PITTSBURGH:

WEDNESDAY MORNING, MAY 21, 1856.

Kansas Aid Association!

President—GEORGE W. JACKSON.
Rec. Secretary—S. H. IRISH.
Cor. Secretary—EDWARD J. ALLEN.
Those having business with the Society, or desiring information concerning it, apply to either of the above named persons, either personally or by mail. Office of the Recording Secretary, Fourth street, near Smithfield.

STOCKHOLDERS' MEETING.—The stockholders of the Pittsburgh and Steubenville Railroad held a meeting yesterday morning, at the office of the Company.

On motion Hon. T. M. Howe, took the Chair and called the meeting to order.

On motion Mr. A. Kirk Lewis, acted as Secretary.

The Chair read the call for the meeting.

The President of the company, stated that he and Gen. Moorhead had been appointed a committee to go to New York with a view to lease the road. They had done so, and he submitted a contract entered into by the committee, which is as follows:

This Indenture, made and entered into this 10th day of May, in the year one thousand eight hundred and fifty six, (1856) between The Pittsburgh & Steubenville Railroad Company, party of the first part, and John S. King, of the village of Geneva, in the County of Ontario, and State of New York, and Ambrose W. Thompson, of the City of New York, in said State, parties of the second part, witnesseth:

That the said party of the first part for, and in consideration of the covenants and agreements hereinafter mentioned, reserved and contained on the part and behalf of the parties of the second part and their assigns, to be kept and performed, Have granted, demised, let and leased, and by these presents, do grant, demise, let and lease, unto the said parties of the second part, their executors, administrators and assigns, for the term or period hereinafter mentioned, All the property, land and premises, real and personal estate, known and distinguished as The Pittsburgh & Steubenville Railroad, which is in progress of completion, and all rights of Way and easements of every nature which the parties of the first part have acquired or may hereafter acquire, and the right to work and use the same together with all the tenements, hereditaments and appurtenances thereto belonging, or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in Law as in Equity, of the party of the first part, in and to the above described premises, and every part and parcel thereof with the appurtenances.

And the party of the first part hereby covenants that the said premises are free and clear from all incumbrances, liens and charges of every kind except as herein expressly stated, and that there are no debts, claims or demands of any kind against the said party of the first part, except such as are herein expressly mentioned and set forth. And the party of the first part further covenants and agrees to issue, pay over and deliver to the parties of the second part, coupon mortgage bonds upon the said railroad and the premises herein before described, to the amount of one million and five hundred thousand dollars ($1,500,000) which shall be payable in twenty-five years from the date thereof, and shall bear interest at the rate of six per cent per annum from such date, payable semi-annually at such place as the parties of the second part may designate.

And the party of the first part also covenants to issue stock in and of the said company (the parties hereto of the first part) to the amount of two hundred thousand dollars ($200,000) and to pay over and deliver to the parties of the second part the scrip which is or shall be the representative of such stock to the full amount thereof, and the party of the first part covenants and agrees to deliver such bonds as aforesaid to the parties of the second part in monthly instalments, as the work progresses, Provided, That the said monthly instalments shall be in ratio to the time agreed upon for finishing the said road, and work done, and materials furnished and delivered, and to deliver the whole balance of the bonds and stock, if any, when the said Pittsburgh and Steubenville Railroad shall be completed, as is also hereinafter provided; and the party of first part also covenants that they will pay over and deliver to the parties of the second part the whole of said issue of said bonds and said stock at any time when the parties of the second part shall deposit the value or securities for the value of the same, with such parties as may be agreed upon by the parties hereto.

The parties of the second part in consideration of the delivery of said issue of bonds and said stock to them as aforesaid hereby for themselves and their assigns covenant and agree to apply the same to the completion of the Pittsburgh and Steubenville Railroad, including bridges across the Ohio and Monongahela rivers, and to the payment of existing debts and liabilities of said Pittsburgh and Steubenville Railroad Company to contractors and others, to an extent not exceeding three hundred and fifty thousand dollars.

And the parties of the second part also covenant and agree to complete the connexion made between the Pennsylvania Railroad and the Steubenville and Indiana Railroad, by the finishing of bridges and track, within eighteen months after the Pittsburgh and Steubenville Railroad shall be completed as aforesaid, provided no obstacle beyond the control of the parties of the second part shall intervene, and to pay the interest upon the Coupon mortgage bonds to be issued under this agreement as hereinafore set fourth to the extent of fifteen hundred thousand dollars thereof, and to pay four per cent per annum on fifteen hundred thousand dollars of the stock of said company to the stockholders in the Pittsburgh and Steubenville Railroad company, during the term of this lease, and it is mutually agreed that the said last mentioned payment of four per cent shall be made semi-annually and the first payment of two per cent shall be made on the first day of July in the year one thousand eight hundred and fifty-seven (1857.)

And the parties of the first part further on their part covenant and agree that when this lease shall become binding the said parties of the first part will immediately deliver up to the parties of the second part all the material and equipments of every kind belonging to and upon the line of the Pittsburgh and Steubenville Railroad, and all the money and other securities of said company, represented as amounting to at least one hundred thousand, ($100,000); and that the parties of the first part will assign and deliver to the parties of the second part all debts and rights of action and choses in action, which belong to or are property of the said Pittsburgh and Steubenville Railroad Company.

"It is further mutually covenanted and agreed: that this indenture of lease, and the covenants and agreements herein contained, shall be binding upon the Pittsburgh and Steubenville Railroad Company as soon as approved by the stockholders in said company, at a meeting to be called for that purpose, and that this Indenture of Lease shall be binding upon the parties of the second part, in sixty days from the date hereof—unless the parties of the second part shall previously give notice to the parties of the first part that they decline to comply herewith, or that they require a further period of thirty days to comply herewith.

"It is further mutually covenanted that this lease shall continue in full force and effect for the term or period of twenty years from the date hereof, and for the further period of twenty years at the option of the parties of the second part, at an increase of two per cent—making six per cent per annum upon the aforesaid stock of one million five hundred thousand dollars—and, upon the parties of the second part making suitable provision for the redemption or continuance of the aforesaid issue of bonds, unless the party of the first part shall notify in writing the parties of the second part that the same must cease and determine, such notification, if any, to be given at least six months prior to the termination of this lease. The parties of the second part also covenant that, at the expiration of the term aforesaid, for which this indenture of lease is made aforesaid, they will surrender the said railroad and the premises hereinbefore described, and such equipments properly belong to the party of the first part to the said party of the first part, in good running order and condition.

"It is further mutually covenanted and agreed: that this Indenture of lease is made, subject to a certain contract entered into by and between the party of the first part and the Chartiers Valley Railroad Company, dated April 27th, 1855, and recorded in the office for recording Deeds in Allegheny county, in the State of Pennsylvania, in Deed Book, vol. 119, page 239, Aug. 10, 1855.

"It is further mutually covenanted and agreed that, if the parties of the second part shall neglect or fail to pay the aforesaid interest upon the Coupon Mortgage Bonds and Stock, as herein before provided, for thirty days after it is due, then and in that case this lease shall be void, and the parties of the first part shall have full power and are hereby authorized to re-enter and take possession of the premises hereby demised, and shall be entitled to and shall receive such damages as they may sustain by reason of such failure and neglect; and if the party of the first part shall neglect or fail to perform any of the covenants and conditions herein set forth to be by the party of the first part performed, then and in such case the parties of the second part shall be entitled to and shall receive and may recover such damages as will compensate the said parties of the second part for such neglect or failure.

"In witness whereof the Pittsburgh & Steubenville Railroad Company, parties hereto of the first part, by Isaac Jones and J. K. Morehead, the attorneys and agents of the party of the first part, duly authorized and appointed under, and pursuant to a resolution duly passed at a meeting of the Stockholders of said Company legally convened, on the 14th day of January, 1856, has duly executed and delivered this Indenture of Lease, this 10th day of May, in the year 1856—and the parties of the second part, together with the parties of the first part, have hereunto interchangeably set their hands and seals—this 10th day of May, in the year 1856, at the city of New York.

ISAAC JONES,
J. K. MOREHEAD, } Ag'ts for P. & S. R. R.
JOHN S. KING,
A. W. THOMPSON.

Mr. Craft moved to proceed to a second reading and consideration of the propriety of ratifying the action of the Committee.

The lease was read a second time.

Mr. Cooper, for the purpose of having the matter fully discussed, offered the following preamble and resolutions:

"Whereas, in and by an act of assembly of this Commonwealth, approved the 15th day of March 1856, commissioners were appointed and authority conferred to organise the Western Transportation Company, with power to lease, furnish, equip and operate the Pittsburgh and Steubenville Railroad:

"And Whereas, at a meeting of the stockholders of said company, convened on the 14th day of January, 1856, the Directors that day elected were urged to lease the road for a term of years to such party or parties as will complete the same in the shortest time and on the most favorable terms—subject to the approbation of the stockholders:

"And Whereas: Messrs. Isaac Jones and J. K. Moorhead being duly appointed for the purpose by the Directors aforesaid, on the part of this company, did on the 10th of May, 1856, execute a lease of the Pittsburgh and Steubenville Railroad to John S. King and A. W. Thompson, subject to the ratification of a meeting of the Stockholders of this company, which lease has been submitted to the meeting.

"Therefore, Resolved, that said said lease, so made as aforesaid, is hereby ratified and confirmed, and the Board of Directors are hereby authorized and directed to have affixed to the same the official signature and the seal of the corporation, subject, however, to any modification and alteration which in the judgment of said Board may be required to give additional strength and effectiveness to said lease, or to enable the contractors more speedily to finish the road and bridges, which modification and alterations the said Board of Directors are hereby authorized and empowered to make.

"Resolved—That the capital stock of the Pittsburgh and Steubenville Railroad Company be and hereby is increased, so that the same shall and do consist of sixty thousand shares—the same being deemed necessary to carry out the true intent and meaning of the act incorporating said company, passed the 24th day of February, 1849."

Mr. Errett, Chairman of the Committee of Councils to represent the stock held by the city, asked a temporary postponement of the consideration of the resolutions and the lease, until the committee could confer with the body which appointed them. A meeting would be called that night, and the committee would then be prepared to act to-day.

Mr. M'Knight thought it unnecessary to refer to Councils, as the committee were clothed with absolute power. He was in favor of adjourning until the afternoon, to give the committee time for consideration. If they could not agree, then a further adjournment might be had.

Mr. Errett said that in the Common Council, of which he was a member, it was expressly reserved that the action of the committee should not be final.

Mr. Cooper was of the opinion that the power rests with the Councils; if they do not consent, the matter is at an end.

The Chair stated that at the recent session of the Legislature, an act to incorporate the Western Transportation Company was passed. He had never seen the act until yesterday, when he discovered he was one of the corporators named therein. If he had known this before, he would not have occupied the position in the meeting he did. He thought a postponement was necessary by the terms of the act, as sufficient notice, as provided in the first section had not been given. He read the section. He thought a notice setting forth the object more fully was necessary.

Gen. Morehead was of the opinion that this meeting was not convened upon the act referred to. They were to consider the lease; and it was for the lessees afterwards to say whether they would act under this Act of the Legislature. If he had seen the clause before, he would have had it inserted in the notice. As every company had the right to run the road or lease, he thought the meeting was properly called—Prompt action was necessary. One of the lessees had his arrangements made to sail for Europe immediately to buy the iron. He was assured that, although the lease did not bind the lessees to commence operations within sixty days, Mr. King and Mr. Latham would leave New York that same day. Mr. King is a very large contractor, having been concerned in many roads. He would come on at once and commence work. Early action by the meeting was therefore very desirable.

Of the ability of these gentlemen to fulfil their contract he was fully satisfied. They are large operators, wielded a great influence in money circles, and they by their action in this matter would inspire faith and confidence in capitalists. Mr. King is a nephew of Moses Ketchum, of the firm of Rogers, Ketchum & Grosvenor, very extensive bankers, in New York. The house was also extensively engaged in the manufacture of locomotives in New Jersey. Mr. Ketchum had always backed his nephew, and he was worth several millions of dollars. Mr. Thompson, was also a large operator.

This contract was safe, because nothing was given until earned. This contract also covered what no other lease or contemplated lease had done—the construction of bridges to connect with the Steubenville and Indiana and the Central roads. This determination by Mr. King inspired the speaker with more confidence in him than almost any other fact. Mr. K., wished the road not to be isolated, at the mercy of other roads, for then it would not be productive. The connection must be made, to make the road independent. Nothing could be done without bridges. These built, the route would be the short and great route. The lessees also wished the mortgage bonds convertible into stock, and for that the resolutions were introduced to increase the capital stock so as to include the conversion.

Mr. Cooper, to show that the meeting was properly called, referred to two resolutions passed at the last meeting, in pursuance of which the present meeting was called.

Mr. Craft moved to strike out that part of the preamble referring to the Western Transportation Company, and instead of "said" insert "Pittsburgh and Steubenville" in the second part.

Mr. Cooper accepted the amendment.

Mr. Errett had no doubt a large majority of the councils would adopt the lease. The meeting would appreciate the delicate position of the committee. By taking final action, then, they imposed the payment of $33,000 this year, and $11,000 per annum for twenty years upon the city.

Mr. Jones, the President, was very sorry that Mr. Errett wished to throw obstacles in the way. If taken to councils the matter might be thrown about for three months, like the Allegheny Valley Road right of way question. He suggested that the stockholders now proceed to ballot.—The polls might be kept open for twenty-four hours, to accommodate the committee.

Mr. Errett had no objection to open the polls, and keep them open for twenty-four hours; they could then refer the matter to Councils for instructions. He withdrew his motion and moved that the meeting proceed to a stock vote.

The motion was adopted, and Messrs. J. S. Craft and W. M. Hersh were appointed tellers.

The vote would be "for" and "against" the resolutions of Mr. Cooper.

Gen. Moorhead moved that at one o'clock the meeting adjourn until ten to-day, (Wednesday), and the polls be kept open until twelve to-day (Wednesday). Carried.

The members then proceeded to ballot.

A FINE ESTABLISHMENT.—There are few more popular establishments in the city than that kept by our friend McTighe, corner of Grant and Fifth streets. It is a favorite house with all classes of the community, and pass it when you will, you find it crowded with customers. The secret of this popularity is easily accounted for: Mr. McTighe, along with being a practical business man, has a temper admirably suited for his calling, and his clerks, following the example set them by their employer, are found so attentive, courteous and obliging by the public, that those who visit the establishment once, become permanent customers ever afterwards. Add to this, the fact, that Mr McTighe invariably pays cash for his goods, and buys in the best markets, and you have the secret of his great success and of the reputation which his house has acquired, as being one of the cheapest in which to make purchases in the city. He goes East to-day with a view of replenishing his already fine stock of Mantillas &c., and will return in a few days, when he will open the largest and finest assortment of these articles ever seen in this city.

TO-DAY'S PROGRAMME.—At 9 o'clock this morning, the members of the Associate Synod will organize in Rev. Dr. Rodgers' Church, Allegheny.

THE Horticultural Society will meet at ten o'clock.

THE adjourned meeting of the Stockholders of the P. & S. R. R. will be held at 10 o'clock.

THE Committee on Missions of the Associate Reformed Church will meet this evening.

UNAVOIDABLY POSTPONED.—We regret to announce that the second concert of Parodi has been postponed until Friday night, on account of unavoidable circumstances.

However, the bill for that night will be a great one. The Laughing Trio, the last piece on the bill of Monday night will be repeated. It will be remembered by those who were present, that it was encored—a mark of honor we never before saw paid to the concluding song of a programme.

UNITED STATES DISTRICT COURT.—Hon. Judge Irwin on the Bench.

Court met at 10 o'clock yesterday, to hear arguments upon the motion for a new trial and in arrest of judgment in the case of the United States vs. James Mason and same vs. James Danford, indicted for counterfeiting coin of the government.

Messrs. Black and Flenniken appeared in behalf of Mr. Mason. The reasons assigned for a new trial in this case are—

1. The Court erred in deciding that the defendant was not entitled to peremptory challenges of jurors in a prosecution for felony.

2. For irregularity in the conduct of the jury in their room.

Mr. Flenniken made an able speech in support of the first reason, and cited the authorities bearing upon the point.

Upon the second reason, he said but little. The conduct of the jury was questioned on the ground that they had experimented in their room, by melting one of the counterfeit coins, in order to ascertain at what degree of heat the metal would fuse.

Col. Black followed. He maintained that in the present case the prosecution claimed to deprive them of the right of peremptory challenge by a mere inference. The section under which they claimed, referred to nothing more, than that a case already begun, shall proceed, notwithstanding impediments and obstructions are placed in the way, by the defendant.

John H. Hampton, Esq., attorney for James Danford, (in which case the reason assigned was as above,) remarked to the Court that in addition to what had been said in regard to the right of peremptory challenge by the common law, the defendant, being a citizen of the State of Pennsylvania, where the offense (if committed at all) was perpetrated, he had by the statute of this Commonwealth, which had concurrent jurisdiction, the positive right to peremptory challenge.

He submitted this point to the Court—whether a defendant was not entitled, in a trial in the Federal Court, having concurrent jurisdiction, to all the rights guaranteed him by the laws of his native State?

Hon. C. Shaler, United States District Attorney, replied to the argument in the above named cases. He read from numerous works bearing on the subject, some of them very ancient, and contended that to claim the common law right of peremptory challenge would necessarily compel the defense to assume common law penalties, such as confiscation of property, etc. The acts of 1790 and 1835, were referred to. In the latter act the right was confined to capital cases, and not to cases of felony.

Col. Black replied that they were not bound, because they claimed that which was universally conceded in England, to take the penalties which had long since been exploded as barbarous and inhuman.

At the conclusion of the arguments of counsel, his Honor, Judge Irwin, remarked that he had carefully examined all the authorities bearing upon the subject, and had met with nothing to change his opinion as expressed upon the trial. One thing, he observed, had not been adverted to in the argument, viz: the novelty of the claim to peremptory challenges in case of felony. If there had ever been grounds for such an important claim, they would doubtless have heard something about it elsewhere. The presumption was, that the right had never been claimed any where. He was not disposed to introduce any common law principle at variance with the practice of the United States Courts, or at variance with what might be a fair construction of the statute. The defendant had a remedy at the Supreme Court, which he could avail himself of, if he saw fit to do so. The motion for a new trial and an arrest of judgment was overruled.

Judge Shaler asked that the Court proceed to pass judgment upon the defendants. The counsel for the prisoners asked for a postponement for one week, but the Court refused.

THE SENTENCES.

His Honor ordered James Danford to stand up, after which he formally sentenced him to one year's imprisonment in the Western penitentiary. His wife, who sat by him, wept bitterly, and accompanied him from the Court room to his cell in the jail.

James Mason was then called up, and sentenced to an imprisonment of two years in the same institution, and to pay a fine of ten dollars.

COUNCILS.—A special meeting of Councils was held last evening.

Common Council—President Marshall in the Chair.

Members present—Bennet, Brown, Duncan, Dickson, Dalzell, Errett, Evans, Fitzsimmons, Glenn, Griffin, Herdman, Hill, Hodkinson, Irwin, Kammerer, Layton, Little, M'Adams, M'Clintock, M'Kelvy, Quinn, Scott, President.

The minutes were read and approved.

The special object of the meeting was to hear a report relative to the meeting of stockholders of the Steubenville Road.

Mr. Errett moved that the rules be suspended and that the two Councils go into joint session to discuss the proposed lease of the Steubenville Railroad, the rules of Councils to prevail in joint session. Adopted.

The action of C. C. was concurred in.

JOINT SESSION.—The object of the meeting was stated by the President of Select Council.

The Special Committee appointed to vote the city stock in the Steubenville railroad yesterday in their report asked instruction from the councils as to how they shall vote upon the proposed lease.

The lease was read.

After a general interchange of opinion the Select Council returned to the chamber.

Common Council—Mr. Bennett offered the following.

Resolved, That the special committee on the P. and S. R. R. lease be instructed to vote the stock of the city for its acceptance.

The resolution was read three times and passed.

SELECT COUNCIL.—President McAuley in the chair.

Members present—Alexander, Drum, Jones, Kincaid, Lambert, Murdoch, McCutcheon, Pollock, Smith, Taylor, Varnum, Weaver, President.

The Select and Common Council went into joint session, at the conclusion of which a resolution from C. C. instructing the committee to vote in favor of the acceptance of the lease came up.

The yeas and nays were called and resulted as follows:

Ayes — Alexander, Drum, Jones, Lambert, Murdoch, McCutcheon, Pollock, Smith, Taylor, Varnum, Weaver, President 12.

Nays—none.

Action concurred in.

On motion adjourned.

WE are not much in the habit of puffing dry good stores, but we really think 'tis no more than doing our duty to our readers when we occasionally advise them where they can procure the cheapest and best goods. When we see one store selling a silk dress for $10 or $12, and another selling just as good for $7,50, we would say, by all means buy from the cheapest. A. McTighe, corner of Grant and Fifth streets, is just the place where a dress of silk can be procured for $5 to $7; a fine Mantilla for $2,50, $3,50 and $5; a dress of fine challi for $1,75, the usual price of which is $3,50; and Black Silk, thirty-four inches wide, high lustre and extra heavy at $1 per yard. Where goods are sold at these prices ladies should certainly call.

The Great Russian Remedy.—PRO BONO PUBLICO.—"Every mother should have a box in the house handy in case of accidents to the children."
REDDING'S RUSSIAN SALVE.
It is a Boston remedy of thirty years' standing, and is recommended by physicians. It is a sure and speedy cure for Burns, Piles, Boils, Corns, Felons, Chilblains, and Old Sores of every kind; for Fever Sores, Ulcers, Itch, Scald Head, Nettle Rash, Bunions, Sore Nipples, (recommended by nurses,) Whitlows, Sties, Festers, Flea Bites, Spider Stings, Frozen Limbs, Salt Rheum, Scurvy, Sore and Cracked Lips, Sore Nose, Warts and Flesh Wounds, it is a most valuable remedy and cure, which can be testified to by thousands who have used it in the city of Boston and vicinity for the last thirty years. In no instance will this Salve do an injury, or interfere with a physician's prescriptions. It is made from the purest materials, from a recipe brought from Russia—of articles growing in that country—and the proprietors have letters from all classes, clergymen, physicians, sea captains, nurses, and others who have used it themselves, and recommend it to others. Redding's Russia Salve is put up in large tin boxes, stamped on the cover with a picture of a horse and a disabled soldier, which picture is also engraved on the wrapper. Price, 25 Cents a Box. REDDING & CO., Proprietors.
For sale by H. MINER & CO., No. 32 Smithfield street, GEO. H. KEYSER, 140 Wood st.; R. E. SELLERS & CO. cor. Wood and 2d sts., and FLEMING BROS., 60 Wood st. Pittsburgh. BECKHAM & McKENNAN, Federal st., Allegheny. mh26,1ydc

A Card to the Ladies.
DR. J. DUPONCO'S GOLDEN PERIODICAL PILLS FOR FEMALES, infallible in correcting irregularities, and removing obstructions of the Monthly Turns from whatever cause.
All Medical Men Know
As well as many others, that no female can enjoy good health unless she is Regular; and whenever an obstruction takes place, whether from exposure, cold, or any other cause, the general health begins immediately to decline, and the want of such a remedy has been the cause of so many consumptions among young females. Headache, pain in the side, palpitation of the heart, loathing of food and disturbed sleep most always arise from the interruption of nature; and whenever that is the case, the Pills will invariably remedy all these evils.
Full and explicit Directions accompany each box, which must be strictly followed, and all diseases peculiar to females may be speedily cured.
Price $1,00 per box, and sold by all the Druggists and by SAMPLE & REED, Agents for Allegheny; FULTON'S Drug Store, Birmingham; JOHN P. SCOTT, 213 Liberty st., and by W. A. GILDENFENNEY & CO. 43 Fifth st., Pittsburgh. They will supply the trade at proprietor's prices, and send the Pills by mail on receipt of $1,00 through Pittsburgh P. O. apl1ydaw

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GENERAL COMMISSION AGENTS, for the sale and purchase of Real Estate, Collection of Rents, Borrowing and Loaning Moneys on Bonds and Mortgages. Also for making sales of Produce, Manufactured Articles, &c. &c. Farmers, Mechanics and others.—Office, No. 53 Market Street. aul

WILLIAM TATE, Plumber and Gas Fitter, No. 10 Fourth street, near Liberty, and 472 Penn street, next door to Ald. Parkinson's Office, and Federal st., opposite Schwartz's Drug Store, Allegheny.
Every description of Fittings for Water, Gas and Steam. myl1:tf

200 DOZ. Table, Stand and Bureau Covers, assorted sizes and patterns, and of different qualities, for sale low at wholesale or retail, at the Oil Cloth Warerooms No. 116 Market st. J. & H. PHILLIPS. my14

MACKEREL—30 bbls. No. 3 Large; 25 bbls. do do, Medium, just rec'd and for sale by my13 L. HUTCHINSON.

HERRING—50 bbls. No. 1 Pickled and Dry Salt, and 30 do do Baltimore, just rec'd and for sale by my13 L. HUTCHINSON.

COMMERCIAL.

COMMITTEE OF ARBITRATION, FOR MAY.
GEO. W. CASS, W. P. JONES, A. WILSON, D. M'CANDLESS, W. PRINTZ, JOHN GRAFF.

REVIEW OF THE PITTSBURGH MARKET.
For the Week ending May 20, 1856.

The weather is pleasant, and the prospect for the growing crops the most encouraging we could possibly have.—Business is evidently checking up, and although there is still a good deal doing, the rush of the spring season is over, and trade is beginning to settle down into its summer quiet. The rivers continue in excellent order, and the freighting trade upward is still brisk.

Since our last, a break has occurred in dam No 2, on the Monongahela, which has somewhat affected navigation on that stream. For the present, the steamboat lines are kept up by one boat running below the dam and another above; the two interchanging freight and passengers at Lock No 2. The Company, we understand, will put in a Coffer dam in the breach within two weeks, which will restore navigation, and the dam will then be repaired at the earliest possible day.

Money is in regular and moderate demand, but our banks are able to meet freely the wants of borrowers on good paper and short time. But little really first class paper finds its way to the street, and that is usually drawn at longer dates than the banks care to take. For paper not first class, the out-door rates range from 12@24 ℔ cent.

The New York papers say that the market there is easing up. The Post says:

The week closes on a marked change in the money market from its condition at the opening. Discount rates are lower, and the facilities are easy for all first class borrowers. There is less paper offering at bank or at the discount brokers, while there is a quick demand for well endorsed paper. The quotations are now 7 to 8 ℔ cent for short, and 8 to 9 for long dated paper. Call loans are easy of negotiation at 7 ℔ cent.

The demand for sterling exchange is but light, but rates are steady at 109¾ to 109½.

The imports of foreign dry goods at New York, for last week, are nearly double the total for the corresponding week of last year, as being $1,278,082, against $638,141, and it is presumable that the miscellaneous goods are in the same proportion. The feeling of uneasiness generated by these over-importations continues to grow steadily.

The exports of specie from New York for the week were $1,564,617, and that for the present week will be no less. The California semi-monthly steamer brought $1,700,000; but as this was only equal to one week's export, it follows that the money is going out just twice as fast as it comes in.

The Baltimore American of Saturday says:

COFFEE—There has been more activity in Coffee this week than for two or three weeks past. The aggregate of the sales for the week is about 8,500 bags, nearly all of which was Rio Coffee. The sales include 4,000 bags Rio, out of the cargo of the bark Samos, and 500 bags do from another cargo, the terms for which have not been made public; 800 bags common to medium do at 10¾@10⅞ cts; 2,300 bags fair to good do at 11¼@11½ cts; and 100 bags Laguayra Coffee at 11½ cts. Messrs Lemmon & Brogden sold to-day at auction 986 bags common to fair Rio at $10@$11.05, and 250 bags rejected do at $10,55@$10,80 per 100 lbs. A considerable part of the Coffee sold this week was sold to go West. Coffee is wanted, but buyers do not seem disposed to purchase beyond their immediate wants at present rates. We quote to-day medium to fair Rio at 10¾@11¼ cts, good to prime do at 11½@11¾ cts, Laguayra at 11¼@11½ cts, and Java Coffee at 14½@15 cts.

The N.O. Picayune of the 10th says:

SUGAR.—The receipts have been moderate, and with a good demand within the last day or two, prices have advanced ⅛@¼c ℔ ℔. The sales of the week embrace about 4,000 hhds including 300 disposed of to-day, with a decline at the range of our quotations as below, with a limited supply.

About 1,000 hhds have been sold on plantation during the week at a range of 6¾@7⅝c; the latter rate for prime, but including one crop of white at 9¼c ℔ ℔. We quote: Inferior, 5¾@6¼; Common, 6@6¾; Fair to F F, 7@7¾; Prime to Choice, 7½@8¼; Clarified, 7¾@8¾; Extra Choice, 8¾@10.—Week's receipts, 4,123 hhds.

MOLASSES.—With a limited supply, the rates improved a little early in the week, and the sales up to this morning were about 4,500 bbls, at a range of 33@36½c for inferior to good fermenting, and 37@38c for good to choice lots of rebelled. To-day 450 bbls have been sold at 35@36½c for fermenting, and 37½@38c for prime and choice.

On plantation, up the coast, about 25,000 gallons have been sold for reboiling, at 35c ℔ gallon in the cistern.—Week's receipts, 4973 bbls.

The receipts of Sugar at this port since Sept. 1 are considerably behind those of last year, and we learn that over 400 hhds of N. O. have been purchased in Philadelphia and Baltimore for this market. We append the relative figures of imports for three years past counting from Sept 1st to May 20, in each year, to show the probable state of present supplies:

	1853-4	1854-5	1855-6
Molasses, bbls	25,628	13,157	17,983
Sugar, hhds	7,629	6,349	4,706

It will be seen that the receipts of Sugar are 1643 hhds less than last year, while those of Molasses are 4826 bbls in excess; but those of both years are less than 1854.

If we count the year from Dec. 1st, instead of Sept 1st the comparative result will be similar.

The year 1853-4 closed with a surplus of both Sugar and Molasses on hand, and this helped to eke out the short supplies of 1854-5; but when the season of 1855-6 set in, the market was entirely bare, so that dealers have nothing but the receipts above set down to depend on. Taking the three years together, it is impossible to avoid the conclusion that the supply is not and will not be equal to the demand.

The receipts of the leading articles of produce last week were as follows:

Ashes, pkgs	25	Oil, bbls	414
Apples, bbls	1251	Oats, bus	[illegible]
Butter, pkgs	195	Pork & Bacon, hhds	969
Candles, bxs	241	" tcs	1018
Corn, bus	556	" bbls	118
Cheese, bxs	185	" bxs	116
Cotton, bales	211	" pcs	21100
Eggs, bbls	624	Potatoes, bus	1057
Flour, bbls	13124	Pig Metal, tons	2485
Fruit Dried, bus	182	Rye, bus	1573
Glass, bxs	1020	Sugar, hhds	357
Hides	2084	Wheat, bus	6033
Hogs	267	Wool, bales	352
Lead pigs	[illegible]	Whiskey, bbls	1507
Lard, bbls	572	Soap, bxs	342
" kgs	65	Stock, head	[illegible]
Molasses, bbls	2407		

ASHES—Pearls are less firm than they have been all season, and we have had sales during the week at 5¼, 5½, 5¾ and 9, the tendency being to the inside figures; we quote at 5½@5¾, cask, and 5¾@9 on time. Pots nominal at 5½. Sodash steady at 4¾ for ordinary.

APPLES—the receipts are well kept up, but we can hear of but few sales; for ordinary varieties, if sound, we quote at $1,00@$1,25, and prime lots from store, at $1,50@$2,00.

BRICK—a fair and regular demand for Bolivar Fire Brick at $25@$40, common and extra.

BEANS—we hear of sales from store of 200 bus prime small white at $1,75; from first hands held at $1,50.—Mixed are dull at 75.

BUTTER & EGGS—the season for roll butter is about at an end; the receipts are light, but the demand is still lighter; we note sales of common roll at 12½@13½, and 15@16 for prime. Eggs have been in good demand at 10, but are growing dull, and have declined to 9, the warm season checking the inquiry.

BACON—the demand is well kept up, and stocks are by no means heavy for the season. We note regular sales in limited lots, at 7, 8 and 9 for country cut and cured meat; 7¾ for western Shoulders, 8½ for do Sides, and 9¾@9½ for Hams, for City Cured meat. 7½@7¾ for Shoulders, 8½ for do Sides, and 10@10½ for Hams. For Sugar Cured Hams prices range from 11½@12½, as in quality and brand.

BUCKETS & TUBS—we quote at factory prices at New Brighton and Fallston, Buckets, common 1,63@$1,75 extra do $1,88; extra large tubs, 2 3 and hoops, $7,25@$3,50; common sizes from $6,50 down to $4,25; keelers 2,75@$3,00, half bushels $1,50.

CANDLES & SOAP—a regular demand: Mould Candles 12, dipped 12; City Adamantine 22. Common Resin Soap 5; Palm do 5½@5½; Sawyer's Toilet and Castile do 10

CORDAGE—

Manilla Rope, coil,	15 c ℔ ℔	Manilla Rope, cut	16 c ℔ ℔
White Rope, coil,	14 c ℔ ℔	White Rope, cut	15 c ℔ ℔
Tarred Rope, coil,	13 c ℔ ℔	Tarred Rope, cut	14 c ℔ ℔
Packing Yarn, fine,	12 c ℔ ℔	Packing Yarn, com	11 c ℔ ℔

BED CORDS—Manilla, $2,00, $3,00@$4,00 ℔ doz.
Manilla, ℔ coil, 16 cts ℔ ℔.
Hemp, $1,87, $2,75@$3,75 ℔ doz.
Hemp, ℔ coil, 12 cts. ℔ ℔.

PLOUGH LINES—Manilla 87cts ℔ doz. Hemp 75 cts

COTTON YARNS—the following are the ruling rates.

POUND YARN.			
Nos. 5 to 10, Inclusive	20 c ℔ ℔.	No. 16	25 c ℔ ℔
Nos. 11 & 12	21 c ℔ ℔.	No. 17	26 c ℔ ℔
No. 13	22 c ℔ ℔.	No. 18	27 c ℔ ℔
No. 14	23 c ℔ ℔.	No. 19	28 c ℔ ℔
No. 15	24 c ℔ ℔.	No. 20	29 c ℔ ℔
DOZEN YARN.			
No. 500	10 c ℔ ℔.	No. 800	7½ c ℔ ℔
No. 600	9 c ℔ ℔.	No. 900	7½ c ℔ ℔
No. 700	8 c ℔ ℔.	No. 1000	7½ c ℔ ℔

Carpet Chain, White, 20@21; Colored 23; Coverlet Yarn 25@27; Candlewick 18; Twine 21; Batting, No. 1, 12; No. 2, 11; Family Batting 15; Caulking 13.

COTTON CORDAGE—Cotton Rope, ¾ and upwards, 20 do. below ¾, 22. Bed Cords, $2,50, $3,62@$4,75 ℔ doz. Plowlines, $1,25; Sash Cords, $6,50.

CHEESE—the supply continues light and receipts are absorbed rapidly by the local demand. Those received so far are all quite new, and the season is not favorable for their transportation and handling. Sales, in lots, of prime at 10@10½, and inferior at less figures.

DRIED BEEF—a slight retail demand, and sales in small lots at 10½@11.

DRIED FRUIT—there have been no large operations during the week; we repeat former quotations—apples $1,00, and Peaches $1,75@$1,87.

FEED—country mill feed is steady at 40 cts ℔ 100 ℔s for Bran and 50@60 for Shorts. At mill, Bran 25, Shorts 50, finished middlings 60.

FEATHERS—prime western are scarce, and are ready sale at 45, in lots.

FISH—there is a fair demand from the retail and country trade. Mackerel No 3 large are selling at $9,00@$9,50, do, medium at $6,50@$7,50; Baltimore Herring $6,50@$7,00; Halifax do $6,00@$6,50; Baltimore Shad, $12,25@$5,75; Codfish 5½; Lake Fish—White 10,50@$11,00 ℔ bbl, Trout $9,50@10,00; half bbls White $5,50@$6,00; do Trout $5,00@$5,25.

FLOUR—has undergone no change since our last. We subjoin a sketch of the week's transactions:

WEDNESDAY—66 bbls country super at $5,00; 114 do at $5,06; 74 do extra at $5,62; 197 do super and extra at $5,12 at $5,62.

THURSDAY—The sales reached 200 bbls in lots at $5,00 for super and $5,50 for extra.

FRIDAY—58 bbls super and extra at $5,00 and $5,50; 91 do extra at $5,50; 100 do at $5,56; 20 do at $5,62.

SATURDAY—sales in lots of 419 bbls super at $5,00; 55 do super and extra at $5,08 and $5,60.

MONDAY—100 bbls inferior super at $4,60; 25 do super and extra at $5,00 and $5,62; and 60 do at $5,12 and $5,62.

TUESDAY—very little offering from first hands, and sales mostly on private terms; feeling about as before, and prices steady.

There has been some inquiry during the week to fill eastern orders, at our quotations; and the sales from store have been rather larger than usual. From store, we may quote super at $5 25; extra at $5,75 and $5,87; and family extra at $6,25@$6,50. Rye Flour is quoted at $3,00 on arrival.

GRAIN—Oats are a shade lower, and sales are now making on arrival at 23, with a steady supply. CORN dull at 30, and BARLEY at 93. RYE is not much in request, but sales are making at 40@45, the inside figures prevailing. WHEAT is steady at 90@$1,05 for good to prime neighborhood lots, and $1,30 for prime Tennessee Red.

GROCERIES—no change can be noted in Sugar and Molasses. Sugar to the country trade is steady at 8½@9 by the hhd. for fair to fully fair, and by the bbl at 9½@9¾.—Molasses rules at 47@48, to the country trade, the main sales being at 43. Coffee is inactive, and prices are ¼ lower, we quote at 12@12½, in the regular way, for good to prime.

GERMAN CLAY—sales at $23 ℔ ton, cash, and $29@$30 on time.

GAS PIPE—the following are the quotations for wrought iron tubing:

[illegible]

Subject to the customary discount.

HIDES—sales to the city trade of green salted at 6 and dry at 17; from stores in the regular way, dry sell at 18, and green salted at 7.

HAY—steady sales at scales at $10@$15 ℔ ton, the supply being fuller than previously.

LARD—the sales embrace 150 bbls and 120 kgs at 9¾, sixty days; 50 tcs No 2 at 9¾; 25 do No 1 at 9¾@10, cash; 100 tcs, irregular packages at 9¾; 150 bbls at 9¾, cash; 15 do at 9¾, sixty days; 75 kegs at 9¾, cash; 15 do prime at 10, cash, and small lots of keg at 11.

METALS—Pig Lead is firm at 7¼, in lots, on arrival; Bar Lead 8. Shot, to city trade, $2,12; to retail trade $2,25. Sheet Copper is selling at 33@35, and Brass [illegible]

IRON & NAILS—a steady demand, and rates maintained with the following quotations, for cash or approved notes a fraction off.

Common Bar Iron	3½ ℔ ℔	Pot round	6¼
Juniata	do 4½	HOOP IRON.	
Iron Plough Wings	do 4½	1½ inch	do 4½
do Slabs	do 4	1¼ do	do 4½
NAILS.		1 do	do 5½
10d to 15d Nails	℔ keg 3,50	¾ do	do 5½
8d & 9d do Brads & Fence Nails	do 3,75	NAIL RODS.	do 6½
6d & 7d do do do do	do 4,25	Best quality	do 6½
5d	do 4,75	ROUND AND SQUARE.	
4d	do 4,75	¾ inch	℔ ℔ 3½
3d	do 5,75	½ do	do 3½
2d	do 7,00	⅜ do	do 4
Cut Spikes, 3 to 4½ inch	do 4,25	¼ do	do 4½
do do 5 to 6	do 4,75	FLAT BAR.	
Wro't Spikes, ⅜ inch all lengths	do 6½	Horse Shoe, 1 by ⅜, 7-16, and ½ inch	do 3½
do 5-16	do 5½	Dandy Tire, 1¼ by ⅜, 7-16, and ½ inch	do 3½
do ¼	do 5½	Saddle Tree, 1¼ & 1½ by 5-16 & ⅜ inch	do 4
Boiler Rivets	do 6½	do 1 & 1¼ by 5-16 & ⅜ inch	do 4½
SHEET IRON.			
Nos. 12 14 15 16 & 17 ℔ ℔	4½		
do 18 20 22 & 24	do 5		
No. 26	do 5½		

LEATHER—steady, with a fair demand, at our quotations:

Red Spanish Sole, ℔ ℔	24@28
Slaughter	@28
Upper Leather, ℔ dozen	$30@36
Bridle	$36@45
Skirting Leather ℔ ℔	32@32
Harness	30@

at 29@30. Sales of Tin, I. C., at $11,25, and I. X. at 13,25.

MESS PORK—the sales embrace 20, 20, and 10 bbls at $17; 25 do at $16,50; and 50 do on private terms, the market closing steady at $17.

NAVAL STORES—Rosin No 2 is steady at $3,37@$3,50, cash and time.

OILS—Lard Oil No 1 is held firmly at 80@82, with regular sales in small lots; Linseed Oil, nothing doing, but held generally at 95@$1,00.

POTATOES—Reds are dull at 25, from first hands; Neshannocks have been in request, for seed, at 50.

PIG METAL—the reported sales are 75 tons Springfield, No 1 Juniata, for foundry use, at $40, six mos; 66 tons No 2 Allegheny at $31 and 45 do at $31,50, four mos; 25 tons No 3 Anthracite at $31,50, six mos; 75 and 100 do do at $32 six mos; 100 do No. 1, Allegheny, Richland furnace, at $34; six mos., and 250 tons No 1 Allegheny on private terms. Blooms, 10 tons Juniata at $82,50, six mos.

POWDER—steady and in demand at $5,00 for blasting and $7,00 for Rifle.

SEEDS—Flaxseed is steady at $1,60@$1,62½; nothing doing in grass seeds.

SALT—a steady demand and sales at previous rates—$1,62 for No 1 and $1,75 for extra.

SHEETINGS—Pittsburgh manufactured Sheetings are selling at 8 for No. 1 and 7½ for No. 2, subject to the usual discount.

TALLOW—the chandlers are paying 6 for rough, and we note small sales of rendered at 9.

WINDOW GLASS—Prices are firm at the following figures: 6x8 and 7x9 at $2,50; 8x10 at $3,60; 8x12 to 10x12 at $4,00; and 9x13 to 10x14 at $4,25; 9x10 10x15 and 10x16, $5.00; 10x 7, $5,25; and so on, in like ratio. Subject to the discount of 10 per cent, for cash. Country brands range at 50 cts per box less.

WHITE LEAD—firm and in steady demand at $2,50 ℔ keg for pure in oil, and dry 9 cts ℔ ℔., subject to the usual discount. Red Lead, 8½@9, net. and Litharge, 8½.

WHISKEY—sales to city trade of rectified at 23@24, and in the small way to retail and country trade at 25@26.

CATTLE MARKET.

ALLEGHENY, May 19, 1856.

BEEVES—the supply was light, and those offered, about 300, were freely taken, within the range of 4@5, gross, for good fair to choice, from 4½@4¾ ruling.

SHEEP—300 offered and sold, at 5, gross, with the wool on, and 3¾ when shorn.

IMPORTS BY RIVER.

DUBUQUE, by Lucie May—298 bbls flour, 100 do pork 15 rolls leather, 25 sks scraps, 181 hides, east; 46 do, R Dalzell & co; 100 do, M'Cune & Younge; 48 bbls glass, Ledlie & Ulam; 25 tcs hams, Bingham & co; 27 ck soda, Bennet & co; 64 bales cotton, King, Pennock & co; 1169 blooms, owner; 1445 pcs meat, Hanna & Dyer; 29 cks bacon, McGills & Roe; 82 tons metal, R O Loomis.

MONONGAHELA RIVER BOATS—575 bxs glass, 17 sks rags, 443 bbls apples, 307 do flour, 67 do whiskey, 600 sks wheat, owners, owners.

WHEELING, by Forest City—9 bbls eggs, 10 do butter, east; 39 hides; G Anderson; 6 bbls flour, 65 sks flaxseed, 50 do potatoes, O B Leech; 14 do, H H Collins, 6 bbls butter, 25 sks scraps.

CINCINNATI, by Cincinnati—293 bales cotton. King Pennock & co; 47 bales willow, W McCully & co; 240 bbls pa per, H Warren; 12 bbls oil, F Sellers & co; 21 sks wool, 6 do feathers, Dickey & co; 16 bxs books, 13 hhds tobacco, east; 12 do, 100 bbls oil, 75 do pork, 100 bxs soap, J & W Rea; 52 bbls whiskey, 52 do liquor, 50 dox washboards, 8 bbls tallow, sundry consignees.

ZANESVILLE, by Emma Graham—6 rolls leather, 14 cks bacon, 1806 bbls flour, east; 700 do, Loyd & Lemmon; 46 do, Robinson & co; 456 do, 87 do eggs, 9 pkgs butter, 23 sks oats, 2 bbls fruit, J & W Rea; 35 sks eggs, 2 do seed, Jno McVay; 4 bxs drugs, B N Wickersham; 23 sks rags, Curling, Robinson & co; 50 do oats, 2 cks bacon, J B Canfield.

IMPORTS BY RAILROAD.

PITTSBURGH & CLEVELAND R R—11 kgs lard, 38 bxs cheese, R Hutchinson; 67 do, J B Canfield; 60 bbls pork, Robinson & co; 4 bbls eggs, D Scott; 6 do, J McVay; 6 sks rags, Atwell, Lee & co; 23 bbls fish, H H Collins; 99 dox handles, Lippincott & co; 10 bbls, 8 kgs butter, sundry consignees.

OHIO & PENNSYLVANIA R R—18 pkgs wire, R Townsend; 153 sks wheat, Wilmarth; 1 bbl pelts, S Harbaugh; 64 tons metal, Nimick & co; 35 doz wooden ware, 10 sks flour, 50 bbls do, 22 bus potatoes, 1 bbl eggs, 65 do butter, 40 do apples, owners, & sundry consignees.

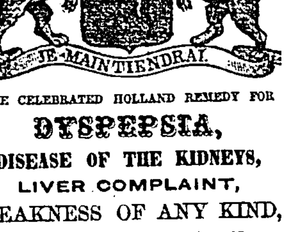
STEAMBOAT REGISTER.

ARRIVED—Luzerne, Brownsville, Venture, Steubenville; Tigress, Wellsville; Forest City, Wheeling; Cincinnati; N. Holmes, St. Louis; Emma Graham, Zanesville; Lucie May, Dubuque.

DEPARTED—Luzerne, Brownsville; Venture, Steubenville; Tigress, Wellsville; Forest City, Wheeling; Allegheny, Cincinnati; Jas. Guthrie, Louisville.

RIVER.—On yesterday evening there were 7 feet 0 inches in the channel and falling.

Health and Strength must Inevitably follow its Use.
BOERHAVE'S
HOLLAND BITTERS



THE CELEBRATED HOLLAND REMEDY FOR
DYSPEPSIA,
DISEASE OF THE KIDNEYS,
LIVER COMPLAINT,
WEAKNESS OF ANY KIND,
FEVER AND AGUE,

AND the various affections consequent upon a disordered Stomach or Liver. Such as Indigestion, Acidity of the Stomach, Colicky Pains, Heartburn, Loss of Appetite, Despondency, Costiveness, Blind and Bleeding Piles. In all Nervous, Rheumatic and Neuralgic Affections, it has in numerous instances proved highly beneficial, and in others effected a decided cure.

Nature finds no new enemy to combat, with this delightful tonic in the system. Its effects are almost magical, yet the cure permanent. It communicates no violent shock to the system, but by arousing its vital energy to normal action, enables it to throw off the cause, and thus thoroughly eradicates the disease.

When its medicinal virtues are so universally acknowledged, and particularly here, where it has become so popular a family medicine, that it is sold by many of the grocers, as well as all the druggists, it would seem needless, to offer further evidence; yet as there are doubtless some who have tried many advertised remedies, and still suffer from Dyspepsia in one or more of its dreadful forms, we subjoin the following certificates, the authenticity of which cannot be doubted, coming as they do from persons so well known.

What it is doing for the Sick.

Wm. Schuchman, Esq., the well known lithographer, says: "I have frequently used Boerhave's Holland Bitters, and find it invariably relieves indigestion and debility."

Rev. Samuel Babcock says: "I found special relief from its use for a severe headache, with which I had long suffered."

J. W. Woodwell, Esq., says: "I have used Boerhave's Holland Bitters myself, and recommended it to others, knowing it to be just what it is represented."

Ald. Jonathan Neely, of Lower St. Clair, says: "I have derived great benefit from its use for weakness of the stomach and indigestion."

James M. Murphy says: "After several physicians had failed, Boerhave's Holland Bitters removed the pain from my heart and side, arising from indigestion."

The editor of the Kittanning Free Press says: "After one of the best physicians in this place had failed, Boerhave's Holland Bitters cured me of the worst form of dyspepsia."

Francis Felix, only manufacturer of the "original Extract of Coffee," says: "I know that your Holland Bitters is one of the best medicines in the world for a disordered stomach or liver."

Dr. Ludwig, editor of the 'Facket,' Baltimore, pronounces it a medicine deserving the confidence of the public.

Dr. Eberhart, the leading German physician of Penna., has prescribed it frequently during the last 3 years, with marked success, in debilitated states of the digestive organs, or of the system generally.

The manager of Ballou's Vinegar Factory says: "I used it myself, and was therefore induced to try its effect upon my wife, (troubled with the great debility common to all of a consumptive habit,) and really it is doing her more good than anything she has ever taken."

NOTICE.—Whoever expects to find in this a beverage will be disappointed; but to the sick, weak and low spirited, it will prove a grateful aromatic cordial, possessed of singular remedial properties.

CAUTION!—The great popularity of this delightful Aroma has induced many imitations, which the public should guard against purchasing. Be not persuaded to buy anything else until you have given Boerhave's Holland Bitters a fair trial. One bottle will convince you how infinitely superior it is to all these imitations.

Sold at $1,00 per bottle, or 6 bottles for $5,00, by the sole Proprietors,
BENJAMIN PAGE, JR., & CO.,
Manufacturing Pharmaceutists and Chemists,
cor. Smithfield and 3d sts., Pittsburgh.
GENERAL AGENTS.
Philadelphia, T. W. Dyott & Sons, 132 N. 2d street. New York, Barnes & Park, 304 Broadway, corner Duane. Baltimore, Caspare Brothers, Gay st. and Penna Avenue.—Cincinnati, John D. Park, Chicago, Barclay Brothers, 213 S Water st. St. Louis, Barnard Adams & Co. N. Orleans, J. Wright & Co. my14 dalydaw8

Pittsburgh Female College.

THE FIRST SESSION OF THIS INSTITUTION will open on Monday the 1st of October, under the charge of Professor, S. I. YOURTEE, A. M. President, and a competent corps of Instructors.

The year will be divided into two sessions of twenty-two weeks each. The following Departments will be opened for the reception of Pupils, viz: Primary, Academic, and Collegiate.

RATES OF TUITION PER SESSION—PRIMARY DEPARTMENT.

First class	12,00
Second class	10,00
ACADEMIC DEPARTMENT.	
First class	20,00
Second class	18,00
Third class	16,00
Fourth class	14,00
COLLEGIATE DEPARTMENT.	
Senior class	25,00
Junior class	24,00
Third	22,00

Modern Languages and the Ornamental Branches extra. A full circular, giving more particular information, will be issued next week.

Application for admission, and for further particulars, should be made early to the undersigned.
REV. BISHOP SIMPSON,
DR. W. M. WRIGHT,
A. BRADLEY,
J. ATWELL.
ap18

Valuable Property for Sale.

ON Liberty street, adjoining the Methodist Grave Yard, near Canal Basin. This is now the only desirable piece of property in this neighborhood and already bought up by the Pennsylvania Railroad Company. Fronting on Liberty 60 feet, on Elm street 100 feet thence to the Methodist Grave Yard 86½ feet, to Liberty 100 feet.

This property is most desirable as a Hotel. The building now on it is a good substantial three story brick, with all the necessary back buildings, has for a long time been occupied as the Union Hotel, doing a good business. Capitalists and others desirous of making a good investment, will do well to examine the premises.
ap20-tf   EDWARD FAHER.

SUNDRIES—58 bags Extra Family Flour; 122 bags superfine Flour; 10 bags fine; 4 bbls Grease; 1 cask Bacon, hog round; 15 cks Feathers; 4 " shoulders; 21 " Wheat. To arrive on steamer Clifton, for sale by my8 ISAIAH DICKEY & CO.

RAIL ROADS, &C.

1856.
ONLY ROUTE WITH THREE DAILY TRAINS FROM PITTSBURGH TO CINCINNATI.
ONLY ROUTE WITH THREE DAILY TRAINS FROM Pittsburgh to Dayton & Indianapolis.
OHIO AND PENNSYLVANIA AND LITTLE MIAMI
RAIL ROADS
Via Crestline & Columbus.
Quickest Route from Pittsburgh to Cincinnati.

CONNECTING at Cincinnati with U. S. Mail Line Steamers, Covington and Lexington Railroad, Ohio and Mississippi Railroad, and the Lawrenceville Route.

Connecting via Columbus and Xenia, with the Dayton and Xenia, and Indiana Railroads.

Through Tickets, via Columbus and Cincinnati, to Lexington, Louisville, St. Louis, Indianapolis, &c. &c., via Columbus and Xenia, to Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis, &c. &c.

The Little Miami via Columbus, connecting with the Covington and Lexington Railroad, U. S. Mail Line Steamers, Ohio and Mississippi Railroad, and Lawrenceburgh Route, offers facilities no other route can give, as through tickets by all the above routes can only be procured via Columbus and the Little Miami Railroad.

The route from Crestline via Columbus being the shortest to Cincinnati, enables a *uniform and safe speed.* Connections are certain, and Passengers have full time for meals. By the Forest and Bellefontaine route from Crestline, a *dangerous and break-neck speed is required, and connections are not certain* to overcome the distance.

By the route via Columbus to Cincinnati and Indianapolis, Passengers ride over roads ballasted and smooth. By the Forest and Bellefontaine route, Passengers ride over the roughest roads in Ohio.

Three Daily Trains, via Columbus and Cincinnati, &c.

1ST TRAIN—Leaves Pittsburgh by 3:00 o'clock, A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route. This train arrives at Cincinnati one hour and forty minutes in advance of the Forest and Bellefontaine Route.

2D TRAIN—Leaves Pittsburgh at 7:30 o'clock, A. M. for Crestline, Columbus, Xenia and Cincinnati. This Train makes connection only via Columbus to Cincinnati.

3D TRAIN—Leaves Pittsburgh at 3:00 o'clock, P. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route.

Three Daily Trains, via Columbus, Dayton and Indianapolis.

1ST TRAIN—Leaves Pittsburgh at 3:00 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c. &c.

2D TRAIN—Leaves Pittsburgh at 7,30 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

3D TRAIN—Leaves Pittsburgh at 3:00 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

N. B. Secure your tickets via Columbus, and you are sure of connections.

Steamers leave Cincinnati daily for Memphis, Vicksburgh, Natchez, New Orleans, &c. &c.

The Columbus, being the *direct route,* the Time Tables of the Eastern Roads are arranged to run in close connection with this *reliable* route.

For all information and Through Tickets, please apply at the Ohio and Pennsylvania Railroad Office, (corner of Monongahela House.)
A. T. JOHNSON, Ticket Agent.
Or at Federal Street Station.
GEO PARKIN, Ticket Agent.
P. W. STRADER,
GEO. C. SESSIONS, General Agent, Cincinnati.
Agent, Pittsburgh. de20-no10-dly

GREAT WESTERN MAIL ROUTE.
SPRING ARRANGEMENT.
On and after monday, April 7, 1856, Passenger Trains will leave Wells st. Depot daily, (Sundays excepted) as follows:

Galena and Chicago Union Railroad
MAIN LINE.
FOR FREEPORT, GALENA AND DUNLEITH.
Passenger and Mail .... 8.00 A. M.
Express .... 9.15 A. M.
Passenger .... 5.20 P. M.

CHICAGO, FULTON AND IOWA LINE.
FOR DIXON, FULTON AND CENTRAL IOWA.
Through Passenger .... 8.00 A. M.
Through Passenger .... 6.00 P. M.

Beloit and Madison Branch.
FOR BELOIT, JANESVILLE and MADISON.
Passenger .... 8.00 A. M.
Passenger .... 9.15 A. M.
Passenger .... 5.20 P. M.

Fox River Valley Railroad.
FOR CRYSTAL LAKE, M'HENRY AND RICHMOND.
Passenger .... 8.00 A. M.
Passenger .... 6.00 P. M.

TRAINS EASTWARD.
GALENA AND CHICAGO UNION RAILROAD.
Leave Freeport 5.30 A M.—arrive in Chicago 1.40 A. M.
Leave Dunleith 6.15 A M.— " " 4.40 P. M.
Leave Dunleith 6.10 P M.— " " 4.05 A. M.
CHICAGO, FULTON AND IOWA LINE
Leave Fulton 5.15 A M.—arrive in Chicago 11.40 A. M.
" " 4.00 P M.— " " 10.50 P. M.
BELOIT AND MADISON BRANCH.
Leave Footville 11.30 A M—arrive in Chicago 4.40 P. M.
" " 10.00 P M.— " " 4.05 A. M.
FOX RIVER VALLEY RAILROAD.
Leave Elgin at 9.20 A M.—arrive in Chicago 11.40 A. M.
" " 6.15 P M.— " " 10.50 P. M.
All the above trains connect with the great Eastern Lines diverting from Chicago to all points East.
JOHN B. TURNER, Prest.
P. A. HALL, Supt. (mr6lyd) my2

Pennsylvania Railroad.
SUMMER ARRANGEMENT.
CHANGE OF HOUR.
ON and after Monday next there will be three daily trains between Pittsburgh and Philadelphia.—THE MORNING MAIL TRAIN leaves Pittsburgh for Philadelphia at 6.30 A. M.
THE FAST LINE leaves Pittsburgh for Philadelphia at 2.50, P. M.
THE NIGHT EXPRESS TRAIN leaves Pittsburgh for Philadelphia at 10 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. Running as far as Turtle Creek Bridge.
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 Hand-bills 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.
J. MESSIMER, Agent, Passenger Lines, Pittsburgh.
THOS. MOORE Agent, Passenger Lines, Philadelphia.
jy5-1yd my15

1855. AIR LINE ROUTE. 1855
FROM
CHICAGO TO ST. LOUIS.
Via CHICAGO, ALTON AND ST. LOUIS
RAIL ROAD,
Formerly the Chicago and Mississippi
From 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 " Saturdays " 9.20 P. M.
St. Louis Freight & Emigrant, Sundays " 5.30 A. M.
Baggage Checked through to St. Louis.
Trains run direct through (252 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, (23 miles) without landing. These Boats, for speed, convenience and elegance are unsurpassed on the Western waters, being fitted up with Baths and spacious Washrooms, affording to passengers the opportunity of removing the dust unavoidable in Summer R. R. traveling and reaching St. Louis refreshed from the effects of a long ride.
To Kansas and Nebraska this the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples and all points on the Mississippi, Missouri, Kansas, Cumberland and Tennessee Rivers will note the important saving in distance, being 72 miles less to Bloomington, and 58 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 all through Ticket offices throughout the States, and in Chicago at the Company's office, No. 48 Dearborn st. opposite the Tremont House, and at the Depot of the Illinois Central Railroad, foot of Water st.
A responsible Baggage-man 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., Sup't
H. J. D. SCHERMERHORN, Gen'l Passenger Agent.
ap9-6md&wT   se7

Michigan Southern & Northern Indiana
RAIL ROAD.
FROM TOLEDO TO CHICAGO, connecting at Chicago with Clement's Line of Steamers for Racine, Milwaukee, Sheboygan and all the ports on Lake Michigan, and with the Chicago and Rock Island Railroad in connection at La Salle with the Illinois Central and Chicago and Mississippi Railroads and Illinois River Line of Steamers for La Salle, Rock Island, St. Louis and all points on the Illinois and Mississippi Rivers.
FOUR DAILY PASSENGER TRAINS.
1st—Express Mail Train leaves Toledo at 2 A. M., arriving in Chicago at 1.27 P. M.
2d—Morning Express Train leaves Toledo at 11 A. M., arriving in Chicago at 9.00 P. M.
3d—Afternoon Express Train leaves Toledo at 1.50 P. M., arriving in Chicago at 11.00 P. M.
4th—Night Express Train leaves Toledo at 8.15 P. M., arrives in Chicago at 6.45 A. M.
One Train on Sundays, leaves Toledo at 5.15 P. M., and arrives at Chicago at 7.45 A. M.
Four Daily Trains on the Cleveland and Toledo Railroad, connecting with the above.
Passengers by taking the Ohio and Penna. Railroad to Mansfield, and the Sandusky and Mansfield Railroad to Monroeville, will there connect with the Cleveland and Toledo Railroad. Or by taking the Cleveland and Pittsburgh Railroad at Alliance, will then connect at Cleveland with the Cleveland and Toledo Railroad, making the time from Pittsburgh to Chicago, via M. S. N. I. Railroad in 21 hours.
Through Tickets can be procured at the offices of the Cleveland and Pittsburgh and Ohio and Penna. Railroads, under the Monongahela House, or at the Depot.
L. D. RUCKER, Agent,
Pittsburgh, July 20th, 1854.—tf M. S. and N. I. R. R.

Removal.
THE subscriber has removed his Forwarding and Commission Establishment to the CORNER OF FRONT & FERRY STS, where he can be found here after. ap16 A. A. HARDY.

Pittsburgh, Madison & Indianapolis
R. R. ROUTE.
THE MADISON AND INDIANAPOLIS
RAILROAD
IS NOW prepared to forward freight from the East or Pittsburgh at low rates and with promptness and speed. All its arrangements and connections are such as to give entire satisfaction.
No charge for drayage or commission at Madison.
Through receipts given from PITTSBURGH or MADISON to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE, PERU, CHICAGO, and other points in the West.
A. A. HARDY, Agent,
ap16 cor. Front and Ferry sts.

Pennsylvania Railroad.
THE great Central Route, connecting the Atlantic cities with Western, Northwestern, and Southwestern States, by a continuous Railway direct.—This road also connects at Pittsburgh with daily line of Steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with Steamers to all ports on the Northwestern 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, Hats, (in boxes) Furs, Feathers, &c. } 90c per 100lbs
SECOND CLASS—Books and Stationery, Dry Goods (in bales) Hardware, Leather, Drugs and Medicine, Wool, &c. } 75c. per 100lbs
THIRD CLASS.—Anvils, Bagging, Bacon and Pork (in bulk) Cast Steel, Sole Leather, (in bundles) Oats, &c. } 65c. per 100lbs
FOURTH CLASS.—Coffee, Fish, Bacon and Pork (packed) Lard and Lard Oil, Hemp, Iron, Lead, Nails, Sodash, &c. } 50 per 100lbs
FLOUR—$1 ℔ bbl until further notice.
GRAIN—50 cts. per 100 lbs. until further notice.
COTTON—$2 per bale not exceeding 500 lbs weight, until further notice.
In shipping goods from any point East of Philadelphia, be particular to mark package "*via Pennsylvania Railroad*." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.
FREIGHT AGENTS—Moses Potter, Boston; J. L. Elliott, New York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; Geo. C. Franciscus, Pittsburgh; Springman & Brown Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Rateliff & Co., St. Louis, Mo.; J. H. Smith, & Co. Evansville, Indiana.
H. H. HOUSTON, General Freight Agent, Philadelphia.
J. LOMBAERT, Sup't Altoona, Pa. jaly

Ohio and Indiana Railroad.
TRAINS leave Crestline daily, Sundays excepted, at 6.50 A. M. on the arrival of the night train from Pittsburgh, and by way of the Mad River Rail Road, arrives at Dayton at 1.20 P. M., at Cincinnati at 4.20 P. M. and Indianapolis at 10.30 P. M.
This is the only line connecting directly at Crestline with the night train from Pittsburgh.
For through tickets to any of the above points, apply at the O. & P. R. R. Office, Monongahela House, Pittsburgh, or the Station House, Allegheny. J. S. STRAUGHAN, Agent.

CLEVELAND AND PITTSBURGH
RAIL ROAD.
CONNECTING WITH
OHIO & PENNSYLVANIA RAILROAD,
VIA ALLIANCE.
THE shortest and quickest route to Chicago and the North West, is VIA CLEVELAND. This route is One Hundred miles shorter and about nine hours quicker than the circuitous one via Indianapolis.
Three Daily Trains between Pittsburgh to Cleveland. Four Daily Trains between Cleveland and Chicago.
Time to Cleveland, 6 hours. Chicago, 24 hours; and St. Louis, 37 hours.
On and after Tuesday, May 20th, 1856, the trains on this road will run as follows:—
VIA ALLIANCE.
The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 3.00 A. M. and 7.30 A. M. and 3.00 P. M.
Leave Alliance at 7.15 A. M. and 11.57 A. M. and 6.20 P. M. and 9.50 P. M.
Arrive in Cleveland at 10.00 A. M. and 2.50 P. M. and 9.50 P. M.
Connecting there with Cleveland and Toledo Railroad for Toledo, Chicago, Rock Island and St Louis.
Passengers for Toledo, Chicago, St Louis and the North West, leaving Pittsburgh on the 3.00 A M train, by going via Cleveland, will arrive in Chicago at 8.30 next morning.
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 7.30 A. M., as this is the only train by which close connections are made through to the above points.
The trains leaving Pittsburgh at 3.00 A. M. and Wellsville at 4.00 P. M. are the only ones by which passengers can reach Stations south of Alliance or Stations on the Tuscarawas extension.
VIA WELLSVILLE.
Steamers Forest City and Diurnal leave their landing, opposite Monongahela House every morning (Sundays excepted) at 10 o'clock for Wellsville, connecting there with the train leaving at 4.00 P. M. Alliance at 6.50 and arriving in Cleveland at 9.50 P. M. connecting with the train for Toledo and Chicago and Mich. Central Rail Road steamer for Detroit and Chicago.
Tickets for Chicago and other points on the North west via Wellsville, are sold at $1,00 to $1.50 less than via Alliance.
The trains for Cleveland connect at Hudson with trains for Cuyahoga Falls and Akron.
Passengers for Dover, New Philadelphia and other stations on Tuscarawas Extension, can go through same day without detention.
Trains from Cleveland to Toledo and Chicago—Leave Cleveland at 6.50 A. M. 3.45, 6.30, 8.45, 9.45 P. M. Arrive in Chicago at 10.20 P. M. 5.40 A. M. 8.40 A. M. 8.00 P. M.
FARE VIA ALLIANCE AND CLEVELAND.

1st Class.	2d Class.		1st class.	2d Class.
To Alliance...$2,30		To La Salle	18,00	$12 60
" Cleveland...4,00		" Rock Island	18,00	14 00
" Buffalo...8,00		" Iowa City	20,55	14 75
" Toledo...6,50		" Galena	19,10	14 00
" Milwaukie...15,60		" Springfield	18,70	16 20
" Chicago...13,00	10,00	" Burlington	19,60	15 00
" Bloom'g...15,90	14,40	" Dubuque	18,60	13 50
St. Louis...18,30	16 50	" Peoria	18,10	14 00

Emigrant Fare to Chicago, $8,50; Rock Island, $10.00.
Baggage checked through to Cleveland and Chicago.
Passengers are requested to procure their tickets at the Office of the Company, in Monongahela House, below the corner.
J. DURAND, Supt., Cleveland.
my20 J. A. CAUGHEY, Agt., Pittsburgh.

Allegheny Valley Railroad.
CHANGE OF TIME.
ON and after MONDAY, March 3d, 1856, Two Daily Trains will leave Pittsburgh as follows:—
No. 1, Express 8.30 A. M., stopping at Sharpsburg, Hulton, Tarentum, Chartiers, Freeport, Kiskiminetas and Rosston, arriving at Kittanning at 11 o'clock, A. M.
No. 2, Accommodation, 5.10 P. M., stopping at stations, arriving at Kittanning at 8.25 P. M.
Returning, leave Kittanning as follows: No. 1, Accommodation, 7 A. M., stopping at all stations, arriving at Pittsburgh at 10 A. M.
No. 2, Express, 5 P. M., stopping at Rosston, Kiskiminetas, Freeport, Chartiers, Tarentum, Hulton and Sharpsburgh, arriving at Pittsburgh at 7.40 P. M.
Stages will run from Kittanning in connection with the Trains, for the following places:

	FARE.		FARE.
Rural Village	$1 88	Clarion	$2 25
Smicksburg	2 50	Brady's Bend	1 25
Punxsutawney	3 25	Mahoning	1 75
Middlesex	1 75	Kellersburg	2 00
Red Bank	2 25	Texas	2 00
Kelmersburg	2 50	Bethlehem	2 75
Curlsville	2 75	Mechanicsburg	3 00
Reedsburg	3 00	Shannondale	3 25
Adams	2 00	Brookville	3 75

FARE TO KITTANNING...$1 25
Passengers by taking the 8.30 A. M. Train from Pittsburgh, arrive at all the above places the same day.
Tickets to all the above places can be procured at the Ticket Office in the Depot on Taylor street.
Omnibusses will leave the corner of Market and Fifth, and Penn and Wayne sts, at 7,40 A. M. and 3 P. M., in connection with the Trains.
fe29 A. J. HOPPER, Superintendent.

Pittsburgh and Connelsville
RAIL ROAD.
THE STEAMER EOLIAN will leave her wharf, above the Monongahela Bridge, daily, (Sundays excepted) at 3.30 P. M. for West Newton, connecting there with the train which leaves for Connelsville, and all way stations at 5.30 A. M.
RETURNING—The train leaves Connelsville at 6 A. M., connecting at West Newton, with the steamer Eolian which leaves for Pittsburgh at 7.30 A. M.
Passengers and freight carried each way daily.
For further information apply to the officers on board the steamboat Eolian, or to the Agents at West Newton and Connelsville. D. W. CALDWELL,
ap12 Assistant Superintendent.

PITTSBURGH GAZETTE
PUBLISHED DAILY AND WEEKLY BY
D. N. WHITE.
OFFICE ON FIFTH STREET, ABOVE SMITHFIELD STREET.
TERMS:
DAILY—Six dollars per annum, payable half yearly in advance.
WEEKLY—Two dollars per annum, in advance. Clubs will be supplied on the following conditions:
Five copies per annum ... $7 00
Ten copies do ... 12 00
Twenty copies do ... 20 00
Advance payments are strictly required, and the paper is stopped when the year is out, unless it is renewed.

RATES OF ADVERTISING:

One square, (10 lines of Nonpareil or Agate,)	
Do one insertion	$0 50
Do each additional insertion	0 25
Do one week	1 75
Do two weeks	3 00
Do three weeks	4 00
Do one month	5 00
Do two months	7 00
Do three months	9 00
Do four months	10 00
Do six months	11 00
Do twelve months	15 00
Standing Cards, (6 lines or less per annum)	10 00
One dollar for each additional line.	
One square, changeable at pleasure, (per annum,) exclusive of paper	25 00

For each additional square, inserted over one month, and for each additional square inserted under the yearly rates half price.

Advertisements exceeding a square, and not over fifteen lines, to be charged as a square and a half.

Publishers not accountable for legal advertisements beyond the amount charged for their publication.

Announcing candidates for office to be charged the same as other advertisements.

Advertisements not marked on the copy for a specified number of insertions, will be continued till forbid, and payment exacted accordingly.

The privilege of annual advertisers is strictly limited to their own immediate business, and all advertisements for the benefit of other persons, as well as all advertisements not immediately connected with their own business, and all classes of advertisements, in length or otherwise, beyond the limits engaged, will be charged at the usual rates.

For all such transient advertising, bills will be separately rendered, and prompt payment is desired.

All advertisements for charitable institutions, fire companies, ward, township, and other public meetings, and all political meetings and notices, to be charged half price, payable strictly in advance.

Marriage notices to be charged 50 cents.

Death notices inserted without charge, unless accompanied by funeral invitations or obituary notices, and when so accompanied, to be paid for.

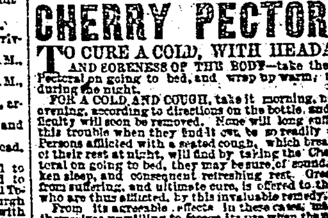
Regular advertisers, and all others sending communications, or requiring notices designed to call attention to Fairs, Soirees, Concerts, or any public entertainments where charges are made for admittance—all notices of private associations—every notice designed to call attention to private enterprises, calculated or intended to promote individual interest, can only be inserted with the understanding that the same is to be paid for. If intended to be inserted in the local column, the same will be charged at the rate of 10 cents per line.

Bishop or other notices to be charged triple price.

Tavern License Petitions $2 each.

Real Estate Agents' and Auctioneers' advertisements not to be classed under yearly rates, but allowed a discount of thirty-three and one-third per cent from the amount of bills.

WEEKLY OR TRI-WEEKLY IN DAILY PAPERS.
One Square, three insertions ... $1 50
Do. each additional insertion ... 37
ADVERTISEMENTS IN WEEKLY PAPER.
One Square, (10 lines,) one insertion ... 50 cents.
Do. each additional insertion ... 25 cents.
All transient advertisements to be paid in advance.



CHERRY PECTORAL
TO CURE A COLD, WITH HEADACHE AND SORENESS OF THE BODY—take the Cherry Pectoral on going to bed, and wrap up warm, to sweat during the night.
FOR A COLD AND COUGH, take it morning, noon and evening, according to directions on the bottle, and the difficulty will soon be removed. None will long suffer from this trouble when they find it can be so readily cured.—Persons afflicted with a seated cough, which breaks them of their rest at night, will find by taking the Cherry Pectoral on going to bed, they may be sure of sound, unbroken sleep, and consequent refreshing rest. Great relief from suffering, and ultimate cure, is offered to thousands who are thus afflicted, by this invaluable remedy.
From its agreeable effects in these cases, many find themselves unwilling to forego its use when the necessity for it has ceased.
TO SINGERS AND PUBLIC SPEAKERS this remedy is invaluable, as by its action on the throat and lungs, when taken in small quantities, it removes all hoarseness in a few hours, and wonderfully increases the power and flexibility of the voice.
ASTHMA is generally much relieved, and often wholly cured by Cherry Pectoral. But there are some cases so obstinate as to yield entirely to no medicine. Cherry Pectoral will cure them if they can be cured.
BRONCHITIS, or irritation of the throat and upper portion of the lungs, may be cured by taking Cherry Pectoral in small and frequent doses. The uncomfortable oppression is soon relieved.
FOR CROUP—Give an emetic of antimony, to be followed by large and frequent doses of the Cherry Pectoral, until it subdues the disease. If taken in season, it will not fail to cure.
WHOOPING COUGH may be broken up and soon cured by the use of Cherry Pectoral.
THE INFLUENZA is speedily removed by this remedy. Numerous instances have been noticed where whole families were protected from any serious consequences, while their neighbors without the Cherry Pectoral, were suffering from the disease.
Repeated instances are reported here of patients who have been cured from
LIVER COMPLAINTS by this remedy, so many that there can be no question of its healing power on these diseases. It should be perseveringly taken until the pain in the side and other unpleasant symptoms cease.
FOR CONSUMPTION in its earliest stages, it should be taken under the advice of a good Physician if possible, and in every case with a careful regard to the printed directions on the bottle. If judiciously used, and the patient is carefully nursed meantime, it will seldom fail to subdue the disease.
For settled CONSUMPTION in its worst form, the Cherry Pectoral should be given in doses adapted to what the patient requires and can bear. It always affords some relief, and not unfrequently cures those who are considered past all cure. There are many thousands scattered all over the country, who feel and say that they owe their lives and present health to the Cherry Pectoral.
Many years of trial, instead of impairing the public confidence in this medicine, has won for it an appreciation and notoriety by far exceeding the most sanguine expectations of its friends. Nothing but its intrinsic virtues and the unmistakable benefit conferred on thousands of sufferers, could originate and maintain the reputation it enjoys. While many inferior remedies thrust upon the community, have failed and been discarded, this has gained friends by every trial, conferred benefits on the afflicted they can never forget, and produced cures too numerous and too remarkable to be forgotten.
While it is a fraud on the public to pretend that any one medicine will infallibly cure—still there is abundant proof that the Cherry Pectoral does not only as a general thing, but almost invariably cure the maladies for which it is employed.
As time makes these facts wider and better known, this medicine has gradually become the best reliance of the afflicted, from the log cabin of the American Peasant, to the palaces of European Kings.
PREPARED AND SOLD BY
J. C. AYER,
Practical and Analytical Chemist,
Lowell, Mass.
Sold Wholesale by B. A. FAHNESTOCK & CO.—At retail by every Druggist in the city and all Dealers everywhere.

MERILLO IRON PIPE WORKS.
MERRIL & JAQUES,
142 Centre Street, New York,
MANUFACTURERS AND DEALERS
In Wrought Iron Pipes, Fittings, Tools, and every description of apparatus connected with Steam, Water and Gas, for heating and lighting Steamers, Churches, Hotels, Private Dwellings, Hospitals, Asylums, Villages, Factories and Halls.
Also, Valves, Cocks, Pumps, Gauges, Boilers and Boiler flues made to order.
Our Screw Cutting Machines are entirely new, and on an improved principle, warranted to do double the work of any other in use.
Orders solicited, and all business at the shortest and promptly attended.

WOOL AND FEATHERS—23 sacks Wool, 6 do Feathers, on steamer Marietta, to arrive, for sale by my16 ISAIAH DICKEY & CO.