Great Row at Richmond About the Conduct of the Southern Army—Troubles in the Confederate Congress—Why Washington is not Taken—Beauregard Blamed—How He was Defended.

The Memphis "Bulletin," of September 5th says:

In yesterday's "Bulletin" we gave some reasons why the clamor about the dilatory movements of our Potomac army should cease. The following extract of a letter to the Savannah "News" deals with the subject in a more specific manner:

The chief topic of conversation here is the inactivity of the army. Much criticisms has been passed upon Gen. Beauregard and those who are believed to direct the movements of the army, more particularly respecting the failure to occupy or destroy Alexandria and Washington City. Congress called for information on this point, and the President referred the enquiry to General Beauregard, who, in his answer, placed the blame where it really belonged. He had been for weeks almost beseeching the War Department to supply him with the material needful to carry on the war—man, ammunition, provisions, wagons; but the Quartermaster's and Commissariat Departments being in incompetent hands, the day of battle came and found our Generals without means of carrying the army forward. Quite an acrimonious debate sprung up in the House upon the reading of this answer, in which Messrs. Miles and Chesnut, of South Carolina, who had been upon the staff of Gen. Beauregard at Manassas, and had supported him in a most gallant manner during that eventful day, found it necessary to vindicate their great chief from the aspersions which certain members were disposed to throw out against his military reputation. Since the 21st of July many circumstances have combined to keep our troops in a stationary position. Rain has fallen in great quantities and almost incessantly, rendering the roads impassable for heavy wagon transportation, and marching of large bodies of troops, and there has been a great deal of sickness among our soldiers—probably twenty per cent. are at this time unfit for duty. Our Generals, however, have been strengthened by new accessions almost every day, and the railroads continue to transport regiment after regiment.

Authentic About Jeff. Davis

There is so much conflicting intelligence about the death of the rebel leader that V. F. felt it necessary to go to headquarters for information, and, all other reports to the contrary, from the sulphurous smell of the telegraph we are no doubt on the right scent. The correspondence will explain itself.

NEW YORK, 5 Sep.

DEAR SIR:—As no body seems to know the whereabouts of Jeff. just now, can you enlighten us? Yours, truly,

VANITY FAIR.

Hon. Ben Wood, Clifton House, Niagara Falls, Canada.

CLIFTON HOUSE, 6 Sep. '61.

MY DEAR VANITY:—In reply to yours of the 5th inst. as I was also very anxious about Jeff. I telegraphed below, and I enclose my message and the answer.

Yours, win or lose,

BEN WOOD.

[*Per Brimstone Telegraph Co, to Hades.*]

CLIFTON HOUSE, 5 Sep.

Any news of Jeff. Davis yet down there? BEN WOOD.

To Old Scratch, Hades.

HADES.

Not come along yet. Expect him shortly—have a nice warm place for him. Drop in and see me soon yourself—bring Val and Burnett along.

OLD SCRATCH.

As this is the very latest intelligence from a kindred spirit, we have every reason to believe it is to be relied upon.—[Vanity Fair.

DESTRUCTION BY INSECTS.—So destructive have been the ravages of insects in France the past season, greatly reducing some of the most valuable crops, that the subject has been brought formally before the French Senate, in the shape of an elaborate report from a special commission. The secret to all this trouble is supposed to consist in the fact that the French pursue their birds with relentless gun for the sake of the morsel of food to be plucked from the bones of the little songsters, and have almost exterminated the feathered tribe in that country. As a result, insects and vermin abound in all the agricultural districts, preying on the crops, till the government feels compelled to legislate for the correction of so great an evil. The arm of the law will doubtless interpose for the protection of the little creatures who were unable to take care of themselves, even though, in procuring their own means of subsistence, they incidentally contributed an valuable service to their thoughtless pursuers. The French, it would appear, have a high esteem for their birds, and for the right kind.

Deak.

Francis Deak is called the Cavour of Hungary. He was the author of the address of the Hungarian Diet to the Emperor of Austria, which provoked Francis Joseph to a dissolution of the Diet; this dissolution itself called forth a protest, also from Deak's pen, three hundred thousand copies of which have been printed in all the various languages spoken throughout Hungary. Deak is the son of a country gentleman, and is in the 56th year of his age, his eloquence is greater than Kossuth's, and it gives him a headache to listen to platitudes; he was prominent in the Hungarian rebellion of '48 forming part of Count Battyani's ministry. He is so noted for his love of justice, that like Aristides, he has received the epithet of "the just." His influence over the leading Hungarians is said to be immense, and it is exerted in favor of the independence of Hungary.

FINANCIAL TROUBLES IN VIRGINIA.—Every bank, every town and village corporation, even the State itself, and private bankers, are deluging the State with wretched currency, in notes from five cents to one dollar. Gold and silver are eagerly bought at eight per cent. premium for these notes, and carefully hoarded away. Of course this currency never can be, and never will be redeemed, and when it begins to decline it will be bought up by those who have issued it at an enormous shave—all of which will fall upon the people and enure to the benefit of the corporation. So says the Picayune's correspondent.

As the battle of Springfield, Mo, two gentlemen of African descent were cutting hemp near by. As soon as the artillery began to open, they both started in affright for the bushes, and ran for dear life, taking shelter under a scrub oak. Says Jim to Sam, "What's that?" "Don't know," says Sam; "spect it's the day of Judgement." "Dont think it's that," says Jim, "but I'll tell you what—I was down in St. Louis two or three years ago wine, and they'se all taking about de 'peal ob de 'Zouri Compromise. Guess that's it." "O, golly, guess that's 'um!" says Jim, and they concluded to await developments.

Southern Love Ditty.

Meet me by by moonlight—a Joan
Is all that I ask of thee.

PEACHES.—10 boxes fresh No. 1 free stone Peaches, just received and for sale by FRANK VAN GORDER, se11 No. 114 Second street.

PROPOSALS.

NAVY DEPARTMENT,
Bureau of Yards and Docks, Sept. 4, 1861.

SEALED PROPOSALS for each class separately, endorsed "Proposals for Class No. (name the class) for the navy yard at (name the yard)," will be received at this office until noon on the 24 day of Oct. per next, for furnishing and delivering at the several navy yards named the materials and articles embraced in printed schedules, which will be furnished on application, and a copy mail, if so requested, to persons desiring to contract for any of all of the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the navy agent nearest thereto, or by the bureau for any or all of the yards.

To prevent confusion and mistakes in issuing the offers no bid will be received which contains classes for more than one yard in one envelope, and each individual or firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form hereinafter prescribed, and be mailed in time to reach their destination before the time expires for receiving them; *no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the mail.*

To guard against offers being opened before the time appointed, bidders are requested to endorse on the envelope above the address, and draw a line under the endorsement thus:

"*Proposals for Class No. (name the class) for the Navy Yard at (name the yard)*"

To the Chief of the Bureau of Yards and Docks, Washington, D. C.

Form of Offer.

(Here date the offer.)

I, (here insert the name or names composing the firm,) of (name the town,) in the state of (name the state,) hereby offer to furnish under your contract, and subject to all the requirements of the same, and of the printed schedule to which it refers, all the articles enumerated in Class No. (name the class,) for the navy yard at (name the yard,) according to said schedule, viz: (here paste on the printed class of the schedule, and opposite each article set the price and carry out the amount in the columns bid for the class,) amounting to (here write the amount in words.)

I propose and agree (here name the security if one is required by the schedule,) for the supply under the classes miscellaneous, by a responsible person of the place of delivery; and should my offer be accepted, I propose the contract may be prepared and sent to the navy agent at (name the agency,) for signatures and certificate.

Here the bidder and each member of the firm to sign.)

Form of Guarantee.

The undersigned (name of guarantor) of (name the town) and State of (name the state,) and (name of second guarantor, &c.) hereby undertake that the above named (name the bidder or bidders) will if his [or their] offer as above be accepted, enter into contract with the United States within fifteen days after the date of notice thereof, and execute the security required of his [or their] offer before mentioned.

Witness: (signature of guarantors.)

I certify that the above signers (name the guarantors) are known to me to be good and responsible guarantors in this case.

To be signed by the district judge, district attorney, collector, navy agent, or some person known to the bureau to be responsible.

PORTSMOUTH, N. H.

Class No 6. White pine, spruce juniper and cypress; class No 9 Gravel and sand; class No 11. Iron, iron nails and spikes; class No 12. Steel; class No 14. Files; class No 16. Ship chandlery; class No 17. Hardware; class No 18. Stationery; class No 23. Belting, packing and hose; class No 26. Augers.

BOSTON.

Class No 1. Bricks; class No 2. Stone; class No 3. Yellow pine timber; class No 5 Oak and hard wood timber and lumber; class No 6 White pine, spruce, juniper and cypress; class No 7. Lime, hair and plaster; class No 8. Cement; class No 9. Gravel and sand; class No 11. Iron, iron spikes and nails; class No 12. Steel; class No 13. Pig iron; class No 15. Paints, oils and glass; class No 17. Hardware.

NEW YORK.

Class No 1. Bricks; class No 3. Yellow pine timber; class No 4. Yellow pine lumber; class No 5. Oak and hard wood; class No 6. White pine, spruce, cypress and juniper; class No 7. Lime, hair and plaster; class No 8. Cement; class No 9. Gravel and sand; class No 10. Slates; class No 11. Iron, iron spikes and nails; class No 12. Pig iron; class No 15. Paints, oils and glass; class No 16. Ship chandlery; class No 17. Hardware; class No 23. Belting, packing and hose; class No 26. Iron work, &c.

PHILADELPHIA.

Class No 3. Yellow pine timber; class No 5. Oak and hard wood; class No 6. White pine, spruce, juniper and cypress; class No 11. Iron, iron spikes and nails; class No 14. Files; class No 17. Hardware; class No 23. Belting packing and hose; class No 26. Augers.

WASHINGTON.

Class No. 1. Bricks; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper and cypress; class No. 11. Iron, iron spikes and nails; class No. 12. Steel; class No. 14. Files; class No. 15. Paints, oils and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 24. Spars and timbrecting oils; class No. 27. Anthracite coal; class No. 29. Bituminous Cumberland coal.

The schedule will state the time within which articles will be required to be delivered; and where the printed schedule is not used, the periods stated in its for deliveries must be copied in the bids. All the articles which may be contracted for must be delivered at such place or places, including drayage and cartage to the place where used within the navy yards, respectively, for which an offer is made, as may be directed by the commanding officer thereof; and, all other things being equal, preference will be given to American manufactures. No bids will be received after the expiration of the period specified in the schedules for the completion of deliveries, unless specially authorized by the Department. The bids must be based on the prices stated in the column of prices will be the standard, and the aggregate of the class will be carried out according to the prices stated.

It is to be provided in the contract, and to be distinctly understood by the bidders, that the amount in number of articles enumerated in the schedule under "Miscellaneous" are specified as the *probable* quantity which may be required, as well as to the data for determining the lowest bid, and the contractor is to furnish more or less of the said enumerated articles, *and to such quantities, and at such times, as the bureau or commandant may require*; such increase, however, not to exceed one-half of the quantities stated (and requisitions sent through the post office shall be deemed sufficient notice) during the fiscal year ending 30th of June, 1862; and whether the quantities required be more or less than those specified, the prices shall remain the same.

All the articles under the contract must be of the best quality, delivered in good order, free of all and every charge or expense to the Government, and subject to the inspection, count, weight or measurement of the said navy yard, and be in all respects satisfactory to the commandant thereof. Bidders are referred to the yard for plans, specifications or samples, and any further description of the articles. When bidders shall be in doubt as to the precise articles named in the schedule, they will apply to the commandant thereof, or of the navy yard and *not to employees for description* of the article or articles in doubt, which information the said officer will give in writing. Contractors for classes headed "Miscellaneous," who do not reside near the place where the articles are to be delivered, will be required to name in their proposals an agent at the city or principal place near the yard of delivery who may be called upon to deliver articles *without delay* when they shall be required.

Approved sureties, in the full amount of the contract will be required, and twenty per centum as additional security deducted from each payment until the contract shall shall have been completed or concluded, unless otherwise authorized by the Department. On classes of articles headed "Miscellaneous," no deliveries are required during the fiscal year, the twenty per centum retained may, at the discretion of the commandant be paid quarterly on the first of January, April, July and October, when the deliveries have been satisfactory, and the balance (eighty per cent) will be paid by the respective navy agents within thirty days after the presentation of bills, in triplicate, duly vouched and approved.

No part of the per centum reserved is to be paid until all the rejected articles shall have been removed from the navy yard, unless specially authorized by the Department.

It will be stipulated in the contract, that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above provided, then and in that case the said parties will forfeit and pay to the United States a sum of money not to exceed twice the amount of such class of which may be received from time to time, according to the fact of Congress in that case provided, approved March 3, 1843.

The sureties must sign the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorily known to the bureau.

It is to be provided in the contract that the bureau shall have the power of annulling the contract, without cost or damage to the Government, in case Congress shall not have made sufficient appropriation for any of the articles named, or for completion of work estimated for, and on which this advertisement is based, and shall also have the power to increase or diminish the quantities named in the classes not headed "Miscellaneous" in the schedule, twenty five per centum.

Persons whose offers shall be accepted will be notified by letter through the post office, which notice shall be considered sufficient; and if they do not enter into contract for the supplies specified within fifteen days from the date of notice from the bureau of the acceptance of their bid, a contract will be made with some other person or persons, and the guarantors of such defaulting bidders will be held responsible for all delinquencies.

All offers to be made in *strict conformity* with this advertisement will, at the option of the bureau, be rejected.

Those only whose offers may be accepted will be notified, and contracts will be ready for execution as soon thereafter as may be practicable. se7.4tw

Hotels.

ST. LOUIS HOTEL,
CHESTNUT ST., ABOVE THIRD,
PHILADELPHIA,

In the immediate neighborhood of the Jobbing Houses on Market, third and Chestnut streets, the banks, Post Office, Merchants' Exchange, &c. &c.

Board per Day, $1 50.

Accommodation, when required on the EUROPEAN PLAN. *Rooms from 50 cents and upwards, per day, and Meals at a First Class Restaurant attached to the House. Prices according to the Bills of Fare.*

The City Cars take Passengers from any Station TO or CLOSE TO the Hotel.

☞ English, French, German and Spanish spoken. jy17-6m

FRENCH'S HOTEL,
ON THE EUROPEAN PLAN.
CITY OF NEW YORK.

Single Rooms, Fifty Cents Per Day.

City Hall Square, corner Frankfort st.
[Opposite City Hall.]

Meals, as they may be ordered, in the spacious Refectory. There is a Barber's Shop and Bath Rooms attached to the Hotel.

N. B.—Beware of Runners and Hackmen, who say we are full.

B. FRENCH, Proprietor. oct27yd

PROPOSALS.

Navy Beef and Pork for 1862.

NAVY DEPARTMENT.
Bureau of Provisions and Clothing, Aug. 24, 1861.

SEALED PROPOSALS, ENDORSED "Proposals for Beef," and "Proposals for Pork," as the case may be, will be received at this office until 9 o'clock, a. m., on WEDNESDAY, the 25th day of September next, for furnishing and delivering, free of all cost and risk to the United States, at the following Navy Yards:

	Barrels "ef.	Barrels Pork.
At Charlestown, Mass	4,000	4,500
At Brooklyn, N. Y.	4,500	9,000
At Philadelphia, Penn	1,000	1,500
	9,000	15,000

One half of said beef and pork must be delivered at each of the above named yards, respectively, by the 1st day of April, 1862, and the remaining half by the 1st day of June, 1862, unless earlier deliveries should be required by the Chief of this Bureau. Payment to be made within thirty days after delivery.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and for each of the places of delivery, covering all expenses and all charges.

The beef must be from well fattened cattle, slaughtered between the 1st day of October, 1861, and the 1st day of January, 1862, and weighing not less than six hundred pounds, net weight, each. The hind and leg ends of the hind quarters, and the skins and shoulder clods, and the shoulders of mutton and ends of sticking pieces, and at least two vertebræ of the neck end of each forequarter, or the parts marked No. 1, 2, 3, 4, 5, 6, on the drawing or delineation of the fore and hind quarters of an ox, which will be attached to and from a part of the contract, must be wholly excluded from each barrel; all the other pieces are to be packed, *and instead of being cut with a cleaver, must be cut through with a saw and knife, to give the meat a square, neat, smooth appearance.* In no case of less than *eight pounds, nor more than nine pounds each.*

The pork must be packed from corn-fed, well fattened hogs, slaughtered between the first day of December, 1861, and the first day of January, 1862, and weighing not less than two hundred pounds each, excluding the head, feet, neck, shoulders, hams, legs, feet, butts, rumps; lard, and all refuse pieces, and must be cut with a saw and knife in pieces weighing not less than six pounds, nor more than twelve pounds each.

Both the beef and pork must be salted with at least one bushel of Turk's Island Isle of May, Key West salt. Onondaga so ar, or St. Ubes salt, and the beef must have five ounces of fine pulverized saltpetre to each barrel, exclusive of a pickle, to be made from fresh water as strong as salt will make it, and must be perfectly bright and clear.

Each barrel must contain full 200 pounds net weight of beef or pork, and no excess of weight in either article will be paid for.

The barrels must be entirely new, and be made of the best seasoned heart of white-oak staves and heading; the staves to be not less than five-eighths of an inch thick, and the headings not less than three-fourths of an inch thick; they must be three hoops hooped over, including the iron hoops, with the best white oak or hickory hoops, and each barrel must have one iron hoop, viz: one of one and a half inch in width on each edge, and one of one and a-eighth inch in width on each chime, and each to be of one-sixteenth of an inch thick. Each barrel must be of the full capacity of thirty-two gallons, and the iron hoops must be well painted with red lead.

Each barrel must be branded by burning or branding in the head the words "Beef" or "Navy Pork," as the case may be, with the contractor's name and the year when packed, and weight, and shall also be branded on the bung stave with the letter B, or P, as the case may be.

The beef or pork will, unless otherwise directed by the chief of this bureau, be inspected by the inspecting officers at the respective navy yards surveyed, and by some sworn inspector of salted provisions" who will be selected by the respective commanding officers, but the fees for such inspections must be paid by the respective contractors, who must like wise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective navy yards surveyed, after inspection, and at their own expense.

Two or more approved sureties in a sum equal to one-half the estimated amount of the contract will be required, and twenty per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts which will on no account be paid until the contracts are completed in all their respects, and to be forfeited to the United States in the event of failure to complete the deliveries within the prescribed period. In case of failure on the part of the contractor to deliver all or any of the beef or pork above mentioned, of the quality and at the time and places above provided, the contractor will forfeit and pay to the United States, as liquidated damages, a sum of money equal to twice the amount of the contract price to be paid in case of the actual delivery thereof; which liquidated damages may be deducted from time to time as they accrue. Payment will be made by the Un ted States at the periods above specified, (except the twenty per centum to be withheld till the completion of the contracts, as before stated,) after the said beef and pork shall have been inspected and received, and bills for the same shall have been presented to the navy agents, respectively, duly approved by the commandants of the respective navy yards, according to the terms of the contract.

The parts of beef to be excluded will be particularly designated in the engraving to be attached to the contract. Persons interested can obtain them on application at this office.

Bidders whose proposals shall be accepted (and none others) will be furthwith notified, and as early as practicable a contract will be transmitted to them for execution, which contract must be returned to the bureau within ten days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, will be deemed a notification thereof, within the meaning of the act of 1846, and the bill will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the 6th section of the act of Congress making appropriations for the naval service for 1846-47, approved 10th August, 1846) by a written guarantee, signed by one or more responsible persons, to the effect that if the offer be accepted, they undertake that the bidder or bidders will, if he or their bid be accepted, enter into an obligation within ten days, with good and sufficient sureties, to the United States as proposed.

This guarantee must be accompanied by the certificate of the United States district judge, United States district attorney, or navy agent, that the guarantors are able to make good their guarantee.

No proposal will be considered unless accompanied by such guarantee.

The bidder's name and residence, and the name of each member of the firm, where a company offers, with the christian names written in full must be distinctly stated.

Under the joint resolution of Congress, approved 3d March, 1853, "all bids for supplies of provisions, clothing, and small stores for the use of the navy, may be rejected at the option of the Department, if made by persons who are known as a manufacturer or regular dealer in the article proposed to be furnished, which fact, or the reverse, must be distinctly stated in the bids offered." se2tiawlw

OFFICE OF COMMISSARY OF SUBSISTENCE,
No. 6 State street, NEW YORK, Sept. 12, 1861.

PROPOSALS will be received by the undersigned until 4 o'clock P. M., THURSDAY, the 19 inst., for supplying for one of the United States Army SUBSISTENCE STORES, as follows, viz:

For delivery on the 1st of October, 1861:

8,187 barrels first quality Mess Pork, full salted, 200 lbs. net, city inspected.

231,150 pounds first quality smoked Bacon Sides, slip covers, packed in tight tierces of about 300 lbs each.

46,575 pounds first quality smoked Bacon Shoulders, shank cut off close to the brisket, slip covers, packed as above.

46,575 pounds first quality smoked Hams, slip covers, packed as above.

12,000 barrels first quality full and regular Extra Mess Beef, to be full salted, 200 pounds of meat.

1,000,000 pounds first quality of Pilot Bread, to be packed in bags of 50 pounds of bread in each bag, bags to be essentset stuff, bottom and top of single pieces, or, if two pieces, to be tongued and grooved together.

9,000 bushels prime quality White Beans, Peas or Split Peas, in ordinary barrels, thoroughly coopered, and in good order.

33,333 pounds of prime Rice in clean, bright spirit barrels.

33,333 pounds prime Rio Coffee, in clean, bright spirit barrels.

91,330 pounds prime Rio Coffee, roasted and ground, in clean, bright spirit barrels.

8,160 pounds good quality Black Tea, one-half Oolong, one-half Souchong.

300,000 pounds refined, light Yellow Coffee Sugar, or the best quality clean, dry, raw Sugar, in ordinary, well coopered barrels.

21,600 pounds first quality Adamantine Candles, to be of entire spines to the pound, one-half sives and one-half wistes.

80,000 pounds good hard Soap.

1,250 bushel of good, clean, dry fine Salt, in strong tight, well coopered barrels, thirty-two quarts to the bushel.

9,000 gallons good Molasses or Syrup in barrels or half barrels, with four iron hoops.

15,600 pounds first quality Dried Apples, in tight barrels.

For delivery on the 8th of October, 1861, the same quantity as above.

For delivery on the 22d of October, 1861, the same quantity as above.

Small samples in labeled boxes to accompany the proposals, when practicable. Separate proposals will be required for each article, in which reference must be made to their proper samples. Certificates of inspection will be required for all the meats certifying, on the part of the seller, their present quality and condition. The meats will also be examined and passed upon by Robert P. Getty, Inspec or on the part of the United States. The seller's name, with date of run, also required on each package. Boxes to be strapped with lights green hickory straps. All the stores will be carefully inspected before their delivery, and carefully compared with the retained samples. Bidders may propose for the whole or any part of each article. The stores are to be delivered, free of all charge to the United States, at convenient and ordinary places of delivery in the cities of New York or Brooklyn. Such portion of the articles, except meat, as may be required to be so delivered at the public storehouse, No 4 State street, shall be so delivered without cost to the United States. Persons not having the precise variety of stores above described, but having articles of similar kinds, are at liberty to send in proposals, which will receive attention according to price and adaptation to the wants of the service.

A. B. HATCH,
Major and Com. Sub. U. S. A.

SEALED PROPOSALS are invited till the 20th day of September, 1861, for supplying the army of the Potomac with POTATOES. About 40,000 bushels will be required, in lots of about 8,000 bushels per week. The Potatoes to be of the Irish quality and equal in quality to the following kinds:

Mercers (blue,)
Pink Eye,
Mercers (white)

The Potatoes to be delivered in Washington, and subject to such inspection on delivery as the Subsistence Department may require, and payment to be made in Treasury notes, if Government should desire it.

The Potatoes to be delivered in good, strong barrels, and each bushel to be estimated at 60 lbs.

The bids to be directed to Capt. A. BECKWITH, C. S., U. S. A., Washington, D. C. se6dtoth

COFFEE! COFFEE!—300 bags fair to choice Rio Coffee, in store and arriving per Pennsylvania Railroad, for sale by

McDONALD & ARBUCKLE,
se6 No. 153 Liberty street, near head of Wood.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE,
Washington, July 31, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

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

The manner 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 inch high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felloe, hubs made of gum, the spokes and felloe of the best white oak, free from defects, each wheel to have a sand band and linsepin bent; 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 two-sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire on the large end of the hub, six feet and a half inches, and a front wheel six, and one eighth inches in a parallel line, and each axle to be three feet eleven and three eighth inches from the outside of one hub to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletree to be made of the best quality refined iron, front iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a screw and nut two inch bolt hole in each axletree; washers and linchpins for each axletree; size of linchpins one inch wide, three-eighths of an inch thick, with a head one and a half inch, hole, each, four and three-quarter inches wide and four inches deep fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the bounds and lolster, (the bolster to be four feet five inches long five inches wide, and three and a half deep,) with four half-inch bolts.

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

The front bolster 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, leaves of it to run one inch and eight inches long, 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 bolster over the front end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size under and fastened to the end of the tongue with one half-inch screw bolt; the hounds to be four feet two inches long, second to the tongue, and four and three-quarter inches in front, and four and a half in hoe at the back part of the hounds.

The hind bounds four feet two inches long, two and three quarter inches thick, and three inches wide jaws nine feet long where they clasp the coupling pole; the bolster four feet five inches long and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up in front a half inch, and secured on each end with two screws, 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 must be eight inches long, three inches deep, and four and a half inches wide, front end, with a second three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the front end of the coupling pole eight feet five inches; king bolt one and a quarter inches diameter, or best refined iron, crane down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and one-eighth of an inch thick, on the coupling and tongue where they rub together, from plate one and a half inch in diameter, the forked chai, screw a sixteenth inch in diameter; the fifth chain to be seven sixteenth inch diameter, the tongue fork, the fork to be five-eighths inch diameter, the links of these and of the lock chains to be not more than two and a quarter inches long. The body to be straight, three feet four inches wide, two feet deep; two feet long at the bottom, and ten feet six inches at the top, sloping equally at each end and in the clear to lie flat on the bed; pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inch-fourths of an inch thick; the hind posts to be three-fourths of an inch thick; they must be three hoops hooped over, including the iron hoops, with the best white oak or hickory hoops, and each barrel must have one iron hoop, viz: one of one and a half inch in width on each edge, and one of one and a-eighth inch in width on each chime, and each to be of one-sixteenth of an inch thick. Each barrel must be of the full capacity of thirty-two gallons, and the iron hoops must be well painted with red lead.

Each barrel must be branded by burning or branding in the head the words "Beef" or "Navy Pork," as the case may be, with the contractor's name and the year when packed, and weight, and shall also be branded on the bung stave with the letter B, or P, as the case may be.

The beef or pork will, unless otherwise directed by the chief of this bureau, be inspected by the inspecting officers at the respective navy yards surveyed, and by some "sworn inspector of salted provisions" who will be selected by the respective commanding officers, but the fees for such inspections must be paid by the respective contractors, who must like wise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective navy yards surveyed, after inspection, and at their own expense.

Two or more approved sureties in a sum equal to one-half the estimated amount of the contract will be required, and twenty per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts which will on no account be paid until the contracts are completed in all their respects, and to be forfeited to the United States in the event of failure to complete the deliveries within the prescribed period. In case of failure on the part of the contractor to deliver all or any of the beef or pork above mentioned, of the quality and at the time and places above provided, the contractor will forfeit and pay to the United States, as liquidated damages, a sum of money equal to twice the amount of the contract price to be paid in case of the actual delivery thereof; which liquidated damages may be deducted from time to time as they accrue. Payment will be made by the Un ted States at the periods above specified, (except the twenty per centum to be withheld till the completion of the contracts, as before stated,) after the said beef and pork shall have been inspected and received, and bills for the same shall have been presented to the navy agents, respectively, duly approved by the commandants of the respective navy yards, according to the terms of the contract.

The parts of beef to be excluded will be particularly designated in the engraving to be attached to the contract. Persons interested can obtain them on application at this office.

Bidders whose proposals shall be accepted (and none others) will be furthwith notified, and as early as practicable a contract will be transmitted to them for execution, which contract must be returned to the bureau within ten days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, will be deemed a notification thereof, within the meaning of the act of 1846, and the bill will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the 6th section of the act of Congress making appropriations for the naval service for 1846-47, approved 10th August, 1846) by a written guarantee, signed by one or more responsible persons, to the effect that if the offer be accepted, they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within ten days, with good and sufficient sureties, to the United States as proposed.

This guarantee must be accompanied by the certificate of the United States district judge, United States district attorney, or navy agent, that the guarantors are able to make good their guarantee.

No proposal will be considered unless accompanied by such guarantee.

The bidder's name and residence, and the name of each member of the firm, where a company offers, with the christian names written in full must be distinctly stated.

Under the joint resolution of Congress, approved 3d March, 1853, "all bids for supplies of provisions, clothing, and small stores for the use of the navy, may be rejected at the option of the Department, if made by persons who are known as a manufacturer or regular dealer in the article proposed to be furnished, which fact, or the reverse, must be distinctly stated in the bids offered." se2tiawlw

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner Howard and Mercer streets.
New York, August 8, 1861.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

PROPOSALS will be received at this office for furnishing, by contract, Army Wagon Harness:

The proposals should state the price at which they can be furnished at the places of manufacture and the price at which they shall be delivered at this 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 within one week.

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

Four mule harness as follows, to wit:

WHERE.

Two Quilors.—Breech straps 3 feet 6 inches long, 3½ inches wide, sewed into 1½ inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide, cross straps 18 inches long, ½ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 3 inches long, 2 inches wide, and 2 inches wide. Short side 1 foot 8 inches long and 2 inches wide.

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

Two Pair of Strong Hames to suit, made of white oak root, trimmed with hooks, breast rings 1½ inch square, staples and line rings.

Two Pair of Hame Straps. Lower one 5 feet 6 inches long, ⅝ inch wide; upper one 4 feet 6 inches long, ⅝ inch wide, of skirted leather.

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 1½ inches long, 1¼ inch wide, throat piece, 15 inches long, 1¼ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet long, 1 inch wide; short side 3 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 3 lbs to the dozen.

Two Pair Chain Pipes, 3 feet 6 inches long, 2¼ inches wide.

Two Pair Trace Chains, 7 feet long, 14 links to the foot, set 3 turn, twisted or straight, with T on one end, weight 9 lbs per pair.

One pair of Breast Chains, 12 inches long, 14 links to the foot, of No 3 iron, twisted.

Two Neck Straps, 6 feet 6 inches long, 2¼ inches wide, with 2½ inch buckle.

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

One Saddle, made of Attakapas tree, head, gullet and cantle, round, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 1 foot 8 inches long, 2¼ inches wide, with a 3½ inch buckle on one end, to be fastened to the saddle by being riveted to two strips, 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, the other end to the extreme end 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 pair.

LEAD.

Two Bridles, same as for wheel harness.

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

Two Pair of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast rings and line rings, with staples as in wheel harness.

Two Neck Straps and Chains, same as for wheel harness.

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Pair Trace Chains, same as for wheel harness.

Two Crappers and Hip Straps. Back strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles, each 3 feet 8 inches long, 1½ inch wide, with wrought hooks.

Two Back Bands, 3 feet 7 inches long, 3½ inches wide.

Two Martingales, 4 feet 1 inch long, 1½ inch wide, to buckle into the bit.

One Coupling Strap, 5 feet 6 inches long, ⅝ inch wide.

One Martingales, 4 feet long, 1½ inch wide, to buckle into the bit.

One Coupling Strap, 5 feet 6 inches long, ⅝ 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 center to receive the lead line.

One Lead Line, 31 feet long, ½ 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 — inches.

One Curry Comb, No 2, — 8 bar.

The whole to be made of the best material, sewing to be done with good waxed thread, and subject to inspection during the process of manufacture and also when finished.

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crappers and hip straps back bands and coupling straps are doubled; one leading chain 8 feet long, 14 links to the foot, of No 4 iron, with a T on each end added, and lead line to be 36 feet long.

The whole to be made of the best material