BY GEORGE BERGNER.

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

Miscellaneous.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNISS.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,) Corner of Howard and Mercer streets, New York, August 3, 1861.

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

The proposals should state the price at which they can be furnished at the places of manufacture, and the price they can be delivered at the ture, and the price which can be made by the ture, 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 folwithin one week. lowing specifications, and to the established

Four mule harness as follows, to wit: WHEEL.

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,
the beautiest stay piece 2 feet long. inch iron; hip straps o feet 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, inch wide: the straps 15 inches long,

1 1-2 men wide; the shape to inches long, 1-2 men wide, tapering to a point.

Two 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 ? juches wide.

Two Pair of Strong Hames to suit, made of white oak root, ironed with hooks, breast rings 12 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 nches 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 111-2 inches long, 11 inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 11-2 inch wide; nose pieces, 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 T on one end,
weigh 7 1-2 to 8 lbs. per pair. Twisted or

straight.
One pair of Breast Chains, 22 inches long, 14 links to the foot, of No. 3 iron. Twisted. Two Neck straps, 8 feet 1 inch long, 21 inches wide, with 21 inch buckle.
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 gul-One Saddle, made on Attakapas tree, head gullet and cantle, iron covered in the usual way with half-tanned horsehide; flaps 20 inches long, 16 inches wide; sursingle 7 feet 3 inches on one end, to be fastened to the saddle by being riveted to two curved straps 1½ 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

the same as for two wheel harness.

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 wheel harness.

Two pair of Hames, to suit, of same material foot, of No. 4 iron, with a Ton each end added, and lead line to be 28 feet long.

Proposals will also be received for making wheel harness

wheel harness.
Two Bridles, same as for wheel harness. Two Neck Straps and Chains, same as for wheel which will hereafter be furnished.

Two Belly Bands, same as for wheel harness.

Two Martingals, 4 feet long, 1 1-2 inch wide, to buckle into the bit.
One Coupling Strap, 5 feet 6 inches long, 8-4

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 the other.

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 inches wide, 17 inches deep, 34 inches long, made of 1-inch stuff, coopered, wood hoops or iron, as

The m Four Horse Harness, as follows, to wit:

WHEEL.
Two Quilors.—Breech straps 8 feet 8 inches long, 8 1-2 inches wide, sewed into 4-inch kong, 8 1-2 inches wide, sewed into 4-inch rings of 3-8 inch iron; hip straps 4 feet long, 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, 1 1-2 inch wide; side straps 5 feet 6 inches long, 1 1-2 inch wide; hip straps 15 inches long, 1 1-2 inch wide, tapering to a point.

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches in diameter, and fourteen and a plat inches wide.

Miscellaneous

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, 23 inches wide, with 23 inch buckle.

Two Neck Chains, 4 feet 6 incheslong, 15 links to the foot, twisted No. 4 iron, T and loop to be rivetted on to the neck strap, swivel in

one saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half-tauned horsehide; flaps 20 inches long, 16 inches wide; sursingle 7 feet, 5 inches long, 2½ inches wides with a 2½ inch inch buckle on one end, to be fastened to the inches wide, and three inches thick at front end of the hounds, and two and a quarter inches wide at the wide by two and three quarter inches wide at the wide by two and three quarter inches wide at the control of the hounds, and two and a quarter inches wide at the control of the hounds, and three quarter inches deep. ddle by being riveted to two curved straps, 14 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, the other end to the extension of the bar behind the cantle, Spanish saddle fashlon; stirrup leathers 4 feet 7 inches long, 1½ inches wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ pounds to a dozen pair.

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

wo 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.

wo Neck Straps and Chains, same as for whee harness wo Belly Bands, same as for wheel harness.

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

ness.
Two Cruppers and Hip straps.—Back strap 6
feet long, tapering from 3½ inches to 2½
inches wide. Hip straps with buckles each
8 feet 8 inches long, 1½ inch wide, with

wrought hooks. I'wo Back Bands, 8 feet 7 inches long, 31

Two Martingals, 4 feet long, 11 inch wide, to buckle into the bit. One Coupling strap, 5 feet 6 inches long, 3 inch

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

One Curry Comb, No. 212, 8 bar.
The whole to be packed in a box about 21 inches wide, 18 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or

iron as may be required.

The whole to be made of the best material sewing to be made with good waxed thread and subject to inspection during the process of

When 6-mule hasness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, Two collars, 172 to eighteen inches long, made back bands and coupling straps are doubled

and delivering ambulance harness for two or four mule or horse teams—a specification of

Forms of proposal and gurrantee will be fur-Two pair Chain pipes, "" will be considered that do not conform thereto. Two pair Trace Chains, ""
Two Cruppers and Hip Straps, back strap 5 feet long, tapering from 3½ inches to 8½ inches wide, hip straps each 2 feet 4 inches long, 1½ Proposals will be endorsed on the envelope inch wide and with a book at one and inclusing them "Proposals for furnishing Army nished on application at this office, and none will be considered that do not conform thereto.

inclosing them "Proposals for furnishing Army Two Back Bands, 3 feet 4 inches long, 3½ inches Wagon and Ambulance Harness," and addressed to Major D. H. VINTON, Quartermaster U. S. Army.

PROPOSALS

ARMY BAGGAGE WAGONS.

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

DROPOSALS 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

long, 11-2 inch wide; hip straps 15 inches long, 11-2 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 wide, wide.

and a quarter inches high, hubs ten and a quarter 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 pipe boxes twelve inches long, two and a part and avent. Two Hair Collars, 22 to 28 inches long, with double straps and safe leathers and buckles eights inch at the small end; tire two and a half Two pair of strong Hames to suit, made of fastened with one screw bolt and nut in each

Two pair of strong Hames to suit, made of white oak root, ironed with hooks, breast rings, 1½ inch square, staples and line rings. Two pair of Hame Straps.—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 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; hooks long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide, nose piece 12 inches long, 1½ inch wide; blinds and boxed so that they will measure from the inside of the tire to the large end of the box six and half inches, and front wheels six and one to crown pieces, 16 inches long, 1½ inch wide, nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; blits, tinned mullen, to weigh 5 lbs. the dozen.

inside of the tire to the large end of the box six and a half inches, and front wheels six and one to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the dozen.

Miscellaneons.

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 he within two feet of the ground when the widen is standing at least on a level surface.

The front hounds to be six feet two inches the control of the control o

long, three luches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue; laws of the hounds over the back end of the tongue with one half inch screw bolt in each end, and a plate of iron 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 one and a half inch wide, one quarter of an inch thick. nches 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; the bolster four feet five inches long and five inches wide by three inches long and five inches wide by sinches deep, with steady iron two and a half inches wide by one half inch thick turned up to close it at both ends; two rings on each end of the body, to close and secure the ends of the secto be secured with four half inch screw bolts, and one half inch screw bolt through the coup-

ling pole.

The coupling pole nine feet eight inches long, three inches deep and four and a half inches of the inches deep and four and a half inches of the 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 axlettee six feet one inch, and from the centre of king bolt hole to the centre of the centre of king bolt hole to the centre of the centre of king bolt hole to the centre of mortice in the hind end of the pole eight feet aingle 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 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, linch pins, tar pot, and harness bearers for each wagon to be put up in a strong one and a half by one quarter of an inch on the sliding bar tastened at each end by a screw bolt through the hounds; front bolster to have passes through the iron axletree; iron plate six inches long, three inches wide and one eighth of an inch thick on the doubletree and plaits 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 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 executed in the best workmanlike manner. 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 ind a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers and single-rees 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 fifth chain to be seven sixteenth 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 staright, three feet six inches wide, two feet deep sen feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide and three inches deep; front pieces two inches deep by two and a half inches wide; tail pieces two aud 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; lower rails one inch thick by one and seventh inch wide; three studs and one rail in front with a seat on strap hinges to close it up as high as the aides, 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 round each end, secured to the head piece and front rall by a rivet in each end of it passing through them, the lid to be fastened to the front rall 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 sails 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, Two Pair Chain Pipes, 2 feet 6 inches long, 22 wheels. Axle trees to be made of the best of the lost of the long o Inches wide.

Two Pair Trace Chains, 7 feet long, 14 links to the foot of No. 2 iron, twisted or straight, with T on one end, weight 9 lbs. per pair.

where the the thought of the best properties and not on the under same, and a half inches square at the shoulder, tapering down to one and a half inche in the middle, with a sevential inches wide of No. 10 band iron, on tail inches wide of No. 10 band iro

Miscellaneons

washers and linchpins for each axletree; size of piece and hind bar two and a quarter inches 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 liftches long, to be used as harness four and three quarters inches wide and four bearers; four rivets through each side stud, and inches deep, fastened substantially to the axle- two rivets through each front stud, to secure tree with clips on the ends and with two bolts, 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 and a half inches deep,) with four half inch bolts.

The item rate inches hoards; sides five-eighths of an inch bolts.

The item rate; noor inve-eighths of an inch cak boards; sides five-eighths of an inch bolts.

The item rate; noor inve-eighths of an inch cak boards; sides five-eighths of an inch bolts.

White pine, tail board three-quarters of an inch thick, of white pine, to be well cleated with five bak 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 iuch thick on the under side of the bed piece, to extend from the hind and 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 and of the plate, and the other about equidistant between it and the lateral rod. A half inch round iron rod or bolt to pass diagonally through the rolls. one foot eight inches long and three inches ally through the rails, between the two hind square at the front end, with a plate of iron studs to and through the bed piece and plate two and half inches wide by three eighths of an inch thick, fastened on top of the hounds and screw at the bottom, to be at the top one over the back end of the tongue with one half foot six inches from inside of tail board, and on the top and and a plate of iron the history tay inches from inside of tail board, and on the top and and a plate of iron the history tay inches from the high and of the same size turned up at each end one and a half inches to clamp the front hounds togethed a half inches to clamp the front hounds togethed to which the lock chain is attached passing bolt to which the lock chain is attached passing the control of the under side and at front bolt to which the lock chain is attached passing the control of the under side and at front bolt to which the lock chain is attached passing the control of the under side and at front bolt to which the lock chain is attached passing the control of the same size turned up at each end one and iron clamp two inches wide, one quarter of the control of the same size turned up at each end one and iron clamp two inches wide, one quarter of the same size turned up at each end one and iron clamp two inches wide, one quarter of the same size turned up at each end one and iron clamp two inches wide, one quarter of the same size turned up at each end one and iron clamp two inches wide, one quarter of the same size turned up at each end one and iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one quarter of the control iron clamp two inches wide, one q er, and fastened on the under side and at front er, and fastened on the under side and at front end of hounds, with half-inch screw bolt through it, to extend seven inches on the through tend hound, a seven eighth inch bolt through tongue and hounds in the centre of to be secured by two three-eighths inch jaws, to secure the tongue in the hounds; a screw bolts, the middle bar at the plate of iron three inches wide, one-quarter ends to be flush with the bed piece on the lower inch thick and one foot eight inches long, secured on the inside of jaws of hounds with two bolt of the body, one and eleven inches, the rivets and a plate of the same dimension each other two feet six inches long, to be of three 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 ir m; feed trough to be four feet six inches long from out to to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop iron around the top, one around each endand three between the ends, strong and switch the between the tons, strong and when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. with a bolt in each end to finglen it to the staple with a hook to attach it to the trough. hounds; the opening between the jaws of the staple with a hook to attach it to the trough. hounds, 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 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 teet long and nine feet eight inches wide, made in the best manner, with four hemp

Each side of the body of the wagon to be

gonsare to be so constructed that the several parts f any one wagon will agree and exactly fit those of any other, so as to require no number ing or arranging for putting together, and all the materials used for their construction to be

NOS. 114 and 118 RELIEF STREET,"

Thankful for past favors I solicit a continuance of roll orders. As I have enlarged my manufactors are not enable me to have constantly on hard a large assort ment of well seasoned Soaps, all of the best quality and rectrom Fish Oil.

VARIEGATED, WHITE,

L FOB SCHOOLS, ACADEMIES AND FOPULAR USE," is a work which, with proper listorical notices, gives the construction of the provisions of the Constitution of Constitution o

County and State to their letters, and by emberging to different subjects belonging to different to the state of the same letter. This necessity descriptions and prices.

LEMPTY BARREIS.—Two Hundred bracing different subjects belonging to different to the same letter. This necessity descriptions and prices. Beautiful State of the same letter. This necessity descriptions are subjects belonging to different to the same letter. This necessity descriptions are subjects belonging to different to the same letter. This necessity descriptions are subjects belonging to different to the same letter. This necessity descriptions are subjects belonging to different to the same letter. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to different to the same letters. This necessity descriptions are subjects belonging to the same letters. The same letters are subjects belonging to the same letters. The same letters are subjects belonging to

cover; a staple in the lower rail, near the second stnd from each end, to fasten the side cords. The outside of the body and feed trough to

A tar pot, an extra king bolt, and two extra single trees to be furnished with each wagon,

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 finished, painted and accepted by an officer or agent of 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 lace of business from No. 187 South Fourth Street, to

ween Lombard and South, and Bront, and Second Philadelphia.

HONEY

CASTILE, and all kinds of TOILET SOAPS.

CHEMICAL OLIVE SOAP of pure material. SETTLED,
PALE and BROWN SOAP, English Sal. Soda and Praz

FARCE constantly on hand PREM, ADAMANTINE an

TALLOW CANDLES of a reizes.

Having adepted the cashsystem I am enabled to offer
my goods at the lowest relose. Hoping that you will
call and examine for yourself both the goods and prices,
before purchasing eisewhere.

sl-wly*

all dam vary Respectfully,

F. CONWAY, Philadelphia

EDUCATIONAL.

CONTROLLING ELEMENT OF NATIONALITY 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 enlightened."—Washing on's Furenell 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, Soc. A MANU.

L FOR SCHOOLS, ACADEMIES AND POPULAR USE." Is a work which with proper liketorical notices, gives CONTROLLING ELEMENT OF NA-

PHILADELPHIA DEMOCRATIO CONVEN-

TION. 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, ssembled in that city on Tuesday evening. It is the expressed and published opinion of the ts nominations

State Senator-C. M. Donovan City Commissioner - John Johnson, Eigh eenth Ward. City Treasurer-Dr. Jas. McClintock, Ninth

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. Righth District—Arthur M. Berton. 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.

Seventeenth District—James Donnelly.

President Judge of the District Court—Hon George Sharswood. Associate Judges of the District Court—W. O. Bateman and James Otterson.

President Judge of the Court of Common Pleas—Wm. B. Hieskill. Associate Judge of the Court of Commo

In the County Convention, which was also in ession yesterday, for the nomination of candidates for Sheriff and Register of Wills, there 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 no intelligence up to our going to press last 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 phases and for all its purposes was conceived under, concocted in and brought forward also

by a Democratic administration. When we hear the result of this convention,

we will apprise our readers. BY TELEGRAPH.

Latest From Washington

THE CHARGES AGAINST MAJOR BELGER. REPORT OF GENERAL DIX

The Rumored Fight Near Washington NOTHING PIABLE RECEIVED AT HEAD QUARTERS.

Washington, Aug. 28. Serious charges having been presented to the War Department alleging that Major James Belger, assistant Quartermaster, at the tant depot at Baltimore, was abusing his charge by making his purchases from, and employing by making his purchases from, and employing First-class from N. Y. or Boston to Galway or Liverpool Second class, " " 178 to St. Johns, 35 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 giv ing 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 draymen 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 public servant, and believe the pecuniary interests of the Department will not suffer in his hands.

The Post Office Department is much troubled

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

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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 112 o'clock last night but from his conversation with military 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, most disorderly political body that ever as 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 detwo field pieces have been hovering in the viliberate, and the high came its members pro- cinity of Bull's Cross road manouvering with fess to have esponsed. 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 batile. Panic making seems to be a favorite avocation, and the most preposterous reports are readily believed and circulated.

> RESIGNED OFFICERS SENT TO FORT LA-FAYETTE.

> Boston, Aug. 28. The officers of the U. S. frigate Congress who recently resigned, have been sent to Fort Lainvette.

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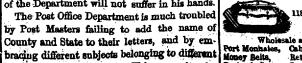
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