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.	1,30 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.	2,50 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 10,45 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 " 6.10 "
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 6,93 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 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 Deloware, 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 3.25 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	7,25

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 Penna. R. R. Passenger Station on Liberty and Grant streets.

ENOCH LEWIS, General Superintendent, Altoona, Pa. no23

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 FORWARDING 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, [illegible] and Mattoon, &c., &c.

[illegible] D. President.
JOHN F. CHEEK, Freight Agent.
mh3

[illegible] PORTANT. 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 [illegible] point reached by rail, and is always as cheap as any other.

[illegible] Tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad. [illegible]

Pres't and Gen'l Sup't. North Missouri R. R.

HENRY H. [illegible], Gen'l Traveling Agent.

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	6,15 "	
"	St. Louis	10,45 a. m.	
Leaves	Pittsburgh	1,55 p. m.	
"	Steubenville	5,16 "	
"	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	4,00 "
"	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	5,21 "
"	Alliance	5,50 "
"	Hudson	7,04 "
Arrives	Cleveland	8,10 "

Connecting at Bayard with Tuscorawas 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	1.10 p. m.
Express Train	2.05 a. m.
Wellsville Accommodation	9.10 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. 85 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, Mattrases 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:lyd 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.

oc11 Corner Virgin alley and Smithfield st.

SAVAGE HOUSE,

No. 350 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. my26lyd

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. ap1ly

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.

jal0:ly JOHN SHALER, 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.

[illegible] 10 bbls Tallow, [illegible] Grease.

In store and for sale by

F. SELLERS & CO.

no28 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	24,350 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,
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 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,
ja22 No. 65 Waterstreet, 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	$1,806,393 85
Real Estate, (present value $109,213 61,) cost	102,905 25
Temporary Loans on ample Collateral Securities	89,135 56
Stocks, (present value $80,667 72,) cost	69,786 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, $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	$ 63,000 00
Mortgage	2,160 00
Office Furniture	250 00
Open Accounts, etc	7,809 43
Cash	18,351 99
Premium Notes	27,605 20
Notes and Bills discounted	174,075 14
	$298,251 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		23,557 34
Bills Discounted		36,236 76
Mortgage		12,000 00
115 Shares Mechanics' Bank stock cost	$ 6,166 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, Jas. Kirkpatrick, [illegible], Wm. A. Caldwell, Jas. A. Hutchison, John Atwell, [illegible], [illegible], [illegible], [illegible], James Woodburn.

DAILY POST.

SATURDAY MORNING, MARCH 29.

Orpheus C. Kerr's Last Letter from the Capitol.

EDITOR T. T.—When a wise, benign, but not altogether Rhode Island, Providence saw fit to deal out a few mountains to Eastern Tennessee and Western Virginia, my boy, it is barely possible that Providence had an eye to the present crisis of our subtracted country, and intended to furnish the coming Abe with a fit place for the lofty accommodation of such great men as were not in immediate demand among the politicians. I am not topographical by nature, my boy; I never went up to the top of the White Mountains to see the sun rise, and didn't see; nor did I ever scale Mont Blance for the purpose of allowing a fog to settle on my lungs; but it's my private opinion, my boy—my private opinion, that, were it not for the perpendicular elevations of the earth's surface in the States named, it would be necessary for the honest Old Abe either to turn General Freemont into a reduced Consul; and commission him to furnish proofs of the nation's reverence for the name of Lafayette, or coop him up somewhere in solitary grandeur, like a rabbit in a Warren.

"Great men," says the General of the Mackerel Brigade, as he and I were looking at some sugar together, the other night, through concave glasses—"great men," says he, "are like the ears of a black-and-tan terriers: they are good for ornaments, but you must cut off some of them when you would give them rate." "Thunder!" says the general, taking a perpendicular view of the sugar—"if I didn't cut off great men occasionally, there'd be more Presidential nominations to ratify next election than ever before struck terrier to the heart of an old-line whig."

But you have yet to learn, my boy, what was the great reason for sending Fremont to the everlasting hills. On Tuesday, I asked a knowing veteran at Willard's what it really was. He looked at me for a moment in immovable silence; then he softly placed his spoon-gymnasium on a table, looked cautiously in all directions, crept up to my ear on tiptoe, and says he:

"*Kerridges!*"

"Son of a bottle!" says I, "your information is about as intelligible as the ordinary remarks of Ralph Waldo Emerson."

The knowing veteran suffered his nose to take a Steam-bath for a moment, and then says he:

"Kerridges! Kerridges with six horses and the American flag flying out of the back window. Fremont's great mistake at the West was kerridges—*and* six horses. Did he wish to buy some shoe-strings for his babes"—"Captain Poneyowiski," says he to his chamberlain, "order the second stewart, to tell the scarlet-and-gray groom, to send the kerridge and six horses round to the door, with a full band on the box." Did he wish to make a call on the next block and obtain some Bath note-paper—"General Nockmynoseoff," says he to his first esquire in waiting, "issue a proclamation to my Master in Chancery to instantly command the Master of the Horse, to get ready the kerridge with six horses, and send the Life-Guard to clear the way." In fact," says the knowing veteran, frowning mysteriously, "it is rumored that when he came home from Debars' theatre one night, and found the front door of his headquarters accidentally locked, he instantly ordered up the kerridge *and* six horses, to take him round to the back entrance."

"Now," says the knowing veteran, suddenly striking the table a glass blow, that splashed, and assuming an air of embittered argument—"they've sent him to the mountains, to suppress his kerridge."

This explanation, my boy, may be all a fiction; but certain it is, that General Fremont has not the carriage he had six months ago.

On Wednesday, the gothic steed Pegasus bore me once more to Manassas, where I found the Mackeral Brigade vowing vengeance for the recent rebel atrocities, of which they found many outrageous evidences.

Just as I arrived on the ground, my boy, a Mackeral chap came running out of a deserted rebel tent with a round object in his hand, and immediately commenced to tear his hair, and speak the language of the Sixth Ward.

"My brother! my brother!" says he, eyeing the horrible trophy with tearful emotion. "O! that I should live to see your beloved skull turned into a cheese-box by rebels! You was a Boston alderman, a moral man, a candidate for the Legislature, before you came to this here horrid war to be killed by rebels, and to have your skull aggrawated into a secession utensil."

Here the General of the Mackeral Brigade glanced at the heart-sickening trophy, and says he to the Mackeral chap:

"Why, you poor, ignorant cuss! that thing is nothing but a cocoanut-shell hollowed out."

"Is it!" says the inferior Mackeral, brightening up, "is it? Well," says he, feelingly, "I took it for the skull of my brother, the Boston Alderman—it's so hard and thick."

These beautiful displays of fraternal emotion are quite frequent, my boy, and are calculated to shed a lustre of sanctity over the discoveries of our troops.

The capture of Richmond being deferred until the younger drummers of the brigade are old enough to vote in that city, I found Captain Villiam Brown and Captain Bob Shorty seated at a table in a tent—the former being engaged with a pen and a decanter, while the latter drew a map of the campaign with a piece of lemon peel, dipped in something fragrant.

"Comrade," says Captain Bob Shorty to me, cordially, "this here is what we call intellectual relaxation, with a few liquid vowels to make it consonant with our tastes."

"Yes," says Captain Villiam Brown, with a fascinating and elaborate wink at the decanter, "the physical man having taken Manassas, the human intelleck is now in airy play." "Ah!" says Villiam majestically passing me the disentangled curl-paper on which he had been writing, "read what I have penned for the perusal of the United States of America."

I grasped the document, my boy, and found on it inscribed the following efficacious effusion:

Floyd.

Felonious Floyd, far-famed for falsifying,
Forever first from Federal forces flying,
From fabrications fanning Fortune's flame,
Finds foul Fugacity factitious Fame.
Fool! facile Fabler! Fugitive flagitious!
Fear for Futurity, Filcher fictitious!
Fame forced from Folly, finding fawners fled,
Feeds finals failure—failure fungus-fed.

By CAPTAIN VILLIAM BROWN, Eskevire.

"Well, my juvenile Union-blue," says Villiam, smiling like a successful cherubim, "what do you think of that piece of American intelleck?"

"I think," says I, "that it is worthy of an F. F. V."

What followed, my boy, is none of your business, though a sentry near by subsequently observed, that he heard the sound of soft, melifluous gurgles come from the interior of the tent.

Poetry, my boy, is man's best gift; and that, I suppose, is the reason why it is so popular in young women's boarding-schools.

Yours, in particular metre,
ORPHEUS C. KERR.

IF YOU WANT SOME GOOD NEW Fruit or prepared Mince Meat, mixed, and all other kinds of Spices, cooking Brandy or Wine, New Orange, Lemon and Citron Peel go to Haworth & Brothers, in the Diamond, where you will get a new crop, [illegible] and lower than at any other house in the city. Also a general and full assortment of Family Groceries, Teas, Wines, Brandies, and all other kinds of Foreign and Domestic Liquors, [illegible]

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