The Press.

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THE PRESS,
PUBLISHED DAILY, (SUNDAYS EXCEPTED,)
BY JOHN W. FORNEY,
OFFICE No. 417 CHESTNUT STREET.

DAILY PRESS,
TWELVE CENTS PER WEEK, payable to the Carrier. Mailed to Subscribers out of the City at SIX DOLLARS PER ANNUM, FOUR DOLLARS FOR EIGHT MONTHS, THREE DOLLARS FOR SIX MONTHS—invariably in advance for the time ordered.

TRI-WEEKLY PRESS,
Mailed to Subscribers out of the City at THREE DOLLARS PER ANNUM, in advance.

SEA BATHING.

SEA BATHING.

ATLANTIC CITY, N. J.

TWO AND THREE-QUARTER HOURS FROM PHILADELPHIA.

ATLANTIC CITY is now conceded to be one of the most delightful sea-side resorts in the world. Its bathing is unsurpassed; its beautiful unbroken beach (nine miles in length) is unequalled by any on the continent, save that of Galveston; its air is remarkable for its dryness; its sailing and fishing facilities are perfect; its hotels are well furnished, and as well kept as those of Newport or Saratoga, while its avenues and walks are cleaner and broader than those of any other sea-bathing place in the country.

Trains of the CAMDEN AND ATLANTIC RAILROAD leave VINE-STREET WHARF, Philadelphia, daily, at 7½ A. M., and 4 P. M. Returning, reach Philadelphia at 9 A. M., and 7:45 P. M. Fare, $1.50. Round-trip tickets, good for three days, $2.50. Distance, 60 miles. A telegraph extends the whole length of the road. jy30 tf

FOR CAPE MAY AND NEW YORK. TUESDAYS, THURSDAYS, and SATURDAYS, at 9½ o'clock A. M.

New York and Philadelphia Steam Navigation Company. Steamers DELAWARE, Captain Johnston, and BOSTON, Captain Crocker, will leave for CAPE MAY and NEW YORK, from Pier (old) below Spruce street, every TUESDAY, THURSDAY, and SATURDAY, at 9½ A. M.

Returning, leave New York same days at 5 P. M. Returning, leave Cape May SUNDAYS, WEDNESDAYS, and FRIDAYS, at 7 A. M.

Fare to Cape May, Carriage Hire included..... $1.50
Fare to Cape May, Season Tickets, Carriage Hire extra..... 1.00
Fare to New York, Cabin..... 2.00
Deck..... 1.50

Staterooms (south at New Castle going and returning. Freights for New York taken at lowest rates.

JAMES CALDERDICE, Agent.
jy5-3m; 314 and 316 South DELAWARE Avenue.

FOR CAPE MAY.—The new and comfortable Bay steamer GEORGE WASHINGTON, Captain W. Wilson, leaves Arch-street wharf, for Cape May, every Monday, Wednesday, and Friday morning at 8½ o'clock. Returning, leaves Cape May every Tuesday, Thursday, and Saturday morning at 8 o'clock.

Fare, carriage hire included..... $1.50.
Single servant's, carriage hire included ... 1.25.
Freight taken at the usual low rates.
Stopping at New Castle going and returning. jy4-1m*

FOR THE SEA-SHORE—CAMDEN AND ATLANTIC RAILROAD.—On and after MONDAY, June 17th, trains will leave VINE-STREET FERRY, as follows:

Mail train ..... 8.00 A. M.
Express train ..... 4.00 P. M.
Accommodation ..... 6.00 P. M.

RETURNING, LEAVES ATLANTIC:

Mail ..... 7.45 A. M.
Express ..... 4.45 P. M.
Accommodation ..... 8.15 A. M.

Fare to Atlantic, $1.50; Round Trip tickets, good for three days, $2.50.

Freight must be delivered at COOPER'S POINT by 4 P. M. The Company will not be responsible for goods until received and receipted for, by their Agent, at the Point. WM. H. SEAVER, jy18-tf Agent.

COMMISSION HOUSES.

SCIPLEY, HAZARD, & HUTCHINSON,
NO. 114 CHESTNUT ST.,
COMMISSION MERCHANTS,
FOR THE SALE OF
PHILADELPHIA-MADE GOODS.
ja23-6m

BANKING.

AUGUST BELMONT & CO.,
BANKERS,
50 WALL STREET NEW YORK,
Issue Letters of credit to travellers, available in all parts of Europe, through the Messrs. Rothschild of Paris, London, Frankfort, Naples, Vienna, and their correspondents. fe26-6m*

LOOKING GLASSES.

IMMENSE REDUCTION IN LOOKING GLASSES, OIL PAINTINGS, ENGRAVINGS, PICTURE AND PHOTOGRAPH FRAMES.
JAMES S. EARLE & SON,
816 CHESTNUT Street,
Announce the reduction of 25 per cent. in the prices of all the manufactured stock of their house; also, a fine Engravings, Picture and Photograph Frames, Oil Paintings. The largest and most elegant assortment in the country. A rare opportunity.
Sale-room entirely unencumbered with remarkably low prices.
EARLE'S GALLERIES,
816 CHESTNUT STREET.
jy8-tf

COPARTNERSHIP NOTICES.

DISSOLUTION OF PARTNERSHIP.—The copartnership heretofore subsisting between the undersigned, under the firm of THOMPSON & JENKINS, is this day dissolved, by mutual consent. The business will be conducted at the old stand, No. 9 BANK and No. 12 STRAWBERRY Streets, Philadelphia.
SAMUEL B. THOMPSON,
SAMUEL H. JENKINS.
Philada., June 7th, 1861. jy8-tf

DISSOLUTION.—The copartnership heretofore subsisting between the undersigned, under the firm of J. F. STEINER & CO., is this day dissolved, by mutual consent. The business will be conducted at the old stand, No. 9 BANK and No. 12 STRAWBERRY Streets, Philadelphia.
J. F. STEINER,
FRANCIS F. WOLGAMUTH,
HENRY VOLLMER.
Philada., July 1, 1861.

COPARTNERSHIP FORMED.—The undersigned have this day entered into copartnership, under the firm of WOLGAMUTH & RALEIGH, Being successors to the late firm of J. B. STEINER & CO., will continue the business in the same branches at the same place, No. 9 BANK Street and 12 STRAWBERRY Street.
FRANCIS F. WOLGAMUTH,
AURICE RALEIGH.
Philada., July 1, 1861. jy1-1m

LIMITED PARTNERSHIP NOTICE.—We, the undersigned, residents of the city of Philadelphia, have entered into a Limited Partnership, in accordance with the act of Assembly, entitled "An Act to Form Limited Partnerships," and the supplements relative to limited partnerships, passed the first day of March, A. D. 1836. The name or firm under which said partnership is to conduct the purpose of business is PATTERSON & SONS, the general partners, of dollar and carrying on a wholesale and retail dry goods business in the city of Philadelphia. Jonathan Edward Patterson, residing in Green Street avenue, and Edward Boulton, residing No. 1232 Wallace street, both in the city of Philadelphia, are the General Partners. Antonio J. Figueira, also of said city, is the Special Partner, and has contributed in the common stock as said partnership the sum of forty thousand dollars. Said partnership to commence on the first day of July, A. D. 1861, and continue for the term of two years, to terminate on the first day of July, A. D. one thousand eight hundred and sixty-three.
JONATHAN PATTERSON, Jr.,
EDWARD BOULTON,
Jy18-tu&th12t General Partners.
ANTONIO J. FIGUEIRA,
Special Partner.

ARMY SUPPLIES.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Marcer Streets.
NEW YORK, July 8, 1861.

SEALED PROPOSALS are invited and will be received at this office until 12 o'clock M., on MONDAY, the 29th day of July instant, when they will be publicly opened, for furnishing by contract the following tents for this corps, to be delivered in such quantities as may be placed in the city of New York as may be hereafter designated, in quantities as required.

Proposals should state the prices of tents complete, deliverable at any of the depots of the Quartermaster's department, of the various patterns and descriptions, which will be the subject of separate contracts.

Large supplies will be needed, and the purchases will be made from the lowest responsible bidders, at the time it becomes necessary to give the orders.

The prices per tent, should be stated, naming the places at which the bidder offers to deliver.

The following specifications will be strictly adhered to:

HOSPITAL TENT.

14 feet long, 15 feet wide, 11 feet high, with a wall 4½ feet, and having on one end a lappel, so as to admit of two or more tents being joined and thrown into one, with a continuous covering of roof.

HOSPITAL TENT FLY.

22 feet 10 inches long, 14 feet wide.

WALL TENT.

8 feet long, 9 feet wide, 9 feet high, 4 feet wall.

WALL TENT FLY.

15 feet long, 9 feet wide.

SIBLEY TENT.

13 feet diameter, 13 feet high.

SHEWARD'S TENT.

6 feet 10 inches long, 7 feet wide, 7 feet 1 inch high.

The tents and "flies" are to be made of cotton duck, of the following weight and dimensions, viz:

For Hospital Tent:

30 inches wide, and 22½ ounces per yard.

For Hospital Tent Fly:

30 inches wide, and 15¾ ounces per yard.

For Wall and Sibley tent:

28½ inches wide, and 15 ounces per yard.

All the above-mentioned articles must conform in every respect to the sealed standard patterns in this office, where they may be examined, and additional information received concerning them.

As it is desirable that the articles be of domestic fabrication, bids from manufacturers and regular dealers will be preferred, which must be made for and conform to such articles only, in quality and description, as are required by the advertisement and the samples in this office, but contracts will be awarded to the lowest responsible bidder, who shall furnish satisfactory securities for the faithful performance thereof.

The manufacturer's establishment or dealer's place of business must be distinctly stated in the proposal, together with the names, address, and responsibility of two persons proposed as securities. The sureties will guaranty that a contract shall be entered into within ten days after the acceptance of said bid or proposal.

Proposals will be received for all of the articles separately, and for any portion of each.

The privilege is reserved by and for the United States of rejecting any proposals that may be deemed extravagant.

All articles will be subject to inspection by sworn inspectors, appointed by authority of the United States.

It is to be distinctly understood that no claim or right transferable without the consent of the proper authority, and that any sale, assignment, or transfer, without such consent having been obtained, (except under a process of law,) will be regarded as an abandonment of the contract; and the contractor and his or their securities will be held responsible for all loss or damage to the United States which may arise therefrom.

Payments will be made on each delivery, should Congress make an appropriation to meet them, or as soon thereafter as an appropriation shall be made for that purpose. Ten per cent of the amount of each delivery will be retained until the contract shall be completed, which will be forfeited to the United States in case of delication on the part of the contractor in fulfilling the contract.

Forms of proposals and guaranty will be furnished upon application to this office, and none will be considered that do not conform thereto.

Proposals will be endorsed, "Proposals for Furnishing Army Tents," and be addressed to

Major D. H. VINTON,
Quartermaster U. S. Army,
Box 2998—Post Office.
Jy15-13t

OFFICIAL.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

Proposals should state the prices at which they can be furnished at the places of manufacture, or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established patterns.

Six-mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; felloes two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felloe; hubs made of rum, the spokes and felloes of the best white oak, free from defects; each wheel to have a sand band and linchpin, hand two and three-quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagon all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; tire of axletrees one inch wide, three-sixteenths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep, fastened substantially to the axletree with clips on the top and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half inches deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide, and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletrees, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three-sixths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side with two screws; the hind hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the middle of the jaws, four bolts in the hounds; a plate of iron three inches wide, one and a half inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from the front axletrees, and take two bolts in front part of the hounds, one brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and bounder; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with bolts in each end to fasten it to the hounds, the opening between the jaws of the hounds, to receive the tongue, four and three-quarter inches in front, and tapering to a half inch at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide; have one foot long where they clasp the coupling pole; the bolster four feet five inches long and five inches wide by three inches deep, with steady iron two and a half inches wide by one-half inch thick turned up two and a half inches, and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, one foot four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, taper down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they join together; iron plate one and a half by one-quarter of an inch on its sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three-eighths of an inch thick, corresponding with those inserted down on the sides of the bolster, with a nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two and three-quarters and a half inches wide, of No. 10 hand iron; the rub plate on the coupling pole to be eight inches long; one and three-quarters inches wide, and one-quarter of an inch thick. Doubletree three feet feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well accomplished and strengthened by two three feet two inches long and a quarter inches wide, and one and a quarter inch thick. Lead bars, swingers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The fifth chain to be ten feet long, made for the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree clip and tongue chains, three-sixths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the hook chains to be not more than two and a quarter inches long.

The body to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; the side rail one and a half inches deep by two seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail on front with a seat on strap irons to closet it as high as the sides; a box three feet four inches long, two feet five inches wide front side, and one and a half inches deep, and eight and a half inches at the top in front, tapering to the body at the bottom; to be substantially fastened to the front end of the wagon to have an iron strap, and front rail, by a rivet in each end, to pass through them, the lid to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron around the box a half inch from the top edge, and two straps across on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint bar fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, four inches deep and four inches wide at king bolt, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on rear end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a plate for nut; a plate two and a half inches wide, of No. 10 hand iron, on tail piece, across the body; two mortices in tail piece and hind bar two and a quarter inches wide and one inch thick, to receive Racon three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on each end; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, tail board three-quarters of an inch thick, of white pine, to be well elated with four oak cleats riveted in each piece; the tail-board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch round on the under side of the bed piece, to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two threeeighths of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant between it and the lateral rod. A half inch round iron rod or bolt to pass diagonally through the plate between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of the hind quarter stud, lowering gradually to the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to be which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top, and bottom to be secured by two three-eighths inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, to be of three-sixths of an inch round iron; feed trough to be four feet six inches long from out to out, with bottom and end of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well braced with a band of hoop iron around it, the one-second each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the strength. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole five feet five feet long, one and three-quarter inch wide by one-quarter inch thick, inside band one inch by three-sixteenths inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagon all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; tire of axletrees one inch wide, three-sixths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep, fastened substantially to the axletree with clips on the top and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half inches deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide, and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletrees; and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three sixths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side with two screws; the hind hounds, with half inch screw bolt through each hound, a seven-sixth inch bolt through tongue and hounds in the middle of the jaws, four bolts in the hounds; a plate of iron three inches wide, one and a half inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from the front axletrees, and take two bolts in front part of the hounds, one brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and bounder; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with bolts in each end to fasten it to the hounds, the opening between the jaws of the hounds, to receive the tongue, four and three-quarter inches in front, and tapering to a half inch at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide; have one foot long where they clasp the coupling pole; the bolster four feet five inches long and five inches wide by three inches deep, with steady iron two and a half inches wide by one-half inch thick turned up two and a half inches, and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, one foot four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, taper down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they join together; iron plate one and a half by one-quarter of an inch on its sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three-eighths of an inch thick, corresponding with those inserted down on the sides of the bolster, with a nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two and three-quarters and a half inches wide, of No. 10 hand iron; the rub plate on the coupling pole to be eight inches long; one and three-quarters inches wide, and one-quarter of an inch thick. Doubletree three feet feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well accomplished and strengthened by two three feet two inches long and a quarter inches wide, and one and a quarter inch thick. Lead bars, swingers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The fifth chain to be ten feet long, made for the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree clip and tongue chains, three-sixths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the hook chains to be not more than two and a quarter inches long.

The body to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; the side rail one and a half inches deep by two seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front with a seat on strap irons to closet it as high as the sides; a box three feet four inches long, two feet five inches wide front side, and one and a half inches deep, and eight and a half inches at the top in front, tapering to the body at the bottom; to be substantially fastened to the front end of the wagon to have an iron strap, and front rail, by a rivet in each end to pass through them, the lid to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron around the box a half inch from the top edge, and two straps across on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint bar fastened in the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, four inches deep and four inches wide at king bolt; iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on rear end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a plate for nut; a plate two and a half inches wide, of No. 10 hand iron, on tail piece, across the body; two mortices in tail piece and hind bar two and a quarter inches wide and one inch thick, to receive Racon three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on each end; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, tail board three-quarters of an inch thick, of white pine, to be well elated with four oak cleats riveted in each piece; the tail-board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch round on the under side of the bed piece, to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant between it and the lateral rod. A half inch round iron rod or bolt to pass diagonally through the plate between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of hind quarter stud, lowering gradually to the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to be which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top, and bottom to be secured by two three-eighths inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, to be of three-sixths of an inch round iron; feed trough to be four feet six inches long from out to out, with bottom and end of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well braced with a band of hoop iron around it, the one-second each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the strength. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole five feet five feet long, one and three-quarter inch wide by one-quarter inch thick, inside band one inch by three-sixteenths inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagon all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; tire of axletrees one inch wide, three-sixths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep, fastened substantially to the axletree with clips on the top and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long, five inches wide, and three and a half inches deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide, and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletrees; and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three sixths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side with two screws; the hind hounds, with half inch screw bolt through each hound, a seven-sixth inch bolt through tongue and hounds in the middle of the jaws, four bolts in the hounds; a plate of iron three inches wide, one and a half inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from the front axletrees, and take two bolts in front part of the hounds, one brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and bounder; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with bolts in each end to fasten it to the hounds, the opening between the jaws of the hounds, to receive the tongue, four and three-quarter inches in front, and tapering to a half inch at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide; have one foot long where they clasp the coupling pole; the bolster four feet five inches long and five inches wide by three inches deep, with steady iron two and a half inches wide by one-half inch thick turned up two and a half inches, and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, one foot four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, taper down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they join together; iron plate one and a half by one-quarter of an inch on its sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three-eighths of an inch thick, corresponding with those inserted down on the sides of the bolster, with a nail in each corner, and four countersunk nails on top; two bands on the hind hounds, two and three-quarters and a half inches wide, of No. 10 hand iron; the rub plate on the coupling pole to be eight inches long; one and three-quarters inches wide, and one-quarter of an inch thick. Doubletree three feet feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well accomplished and strengthened by two three feet two inches long and a quarter inches wide, and one and a quarter inch thick. Lead bars, swingers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The fifth chain to be ten feet long, made for the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree clip and tongue chains, three-sixths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the links of these and of the hook chains to be not more than two and a quarter inches long.

The body to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; the side rail one and a half inches deep by two seven-eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front with a seat on strap irons to closet it as high as the sides; a box three feet four inches long, two feet five inches wide front side, and one and a half inches deep, and eight and a half inches at the top in front, tapering to the body at the bottom; to be substantially fastened to the front end of the wagon to have an iron strap, and front rail, by a rivet in each end to pass through them, the lid to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron around the box a half inch from the top edge, and two straps across on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint bar fastened in the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, four inches deep and four inches wide at king bolt; iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on rear end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a plate for nut; a plate two and a half inches wide, of No. 10 hand iron, on tail piece, across the body; two mortices in tail piece and hind bar two and a quarter inches wide and one inch thick, to receive Racon three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on each end; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, tail board three-quarters of an inch thick, of white pine, to be well elated with four oak cleats riveted in each piece; the tail-board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch round on the under side of the bed piece, to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant between it and the lateral rod. 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Two lock chains secured to the centre bolt of the body, one end eleven inches, the other two feet six inches long, to be of three-sixths of an inch round iron; feed trough to be four feet six inches long from out to out, with bottom and end of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well braced with a band of hoop iron around it, the one-second each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the strength. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole five feet five feet long, one and three-quarter inch wide by one-quarter inch thick, inside band one inch by three-sixteenths inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagon all to track five feet from centre to centre of the wheels. 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