

Daily Telegraph.



Forever float that standard sheet! Where breathes the foe but falls before us...

OUR PLATFORM. THE UNION—THE CONSTITUTION—AND THE ENFORCEMENT OF THE LAW.

HARRISBURG, PA. Saturday Afternoon, August 10, 1861.

TERMS OF PEACE.

Occasionally we hear a suggestion made by some secret friend of the rebels, that the federal government should accept terms of peace...

A FAIR ESTIMATE.

We have no desire to discuss the merits of a claim that is daily made by a class of brawling old political hacks...

CHARGED WITH FITTING OUT A SLAVER.

A. S. Bigelow and A. H. Potter, shipowners and outfitters of New Bedford, were before the U. S. commissioners to-day, charged with fitting out the ship Brutus as a slaver...

APPOINTMENTS OF BRIGADIER GENERALS.

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THE PRISONERS AT RICHMOND.

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A CORPS OF MEDICAL CADETS.

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SKIRMISH WITH THE REBEL PICKETS.

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FROM FORTRESS MONROE.

The news from Fortress Monroe is unimportant. Hampton is not occupied. The fugitive citizens are being provided for by Gen. Butler...

SAILING OF STEAMERS.

The steamship City of Baltimore sailed this morning for Liverpool. Also the steamer Borussia with 90 passengers.

TREASURY NOTES.

Brokers are purchasing the two years' 6 per cent. Treasury notes at 95@95 1/2. The price for fifty dollar notes is better than for other denominations.

RECOGNITION OF A CONSUL.

The President has recognized Frederick Kuhne as consul for the Grand Duchy of Mecklenburg-Schwerin, to reside at New York.

WIN'S LIGHT ARTILLERY BATTERY.

Win's Boston Battery will leave at five o'clock this afternoon for Philadelphia.

WHO DID IT?

It is pitiable to notice the attempts of rival papers and rival parties to fix the blame of the late defeat upon each other. There never was an effect with so many direct causes...

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BY TELEGRAPH.

HALF-PAST FOUR O'CLOCK.

FROM GEN. BANKS' COLUMN.

SANDY HOOK, Md., Aug. 9. Gen. Stone has been assigned to a separate command, to be stationed at the Point of Rocks, where it is presumed the rebels intend ultimately to establish a strong battery to intercept the transportation of supplies from Baltimore and the lower Potomac.

Col. Hamilton, of the third Wisconsin, has been appointed to the command of the third brigade of this division, in place of Gen. Stone, transferred to the point of Rocks.

The report of yesterday, stating that two rebel regiments, with six guns, were approaching from Leesburg toward the Point of Rocks, is discredited. That point is now guarded by the twenty-eighth New York, Col. Donnelly, strengthened by detachments from other regiments.

Last evening Major Doubleday's siege battery was tried in the vicinity of London Heights. Shot and shells were thrown entirely over the summit from smooth bore guns, while the Eagle Rock fort pinnacles were successively struck and shattered by percussion shells of the rifled guns.

Col. Mann's 2d Pennsylvania Reserves now promise to become very efficient. General satisfaction prevails since the reception of new muskets and a better quality of food.

The Point of Rocks prisoners are still in custody. Rumors as to the movements of the enemy in the vicinity are plentiful, but very unreliable.

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A CARD.

HARRISBURG, 14TH REG. P. V. CARLISTE, PA., August 4, 1861.

At a meeting of the officers of the 14th regiment, held this day, Colonel John W. Johnson was appointed President, Lieut. Colonel R. M. Nichols, Vice President, and Frank B. Shalters, Jr., Secretary.

Resolved, That we shall ever hold in the liveliest remembrance our stay in the beautiful country of Carlisle, as one of the brightest and happiest events of our lives.

Resolved, That the proceedings of this meeting be published in the papers of this town and the Harrisburg Telegraph.

Capt. D. A. GRIFFITH, Company A. JAS. A. LOWRIE, " K. S. S. MARCHAND, " F.

Surg. WASH. G. NUGENT, Adjutant J. A. McLANE, Chairman. JOHN W. JOHNSON, Col. Com. FRANK B. SHALTERS, Jr., Secretary.

NOTICE TO SOLDIERS.

On application to the General Post office the undersigned has received the following order viz: SOLDIERS' LETTERS.

Post Office Department, Appointment Office, July 28, 1861. The following order has been made by the Post Office Department, for the execution of the new law respecting soldiers' letters:

Postmasters at or near any camp or point occupied by the United States forces, will mail, without prepayment of postage, any letter written by a soldier in the service of the United States, and certified to be such by the Major or Acting Major of the regiment to which the writer is attached.

The certificate and address may be in the following form: "Soldier's Letter." A. B., Major 10th Reg't, N. Y. Volunteers. Mr. John Jones, Utica, N. Y.

Commissioned officers will prepay their postage as heretofore. JOHN A. KASSON, First Assistant P. M. G.

POST OFFICE ORDERS.—The Post Office Department has issued the following: Postmaster will take notice that all pre-paid letters to soldiers in any regiment in the service of the United States, and directed to them at a point where they have been stationed, may be forwarded, whenever practicable, to any other point to which they may have been ordered without further charge thereon for forwarding.

STRAY CATTLE.

CAME to the farm of the subscriber in the city of Harrisburg, on the 11th inst., a LARGE RED COW and a LARGE RED HEIFER. Said cattle are supposed to be the property of John Karna.

LECTURE BY A LADY. THERE will be a Lecture at the Methodist Episcopal Church, Locust street, in the city of Harrisburg, on TUESDAY EVENING August 13th, doors open at 7 o'clock. Lecture to commence at 8 o'clock. Admission 25 cents.

GUMBERLAND VALLEY INSTITUTE FOR YOUNG GENTLEMEN.

MECHANICSBURG, PA. REV. O. EGGE & SONS. SESSION commences, September 2, 1861.

FOR RENT.—The large brick dwelling house now occupied by David Mumma, Jr., Esq., on Third street, is for rent, with office suitable for an attorney. Possession given first of October next. Enquire at the Prothonotary's office. WM. MITCHELL, Aug-4-61.

ZOUAVE REGIMENT.

SOBER young men between the ages of 18 and 25, and of good physique, desirous of joining a regiment to be attached to the Zouave regiment of Col. Good, can leave their names at the Exchange in Walnut street, up stairs. Aug-11-61. J. WESLEY AYL.

BOARDING.

Two or three respectable single gentlemen can obtain good board and pleasant apartments, with use of bath, gas &c., at No. 5 Locust street, (lately occupied by General Miller) near the river. Aug-4-61.

REMOVAL.

THE SUBSCRIBER would respectfully inform the public that he has removed his Plumbing and Gas Fitting establishment to No. 22 South Third street below Henry's Hotel. Thankful for past patronage, he hopes by strict attention to business, to merit a continuance of it. W. M. PARRELL, Aug-2-61.

REMOVAL.

THE SUBSCRIBER has removed his PLUMBING AND BRASS FOUNDRY from Market street to Fourth street above Market, opposite the Bath Church. Thankful for past patronage, he hopes, by strict attention to business, to merit a continuance of it. W. M. PARRELL, Aug-2-61.

SCHNEFFER'S BOOK STORE.

(Near the Harrisburg Bridge) \$1.25 JUST RECEIVED from the PUBLISHER, with a lot of fine COMMERCIAL NOTE BOOKS, which will sell at \$1.25 per doz. \$25.00 FOR FINE PAPEL, decorated with the latest and very handsome emblems and patriotic mottoes. Also 1000 WHITE ENVELOPES, with national and patriotic emblems, printed in colors. Please give us a call. T. F. SCHNEFFER, Harrisburg, Pa. Aug-2-61.

New Advertisements.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE, Washington, June 21, 1861. PROPOSALS ARE INVITED for the furnishing of ARMY AND 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 pie boxes twelve inches long, two and a half inches at the large end and one and a half inches wide at the 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 inch thick; the hind wheels to be made and boxed so that they will measure from the inside end of the axle to the large end of the tire one 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-eighths 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.

Axle trees 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 seven-eighths inch hinge bolt hole in each axle-tree; washers and linchpins for each axle-tree; size of linchpins one inch wide, three-eighths of an inch high, with a hole in each end; a wooden stock four and three-quarters inches wide and four inches deep, fastened substantially to the axle-tree 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 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 the wagon, two feet of the ground when the wagon is standing at least on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axle-tree, and to retain that width to the back end of the tongue; laws 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 two and a half inches wide by three eighths of an inch thick 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 long, one-quarter inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two bolts and a plate of the same dimension on the outside 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 axle-tree, 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 one and a half inch wide, one quarter of an inch thick, with a bolt in each end, to fasten it to the hounds, to receive the tongue, four and three quarters inch 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 quarters inches thick, and three inches wide; jaws one foot long where they clasp the coupling pole, and 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 quarters inches wide at back end; distance from the centre of king bolt hole to the centre of the back axle-tree 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 hole one and a quarter inches diameter, of best refined iron drawn out to seven eighths of an inch where it passes through the iron axle-tree; one 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 sliding bar fastened at each end by a screw bolt through the hounds; front bolster to have three 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 counter-sunk 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; and the 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 fifth chain to be seven sixteenths inch in diameter to the fork; the fork to be five sixteenth inch diameter; the links of these and 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

New Advertisements.

three inches deep; front pieces two inches wide by two and a half inches wide; tail piece one and a half inches wide and three inches deep; and four inch deep in the middle; the coupling pole in the three inch deep; the thick by one and seven eighth inch wide; the rails one inch thick and one eighth inch wide; three studs and one rail in front of each seat on strap lines to close it up as follows: a box three feet four inches long, and bottom five inches wide front to back, and one half inch deep, and eight and one eighth inch at the top in parallel line to the body of the wagon, to be substantially fastened to the front end of the body, to have an iron strap passing front rail by a rivet in each end of the wagon through them, the lid to be fastened to the front rail with two good strap hinges, a half of five-eighth iron around the front end of the wagon from the top edge, and two straps across the lid near the front edge, to prevent the front rail from coming out, and to prevent the wagon from eating the boxes; to prevent the wagon from coming out, to have a half inch wide good wood cleat on the inside of the wagon, on the centre of the box with a strap passing through it, to fasten the lid; eight and one eighth inch diameter, one bolster between the body, six inches deep and four inches wide at king bolt hole, iron rod in front of the wagon, eleven sixteenths of an inch diameter, with a head on the top of the rod and nut on the iron rod and brace behind the wagon, on top of tail piece, and nuts on the top of the tail piece, and a nut on the top of the tail piece, a half inch wide of No. 10 band iron, one piece across the body; two mortise and tenon pieces and hind bar two and a quarter inches wide and one inch thick, to receive the four foot inches long, to be used as a brace; four rivets through each end of the body, two rivets through each end of the lining boards, to be of the best iron, and riveted on a good bar; one rivet in each end of the lining board, five-eighths of an inch diameter; sides five-eighths of an inch white pine, tail board three-quarters of an inch thick, of white pine, to be well secured with five oak cleats, riveted at each end of the tail board; an iron plate three feet three inches long, two and a quarter inches wide, three-eighths of an inch thick on the inside of the body to extend from the front end of the body to the hind bolsters, to be fastened by the bolts at the end of the body, by the lateral rod and three-eighths of an inch screw bolts, and three-eighths of an inch thick, and the other end of the lateral rod and three-eighths of an inch screw bolts, to pass through the studs to and through the bed piece, and under it, with a good head on the top of the foot six inches from inside of tail board, and the bottom ten inches from the hind rail. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the bolt to which the lock chain is attached, passing through it, to extend seven inches from the inside of the body, the ends, top and bottom, to be secured by two three-eighths of an inch screw bolts, the middle bar at the ends to be flush with the top of the bed piece. Two lock chains secured to the king bolt of the body, one and eleven inches long, other two feet six inches long, to be of the eighth of an inch round iron; feet to be four feet six inches long from out to out of the bottom and ends of oak, the sides of the pine, to be eight inches wide at bottom, two inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a hoop of hoop iron around the top, one around the end and three between the ends, strung with suitable iron to be secured on the wagon, when feeding; good strong chains, one end of each to be fastened to the top rail of the body, the other to a staple with a hook to attach it to the tongue. Six bows of good ash, two inches wide and one half inch thick, with three staples to connect the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole twelve feet long and one and three quarters inches wide by five eighths of an inch thick; the cover to be of the best quality cotton duck, No. 15, fifteen feet long and nine feet six inches wide, made in the best manner, with four 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 stand from each end, to fasten the cover. The outside of the body and feet to be painted with 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, and a coat of chocolate color, the hub and spokes to be well pitched, instead of painted as required.

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

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

It is to be distinctly understood that the proposals to be 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 the materials used for their construction to be of the best quality; all the wood thoroughly seasoned, and the work in all its parts finished, 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 when it shall have been inspected and approved by an officer or agent authorized to inspect it, it shall be finished, painted and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed that the shall be paid for.

M. C. MILES, Quartermaster General.

HICKORY, OAK AND PINE WOOD FOR SALE.

CUT TO STOVE OR CORD LENGTH FOR SALE. ALSO, LOGS, POLES AND CEDAR, BURNED TO ORDER. ALSO, STONE AND SAND FOR BUILDING PURPOSES.

ALSO, STONE AND SAND FOR BUILDING PURPOSES. Inquire of the subscriber at his residence on Locust street, opposite the Good Will Engine House, or at No. 181, corner of Second and Broad streets, Harrisburg, Pa. (my27-61) G. B. HILL.

LIME FOR SALE.

THE UNDERSIGNED having embarked in the LIME BUSINESS, is prepared to furnish the very best article at short notice, and in quantities for sale. He sells the lime burnt at Columbia and also that burnt at home. PETER BERNHARDT, my29-61m

WANTED.—AGENTS TO SELL PACKAGES OF STATIONERY AND JEWELRY.

Call on third less than cost on purchased stock. Call on or address (stamp enclosed.) J. L. BALEY, No. 164 Court Street, Boston, Mass. my23-61m

FOR SALE.

FROM ONE TO FIVE HUNDRED DOLLARS WORTH OF CITY BONDS, secured by C. O. ZIMMERMAN, No. 28 South Second street. my14-61

EMPTY FLOUR BARRELS.

100 LARGE NEW BRIGHT EMPTY FLOUR BARRELS in good condition, for sale by W. B. DOCK, Jr., & Co., my29-61