MEDICAL.

Magnetic or Galvanic Machines for Sale

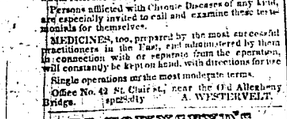
THE subscriber has recently received a number of these invaluable instruments, which he counsels to those keeping constantly on hand, or sale, accompanied by directions for their proper application to all cases of disease, as well as for Galvanizing metals in the shortest manner. Past experience in the treatment of diseases has led him to believe that there are few cases, if any, which may not be advantageously treated by a proper application of the galvanic fluid. The most satisfactory testimonials will be given of cures effected with each of the first diseases, some of which were deemed incurable in the ordinary medical practice; and on persons well known among us, to whom references may be given.

Persons afflicted with Chronic Diseases of any kind, are especially invited to call and examine these testimonials for themselves.

MEDICINES, too, prepared by the most successful practitioners in the East, and administered by them in connection with or separate from the operation, will constantly be kept on hand, with directions for use

Single operations or the most moderate terms.

Office No. 49 St. Clair st., near the Old Allegheny Bridge, especially A. WESTERVELT.



Dr. S. P. TOWNSEND'S
COMPOUND EXTRACT OF
SARSAPARILLA,
The most Wonderful Medicine of the Age,
1,500,000 BOTTLES
MANUFACTURED YEARLY.

This Medicine is put up in Quart Bottles and has cured more than

100,000 Cases of Chronic Disease, within the last Ten Years.—None is Genuine unless signed by S. P. TOWNSEND.

EXPOSE.

BY READING THE FOLLOWING AFFIDAVIT the Public will learn the origin of rather where the recipe for making the stuff they call Old Dr. Jacob Townsend's Sarsaparilla came from—and will be able to judge which is the genuine and original, and of the honesty of the men who are employed in selling the genuine Dr. Townsend's Sarsaparilla. Dr. S. P. Townsend was the original proprietor and inventor of Townsend's Sarsaparilla, of the virtues of which he is the sole discoverer. Since the year 1833 he has introduced a reputation and no other remedy ever gained. It has manufactured over one million of bottles last year, and is manufacturing at present 5,000 bottles per day. There are more Sarsaparilla and Yellow Dock in our establishment each day, than all the other Sarsaparilla Manufacturers in the world. Principal Office, 126 Fulton st.

READ THE AFFIDAVIT.

City and County of New-York, ss.

William Armstrong, of the said City, being duly sworn, doth depose and say that he is a practical Druggist and Chemist. That some time in the latter part of May, or first of June, 1848, a man by the name of Townsend, of Albany, N. Y., called on me with a book and pamphlet peddler, called upon deponent, at the house of Mr. Thompson, No. 42 Hudson-street, where deponent was employed, and requested deponent to write him a recipe by which to make a Syrup of Sarsaparilla. Deponent further says, that he, being desirous to get rid with said Townsend as the office of Theodore Foster, Esq., Book Publisher, with whom said Townsend had formerly had business transactions, deponent complied. That said Townsend then and there acquired for a time with deponent respecting the manufacture of sarsaparilla to be sold under the name of Dr. Jacob Townsend.

That said Townsend stated he was an old man, and poor, and was not fit for hard labor—and wished to make some money. In order to live—say in his old days, and that Sarsaparilla under the name of Townsend sold so well, and so much money was made by it, he could see no reason why he might not make something out of it too, (his name being Townsend.) If he could get a capable person to prepare a recipe, and manufacture it for him. Deponent in one of the conversations asked said Townsend if he was related to Dr. S. P. Townsend, to which he replied, that he knew Dr. S. P. Townsend would be down on him after he should commence. But that he did not care for him, as he had formed a co-partnership with men who could furnish the requisite amount of capital—and was well prepared to defend himself against any attack that might be made on him.

Deponent further says, that pursuant to the request of said Jacob Townsend, he wrote a recipe for the manufacture of a Syrup of Sarsaparilla, and gave it to him. Said Townsend stated that he wanted to make a specimen to exhibit to his partners for their approval, as he wished to gratify them in every thing. Deponent further says, that he never saw said Townsend after he left the store, but was informed by a boy who told deponent that the bottles they were to use were to be of the same size and shape as Dr. S. P. Townsend's, and to appear, at the request of said Jacob Townsend, sent to the office of Dr. S. P. Townsend, and procured one of his labels.

And deponent further says, that he has been informed, and verily believes the Syrup of Sarsaparilla, sold as Old Jacob Townsend's, is made after the recipe furnished as aforesaid by deponent, to Jacob Townsend, as aforesaid by deponent, and deponent saith not.

WILLIAM ARMSTRONG.

Sworn to before me, this 24th day of May, 1849.

C. E. WOODHULL,
Mayor of the City of New York

PROOF!! PROOF!!!

Here is proof conclusive that Dr. S. P. Townsend's Sarsaparilla is the original. The following is from some of the most respectable papers in this State.

PROOF 1ST.

Albany Evening Journal.

Dr. Townsend's Sarsaparilla.

There probably never has been so popular a remedy or patent medicine as Dr. Townsend's Sarsaparilla, which was originally, and continues to be manufactured in this city, of late by Dr. Townsend himself, nor carried on for several years and to the present time by Clapp & Townsend, the present proprietors. Since the partnership was formed of the Doctor has resided in New York, where he keeps a store, and attends to the business that accumulates at that point. The manufactory is still carried on and conducted by the junior partner, Mr. Clapp—here all the medicine is manufactured.

Few of our citizens have any idea of the amount of the medicine that is manufactured and sold. Besides the sales in this country, it is shipped to the Canadas and West Indies, and even to England and even to Europe, in considerable quantities. At the manufactory they employ a steam engine, besides a large number of men, and every facility in the preparation of the medicine, making boxes, printing, &c., and can put up, ready for shipment, over 400 dozen per day, or nearly 5000 bottles. This is an enormous quantity.

The great sale the medicine has acquired, has induced a number of men to get up imitations, and there are at the present time, (after the medicines for sale, that are called "Dr. Townsend's Sarsaparilla," one in particular stated a short time ago in New York to be called "Old Doctor Townsend's Sarsaparilla," and apparently with a view, by dint of advertising, and the usual remedies resorted to in such efforts, to supplant the genuine. Dr. S. P. Townsend's great remedy, as the name of Dr. Townsend had become a household word, and thus gain all the advantages resulting from the popularity of the name which has been acquired for it by years of patient and expensive labors. Dr. S. P. Townsend, formerly of this city, is well known here, is the original proprietor of the medicine known as "Dr. Townsend's Sarsaparilla," and we think those persons who are attempting to steal their article as the genuine, should be exposed.

FROM THE

New York Daily Tribune.

☞ We publish an advertisement in advertisement elsewhere, since that did injustice to Dr. S. P. Townsend, who is the original proprietor of the preparation of Sarsaparilla known as Dr. Townsend's. Other parties have within the past few months engaged or connected themselves with a man by the name of Townsend who puts up a medicine and calls it by the same name. This medicine was advertised in The Tribune as the original, &c. The advertisement also contained matter reflecting on the character of Dr. S. P. Townsend and that of his medicine. We regret it appeared, and in justice to the Dr. make this explanation.

FROM THE

New York Daily Sun.

DR. TOWNSEND'S sarsaparilla advertisement, which occupies an entire page of this sheet, will not escape notice. Dr. S. P. Townsend, who is the original proprietor of the Sarsaparilla, and whose office is next door to ours, where he has been for several years, is driving an immense business. He received last year, more than three dozen of Sarsaparilla per day, and even this enormous quantity does not supply the demand. No medicine ever gained so great a reputation as the preparation of the Sarsaparilla. His edition of Almanacs for 1849 cost $20,000, and he has paid the New York Sun for advertising in the last four years, over $40,000, and he acknowledges that it is the cheapest advertising he has had done This medicine is exported to the Canadas, West Indies, South America and Europe, in considerable quantities, and is coming into general use in those countries, as well as here.

Swindlers.

Druggists and others that sell Sarsaparilla for the genuine and original Dr. Townsend's Sarsaparilla, that is not signed by S. P. Townsend, commits a fraud, and swindles the customer. Men that would be guilty of such an act, would commit any other fraud and no Druggist of common intelligence but knows that ours is the only genuine.

Old Jacob Townsend.

Some people who are not well informed, and have not read the papers, and not seen our advertisements, have been led to suppose, that because there was an old Jacob Townsend, that it was manufactured and sold. Besides the sales in this country, it is shipped to the Canadas West Indies, South America, and even to England and even to Europe, in considerable quantities. At the manufactory they employ a steam engine, besides a large number of men, and every facility in the preparation of the medicine, making boxes, printing, &c., and can put up, ready for shipment, over 400 dozen per day, or nearly 5000 bottles. This is an enormous quantity.

This Old Jacob Townsend

is not a regular educated Physician, &c. He is not a regular educated Physician, and never attempted to manufacture a medicine, until these men hired him for the use of his name. They say they do not wish the people to believe that their Sarsaparilla is ours, or the same—but have that they deceive the public, they at the same time the better to deceive the public, and to create the belief that their's is the Old Dr. Townsend's, and the original; and endeavor to make the people believe that the stuff they manufacture, is the Dr. Townsend's Sarsaparilla, that has performed so many wonderful cures for the past ten years, and which has gained a reputation which no other medicine ever enjoyed—which is a fact, unlimited, unprincipled falsehood, which is a base, villainous, unprincipled falsehood. We have commenced suits against these men for the damages. We wish it to be understood, that the old man is no relation to Dr. Townsend whatever In their advertisements and circulars, they publish a number of from falsehoods respecting Dr Townsend, which we will not notice.

False Reports.

Our opponents have published in the papers, that Dr. S. P. Townsend was dead. This they said to their agents about the country, who report that we have given up business, &c. &c. The public should be on their guard, and not be deceived by those unprincipled men.

Notice of Removal.—After the first of September, 1849, Dr. S. P. Townsend's New York Office will be in the South Baptist Church, No. 92 Nassau street, which is now undergoing a thorough change, and will be fitted for the better accommodation of the proprietors and the public.

Take particular Notice.—No Sarsaparilla is the genuine and original Dr. Townsend's Sarsaparilla, unless signed by S. P. Townsend.

Agents.—Redding & Co., No. 8 State street, and Mrs. E. Kidder, No. 100 Court-street, Boston; Samuel Kidder, Jr., Lowell; Henry Pratt, Salem; James D. Green, Worcester; Allison & Gault, Concord; J. Balch & Son, Providence; and by Druggists and Merchants generally throughout the United States, West Indies and the Canadas.

For sale by R. E. SELLERS, Sole Agent for Pittsburgh; D. M. CURRY, Allegheny; A. PATTERSON, Birmingham.

sept17dly

TRANSPORTATION LINES.

Youngstown and New Castle Canal Packets.

THE packet BEAVER, Capt. Stanley, will leave Beaver regularly on Monday, Wednesday and Friday evenings at 6 P. M., and arrive at Youngstown next morning at 8 o'clock—returning, leaves Youngstown Tuesday, Thursday and Saturday evenings at 4 P. M., and reach Beaver in time for the morning boat.

ALLEGHENY CLIPPER, arriving at Pittsburgh at 6 o'clock.

The packet HARKAWAY, Capt. Downing, will leave Beaver Tuesday, Thursday and Saturday evenings, for New Castle, Monday, Wednesday and Friday evenings at 6 P. M., and arrive at Youngstown with the morning boat for Pittsburgh.

These packets are fitted up in complete order, having the usual accommodations for passengers, and shippers may rely on more punctuality and greater despatch than has before been obtained on these routes.

W. PITCH & Co., Proprietors.
J. C. Bidwell, Agent, Pittsburgh.
Bidwell & Bro., " Beaver.
A. D. Jacobs, " Youngstown.
R. W. Cunningham, New Castle.

The elegant steamer, ALLEGHENY CLIPPER, will leave Beaver, daily, at 8 A. M. and Pittsburgh at 3 P. M., running in connection with the above boats. jul5

1849.

Warren and Cleveland Passenger Line.

Canal Packet—SWALLOW.
" —OCEAN.

ONE of the above Packets leave Beaver every day (Sundays excepted) and arrive next morning at Warren, when they connect with the Mail Stages for Akron and Cleveland, arriving at each of these places before night. One of the packets leave Warren daily at 5 P. M., and arrive at Beaver in time to take the morning steamboat for Pittsburgh.

CYES LEFFINGWELL & Co, Warren, } Props.
M B TAYLOR, Beaver, Pa. }

JOHN A CAUGHEY, Agent,
apl3 corner Water and Smithfield sts

1849.

UNION LINE,

ON THE PENN'A AND OHIO CANALS.

CRAWFORD & CHAMBERLIN, Cleveland, O. } Propr's.
R. G. PARKS, Beaver, Pa. }

THIS Line will be prepared on the opening of navigation, to transport Freight and Passengers from Akron and Cleveland, and to Beaver, and to any point on the Canal and Lakes.

The facilities of the Line are unsurpassed in number, quality and capacity of boats; experience of captains, and efficiency of Agents:

One Boat leaves Pittsburgh and Cleveland daily, running in connection with the steamers

LAKE ERIE AND MICHIGAN,

Between Pittsburgh and Beaver, and a line of first class Steamers, Propellers and Vessels on the Lakes.

AGENTS—R G Parks, Beaver, Pa.
Jesse Indicott, " Youngstown, Ohio.
H B Taylor, Warren, "
Cyrus Prentice, Ravenna, "
Wheeler & Co., Akron, "
Crawford & Chamberlin, " and, O
Bears & Griffith, Buffalo, N
JOHN A. CAUGHEY, Agent,
Office, cor Water and Smithfield sts, Pittsburgh.

mchl1y

BEAVER PACKETS.

Steamer MICHIGAN No. 2—Capt. Gibson.
" LAKE ERIE, " Gordon.

THE above regular and well known Beaver Packets will have commenced making their daily trips to and from Beaver, and will continue to run between Pittsburgh and Beaver regularly during the season to follows:—

Michigan, No. 2 leaves Pittsburgh daily at 5 o'clock, A. M., and Beaver at 8 o'clock, P. M. Lake Erie leaves Beaver daily at 8 o'clock, A. M., and Pittsburgh at 3 o'clock, P. M.

These steamers will run in connection with the Penn'a and Ohio Express Packet Line, for Erie; Taylor & Lellingwell's Warren Packets; Union Line of Freight Boats for Cleveland; Clarke & Co's Pittsburgh and Cleveland Line Freight Boats.

R G Parks daily New Castle Packets.
CLARKE, PARKS & Co, Beaver, Agents.
JOHN A. CAUGHEY, Agent, Pittsburgh.
cor Water and Smithfield sts

mch31

1849.

PITTSBURGH AND CLEVELAND LINE,

ON THE PENNSYLVANIA AND OHIO CANALS.

THE Proprietors of this old established and popular daily line, consisting of SIXTEEN first class Canal Boats, owned by themselves, are now in complete order for the transportation of Canal navigation, in all points on the Pennsylvania and Ohio and N. York canals and the Lakes.

M. B. TAYLOR, Beaver, Pa. } Proprietors.
J. C. BIDWELL, Agent, Pittsburgh.
BIDWELL & BROTHER, Forwarding Merchants, BEAVER, PA.

Agents for the Pittsburgh and Cleveland Line, Pittsburgh and Erie Line and Erie, and for steam boats Beaver and Cuba Cope.

mar2 D. W. C. BIDWELL.

1849.

UNION LINE,

ON THE PENN'A AND OHIO CANALS.

CRAWFORD & CHAMBERLIN, Cleveland, O. } Propr's.
R. G. PARKS, Beaver, Pa. }

THIS Line will be prepared on the opening of navigation, to transport Freight and Passengers from Akron and Cleveland, and to Beaver, and to any point on the Canal and Lakes.

The facilities of the Line are unsurpassed in number, quality and capacity of boats; experience of captains, and efficiency of Agents:

One Boat leaves Pittsburgh and Cleveland daily, running in connection with the steamers

LAKE ERIE AND MICHIGAN,

Between Pittsburgh and Beaver, and a line of first class Steamers, Propellers and Vessels on the Lakes.

AGENTS—R G Parks, Beaver, Pa.
Jesse Indicott, Jr. Youngstown, Ohio.
H B Taylor, Warren, "
Cyrus Prentice, Ravenna, "
Wheeler & Co., Akron, "
Crawford & Chamberlin, " and, O
Bears & Griffith, Buffalo, N
JOHN A. CAUGHEY, Agent,
Office, cor Water and Smithfield sts, Pittsburgh.

mchl1y

BEAVER PACKETS.

Steamer MICHIGAN No. 2—Capt. Gibson.
" LAKE ERIE, " Gordon.

THE above regular and well known Beaver Packets will have commenced making their daily trips to and from Beaver, and will continue to run between Pittsburgh and Beaver regularly during the season to follows:—

Michigan, No. 2 leaves Pittsburgh daily at 5 o'clock, A. M., and Beaver at 8 o'clock, P. M. Lake Erie leaves Beaver daily at 8 o'clock, A. M., and Pittsburgh at 3 o'clock, P. M.

These steamers will run in connection with the Penn'a and Ohio Express Packet Line, for Erie; Taylor & Lellingwell's Warren Packets; Union Line of Freight Boats for Cleveland; Clarke & Co's Pittsburgh and Cleveland Line Freight Boats.

R G Parks daily New Castle Packets.
CLARKE, PARKS & Co, Beaver, Agents.
JOHN A. CAUGHEY, Agent, Pittsburgh.
cor Water and Smithfield sts

mch31

1849.

PITTSBURGH AND CLEVELAND LINE,

ON THE PENNSYLVANIA AND OHIO CANALS.

THE Proprietors of this old established and popular daily line, consisting of SIXTEEN first class Canal Boats, owned by themselves, are now in complete order for the transportation of Canal navigation, in all points on the Pennsylvania and Ohio and N. York canals and the Lakes.

M. B. TAYLOR, Beaver, Pa. } Proprietors.
J. C. BIDWELL, Agent, Pittsburgh.
BIDWELL & BROTHER, Forwarding Merchants, BEAVER, PA.

Agents for the Pittsburgh and Cleveland Line, Pittsburgh and Erie Line and Erie, and for steam boats Beaver and Cuba Cope.

mar2 D. W. C. BIDWELL.

1849.

UNION LINE,

ON THE PENN'A AND OHIO CANALS.

CRAWFORD & CHAMBERLIN, Cleveland, O. } Propr's.
R. G. PARKS, Beaver, Pa. }

THIS Line will be prepared on the opening of navigation, to transport Freight and Passengers from Akron and Cleveland, and to Beaver, and to any point on the Canal and Lakes.

The facilities of the Line are unsurpassed in number, quality and capacity of boats; experience of captains, and efficiency of Agents:

One Boat leaves Pittsburgh and Cleveland daily, running in connection with the steamers

LAKE ERIE AND MICHIGAN,

Between Pittsburgh and Beaver, and a line of first class Steamers, Propellers and Vessels on the Lakes.

AGENTS—R G Parks, Beaver, Pa.
Jesse Indicott, Jr. Youngstown, Ohio.
H B Taylor, Warren, "
Cyrus Prentice, Ravenna, "
Wheeler & Co., Akron, "
Crawford & Chamberlin, " and, O
Bears & Griffith, Buffalo, N
JOHN A. CAUGHEY, Agent,
Office, cor Water and Smithfield sts, Pittsburgh.

mch31

BEAVER PACKETS.

Steamer MICHIGAN No. 2—Capt. Gibson.
" LAKE ERIE, " Gordon.

THE above regular and well known Beaver Packets will have commenced making their daily trips to and from Beaver, and will continue to run between Pittsburgh and Beaver regularly during the season to follows:—

Michigan, No. 2 leaves Pittsburgh daily at 5 o'clock, A. M., and Beaver at 8 o'clock, P. M. Lake Erie leaves Beaver daily at 8 o'clock, A. M., and Pittsburgh at 3 o'clock, P. M.

These steamers will run in connection with the Penn'a and Ohio Express Packet Line, for Erie; Taylor & Lellingwell's Warren Packets; Union Line of Freight Boats for Cleveland; Clarke & Co's Pittsburgh and Cleveland Line Freight Boats.

R G Parks daily New Castle Packets.
CLARKE, PARKS & Co, Beaver, Agents.
JOHN A. CAUGHEY, Agent, Pittsburgh.
cor Water and Smithfield sts

mch31

1849.

Warren and Cleveland Passenger Line.

Canal Packet—SWALLOW.
" —OCEAN.

ONE of the above Packets leave Beaver every day (Sundays excepted) and arrive next morning at Warren, when they connect with the Mail Stages for Akron and Cleveland, arriving at each of these places before night. One of the packets leave Warren daily at 5 P. M., and arrive at Beaver in time to take the morning steamboat for Pittsburgh.

CYES LEFFINGWELL, Warren, } Proprietors.
M B TAYLOR, Beaver, Pa. }

JOHN A CAUGHEY, Agent,
apl3 corner Water and Smithfield sts

1849.

UNION LINE,

ON THE PENN'A AND OHIO CANALS.

CRAWFORD & CHAMBERLIN, Cleveland, O. } Propr's.
R. G. PARKS, Beaver, Pa. }

THIS Line will be prepared on the opening of navigation, to transport Freight and Passengers from Akron and Cleveland, and to Beaver, and to any point on the Canal and Lakes.

The facilities of the Line are unsurpassed in number, quality and capacity of boats; experience of captains, and efficiency of Agents:

One Boat leaves Pittsburgh and Cleveland daily, running in connection with the steamers

LAKE ERIE AND MICHIGAN,

Between Pittsburgh and Beaver, and a line of first class Steamers, Propellers and Vessels on the Lakes.

AGENTS—R G Parks, Beaver, Pa.
Jesse Indicott, Jr. Youngstown, Ohio.
H B Taylor, Warren, "
Cyrus Prentice, Ravenna, "
Wheeler & Co., Akron, "
Crawford & Chamberlin, " and, O
Bears & Griffith, Buffalo, N
JOHN A. CAUGHEY, Agent,
Office, cor Water and Smithfield sts, Pittsburgh.

mch31

BEAVER PACKETS.

Steamer MICHIGAN No. 2—Capt. Gibson.
" LAKE ERIE, " Gordon.

THE above regular and well known Beaver Packets will have commenced making their daily trips to and from Beaver, and will continue to run between Pittsburgh and Beaver regularly during the season to follows:—

Michigan, No. 2 leaves Pittsburgh daily at 5 o'clock, A. M., and Beaver at 8 o'clock, P. M. Lake Erie leaves Beaver daily at 8 o'clock, A. M., and Pittsburgh at 3 o'clock, P. M.

These steamers will run in connection with the Penn'a and Ohio Express Packet Line, for Erie; Taylor & Lellingwell's Warren Packets; Union Line of Freight Boats for Cleveland; Clarke & Co's Pittsburgh and Cleveland Line Freight Boats.

R G Parks daily New Castle Packets.
CLARKE, PARKS & Co, Beaver, Agents.
JOHN A. CAUGHEY, Agent, Pittsburgh.
cor Water and Smithfield sts

mch31

1849.

Merchants' Transportation Line.

VIA PENNSYLVANIA CANAL & RAIL ROADS,
AND THE CHESAPEAKE AND BALTIMORE.

THE Canals and Rail Roads being now open, and in good order, we are prepared to forward all kinds of merchandize, and produce to Philadelphia and Baltimore, with promptness and despatch, and on as good terms as any other Line.

C A McANULTY & Co.,
Canal Basin, Penn st, Pittsburgh.
ROSE MORRILL & Co, Baltimore.

Agents—CHARLES RAYNOR, Philadelphia.

Pennsylvania Canal & Rail Road Express Fast Packet Line,

1849.

FROM PITTSBURGH TO PHILADELPHIA & BALTIMORE.

(Exclusively for Passengers.)

THE public are respectfully informed that this Line will commence running on the 19th inst, and continues throughout the Season.

The boats are new, and of a superior class, with entire cabins, which will give greater comfort. The largest cabins in the trade.

A boat will always be in port, and travelers are requested to call and examine them before engaging passage elsewhere.

Fare only nine dollars through. One of the boats of this Line will leave the landing opposite 12 st. Hotel, corner of Penn street and Canal, every night at nine o'clock Time 34 days. For information, apply at the Office, Monongahela House, or to 79 LEECH & Co

Canal Basin

mch17

1849.

Old Established Line.

ON THE ERIE EXTENSION CANAL.

THE Proprietors of this well known Line of Canal Boats is now prepared to transport Passengers and Freight to all points on the Line Extension, New York Canals and the Lakes, upon the most favorable terms and with despatch.

The Line runs in connection with the steam boats BEAVER and CALEDONIA, and Capt. Reed's Line of steam boats and vessels on the Lakes, and the Troy and Michigan Lake Boat Line on the New York canal.

C. M. REED, Proprietor, Erie, Pa.
Bidwell & Brother, Agents, Beaver.
W T Blather, Agent at Newcomerstown's Passenger Office, Monongahela House, Pittsburgh.
CONSIGNEES—W C Matlack, Sharon; J E & S Holl, Shenangoberg; Smith & Brownell, do; J B Plummer, Sharpsburgh; Smith, Achre & Co., do; Wm Henry, West Greenville; Wick, Achre & Co., do; Wm Henry, Harrisville; Davis & Sutton, Buffalo, Harvey Childs & Hartshorn; David & Sutton, Buffalo, Harvey Childs & Co; Sandusky, Jas A Armstrong, Detroit; Kirtland & Scranton, Cleveland; Sheboygan; Al Clure & Williams, Milwaukie; Kinsie, Knapp, Hurley & Beaton, Racine; John H Kinzie & Co, Chicago; A Wheeler & Co, New York.

apl

Pittsburgh and Blairsville Packet Line.

1849.

THE public are respectfully informed that J. M. MARSHALL & CO. have fitted out new and splendid Packet Boats to run during the season, between Blairsville and Pittsburgh—the boats to be towed by three horses, and every effort made to accommodate passengers.

DEPARTURES—Boats will leave Pittsburgh every Monday, Tuesday, Thursday and Friday, at 2 o'clock, P. M. From Blairsville every Monday, Wednesday, Thursday and Saturday, at 7 o'clock, A. M., and arrive in Pittsburgh the same day. Two horse Hack from the Pittsburgh House to meet the boat at Saltsburgh, both in going and return. Also will meet the boat at Saltsburgh, both upward and downward trip—putting passengers through to Philadelphia in one day.

Freight for the above Line will be received at the warehouse of the Boatmen's Line, No. 140, Fourth st., Pittsburgh.

All freight received who are not commercial Agents. All freight received at the warehouse of the Boatmen's Line, No. 140, Fourth st., Pittsburgh.

J M MARSHALL & Co.

JNO FARRELL, Blairsville, Pa.

Canal Basin, Liberty st, Pittsburgh

A Hack leaves Blairsville for Youngstown on the arrival of the boat—arrives in time in morning. Fare $2—received at office near Pittsburgh in Lawrenceville.

PITTSBURGH PORTABLE BOAT LINE.

1849.

For the Transportation of Freight to and from PITTSBURGH, PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON, &c.

THOMAS BAGNOR, Philadelphia.
TAAFFE & O'CONNOR, Pittsburgh.

THIS old established Line being now in full operation, the proprietors are prepared with their usual extensive arrangements to forward merchandize, produce, &c. to and from the above places, and to all points with the regularity, despatch and safety peculiar to this mode of transportation so obvious, when transhipment on the way is avoided.

All consignments by and for this line received, charged and forwarded in any required direction free of charge for commission, advancing or storage.

No interest, directly or indirectly, in steamboats.

All communications promptly attended to on application to the following agents:

THOS. BAGNOR, 279 Market st, Philadelphia.
WHIS. HOBBINS, 279 Market st, Philadelphia.
TAAFFE & O'CONNOR, 2nd Boat House, Pittsburgh.
O'CONNOR & Co, North st, Baltimore.

mch21

1849.

BINGHAMS' TRANSPORTATION LINE

PROPRIETORS,

JOHN BINGHAM, THOS. BINGHAM,
WM. BINGHAM, JAMES DOCK.

Conducted on strict Sabbath-keeping principles.

THE Proprietors of this old established Line have put their stock in the most complete order, and are thoroughly prepared to forward Produce and Merchandize to and from the Eastern cities.

The Line runs in connection with the steam boats BEAVER and CALEDONIA, and Capt. Reed's Line of steam boats and vessels on the Lakes, and the Troy and Michigan Lake Boat Line on the New York canal.

Bidwell & Brother, Agents, Beaver.
W T Blather, Agent at Newcomerstown's Passenger Office, Monongahela House, Pittsburgh.
CONSIGNEES—W C Matlack, Sharon; J E & S Holl, Shenangoberg; Smith & Brownell, do; J B Plummer, Sharpsburgh; Smith, Achre & Co., do; Wm Henry, West Greenville; Wick, Achre & Co., do; Wm Henry, Harrisville; Davis & Sutton, Buffalo, Harvey Childs & Hartshorn; David & Sutton, Buffalo, Harvey Childs & Co; Sandusky, Jas A Armstrong, Detroit; Kirtland & Scranton, Cleveland; Sheboygan; Al Clure & Williams, Milwaukie; Kinsie, Knapp, Hurley & Beaton, Racine; John H Kinzie & Co, Chicago; A Wheeler & Co, New York.

apl

Pittsburgh and Blairsville Packet Line.

1849.

THE public are respectfully informed that J. M. MARSHALL & CO. have fitted out new and splendid Packet Boats to run during the season, between Blairsville and Pittsburgh—the boats to be towed by three horses, and every effort made to accommodate passengers.

DEPARTURES—Boats will leave Pittsburgh every Monday, Tuesday, Thursday and Friday, at 2 o'clock, P. M. From Blairsville every Monday, Wednesday, Thursday and Saturday, at 7 o'clock, A. M., and arrive in Pittsburgh the same day. Two horse Hack from the Pittsburgh House to meet the boat at Saltsburgh, both in going and return. Also will meet the boat at Saltsburgh, both upward and downward trip—putting passengers through to Philadelphia in one day.

Freight for the above Line will be received at the warehouse of the Boatmen's Line, No. 140, Fourth st., Pittsburgh.

All freight received who are not commercial Agents. All freight received at the warehouse of the Boatmen's Line, No. 140, Fourth st., Pittsburgh.

J M MARSHALL & Co.

JNO FARRELL, Blairsville, Pa.

Canal Basin, Liberty st, Pittsburgh

A Hack leaves Blairsville for Youngstown on the arrival of the boat—arrives in time in morning. Fare $2—received at office near Pittsburgh in Lawrenceville.

PITTSBURGH PORTABLE BOAT LINE.

1849.

For the Transportation of Freight to and from PITTSBURGH, PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON, &c.

THOMAS BAGNOR, Philadelphia.
TAAFFE & O'CONNOR, Pittsburgh.

THIS old established Line being now in full operation, the proprietors are prepared with their usual extensive arrangements to forward merchandize, produce, &c. to and from the above places, and to all points with the regularity, despatch and safety peculiar to this mode of transportation so obvious, when transhipment on the way is avoided.

All consignments by and for this line received, charged and forwarded in any required direction free of charge for commission, advancing or storage.

No interest, directly or indirectly, in steamboats.

All communications promptly attended to on application to the following agents:

THOS. BAGNOR, 279 Market st, Philadelphia.
WHIS. HOBBINS, 279 Market st, Philadelphia.
TAAFFE & O'CONNOR, 2nd Boat House, Pittsburgh.
O'CONNOR & Co, North st, Baltimore.

mch21

1849.

BINGHAMS' TRANSPORTATION LINE

PROPRIETORS,

JOHN BINGHAM, THOS. BINGHAM,
WM. BINGHAM, JAMES DOCK.

Conducted on strict Sabbath-keeping principles.

THE Proprietors of this old established Line have put their stock in the most complete order, and are thoroughly prepared to forward Produce and Merchandize to and from the Eastern cities.

The Line runs in connection with the steam boats BEAVER and CALEDONIA, and Capt. Reed's Line of steam boats and vessels on the Lakes, and the Troy and Michigan Lake Boat Line on the New York canal.

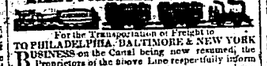
C. M. REED, Proprietor, Erie, Pa.

Bidwell & Brother, Agents, Beaver.
W T Blather, Agent at Newcomerstown's Passenger Office, Monongahela House, Pittsburgh.
CONSIGNEES—W C Matlack, Sharon; J E & S Holl, Shenangoberg; Smith & Brownell, do; J B Plummer, Sharpsburgh; Smith, Achre & Co., do; Wm Henry, West Greenville; Wick, Achre & Co., do; Wm Henry, Harrisville; Davis & Sutton, Buffalo, Harvey Childs & Hartshorn; David & Sutton, Buffalo, Harvey Childs & Co; Sandusky, Jas A Armstrong, Detroit; Kirtland & Scranton, Cleveland; Sheboygan; Al Clure & Williams, Milwaukie; Kinsie, Knapp, Hurley & Beaton, Racine; John H Kinzie & Co, Chicago; A Wheeler & Co, New York.

apl

TRANSPORTATION.

KIER'S PORTABLE BOAT LINE.



For the Transportation of Freight to
TO PHILADELPHIA, BALTIMORE & NEW YORK

BUSINESS on the Canal being now resumed, the Proprietors of the above Line respectfully inform the public that they are prepared to receive and forward Freight with despatch, and at lowest rates.

They would also call the attention of shippers Eastward to the fact that the Boats employed by them in transportation, are owned by them and commanded by experienced captains.

Shippers of Meat in Bulk will find it advantageous to ship by this Line, as the subscribers have made arrangements at Columbia to have such freight for Baltimore handed directly from boat to cars, thereby saving wearisome handling.

Freight to Philadelphia goes clear through in the boats.

No charge made for receiving shipping or advancing charges.

KIER & JONES, Proprietors,
Canal Basin, Seventh street.

AGENTS—John A. Shaw, Cincinnati, O.; Jno McCullough & Co. Baltimore; Jas Steel & Co., Philadelphia; Francis A Thomas, Columbia.

PENNSYLVANIA CANAL & R. ROADS.

1849.

EXPRESS FAST PACKET LINE,
FROM
Pittsburgh to Philadelphia and Baltimore.
(Exclusively for Passengers.)

THIS public are respectfully informed that this Line will commence running on Monday, 19th March. The boats of this Line are of a superior class, with enlarged cabins, which will give greater comfort to passengers.

A boat will always be in port, and travelers are requested to call and examine them before engaging passage by other routes. They will leave the landing, opposite the U. S. Hotel, corner Penn street and Canal, every night at 9 o'clock.

FARE—NINE DOLLARS THROUGH

Time—34 Days.

For information, apply at the office, Monongahela House, or to D. LEECH & Co, Canal Basin.

N.B.—The proprietors of the above Line are now building an additional Line of Packets, to run as above on or about June 1st, in connection with the Pennsylvania Rail Road from Lewistown to Philadelphia. At that time a packet will leave every morning and evening. Time through, 24 days. mch10

RELIANCE PORTABLE BOAT LINE.

1849.

For the transportation of Merchandize,
BETWEEN PHILADELPHIA AND PITTSBURGH.

GOODS carried on this line between Philadelphia and Pittsburgh, being carried in four section Portable Boats over land and water—no shippers of merchandize will be subjected to the inconvenience of the approach of locomotives, as the same are entirely dispensed with, and the goods are carried entirely by horse power. No change made for receiving or shipping, or for advancing charges. All goods forwarded with despatch, and on as reasonable terms as by any other Line.

JOHN M'FADEN & Co,
Canal Basin, Penn st, Pittsburgh.
JAS M DAVIS & Co,
Forwarding and Commission Merchants, Canal Basin, Penn st, Pittsburgh.

mar1 27 Market & 51 Commerce st, Phila.

JOHN McFADEN & Co, Forwarding and Commission Merchants, Canal Basin, Penn st, Pittsburgh.

JAMES M DAVIS & Co, Pine Factors and Commission Merchants, 27 Market and 51 Commerce. street, mar1 Philadelphia.

☞ Advances made by either of the above on Flour, Wool and other merchandize consigned to them for sale.

mar12

1849

MERCHANTS' WAY FREIGHT LINE.

For Blairsville, Saltsburgh, Hollidaysburgh, and all intermediate places.

THIS Line will continue to carry on all Way Goods with their usual celerity and care, at fair rates of freight.

AGENTS—C. A. M'ANULTY & Co, Pittsburgh.
D. B. Campbell, Johnstown.
John Miller, Hollidaysburgh.

REFERENCES—James Jovdon, Spruce Creek; Sinclair, Dr F Shoenberger, & Sinclair, Duncansville; Dr F Shoenberger & Co, Petersburgh; Jno Read & Co, Huntingdon; Wm Lehmer & Co, Jno M'Devitt & Bros, Pittsburgh; John Ivory, Saml. Shallcross & Co, Philadelphia; Francis A Thomas, Columbia.

REED, PARKS & Co's. PACKET LINE.

1848.

BEAVER AND CLEVELAND LINE, via WARREN.
Canal Packet—SWALLOW, Capt. Ford.
" —OCEAN, Capt. Wells.

ONE of the above Packets leave Beaver every day, (Sundays excepted) and arrive next morning at Warren, where they connect with the Mail Stages for Akron and Cleveland, arriving at each of these places before night. One of the Packets leave Warren daily, at 5 P. M., and arrive at Beaver in time to take the morning steamboat for Pittsburgh.

COTES & LEFFINGWELL, Warren, } Proprietors.
M B TAYLOR, Beaver, Pa. }

BEAVER AND ERIE PACKET LINE
FROM BEAVER TO PORT DALTON.

Canal Packets—PENNSYLVANIA, Capt. Jenkins.
" " TELEGRAPH, " Talby.
" " ERIE, " Brown.
" " PETUNIA, " Polock.
" " FALCHION, " Ewing.

The above fine and powerful Passenger Packets have commenced running between BEAVER AND ERIE, and will run regularly during the season, leaving Beaver every morning and evening, and one leaving Erie every morning, immediately after the arrival of the steamboat Michigan from Pittsburgh.

The line is now completely furnished, and will run through in forty hours. Passengers to any point on