

**DIVIDEND NOTICE.**—The SEMI-ANNUAL INTEREST falling due in this city on the first day of May next, on the following named securities, will be paid on and after that date at the office of the undersigned on presentation of the proper coupons, viz:

The Bonds of the City of Cleveland, (Ohio) issued to the Cleveland and Pittsburgh Railroad Company 7 per cents.

The Bonds of the City of Cleveland, (Ohio) issued to the Cleveland, Painesville and Ashtabula Railroad Company 7 per cents.

The Bonds of the City of Madison, (Indiana) 6 and 7 per cents.

The Bonds of the City of Pittsburg, (Penn.) issued to the Allegheny Valley Railroad Company (payable on the first Monday of May next,) 6 per cent.

The Madison and Indianapolis Railroad Company First Mortgage Bonds, 7 per cent.

The Sciota and Hocking Valley Railroad Company First Mortgage Bonds, 7 per cents.

The Indiana Central Railroad Company Mortgage Bonds, 7 per cents.

The Wilmington and Manchester Railroad Company Second Mortgage Bonds, seven per cents.

New York, April 29, 1854.

WINSLOW, LANIER & Co., No. 52 Wall-st.

**C. Floyd-Jones.,**

Division Engineer 3d and 12th Divisions.  
ILLINOIS CENTRAL RAILROAD.  
Vandalia, Ill.

**Locomotive Engines for Sale.**

**T**WO first class engines, adapted to a 5 foot gauge, 22 tons weight, 16 + 20 inch Cylinders, and 5½ and 6 feet drivers, built by one of the best makers in the country. New, and offered for sale because not required by those ordering them. Enquire at the office of American Railroad Journal, 9 Spruce-st., up stairs.

Dec. 24.

**Passenger Cars for Sale.**

**T**WO first class Passenger Cars, built by one of the best car builders in the country, for the Baltimore and Ohio Railroad.

The above presents a rare opportunity to any Railroad Company wishing first class cars for immediate use.

They will be sold at a bargain for cash or good paper. Enquire at the office of Bridges & Brothers, 64 Courtland Street.

New York, Feb. 21st, 1854.

**Lyon's Tables of Cubic Contents, Etc.**

**T**hese valuable tables are of great assistance in obtaining the cubic contents of excavations and embankments. Table 1. gives correct mean heights of cross sections with either two or three cuttings taken. Table 2. finds the cubic contents, having the mean heights at each end of the section to be calculated given. These tables possess advantages in being applicable to every variety of bases and side slopes. Engineers and others may obtain them by application at the American Railroad Journal office, 9 Spruce Street, New York, by mail or otherwise.—Price \$1.50. 21.1f

**Notice to Bridge Builders.**

**P**roposals will be received until Monday June 3 at the Engineers Office, Huntingdon Pa. for the superstructure of Bridges on Trestle Works, of the Huntingdon and Broad Top Railroad.—Plans and specifications will be exhibited at the office, or Contractors may present their own plans with their bids.

S. W. MIFFLIN, Chief Eng.

Huntingdon, May 6, 1854.

**EXTENSION OF TIME.**

**T**HE period for receiving proposals for the Superstructure of Bridges and Trestle work on the Huntingdon and Broad Top Railroad, has been extended, by order of the Board of Directors, to Saturday evening, June 24th.

S. W. MIFFLIN Chief Eng.

Huntingdon, Pa., June 7, 1854.

**To Locomotive Engine Builders and Engineers.**

**T**HE Proprietors offer for rent for a term of years, with immediate possession, the splendid property, known as the BELLEVILLE IRON WORKS, situated on the Mississippi, directly opposite the City of New Orleans, and within 300 feet of the River, with which it is connected by fine wharves and landings.

The buildings are of brick, with slated roofs, and were erected in 1848 at a very heavy expense; are of a most substantial and durable character and admirably fitted for a Foundry and Machine Shops, or almost any mechanical business. They now contain a new and powerful Engine and Boiler and sufficient machinery, say, planing machines—lathes—boring machines, blacksmith's tools, &c., &c., to employ 100 mechanics, and could be put in working order in a few days. The Buildings cover a lot 300 feet square and are amply large to receive the necessary machinery for the use of 800 to 1000 workmen.

The terminus and depot of the New Orleans, Opelousas and Great Western Railroad is situated about 300 yards from the above property, which could be availed of to great advantage for the manufacture of Locomotives and Railroad work, generally as well as Steam Engines, Sugar Mills, and other descriptions of Machinery.

There are no Shops in New Orleans for the manufacture of Railroad Machinery, and as the Railroad Companies now organized in that city contemplate the construction of over 1000 miles of road,—a large part of which is already under contract,—the property now offered for lease offers a most eligible opportunity for parties desiring to contract to furnish the Engines and Machinery,—for those roads. Responsible contractors with their works on the spot would have an advantage over Northern Workshops in contracting for the Work of the Railroads terminating in New Orleans.

The Establishment and prospect of remunerating work to be secured immediately are worthy the attention of manufacturers and Engineers generally.

Applications from responsible parties will be promptly attended to, and to satisfactory parties the proprietors of the Works can offer favorable terms and arrangements.

Letters may be addressed to

R. B. SUMNER,  
No. 61 Camp Street,  
New Orleans;

and further information may be had by applying to Messrs. BARSTOW & POPE, Pine Street, New York.

**Locomotive Engines.**

**F**OR SALE, two Locomotive Tank Engines, 4ft. 8½ in. gauge, made by one of the most celebrated and extensive builders in Massachusetts, and ready for immediate delivery. These engines are admirably adapted for fast travel with light passenger trains; weight, 13 tons, with 4 ft. drivers, with leading and trail wheels; cylinders 12½ in. by 20, with a separate cut-off valve. Can be examined at the works of the manufacturer. Apply to H. V. POOR, Editor Railroad Journal, 9 Spruce st., N.Y. 19tf

**Boiler and Tank Rivets,  
Nuts and Washers;**

All Sizes of

**Bolts and Bolt Ends**

for Sale by

BRIDGES & BROTHER,  
64 Courtland st., N. Y.

**For Sale.**

**B**Y the Baltimore and Ohio Railroad Company, 24 crate cars, adapted to Railroad purposes, which will be sold at a reasonable price. For further information, apply to

SAMUEL J. HAYES,  
M. of M., Baltimore and Ohio R. R. Co.,  
Or BRIDGES & BRO.,  
64 Courtland st., New York,

19 tf

**To Civil Engineers and Surveyors.**

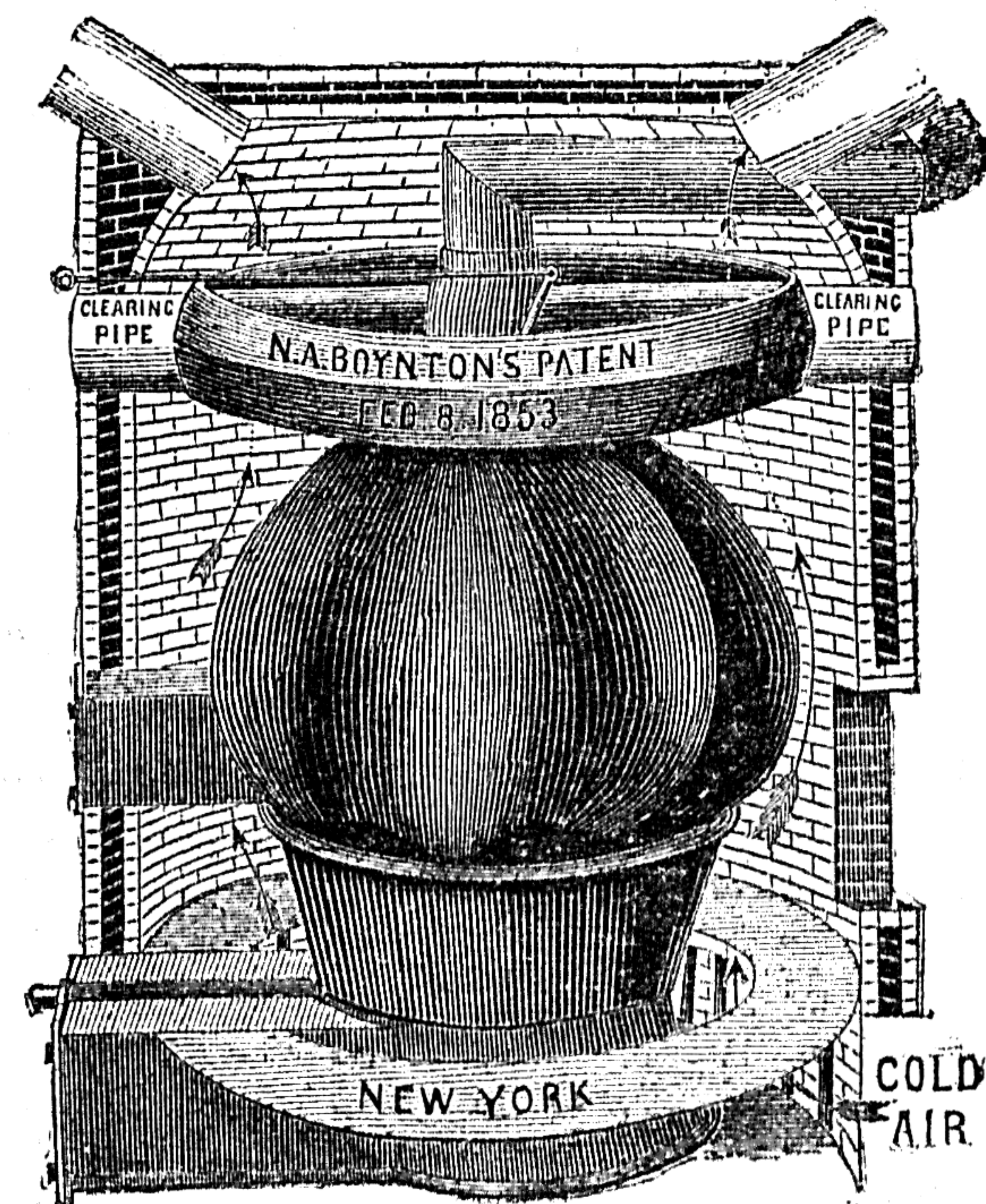
**T**RANSITS, Level and Surveyors' Compasses Manufactured on the most improved principle and of the Best Quality—

by THOMAS HUNT,  
No. 53 Fulton Street,  
New York.

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**N. A. Boynton's  
VENTILATING HEATER.**

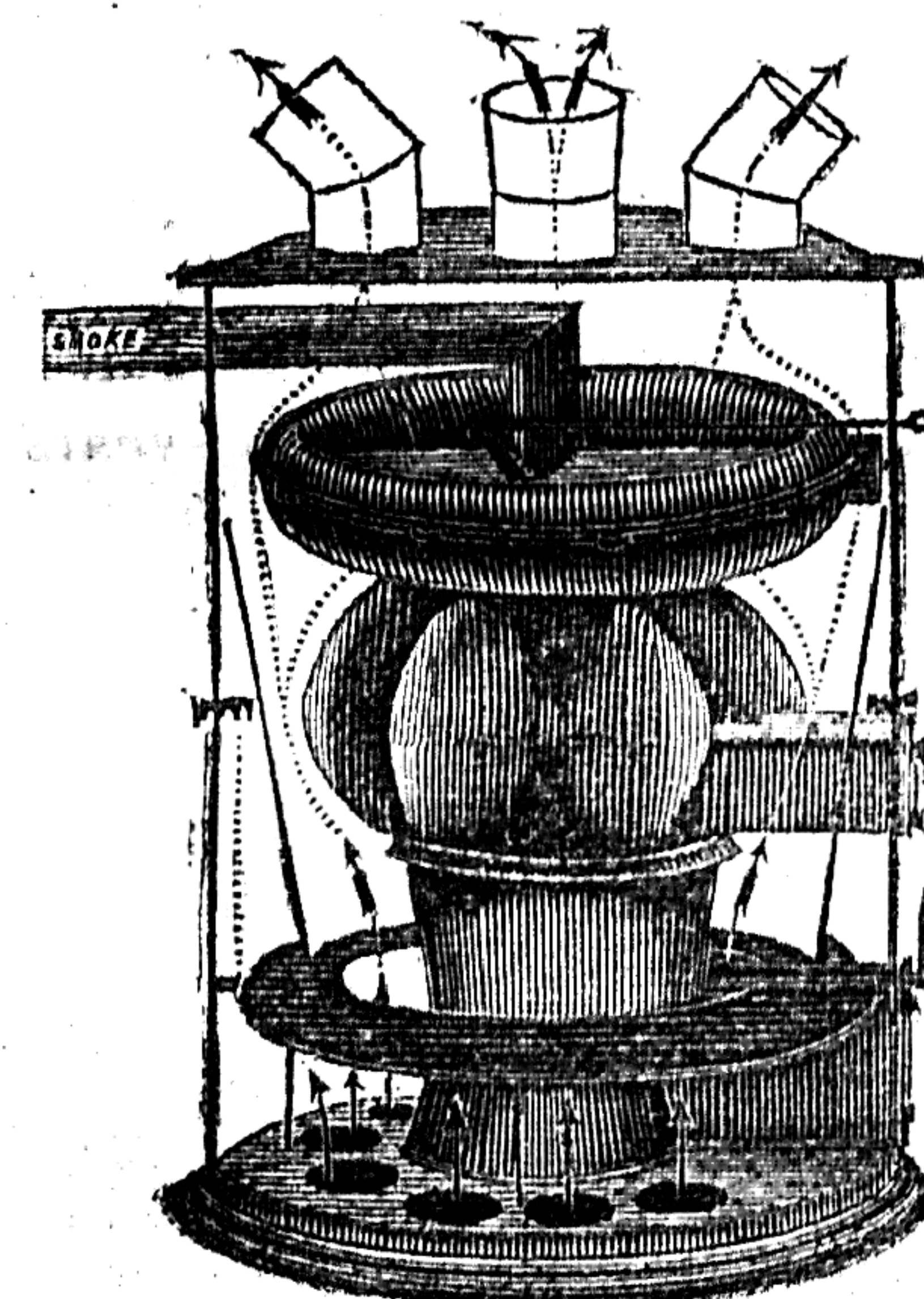
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BRICK.

FOUR SIZES FOR BRICK WORK.

FIVE SIZES PORTABLE.



PORTABLE.

An entirely new Article, possessing advantages worthy the attention of those in want of a Powerful and Economical Heater.

**S**IMPLE in construction, compact in form, and easily managed and cleaned.

Is entirely of CAST IRON; has but two joints, and those so arranged, as to prevent the escape of Gases and Smoke.

The FIRE POT is lined, the RADIATING SURFACE located above the fire, and equally exposed on all sides to the action of the cold air.

Can be set in LOW CELLARS, and, by the attachment of a SELF-CLEARING RADIATOR is especially fitted for the use of Bituminous Coal.

Of the above pattern we have four sizes, to be enclosed in brick-work, and five sizes of portables, adapted to all classes of buildings, and can be furnished at a less price than any other heaters of equal capacity in present use.

Manufactured and for Sale, Wholesale and Retail, By CHILSON, RICHARDSON & CO.

374 Broadway, New York,  
Also 101 and 103 Blackstone-St. Boston.

**Railroad Iron.**

**T**HE "Montour Iron Company" is prepared to execute orders for Rails of the usual patterns and weights, and of any required length not exceeding 30 feet per rail.

Apply to THOS. CHAMBERS,  
September, 1850. President.