Transportation Lines.

1846 — 1846

FOR transporting goods between Pittsburgh and the Eastward, by the Pennsylvania Canal and Railroads. This old established line is now prepared to receive produce and merchandize at their warehouse on the Canal basin, Liberty st., Pittsburgh, and forward the same to their destination by the lines or steamboats by which they are transported by subscribers. The York and Columbia Railroad, 18 miles in length, will be finished in a few weeks. Boats and cars are provided with good and careful hands, and every exertion will be used to forward goods with dispatch, and to avoid breakage, wetting or pilferage. A source of personal solicitude to the subscribers will be to merit a continuance of the favors which have poured into the establishment since its commencement, and to this end they pledge themselves that no reasonable exertion shall be spared to give satisfaction to those who may favor them with their business.

Should there not be sufficient business to employ a regular daily line between Pittsburgh and Philadelphia, no transhipments will be made, but the goods carried on a fair through bill of lading, from one end of the line to the other, without breaking bulk, will be shipped as often as there is sufficient business to employ a boat, and the subscribers will be prepared on the opening of navigation to fill up their entire establishment with despatch and an accommodating line of boats.

The great success which has characterized the operations of the Penn's canals and railroads during the past season, and the consequent crowded condition of that established conveyance, and the difficulties and delays attending it, have induced the proprietors of the Pennsylvania Railroad to make such arrangements as will secure to the public a more speedy and certain conveyance of produce and merchandize between the Eastern cities and Pittsburgh, than has hitherto been afforded. The proprietors of the said railroad having determined to run a line of cars for the transportation of freight only, and not connecting the same with the passenger cars, as heretofore, will be enabled to forward freight with more regularity and despatch than has been practicable on the mixed system. Produce received forwarded, stored or sold on commission, advancing or drawing for the same when consigned to the following agents for purchase:

Cor. Penn and Water sts., Pittsburgh.

mar28-y

Bingham's Transportation Line.

1846. 1846.

CHANGE OF PROPRIETORSHIP.

THE subscribers having purchased the interest of Mr. Bingham in the above line, will continue the business at the old stand, No. 113 North Wharves, Baltimore, and No. 13 South Wharves, Philadelphia, under the firm of

WILLIAM TUNIS, Agent.

No. 10 West st., New York.

apr15-y

Western Transportation Company.

1846. 1846.

DESPATCH LINE FOR PHILADELPHIA AND PITTSBURGH.

THE Proprietors of the above line are now prepared to receive and forward goods and merchandize with despatch, between Philadelphia and Pittsburgh, via Columbia, Portage Railroad and Canals.

Produce and merchandize will be received into the warehouse of the subscribers, on the Canal basin, corner Liberty and Wayne sts., Pittsburgh, and forwarded with the least possible delay.

Bills of lading forwarded, and every direction given to the forwarding agents, at Philadelphia, or Columbia, as may be required.

Rates of freight and passage as low as by any other line.

WM. BINGHAM,
J. E. BINGHAM, Pittsburgh.
WM. BINGHAM, Jr.,
WM. M. BINGHAM, Philadelphia.

Bills of lading will be signed at the office of J. E. Bingham, corner Liberty and Wayne sts., Pittsburgh.

Office in Philadelphia, No. 13 South Wharves.

Office in New York, No. 10 West st.

Office in Baltimore, No. 113 North Wharves.

apr28-y

Pittsburgh Portable Steam Engine Manufactory.

1846. 1846.

THE Proprietors of the Pittsburgh Steam Engine Manufactory, would respectfully call the attention of Steam Boat Builders, Lumbermen, Millwrights, Coal Operators, Iron Masters, Farmers, and others, to their extensive establishment, where they are now manufacturing Steam Engines of every description, from the smallest size to those of the largest class, and of the most approved construction and workmanship. Their Engines are all made of the best materials, and in the most substantial manner, and are warranted to give entire satisfaction to purchasers. Their Portable Engines are mounted on wheels, and are designed for the use of Farmers, Millwrights, Lumbermen, Coal Operators, &c., and are admirably adapted for driving Saw Mills, Grist Mills, Cotton Gins, Hoisting Machinery, &c. They are also prepared to furnish Engines for Steam Boats, Ferry Boats, Canal Boats, Tow Boats, Stern Wheel Boats, &c., of any size required, and of the most approved construction. Their Engines are all made under the superintendence of Mr. Thomas Rees, who has had many years experience in the business, and who is a practical Engineer, and can be relied on for the faithful execution of all orders entrusted to the establishment. Orders addressed to the subscribers, at Pittsburgh, Allegheny or Birmingham, will receive prompt attention.

Also, a great variety of Saw Mill Castings, Mill Gearing, Shafting, Hangers, Pulleys, Boxes, Screws, Screw Augers, Iron Turning, Planing, Boring, Cutting, &c., done to order, at the shortest notice, and on the most reasonable terms.

Also, Cast Iron Sash Weights, Sad Irons, Hollow Ware, Stoves, Grates, Fenders, Andirons, Shovels and Tongs, Plough Castings, Mill Irons, Cast Iron Window Sills, Caps and Sashes, Iron Fronts, Columns, Lintels, Iron Railing, Cast Iron Steps, Coal Chutes, Grave Fences, Iron Bedsteads, Settees, Chairs, Tables, Wire Work, &c., &c.

Pittsburgh, Allegheny and Birmingham Foundry, corner of Penn and Stanwix streets, Pittsburgh.

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JOHN McCLELLAND, Canal Basin, Penn st.
apr10-3m

Insurance Companies.

Office, Fire and Marine Insurance,

Exchange Portable Boat Line.

1846 — 1846

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apr28-y

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apr10-3m

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apr15-y

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Insurance Companies.

OFFICE, FIRE AND MARINE INSURANCE,

EXCHANGE PORTABLE BOAT LINE.

THE PITTSBURGH AGENCY

Of the Penn Mutual Life Insurance Company, of Philadelphia, and the Mutual Insurance Company of New York, are now prepared, through Spring navigation, to effect insurances on Lives, Buildings, Furniture, Goods, Merchandize, Produce, Vessels, Boats, &c., against loss by fire, the utmost limit of risk in the following manner: Two hundred thousand dollars on Lives in the State of Pennsylvania; one hundred and fifty thousand dollars on Lives in the State of New York; one hundred and fifty thousand dollars on Lives in the State of Ohio; and the like sum of fifty thousand dollars on Lives in each of the other States of the Union. The Capital is $500,000 or more if required, and is invested in the following manner: Two hundred thousand dollars in the Stock of the State of Pennsylvania; one hundred and fifty thousand dollars in the Stock of the State of New York; one hundred and fifty thousand dollars in the Stock of the State of Ohio; and the like sum of fifty thousand dollars in the Stock of the United States; and the remainder in Bonds and Mortgages on good productive city property, and in cash at interest. A source of personal solicitude to the subscribers will be to merit a continuance of the favors which have poured into the establishment since its commencement, and to this end they pledge themselves that no reasonable exertion shall be spared to give satisfaction to those who may favor them with their business.

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DESPATCH LINE FOR PHILADELPHIA AND PITTSBURGH.

THE Proprietors of the above line are now prepared to receive and forward goods and merchandize with despatch, between Philadelphia and Pittsburgh, via Columbia, Portage Railroad and Canals.

Produce and merchandize will be received into the warehouse of the subscribers, on the Canal basin, corner Liberty and Wayne sts., Pittsburgh, and forwarded with the least possible delay.

Bills of lading forwarded, and every direction given to the forwarding agents, at Philadelphia, or Columbia, as may be required.

Rates of freight and passage as low as by any other line.

WM. BINGHAM,
J. E. BINGHAM, Pittsburgh.
WM. BINGHAM, Jr.,
WM. M. BINGHAM, Philadelphia.

Bills of lading will be signed at the office of J. E. Bingham, corner Liberty and Wayne sts., Pittsburgh.

Office in Philadelphia, No. 13 South Wharves.

Office in New York, No. 10 West st.

Office in Baltimore, No. 113 North Wharves.

apr28-y

Pittsburgh Portable Steam Engine Manufactory.

1846. 1846.

THE Proprietors of the Pittsburgh Steam Engine Manufactory, would respectfully call the attention of Steam Boat Builders, Lumbermen, Millwrights, Coal Operators, Iron Masters, Farmers, and others, to their extensive establishment, where they are now manufacturing Steam Engines of every description, from the smallest size to those of the largest class, and of the most approved construction and workmanship. Their Engines are all made of the best materials, and in the most substantial manner, and are warranted to give entire satisfaction to purchasers. Their Portable Engines are mounted on wheels, and are designed for the use of Farmers, Millwrights, Lumbermen, Coal Operators, &c., and are admirably adapted for driving Saw Mills, Grist Mills, Cotton Gins, Hoisting Machinery, &c. They are also prepared to furnish Engines for Steam Boats, Ferry Boats, Canal Boats, Tow Boats, Stern Wheel Boats, &c., of any size required, and of the most approved construction. Their Engines are all made under the superintendence of Mr. Thomas Rees, who has had many years experience in the business, he is a practical Engineer, and can be relied on for the faithful execution of all orders entrusted to the establishment. Orders addressed to the subscribers, at Pittsburgh, Allegheny or Birmingham, will receive prompt attention.

Also, a great variety of Saw Mill Castings, Mill Gearing, Shafting, Hangers, Pulleys, Boxes, Screws, Screw Augers, Iron Turning, Planing, Boring, Cutting, &c., done to order, at the shortest notice, and on the most reasonable terms.

Also, Cast Iron Sash Weights, Sad Irons, Hollow Ware, Stoves, Grates, Fenders, Andirons, Shovels and Tongs, Plough Castings, Mill Irons, Cast Iron Window Sills, Caps and Sashes, Iron Fronts, Columns, Lintels, Iron Railing, Cast Iron Steps, Coal Chutes, Grave Fences, Iron Bedsteads, Settees, Chairs, Tables, Wire Work, &c., &c.

Pittsburgh, Allegheny and Birmingham Foundry, corner of Penn and Stanwix streets, Pittsburgh.

C. C. BAKEWELL & CO.,
C. A. MAGEE & CO.,
Canal Basin, Penn st., near Liberty, Pittsburgh.

JAMES M. DAVIS & Co., 210 and 212 Liberty st.
JOHN McCLELLAND, Canal Basin, Penn st.
apr10-3m

Independent Portable Steam Engine Manufactory.

1846. 1846.

THE Proprietors of the Independent Portable Steam Engine Manufactory, would respectfully call the attention of Steam Boat Builders, Lumbermen, Millwrights, Coal Operators, Iron Masters, Farmers, and others, to their extensive establishment, where they are now manufacturing Steam Engines of every description, from the smallest size to those of the largest class, and of the most approved construction and workmanship. Their Engines are all made of the best materials, and in the most substantial manner, and are warranted to give entire satisfaction to purchasers. Their Portable Engines are mounted on wheels, and are designed for the use of Farmers, Millwrights, Lumbermen, Coal Operators, &c., and are admirably adapted for driving Saw Mills, Grist Mills, Cotton Gins, Hoisting Machinery, &c. They are also prepared to furnish Engines for Steam Boats, Ferry Boats, Canal Boats, Tow Boats, Stern Wheel Boats, &c., of any size required, and of the most approved construction. Their Engines are all made under the superintendence of Mr. Thomas Rees, who has had many years experience in the business, he is a practical Engineer, and can be relied on for the faithful execution of all orders entrusted to the establishment. Orders addressed to the subscribers, at Pittsburgh, Allegheny or Birmingham, will receive prompt attention.

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apr10-3m

Insurance Companies.

OFFICE, FIRE AND MARINE INSURANCE,

EXCHANGE PORTABLE BOAT LINE.

THE PITTSBURGH AGENCY

Of the Penn Mutual Life Insurance Company, of Philadelphia, and the Mutual Insurance Company of New York, are now prepared, through Spring navigation, to effect insurances on Lives, Buildings, Furniture, Goods, Merchandize, Produce, Vessels, Boats, &c., against loss by fire, the utmost limit of risk in the following manner: Two hundred thousand dollars on Lives in the State of Pennsylvania; one hundred and fifty thousand dollars on Lives in the State of New York; one hundred and fifty thousand dollars on Lives in the State of Ohio; and the like sum of fifty thousand dollars on Lives in each of the other States of the Union. The Capital is $500,000 or more if required, and is invested in the following manner: Two hundred thousand dollars in the Stock of the State of Pennsylvania; one hundred and fifty thousand dollars in the Stock of the State of New York; one hundred and fifty thousand dollars in the Stock of the State of Ohio; and the like sum of fifty thousand dollars in the Stock of the United States; and the remainder in Bonds and Mortgages on good productive city property, and in cash at interest. A source of personal solicitude to the subscribers will be to merit a continuance of the favors which have poured into the establishment since its commencement, and to this end they pledge themselves that no reasonable exertion shall be spared to give satisfaction to those who may favor them with their business.

Should there not be sufficient business to employ a regular daily line between Pittsburgh and Philadelphia, no transhipments will be made, but the goods carried on a fair through bill of lading, from one end of the line to the other, without breaking bulk, will be shipped as often as there is sufficient business to employ a boat, and the subscribers will be prepared on the opening of navigation to fill up their entire establishment with despatch and an accommodating line of boats.

The great success which has characterized the operations of the Penn's canals and railroads during the past season, and the consequent crowded condition of that established conveyance, and the difficulties and delays attending it, have induced the proprietors of the Pennsylvania Railroad to make such arrangements as will secure to the public a more speedy and certain conveyance of produce and merchandize between the Eastern cities and Pittsburgh, than has hitherto been afforded. The proprietors of the said railroad having determined to run a line of cars for the transportation of freight only, and not conn