Important Army Intelligence.

The following are the appointments made by the President, by and with the advice of the Senate, and by the President alone, since the adjournment of the Senate, in the volunteer force raised in conformity with the President's proclamation of May 3, 1861, and the acts of Congress approved, July 22 and 25, 1861. Those made by the President alone are designated by a star:

GENERAL OFFICERS.

Nathaniel P. Banks, of Massachusetts, to be major general, May 16, 1861.

John A. Dix, of New York, to be major general, May 16, 1861.

Benjamin F. Butler, of Massachusetts, to be major general, May 16, 1861.

Brigadier General David Hunter, to be major general, August 13, 1861.

Colonel David Hunter, of the Third Cavalry, to be brigadier general, May 17, 1861.

Colonel Samuel Heintzleman, of the Seventeenth Infantry, to be brigadier general, May 17, 1861.

Colonel Erasmus D. Keyes, of the Eleventh Infantry, to be brigadier general, May 17, 1861.

Colonel Andrew Porter, of the Sixteenth Infantry, to be brigadier general, May 17, 1861.

Colonel Fitz John Porter, of the Fifteenth Infantry, to be brigadier general, May 17, 1861.

Colonel William B. Franklin, of the Twelfth Infantry, to be brigadier general, May 17, 1861.

Colonel William T. Sherman, of the Thirteenth Infantry, to be brigadier general, May 17, 1861.

Colonel Charles P. Stone, of the Fourteenth Infantry, to be brigadier general, May 17, 1861.

Lieutenant Colonel Don Carlos Buell, assistant adjutant general, to be brigadier general, May 17, 1861.

Lieutenant Colonel Thomas W. Sherman, of the Fifth Artillery, to be brigadier general, May 17, 1861.

Major James Oakes, of the Second Cavalry, to be brigadier general, May 17, 1861.

Captain Nathaniel Lyon, of the Second Infantry, to be brigadier general, May 17, 1861—since killed in battle.

Captain John Pope, of the corps of Topographical Engineers, to be brigadier general, May 17, 1861.

George A. McCall, of Pennsylvania, to be brigadier general, May 17, 1861.

William R. Montgomery, of New Jersey, to be brigadier general, May 17, 1861.

Philip Kearny, of New Jersey, to be brigadier general, May 17, 1861.

Joseph Hooker, of California, to be brigadier general, May 17, 1861.

John W. Phelps, of Vermont, to be brigadier general, May 17, 1861.

Ulysses S. Grant, of Illinois, to be brigadier general, May 17, 1861.

Joseph J. Reynolds, of Indiana, to be brigadier general, May 17, 1861.

Samuel R. Curtis, of Iowa, to be brigadier general, May 17, 1861.

Chas. S. Hamilton, of Wisconsin, to be brigadier general, May 17, 1861.

Darius N. Couch, of Massachusetts, to be brigadier general, May 17, 1861.

Rufus King, of Wisconsin, to be brigadier general, May 17, 1861.

J. D. Cox, of Ohio, to be brigadier general, May 17, 1861.

Stephen A. Hurlbut, of Illinois, to be brigadier general, May 17, 1861.

Franz Seigel, of Missouri, to be brigadier general, May 17, 1861.

Robert C. Schenck, of Ohio, to be brigadier general, May 17, 1861.

B. M. Prentiss, of Illinois, to be brigadier general, May 17, 1861.

Frederick W. Lander, of Virginia, to be brigadier general, May 17, 1861.

Edward D. Baker, of Oregon, to be brigadier general, May 17, 1861.

B. F. Kelly, of Virginia, to be brigadier general, May 17, 1861.

John A. McClernand, of Illinois, to be brigadier general, May 17, 1861.

A. S. Williams, of Michigan, to be brigadier general, May 17, 1861.

Israel B. Richardson, of Michigan, to be brigadier general, May 17, 1861.

William Sprague, of Rhode Island, to be brigadier general, May 17, 1861.

James Cooper,* of Maryland, to be brigadier general, May 17, 1861.

Ambrose E. Burnside, of Rhode Island, to be brigadier general, August 6, 1861.

Henry E. Lockwood,* of Delaware, to be brigadier general, August 8, 1861.

Louis Blenker,* of New York, to be brigadier general, August 9, 1861.

Henry W. Slocum,* of New York, to be brigadier general, August 9, 1861.

James S. Wadsworth,* of New York, to be brigadier general, August 9, 1861.

John J. Peck,* of New York, to be brigadier general, August 9, 1861.

Ormsby M. Mitchell,* of New York, to be brigadier general, August 9, 1861.

George Morell,* of New York, to be brigadier general, August 9, 1861.

John H. Martindale,* of New York, to be brigadier general, August 9, 1861.

Major George Stoneman,* of First Cavalry, to be brigadier general, August 13, 1861.

Major Henry W. Benham,* of Corps of Engineers, to be brigadier general, August 13, 1861.

Captain William F. Smith,* of Corps of Topographical Engineers, to be brigadier general, August 13, 1861.

James W. Denver,* of California, to be brigadier general, August 14, 1861.

Colonel George Crook,* of the Second Cavalry, to be brigadier general, August 17, 1861.

Egbert L. Viele,* of New York, to be brigadier general, August 17, 1861.

THE PENNSYLVANIA APPOINTMENTS.

Assistant Adjutant-Generals, with the rank of Captain—Henry J. Biddle, August 3, 1861; William McMichael,* August 15, 1861.

Assistant Quartermasters, with the rank of Captain—Joseph Dock, June 22, 1861; John P. Rutherford, August 3, 1861; Thornton Smith, August 3, 1861; Edwin C. Wilson,* August 16, 1861.

Commissaries of Subsistence, with the rank of Captain—G. Small, August 3, 1861; Samuel H. Sturdevant, August 3, 1861; Charles B. Penrose, August 13, 1861; John Hall, August 3, 1861; Robert M. Musser, August 3, 1861; Samuel McKelvy, August 3, 1861; Wm. Donaldson, August 3, 1861; James Beach Clow, August 3, 1861; Jas. K. Scofield, August 3, 1861; John King, August 3, 1861; Rudolphus Kent, August 3, 1861.

Brigade Surgeons—A. B. Campbell, August 3, 1861; S. W. Gross, August 3, 1861; N. R. Derby, August 3, 1861; J. H. Brinton, August 3, 1861; A. E. Stocker, August 3, 1861; J. Owen, August 3, 1861; James King, August 5, 1861.

Additional Paymasters—John M. Pomeroy,* August 14, 1861; Valentine Hanna,* August 15, 1861; John B. Brun, June 1, 1861; R. E. Patterson, June 1, 1861; Gideon J. Ball, June 1, 1861; Francis Jordan, June 1, 1861; Samuel A. Purviance, June 1, 1861; Henry L. Benner, June 1, 1861; Andrew M. Sallade, June 1, 1861.

List of Distinguished Cadets

Reported at the Examination of the United States Military Academy, West Point, May and June, 1861.

FIRST CLASS, 45 Members—Graduated May 6, 1861.

1. Henry A. Du Pont, Delaware.
2. Charles E. Cross, Massachusetts.
3. Orville E. Babcock, Vermont.
4. Henry W. Kingsbury, New York.
5. Adelbert Ames, Maine.

SECOND CLASS, 35 Members—Graduated June, 1861.

1. Patrick H. O'Rorke, New York.
2. Francis U. Farquhar, Pennsylvania.
3. Alfred H. Dutton, Connecticut.
4. Clarence Derrick, at large.
5. Daniel W. Flagler, New York.

THIRD CLASS, 32 Members.

1. Charles R. Sutter, at large.
2. George Burroughs, Massachusetts.
3. George L. Gillespie, Jr., Tennessee.
4. Jared A. Smith, Maine.
5. John A. Kress, Indiana.

FOURTH CLASS, 29 Members.

1. Peter S. Michie, Ohio.
2. James D. Robb, Kentucky.
3. John R. Meigs, at large.
4. Hurlburt G. Townsend, New York.
5. William J. Twining, Indiana.

FIFTH CLASS, 38 Members.

1. Garrett J. Lydecker, New York.
2. Alexander Mackenzie, Illinois.
3. Arthur H. Dutton, Massachusetts.
4. James W. Cuyler, at large.
5. William A. Jones, Illinois.

In conformity with the regulations for the government of the Military Academy, requiring the names of the most distinguished cadets, not exceeding five in each class, to be reported at each annual examination, to be attached to the next army register.

From Key West.

The Key West correspondent of the New York *Times*, on board the United States steamer *Crusader*, writes as follows, under date of August 9th:

The *Rhode Island*, transport steamer, nine days from New York, with fresh provisions for us and the Pensacola squadron, and with 4 thirty-twos, 2 rifled cannon, and 100 men, has been in and left for Pensacola. Reports the *Savannah* cruising, and the *Roanoke* in Havana; she spoke the *Wabash, Minnesota, Jamestown, &c.* The *Jamestown* is said to have fired into a small vessel and sunk her. The *Macedonian*, from Vera Cruz, Captain Gale, is here for supplies and repairs, but is understood to have received orders from Flag-officer Mervin, of the *Colorado*, to be got ready immediately for sea. She carries 16 sixty-eights, 4 thirty-twos, and 2 nine-inch pivot-guns, with 300 men, destination not known, but supposed to be Aspinwall. The sloop-of-war *Preble*, Capt. French, 31 days from Boston, with 6 thirty-twos, 2 sixty-eights, 1 forty-eight, and 100 men, has just arrived, destination unknown. The *Mississippi* has taken two small privateers and driven two steamers back into Mobile. The *Stymer* is supposed to be south of Cuba, and men-of-war in search of her. I do not think we shall again be sent out in "chase" of anything. It is now certain that we will very soon return to New York, the new boiler being finished, and the captain of the *Rhode Island* having seen the orders made out. The Havana papers contain rumors of the surrender of Fort Pickens, purporting to have come from Key West; and another story in circulation is that Fort Pickens opened fire upon the navy yard two hours, and then discontinued it. No credence is placed upon these idle reports. There are now two mail steamers, the *Marion* and *Columbia*, from New York, here, via Havana. The order of the Secretary of the Navy, to discharge no more men whose three years are up, has detained several of the *Brooklyn's* men on their way to New York—two aboard of us. Rumors of small privateers and their depredations continue; I do not know upon what foundation. Schooners with coal and ice continue to arrive from the North, and the captain of one, from Philadelphia, was severely stabbed in a fight by one of the men on the passage. The rum is now in irons on this steamer, and only regrets not having killed him. Workmen are busy at Fort Taylor filling up in front for a parade-ground, and an additional building for the officers' quarters, and the dirt is brought in steam cars about a mile along the beach. Major French's artillery exercises every evening on the beach, firing blank cartridges. Company A, at the barracks, expect to proceed to New York, and from there to Missouri. Mr. Warren, (master's mate,) who was sent to New York on a prize vessel, returned on the *Rhode Island*, and is now on this steamer. The weather is getting cool and pleasant.

A CERTAIN CURE FOR COLDS.—A remedy never known to fail: Three cents' worth of licorice; three cents' worth of rock candy; three cents' worth of gum arabic. Put them in a quart of water, simmer them till thoroughly dissolved; then add three cents' worth of paragoric, and a like quantity of antimonial wine. Let it cool, and sip whenever the cough is troublesome. It is pleasant, infallible, cheap, and good. Its cost is only fifteen cents.

The Paris Press on American Affairs.

[From the Journal des Debats, August 3.]

President Lincoln has advanced—in perfect good faith, we have not the least doubt—in his last message, that the uprising of the South was but a rebellion fomented by the ambition of a handful of agitators. If it were so; if in fact, the mass of the white population of the South were indifferent to the independence of the Confederate States, a few reverses on the field of battle, added to the enormous losses which such a war occasions, would suffice to provoke in the South a reaction on the heels of which peace would be undoubtedly made. But whatever confidence we may have in the loyalty of President Lincoln, we find it *impossible* to consider his assertion as well founded. Doubtless the armed rising of the South has been aided and encouraged by leaders; but it is never otherwise in any undertakings to which nations commit themselves. *And what the leaders, whom Mr. Lincoln criminates, have done in this instance corresponds exactly with the public sentiment, with the opinions and passions of the immense majority of the inhabitants of that portion of the United States.* All the private letters received in Europe depict the South as having but one thought—that of separation, and as desiring it with a feverish energy, which cannot bear discussion. * * * Those letters assert the determination everywhere in the South to maintain, at every cost, the rupture which has separated those States from their former brethren of the North. It is a reason why hostilities are not near a termination, however deplorable they may be.

* * * * * *

A comparison is then drawn between the present cause of quarrel and conduct of both sections, and the events which drove the thirteen colonies into revolution. The writer then continues:

I repeat that the situations I have just compared are not precisely alike. *The North has not yet given the South the legitimate subjects of complaint which the colonies had in 1774 against their mistress.* But that difference matters little, from the moment the passion for independence took possession of the South. * * * *

The article concludes with wishes for a speedy solution of our difficulties, and the pacification of both sections of our country.

From Liberia.

Our correspondent in Monrovia, Liberia, writing on the 1st of July, sends a very interesting *resume* of affairs as they then existing in that portion of the African coast. The Liberian Government had just paid the people the sums due—eight dollars per month—for supporting the Congo negroes rescued from slavers, and shipped there by the United States Government and the Colonization Society. The living freight taken out by the United States frigate *Niagara* had all become useful laborers to the colonists. The Congoes were industrious to a degree, spoke the English language fluently, avoided communication with the native tribes, and all had become Christians. The cause is said, to a great extent, of the cargoes of *Bonita, Erie, Storm King, Cora* and *Nightingale*. The negroes taken from the last named vessel were not treated so well by the Liberian officers as the others, and one hundred and fifty of them died, chiefly from neglect. Indeed, it is alleged that many of them were buried alive. It is said that President Benson would not apprentice them, but left them in the receiving house to the last, in order to have a heavier charge on the Government in Washington for their support. The native chief of the Gallenos had induced a Spanish slaver to go into the port of his territory in the way of trade, and then informed the Liberian Government of his arrival, the naval officers of which made his vessel a prize, the free negroes cutting down the Spanish ensign, and hoisting the single star banner of the Republic. In this service Captain Mongo, Liberian navy, was drowned; but when they had the prize secured a British cruiser ran in and took her from them, denying President Benson's jurisdiction in the Gallenas. Not being able to get her over the bar again, the Englishman burned her.—*Herald.*

GENERAL NEWS.

THERE is a printing establishment in London entitled "The Victoria Press." It is managed by Miss Emily Faithful, who, in a recent report, says: "There are eighteen young women at the Victoria Press, who are making considerable progress as compositors, and there are but three men employed in training and clicking for these apprentices. In the press-room men only are employed, as that branch of the business is unsuitable for women. The Victoria Press is already self-supporting, which I think is even a better proof of its real success than the rapidly-increasing supply of work, which comes from all parts of the country as well as London. We are about to publish a volume called the 'Victoria Regia,' dedicated, by permission, to her Majesty the Queen, and under her especial patronage, as a perfect specimen of the success which has attended the Victoria Press, and also as a proof of the support afforded to us by our first literary names. The volume will be edited by Adelaide A. Proctor, and will contain original contributions from Tennyson, Thackeray, Barry Cornwall, Kingsley, Maurice, Dean Milman, Anthony Trollope, the late Leigh Hunt, late Mrs. Jameson, authors of 'Paul Ferroll,' 'John Halifax,' and 'A Lost Love,' Holme Lee, Lady Fullerton, Hon. Mrs. Norton, Mrs. Grote, Mrs. Gaskell, Mrs. Trollope, Mrs. Oliphant, and many others."

INFALLIBLE CURE FOR DYSENTERY.—Dr. Page, of Washington, communicates the following to the *Republican* of that city:

The following simple remedy, long known in family practice, was recently tried in the camp of the New York Twenty-second Regiment, where there were from eighty to one hundred cases daily, with equal success in every case:

RECIPE: In a teacup half full of vinegar, dissolve as much salt as it will take up, leaving a little excess of salt at the bottom of the cup. Pour boiling water upon the solution, and let it cool. Take a teaspoonful every half hour; giving to children in proportion to their ages.

DOSE: Tablespoonful three times a day till relieved.

The rationale of the operation of this simple medicine will readily occur to the pathologist, and, in many hundred trials, I have never known it to fail in dysentery and protracted diarrhœa.

COLONEL MCCUNN.—The report that Colonel McCunn has been found guilty of insubordination and dismissed from his command is premature. The evidence in the case is not yet all in—an alleged important witness for the defence being absent from Washington.—*Times.*

ON TUESDAY, a young man named Geo. Wheelin, employed in the Allegheny arsenal was drowned in the river opposite Lawrenceville, Pittsburg.

LUSUS NATURE.—A lady residing near Dauphin last week gave birth to a child which is so much deformed that its sex cannot be distinguished, and it is supposed its life cannot be prolonged over a few days. The upper portion of the body to its waist is perfectly formed, but its abdomen is only covered with a thin skin, whilst a large part of it is entirely without covering, leaving the intestines exposed to view, and the sexual organs and anus are entirely wanting. At last accounts the child was still living, but it is supposed that it cannot survive many days longer.

HON. ANDREW TRACY is the Union candidate for Governor of Vermont.

LADIES' FIRE-PROOF DRESSES.—One ounce of sulphate of ammonia, dissolved in the starch necessary to stiffen a muslin dress, it is said, will render it incombustible. A preparation of tungstate of soda is used in Queen Victoria's laundry in England, but the first named is better.

R. F. MORLEY, late of the Allegheny Valley Railroad, has been appointed superintendent of the military routes of the Government, vice Thomas A. Scott, appointed Assistant Secretary of War.

A LETTER FROM THE PACIFIC SQUADRON says that there is a probability of several of the crew of the corvette *St. Mary's* being shot. They are said to have acted disloyally, and to have been removed from their vessel at the suggestion of some of the loyal officers on board. A court-martial will probably dispose of them in some less severe manner than reported.

A UNION POSTMASTER SHOT AT.—A few days since the postmaster at the village of Worthington, near Fairmount, Va., was shot at in the street by some concealed scoundrel, at a distance of some 250 yards across the river. The wound is considered a dangerous one.

THE splendid new building erected by ex-banker Corcoran, opposite the War Department, and dedicated to art, has been taken by the Government, and will be immediately opened for the reception and distribution of clothing for the army. It will be in charge of the military storekeeper at Washington.

THE BOATS on the Ohio river, from Pittsburg, are fired at by Secessionists on the Virginia side of the river.

NARROW ESCAPE.—Daniel W. Boss, the well-known railroad agent, had a narrow escape from drowning in Bass Lake, Minnesota, on Monday of last week. While engaged fishing with a party of ladies and gentlemen, his rod broke with the weight of a fish and he pitched headlong into the lake. He sank twice, and on raising the third time was seized by the hair of the head, and in this situation was towed ashore. The water was fifty feet deep, and he could not be taken into the boat for danger of upsetting it. Dan was almost exhausted when he got ashore.

THE COUNCILS of Pittsburg have passed an ordinance prohibiting the refining of rock and other oils within the city limits, under a penalty of one hundred dollars.

A PRETTY reliable despatch received in this city yesterday, contradicts the rumor of Major Lynde's surrender. It is said that his position was impregnable to any force the enemy could bring against him. Major Lynde is a Vermonter, and known to be of the most loyal men in the service. He entered the army in 1821.

BENJAMIN ECCLES, a steamboat-mate, was killed in a riot in front of the house of William Forstner, in the borough of Elizabeth, near Pittsburg, Pa.

THE Captain Porter, who has been dismissed from command of the corvette *St. Mary's*, is "William D. Porter, of Louisiana." He was appointed from Massachusetts, and is a citizen of the District of Columbia. There are six Porters in the navy—three lieutenants, one commander (W. D.), one midshipman, one constructor, and one master.

THE SEVENTY-NINTH MUTINEERS.—The court-martial took up the case of the New York Seventy-ninth mutineers on Thursday morning, and was proceeding with the trial of George Showell, George Fibble, George Bland, Bernard Dailey, Alexander Irving, Patrick Lynch, Patrick McGovern, and John McMahon, when an order came from the War Department for the court to adjourn to the 20th of next month.

IT IS RUMORED that a Democratic paper is to be started in Trenton, New Jersey, in favor of sustaining the Government. Its editor will be William H. Van Nostwick.

The Fredericksburg (Md.) *Herald* states that two of the schooners captured at the time the steamer *St. Nicholas* was taken have been sold. One, the schooner *Margaret*, which was partially sunk, was sold for $310, and her cargo of Cumberland coal, estimated at from 100 to 130 tons, for $810. The other, the schooner *Mary Price*, brought $870.

WE LEARN that the President has authorized Hon. John S. Phelps, of Springfield, in southwestern Missouri, and a member of Congress from that State, to embody the citizens, and form five regiments of infantry and one of cavalry, to serve under the laws of Missouri for six months. As he raised about 2,000 Home Guards, two months ago, at the request of General Lyon, and had them in Springfield in less than a week, it is believed that Gen. Phelps will find little difficulty in persuading his neighbors to rise and drive out their Arkansas invaders. He is a man of energy, and eminently practical.—*New York Times.*

PROPOSALS.

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 place 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 gum, the spokes and felloes of the best white oak, free from defects; each wheel to have a sand band and linchpin band 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 in thickness; 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 wagons all to track five feet from centre to centre of the wheels. Axletree 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, size of linchpins one inch wide, three-eighths 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 ends 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 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 axletree, 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 eighths 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, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the 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 under the front axletree, and take two bolts in front part of the hounds, same 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 hounds; a brace over front bolster and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches 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; jaws 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, and 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, drawn 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 rub together; iron plate one and a half by one-quarter of an inch on the doubletree 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, corners drawn out and turned 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 two and a half inches wide, of No. 10 band 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 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 secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, 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 to the fork; the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay, and tongue chains, three-eighths of an inch in diameter; the doubletree chain seven-sixteenth inch 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 tock chains to be not more than two and a half 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 piece 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; top rail one wide; three studs and one rail in front, which is to be a strong brace to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the clear; to be substantially fastened to the front end of the body, to have an iron strap passing around each rail, secured to the head piece and front rail by a rivet in each end of it passing 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 little from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the boxes; the lid to have a joint strap fastened to the middle of the lid, with a good wooden clet 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 six inches deep and four inches wide at king bolt hole, 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 lower end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side; and a nut on top of rail; a plate two and a half inches wide, of No. 10 band 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 pieces three feet four inches long, to be used as harvest 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 a good bur; 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 cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick 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 mid-distance between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails, between the two hind studs to and through the hind 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 tail-board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed-piece, the centre bolt to 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 and eleven inches, the other two feet six inches long, to be of three-eighths of an inch round iron; feed trough, to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eighteen inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop-iron around the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; a good stout chain to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. 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 one of the bows; one ridge pole twelve feet long, one and three-quarters inches wide by five-eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and felloes to be well painted, instead of painted, if required.

A tar-pot, an extra king bolt, and two extra singletrees to be furnished with each wagon, the king bolt and singletrees similar in all respects to those belonging to it.

Each side of the body of the wagon to be marked U. S., and numbered as directed; all other parts to be lettered U. S.; the cover, feed box, bolts, linchpins, tar-pot, and harness bearers for each wagon to be put up in a strong box, (coopered,) and the contents marked thereon.

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the wood thoroughly seasoned, and the work in all its parts faithfully executed in the best workmanlike manner.

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted, and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.

M. C. MEIGS,
Quartermaster General U. S.

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