PITTSBURGH POST.

TUESDAY MORNING.....FEBRUARY 19.

A CITY UNDER A SNOW BANK.—Oswego seems to have got the worst of the recent snow storm. The streets in many parts of the city were impassable, the snow ranging from four to ten and twenty feet in depth, and in some places the drifts are thirty feet deep. Many of the residences were banked up with snow to the second story. The newspapers were suspended for three days, as the carriers could not get down into the house of the subscribers. The snow now lies to the depth of from six to eight feet in the woods. Efforts were commenced in good earnest Wednesday morning to clear the railroad track, and get through to Syracuse. The drifts are tremendous and very dense; the deep cut near the city, some twenty feet, was filled full. The *Palladium* says it would be unable to an adequate description of the unparalleled, tremendous storm. No person, perhaps, who has not experienced the fury and power of the storms of the Arctics or of the mountain regions, where the reign of winter is unrestrained and perpetual, can realize its character. It was terrific and sublime; and while it raged one could not but be impressed with grateful emotions for the comforts and shelter of home, which shielded him and his little ones from the remorseless and angry elements."

—Experiments have been made at Washington, to ascertain the strength added to iron by corrugation. A plate three inches long and four broad, so thin that, supported at the ends, it would bend of its own weight, when corrugated sustained a weight of 600 pounds. Corrugated iron has been adopted for many camp utensils. A camp bedstead of this iron weighs fifty pounds, and is equally strong with the English camp bed-tend weighing one hundred and fifty pounds. A corrugated iron water-tight wagon-body, that floats from 2,000 to 2,500 pounds of freight, besides the running gear, and weighs less than a wooden wagon-body to carry the same freight, has also been adopted into the service of the United States, besides many other of the same material. The additional strength of the iron in this form is obviously upon the principle of the arch. A circular is, in proportion to its amount of material, the strongest of all forms.

CONDITION OF ÆTNA INSURANCE COMPANY, of HARTFORD, CONN., January 1, 1856, as presented to its Stockholders, and made out in compliance with state laws of New York, Ohio, Indiana, Illinois and Pennsylvania.

STATEMENT

The name of the Corporation is ÆTNA INSURANCE COMPANY, located at Hartford, Connecticut

The Capital is Five Hundred Thousand Dollars, and is paid up.

ASSETS of the Company are—

Cash in hand and in Phœnix Bank	$ 50,939 69	
Cash on special deposit in Phœnix and Hartford Banks, on interest	100,000 00	
Cash in hands of Agents, balances, (good)	161,029 64	
		$ 311,968 33
Bills receivable, payable at Bank		98,925 18
Real Estate, unincumbered		18,143 78
72 Mortgage Bonds, Class 1 per cent. semi-annually	72,000 00	
9 Income Bonds, 7 per cent. annual	7,200 00	
20 State of Vermont Bonds 6 per ct. do	19,200 00	
State of N. C. do 6 do do	5,000 00	
10 Dist. Of Columbia 6 do do	10,200 00	
5 Mohawk Bridge Co. 6 do do	5,000 00	
10 Hartford City do 6 do do	10,000 00	
		128,600 00
Moneys due the Company, secured by mortgage		8,061 00
200 Shares Hartford and New Haven R. R. Stock	62,000 00	
105 Shares Hartford and Providence R. R. Stock, preferred and guaranteed 10 per cent	9,450 00	
105 Shares Boston and Worcester R. R. Stock	9,450 00	
240 Shares Conn. River R. R. Stock	14,000 00	
4 Shares Conn. River Co. Stock	1,200 00	
60 do. Stafford Bank Stock	5,700 00	
50 do. Citizens' do. Waterbury	5,100 00	
20 do. Eagle do. Providence	1,900 00	
20 do. Phœnix do. Hartford	2,000 00	
20 do. Farmers & Mech. do. do	2,000 00	
20 do. Exchange do. do	2,000 00	
192 do. State do. do	21,376 00	
100 do. Connecticut do. do	12,000 00	
75 do. City of Hartford do. Hartford	7,987 50	
15 Shares Conn. River Bank Stock, Hartford	1,740 00	
240 Shares Hartford Bk Stock Hart	27,240 00	
		160,184 00
4 Shares Merchants' Ex. Bk Stock, New York	10,825 00	
200 Shares North River Bank Stock, New York	10,100 00	
100 Shares Manufacturers' Bk Stock, New York	5,000 00	
100 do. Phœnix do. do	5,000 00	
100 do. Leather Manufacturers' do. do	7,000 00	
100 do. Importers & Traders' do. do	10,000 00	
100 do. Mechanics' do. do	7,400 00	
100 do. Merchants do. do	7,400 00	
100 do. U. S. Bank Co. Stock, N. Y.	10,000 00	
100 do. New York Fire & Trust Co. Stock	10,000 00	
		82,725 00
Loans on Stocks, Inf. Int. & Trust Co. Stock, Cincinnati	7,000 00	
Shares Merch. & Traders' Bank Stock, Jersey City	1,500 00	
		$1,074,396 27

LIABILITIES—

Unpaid Claims for losses and not due	$176,082 47

The Ætna Insurance Company presents its patrons the satisfactory condition of a large increase in Cash Assets, for the further security of their policies—all assets being placed at the minimum market value, at the present time of some depression in the standard of securities of other prime dividend-paying stocks—good solid and clear investments yielding moderate interest and no more. The standard basis on which the Assets have been valued, is the *cost of interest*. Besides this solid by, the Company calls attention to the strength and security it derives from its capital—twice that of Companies, having the means of presenting a united phalanx of *experienced Directors*, which has weathered, for thirty seven years, the fire, and credit of stockholders and dividends for loss or no, enables it to enter the year 1856 with greater prestige in its favor and confidence than has yet been reached by any rival National Insurance Corporation.

Policies covering nearly all descriptions of property, issued at the Office of the Company, in this City.

H. H. TRUMAN, Agent,
Office, N. W. cor. Wood and Fifth-st.,
Pittsburgh.

PENNSYLVANIA RAILROAD.

THREE DAILY TRAINS
Between Pittsburgh and Philadelphia.

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

THE FAST LINE leaves Pittsburgh for Philadelphia at 12½ P. M., and Philadelphia for Pittsburgh at 12 M.

THE NIGHT EXPRESS TRAIN leaves Pittsburgh for Philadelphia at 9½ P. M., and Philadelphia for Pittsburgh at 11½ P. M.

HARRISVILLE ACCOMMODATION TRAIN leaves Pittsburgh daily, except Sunday, at 4:30 P. M.

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

BRINTON'S ACCOMMODATION TRAIN leaves Pittsburgh daily at 11 o'clock A. M., 3:30 P. M., and 6:20 P. M.

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

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

For further particulars, see handbills at the different starting points. Passengers from the West will find this the shortest and most expeditious route to Philadelphia, Baltimore, New York, and Boston.

THOS. MOORE,
Agent, Pittsburgh.
J. MESKIMEN,
Agent, Passenger Lines, Pittsburgh.

ALLEGHENY VALLEY RAILROAD

IS NOW OPEN

FROM PITTSBURGH TO KITTANNING.

On and after FRIDAY, January 25, 1856, Freight and Passenger Trains will leave Pittsburgh at 3:30 P. M., stopping at all stations, arriving at Kittanning at 6:25 P. M. *Returning*, Leave Kittanning at 7 o'clock A. M., arriving at Pittsburgh by 9 A. M.

STAGES WILL RUN FROM KITTANNING, in connection with the Trains, for the following places:

	FARE.		FARE.
Rural Village	$1 50	Clarion	$2 25
Smicksburg	2 50	Brady's Bend	2 75
Dayton	2 25	Mahoning	2 00
Maidstown	1 75	Kellersburg	2 00
R. I. Point	2 25	Truax	2 75
Leeper's	2 50	Bethlehem	2 75
Cadiz	2 75	Mechanisburg	3 00
Rossburg	3 00	Scottsville	3 25
Anania	3 00	Brookville	3 75

Fare to Kittanning, $1,35.

Tickets for all of the above places can be procured at the Ticket Office at the Depot on Taylor street.

Omnibuses will leave the corners of Market and Fifth, and Penn and Wayne sts., at 2 o'clock P. M., in connection with the Trains. jan25

SHINGLE MACHINE.—KENDALL'S PATENT IMPROVED ALTERNATING RIVER AND SHAVER.—The attention of shingle and Clapboard makers, speculators and others, is directed to this invaluable invention, which is now presented to the public as the *best* and *only practical* machine ever offered for shaving and shaving shingles.

Various *cutting* and *scraping* machines have been invented for making shingles, but it is a well known fact that plane and set of waved across the grain are quite too flimsy for cutting purposes. Numerous inventions have recently appeared for cutting and shaving, and these have all been equally as worthless, from their imperfect method of running, which consists of splitting from the side of the block but one shaving, which is almost invariably runs off. This difficulty is entirely obviated by

KENDALL'S MACHINE

Which first splits from the side of the block a piece thick enough for two shingles, which is separated in the centre, and by means of shaving guides each part is conducted through a pair of upper-cutting knives, which complete the shingle ready for use, thus producing two shingles at every revolution.

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

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

The workings of the machine can be examined at H. H. Hyde's Furniture Ware-room, Fifth-street, Pittsburgh.

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

The machine occupies but a small space, is of durable construction, and costs but about two hundred dollars, and a man and two boys can make from 20,000 to 30,000 shingles per day.

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

N.B. All needed information will be forwarded by letter, when desired. D. K. CRAMBERLIN, Agent.

nov15-ly

RAILROADS.

1856.

ONLY ROUTE WITH THREE DAILY TRAINS
FROM PITTSBURGH TO CINCINNATI.

ONLY ROUTE WITH THREE DAILY TRAINS
FROM PITTSBURGH TO DAYTON AND INDIANAPOLIS.

OHIO AND PENNSYLVANIA
AND
LITTLE MIAMI RAILROADS.
VIA CRESTLINE AND COLUMBUS.

Quickest Route from Pittsburgh to Cincinnati.

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

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

THE LITTLE MIAMI via COLUMBUS, connecting with the Covington and Lexington Railroad, the U. S. Mail Line Steamers, the Ohio and Mississippi Railroad, and the Lawrenceburgh Route, offers facilities no other route can give, as through tickets by all the above routes can only be procured via Columbus and the Little Miami Railroad.

The route from Crestline via Columbus being the shortest to Cincinnati, enables a *uniform and safe speed*. Connections are certain, and passengers have full time for meals. By the Forest and Bellefontaine route from Crestline, a *dangerous and breakneck speed is required, and compelled* to overcome distance.

By the route via Columbus to Cincinnati and Indianapolis, passengers ride over roads ballasted and smooth. By the Forest and Bellefontaine route, passengers ride over the roughest roads in Ohio.

THREE DAILY TRAINS, VIA COLUMBUS AND CINCINNATI.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route. This Train arrives at Cincinnati one hour and forty minutes in advance of the Forest and Bellefontaine route.

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia and Cincinnati. This Train makes connection only via Columbus to Cincinnati.

THIRD TRAIN leaves Pittsburgh at 12 o'clock P. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route.

TWO DAILY TRAINS, VIA COLUMBUS, DAYTON, AND INDIANAPOLIS.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

THIRD TRAIN leaves Pittsburgh at 12 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

N. B.—Secure your tickets via Columbus, and you are sure of connections.

Steamers leave Cincinnati daily for Memphis, Vicksburgh and New Orleans, and St. Louis.

The Columbus being the *direct* route, the Time Tables of the Eastern Roads are arranged to run in close connection with this *rapid route*.

For all information and through Tickets, please apply at the Office, on Pittsburgh Railroad Office, corner Liberty and Water sts.

J. G. CURRY, Ticket Agent,
Or at Federal Street Station.
GEO. PARKIN, Ticket Agent
GEO. O. SESSIONS, Agent, Pittsburgh.
dec29] P. W. STRADER, General Agent, Cincinnati.

CENTRAL OHIO RAILROAD.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

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

GOING EAST

Leave	Express Train.	Mail Train.	Night Train.
Columbus	1:00 A. M.	4:45 P. M.	12:01 A. M.
New ark	1:46 "	5:26 "	12:50 "
Gratiot	2:06 "	5:46 "	1:10 "
Concord	2:26 "	6:24 "	1:30 "
Cambridge	3:20 "	7:08 "	2:27 "
Barnesville	3:37 "	7:25 "	2:44 "
Belmont	3:44 "	7:31 "	2:51 "
Arrive Bellair	3:50 "	7:37 "	2:57 "

GOING WEST

Leave	Express Train.	Mail Train.	Night Train.
Bellair	9:15 A. M.	5:15 A. M.	2:45 P. M.
Belmont	9:21 "	5:21 "	2:51 "
Barnesville	9:32 "	5:41 "	3:02 "
Cambridge	9:56 "	6:04 "	3:26 "
Concord	10:47 P. M.	6:52 "	4:17 "
Gratiot	11:10 "	7:15 "	4:40 "
Newark	11:30 "	7:35 "	5:00 "
Arrive Columbus	12:20 "	8:25 "	5:50 "

The Express Trains stop but will stop to take up passengers, at Trinity, Fairview, Summit, Gratiot, Hebron, Lodge, Campbell's, Independence and Brices Cross Roads. Will stop at all the above named stations. The Mail Train will stop at all the Stations where the Mail is to be received or delivered, and at all other Stations, to take passengers for Columbus and points West of Columbus.

GOING WEST

The Express Train leaves the East of Columbus with the Express Train with Sleeping Cars attached, at 1 A. M., and with the Train from the East, at the Junction, 1½ miles West, with the above named Express Train.

GOING EAST

The Express Train leaves the West of Columbus with the Express Train with Sleeping Cars attached, at 1 A. M., and with the Train from the East, at the Junction, 1½ miles West, with the above named Express Train.

Trains leave Columbus for Newark and the East at 1:00 A. M., 4:45 P. M., and 12:01 A. M. Leave Newark for Columbus at 1:46 A. M., 5:26 P. M., and 1:50 A. M. Leave Newark for Zanesville and points West at 7:00 A. M. and 2:00 P. M. Leave Zanesville for Newark at 7:45 A. M. and 2:45 P. M.

Express Trains on the Railroad and Lake Railroad, for Baltimore, Washington, Philadelphia and New York, leave Newark at 3:20 P. M. on the connecting Express Train on the second Trains from Columbus, at Newark with Sandusky, Mansfield and Newark Railroad, and Mansfield, Coshocton and Wheeling Railroad, at 3:45 A. M., and 3:20 P. M. Night Train on Baltimore and Ohio Railroad. Passengers leaving Columbus on the Express Train at 1 A. M., and Night Train at 12:01 A. M., will find a Sleeping Car ready for them at Bellaire, to carry them through to Baltimore without change. Passengers leaving Columbus on the Express Train at 1 A. M., and Night Train at 12:01 A. M., will find a Sleeping Car ready for them at Bellaire, to carry them through to Philadelphia and New York without change. Passengers can take the Express Train at 1 A. M., and sleep there, and resume by Express Train to Baltimore and Washington.

GOING WEST

The 3:45 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad, and leaves Newark Trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago one Month only, at Coshocton with the Train for Wheeling, and at Dresden with the Train for Zanesville and Chicago, via Dayton and Cincinnati.

The 1:45 A. M. Express Train connects at Bellair with the Night Train on the Baltimore and Ohio Railroad, and at Newark with Express Train for Sandusky, Mansfield and Mt. Vernon, and Chicago one Month only, at Coshocton with the Train for Wheeling, and at Dresden with the Train for Zanesville and Chicago, via Dayton and Cincinnati.

The 12:01 A. M. Express Train connects at Bellair with the Night Train on the Baltimore and Ohio Railroad, and at Newark with Express Train for Sandusky, Mansfield and Mt. Vernon, and Chicago one Month only, at Coshocton with the Train for Wheeling, and at Dresden with the Train for Zanesville and Chicago, via Dayton and Cincinnati.

Trains leave Columbus for Dayton and points West at 1:00 A. M., 4:45 P. M., and 12:01 A. M. Leave Dayton for Columbus at 7:00 A. M. and 2:00 P. M. Leave Zanesville for Dayton at 7:45 A. M. and 2:45 P. M.

Express Trains on the Railroad and Lake Railroad, for Baltimore, Washington, Philadelphia and New York, leave Dayton at 3:20 P. M. on the connecting Express Train on the second Trains from Columbus, at Dayton with Sandusky, Mansfield and Newark Railroad, and Mansfield, Coshocton and Wheeling Railroad, at 3:45 A. M., and 3:20 P. M. Night Train on Baltimore and Ohio Railroad. Passengers leaving Dayton on the Express Train at 1 A. M., and Night Train at 12:01 A. M., will find a Sleeping Car ready for them at Bellaire, to carry them through to Baltimore without change. Passengers leaving Dayton