until their accounts were closed by charging the whole to "trading and Bridging." This would also exhibit what never has been shown, the debts due contractors. To effect this exhibition, the whole of the contractors' accounts have been overhauled minutely, and those and the corresponding accounts reconstructed.

In the investigation of the accounts and books of the Company, it was determined to assume the balance sheet presented on the eighth of January, although not accepted by the Stockholders, as the basis of our work; and if any errors were found or new entries became necessary to continue his accounts, so as to present what might be believed the true balances on the day of the date of said Report. This resolution has been perseveringly adhered to, because the entries found necessary might be useful, and indeed essential to the Company hereafter. But for the permanent utility of such supplementary entries, *without expunging or discarding all those previous*, it would have been a far easier task if possessed of all the facts requisite for that purpose, to have opened new books, and journalized and posted the entries from the commencement of the operations; for there is no great difficulty in making correct entries from recent transactions fresh in the minds of the negotiators, but it is an incalculable labor, on the other hand, for strangers to the facts coming in to search after these facts long after their occurrence. And with this perplexity were the examiners met and accompanied, during the heavier portion of their duty. For, from the time the Company became involved in the construction of their Road, large sums had to be raised, and, when due, again raised upon their credit and securities. Scarcely any trace of the many arduous and anxious financial operations of the Company appear on their books, nor was any written memorandum of them made or preserved.—The manner of raising money was generally temporary, and of course often repeated, and in each of these negotiations we were compelled to seek almost a north-western passage after the sources from whence money came, and the destination it reached. Double entry accountants will comprehend this, double necessity in recording every operation, inasmuch as each entry shows the equilibrium of just and equal scales. The time, patience and perseverance required over old and strange transactions to elucidate them in their double bearing is beyond conception. In many cases when it was supposed all the new entries were adjusted to dove-tail with the old, they were found incorrect by the discovery of others already made, and it was only by committing to memory all the old entries and deriving a knowledge of new transactions from innumerable accounts, letters, scraps and verbal explanations, which assumed different shapes from inevitably defective recollection of names, dates, and circumstances, that the auditors were enabled to arrive at satisfactory results. Beside the work anxiously toiled over to no final purpose and thrown away for the reasons already given, such thankless labor being fully equal in amount to all that is reported. The work retained for the benefit of the Company as much prepared for their future journalistshows no entries to more than a million of dollars, not one cent of which was previously in the books or if there, out of their orderly place. All the calculations have been revised. All the entries from the outset carefully examined and scrutinized, and checked one by one by the warrants, bills payable and other vouchers, so that after making required corrections and transpositions, their truth and accuracy may be now vouched for.

The main object of the review, viz. to show the exact condition of the Company, has been kept distinctly in sight, so that whether for better or for worse, the Stockholders and Taxables of the City and County should know precisely how it stood, and that the incoming officers of the concern should be chargeable with no other resources or assets than came to their hands, and that the extent of their liabilities might be equally made manifest, so that they may be held to their just measure of responsibility, but no more. In this view and under our arrangements. It is therefore recommended in order to do justice to the past, present and future Directors of the Company that an account be opened for the expences and sacrifices, as far as the same may hereafter appear as the consequence of existing contracts. It will necessarily require time and exertion to relieve these bonds from the burthen now pressing on them, if indeed its whole weight is yet ascertained. This may be the subject of future history. The amount of the Discount and Interest account is accumulated by heavy losses in the sales of the bonds, and by high rates of interest paid for loans, chiefly of a temporary duration, negotiated through brokers; several of them with the interminable and multiplying polity of keeping the notes in circulation by the same kind of agents. An urgent necessity, invincible otherwise for the means to meet obligations not fully anticipated, seemed to sanction these expedients though often complicating the affairs and crippling the resources of the Company. The general paralysis of business and consequent extraordinary pressure on the money market, while these sacrifices were making, suggest their only apology. To array the items of usury or the receivers of it can possibly accomplish no valuable purpose, as it occurred during a period when effecting loans at from 1 to 3½ per cent. per month were conceived to be financial triumphs and subjects of congratulation. These must remain as a portion of irrevocable history, their example being left as a warning for the future avoidance of such exigencies.

The sheets of figures which accompany this report are an inseparable part of it for the Company purposes, are too voluminous for publication; but may be examined by those who have the patience to satisfy their curiosity. They show the precise entries to be made to reconcile discrepancies and to shape the Journal & Ledgers into a continuous and corresponding Record of every transaction of which there was evidence, and will obviate the necessity of opening new books, a perilous and exceptionable expedient, unless unavoidable. We may however refer to four condensed tabular statements which exhibit results, viz:

No. One.—The Report of the late Treasurer.

No. Two.—The balance sheet, exhibiting the state of the Company, as ascertained by the undersigned.

No. Three.—A comparative view of those statements being a brief recapitulation of the results, the details of which are minutely presented by the several accounts stated.

No. Four.—An analysis of the expense Account.

No. Five.—The present condition of the company—stated on the basis of Auditor's Report.

JAMES S. CRAFT, } Auditors.
JOHN HARPER,

PITTSBURGH, March 6th, 1855.

Nos. 1, 2 and 3.

Comparative Statement of the Affairs of the Pittsburgh and Steubenville Railroad Company, as presented by Wm. A. Hill, Treasurer, and by Auditors' Report.

DR.	Wm. A. Hill's Account.	Auditor's Account.
Engineering and Superint'g...	$ 44,826	$ 54,206 39
Office Furniture.....	672 49	1,241 12
Grading and Bridging.....	453,016 87	540,840 72
Stations and Real Estate.....	10,336 40	90,921 40
Right of way and land damag's	23,203 96	19,203 96
Expense account.....	15,125 86	29,745 87
Coup'ns, int'st, dict'. and com.	67,807 31	137,579 42
Appropriation sec'n, road in Va.	135,929 02	185 430 00
Superstructure in Penn's.....	72,688 32	30,848 13
Equipment.....	3,850 00	10,760 47
Bills Receivable.....	225 00	525 00
Cash Account (Wm. A. Hill, late Treasurer).....	9,644 21	16,912 52
City Bond Account.....	235,316 98	
County Bond Account.....	374,450 83	
The amount of the above Bond Acc't by Mr. Hill's account is.....	$960,767 81	
Of which the Auditors have chg'd to other acc'ts above in lieu of Hill's Bond account	140,612 22	
And there appears below the following inglistems (in addition to Mr. Thomson Bell & Co., balance in their hands, per Auditor)	409,155 59	
Viz: Thomson Bell & Co., balance in their hands, per Auditor		12,382 12
Thompson Bell & Co., bonds in their hands, one since returned.....		19,000 00
Bank Pittsburgh holds for securities in damage bonds.....		59,000 00
Garret & Sons, Bonds on contingent account.....		34,022 84
Clarke & Co., hold as collaterals for Bills Payable.....		20,000 00
Tierman & Co., hold as do.....		4,000 00
B. Robinson do. do.....		1,000 00
Rev. L. R. M'Abee do. do.....		67,000 00
Josiah King (in trust) do.....		2,000 00
Lis City Bank do. do.....		80,000 00
Bk. of the Old Dominion do.....		10,000 00
Bank of Winchester, Va. do.....		59,000 00
Central Bank of Va. do.....		58,000 00
Johnston & Bros. bonds in their hands.....		3,700 00
Charles Naylor, since settled and paid, being balance on large sales, &c. for the Co.		2,100 63
	$1,450,187 56	$1,568,613 64

CR.	Wm. A. Hill's Account.	Auditor's Account.
Capital stock paid in cash, Bonds, &c.....	$1,170,332 97	$1,172,582 97
Bills Payable.....	279,854 59	223,853 42
Thomas, Presley and Nelson Jones for purchase money and int'st of 32 acres land, including Jones' Ferry.....		67,980 00
Enoch Wright for lot of land on Monongahela Bridge.....		10,400 00
Brady's Bend Co. (balance due on iron).....		7,747 83
Manfull, Nicholson & Co., contractors, including retained per centage.....		56,720 61
Moorhead & Murray, do.....		13,540 04
H. S. Blanchard & Co. do.....		6,698 90
Edgington & Wells do.....		8,148 97
James Andrew do.....		3,265 00
Toppan, Carpenter & Co., Engravers.....		1,981 00
	$1,450,187 56	$1,568,613 64

Submitted March 6th 1855. JAMES S. CRAFT, JOHN HARPER, } Auditors.

No. 4.

Analysis of Expense Account.

Organization, Elections, Journeys, &c.....	$ 1,765 16
Office and miscellaneous expenses.....	635 86
Editors, Engravers and Stationary, including Toppan & Co's pay.....	4,931 58
Professional services, &c. at Harrisburg and Richmond, respecting legislation.....	4,002 00
Professional services &c. at Pittsburgh, viz:	
A. McMasters signing bonds..... $ 75 00	
Acknowledging deeds, recording..... 125 00	
S. H. Guthrie signing bonds..... 50 00	
Henry Boyles, do 50 00	
J. Gormly, do 350 00	
P. Duffy, do 200..... 100 00	
J. T. Whitten, writings..... 33 00	
Wm. Bakewell, do 30 00	
Wm. Audles, do 100 00	
Charles Shaler, Esq..... 4,070 00	
Thomas M. Marshall..... 650 00	
Cost of subscription of Allegheny Co.....	5,488 75
Salaries of President and Secretary.....	12,811 53
Balance, (as per general statement).....	$29,745 87

No. 5.

PITTSBURGH, March 6th, 1855.

Brief exhibit of the present condition of the affairs of the Pittsburgh and Steubenville Railroad Company on the basis of the Auditor's statement of 8th January, 1855.

Amount expended on the Road in Pennsylvania and Virginia, (exclusive of expenses discount and interest paid)	$818,013 37
Real Estate.....	20,921 40
Equipments.....	10,760 47
	$914,695 24

Amount of assets and resources of the Company applicable to the completion of the Road viz:

City of Pittsburgh and Allegheny County Bonds, hypothecated, on hand unsold and cash		$186,593 11
Individual subscriptions unpaid		200,017 03
Amount due by Chartiers Valley R. R. per agreement, on last May 1853.....		100,000 00
Seven per cent. 1st Mortgage Bonds unsold, authorised by act of Assembly	800,000 00	
From which deduct present liabilities viz: Bills payable	224,383 40	
Amount due on real estate purchased	78,380 00	
Amount due contractors and others, including retained per centage payable in Stocks	92,797 25	
	—396,030 67	
Estimated cost of completing, viz: Grading and masonry	$250,833	
Cost of ties, iron, bridges, superstructure and laying track to complete 384,300	—665,133 00	—$1,061,163 67
Balance to cover future expenses, discount, interest, equipments &c		525,446 47

Submitted JAMES S. CRAFT, JOHN HARPER, } Auditors.

On motion of Mr. Cooper

Resolved, That the report of the Auditing Committee be accepted.

On motion of Mr. Cooper

Resolved, That the report of the Auditing Committee and the tabular statements accompanying the same be published in pamphlet form, under the directions of the Committee on Accounts, and also in a sufficient number of the daily papers to give the necessary circulation.

On motion of Gen. Morehead

Resolved, That the thanks of the Stockholders be returned to the gentlemen composing the Auditing Committee for their laborious and careful report, and that the Board of Directors be instructed to compensate them for their valuable services.

GEORGE BLACK, *Chairman.*

EDWARD GREGG, SIDNEY F. VON BONNHORST, } *Secretaries.*

PACIFIC RAILROAD EXPLORATIONS

Benton's Route Quashed.

REPORT OF THE SECRETARY OF WAR.

The "Report of the Secretary of War on the several Pacific Railroad Explorations," is before us. It is an interesting and instructive document; but for the present the pressure of the immediate news and business affairs of the day leaves no room in our columns for this report in full. It embraces a careful review of the capabilities and drawbacks of the following routes from the actual surveys.

FIRST—The extreme northern route, (Major Stevens'), between the 47th and 49th parallels of latitude, starting from St. Paul, in Minnesota territory, and striking the Pacific at Puget's Sound, or the mouth of the Columbia, in Oregon. This will require a road, allowing for ascent and descent, of 2,207 miles. Estimated cost, $130,871,000. The impediments in this route are the mountains to be tunnelled, the numerous rivers to be bridged, the scarcity of timber, the severeness of the climate, and its proximity to the British possessions.

SECOND—Route of the forty first parallel, (Mormon route,) commencing on the navigable waters of the Missouri, or on the Platte river, and striking thence over the Plains to the Gardens Pass, thence to the Great Salt Lake, thence across the Great Basin to the Sierra Nevada chain, thence over that chain, and down to the Sacramento river and down the same to Benicia, just above San Francisco, on the same harbor. Estimated distance from Council Bluffs to Benicia, 2,261 miles; estimated cost, $116,095,000. Obstructions same as in the first route, including wider deserts and deeper and rougher mountain gorges.

THIRD—Route of the thirty-eight parallel, more familiarly known as Benton's great Central route, pronounced utterly impracticable from its mountain obstructions. Estimated length from Westport to San Francisco, 2,080 miles. The Topographical Engineers gave up all estimates of the cost of a road by this route, in absolute despair. Thus much for old Bullion and his buffalo trails, when reduced to scientific engineering.

FOURTH—Route of the thirty-fifth parallel—(Senator Rusk's route) — beginning at Fort Smith, in Arkansas, thence westward to Albuquerque, on the Upper Rio Grande, thence across the Rocky mountains and the Colorado of the West and great desert basin and its mountains, and the lower end of the Sierra Nevada chain to San Pedro, at the southern extremity of California, on the Pacific. This route is about as bad as Benton's, although the engineers think it is 1,132 equated miles and $169,210,265 might, perhaps, do the work.

FIFTH—Route near the thirty-second parallel, or the extreme southern route, via Texas, New Mexico, El Paso and the Gila to the Pacific. Estimated distance from Fulton in Arkansas, to San Pedro on the Pacific, 1,618 miles, equated length, allowing for ascents and descents, 2,289 miles. Estimated cost, $68,970,000.

The advantages of this route are, that it is practically a third shorter than any of the others between the Mississippi and the Pacific—that it goes by the flank of the Rocky Mountains and the Sierra Nevada chain, instead of going over or under them—that the route is over a region of elevated table lands requiring little or no grading—and that the soil is dry and free from snow from one end to the other, except occasional light falls in New Mexico. The deserts backs of this route are, that after leaving Arkansas it is a continuous desert to the Pacific, without timber and without water, except at an oasis here and there, at long distances apart. The Secretary of War proposes to supply water by artesian wells, and to transport the necessary timber from the two ends of the road to bridge over the desert:—

RECAPITULATION.

[From Official Reports of Engineers.]

Routes.	*Distance Ascents and Descents.*	*Length of Level Routes.*	*Comparative Cost.*
	Miles.	*Miles.*	
Extreme northern..1,854	18,110	2,207	$130,781,000
Mormon.....2,032	20,120	2,983	116,095,000
Benton's.....2,080	49,980	3,123	
Albuquerque.....1,892	48,812	2,816	169,210,265
Extreme Southern..1,618	32,784	2,229	68,970,000

* The cost by this route is so great that the road is impracticable.

SUMMIT OF HIGHEST PASS.

	Feet.
Extreme Northern route	6,044
Tunnel at elevation of.....	5,210
Northern route.....	8,373
Benton's route.....	10,000
Tunnel at elevation of.....	9,640
Albuquerque route.....	7,412
Extreme Southern route.....	5,747

These are the results of careful scientific explorations, by highly accomplished engineers, of the several routes, from the extreme Northern to the extreme Southern route; and it is only necessary to consult one of the latest maps of the United States to see at a glance that the only really available route is that of the extreme South, via El Paso and the Gadsden country, a howling desert though it be. The estimated cost of a railroad (single track, we suppose) by this route is, in round numbers, $69,000,000, about half the estimate of the best of the other routes, to say nothing further of the saving of a thousand miles or so in the important matter of the distance to be traversed.

Upon the whole, this official report, the *resume* of authentic and reliable explorations, bears us out fully in all that we have said for the last ten years of the hideous and revolting sterility and desolation of all that vast region lying between the immediate valley of the Mississippi and that great mountain chain, the Sierra Nevada, which overlooks the Pacific. From the British boundary down to the boundary of Mexico, and far beyond, it is an Asiatic region of timberless steppes, volcanic mountains and sandy deserts, very closely resembling the deserts of Arabia. Such is the Great Basin, the only important oasis of which is occupied by the Mormons; such is the country between the Gila and the Pacific, and such is the Gadsden country.

We consider this report conclusive as to the best route for a Pacific Railroad—it is the extreme southern route. A glance on any respectable map of the United States, at the several routes indicated, will satisfy the reader of this fact. The Engineers of the army have only made it more clear and satisfactory from their actual surveys. The only remaining question, is the cost and the time required to build a railroad of two thousand miles in length over an uninhabited desert, the workmen and their provisions, the timber, and materials of all kinds, to be supplied from the two extremities.

Benton's great central route is certainly done for, and well may it be pronounced impracticable, requiring as it does a tunnel at an elevation of 9,640 feet, and a hundred miles of his road at an elevation higher than the top of Mount St. Bernard. What will Benton say?

Daily Morning Post.

OFFICIAL PAPER OF THE CITY.

PITTSBURGH:

TUESDAY MORNING:::::::::::::::MARCH 18.

☞ S. M. PETTINGILL & CO., *Newspaper Advertising Agents*, are the Agents for the Pittsburgh Daily and Weekly *Post*, and are authorised to receive ADVERTISEMENTS and SUBSCRIPTIONS for us at the same rates as required at this office. Their receipts are regarded as payments. Their offices are at

NEW YORK, 122 NASSAU STREET,
BOSTON, 10 STATE STREET.

MORNING POST JOB OFFICE.

We would call the attention of MERCHANTS AND BUSINESS MEN to the fact that we have just received from Philadelphia a number of fonts of new Job Type, and are now prepared to fill orders, for Cards, Circulars, Bill Heads, Paper Books, Posters, and Programmes for exhibitions. All orders will be promptly filled.

CHANGE OF CARRIER.

Mr. John Forgeous, our carrier in the eastern part of the city, having quit the business, his route is now carried by Mr. John M'Carthy, who is authorized to receive all moneys due Mr. Forgeous for weekly subscriptions.

THE CANAL.—By the following copy of a despatch, it will be seen that the Canal is to be opened for use in a few days:

CANAL COMMISSIONERS OFFICE,
Harrisburg, March 12, 1855.

Directions have been issued to commence letting water in the Main Line of the Pennsylvania Canal, on Thursday, the 15th instant.

T. L. WILSON,
Secretary Board of Canal Commissioners.

THE NEWS.

Four hundred and ninety-one persons died in New York last week—or forty less than in the preceding seven days.

Hon. Pierre Soule, late minister to Spain, has declined a dinner tendered him by the New York Cuban Junta.

John B. Urmy, an ex-book keeper in the Pacific Bank, of New York, is charged with embezzling $18,000 of its funds. Whose turn next?

They have passed a law in the Michigan Legislature, substantially nullifying the Fugitive Slave Law. A great hullabaloo was raised, when South Carolina nullified a National enactment. What will be thought of Michigan?

Arrison, the infernal machine man, a few days ago concocted a plan of escape for himself and Oliver Craig, another convict, but, by intercepting one of his letters, the whole matter was frustrated.

The engineers sent out to select the best route for a Pacific Railroad, have pronounced Benton's route impracticable. We have not yet received the report but give in another column an abstract of it, taken from the *Herald*.

An ordinance has been passed by the Mayor and Council of Albany, New York, forbidding the use of camphene in that city as a light, after the first of May, under a penalty of twenty-five dollars. Such a law would be a benefit everywhere. It is too dangerous an article to be in common use.

A company in Butler county, Ohio, for the improvement of Horses, after sending their agents through New England, New York, Pennsylvania and Kentucky, finally purchased two stallions in the latter State, ("Victor" and "Grey Highlander,") for $4,000. They are said to be remarkably fine animals and had both repeatedly received premiums at the different agricultural fairs in Kentucky.

An officer of high rank in our Navy, states that with the money which will have been squandered by the government upon the Collins steamers by the time the contract has expired, forty strong war steamers might have been constructed, of 1,600 tons burthen, any one of which would have been more serviceable than the best of Collins' boats. He says, also, that the whole amount; if appropriated to war steamers, would build seventy five steamers, carrying 750 guns, and give the United States the largest steam navy afloat.

The Pittsburgh and Steubenville Railroad Company.

We present our readers to-day with the Report of the Auditors appointed at a general meeting of the Stockholders of the Pittsburgh and Steubenville Railroad Company, to investigate its concerns. It will doubtless be read with great interest by the tax payers of the city and county, who are interested in the road to the amount of $1,050,000. The Auditors found every thing connected with the fiscal affairs of the Company involved and complicated, but we are glad to observe that order has been restored, and that there have been no embezzlement of the funds. The balance of the late Treasurer's accounts being a matter to be adjusted hereafter, we can only view it at present as an unsettled account. There are several curious items in the Report that we will take up hereafter and comment upon. As the tabular statements are only the recapitulation of the voluminous details submitted by the Auditors in their report, we cannot get at the particular facts with the precision we could wish; but we hope from the courtesy of President Craft we will be enabled to arrive at the information we aim to get at. The large losses on the city and county bonds must be a subject of regret to every citizen; the only apology offered was the extraordinary stringency in the money market at the time of their negotiation, and the pecuniary necessities of the Company. Further sacrifices must not be permitted, if there is a possibility of saving those securities from the persons and institutions with whom they are hypothecated. President Craft has been in Virginia and elsewhere for that purpose, and we understand is doing all he can to preserve the credit and assets of the Company. That the road will be made, we have no doubt of; but it was our hope that this could have been done without resorting to the issue of mortgage bonds—a necessity which is now inevitable, and from which there is no avenue of escape. We trust that when these bonds are negotiated that no sacrifices will be made on them; as the times begin to look cheering, and confidence is in a great measure restored in the financial circles. The mortgage bonds proposed to be issued to the amount of $800,000, will be securities of the first class, and doubtless will sell at the most favorable prices in the eastern market; inasmuch as they are predicated on over one million of dollars in stock subscribed by this city and the county of Allegheny, and about three hundred thousand dollars additional subscribed by individuals, and are intended to finish and equip the road, which adds to the security. The report that appears in our paper this morning is one day behind some of our contemporaries; but we are happy to say it has been carefully revised and will be found as entirely correct.

GEN. DODGE.—Ex-Senator A. C. Dodge, of Iowa, passed through our city yesterday, on his way to his western home, at Burlington, Iowa. He is preparing to leave on his mission to Spain, and will probably sail early in April. Mr. Dodge's career as a Senator, and his character as a gentleman and a statesman, give promise that he will bring the difficulties with the Spanish government to a speedy and proper conclusion. His appointment to that important mission was a good one, and we trust it will prove fortunate.

United States Senator.

All sorts of opinions prevail at Harrisburg in regard to the election of a Senator by the present Legislature. One party insists that the Legislature must meet in Convention on the 1st Tuesday of October, pursuant to the adjournment. Others contend that the Legislature can and should provide, by a joint resolution, for an election before the adjournment. Others, again, contend that the matter has passed beyond the action of the present Legislature, unless it adjourns especially until the day named. The first opinion has the most friends; so, we may have an extra session.

Gen. Cameron still "rows on," but apparently "against the tide."

An extra session of the Legislature, or convention, for that single purpose will be rather an expensive affair. The Legislature would do better to send it over to the next Legislature. The intervening election of members will give the people a chance to make known their will in the matter. The fact that Pennsylvania will have but one Senator in Congress next winter, for a month or two, is no very serious matter. Very little is done in the first two months of any new Congress.

Important to Postmasters and to the Public.

We call special attention to the law just passed by Congress, and which will be found in today's *Post*, modifying the rates of postage, &c., particularly to those provisions requiring that all letters between places in the United States shall be prepaid *from and after the 1st of April*, 1855, by stamps or otherwise, and that *from and after the 1st of January next*, postmasters must place postage stamps upon all prepaid letters upon which such stamps may not have been placed by the writers, or which may not be enclosed in stamped envelopes.

From and after *the 1st of April*, 1855, the postage to be charged on each single letter for any distance in the United States not exceeding 3,000 miles is *three cents*, and over 3,000 miles *ten cents*.

The law does not change the existing rates or regulations in regard to letters to or from Canada, or other foreign countries, nor does it affect the franking privilege.

The provisions in regard to the registration of valuable letters will be carried into effect, and special instructions issued to postmasters on the subject, as soon as the necessary blanks can be prepared and distributed.

The New Postage Law.

An Act further to amend the act entitled "An act to reduce and modify the rates of postage in the United States and for other purposes." passed March three, eighteen hundred and fifty-one.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That, in lieu of the rates of postage now established by law, there shall be charged the following rates, to wit:

For every single letter in manuscript, or paper of any kind in which information shall be asked for or communicated, whether by marks or signs, conveyed in the mail for any distance between places in the United not exceeding three thousand miles, three cents; and *for any distance exceeding three thousand miles, ten cents.*

And for a double letter there shall be charged double the rate above specified; and, for a triple letter, treble those rates; and, for a quadruple letter, quadruple those rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter; and every additional weight of half an ounce additional weight of less than half an ounce, shall be charged with an additional single postage; and upon all letters passing through or in the mail of the United States, such as are to or from a foreign country, the postages as above specified shall be charged, and upon letters and packages addressed to the officers of the government on official business, which shall be so marked on the envelope. And from and after the first day of January, eighteen hundred and fifty-six, the *Postmaster-General may require postmasters to place postage stamps upon all prepaid letters upon which such stamps may not have been placed by the writers.*

And all drop-letters, or letters placed in any postoffice not for transmission through the mail, but for delivery only, shall be charged with postage at the rate of one cent each; and all letters which shall hereafter be advertised as remaining over, or uncalled for, in any postoffice, shall be charged with one cent each, in addition to the regular postage, both to be accounted for as other postages now are.

SEC. 2. And be it further enacted, That it shall not be lawful for any postmaster or other persons to sell any postage stamp or stamped envelope for any larger sum than that indicated upon the face of such postage stamp, or for a larger sum than that charged by the Postoffice Department; and any person who shall violate this provision, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not less than ten, nor more than five hundred dollars. *This act to take effect and be in force from and after the commencement of the next fiscal year after its passage.* Provided, That nothing herein contained shall be so construed as to alter the laws in relation to the franking privilege.

SEC. 3. And be it further enacted, That for the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General be and hereby is authorized to establish a uniform plan for the registration of such letters on application of parties posting the same, and to require the prepayment of the postage on such registration fee of five cents on every such letter or packet to be accounted for by postmasters receiving the same in such manner as the Postmaster General shall direct: Provided, however, That such registration shall not be compulsory; and it shall not render the Postoffice Department or its revenue liable for the loss of such letters or packets, or the contents thereof.

Approved March 8, 1855.

OHIO & PENNSYLVANIA RAILROAD.
THE ONLY RAILROAD
RUNNING WEST FROM PITTSBURGH.

ON and after MONDAY, March 12th, 1855, the PASSENGER TRAINS will run as follows, until further notice:

PASS'R TRAIN WILL LEAVE AT 8 A. M.
MAIL TRAIN " " AT 8 A. M.
EXPRESS TRAIN " " AT 3 P. M.

These Trains all run through to Crestline, and connect there with the Columbus and Cincinnati, Ohio and Indiana, and Bellefontaine and Indiana Railroads. At Mansfield, connections are made for Newark, Zanesville, Monroeville, Sandusky, Toledo, Chicago, &c.; and at Alliance for Cleveland, &c. No trains run on Sunday.

Through Tickets sold to Cincinnati, Louisville St. Louis, Indianapolis, Chicago, Rock Island, Fort Wayne, Cleveland, and the principal Towns and Cities in the West.

THE NEW DISPATCH ACCOMMODATION TRAIN will leave Pittsburgh at 10 A. M. and 5 P. M., and New Brighton at 7 A. M. and 3 P. M.

For Tickets and further information, apply to

J. G. CURRY,
At the corner office, under the Monongahela House.
Or, at the Federal Street Depot, to
GEORGE PARKIN, Ticket Agent.

Pittsburgh, March 10th, 1855 (mh10)

☞ Piles, neglected, often prove fatal, lead to consumption; anoint the parts three times a day with DALLEY'S PAIN EXTRACTOR. If secretion form in the rectum, the insert the "Pile syringe," filled with Extractor, and gradually discharge it as the syringe is withdrawn. It never fails to cure cases of any age or virulence, nor to give entire ease instantly to all, frequently curing by one application.

Piles are known by the heat, itching, and pain of the anus. Bleeding piles are caused, sometimes, by the falling of the whole bowels, which then press the intestinal canal tight against the back bones, and keeps the blood from returning up the vessels, similar to the blood being kept at the top of your finger when a string is tied tight around it; such is frequent, and for scrofulous humors and ulcers to form therein, then procure a perfect abdominal supporter, and wear a compress to the rectum, and continue to use the salve as above; also, rub it well over the loins and abdomen for some time, and the natural belts that support the bowels will be contracted and made strong, and your life will be saved. If properly applied, every case will be cured. It never fails.

C. V. CLICKENER & CO.,
Proprietors, New York.

For sale by Dr. G. H. KEYSER, 140 Wood street, and by all Druggists and Dealers in Medicines throughout the United States. mh2daw2w

☞ The Pleasure and Comfort of being WELL FITTED IN a SUIT OF CLOTHES, is greatly enhanced by having them good, and SUITABLE TO THE SEASON. GRIBBLE has got all that is necessary to effect that great consummation, both as regards fit and quality of goods. Persons wishing to experience all this, and be only moderately charged, can do so by calling at 240 LIBERTY STREET, head of Wood.

P. S.—Pantaloons, in particular, is one of his *greatest forte.* He cannot be beat in the style and fit of this garment. *Numerous references* could be given, if necessary, to corroborate this statement. (fdw) E. GRIBBLE

☞ Balm of Thousand Flowers, for beautifying the Complexion, and eradicating all TAN, PIMPLES and FRECKLES from the face. Sold at Dr. KEYSER'S, 140 Wood street. jan30

☞ No Family should be without them.—We speak of M'Lane's Liver Pills, which have become an indispensable Family Medicine. The frightful symptoms which arise from a diseased Liver manifest themselves, more or less, in every family; dyspepsia, sick headache obstruction of the menses, ague and fever, pains in the side, with dry, hacking cough, are all the results of hepatic derangement—and for these Dr. M'Lane's Pills are a sovereign remedy.

DIRECTIONS.—Take two or three going to bed, every second or third night. If they do not purge two or three times by next morning, take one or two more. A SLIGHT BREAKFAST should invariably follow their use.

The Liver Pill may also be used where purging is simply necessary. As an anti-bilious purgative, they are inferior to none. And in doses of two or three, they give astonishing relief to sick headache; also in slight derangements of the stomach.

P.P.S.—The above valuable remedy, also Dr. M'Lane's celebrated Vermifuge, can now be had at all respectable Drug Stores in this city.

Purchasers will please be careful to ask for, and take none but Dr. M'Lane's Liver Pills. There are other Pills, purporting to be Liver Pills, now before the public.

FLEMING BROS.,
Successors to J. Kidd & Co.,
mh10:daw 60 Wood street.

☞ For Bronchitis, Throat Diseases, Hacking Cough, and the effects of imprudent use of Mercury, no medicine has ever been discovered which has effected such cures as Carter's Spanish Mixture.

Throat Diseases produced by salivation, Hacking Cough, Bronchial Affections, Liver Disease, Neuralgia and Rheumatism, have all been relieved and cured in a wonderful manner, by the great purifier of the blood, Carter's Spanish mixture.

The case of Mr. T. H. Ramsey alone should satisfy any who doubt. Call on the Agent and procure a pamphlet containing cures, which will astound you.

*** See advertisement. feb26:m

MARRIED,

In Plymouth, on the 7th instant, by the Rev. Mr. Hayes, Mr. DAVID R. LOCKE (formerly of Pittsburgh) and Miss MARTHA H. BODINE, of Plymouth.

NEW ADVERTISEMENTS.

Statement of the Assets OF THE UNITED STATES *LIFE INSURANCE* ANNUITY AND TRUST COMPANY OF PHILADELPHIA.

January 1, 1855.

REAL ESTATE, &c.	
Property—Office of the Company.....	$55,200 00
Value of Home Office, Furniture and Branches.....	3,299 17
LOANS, &c.	
United States Loan, value.....	13,000 00
Pennsylvania Five per cent. loan.....	1,975 00
Philadelphia six per cent. loan.....	9,225 00
Loaned at New Orleans Branch Office, at 8 per cent., legal interest.....	8,427 46
Temporary loans on Philadelphia City and Pennsylvania Railroad securities.....	115,309 33
BONDS AND MORTGAGES, &c.	
Bonds and Bonds and Mortgages.....	224,000 00
PREMIUMS, &c.	
Premiums deferred.....	10,661 83
Premium due from Agents.....	1,157 03
Present value of all the Annual Premiums receivable by the Company, as ascertained by a table of mortality.....	763,632 40
CASH.	
Cash on hand and in Bank.....	24,242 15
	$1,240,629 06

mh12:d1w

Removal! Removal!! FROM THE FIRST OF NEXT APRIL, TO 52 FIFTH STREET.—H. KIEBER respectfully informs the public that on the 1st of April next, he will remove his Music and Piano Warerooms to No. 52 Fifth street, next door to Masonic Hall, and a few doors from the Post Office. The new establishment will be fitted up in the most elegant manner, and the PIANOS will be kept on the second floor, in a richly furnished and spacious saloon.

A splendid stock of new Grand Pianos, full grand and semi grand; full Serpentine Pianos; Serpentine Pianos; Louis XV. Grand Pianos, and of all other styles; Piano Fortes of PIANOS, MELODEONS, SERAPHINES, &c. &c., is on the way, and the public is politely invited to call and examine the premises, stock of goods, &c. H. KIEBER,

mh13 101 Third street, sign of the golden Harp.

Bounty Lands.

SECURE A HOMESTEAD—The undersigned is prepared to procure LAND WARRANTS for all entitled, under the Act of 3d March, 1855, which bill entitles all who have served Warrants for 40 and 80 acres to 120 and 80 acres additional, as well as those who have served fourteen days in any war of the United States since 1790—including Militia, Teamsters, Seamen, Clerks and others. Persons interested should attend as early as possible.

JAMES A. DUNLEVEY,
mh12:e3t 80 Grant street, opposite the Court House.

Enterprise Gun Works.

BROWN & PEELEY continue to sell RIFLES cheaper than they can be had either East or West, and every gun is warranted. Call soon, if you want one, for they are going off like hot cakes.

136 WOOD STREET.

mh13

TO the Honorable the Judges of the Court of General Quarter Sessions of the Peace, in and for the county of Allegheny:

The petition of Thomas Smith of the Fourth Ward, city of Allegheny, in the county of Allegheny, humbly sheweth: That your petitioner hath provided himself with materials for the accommodation of travelers and others, at his tavern, in the city aforesaid, and prays that your Honors will be pleased to grant him a license to keep a public house of entertainment, and your petitioner, as in duty bound, will pray.

THOMAS SMITH.

We, the subscribers, citizens of the ward aforesaid, do certify that the above petitioner is of good repute for honesty and temperance, and is well provided with house room and conveniences for the accommodation and lodging of strangers and travelers, and that said tavern is necessary.

J. R. Pearson, H. Wallace, J. A. Yonger, John Harrison, John Martin, Patrick McStein, Hugh McGonzie, Leopold Totten, A. Holstein, Felix Laverty, Michael O'Hara, R. F. Kearns. mh10:3t*

TO the Honorable the Judges of the Court of General Quarter Sessions of the Peace, in and for the county of Allegheny:

The petition of WILLIAM PETERS, of M'Candless township, in the county aforesaid, humbly sheweth—That your petitioner hath provided himself with materials for the accommodation of travelers and others, at his dwelling house in the township aforesaid, and prays that your Honors will be pleased to grant him a license to keep a public house of entertainment, and your petitioner, as in duty bound, will pray. WILLIAM PETERS.

We, the subscribers, citizens of the ward aforesaid, do certify, that the above petitioner is of good repute for honesty and temperance, and is well provided with house room and conveniences for the accommodation and lodging of strangers and travelers, and that said tavern is necessary.

John Cubbag, David Huse, James Sawver, David Deer, John M'Gee, Philip Sarver, Benj. Turner, Fred. Fasenach, Henry Good, Robert Hardy, G. F. Willison, John Sample. mh10:2 *

For Rent,

A FARM CONTAINING 53 ACRES OF LAND, under a high state of cultivation, with a large and convenient DWELLING HOUSE, recently built and of modern style; good Barn, Stabling, &c., situated on the south bank of the Monongahela river, 6 miles above P