Official.

Proposals for Army Wagon and Ambulance Harness.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer streets,
NEW YORK, August 5, 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, 2 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 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1¼ inch wide; side straps 4 feet long, 1½ 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 8 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 inches 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; those piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet 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, 2½ inches wide.

Two pair Trace Chains, 7 feet long, 16 links to the foot, of No 2 iron, with T on one end, weight 7¼ 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, 8 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 Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horsehides; flaps 20 inches long, 18 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; three 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; surcup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ 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 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, 3¼ inches wide

Two Martingales, 4 feet long, 1½ 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, ¾ 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 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, cleopered, 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 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 D. H. VINTON,
Quartermaster U. S. Army.

au10-tf

TO OIL REFINERS.—We are prepared to fit up refineries 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 & Nesbitt, Roberts, Wilkinson & Co.,
John B. Bell, Holship, M'Cormack & Co.,
Forters, Mathews & Co., Hackett & McFadden,
John Copley, Thos. Bell & Co.,
Johnston & Bros., Roberts, Hill & Co.,
Adams, Williams & Co., S. M. Kier.

WELDON & REINERE,
ly18 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. 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 8:00 a. m., stopping at all stations, and arriving in Philadelphia at 10.35 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 7.45 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 6:40 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 11:00 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 4:00 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, 10:05 a. m.; First Wall's station Accommodation, 8:30 a. m.; second Wall's station Accommodation, 8:30 a. m; third Wall's station Accommodation, 1:05 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 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 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 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'a R. R. Passenger Station,
Corner of Liberty and Smithfield 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 Roads; arriving at Fort Wayne at 4.10 P. M.

Arriving at Chicago at 11.00 p. m.

EXPRESS TRAIN—Leaves Pittsburgh 1.40 P. M.
Arrives at Crestline 10.05 P. M.

Making close connections as above.

Arriving at Fort Wayne at 8 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 there trains is the same as by Steubenville. Trains on both Roads meet at Crestline, and passengers all go into Cincinnati together.

All Trains through to Chicago without change of Cars.

EASTWARD TRAINS.

Leave Chicago, ... 8.20 A. M and 6.30 P. M.
Arriving at Fort Wayne at 2.15 p m and 12.20 a m.
Arrive at Lima, ... 5.10 P. M. and 3.40 A. M.

Connecting with trains for Dayton and Cincinnati.

Arriving at Crestline..... 8.30 P. M. and 6.20 A. M.

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

Arriving at Pittsburgh, 5.00 A. M. and 2.55 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—a train leaving Chicago at 6.20 p m, reaching Pittsburgh at 3.00 p m, and New York at 10.45 a m.

ACCOMMODATION TRAINS—From Federal street 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 7.45 a m, 12.50 p m and 6.15 p m
Leaves Economy at 6.35 " 11.05 a m " 4.50 "

MARKET TRAIN.

Leaves Massillon at..... 4.50 a m
Leaves Alliance at..... 6.14 a m
Arrives at Allegheny at..... 11.05 a m
Leaves Allegheny at..... 2.00 p m
Leaves Alliance at..... 6.40 p m
Arrives at Massillon at..... 8.42 p m

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

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

Trough 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 on 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. 4, 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.	Arrive at Columbus.	Arrive at Cincinnati.	Arrive at St. Louis.
1.55 A. M.	11.38 A. M.	4.20 P. 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 Pitts'urgh,	Ar. at Rochester,	Ar. at Wellsville,	Ar. at Steubenville,
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.	6.25 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.	4.00 P. M.	6.15 P. M.		

The 1.55 A. M. and 1.40 P. M. Trains connect with Trains of C. C. C. & I. 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.	9.45 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 Shandusky, Toledo, Chicago, or points West, via Cleveland, must particularly to ask for tickets via Cleveland.

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

J. STEWART, Ticket Agent,
At the Company's Office in Freight Station, Penn street.
F. R. MYERS,
no4 Gen'l Ticket Agent Cleveland, Ohio.

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

Connecting at Indianapolis with Terre Hautes, 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 PEKU.

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 reasons seasons for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charlestown, Paris and Mascoon, &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 topmost 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. se10-6m

Insurance.

Indemnity Against Loss by Fire.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. Office, No. 430 and 432 CHESTNUT STREET, near Fifth.

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

First Mortgages, amply secured.....	$1,896,393 88
Real Estate, (present value $103,813 61,) cost.....	102,995 25
Temporary Loans on ample Collateral Securities.....	89,135 56
Stocks, (present value ($86,667 74,) cost..	89,786 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 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,
myl4 North-east 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 that 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, &c.....	7,809 43
Cash.....	14,361 99
Premium Notes.....	27,005 20
Notes and bills discounted.....	17,075 14
	$126,761 76

DIRECTORS.

George Darsie,	R. Miller, Jr.,
George W. Jackson,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
Wm. H. Smith,	Chas. W. Ricketson,
Andrew Aiken,	Wm. M'Knight,
Alexander Speer,	David M. Long,
	Rees J. Thomas mr26

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. KANE, President.
M. L. HALSEY, Vice President.
DIRECTORS.

Charles Sparks,	R. C. Cope,
E. S. Lanning,	George W. Brown,
P. S. Sawyer,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. J. Magargee,	E. Wiler,

F. RICHARDS, Secretary.
J. G. COFFIN, Agent,
jy6-tf Corner Third and Wood streets

CITIZEN'S INSURANCE COMPANY OF PITTSBURGH
INSURES TEMBOATS AND CARGOES
SAMUEL KEA, Secretary.
WM. EAGLESFELT, 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. Eagle,	Rev. T. M. Howe,
Jas. Park, Jr.,	C. Lee,
Jacob R. Smith,	C. Lee,
Francis Semple,	S. M. Kier,
John H. Ewing,	Stanley Preston.
	Jas. M. Cooper,
	S. Harbaugh,
	J. Caldwell,
	John S. Ailworth,
	Wm. G. Johnston

FIRE INSURANCE.

The Enterprise Insurance Co.,
OF PHILADELPHIA.

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

REFERENCE:
William Holmes & Co., Livingston, Copeland & Co., James S. Ryan & Co., Hon. Thos. M. Howe, Hon. Jas. Cooper, Marshall, Kay, & Co., Hon. Edward Joy, George S. Bryan & Co., Wm. G. Mellaly & Co., Wilson, Carr & Co., John T. Logan & Co., Chandler & Co., Bailey, Brown & Co.
DARLINGTON & BLACKSTOCK, Agents.
ap16-dm 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. 308 WALNUT STREET.

Invested as follows, viz:—

First Mortgage on Improved City Property, worth double the amount.....	$155,600 00
Ground rent, first class.....	2,462 50
Pennsylvania Railroad Co's 6 per cent. Mortgage Loans, $30,000, cost.....	27,900 00
Philadelphia city 6 per cent loan.....	30,000 00
Allegheny County 6 per cent. Pennsylvania Railroad Loans.....	10,000 00
Collateral loans, well secured.....	2,500 00
Hutchinson 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.....	1,050 00
Stock of Delaware M. S. Insurance Co....	700 00
Commercial Bank do	5,136 01
Mechanics' Bank do	2,012 50
Union M. Insurance Co's Scrip.....	180 00
Bills Receivable, business paper.....	16,297 18
Book Accounts, accrued interest, etc....	6,216 72
Cash on hand and in the hands of agents..	11,886 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. Worrel,	Marshall Bill,
H. L. Carson,	Z. Lounsbrop,
Robert T. land,	Charles Leland,
Frederick Leaning	Jacob T. Bunting,
Charles S. Wood,	Smith Bowen,
James S. Woodward,	John Russell, Pitts.

H. M. HINGHMAN, Secretary.
J. GARDNER COFFIN, Agent,
myl8 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, $1,589,575 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.....	357,332 50
Real Estate.....	40,239 13
Due from Agents.....	20,450 60
	$6,989,856 74
Add:Interest accrued, but not yet due..	80,000 00
Deferred premiums, (estimated)	135,000 00
Premiums in course of transmission...	33,132 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 Gross 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,
27 Fifth Street, Pittsburgh.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835. *OFFICE S. E. CORNER THIRD AND WALNUT STREETS,* PHILADELPHIA. MARINE INSURANCES on Vessels, Cargo and Freights, 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 Merchandize generally, on Stores, Dwelling Houses, &c.

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

WILLIAM MARTIN, President.
THOS C. HAND, Vice President.
HENRY LYLBURN, Secretary.
P. A. MASEIRA, Agent.
No. 24 Water street Pittsburgh.

Professional.

WM. H. WHITNEY,
NOTARY PUBLIC.

OFFICE at the Pittsburgh *Post,* Fifth street, near Wood. iy18

ALFRED H. M'CALMONT.....JAMES K. KERR

M'CALMONT & KERR,
ATTORNEYS AT LAW,
FRANKLIN, VENANGO CO.,
my22:1yd Pennsylvania.

H. W. PATTERSON.....GEO. F. DAWSON

PATTERSON & DAWSON,
ATTORNEYS AT LAW,
KUHN'S LAW BUILDINGS,
Diamond Street, near Grant,
ja3:1y PITTSBURGH, PA.

B. F. LUCAS,
ATTORNEY AT LAW,
Office, No. 78 Grant Street
(Three doors below the Court House.)
my3:1y PITTSBURGH, PA.

L. BRACKENRIDGE,
ATTORNEY AT LAW
Office, No. 135 Fourth St.,
PITTSBURGH, PA.
ja24:1y

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 $92 per set.

REFERENCE—Rev. W. D. Howard, Rev. Samuel Fickley, A. Bradley, A. G. M'Candless, M. D., J. H. Hopkins, W. H. Vankirk, Dr. Geo. H. Keyser, W. Nimick, Samuel M'Kee. au27:1y

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