RAILROADS.

1862. THE 1862.

PITTSBURGH FT. WAYNE & CHICAGO RAILWAY,

TO ALL POINTS IN THE

SOUTH WEST AND NORTH WEST.

WINTER ARRANGEMENT.

TIME TO CINCINNATI AS QUICK, and to Indianapolis, St. Louis and Chicago shorter than by any other route.

WESTWARD TRAINS.

	Mail Line.	Express.
Leaves Pittsburgh	1,40 a. m.	1,40 p. m.
" Allegheny	1,50 a. m.	1,50 p. m.
" Mansfield	10,05 a. m.	10,10 p. m.
Arrives Crestline	10,40 a. m.	10,50 p. m.
" Forest	12,45 p. m.	12,58 a. m.
" Lima	2,15 p. m.	2,30 a. m.
" Fort Wayne	4,50 p. m.	5,00 a. m.
" Chicago	11,00 p. m.	11,00 a. m.
" St. Louis	12,45 p. m.	

FOR COLUMBUS, CINCINNATI & ST. LOUIS.

Leaves Crestline	10,55 a. m.	11,00 p. m.
Arrives Columbus	1,30 p. m.	1,50 a. m.
" Cincinnati	6,45 p. m.	7,40 a. m.
" St. Louis	10,40 a. m.	11,55 p. m.

FOR INDIANAPOLIS AND ST. LOUIS.

Leaves Crestline	10,55 a. m.	11,00 p. m.
Arrive at Indianapolis	9,30 p. m.	9,00 a. m.
" Terre Haute	2,25 a. m.	2,30 p. m.
" St. Louis	10,05 a. m.	11,55 p. m.

All Trains through to Chicago without change of Cars.

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

EASTWARD TRAINS.

	Mail.	Express.
Leave Chicago	6,20 a. m.	6,30 p. m.
Arrive at Fort Wayne	12,05 p. m.	12,30 a. m.
" Crestline	5,55 p. m.	6,20 a. m.
" Pittsburgh	2,25 a. m.	3,50 p. m.

Both Trains make close connections with Trains on the Pennsylvania Railroad 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 10,15 a. m.

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

NEW BRIGHTON ACCOMMODATION.

Leaves Allegheny at	9,30 a. m. and	5,30 p. m.
Arrives New Brighton	11,10 "	7,10 "
Leaves New Brighton	6.30 "	12,10 "
Arrives at Allegheny	8.15 "	2,00 "

ECONOMY ACCOMMODATION.

Leaves Allegheny at 12,50 p. m. and 6 p. m.
Leaves Economy at 6,05 a. m. and 4.00 "

MARKET TRAIN.

Leaves Alliance at	6,10 a. m.
Arrives at Allegheny at	11.00 a. m.
Leaves Allegheny at	2.50 p. m.
Arrives at Alliance	7.25 p. m.

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

Tickets good on the accommodation and market trains are sold at reduced prices.

Through trains connect as follows—
At Alliance, with trains on the Cleveland and Pittsburgh Railroad.
At Orrville, Ohio, to and from Millersburgh, 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, Saint 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., Saint 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 Ag't, 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.

CHANGE OF TIME.

1862. THE 1862.

PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

WINTER ARRANGEMENT.

THE MAIL TRAIN LEAVES PITTSBURGH, from the Passenger Depot, at the intersection of Liberty and Grant streets, every morning (except Sunday) at 5,50 a. m., stopping at all stations between Pittsburgh and Philadelphia. This train arrives in Philadelphia at 10,40 p. m., making close connection for New York from Kensington Depot, at 12.00 p. m., over Camden and Amboy Line.

THE EXPRESS TRAIN leaves the above named station daily at 4,10 p. m., stopping only at principal stations, and making direct connection at Harrisburg for Baltimore and Washington, and for New York via Allentown. This train arrives in Philadelphia at 8,05 a. m., making connection for New York from Kensington Depot at 9,30 a. m., over Camden and Amboy line. A SLEEPING CAR is run through from Pittsburgh to Jersey City via Allentown—139 miles—attached to this train.

THE FAST LINE leaves the above named station daily, (except Sunday) at 2,50 a. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington. This train arrives in Philadelphia at 5.25 p. m., making close connection for New York from Kensington Depot at 6,30 p. m., over Camden & Amboy line.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN, leaves daily (except Sunday) at 3,00 p. m., stopping at 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	8,50 p. m.
Fast Line	1.30 a. m.
Johnstown Accommodation	10,30 a. m.
1st Wall's Station Accommodation	6,30 a. m.
2d Wall's Station Accommodation	8,30 a. m.
3d Wall's Station Accommodation	1,05 p. m.
4th Wall's Station Accommodation	6,05 p. m.

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

FARE:

TO NEW YORK	$12.50
PHILADELPHIA	10,00
BALTIMORE	9.50
LANCASTER	8.55
HARRISBURG	7.15

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 travelled in addition to the station rates, except from stations where the company has no agent.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for 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, Agent, At the Penna. R. R. Passenger Station on Liberty and Grant streets. ENOCH LEWIS, no23 General Superintendent, Altoona, Pa.

NEW ROUTE VIA RIVER AND RAILROAD.

INDIANAPOLIS AND 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 Railroads 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 Lawrenceburgh, 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 RECEIPTS 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.
mh3

1862. IMPORTANT. 1862.

ALL PERSONS PURCHASING TICKETS FOR SAINT JOSEPH,

And other points in Northern Missouri, the States 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.
Harry H. Simmons, Gen'l Traveling Agent.
se10dm

RAILROADS.

CLEVELAND & PITTSBURGH RAILWAY.

TIME CHANGED.

ON AND AFTER MONDAY, NOV. 25, 1861, trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows.

PITTSBURGH, COLUMBUS & CINCINNATI SHORT LINE, VIA STEUBENVILLE.

Leaves Pittsburgh	1.55	a. m.
" Steubenville	5.??	"
" Newark	12.??	p. m.
" Columbus	1.??	"
Arrives Cincinnati	6.46	"
" St. Louis	10.40	a. m.
Leaves Pittsburgh	1.55	p. m.
" Steubenville	5.10	"
" Newark	12	midnight.
" Columbus	1.20	a. m.
Arrives Cincinnati	7.30	"
" St. Louis	11.55	p. m.

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves Pittsburgh	1.55	a. m.
" Wellsville	4.??	"
" Steubenville	5.28	"
" Wheeling	6.??	"
Arrives Bellair	6.50	"
Leaves Pittsburgh	1.55	p. m.
" Wellsville	1.60	"
" Steubenville	5.20	"
" Wheeling	6.25	"
Arrives Bellair	6.40	"

Connecting at Wheeling with Baltimore and Ohio Railroad, and at Bellair with Cleveland and Ohio Railroad for Zanesville, Lancaster, Circleville, Columbus and Cincinnati.

PITTSBURGH AND CLEVELAND LINE.

Leaves Pittsburgh	1.55	a. m.
" Wellsville	4.05	"
" Bayard	6.38	"
" Alliance	7.0?	"
" Hudson	8.25	"
Arrives Cleveland	9.35	"
Leaves Pittsburgh	1.55	p. m.
" Wellsville	4.60	"
" Bayard	5.24	"
" Alliance	5.50	"
" Hudson	7.0?	"
Arrives Cleveland	8.10	"

Connecting at Bayard with the [illegible] branch for New Philadelphia, [illegible], at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad; at Hudson with Cleveland, Zanesville [illegible] Chicago Railroad for Akron, Cuy. Falls [illegible] Erie, Dunkirk and Buffalo, with [illegible] Toledo, Detroit and Chicago.

Wellsville Accommodation leaves [illegible] Returning trains arrive in Pittsburgh as follows:

Mail Train	4.10 p. m.
Express Train	2.05 a. m.
Wellsville Accommodation	9.10 a. m.

Passengers [illegible] Chicago, or points West of Cleveland, [illegible] particular [illegible] via Cleveland.

Through Tickets [illegible] procured at the Liberty Street Depot, Pittsburgh.

J. STEWART, Ticket Agent.

For further [illegible] WILLIAM STEWART, Agent, At the [illegible] Liberty street.

UPHOLSTERING.

UPHOLSTERY,

NO. 85 FOURTH ST., NEAR WOOD.

THE SUBSCRIBERS MANUFACTURE and keep constantly on hand every article in their line, viz: Curtains, Ornaments, Curtain Goods, Comforts, Feather Beds, Mattresses of all kinds; also, the celebrated Patent Spring Beds. All kinds of Shades, Blinds and Fixtures.

Prompt attention given to all orders for fitting and laying down Carpets, Oil Cloths, &c. oct21:yd ROBERTS & BOENIGK.

HOTELS AND RESTAURANTS.

YOUNG'S

WHOLESALE OYSTER DEPOT,

AT THE OLD STAND

CORNUCOPIÆ RESTAURANT,

NO. 40, FIFTH STREET,

WHERE FAMILIES, HOTELS, RESTAURANTS and all [illegible] can be supplied with Chesapeake Bay Oysters at the lowest wholesale rates. Country trade solicited. ELI YOUNG, Proprietor.

Young's Eating Saloon.

CORNER VIRGIN ALLEY AND SMITHFIELD STREETS.

Where OYSTERS and all the delicacies of the season will be served up in the most palatable style. [illegible]

SAVAGE HOUSE,

No. 250 Liberty Street

Next to Pennsylvania Passenger Depot.

JOHN SAVAGE, Proprietor.

HAVING TAKEN AND FITTED UP, with all the modern improvements, this popular resort, the subscriber is prepared to accommodate his old customers and the public generally, with the best the market affords. Oysters will be served up in every variety of style during the season. His Wines, Liquors and Ales he feels confident in recommending for their excellence.

Cans, Basket and Shell Oysters received daily and sold wholesale and retail. [illegible]

SEETIN'S OLD STAND,

IN THE DIAMOND,

THOS. STONE, Proprietor.

HAVING TAKEN AND FITTED UP, at a great expense, with all the modern improvements, this popular resort, the subscriber is prepared to accommodate his friends and the public generally, with the best the market affords.

OYSTERS will be served up in every variety of style during the season.

LIQUORS and ALES he feels confident in recommending to the public for their excellence.

MEALS served up at all hours, and DAY and NIGHT BOARDERS taken. ap4ly

OUR HOUSE,

NO. 32 DIAMOND ALLEY,

PITTSBURGH.

THE SUBSCRIBER ANNOUNCES to the public that he is in daily receipt of FRESH SHELL AND CAN OYSTERS, GAME, &c., and is prepared to accommodate the patrons of this old and well known house with everything in the eating and drinking line at the shortest notice. JOHN SHALER, ja10:ly Proprietor.

EXCELSIOR

OYSTER AND EATING HOUSE,

No. 111 Wood Street, Pittsburgh.

WHOLESALE AND RETAIL DEALERS IN

LAKE AND EASTERN FISH,

FRESH PHILADELPHIA AND BALTIMORE OYSTERS AND WILD GAME.

All in their Proper Season.

no26 GEO. REINEMAN & CO.

MANSION HOUSE. GEO. AUFRENTZ, Proprietor: No. 341 Liberty street, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. His Larder and Bar will be furnished with the best the market can afford. fe1:ly

WINES AND LIQUORS.

WILLIAM BENNETT,

IMPORTER AND DEALER IN

Brandies, Cordials, Wines, Old Monongahela and Rectified Whiskey,

NO. 126 WOOD STREET, Pittsburgh

fe22:6m

WILLIAM CLAYTON,

WHOLESALE AND RETAIL

LIQUOR MERCHANT,

No. 37 Diamond Alley,

near Wood street, Pittsburgh, Pa.

Always on hand, Blackberry, Cherry and Cognac Brandies, Old Monongahela Rectified Whiskey, &c. mh16

E. P. MIDDLETON & BRO.,

IMPORTERS OF

WINES, BRANDIES, &c.,

AND DEALERS IN

FINE OLD WHISKIES.

NO. 5 NORTH FRONT STREET.

PHILADELPHIA. ap10:lyd

TALLOW, OIL AND GREASE—
10 bbls Tallow,
25 bbls Grease;
In store and for sale by F. SELLERS & CO.
no20 Penn street, Pittsburgh.

INSURANCE.

FIRE INSURANCE

BY THE

RELIANCE MUTUAL INSURANCE COMPANY,

OF PHILADELPHIA,

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

OFFICE NO. 308 WALNUT STREET.

Cash Capital,	$229,310 00.
Assets,	$303,508 96.

Invested as follows, viz:

First Mortgage on Improved City Property, worth double the amount	$155,615 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ⅌ cent. Mortgage Loans, $30,000, cost	27,300 00
Philadelphia city 6 ⅌ 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 Co. Stock	4,000 00
Stock of Reliance Mutual Insurance Company	21,350 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	2,812 50
Union M. Insurance Co's Scrip	160 00
Bills Receivable, business paper	16,297 18
Book Accounts, secured interest, etc.	6,216 72
Cash on hand and in hands of agents	11,385 15
	$303,508 96

CLEM TINGLEY, President.

DIRECTORS.

Clem Tingley, Samuel Bispham, Wm. R. Thompson, Robert Steen, Frederick Brown, William Musser, Cornelius Stevenson, Benj. 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, Pittsburgh.

B. M. HINCHMAN, Secretary.
J. GARDNER COFFIN, Agent,
my16 Northeast corner Third and Wood sts.

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 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.

DIRECTORS.—William Martin, Edmund A. Souder, Theophilus Paulding, John N. 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, Hugh Craig, Spencer McIlvaine, Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, Jacob P. Jones, James B. M'Farland, Thomas C. Hand, Robert Burton, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger, do.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President
HENRY LYLBURN, Secretary.
P. A. MADEIRA, Agent,
No. 65 Water street, Pittsburgh.

INDEMNITY AGAINST LOSS BY FIRE.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. OFFICE: NO. 435 and 437 CHESTNUT STREET, near Fifth.

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

First Mortgages, amply secured	$1,586,365 88
Real Estate, present value $[illegible]	92,656 23
Temporary Loan on ample Collateral Securities	80,15? 00
Stocks, present value [illegible]	[illegible]
Notes and Bills Receivable	1,82? 00
Cash	27,?? 27
	$2,??8,?61 65

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, $402,153 36.

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.
W. A. STEEL, Secretary pro tem.
J. GARDNER COFFIN, Agent,
my16 Northeast cor. Third and Wood sts.

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, 1861.

Stock Account	$ 64,0?0 00
Mortgage	2,?00 00
Office Furniture	250 00
Open Accounts, etc.	7,8?9 43
Cash	15,531 99
Premium Notes	27,?65 20
Notes and Bills discounted	171,075 14
	$28?,251 76

DIRECTORS.

R. Miller, Jr., James M'Auley, Nathaniel Holmes, Alexander Nimick, George Darsie, Wm. H. Smith, Chas. W. Ricketson, Andrew Ackley, Alexander Speer, David M. Long, Rees J. Thomas, Benj. Bakewell, John R. M'Cune. my18

CITIZENS' INSURANCE COMPANY OF PITTSBURGH INSURES STEAMBOATS 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, Jas. Park, Jr., Wm. G. Johnston, B. F. Jones, Reese Owens, T. M. Howe, R. Preston, George Bingham, S. M. Kier, John Shipton, Jas. M. Cooper, S. Harbaugh, J. Caldwell, John S. Dilworth, C. H. Zug.

mh22:lydh

PHILADELPHIA FIRE AND LIFE INSURANCE COMPANY,

NO. 149 CHESTNUT STREET,

Opposite the Custom House.

Capital......$219,100 Assets......$304,948.

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 Bayes, E. R. Cope, E. B. English, George W. Brown, P. B. Savery, Joseph S. Paul, C. Sherman, John Clayton, S. J. Magarge, E. Wiler.

F. BLACKBERN, Secretary.
J. G. COFFIN, Agent,
Corner Third and Wood streets.

MONONGAHELA INSURANCE COMPANY OF PITTSBURGH.

OFFICERS.
JAMES A. HUTCHISON, President.
HENRY M. ATWOOD, Secretary.
Capt. JAS. WOODBURN, Gen'l Agent.

OFFICE, NO. 98 WATER STREET.

Will Insure all kinds of FIRE and MARINE RISKS.

ASSETS, MAY 10th, 1861.

Stock Due Bills, payable on demand and secured by two approved names.		$78,750 00
Bills Receivable		23,557 34
Bills Discounted		36,236 76
Mortgage		12,000 00
115 Shares Mechanics' Bank stock cost	$ 6,165 00	
100 Shares Citizens' Bank stock cost	5,175 00	
40 Shares Exchange Bank stock cost	2,050 00	
50 Shares Bank of Pittsburgh	2,750 00	
		16,140 00
Balance of Book Accounts		65,997 75
Office Furniture		400 00
Cash		49,152 30
		$222,834 17

DIRECTORS.

Wm. B. Holmes, Jas. A. Hutchinson, Wilson Miller, John Atwell, Wm. Rea, S. B. Robison, John M'Devitt, Richard Hays, Jos. Kirkpatrick, R. Wallace, Robt. Dalzell, Geo. A. Berry, Wm. A. Caldwell, Wm. Means, James Woodburn. my21

DAILY POST.

SATURDAY MORNING, MARCH 22.

A Prayer of Thanksgiving.

The following is the prayer of Thanksgiving for our victories which Bishop Whittingham has directed the Episcopal clergy of the Diocese of Maryland to use on all occasions of public worship during the next eight days:

O, Almighty God, the Sovereign Commander of all the world, in whose hand is power and might which none is able to withstand, we bless and magnify Thy great and glorious name for the happy successes which Thou hast of late vouchsafed in so many instances to the arms of this nation, and more especially for the deliverance of this city and district from the terrors of blockade and siege. And we beseech Thee, give to us and to all this people grace to use this great mercy shown toward us to Thy glory, the advancement of Thy Gospel, the honor of our country, and as much as in us lieth the good of all mankind. Stir up our hearts, O Lord, to a true thankfulness, such as may appear in our lives by a humble, holy and obedient walking before Thee all our days; through Jesus Christ our Lord, to whom with Thee, O Father, and Thee, O Holy Ghost, as for all Thy mercies, so in particular for these victories and this deliverance, be all glory and honor, world without end. Amen.

Letter from Gen. Buckner to the Louisville Journal.

We find the following in the Louisville *Journal*, of Saturday:

To the Editor of the Louisville Journal:

FORT WARREN, Mass., March 4, '62.

GENTLEMEN:—Amongst other luxuries of which I have been deprived since my imprisonment, is the pleasure of perusing those chaste and refreshing notices, with which, for sometime past your paper has honored me; and although in my progress through the North I have met with many attempts on the part of the press at an imitation of your peculiar felicitous style of misrepresentation, I have found none to equal the original. I am therefore under the necessity of applying to the fountain head. I enclose two dollars, for which please send me your country daily, to the following address:

GEN. S. B. BUCKNER,
Care of Col. J. Dimick,
Fort Warren, Mass.

P. S.—Since writing the above, our friend, Col. R. W. Hanson, has reached this celebrated resort, and desires me to add that the present of a demijohn of whisky which he learns you have promised him would never be more acceptable than at this time—the locality and the latitude, as well as the sentiments of our neighbors up the harbor, holding out most tempting inducements to cultivate a taste for that most delightful beverage. As a matter of caution, however, he urges me to add that he hopes, if the liquor be of good quality, you will not venture to taste it, as he might thereby incur much risk in losing it altogether—a privation which, however agreeable to yourself, would be attended with serious inconvenience to himself during the prevalence of the prevailing "nor'easters." S. B. B.

Hon. W. A. Richardson Declines a Brigadier Generalship.

The Quincy *Herald*, of the 17th inst., contains the following:

"WASHINGTON, March 1, 1862.

"HON. A. LINCOLN, President U. S. A.

"SIR—Some time since, without solicitation on my part, you did me the honor to tender me the appointment of Brigadier General in the army.

"I signified then my determination to accept the same as soon as my health would permit. Not having accepted the position before, I deem it improper to do so now.

"Courage and gallantry among my friends have won for many of them their stars—I will not stand in the way of even one of them wearing an insignia so nobly and bravely won. I feel, too, that they can be of more service to their country than I can. Already they have led our troops upon bloody fields, shared with them hardships and dangers, and rejoiced with them in victories. Theirs is the well-earned privilege to renew our triumphs upon other fields; and the dauntless soldiers of Belmont, of Henry and of Donelson will insure victory wherever the conflict may ensue.

"I therefore decline the position so kindly tendered by you.

"I have the honor to be your obedient servant. W. A. RICHARDSON."

Col. Richardson, in a private note to the editor of the *Herald*, remarks: "The greatest battle for constitutional liberty is to be fought in Congress and before the people;" and adds: "The rebellion is used up, at least as far as big armies are concerned; they can't bring another into the field."

A Rebel Stone Fleet—A Nut for England.

The Richmond *Dispatch* publishes the following paragraph, recommending the obstruction of James River by *sinking stone-laden vessels*:

It is said that iron gun-boats are being prepared at Annapolis for the purpose of passing our batteries on James River. We have often remarked that land batteries, properly constructed, can never be silenced by vessels of any size, and that in the general history of all warfare—with the exception of the present war, in which our batteries, with few exceptions, have been of the most miserable description—land fortifications have always proven too much for ships. But batteries can be passed without much danger by gunboats at full speed, and *to meet this contingency, vessels loaded with stone should be sunk in the channel, and if necessary, iron-clad piles be also driven in, surrounded by chevaux de frieze of trees*, which could be easily cut down from the neighboring shore, and so arranged as to give the enemy a tangled knot to untie before he could get at the obstructions in the river.

What will John Bull say to this, after all his ferocious outcry over the stone blockade of Charleston?

Son of the Regiment.

The Louisville *Journal*, in noticing the departure from that city of Col. Mundy's Regiment, the Twenty-third Kentucky, which was recruited in Covington and Newport, says:

"Accompanying this regiment is a young lad about nine years old, from Cincinnati, who attached himself to the soldiers while they were in Covington, and has followed the fortunes of the regiment ever since.—He has never faltered on the march, and, no matter how early the reveille is beaten, George Suter, for that is his name, is sure to be on hand. Bright, intelligent and active, the little fellow has won all hearts, and the rough camp life has not detracted from his youthful simplicity, nor has he been spoiled by petting. Officers and men all vie in attentions to him, and he is emphatically the "Son of the Regiment."

The Spring Fashions.

According to the Paris fashions for the present month, the mode of decreasing the width of the skirts of dresses at the waist is more and more adopted; the bottom of the skirt must be very full—an ample training skirt is quite inadmissible in the streets—only allowable for in doors or carriage wear. Even tarlatan and tulle dresses are made with trains. Every breadth is gored; all silk dresses are submitted to this rule.—Visiting dresses are no longer made with plain skirts. That which constitutes the true elegance of a robe is the trimming.

American Mechanics.

The improvements in farming tools are exciting compliments toward American ingenuity and enterprise throughout the world. One of the best authorities in these matters—the London Mark-Lane Express—declares that "the Americans, the Australian, Indian, and other colonial markets, owing to their lighter and cheaper articles;" and adds that "unless our British mechanics bestir themselves, by using steel instead of heavy castings, they will be likely to be beaten on their ground."

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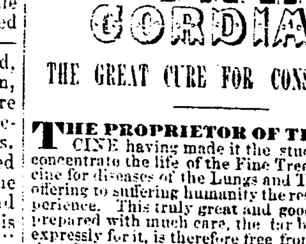

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