RAILROADS.

1862. [illegible] 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	6,30 a. m.	6,30 p. m.
Arrive at	Fort Wayne	12,05 p. m.	12,20 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 [illegible] 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 6,03 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	2,30 a. m.
Arrives at Alliance	7,35 p. m.

Trains are run by Columbus time, which is [illegible] slower than Pittsburgh time.

[illegible] 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.

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 all the Companies on the line of the road, to all parts of the United States.

W. F. 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 11:20 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 connections at Harrisburg for Baltimore and Washington, and for New York via Allentown. This train arrives in Philadelphia at 8,00 a. m., making connection for New York from Kensington Depot at 10,30 a. m. over Camden and Amboy line. A [illegible] is run through from Pittsburgh [illegible] via Allentown—130 miles—attached [illegible] train.

THE FAST LINE leaves the above named station daily (except Sunday) at 2,30 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 6,20 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 4,05 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:

[illegible]	1,15 p. m.
[illegible]	8,50 p. m.
[illegible]	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.

[illegible] connect at [illegible] town Accommodation [illegible] Express and Mail [illegible]

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, 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 [illegible] and Indianapolis, New Albany and [illegible] Michigan Central Railroads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

[illegible] to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and Passengers carried from Cincinnati or Lawrenceburg in less time than by any other route [illegible]. The only road by which shipments can be made from Cincinnati to the West, without breaking [illegible].

[illegible] J. E. GIBBONS, Agent at Cincinnati, or W. B. CUTTING, Agent at Lawrenceburgh, will receive prompt attention, [illegible] no charge for [illegible] apply to THOMAS [illegible] Water street,) agent of the Company, who is prepared to give through freight to Indianapolis, [illegible] Chicago, Peru, [illegible] Charleston, Paris and [illegible]

[illegible] LORD, President. [illegible] 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

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 Sup't. North Missouri R. R. [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	1,30 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	5,24 "
"	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	9,40 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. 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 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. 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 affords. 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 accommodote 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. ap4:1y

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, Proprietor.

ja10:ly.

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 [illegible] for passengers arriving by that road. [illegible] ving, at considerable ex[illegible] ellent style, the MANSION [illegible] pectfully solicit a share of [illegible] His Larder and Bar will be [illegible] 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

fel2:6m

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] Tallow, [illegible] Grease, In store and for sale by [illegible] 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	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,	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 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	$1,896,393 88
Real Estate, (present value $105,311 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,	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.

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	27,606 20
	174,075 14
	$298,251 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,
B. Preston,	George Bingham,
S. M. Kier,	John Shipton,
Jas. M. Cooper,	S. Harbaugh,
J. Caldwell,	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. R. Cope,
E. B. English,	George W. Brown,
P. B. Savery,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. J. Magarge	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	$6,165 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. R. 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.

THURSDAY MORNING, APRIL 17.

PENNSYLVANIAN'S DEAD.

In Pennsylvania's History
There's many a noble name
Of statesman true, or chieftain bold,
Whose deeds rank high in fame;—
From Him, the great and Christian sage,
Who first gave glory to the page,
Down to the last soul-stirring hour,
Which saw her clad in hope and power—
A star too bright to dimmed be
By other of the envied free.

Where'er a valiant deed was done—
Where'er a vict'ry proudly won—
Her sturdy son, their valor lent,
And of their life's-blood freely spent.
And marched through mis'ry's fiercest throes,
To hurl destruction 'mongst her foes.

Where great Ohio sullen flows,
By Schuylkill's murky flood,
On Susquehanna's lovely shores,
Their deeds are writ in blood.
All hallowed is the sacred clay,
Made mellow with their bones,
Where more than Roman warriors lay,
Freed from the battle's tones.

Why cross Atlantic's surly waves,
And pass old Europe o'er,
To search for places of renown,
When here is brighter lore?
Europe's field have drunk much blood
To aid tyrannic aims:
But Liberty led on *our* hosts,
And consecrates *our* plans.

At Valley Forge's noted mound
What thoughts ennobling rise—
See how the suff'ring hero paves
His pathway to the skies.
Wyoming's rich and blood-bought vale—
Where is the eye so bold
That has not shed the pitying tear
When her sad tale was told?

Paoli's marble marks the fate
Which crushed a gallant band,
But, ah! their leader lived to serve
With valor great the land!
Revenge, deep-seated on his brow
Gave vigor to his frame,—
The British soldier trembles now,
When told of daring Wayne.

Oh, their's were proud—aye, holy fates,
Who, in the gallant strife,
Glad yielded up their richest boon—
Man's dearest jewel—Life!
No compass limits marked their course,
Nor bar their deathless fame,
For Freedom's flames, when truly felt,
Permit no selfish claim.

They need no monuments—those men
Of sterling worth and patriot deed,
For first in glory's rank they stand,
And none deny the rich-earned meed—
Each freeman's heart a casket is,
Wherein their actions deeply lie,
And never will they be forgot,
'Till Liberty herself shall die!

A Sensible View.

Senator Jos. A. Wright of Indiana, in his speech in the Senate, mentioned one and the most practical way of exterminating slavery, viz.: the introduction of free white labor. He said:

If I am not misinformed, seventy men belonging to one Northern regiment were married in the state of Maryland in the last six months. I know men from my State and New York who have bought land in Maryland in the last three weeks. Within fifty miles of where I am talking to you today, Northern men will be found in less than sixty days, turning up the earth and putting in clover and furnishing this market. If you will only let the army and the war alone, and not disturb the peace and harmony of the country with questions that have nothing to do with the prosecution of the war, all will go well.

HUMOROUS.

We hear much about the dangers of using coal oil, but while the insurance men grumble: the people continue to make light of it.

"That was very greedy of you, Tommy, to eat your little sister's share of cake." "You told me, ma, I was always to take her part," said Tommy.

The old lady who mended her husband's trousers with a patch of grass, is now smoothing her hair with the comb of a rooster.

Naturalists tell us that "wild boars" are become extinct in the land. What a capital thing if "tame bores" were to follow the example.

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