## 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. | 2,50 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 6,20 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 9,20 a. m. and 9,20 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 12,50 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 a. 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 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 6,20 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 | 1,20 a. m. |
| Johnstown Accommodation | 10,30 a. m. |
| 1st Wall's Station Accommodation | 6,30 a. m. |
| 2d Wall's Station Accommodation | 8,20 a. m. |
| 3d Wall's Station Accommodation | 1,05 p. m. |
| 4th Wall's Station Accommodation | 6,05 p. m. |

Train 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 | 7,45 |

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 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, 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.

### 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 [illegible]

[illegible] RAILROAD

The new rail route from St. Louis to St. Joseph. The shortest and quickest line [illegible] [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 | 6,45 " |
| " St. Louis | 10,45 a. m. |
| Leaves Pittsburgh | 1,55 p. m. |
| " Steubenville | 5,10 " |
| " Newark | 12 midnight. |
| " Columbus | 1,20 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 | 5,24 " |
| " 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 | 4,10 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.

oct17: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 Chespeake 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. 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. my20:lyd

### 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. ap1:ly

### 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, Cognac Brandies, Blackberry, Cherry and Whiskey, &c. Monongahela Rectified mh16

### E. P. MIDDLETON & BRO.,

IMPORTERS OF

WINES, BRANDIES, &

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. [illegible] 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.

je22 P. A. MADEIRA, Agent, 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 | $1,896,393 88 |
| Real Estate, (present value $103,313 61,) cost | 102,995 25 |
| Temporary Loans on ample Collateral Securities | 89,135 56 |
| Stocks, (present value $86,667 72,) cost | 89,786 66 |
| Notes and Bills Receivable | 1,821 00 |
| Cash | 27,919 33 |
| | $2,208,051 68 |

The only profits from premiums which this company can divide by law, are from risks which have been determined.

Insurances made on every description of Property, in Town and Country, at rates as low as are consistent with security.

Since their incorporation, a period of thirty years, they have paid losses by Fire, to an amount exceeding Four Millions of Dollars, thereby affording evidence of the advantages of Insurance, as well as the ability and disposition to meet with promptness all liabilities.

Losses paid during the year 1859, $62,153 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 | |
| Mortgage | $ 63,000 00 |
| Office Furniture | 2,160 00 |
| Open Accounts, etc | 250 00 |
| Cash | 7,809 43 |
| Premium Notes | 18,351 99 |
| Notes and Bills discounted | 27,605 20 |
| | 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.

jy4:ly 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 |
| Furniture | | 400 00 |
| Cash | | [illegible] |
| | | [illegible] |

DIRECTORS.

Wm. B. Holmes, Wilson Miller, Jno. Rea, Jas. M'Devitt, Jos. Kirkpatrick, Robt. Dalzell, Wm. A. Caldwell, James A. Hutchison, [illegible], James Woodburn.

## DAILY POST.

TUESDAY MORNING, APRIL 1.

### Depth of Planting Corn.

A communication which we find in the Germantown *Telegraph* gives the following suggestions and facts, respecting the proper depth for planting corn:

Cover the corn carefully, and never more than from one and a half to two inches deep. If planted deeper than this it will be longer coming up, and after it comes up it will grow very well until it is three or four inches high, when it will remain stationary for ten days or two weeks. By examining we will find that the first joint is below the surface of the soil, also that the roots are decaying, while new ones are being thrown out from the joint: these new roots require some ten or fifteen days for their complete formation, and during this time the plant remains stationary as far as growth is concerned. As soon as the new roots are fully formed the old ones will disappear, and the growth will proceed as usual.

From actual experiments with grains taken *from the same ear and same part of the ear*, I have arrived at the following result: Corn planted one inch heep came up in eight days: that planted one and a half inches deep required nine and a half days; that two inches deep, ten days; two and a half inches deep, eleven and a quarter day's three inches deep, twelve days; three and a half inches deep, thirteen days, four inches deep, fourteen and a half days; five and a half inches deep, eighteen days; six inches deep, twenty-one days. The last lot came up and grew until about three inches high, when it remained stationary for a long time and finally died.

### Text for the Times

The New York *World* (Republican) quotes the following from President Jefferson's first Inaugural, as a suitable text for the times:

The diffusion of information and the arraignment of all abuses at the bar of public opinion; freedom of religion; *freedom of the press; freedom of person under the protection of habeas corpus;* and trial by juries impartially selected—these principles from the bright constellation which has gone before us, and guided our steps through an age of revolution and reformation. The wisdom of our sages and the blood of our heroes have been devoted to their attainment. They should be the creed of our political faith: the text of civil instruction: the touchstone to try the services of those we trust: and should we wander from them in moments of error or alarm, let us hasten to retrace our steps and regain the road which alone leads to peace, liberty and safety.

### The Headquarters of Beauregard Occupied by a Loyal Citizen.

We are permitted to copy the following extracts from a letter received by a gentleman in Washington, from a distinguished Tennesseean, now in Nashville:

"We are sojourning at the St. Cloud Hotel, the late headquarters of Beauregard, when he was for a short time here. I have the honor to occupy his late rooms. They "smell to Heaven"—the stench is insufferable. In fact the city, or what is left of it, smells horribly. The *table d'hote* is unparalleled. Confederate grease is the great staple: it saturates the bread, gives a gloss to the coffee, converts the plates into mirrors, and adds adornment to the tablecloths in a thousand different ways.

* * * *

"Next week Governor Johnson will begin the work of coercion. Nothing is now needed but a ruler. One newspaper subsided this morning, and the other two are continued on parole, but in a few days they, too, will be among the things that were.

"Confederate Treasury Notes are worth but thirty cents on the dollar. Our kind of Treasury Notes as good as in New York. Our State and its people are nearly ruined. It will take a whole generation to restore prosperity, and cure the wide spread disregard of morality.

"Wm. H. Polk is here, and Wm. B. Stokes is hourly looked for—both are loud-mouthed Union men. Stokes has been so from the beginning. We will have meetings of the people to-morrow, at which the trial strain of the Union horse will be had."

"Speaking of shaving," said a pretty girl to an obdurate old bachelor, "I should think that a pair of handsome eyes would be the best mirror to shave by." "Yes, many a poor fellow has been 'shaved' by them," the wretch replied.

### ST. FRANCIS' COLLEGE,

UNDER CARE OF THE FRANCISCAN BROTHERS.

**THIS INSTITUTION, SITUATED** IN LORETTO, Cambria county Pennsylvania four miles from Cresson Station Station, on the direct route between Philadelphia and Pittsburgh, was chartered in 1858, with priviliges to confer the usual Collegiate Honors and Degrees. The location of the College in one of the most healthy in Pennsylvania—this portion of the Allegheny Mountains being proverbial for its pure water, bracing air, and picturesque scenery.

The Scholastic year commences on the FIRST MONDAY after the 15th of AUGUST, and ends about the 28th of JUNE following. It is divided into two Sessions. Students cannot return home between the Sessions. All the Apparatus necessary for Land Surveying, Engineering, &c., &c., will be furnishing by the Institution to the Students.

Instrumental and Vocal Music forms no extra charge. Students will be admitted from eight years to the age of manhood.

| | |
|---|---|
| TERMS—Board and Tuition, payable half yearly advance | $100 |
| Washing and use of Bedding | 10 |
| Classical and Modern Languages, extra | 10 |
| Students spend Vacation at the College | 15 |

Reference can be made to the Rt. Rev. Bishop O'Conner, to the Rev. T. S. Reynolds, St. Mary's, Loretto, and to other Clergymen of the Pittsburgh Diocese.

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**THE PUBLIC WILL TAKE NOTICE** that my wife has left my bed and board, and that I will not be responsible for any debts or liabilities that she may contract. mh31:lw GARRET FITZGERALD.

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**BE CLEAN—FOR WALL PAPER,** Paper Hangers and Whitewashers, call at 87 WOOD STREET. mh24 W. P. MARSHALL.

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**2,000 CANE POLES** just received and for sale by mh22 BOWN & TETLEY, 136 Wood st.

**RAISINS—** 500 Boxes M. R. Raisins, 200 ½ do do do, 100 ¼ do do do, 200 Boxes Layer do, 100 ½ do do do, 100 do Valencia do, 25 Kegs Seedless do, 50 Mats do do. Just received and for sale by REYMER & BROS. Nos. 126 and 128 Wood street.

**SNUFF—** [illegible] Barrels Garrett's Scotch Snuff just received and for sale by REYMER & BROS. mh24 Nos. 126 and 128 Wood street.

[illegible]

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