Official.

Proposals for Army Wagon and Ambulance Harness.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer streets.
New York, August 8, 1861.

PROPOSALS WILL BE RECEIVED at this office for furnishing, by contract Army Wagon Harness.

The proposals should state the price at which they can be furnished, at the places of manufacture, and the price at which they can be delivered at this depot; the number which can be made by the bidder within one month after the receipt of the order; also the number which he can deliver within one week.

The harness must exactly conform to the following specifications and to the established patterns:

Four mule harness as follows, to wit:

WHEEL.

Two Quilors—Breech strap, 3 feet 6 inches long, 3¼ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide; stay pieces 2 feet long, 2½ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces 5 feet long, 1¾ inch wide; side straps 4 feet long, 1¾ inch wide; tie straps 18 inches long, ¾ inch wide, tapering to a point.

Two Belly Bands—Long side 2 feet 3 inches long, 3 inches wide, with a two inch buckle; short side 1 foot 8 inches long and 2 inches wide.

Two Hair Collars, 18 to 19 inches long, with double straps and gale leathers and buckles ⅝ inch wide.

Two pair of strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1¼ inch square, staples and line rings.

Two pair of Hem Straps—Lower one 6 feet 6 inches long, ⅝ inch wide; upper one 4 feet 6 inches long, ½ inch wide

Two Bridles—Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 18 inches long, 1¼ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 8 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 pounds to the dozen

Two pair Chain Pipes, 2 feet long, 2¼ inches wide

Two pair Trace Chains, 7 feet long, 16 links to the foot, of No 3 iron, with T on one end, weight 7½ to 8 lbs per pair Twisted or straight

One pair of Breast Chains, 22 inches long, 14 links to the foot, of No 3 iron Twisted

Two Neck Straps, 3 feet 1 inch long, 2¼ inches wide, with 2¼ inch buckle

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, No 4 iron, T and loop to be riveted on to the neck strap Twisted

One saddle, made on Atakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horsehide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2¼ inches wide, with 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¾ inch wide; those straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, to other end to the extension of the bar behind the cantle, Spanish saddle fashion; surrup leathers 4 feet 7 inches long, ¾ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bell eye pattern, to weigh 1¾ pounds to a dozen pair.

LEAD.

Two Bridles, same as for wheel harness

Two Collars, 20 to 22 inches long, made the same as for wheel harness

Two pair of Chain Pipes, same as for wheel harness

Two pair Trace Chains, same as for wheel harness

Two Cruppers and Hip Straps, Back Strap 6 feet long, tapering from 3¼ inches to 2½ inches wide Hip Straps with buckles each 2 feet 8 inches long, 1¾ inch wide, with wrought hooks

Two Back Bands, 3 feet 7 inches long, 3¼ inches wide

Two Martingales, 4 feet long, 1¼ inch wide, to buckle into the bit

One Coupling Strap, 5 feet 6 inches long, ⅝ inch wide

One Check Rein, 4 feet long, 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive the lead line

One Lead Line, 21 feet long, ⅝ inches wide, with a buckle at one end and an 8 inch loop at the other

One Whip, heavy plaited horsehide, 6 feet 6 inches long

One Curry Comb, No 22—3 bar

The whole to be packed in a box about 18 inches wide, 17 inches deep, 84 inches long, made of 1 inch stuff, cleapered, wood hoops or iron, as may be required

The whole to be made of the best material, sewing to be made with good waxed thread, and subject to inspection during the process of manufacture and also when finished

When six-horse harness is required, the lead collars, bridles, hames, neck-straps, belly bands, chain-pipes, trace-chains, crupper and hip-straps, back bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 30 feet long

The whole to be made of the best material, sewing to be made with good waxed thread, and subject to inspection during the process of manufacture and also when finished

When six-mule harness is required, the lead collars, bridles, hames, neck-straps, belly bands, chain-pipes, trace-chains, crupper and hip-straps, back-bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 37 feet long

Proposals will also be received for making and delivering ambulance harness, for two or four mule or horse teams—a specification of which will be hereafter furnished

Forms of proposals and guarantee will be furnished upon application at this office, and none will be considered that do not conform thereto

The privilege is reserved by and for the United States of rejecting any proposal that may be deemed extravagant

Proposals will be endorsed on the envelope enclosing them: "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to Major L. H. VINTON,
Quartermaster U. S. Army.

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TO OIL REFINERS.—We are prepared to fit up refiners with the necessary Pumps, Cocks, Pipes, &c., in the latest and most approved plans. Our experience in this branch is not equaled by any other establishment. For workmanship, &c., we refer to the following refiners in this city.

Rogers & Nesbit,	Roberts, Wilkinson & Co.,
John R. Bell,	Holahip, M'Cormack & Co.,
Porters, Mathews & Co.,	Hackett & McFadden,
John Coplis,	Thos. Bell & Co.,
Johnston & Bros.,	Roberts, Hill & Co.;
Adams, Williams & Co.,	S. M. Kier.

WELDON & REINECK,
by18 166 Wood street.

SUGAR.—
100 barrels Brown Sugar;
10 barrels Crushed Sugar;
10 barrels Powdered Sugar, in store and for sale by
REYMER & BRO.,
au2 Nos. 128 and 128 Wood street.

Railroads.

1861. SUMMER ARRANGEMENT. 1861.

EIGHT DAILY TRAINS.

Pennsylvania Central Railroad.

ON AND AFTER MONDAY, JUNE 10th.

THE THROUGH MAIL TRAIN leaves the Passenger Station every morning, (except Sunday,) at 3:30 a. m., stopping at all principal stations, and arriving in Philadelphia at 10.15 p. m.

THE THROUGH EXPRESS TRAIN leaves daily at 12:20 a. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 1.10 p. m.

THE FAST LINE leaves the station daily, (except Sunday,) at 4:00 p. m., stopping only at Greensburg, Latrobe, Johnstown, Wilmere, Gallitzen, Altoona, &c., connecting at Harrisburg for Baltimore, and arriving in Philadelphia at 8:10 a. m.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 2:30 p. m., stopping all stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 6:40 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 11:20 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 5:10 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6:25 p. m.

RETURNING TRAINS arrive in Pittsburgh as follows:—Express, 11:50 a. m; Mail, 11:50 p. m; Fast Line 12:20 a. m; Johnstown Accommodation, 10:05 a. m; First Wall's station Accommodation, 6:30 a. m; second Wall's station Accommodation, 8:50 a. m; third Wall's station Accommodation, 1:15 p. m; fourth Wall's station Accommodation, 6:15 p. m.

Trains for Blairsville and Indiana, connect at Blairsville Intersection with Johnstown Accommodation, and Express Trains East and West, and with Fast Freight East.

PITTSBURGH AND CONNELLSVILLE TRAINS stopping at all stations on the Pittsburgh and Connellsville Road leave daily, (Sunday excepted,) as follows:—Mail Train, 9:40 a. m.; Express Train, 4:10 p. m. Returning Trains from Pittsburgh and Connellsville Road arrive at Pittsburgh 10:30 a. m. and 6:15 p. m

The traveling public will find it greatly to their interest, in going East or West, to travel by the Pennsylvania Railroad, as the accommodations now offered cannot be surpassed on any route. The Road is ballasted with stone and is entirely free from dust. We can promise safety, speed and comfort to all who may favor this Road with their patronage.

FARE:

TO NEW YORK.....$12 50 | TO BALTIMORE$ 50
PHILADELPHIA 10 00 | LANCASTER 8 55
HARRISBURG, $7 45.

Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia, Baltimore and New York

Passengers purchasing tickets in cars, will be charged an excess according to distance traveled in addition to the station rates, except from stations where the Company has no agent.

NOTICE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—The Excelsior Omnibus Line has been employed to convey passengers and baggage to and from the depot, at a charge not to exceed 25 cents for each passenger and baggage.

For tickets apply to J. EDGEWART, Agt.,
At the Penn's R. R. Passenger Station,
au84 On Liberty and Grant streets

1861. THE 1861
PITTSBURGH, FT. WAYNE & CHICAGO RAILROAD,
TO ALL POINTS IN THE SOUTH, WEST, AND NORTH WEST.
SUMMER ARRANGEMENT!

TIME to Cincinnati as quick, and to Indianapolis, St. Louis and Chicago quicker, than by any other route.

WESTWARD TRAINS.

FAST MAIL LINE—Leaves Pittsburgh 12:35 A. M. Arrives at Crestline..... 5.00 A. M.

Making close connections with Bellefontaine and Cleveland, Columbus & Cincinnati Roads.

Arriving at Chicago at 7.00 p. m.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

EXPRESS TRAIN—Leaves Pittsburgh 12.10 P. M. Arrives at Crestline 7.00 P. M.

Making close connections as above.

Arriving at Chicago at 6.45 a. m.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

Sleeping Cars on this train from Pittsburgh to Cincinnati, to Indianapolis and to Chicago.

Trains through to Chicago without change of Cars.

EASTWARD TRAINS.

Leave Chicago, 7.30 A. M. and 8.00 P. M. Arriving at Alma, 2.25 P. M. and 3.30 A. M. Connecting with trains for Dayton and Cincinnati. Arriving at Crestline, 8.00 P. M. and 6.05 A. M.

Connecting with trains for Columbus, Cincinnati, Cleveland, Buffalo and the East, and Steubenville, Pittsburgh, 11.55 A. M. and 2.20 P. M. All making close connections with Pennsylvania Railroad trains for the Eastern cities, via Allentown and Philadelphia.

ACCOMMODATION TRAINS—From Fort Wayne to Allegheny, or New Brighton, 10.00 A. M., and 4.30 P. M.

Arrive at	11.30	" " 6.15 "
Leave New Brighton,	6.30	" " 1.00 "
Arrive in Allegheny,	8.10	" " 2.30 "

Allegheny and Economy Accommodation Trains. Leave Allegheny, 7.25 A. M., and at Economy at 8.25 A. M.; leaves Allegheny at 12.35 P. M. and 6.10 P. M. arrive at Economy at 1.30 P. M. and 7.20 P. M. leave Economy at 9.05 A. M. and 4.30 P. M. and arrive in Allegheny at 11.02 A. M. and 5.30 P. M.

MARKET TRAIN.—Leaves Massillon 5.00 A. M. leaves Orrville at 6.14 A. M. and arrives in Allegheny at 11.00 A. M.; leaves Allegheny at 3.30 P. M. and arrives at 8.00 P. M., stopping at all stations for passengers and marketing, arrives at Massillon, 9.00 P. M.

Tickets will be sold for these trains at reduced rates.

Through trains connect as follows:—

At Alliance, with trains on the Cleveland and Pittsburgh Railroad.

At Orrville, Ohio, to and from Millersburg, Akron, Cuyhoga Falls, etc.

At Mansfield, Ohio, for Mount Vernon, Shelby, Sandusky, Toledo, Detroit, etc.

At Crestline, for Delaware, Springfield, Columbus, Cincinnati, Xenia, Dayton, Indianapolis, St. Louis, Louisville, etc.

At Forest, for Springfield, Sandusky, Dayton, Cincinnati, etc. etc.

At Lima, for Sidney, Dayton, Cincinnati, etc. etc.

At Fort Wayne, for Peru, Lafayette, Ind., St. Louis, and intermediate ports in Central Indiana and Illinois.

At Plymouth for Laporte.

At Wanatah for all points on the New Albany and Salem Railroad.

And at Chicago, with trains for all points in Illinois, Iowa, Wisconsin and Minnesota.

For further information and through tickets apply to GEORGE PARKIN, Ticket Ag't.,
Passenger Station, Pittsburgh.

Through Tickets for sale at the Ticket Offices of the Company on the line of the road, to all parts of the United States. G. C. HATHEWAY,
jel1 General Passenger Agent, Pittsburgh.

CHANGE OF TIME—SUMMER ARRANGEMENT.

CLEVELAND AND PITTSBURGH RAILROAD.

ON AND AFTER MONDAY, June 10, 1861, trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

PITTSBURGH, COLUMBUS AND CINCINNATI SHORT LINE, VIA STEUBENVILLE.

No change of cars between Pittsburgh and Cincinnati.

Leave Pittsburgh.	Arrives Cleveland.	Arrives Columbus.	Arrives Cincinnati.
12.35 A. M.	11.30 A. M.	4.20 P. M.	9.30 P. M.
12.10 P. M.	8.45 P. M.	12.00 M.	5.00 A. M.
12.35 A. M.	11.30 A. M.	4.20 P. M.	9.30 P. M.

This route is shorter to Cincinnati, Louisville, Columbus and all points South, than any other route. Splendid sleeping cars attached to all Night Trains.

PITTSBURGH AND WHEELING LINE.

Leaves Pittsburgh.	Ar. at Rochester.	Ar. at Cleveland.	Ar. at Wheeling.
12.35 A. M.	1.50 A. M.	5.07 A. M.	4.03 A. M.
12.10 P. M.	7.25 P. M.	8.19 A. M.	10.26 A. M.
12.10 A. M.	1.15 A. M.	2.19 P. M.	3.10 A. M.
4.00 P. M.	8.15 P. M.	9.20 P. M.	4.20 A. M.

The 12.35 A. M. and 12.10 P. M. Trains connect with Trains of C. C. R. R. for Zanesville, Lancaster, &c.

The 4.00 P. M. Train stops at all stations between Rochester and Wellsville.

PITTSBURGH & CLEVELAND LINE.

Leaves Pittsburgh.	Leaves Cleveland.
12.35 A. M.	7.10 A. M.
12.10 P. M.	6.50 P. M.

The 12.35 A. M. train connects at Bayard for New Philadelphia and stations on the Tuscarawas Branch.

Passengers desiring to go to Shandusky, Toledo, Chicago, or points West, via Cleveland, must be particular to ask for tickets via Cleveland.

Through Tickets can be procured at the Liberty Street Depot, Pittsburgh.

For further particulars apply to
WILLIAM STEWART, Ticket Agent,
At the Company's Office in Freight Station, Penn street,
F. R. MYERS,
Gen'l Ticket Agent Cleveland, Ohio.
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NEW ROUTE VIA RIVER AND RAILROAD TO Indianapolis & Cincinnati R. R.

Connecting at Indianapolis with Terre Haute, and Terre Haute and Alton Railroad, to St. Louis Salem, and Michigan Central Roads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and BEYOND, Freights and passengers carried from Cincinnati to Lawrenceburg in less time than by any other route by twenty-four hours, and at as low rates. The only road by which shipments can be made from Cincinnati to the West, without breaking bulk.

Consignments made to J. K. GIBBONS, agent, at Cincinnati; or W. B. CUTTING, agent, at Lawrenceburg, will receive prompt attention, and no charge for commission or *no charge for drayage or commission at Lawrenceburg.*

For further information apply to THOMAS BATGAN, (No. 115 Water street,) agent of the Company, who is prepared to give through answers for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c.

H. C. DORR, Treasurer.
JOHN F. CHEEK, General Freight Agent. mar8

REMOVAL.

THE PENNSYLVANIA SALT MANUFACTURING Company have removed the office to
No. 24 Wood Street,
Between First and Second, where all orders will be received, and business attended to.
GEO. CALHOUN Agent.
ja23

Insurance.

Indemnity Against Loss by Fire.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, Office, No. 435 and 437 CHESTNUT STREET, near Fifth.

STATEMENT OF ASSETS, JANUARY 1st, 1860.

Published Agreeably to An Act of Assembly, being:

First Mortgages, amply secured	$1,895,293 68
Real Estate, (present value $103,312 61,) cost	102,995 25
Temporary Loans on ample Collateral Securities	89,125 56
Stocks, (present value $86,067 72,) cost	59,786 66
Notes and Bills Receivable	1,821 00
Cash	27,919 33
	$2,208,051 68

The only profits from premiums which this company can divide by law, are from risks which have been determined.

Insurances made on every description of Property, in Town and Country at rates as low as are consistent with security.

Since their incorporation, a period of thirty years, they have paid losses by Fire, to an amount exceeding Four Millions of Dollars, thereby affording well as the ability and disposition to meet with promptness all liabilities.

Losses paid during the year 1859, $62,163 86.

DIRECTORS.

Charles W. Bancker,	Mordecai D. Lewis,
Tobias Wagner,	David S. Brown,
Samuel Grant,	Isaac Lea,
Jacob R. Smith,	Edward C. Dale,
George W. Richards,	George Fales,

CHAS. N. BANCKER, President.
EDWARD C DALE, Vice President.
WM. A. STEEL, Secretary pro tem.
J. GARDNER COFFIN, Agent,
my16 Northeast cor Third and Wood streets.

Western Insurance Company,
OF PITTSBURGH.

GEORGE DARSIE, President;
F. M. GORDON, Secretary
Capt. R. D. COCHRAN, Gen'l Agent.
No. 92 Water street, (Spang & Co.'s Warehouse, up stairs,) Pittsburgh.

Will insure against all kinds of FIRE and MARINE RISKS.

A Home Institution managed by Directors who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.

ASSETS, OCTOBER 30th, 1860.

Stock Accounts	$ 68,000 00
Mortgage	4,160 00
Office furniture	250 00
Open Accounts, etc	7,809 43
Cash	15,251 10
Premium Notes	27,695 20
Notes and bills discounted	174,075 14
	$296,261 76

DIRECTORS.

George Darsie,	R. Miller, Jr.,
George W. Jackson,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
Wm. H. Smith,	Chas. W. Ricketson,
Andrew Ackley,	Wm. McKnight,
Alexander Speer,	David M. Long,
	Rees J. Thomas

my28

PHILADELPHIA FIRE AND LIFE INSURANCE COMPY,
NO. 149 CHESNUT STREET
Opposite the Custom House,
Capital $210,100——Assets $304,048.

WILL MAKE ALL KINDS OF INSURANCE, either Perpetual or Limited, on every description of Property or Merchandize, at reasonable rates of premium.

ROBERT P. KING, President,
M. W. BALDWIN, Vice President.

DIRECTORS:

Charles Bayes,	E. R. Cope,
E. B. English,	George W. Brown,
P. R. Brown,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. J. Magargee,	E. Wilor,
F. Blackburn, Secretary.	

J. G. COFFIN, Agent,
jy4ly Corner Third and Wood streets

CITIZEN'S INSURANCE COMPANY OF PITTSBURGH
INSURES AGAINST LOSS BY FIRE.
SAMUEL REA, Secretary.
WM. PAGALEY, President.
Office, Cor. of Sixth and Water Sts.,
Insures against Loss and Damage in the Navigation of the Southern and Western Rivers, Lakes, and on the Navigation of the Seas.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm. Pagaley,	Jas. M. Cooper,
Hen. T. M. Howe,	S. Harbaugh,
C. Zug,	J. Caldwell,
S. S. Young,	John S. Dilworth,
Francis Sellers,	Wm. G. Johnston.
S. M. Kier,	
John Shipton,	
Barclay Preston.	

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FIRE INSURANCE.

The Enterprise Insurance Co.
OF PHILADELPHIA.

Risks Taken for One, Five, or Seven Years, or Perpetually.

REFERENCES:

William Holmes & Co., Livingston, Copeland & Co., James B. Lyon & Co., Hon. Thos. M. Howe, William S. Lehr & Co., James Marshall, Esq., Allen Kramer, Esq., George D. Rogers & Co., Wilson, McElroy & Co., Wilson, Carr & Co., John T. Logan & Co., Painter & Co., Bailey, Brown & Co.

DARLINGTON & BLACKSTOCK, Agents,
ap16-3m Office, Bank Block, No. 21 Fifth st.

FIRE INSURANCE
BY THE
Reliance Mutual Insurance Company,
Of Philadelphia,

On Buildings, Limited or Perpetual, Merchandize, Furniture, &c., in town or country.

Cash Capital, $229,510 00.
Assets, $303,508 96.

OFFICE NO. 304 WALNUT STREET.

Invested as follows, viz:

First Mortgage on Improved City Property, worth double the amount	$150,600 00
Ground rent, first class	2,462 80
Mortgage Loans, $30,000, cost	27,900 00
Philadelphia city 6 per cent loan	30,000 00
Allegheny County 6 ⅌ cent Pennsylvania Railroad Loans	10,000 00
Collateral loans, well secured	2,500 00
Huntingdon and Broad Top Mountain Railroad company, mortgage loan	4,000 00
Pennsylvania Railroad Company Stock	4,000 00
Stock of Reliance Mutual Insurance Co.	24,550 00
Stock of County Fire Insurance Co	1,050 00
Stock of Delaware M. S. Insurance Co	700 00
Commercial Bank do	5,135 01
Mechanics' Bank do	2,012 50
Union M. Insurance Co's Scrip	160 00
Bills Receivable, business paper	14,297 18
Premium Notes, secured interest, &c	5,216 72
Cash on hand and in in hands of agents	11,235 16
	$303,508 96

GLEN TINGLEY, President.

DIRECTORS.

Glen Tingley,	Samuel Bisphar,
William R. Thompson,	Robert Steen,
Frederike Brown,	William Musser,
Cornelius Stevenson,	Benjamin W. Tingley,
John R. Worrel,	Marshall Hill,
H. L. Carson,	K. Lothrop,
Robert Toland,	Charles Leland,
Frederick Lennig	Jacob T. Bunting,
Charles S. Wood,	Smith Bowen,
James S. Woodward,	John Bissell, Pitts.

E. M. HINCHMAN, Secretary.
J. GARDNER COFFIN, Agent,
my16 Northeast corner Third and Wood streets.

The Mutual Life Insurance Co.
OF NEW YORK.
F. RATCHFORD STARR, Agent,
400 WALNUT STREET, PHILADELPHIA.

THE BUSINESS OF THIS COMPANY is conducted on the *mutual* principle, in the strictest sense of the term—the entire surplus, *deducting necessary expenses alone,* being equitably divided among the assured.

Receipts for the year ending 31st January, $1,559,576 75.

Assets Over Seven and a Quarter Million of Dollars.

Cash on hand and in Bank..$ 120,050 89
Bonds and Mortgages..... 6,421,879 13
United States Stocks..... 383,232 50
Real Estate..... 40,000 16
Due from Agents..... 20,455 50
Add interest accrued; but not yet due.. $6,989,856 74
Deferred premiums, (estimated)..... 50,000 00
Premiums in course of transmission... 133,132 88
Gross Assets, February 1, 1861..... $7,327,989 12

Rates of premium *lower*, and profits *greater* than in most other Companies.

The Proportion of Cash Assets to the amount at risk is *greater* than that of any other Life Insurance Company in the United States.

Pamphlets and every requisite information will be furnished free of expense on application, by letter or otherwise to

DARLINGTON & BLACKSTOCK,
my21-3md 37 Fifth street, Pittsburgh.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.

OFFICE S. E. CORNER PENN AND WALNUT STREETS, PHILADELPHIA. MARINE INSURANCES on Vessels, Cargo and Freight, to all parts of the World. INLAND INSURANCES on Goods, by Rivers, Canals, Lakes, and Land Carriage, to all parts of the Union. FIRE INSURANCES on Merchandize generally; on Stores, Dwelling Houses, &c.

DIRECTORS—Wm. Martin, Edmund A. Souder, Theophilus Paulding, John R. Penrose, John C. Davis, James Traquair, Wm. Eyre, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, Jr., James C. Huston, Geo. G. Leiper, Hugh Craig, Charles Kelley, Samuel E. Stokes, J. F. Penrose, Henry Sloan, Edward Darlington, H. Jones Brooke, Spencer Mifflin Thomas, C. Hand, Robert Burton, Jr., Jacob P. Jones, James B. M'Feeley, Joshua F. Fyre, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger, do.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
ROBT LYLBURN, Secretary.

P. K. MASEIRA, Agent,
No. 98 Water street Pittsburgh.

Professional.

WM. H. WHITNEY,
NOTARY PUBLIC.

OFFICE at the Pittsburgh *Post*, Fifth street, near Wood.
jy13

ALFRED B. M'CALMONT, JAMES K. KERR

M'CALMONT & KERR,
ATTORNEYS AT LAW,
FRANKLIN, VENANGO CO., Pennsylvania.
my23-lyd

H. W. PATTERSON, GEO. F. DAWSON

PATTERSON & DAWSON,
ATTORNEYS AT LAW,
KUHN'S LAW BUILDINGS,
Diamond Street, near Grant.
ja21y PITTSBURGH, PA.

B. F. LUCAS,
ATTORNEY AT LAW,
Office, No. 73 Grant Street
(Three doors below the Court House,)
my31y PITTSBURGH, Pa.

L. BRACKENRIDGE,
ATTORNEY AT LAW
Office, No. 135 Fourth St.,
PITTSBURGH, PA.
ja24ly

CARD.

J. SCOTT, DENTIST
Has removed to the house lately occupied by Dr. W. A. WARD,
No. 278 Penn Street,
(South side,) third door above Hand street.
Office hours from 9 A. M. till 5 P. M. ja24ly

JOSEPH ADAMS,
DENTIST,
No. 97 Wylie Street, Pittsburgh.

REFERENCE:—Dr. A. M. Pollock, D. D. Bruce, Esq., C. Hallock, Theodore Robbins, Russell Street, Esq. my14-ly

TEETH!

SAVE THEM BEFORE IT IS TOO LATE. C. SILL, has removed to 246 PENN STREET, in the house formerly occupied by Dr. G. H. Keyser, opposite Christ's Church.—He will give all the modern improvements. Teeth inserted at various prices, from $15 to $62 per set.

REFERENCES—Rev. W. D. Howard, Rev. Samuel Finley, A. Bradley, A. G. M'Candless, M. D., J. H. Hopkins, W. H. Vankirk, Dr. Geo. H. Keyser, W. Nimick, Samuel M'Kee.

DR. C. BAELZ,
WATERCURE AND HOMEOPATHIC PHYSICIAN;
ALSO—AGENT OF
RAINROW'S CELEBRATED TRUSS FOR RUPTURES.
delly COR. PENN AND WAYNE STS.

JOHN M. KIRKPATRICK, JOHN MELLON
LAW PARTNERSHIP.

THE UNDERSIGNED HAVE THIS day formed a Co-partnership in the practice of the Law.
JOHN M. KIRKPATRICK,
JOHN MELLON,
Pittsburgh, May 16th, 1861.

KIRKPATRICK & MELLON,
ATTORNEYS AT LAW,
No. 133 **Fourth Street,** five doors above Smithfield, Pittsburgh, Pa. jel7

JAMES A. LOWRIE, Attorney at Law, Office, Fourth street, Pittsburgh, between Smithfield and Cherry Alley. delly

GEORGE S. SELDEN HAVING resumed THE PRACTICE OF LAW, may hereafter be found at his office, 122 Fourth street Pittsburgh. je29

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