TERMS.—SINGLE SUBSCRIPTION.

TERMS —SINGLE NUNSCRIPTION.

The DAILY TRIFGRAPH is served to subscribers in the CHY at 0½ comb per week. Yearly subscribers will be charged \$4.00 kmi-Werkiy Telegraph.

THE LAW OF NEWSPAPERS.

Il subscribers order the discontinuance of their news papers, the publisher may continue to sond them until arrearages are paid
If subscribers neglect or refuse to take their newspacer from the office to which they are directed, they are responsible until they have settled the bills and orde ed here discontinued.

Mliscellaneous.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

Office of Army Clothing and Equipage, Corner of Howard and Mercer streets, of Howard and Mercer streets, New YORK, August 3, 1861.

DROPOSALS will be received at this office for furnishing, by contract, Army Wagon Har-

ress. The proposals should state the price at which The proposats should state the price at which they can be furnished at the places of manufacture, and the price they can be delivered at the depot, the number which can be made by the bidder within one month after receipt of the order; also the number which he can deliver

The harness must exactly conform to the following specifications, and to the established patterns:

Four mule harness as follows, to wit: WHEEL.

Two Quilors.—Breech straps 3 feet 6 inches long, 3 1-2 inches wide, sewed into 14 inch rings of inch iron; hip straps 8 feet 11 inches long, 14 inches long, 15 to 14 inches long, 15 to 15 inches long, 16 in inch iron; hip straps 8 reet 11 inches long, 2 1.2 inches wide; stay pieces 2 feet long, 2 1.2 inches wide, with 1 1.2 inch buckles; cross straps to buckle in stay pieces, 5 feet long, 1 1.2 inch wide; side straps 4 feet long, 1 1-2 inch wide: the straps 15 inches long, 1.2 inch wide, tapering to a point. wo Belly Bands.—Long side 2 feet 8 inches

long, 2 inches wide, with a two inch buckle; short side 1 foot 5 inches long and 2 inches Two Hair Collars.—18 to 19 inches long, with double stays and safe leathers and buckles 3

Two Pair of Strong Hames to suit, made of white onk root, ironed with hooks, breast rags 11 inch square, staples and line rings. Two Pair of Hame Straps.—Lower one 5 feet 6 inches long, 1 2 inch wide, upper one 4 feet 6 inches long, 1-2 inch wide

Two Bridles.—Crown piece 2 feet long, 11 inch wide; check pieces each 10 inches long, 11 inch wide; front pieces 11 1-2 inches long, H inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 11-2 inch wide; nose piece, 11 inches long, 1 inch wide; blinds 6 inches long, 5 1-2 inches wide; reins. long side, 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts tinned mullen, to weigh 2 lbs.

Two Pair Chain Pipes, 2 feet long, 2 1-2 inches

wide.
Two Pair Trace Chains, 7 feet long, 16 links to the foot, of No. 3 iron, with Ton one end, weigh 7 1-2 to 8 lbs. per pair. Twisted or

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, No. 4 iron, T and loop to be riveted on the neck strap.

Twisted.

One Saddle, made on Attakapas tree, head gullet and cantle, iron covered in the usual way let and cantle, iron covered in the usual way half-tanned horsehide; flaps 20 inches

When 6-horse harness is required, the lead when finished.

When 6-horse harness is required, the lead of the best maternary and subject to inspection during the process of manufacture, and also when finished.

When 6-horse harness is required, the lead of the best maternary and subject to inspection during the process of manufacture, and also when finished. with half-tanned horsehide; flaps 20 inches long, 16 inches wide; sursingle 7 feet 3 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps ½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs. to a dozen eye pattern, to weigh 13½ lbs. to a dozen

LEAD.

wheel harness. Two Bridles, same as for wheel harness.

Two Neck Straps and Chains, same as for wheel

Two Belly Bands, same as for wheel harness. Two pair Chain pipes, Two pair Trace Chains, Two Cruppers and Hip Straps, back strap 5 feet

long, tapering from 31 inches to 82 inches wide, hip straps each 2 feet 4 inches long, 12 inch wide, each with a hook at one end.

Two Back Bands, 3 feet 4 inches long, 32 inches

Two Martingals, 4 feet long, 1 1-2 inch wide, to buckle into the hit.

One Coupling Strap, 5 feet 6 inches long, 3-4

One Check Rein, 4 feet long 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive the lead line. One Lead Line, 21 feet long, 7-8 inch wide, with a buckle at one end, and an 8 inch loop at

One Whip, heavy plaited horse hide, 6 feet 6 inches long. One Horse Brush, oval, of bristles, — by

One Curry Comb, No. 222 8 bar.

The whole to be packed in a box about 18 in-ches wide, 17 inches deep, 34 inches long, made bidders. of 1-inch stuff, coopered, wood hoops or iron, as

Four Horse Harness, as follows, to wit: WHEEL.

Two Quilors.—Breech straps 8 feet 8 inches rings of 3-8 inch iron; hip straps 4 feet long, patterns. 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1 1-2 inch buckles; cross straps to buckle into stay pieces, 6 feet long,



Telegraph.

"INDEPENDENT IN ALL THINGS-NEUTRAL IN NONE;

VOL XVI

HARRISBURG, PA., THURSDAY AFTERNOON, AUGUST 29, 1861

Miscellaneons.

One Pair of Breast Chains, 28 inches long, 14 links to the foot, of No. 1 iron. Twisted.

Two Neck Straps, 5 feet 6 inches long, 2½ inches wide, with 2½ inch buckle.

Two Neck Chains, 4 feet 6 inches long, 16 links to the foot, twisted No. 4 iron, T and loop to be rivested on to the neck straps swivel in be rivetted on to the neck strap, swivel in

One saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual with half-tanned horsehide; flaps 20 inches long, 16 inches wide; sursingle 7 feet 5 inches long, 2½ inches wides with a 2½ inch anch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 11 inch wide; these straps are placed one on h side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 11 inches wide, with 11 inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 181 pounds to a dozen pair.

LEAD. Two Bridles, same as for wheel harness. wo Collars, 20 to 22 inches long, made the same as for wheel harness.

Iwo Pairs of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast rings and line rings, with straps as in wheel harness.

Iwo Neck Straps and Chains, same as for wheel Iwo Belly Bands, same as for wheel harness

Iwo Pair Chain Pipes, same as for wheel har-Two Pair Trace Chains, same as for wheel har

wo Cruppers and Hip straps.—Back strap 6 feet long, tapering from 31 inches to 21 inches wide. Hip straps with buckles each

8 feet 8 inches long, 11 inch wide, with wrought hooks. Two Back Bands, 8 feet 7 inches long, 3½ inches wide. Two Martingals, 4 feet long, 11 inch wide, to buckle into the bit.

One Coupling strap, 5 feet 6 inches long, 3 inch wide. One Check Rein, 4 feet 1 inch long, 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive

the lead line. One Lead Line, 21 feet long, 1 inch wide, with a buckle at one end and 8 inch loop at the One Whip, heavy plated horse hide, 6 feet (

inches long. One Horse Brush, oval, of bristle, — by

weight.

One pair of Breast Chains, 22 inches long, 14 links to the foot, of No. 3 iron. Twisted.

Two Neck straps, 3 feet 1 inch long, 2½ inches wide, with 2½ inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot. No. 4 iron, T and loop to be ritated to the made of 1 inch stuff, coopered, wood hoops or fron as may be required.

The whole to be made of the best material, waxed thread.

When 6-mule hasness is required, the lead

collars, bridles, hames, neck straps, belly bands, Two collars, 173 to eighteen inches long, made back bands and coupling straps are doubled; the same as for two wheel harness.

One bearing chain, 3 feet long, 14 links to the Two pair of Hames, to suit, of same material as for wheel harness, ironed; with hooks, breast rings, and line rings, with straps as in Proposals will also be received for making

and delivering ambulance harness for two or four mule or horse teams—a specification of which will hereafter be furnished.

Forms of proposal and gurrantee will be furnished on application at this office, and none will be considered that do not conform thereto. The privilege is reserved by and for the United States of rejecting any proposal that

may be deemed extravagant.

Proposals will be endorsed on the envelope inclosing them "Proposals for furnishing Army Wagon and Ambulance Harness," and address-ed to Major D. H. VINTON, Quartermaster U. S. Army.

PROPOSALS

ARMY BAGGAGE WAGONS.

QUARTERMASTRE GENERAL'S OFFICE, } Washington, June 21, 1861.

PROPOSALS ARE INVITED for the furnish ing 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 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 The Wagons must exactly conform to the fol-

long, 31-2 inches wide, sewed into 4-inch lowing specifications, and to the established

Six-mule (covered) wagons, of the size and destraps to buckle into stay pieces, 6 feet long, long, 11-2 inch wide; hip straps 15 inches long, 11-2 inch wide; hip straps 15 inches long, 11-2 inch wide; hip straps 15 inches long, 11-2 inch wide, tapering to a point.

The front wheels to be three feet ten inches long, 1 hind wheels four feet ten inches long; hind wheels four feet ten inches long; hind wheels four feet ten inches high, hubs ten and a quarter long. long, 1 1-2 inch wide; hip straps 15 inches long, 1 1-2 inch wide, tapering to a point.

Two Belly Bands—Long side 2 feet 4 inches long, 2 inches wide, with a 2 inch buckle; short side 1 foot 6 inches long and 2 inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide, and two and three quarter inches deep; cast iron nine boxes twelve inches long, two and a seven. inches wide by five-eights of an inch inches white oak root, ironed with hooks, breast fellie; hubs made of grum, the spokes and fellies inches long. I inch square, staples and line rings.

Two pair of Hame Straps.—Lower one 5 feet wheel to have a sand band and linchpin, band inches long. I inch wide; upper one 4 feet two and three quarter inches wide. of No. 8 6 inches long, 4 inch wide; upper one 4 feet two and three quarter inches wide, of No. 8 feet long, of alum tanned leather.

Two Bridles.—Crown piece 2 feet 2 inches long. 6 inches long, of alum tanned leather.

Two Bridles.—Crown piece 2 feet 2 inches long, 1½ inch wide; check pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces. 16 inches long. 1½ inch wide; stay pieces, from blinds to crown pieces. 16 inches long. 1½ inch wide; stay pieces from blinds inch thick; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the leave and of the box six

long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds and boxed so that they will measure from the state of the crown pieces, 16 inches long, 1½ inch wide; linds and a half inches, and front wheels six and one inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide; short side 2 feet long, 1 inch wide; with 1 inch buckle; bitts, tinned mullen, to weigh 5 bs. the dozen.

The Dair Chair Chair and search and the search an Two Pair Chain Pipes, 2 feet 6 inches long, 21 wheels. Axle trees to be made of the best inches wide. Two Pair Trace Chains, 7 feet long, 14 links to the foot of No. 2 iron, twisted or straight, one and a half inch in the middle, with a seven-with T on one end, weight 9 lbs, per pair.

Inches wide.

Axle trees to be made of the best iron rod and brace behind, with another beautiful and bracing different subjects belonging to different the not on top of tail piece, and nuts on the underside, on top of tail piece, and nuts on the underside, and a nut on the top of rail, a plate two and a half inch in the middle, with a seven-half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inch in the middle, with a seven-half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a half inches wide of No. 10 band iron, on tail and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two and a nut on the top of rail, a plate two

Miscellaneons.

washers and linchpins for each axletree; size of linchpins one inch wide, three eights of an inch wide and one inch thick, to receive pieces three thick, with a hole in each end; a wooden stock feet four inches long, to be used as harness

four inches wide, and three inches thick at front the tail board; an iron plate three feet eight to add of the hounds, and two and a quarter inches inches long, two and a quarter inches wide, and wide by two and three quarter inches deep at three eightlis of an inch thick on the under the front end, and so arranged as to lift up, the side of the bed piece, to extend from the hind

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 liounds, 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 dimension each side of the tongue, where the tongue and hounds in the centre bolt to which the lock chain is attached passing to the tow, the ends, top and body to be secured by two three-eighths inch screw bolts, the middle bar at the ends to be flish with the bed piece, the centre bolt to which the lock chain is attached passing to be secured by two three-eighths inch screw bolts, the middle bar at the bolt of the body, one and eleven inches, the other two feet six inches long, to be of three side of the tongue, where the tongue and hounds in the centre of the body, the ends, top and body to be secured by two three-eighths inch screw bolts, the middle bar at the bolt of the body, one and eleven inches, the other two feet six inches long, to be of three side of the tongue, where the tongue and hounds in the centre of the tow, the middle bar at the bolt of the body, one and eleven inches, the other two feet six inches long, to be of three side of the tongue, where the tongue and hounds in the centre of the body, the middle bar at the bolt of the body, one and eleven inches, the first of the body of the body, one and eleven inches the first of the body of the bo a half inch wide, one quarter of an inch thick,

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; the bolster four feet five inches long and inve inches wide by three inches deep with streety iron two and shalf 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 through each end to close it at both ends; two rings on each end of the body, to close and sccure the ends of the over 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 bull tinches deep and four and a half inches

three inches deep and four and a halt inches of venetian red paint; the running gear and wide at front end, and two and three quarters inches wide at back end; distance from the inches wide at back end; distance from the darkened of a chocolate color, the hub and felerate of king bolt hole to the centre of the lies to be well pitched, instead of painted, if reback axletree six feet one inch, and from the quired. centre of king bolt hole to the centre of the centre of king bolt hole to the centre of the mortice in the hind end of the pole eight feet single-trees to be furnished with each wagon, nine inches; king bolt hole one and a quarter idches diameter, of best refined iron drawn down to seven eighths of an inch where it passes through the iron axletree; iron plate marked U. S., and numbered as directed; all marked U. S., and numbered as directed; all 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 diding har fastaned at each add by a series of a copered) and the contents marked together inch on the diding har fastaned at each add by a series for each wagon to be put up in a strong box. (coopered) and the contents marked bolt through the hounds: front bolster to have plaits above and below eleven inches long, three and a half inches wide, and three eighthe of an inch thick, corners drawn out and turned down on the sides of the bolster, with a nail in ling or arranging for putting together, and all each corner, and four countersunk nails on top; two bands on the hind hounds, two and two of the best quality; all the wood thoroughly sea and a half inches wide, of No. 10 band iron; soned and the work in all its parts faithfully 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 singlerees 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 whee and middle pairs with open rings to attach

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 sixteenth inch in di ameter to the fork; the fork to be five six teenth 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 equal ly at each end all in the clear or inside: 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 pieces 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 and a half inch thick by one and seven eighth inch wide; low er rails one inch thick by one and seventh inch wide; three studs and one rail in front with seat on strap hinges 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 Two Hair Collars, 22 to 23 inches long, with alf inches twelve inches long, two and a double straps and safe leathers and buckles inch at the small end; tire two and a half inches deep, and eight and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the gights inch at the small end; tire two and a half inches deep, and eight 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 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 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 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 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 inches deep, and eight and a half inches at the large end and one and seven
is a substantially fastened to the front inches deep, and eight and a half inches at the large end and one and seven
is a substantial through the substantial through through the substantial through through the substantial through the substantial through the substantial th clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, 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 half-inch from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint hasp 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 tails 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; hasp fastened to the middle of the lid, with a a head on the top of rail and nut on lower end;

Mistellaneons

four and three-quarters inches wide and four bearers; four rivets through each side stud, and uches deep, fastened substantially to the axle- two rivets through each front stud, to secure tree with clips on the ends and with two botts, the lining boards, to be of the best quality iron six inches from the middle, and fastened to the and riveted on a good bur; one rivet through hounds and bolster (the bolster to be four feet each end of the rails; floor five eighths of an five inches long, five inches wide, and three inch oak boards; sides five-eighths of an inch and a half inches deep,) with four half inch white pine, tail board three-quarters of an bolts. The tongue to be ten feet eight inches long, with five oak cleats, riveted at each end through front end of it to hang within two feet of the end of the body to eight inches in front of the ground when the wagon is standing at least on a level surface.

The front hounds to be six feet two inches three eighths of an inch screw bolts, one at the long, three inches thick, and four inches wide forward end of the plate, and the other about over axletree, and to retain that width to the equidistant between it and the lateral rod. A over axletree, and to retain that width to the back end of the tongue; laws of the hounds one feet eight inches long and three inches square at the front end, with a plate of iron stude two and 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 the bottom ten inches from inside of tail board, and on the bottom ten inches from the hind rod. An of the same give turned up a teach and one and laws they inches wide one anywer of an equidistant between it and the lateral rod. A half inch round iron rod or bolt to pass diagonally through the rails, between the two hind studes to and through the bed piece and plate on the bottom, to be at the top one the bottom ten inches from the hind rod. An of the same size turned up at each end one and iron clamp two inches wide, one quarter of an run together, secured in like manner; a brace be four feet six inches long from out to to out, of seven eighths of an inch round iron to extend from under the front axletree, and take pine, to be eight inches wide at bottom, twelve two bolts in front part of the hounds, same inches wide at top, and eight and a half inches brace three quarters of an inch round to condeep all in the clear, well ironed, with a band brace three quarters of an inch round to con-tinue 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 when feeding; good strong chains to be atwhen feeding; good strong chains to be attached to the top rail of the body, secured by with a bolt in each end to fasten it to the hounds; the opening between the jaws of the lounds; the opening between the jaws of the lounds, to receive the tongue, four and three quarters inch in front, and four and a half the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole twelve feet long one and three quarters inch 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

It is to be distinctly understood that the wagons are to be so constructed that the several parts acy one wagon will agree and exactly fit those of any other, so as to require no number soned, 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 have been inspected and approved by said officer or agent authorized to inspect it. When painted and accepted by an officer or the Quartermaster't Department, and delivered as herein agreed, they shall be paid for.

M. C. MEIGS, au10 Quartermaster General U.S.

REMOVAL.

You will please take notice that I have removed my place of business from No. 187 South Fourth Street, to my Manufactory NOS. 114 and 118 RELIEF STREET.

veen Lombard and South, and Front and Second Sta.

Philadelphia.

Thankful tor past favors I solicit a continuance of your orders. As I have enlarged my manufactory so as to enable me to have engaged my manufactory so as to enable me to have constantly on hand a large assortment of woil scaoped Soaps, all of the best quality and free from Fish Cil.

PALM,
VARIEGATED,
WHITE,

HONEY,
CASTILE, and all kinds of TOILET SOAPS,
CHEMICAL OLIVE SOAP of pure material. SETTLED,
PALE and BROWN SOAP, English Sal. Soda and Prast
STARGE constantly on hand "PERM, ADAMANTINE an
TALLOW CANDLES of a 1 sizes.

Having adopted the dashsystem I am enabled to offer
my goods at the lowest clices. Hoping that you will
call and examina for yourself both the goods and prices,
before purchasing elsewhere.

I am Very Respectfully,
al-wlye. HONEY

EDUCATIONAL.

CONTROLLING ELEMENT OF NA-A TIONALITY is the system of education in a country. "In proportion as the structure of a government gives force to public opinion, that public opinion should be chilghten ed."—Washing on's Farewell Address. To this end the people in general should be educated into a correct and familiar acquaintance with the nature and principles of our government and civil institutions. "OUR GOVERNMENT: An explanatory statement of the system of Government of the Country, &c. a MANU-L FOR SCHOOLS, AGADEMIES AND POPULAR USE," is a work which, with proper historical notices, gives is a work which, with proper historical notices, gives is a work which, with proper historical notices, gives the construction of the provisions of the Constitution of the United States and of those of the several States, as

piece and hind bar two and a quarter inches

PHILADELPHIA DEMOCRATIC CONVEN-

The Democratic Convention of Philadelphia, for the nomination of candidates to fill the various offices in which vacancies will occur this year, and also to make a legislative ticket, most disorderly political body that ever asliberate, and the high cause its members prots nominations:

State Senator-C. M. Donovan. eenth Ward.

Clerk of the Orphans' Court-Albert Law-

LEGISLATURE

First District—Joseph Caldwell. Second District—Thomas E. Gaskill. Third District—Samuel A. Josephs.
Fourth District—Samuel C. Thompson Sixth District—John M'Makin. Seventh District—Kline Shoemaker. Eighth District—Arthur M. Burton. Ninth District—George W. Quigley. Tenth District—Thomas E Greenbank. Eleventh District—James Hopkins.
Thirteenth District——— Kline.
Fourteenth District—James Donnelly. Fifteenth District—George Wolf. Sixteenth District—Thomas W. Duffield.

deorge Sharswood. Associate Judges of the District Court—W. O. Bateman and James Otterson.

President Judge of the Court of Common leas-Wm. B. Hieskill. Associate Judge of the Court of Common Pleas—Furman Sheppard.

was the utmost confusion, which was only partially allayed by the threat of the presiding officer to leave the chair unless order was restored. The mails or the telegraph brought us evening, of the result of the nominations by this convention. Among the resolutions passed by this convention, they declare that the victories of 1812 were gained under a Democratic administration—that nullification was crushed under the same influence—that the war with Mexico was made triumphant by the same power—but the author of the same resolutions forgot to state that the present rebellion, in all its purposes was conceived under, concocted in and brought forward also by a Democratic administration.

From Hon Lewis D. Campbell, M. C., Ohio.

Sity family and rivends all concurs in the opinion that the (Newell) Picture is mere life-like than anything they over saw. My likeness has been repeatedly taken by different Artists in various ways, but I have never yet has one which presents not run to nature, all the issueres and expressions of countenance as this.

From Hon Lewis D. Campbell, M. C., Ohio.

Sity family and rivends all concurs in the opinion that the (Newell) Picture is mere life-like than anything they different Artists in various ways, but I have never yet has one which presents not run to nature, all the issueres and expressions of countenance as this.

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When we hear the result of this convention we will apprise our readers.

The Rumored Fight Near Washington

QUARTERS.

lic servant, and believe the pecuniary interests of the Department will not suffer in his hands.

the expressed and published opinion of the

City Commissioner - John Johnson, Eigh-City Treasurer-Dr. Jas. McClintock, Ninth

The officers of the U.S. frigate Congress who recently resigned, have been sent to Fort Lafavette Miscellaneous.

Seventeenth District—James Donnelly.

President Judge of the District Court—Hon. PHOTOGRAPH GALLERY

In the County Convention, which was also in ession yesterday, for the nomination of candilates for Sheriff and Register of Wills, there no intelligence up to our going to press last

Latest From Washington.

THE CHARGES AGAINST MAJOR BELGER. REPORT OF GENERAL DIX

NOTHING RELIABLE RECEIVED AT HEAD

Washington, Aug. 28. Serious charges having been presented to the War Department alleging that Major James Belger, assistant Quartermaster, at the important depot at Baltimore, was abusing his charge by making his purchases from, and employing as subordinate agents, persons inimical to the Government. The matter was referred to Major General Dix for investigation. That officer whose high toned character and rigid loyalty made him of all others the proper one to investigate so serious a charge, has submitted his report calling before him some of the most prominent citizens of Baltimore who were in frequent intercourse with Major Belger and obtaining from them statements in writing of what they knew as to his general course in making his purchases and giving employments. The General comes to the conclusion that the charges against Major Belger are so far as they allege an intentional bestowment of public patronage on disloyal men, utterly groundless. It could scarcely have been avoided, being a stranger in Baltimore that some of his purchases should have been from disloyal men; but it is shown most conclusively that his efforts have been to throw the public money entrusted to him into the right channels, and that, wherever he had found himself deceived as to the Union proclivities of his agents, even down to carters and dravmen he has applied the corrective remedy by dismissing them from service. Gen. Dix, in concluding his report, says: I think him (Major Belger) an efficient, faithful, consciencious pub-

NO 2 evil; particularly no other papers should be enclosed with the quarterly returns and post

The city was rife last night as well as this morning of a fight on the other side of the Potomac, and even in usually well informed quarters there is conflicting information on the subject. It is certain that General M'Clellan with his customary activity and watchfulness returned thence at 111 o'clock last night but from his conversation with miliassembled in that city on Tuesday evening. It tary friends there was nothing of an important or serious character. It is probable, however, people and press of that city, that it was the as mentioned by a gentleman of respectability, that a rebel force of three companies of cavalry sembled within its limits, alike a disgrace to and about the same number of infantry with the subjects on which it was convened to de two field pieces have been hovering in the vicinity of Bull's Cross road manouvering with fess to have espoused. The following is a list of the view to draw out a detachment of our troops into an ambuscade. As to several soldiers having been killed on each side in a skirmish, it may be only an imaginary incident to adorn a reported bat le. Panic making seems to be a favorite avocation, and the most preposterous reports are readily believed and circulated.

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Bosron, Aug. 28.

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at gives perfect satisfaction.
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ompetition.

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Gallery of Art, 724 Arch Street, Philadelphi COMMENDATIONS:

From Col. James Page. Having occasion for a portrait, I procured one from Mr. Robert Newell, of the city of Philadelphia, a miniature in Oil Colors, under the new process siscovered by Aim, and a manufacture in Colors, under the new process siscovered by Aim, and the authorization to be authorized. and take great picasure in expressing the likeness, but its artistic fluish in all respects, and recommend him to the paronage of those disposed to encourage the beautiful art.

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