIPSE AND ROSALIE,

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 circuitous one via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

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

On and after Monday, September 3d, 1855, 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 3:00 P. M., connect at Alliance at 8:00 A. M., 11:50 A. M., and 6:50 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 Akron, Akron Falls and Akron, and arriving in Cleveland at 10:25 A. M., 2:10 P. M., and 8:28 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 Pittsburgh at 8:00 A. M., and arriving in Cleveland at 2:20 P. M., as that is the only train by which close connections are made through the above points. Passengers by this train reach Chicago at 7:30 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The steamer Eclipse and Rosalie 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.

An Accommodation Train will leave Wellsville daily, (sundays excepted,) at 6:40 P. M., connecting at Bayard with Express Train, arriving in Cleveland at 2:10 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 6:10 A. M., 2:45 P. M., 7:05 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 11:00 P. M. For St. Louis, 9:15 A. M. and 11:45 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 (25 miles) to St. Louis. Passengers by the 9:15 A. M. Train arrive at St. Louis 11 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.

To Alliance	1st class. $2 30	2d cl's.	To La Salle	1st class. $16 00	2d cl's. $13 50
" Cleveland	4 00		" Rock Isl'd	18 00	14 25
" Toledo	6 50		" Chicago	18 15	14 25
" Chicago	13 00	$10 50	" Springfield	18 70	16 20
" Bloomingt	16 00	14 50	" Burlington	19 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. CAUGHEY, Ag't, Pittsburgh.

jy21

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

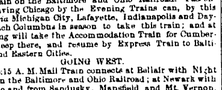
72 MILES OF DISTANCE SAVED,

And Two Changes of Cars and Baggage Avoided.

AIR LINE ROUTE
BETWEEN

CHICAGO AND ST. LOUIS:

Via CHICAGO, ALTON & ST. LOUIS



RAILROAD,

Formerly Chicago & Mississippi.

CHICAGO TO ST. LOUIS IN 15½ 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, Saturdays excepted, 9:30 P. M.
St. Louis Freight of Passengers only, Sund. exc., 5:30 A. M.
Baggage checked through to St. Louis.

Trains run direct through to Alton, (25 miles,) without change of cars or baggage, and connect with the Company's splendid steamers *Winchester* and *Reindeer*, running in exclusive connection with Passenger Trains from Alton to 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 Ladies Wash-rooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad 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, Osage, Omaha and The Platte Rivers, will find the important saving in distance, being seventy-two miles less to St. Louis, thirty-seven miles less to Bloomington, and fifty-eight miles less to Springfield than by any other route.

Through Tickets over this route can be procured at the various S. R. Ticket offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at all Through Ticket Offices throughout the States, and in Chicago at the 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 of the various Roads going into Chicago, to Check Baggage through to any point desired on the line.

R. P. MORGAN, Jr., Superintendent.
H. J. D. SOHERMERHORN,
Gen'l Passenger Agent.

sep7

THE PITTSBURGH AND CONNELLSVILLE

RAILROAD COMPANY

HAVING made an arrangement with the new and beautiful steamer "ROLIAN" 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:

The Steamer ROLIAN will leave the Pittsburgh and Connellsville Railroad Company's Wharf Boat, above Monongahela Bridge, for West Newton, every afternoon at half-past 3 o'clock, precisely, returning, will leave West Newton a 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, 12 M.

Leave West Newton: First Train, 8:30 A. M.; Second Train, 6:10 P. M.

☞ Fare from Pittsburgh to Davidson'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.

O. W. BARNES,
President and Superintendent.

sep6tf

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 2:30, 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 6:20 P. M.

The above lines connect at Pittsburgh with the Railroads *to and from* St. Louis, No. 1 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. MESKIMEN,
Agent, Passenger Lines, Pittsburgh.

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 BLUFFS, &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 river. Stages also leave Quincy daily for fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the convenient iron, the superior cars and locomotives of the Western, and 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 delays of Quicksands, and dangers of navigation, and 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.

G. A. THOMPSON, Supt.
C. E. POLLETT,
Gen'l Ticket Agt., Chicago.

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

ILLINOIS CENTRAL RAILROAD.

Carrying the Great U. States Mail and Express.

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

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

9:25 A. M. and 4:10 P. M.—Dubuque and Galena Express, connecting at Dunbeth (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 and Paducah, and frequently from Alton to 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 Ohio & Miss. R. R. Depot, Pittsburgh, and Michigan Central Railroad in Chicago.

jy5 R. R. MASON, Supt.

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 connects at Pittsburgh with daily lines of steamers to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers to and from the Lake ports. 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, (in boxes,) Furs, Feathers, &c. 75c per 100lbs
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c. 50c per 100lbs
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c. 40c per 100lbs
FOURTH CLASS.—Grain, Flour, Meal, Bacon and Pork, (packed,) Lard and Lard Oil, &c. 30c per 100lbs

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

FREIGHT AGENTS—Moses Pettit, Boston; J. L. Kihlberg, N. Y.; S. Speeler, Philadelphia; Thos. Flynn, Baltimore; Geo. C. Francisco, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. Mellvaine, Madison, Ind.; Reid & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

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

may9

DUFF'S MERCANTILE COLLEGE,

INCORPORATED BY THE LEGISLATURE OF Pennsylvania, with Perpetual Charter.

P. DUFF, President, (author of the "North American Accountant,") Professor of Book-Keeping and Commercial Science.

ANDREW T. HOWDEN, Assistant Professor of Book-Keeping.

CHARLES DUFF, Assistant Professor of Book Keeping and Penmanship.

J. B. WILLIAMS, (the best off-hand Penman in the United States,) Professor of Commercial and Ornamental Penmanship.

N. B. HATCH, Esq., of the Pittsburgh Bar, Professor of Mercantile Law and Political Economy.

P. HAYDEN, Principal of the Mathematical Department, Professor of Mathematics, &c.

E. L. APEL, Professor of the French and German Languages.

The Commercial Department of this Institution has had the unremitting attention of the Principal for the last ten years. Upwards of 3000 students have been prepared by him for business. His "young men" usually have all been trained for business by himself, and are experienced Teachers and practical Accountants, being frequently employed by business men to adjusting derangements. There are no teachers in this institution who were in the city dismissed from their situations as book keepers; none who made twenty blunders on a single page of a full book. Our writing teacher (Mr. Williams) has had something more than a few lessons from a Philadelphia teacher to prepare him for his business. No chance is afforded any by this institution. When our citizens are importuned by those of another, they should refer to some of our city book officers or merchants—persons whose opinion can be relied upon—and not be decoyed into one of those concerns which are being sold out every few months, and their pupils left to seek instruction where they can find it.

aug18

FULTON CAR WORKS.

FOUNDRY AND MACHINE SHOP,

SANDUSKY, OHIO.

THE subscriber having moved into his 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 Foremen of the Establishment are men of scientific and practical men—mostly from Eastern manufactories—who keep themselves informed and adopt all valuable improvements.

W. W. WETHERILL.

aug25tf

WANTS—Cooks and Girls to do housework are wanted in city and country, who can give good references; none need apply. Situations are wanted for Teamsters, a Carriage Driver, a Clerk or Salesman, Mechanics of different branches, a Porter, a Laborer on the Canal, and a boy to attend store. A middle-aged man, experienced in traveling South and West, wishes a situation as traveling agent or conductor of some business. Apply immediately at BARR'S Intelligence Office, 410 Liberty st. aug25tf

GEORGE BARR.

HIGELOW & CO.,

(SUCCESSORS TO S. M. HIGELOW,)

No. 46 Diamond Alley, near Wood street, PITTSBURGH.

COACHES, CARRIAGES, PHÆTONS, BUGGIES, and every description of Fancy Vehicles built to order, and finished in a manner unsurpassed for beauty of design, elegance of finish, skill of workmanship, and durability of materials.

☞ All work warranted. aug18:1y

HODSHAM WATCHES—It is the universal testimony of Railroad men, Bankers, and those in other pursuits requiring accurate time, that the Chas. Prudham's Watch, manufactured at 84 Strand, London, is the most reliable, and unequalled by any other maker. Many of these which have been tested have been found to run within a minute in the year. I have obtained the agency for 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,
67 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 magnificent dwelling. The outbuildings are of the best kind, and the ground is tastefully ornamented with shrubbery, grapes, apples and peaches. 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 at home. Inquire of

THOMAS WOODS, 75 Fourth st.

aug10

STORE HOUSE, FARM, &c.—For sale, 10 acres of good land, all well fenced, with a garden paled 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 cool under the whole place. Situated two miles from the Ohio river, at Sewickley Landing. Price $1,400. Terms easy.

R. CUTHBERT & SON,
53 Market street.

sept2

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;
Olie, or the Old West Room;
Star Papers, by Henry W. Beecher;
Beesticks, what he says;
Bell Smith Abroad, Illustrated;
Pounds, Shillings and Pence, by Samuel Lover;
Six Years Later, by Dumas;
Panoramas of Life and Literature, for September.

Just received and for sale by

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

sept12

SUGARS—10 bbls Extra Pine N'w'l White Sugar;
10 bbls D. R. Granulated do do
10 bbls Powdered do do
20 bbls Crushed do do

Just received and for sale by

REYMER & ANDERSON,
No. 39 Wood street.

sep8

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. 38 FIFTH STREET, one door east of the Exchange Bank. Lovering's Refined and Clarified SUGARS for sale by [aug16] 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. 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 traveling public to give him a call. Assured, with the convenience of the house and his long experience in the business, he can give entire satisfaction, and his charges moderate.

feb22 WM. C. CONNELLY.

GOOD INTENT HOUSE,

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

jan18:1y JAMES SHANNON, Proprietor.

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

OASKILL HOUSE,

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

THIS popular house, which has so long been in 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 Railroad, it offers inducements unsurpassed in Warren for the accommodation of the traveling community.

A share of public patronage is respectfully solicited.

au17 M. OASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

jy19:3m TERMS, $1,50 PER DAY.

McMILLAN HOUSE,

JOHNSTOWN, TENNA.

THE undersigned having taken charge of the above named House, and refitted it at a large expense, to make it comfortable as well as elegant style, is now prepared to receive guests, give simple satisfaction to all who may pass or raise the House. [au8:tf] JAMES DOWNEY.

HARE'S HOTEL,

[late Farmer's Exchange,]

NO. 133 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 extensive repairs, alterations, and large additions of new furniture, etc., and the proprietors pledge themselves that nothing shall be wanting that their guest may expect to render the FRANKLIN a place where all the comforts of a first class hotel can be found.

jy4tf C. PATRICK & SON.

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 all hours prepared to furnish every luxury that can be found in the best regulated restaurants in the Eastern cities. Oysters will always be supplied with the very best Liquors. Game of every description, in its season, can always be found at Wilkins Hall. [sep1 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 bar 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,
G. B. FRANCIS

jan13:1y

CORNUCOPIA

OYSTER AND COFFEE HOUSE

D. BARNARD.

No 40, Fifth Street, between Wood and Market.

jan19:1y

CRYSTAL PALACE,

No. 15 Market street.

C. C. SEELY,

RESPECTFULLY informs his friends and the public in general, that he has just rented his New York and Philadelphia modern style of OYSTER and ENTERING saloon, where he will be pleased to see them, and affording every thing seasonable. He will also furnish the best of everything that the market will afford. House always open until 12 o'clock in the morning. mar13:tf

OYSTER SALOON AND RESTAURANT!

108 WOOD STREET

THE subscriber has now his OYSTER SALOON AND RESTAURANT in perfect order, in a manner that cannot be excelled by any similar establishment in the city.

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

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

His Bill of Fare cannot be surpassed, and he would respectfully invite the attention of the public to it.

C. H. MITCHELL, West Point, April 18, 1854.—*Gentlemen:* I have looked over "Henck's Field Book for Railroad Engineers," and think it well adapted to the object it is intended for, and have no question but it will be found a very useful and practical volume both for office and field work.

D. H. MAHAN.

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 mint 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 the execution, alike with the perspicuity of arrangement effected by the author, and the excellent typographical taste displayed by his publishers.

B. FRANKLIN GREENE,
C. E. and Director of Rensselaer Polytechnic Institute.

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

au5

100 BOXES SCALED HERRING;
250 boxes No. 1 Herring;
600 half boxes Gallons Sardines;
300 boxes do do
500 quarter bbs. do do
5 dozen Anchovies;
4 dozen Capers;
5 dozen Olives;
5 dozen Lobsters.

Just received and for sale by

REYMER & ANDERSON,
No. 39 Wood street.

sep7

ENGLISH BREAKFAST TEA—10 chests of this superior Tea, at 50 cents, just received at Chinese Tea Store.

aug29 F. R. DRAVO, No. 1 Diamond.

HAVING FOUND TENANTS for all the Dwelling House put under our care, we are now prepared to procure tenants for others. Owners of vacant houses will find it to their interest to give us a call, as we have daily applications for houses. Also, collection of rents, ground rents and repairs attended to. Charges moderate.

B. CUTHBERT & SON,
53 Market street.

sep1

NEW NOVEL, BY AUTHOR OF "ALONE."—The Hidden Path, by Marion Harland; just received and for sale by [aug28] JOHN H. DAVISON, 65 Market st.

HAVANA SEGARS—I have just received a splendid lot of *genuine Havana Segars.* Those wishing a good segar can always obtain it at JOS. FLEMING'S,
Corner of Market st. and Diamond.

sept

BLACK SILKS—A. A. MASON & CO. have just rec'd per express several pieces of Plain Black Silks, of very superior lustre and quality. aug24

OIL—30 bbls S. S. Whale and Tanner's Oil for sale by

aug25 SMITH, MAIR & HUNTER.

INSURANCE COMPANIES.

Increase of Cash Capital

TO HALF A MILLION DOLLARS!

ÆTNA INSURANCE COMPANY,

HARTFORD, CONN.—CHARTERED 1819.

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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 06
Seventy-two Mortgage Bonds, 6 and 7 cent., payable semi-annually	72,000 00
Debts due the Company, secured by mortgage	7,313 17
Bills Receivable, well secured, payable at Bank	126,327 25
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,866 00
Bank Stocks in New York city	98,050 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$773,278 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, $148,516 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 the 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 reasonable rates.

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

H. B. TEN EYCK, Agent.

jan11

ÆTNA INSURANCE COMPANY,

OF HARTFORD, CONN.

CHARTERED, 1819.

PAID UP:

Cash Capital $500,000
Cash Surplus, on 1st JANUARY, 1855 $473,473

THIS Capital Stock and Surplus is securely invested for the benefit of all policy holders, and is ready at any time for the claims we have to public confidence, and of its ability to pay losses promptly, we state a fact, that its receipts very from $126,000 to $150,000 annually, and its losses in large and well distributed, and in our opinion no Company in the United States adjusted, and paid more promptly, or holders more satisfied with the result. They continue to make insurance on property in town and country, at rates as low as is consistent with safety to the policy holder.

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MARINE INSURANCES.

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

FIRE INSURANCES

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

ASSETS OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$24,500 00
State of Pennsylvania, Philadelphia city, Spring Garden, Southwark, and Penn Township	181,852 42
Stocks in banks, railroads and insurance companies	34,012 20
Bills receivable	106,425 91
Cash on hand	16,061 50
Balances in the hands of Agents and premiums on Marine Policies recently issued	121,707 67
Subscription Notes	100,000 00
	$627,559 69

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