Official.

Proposals for Army Wagon and Ambulance Harness.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer streets.
NEW YORK, August 3, 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 establish d pattern:

Four mule harness as follows, to wit:

WHEEL.

Two Quilers—Breech-straps, 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of 3/4 inch iron; hip-straps, 3 feet 11 inches long, 2½ inches wide; stay pieces 2 feet long, 2½ inches wide, with 2½ inch buckles; cross-straps to buckle into stay pieces, 5 feet long, 1¾ inch wide; side-straps 4 feet long, 1¼ inch wide; tie-straps 18 inches long, 1 inch wide, tapering to a point.

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

Two Hair Collars, 18 inches long, with double straps and gale leathers and tie-leathers 1 inch wide.

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

Two pair Hame straps—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, 1¼ inch wide; of sumn tanned leather.

Two Bridles—Crown piece 2 feet 2 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 1¼ inches long, 1¼ inch wide; stay pieces, from bridle to crown pieces, 16 inches long, 1¼ inch wide; throat piece 11 inches long, 1 inch wide; bands 6 inches long, 1¼ inches wide; reins, side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle-tongues and tugs, tanned mullen, to weigh 6 pounds to the dozen.

Two pair Chain Pipes, 2 feet long, 2½ inches wide.

Two pair Trace Chains, 7 feet long, 14 links to the foot, of No 2 iron, twisted or straight, with T on one end, weight 9 lb per pair.

One pair Breast Chains, 28 inches long, 14 links to the foot, of No 2 iron, tw sted

Two Neck Straps, 3 feet 6 inches long, 2½ inches wide, with 2½ inch buckle

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

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 8 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to the curved straps, 1¼ inch wide; these straps are placed one on each side of the saddle tree; one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle. Spanish saddle-fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 1¾ pounds to a dozen pair.

LEAD.

Two Collars, 17½ to 18 inches long, made the same as for wheel harness

Two pair of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast rings and line rings with straps as in wheel harness

Two Bridles, the same as for wheel harness

Two Neck Straps and Chains, the same as for wheel harness

Two Belly Bands, the same as for wheel Harness

Two pair Chain Pipes, " " "

Two pair Trace Chains, " " "

Two Crupper and Hip straps—Back strap 6 feet long, tapering from 3½ inches to 2½ inches wide; Hip Straps, each 2 feet 4 inches long, 1½ inch wide, each with a hook at one end

Two Back Bands, 3 feet 4 inches long, 3½ inches wide

Two Martingales, 4 feet long, 1½ inch wide, to buckle into the bit

One Coupling Strap, 5 feet 6 inches long, 3 inch wide

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

One Lead Line, 21 feet long, 3/4 inches wide, with a buckle at one end and an 8 inch loop at the other

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

One Horse Brush, oval, of bristles, — by — inches

One Curry Combe, No 222—8 bar

The whole to be packed in a box about 18 inches wide, 17 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as may be required

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilers—Breech-straps, 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ¾ inch iron; hip-straps 4 feet 11 inches long, 2½ inches wide; stay pieces 2 feet 8 inches long, 2½ inches wide, with 2½ inch buckles; cross-straps to buckle into stay pieces, 6 feet long, 1¾ inch wide; side-straps 4 feet long, 1¼ inch wide; tie-straps 18 inches long, 1 inch wide, tapering to a point.

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

Two Hair Collars, 22 to 23 inches long, with double straps and gale leathers and tie-leathers 1 inch wide

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

Two pair Hame straps—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, 1¼ inch wide; of sumn tanned leather

Two Bridles—Crown piece 2 feet 2 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12¾ inches long, 1¼ inch wide; stay pieces, from bridle to crown pieces, 16 inches long, 1½ inch wide, throat piece 12 inches long, 1 inch wide; bands, 6 inches long, 1 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle-tongues and tugs, tanned mullen, to weigh 6 pounds to the dozen

Two pair Chain Pipes, 2 feet 6 inches long, 2½ inches wide

Two pair Trace Chains, 7 feet long, 14 links to the foot, of No 2 iron, twisted or straight, with T on one end, weight 9 lb per pair

One pair Breast Chains, 28 inches long, 14 links to the foot, of No 2 iron, tw sted

Two Neck Straps, 3 feet 6 inches long, 2½ inches wide, with 2½ inch buckle

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

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 8 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to the curved straps, 1¼ inch wide; these straps are placed one on each side of the saddle tree; one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle. Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt 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 Hames to suit, of the same material as for wheel harness, ironed; with hooks, breast rings and line rings, with straps as in wheel harness

Two Neck Straps and Chains, same as for wheel harness

Two Belly Bands, same as for wheel harness

Two pair Chain Pipes, same as for wheel harness

Two pair Trace Chains, same as for wheel harness

Two Crappers and Hip Straps, Back Strap 6 feet long, tapering from 3½ inches to 2½ inches wide; Hip Straps with buckles each 2 feet 8 inches long, 1½ inch wide, with wrought hooks

Two Back Bands, 3 feet 7 inches long, 3½ inches wide

Two Martingales, 4 feet long, 1½ inch wide, to buckle into the bit

One Coupling Strap, 5 feet 6 inches long, 3½ inch wide

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

One Lead Line, 21 feet long, ¾ inch wide, with a buckle at one end and an 8 inch loop at the other

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

One Horse Brush, oval, of bristles, — by — inches

One Curry Combe, No 222—8 bar

The whole to be packed in a box about 18 inches wide, 17 inches deep, 34 inches long, made of 1 inch stuff, coopered, 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-chain, 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 23 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. B. VINTON,
Quartermaster U. S. Army.

au10-tf.

TO OIL REFINERS.—We are prepared to fit up refiners with the necessary Pumps, Cooks, 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 & Nesbitt, Roberts, Wilkinson & Co.,
John B. Bell, Holship, M'Cormack & Co.,
Peters, Matthews & Co., Hackett & McFadden,
John Copitz, Thos. Bell & Co.,
Johnston & Bros., Roberts, Hill & Co.,
Adams, Williams & Co., S. M. Kier.

WELDON & REINEKE,
jy15 164 Wood street.

SUGAR.—

100 barrels Brown Sugar;
10 barrels Crushed Sugar;
10 barrels Powdered Sugar, in store and for sale by
REYMER & BROS.,
au2 Nos. 126 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 6:30 a. m., stopping at all principal stations, and arriving in Philadelphia at 10.15 p. m.

THE THROUGH EXPRESS TRAIN leaves daily at 12:50 a. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 5:10 p. m.

THE FAST LINE leaves the station daily, (except Sunday,) at 4:00 p. m., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, Cresson and Altoona, connecting at Harrisburg for Baltimore and arriving in Philadelphia at 10.15 p. m.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 2:00 p. m., for Johnstown, and returning leaves Johnstown at 6:30 a. m., and arrives in Pittsburgh at 10:45 a. m.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 11:30 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 5:30 p. m., returning leaves Wall's station at 7:30 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 4:30 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday) at 11:45 p. m.

RETURNING TRAINS arrive in Pittsburgh as follows:—Express, 12:50 a. m; Mail, 10:15 p. m; Fast Line, 10:30 a. m; Johnstown Accommodation, 10:45 a. m.; First Wall's station Accommodation, 6:30 a. m.; second Wall's station Accommodation, 6:30 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 Mail Freight East.

THE NEW KISKIMINETAS AND CONNELLSVILLE RAILROAD is stopping at all stations on the Pittsburgh and Connellsville Road leave daily, (8 sunday excepted, as follows:—Mail Train, 6:40 a. m; Express Train, 4:10 p. m. Providing 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 50
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 extra, according to distance travelled 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 any 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. STEWART Agt.,
At the Penn's R. R. Passenger Station,
au8 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..... 3.00 A. M.

Making close connections with Dayton, Cincinnati 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 7:50 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 5:30 A. M. and 5:00 P. M. Arriving at Lima, 2:25 P. M. and 2:20 A. M. Connecting with trains of Dayton and Cincinnati. Arriving at Crestline 8:05 P. M. and 8:05 A. M.

Connecting with trains for Columbus, Cincinnati, Cleveland, Buffalo and the East, and arriving at Pittsburgh 1:55 A. M. and 7:20 P. M. All making close connection with Pennsylvania Road, at this point for Pittsburgh and the East.

ACCOMMODATION TRAIN—Leaves Pittsburgh at 4:00 P. M. for Mt. Pleasant, Wall's and Irwin's Station, arrives at 6:15 P. M.

Leave Irwin's..... 11.30 " " 8:15 "
Leave New Brighton, 6.20 " " 1.00 "
Arrive at Allegheny, 8.10 " " 3.00 "

Allegheny and Pittsburg Accommodation Trains leave Allegheny, 7:30 A. M. and at 5 o'clock P. M. arrive at Pittsburg at 8:00 A. M. and 5:30 P. M. Leave Pittsburg at 9:00 A. M. and 6:00 P. M., leave Allegheny at 9:30 A. M. and 6:00 P. M.

Leave Allegheny at 6:15 A. M. and 4:00 P. M. arrive at Wall's at 8:00 A. M. and 6:00 P. M.

Leave Wall's at 8:30 A. M. and 5:00 P. M. arrive at Allegheny at 10:00 A. M. and 7:00 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 Pittsburg Railroad.

At Orrville, Ohio, to and from Millersburg, Akron, Cuyahoga 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 Plymouth, 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 Agt.,
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. HATHAWAY,
jy11 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 Columbus.	Arrives Cincinnati.	Arrives St. Louis.
12:35 A. M.	11:30 A. M.	4:20 P. M.	
12:10 P. M.	8:45 P. M.	2:00 A. 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 Wellsville.	Ar. at Steubenville.	Ar. at Wheeling.
12:35 A. M.	1:50 A. M.	2:57 A. M.	4:05 A. M.	5:07 A. M.
6:05 P. M.	7:25 P. M.	8:19 A. M.	9:20 P. M.	10:26 P. M.
12:10 A. M.	1:15 A. M.	2:10 P. M.	3:10 A. M.	4:20 A. M.
4:00 P. M.	6:15 P. M.	6:25 P. 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.	9:10 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.

J. STEWART, Ticket Agent,
For further particulars apply to
WILLIAM STEWART, Agent.
At the Company's Office in Freight Station, Penn street,
F. R. MYERS,
Gen'l Ticket Agent Cleveland, Ohio.
je10

NEW ROUTE VIA RIVER AND RAILROAD.
Indianapolis & Cincinnati R. R.

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

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and passengers carried from Cincinnati or 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. E. GIBBONS, agent, at Cincinnati; or W. B. CUTTING, agent at Lawrenceburg, will receive prompt attention, and no charge for commission, no charge for drayage or commission at Lawrenceburg.

For further information apply to THOMAS RATIGAN, (No. 116 Water street,) agent of the Company, who is prepared to give through receipts for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c.

H. F. LURD, President,
JOHN F. GHEER, General Freight Agent. my6

IMPORTANT.

ALL PERSONS PURCHASING TICKETS FOR ST. JOSEPH,

And other points in Northern Missouri, the State of Kansas, or the Territories, should insist on having tickets that read by the

NORTH MISSOURI RAILROAD,

The only rail route from St. Louis to St. Joseph It is the shortest and quickest line by thirteen hours to the remotest point reached by rail, and is always as cheap as any other.

Buy your Tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.

ISAAC H. STURGEON,
Pres't. and Gen'l Supt. North Missouri R. R.
HENRY H. SIMMONS, Agent.
ja16-6m

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 Agreeable to An Act of Assembly, being:

First Mortgages, amply secured	$1,866,293 88
Real Estate, (present value $153,213 61,) cost.....	102,995 25
Temporary Loans on ample Collateral Securities.....	89,155 66
Stocks, (present value ($58,667 72,) cost.....	59,786 66
Bonds and Bills Receivable.....	1,621 00
Cash.....	27,919 56
	$2,208,061 68

The net profits from premiums which this company have realized by law, are from risks which have terminated.

Insurances made in every description of Property, from any part of the country, at rates as low as are consistent with safety.

In addition to a perpetual charter, a period of thirty years has been added by the Legislature, thereby affording to the assured, in the patronage of his business, as well as the stability and protection to meet with pecuniary losses all that is desirable.

Losses paid during the year 1859, $92,165 38.

DIRECTORS.

Geo. W. Blabon,	Morgan C. Lewis,
Tobias Wagner,	Isaac D. Brown,
Samuel Grant,	Isaac Lea,
Joseph R. Wright,	Edward C. Dale,
George W. Richards,	George Fales,

CHAS. N. BANCKER, President.
EDWARD C. DALE, Vice President.
WM. A. STREET, Secretary pro tem.
J. GARDNER COPPIN, 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,) 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 prompitude 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.....	$ 63,000 00
Mortgages.....	2,160 00
Office furniture.....	250 00
Open Accounts, etc.....	7,509 43
Cash.....	18,361 99
From Cy. Notes.....	27,600 29
Notes and bills discounted.....	174,076 14
	$293,261 76

DIRECTORS.

George Darsie,	R. Miller, Jr.,
George W. Jackson,	James M'Auley,
Christian Holmes,	Alexander Nimick,
W. H. Smith,	Chas. W. Ricketson,
Andrew Aschey,	Wm. McKnight,
Alexander Speer,	David M. Long,
Rees J. Thomas	my28

PHILADELPHIA FIRE AND LIFE INSURANCE COMP'Y,
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. RALSTON, Vice President,

DIRECTORS:

Charles Bayes,	E. R. Cope,
[illegible]	George W. Brown,
[illegible]	Joseph S. Paul,
[illegible]	John Clayton,
R. C. Macfarlane,	R. Wier,
F. Ratchford Starr, Secretary.	

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

CITIZEN'S INSURANCE COMPANY OF PITTSBURGH
INCORPORATED FOR MARINE AND INLAND INSURANCES ON VESSELS, CARGOES, &c.

SAMUEL REA, Secretary.
WM. EVANS, Pres. pro tem.
Office, Cor. of Market and Water Sts.

Insures against Loss and Damage in the Navigation of the Rivers and Southern and Western Rivers, Lakes and Rivers, and the Navigation of the Seas.

Insures against Loss

by Fire, on Buildings, Merchandize, Furniture, &c., for limited periods, in town or country.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm. Evans,	Jas. M. Coonse,
Wm. Robinson,	S. Harbaugh,
R. F. Bowman,	S. Cowling,
Jas. Cowling,	Wm. Eaton,
Jas. M. Kerr,	Thos. M. Howe,
Wm. Lorentz,	Harmar Denny,
Wm. Eaton, Jr.,	Wm. C. Johnston.

MANUFACTURERS.

FIRE INSURANCE.

The Enterprise Insurance Co.,

OF PHILADELPHIA.

[illegible] Fire Risks on Property in City or Country.

REFERENCES:

[illegible] A. Caldwell, Copeland & Co., James B. Lyon & Co., Hon. Thos. M. Howe, Wm. Phillips, Jr., Hon. Wm. A. Wilkins, Alexander Henderson, Hon. George S. Bryan & Co., Wilson, Agnew & Co., Wilson, Carr & Co., John Flanigan & Co., Wm. Lorentz & Co., Hon. Jas. Cowan, Pittsburgh.

HARKINS & BLACKSTOCK, Agents,
ap16-3m 5th st. Bank Block, No. 37 Fifth st.

FIRE INSURANCE
BY THE
Reliance Mutual Insurance Company
Of Philadelphia;

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

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

OFFICE NO. 308 WALNUT STREET.

Invested as follows, viz:—

First Mortgage on Improved City Property, worth double the amount.....	$165,600 00
Ground rents, first class.....	2,462 50
Pennsylvania Railroad 6 per cent. Mortgage Loan, $50,000, cost.....	27,000 00
Philadelphia city 6 per cent. loan.....	30,000 00
Allegheny city 6 per cent. Pennsylvania Railroad Loan.....	10,000 00
Pennsylvania Railroad Company Stock.....	2,500 00
Pittsburgh and Rowe's Run Mountain Railroad company, mortgage loan.....	4,000 00
Pennsylvania Railroad Company Stock...	4,000 00
Stock of Reliance Mutual Insurance Co...	24,350 00
Stock of Commonwealth Insurance Co....	1,000 00
Stock of Delaware Mutual Insurance Co....	700 00
Commercial Bank, do	5,135 01
Girard Bank, do	2,170 50
Union Mutual Insurance Co's Scrip.....	150 00
Bills Receivable, business paper.....	16,207 18
Open Accounts, accrued interest, etc.....	6,216 72
Cash on hand and in hands of agents..	11,885 15
	$303,508 96

CLEM TINGLEY, President.

DIRECTORS.

Clem Tingley,	Samuel Bispham,
William R. Thompson,	Robert Steen,
Frederick Brown,	William Musser,
Cornelius Stevenson,	Benjamin W. Tingley,
John R. Worrell,	Marshall Hill,
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The profits for the year ending 31st January $1,859,375 76.

Assets Over Seven and a Quarter Million of Dollars.

Cash on hand and in Bank..$	120,050 39
Bonds and Mortgages.....	6,421,379 12
United States Stocks.....	337,232 50
Real Estate.....	40,239 13
Due from Agents.....	20,455 60
	$6,939,356 74
Add interest accrued, but not yet due..	80,000 00
Deferred premiums, (estimated).....	135,000 00
Premiums in course of transmission....	33,122 38
Gross Assets, February 1, 1861.....	$7,237,989 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.

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JOHN M. KIRKPATRICK,
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Pittsburgh, May 16th, 1861.

KIRKPATRICK & MELLON,
ATTORNEYS AT LAW,
No. 133 Fourth Street, five doors above Smithfield, Pittsburgh, Pa. jel1-tf

JAMES A. LOWRIE, Attorney at Law, Office, Fourth street, Pittsburgh, between Wood and Cherry Alley. dy11ly

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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