Death of a Remarkable Woman.

Mrs. Abigail Stafford, a patriot mother of the good old Puritan and Revolutionary stock, died at Trenton, N. J., on the 9th ult., aged ninety-five years. Her remains were deposited beside those of her husband, the late James B Stafford, lieutenant in the army of the Revolution of 1776.

Mrs. Stafford's great length of life exceeding that of our Republic, whose independence she personally aided in achieving, is very remarkable; but the incidents of her life, and the historic associations connected with it, are still more remarkable. She was descended from distinguished parents and grand parents. Her grandfather, Ephraim Bacon, of Needham, Mass., had five sons and five sons-in-law in the memorable fight at Lexington, in 1775. He was the guide of the troops to Concord on the 19th of April. Her father, Henry Smith, of Natick was wounded in the engagement, and two of her uncles, viz: Lieutenant John Bacon and Jonathan Smith, were killed by the British on that day. Her father was a near relative of Rev. William Smith, whose daughter, Abigail Smith was married to the venerable President John Adams. Their son John Quincy, afterwards President of the United States, was friendly and influential in obtaining pensions for her father, having been over four years a soldier in the war, and having died eventually of a wound received at White Plains, and her husband, who served in the navy, being also entitled to a pension.

Mrs. Stafford's early patriotic feelings and exertions were manifested on several occasions. On the night of the engagement, although a child ten years old, she was active in calling out the farmers for several miles along the road leading to the mustering of the minute men, and was occupied part of the time in making bullets out of the pewter plates which were then and have been within the memory of the writer in common use in most families instead of crockery. Some of the bullets, with the bullet moulds, are still preserved in the family of the deceased, in Trenton, as well as two ancient swords, (apparently old scythe blades,) a king's army musket, the flag of the Alliance, and many other relics of the revolutionary struggle.

The Humiliation of Hungary.

Fom the Paris "Patrie" we learn the following interesting particulars in regard to the last session of the Hungarian Diet, the dissolution of which was communicated in our last despatches:

"From an early hour in the morning all the approaches to the Chamber were crowded. General Halier had arrived on the previous night, and delivered the royal rescripts to M. Ghyczy, the President of the Lower Chamber, who, contrary to the rule hitherto followed, was himself to dissolve the Diet. When the President entered the hall, the deputies in full dress, and the public thronged the galleries, which consisted chiefly of ladies of the highest rank, received him with the loudest cheers. All the deputies wore sabres, and the Diet had the aspect of the celebrated meeting, when the magnates and deputies of Hungary took the oath of allegiance to Maria Theresa. Excitement, and even anger, was depicted on every countenance; and when M. Deak made his appearance, the whole Chamber and the visitors in the galleries rose, the ladies waving their handkerchiefs, and the men shouting in the most frantic manner. Baron Vay was also received with the utmost enthusiasm, and soon after the President, in a trembling voice, declared the sitting to be opened.

"One of the secretaries then read the first rescript which nominated Count Haller as the Royal Commissioner charged with the dissolution of the Diet, and then the second ordering the dissolution. The reading of the documents was every moment interrupted by laughter and exclamations; after which M. Deak declared that he wished to deliver a protest against the dissolution, and that since the government threatened the Diet with the employment of force against it all discussion must cease. The President, who was very pale and agitated, then delivered the closing address, in which he thanked the Diet for the confidence with which he had been honored. The scene which followed was very affecting—there was weeping, embracing and shaking of hands. Cries and applause were heard on all sides, and shouts of 'Deak forever!' resounded through the hall. If M. de Schmerling had been present at this scene and witnessed the enthusiasm which prevailed, he would have been convinced that nothing would ever compel Hungary to renounce the defence of her rights."

Col. Richardson and Peaches.—A letter from a member of the Second regiment contains the following: Soon after the regiment went into camp at their present post, near Arlington, a messenger from a rank secessionist asked of Colonel Richardson that a guard be placed around a very fine peach orchard on his place. This was done, and for several days the peaches were allowed to ripen undisturbed. Happening there one day, the Colonel picked from the ground half a dozen peaches, when he was met by the owner, who, in a very pompous manner, said, "Pay me for those peaches, sir." "Certainly," said the Colonel; "how much shall I pay?" "Fifty cents," said the rebel. Handing him the money, the Colonel turned to the guard and said, "now go to your camp, boys." "Hold on there," said Secesh; "Col. Richardson sent these men here!" "To be sure he did," replied the Colonel, "and he now sends them back."—[Detroit Adver.

Winter Quarters.—A letter published in the Phenix Journal describes McClellan's visit to the camp of the Second Regiment, and adds:

"Just as the General was about to mount his horse to leave, Col. Wheton asked him when we were to return to our old quarters at Camp Sprague. He very modestly replied—'Do you know of a place called ——, between Mobile and Richmond?' (I have forgotten the name of the place mentioned.) 'Yes,' said the Colonel. 'Well, that is the place I intend having your regiment quartered this winter.' The Colonel smiled and seemed quite willing to make such a change, and of course every one of us will be the same."

The New Haven "Palladium" says:—"We learn from a friend recently from Hartford that Secretary Welles has been of late so constantly occupied night and day, that when his wife recently went home from Washington he requested her to write her letters to him in as few lines as possible, as he could not find time to read long letters, even from her! What a compliment this upon his slanderers!"

Armed Resistance to the War.—There is an organization in Albion, Maine, and the adjoining towns, numbering several hundred, composed of men who have banded together to resist the government in collecting taxes, &c. On Saturday last they had a muster at Freedom, where over one hundred paraded. One company had uniforms and muskets.

All the factory bells in this immediate vicinity have resumed their former morning jingling, and it is really encouraging to hear in the early morning and to see the people begin to work, even on half time.—Phenix Journal.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

[Reported especially for the Pittsburgh Gazette.]

Pittsburgh, Wednesday, September 18, 1861.

FLOUR—the demand for Floor continues light, while prices remain unchanged; sale of 200 bbls Extra Family and 100 do Extra on private terms. 50 do at $3 85 for Extra and $3 for Family; 50 do Family at $4,25@5,00; 25 do at $5.

GROCERIES—in active request with an advance in prices. Sugar is firm, with sales of 20 hhds at 9c; 16 do do at 8⅛, 8⅞ and 9c; 5 do do at 9⅞; 6 bbls do at 9½c. Molasses—Sale of 35 bbls in two l ts, to city trade at 40c—cash; 12 do do at 42c, and 10 do do at 43c. Coffee—Sale of 80 bags at 16@16½c; 16 do do at 16½c.

GRAIN—Oats steady but unchanged. sale from store of 160 bush at 25c. Corn quiet; sale of 140 bush prime Ear at 40c. Wheat—Sale from first hands of 100 bush prime red at 90c, 1000 bush do on private terms.

BACON—dull, the demand being limited and the transactions confined to small lots. Sale of 2,000 lbs Shoulders at 6c. Plain Hams are held at 8c, and Sugar Cured at 10@10½c.

FEED—unchanged; sale of 20 bush prime Timothy at $2, and 40 do Flax at $1.

BUTTER & EGGS—There is a better inquiry for Butter, with a sale of 300 lbs prime Roll at 10c. Eggs firmer; sale of 8 bbls at 6½c, and 3 do at 7c.

HAY—drooping; sale from scales of 20 loads at $7@9 ⅌ ton.

CHEESE—unchanged; sale of 15 boxes W R at 6½@7c; 14 do do at 7c.

MESS PORK—dull; sale of 20 bbls prime at $14,50 ⅌ bbl.

CRUDE OIL—Sale on wharf of 150 bbls, from Allegheny Wells at 10c ⅌ gall—bbls to be returned.

WHISKY—dull; sale of 10 bbls Common at 18c per gallon.

GREEN APPLES—Sale of 30 bbls at prices ranging from $1,75 to $2,25 ⅌ bbl, according to quality.

SALT—scarce and prices are firm and advancing. sale from depot of 100 bbls No 1 Extra at $1,40, and 50 do from store at $1,50.

BROOMS—Sale of 11 doz Common at $1,40 ⅌ doz.

MONETARY AND COMMERCIAL.

Chicago Market, Sept 16.—There was an active inquiry for flour, and we note an improvement of fully oc ⅌ bbl—notwithstanding the advance of 10c ⅌ bbl in freights. About 5000 bbls changed hands at $1,65 @1,85 for white winter extras; $4@4 85 for red winter extras; $3,50@4,31½ for common to very choice spring extras; and $3@3,25 for spring superfine. Winter wheat brands continue to be in very limited request. The wheat market was buoyant, and nearly all grades advanced 2c ⅌ bush—closing less excited but firm. About 225,000 bushels changed hands at 93c for No 1 white; 81@85c for No 1 red; 75c for No 2 red; 75 @77c for No 1 spring; 70@71c for No 2 spring; and 68 @61½c for rejected spring—the market closing quiet but firm at 76c for No 1 spring, and 70@71c for No 2 spring.—[Trib.

Cincinnati Market, Sept. 16—Flour—The market continues firm; and the demand fair at $3,70@3,80 for superfine, and $3,90@4 for extra.

Whisky—A fair demand and the market firm. sales 500 bbls at 13½@13¾c cents, the latter rate for wagon.

Provisions—There was quite an active demand for Bacon Sides, and large sales were made at a shade below 6¼c. Mess Pork is held at $13. We quote Bacon at 4½, 6¼ and 6¾c.

Groceries—The market continues buoyant and unsettled, and holders are unwilling to sell. Sugar may be quoted as 8½@9¾c; Molasses 38@39c, and Coffee 14½@16c.

The weekly statement of the Philadelphia Banks present the following aggregates as compared with those of the previous week:

	Sept. 9.	Sept. 16	
Capital Stock	$11,811,030	$11,811,030	
Loans	28,328,495	27,871,497	Dec 456,999
Specie	6,617,370	6,046,636	Dec 570 634
Due fm other bks	1,131,951	1,155,842	Dec 15 4[illegible]
Due to other bks.	3,064,097	2,981,495	Dec 81 602
Deposits	18,346 837	16,976,017	Dec 1,370,820
Circulation	2,111,439	2,148,860	Inc 37 4[illegible]

Imports by Railroad.

Pittsburgh & Cleveland Rail Road—Sept. 18—5 bales wadding, C Yeager & co; 2 bbs cheese, J Bolsinger; 1 ck ware, L Bickman; lot machinery, J Hartman; 1 crate ware, John Lythe; lot iron pre, Lloyd & Black; 4 cks b salts, C Irman; 14 bxs cheese, J D Bravo; 1 case hardware, J Lumner.

Pittsburgh, Ft. Wayne & Chicago Rail Road—Sept. 18—120 bbls flour, Graham & Thomas; 8 cells rope, McCullough, Smith & co; 75 bxs soap, F Sellers & co; 109 bbls flour, D Wallace; lot scrap iron, Lloyd & Black; 10 baskets vegetables, Penna Hospital; 172 empty bbls, W P Woolridge; 104 do co, Jas McCully & co; 8 sks wool, S Harbaugh & co; lot produce, B Easterwood; 2 rolls leather, A H Holstein; 224 empty bbls, Economy oil co; 11 cans grease, W P Woolridge.

Imports by River.

WHEELING—per John T McCombs—47 sks wheat, 117 do feed, 22 do wool, 14 bbds tobacco, 21 do bacon, Clarke & co; 8 bbl trees, John Shaffer; 1 bxg books, A W Gettens; 2 bbls, 10 hf do ale, Jas Beyer; 9 cks bottles, Hackenheimer; 15 do do, John Ogden; 25 empty kegs, John B Strebb; 31 x drugs, B A Fahnestock & co; 1 pig, R McCutcheon; 4 bbls molasses, F R [illegible] & co; 6 bu's vinegar, A Gockelheimer; 6 bales wadding, Greg & Taylor; 8 bbls dried apples, 3 sks, 1 bbl flaxseed, F Vangorder; 47 sks wheat, J A Nottie & co; 120 bgs corn, 19 bbls mustard, 14 do flour, 41 bgs oats, 11 do feed, 3 do meal, lot hoop poles, J & A Seltzer, 7 empty bbls, Rhodes & Verner. 65 sks wool, J L Marshall; 3 bbls apples, Porter & bro; 9 bbls flour, Hays & [illegible].

CINCINNATI—per J B Ford—[illegible] R T Kennedy & bro; 600 bbls starch, 50 bbls flour, Clarke & co; 1 bbl varnish, Livingston, Copeland & co.

RIVER NEWS.

The river commenced to swell about noon yesterday, and last evening the pier mark indicated 4 feet—an advance of 14 inches. The weather was clear and pleasant and apparently settled......The J. B. Ford from Cincinnati was the only transient arrival. She had a fair trip, including 2,000 sacks of wheat......The Emma for Louisville, and Ford for Cincinnati, the former with a fair trip, while the latter had no blog, were the only departures for below beyond the regular packets......The Citizen, Capitola and Marmora were aground at Glass House yesterday afternoon, but as the river was swelling so rapidly they will doubtless be found at the wharf this morning......The Cincinnati and Louisville packet for to-day is the Key West, Capt Evans. She leaves at 4 o'clock this evening and no mistake. The clerk is Mr. John Mellon......The W. I. Macley, Capt. Conway, is loading for St Louis, and will positively be ready to leave this evening......The Minerva, Capt. Gordon, is the Wheeling packet for today is the Minerva, leaving at 12 o'clock.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The splendid passenger steamer W. I. MACLAY, Capt. Wm. Conway, J. R. Whittaker, clerk, will leave for the above and all intermediate ports, on THURSDAY, 19th inst., at 4 o'clock p. m. For freight or passage apply on board. se17

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer EMMA GRAHAM, Capt. Ayers, leaves Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, P. M. Returning leaves Zanesville for Pittsburgh every FRIDAY at 10 A. M. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents, Pittsburgh.
H. S. PIERCE & CO., Agents, Zanesville. se4

REGULAR WHEELING PACKET.—The fine steamer MINERVA, Captain John Gordon, leaves for Wheeling and intermediate ports every TUESDAY, THURSDAY and SATURDAY, at 12 o'clock, A. M., making close connections with the regular packets for Parkersburg and Cincinnati. Returning, leaves Wheeling every MONDAY, WEDNESDAY and FRIDAY, at 8 o'clock a. m. Passengers receipted through to Cincinnati. For freight or passage apply on board or to
JAMES COLLINS & CO.
au19 No. 114 Water street.

FOR CINCINNATI AND LOUISVILLE.—The splendid passenger steamer KEY WEST NO. 2, Capt. W. B. Evans, will leave for the above and all intermediate ports on THIS DAY, 19th inst., at 4 o'clock p. m. For freight or passage apply on board, or to
se16 J. B. LIVINGSTON & CO., Agents.

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.
Landing and embarking Passengers at QUEENSTOWN, (Ireland.) The Liverpool, New York and Philadelphia Steamship Company intend despatching their full-powered Clyde-built Iron Steamships as follows:
CITY OF MANCHESTER, Saturday, September 21.
KANGAROO, Saturday, September 28.
CITY OF NEW YORK, Saturday, October 5.
EDINBURGH, Saturday, October 12.
RATES OF PASSAGE:
FIRST CABIN......$75 00 | STEERAGE......$30 00
do to London......$80 00 | do to London......$33 00
Steerage Return Tickets, good for six Months......$60
Passengers forwarded to Paris, Havre, Hamburg, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.
Persons wishing to bring out their friends can buy tickets here at the following rates, to New York: From Liverpool or Queenstown; 1st Cabin, $75, $85 and $105. Steerage from Liverpool $40. From Queenstown $30.
Sight drafts for sale on England, Ireland, Scotland and Wales.
These Steamers have superior accommodations for passengers, and carry experienced Surgeons. They are built in Water-tight Iron Sections, and have Patent Fire Annihilators on board.
JOHN G. DALE, Agent, 15 Broadway, N. Y., or
JOHN THOMPSON, Agent,
mh14 419 Liberty street, Pittsburgh.

ROGERS'S CITRATE OF MAGNESIA,
IN POWDER.
AN AGREEABLE REFRIGERANT AND LAXATIVE.
Taken in the morning, regularly, it removes Biliousness, sick Headache and Constipation, correcting acidities, and soothing of all febrile complaints. It can be taken freely by the most delicate at any time, when a mild purgative is required. It is a superior and economical substitute for SARATOGA and many Mineral Waters as a cooling drink. It affords immediate relief after eating or drinking too freely. For sale, wholesale by B. L. FAHNESTOCK & CO., and at the Manufactory, No. 192 Spring street, New York, and retail by most Druggists. Price 25 cents per bottle.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 38 Fifth street to
NO. 30 ST. CLAIR ST.
Four Doors from Liberty st.

REFINED SUGARS.—Just received, a fresh supply of Refined White and Yellow Coffee Sugar; also, Crushed, Pulverized and Cut Loaf Sugar. For sale wholesale and retail by
JOHN A. RENSHAW,
se13 Corner of Liberty and Hand streets.

LIME.—150 bbls. fresh Just received and for sale by [se3] HENRY H. COLLINS.

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 HOTEL. 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.
oc27:lyd R. FRENCH, Proprietor.

CORNPLANTER OIL COMPANY.
R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
Directors—R. H. Davis, T. H. Nevin, J. L. Carnaghan, A. Cameron, John Irwin, Jr.
PETROLEUM
Of light gravity, from the wells of the company, on Oil Creek, in Venango county, constantly on hand and for sale.
Office at T. H. Nevin & Co.'s,
my4:lys No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.
WIGHTMAN & ANDERSON,
REFINERS AND DEALERS IN
PURE CARBON OIL,
(Quality Guaranteed,) PITTSBURGH, PA
Our Grease and Benzole constantly on hand.
Orders received for the present at CHASS, SMYTH & CO.'S, Water and First streets. se2:6m

PATENT SHOES
FOR
SMOOTHING IRONS.
No more trouble cleaning Flat Irons.
No more trouble over red hot stoves on ironing day.
No more grumbling about soiled shirts or dresses.
No more troublesome Box Irons.
But the good old FLAT IRON fitted with that BRASS SLIPPER, at
NO. 58 FIFTH STREET,
Opposite the Post-Office.
fe13-lyd&wT

COFFEE! COFFEE!—300 bags fair to choice Rio Coffee, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLE,
se6 No. 253 Liberty street, near head of Wood.

PEACHES.—10 boxes fresh No. 1 tree stone Peaches, just received and for sale by
FRANK VAN GORDER,
se7 No. 114 Second street.

WESTERN RESERVE CHEESE.—100 boxes nice dairy just received.
se13 JOHN B CANFIELD & CO.

Scrofula, or King's Evil,
is a constitutional disease, a corruption of the blood, by which this fluid becomes vitiated, weak, and poor. Being in the circulation, it pervades the whole body, and may burst out in disease on any part of it. No organ is free from its attacks, nor is there one which it may not destroy. The scrofulous taint is variously caused by mercurial disease, low living, disordered or unhealthy food, impure air, filth and filthy habits, the depressing vices, and, above all, by the venereal infection. Whatever be its origin, it is hereditary in the constitution, descending "from parents to children unto the third and fourth generation;" indeed, it seems to be the rod of Him who says, "I will visit the iniquities of the fathers upon their children."
Its effects commence by deposition from the blood of corrupt or ulcerous matter, which, in the lungs, liver, and internal organs, is termed tubercles; in the glands, swellings; and on the surface, eruptions or sores. This foul corruption, which genders in the blood, depresses the energies of life, so that scrofulous constitutions not only suffer from scrofulous complaints, but they have far less power to withstand the attacks of other diseases; consequently vast numbers perish by disorders which, although not scrofulous in their nature, are still rendered fatal by this taint in the system. Most of the consumption which decimates the human family has its origin directly in this scrofulous contamination; and many destructive diseases of the liver, kidneys, brain, and, indeed, of all the organs, arise from or are aggravated by the same cause.
One quarter of all our people are scrofulous; their persons are invaded by this lurking infection, and their health is undermined by it. To cleanse it from the system we must renovate the blood by an alterative medicine, and invigorate it by healthy food and exercise. Such a medicine we supply in
AYER'S
Compound Extract of Sarsaparilla,
the most effectual remedy which the medical skill of our times can devise for this everywhere prevailing and fatal malady. It is combined from the most active remedials that have been discovered for the expurgation of this foul disorder from the blood, and the rescue of the system from its destructive consequences. Hence it should be employed for the cure of not only Scrofula, but also those other affections which arise from it, such as ERUPTIVE and SKIN DISEASES, ST. ANTHONY'S FIRE, ROSE, or ERYSIPELAS, PIMPLES, PUSTULES, BLOTCHES, BLAINS and BOILS, TUMORS, TETTER and SALT RHEUM, SCALD HEAD, RINGWORM, RHEUMATISM, SYPHILITIC and MERCURIAL DISEASES, DROPSY, DYSPEPSIA, DEBILITY, and, indeed, ALL COMPLAINTS ARISING FROM VITIATED OR IMPURE BLOOD. The popular belief in "impurity of the blood" is founded in truth, for scrofula is a degeneration of the blood. The particular purpose and virtue of this Sarsaparilla is to purify and regenerate this vital fluid, without which sound health is impossible in contaminated constitutions.

Ayer's Cathartic Pills,
FOR ALL THE PURPOSES OF A FAMILY PHYSIC,
are so composed that disease within the range of their action can rarely withstand or evade them. Their penetrating properties search and cleanse, and invigorate every portion of the human organism, correcting its diseased action, and restoring its healthy vitalities. As a consequence of these properties, the invalid who is bowed down with pain or physical debility is astonished to find his health or energy restored by a remedy at once so simple and inviting.
Not only do they cure the every-day complaints of every body, but also many formidable and dangerous diseases. The agent below named is pleased to furnish gratis my American Almanac, containing certificates of their cures and directions for their use in the following complaints: Costiveness, Heartburn, Headache arising from disordered Stomach, Nausea, Indigestion, Pain in and Morbid Inaction of the Bowels, Flatulency, Loss of Appetite, Jaundice, and other kindred complaints, arising from a low state of the body or obstruction of its functions.

Ayer's Cherry Pectoral,
FOR THE RAPID CURE OF
Coughs, Colds, Influenza, Hoarseness, Croup, Bronchitis, Incipient Consumption, and for the relief of Consumptive Patients in advanced stages of the disease.
So wide is the field of its usefulness and so numerous are the cases of its cures, that almost every section of country abounds in persons publicly known, who have been restored from alarming and even desperate diseases of the lungs by its use. When once tried, its superiority over every other medicine of its kind is too apparent to escape observation, and where its virtues are known, the public no longer hesitate what antidote to employ for the distressing and dangerous affections of the pulmonary organs that are incident to our climate. While many inferior remedies thrust upon the community have failed and been discarded, this has gained friends by every trial, conferred benefits on the afflicted they can never forget, and produced cures too numerous and too remarkable to be forgotten.
PREPARED BY
DR. J. C. AYER & CO.,
LOWELL, MASS.
B. A. FAHNESTOCK & CO., Pittsburgh, Agents, and sold by all Druggists and Dealers everywhere. [oc24:lydT

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

Quartermaster General's Office,
Washington, June 21 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

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

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established patterns.

Six mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter and fourteen and a quarter inches long; fellies 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 fellie; hubs made of gum, the spokes and fellies of the best white oak, free from defects. each wheel to have a sand band and linchpin band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six, and one eighth inches in a parallel line, and each axle to be three feet eleven and three eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; size of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end, a wooden stock four and three-quarter inches wide and four inches deep fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long five inches wide, and three and a half deep,) with four half-inch bolts.

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

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue, jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three-sixteenths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together and fastened on the under side and at front end of hounds, with half inch screw bolt through each hound, a seven eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one-quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner a brace of seven-eighths of an inch round iron to extend from under the front axletree and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and hounds; a brace over front bolster [illegible] a half inch wide, one quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The hind hounds four feet two inches long, two and three quarter inches thick, and three inches wide; jaws one foot long where they clasp the coupling pole; the bolster four feet five inches long, and [illegible] inches wide, by three inches deep, with steady iron [illegible] a half inches wide, by one-half inch thick, turned up [illegible] and a half inches and fastened on each end with [illegible] the bolster stocks and hounds to be secured with four half inch screw bolts, and one half inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three quarter inches wide at back end, distance from the centre of king-bolt hole to the centre of the back axletree six feet [illegible], and from the centre of king-bolt hole to the centre of the [illegible] to the hind end of the pole eight [illegible] inch; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the front [illegible] iron plate six inches long, three inches wide, and one-eighth of an inch thick on the doubletree and tongue where they rub together, iron plate one-[illegible] one quarter of an inch on the sliding bar, [illegible] each end by a screw bolt through the hounds, front bolster to have plates above and below sixteen inches long, three and a half inches wide, and the [illegible] 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 the top; two [illegible] on the hind hounds, two and two and a half inches wide, of No 10 band iron, the rub plate on the coupling pole to be [illegible] inches long, one and three-quarters in breadth, and one quarter of an inch thick. Doubletree three feet ten inches long, singletrees two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The fifth chain to be ten feet long to the fork, the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay and tongue chains, three eighths of an inch in diameter; the forked chain seven-sixteenth inch in diameter; the fifth chain to be seven sixteenth inch diameter to the fork, the fork to be five-sixteenth inch diameter, the links of these and of the lock chains to be not more than two and a quarter inches long.

The body to be straight, three feet 6 inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a 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 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 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 round 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 rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No 10 band iron on tail piece, across the body; two mortices in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece to extend from the hind end of the body to eight inches in front of the hind bolster, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about 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 studs to and through the bed piece and plate under it, with a good head on the top and nut and a screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body one and eleven inches, the other two feet six inches long, to be of three-eighth of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be 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 end and three between the ends, strong and suitable irons to fasten them on the tongue 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. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each one of the bows; one ridge pole twelve feet long, one and three quarters inches wide by five eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

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

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

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been so inspected and approved by said officer or agent authorized to inspect it. When finished, inspected and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.
M. C. MEIGS,
se12tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.
Office of Army Clothing and Equipage,
Corner Howard and Mercer streets,
New York, August 8, 1861.

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 can 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:

WHEEL.

Two Quilors.—Breech straps 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, stay pieces 2 feet 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, tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 6 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, ironed 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.

Two Bridles. Crown piece 2 feet long, 1½ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ 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 5 lbs to the dozen.

Two Pair Chain Pipes, 2 feet long, 2½ inches wide.

Two Pair Trace Chains, 7 feet long, 10 links to the foot, of No 3 iron, with T on one end, weight 7½ 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, 3 feet 1 inch long, 2¼ inches wide, with 2¼ 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 to the neck strap. Twisted.

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2¼ inches wide, with a 2¼ inch buckle 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, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs the dozen pair.

LEAD.

Two Collars, 17½ to 18 inches long, made the same as for wheel harness.

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

Two Bridles, same as for wheel harness.

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

Two Belly Bands.

Two Pair Chain Pipes.

Two Pair Trace Chains.

Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip straps each 2 feet 6 inches long, 1½ inch wide, with a buckle at one end.

Two Back Bands, 3 feet 4 inches long, 3½ inches wide.

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

One Coupling Strap, 6 feet 6 inches long, ¾ 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, ¾ 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 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 may be required.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors. Breech straps 3 feet 8 inches long, 3½ inches wide, sewed into 4 inch rings of ⅝ inch iron; hip straps 4 feet 3 inches long, 2½ inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1½ inch wide, side straps 5 feet 6 inches long, 1½ inch wide, tie straps 15 inches long, ½ 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.

Two Hair Collars. 21 to 23 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, ironed 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 alum tanned leather.

Two Bridles. Crown piece 2 feet 4 inches long, 1½ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 12½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 7 inches long, 1 inch wide; short side 3 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 6 lbs the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 2½ 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.

One pair of Breast Chains, 25 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 5 inches long, 2¼ inches wide, with 2¼ inch buckle.

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

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 5 inches long, 2¼ inches wide, with a 2¼ inch buckle 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, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ 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 straps 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 Cruppers and Hip Straps. Back strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles, each 2 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 long, 1½ inch wide, to buckle into the bit.

One Coupling Strap, 6 feet 6 inches long, ¾ 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, 21 feet long, ¾ 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 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 manufacture and also when finished.

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chain, crupper and hip straps, back bands and coupling straps are doubled; one bearing 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 30 feet long.

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 manufacture and also when finished.

When 6 mule harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 9 feet long, 14 links to the foot, of No 4 iron; with a T on each end added; and lead line to be 23 feet long.

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

Forms of proposal and guarantee will be furnished upon application to 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 proposals that may be deemed extravagant.

Proposals will be indorsed on the envelope inclosing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to
Major D. H. VINTON,
au12:tf Quartermaster U. S. Army.

SUNDRIES—
500 bbls. prime Plantation Molasses,
100 do assorted brands Syrup,
140 bags Coffee,
80 boxes assorted brands Tobacco,
40 caddies do do
100 half chests Young Hyson and Black Teas,
50 catties do do do do
100 boxes Rosin Soap,
50 do Olean do
50 do German Soap,
25 do Mould Candles,
25 do Star do
20 do Dipt do
150 dozen Brooms,
In store and for sale by
BROWN & KIRKPATRICK,
se5 Nos. 191 191 Liberty street.

FLOUR.—100 bbls. Ex. Family Flour,
100 do do Superfine do
In store and for sale by
se3 BROWN & KIRKPATRICKS.

INDIA RUBBER BLANKETS, for soldiers' use, for sale at the India Rubber Depot, 26 and 28 St. Clair street. J. & H. PHILLIPS.

BROOMS.—50 doz. for sale by
se7 HENRY H. COLLINS.

Official

IN THE MATTER OF LONG ALLEY.
—Resolved, by the Mayor, Aldermen and citizens of Allegheny, in Select and Common Council assembled:

That the statement of the viewers appointed to view the opening of Long Alley, from East Lane to Chestnut street, and assess and apportion damages and benefits, in pursuance of the resolution of 11th July, 1861, presented and read to Councils, be approved, and that the same be certified to the City Solicitor for confirmation by Court.

Ordained and enacted into a law this 5th day of September, A. D., 1861.
ROBT. ASHWORTH, President pro tem of S. C.
ANDREW D. SMITH, President of C. C.
Attest: D. MACPHERSON, Clerk of the Select Council.
Attest: M. McGONNIGLE, Clerk of the Common Council.

To all Parties Concerned—Take notice, that in pursuance of the above I have filed the said statement this 9th day of September, 1861, in the District Court for Allegheny county, for confirmation, to which Court all parties feeling themselves agrieved may appeal within six weeks from the date of filing.
S. SCHOYER, Jr.,
Solicitor for Allegheny.
September 9th, 1861. se10:3tw

IN THE MATTER OF GREEN STREET.—Resolved, by the Select and Common Councils: That the statement of the viewers appointed in pursuance of resolutions of July 11, 1861 to view Green street and assess damages and benefits, &c., as presented and read, be and is hereby approved, and that the same be certified to the City Solicitor for confirmation by Court.

Ordained and enacted into a law this 5th day of September, A. D. 1861.
ROBT. ASHWORTH, President pro tem of S. C.
ANDREW D. SMITH, President Common Council.
Attest: D. MACPHERSON, Clerk of the Select Council.
Attest: M. McGONNIGLE, Clerk of Common Council.

To all Parties Concerned—Take notice, that in pursuance of the above, I have filed the said statement this 9th day of September, 1861, in the District Court for Allegheny county for confirmation, to which Court all parties feeling themselves aggrieved may appeal within six weeks from the date of filing.
S. SCHOYER, Jr.,
Solicitor for Allegheny.
September 9th, 1861. se10:3tw

RESOLVED, by the Select and Common Councils, That the statement of the viewers appointed to view Ridge street and assess damages and benefits, in pursuance of the resolution of Councils of 11th July, 1861, as presented and read, be approved, and the same certified to the City Solicitor for confirmation by Court.

Ordained and enacted into a law this 5th day of September, 1861.
ROBT. ASHWORTH, President pro tem of S. C.
ANDREW D. SMITH, President of C. C.
Attest: D. MACPHERSON, Clerk of Select Council.
Attest: M. McGONNIGLE, Clerk of Common Council.

To all Parties Concerned—Take notice, that in pursuance of the above I have filed the said statement this 9th day of September, 1861, in the District Court for Allegheny county for confirmation, to which Court all parties feeling themselves aggrieved may appeal within six weeks from the date of filing.
S. SCHOYER, Jr.,
Solicitor for Allegheny.
September 9th, 1861. se10:3tw

Sewing Machines.

GROVER & BAKER'S
SEWING MACHINES
WITHIN REACH OF ALL.
PRICES REDUCED FOR THE NEXT YEARS.
PRICES FROM $45 TO $110.
INCLUDING HEMMER.

INCREASED FACILITIES FOR manufacturing, and the curtailment of litigation expenses consequent upon recent decision of the United States Court, affirming the validity of the Grover & Baker Company's Patents, enable this company to furnish their Sewing Machines, with important improvements, at GREATLY REDUCED PRICES. The superiority of these Machines for family use and for manufacturers, in the same range of purpose and material, is attested by the sale of thousands in daily use. And the moderate prices at which they are now sold places them within the reach of all, and obviates all excuse for tampering with those inferior and low priced machines which have so much prejudiced the sewing machine business. Every machine sold by us is

WARRANTED FOR THREE YEARS.

We also give instructions, free of charge, to purchasers, to enable them to Hem, Fell, Gather Tuck and Embroider, all on the same machine.

Circulars can be had at our office, free of charge, by applying either in person or by mail.

N. B.—Sewing Machines, Needles, Silk Twist, Cotton, etc., constantly on hand.

CHATONEY & WALTER,
NO. 18 FIFTH STREET, PITTSBURGH,
sep24 GENERAL AGENTS.

Stoves, Ranges, Grates, &c.

JAS. B. YOUNG. J. F. YOUNG.
YOUNG BROTHERS,
Duquesne Foundry,
Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, Pa.

Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description.

OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND DOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c., always on hand and for sale low.

Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh23

ETNA STOVE WORKS.
A. BRADLEY
Manufactures every variety of
COOK, PARLOR AND HEATING
STOVES,
GRATE FRONTS, FENDERS
&c. &c. &c.
Sole Proprietor of the celebrated
PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS.
Office and Sales Room,
No. 4 Wood Street,
ja4:ly PITTSBURGH, PA.

ALLEN, McCORMICK & CO.,
VALLEY FOUNDRY,
PITTSBURGH, PA.
Warehouse, No. 52 St. Clair st.

MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc., Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and Artisan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. no12:6md

New-York Advertisements.

BININGER'S
OLD LONDON DOCK GIN,
Gin as a Remedial Agent.
THIS DELICIOUS TONIC STIMULANT,

ESPECIALLY designed for the use of the Medical Profession and the Family, having superseded the so-called "Gins," "Aromatic," "Cordial," "Medicated," "Schnapps," etc., is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those intrinsic medicinal qualities (tonic and diuretic) which belong to an old and pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.
Dr. GEO. H. KEYSER, 140 Wood st., Agent.
A. M. BININGER & CO.,
[Established in 1778.] Sole Proprietors,
oc20:ly No. 19 Broad street, N. Y.

EVERGREENS, FRUIT TREES, &c.—We would call the attention of those who are decorating their grounds with Ornamental Evergreens, Trees, Shrubs, &c., to our extensive collection, comprising all the principal hardy varieties, as follows: Norway Spruce, Austrian, Scotch, White, Hemlock, Silver and English Larch Pines, Junipers, Red Cedar, common Box, Upright Box, Liberian Arborvitea, English Yew and Chinese Arborvitea. 2000 strong plants of the Siberian Arborvitea and Upright Box, on hand, which are invaluable for neatness and beauty. Also, 10,000 Apple, Peach and Cherry Trees of good size, and many of extra size. 300 trees, commencing to bear, of the celebrated Belle de Choisey Cherry. Evergreens, from two to five feet high, in variety, packed and shipped as directed, at $6 per doz. Some thousands of Evergreens, ranging from five to ten feet, for planting in the immediate neighborhood, at very low rates.

References: Hon. Judge Wilkins, John Parker, B. L. Fahnestock, Wm. Holmes, Dr. Denny, J. Jones.

Letters to our address through Wilkins Postoffice, Allegheny county, Pa., promptly attended to.

Pittsburgh Hedge Farm Nursery, situated on Wilkins avenue, eight minutes walk from the East Liberty Passenger Railway Switch, near to East Liberty.
mh12:2wd:wtmT WM. & JAS. MURDOCH.

FISH—50 bbls. No. 3 Large Mackerel,
25 do do 2 do
25 kitts do 2 do
100 hf-bbls. White Fish,
25 kits do do
100 hf-bbls. Lake Herring,
for sale by se4 J. B. CANFIELD & CO.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLE,
se6 No. 253 Liberty street, near head of Wood.

NEW ORLEANS CHOICE SUGARS.—30 hhds. fair to choice, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLE,
se6 No. 253 Liberty street, near head of Wood.

GLUE—150 bbls. for sale by
B. A. FAHNESTOCK & CO.,
se13 corner of Wood and First streets.

BOWZALE—50 bbls. (a substitute for Turpentine) for sale by
se13 JOHN B. CANFIELD & CO.

Railroads.

IMPORTANT.—All persons purchasing tickets for St. Joseph and other points in Northern Missouri, the State of Kansas, or the Territories, should insist on having tickets that read by the

NORTH MISSOURI RAILROAD.

The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line, by thirteen hours, to the remotest point reached by rail, and is always as cheap as any other.

Buy your tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.
ISAAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. se10:3m

1861. Summer Arrangement. 1861
PENNSYLVANIA CENTRAL RAILROAD.
EIGHT DAILY TRAINS.

On and after MONDAY, April 15th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 2:30 A. M., stopping only at principal stations, connecting at Harrisburg with train direct for Baltimore, and arriving in Philadelphia at 10 15 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at [illegible] stopping only at principal stations, making direct connections at Harrisburg for Baltimore, and arriving in Philadelphia at 1:10 A. M.

THE FAST LINE leaves the station daily (except Sunday) at [illegible] P. M., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, Gallitzin, Altoona, &c., and arriving in Philadelphia at 10 A. M.

ACCOMMODATION TRAINS.

The Johnstown Accommodation Train leaves daily (except Sunday) at 2:50 P. M., stopping at all stations, and running as far as Conemaugh.

First Accommodation Train for Wall's station leaves daily (except Sunday) at 6:40 A. M.

Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 11:20 A. M.

Third Accommodation Train for Wall's station leaves daily (except Sunday) at 4:00 P. M.

Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 5:50 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 12:50 P. M.; Mail, 1:55 A. M.; Fast Line, 12:20 A. M.; Johnstown Accommodation, 10:50 A. M.; First Wall's Station Accommodation, 6:20 A. M.; Second Wall's Station Accommodation, 8:50 A. M.; Third Wall's Station Accommodation, 1:45 P. M.; Fourth Wall's Station Accommodation, 6 15 P. M.

Trains for Blairsville and Indiana connect at Blairsville Intersection with Johnstown Accommodation and Express Trains East and West, and with Fast Freight East.

Pittsburgh & Connellsville Trains, stopping at all stations on the Pittsburgh & Connellsville Road, leave daily (Sundays excepted) as follows:—Mail Train, 6:40 A. M.; Express Train, 4:10 P. M. Returning Trains from Pittsburgh & Connellsville Road, arrive at Pittsburgh, 10:30 A. M. and 6:15 P. M.

The traveling public will find it greatly to their interest, in going East or West, to travel by the Pennsylvania Railroad, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone, and is entirely free from dust. We can promise safety, speed and comfort to all who may favor this Road with their patronage.

FARE.

New York......$13 00 | To Baltimore......$ 10 [illegible]
Philadelphia......10 00 | Lancaster......8 [illegible]
Harrisburg......7 45

Baggage Checked to all Stations on the Penna. Railroad, and to Philadelphia, Baltimore and New York.

Passengers purchasing tickets in cars will be charged an excess according to distance traveled in addition to the station rates, except from Stations where the Company has no Agent.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey Passengers and Baggage to and from the Depot, at a charge not to exceed 25 cents for each passenger and baggage.

For Tickets apply to J. STEWART, Agent,
At the Pennsylvania R. R. Passenger Station, on Liberty and Grant sts. [ap11

Cleveland & Pittsburgh Railway
CHANGE OF TIME—SUMMER ARRANGEMENT.

ON and after MONDAY, June the 10th, 1861, Trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:
Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leave PITTSB'G	Arrive at COLUMB'S	Arrive at CIN'TI	Arrive at INDIAN'PLIS	Arrive at ST. LOUIS
12:35 a m	11:45 a m	4:20 p m		
12:10 p m	8:4 p m	2:05 a m		

This route is shorter to Cincinnati, Louisville, Columbus and all points South, than any other route. Splendid Sleeping Cars attached to all Night Trains.

Pittsburgh and Wheeling Line.

Leave PITTSB'G	Arrive at ROCH'R	Arrive at WELLS'E	Arrive at STE'E	Arrive at WHEEL'G
12:35 a m	1:50 a m	2:57 a m	4:53 a m	6:07 a m
6:05 a m	7:25 a m	9:19 a m	9:20 a m	10:28 a m
12:10 p m	1:15 p m	2:13 p m	3:10 p m	4:20 p m
4:00 p m	5:15 p m	6:25 p m		

The 12:35 a. m. and 12:10 p. m. Trains connect with Trains of C. O. R. R. for Zanesville, Lancaster, &c.

The 4:00 p. m. Train stops at all stations between Rochester and Wellsville.

Pittsburgh and Cleveland Line.

Leave PITTSBURGH	Arrive CLEVELAND
12:35 a. m.	9:10 a. m.
12:10 p. m.	6:50 p. m.

The 12:35 a. m. train connects at Bayard for New Philadelphia and stations on the Tuscarawas Branch. Passengers desiring to go to Sandusky, Toledo, Chicago, or points West, via Cleveland, must be particular to ask for Tickets via Cleveland.

Through Tickets can be procured at the Liberty Street Depot, Pittsburgh.
JOHN STEWART, Ticket Agent.
For further information apply to
WILLIAM STEWART, Agent,
At the Company's Office in Freight Station, Penn st
F. R. MYERS, General Ticket Agent,
fe10:tf Cleveland, Ohio.

DOLLAR SAVINGS BANK,
No. 65 Fourth Street.
CHARTERED IN 1855.

OPEN DAILY FROM 9 TO 2 O'CLOCK, also on Wednesday and Saturday evenings, from May first to November first, from 7 to 9 o'clock; and from November first to May first, 6 to 8 o'clock.

Deposits received of all sums, not less than one Dollar, and a dividend of the profits declared twice a year, in June and December. Interest has been declared semi-annually, in June and December, since the Bank was organized, at the rate of six per cent. a year.

Interest, if not drawn out, is placed to the credit of the depositor as principal, and bears the same interest from the first days of June and December, compounding twice a year without troubling the depositor to call or even to present his pass book. At this rate, money will double in less than 12 years, making in the aggregate EIGHT AND ONE HALF PER CENT. A YEAR.

Books containing the Charter, By-Laws, Rules and Regulations furnished gratis, on application at the office.

President—GEORGE ALBREE.

VICE PRESIDENTS.

William J. Anderson,	James B. D. Meeds,
Hill Burgwin,	Isaac M. Pennock,
Benjamin L. Fahnestock,	A. M. Pollock, M. D.
Hopewell Hepburn,	Robert Robb,
James Herdman,	James Shidle,
James D. Kelley,	Alexander Tindle,

TRUSTEES.

Alexander Bradley,	John R. McFadden,
John G. Backofen,	Peter A. Madaire,
George Black,	John H. Mellor,
John S. Canfield,	James McAuley,
Alonzo A. Carrier,	John Marshall,
Charles A. Colton,	Walter P. Marshall,
William Douglas,	John Orr,
John Evans,	Henry L. Ringwalt,
John Holmes,	John H. Shoenberger,
William S. Haven,	Alexander Spear,
Peter H. Hunker,	William E. Schmertz,
Richard Hays,	Isaac Whittier,
William S. Lavely	Christian Yeager.

Secretary and Treasurer—CHARLES A. COLTON.
fe20:dawT

LIQUID RENNETT—For making with Milk, in a few minutes, a most delicious summer Dessert. It is both healthful and economical. Directions accompany each bottle for making Slip, Jacket and Freegolac. A large, fresh supply just received from the manufacturers and for sale by the dozen or single bottle at the Family Grocery Store of
JOHN A. RENSHAW,
au6 corner of Liberty and Hand sts.

Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by
E. C. & J. H. SAWYER.
As to the quality, we refer to annexed certificate:
Pittsburgh, Nov. 27, 1860.
Messrs. E. C. & J. H. Sawyer: Gents—The Lubricating Oil we are getting from you we find to be the best for our purposes we have ever used.
The L. S. M. R. R. Co.,
no23:tf By Wm. Barr, Prest.

FRESH ARRIVAL OF FISH.—
200 bbls No 2 Large MACKEREL;
200 do No 2 do do
300 hf-bbls Large Mackerel;
100 bbls No 1 Herring;
25 do Baltimore do
10 do do Shad;
100 hf-bbls Lake Herring;
50 do White Fish—on consignment for sale at eastern prices by
JOHN I. HOUSE & CO.,
au5:tf cor Smithfield and Water sts., Pittsburgh, Pa

SUNDRIES—
150 hhds. N. O. Sugar;
50 bbls. Refined Sugar;
500 " prime Plantation Molasses
100 " assorted brands Syrups;
500 bags Rio Coffee;
20 pocket Java Coffee;
100 boxes assorted brands Tobacco;
25 cattys do do
150 half chests Young Hyson and Black Teas
50 catty boxes do do do do
50 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
25 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
ATWELL, LEE & CO.

SUNDRIES—
250 bbls. N. O. Molasses,
100 bags Rio Coffee,
80 half chests Young Hyson Tea,
20 do do Black do
10 do do Imperial do do
25 caddies Y. H. Tea, 6 and 12 lbs. each,
40 bbls. Refined Sugar,
50 bbls. Golden and S. H. Syrup,
20 boxes R. and H. Tobacco,
10 do Grant's 5's do
10 do Spencer's 5's do
20 do Baxter's 5's do
30 kegs J. C. William's 6 twist Tobacco,
20 caddy boxes ½ lb. lump do
100 boxes Rosin Soap,
25 do Variegated Soap,
25 kegs Bi Carb Soda,
45 boxes do do
In store and for sale by
WATT & WILSON, 253 Liberty st.

CHEESE.—200 boxes Cutting Cheese, received by [se3] HENRY H. COLLINS.