by the Cumberland Valley Road to Harrisburg; and one by the Allegheny Valley Road as far as Brookville, thence by a new route, the Sinnemahoning and Pittsburgh, to the Sunbury and Erie Road, and by that road to Harrisburg. The three roads to connect Harrisburg with Philadelphia are, first, the Dauphin and Susquehanna Road, uniting with the Reading Road at Port Clinton; second, the Lebanon Valley Road, coming into the Reading Road at Reading; and third, the Philadelphia and Pine Grove Road, coming into the Norristown Road at Norristown. These roads are all more than merely projected, and all of them will be needed for State and for inter-State trade and tavel.

9. The Connellsville Road, part of which is under contract, proceeds from Pittsburgh in a southeastern direction, follows the course of the Youghiogheny through a valley unusually abounding in ore, limestone, coal, marble, and forests of most valuable timber, as far as Will's Creek, thence it takes an east, and then a south direction, and unites with the Baltimore and Ohio Road at Cumberland, a distance altogether of 147 miles. This road is justly considered by Pittsburgh as one of great interest and overshadowing importance, as it develops a very valuable portion of the State, for which she will be the outlet and market, and gives the most direct practical connection with the Baltimore and Washington. Two shorter routes to Washington City are projected, and will most probably soon be built. One, called the "Manassas Gap Road," diverging from the Connellsville at a point called "Myer's Mills," in Somerset county, Pa., and coming in at Alexandria, and the other called the "Metropolitan Road," commencing at Harper's Ferry, on the Baltimore and Ohio Road, and proceeding in a straight course to Washington. Both of those routes will be much straighter, and of course nearer than that by way of the Baltimore and Ohio Road. The Connellsville is heartily supported both by Baltimore and Pittsburgh, and will be pushed with vigor and speed to completion.

This is the ninth and last road of those converging at Pittsburgh; and those avenues, when finished, together with the natural ones so often alluded to, and those abundant supplies and supports of industry which lie so closely around her borders and within her ready and cheap control, must constitute Pittsburgh for all time to come a centre and radiating point of manufactures, commerce and travel, scarcely susceptible of over-estimation.

There is a growing desire in a large portion of Pennsylvania to become more closely and directly connected with New York City, which will always be to the great metropolis, financial, and trade centre of this Union, and nowhere is that desire more clearly manifested than in Pittsburgh, and the indications now are that the largest liberality and the most generous spirit will prevail in the State councils, and that New York will have free and unembarrassed passage for her travel and trade in all desired directions through Pennsylvania, and also unrestricted liberty to obtain in the most direct manner such of her mineral wealth as she may stand in need of. If the teeming and wealth-burdened soil of this State be owned by her citizens, and if, as has been said, "the future millionaires of the country are among the coal mines and ore deposits of Pennsylvania," the opinion must and will shortly, if it do not already obtain, that the true policy and wisest course is to lay open through all her borders the mineral wealth and resources of the State, to grant the most plenary license to all of whatever State, who, by increasing avenues, make sale of her products, and so to increase her markets and the facilities for reaching them in the most direct manner, as to stimulate and add vigor and activity to her mining and manufacturing industry. There are already many projects for giving free passage to New York through Pennsylvania, some in connection with the Central route, others with the Sunbury and Erie, and others again independent of both. These measures will soon mature, and will most likely receive the support of two thirds of both houses of the legislature.

Probably the best route possible, all circumstances considered, is that by the New Jersey Central to Easton, thence to Allentown, thence, by the only link yet to be constructed, to Port Clinton, thence by the Dauphin and Susquehanna Road to Harrisburg, and thence by the Central Road to Pittsburgh and the Ohio Valley. This road is completed all but 30 miles, and will be 160 miles nearer to Cincinnati, Louisville, and St. Louis, than by the New York and Erie Road.

In conclusion, it may be in place to state that much of the future prosperity, usefulness, and influence of Pittsburgh will depend on the wisdom, liberal views, and enlightened policy of Pennsylvania legislation; and whatever could with truth have once been said of that policy, and, notwithstanding the hasty and ill advised complaints which have been lately made at it, yet it is clearly and abundantly manifest that the decided tendency of the people of Pennsylvania and their representatives now is to the utmost liberality and largeness of view in favor of the development of the resources of the State, and a consideration of the interests of the whole rather than those of a class or section—of allowing each city and locality to depend on its own energy, foresight, and natural or acquired advantages for its share of business, trade, and travel, and no opposition to burden, some restrictions and unreasonable shackles on commerce.

The present Legislature is near the close of a most arduous session, and has established many measures of public benefit and importance. The late sale of the main line of the public works, which, it is allowable to hope, is but the "beginning of the end"—will at once sweep off a large portion of the public debt and its concomitant taxation; and before another year, the decided probabilities are that a general railroad law, as liberal in its provisions as that of New York and other States—a more favorable mining and manufacturing law—an enlargement of banking capital and a sound currency, so as to meet the exigencies of a growing mechanical and manufacturing population, similar in its arrangement to the banking laws of New York and Wisconsin, and a repeal of the oppressive and foolish usury laws which, as it stands, is an unwarrantable interference between men having and men wanting money, and a premium on law-breaking, will all be passed. All of which measures will be of much benefit to Pittsburgh, and will enable her to hold out more numerous and attractive inducements to non-residents and capitalists of other States.

DISSOLUTION OF CO-PARTNERSHIP.—The partnership heretofore existing between the undersigned, under the name and style of SPRINGER HARBAUGH & CO., is dissolved by mutual consent. The business of the firm will be settled by either of the undersigned at their old stand, No. 295 Liberty street. The business will be continued as formerly by Springer Harbaugh.
SPRINGER HARBAUGH.
ALEX. FORSYTH.
Pittsburgh, October 24, 1855.

SPRINGER HARBAUGH, Commission Merchant, Dealer in Wool, Provisions, and Produce generally, No. 295 Liberty street, Pittsburgh. oct24

Joseph White's Carriage Repository.
JOSEPH WHITE, now carrying on business in his spacious premises, now lately enlarged, on the Pittsburgh and Greensburg Turnpike, near the Two Mile Run, between Pittsburgh and Lawrenceville, respectfully invites the public to inspect his stock of CARRIAGES, BUGGIES, &c. And he particularly informs gentlemen purchasers, that one price only is made.
Fourteen years' experience in the business enables him to place before his patrons the [illegible] of Carriages which, so many years [illegible] it has been his particular department to select, from the various and most talented Eastern manufacturers. The success of his new system is complete—the economy of his arrangements will supply the last and most fashionable manufactures at moderate prices.
Unencumbered by those heavy expenses, which the mania for decorating houses of business has heaped upon the price of goods, owing to large rents, JOSEPH WHITE will sell, for ready money only, at much less than the usual prices.
Carriages repaired in the best manner, with despatch. mh6:daw

PROCLAMATION.—By Virtue of a precept under the hands of Wm. B. McClure, President of the Court of Common Pleas, in and for the Fifth Judicial District of Pennsylvania, and Justice of the Court of Oyer and Terminer, and General Jail Delivery in and for said District, and William Boggs and Gabriel Adams, Esqrs., Associate Judges of the same Courts, in and for the County of Allegheny, dated the 5th day of November, in the year of our Lord one thousand eight hundred and fifty-five, and to me directed, for holding a Court of Oyer and Terminer, and General Jail Delivery, at the Court House in the City of Pittsburgh, on the fourth Monday of December next, at 10 o'clock, A. M.
Public notice is hereby given to all Justices of the Peace, Coroner and Constables of the county of Allegheny, that they be then and there, in their proper persons, with their rolls, records, inquisitions, examinations and other remembrances, to do those things which in their respective offices, in their behalf, appear to be done—and also those that will prosecute the prisoners that now or may be in the jail of said county of Allegheny, to be then and there to prosecute against them as shall be just.
Given under my hand, in Pittsburgh, this fifth day of November, in the year of our Lord one thousand eight hundred and fifty-five, and of the Commonwealth the 78th.
nov7:td RODY PATTERSON, Sheriff.

J. J. GILLESPIE ... A. FINEKINE
J. J. GILLESPIE & CO., Looking Glass Manufacturers, and dealers in Looking Glass Plates, Plate Glass, Engravings, Comb and Fancy Goods, No. 76 Wood street, Pittsburgh.
On hand and made to order, Gilt Pier and Mantle Glasses, Mahogany, Rosewood, Walnut and Gilt Frames, or Mouldings, of every description.
Steamboat Cabins Decorated and Gilt. oc14

WESTERN LANDS.—We have arrangements with gentlemen of experience in the different Western States, by which choice lands can be located at Government price. Persons desirous of locating lands either for speculation or for actual settlement, will find it to their advantage to give us a call. One of our correspondents in Iowa has spent the last six weeks in critically examining the lands in that State subject to entry, and writes us that he has selected over 20,000 acres of choice lands. BLAKELY & RICHEY,
sept21:daw corner Seventh and Smithfield streets.

W. B. SMITH ... W. W. MAIR ... J. R. HUNTER
SMITH, MAIR & HUNTER, (late Smith & Sinclair,) Wholesale Grocers, Produce and Commission Merchants, and Dealers in all kinds of Pittsburgh Manufactures, 122 Second and 151 First street, Pittsburgh, Pa. feb9

THE LADIES WILL FIND AT HODKINSON'S FANCY CHINA STORE every article of the best white STONE WARE, suitable either for Table or Toilet, of the latest styles and direct from Europe; together with every variety of Fancy Goods, Glassware, &c., &c. nov19:2w-cbJ

WRITING CLASSES—DUFF'S COLLEGE.—No establishment in the West has the same facilities for teaching all the branches of this art, Mr. WILLIAMS' skill as a Business and an Ornamental Penman is unrivalled. Gentlemen and Lady teachers instructed in all the ornamental branches of the art. A class of Lady Teachers, and young Ladies, who are engaged to other studies during the week, meet every Saturday afternoon from 3 till 5 o'clock.
For terms apply to the Principal. nov3

WINTER BONNETS.—Mrs. E. DAVIDSON, No. 33 St. Clair street, will open a large assortment of FRENCH BONNETS, CAPS, MANTLES and NEEDLE-WORKED GOODS, on THURSDAY, November 8, 1855. No. 33 St. Clair street. nov8

PEKIN TEA STORE, No. 38 Fifth street. Lovering's White Sugar at 10 cents ₰ lb. Prime Rio Coffee at 12½ cents ₰ lb. S. JAYNES,
nov9 No. 38 Fifth street.

RAILROADS.

CENTRAL OHIO RAILROAD.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED,)
And but one Change of Cars between Columbus and Baltimore.

ON AND AFTER MONDAY, June 18th, 1855, Trains will run as follows:

GOING EAST.

Leave	Express Train.	Mail Train.	Night Train.
Columbus	10:00 A. M.	3:30 P. M.	11:30 P. M.
Newark	11:10 "	4:45 "	12:50 A. M.
Zanesville	12:20 P. M.	6:00 "	2:12 "
Concord	12:58 "	6:44 "	3:01 "
Cambridge	1:20 "	7:08 "	3:26 "
Barnesville	2:23 "	8:25 "	4:48 "
Belmont	2:44 "	8:51 "	5:14 "
Arrive Bellair	3:30 "	arr. 9:45 "	arr. 6:15 "

GOING WEST.

Leave	Express Train.	Mail Train.	Night Train.
Bellair	9:45 A. M.	5:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:15 "	7:08 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:04 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	1:10 "	9:30 "	10:30 "
Newark	2:08 "	10:37 "	11:50 "
Arrive Columbus	3:20 "	12:15 P. M.	1:20 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville and Belmont only. Going West, will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail is to be received or delivered, and at all other Stations, on notice being given. The Night Train will stop at all Stations, on proper notice being given.

GOING EAST.

The 10:00 A. M. Express Train connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M., and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; at Wheeling with Express Train on the Baltimore and Ohio Railroad, for Baltimore, Washington, Philadelphia and Eastern Cities.

The 3:30 P. M. Train will connect at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; and at Wheeling with the Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, and taking the 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and leave by 10:30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

The 11:30 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5.30 P. M., and arrives at Bellair at 6:15 A. M.; connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, via Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5:15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with Trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago via Monroeville; at Columbus with the Trains for Cincinnati, and with Trains for Xenia, Dayton, Indianapolis and Chicago, via Dayton and via Urbana.

The 9:45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3.20 P. M., and connects with Trains going South and West, arriving in Cincinnati at 7 P. M.

The 6:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis and Chicago.

ISAAC H. SOUTHWICK, Sup't.
Zanesville, June 18, 1855—[jy21]

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH
STEAMERS ECLIPSE AND ROSALIE,
VIA WELLSVILLE, AND
Ohio and Pennsylvania Railroad,
VIA ALLIANCE.

THE SHORTEST, QUICKEST, AND MOST RELIABLE ROUTE TO TOLEDO, CHICAGO, ROCK ISLAND, GALENA, AND ST. LOUIS, IS VIA CLEVELAND.

This Route is One Hundred miles shorter and about nine hours quicker than the circuitous one via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.
Three Daily Trains from Cleveland to Chicago.
Time to Cleveland six hours, Chicago twenty-three hours, and St. Louis thirty-seven hours.

On and after MONDAY, September 10, 1855, the Trains on this Road will run as follows:

VIA ALLIANCE.

The trains of the Ohio and Pennsylvania Railroad leaving Pittsburgh at 2:00 A. M. and 8:00 A. M., and 3:00 P. M., connect at Alliance at 8:00 A. M., 11:30 A. M. and 6:30 P. M., as follows:

Trains for Cleveland leave Alliance at 8:00 A. M., 11:50 A. M., and 6:35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10:25 A. M., 2:10 P. M., and 8:58 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North west, who wish to go through without detention, will take the train leaving Pittsburgh at 8:00 A. M., and arriving in Cleveland at 2:20 P. M., as that is the only train by which close connections are made through the above points. Passengers by this train reach Chicago at 7:30 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The steamers Eclipse and Rosalie will leave the Monongahela wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the train leaving Wellsville at 4:30 P. M.

An Accommodation Train will leave Wellsville daily, Sundays excepted, at 6:40 P. M., connecting at Bayard with Express Train, arriving in Cleveland at 2:10 P. M.

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

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

The trains from Cleveland to Toledo and Chicago run as follows: Leave Cleveland at 6:10 A. M., 2:45 P. M., 7:[illegible] P. M. Arrive at Chicago at 8:30 P. M., 7:40 A. M., 8:30 P. M.

Trains leave Chicago for Rock Island and St. Louis as follows: For Rock Island at 2:00 A. M. and 11:00 P. M. For St. Louis, 9:15 A. M. and 11:45 P. M.

Passengers for St. Louis go over Rock Island Railroad to Joliet, and thence over the Chicago and Mississippi Railroad to Alton, and thence by steamboat (23 miles) to Saint Louis. Passengers by the 9:15 A. M. Train arrive at St. Louis 11:20 same evening, and by the 10:05 P. M. Train at noon next day.

Baggage checked through to Cleveland, and there rechecked for Chicago and St. Louis.

FARE VIA COLUMBUS AND CLEVELAND.

	1st class.	2d class.		1st class.	2d class.
To Alliance	$2 50		To La Salle	$16 00	$13 50
" Cleveland	4 00		" Rock Island	18 00	14 [illegible]
" Toledo	6 50		" Galena	18 75	14 00
" Chicago	13 00	$10 50	" Springfield	18 70	16 20
" Bloomington	16 00	14 50	" Burlington	19 00	
" St. Louis	21 00	16 50			

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

J. DURAND, Sup't, Cleveland.
sep1 J. A. CAUGHEY, Ag't, Pittsburgh.

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

72 MILES OF DISTANCE SAVED
AND TWO CHANGES OF CARS AND BAGGAGE AVOIDED.

AIR LINE ROUTE
BETWEEN
CHICAGO AND ST. LOUIS,
VIA CHICAGO, ALTON AND ST. LOUIS
RAILROAD.
Formerly Chicago and Mississippi.

CHICAGO TO ST. LOUIS in 15½ hours. Trains leave the Chicago Depot, foot of Water street—
St. Louis Day Express daily, Sundays excepted, 7:15 A. M.
St. Louis Night Express daily, Saturdays excepted, 9:30 P. M.
St. Louis Freight and Emigrant daily, Sundays excepted, 5:30 A. M.
Baggage checked through to St. Louis.

Trains run direct through to Alton, 259 miles, without change of cars or baggage, and connect with the Company's splendid steamers WINCHESTER and REINDEER, running in exclusive connection with Passenger Trains from Alton to St. Louis, (25 miles,) without landing. These boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with Baths and spacious Wash-rooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad traveling, and reaching St. Louis refreshed from the effects of a long ride.

To KANSAS and NEBRASKA this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all points on the Mississippi, Missouri, Kansas, Cumberland and Tennessee rivers, will note the important saving in distance, being seventy-two miles less to St. Louis, thirty-seven miles less to Bloomington, and fifty-eight miles less to Springfield, than by any other route.

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

Responsible Baggage Men will always be at the Depots of the various Roads going into Chicago, to Check Baggage through to any point destined on the Line.

R. P. MORGAN, Jr., Superintendent.
H. J. D. SCHERMERHORN,
sep7 General Passenger Agent.

NEW AND DIRECT ROUTE,

FROM PITTSBURGH TO
Columbus, Indianapolis, Chicago,
Cincinnati, Terre Haute, Rock Island,
Louisville, Vincennes, Iowa City,
St. Louis, Evansville, Dubuque,
Dayton, Cairo, Galena,
Xenia, Memphis, Peoria,
Zanesville, Vicksburg, Peru,
Newark, New Orleans,
AND THE PRINCIPAL CITIES IN THE WEST AND SOUTH,
Via the
Steubenville & Indiana Railroad!

Which is now completed and in successful operation between Steubenville and Newark, Ohio.

Combining Railroad and Steamboat facilities, this route offers to the traveler a degree of comfort unrivalled by any Road running West from Pittsburgh.

Fall Arrangement.

On and after MONDAY, November 5th, 1855, a DAILY LINE of elegant and swift running Steamers, commanded by experienced and accommodating officers, will leave Pittsburgh every day at 6 P. M.

VENTURE ... Captain GORDON.
CLARA FISHER ... " GORDON.

Passengers sleep on board, and reach Steubenville at 7 o'clock the following morning—connecting with the Fast Train at 7:15 A. M., making direct connection with Trains for all the above cities—thus obtaining a comfortable night's rest, and *avoiding the fatigue of night travel by railroad.*

Fare as cheap as by any other Railroad route.

For Through and Local Tickets, and further information, inquire of JOHN J. HOUSTON,
No. 115 Water street, Pittsburgh.
GEO. W. FULTON, Superintendent.
L. DEVENNY, General Agent. nov13

ALLEGHENY VALLEY RAILROAD.

Change of Time—Pittsburgh to Kiskiminetas River, in Armstrong Co.,
A DISTANCE OF THIRTY-ONE MILES.

ON AND AFTER MONDAY, November 12, Freight and Passenger Trains will leave Lawrenceville, (upper side of Arsenal wall,) every evening, (Sundays excepted,) at 2.30 o'clock, and stop at the following stations:

Sharpsburg, Ireland's, Sandy Creek, Verner, Hulton, Logan's Eddy, Logan's Ferry, Parnassus, Arnold's, Tarentum, Chartier's, McKain's, Freeport, and Kiskiminetas.

Returning, will leave Kiskiminetas Station at 8:30 o'clock A. M., and stop at all the above intermediate stations.

The Excelsior Omnibus Line will convey passengers to and from their depot, corner Fifth and Market streets, at charges not exceeding twelve cents.

Tickets can be had at the Omnibus Office, from the Agent of the Company, or from the Conductors.
nov14 A. J. HOPPER, Superintendent.

RAILROADS.

CENTRAL ROUTE.
NEW AND DIRECT ROUTE OPEN!
THROUGH
Northern Illinois to Mississippi River,
IOWA, MISSOURI, KANSAS AND NEBRASKA.
ALL RAILROAD TO THE MISSISSIPPI.

Chicago, Burlington and Quincy RAILROAD.

FORMERLY THE CHICAGO AND AURORA, AND CENTRAL MILITARY TRACT RAILROAD,

IS NOW COMPLETED, and Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to Burlington, Quincy, Keokuk, Muscatine, Oquawka, Wapello, Fort Des Moines, Council Bluff, &c., and the ONLY ALL RAILROAD ROUTE from Chicago to St. Louis, Bloomington, Clinton, Decatur, Cairo, Springfield, Jacksonville, Naples, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

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

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the CONTINUOUS RAIL, the smoothest riding and best Railroad in the West—well stocked with the most modern Locomotives and elegant new Cars.

By this route, passengers are sure of making connections, and arriving at St. Louis on advertised time, avoiding the vexatious delay of fogs and ice, and dangers of navigation, as on the route by Alton.

Baggage checked direct through from Chicago, and no charge for handling at any point.

THROUGH TICKETS by this route can be purchased at all the Railroad Offices in the East; at the Office of the Company, corner of Clark and Lake streets, in the Granite Building, at the Depot of the Galena Railroad, and at the Michigan Central Railroad Office, corner of Lake and Dearborn streets, opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Sup't.
C. E. FOLLETT,
General Ticket Agent, Chicago.

TICKETS can be procured at the principal Railroad Offices of the country. mh19

OHIO AND PENNSYLVANIA AND LITTLE MIAMI RAILROADS.

VIA COLUMBUS.
Through from Pittsburgh to Cincinnati in 12 Hours and 40 Minutes.

CONNECTING at Cincinnati with U. S. Mail Line Steamers, Covington and Lexington Railroad, Ohio and Mississippi Railroad, and the Lawrenceburgh Route. Connecting via Columbus and Xenia, with the Dayton and Xenia, and Indiana Central Railroads.

THROUGH TICKETS, via Columbus and Cincinnati, to Lexington, Louisville, St. Louis, Indianapolis, &c., &c. Via Columbus and Xenia, to Dayton, Indianapolis, St. Louis, &c. &c.

THE LITTLE MIAMI via COLUMBUS, being the SHORT, QUICK and DIRECT ROUTE from Pittsburgh to Cincinnati, and 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.

THREE DAILY TRAINS, VIA COLUMBUS AND CINCINNATI.

FIRST TRAIN—Leave Pittsburgh by 2 o'clock A. M. Express Train, arrive at Columbus at [illegible] A. M., and Cincinnati at 2.10 P. M.

SECOND TRAIN—Leave Pittsburgh by 8 o'clock A. M. Train, arrive at Columbus at 5 o'clock P. M. and Cincinnati at 1:24 o'clock, night.

THIRD TRAIN—Leave Pittsburgh by 3 o'clock P. M. Fast Express Train, arrive at Columbus at 2 o'clock A. M. and Cincinnati at 7:40 o'clock A. M.

TWO DAILY TRAINS, VIA COLUMBUS, DAYTON AND INDIANAPOLIS.

FIRST TRAIN—Leave Pittsburgh at 2 o'clock A. M., arrive at Columbus at 12:50 A. M., Dayton at 3:25 o'clock P. M., and Indianapolis at 7:30 P. M.

SECOND TRAIN—Leave Pittsburgh at 8 o'clock A. M., arrive at Columbus at 8 o'clock P. M., sleep at Xenia.

THIRD TRAIN—Leave Pittsburgh at 3 o'clock P. M., arrive at Columbus at 2 o'clock A. M., Dayton at 5 o'clock A. M., and Indianapolis at 10 A. M.

Be particular to call for tickets via Columbus, being the only through route.

For all information and Through Tickets, please apply at the Ohio and Pennsylvania Railroad Office, under the Monongahela House.

J. G. CURRY, Ticket Agent.
Or at Federal Street Station.
GEO. PARKIN, Ticket Agent.
GEO. C. MESSIONS, Agent, Pittsburgh.
my12 P. W. STRADER, General Agent, Cincinnati.

OHIO AND MISSISSIPPI RAILROAD.

BROAD GAUGE.

THE SHORTEST, QUICKEST, CHEAPEST AND ONLY ROUTE by which Passengers can leave all Railroad direct to St. Louis. Time to St. Louis 27 hours from Pittsburgh.

THE SIX FEET GAUGE of the Road admits of cars—eleven feet inside, with roomy seats, unattainable on narrow gauge roads.

By the Ohio and Pennsylvania Railroad from Pittsburgh to Crestline passengers connect with Railroads for Indianapolis—connecting there with Terre Haute and Richmond Railroad for Vincennes. No change of cars at Terre Haute. Baggage checked to Indianapolis, thence to St. Louis.

Trains leave Pittsburgh as follows:
FAST TRAIN leaves at 2 A. M.
MAIL TRAIN leaves at 8 A. M.
EXPRESS TRAIN leaves at 3 P. M.

Passengers make close connections at Crestline for Indianapolis, and there make close connections with Railroad for Vincennes without a change of cars; and at Vincennes take the Ohio and Mississippi Railroad direct for St. Louis—through in 27 hours—connecting at Sandoval with the Illinois Central Railroad for Cairo, where first-class Steamers can at all times be had for Memphis, Vicksburg, New Orleans, and all points on the lower Mississippi river. Passengers can always find at St. Louis steamers for the Upper Mississippi, Illinois and Missouri rivers.

This is one hundred miles the shortest route to St. Louis.

FARE—First Class.

To St. Louis via Bellefontaine and Union	$18 20
[illegible] via Columbus, Xenia and Dayton	18 [illegible]
[illegible] via Columbus, Cincinnati and Lawrenceburg	16 20
SECOND CLASS FARE	12 00

Passengers and Baggage transferred from Depot to Depot free of charge.

For Through Tickets or further information, please apply to J. G. CURRY, Ticket Agent, O. & P. Railroad Company, under office, Monongahela House, Pittsburgh, or to GEO. PARKIN, Ticket Agent, Federal Street Station, Allegheny City.

JAMES M. WARD,
Superintendent O. & M. Railroad.
F. KNOWLAND, Agent, Pittsburgh, Pa. oct19

ILLINOIS CENTRAL RAILROAD,

CARRYING THE
Great United States Mail and Express.

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

This Road, in connection with Trains of the Ohio and Mississippi R. R. and Chicago and Indiana Railroad, forms the most direct and only continuous R. R. route from
CHICAGO TO ST. LOUIS,
CHICAGO TO CAIRO,
CHICAGO TO DUBUQUE.

Trains leave Chicago as follows:

10 A. M. and 10:20 P. M.—ST. LOUIS AND CAIRO EXPRESS. Passengers for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoval, and are carried direct to St. Louis.

9:25 A. M. and 4:10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at Dunleith opposite Dubuque, with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river cities.

Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7:00 P. M.

Passengers from the East and places on the Ohio river, destined for St. Louis, will save 190 miles of tedious and uncertain river navigation from Cairo to St. Louis, and arrive fifteen hours in advance of the river route, by taking the cars at Cairo.

Tickets to St. Louis, Cairo, Dubuque, St. Paul, and all important places by this route can be had at the office of the O. & P. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago. R. B. MASON,
je6 Superintend't.

PENNSYLVANIA RAILROAD.

THREE DAILY THROUGH TRAINS between Philadelphia and Pittsburgh.

THE MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 7½ A. M., and Pittsburgh for Philadelphia at 7 A. M.

THE FAST LINE leaves Philadelphia for Pittsburgh at 1 P. M. and Pittsburgh for Philadelphia at 2:30 P. M.

THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11 P. M. and Pittsburgh for Philadelphia at 9.20 P. M.

BLAIRSVILLE ACCOMMODATION TRAIN leaves Pittsburgh daily, except Sunday, at 4:30 o'clock P. M.

BRINTON'S ACCOMMODATION TRAIN leaves Pittsburgh daily at 11 o'clock A. M., 3.30 P. M., and 6:20 P. M.

The above lines connect at Pittsburgh with the Railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the Steam Packet Boats from and to NEW ORLEANS, ST. LOUIS, LOUISVILLE and CINCINNATI.

THROUGH TICKETS can be had to or from either of the above places.

For further particulars, see handbills at the different starting points. Passengers from the West will find this the shortest and most expeditious route to Philadelphia, Baltimore, New York, or Boston. THOS. MOORE,
Agent, Passenger Lines, Philadelphia.
J. MESKIMEN,
jy21 Agent, Passenger Lines, Pittsburgh.

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE connecting the Atlantic Cities with Western, North-western and South-western States by a continuous Railway direct.

This Road also connects at Pittsburgh with Daily Line of Steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with Steamers to all ports on the North western Lakes; making the most DIRECT, CHEAPEST and RELIABLE ROUTE by which FREIGHT can be forwarded to and from the GREAT WEST.

Rates between Philadelphia & Pittsburgh.

FIRST CLASS.—Boots, Shoes, Dry Goods, (in boxes,) Furs, Feathers, &c.	75c. ₰ 100 lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.	60c. ₰ 100 lbs.
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	50c. ₰ 100 lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil	40c. ₰ 100 lbs.

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.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. LOMBAERT,
my9 Superintendent, Altoona, Pa.

IRON CITY COLLEGE.—DAY AND EVENING CLASSES IN BOOK-KEEPING.—In all departments, including many new and highly valuable improvements, which are not elsewhere taught. Large classes attend evenings only to receive a thorough mercantile education. Lectures upon all the studies delivered to Evening Classes. Arithmetic (new system) and its application to business. Also, writing included in the Mercantile Course, or taught separately.
Call for a Circular for full particulars at College Hall, opposite the Post Office. F. W. JENKINS, Principal.
nov14

RAILROADS

PITTSBURGH & CONNELLSVILLE RAILROAD.

OPEN FROM WEST NEWTON TO CONNELLSVILLE, fifty-eight miles from Pittsburgh, on the Youghiogheny River.

This new first-class Road is now open for the transportation of passengers and freight, in connection with the fine steamer EOLIAN, from Pittsburgh to Connellsville, daily, as follows:

The steamer EOLIAN will leave her wharf, above the Monongahela Bridge, every afternoon, at half-past three o'clock, for West Newton, connecting there with the Morning Train leaving at 6:30 for Connellsville, and reaching there at 9:50 A. M., in time for the Stage for Uniontown.

Fare to Connellsville ... $1 75
Fare to Uniontown ... 2 25

A Train will leave Connellsville in the morning, at 6:15 o'clock, for West Newton, and connect there with the steamer Eolian at 7:30, in time to reach Pittsburgh at 1 P. M.

Fare from Connellsville to Pittsburgh ... $1 75
Fare from Uniontown to Pittsburgh ... 2 25

The Local Freight and Passenger Train will leave Connellsville at 10:30 A. M., and returning will leave West Newton at 3:30 P. M., stopping at all way stations for freight and passengers.

On Saturday the usual afternoon train will lie over until the following morning at 6:30 o'clock.

Passengers by the Saturday afternoon boat from Pittsburgh can by this arrangement go forward without delay.

For further information, apply to the Officers on board the steamboat EOLIAN, or to the Agents at West Newton and Connellsville. D. W. CALDWELL,
dct30 Assistant Superintendent.

GREAT DISCOVERY!

AMPLE TESTS, both by able Practitioners and Chemical Analysis, have demonstrated the great value of PROF. DE GRATH'S beautiful combination, called "ELECTRIC OIL," for the relief and cure of Pain. But the people themselves are rendering their verdict in a manner both unmistakeable and satisfactory. More than 20,000 bottles have been sold in a very short time—a great proportion to those who *heard others* recommend it, who had *tried it.* That it is a splendid discovery, is everywhere acknowledged, and nothing like it was ever before prepared. Why, for CORNS alone, it is worth $100,000 a year to the people, as it always cures these painful tormentors in *twenty-four hours.*

But what is it not worth to the people if it cures Salt Rheum, Erysipelas, Canker, Ulcers, Sores of all kinds, (frequently taking away all the pain in twenty-four hours,) Rheumatism, Neuralgia, Palpitation, Headache, Bronchitis, Piles, Womb Complaints, Cramps, Sprains, Sore or Swelled Breast, Felons, Wounds of all kinds, &c.? Would $500,000 express its value to the people? No. Because a man will give freely for relief from *pain.* Will this Oil relieve *pain?* Certainly *it will.* Such men as we have often named, honorable and high-minded Merchants, Majors, Doctors and others have so said, after from ten to fifty trials. They say the ELECTRIC OIL is the finest medical combination ever prepared, neither offensive nor injurious, but effectual in all the above and many other cases. Some honorable and heavy business firms have, it is true, sold some of the old turpentine, bituminous, or coal tar, &c. &c.) external applications, until their customers returned bottle after bottle, with the remark that "the remedy was worse than the pain;" yet such men have never recommended nor given countenance to them. But see some of our best merchants ordering *more* every ten days, and *always* giving additional testimony to the value of this wonderful discovery. That a great many ladies are using it as a medicinal toilet article for themselves and their children, is well known. It cures all Pimples, Blotches and Eruptions on the face and neck, in so short a time, you would scarcely credit it. It frequently reduces a painful swelling in two hours; has done it in half an hour; cured many effectually in six hours. If ladies knew the *soothing, strengthening* and *healing* virtues in this Oil, they would never be induced to use anything else for womb complaints or pains of any kind.

We now insert a letter just received from HENRY WILEY, Esq., who went to England six weeks since, to die.

LONDON, July 12, 1855.

PROF. DE GRATH, Phila.—Dear Sir: When I left home for my health, scrofulous eruptions, &c., I never expected to return again, believing that my complaint would soon carry me off. When you gave me three bottles of your Electric Oil to take with me, as merely a palliative, I did not think I would so very soon be called upon to thank you as I now do, for my complete restoration.

I can only say, before the departure of the steamer, that you have only to come here with your Oil, to make a fortune in one year. There is not another similar medicine in England, if in the world. I will write by next steamer.

Yours, most truly, HENRY WILEY.

It cannot be then imaginations, who state that old Sores, that have discharged from six months to five years, have been cured by this Oil. It cannot be untrue, nor a deception, where pain is relieved in one day, often in half an hour. No common sense dictates *no!*—and six hundred written letters say *no!* Come and see them. A regular Doctor in attendance; and Ladies can consult a lady, privately, by dropping a line to the office. Advice from a distance, making inquiries that any physician can answer, will be promptly attended to. Always enclose a stamp, so as to insure an answer. [illegible] freely given, and are drawn upon too often in this way. All cases treated liberally, with or without the Oil, as I have two Physicians associated for this express purpose.

PROF. C. DE GRATH,
No. 39 South Eighth street, Philadelphia.

N. B.—The largest bottles ten times the cheapest. Please notify me of any case of failure to cure in from half an hour to three weeks, I wish to cure all.

For sale by Dr. GEO. H. KEYSER, No. 140 Wood street. [illegible]

Cosmopolitan Art Association.
SECOND YEAR.

ARRANGEMENTS for the Second Annual Collection of this new and popular institution for the diffusion of Literature and Art, have been made on the most extensive scale. Among the works already engaged, is the far-famed "GENOA CRUCIFIX," which originally cost ten thousand dollars.

In forming the new collection, the diffusion of works of American art, and the encouragement of American genius, have not been overlooked. Commissions have been issued to many of the most distinguished American artists, who will contribute some of their finest productions. Among them, are three Marble Busts, executed by the greatest living Sculptor, HIRAM POWERS:
GEORGE WASHINGTON, the Father of his Country.
BENJAMIN FRANKLIN, the Philosopher.
DANIEL WEBSTER, the Statesman.

A special agent has visited Europe and made careful and judicious selections of foreign works of art, both in bronze and marble; Statuary and Choice Paintings.

The whole forming a large and valuable collection of Paintings and Statuary, to be distributed free among the members of the Association for the second year.

TERMS OF MEMBERSHIP.

The payment of Three Dollars constitutes any one a member of this Association, and entitles him to either one of the Magazines for one year, and also a ticket in the distribution of the Statuary and Paintings.

The Literature issued to subscribers consists of the following Monthly Magazines: Harper's, Putnam's, Knickerbocker, Blackwood's, Household Words, Graham's, and Godey's Lady's Book.

Persons taking five memberships are entitled to any five of the Magazines for one year and to six tickets in the distribution. The net proceeds derived from the sale of memberships are devoted to the purchase of works of art for the ensuing year.

The Advantages Secured by becoming a member of this Association, are—

1st. All persons receive the full value of their subscriptions at the start, in the shape of sterling Magazine Literature.

2d. Each member is contributing towards purchasing choice Works of Art, which are to be distributed among themselves, and are at the same time encouraging the Artists of the country, disbursing thousands of dollars through its agency.

Persons in *remitting funds* for membership, will please give their *post office address* in full, stating the month they wish the Magazine to commence, and have the letter registered at the post office to prevent loss; on its receipt a certificate of membership, together with the Magazine desired, will be forwarded to any part of the country.

Those who purchase Magazines at bookstores, will observe that by joining this Association, they receive the *Magazine and free ticket in the annual distribution* all at the same price they now pay for the Magazine alone.

For Memberships, address C. L. DERBY, Actuary C. A. A., at either of the Principal offices—"Knickerbocker Magazine" office, 348 Broadway, New York, or Western office, 166 Water street, Sandusky, Ohio.

Subscriptions received by Dr. GEORGE H. KEYSER, No. 140 Wood street, Honorary Secretary, for Pittsburgh, Penna. nov7

GARTLEY & FOX'S PATENT FAN BLOWERS for Foundries, Rolling Mills, Smith Fires, &c. Patented July 17, 1855.

These FANS are made on an entirely new principle, and will run with less power than any other Fan now in use.

The blowing wheel is much lighter and stronger than that of any other, and from its peculiar construction is less liable to get out of order. The shafts are made of cast steel, and the journals are parallel, running in gun metal boxes.

MOSES F. EATON,
Agent for Manufacturers, No. 80 Fourth street,
nov1:dawtf Pittsburgh.

OUR ENDEAVOR IS TO PLEASE.
Lowrie's Eating House,
105 Wood street, Pittsburgh.

All persons fond of GOOD LIVING will please call and judge for themselves. Always on hand, the best of Oysters, Meats, Coffee, Tea, home made Bread, Pies, Custards, warm Corn Bread, Mush and Milk, Fried Mush, Waffles, Buckwheat Cakes, &c. The cooking will be such as will gratify epicures.

Families supplied with Oysters at reasonable rates. oct27:tf

CARPETS! CARPETS!—AT M'CALLUM'S—JUST RECEIVED, and daily coming to hand, a large and choice assortment of goods in the above line, including—
Velvet and Tapestry Brussels Carpet,
Threeply, Superfine, Medium and Low-priced Ingrains.
Medallion and Tapestry Ingrains, a great variety of patterns. Brussels, Damasks and Venetian Hall and Stair Carpets.

ALSO—Beautiful patterns of Oil Cloths, various qualities and widths. Woolen and Linen Crumb Cloths, Baizes; Cocoa Matting, List and Rug Carpets; French Embossed and Victoria Piano and Table Covers; Hearth Rugs and Door Mats; a great variety. All other articles usually found in Carpet Stores constantly on hand at 87 Fourth street, near Wood.
W. D. & H. M'CALLUM.

BARGAINS IN WATCHES, CLOCKS AND JEWELRY.—ROBERTS & BROTHER are now selling their fine large and carefully selected stock of fine Watches, Clocks, and rich Gold Jewelry at greatly reduced prices, to make room for an entire new stock, which will be received direct from the Eastern manufactories in a few weeks for the Fall trade.

Purchasers desiring to buy good goods at low prices, should call immediately and examine our stock, as we are determined to close it out without regard to cost or former prices. Don't forget the place.

ROBERTS & BROTHER,
No. 41 Fifth street, next door to Wood.

Watches, Clocks and Jewelry repaired in the best manner, and warranted. jy21:1y

A DESIDERATUM.—M. JACOB'S AMALGAM PENS will be found on trial superior to Gold or Steel, resembling the Quill more than the former, and collecting none of the sediment about them which steel pens do. They will be found unrivalled for Records, Deeds, &c., as they do not—as steel pens will—change the color of the ink after a few years. One trial will prove them to be *the pen* that has been so much wanted. Sold exclusively in Pittsburgh by
LOUGHRIDGE & MAXWELL,
nov11:4w No. 126 Wood street, above Fifth.

RAZORS.—To those who shave themselves, a really good Razor—one that cuts sweet and clean, and continues to do so for years—is a luxury; saves temper, time and money. It is now universally acknowledged that Gilchrist's American Razor, sold by W. W. WILSON, corner of Market and Fourth streets, far surpasses any Razor of English manufacture.

Reader, try one of them, and if you don't find the statement true, Wilson will return you your money.
nov14 W. W. WILSON.

ESTLACK'S GREAT IMPROVEMENT, for fastening Washboards to Walls, patented June 5, 1855. No good building should be finished without using these Fastenings. MOSES F. EATON, Agent for Patentee,
80 Fourth street, Pittsburgh.

Refer to the following Architects in this city: J. W. Kerr, Esq., Charles Bartberger, Esq., and Messrs Barr & Moser, Esqs. nov1

MOURNING AND HOUSE FURNISHING STORE, No. 75 Market street.—We give our entire attention to this kind of stock, to the exclusion of Fancy Goods, in consequence of which our assortment in both branches is most complete. We have just received our SECOND SUPPLY OF GOODS, and can guarantee those persons wanting goods in our line, to be pleased both in quality and price. Call and see us. Please note the location, No. 75 Market street.
oct30 BROOKS & COOPER.

MAGAZINES FOR DECEMBER, JUST RECEIVED—
Leslie's New York Journal, for December;
Peterson's Lady's National, "
Ballou's Dollar Monthly, "
For sale by W. A. GILDENFENNEY & CO.,
nov20 Fifth street, opposite the Theatre.

BUCKWHEAT—61 sacks for sale by
nov20 HENRY H. COLLINS.

INSURANCE.

ÆTNA INSURANCE COMPANY, HARTFORD, CONN.—Chartered, 1819. Increase of Cash Capital to Half a Million Dollars!

PAID UP CASH CAPITAL, $500,000.

The Thirty-sixth Annual Statement of the Assets of the ÆTNA INSURANCE COMPANY, of Hartford, as furnished this Agency on the 1st of January, 1855, under oath:

Real Estate, unincumbered	$16,672 06
Seventy-two Mortgage Bonds, 6 and 7 per cent. payable semi-annually	72,600 00
Debts due the Company, secured by mortgage	7,313 17
Bills Receivable, well secured, payable at Bank	126,327 35
Railroad Stocks in Connecticut	97,515 00
Bank Stocks in the city of Hartford	142,806 00
Bank Stocks in New York city	98,050 00
Cash on hand, in Bank, and in hands of Agents and others	212,505 06
	$773,278 63

The amount of liabilities due or not due to Banks or other creditors—nothing.
Losses adjusted and due—none.
Losses adjusted and not due—$148,518 22.
Losses unadjusted and in suspense, waiting for further proof—$61,257 50.
All other claims against the Company are small, such only as printing, &c.
Agents instructed to take no risk over $10,000.
The amount insured in any city, town or village, depends upon the character, material and construction of buildings, the width of streets, the supply of water and condition of the fire department, and other circumstances.
The amount insured in blocks of buildings varies; the design is to limit the loss by any one fire to $10,000, or less.

THO. A. ALEXANDER, Secretary.
Hartford, January 1st, 1855.

STATE OF CONNECTICUT, } ss.
Hartford County. }

Personally appeared, Thomas A. Alexander, Secretary of the Ætna Insurance Company, and made oath that the foregoing statement, by him subscribed, is true, according to his best knowledge and belief.

HENRY FOWLER, Justice of the Peace.

Losses paid by this Company for the year 1854 exceed $750,000, while the premiums received for the same time far exceed any other year, since the organization of the Company.

Policies, covering nearly all descriptions of property, issued at this Agency, at remunerative rates.

Office, No. 87 Water street, Pittsburgh, Pa.
jan11 H. B. TEN EYCK, Agent.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.—Office in the North Room of the Exchange, on Third street, PHILADELPHIA.

MARINE INSURANCES
ON VESSELS, CARGO, FREIGHTS, } To all parts of the World.

INLAND INSURANCES
On goods by Rivers, Canals, Lakes and Land Carriages, to all parts of the Union.

FIRE INSURANCES
On Merchandise generally.
On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY, November 7, 1853.

Bonds and Mortgages	$24,300 00
State of Pennsylvania, Philadelphia city, Spring Garden, Southwark, and other loans	181,553 42
Stocks in Banks, Railroads and Insurance Companies	24,012 20
Bills receivable	159,825 94
Cash on hand	16,071 30
Balances in the hands of Agents, and premiums on Marine Policies recently issued	121,707 67
Subscription Notes	100,000 00
	$627,470 53

DIRECTORS.
Wm. Martin, Dr. R. M. Huston,
Joseph H. Seal, Hugh Craig,
Edmund A. Souder, Spencer McIlvain,
John C. Davis, Charles Kelly,
Robert Burton, Samuel E. Stokes,
John R. Penrose, Henry Sloan,
George G. Leiper, James Traquair,
Edward Darlington, Wm. Eyre, Jr.,
H. Jones Brooke, Joshua L. Price,
J. G. Johnson, James Tennent,
James C. Hand, John B. Semple,
Theophilus Paulding, Charles Schaffer,
James B. McFarland, J. T. Logan, Pittsburgh,
Wm. C. Ludwig, B. T. C. Morgan, do.

WM. MARTIN, President.
THOS. C. HAND, Vice President.
JOSEPH W. COWAN, Secretary.
P. A. MADEIRA, Agent,
mar16 No. 95 Water street, Pittsburgh.

FARMERS' AND MECHANICS' LIFE, FIRE AND MARINE INSURANCE COMPANY OF PHILADELPHIA.

Capital ... $300,000
Amount securely invested ... $200,000

The Company effects Fire Insurance on Buildings, Goods, Furniture, &c. Marine Insurance on Vessels, Cargo and Freight. Inland Insurance on Goods, by Rivers, Lakes, Canals, Railroads, and Land carriage generally. Also, Insurance upon Lives, upon the most favorable terms.

DIRECTORS.
Hon. Thomas B. Florence, James E. Neall,
George H. Armstrong, Charles Dingee,
Ed. P. Middleton, E. R. Helmbold,
George Helmbold, Fred. C. Brewster,
Thomas Mansfield, Jacob Leech.
THOMAS B. FLORENCE, President.
EDWARD R. HELMBOLD, Secretary.

PITTSBURGH REFERENCES.
Hon. T. M. Howe, Hon. J. R. M'Clintock,
Hon. P. C. Shannon, Col. S. W. Black,
Hon. J. B. Guthrie, A. B. M'Calmont, Esq.,
Thomas J. Keenan, Esq., Wilson M'Candless, Esq.,
Col. J. Heron Foster, Gen. J. K. Moorhead,
C. M. Riddle.

The character of the above Company is of the first class, and combines the safe and unusual privileges of Fire, Marine and Life insurance.

Gentlemen of elevated standing are associated in its management, and interested as Stockholders.

THOMAS J. HUNTER, Agent,
je27 No. 90 Water street.

THE FRANKLIN FIRE INSURANCE COMPANY, OF PHILADELPHIA.

DIRECTORS—Charles W. Bancker, Thomas Hart, Tobias Wagner, Samuel Grant, Jacob R. Smith, Geo. W. Richards, Mordecai D. Lewis, Adolphi E. Borie, David S. Browne, Morris Patterson.
CHAS. N. BANCKER, President.
CHAS. G. BANCKER, Secretary.

Continue to make insurance, perpetual or limited, on every description of property, in town and country, at rates as low as are consistent with security.

The Company have reserved a large Contingent Fund, which with their capital and premiums, safely invested, afford ample protection to the assured.

The Assets of the Company, on January 1st, 1851, as published agreeably to an Act of Assembly, were as follows, viz:

Mortgages	$918,128 68
Real Estate	84,377 78
Temporary Loans	83,966 17
Stocks	61,889 00
Cash, &c.	64,346 81
Total	$1,212,708 44

Since their incorporation, a period of twenty-one years, they have paid upward of One Million Four Hundred Thousand Dollars, losses by fire, thereby affording evidence of the advantages of insurance, as well as the ability and disposition to meet with promptness all liabilities.

J. GARDINER COFFIN, Agent,
mar24 Office, north east corner Wood and Third sts.

MERCHANTS' AND MECHANICS' MUTUAL INSURANCE COMPANY, No. 80 Walnut street, second door from Fourth, Philadelphia.

Authorized Capital ... $500,000
Capital paid in ... $200,000

Chartered by the Legislature of Pennsylvania, April 2, 1853.

This Company is now prepared to issue Policies in Fire, Marine, Inland Navigation and Railroad risks, at the current rates of Premium; and having the security of a cash capital, it also affords the insured an annual participation in the profits, without any liability whatever.

DIRECTORS.
Henry L. Stevenson, Stephen Toram,
John W. Tilford, John M. Gummey,
Isaiah B. Taylor, Alexander Murphy,
Thomas D. Smith, H. K. Richardson,
William F. Boone, John S. Genin, N. Y.,
William Morris, James W. Weston, N. Y.
HENRY L. STEVENSON, President.
H. K. RICHARDSON, Secretary.
THOMAS J. HUNTER, Agent,
[illegible] No. 90 Water st., between Wood and Market.

PENNSYLVANIA INSURANCE COMPANY, OF PITTSBURGH, corner of Fourth and Smithfield streets.

AUTHORIZED CAPITAL, $300,000.

Insure Buildings and other property against loss or damage by Fire, and the perils of the Sea and Inland Navigation and Transportation.

DIRECTORS.
Wm. F. Johnston, Rody Patterson,
W. McClintock, Kennedy T. Friend,
D. M. Long, I. Grier Sproul,
A. J. Jones, George R. White,
Jacob Painter, A. A. Carrier,
James S. Negley, W. S. Haven,
Wade Hampton, D. E. Park,
H. B. Coggshall.
Hon. WM. F. JOHNSTON, President.
RODY PATTERSON, Vice President.
A. A. CARRIER, Secretary and Treasurer.
S. S. CARRIER, Assistant Secretary. dec9:6m

THE UNITED STATES LIFE INSURANCE, ANNUITY AND TRUST COMPANY, PHILADELPHIA. Chartered April 29th, 1850. Charter Perpetual.
CAPITAL, $250,000.

Office, Southeast corner of Third and Chestnut streets, Philadelphia.

OFFICERS OF THE HOME BOARD AT PHILADELPHIA.
DIRECTORS.
Stephen R. Crawford, Paul B. Goddard,
Ambrose W. Thompson, Lawrence Johnson,
Benjamin W. Tingley, Geo. McHenry,
Jacob L. Florence, James Devereux,
William M. Godwin, William McKee.
President—Stephen R. Crawford.
Vice President—Ambrose W. Thompson.
Medical Examiner—*Pittsburgh*—James H. Wilson, M. D.
Allegheny City—R. B. Mowry, M. D.
GEO. E. ARNOLD, Agent,
mar17:y No. 74 Fourth street, Pittsburgh.

WESTERN INSURANCE COMPANY, PITTSBURGH.—R. MILLER, Jr., President; F. M. GORDON, Secretary.

CAPITAL, $300,000.

Will insure against all kinds of risks, FIRE and MARINE. All Losses will be liberally adjusted and promptly paid.

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.

DIRECTORS—R. Miller, Jr., C. W. Ricketson, J. W. Butler, N. Holmes, Jr., W. H. Smith, C. Ihmsen, George W. Jackson, Wm. M. Lyon, James Lippincott, George Darsie, James McAuley, Alexander Nimick, Thomas Scott.

Office, No. 92 Water street, (Warehouse of Spang & Co., up stairs,) Pittsburgh. nov24:1y

JOHN LITTLE, Jr., Agent, No. 201 Liberty street, has just received the following very choice articles:—

BRANDIES.
Grape Brandy, (very fine,)
Otard Dupuy & Co., (super)
Marrett & Co.,
Sazerac.
WINES.
Sercial Madeira,
Howard, March & Co., Mad'ra,
East India Madeira,
Table do
Amontillado Sherry,
Manzanilla do
Table do
Cooking do
Beeswing Port,
Pure Juice do
Ordinary do
St. Julien Claret,
Malaga Dry,
Do. Sweet,
Champagnes:
Anchor,
Verzenay,
Heidsieck,
Hock,
Lisbon.
RUM.
Jamaica,
Santa Cruz.
GIN.
Buguet,
London Cordial,
Schnapps.
SUNDRIES.
Rutherford's Scotch Ale,
Barclay's London Porter,
Wild Cherry Brandy,
Absinthe,
Anisette,
Curacoa,
Sardines,
Mocha and Java,
Young Hys. and Black Teas,
English Brunson Cheese,
Imported Havana Cigars, of various brands,
Old Monongahela Whisky, of all grades.

Together with all other articles connected with the business. my29:daw

ALEXANDER W. FOSTER, Attorney and Counsellor at Law, and Solicitor in Chancery, Agent for procuring Bounty Lands and Pensions, and for the Collection of Claims in Great Britain and Ireland.

Collections made in this and adjoining Counties; Estates of decedents settled; Real Estate bought, sold or leased, and rents collected. Moneys invested on Mortgage or other security. Titles examined and title papers drawn.

Office on FOURTH street, a few doors above Smithfield.
Pittsburgh, March 28, 1856—[mh28:daw]

BANKERS AND BROKERS.

AUSTIN LOOMIS, Stock and Bill Broker, office No. 92 Fourth street, above Wood. Notes, Drafts, Bonds, Mortgages, and Loans on collaterals, negotiated. Stocks bought and sold on commission. Land Warrants bought and sold.

Particular attention paid to the purchase and sale of Copper Stocks.

All communications attended to promptly. jan19

PATRICKS & FRIEND, Bankers and Exchange Brokers, and Dealers in Notes, Drafts, Acceptances, Gold, Silver and Bank Notes. Exchanges on the Eastern and Western Cities constantly for sale.

Collections made in all the cities throughout the United States. Deposits received in par funds or current paper, at the corner of Fifth and Wood streets. feb3

N. HOLMES & SONS, Bankers and Exchange Brokers, and Dealers in Notes, Drafts, Acceptances, Gold, Silver and Bank Notes. Exchange on the Eastern and Western Cities constantly for sale.

Collections made in all the cities throughout the United States. Deposits received in par funds or current paper. No. 67 Market street, between Third and Fourth sts. ja30:ly

G. E. ARNOLD & CO., Bankers and Exchange Brokers, Dealers in Exchange, Coin, Bank Notes, Sight and Time Drafts, &c. Collections carefully attended to, and proceeds remitted to any part of the Union. Stocks bought and sold on commission.

No. 74 Fourth street, next door to the Bank of Pittsburgh. sep13

JOHN WOODS, Banker and Exchange Broker, Dealer in Exchange, Commercial and Bank Notes. Stock bought and sold on commission. Collections carefully attended to. Interest paid on Deposit.

No. 58½ Fourth street, nearly opposite the M. M. Bank. dec16

THOMAS WOODS, Commercial Broker, and Dealer in Notes, Bonds, Stocks, Real Estate, &c., No. 75 Fourth street, Pittsburgh, Pa. jan5

CLOTHING.

CLOTHING STORE.
JOHN M'CLOSKEY & CO.,

FORMERLY OF THE CELEBRATED CLOTHING DEPOT ON LIBERTY STREET, which has won an unbounded popularity under the name of the THREE BIG DOORS, have, for the purpose of acquiring more space for their immense business, removed to the spacious building on the
CORNER OF DIAMOND ALLEY AND WOOD STREET,
Where they have now the most splendid stock of
CLOTHS AND READY-MADE CLOTHING,
That has ever been offered to the public.

Their principal object for this removal, is to give them more facilities for
THE WHOLESALE TRADE.
They are prepared to sell Goods at the
Lowest Eastern Prices!
And they will warrant them to be as good as any manufactured in the Union.
Custom Work in the Best Style,
AND UPON THE SHORTEST NOTICE.
They have on hand a full and beautiful assortment of
CLOTHS AND COATINGS,
FOR FROCKS, DRESS, WALKING AND BUSINESS COATS.
Our interests are identical with those of our customers, and we assure the public that our fidelity will not fail in filling all orders we may be favored with.
DON'T FORGET THE PLACE,
NO. 88 WOOD STREET,
(EAST SIDE), CORNER OF DIAMOND ALLEY.

N. B.—We desire our patrons to understand that we have no longer any connection with the Clothing Business on Liberty street. Our attention is devoted exclusively to the house above designated.
mar23 JOHN M'CLOSKEY & CO.

WADE HAMPTON ... SAMPLE CAMPBELL.
HAMPTON & CAMPBELL, (late of the firm of Hampton, Wilson & Co.,) Wholesale Dealers in MEN'S AND BOYS' CLOTHING, adapted to the Western Trade, No. 82 Third street, between Wood and Market, Pittsburgh.

Amongst our stock, which is the largest and most complete in the country, will be found, at low prices—
Men's Clothing, of every description;
Boys' do. do.
A great variety of Undershirts and Drawers;
A full stock of Handkerchiefs, Cravats, Neck Ties and Stocks;
A splendid assortment of Suspenders;
do. do. Men's Winter Hosiery;
do. do. Boys' do.
Linen and Muslin Shirts and Drawers;
Canton Flannel do. do.
Gum Elastic Goods;
And a full stock of goods adapted to Miners and Farmers' wear, &c.
Also, Umbrellas of all grades.

We invite our old acquaintances, and all dealers in our line, to call and examine for themselves. We are now opening our third supply, and our stock is full and complete. Warehouse on Third street, half way between Wood and Market. oct19:daw

NEW CLOTHING STORE, No. 4 Sixth street, opposite Liberty. The subscriber has just opened this new establishment, where he has always on hand a large and choice assortment of all articles of CLOTHING, which he warrants equal to any in the city, and will sell at the most reasonable prices. The public are requested to give him a call. [mar9:ly] B. OPPENHEIMER.

DRY GOODS.

FIRST ARRIVAL OF FALL GOODS AT LOVE BROTHERS, No. 74 Market street, Pittsburgh, sign of the original Bee Hive.

Our DRESS GOODS DEPARTMENT is unusually full, and contain some of the richest and most desirable Goods that we have ever been able to offer, such as
Extra super Silks;
French Merinos; Cashmeres;
Mous de Laines; Plaids; Stripes; Coburgs; &c.
NEEDLE WORK—The best assortment in the city.
Collars, Chemizettes, Sleeves;
Flouncings, Edgings and Insertings;
Shawls, Cloaks, Talmas and Scarfs;
New style Brocha, Plaid, Cashmere Moire Ant. Velvet.
Stellas, Crape Silk, &c.

Together with a large assortment of MOURNING GOODS of all descriptions.

Our DOMESTIC and HOUSE FURNISHING DEPARTMENT is well supplied, and we feel confident that we can offer greater inducements now than we have ever been able to offer before. We solicit an examination of our stock before purchasing elsewhere, as all will find it to their advantage to do so.

We will also be almost daily in the receipt of new and desirable Goods throughout the season.

LOVE BROTHERS,
(Formerly Young, Stevenson & Love,)
sep6 No. 73 Market street, Pittsburgh, Pa.

HOTELS.

MANSION HOUSE, GEORGE AURENTZ, PROPRIETOR, No. 344 Liberty street, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. There is attached a splendid STABLE and extensive WAGON YARD, affording ample accommodation to travelors and teamsters. His Larder and Bar will be furnished with the best the market can afford. feb1:y

ST. CLAIR HOTEL, corner Penn and St. Clair streets, Pittsburgh, Pa.—The undersigned, formerly of "Brown's Hotel," having taken this large and commodious HOTEL, and having refitted it in magnificent style, would respectfully invite his friends and the traveling public to give him a call. Assured, with the convenience of the house and his long experience in the business, &c., can give entire satisfaction, and his charges moderate.
feb22 WM. C. CONNELLY.

GOOD INTENT HOUSE, corner of Liberty and Grant streets, near the Railroad Depot.
jan13:ly JAMES SHANNON, Proprietor.

RESTAURANTS.

WILKINS HALL, W. C. GALLAGHER, PROPRIETOR, Fourth street, between Wood and Smithfield.—This spacious establishment has been leased by the subscriber, and completely renovated. He is at all hours prepared to furnish every luxury that can be found in the best regulated restaurants in the States. His spacious Bar will always be supplied with the very best Liquors. Game of every description, in its season, can always be found at Wilkins Hall. [apr7] W. C. GALLAGHER.

CORNUCOPIA OYSTER AND COFFEE HOUSE, D. BARNARD, PROPRIETOR, No. 40, Fifth street, between Wood and Market, Pittsburgh. jan19:1y

KENNET ALE.—W. D. ENGLISH, Sole Bottler of SMITH'S celebrated Kennett Ale and Brown Stout. Also, Common Ale and Porter, in quart and pint bottles.
The attention of families, and the trade, is respectfully solicited. au11:y

MINERAL WATER AND SARSAPARILLA.—WM. D. ENGLISH, Pitt street, below Penn, is now manufacturing and bottling the above beverages on an extensive scale. His articles are of the best quality, and manufactured from the purest materials. oct17:1y

SHINGLE MACHINE.—KENDALL'S PATENT DOUBLE ACTING RIVER AND SHAVER.—The attention of Shingle and Lumber dealers, speculators and others, is directed to this invaluable invention, which is now presented to the public as the *first* and *only* practical machine extant, for Riving and Shaving Shingles.

Various *cutting* and *sawing* machines have been invented for making Shingles, but it is a well known fact that Shingles cut or sawed across the grain are quite too flimsy for roofing purposes. Numerous inventions have recently appeared for riving and shaving, and these have all been condemned as worthless, from their imperfect method of riving, which consists of splitting from the side of the block but one shingle, which almost invariably runs off. This difficulty is entirely obviated by

KENDALL'S MACHINE,

Which first splits from the side of the block a piece thick enough for two shingles, which is separated in the centre, and by means of elastic guides each part is conducted through a pair of approximating knives, which complete the operation; thus producing two shingles at every revolution.

This machine will rive and shave from the block three thousand shingles per hour, of uniform thickness and taper, superior in solidity and durability to those made by hand or any other process.

Its operations are by no means confined to pine and other soft wood, but works to equal advantage, oak, walnut, and every other description of timber that can be split.

The workings of the machine can be examined at H. H. Ryan's Furniture Buildings, Fifth street, Pittsburgh.

To timber owners, shingle dealers, and men of enterprise, this opens a new field for speculation, as there is no similar invention extant.

The machine occupies but a small space, is of durable construction, and costs but about two hundred dollars, and a man and two boys can make from 25,000 to 30,000 shingles per day.

For right of territory, or machines, inquire at No. 31 Fifth street, or at the City Hotel.

All needed information will be forwarded by letter, when desired. O. K. CHAMBERLIN, Agent.
nov15:dtf

DR. H. J. BORRETTE, 13 Fourth street, Pittsburgh, offers his valuable FRENCH REMEDY, which is unfailing in the cure of all those painful and dangerous disorders to which the Female Constitution is subject. It moderates all excess, and removes all obstructions—invigorates the debilitated and delicate, by regulating and strengthening the system, and fortifies the constitution for the duties of life.

TO MARRIED LADIES

It is peculiarly suited, as it will in a short time remove all obstructions!

We are not of the number who believe and act in accordance with the belief that long and elaborate detail gives weight and dignity to objects of either momentous or trivial import; we incline to the contrary opinion, and hold that simplicity and truth invest such as are worthy of any attention, in decidedly the most rich and comely colors. In the present instance, our great desire is to be understood by those who may look to us for information, all else being considered of minor importance.

See circulars.

Office hours, from 9 A. M. to 9 P. M. [nov9:8m]

MEDICAL.

AYER'S CATHARTIC PILLS

OPERATE by their powerful influence on the internal viscera to purify the blood and stimulate it into healthy action. They remove the obstructions of the stomach, bowels, liver and other organs of the body, and, by restoring their irregular action to health, correct, wherever they exist, such derangements as are the first causes of disease. An extensive trial of their virtues, by Professors, Physicians and Patients, has shown cures of dangerous diseases almost beyond belief, were they not substantiated by persons of such exalted position and character as to forbid the suspicion of untruth. Their certificates are published in my American Almanac, which the Agents below named are pleased to furnish free to all inquiring.

Annexed we give *Directions* for their use in the complaints which they have been found to cure.

FOR COSTIVENESS.—Take one or two Pills, or such quantity as to gently move the bowels. Costiveness is frequently the aggravating cause of PILES, and the cure of one complaint is the cure of both. No person can feel well while under a costive habit of body. Hence it should be, as it can be, promptly relieved.

FOR DYSPEPSIA, which is sometimes the cause of COSTIVENESS, and always uncomfortable, take mild doses—from one to four—to stimulate the stomach and liver into healthy action. They will do it, and the *heart-burn, body-burn,* and *soul-burn* of dyspepsia will rapidly disappear. When it has gone, don't forget what cured you.

FOR A FOUL STOMACH, or *Morbid Inaction of the Bowels,* which produces general depression of the spirits and bad health, take from four to eight Pills at first, and smaller doses afterwards, until activity and strength is restored to the system.

FOR NERVOUSNESS, SICK HEADACHE, NAUSEA, *Pain in the Stomach, Back or Side,* take from four to eight pills on going to bed. If they do not operate sufficiently, take more the next day, until they do. These complaints will be swept out from the system. Don't wear these and their kindred disorders because your stomach is foul.

FOR SCROFULA, ERYSIPELAS, *and all Diseases of the Skin,* take the Pills freely and frequently, to keep the bowels open. The eruptions will generally soon begin to diminish and disappear. Many dreadful ulcers and sores have been healed up by the purging and purifying effect of these Pills, and some disgusting disease which seemed to saturate the whole system have completely yielded to their influence, leaving the sufferer in perfect health. Patients! your duty to society forbids that you should parade yourself around the world covered with pimples, blotches, ulcers, sores, and all or any of the unclean diseases of the skin, because your system wants cleansing.

TO PURIFY THE BLOOD, they are the best medicine ever discovered. They should be taken freely and frequently, and the impurities which sow the seeds of incurable diseases will be swept out of the system like chaff before the wind. By this property they do as much good in preventing sickness as by the remarkable cures which they are making every where.

LIVER COMPLAINT, JAUNDICE, *and all Bilious Affections,* arise from some derangement—either torpidity, congestion, or obstructions of the Liver. Torpidity and congestion vitiate the bile and render it unfit for digestion. This is disastrous to the health, and the constitution is frequently undermined by no other cause. Indigestion is the symptom. Obstruction of the duct which empties the bile into the stomach, causes the bile to overflow into the blood. This produces Jaundice, with a long and dangerous train of evils. Costiveness, or alternately costiveness and diarrhœa, prevails. Feverish symptoms, languor, low spirits, weariness, restlessness and melancholy, with sometimes inability to sleep, and sometimes great drowsiness; sometimes there is severe pain in the side; the skin and the white of the eyes become a greenish yellow; the stomach acid; the bowels sore to the touch; the whole system irritable, with a tendency to fever, which may turn to bilious fever, bilious colic, bilious diarrhea, dysentery, &c. A medium dose of three or four Pills, taken at night, followed by two or three in the morning, and repeated a few days, will remove the cause of all these troubles. It is wicked to suffer such pains when you can cure them for 25 cents.

RHEUMATISM, GOUT, *and all Inflammatory Fevers,* are rapidly cured by the purifying effects of these Pills upon the blood, and the stimulus which they afford to the vital principle of Life. For these and all kindred complaints they should be taken in mild doses, to move the bowels gently, but freely.

As a DINNER PILL, this is both agreeable and useful. No Pill can be made more pleasant to take, and certainly none has been made more effectual to the purpose for which a dinner pill is employed.

Prepared by Dr. JAMES C. AYER, Practical and Analytical Chemist, Lowell, Mass. Price 25 cents per box. Five boxes for $1.

Sold by B. A. FAHNESTOCK & CO., at wholesale and retail, by every Druggist in Pittsburgh, and by all Dealers everywhere. oct6:4m:daw

INHALATION
FOR THE
CURE OF ASTHMA AND CONSUMPTION,
NEW AND VERY WONDERFUL.
HYGEANA
BROUGHT HOME TO THE DOOR OF THE MILLION.

A WONDERFUL DISCOVERY has recently been made by Dr. CURTIS, of this city, in the treatment of Consumption, Asthma, and all diseases of the Lungs. We refer to "DR. CURTIS' HYGEANA, OR INHALING HYGEAN VAPOR AND CHERRY SYRUP." With this new method, Dr. C. has restored many afflicted ones to health; as an evidence of which, he has innumerable certificates. Speaking of the treatment, a physician remarks: "It is evident that inhaling—constantly breathing an agreeable, healing vapor—the medicinal properties must come in direct contact with the whole aerial cavities of the lungs, and thus escape the many and varied changes produced upon them when introduced into the stomach, and subject to the process of digestion." The Hygeana is for sale by all the Druggists throughout the country.—*New York Dutchman of January* 14.

The Inhaler is worn on the breast, under the linen, without the least inconvenience—the heat of the body being sufficient to evaporate the fluid. Hundreds of cases of cures, like the following, might be named:

One package of the Hygeana has cured me of the Asthma, of six years' standing. J. F. KEESBERY,
Postmaster of Duncannon, Pa.

I am cured of the Asthma, of ten years' standing, by Dr. Curtis' Hygeana. MARGARET EASTON, Brooklyn, N. Y.

Mrs. PAUL, of No. 3 Hammond street, N. Y., was cured of a severe case of Bronchitis by the Hygeana.

My sister has been cured of a distressing cough, of several years' standing, and decided to be incurable by the physicians. She was cured in one month, by the Hygeana.
J. H. GAUBERT, Richmond, Me.

The Rev. Dr. CHEEVER, of New York, testifies of our medicine in the following language:

NEW YORK, November 15, 1854.

Dear Sir—I think highly of Dr. Curtis' Hygeana, as a remedy in diseases of the throat and lungs. Having had some opportunity to testify its efficacy, I am convinced that it is a most excellent medicine, both the Syrup and the Inhaling application to the chest.

N. B.—Dr. Curtis' Hygeana is the ORIGINAL and ONLY GENUINE ARTICLE; all others are base imitations, or vile and INJURIOUS counterfeits. Shun them as you would poison.

For sale by Dr. Geo. H. Keyser, 140 Wood street; R. E. Sellers & Co.; Lee A. Bockham, Allegheny City; John Sargent, New Brighton; C. L. Kaiser, Rochester.
my14:daw6m

DR. HOOFLAND'S CELEBRATED GERMAN BITTERS, prepared by Dr. C. M. JACKSON, Philadelphia, will effectually cure Liver Complaint, Dyspepsia, Jaundice, Chronic or Nervous Debility, Diseases of the Kidneys, and all diseases arising from a Disordered Liver or Stomach.
Such as Constipation, Inward Piles, Fulness or Blood to the Head, Acidity of the Stomach, Nausea, Heartburn, Disgust for Food, Fulness or weight in the Stomach, Sour Eructations, Sinking, or Fluttering at the Pit of the Stomach, Swimming of the Head, Hurried and Difficult Breathing, Fluttering at the Heart, Choking or Suffocating Sensation when in lying Posture, Dimness of Vision, Dots of Webs before the Sight, Fever and Dull Pain in the Head, Deficiency of Perspiration, Yellowness of the Skin and Eyes, Pain in the Side, Back, Chest, Limbs, etc., Sudden Flushes of Heat Burning in the Flesh, Constant Imaginings of Evil, and great Depression of Spirits.

The proprietor, in calling the attention of the public to this preparation, does so with a feeling of the utmost confidence in its virtues and adaptation to the diseases for which it is recommended.

It is no new and untried article, but one that has stood the test of a ten years' trial before the American people, and its reputation and sale is unrivalled by any similar preparations extant. The testimony in its favor given by the most prominent and well known Physicians and individuals, in all parts of the country, is immense. Referring any who may doubt, to my "Memorabilia," or Practical Receipt Book, for Farmers and Families, to be had gratis, of all the Agents for the German Bitters.

Principal Office and Manufactory, 120 Arch street, Philadelphia.

Sold by Dr. Geo. H. Keyser, 140 Wood street; B. A. Fahnestock & Co., No. 6 Wood street; Fleming Brothers, No. 60 Wood street; H. P. Swarts and J. P. Fleming, Allegheny.
dec19:dawly is

DR. BROWN continues to be consulted for the cure of SECRET DISEASES. His success in long-standing cases is unequalled. The afflicted are invited to call without delay. Persons afflicted with Venereal Diseases, Rheumatism, Piles, or Seminal Debility, should not delay to get his advice. Letters containing a fee immediately answered.

Office and Private Rooms, No. 41 Diamond alley, Pittsburgh. je28

Pittsburgh Dollar Savings Institution,
No. 68 *Fourth Street,*
NEXT DOOR TO THE PITTSBURGH BANK,
IS NOW OPEN daily from 9 to 2 o'clock; also, on Wednesday and Saturday evenings, from 7 to 9 o'clock.

Deposits received of all sums not less than ONE DOLLAR, and a dividend of the profits declared twice a year, in June and December. The Trustees, for the purpose of furthering the benevolent objects of the Institution, have entered into a guarantee bond, thereby giving additional security to depositors.

Books containing the Charter, By-Laws, Rules and Regulations, furnished gratis, on application at the office.

President—GEORGE ALBREE.

VICE PRESIDENTS.
Hopewell Hepburn, John H. Shoenberger,
George R. White, Charles Knapp,
William P. Johnston, N. Grattan Murphy,
James W. Hallman, Theobald Umbstaetter,
Alexander Bradley, Isaac M. Pennock,
William Phillips, William J. Anderson.

TRUSTEES.
John G. Backofen, James Herdman,
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John S. Cosgrave, Henry L. Ringwalt,
Charles A. Colton, Robert Robb,
F. G. Edrington, George R. Riddle,
Francis Felix, James Rhoads,
George F. Gillmore, James Shidle,
James S. Hoon, George S. Selden,
William S. Haven, Alexander Tindle.
Secretary and Treasurer—CHARLES A. COLTON.
jy19:dly

KIER'S TRANSPORTATION LINE.—Anticipating the want of facilities for transporting Freights to and from the Eastern Cities, via Pennsylvania Canal and Railroads, we have increased our stock of Boats, &c., on same, to a DOUBLE DAILY LINE, which gives us a capacity of over 1500 tons per month each way.

We assure our friends, and those disposed to patronize the State improvements, there will be nothing spared on our part to render general satisfaction in forwarding Eastern and Western Freights with promptitude and despatch.

KIER & MITCHELL,
aug11:y Canal Basin, Pittsburgh, Pa.

A. W. FOSTER, Notary Public, and Commissioner for the States of Tennessee, New Hampshire, Connecticut, Wisconsin, New York, Michigan, Iowa, California and Virginia.

Deeds drawn, and acknowledgments and proofs taken, for record or use in any of the above named States, Illinois, Mississippi and Rhode Island.

Pittsburgh, March 28, 1856—[mh28daw]

M. A. SWILER, Wholesale and Retail Dealer in Furnaces, Ranges, Stoves, Tin, Iron and Housekeepers' Hardware, Tinners' Machines and Tools, Tin Plate, Sheet Iron, Wire Rivets, &c., &c., 24 North Second street, (opposite Buehler's Hotel,) HARRISBURG.
sep29:d3m