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 straps, 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅜ inch iron; hip straps 2 feet 11 inches long, 2¼ inches wide; stay pieces 2 feet long, 2¼ 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, 1½ inch wide; tie straps 18 inches long, ¾ 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 pole leathers and buckles ⅞ inch wide.

Two pair of strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1½ inch square, staples and line rings.

Two pair of Hem Straps—Lower one 5 feet 6 inches long, ¾ inch wide; upper one 4 feet 6 inches long, ¾ inch wide

Two Bridles—Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ 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 11 inches long, 1 inch wide; blinds 6 inches long, 6½ inches wide; reins, long side 6 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bute, tinned mullen, to weigh 6 pounds to the dozen

Two pair Chain Pipes, 2 feet long, 3½ 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, twisted No 4 iron, T and loop to be riveted on to the neck strap

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 8 inches long, 2¾ inches wide, with 2¾ 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; stirrup leathers 4 feet 7 inches long, 1¾ inch wide, with 1¾ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 1¾ 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, same as for wheelharness

Two pair Trace Chains, same as for wheel harness

Two Croppers 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, 1½ inch wide, with wrought hooks

Two Back Bands, 3 feet 7 inches long, 3½ 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 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 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 21 inches wide, 15 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 Quilors Breech straps, 3 feet 8 inches long, 3½ inches wide, sewed in 4-inch rings of ⅜ 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, 1½ inch wide; tie straps 18 inches long, ¾ 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 safe leathers and buckles ⅞ inch wide

Two pair of strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1½ inch square, staples and line rings

Two pair Hame Straps Lower one 5 feet 6 inches long, ¾ inch wide; upper one 4 feet 6 inches long, ¾ inch wide, of alum tanned leather

Two Bridles Crown piece 2 feet 2 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ 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 6 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bute, 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 8 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 6 inches long, 2½ inches wide, with 2¾ 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 8 inches long, 2¾ inches wide, with 2¾ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¾ 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, 1¾ inch wide, with 1¾ 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 wheelharness

Two pair Trace Chains, same as for wheel harness

Two Croppers 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, 1½ inch wide, with wrought hooks

Two Back Bands, 3 feet 7 inches long, 3½ 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 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 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 16 inches wide, 17 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as many be required

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One Coupling Strap, 5 feet 6 inches long, ¾ 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 plated horsehide, 6 feet 6 inches long

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The whole to be packed in a box about 21 inches wide, 15 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as many 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 33 feet long

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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 33 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.

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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 & Scaffil, Roberts, Wilkinson & Co.,
John R. Reil, Holship, M'Cormack & Co.,
Forbes, Mathews & Co., Hacketts & McFadden,
John Coyle, Thos Bell & Co.,
Johnston & Bros., Roberts, Hill & Co.,
Adams, Wilkens & Co., S. M. Kier.

WILKINS & MARTIN,
au14 164 Wood street.

SUGAR.—

100 barrels Crushed Sugar,
100 " Powdered do
100 " Granulated do
100 " Coffee Sugar,
100 barrels Powdered Sugar, in store and for sale by
au17 WILKINS & MARTIN.

Railroads.

1861. WINTER ARRANGEMENT. 1861.

ON AND AFTER MONDAY, NOVEMBER 4th,

Pennsylvania Central Railroad.

EIGHT DAILY TRAINS.

THE THROUGH MAIL TRAIN leaves the Passenger Station every morning, (except Sunday,) at 5:50 a. m., stopping at all stations, and arriving in Philadelphia at 10.30 p. m.

THE THROUGH EXPRESS TRAIN leaves daily at 4:40 p. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 7:40 a. m.

THE FAST LINE leaves the station daily, (except Sunday) at 10:20 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore, and arriving in Philadelphia at 12:50 p. m.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 3:00 p. m., stopping all stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 5:40 a. m.

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

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 5:40 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6:15 p. m.

RETURNING TRAINS arrive in Pittsburgh as follows:—Express, 1:15 p. m; Mail, 8:05 p. m; Fast Line, 1:30 a. m; Johnstown Accommodation, 12:05 a. m; First Wall's station Accommodation, 6:30 a. m.; second Wall's station Accommodation, 8:30 a. m; third Wall's station Accommodation, 1:56 p. m.; fourth Wall's station Accommodation, 6:05 p. m.

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

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$9 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.—An Omnibus Line is also constantly 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,
no6 On Liberty and Grant streets

1861. THE 1862.

PITTSBURGH, FT. WAYNE & CHICAGO RAILWAY,

TO ALL POINTS IN THE SOUTH-WEST, WEST AND NORTH WEST

WINTER 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 1:55 A. M.
Arrives at Crestline..... 10.40 A. M.

Making close connections with Bellefontaine and Cleveland, Columbus & Cincinnati Road; arriving at Fort Wayne at 4.50 P. M.

Arriving at Chicago at 11.00 p. m.

EXPRESS TRAIN—Leaves Pittsburgh 1.40 P M.
Arrives at Crestline 10.00 P M

Making close connections as above.

Arriving at Fort Wayne at 6 a m.

Arriving at Chicago at 11.00 a. m.

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

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

All Trains through to Chicago without change of Cars.

EASTWARD TRAINS.

Leave Chicago..... 4.20 A. M and 6.30 P M.
Arrives at Fort Wayne at 2.15 p m and 12.20 a m.
Arrive at Lima..... 5.10 P M. and 3.00 A. M.

Connecting with trains for Dayton and Cincinnati

Arriving at Crestline.....8.35 P. M. and 6.27 A. M.

Connecting with trains for Columbus, Cincinnati, Cleveland, Buffalo and the East.

Arriving at Pittsburgh, 8.20 A. M. and 3.50 P. M.

All making close connections with Pennsylvania Railroad trains for the Eastern cities, via Allentown and Philadelphia.

☞ Only one change of cars between Chicago and New York, via Pittsburgh and Allentown on train leaving Chicago at 6.30 p m, reaching Pittsburgh at 3.50 p m, and New York at 10.45 a m.

ACCOMMODATION TRAINS—From Pedestal st. Station, Allegheny City.

NEW BRIGHTON ACCOMMODATION.

Leaves Allegheny at.....9.30 a m and 4.30 p m
Arrives at New Brighton at 11.10 " 6.10 "
Leaves " 6.30 " 12.10 "
Arrives at Allegheny at 8.15 " 2.00 "

ECONOMY ACCOMMODATION.

Leaves Allegheny at 7.40 a m, 12.50 p m and 6 p m
Leaves Economy at 8.05 a m " 9.05 a m " 4.00 "

MARKET TRAIN.

Leaves Massillon at..... 4.50 a m
Leaves Alliance at..... 6.10 a m
Arrives at Allegheny at..... 1.50 p m
Leaves Allegheny at..... 3.50 p m
Leaves Alliance at..... 7.40 p m
Arrives at Massillon at..... 8.40 p m

☞ Trains are run by Columbus time, which is 12 minutes slower than Pittsburgh time.

☞ Tickets are sold for the accommodation and market trains at reduced prices.

Through trains connect as follows:—

At Alliance, with trains on the Cleveland and Pittsburgh 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, Toledo, etc.

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

At Plymouth for Laporte.

At Wanatah for all points on the Louisville, New Albany and Chicago Railroad.

And at Chicago, with trains for all points in Illinois, Missouri, 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 and the line of the road, to all parts of the United States.

WM. P. SHINN,
General Passenger Agent, Pittsburgh.
G.W. CASS, General Superintendent. no4

CLEVELAND AND PITTSBURGH RAILWAY.

CHANGE OF TIME—WINTER ARRANGEMENT

ON AND AFTER MONDAY, Nov. 4th, 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 Pitt.	Arrive at Columbus,	Arrive at Cincinnati,	Arrive at St. Louis.
1:55 A. M.	11.55 A. M.	5.30 P. M.	2.00 A. M.
1:40 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 Pitt'sb'gh,	Ar. at Rochester.	Ar. at Wellsville.	Ar. at Steubville.	Ar. at Wh'lng.
1:55 A. M.	3:10 A. M.	4:10 A. M.	5.23 A. M.	6.35 A. M.
1:40 P. M.	2.55 P. M.	3.50 A. M.	5.00 P. M.	6.26 P. M.
12:10 A. M.	1:15 A. M.	2:13 P. M.	3:10 A. M.	4.20 A. M.
3:20 P. M.	4:40 P. M.	6:15 P. M.		

The 1:55 A. M. and 1:40 P. M. Trains connect with Trains of C. C. & R. for Zanesville, Lancaster, &c.

The 3:20 P. M. Train stops at all stations between Rochester and Wellsville.

PITTSBURGH & CLEVELAND LINE.

Leaves Pittsburgh.	Leaves Cleveland.
1:55 A. M.	9:15 A. M.
1:40 P. M.	8:10 P. M.

The 1:40 p. m. train connects at Bayard for New Philadelphia and stations on the Tuscarawas Branch.

Passengers desiring to go to Shndusky, 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,
no4 F. R. MYERS,
Gen'l Ticket Agent Cleveland, Ohio.

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 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 Madison, &c., &c.

H. F. LOEB, President,
JOHN F. CHERR, General Freight Agent. mn6

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 nearest 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.*

BRADY SEYMOUR,
Ticket & General Agent.
Pittsburgh, Agent North Missouri R. R.
au6-1mo

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 Aggreeably to An Act of Assembly, being:

First Mortgages, amply secured.....	$1,866,393 68
Real Estate, (present value $103,313 61,) cost.....	102,995 25
Temporary Loans on ample Collateral Securities.....	89,135 56
Stocks, (present value $56,667 74,) cost..	59,736 66
Notes and Bills Receivable.....	1,921 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, $62,163 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, (opposite Cook's Warehouse, up stairs,) Pittsburgh.

Will insure against all kinds of RISKS 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 acquired, 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.....	7,849 43
Cash.....	18,351 99
Premium Notes.....	27,000 00
Notes and bills discounted.....	174,075 14
	$293,261 76

DIRECTORS.

George Darsie,	R. Miller, Jr.,
George W. Jackson,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
Wm. B. Smith,	Chas. W. Richardson,
Andrew Ackley,	Wm. McKnight,
Alexander Speer,	David M. Long,
	Benj. J. Thomas. my28

PHILADELPHIA FIRE AND LIFE INSURANCE COMP'Y,

NO. 149 CHESTNUT STREET,

Opposite the Custom House,

Capital $210,000——Assets $304,048.

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

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

DIRECTORS:

Charles Bayes,	E. R. Cope,
E. B. English,	George W. Brown,
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The Enterprise Insurance Co.,

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BY THE

Reliance Mutual Insurance Company,

Of Philadelphia,

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

Cash Capital, $229,510 60.
Assets, $303,508 96.

OFFICE NO. 308 WALNUT STREET.

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First Mortgage on Improved City Property, worth double the amount.....	$168,650 00
Ground rents, Real Estate.....	2,462 50
Pennsylvania Railroad 5.05-3 per cent. Mortgage Loans, $30,000, cost.....	27,900 00
Philadelphia city 6 per cent loan.....	30,000 00
Allegheny County 5 per cent. Pennsylvania Railroad Loan.....	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....	24,360 00
Stock of County Fire Insurance Co.....	4,000 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.....	190 00
Bills Receivable, business paper.....	16,297 18
Book Accounts, secured interest, &c.....	6,216 72
Cash on hand and in the hands of agents...	11,386 15
	$303,508 96

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F. RATCHFORD STARR, Agent,

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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, $1,589,575 75.

Assets Over Seven and a Quarter Million of Dollars.

Cash on hand and in Bank..$ 120,050 39
Bonds and Mortgages..... 6,421,879 12
United States Stocks..... 387,322 50
Real Estate..... 40,239 13
Due from Agents..... 20,456 60
Add interest accrued; but not yet due. $6,989,856 74
Deferred premiums, (estimated)..... 80,000 00
Premiums in course of transmission... 135,000 00
83,132 38

GROSS ASSETS, February 1, 1861.....$7,287 ,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

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INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 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 Carriage, to all parts of the Union. FIRE INSURANCES on Merchandize generally, on Stores, Dwelling Houses, &c.

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