ROCK ISLAND ARGUS.

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DANFORTH & JONES, Proprietors.

Cor. Illinois and Eagle Streets.

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J. B. DANFORTH, JR., MILTON JONES

The Evening Argus.

ROCK ISLAND ILL. WEDNESDAY EVENING, MAY 28, 1862

ROCK ISLAND ARGUS

PREMIUM

BOOK & JOB ESTABLISHMENT

COR. ILLINOIS AND EAGLE STREETS.

Is prepared to execute to order on short notice

ALL DESCRIPTIONS OF

Books, Pamphlets, Circulars, &c. &c,

Medical.

SMITH'S GREAT ELECTRIC OIL!!!

GENUINE!

GENUINE!

IS AMBER COLOR.

DR. SMITH'S ELECTRIC OIL

IS the most beautiful combination ever discovered for Pain. Try it on a lady's gathered breast and see how soon it soothes, how quickly all the swelling is removed.

It cures cramps in 10 minutes.
Cures Headache in 20 minutes.
Cures Rheumatism speedily.
Cures Neuralgia in 10 minutes.
Cures Burns in 24 hours.
Cures Erysipelas in 3 days.

Cures many complaints of a painful and inflammatory nature quicker than anything else, and is the most soothing of all known medical appliances.

DR. SMITH'S ELECTRIC OIL.

is the only

Genuine Electric Oil

ever known, and it has cured more than 100,000 people!

A single application in painful cases, will demonstrate its power and pleasantness.

Read what Dr. J. O. Boggs says; he is one of the first men in Westport, Mo., and keeps a large drug store:

Westport, July 11th, 1859.

"Some two years ago, a lady of this place was, after confinement, attacked with inflamation of one of the breasts, which for several days resisted all the usual remedies in such cases. The swelling and soreness was as great as in any case I had witnessed. I was induced to try Smith's Electric Oil, and was perfectly astonished and pleased to find in half an hour after its application, that the soreness and swelling had entirely subsided.

J. O. BOGGS, Druggist

The Genuine Electric Oil

IS A RICH AMBER COLOR

Ask to look at it, and you will be fully satisfied if it be the Original Electric Oil, prepared by Dr. Smith. No person would use a counterfeit if he knew it, and it is my imperative duty to admonish all to be careful, and always ask for "Dr. Smith's Electric Oil." All the best dealers sell it, most of the doctors use it, at least those who have been some acquainted with its virtues.

ALVORD & VAN PATTEN are regular agents for the genuine Oil, in Davenport, Iowa, and CLACIUS & SPEIDEL, in Rock Island.

G. B. SMITH, M. D.

☞ Dr. Smith may be consulted free.

CARD PHOTOGRAPH PORTRAITS,

For ALBUMS, in the most artistic style, to be had at GAYFORD & SPEIDEL'S.

AMBROTYPES,

Not surpassed this side of New York, taken at GAYFORD & SPEIDEL'S.

PHOTOGRAPHS,

All sizes, in the highest style of art, to be had a

Gayford & Speidel's Gallery,

In Webber's Block.

PRICES MODERATE

WM. SHRADER'S STORE.

THE farmers of Camden and vicinity and boy

GROCERIES,

CALICOES AND MUSLINS,

WINDOW GLASS, PUTTY, &C

very cheap for ready pay, of Wm. Shrader, Camden Mills. His SUGAR, COFFEES, &c., are of the best, and at the lowest prices. Butter and Eggs taken in exchange.

WM. SHRADER.
Camden Mills.

Most Valuable Book of the Day!

THE NEW

AMERICAN CYCLOPÆDIA.

As volume after volume is issued, this noble work elicits stronger praise from all quarters. The North American Review says: "We can turn to no title which does not confirm our confidence in the work. Each article seems to have been written by an expert. *There can be no doubt that, at least for the use of American readers, and in some respects wherever the English language is spoken, this Cyclopædia will greatly surpass in value any similar compilation yet issued on either side of the Atlantic.*"

In the present startling times, when we need posting on so many topics little thought of before, it is invaluable.

Published by D. Appleton & Co., New York.

PAINTING AND GLAZING.

THE undersigned has taken the shop on Illinois street, Rock Island, next door to Glockhoff's cigar store for the purpose of carrying on the business of

PAINTING,
GRAINING,
PAPER HANGING and
GLAZING, in all their branches, and will execute all orders from

TOWN OR COUNTRY

with promptness, in the best manner, and at reasonable rates.

☞ Orders may be sent through the post office, or left at the shop. JACOB GITT.

QUICK TIME TO NEW YORK.—

The Pittsburg, Fort Wayne & Chicago R. R.

In connection with the

Pennsylvania Rail Road the Allentown Route,

Are now running through to New York city with but one change of cars, in four hours' less time than any other route. This advantage is gained by their being eighty miles shorter than either of the more northern lines.

March 14th '62.

The Only Premium

Awarded at the late United States Fair on

Wigs and Toupees,

And for Hair Jewelry,

WAS that given to ADOLPH OHSWALDT, 199 Lake Street, Chicago. His Wigs are easy, durable and elegant. The only place in the West where they are properly made. *Satisfaction or no pay.* Orders forwarded by sending the measures as follows:

1 Round the Head.
2 Forehead to Nape.
3 Ear to Ear over the Head.
4 Ear to Ear across the Crown.

1 Round the Head.
2 Forehead to extent of Baldness.
3 Ear to Ear over the Head.
4 Across bald place over the crown.

ADOLPH OHSWALDT, Chicago.
P. O. Box, 2026.

CHICAGO & NORTHWESTERN RAILWAY.

For Rockford, Beloit, Freeport, Janesville, Galena, Dubuque, Watertown, Portage City, Madison, Prairie du Chien, Fond du Lac, Oshkosh, Green Bay, Berlin, Ripon, La Crosse, St. Paul, &c.

Trains leave Chicago as follows:

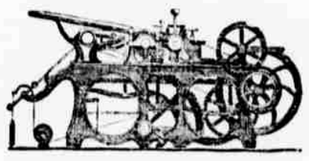
9.30 a. m. day express, for all points above.
9.00 p. m. Passenger train, for Janesville, Beloit, Freeport and Rockford.

Trains arrive at Chicago at 9.45 a. m.; 6.15 p. m.

GEO. L. DUNLAP, Sup't.
E. De Witt Robinson, Gen. Ticket Ag't.

Printing.

ROCK ISLAND ARGUS



PREMIUM

Printing House!

Illinois Street, Opposite Post Office.

ROCK ISLAND, - - - ILLINOIS.

Our Facilities for Executing

☞ EVERY VARIETY OF ☜

JOB PRINTING,

ARE

UNSURPASSED!

And will enable us to execute as

Good Work

AS ANY OTHER OFFICE IN THE CITY OR STATE,

AND AT PRICES

WARRANTED TO BE SATISFACTORY!

THE BOOK DEPARTMENT

Is amply supplied with material of every variety necessary to ensure punctuality and dispatch.

Constitutions, Articles of Incorporation,

And every other variety of Pamphlets printed at the shortest possible notice.

MERCANTILE PRINTING

OF EVERY DESCRIPTION, SUCH AS

Bills of Lading,
Steamboat Bonds,
Hotel Registers,
Bankers' Checks,
Receipts,
Druggists' Labels,
Bills of Fare,
Bill-Heads,
Circulars,
Ball Tickets,
Cards,
Posters,
Programmes,
Etc., Etc., Etc.

NEATLY AND HANDSOMELY DONE!

Mammoth Posters

Of Any Size or Shape, and in

ANY NUMBER OF FANCY COLORS.

ORNAMENTAL PRINTING

IN BRILLIANT COLORS,

IN GOLD, SILVER OR BRONZE,

Not to be Excelled Either in the East or West!

The material of this office has been selected with great care, and with an eye to the wants of the business community.

OUR TYPE IS NEW!

Consequently, it gives a clear and distinct impression. In addition to this, we employ the

FASTEST MACHINE PRESSES

To be Found in the West!

Thereby ensuring to all who favor us with work,

PUNCTUALITY!

And Reasonable Prices!

Railroads.

NEW YORK AND ERIE RAILROAD.

Great Broad Gauge, Double Track and Telegraph Route

TO

NEW YORK, BOSTON

And all Eastern Cities.

CARRYING THE

GREAT WESTERN U. S. MAILS.

EXPRESS TRAINS leave Dunkirk daily, on arrival of all Trains on the Lake Shore Railroad, from Cleveland, Cincinnati, Toledo, Chicago, Milwaukee, St. Paul, St. Louis, &c., and run through to New York without change.

THE ONLY ROUTE running cars through from the Lakes to New York City. Splendid ventilated Sleeping cars run on Night Trains.

Baggage checked through. Fare always as low as by any other route.

Boston Passengers and their baggage transferred Free in New York.

Be particular and call for Tickets via Dunkirk, and the New York and Erie Railroad, which are sold at all the principal Railroad Offices in the West.

This road affords facilities for shipment of Freight, superior to any other route.

AN EXPRESS FREIGHT TRAIN

leaves New York daily, making close connections through to all points West, and quicker time than ever before made on any line.

For Freight Rates, enquire of J. C. Gatman, 240 Broadway, New York; John S. Dunlaw, 15 State Street, Boston, Mass., or of Jacob Forsyth, Freight Agent, 64 Clark Street, Chicago.

CHAS. MINOT, Gen'l Sup't.

THE PENNSYLVANIA CENTRAL R. R.

Is a First Class Road in all respects,

WITH 289 MILES OF DOUBLE TRACK.

Three Daily Trains

(With connections from all points west,) from Pittsburg and Philadelphia, all connecting direct to New York.

Morning Mail, Afternoon Fast Line, Night Express.

ONE TRAIN DAILY

From Pittsburg to New York (430 miles) without change of cars.

VIA ALLENTOWN & EASTON,

With direct connections from Western Cities. Arriving hours in advance of other routes, in time for Boston by rail or boat lines.

Express trains run daily; others, Sundays excepted.

NINE DAILY TRAINS

From Philadelphia to New York. Tickets good on any line or train.

New York or Boston Tickets via Pittsburg, good via Philadelphia or Allentown.

Boat Tickets to Boston good via any of the boat lines.

TWO DAILY CONNECTIONS

From Harrisburg to Baltimore and Washington. Baggage checked through—all transfers free.

Fare Always as Low as any Other Route.

BUY TICKETS VIA PITTSBURG

Tickets for sale at

ALL MAIN OFFICES.

FREIGHTS.

By this route freights of all descriptions can be forwarded from Philadelphia, New York, Boston or Baltimore to and from any point on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa and Missouri by railroad direct.

The Pennsylvania railroad also connects at Pittsburg with steamers, by which goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas and Red rivers; and at Cleveland, Sandusky and Chicago, with steamers to all ports on the Northwestern lakes.

Merchants and shippers entrusting the transportation of their freight with this company can rely with confidence on its speedy transit.

The rates of freights to and from any point in the west by the Pennsylvania railroad are at all times as favorable as are charged by other railroad companies.

Be particular to mark packages "via Penna. R. R."

E. J. SNEEDER, Philadelphia.
MARGRAW & KOONS, 20 North street, Baltimore.
LEECH & CO., No. 2 Astor House, or No. 1 South William street, New York.
LEECH & CO., No. 77 State street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. S. HOUPT, Gen'l Ticket Agent, Phila.
ENOCH LEWIS,
Gen'l Sup't, Altoona, Pa.

MICHIGAN CENTRAL RAILROAD.

Great Central Route to New York, New England and the Canadas.

On and after SUNDAY, May 4, 1862, trains leave the Great Central Union Depot, foot of Lake street, Chicago, as follows:

7.00 A. M.—Day Express (except Sunday) arrives at Detroit 6.40 p. m.; Suspension Bridge 4.05 a. m.; Albany 4.15 a. m.; New York 9.00 p. m.; Boston 12.20 a. m.

7.30 P. M.—Night Express (except Sunday) arrives at Detroit 7.00 a. m.; Suspension Bridge 4.50 p. m.; Albany 4.15 a. m.; New York 10.30 a. m.; Boston 4.30 p. m.

Cincinnati trains, via M. C. Railroad, leave Chicago at 7.00 a. m. Mail Train. 7.30 p. m. Fast Express. Arrive in Cincinnati at 8.15 a. m. Fast Express, and 8.15 p. m. Night Mail Train.

The 7.30 p. m. train leaving Chicago runs through to Cincinnati without change of cars or baggage.

SALISBURY'S PATENT DUSTERS

are run on day express trains.

Patent Sleeping Cars on Night Trains.

☞ *Baggage Checked Through* ☜

THROUGH TICKETS for sale in all principal railroad offices in the west, at the general office, corner Lake and Dearborn streets (under the Tremont House, Chicago), and at the Depot.

R. N. RICE,
J. W. SMITH, General Sup't.
Western Passenger Ag't.

DETROIT & CHICAGO RAILROAD LINE.

On and after Monday, May 5th, the

The Michigan Southern R. R. Co.,

Will run a passenger Line between Chicago and Detroit via Adrian without change of cars, making direct connections with all Canadian Lines from Detroit.

Elegant coaches with raised ventilated roof and Salisbury Dusters, will run through on day trains. Luxurious sleeping cars of the latest improvement will run through on night trains.

The distance is shorter than by any other line. The time and rates of fare will be the same as on other routes.

Leave Chicago at 7.00 a. m. and 7.30 p. m.; arrive in Detroit at 6.40 p. m. and 7 a. m.; arrive in Chicago at 8.15 p. m. and 8.15 a. m.

Tickets sold at all the principal offices in the Northwest. Also at the company's office, 95 Clark street, and at the depot, corner Van Buren and Sherman sts., Chicago. H. E. SAWYER,
General Passenger Agent.

CHICAGO & ST. LOUIS R. R. LINE—

CHANGE OF TIME.

Trains leave Chicago at 9.00 a. m.—day express, except Sundays. 9.00 p. m.—night express, except Saturdays. Trains arrive at St. Louis at 5.35 a. m. and 5.50 p. m.

Joliet and Wilmington Accommodation

Leaves Chicago at 4.00 p. m.; arrives at 9.45 a. m.

C. H. ALLEN, Sup't.

Railroads.

STERLING AND ROCK ISLAND R. R.

SUMMER ARRANGEMENT.

ON and after Monday, May 5, 1862, trains will run between Port Byron, Rock Island and Chicago, daily, Sundays excepted, as follows:

LEAVE.

Port Byron	7.00 A. M.
Hampton	7.30 "
Junction	8.10 "
Moline	8.24 "

ARRIVE.

Rock Island	8.30 "
Chicago	6.20 P. M.

LEAVE.

Chicago	9.00 A. M.
Rock Island	4.15 P. M.
Moline	4.25 "
Junction	4.40 "
Hampton	4.50 "

ARRIVE.

Port Byron	5.30 "

The above trains will be subject to the rules and regulations of the Chicago & Rock Island Railroad Time Tables where on that road.

L. B. BOOMER, Lessee.

Chicago & Rock Island Rail Road.

CHANGE OF TIME.

SUMMER ARRANGEMENT.

On and after Sunday, May 5th, 1862, until further notice, trains will leave Rock Island Depot as follows:

GOING EAST.

Day Express and Mail train at 10.50 a. m., arriving in Chicago at 6.30 p. m.

Through freight 4.00 at 9.15 a. m., arriving in Chicago at 5.00 a. m.

Night Express at 7.40 p. m., arriving in Chicago at 6.30 a. m.

TRAINS ARRIVE FROM THE EAST:

Night Express at 7.00 a. m., leaving Chicago at 9.00 p. m.

Through Freight at 1.45 p. m., leaving Chicago at 7.00 p. m.

Day Express and Mail at 3.15 p. m., leaving Chicago at 9.00 a. m.

All trains over this road are in direct connection at Chicago with trains over the Michigan Southern, the Michigan Central, and the Pittsburgh and Fort Wayne Railroads, to and from Detroit, Toledo, Cleveland, Columbus, Cincinnati, Pittsburgh, Dunkirk, Buffalo, Niagara Falls, Albany, New York, Philadelphia, Baltimore, and Washington. Also at LaSalle with trains of the Illinois Central Road, North to Galena and South to St. Louis, and Cairo.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage, also to procure tickets before taking their seats in the cars, as the conductors collect fares only to stations on the line of the Chicago and Rock Island Railroad. JOHN F. TRACY, Sup't.

W. H. WHITMAN, Ass't Sup't.

Galena and Chicago Union Railroad.

SUMMER ARRANGEMENT.

ON AND AFTER MONDAY, May 11th, 1862, trains will leave Wells street depot, N. Wells st., Chicago, as follows (Sundays excepted):

9.50 a. m. and 9.25 p. m. for Belvidere, Rockford, Freeport, Warren, Galena, Dunleith, Dubuque and intermediate points.

9.50 a. m. and 9.45 p. m. for Dixon, Polo, Fulton, Cedar Rapids and intermediate points.

4.00 p. m., Elgin, Belvidere, Rockford, and intermediate points.

5.30 p. m. Geneva and intermediate points.

Passengers for Beloit and Janesville will take the 9.50 a. m., and 4 p. m. train.

Passengers for Crystal Lake, McHenry, Richmond, Genoa Lake and intermediate points, will take the 4.00 p. m. train.

Trains arrive at Chicago:

At 3.30 p. m. and 5.40 a. m. from Dunleith, Galena, Freeport, etc.

At 3.30 p. m. and 10.0 a. m. from Cedar Rapids, Fulton, Dixon, etc.

At 11.40 a. m. from Fox River Valley.

At 8.30 a. m. Geneva Accommodation.

☞ Sleeping cars on night trains.

E. B. TALCOTT,
G. M. WHEELER, Gen'l Sup't.
Gen'l Passenger Agent.

Michigan Southern & Lake Shore R. R.

1862.....SUMMER ARRANGEMENT.....1862.

On and after SUNDAY, May, 4th and until further notice, trains will leave Chicago as follows:

NEW YORK DAY EXPRESS:

7.00 A. M. Daily, except Sunday, via old Michigan road, connecting at Elkhart with trains on Air-Line road, at White Pigeon with trains for Three Rivers, at Adrian with trains for Jackson; at Air Line Junction with trains for Monroe and Detroit.

NIGHT EXPRESS:

7.30 P. M. Daily, except Saturday, via old Michigan road, connecting at Adrian with trains for Detroit.

Trains arrive from the East at 8.15 a. m. and 8.15 p. m.

All the above trains make regular connections to Dunkirk, Buffalo, Niagara Falls, Albany, New York, Boston, Philadelphia, Baltimore and all other points east.

Luxurious new sleeping coaches, with all modern improvements, run on night trains.

Through tickets can be obtained at the company's office 56 Clark street, under the Sherman House, or at the depot, corner Van Buren and Sherman streets.

JOHN B. CAMPBELL,
GEO. M. GRAY, Gen'l Sup't, Toledo, O.
Gen'l Western Ag't.

Pittsburg, Ft. Wayne & Chicago R. R.

Trains leave the West Side Union Depot, cor. Madison and Canal streets, Chicago, as follows:

7.00 a. m.—Day Express, except Sundays.
7.30 p. m.—Night Mail Express, except Saturdays.
3.40 p. m.—Accommodation for Valparaiso.

For Boston, New York, Philadelphia, Baltimore, Washington, Harrisburg, Pittsburg & Wheeling

Also

For Albany, Buffalo, Dunkirk, Cleveland, Columbus, Cincinnati, Dayton,

And all intermediate stations between Chicago and the cities above named.

Sleeping cars on night trains, and baggage by this route checked through to all eastern cities.

But one change of cars between Chicago and New York, via Allentown, on train leaving Chicago at 7.30 p. m.

Tickets for sale at the principal ticket offices in the west, at the company's office, corner of Randolph and Dearborn streets, and at the Union Depot, West Side, Chicago.

WM. P. SHINN,
A. HOLLIDAY, Gen'l Pas'ger Ag't.
Ticket Agent.

CHICAGO & MILWAUKEE RAILROAD.

For Milwaukee, La Crosse, St. Paul, Oshkosh, Berlin,

And intermediate points.

On and after Monday, May 5th, 1862, Passenger trains leave the depot, corner of West Kinzie and Canal streets, Chicago, (Sundays excepted) as follows:

9.15 a. m. and 9.00 p. m. and arrive in Milwaukee at 12.45 p. m. and 12.35 a. m.

Passenger trains arrive at Chicago at 11.30 a. m. and 6.15 p. m.

Waukegan Accommodation Train.

Leaves Chicago at 5.30 P. M.
Arrives " 8.25 A. M.

S. C. BALDWIN, Sup't.

Insurance.

"FIRM AS A ROCK."

PHŒNIX

—OF—

HARTFORD.

1862.

Sixteenth Semi-Annual Statement

—OF THE—

FINANCIAL CONDITION

—OF THE—

Phoenix Insurance Company,

OF HARTFORD, CONN.,

—ON THE—

First Day of January, 1862.

ASSETS.

Cash, $105,826 98.

Cash on hand and in Bank..$60,427 58
Cash in the hands of and due from Agents..... 45,399 40 $105,826 98

Real Estate, $17,500.

Real estate owned by the Company.....$17,500 00

Loans, $15,540.

Amount loaned on Mortgages of Real Estate.....$17,000 00
Amount loaned on pledge of Bank Stocks..... 25,400 00
Amount loaned, otherwise secured..... 3,140 00 $45,540 00

New York Bank Stocks, $101,030.

	Par. Val.	Mar. Val.
50 shares United States Trust Company Stock, N. Y.	$5,000	$6,000
200 shares American Exchange Bk'k Stock NY.	20,000	16,000
200 shares Metropolitan Bank Stock, N. Y.	20,000	18,400
360 shares Manufacturers' and Merchants' Bank Stock, N. Y.	20,000	18,000
150 shares Continental B'k Stock, N. Y.	15,000	11,250
128 shares Mechanics' B'k Stock, N. Y.	16,700	9,330
500 shares Phœnix Bank Stock, N. Y.	10,000	9,000
200 shares Merchants' Exchange B'k St'k, N. Y.	10,000	8,000
100 shares Merchants' B'k Stock, N. Y.	5,000	4,000
100 shares Ocean B'k St'k, N. Y.	5,000	3,750

Hartford Bank Stocks, $155,600.

300 shares Farmers' & Mechanics' Bank Stock, Hartford,	$30,000	33,300
200 shares City B'k St'k Hart'd	20,000	22,000
200 shares Ætna Bank Stock, Hartford	20,000	20,000
200 shares Phœnix Bank Stock, Hartford	20,000	19,200
200 shares Merchants & Manufacturers' B'k St'k, Hartford	20,000	18,200
200 shares Mercantile Bank St'k Hartford	20,000	17,000
125 shs. State B'k St'k Hartford	12,500	15,250
60 shares Hartford Bank Stock Hartford	5,000	6,600
50 shares Conn. River B'k St'k Hartford	2,500	3,250
10 shares Hartford County B'k Stock, Hartford	500	450

Waterbury, Ct., Bank Stocks, $12,590

100 shares Citizens' Bank Stock Waterbury, Ct.	10,000	10,500
38 shares Waterbury Bank St'k Waterbury, Ct.	1,900	2,000

Miscellaneous Bank Stocks, $15,850.

50 shares Niagara District B'k St'k St. Catharines, C. W.	5,000	5,150
250 shares Ontario Bank Stock Bowmanville	10,000	10,700

Bonds, $30,200.

20 New Britain Water Bonds	10,000	11,000
10 Hartford City Bonds	10,000	10,400
20 Tennessee State Bonds	20,000	8,800

Miscellaneous $11,800.

100 shares Holyoke Water Power Company's Stock	10,000	10,000
Ohio State Stock of 1870	2,000	1,800

Interest, $2,761 75.

Accumulated interest on Investments	$2,761 75
Total Assets	$501,701 73.

LIABILITIES.

The amount due and not due to bankers and other creditors of the Company	None.
Losses adjusted and due	None.
Losses reported, unadjusted, in suspense and waiting further proofs	$20,961
Losses contested	9,200
Total of all Liabilities	$30,161.

PHOENIX

Insurance Company,

—OF—

HARTFORD, CONN.

CASH CAPITAL.....$100,000

Devoted to Fire Insurance exclusively, and its aim will be, to secure a continuance of public confidence, by a prompt and honorable adjustment of all fair claims for loss.

S. L. LOOMIS, President.
H. Kelsey, Secretary.

Branch Office---Cincinnati.

R. H. & H. M. MAGILL General Agents.

☞ INSURANCE may be effected with this leading and popular corporation, at FAIR RATES, by application to any of its authorized Agents, in all principal cities and towns.

Agency for Rock Island, Illinois,
HERMAN FIELD.

Are You Insured?

MANHATTAN Fire Insurance Company, of New York. Cash capital, $250,000. Cash surplus, $125,000. Incorporated 1821. One of the oldest companies in the United States.

ARCTIC FIRE INSURANCE COMPANY, New York. Authorized capital, $500,000, with a large and accumulating surplus.

MERCHANTS' INSURANCE COMPANY, of Hartford, Conn. Cash capital, $200,000. MARK HOWARD, Pres't.
E. Thomas Lorrell, Sec'y.

HOME INSURANCE COMPANY, New Haven, Conn. Cash capital, $300,000. Policy holders receive 75 per cent. of the net profits of the business, without incurring any liability.

Insures Buildings, Merchandise, Household Furniture, Boats, Leases, and other Insurable Property, against loss or damage by FIRE.

INTERNATIONAL Life Assurance Society, of London. Chief Office for the United States, 71 Wall St., N. Y. Capital, $2,500,000. Guarantee Fund, $100,000. Deposited with the Comptroller of the State of New York.

EQUITABLE Life Assurance Society, of the United States. Office, 92 Broadway, New York. Purely Mutual.—The only Stock Company in America whose charter requires that all the profits shall be divided pro rata among the policy holders.

J. H. KINNEY, Agt, Rock Island

NOTICE.

THE notes, book accounts and papers of Mr. Julius Schulze, saddler and harness maker, have been left with me for settlement.—All those indebted to him are notified to make immediate payment, or cost will be made.

HENRY FISCHEL, Justice of the Peace
Rock Island, Dec 5, 1861.

Insurance.

FOR CHOICE FIRST CLASS

Insurance,

APPLY TO

J. M. Buford,

who has been appointed agent for the following substantial Companies:

AETNA

Insurance Co.,

OF HARTFORD, CONN.

CASH ASSETS.....$2,000,000

THE OLD

HARTFORD INSURANCE CO.,

OF HARTFORD, CONN.

(Incorporated 1810.)

CAPITAL AND SURPLUS $893,714.62

NEW ENGLAND FIRE AND MARINE

Insurance Company.

—OF—

HARTFORD, CONN.

Chartered Capital.....$500,000.

CITY FIRE INSURANCE COMPANY,

—OF—

HARTFORD, CONN.

Cash and Surplus.....$335,000

NORTH AMERICAN

Fire Insurance Company

—OF—

HARTFORD, CONN.

Capital.....$327,071.

HOME FIRE INSURANCE COMPANY.

OF NEW YORK CITY.

CAPITAL.

The Capital of this Company actually paid up in cash, is.....$1,000,000 00
The Surplus on the 1st day of January, 1862..... 466,187 65

Total am't of Capital and Surplus..$1,466,187 65

CHAS. J. MARTIN, President.
J. Milton Smith, Secretary.

Losses Equitably adjusted and Promptly Paid.

Applications solicited and Policies issued by

J. M. BUFORD,
Rock Island, Illinois.

ILLINOIS MUTUAL

Fire Insurance Comp'ny

With a successful

Business Experience of over 22 Years.

Capital, $1,000,000. Losses Paid, 700,000

Instead of the *profits* for semi-annual dividends, in *addition* to premiums, usually drawn from the insured, by stock companies, to pay eastern stockholders, the rates in the ILLINOIS MUTUAL are so equitably arranged as only to require from the members sufficient money to pay, with *certainty*, all losses and expenses. The premium notes now amounting to over *One Million Dollars*, are secured by a lien upon the property insured, valued at over Ten Millions. This ample fund affords a sure guarantee for the payment of every *loss*—the security being all located in Illinois, and subject to our own laws. No policies are issued out of this state. The members are subject to no litigation—all losses being adjusted by *agreed arbitration*. *All losses cashed within ninety days*, that occur under *policies issued yearly in advance.*

BOARD OF DIRECTORS:

B. K. Hart, Samuel Wade, H. W. Billings, B. I. Gilman, Timothy Turner, Lyman Trumbull, Robert Smith, Henry Lea, John Atwood, J. W. Schweppe, Benjamin E. Long, Elias Hibbard, Francis A. Hollmann, Lewis Kellenberger, M. G. Atwood.

OFFICERS:

M. G. ATWOOD, President.
LEWIS KELLENBERGER, Treasurer.
JOHN ATWOOD, Secretary.
JOHN BEARSLEE, General Agent.
J. E. HOWARD, Ass't Gen'l Agent.

Agents have been appointed in every county and in all the principal cities and towns in the state. Application for insurance may be made to

L. F. Biles, Agt at Rock Hampton; D. W. Gould, Moline, and Brown & Devore, Port Byron.

JAMES M. BUFORD,
Agent for Rock Island, Illinois.

Mississippi & Missouri Railroad.

1862—SUMMER ARRANGEMENT—1862

Trains run by Chicago time, which is twelve minutes faster than Davenport time.

ON AND AFTER MONDAY, MAY 5TH 1862, and until further notice, passenger trains will leave Davenport as follows:

For Marengo and Washington.....7.40 A. M.

Trains arrive at Davenport as follows:

From Marengo and Washington.....6.30 P. M.

Morning trains out of Davenport make direct connections at Marengo, Iowa City and Washington, with the Western Stage Company's Stages for all points west.

Trains from the west connect at Davenport with trains of the Chicago & Rock Island Railroad for all points North and South.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage. Also to procure tickets before taking their seats in the cars.

JOHN F. TRACY, Genl. Supt.
A. KIMBALL, Asst. Supt.

ILLINOIS CENTRAL RAILROAD COMPANY.

CHANGE OF TIME.

On and after SUNDAY, May 11, 1862, trains will leave the Great Central Depot, Chicago, as follows:

Express at 7.15 a. m., daily, Sundays excepted.
Accommodation at 5.30 p. m., daily, Saturdays excepted.

On Saturday an Accommodation train will be run to Kankakee, leaving Chicago at 5.00 p. m.

Trains arrive at Chicago:

Express at 3.30 a. m. Accommodation at 11.55 p. m.

W. P. Johnson,
Gen'l Passenger Ag't.

ADMINISTRATOR'S NOTICE.

Estate of Mathias Agy, Deceased.

THE undersigned having been appointed Administrator of the Estate of Mathias Agy, late of the County of Rock Island and State of Illinois, hereby gives notice that he will appear before the County Court of Rock Island county, at the office of the Clerk of said Court in the City of Rock Island, at the June Term, on the 3d MONDAY IN JUNE next, at which time all persons having claims against said estate are notified and requested to attend for the purpose of having the same adjusted. All persons indebted to said estate are requested to make immediate payment to the undersigned.

Dated this 22d day of April, A. D. 1862.

JOHN PARMENTER, Administrator.

Insurance.

STATEMENT OF THE CONDITION

OF THE

CONNECTICUT

FIRE

Insurance Co.,

OF HARTFORD, CONN.,

On the 1st Day of January, 1862.

CAPITAL.

Amount of Capital Stock paid up	$200 000 00
Amount of Surplus on hand	24 049 43
Total Capital and Surplus	$224 049 43

ASSETS.

Cash on hand and in Bank		$12 694 68
Cash in hands of Agents		5 600 00
Bills receivable, Accounts and other Claims		8 839 75
$10 000 New York 7 per cent State stock of 1864	at $1044	10 450 00
15 Bonds of State of Conn.	" 1010	15 150 00
15 " of City of Hartford	" 1035	15 525 00
5 " of City of Brooklyn, N. Y.	" 1030	5 150 00
10 Bonds Galena & Chicago Railroad Company	" 1000	10 000 00
12 Bonds Clevel'd, Pains & Ashtabula R. R. Co., (500 each)	" 525	6 300 00
53 Shares Hartford & New Haven R. R. Co. Stock	" 140	7 420 00
100 Shares Hartford Bank Stock, Hartford	" 134	13 500 00
200 Shares Farmers and Mechanics Bank St'k H'd	" 112	22 400 00
100 Shares City Bank, H'd	" 110	11 000 00
100 Shares Ætna B'k St'k H'd	" 165	16 500 00
100 Shares Merchant & Manuf'rs Bank Stock, H'd	" 101	10 100 00
60 Shares Charter Oak bank Stock, Hartford	" 102	6 120 00
50 Shares Mercantile Bank Stock, Hartford	" 80	4 000 00
50 Shares Phœnix Bank Stock, Hartford	" 95	4 750 00
100 Shares Ocean Bank St'k New York	" 41	4 100 00
50 Shares St. Nicholas Bank Stock, N. Y.	" 82	4 100 00
50 Shares Park B'k St'k N.Y.	" 96	4 800 00
50 Shares Metropolitan B'k St'k, New York	" 94	4 700 00
50 Shares Nassau B'k St'k, N. Y.	" 85	4 250 00
50 Shares Continental Bank Stock, N. Y.	" 75	3 750 00
50 Shares American Exchange B'k St'k, N. Y.	" 82	4 100 00
400 Shares Mech's B'k'g Ass'n St'k, she's $12,500	100	5 000 00
250 Shares Phœnix Bank St'k, shares $20.20, N. Y.	" 100	5 000 00
50 Shares Hide and Leather Bank Stock, Boston	" 95	4 750 00
Total Assets		$224,049,42

LIABILITIES.

Amount of Losses adjusted and due	None
Amount of Losses adjusted and not due	None
Amount of all other claims against the Co.	$4,500
Total Liabilities	$4,500

JOHN B. ELDREDGE, Sec'y.
Hartford, January 1st, 1862.
HERMAN FIELD, Agent, Rock Island.

PEORIA

Marine & Fire

INSURANCE COMPANY!

Peoria, Illinois.

Capital Stock - - - - $500,000.
Capital Stock paid, - $300,000.

The investments and Assets of this company are as follows:

Cash on hand and in Bank	$21,161,48
Cash due from and in the hands of Agents and other persons	28,000,00
Bonds and Mortgages on Real Estate	108,646,60
Coupon Bonds, interest payable Semi-Annually	28,700,00
Discounted Notes, Drafts and Bills receivable with accrued Interest	117,335,69
Real Estate in the City of Peoria	20,000,00
	$323,843,79

LIABILITIES.

Due Banks and other Creditors of the Company	$13,000,00
Losses Adjusted	3,000,00
Losses Adjusted and not Due	1,100,00
	$17,100,00
	$306,743,79

Having re-insured and cancelled nearly all the extra and special risks previously held by the Company, and confining our business strictly to first-class risks, we think we offer as safe insurance as any company represented in the West. During the past four years we have paid the very large sum $315,000 in losses, and hope to avoid heavy losses in future by declining all specially hazardous risks.

ISAAC UNDERHILL, President.
C. Holland, Secretary.

JAMES SHAW, Agent, Rock Island, Ills; Office Corner of Eagle and Illinois Streets.

PROSPECTUS

OF THE

Journal of the Ill. State Agr'l Society.

To the Friends of Agriculture and Mechanic Arts

The Executive Committee of the Illinois State Agricultural Society believe the time has arrived when the publication of a Journal of the Society is imperatively demanded.

Pursuant, therefore, to the duty with which they are charged by the second section of the Constitution of said Society, revised and adopted by the meeting of delegates from County Agricultural Societies, held on the Fair Grounds, at Jacksonville, Sept., 1860, they have made the necessary arrangements for the issue of such Journal, monthly, commencing with January, 1862.

Each number will contain at least 32 pages (octavo) of reading matter, composed principally of such portions of the transactions of the State and County Societies, and communications on the subjects of Agriculture in all its branches, Mechanics and Natural History, as may require early publication.

☞ All Premiums offered and Awarded by the State Society will appear in its columns.

All persons and especially Secretaries and other officers of County Societies, are respectfully requested to communicate to the editor any matters of general interest to the industrial classes, as they may from time to time arise in their respective localities