

CONTINUED FROM FIRST PAGE. PENNSYLVANIA RAILROAD.

The basis for such a mortgage was increased last year by the issue, at par, of \$11,000,000 capital stock, which it is now proposed to further increase by an issue of additional capital, amounting to about \$13,000,000; making the basis for the issue of additional Bonds under the proposed mortgage \$24,000,000; the aggregate amount of the preceding mortgages and prior lines being but \$31,911,300.

In addition to the value of the Railroad and Branches, real estate and equipment, and franchises as a basis of security, it will be recollected that among the personal property which will add still more to the security of such a general mortgage, are the assets of the Company, composed of the stock and bonds of other companies, and amounting at present cash value to \$9,826,000.

A communication was submitted at your last annual meeting in opposition to the continuance of fast freight lines upon the Pennsylvania Railroad, and was referred by you to the incoming Board for examination, with instructions to report their views thereon.

The expediency of establishing such lines, owned by individuals or transportation companies, was at the time of their introduction admitted by the Directors to be involved in grave doubts, and their introduction upon your road was not entertained by your Directors until every argument had been exhausted to induce the Railroad Company of New York, contending for the same traffic between the east and the west, to discontinue their employment.

It was found impossible, while these Transportation Companies existed under contracts with the New York Railroad Companies, which made it their direct interest to disregard them, to preserve uniform rates, and it was not until after years of remonstrance and the non-enforcement of agreements frequently entered into with the New York Railroad Companies to abolish these lines, that this Company entertained the propriety of meeting the difficulty by the employment of the same weapons of attack and defence. After much delay and earnest consideration, the subject was finally brought before your Board for its determination, and referred by it to the Board Committee. After a full investigation of the subject, a report was drawn up by it, authorizing the establishment of a fast freight line over the Pennsylvania Railroad and its connections as the best means for meeting this competition.

This report was unanimously adopted by the Directors, and a contract entered into with intelligent and active parties who had spent nearly their whole lives in the business of transportation between the east and west, upon the State Works of Pennsylvania; gentlemen who thoroughly understood the views and objects of the Board, and who entered upon their duties under an act incorporating them as the "Union Railroad and Transportation Company," with simple means and a determination to accomplish the object assigned to them. In different and less experienced hands, the enterprise, under the terms of their contract with your Company, would most probably have proved a failure.

When the Union Line was established, this Company controlled no railway west of Pittsburgh or east of Philadelphia, and held but little over 350 miles of road between the eastern and western commercial centers, while the cars of this Transportation Company were expected to traverse many thousand miles of railway in the west; gather up all the traffic that they could secure, and bring it to the eastern markets over your works, returning them by the same channel filled with the merchandise and manufactures of the east.

The western railways were found by the Union Transportation Company to be generally deficient in car equipment, and the companies owning them finally welcomed the advent of an enterprise calculated to relieve their ever-increasing wants, and eagerly entered into contracts with it for the use of their railroads by its cars, and under these contracts it was enabled to successfully fulfill the objects we had in view.

The Union Transportation Company was organized under great doubts as to its financial success, without solicitation from its proprietors, and against the principles which the Board then recognized as those which should govern Railway Companies in the management of their affairs. But its establishment, under the circumstances that then existed, was considered necessary to the success of the Pennsylvania Railroad Company, and its results have fully justified its organization.

Since your Company has acquired control of its extended western connections, east of the Mississippi, and removed the obstacle that had impeded a free flow of traffic over your railway from the trade centers of the West to those of the East, the mission of the Transportation Company has been fulfilled, and its continuance in the sphere it occupied is no longer important to your interest.

It was contemplated on the organization of the "Pennsylvania Company" to manage your western connections in the manner pointed out in previous reports; that it should fill the place occupied by the Union Transportation Company. It has, however, required time to get these extensive works into harmonious and efficient action, and to fully understand their traffic. The Pennsylvania Company is now ready to assume this duty, and arrangements have been made for the transfer of the property and franchises of the Transportation Company to it, which will be carried into effect as early as the transfer can be properly made. The actual value of the property, consisting of cars, warehouses, wharves, offices, shops and sidings, to be thus transferred is estimated—without its good will—at over \$20,000,000, and it has been purchased by the "Pennsylvania Company" for three millions of its Common Stock at par, thus interesting individuals of experience in the management of this great enterprise—a consideration of material importance and value.

The Union Line having fulfilled the objects that this Company had in view at its establishment, in a manner satisfactory to its employers, it is gratifying to be able to state that it has been so efficiently managed that it has also proven a pecuniary success to its shareholders. Their profits have, however, been mainly derived from transportation over the extended system of railways west of Pittsburgh and east of Philadelphia, under contracts of their own procurement, with the Companies whose roads their cars traversed. The high rates of transportation that prevailed during the rebellion yielded very profitable results to the line, as well as to your Company—the through rates over the Pennsylvania Railroad in many cases having been twice those charged upon its local freights.

It will also be remembered in this connection that neither the public opinion world at the time has permitted the assumption of powers by your Company that would have enabled it to establish a transportation line to meet successfully the object that your Company had in view. When the Pennsylvania Railroad Company commenced business west of Harrisburg, it then eastern terminals, under the influence of the growing policy which then governed the management of the State works, it was engaged from running its cars over the Philadelphia and Columbia Railroad, a work built by the Commonwealth especially to afford equal facilities to all that would use it. A more enlightened view of the subject prevailed, however, in the Supreme Court, and the injunction was dissolved.

In revisiting the line which induced the continuation of the cars entered into with the Union Line, your Board fully realized that the best interest of the Company was promoted by the adoption of the policy of the Board Committee re-

ferred to, and that the results of the operations of the Transportation Company have been highly advantageous to your Company.

To draw a line that should regulate the interference of a corporation with private enterprise, even where directly authorized by its charter to do so, is a matter of extreme delicacy, and the power should be exercised with great caution, and a disposition to bear the bills that they bring upon the corporation and public—which are not without their compensating advantages—rather than deal harshly with established interests.

The Board still believe that where the cars have to traverse extended lines of other and different Railroads, that it is best for the interest of the Railroad Company, where such lines are necessary, that they should be owned by private corporations or individuals, and running under proper special contracts with those controlling the railways to be used.

The extent of the Western connections and the rapid increase of the local and through tonnage of the Pennsylvania Railroad, has not only pressed upon your Company the necessity of increasing the facilities of its own Line, by the laying of additional tracks, without which the traffic of the past year could not have been accommodated, but it has also pointed out the necessity of an additional Line across the mountains that separate the waters of the Mississippi Valley from those of the Atlantic; to be built especially for freight, and designed for cheap transportation at slow rates of speed.

The route adopted for this purpose has been pointed out in previous reports, and the Line is now being constructed, with the assistance of this Company, by the Allegheny Valley Railroad Company connecting that Company's Road, at the mouth of Red Bank Creek, with the Philadelphia and Erie Railroad, at a point 120 miles west of its eastern terminus at Sunbury.

This Line has no gradients against the traffic exceeding a rise of three-tenths in a hundred, or less than sixteen feet in a mile on straight lines—reduced proportionately upon curves. Its routes abound through its whole extent with cheap fuel, consisting of varieties of Bituminous Coal in unusually thick beds, embracing the best coking coals for iron melting, blacksmith, gas coals, and canal coal—the latter being the most accessible of that variety, to the Eastern markets.

This "Low Grade Line" is in rapid progress of construction, and will be opened for use this year or early next spring. When completed, and its connections made with the west, it will be possible for freights to be carried at much cheaper rates than they can be conveyed by any of the proposed Canals between the Mississippi Valley and the East.

The Branches of your Railway have not in the aggregate, yielded much if any, direct profit to this Company, but they have added materially to the prosperity of the State, and to the revenues of the Main Line. Where built by other companies, they have been leased to this Company, to be operated by it at cost, that their proprietors might save the outlay that would otherwise be required for rolling stock and other equipment.

The Railroad opened between Lewistown and Sunbury, on the Susquehanna River, the past year, has been thus operated. This Line, though it traverses a good agricultural region, and said to contain much undeveloped iron ore, has not secured sufficient traffic to meet its running expenses, leaving the interest upon its bonds, which have been issued to the extent of \$1,200,000, wholly unprovided for. The traffic of the line is, however, increasing, and may at a future period yield a profit equal to its expenses and the interest upon its indebtedness.

All the Branch Lines recently promoted by this Company in Pennsylvania have had in view the development of the growing iron ore or coal interest of the State. The Branch opened during the past year to the ore banks of Morrison's Cove, in Blair county, promises excellent results, while the Line in progress of construction between Lewisburg, on the Susquehanna and Tyrone, on the Pennsylvania Railroad, traversed a country abounding in rich iron ore deposits, which have for many years supplied the charcoal furnaces of that region with ores that have produced some of the most valuable irons of the Juniata valley. The ores of this region are by this Branch made equally accessible to both anthracite and bituminous coals of the best quality for smelting; and in view of these advantages it opens up most attractive locality for the manufacture of iron, the demand for which must annually increase with the increasing cost of its production in Great Britain, from whence the larger portion of the iron consumed in this and other countries is at present procured. The analysis of these ores also shows that many of them are well adapted to the manufacture of Bessemer steel.

The facilities for the distribution of freights in Philadelphia were not enlarged, in 1872, to the extent desired. The City Councils promptly acted upon the suggestion contained in the last Annual Report of this Company in relation to the construction of a Railway along the Delaware front between Christian and Dock streets, but the "law's delay" has prevented, during the past year, the completion of the improvements desired. The property owners upon the Delaware front, though anxious for the construction of the work, have not given to it their active co-operation, and in consequence, the improvements so much needed by the commercial interests of the city cannot be finished before the ensuing summer or autumn. In the meanwhile the existing facilities for the accommodation of freights on market street are being seriously encroached upon.

The erection of additional elevators for grain traffic has also become important, though it is believed that these may be supplied by private enterprise.

The connection referred to in our last annual report between the Pennsylvania Railroad and the Pittsburgh, Virginia and Charleston Railway, crossing the Monongahela River above the mouth of Turtle Creek, has been commenced, and if practicable it will be completed this year. Its construction has become a necessity from the impossibility of passing freight trains from the Pittsburgh, Cincinnati and St. Louis Railway through Grant's Hill Tunnel without great delay. The cost of this connection is estimated at \$500,000. The Pittsburgh, Virginia and Charleston Railway, which is to extend along the valley of the Monongahela to the State line of Virginia, is under contract as far as Monongahela City, and will be opened to that point (thirty miles) during the ensuing summer.

Arrangements have been entered into with the city of Pittsburgh by which twenty of the streets of that city will be passed over or under the Pennsylvania Railroad, which will involve an outlay by this Company very little short of one million of dollars, an expenditure which it is to be hoped will be compensated for by the additional safety secured to the movement of trains, and the avoidance of delays that occur at the present street crossings.

The Baltimore and Potomac Railroad Tunnel, under the city of Baltimore, delayed by the unusual severity of the past winter, will be finished in May next, and will connect by one continuous line the whole of the southern system of railways with those of the north; and the National Capital with the coal and lumber regions of Pennsylvania. This important work, under an enlightened management of its conductors, cannot fail to exercise a most important influence upon the trade and prosperity of the Northern Atlantic States, and its completion may be hailed as an object of national importance.

The Northern Central Railroad Company, a corporation organized in the State of New York, has been organized to take the place of the Union Line, and its completion may be hailed as an object of national importance.

The Northern Central Railroad Company, a corporation organized in the State of New York, has been organized to take the place of the Union Line, and its completion may be hailed as an object of national importance.

supplied from previous surplus profits. To enable it to do so in the future additional capital is required to purchase increased rolling stock and provide greater facilities for an economical distribution of freight at Baltimore, the cost of which now materially interferes with the profits of the Company. The means required for this purpose, it has been suggested, can be most economically raised by a lease of the property of the Company to the Pennsylvania Railroad Company. This is not desired by your Board, and will only be entered into to promote your interest in the Company as shareholders. The floating debt of the Northern Central Railway Company is already sufficiently large, and the means to provide for it otherwise have to be met by a suspension of dividends until it has been materially reduced.

It has been stated in previous reports, that your Company had transferred to an organization known as the "Pennsylvania Company" all the leases it had taken of railways west of Pittsburgh, including the Indianapolis and Vincennes, and Jeffersonville, Madison and Indianapolis Railways; and the control through a majority of its shares of the Pittsburgh, Cincinnati and St. Louis Railway Company and its Leased Lines—the Pennsylvania Company to meet the conditions of these several leases, and to pay the losses sustained in working these Lines, or either of them. The Cleveland, Mount Vernon and Delaware Railroad and the bridge over the Ohio River at Cincinnati being at the time in an unfinished condition, were not included in this transfer, in both of which works this Company holds a majority of the shares. The Cleveland, Mount Vernon and Delaware Railroad will be finished this year, while the bridge over the Ohio has been in use for some months.

The capital of the "Pennsylvania Company" was placed at \$12,000,000 \$8,000,000 of which was to be used to the Pennsylvania Railroad Company in preferred shares, which amount covers the cost of the property transferred, with interest to April 1, 1872. After that date, dividends were to be paid semi-annually out of the net earnings. The first dividend of six per cent. per annum was paid on the 1st of October last, leaving a considerable surplus to the credit of income account. The preferred stock held by this Company will participate equally with the common stock in any dividends of income above six per cent. The rental and cost of operating all of these Lines, leading from Pittsburgh to the southwest, including the Columbus, Chicago and Indiana Central Railway, have exceeded their income, while those leading to the lakes at Chicago (via Fort Wayne), at Cleveland and Erie have yielded a profit more than sufficient after deducting the losses upon the South-west Lines, to justify the payment of the dividends mentioned.

When the cars of the Union Railroad and Transportation Company have been transferred to the "Pennsylvania Company," the authorized capital of the latter (\$12,000,000) will be filled up, and the profits of the Company more than proportionally increased.

None of the steamship building for the Liverpool Line of the American Steamship Company, in which this Company holds a controlling interest, are ready for sea, but it is believed that the "Pennsylvania," the first launched, will be in readiness to sail in May next. The models of these vessels are all alike, and reflect much credit upon their designer, B. H. Bartol, Esq. They appear to be admirably adapted to the traffic of this Port, and to possess accommodations for passengers, both first class and emigrant, equal in comfort and elegance to any of the steamers that ply between Europe and America. The execution of the work, by Messrs. Cramp & Sons, as far as it has progressed, has been faultlessly done, and appears to be fully equal in character and substantiality to that of any of the European built steamers. The ships will have all the modern economic improvements, and will not cost on completion much, if any, more than they could now be built for in Great Britain.

B. C. Knight, Esq., one of the most energetic and enterprising merchants of this city, has been made President of the Steamship Company in place of the late Washington Butcher, Esq., deceased. Under his administration we have no doubt, but that the line will be managed with credit to this Port and to the stockholders.

Since your last annual meeting the Board of Directors have lost the services of three esteemed colleagues: George Black, resident Director in Pittsburgh, whose decease occurred in August last. His practical business talents and devotion to the interests of the Company were always of great service, and highly appreciated. To fill the vacancy caused by Mr. Black's death, Mr. John Scott, of Pittsburgh, a gentleman long identified with the manufacturing and leading interests of that city, was daily elected by the Board.

Washington Butcher, whose decease occurred early in the present year, Mr. Butcher became a member of the Board in December, 1849, and served the interests of this Company with great fidelity and efficiency. As his successor, Samuel M. Pelton has been chosen. His long experience and sound judgment, in all departments of railway management cannot but prove beneficial to your interests. Owing to falling health, Joseph B. Myers, a member of the Board for the past ten years, has been compelled to tender his resignation as a Director of your Company. This vacancy has been filled by the election of A. J. Derbeshire, at a former time an efficient member of the Board, and who has always evinced a deep interest in everything concerning the Company's welfare.

Thomas T. Firth, the Treasurer of this Company for many years past, was compelled, on account of his impaired health, to tender his resignation to the Board, and thereby to be relieved from the active duties of that position. The present Treasurer, resignation, assigned Mr. Firth the duties of Secretary and Treasurer of the Sinking Fund of the Company. The Board also adopted unanimous resolutions, setting forth their high appreciation of his services and of the fidelity and ability he has shown in the discharge of the arduous and responsible duties connected with the office which he has filled honorably and creditably for so long a period.

Edmund Smith, late Vice President, who has been connected with the service of the Company since 1847, has been elected by the Board to fill the responsible position of Treasurer—the Board having entire confidence in his integrity and ability to perform the duties of that office.

The increase of the business of the Company, and the continued disability of some of its officers, has rendered a reorganization of the department for conducting the operations of your railways important and desirable to increase their efficiency. With this view, A. J. Cassatt, at present Manager of the lines between Pittsburgh and Jersey City, has been made General Manager of all Railways of the Company east of Pittsburgh and Erie. C. H. Gardner, General Superintendent of the Pennsylvania Railroad, assisted by Frank Thomson as Superintendent of Motive Power and Machinery, and W. A. Baldwin has been continued as General Superintendent of the Philadelphia and Erie Railroad; and E. W. Jackson, General Superintendent of the Philadelphia and Trenton and the New Jersey Railroads.

All of these gentlemen have been connected for many years with the administration of the several lines committed to their charge, and have materially contributed by their zeal and attention to their duties to the success of the Company.

By order of the Board, J. EDGAR THOMSON, President.

55 TO \$20 per day. Agents wanted! All persons desiring to see the stock of working people, of either sex, young or old, of any age, and of all nations, in their spare moments, or all the time, at any of our places, Particulars free. Address G. Stronach & Co., Portland, Me. no 47

New Advertisements. WELCH & GRIFFITHS, Manufacturers of Saw Files, Belting & Machinery.

WELCH & GRIFFITHS, Manufacturers of Saw Files, Belting & Machinery. Largest Organ Establishment in the World 7 EXTENSIVE FACTORIES.

J. ESTEY & COMPANY, ESTEY Cottage Organs. The latest and best improvements. Everything that is new and novel. The leading improvements in Organs were introduced first in this establishment.

ESTABLISHED 1846. Send for Illustrated Catalogue. The Guide is published QUARTERLY, 25 cents per copy for the year, which is not in the case of any other work of the kind. It contains full and complete information for the year, and is a most valuable work for the farmer, the mechanic, the tradesman, the student, the artist, the musician, the sportsman, the traveler, the soldier, the sailor, the merchant, the politician, the statesman, the lawyer, the doctor, the clergyman, the student, the artist, the musician, the sportsman, the traveler, the soldier, the sailor, the merchant, the politician, the statesman, the lawyer, the doctor, the clergyman.

WELCH & GRIFFITHS, Boston, Mass., & Detroit, Mich. Largest Organ Establishment in the World 7 EXTENSIVE FACTORIES. J. ESTEY & COMPANY, Brattleboro, Vt., U. S. A. THE CELEBRATED ESTEY Cottage Organs.

WELCH & GRIFFITHS, Boston, Mass., & Detroit, Mich. Largest Organ Establishment in the World 7 EXTENSIVE FACTORIES. J. ESTEY & COMPANY, Brattleboro, Vt., U. S. A. THE CELEBRATED ESTEY Cottage Organs.

ONLY TEN CENTS!!! EVERY MAN HIS OWN PAINTER. Or, Paints—How to Select and Use Them. A plain treatise, containing simple card, with 42 colored illustrations, and 1000 recipes, with instructions for exterior and interior House Decoration.

42 copies, bound in cloth, for \$5. Sample copies, paper cover, mailed, post paid, to any address, on receipt of 10 cents, by the Publisher, HENRY CARL BAIRD, Box 1624, Post Office, Philadelphia.

LOCAL OPTION—As viewed by the official organ of the LIQUOR INTERESTS. Subscription \$3 per year; Clubs of 10, \$25. Address American Liquor Men's Advocate, No. 100 Liberty Street, Pittsburgh, Pa.

WORKING CLASS—MALE OR FEMALE. \$50 a week guaranteed. Respectable employment at home, day or evening; no capital required; full instructions and valuable packages, goods sent free by mail. Address, with six cent return stamp, M. YOUNG & CO., 18 Cortland St., N. Y.

GRANDEST SCHEME OF THE AGE. \$500,000 CASH GIFTS. \$100,000 FOR ONLY \$10! Under authority of special legislative act of the 26th of March, 1871, the Trustees now announce the THIRD GRAND GIFT CONCERT for the benefit of the PUBLISHED LIBRARY OF KENTUCKY, which will come off in the Library Hall, at Louisville, Ky., on TUESDAY, APRIL 8th, 1873.

Horrible! Suffered with CATARRH thirty years, and was cured by a simple remedy. Will send receipt, postage free, to all afflicted. Rev. T. J. MEAD, Drawer 178, Syracuse, N. Y.

WANTED. We will give men and women BUSINESS THAT WILL PAY from \$4 to \$8 per day; can be pursued in your own neighborhood; it is a rare chance for those out of employment or having leisure time; girls and boys frequently do as well as men. Particulars free. Address J. EATHAM & CO., 222 Washington St., Boston, Mass. mar 7-61

DUPONT'S GUNPOWDER. All kinds Mining, Blasting and Sporting Powder in Metallic kegs, for sale in lots to suit purchasers, from our Magazine at Mill prices. This well known Powder has been manufactured for over 70 years, and is sold at same prices as other Brands. Also, every variety Dry and Water Safety Fuse. D. W. & C. BIDWELL & Co., Genl. Agts., Pittsburg, Pa. mar 7-1m

EXECUTORS NOTICE. ESTATE OF JAMES M. SMITH, DECEASED. Letters testamentary on the estate of James M. Smith, late of Beaver borough, Beaver county, Pa., having been granted to the undersigned, all parties knowing themselves indebted to said estate are requested to make immediate payment, and those having claims against the same will present them properly authenticated for settlement. J. M. SMITH, Executor. J. M. SMITH, Shipping Co. H. CHRISTY, Executors. mar 7-61

NOTICE. All accounts due the estate of Dr. J. LINNENBRINK, deceased, not settled by April 1st, 1873, will be left in the hands of a lawyer for collection, with interest. B. E. & J. LINNENBRINK, Administrators. Rochester, March 12, 1873.

New Advertisements. WITHERBY, RUGG & RICHARDSON, MANUFACTURERS OF Wood-Working Machinery Generally.

WITHERBY, RUGG & RICHARDSON, MANUFACTURERS OF Wood-Working Machinery Generally. Specialties: Woodworth Planing, Tonguing and Grooving Machine, Richardson Patent Improved Tenon Machine, &c. Contra. Cor. Union St., WORCESTER, MASS. L. B. WITHERBY, G. J. RUGG, S. M. RICHARDSON.

STATIONARY, PORTABLE & BLAST ENGINES. Saw Mill, Flouring Mill and Blast Furnace Machinery. H. & F. BLANDY, Newark, Ohio.

REWARD. For any one of Blind, Bleeding, Cough or Ulcerated Piles, that Dr. BING'S PILE CURE fails to cure. It is prepared expressly to cure the Piles, and nothing else. Sold by all Druggists. Price \$1.00.

USE THE Reisinger Sash Lock and Support to FASTEN YOUR WINDOWS! No spring to break, no cutting of sash; cheap, durable, very easily applied; holds sash at any place desired, and a self-faster when the sash is down. Send stamp for circular. Circular and six copper-bronzed locks sent to any address in the U. S., postpaid, on receipt of 50 cts. Liberal inducements to the trade. Agents wanted. Address REISINGER SASH LOCK CO., No. 418 Market St., Harrisburg, Pa.

ADMINISTRATORS NOTICE. ESTATE OF JOHN EATON, DECD. Letters of administration on the estate of John Eaton, late of Moon township, Beaver county, Pa., dec'd., having been granted to the undersigned, residing in said township, all persons indebted to said estate are requested to make immediate payment, and those having claims or demands against the same to present them without delay to the undersigned for settlement. NANCY EATON, Adm'r. JAMES EATON, Adm'r. feb 21-61

STATEMENT OF ROCHESTER INSURANCE COMPANY. FEBRUARY 15, 1873. ASSETS. Mortgages and other securities, \$30,445 00 Stock Demand Notes, 20,532 00 Cash in Bank, 15,591 50 Office Furniture, 115 57 Commission to Agents, 656 34 Expenses, Salaries, &c., 1,140 18 Guaranteed Policies, 3 50 Premiums in hands of Agents, 483 00 \$107,963 13

LIABILITIES. Capital Stock, \$100,000 00 Premiums, 7,836 63 Accrued Interest, 34 00 Commission, 1 50 \$107,963 13 JOHN GLEESING, Jr., Sec'y.

ROCHESTER MARBLE WORKS. W.H. MARSHALL, MANUFACTURER OF MONUMENTS & GRAVE STONES. We have on hand a LARGE STOCK of FINE FINISHED HEADSTONES. Which we are selling as cheap as any other firm in the State. Also Granite Monuments and Headstones. MONUMENTS & HEADSTONES. GRIND STONES and FIXTURES. CEMENTS of ALL KINDS BY THE BARREL. mar 4-6m W. H. MARSHALL, Rochester.

SEEDS! PLANTS! TREES! PREPARED BY MAIL. My new priced descriptive Catalogue of Choice Flower and Garden Seeds, 25 sorts of either for \$1; new and choice varieties of Fruit and Ornamental Trees, shrubs, Evergreen, Roses, Grapes, Lilacs, Small Fruits, House and Border Plants and Bulbs; one year grafted Fruit Trees for mailing; Fruit Strals of all kinds; Hedge Plants, &c.; the most complete assortment in the country. It will be sent gratis to any plain address, with P. O. Box, True Cape Cod Cranberry for upland or lowland, \$8 per 1000; \$1.50 per 100; prepaid by mail. Trade not to dealers. Seeds on commission. Agents wanted.

ROCHESTER FIRE INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, February, 1872. One-fourth of 1863 extra Savings Bank, Rochester, Beaver county, Pa. People of Beaver county can now have their property insured against loss or damage by fire at fair rates, in a safe and RELIABLE HOME COMPANY, thereby avoiding the expense, trouble and delay incident to the adjustment of losses by companies located at a distance. BOARD OF DIRECTORS: J. V. McDonald, George C. Spitzer, Samuel B. Wilson, Lewis Schenck, William Kennedy, John Grading, Marshall M. Donald, R. B. Edgar, M. Camp, Jr., C. B. Hurst, David Lowry, Henry Goshing, GEO. C. SPEYERER, Pres't, J. V. McDONALD, V. Pres't. H. J. SPEYERER, Treas., JOHN GRADING, Jr., Sec'y. mar 7-61

R. & W. JENKINSON, Manufacturers and Dealers in TOBACCO AND CIGARS. 287 LIBERTY STREET. feb 21-1m PITTSBURGH

GET AN AGENCY FOR THE New Wheeler & Wilson Sewing Machine. We are now prepared to offer more liberal terms and greater inducements to agents than ever before during our experience of FIFTEEN YEARS in the business. No capital required. We stand all losses and value all parties at our own expense. Horse, Wagon and Cart, if desired, if necessary. SPECIAL INDUCEMENTS to men who can furnish their own teams. Now is the time to apply and get ready for the Spring trade. W. M. SUMNER & CO., 140 Wood street, Pittsburgh, Pa. feb 21-1m

H. NOSS, PHOTOGRAPHER. BEAVER COLLEGE AND MUSICAL INSTITUTE. Opens its Spring Session ON THE FIRST OF APRIL. Teachers of the county will do well to correspond with the President. feb 23-61

JOB PRINTING AT THE RADICAL OFFICE. Teachers of the county will do well to correspond with the President. feb 23-61

New Advertisements. S. HAMILTON, 51 FIFTH AVENUE, PITTSBURGH, PA.

S. HAMILTON, 51 FIFTH AVENUE, PITTSBURGH, PA. The Cheapest and Best Horse in the City. The Largest and Best Selected stock of Pianos & Organs.

TERMS TO SUIT EVERYBODY. FOR HOLIDAY GIFTS GET EITHER A DECKER & BARNES PIANO, HALLET, DAVIS & CO. PIANO, CRAMER & CO. PIANO, BRADFORD & CO. PARLOR GEM PIANO, OR ONE OF THE CELEBRATED Taylor & Farley Celestes Organs, OR THE BEAUTIFUL VOICED STERLING ORGAN.

Quick Sales and Small Profits. We guarantee to sell AS GOOD AN INSTRUMENT AS is in the market, at Prices that DEFY COMPETITION. And on terms to suit the purchaser. Instruments rented and rent allowed to go toward the purchase. For Catalogue and full particulars call on or address the Manufacturer's General Agents.

S. Hamilton & Co., 51 FIFTH AVENUE, PITTSBURGH PA. nov 29-6m

ROCHESTER FIRE INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, February, 1872. One-fourth of 1863 extra Savings Bank, Rochester, Beaver county, Pa. People of Beaver county can now have their property insured against loss or damage by fire at fair rates, in a safe and RELIABLE HOME COMPANY, thereby avoiding the expense, trouble and delay incident to the adjustment of losses by companies located at a distance. BOARD OF DIRECTORS: J. V. McDonald, George C. Spitzer, Samuel B. Wilson, Lewis Schenck, William Kennedy, John Grading, Marshall M. Donald, R. B. Edgar, M. Camp, Jr., C. B. Hurst, David Lowry, Henry Goshing, GEO. C. SPEYERER, Pres't, J. V. McDONALD, V. Pres't. H. J. SPEYERER, Treas., JOHN GRADING, Jr., Sec'y. mar 7-61

R. & W. JENKINSON, Manufacturers and Dealers in TOBACCO AND CIGARS. 287 LIBERTY STREET. feb 21-1m PITTSBURGH

GET AN AGENCY FOR THE New Wheeler & Wilson Sewing Machine. We are now prepared to offer more liberal terms and greater inducements to agents than ever before during our experience of FIFTEEN YEARS in the business. No capital required. We stand all losses and value all parties at our own expense. Horse, Wagon and Cart, if desired, if necessary. SPECIAL INDUCEMENTS to men who can furnish their own teams. Now is the time to apply and get ready for the Spring trade. W. M. SUMNER & CO., 140 Wood street, Pittsburgh, Pa. feb 21-1m

H. NOSS, PHOTOGRAPHER. BEAVER COLLEGE AND MUSICAL INSTITUTE. Opens its Spring Session ON THE FIRST OF APRIL. Teachers of the county will do well to correspond with the President. feb 23-61

JOB PRINTING AT THE RADICAL OFFICE. Teachers of the county will do well to correspond with the President. feb 23-61