RAILROADS.

1862. THE 1862.

PITTSBURGH FT. WAYNE & CHICAGO RAILWAY.

TO ALL POINTS IN THE

SOUTH WEST AND NORTH WEST.

WINTER ARRANGEMENT.

TIME TO CINCINNATI AS QUICK, and to Indianapolis, St. Louis and Chicago shorter than by any other route.

WESTWARD TRAINS.

	Mail Line.	Express.
Leaves Pittsburgh	1.40 a. m.	1.40 p. m.
" Allegheny	1.50 a. m.	1.50 p. m.
" Mansfield	10.05 a. m.	10.10 p. m.
Arrives Crestline	10.40 a. m.	10.50 p. m.
" Forest	12.45 p. m.	12.58 a. m.
" Lima	2.15 p. m.	2.30 a. m.
" Fort Wayne	4.50 p. m.	5.00 a. m.
" Chicago	11.00 p. m.	11.05 a. m.
" St. Louis	12.45 p. m.	

FOR COLUMBUS, CINCINNATI & ST. LOUIS.

Leaves Crestline	10.55 a. m.	11.00 p. m.
Arrives Columbus	1.30 p. m.	1.30 a. m.
" Cincinnati	6.45 p. m.	7.40 a. m.
" St. Louis	10.40 a. m.	11.55 p. m.

FOR INDIANAPOLIS AND ST. LOUIS.

Leaves Crestline	10.55 a. m.	11.00 p. m.
Arrive at Indianapolis	9.00 p. m.	9.00 a. m.
" Terre Haute	2.25 a. m.	2.50 p. m.
" St. Louis	10.05 a. m.	11.55 p. m.

All Trains through to Chicago without change of Cars.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

EASTWARD TRAINS.

	Mail.	Express.
Leave Chicago	6.20 a. m.	6.30 p. m.
Arrive at Fort Wayne	12.05 p. m.	12.30 a. m.
" Crestline	5.55 p. m.	6.25 a. m.
" Pittsburgh	2.25 a. m.	3.55 p. m.

Both Trains make close connections with Trains on the Pennsylvania Railroad for the Eastern cities via Allentown and Philadelphia.

Only one change of cars between Chicago and New York, via Pittsburgh and Allentown, on train leaving Chicago at 6.30 p. m., reaching Pittsburgh at 3.50 p. m., and New York at 10.45 a. m.

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

NEW BRIGHTON ACCOMMODATION.

Leaves Allegheny at	9.30 a. m. and	9.30 p. m.
Arrives New Brighton	11.10 "	6.10 "
Leaves New Brighton	6.30 "	12.10 "
Arrives at Allegheny	8.15 "	2.00 "

ECONOMY ACCOMMODATION.

Leaves Allegheny at 12.50 p. m. and 6 p. m.
Leaves Economy at 6.03 a. m. and 1.00 "

MARKET TRAIN.

Leaves Alliance at	6.10 a. m.
Arrives at Allegheny at	11.20 a. m.
Leaves Allegheny at	2.30 p. m.
Arrives at Alliance	7.35 p. m.

Trains are run by Columbus time, which is 12 minutes slower than Pittsburgh time.

Tickets good on the accommodation and market trains are sold at reduced prices.

Through trains connect as follows:

At Alliance, with trains on the Cleveland and Pittsburgh Railroad.

At Orrville, Ohio, to and from Millersburgh, Akron, Cuyahoga Falls, etc.

At Mansfield, Ohio, for Mount Vernon, Shelby, Sandusky, Toledo, Detroit, etc.

At Crestline, for Delaware, Springfield, Urbana, Cincinnati, Xenia, Dayton, Indianapolis, Terre Haute, Louis, Louisville, etc.

At Forest, for Springfield, Sandusky, Dayton, Cincinnati, etc., etc.

At Lima, for Sidney, Dayton, Cincinnati, Toledo, etc.

At Fort Wayne, for Peru, Lafayette, Indianapolis, Saint Louis, and intermediate points in Central Indiana and Illinois.

At Plymouth for Laporte.

At Wanatah for all points on the Louisville, New Albany and Chicago Railroad.

And at Chicago, with trains for all points in Illinois, Missouri, Iowa, Wisconsin, Minnesota, etc. For further information and through tickets apply to GEORGE PARKIN, Ticket Agent, Passenger Station, Pittsburgh.

Through Tickets for sale at all the offices of the Company on the line of the road, and all parts of the United States. W. W. P. SHINN, General Passenger Agent, Pittsburgh.

G. W. CASS, General Superintendent.

CHANGE OF TIME.

1862. THE 1862.

PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

WINTER ARRANGEMENT.

THE MAIL TRAIN LEAVES PITTSBURGH, from the Passenger Depot, at the intersection of Liberty and Grant streets, every morning (except Sunday) at 6.20 a. m., stopping at all stations between Pittsburgh and Philadelphia. This train arrives in Philadelphia at 11.00 p. m., making close connection for New York from Kensington Depot, at 12.00 p. m., over Camden and Amboy Line.

THE EXPRESS TRAIN leaves the above named station daily at 4.40 p. m., stopping only at principal stations, and making direct connection at Harrisburg for Baltimore and Washington, and for New York via Allentown. This train arrives in Philadelphia at 8.05 a. m., making connection for New York from Kensington Depot at 9.30 a. m., over Camden and Amboy Line. A SLEEPING CAR is run through from Pittsburgh to Jersey City via Allentown—[illegible] on this train.

THE FAST LINE leaves the above named station daily, (except Sunday) at 2.50 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington. This train arrives in Philadelphia at 5.25 p. m., making close connection for New York from Kensington Depot at 6.30 p. m., over Camden & Amboy Line.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN leaves daily (except Sunday) at 3.00 p. m., stopping at all stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday) at 6.40 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 11.00 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 4.00 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station, leaves daily, (except Sunday) at 6.15 p. m.

RETURNING TRAINS

ARRIVE IN PITTSBURGH AS FOLLOWS:

Express	1.15 p. m.
Mail	8.50 p. m.
Fast Line	1.30 a. m.
Johnstown Accommodation	10.30 a. m.
1st Wall's Station Accommodation	6.30 a. m.
2d Wall's Station Accommodation	8.30 a. m.
3d Wall's Station Accommodation	1.05 p. m.
4th Wall's Station Accommodation	6.05 p. m.

Trains for Blairsville and Indiana connect at Blairsville Intersection with Johnstown Accommodation East and West, and Express and Mail West.

FARE:

TO NEW YORK	$12.50
PHILADELPHIA	10.00
BALTIMORE	9.50
LANCASTER	8.55
HARRISBURG	7.55

Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia, Baltimore and New York.

Passengers purchasing tickets in cars will be charged an excess according to distance traveled in addition to the station rates, except from stations where the company has no agent.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey passengers and baggage to and from the depot, at a charge not to exceed 25 cents for each passenger and baggage.

For tickets apply to

J. STEWART, Agent.

At the Penna. R. R. Passenger Station on Liberty and Grant streets. ENOCH LEWIS.

no23 General Superintendent, Altoona, Pa.

NEW ROUTE VIA RIVER AND RAILROAD.

INDIANAPOLIS AND CINCINNATI R. R.

Connecting at Indianapolis with Terre Haute, and Terre Haute and Alton Railroad, to St. Louis and Lafayette and Indianapolis, New Albany and Salem and Michigan Central Railroads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and passengers carried from Cincinnati or Lawrenceburg in less time than by any other route by twenty-four hours, and at as low rates. The only road by which shipments can be made from Cincinnati to the West, without breaking bulk.

Consignments made to J. E. GIBBONS, Agent at Cincinnati, or W. B. CUTTING, Agent at Lawrenceburgh, will receive prompt attention, and no charge for commission: NO CHARGE FOR DRAYAGE OR COMMISSION AT LAWRENCEBURG.

For further information apply to THOMAS RATIGAN, (No. 115 Water street,) agent of the Company, who is prepared to give THROUGH RECEIPTS for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c. H. F. LORD, President.

JOHN F. CHEEK, General Freight Agent.

mh3

1862. IMPORTANT. 1862.

ALL PERSONS PURCHASING TICKETS FOR SAINT JOSEPH.

[illegible] Northern Missouri, the States [illegible] Territories, should insist on [illegible] the

[illegible] RAILROAD

[illegible] Louis to St. Joseph. [illegible] line be thirteen [illegible] and is [illegible]

[illegible] points [illegible]

RAILROADS.

CLEVELAND & PITTSBURGH RAILWAY.

TIME CHANGED.

ON AND AFTER MONDAY, NOV. 25, 1861, trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

PITTSBURGH, COLUMBUS & CINCINNATI SHORT LINE, VIA STEUBENVILLE.

Leaves	Pittsburgh	1.55 a. m.
	Steubenville	5.28 "
"	Newark	12.05 p. m.
"	Columbus	1.30 "
Arrives	Cincinnati	6.15 "
"	St. Louis	10.45 a. m.
Leaves	Pittsburgh	1.55 p. m.
	Steubenville	5.10 "
"	Newark	12 midnight.
"	Columbus	1.30 a. m.
Arrives	Cincinnati	7.10 "
"	St. Louis	11.55 p. m.

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves	Pittsburgh	5.55 a. m.
"	Wellsville	4.25 "
"	Steubenville	5.28 "
"	Wheeling	6.25 "
Arrives	Bellair	6.50 "
Leaves	Pittsburgh	1.55 p. m.
"	Wellsville	4.00 "
"	Steubenville	5.10 "
"	Wheeling	6.25 "
Arrives	Bellair	6.40 "

Connecting at Wheeling with Baltimore and Ohio Railroad, and at Bellair with Central Ohio Railroad for Zanesville, Lancaster, Circleville, Columbus and Cincinnati.

PITTSBURGH AND CLEVELAND LINE.

Leaves	Pittsburgh	1.55 a. m.
"	Wellsville	4.05 "
"	Bayard	6.38 "
"	Alliance	7.08 "
"	Hudson	8.25 "
Arrives	Cleveland	9.35 "
Leaves	Pittsburgh	1.55 p. m.
"	Wellsville	4.00 "
"	Bayard	5.24 "
"	Alliance	5.50 "
"	Hudson	7.01 "
Arrives	Cleveland	8.10 "

Connecting at Bayard with Tuscarawas branch for New Philadelphia and Canal Dover at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad at Hudson, with Cleveland, Zanesville and Chicago Railroad for Akron, Cuy. Falls and Millersburg, and at Cleveland with C. & E. R. R. for Erie, Dunkirk and Buffalo, with C. & T. R. R. for Toledo, Detroit and Chicago.

Wellsville Accommodation leaves at 3.35 p. m. Returning Trains arrive in Pittsburgh as follows:

Mail Train	1.10 p. m.
Express Train	2.05 a. m.
Wellsville Accommodation	9.30 a. m.

Passengers desiring to go to Sandusky, Toledo, Chicago, [illegible] are particular to ask for tickets via Cleveland.

Through Tickets can be procured at the Liberty Street Depot, Pittsburgh.

J. STEWART, Ticket Agent.

For further [illegible] apply to WILLIAM STEWART, [illegible]

At the [illegible] Pennsylvania Station. [illegible]

no27

UPHOLSTERING.

UPHOLSTERY.

NO. 65 FOURTH ST., NEAR WOOD.

THE SUBSCRIBERS HAVING [illegible]

[illegible]

ROBERT & BURNSIDE.

HOTELS AND RESTAURANTS.

YOUNG'S

WHOLESALE OYSTER DEPOT,

AT THE OLD STAND

CORNUCOPIÆ RESTAURANT,

NO. 40, FIFTH STREET,

WHERE FAMILIES, HOTELS, RESTAURANTS [illegible]

[illegible]

E. YOUNG, Proprietor.

Young's Eating Saloon,

CORNER VIRGIN ALLEY AND SMITHFIELD STREET.

[illegible]

SAVAGE HOUSE.

[illegible] Liberty Street,

Next to Pennsylvania R. R. Passenger Depot.

JOHN SAVAGE, Proprietor.

HAVING TAKEN AND FITTED UP, [illegible]

[illegible]

SEETIN'S OLD STAND.

IN THE DIAMOND,

THOS. STONE, Proprietor.

HAVING TAKEN AND FITTED UP, at a great expense, with all the modern improvements, this [illegible] the subscriber is prepared to accommodate his friends and the public generally, with the best the market affords.

OYSTERS will be served up in every variety of style during the season.

LIQUORS and ALES [illegible]

MEALS [illegible] and DAY and NIGHT BOARDERS taken.

OUR HOUSE.

NO. 32 DIAMOND ALLEY,

PITTSBURGH.

THE SUBSCRIBER ANNOUNCES to the public that he is in daily receipt of FRESH SHELL AND CAN OYSTERS, GAME, &c., and is prepared to accommodate the patrons of this old and well known house with everything in the eating and drinking line at the shortest notice. JOHN SHALER,

ja5:ly Proprietor.

EXCELSIOR

OYSTER AND EATING HOUSE,

No. 151 Wood Street, Pittsburgh.

WHOLESALE AND RETAIL DEALERS IN

LAKE AND EASTERN FISH,

FRESH PHILADELPHIA AND BALTIMORE OYSTERS AND WILD GAME.

All in their Proper Season.

no23 GEO. REINEMAN & CO.

MANSION HOUSE. GEO. 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. His Larder and Bar will be furnished with the best the market can afford.

ja3:ly

WINES AND LIQUORS.

WILLIAM BENNETT,

IMPORTER AND DEALER IN

Brandies, Cordials, Wines, Old Monongahela and Rectified Whiskey,

NO. 120 WOOD STREET, Pittsburgh

fe22:6m

WILLIAM CLAYTON,

WHOLESALE AND RETAIL

LIQUOR MERCHANT,

No. 37 Diamond Alley,

near Wood street, Pittsburgh, Pa.

Always on hand, Blackberry, Cherry and Cognac Brandies, Old Monongahela Rectified Whiskey, &c. mh16

E. P. MIDDLETON & BRO.,

IMPORTERS OF

WINES, BRANDIES, &c.,

AND DEALERS IN

FINE OLD WHISKIES,

NO. 5 NORTH FRONT STREET.

PHILADELPHIA. ap10:lyd

TALLOW, OIL AND GREASE—
10 bbls Tallow,
25 bbls Grease;
In store and for sale by

no20 F. SELLERS & CO. Penn street, Pittsburgh.

INSURANCE.

FIRE INSURANCE

BY THE

RELIANCE MUTUAL INSURANCE COMPANY,

OF PHILADELPHIA,

On Buildings, Limited or Perpetual, Merchandise, Furniture, &c., in town or country.

OFFICE NO. 308 WALNUT STREET.

Cash Capital,	$229,510 00.
Assets,	$303,508 96.

Invested as follows, viz:

First Mortgage or Improved City Property, worth double the amount	$155,605 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ℔ cent. Mortgage Loans, $30,000, cost	27,900 00
Philadelphia city 6 ℔ cent. loan	30,000 00
Allegheny County 6 ℔ cent. Pennsylvania Railroad Loans	10,000 00
Collateral loans, well secured	2,500 00
Huntingdon and Broad Top Mountain Railroad company, mortgage loan	4,000 00
Pennsylvania Railroad Co. Stock	4,000 00
Stock of Reliance Mutual Insurance Company	24,350 00
Stock of County Fire Insurance Co.	1,050 00
Stock of Delaware M. S. Insurance Co.	700 00
Commercial Bank do	5,135 91
Mechanics' Bank do	2,012 50
Union M. Insurance Co's Scrip.	160 00
Bills Receivable, business paper	16,297 18
Book Accounts, secured interest, etc.	6,216 72
Cash on hand and in hands of agents	11,535 15
	$303,508 96

CLEM TINGLEY, President.

DIRECTORS.

Clem Tingley,	Samuel Bispham,
Wm. R. Thompson,	Robert Steen,
Frederick Brown,	William Musser,
Cornelius Stevenson,	Benj. W. Tingley,
John R. Worrel,	Marshall Hill,
H. L. Carson,	Z. Lothrop,
Robert Toland,	Charles Leland,
Frederick Lennig,	Jacob T. Bunting,
Charles S. Wood	Smith Bowen,
James S. Woodward,	John Bissell, Pittsburgh.

B. M. HINCHMAN, Secretary.

J. GARDNER COFFIN, Agent,

my16 Northeast corner Third and Wood sts.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835. OFFICE, S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA. MARINE INSURANCES on Vessels, Cargo and Freight, to all parts of the world. INLAND INSURANCES on Goods, by Rivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES on Merchandise generally, on Stores, Dwelling Houses, &c.

DIRECTORS.—William Martin, Edmund A. Souder, Theophilus Paulding, John N. Penrose, John C. Davis, James Traquair, Wm. Eyre, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, Dr. R. M. Huston, Geo. G. Lieper, Hugh Craig, Charles Kelley, Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, Spencer M'Ilvain, Thos. C. Hand, Robert Burton, Jr., Jacob P. Jones, James B. M'Farland, Joshua P. Eyre, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger, do.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.

Henry Ly[illegible], Secretary.

P. A. MADEIRA, Agent,

ja22 No. 65 Water street, Pittsburgh.

INDEMNITY AGAINST LOSS BY FIRE.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. OFFICE NO. 435 and 437 CHESTNUT STREET, near Fifth.

STATEMENT OF ASSETS, JAN. 1, 1861, [illegible] Published agreeably to An Act of Assembly, being

[illegible]

Losses paid during the year 1859, $62,153 36.

DIRECTORS.

Charles N. Bancker,	Mordecai D. Lewis,
Tobias Wagner,	David S. Brown,
Samuel Grant,	Isaac Lea,
Jacob R. Smith,	Edward C. Dale,
George W. Richards,	George Fales,

CHAS. N. BANCKER, President.
EDWARD C. DALE, Vice President.

W. A. [illegible], Secretary pro tem.

J. GARDNER COFFIN, Agent,

[illegible] Northeast corner Third and Wood streets.

WESTERN INSURANCE COMPANY, OF PITTSBURGH.

GEORGE DARSIE, President.
F. M. GORDON, Secretary.

[illegible]

Will insure against all kinds of FIRE and MARINE RISKS.

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

ASSETS, OCTOBER 30th, 1861.

[illegible]

DIRECTORS.

R. Miller, Jr.,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
Geo. Darsie,	Wm. H. Smith,
Cas. W. Ricketson,	Andrew Ackley,
Alexander Speer,	David M. Long,
Reez J. Thomas,	Benj. Bakewell,

John R. M'Cune. my18

CITIZENS' INSURANCE COMPANY OF PITTSBURGH

INSURES STEAMBOATS AND CARGOES.

SAMUEL REA, Secretary.

WM. BAGALEY, President.

Office, Cor. of Market and Water Sts.,

Insures against Loss and Damage in the Navigation of the Southern and Western Rivers, Lakes, and Bayous, and the Navigation of the Seas.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm. Bagaley,	Jas. Park, Jr.,
Wm. G. Johnston,	B. F. Jones,
Reese Owens,	T. M. Howe,
B. Preston,	George Bingham,
S. M. Kier,	John Shipton,
Jas. M. Cooper,	S. Harbaugh,
J. Caldwell,	John S. Dilworth,

C. H. Zug.

mh29:lydh

PHILADELPHIA FIRE AND LIFE INSURANCE COMPANY,

NO. 149 CHESTNUT STREET,

Opposite the Custom House.

Capital......$219,100 Assets......$304,948.

WILL MAKE ALL KINDS OF INSURANCE, either Perpetual or Limited, on every description of Property or Merchandise, at reasonable rates of premium.

ROBERT P. KING, President,
M. W. BALDWIN, Vice President.

DIRECTORS.

Charles Bayes,	E. R. Cope,
E. B. English,	George W. Brown,
P. B. Savery,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. J. Magarge	E. Wiler,

F. BLACKBURN, Secretary.

J. G. COFFIN, Agent.

jy1:ly Corner Third and Wood streets.

MONONGAHELA INSURANCE COMPANY OF PITTSBURGH.

OFFICERS.

JAMES A. HUTCHISON, President.
HENRY M. ATWOOD, Secretary.
Capt. JAS. WOODBURN, Gen'l Agent.

OFFICE NO. 98 WATER STREET.

Will Insure all kinds of FIRE and MARINE RISKS.

ASSETS, MAY 10th, 1861.

Stock Due Bills, payable on demand and secured by two approved names.		$78,750 00
Bills Receivable		23,557 31
Bills Discounted		36,236 76
Mortgage		12,000 00
115 Shares Mechanics' Bank stock cost	$ 6,165 00	
100 Shares Citizens' Bank stock cost	5,175 00	
40 Shares Exchange Bank stock cost	2,050 00	
50 Shares Bank of Pittsburgh	2,750 00	
		16,140 00
Balance of Book Accounts		65,997 75
Office Furniture		400 00
Cash		49,152 30
		$222,834 17

DIRECTORS.

Wm. B. Holmes,	Jas. A. Hutchinson,
Wilson Miller,	John Atwell,
Wm. Rea,	S. B. Robison,
John M'Devitt,	Richard Hays,
Jos. Kirkpatrick,	R. Wallace,
Robt. Dalzell,	Geo. A. Berry,
Wm. A. Caldwell,	Wm. Means,

James Woodburn. my21

DAILY POST.

TUESDAY MORNING, MARCH 25.

Raise More Horses.

Our farmers should turn their attention to the raising of horses and mules in the anticipation of the large demand which will surely come, and at paying prices too. Here is what the Secretary of the Vermont State Agricultural Society says on the subject in his annual report:

"The number of horses in Vermont before the breaking out of the rebellion, was about 55,000, since which, nearly 10,000 have been carried from the State for army purposes. This immense levy for horses has been made throughout the whole country. When it is considered that comparatively few of these horses will find their way back: that the number which will die of disease or become unfit for service is twenty times as great as it would be were they used for any other kind of business: that to meet this great want of the government a large proportion of the business horses of our large cities, which have been thrown out of the service by general prostration, have been bought up; it readily appears that even during the war, horses must advance in price; and at its close, when business shall revive and trade resume its former channels, the demand for good horses must exceed the supply. Reasoning from these premises, no more profitable labor can be engaged in than the production of good business horses."

Cure for Cancers.

Our attention has recently been called to a cure for cancers, which is of such importance, that we wish to make it known as widely as possible. Some eight months ago Mr. T. B. Mason, who keeps a music store on Wisconsin street, and is a brother to the well known Lowell Mason—ascertained that he had a cancer on his face the size of a pea. It was cut out by Dr. Wolcott, and the wound partially healed. Subsequently it grew again, and while he was in Cincinnati on business it attained the size of a hickory nut. After remaining there several weeks under treatment, he [illegible] back perfectly cured. The process was this:

A piece of sticking plaster was put over the cancer, with a circular cut out of it the size of a little larger than the cancer, so that a small circular rim of healthy skin next was exposed. Then a plaster made of chloride of zinc, blood root and wheat flour was spread on a piece of muslin of the size of the circular opening and applied to the cancer for twenty-four hours. On removing it the cancer will be found to have become a [illegible] and appear the color and hardness of an old shoe sole, and the circular rim [illegible]

[illegible]

ST. FRANCIS' COLLEGE,

UNDER CARE OF THE FRANCISCAN BROTHERS.

THIS INSTITUTION, SITUATED [illegible]

[illegible]

between the Sessions. All the Apparatus necessary for Land Surveying, Engineering, &c., will be furnished by the Institution to the Students.

Instrumental and Vocal Music forms no extra charge. Students will be admitted from eight years to the age of manhood.

Terms—Board and Tuition, payable half yearly in advance $100

Washing and use of Bedding .... [illegible]

Classical and Modern Languages, extra ...... [illegible]

Students spend Vacation at the College.

Reference can be made to the Rt. Rev. Bishop O'Connor, to the Rev. T. S. Reynolds, St. Mary's, Loretto, and to other Clergymen of the Pittsburgh Diocese.

NEW MEDICAL DISCOVERY,

FOR THE SPEEDY AND PERMANENT cure of

GONORRHEA, GLEET, URETHAL

Discharges, Seminal Weakness, Nightly Emissions, Incontinence, Genital Irritability, Gravel, Stricture and Affections of the Kidneys and Bladder,

Which has been used by upwards of

ONE HUNDRED PHYSICIANS,

in their private practice, with the entire success, superseding CUBEBS, COPAIBA, CAPSULES, or any compound hitherto known.

BELL'S SPECIFIC PILLS

are speedy in action, often effecting a cure in a few days, and when a cure is effected it is permanent. They are prepared from vegetable extracts that are harmless on the system, and never nauseate the stomach, or impregnate the breath and being sugar coated, all nauseous taste is avoided. No change of diet is necessary whilst using them; nor does their action interfere with business pursuits. Each box contains six dozen Pills.

PRICE ONE DOLLAR,

and will be sent by mail, post-paid, by any advertised Agent, on receipt of the money.

None genuine without my signature on the wrapper.

J. BRYAN, Rochester, N. Y., Gen'l Agent.

JOSEPH FLEMING,
corner Market street and Diamond.

au27:dawly:is

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ENGINE BUILDER & MACHINIST. Duquesne Way, near the Point, will make to order, and warranted as good a can be made, the following machinery, viz: Steam Engines, Turning Lathes, for wood and iron; Planers, for wood and iron; Drilling Machines; Housin and Tobacco Screws; Patent-right and Model Machines, in the best manner, Shafting, Pullies and Hangers, of all sizes and variety; Screws, of any diameter and pitch, to fifteen feet in length. Will also make, and have on hand, Doctor and Niggol Engines, and Deck Pumps for steamboats, &c. Lathe inhears and other Planing done to order; can plane 32 inches wide, by 9 feet 6 inches long.

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