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 established patterns:

Four mule harness as follows, to wit:

WHEEL.

Two Quilors—Breech straps, 3 feet 6 inches long, 3¼ inches wide, sewed into 14 inch rings of ⅜ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide; stay pieces 2 feet long, 2¼ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1¼ inch wide; side straps 4 feet long, 1¼ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands—Long side 2 feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 5 inches long and 2 inches wide.

Two Hair Collars, 18 to 19 inches long, with double straps and gale leathers and buckles ⅞ 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 Hame Straps—Lower one 5 feet 6 inch es long, ½ 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, 16 inches long, 1¼ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 3 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 2 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 5 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 Attakapas 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, 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, to 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 18½ lbs 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 5 feet long, tapering from 3¼ 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, 3¼ inches wide.

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

One Coupling Strap, 5 feet 6 inches long, ¾ inch wide.

One Check Rein, 4 feet 1 inch 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, ½ 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 Comb, 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 many be required.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors—Breech straps, 3 feet 8 inches long, 3¼ inches wide, sewed in 4 inch rings of ⅜ inch iron; hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1¼ inch wide; side straps 5 feet 8 inches long, 1¼ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands—Long side 2 feet 4 inches long, 2 inches wide, with a 2 inch buckle; short side 1 foot 6 inches long and 2 inches wide.

Two Hair Collars, 22 to 23 inches long, with double straps and sale leathers and buckles ⅞ 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 Hame Straps—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, ½ inch wide; of alum 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 12½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 3 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs 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 lbs per pair.

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

Two Neck Straps, 3 feet 5 inches long, 2½ inches wide, with 2¼ 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 Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half tanned horse hide; flaps 20 inches long, 16 inches wide, surcingle 7 feet 5 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two 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 18½ 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 Crippers and Hip Straps, Back Strap 6 feet long, tapering from 3¼ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 3 inches long, 1¼ 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, ¾ inch wide.

One Check Rein, 4 feet 1 inch 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, ½ inch wide, with a buckle at one end and an 8 inch loop at the other.

One Whip, heavy plated horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inches. One Curry Comb, No 222—8 bar.

The whole to be packed in a box about 21 inches wide, 18 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 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 containing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to the undersigned.

Major D. H. VINTON, Quartermaster U. S. Army.

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 & Bailey, Roberts, Wilkinson & Co.,
John B. Bell, Holship, M'Cormack & Co.,
Porters, Mathews & Co., Hackett & McFadden,
John Copple, Thos. Bell & Co.,
Johnston & Bros., Roberts, Hill & Co.,
Adams, Williams & Co., S. M. Kier.

WELDON & REINEKE,
No. 126 and 128 Wood street.

SUGAR.—

100 barrels Brown Sugar;
10 barrels Crushed Sugar;
10 barrels Powdered Sugar;
in store and for sale by REYMER & BROS., 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 2:30 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, Wilmore, Gallitzen, Altoona, &c., connecting at Harrisburg for Baltimore, and arriving in Philadelphia at 4:10 a. m.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 2:50 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 4:30 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, 3:30 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 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, 6:40 a. m.; Express Train, 4:10 p. m. Returning Trains from Pittsburgh and Connellsville Road arrive at Pittsburgh 10:20 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 in 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	$ 5 50
PHILADELPHIA	10 00	LANCASTER	3 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 above 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. STEWART, Agt., At the Penna R. R. Passenger Station, On Liberty and Grant streets.

an31

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. 115 Water street,) agent of the Company, who is prepared to give various answers for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c. &c.

H. F. LORD, President.

JOHN F. CHEEK, General Freight Agent. mr8

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. SUMNER, Agent. se12 6m

ARMY SUPPLIES.

OFFICE QUARTERMASTER U. S. ARMY, Indianapolis, Ind., September 30, 1861.

SEALED PROPOSALS will be received at this office until 12 o'clock M. on MONDAY, the 28th day of October, 1861, for furnishing the following army supplies, deliverable at the Quartermaster's Depot, at Indianapolis, Indiana, in quantities as required, viz:

36,000	Forage Caps and Covers
1,660	Uniform Coats, Musicians, Infantry—dark blue Kersey
120	Uniform Jackets, Musicians, Cavalry—dark blue Kersey
20	Uniform Jackets, Musicians, Artillery—dark blue Kersey
34,750	Uniform Coats, Privates, Infantry—dark blue Kersey
2,580	Uniform Jackets, Privates, Cavalry—dark blue Kersey
1,550	Uniform Jackets, Privates, Artillery—dark blue Kersey
120	Chevrons N. C. S. pairs of Infantry
20	" " pairs of Cavalry
870	" 1st Sergeants, pairs of Infantry
40	" " pairs of Cavalry
10	" " pairs of Artillery
1,450	" Sergeants, pairs of Infantry
130	" " pairs of Cavalry
60	" " pairs of Artillery
2,900	" Corporals, pairs of Infantry
260	" " pairs of Cavalry
110	" " pairs of Artillery
40	" Hospital Stewards, pairs of
1,910	Trowsers, Serg., Infantry—sky-blue Kersey
180	" " Cavalry " "
80	" " Artillery " "
2,900	" Corp., Infantry " "
260	" " Cavalry " "
110	" " Artillery " "
31,600	" Privates, Infantry " "
2,220	" " Cavalry " "
1,150	" " Artillery " "
610	Sashes
10,000	blue flannel Sack Coats—lined
30,750	flannel Shirts
30,850	Drawers
72,750	Bootees, pairs of
4,050	Boots, pairs of
30,850	Stockings, pairs of
10,000	Great Coats, Infantry
10,000	Great Coat Straps, sets
25,000	Army Blankets, wool, gray, (with the letters U. S. in black, 4 inches long, in the centre) to be 7 feet long and 5 feet 6 inches wide, to weigh 5 pounds each
4,500	Stable Frocks

All the above-mentioned articles must conform in every respect to the sealed standard patterns in this office, where they may be examined and additional information received concerning them.

The manufacturers' establishment or dealers' place of business must be distinctly stated in the proposal, together with the names, address and responsibility of two persons proposed as sureties. The sureties will guaranty that a contract shall be entered within ten days after the acceptance of said bid or proposal.

Proposals will be received for the whole or any part of each kind of the articles advertised for.

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

Deliveries to commence within twenty days after the acceptance of the proposals, and one-third of the quantity contracted for must be delivered within one month of said date of acceptance, and the remainder within two months of said day of acceptance, or sooner if practicable. Bidders will nevertheless state in their proposals the shortest possible time in which the quantities bid for can be delivered by them.

All articles will be subject to inspection by sworn inspectors, appointed by authority of the United States.

Payment shall be made on each delivery, provided Congress shall have made an appropriation to meet it, or as soon thereafter as an appropriation shall be made for that purpose. Ten per cent. of the amount of each delivery will be retained until the contract shall be completed, which will be forfeited to the United States in case of failure on the part of the contractor in fulfilling the contract.

Forms of proposal and guaranty will be furnished upon application at this office, and none will be considered that do not conform thereto.

Proposals will be enclosed "Proposals for furnishing army supplies," and addressed A. MONTGOMERY, Maj. and Q. M. U. S. A.

oct1-toc26

BUTTER—10 firkins extra fine Butter for sale by HENRY H. COLLINS.

oc22

CARPETS AND OIL CLOTHS,

—AT THE—

FOURTH STREET CARPET STORE.

W. D. & H. M'CALLUM HAVE this day opened part of a very large and varied assortment of CARPETING, to which they invite the attention of buyers, as they will be offered on the most favorable terms.

Also, a newly imported lot of beautiful Druggets, all widths, at the lowest rates.

W. D. & H. M'CALLUM, 87 Fourth street, near Wood.

JAMES H. CHILDS & CO.

HOPE COTTON MILLS,

Allegheny City, Pa.

MANUFACTURERS OF

SEAMLESS BAGS,

AND OF

OSNABURGS,

32 Inches to 40 Inches Wide.

☞ Orders may be left at H. CHILDS & CO'S., 132 Wood Street, Pittsburgh. oct11ly1s

Insurance.

Indemnity Against Loss by Fire.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. Office, No. 436 and 437 CHESTNUT STREET, near Fifth.

STATEMENT OF ASSETS, JANUARY 1st, 1860. *Published Agreeably to An Act of Assembly, being:*

First Mortgages, amply secured	$1,896,293 33
Real Estate, (present value $103,313 61,) cost	102,905 25
Temporary Loans on ample Collateral Securities	89,155 56
Stocks, (present value $36,667 72,) cost	39,755 56
Notes and Bills Receivable	1,321 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 evidence of the advantages of Insurance, as well as the ability and disposition to meet with promptness all liabilities.

Losses paid during the year 1859, $82,103 38.

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	$ 63,000 00
Mortgage	4,160 00
Office furniture	250 00
Open Accounts, etc	7,809 43
New York	16,159 99
Premium Notes	27,605 20
Notes and bills discounted	174,075 14
	$293,251 76

DIRECTORS.

George Darsie, R. Miller, Jr.,
George W. Jackson, James M. Kelly,
Nathaniel Holmes, Alexander Nimick,
Wm. H. Smith, Chas. W. Ricketson,
Andrew Ackiey, 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 Merchandise, at reasonable rates of premium.

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

DIRECTORS:

Charles Sayres,	R. R. Cope,
E. R. Eagliam,	George W. Brown,
P. R. Sartery,	Joseph R. Paul,
C. Sherman,	John Clayton,
S. J. Margaree,	E. Wilor,

P. BLACKBURN, Secretary.
J. G. COFFIN, Agent,
jy4:1y Corner Third and Wood streets

CITIZEN'S INSURANCE COMPANY OF PITTSBURGH

INSURES VESSELS, CARGOES AND CARGOES.

SAMUEL REA, Secretary.

WM. BAGALEY, President.
Office, Cor. of Market and Water Sts.

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

Insures against Loss and Damage by Fire.

DIRECTORS:

Wm. Bagaley,	Hon. T. M. Howe,	Jas. M. Cooper,
Jas. Park, Jr.,	C. Zug,	S. Harbaugh,
R. F. Jones,	S. C. Young,	J. Caldwell,
Francis Sellers,	S. M. Kier,	John S. Filbrith,
John Shipton,	Barclay Preston,	Wm. G. Johnston.

mh29:1ydtf.

FIRE INSURANCE.

The Enterprise Insurance Co.,

OF PHILADELPHIA.

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

REFERS:

William Holmes & Co., Livingston, Copeland & Co., James S. Lyon & Co., Hon. Thos. M. Howe, William S. Lavely & Co., James Marshall, Esq., Allen Kramer, Esq., George A. Bryan & Co., Wilson, Walker & Co., Wilson, Carr & Co., John T. Logan & Co., Jacob Painter & Co., Bailey, Brown & Co.

DARLINGTON & BLACKSTOCK, Agents.
ap16:3m Office, Bank Block, No. 37 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. 608 WALNUT STREET.

Invested as follows, viz:—

First Mortgage on improved City Property, worth double the amount	$155,900 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ⅌ cent. Mortgage Loans, $30,000, par	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.	24,350 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	16,297 18
Book Accounts, accrued interest, etc	6,216 72
Cash on hand and in in hands of agents	11,388 15
	$303,508 96

OLEM TINGLEY, President.

DIRECTORS.

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

B. 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, $1,539,575 75.

Assets Over Seven and a Quarter Million of Dollars.

Cash on hand and in Bank	$ 120,050 29
Bonds and Mortgages	6,421,579 12
United States Stocks	387,202 50
Real Estate	40,239 13
Due from Agents	20,455 60
	$6,989,556 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.

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

DARLINGTON & BLACKSTOCK,
y31.3md 37 Fifth Street, Pittsburgh.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSLVANIA, 1835. *OFFICE S. E. CORNER THIRD 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 Carriages, to all parts of the Union. FIRE INSURANCES on Merchandise generally, on Stores, Dwelling Houses, &c.

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oct11aw2wd

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