

The Veteran Eagle Old Abe—Its History. (From the Pittsburgh Dispatch.) One of the most distinguished delegates to the great Soldiers' Convention lately held in our city, without any prejudice to the gallant Boys in Blue, Old Abe, the War Eagle of the Eighth Regiment Wisconsin Volunteers...

While at Madison, the eagle was honored by thousands of visitors of high and low degree. One of the officers had by this time bestowed on him the name of Old Abe—a name dear to the country, and which will be remembered by all who have seen the eagle in the States service, a ceremony which consisted in putting around his neck ribbons of red, white and blue, and decorating his breast with a rosette of the same colors...

An eagle-bearer was regularly appointed, whose duty it was to superintend and care for the bird, and answer to the head of the company. This duty devolved on several of the boys in succession, and was always eagerly sought and claimed. Company C was also the regimental color-bearer, and when the regiment formed in line the eagle was always on the left of the color-bearer. He shared all the battles of the regiment, and was exposed to all their perils; and yet not only he escaped all courses, but the color-bearer or eagle-bearer of the regiment—though both conspicuous marks—was never shot down. Once or twice Old Abe was grazed by a bullet, but he never fell overboard; but a drop of his blood was ever shot in any engagement, and the soldiers were almost justified in the belief that he had a charm.

It is said that at the battle of Farmington, May 9th, 1866, the men being exposed to a galling fire, were ordered to lie down. He insisted on being protected as well as the men, and when he lay down, he flattened himself on the ground and there remained until the men arose, when with outspread wings he resumed his place of perch, and held it to the close of the battle. Of course his enthusiasm inspired the whole brigade, who believed that he sounded the trumpet of victory, and who avowed that he should never be shot down. He was a bird which proved such an inspiration to the soldiers would naturally be greatly exposed to the rebel sharpshooters. At the battle of Corinth, Col. General Sherman, having discovered him, ordered his men to be sure and take him, if they could not kill him; adding that he would rather get that bird than the eagle.

The Wisconsin 8th endured the dangers and toils of the Red River expedition; they stormed at Vicksburg; New Madrid and Island No. 10, and were the first to enter the city; nearly half their original number had fallen; but it was their boast that their eagle never lost a battle. When at last they were ordered to march on their work well done, the Wisconsin Eagles had a triumphant welcome home. There was a public reception in Madison, and another in Eau Claire, where they were greeted with cheers, speeches and salutes. Finally, the eagle deservedly the chief object of notice to the crowd, was publicly presented to the Governor and accepted on behalf of the State. Thus the pet and pride of the regiment was transferred to civil authority, with an assurance from the Governor that he should be well and carefully provided for, and as safely kept as possible, as long as he lived.

In case you would like to know something of the appearance of Old Abe, I must omit to tell you that he is a large bird, measuring six feet and a half from tip to tip of his spread wings, and his weight is ten and a half pounds. An I have mentioned before, he has buff-colored feathers with white feathers on his head and neck; his tail is white, spotted with black; but the rest of his plumage is of a fine chocolate, with golden tints, and his eyes are bright yellow, his talons black and hooked, and his eyes—Oh! but you must see an eagle's eye to know its piercing power.

WRECKING IN THE MISSISSIPPI.—Nearly forty years ago, the steamer Neptune sunk in the bend between the falls and the rapids, and she had a large amount of silver on board. As there were no western bell or wrecking boats in those days, no effort was made to save any part of the cargo. It was not until twenty or twenty-five years afterwards, when a bell-boat, after long search, succeeded in finding the wreck, but buried in the sand. A large quantity of lead was recovered, and among other articles brought to the surface, was a keg of butter, which, for a short time after being opened, was apparently as fresh and sweet as when it left the factory, all so many years before. But by the time all hands had examined it, the delicious butter began to show signs of decay, and in a few minutes emitted such a detestable odor, that the bystanders were obliged to push it overboard with long poles, while their noses were tightly compressed by their fingers and thumbs. A carpenter's work chest was also found in the wreck, which, when opened, seemed to be in a remarkably fine state of preservation—the wooden handles and the planes appearing almost unimpaired, while the iron seemed to have only a small coating of rust. In two hours, however, after being exposed to the air, the entire woodwork crumbled into dust, and the iron became so thickly coated with rust that it could be broken in pieces by the fingers. It was never known, publicly, whether any of the silver was recovered, and many persons thought that the divers could tell more about it than they ever did. If none of the silver was recovered, the owners of the bell-boat were nevertheless to be congratulated for the recovery of lead and other articles from the wreck.—Cato Democrat.

AN IMPERIAL RAILROAD TRAIN.—The imperial train which conveyed the Empress Eugenie to Biarritz belongs to the Orleans Company, and has been recently constructed in their workshops. It is composed of several compartments, connected with each other, comprising a saloon of hall, a dining-room, a smoking-room, a bedroom, offices, carriage for the baggage, and a large saloon, adorned with much taste. It has been fitted up with a telegraphic apparatus, putting the saloon in communication with the conductor.

DEATH OF HON. HARRIS.—A man, seventy-one years of age, named John Ler, was found dead in a public road near Mechanicsburg, Pennsylvania, Tuesday. His horse was standing by his side, and it is supposed that he fell from his horse.

Philadelphia Bank Statement. The following is the weekly statement of the Philadelphia Bank, made up on Monday afternoon, Oct. 9, 1866.

Capital Stock	1,000,000.00
Surplus and Profits	1,000,000.00
Specie	1,000,000.00
Deposits	1,000,000.00
Real Estate	1,000,000.00
Loans	1,000,000.00
Other Assets	1,000,000.00
Total	10,000,000.00

Arrival and Sailing of Ocean Steamers.

Ship	Company	Arrival	Sailing
Albatross	Swanwick	Sept. 28	Oct. 10
Albatross	Swanwick	Sept. 28	Oct. 10
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MARKET BULLETIN.

Wheat	1.10
Barley	1.00
Oats	0.90
Corn	0.80
Flour	1.20
Wool	1.50
Iron	1.80
Steel	2.00

MARKET BULLETIN (continued).

Gold	150.00
Silver	120.00
Dollars	1.00
Pounds	10.00
Francs	5.00
Mark	4.00
Ruble	3.00
Yen	2.00

NOTICE TO MARINERS. The light at the mouth of the Delaware River, known as the "Light House," is situated on the point of the same name, in the county of Delaware, State of Delaware. It is a tower of masonry, 100 feet high, with a lantern at the top, and is lighted by gas.

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INSURANCE. 1829—CHARTER PERPETUAL. FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. Assets on January 1, 1866, \$2,500,851 96.

INSURANCE. LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. Capital and Assets, \$1,500,000. Invested in United States, \$1,500,000. Total Premiums received by the Company in 1865, \$4,947,175.

INSURANCE. GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE AT WALNUT STREET, PHILADELPHIA. CAPITAL PAID IN IN CASH, \$1,000,000.

INSURANCE. DELAWARE MUTUAL SAVINGS INSURANCE COMPANY. INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1852. OFFICE AT WALNUT STREET, PHILADELPHIA.

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