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 ⅝ inch iron; hip straps 3 feet 11 inches long, 2¼ inches wide; stay pieces 2 feet long, 2¼ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces, 1½ feet long, 1¼ inch wide; side straps 4 feet long, 1¼ inch wide; tie straps 18 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 ⅝ inch wide.

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

Two pair of Hem Straps—Lower one 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; nose piece 11 inches long, 1 inch wide; blinds 8 inches long, 6½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, 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 3 iron, with T on one end, weight 7½ to 8 lbs per pair. Twisted or straight.

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

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

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

One saddle, made on 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, 8 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 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 3¼ inches to 2½ inches wide. Hip Straps, each 2 feet 4 inches long, 1¼ 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 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 plated horsehide, 6 feet 6 inches long.

One Curry Comb, No 22—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.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors—Breech straps, 3 feet 6 inches long, 3¼ inches wide, sewed in 4 inch rings of ⅝ 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 4 feet 8 inches long, 1½ inch wide; tie straps 18 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, 22 to 23 inches long, with double straps and gale leathers and buckles ⅝ inch wide.

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

Two pair of Hem Straps—Lower one 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, 1¼ inch wide; front piece 12½ inches long, 1¼ inch wide; stay pieces, from blinds to crown piece, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 8 inches long, 6½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, 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, 16 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, 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, 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 3 inches long, 2¼ inches wide, with a 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, 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 13½ 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 Cruppers and Hip Straps, Back Strap 6 feet long, tapering from 3¼ inches to 2¼ 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, ¾ 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 — inche. One Curry Comb, No 22—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-chains, crupper and hip-straps, back bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 30 feet long.

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

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

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

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

REYMER & BROS., WELDON & REINEKE, 164 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. 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 8.40 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 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 4.50 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6.10 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, 8.20 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 $ 5 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 no amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey passengers and baggage to and from the depots, 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, (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..... 10.45 A. M.

Making close connections with Bellefontaine and Cleveland, Columbus & Cincinnati Roads; 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 10.50 P. M.

Making close connections as above.

Arriving at Fort Wayne at 5 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 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 12.30 a. m.
Arrive at Lima..... 5.10 P. M. and 3.00 A. M.

Connecting with trains for Dayton and Cincinnati.

Arriving at Crestline..... 8.30 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 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 6.00 p m, reaching Pittsburgh at 3.50 p m, and New York at 10.45 a. m.

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

NEW BRIGHTON ACCOMMODATION.

Leaves Allegheny at.....9.20 a m and 4.30 p m
Arrives at New Brighton at 11.10 " 6.10 "
Leaves " 6.20 " 12.10 a
Arrives at Allegheny at 8.15 " 2.05 "

ECONOMY ACCOMMODATION.

Leaves Allegheny at 7.40 a m, 12.00 p m and 6.00 p m
Leaves Economy at 6.35 " 10.55 a m " 4.00 "

NAVIGATION TRAIN.

Leaves Manchester at.....4.00 a m
Leaves Allegheny at.....6.10 a m
Arrives at Allegheny at.....11.00 a m
Leaves Allegheny at.....2.00 p m
Leaves Allegheny at.....7.40 p m
Arrives at Manchester at.....8.45 p m

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

☞ Tickets are sold for the accommodation and mail 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.

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 Pittsburgh 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. SELLNS, 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.

Leav Pitt burgh, at	Arrives at Columbus, at	Arrives at Cincinnati, at	Arrives at St. Louis, at
1.55 A. M.	11.35 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 Pittsburgh,	Ar. at Rochester,	Ar. at Wellsville,	Ar. at Steubenville,	Ar. at Whling.
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.	6.05 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.	4.50 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. R. 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.	9.45 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 Shindaky, 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. no4

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 through tickets 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. nu8

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.

Pres't. and Gen'l Supt. North Missouri R. R.
HENRY H. SIMMONS, Agent. sel0:6m

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 Agreeably to An Act of Assembly, being:

First Mortgages, amply secured	$1,856,893 88
Real Estate, (present value $103,213 61,) cost	102,995 25
Temporary Loans on ample Collateral Securities	89,155 56
Stocks, (present value $86,867 72,) cost	89,786 66
Notes and Bills Receivable	1,821 00
Cash	27,919 33
	$2,208,061 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, $64,163 36.

DIRECTORS.

Charles W. Sanckey, Mordecai D. Lewis, Tobias Wagner, David S. Brown, Samuel Grant, Isaac Lea, Jacob S. 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, my18 Northeast cor Third and Wood streets.

Western Insurance Company,

OF PITTSBURGH.

GEORGE DARSIE, President.
F. W. GOERGES, Secretary.
Capt. R. D. COCHRAN, Gen'l Agent.

No. 92 Water street, (Spang & Co's Warehouse, up stairs,) Pittsburgh.

Will insure against LOSS OR DAMAGE BY FIRE and MARINE RISKS.

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

ASSETS, OCTOBER 30th, 1860.

Stock Accounts	$ 63,000 00
Mortgages	2,150 00
Office Furniture	250 00
Open Accounts, sundries	1,509 43
Cash	18,361 99
Premium Notes	27,898 29
Notes and Bills Receivable	174,053 14
	$287,221 76

DIRECTORS.

George Darsie, R. Miller, Jr., George Jessop, James M'Auley, Nathaniel Holmes, Alexander Nesbitt, Wm. Eichbaum, Chas. W. Rickerson, Andrew Ankeny, Wm. McKnight, Alexander Speer, Henry M. Long.

GEO. DARSIE, President.
CHAS. W. RICKERSON, Secretary.

PHILADELPHIA FIRE AND LIFE INSURANCE COMP'Y,

30 1/2 CHESNUT STREET,

Opposite the Exchange Hotel.

Capital $210,100------Assets $304,048.

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

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

DIRECTORS.

Charles Bayles, E. R. Copes, E. B. Eaglesh, George W. Brown, P. R. Sartery, Joseph S. Paul, C. Sherman, John Cooper, S. J. Margaretz, E. Wier.

P. BLAKESLEE, Secretary.

CHAS. CHOPIN, Agent.
1941y Corner Third and Wood streets.

CITIZEN'S INSURANCE COMPANY OF PITTSBURGH

INSURES ALL KINDS OF GOODS.

SAMUEL REA, Secretary.

WM. BAGALEY, President.

Office, Corner of Market and Water Sts., Pittsburgh, Pa.

Insures against Loss and Damage in the Navigation of the Southern and Western Rivers, Lakes, and Bayous, and the Atlantic Coast, on Cargo, Freight, etc.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm Bagaley, Jon T. McCown, Jas M. Cooper, Jas. Park, Jr., C. Zug, S. Harsaghe, R. F. Jones, S. C. Young, J. Caldwell, Francis Torrey, N. M. Leech, Julius Adler, Jr., John Simpson, Jacob Painter, Wm. Christmann.

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FIRE INSURANCE.

The Enterprise Insurance Co.,

OF ALLEGHENY CITY.

Risks Taken for One, Five or Ten Years, or in perpetuity.

DIRECTORS.

William Hodgens, A. Wilson, Allegheny City, Capt. Jas. H. Lyon, A. Ent, Esq., Isaac M. Hope, William S. Lateer, A. Ent, Esq., Arthur Marshall, Esq., Allen Kramer, Esq., Jacob Painter, A. Wilson, Jr., Wm. McKnight & Co., Wilson, Carr & Co., John Flanagan & Co., Jacob Painter & Co., Bailey, Brown & Co.

DARLINGTON & BLACKSTOCK, Gen'l Agents, aplSdam Office, Irwin 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 808 WALNUT STREET.

Invested as follows, viz:—

First Mortgages on Improved City Property, worth double the amount	$155,000 00
Ground rent, first class	2,467 50
Pennsylvania Railroad Co'ds 6 per cent. Mortgage Loan, $30,000, cost	27,900 00
Philadelphia city 6 per cent. stock	30,000 00
Allegheny County 6 per cent Pennsylvania Railroad Loans	10,000 00
Collateral loans, Government Stocks	7,600 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	1,000 00
Stock of Delaware M. S. Insurance Co	700 00
Commercial Bank due	5,135 01
Mechanics' Bank due	2,012 50
Union M. Insurance Co's Scrip	160 00
Bills Receivable, insurance paper	6,327 18
Book Accounts, accrued interest, etc	6,216 72
Cash on hand and in the hands of agents	11,386 15
	$303,508 96

DIRECTORS.

Clem Tingley, Samuel Stephens, William R. Thompson, Robert Steen, Frederick Brown, William Musser, Cornelius Stevenson, Benjamin M'Farland, 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.

H. 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 $1,860,575 75.

Assets Over Seven and a Quarter Million of Dollars.

Cash on hand and in Bank	$ 120,050 39
Bonds and Mortgages	6,421,576 12
United States Stocks	397,252 50
Real Estate	40,239 13
Due from Agents	20,485 60
	$6,999,556 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

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