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.	9.30 P. M.
Newark	11.10 "	4.45 "	12.50 A. M.
Zanesville	12.23 P. M.	6.00 "	2.12 "
Concord	12.53 "	6.44 "	3.01 "
Cambridge	1.20 "	7.08 "	3.26 "
Barnesville	2.23 "	8.25 "	4.45 "
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 "	7.08 "
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 "	10.27 "	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 leaving Louisville and points below Cincinnati, will take the 7 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 4.45 P. M., next day.

The 11.20 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 7.30 P. M., and arrives at Bellair at 6.15 A. M.; connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers are 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 5.15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Mecaprelle; at Columbus with the Express Train for Cincinnati, and with trains for Xenia, Dayton, Indianapolis, and Chicago, via Dayton and via Urbana.

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

The 6.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 6.15 A. M. direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago.

ISAAC H. SOUTHWICK, *Sup't.*

Zanesville, June 18, 1855.—jy21

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 Pittsburgh.

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 5.00 A. M., 11.50 A. M., and 6.20 P. M., as follows:

Trains for Cleveland leave Alliance 5.00, 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 8.55 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 2.00 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 route reach Chicago at 7.30 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The steamers 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 4.20 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 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 (26 miles) to St. Louis. Passengers by the 9.15 A. M. Train arrive at St. Louis 11.20 same evening, and by the 10.00 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. $2.00	To La Salle	1st class. $18.00	2d cl's. $13.50
" Cleveland	4.00	" Rock Isl'd	18.00	14.25
" Toledo	6.50	" Galena	18.15	14.00
" Chicago	13.00	" Springfield	14.70	10.20
" Bloomingt.	16.90	" Burlington	19.00	
" St. Louis	21.00			

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.
sep1 J. A. CAUGHEY, Ag't, Pittsburgh

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

74 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 15¼ 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 & Emigrant daily, Sund. exc. 5.30 A. M. *Baggage checked through to St. Louis.*

Trains run direct through to Alton, (250 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 a landing. These boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with baths and services in Wash-rooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad traveling, and reaching St. Louis refreshed from the effects of a railroad ride.

To *Kansas* and *Nebraska* this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all point on the Mississippi, Missouri, Kansas, Cumberland and Tennessee rivers, will note the important saving in distance, being *seventy-four* 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 R. R. Ticket offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at the 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.

Re-possible 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.

J. B. MORAN, Jr., Superintendent.
H. J. D. SCHERMERHORN, Gen'l Passenger Agent.
sep7

THE PITTSBURGH AND CONNELLSVILLE

RAILROAD COMPANY

HAVING made an arrangement with the new and beautiful steamer "ÆOLIAN" 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 ÆOLIAN 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 at quarter before 5, 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, 6:15 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,
sep6tf 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 2:30, 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, 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

RAILROAD

FORMERLY THE CHICAGO AND AURORA & CHIC. MILITARY TRACT R. R. is now COMPLETE.

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

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

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

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the continuous Rail, the smoothest 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, in Chicago, corner of Lake and Dearborn sts., Granite Building; at the Depot of the Galena R. R.; and at the Mich. Cent. R. R. Office, corner of Lake and Dearborn sts., opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. H. FOLLETT, Gen'l Freight Agent.
C. E. FOLLETT, 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. and Chicago and Galena Railroad, forms the most direct and only continuous Line of R. R. route from

CHICAGO to ST. LOUIS,
CHICAGO to CAIRO,
CHICAGO to DUBUQUE.

Trains leave Chicago as follows:

10 A. M. and 10.30 P. M.—St. Louis and Cairo Express Passenger for St. Louis, Cairo, and all points on the east of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

5.30 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 ports.

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 190 miles of tedious and uncertain river navigation, by leaving the Ohio River and arriving fifteen hours in advance of the river route, by taking the cars at Cairo.

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

jy6 R. R. 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 road also connects at Pittsburgh with daily line of steamers to all parts on the Western Rivers, and at Cleveland and Sandusky with steamers to all parts on the Northern lakes, making the most *direct, cheapest and reliable route* by which FREIGHT can be forwarded to and from the *West*.

RATES BETWEEN PHILADELPHIA & PITTSBURGH.

FIRST CLASS—Boots, Shoes, Dry Goods, (in boxes), Furs, Feathers, &c. 50c. per 100lbs.

SECOND CLASS—Books and Stationery, Dry Goods, (in bales), Hardware, Leather, Wool, &c. 40c. per 100lbs.

THIRD CLASS—Anvils, Bagging, Bacon and Pork, (in bulk), Hemp, &c. 30c. per 100lbs.

FOURTH CLASS—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil. 40c. per 100lbs.

☞ In shipping bills specify the point East of Philadelphia, be particular to mark packages via *Pennsylvania Railroad*." All goods consigned to the Agents of this Road in Philadelphia or Pittsburgh, will be forwarded without detention.

PERSONS AGENTS—Moses Potter, Boston; J. L. Elliott, N. Y. Kennedy & Co., Philadelphia; Thos. Ward, Baltimore; Geo. C. Fearnleaven, Philadelphia; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; Wm. Mackrell, Chicago; Wm. Wheeler & Co., St. Louis, Mo.; S. Mitchell & Son, Evansville, Indiana.

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

DUFF'S MERCANTILE COLLEGE,

CORNER OF WOOD AND FOURTH STS., PITTSBURGH, PA.

INCORPORATED BY THE LEGISLATURE of Pennsylvania, with Perpetual Charter.

FACULTY.

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

ANDREW T. HOWDEN, Assistant Professor of Book Keeping.

CHARLES DUFF, Assistant Professor of Book Keeping and Penmanship.

D. WILLIAMS, (the best old hand Penman in the United States,) Professor of Commercial and Ornamental Penmanship.

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

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

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

The Commercial department of this Institution has had the unremitting attention of the Proprietor for the last fifteen years. Upwards of 2000 students have been prepared by him for business. His young men' assistants have all been trained for business by himself, and are experienced Teachers and practical Accountants; being frequently employed by business men in adjusting deranged books. There are no teachers in this Institute who were in existence dismissed from their situations as book-keepers, none who made twenty blunders on a single page of a bill book. Our writing teacher (Mr. Williams) has had teaching for more than a few lessons from a Philadelphia teacher to prepare him for his business. No runners employed by this Institution. Where our citizens are importuned by those of another, they should refer to some of our city Banks officers or merchants—persons whose opinions are to be relied upon—and not be deceived into one of those concerns which are being sold out every few months, and their public left to seek instruction where they can find it. ssu1y

FULTON CAR WORKS.

FOUNDRY AND MACHINE SHOP

SANDUSKY, OHIO

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

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

The foremen of the different departments are skillful and practical men—mostly from the manufactories—who keep themselves informed and adopt all valuable modern improvements. W. W. WETHERILL.

aug25 tf

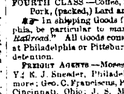
☞ WANTS—Cooks and Girls to do housework are wanted in city and country, who can give good references; none else need apply. Situations wanted by young men—Carriage Drivers, Clerks or Salesmen, Mechanics of different branches, a Porter, a laborer, a boy to learn a trade, a boy to attend store. A middle-aged German wishes a situation as traveling South and West, wishes a situation as traveling agent or conductor of cars; can give good reference. Apply at BANK'S Intelligence Office, 410 Liberty st. aug25tf

GEORGE ALBERT. M. L. STEPHENS.

BIGELOW & CO.,

(SUCCESSORS TO S. M. BIGELOW,)

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



COACHES, CARRIAGES, PHETONS, BUGGIES, and every description of Fancy Vehicles built to order, and finished in the highest style of elegance and beauty in design, elegance of finish, skill of workmanship, and durability of materials.

☞ All work warranted. aug13 ly

FRODSHAM WATCHES—It is the universal testimony of Railroad men, Bankers, and those in other pursuits requiring accurate time, that the "Frodsham" Watch, manufactured at 84 Strand, London, is the most reliable, and unequalled by any other maker. Many of these which have been tested for beauty of finish, keep to the minute in 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—75 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 cultivated 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

aug10 THOMAS WOODS, 75 Fourth st.

STORE HOUSE, FARM, &c.—For sale, 19 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 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;
Olio, or the Old West Room;
Star Papers, by Henry W. Beecher;
Bootlicks, what he says;
Bell Smith Abroad, 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. GILDENNEYNEY & CO., Fifth st., opposite the Theatre.

SUGARS—10 bbls Extra Fine Powd 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,
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. 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 simple accommodation to travelers and teamsters. His Liquors and Bar will be furnished with the best the market can afford.

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.

Jan18ly JAMES SHANNON, Proprietor.

OWSTON'S.

WAVERLEY HOUSE, 50 South Eighth street, between Chestnut and Walnut, Philadelphia. [au29y

THE UNION,

NO. 111 Arch street, Philadelphia. T. S. WEBB (late of the Eagle,) Proprietor. [au29y

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.

au17 M. GASKILL.

FRANKLIN HOUSE.

CHESTNUT STREET, ABOVE THIRD, PHILADELPHIA.

PARKER & LAIRD, Proprietors.

jy23m TERMS $1.50 PER DAY.

McMILLAN HOUSE,

JOHNSTOWN, PENNA.

THE undersigned having taken charge of this 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 satisfaction to those who may patronize the House. JAMES DOWNEY.

HARE'S HOTEL,

(late Farmer's Exchange,)

NO. 102 LIBERTY STREET, foot of Fifth street, Pittsburgh, Pa. JAMES P. LLOYD & CO., Proprietors.

This Hotel is entirely new, having just been completed and opened for the accommodation of the public. [ap15

FRANKLIN HOUSE, Cleveland, Ohio.

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

jy14tf 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 now prepared to furnish every luxury that can be found in the best regulated restaurants in the States. His spacious Bar will always be supplied with the very best liquors. Game of every description, in its season, can always be found at Wilkins Hall. W. C. GALLAGHER.

BANK EXCHANGE,

THIRD STREET, BETWEEN WOOD AND MARKET.

THE subscriber would respectfully announce to the public generally, that they have leased the above well known Restaurant, which has just been thoroughly renovated, repaired and furnished, 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. They will at all times be supplied with the delicacies of the season, and served up under the supervision of experienced cooks. They respectfully ask for the patronage of a generous public.

J. SCHANDIMEMER,
A. B. FRANCIS.

jan13ly

CORNUCOPIA

☞ OYSTER AND COFFEE HOUSE ☜

D. BARNARD.

No. 40, Fifth Street, between Wood and Market.

jan16 Pittsburgh.

CRYSTAL PALACE,

No. 1n Market street.

C. C. BEELY,

RESPECTFULLY informs his friends and the public in general, that he has just started his New York and Philadelphia modern style of COOKING OYSTERS and everything else in the eating line. Oysters in the Shell or Stewed, at 12½ cents a dozen. He will also furnish the best of everything that the market will afford. House always open until 2 o'clock in the morning. mar15tf

OYSTER SALOON AND RESTAURANT

108 WOOD STREET.

THE subscriber has opened an OYSTER SALOON AND EATING HOUSE perfected in a manner that cannot be excelled by any similar establishment in the city.

REMEMBER THE NAME AND NUMBER OF THE DAY, from the

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

He has spared no expense in the fitting up thereof, and he would respectfully invite the attention of the public to it.

CHARLES SIEBL,
108 Wood street.

St. Clair Lager Beer Brewery.

THE undersigned respectfully informs the public that he is now fully prepared to serve private families and the public generally, with his celebrated LAGER BEER, in bottles. All orders left at his office, No. 20 St. Clair street, near Liberty street, will be promptly attended to, and the Beer delivered to any part of the city or vicinity.

jy21tf H. SCHENCK.

Benitz' Lager Beer Hall,

No. 106 Smithfield street, opposite the Chatham House.

THE subscriber has just opened one of the largest and best furnished Lager Beer Halls in the city. His Beer is acknowledged to be a superior article, and every other accommodation about his house cannot be excelled.

C. BENITZ.

Kennett Ale.

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

The attention of families, and the trade, is respectfully solicited. [ap15 ly

Mineral Water and Sarsaparilla

WM. D. ENGLISH, Fifth street, below Penn, is now manufacturing and bottling the above beverages on an extensive scale. His articles are of the best quality, and manufactured from the purest materials. [ap15 ly

HOPPER'S PATENT PLANE

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

All who have tried Hopper's Plane are in most valuable terms, that must speak more into a general use. The following letters from practical workmen are but two among many, which he has received, and which he is recommending this 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 other Plane in use. We consider it peculiarly adapted to planing oak, cherry, walnut, and all sorts of hard woods, 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 lumber 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 scraper.

It is particularly adapted to planing veneers, and it does not require one half the time or labor of the old method, and it has to be doubt, when its 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 no doubt but it will give a smooth and beautiful finish to veneers as the Hopper Patent Bench Plane.

JAMES W. WOODWELL,
Furniture Warerooms, 27, 29 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 the same.

WM. C. HOPPER.

Pittsburgh, March 23, 1855.—(ab21tf)

FIELD BOOK FOR RAILROAD ENGINEERS.—Containing tables of curves, cut curves, determining frog angles, levelling, calculating earth-work, etc., etc., together with tables of squares, cubes, reciprocals, hyperbolic logarithms, logarithms and natural signs tangents, etc., etc., by John B. Henck, Civil Engineer. Pocket-book form. $1.50.

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

B. SHUMAN AGAINE, 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 its author proposes, and have no question but it will be found a very useful and practical volume for office and field work. TROT, 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 its 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.
au3

100 BOXES SCALED HERRING.
250 boxes No. 1 Herring;
600 half boxes Gaitous Herrings;
200 boxes do do
300 quarter boxes do do
5 dozen Anchovies;
5 dozen Capers;
5 dozen Olives;
4 dozen Lobsters.
Just received and for sale by
REYMER & ANDERSON,
sep1 No. 39 Wood street.

ENGLISH BREAKFAST TEA—10 chests of this superior Tea, at 50 cents, just received at China Tea Store.
aug29 F. R. DRAVO, No. 1 Diamond.

HAVING FOUND TENANTS for all the Dwelling Houses 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 many applications for houses. Also, collection of rents, insurances and repairs attended to. Charges moderate.

S. CUTHBERT & SON,
sep1 53 Market street.

NEW NOVEL, BY AUTHOR OF "ALONE."—The Hidden Path, by Marion Harland; just received and for sale by [aug28] JOHN S. 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. FLEMINGS.
sep4 Corner of Market st. and Diamond.

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

OIL—30 bbls N. B. Whale and Tanner's Oil for sale by
aug22 SMITH, MAIR & HUNTER.

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	$ 10,672 05
Seventy-two Mortgage Bonds, 6 and 7 cent., payable annually	72,050 00
Debts due the Company, secured by mortgage	7,813 11
Bills Receivable, well secured, payable at Bank	126,327 37
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,996 00
Bank Stocks in New York city	98,050 00
Cash on hand, in Bank, and in hands of Agents	212,505 06
Total	$773,378 53

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

Losses adjusted and due,—none.

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 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 the Company for the year 1854 exceed $750,000, while the premiums received for the same time falls short of the amount received by them, since the organization of the Company.

Policies, covering nearly all descriptions of property, issued at the most favorable rates.

☞ Office, No. 67 Water street, Pittsburgh, Pa.