RAILROADS.

1862. THE 1862.
PITTSBURGH, FT. WAYNE & CHICAGO RAILWAY.
TO ALL POINTS IN THE
SOUTH WEST AND NORTH WEST.

SUMMER ARRANGEMENT.
Commencing May 5th, 1862.

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

WESTWARD TRAINS.

	Fast Line.	Mail	Express.
Leaves			
Pittsburgh	1,00 a. m.	7,10 a. m.	12,50 p. m.
Allegheny	1,10 a. m.	7,20 a. m.	1,00 p. m.
Arrives			
Crestline	8,20 a. m.	5,20 p. m.	8,30 p. m.
Ft. Wayne	2,10 p. m.		2,25 a. m.
Chicago	8,35 p. m.		8,35 a. m.
St. Louis	12,45 p. m.		

FOR COLUMBUS, CINCINNATI & ST. LOUIS.

Leaves			
Crestline	8,50 a. m.	7,26 p. m.	8,50 p. m.
Arrives at			
Columbus	11,30 a. m.		10,15 p. m.

FOR INDIANAPOLIS AND ST. LOUIS.

Leaves		
Crestline	8-50 a. m.	8.50 p. m.
Arrives at		
Indianapolis	6,30 p. m.	5,15 a. m.
St. Louis	8,10 a. m.	6.30 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
ARRIVE AT PITTSBURGH.

	Mail.	Express.
Chicago Express		2,00 a. m.
Chicago Mail		3,40 p. m.
Cincinnati and St. Louis Express		7,45 p. m.

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

Leaves Allegheny	Arrive New Brighton	Leave New Brighton	Arrive Allegheny
9,00 a m	10,40 a m	5,15 a m	6.50 a m
12,00 m	1,30 p m	6,45 a m	8,30 a m
4,40 p m	6,15 p m	12.20 p m	2,00 p m
6,30 p m	8,15 p m	3,20 p m	5.05 p m

MARKET TRAIN.

Leaves Alliance at	5,30 a. m.
Arrives at Allegheny at	10,30 a. m.
Leaves Allegheny at	3,10 p. m.
Arrives at Alliance	8,00 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.

The 6,30 p m accommodation train connects at New Brighton with packets for New Castle.

Through trains connect as follows:—
At Enon, with stages for New Castle, Mercer, Youngstown, &c.
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 Lima, for Sidney, Detroit, Dayton, Toledo etc.
At Fort Wayne, for Peru, Lafayette, Ind., Saint Louis, Quincy, Keokuk, St. Joseph and Illinois, and intermediate points in Central Indiana.
At Plymouth for Laporte.
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, Union Passenger Station, Pittsburgh. and A. O. CASSELBERRY Agent, Allegheny.
JOHN R. JERRIS, General Superintendent.
WM. P. SHINN, General Passenger Agent

CLEVELAND & PITTSBURGH RAILWAY.

ON AND AFTER MONDAY, MAY 5th, 1862, trains will leave the Union Passenger Depot, Liberty street, as follows:

PITTSBURGH, COLUMBUS & CINCINNATI SHORT LINE, VIA STEUBENVILLE.

Leaves Pittsburgh	1,00	a. m.
" Steubenville	4,00	"
" Newark	9,53	a. m.
" Columbus	11,40	"
Arrives Cincinnati	6,45	"
" St. Louis	10,45	a. m.
Leaves Pittsburgh	12,50	p. m.
" Steubenville	4,06	"
" Newark	10,15	"
" Columbus	11,45	p. m.

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves			
Pittsburgh	1,00 a m	6,10 a m	12,50 p m
Wellsville	3.00 "	8,14 "	3,05 "
Steubenville	4,00 "	9,16 "	4,00 "
Wheeling	4,54 "	10,23 "	4,55 "
Arrives			
Bellair	5,05 "	10,40 "	5,05 "

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	1,00	a. m.
" Wellsville	3,25	"
" Bayard	6,10	"
" Alliance	6,43	"
" Hudson	8,00	"
Arrives Cleveland	9,15	"
Leaves Pittsburgh	12,50	p. m.
" Wellsville	3,00	"
" Bayard	4,14	"
" Alliance	4,40	"
" Hudson	5,42	"
Arrives Cleveland	6,20	"

Connecting at Bayard with train for Dover, New Philadelphia, &c., at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad at Hudson; with Cleveland, Zanesville and Chicago Railroad for Akron, Cuyahoga Falls and Millersburg; and at Cleveland with trains for Erie, Dunkirk, Buffalo, Niagara Falls, Sandusky, Toledo, Detroit, Chicago and the northwest.

Wellsville Accommodation leaves at 4,00 p. m. Returning. Trains arrive at 2,20 a. m., 9,15 a. m., 2,40 and 9,00 p.m.

Through tickets to all prominent points in the west, southwest, north or northwest, 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

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 connections 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 9.00 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 6,50 p. m., over Camden & Amboy line.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN, leaves daily (except Sunday) at 2,00 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	1,45 p. m.
Mail	8,50 p. m.
Fast Line	8,50 a. m.
Johnstown Accommodation	1,30 a. m.
1st Wall's Station Accommodation	10,30 a. m.
2d Wall's Station Accommodation	8,30 a. m.
3d 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 from 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,
General Superintendent, Altoona, Pa.

RAILROADS.

NEW ROUTE VIA RIVER AND RAILROAD,

INDIANAPOLIS AND CINCINNATI R. R.

Connecting at Indianapolis with Terre Haute, and Terre Haute and Alton Railroad, to St. Louis and Lafayette and Indianapolis, New Albany and Salem and Michigan Central Railroads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and passengers carried from Cincinnati or Lawrenceburg in less time than by any other route by twenty-four hours, and at as low rates. The only road by which shipments can be made from Cincinnati to the West, without breaking bulk.

Consignments made to J. E. GIBBONS, Agent at Cincinnati, or W. B. CUTTING, Agent at Lawrenceburgh, will receive prompt attention, and no charge for commission; NO CHARGE FOR DRAYAGE OR COMMISSION AT LAWRENCEBURG.

For further information apply to THOMAS RATIGAN, (No. 115 Water street,) agent of the Company, who is prepared to give THROUGH RECEIPTS for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c.
H. F. LORD, President.
JOHN F. CHEEK, General Freight Agent.
mh3

1862. IMPORTANT. 1862.

ALL PERSONS PURCHASING TICKETS FOR SAINT JOSEPH,

And other points in Northern Missouri, the States of Kansas, or the Territories, should insist on having tickets that read by the

NORTH MISSOURI RAILROAD

The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line by thirteen hours to the remotest point reached by rail, and is always as cheap as any other.

Buy your Tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.
ISAAC H. STURGEON,
Pres't and Gen'l Supt. North Missouri R. R.
HENRY H. SIMMONS, Gen'l Traveling Agent.
se10:6m

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. 250 Liberty Street,

Next to Pennsylvania Passenger Depot,
JOHN SAVAGE Proprietor.

HAVING TAKEN AND FITTED UP, with all the modern improvements, this popular resort, the subscriber is prepared to accommodate his old customers and the public generally, with the best the 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. my28lyd

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. ap6ly

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,
ja8tfly 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

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

THE MOST COMPLETE WHOLESALE Jewelry
ESTABLISHMENT IN THE WEST.
J. R. GARDINER.
ap10 62 FIFTH STREET.

ROLL BUTTER—
1 barrel Fresh Roll Butter;
1 box do do just received by express and for sale by
JAS. A. FETZER,
ap21 Corner Market and First street.

CO-PARTNERSHIP—HAVING ASSOCIATED with us in the Real Estate and General Commission Agency Business R. B. CUTHBERT, our business will hereafter be conducted in the name of S. CUTHBERT & SONS.

S. CUTHBERT......S. L. CUTHBERT......R. B. CUTHBERT

S. CUTHBERT & SONS, REAL ESTATE and General Commission Agents, 51 MARKET STREET, Pittsburgh, attend to the sale of Real Estate, Collection of Rents, &c., and settlement of estates of persons deceased. ap2

SOAPSTONE — 25 BARRELS POWDERED Soapstone received and for sale by
my2 HENRY H. COLLINS.

McCLELLAND'S SHOE SALE THIS DAY. [illegible]

BECKHAM & LONG, WHOLESALE and Retail dealers in all kinds of Agricultural Implements, Garden and Field Seeds, No. 127 Liberty street, next door to Hare's Hotel. ap29

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,
je22 No. 65 Water street, Pittsburgh.

INDEMNITY AGAINST LOSS BY FIRE.

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

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

First Mortgages, amply secured	$1,896,393 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.

Insurance 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, $62,183 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......$219,100 Assets......$[illegible]

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, R. 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	$[illegible]
Bills Receivable	[illegible]
Bills Discounted	[illegible]
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	2,700 00
Balance of Book Accounts	[illegible]
Office Furniture	[illegible]
Cash	[illegible]

DIRECTORS.

Wm. R. Holmes, Wilson Miller, Wm. Dean, John M'Devitt, Jas. M'Auley, Robt. Dalzell, Wm. A. Caldwell, Jas. A. Hutchison, John Agnew, [illegible] James Woodburn.
April 22, 1862.

DAILY POST.

FRIDAY MORNING, MAY 9.

POEM WITH TWO MEANINGS.

The following poem in the Charleston *Mercury*, apparently copied from a New Orleans paper, is full of meaning to the infatuated secessionists, but its covert intention is not evident enough to lay the author liable to the charge of being a Union man in the midst of Secessia:

HURRYING ON

Hurrying on in the midst of excitement,
Pushing extravagant projects through,
Few of us know or pause ever to question—
Ever to ask where we are hurrying to;
Hurrying on over blessings unheeded,
Chasing some joy like the butterfly, gone
What is the use of our hurrying on?

We have been hurrying on from our cradles—
What but its shadows have we for the Past?
We are still hurrying on as expectant—
What shall we get by our hurrying at last?
Graves are so thick that we cannot well miss them,
Going with the clothes we shall wear;
Where shall be, then, all we're hurrying after?
What shall we have, with our hurry, when there?

Hurrying on in the wake of the phantoms
Conjured alone in the fever of haste,
Hurrying on with extravagant projects,
Little we seek of treasures we waste;
Little we know of the diamond moments,
All to be gathered and garnered in store,
Making our worthy or worthless possessions
Up in the land were we'll hurry no more.

Treasures that lie all around us in plenty
We never heed as we are hurrying on,
And when in Heaven our coffers are empty
We shall first know they are lost and are gone,
Then we shall know how our spirits have wasted,
Wealth of Eternity planted in Time;
The soil for its seed growing barren as ashes,
While we are hurrying out of its clime.

God works but slowly—but slowly my brothers,
Not hurrying onward in passion and strife—
Works with Love only, and only for others,
Not for himself in the green fields of Life:
Let us sit down and be calm and be thoughtful,
Lifting our hearts to Eternity's brink—
Let us cease living alone for the Present,
Let us cease hurrying—what do you think?

A Mere Trifle.

Capt. Rodman, having successfully cast a 20 inch gun, and the test showing it to be safe and strong as a smaller cannon, is now at work on a pocket-piece for the President, the ball of which is to weigh 3,000 pounds, to have a range of six or seven miles, of two feet and a half diameter, while the gun itself will weigh somewhere in the neighborhood of 200 tuns. It is supposed, if the Warrior, or any English ship should be struck by one of the pills from this little joker, it would be difficult for the future historian to tell the precise spot where the English vessel was last seen or at precisely what instant she disappeared from mortal view. Capt. Rodman is now finishing six 15 inch toys for the new Monitors, three or four 20 inch playthings, beside Old Abe's pocket-piece, the 30 inch joker. The story that a guard is set over this gun every night to keep it from being picked up and carried off by some thief, is pronounced a canard.

Rumored Movement among the Border States Congressmen.

The following appears in the Washington correspondence of the New York *Times*:

The town was startled by a rumor today that all the members of Congress from the border slave States, and a number of conservative sympathizers from other States, where seriously considering the propriety of withdrawing in a body from the Senate and the House, and thus precipitating a decision by the people of the whole country on the radical measures of confiscation and emancipation. Although such a movement could not rally a large strength in Congress, any defection of the kind would have a most injurious effect in the States of Kentucky, Tennessee, Missouri and Maryland, and give new hope to the slumbering secession element in those States. The wisest course would be to let the President deal with the unconstitutional acts of Congress. He has the wisdom and courage for the crisis, and will not fear the responsibility.

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