

OFFICE OF THE BOSTON LOCOMOTIVE WORKS,
June 1st, 1857.

WE beg leave to announce that Mr. O. W. BAYLEY formerly of the AMOSKAG MANUFACTURING CO., and popularly known as a builder of Locomotive Engines and other Steam Machinery has become associated with us as Principal of the MECHANICAL DEPARTMENT of our business
23rd HOLMES HINKLEY, President.

INDIANA CENTRAL RAILWAY COMPANY.

\$250,000

TEN PER CENT. MORTGAGE BONDS FOR SALE.

WE offer for sale \$250,000 of the Second Mortgage Bonds of the Indiana Central Railway Company, bearing interest at the rate of 10 per cent. per annum. Coupons payable 1st July and 1st January in New York; principal redeemable at the same place in 1882.

This road is completed and in successful operation, is 72½ miles long, commencing at the City of Indianapolis, the capital of the State of Indiana, and terminating at the Ohio State line, near Richmond, Indiana, connecting with the Dayton and Western Railway.

This road is one of great importance; is in excellent order, and doing a large and profitable business. The Company also operates the Dayton and Western road, 36½ miles—the whole line 109 miles long. The earnings of the two lines for 1854, were \$321,400; for 1855, \$350,160, and for 1856, \$434,004—each year showing a large increase over the preceding one, and the last year \$112,604 over that of 1854; and the month of January, 1857, shows an increase of \$3,208 over the same month in 1856.

The working expenses of the line for the past year have been less than 34 per cent. of the gross earnings; and the whole expenses, including repairs of track, depots, bridges, wood houses, etc., etc., and including considerable expenses properly in construction, such as covering and weather-boarding bridges, building additional depots, water stations, filling up depot grounds, ballasting, etc., are less than 43 per cent. of the gross earnings. These facts will appear by the company's report for 1856, which may be had at our office.

This Company operates the entire line between Indianapolis and Dayton, each Company furnishing an equal proportion of rolling stock, in proportion to length of line, and paying the working expenses out of the gross earnings. Of the net earnings this Company is entitled to 71 per cent., and pay the Dayton and Western Company 29 per cent.

This line connects at Richmond directly with Cincinnati, and at Dayton with Columbus, Baltimore, Philadelphia and New York, and also with the Lakes; and on the completion of the Pittsburg and Steubenville road, it will be the shortest line between New York, Indianapolis and St. Louis.

An inspection of the map will show that this is a part of the great railway line from New York and Philadelphia by Pittsburg, Columbus and Dayton, Ohio, and Indianapolis and Terre Haute, Indiana, to St. Louis.

This Railway traverses the oldest settled, best cultivated, most populous and wealthy portion of Indiana.

No other portion of the Mississippi Valley is equal to the country on and near the line of this road and its immediate connections, in improvements, wealth and productiveness, and the passenger earnings of the road are very large, (\$302,186, out of a total amount of \$484,000 for 1856,) and increasing greatly.

The entire cost of the road is about \$2,100,000. The first mortgage is for \$600,000, at 7 per cent., maturing in ten years from this time, and the two mortgages will constitute the entire indebtedness of the Company.

The second mortgage is for \$700,000; not more than \$600,000 will be needed to be sold.

The object of making this debt is to pay off a small amount of floating debt of the Company, and certain Income Bonds maturing within the present and the next year.

We think these Bonds most amply secured. The Company has heretofore paid an amount of interest equal to the amount on the two mortgages, through the most stringent times, without a single failure; and we think the earnings must continue to increase for many years in about the ratio of previous years, which will not only pay all expenses and interest, but handsome dividends to Stockholders.

The Company has paid six per cent. in dividends out of the net earnings of the past year, leaving a surplus of nearly 4 per cent. on the stock.

The Company will have left assets in real estate, taken for stock and debts due for real estate sold, of about \$140,000, which will be realized, and which will constitute a fund to reduce their indebtedness.

These Bonds will be exchanged for any of the 10 per cent. Bonds of the Company, falling due within the next two years, at par, on application to us at any time before they are disposed of.

We think these Securities a safe and most desirable investment, and commend them as such to our friends.

For any other or further information on the subject of these securities, apply to us at our office.

WINSLOW, LANIER & CO.,
New York, Feb'y 16, 1857. 52 Wall st.

TRANSFER NOTICE.

OFFICE OF THE PITTSBURGH, FORT WAYNE & CHICAGO
R. R. Co., No. 87 William st.
New York, June 25, 1857.

THE undersigned having been duly appointed FINANCIAL and TRANSFER AGENT of this Company in the City of New York, hereby gives notice that books for the transfer of all stock of the Company that may be presented, will be opened at this office on the 1st day of July next.

JOSEPH K. EDGERTON, Vice President,

PRATT & FREEMAN, PHILADELPHIA RAILROAD SUPPLY AGENCY, No. 116 (late 22½) Walnut Street, PHILADELPHIA, PENN.

PASSENGER AND FREIGHT LOCOMOTIVES
PASSENGER, MAIL, BAGGAGE, FREIGHT & HAND CARS
T, U, & H RAILS, RAILROAD BARS, BOILER AND TANK IRON,
IRON AND COPPER TUBES, NUTS, BOLTS, RIVETS AND WASHERS,
WROUGHT AND CAST IRON RAILROAD CHAIRS AND SPIKES, ETC., ETC.

Ames', Bowling, Lowmoor and Nashua Tires,

Wrought Drivers, Spoke or Plate Car Wheels, American and English Hammered or Rolled Axles,
TURN-TABLES OF CAST IRON, WITH PARRY'S ANTI-FRICTION BOXES,
OF ANY SIZE REQUIRED.

STEAM OR HAND WATER PUMPS FOR WATER STATIONS.

MACHINERY AND MACHINISTS' TOOLS:

Portable and Stationary Steam Engines, Lathes, Planing and Boring Machines, Shafting and Pulleys, Drills,
Scroll Chucks, Files, Saws, Wrenches, and all required Railroad Tools.

INDIA RUBBER, ITALIAN AND AMERICAN HEMP AND COTTON PACKING.

India Rubber and Steel Car Springs,

INDIA RUBBER AND LEATHER HOSE WITH NUTS AND SWIVELS.

MACHINE BELTING, TUCK'S PATENT PACKING.

Miller's, Radley & Hunter's, Porter's, Williams' and others' Locomotive Head Lights,
of all Sizes, with or without Signal Lights, Brass, Erozed or Silvered Car Side Lamps and Candlesticks, Conductors' Arm, Breast and Hand Lanterns handsomely engraved, Brass and Tin Globe and Egg Guarded Lanterns, Station, Bridge and Switch Signal Lights, Brass and Zinc Fresnal Lens, Lanterns for Signal and End of Train.

ENGINE, STATION AND SIGNAL BELLS, CORDS AND FIXTURES.

BRASS WORK:

Brass Domes, Escape Pipe, Cylinder Heads and Jacket Bands, Railing Mountings, Name Plates, etc., etc.,
Steam Whistles, Gauge, Cylinder, Heater and Air Cocks, Steam and Water Gauges, Mercurial Steam Gauges,
TUBULAR AND FLAT SPRING BALANCES,

Cylinder and other kind of Oil Cups and Feeders, Patent Brass and Tin Oil Cans, Plain do.

Dudgeon's Hydraulic, Burrough's Carrying and Lifting, and

BALL'S JACK SCREWS, CAR AND TRACK JACKS.

BRASS CAR, SWITCH & BRIDGE LOCKS WITH CHAINS; KEYS & LOCKS MARKED TO ORDER.

Burning and Lubricating Oils, Soft and Stiff White and Yellow Car Grease, Tallow, etc.

WHITE, MIXED AND COLORED COTTON WASTE.

BAGGAGE CHECKS OF VARIOUS PATTERNS WITH STRAP COMPLETE,

BAGGAGE BARROWS, AND FREIGHT TRUCKS.

CONDUCTORS', BAGGAGE MASTERS', AND BRAKEMEN'S BADGES.

CAR FINDINGS:

Window Catches, Spring Blind Bolts, Window Lifts, India Rubber Sash Springs, Seat Hooks, Pivots, Rivets, Hat Hooks, Hat Brackets and Racks, Malleable Iron Seat Arms, Plush, Tuft Buttons and Nails, Head Linings, Leather, Covered and Cotton, Bell Cords, Screws, Eyes and Sculpt, Bell Cord Snaps and Couplings, Thimbles, Brass, Bronze and Plated Car Door Locks and Keys, Door Holders, Porcelain Door Knobs, Cotton Duck, Oil Cloth, Carpets, Mats, Curtain Materials and Tassels, Plated Headed Screws and Butts, Door Plates, Curled Hair, Seat Webbing, French and German Window Glass, Veneers, Paint, Varnish and Brushes, Gilt Mouldings, Looking Glasses, Water Coolers and Stands, Ventilators and Rings, Car Stoves, etc., etc., etc.

AGENTS FOR THE

N. A. KEROSENE OIL COMPANY.

FOR LUBRICATING AND BURNING, PREPARED EXPRESSLY FOR

Railroads, Machinists, Manufacturers, Steamers, Ships, and Family Use.

This OIL is manufactured from Coal; and is not only CHEAPER, but SUPERIOR TO THE BEST SPERM. IS NOT EXPLOSIVE. Will not gum or congeal at a low temperature, and will burn in all Oil Lamps.

Messrs. PRATT & FREEMAN will give their personal attention to all orders received, and will see that they are in proper condition and that they are forwarded with promptness.

Orders solicited and promptly filled, forwarded with dispatch and care at the manufacturers' lowest prices.