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.	12,38 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.	1,30 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	9,00 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.	6,35 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 10,45 a. m.

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

NEW BRIGHTON ACCOMMODATION.

Leaves Allegheny at	9,30 a. m. and	9,30 p. m.
Arrives New Brighton	11,10 "	8,10 "
Leaves New Brighton	6,30 "	12,10 "
Arrives at Allegheny	8,15 "	2,00 "

ECONOMY ACCOMMODATION.

Leaves Allegheny at 12,30 p. m. and 6 p. m.
Leaves Economy at 6,03 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	7,35 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 price.

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 Deleware, 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 part 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 6:10 a. m., stopping at all stations between Pittsburgh and Philadelphia. This train arrives in Philadelphia at 11:15 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 4,40 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—430 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	8,30 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	9,30
LANCASTER	8,35
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, Agent.

At the Penn. 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 farther 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 farthest 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, 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	5,28 "
"	Newark	12,05 p. m.
"	Columbus	1,30 "
Arrives	Cincinnati	6,45 "
"	St. Louis	10,45 a. m.
Leaves	Pittsburgh	1,55 p. m.
"	Steubenville	5,10 "
"	Newark	12 midnight.
"	Columbus	1,30 a. m.
Arrives	Cincinnati	7,40 "
"	St. Louis	11,30 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	4,25 "
"	Steubenville	5,28 "
"	Wheeling	6,35 "
Arrives	Bellair	6,50
Leaves	Pittsburgh	1,55 p. m.
"	Wellsville	4.05 "
"	Steubenville	5,10 "
"	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	7,08 "
"	Hudson	8,25 "
Arrives	Cleveland	9,35 "
Leaves	Pittsburgh	1,55 p. m.
"	Wellsville	4,00 "
"	Bayard	5,24 "
"	Alliance	5,50 "
"	Hudson	7,01 "
Arrives	Cleveland	8,10 "

Connecting at Bayard with Tuscarawas branch for New Philadelphia and Canal Dover at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad at Hudson, with Cleveland, Zanesville and Chicago Railroad for Akron, Cuy. Falls and Millersburg, and at Cleveland with C. & E. R. R. for Erie, Dunkirk and Buffalo, with C. & T. R. R. for Toledo, Detroit and Chicago.

Wellsville Accommodation leaves at 3.35 p. m. Returning Trains arrive in Pittsburgh as follows:

Mail Train	4,10 p. m.
Express Train	2,05 a. m.
Wellsville Accommodation	9,40 a. m.

Passengers desiring to go to Sandusky, Toledo, Chicago, or points West of 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. no27

UPHOLSTERING.

UPHOLSTERY,

NO. 25 FOURTH ST., NEAR WOOD.

THE SUBSCRIBERS MANUFACTURE and keep constantly on hand every article in their line, viz: Cornices, Ornaments, Curtain Goods, Comforts, Feather Beds, Mattrasses 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.

oc17:1yd ROBERTS & ROENIGK.

HOTELS AND RESTAURANTS.

YOUNG'S

WHOLESALE OYSTER DEPOT,

AT THE OLD STAND

CORNUCOPIÆ RESTAURANT,

NO. 40, FIFTH STREET,

WHERE FAMILIES, HOTELS, RESTAURANTS and the trade generally 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. ELI YOUNG.

oc14 corner Virgin alley and Smithfield st.

SAVAGE HOUSE,

No. 353 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 markets afford. Oysters will be served up in every variety of style, during the season. His Wines, Liquors and Ales he feels confident in recommending to the public for their excellence.

Can, Bucket and Shell Oysters received daily and sold wholesale and retail. my2elyd

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. AURENTZ, Proprietor, No. 344 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. fel:ly

WINES AND LIQUORS.

WILLIAM BENNETT,

IMPORTER AND DEALER IN

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

NO. 120 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,	$229,510 00.
Assets,	$303,508 96.

Invested as follows, viz:

First Mortgage or Improved City Property, worth double the amount	$155,605 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ℔ cent. Mortgage Loans, $30,000, cost	27,900 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	2,012 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, Wm. R. Thompson, Frederick Brown, Cornelius Stevenson, John R. Worrel, H. L. Carson, Robert Toland, Frederick Lennig, Charles S. Wood, James S. Woodward, Samuel Bispham, Robert Steen, William Musser, Benj. W. Tingley, Marshall Hill, Z. Lothrop, Charles Leland, Jacob T. Bunting, Smith Bowen, John Bissell, Pittsburgh.

B. M. HINCHMAN, Secretary.

J. GARDNER COFFIN, Agent,

my15 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 Tranquair, Wm. Eyre, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, Dr. R. M. Huston, Geo. G. Lieper, Hugh Craig, Charles Kelley, Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, Spencer M'Ilvain, Thos. 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. MADEIRA, Agent,

je22 No. 63 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	$1,886,230 88
Real Estate, (present value $103,312 81,) cost	102,965 25
Temporary Loans on ample Collateral Securities	92,135 56
Stocks, (present value $89,067 72,) cost	89,786 66
Notes and Bills Receivable	1,821 00
Cash	27,919 25
	$2,238,081 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, $62,153 36.

DIRECTORS.

Charles W. Bancker, Tobias Wagner, Samuel Grant, Jacob R. Smith, George W. Richards, Mordecai D. Lewis, David S. Brown, Isaac Lea, Edward C. Dale, 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 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 Accounts	$ 67,000 00
Mortgage	2,100 00
Office Furniture	250 00
Open Accounts, etc.	7,860 42
Cash	18,251 29
Premium Notes	27,066 20
Notes and Bills discounted	174,075 11
	$288,241 76

DIRECTORS.

R. Miller, Jr., Nathaniel Holmes, George Darsie, Chas. W. Ricketson, Alexander Speer, Rees J. Thomas, James M'Auley, Alexander Nimick, Wm. H. Smith, Andrew Ackley, David M. Long, 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, Wm. G. Johnston, Reese Owens, B. Preston, S. M. Kier, Jas. M. Cooper, J. Caldwell, Jas. Park, Jr., B. F. Jones, T. M. Howe, George Bingham, John Shipton, S. Harbaugh, John S. Dilworth, C. H. Zug.

mh29: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. B. English, P. B. Savery, C. Sherman, S. J. Magarge, E. R. Cope, George W. Brown, Joseph S. Paul, John Clayton, E. Wiler.

F. BLACKBURN, Secretary.

J. G. COFFIN, Agent,

jy4:ly 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		22,557 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, Wilson Miller, Wm. Rea, John M'Devitt, Jos. Kirkpatrick, Robt. Dalzell, Wm. A. Caldwell, Jas. A. Hutchinson, John Atwell, S. B. Robison, Richard Hays, R. Wallace, Geo. A. Berry, Wm. Means, James Woodburn. my21

DAILY POST.

THURSDAY MORNING, MARCH 27.

Gen. Sigel's Address to his Soldiers.

The St. Louis *Republican* publishes the following address of Gen. Franz Sigel to his soldiers:

HEADQUARTERS 1st AND 2d DIVISIONS,
CAMP PEA RIDGE, ARKANSAS,
March 15, 1862.

To the Officers and Soldiers of the First and Second Divisions:

After so many hardships and sufferings of this war in the West, a great and decisive victory has, for the first time, been attained, and the army of the enemy overwhelmed and perfectly routed. The rebellious flag of the Confederate States lies in the dust, and the same men who had organized armed rebellion at Camp Jackson, Maysville and Fayettville; who have fought against us at Boonville, Carthage and Wilson's Creek, at Lexington and Milford, have paid the penalty of their seditious work with their lives, or are seeking refuge beind the Boston Mountains and the shores of the Arkansas river.

The last days were hard, but triumphant. Surrounded and pressed upon all sides by an enterprising, desperate and greedy enemy—by the Missouri and Arkansas mountaineer, the Texas Ranger, the finest regiment of Louisiana troops, and even the savage Indian—almost without food, sleep or camp fires, you remained firm and unabashed, awaiting the moment when you could drive back your assailants or break through the iron circle by which the enemy thought to crush or capture us all, and plant the rebellious flag on the rocky summit of Pea Ridge.

You have defeated all their schemes. When at M'Kissicks farm, west of Bentonville, you extricated yourselves from their grasp by a night's march, and secured a train of two hundred wagons before the enemy became aware of the direction you had taken, instead of being cut off, weakened and driven to the necessity of giving battle under the most unfavorable circumstances, you joined your friends and comrades at Sugar Creek, and thereby saved yourselves and the whole army from being separated and beaten in detail.

On the retreat from Bentonville to Sugar Creek—a distance of ten miles—you cut your way through an enemy at least five times stronger than yourselves. The activity, self-possession and courage of the little band of six hundred will ever be memorable in the history of this war.

When on the next day, the great battle began, under the command of Gen. Ashboth, you assisted the Fourth Division with all the cheerfulness and alacrity of good and faithful soldiers—that division on that day holding the most important position—whilst Col. Osterhaus, co-operating with the Third Division battered down the hosts of M'Cullough on our left, and Major Paten guarded our rear.

On the 8th, you came at the right time to the right place. It was the first opportunity you had of showing your full strength and power. In less than three hours you formed in line of battle, advanced and co-operated with our friends on the right, and routed the enemy so completely that he fled like dust before a hurricane. And so it will always be when traitors, seduced by selfish leaders and persecuted by the pangs of an evil conscience, are fighting against soldiers who defend a good cause, are well drilled and disciplined, obey promptly the orders of their officers, and do not shrink from dangerous assault when, at the proper and decisive moment it is necessary.

You may look with pride on the few days just passed, during which you have so gloriously defended the flag of the Union. From 2 o'clock on the morning of the 6th, when you left McKissick's farm, until 4 o'clock in the afternoon of the 9th, when you arrived in Keetsville in the common encampment, you marched fifty miles, fought three battles, took not only a battery and a flag from the enemy, but more than a hundred and fifty prisoners—among them the menacing Brig. Gen. Herbert, commander of the Louisiana forces, and his Major; Col. Mitchell, of the Fourteenth Arkansas; Col. Stone, Adjutant General of Price's forces, and Lieut. Col. John H. Price, whose life was twice spared, and who has now for the second time violated his parole, and was arrested with arms in his hands.

You have done your duty, and you can justly claim your share in the common glory of this victory. But let us not be partial, unjust or haughty. Let us not forget that *alone* we were too weak to perform the great work before us. Let us acknowledge the great services done by all the brave soldiers of the Third and Fourth Divisions, and always keep in mind that "united we stand, divided we fall." Let us hold out and push the work through—not by mere words and great clamor, but by good marches, by hardships and fatigues, by strict discipline and effective battles.

Columbus has fallen—Memphis will follow, and if you do in future, as you have done in these past days of trial, the time will soon come when you will pitch your tents on the beautiful shores of the Arkansas river, and there meet our iron-clad propellers at Little Rock and Fort Smith. Therefore, keep alert, my friends, and look forward with confidence.

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