

RAILROADS

1862. THE 1862. PITTSBURGH, WASHINGTON & CHICAGO RAILWAY.

TO ALL POINTS IN THE SOUTH WEST AND NORTH WEST. SUMMER ARRANGEMENT. Commencing May 5th, 1862.

TIME TO CINCINNATI AND QUEENSBURY. Trains on both Routes shorter than by any other route.

WESTWARD TRAINS. Fast Line. Mail. Express.

Table with columns for Train Name, Time, and Destination. Includes routes to Cincinnati, Queensbury, and St. Louis.

ARRIVE AT PITTSBURGH. Chicago, Cincinnati, and other routes.

ACCOMMODATION TRAINS. From Federal Street Station.

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RAILROADS

NEW ROUTE VIA RIVER AND INDIANAPOLIS AND CINCINNATI R. R.

Connecting at Indianapolis with Terrell, Lehigh and Lehigh Valley, New Albany and Salem and Middletown, and all intermediate points.

Trains from Indianapolis to Cincinnati, and from Cincinnati to Indianapolis, and all intermediate points.

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INSURANCE

FIRE INSURANCE

BY THE RELIANCE MUTUAL INSURANCE COMPANY, OF PHILADELPHIA.

On Buildings, Limited or Personal, Merchandise, Furniture, &c., in town or country.

OFFICE NO. 308 WALNUT STREET. Cash Capital, \$250,000.00. Assets, \$250,000.00.

Invested as follows: First Mortgage on Improved City Property, \$100,000.00. Second Mortgage on Improved City Property, \$100,000.00.

Stock of Delaware M. & Insurance Co., \$100,000.00. Stock of Philadelphia M. & Insurance Co., \$100,000.00.

Stock of Mechanics Bank, \$100,000.00. Stock of Commercial Bank, \$100,000.00.

Stock of Pennsylvania Railroad Co., \$100,000.00. Stock of Delaware & Maryland Canal Co., \$100,000.00.

Stock of Philadelphia & Reading Railroad Co., \$100,000.00. Stock of Philadelphia & Lancaster Railroad Co., \$100,000.00.

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DAILY POST

SATURDAY MORNING, MAY 10.

THE NAVAL REVOLUTION.

An Iron-Plated Coast Fleet for England.

From the London Times, April 21. We are informed that a step of great importance in the existing state of our naval affairs has just been taken by the Board of Admiralty. It is well known that at the present moment our entire fleet of small vessels-of-war is built of wood, and is wholly unprotected by armor plating.

Every corvette, sloop and gunboat in the service is liable, the close, its sudden and complete destruction by the shell fire of an enemy. In view of these facts, a complete step has recently been put to the construction of a new class of vessels of this kind in the royal dockyards. In France, for some years past, and in America, during the late war, small iron-plated craft have been designed and built; but in all cases these have been fit to operate upon open coasts and harbors only, and have been wholly incapable of performing general sea service. Our own Admiralty and their constructors have naturally been averse to the building of similar vessels, but at the same time no means of moderate dimensions have been devised. At length, however, a new plan has been adopted, which has been devised, which is said to afford great security with a comparatively small amount of metal, and which has met with the full approval of the Board of Admiralty.

The new design has been made by Mr. E. J. Reed, formerly of the School of Naval Architecture, Portsmouth, and is now Secretary to the Institution of Naval Architects, under the general supervision of Admiral Robinson, the Comptroller of the Navy. It is applied to ships of various classes, and provides for the use of a powerful plating of Armstrong's gun metal, of great range of line; for the security of the ship from penetration by small iron and water; for steaming power superior to that of the unprotected vessels, and for the protection of the engines, rudder-head and steering apparatus. These advantages are said to be secured, and the cost of construction has been found to be a comparatively small amount. The Admiralty have issued an order for the immediate adoption, and have appointed the construction of the vessels in Her Majesty's dockyards. The timber now in store, and the iron plates, are being immediately put to the use of the new vessels, which will be timber-built below the water, but iron-plated above the water. Although the vessels are not yet completed, it is believed that the preliminary arrangements for carrying out have already been made, under the supervision of the Comptroller and the Duke of Somerset. The first vessel to be commenced forthwith at Deptford dockyard, and it is to be named the Enterprise.

England's Fleet from the Revolution.

From the Paris Constitutionnel, April 21. It results from the engagement between the two plated ships on the coast of America in any respect to be compared to three already built by the Royal Navy of England. The plated frigates which England has launched, defective as they may be, are nevertheless true ships, such as they are, these two ships, or rather floating batteries, will do more for the Royal Navy in the present war than all the other vessels of the fleet. The consequence is clear and incontrovertible: that the moment that the Royal Navy has a fleet of plated ships, the fleet of unplated wood is powerless as instruments of warfare. This fact our neighbors cannot perceive without regret. The Royal Navy of England has not been drawn into this movement. She has left the English Admiralty to quietly go on in increasing their wooden fleet. The Ministry of War has not been drawn into this movement. The Ministry of War has not been drawn into this movement. The Ministry of War has not been drawn into this movement.

WESTERN INSURANCE COMPANY OF PITTSBURGH.

GEORGE DARRIE, President. Capt. R. D. OGDON, Secretary.

Office, No. 22 Water Street, opposite the City and Exchange Banks.

Capital, \$1,000,000.00. Assets, \$1,000,000.00.

Invested as follows: First Mortgage on Improved City Property, \$100,000.00. Second Mortgage on Improved City Property, \$100,000.00.

Stock of Delaware M. & Insurance Co., \$100,000.00. Stock of Philadelphia M. & Insurance Co., \$100,000.00.

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