Feminine Secessionists.

A gentleman recently from New Orleans says that the female traitors of that city are as strong in their sentiments towards the rebel chase as the opposite sex. They rant for secession, speak for secession, work for secession, and even marry and love for secession. They encourage their husbands and sons to gird on the armor of rebellion and go forth to battle. The smiles of love, the tears of tenderness, and the other softer appendages of womanhood are, for the time being, totally dried up, and the holy fountain where rests all the gentler attributes of the female is become a receptacle only for the horrid iniquity of traitorism and rebellion. An incident occurred to demonstrate this feeling to a nicety. A lady of high standing in society in New Orleans was conversing with a gentleman friend some few days since, when the subject arose of the incident which occurred some time since of a policeman shooting a man in one of the rebel cities for crying down Jeff. Davis. The gentleman made the inquiry whether if he took it into his head to cry out in favor of Abe Lincoln, what would the fair one do. The delicate creature rose from her seat, and, while her eyes flashed vengeful lightnings, emphatically, with arms extended, said:—"I should shoot you upon the spot myself." So much for feminine fire-eaters.

THE GAME SEASON.—Reed birds are in their prime, selling at three shilings per dozen. They are about as abundant as usual. They will remain in season until about the middle of October. The marsh grasses are now heavily laden with seed, upon which the little creatures fatten until a wick passed through their bodies would almost extemporize them as lambs. Blackbirds are now flying in enormous flocks, at an altitude too great to be reached by bird shot. They fly southward, but whether in anticipation of cold or in search of food is more than we can say. When reed birds have gone, rail, partridge and snipe will follow in season. As to the oyster crop, the present winter will bring a short supply. Absecom oysters are now selling at $8 a thousand for extraordinary sizes. The supply from Virginia being cut off, our oystermen must confine themselves to nearer localities. Lovers of "shilling stews" will find themselves this time in the vocative.—[Phila. North American.

Loyal Men in the South.

The Washington correspondent of the N. Y. Post says:

The authorities here are constantly in receipt of letters from wealthy and distinguished men in the South, who assure them that as soon as the United States troops appear in sufficient force to give them adequate protection they will break ground and rise in support of the Union. At present they have no arms, no private intercourse with each other, no nucleus. The reign of terror is supreme, and they are afraid even of assassination. This is the tenor of numerous letters from Louisiana, Mississippi, Texas, North Carolina, Alabama and Georgia. The materials for a decided reaction are ready, and a real majority of the people South are sighing for the return of the happy days of the republic.

A GENTLEMAN in Lansing, Michigan, who has kept as accurate an account as possible, estimates that, of thirty-three battles and more important skirmishes since the war begun, the Union men have been victorious twenty-two, the rebels in five, while the remaining six, neither party can claim victory. The number of prisoners taken by the Unionists, is about 3,200; and by the rebels not quite half as many. Of the killed, it is impossible to obtain anything like accurate knowledge of the losses of the rebels. The Union loss is something over one thousand; and the rebel loss is believed to be more than twice that number.

HASTY NUPTIALS.—When the Fourth Connecticut Regiment left Hartford, after the steamer had reached the Sound a woman was found on board who insisted on going as a nurse. She was admirably qualified, as far as Miss Dix's regulations in regard to age and homeliness went, but the Colonel decided that she could go only on one condition—that she must be married. Six of the soldiers stepped forward, the nurse made her own selection, Lieut. Col. White officiated as justice, and married them, and the happy couple went on their wedding tour to Hagerstown.

INTERESTING TO HUSBANDS AND DRY GOODS DEALERS.—A case occurred in Buffalo last week, in which a husband, who refused to pay a bill for some $112, brought against him by a dry goods dealer, for articles furnished his wife, was sued. The husband's defence was that he had never ordered the articles, that he had never received them, and that their purchase was unnecessarily extravagant on the part of a woman married to a man in his circumstances. The jury considered the defense a sound one, and gave a verdict to the husband.

AMERICAN BLOODED STOCK FOR EUROPE.—Mr. A. J. Alexander, of Woodford county, has entered upon the business of sending blooded cattle from Kentucky, his present residence, to Scotland, his native land. A lot of very fine cattle of this description were driven through Cincinnati on the way East on Friday morning.

Miscellaneous.

UNITED STATES OF AMERICA, WESTERN DISTRICT OF PENNSYLVANIA, SS.

Whereas a libel of information has been filed in the District Court of the United States for the Western District of Pennsylvania, on the third day of September, in the year of our Lord one thousand eight hundred and sixty-one, by Robert B. Carnahan, Esq., attorney of the United States, in behalf of the United States, alleging in substance that a certain steam tow boat being without name, of the following dimensions and description, to wit: Length of keel one hundred and twenty five feet, twenty-four feet beam and four feet hold, with a cabin with three lengths of rooms and cook-house and store room aft, and the hurricane full length, is now lying at the port of Pittsburgh, in said district; that she belongs in whole or in part to one John Bell, a citizen and resident of the State of Tennessee; that in pursuance of the act of Congress approved July 13th, 1861, the President of the United States issued his proclamation dated August 16th, 1861, declaring inter alia that the inhabitants of the State of Tennessee are in a state of insurrection against the United States, and that from and after fifteen days from said August 16th, 1861, all ships and vessels belonging in whole or in part to any citizen or inhabitant of said State of Tennessee found in any part of the United States would be forfeited to the United States, and that said steam tow boat owned as aforesaid was so found in the port of Pittsburgh upon said September 3d, 1861, and that the said vessel, her tackle, apparel and furniture became thereby forfeited to the use of the United States, and praying that the same may be condemned as forfeited as aforesaid.

Now therefore, in pursuance of the monition under the seal of the said Court to me directed and delivered, I do hereby give public notice to all persons claiming the said vessel, her tackle, apparel and furniture, or any interest therein, or lien thereon, or in any manner interested in the same, that they be and appear before the said District Court, at the City of Pittsburgh, on the FIRST TUESDAY OF OCTOBER next, at eleven o'clock in the forenoon of that day, (provided the same shall be a day of jurisdiction, otherwise on the next day of jurisdiction thereafter) then and there to interpose their claims and to make their allegations in that behalf.

A. MURDOCH,
U. S. Marshal Western District of Penna.
Pittsburgh, Sept. 4th, 1861.—se5

NEW CONSIGNMENTS—
15 bbls. Lubricating Oil—"Mecca Wells."
6 casks packed Butter,
8 bbls. Dry Apples,
20 bus. Timothy Seed,
500 bus. Shelled Corn,
50 boxes W. R. Cheese,
20 do fresh Peaches.
In store and for sale by FRANK VAN GORDER,
se19 No. 114 Second street.

JERSEY SWEET POTATOES.—We will receive this afternoon ten bbls. choice Jersey Potatoes, which we offer for sale by the barrel or basket, at the Family Grocery Store of
JOHN A. RENSHAW,
se13 Corner of Liberty and Hand streets.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

(Reported especially for the Pittsburgh Gazette.)

PITTSBURGH, MONDAY, September 23, 1861.

FLOUR—The demand for Flour continues limited, notwithstanding which an advance of 10@15c ℔ bbl has been established. Sale of 48 bbls Family at $5@5,25. 50 do do at $4,50 for Extra, and $5 for Family; 200 bbls Family on private terms.

GROCERIES—The excitement in the Grocery market is unabated, the demand being active, while prices are still on the advance. Sugar is firm at 9¼ to 10c; sale of 10 hhds at 9½c; 10 do do at 9½@10c—the latter figure for choice; 6 do do at 9½, 9¾ and 10c. Molasses in good demand at from 48 to 50c; sale of 20 bbls at 45c; 10 do do at 48c; 6 do do at 48c; and 10 do do at 50c. Coffee firm but unchanged; sale of 20 bags Rio at 16c; 15 do do at 16½c. Syrup—sale of 3 bbls Golden at 51c.

BACON—continues very dull and depressed, with no essential change in prices; sale of 1 500 lbs Shoulders and Plain Hams at 6 and 8c. Sides are held at 7c, and Sugar Cured Hams 10@10½c.

GRAIN—Oats very dull at 21@22c from first hands. Corn unchanged; sale from store of 150 bush Ear at 40c, and 150 bush Shelled at 40c. Wheat—Sale from store of 2,000 bush Red on private terms.

OIL—Sale on wharf of 440 bbls Rock Oil, from Allegheny Wells, at 10c ℔ gall—bbls to be returned.

CHEESE—steady with a fair demand at full prices. Sale of 120 bxs W R at 6½c ℔ lb; 22 do do at 6½c; 10 do prime do at 7c.

WHISKY—unchanged, with small sales of Common at 17@18c ℔ gall—cash and time.

GREEN APPLES—Sale of 20 bbls at $2 25 ℔ bbl.

MONETARY AND COMMERCIAL.

DRY GOODS.—The following is the comparative statement of the imports of foreign dry goods at New York for the week and since January 1:

	1859.	1860.	1861.
Entered at the port...	$935,130	$1,252,532	$853,601
Thrown on market ...	1,080,851	1,405,742	1,178,834
Since January 1.			
Entered at the port...	89,962,946	81 620,992	36 2,139
Thrown on market...	90,060,937	82 007,419	37,154,240

The imports of Dry Goods continue on a decreasing scale, and promise to keep the market very bare of desirable styles of fancy goods. The business of the week has been very light and chiefly at auction, for cash and short terms of credit. New styles of Ribbons sell readily at a fair profit, also French and British dress goods and fancy trimmings. Staple goods, in merinos, delaines, etc., are, however, slow of sale, and are offered at cost and under.

Brocha shawls are selling under cost. Importers of British goods are firm in holding till actual demand requires them, which is doubtless the most judicious policy, but the French and German importers are rec tive under the backwardness of trade, and disposed to crowd the auction rooms; in which event prices will rule ruinously low for everything except the choicest and most desirable fancy goods.

The failure of a leading dry goods jobbing firm has created a very unpleasant feeling among importers and commission merchants as regards granting credit to others.—[N. Y. World.

CHICAGO MARKET, Sept. 20.—There was an active attendance on 'Change to day and business was brisk. The receipts of wheat were liberal—amounting to 122 691 bushels—and there was a scarcity of vessels and an upward tendency in freights. Notwithstanding this, however, owing to further favorable intelligence from New-York, the market was buoyant, and went to an advance in prices of 1@2c ℔ bush on spring grades, and fully 2c ℔ bush on winter. About 200,000 bush of all grades changed hands, at 93½c for No 1 White in store; 83c for No 2 White, 84@85c for No 1 Red; 80@82c for No 2 Red; 78½@79c for No 1 Spring; 75@76c for No 2 Spring; and 60@62c for Rejected Spring. The demand was chiefly for No 2 Spring, and the advance was more marked in this grade.

There was a good demand for spring wheat flour, and the market was active and firm—closing at an advance of 5c ℔ bbl. Winter Wheat brands, however, continue dull. Upwards of 5,000 bbls were sold at $4,75@5,00 for good to choice white winter, $3,50@4,25 for red winter; $3,65 for winter superfine; $3,75@4,50 for common to choice spring extras; and $3@3,65 for spring superfine.—[Trib.

Imports by River.

CINCINNATI—per Economy—20 bbls liquors, 15 cks brandy, J Follew; 4 hhds tobacco, J A Meno re; 11 doz brooms, W H Pippincott; 100 bbls flour, J McNally & co; 8 cks glass, G Johnston; 1 bx mdse, Long & Duff; 69 bbls flour, 27 do apples, John Grier; 10 bx hams, Zollars & co; 10 bbls liquor, D d one; 62 do co, M McCullough; 2 pkgs do, Jas Fagan, 1014 bgs wheat, 315 bbls flour; 20 hhds bacon, 50 bbls alcohol, 20 tcs hams Clarke & co; 135 bgs wheat, R T Kennedy & bro.

WHEELING—per John T McCombs—161 bbls oil, 17 bbls tobacco, 14 do bacon, 250 bbls flour, Clarke & co; 20 bbls copperas, B L Fahnestock & co; 10 rolls leather, Fahnestock & co; 27 sks corn, Adam Baker, 11 empty beer kgs, John Straub; 55 bxs starch, Kohmeyer & Lang; 312 sks wheat, R T Kennedy & bro; 1 piano, John Finch; 60 bdls paper, P H W & O & S; 104 sks corn, 1300 hoop poles, J & A Fetzer; 28 empty bxs, Rhodes & Verner; 10 sks wheat, J N Noble; 8 bbls, 17 baskets sweet potatoes, R Crit.

ZANESVILLE—per Emma Graham—25 hhds tobacco, 25 bbls d apples, 3 cks yellow root, 6 kgs butter 75 doz washboards, 2 sks wool, 150 bbls oil, 29 do eggs, 150 do flour, Clarke & co; 155 flour bbls, 1 bbl beans, 1 do 4 peaches, 3 do eggs, 18 sks corn, 18 do meal, 18 do barley, Jas A Fetzer; 10 sks wool, 18 do rags, 1 crate rags, G Kann; 150 flour bbls, R T Kennedy; 2 bbls cheese, Wilson, Carr & co; 26 do oil, J Kirkpatrick; 12 rolls leather, Wm Fisk co; 8 bbls oil, W H Gormley 1 bx mdse, J J Gillespie; 10 do oil, 8 sks feathers, J Dalzell & sons; 12 bbls oil, D W Shonfield, 12 do dried apples, S R Turner; 14 beer kgs, Philip Meyer; 51 ale bbls, Rhodes & Verner; 45 rolls leather, owner on board.

Imports by Railroad.

PITTSBURGH & CLEVELAND RAIL ROAD—Sept. 20—17 kgs butter, O Reilly; 23 bbls apples, 31 bxs cheese, L H Voigt & co; 5 bbls rutter, 2 sks fruit, 6 do rags, H B Collins; 12 bbls apples, J B Canfield & co; 20 do do, Wm Bown; 24 do do, J Grasier; 1 bbl flour, O Moore & co; 1 bx sundries, J L Read; 10 bxs cheese, J s Ross.

PITTSBURGH, FT WAYNE & CHICAGO RAIL ROAD—Sept. 23.—25 empty oil bbls, J Sellers & co; 1 ck, 2 bbls extract coffee, J Guttendort; 1 bx cartridge bxs, H W Oliver; 5 bbls oil, W B Woolridge; 6 bgs feathers, Brown & Kirkpatrick; 89 bxs cheese, L H Voigt & co; 20 doz buckets, Murtland & Connor; 10 do do, Long & Duff; 100 bbls flour, Hackstown & Co; 105 do do, Brady Bend Iron co; 17 bbls apples, J Blakely; 3 bbls potash, B A Fahnestock & co; 2 cars scrap iron, Wm Maloney; 7 bbl, 4 quarter bbls ale, Spencer & Garrard; 3 cks brandy, A Guckenheimer; 100 hides, Hays & Stewart; 100 bbls flour, Jones & Laath; 100 do do, M Brazleton; 23 reels lead wire, Allegheny arsenal; 50 bbls flour, R Robison & co; 150 do do, Shomaker & Lang; 20 empty carboys, Jas Irwin; 55 bbls oil, B A Fahnestock & co; 1 boiler, Wm Barnhill.

RIVER NEWS.

The river was falling slowly with 4 feet 6 inches by the pier mark last evening. The weather was clear and pleasant, and apparently settled........The only arrivals since our last were the Emma Graham from Zanesville and Economy from Cincinnati, while aside from the regular packets there was not a single departure. The Linden from Cincinnati and Pocahontas from Louisville are due to-day. The latter boat has 150 head of Government horses..........The Zanesville packet Emma Graham, Capt. Ayers, leaves this evening, as usual, at 4 o'clock. It is only necessary to add that she is fast, has good accommodations for passengers, and is in charge of careful and experienced officers. Mr. W. G. Wilson is the clerk..........The fine passenger steamer Arizonia, Capt. J. B Conway, is announced for Cincinnati and Louisville this evening. The Hastings, Capt. Robinson, will clear for the same points to-morrow evening..........The Wheeling packet for to-day is the Minerva, Capt. Gordon, leaving at 12 o'clock.

Steamboats.

FOR CINCINNATI & LOUISVILLE.—The splendid passenger steamer ARIZONIA, Capt J. B. Conway, will leave for the above and all intermediate ports, on TUESDAY 24th inst, at 4 o'clock p. m. For freight or passage apply on board, or to
se23 D. H. LEWIS, Agt.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports on WEDNESDAY, 25th inst. For freight or passage apply on board or to se21 J. B. LIVINGSTON & CO., Agts.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The steamer ROCKET, Capt. John Wolf, will leave for the above and all intermediate landings EVERY SATURDAY, at 10 o'clock, a. m.—For freight or passage apply on board or to
fa20 J. B. LIVINGSTON & CO, Agents.

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer UNDINE, Capt. John Woodburn, will leave Pittsburgh for Gallipolis EVERY SATURDAY at 4 p. m. Returning, leaves Gallipolis EVERY TUESDAY at 10 a. m. For freight or passage apply on board or to
se20 J. B. LIVINGSTON & CO., Agents.

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. se14

REGULAR WHEELING PACKET.—The fine steamer MINERVA, Captain John Gordon, leaves for Wheeling and intermediate ports every TUESDAY, THURSDAY and SATURDAY, at 11 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. 116 Water street.

INDIA RUBBER STEAM PACKING, Gaskets and square rope of different sizes, for sale by [sell] J. & H. PHILLIPS.

CRUDE PETROLEUM—100 barrels, suitable for refining, receiving per Allegheny Valley Railroad and for sale by
JAMES DALZELL & SON,
se21 No. 68 and 70 Water street.

10 BBLS. HAVANA ORANGES just received and for sale by
REYMER & BROTHERS,
se21 Nos. 126 and 128 Wood street.

CITRIC ACID—250 lbs. for sale by
B. A. FAHNESTOCK & CO.,
se21 Corner of Wood and First streets.

VENETIAN SPONGE—Large, medium and small, on strings, for sale by
se21 B. A. FAHNESTOCK & CO.

CARBON OIL—50 bbls. extra Refined Carbon Oil for sale by
se10 J. 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. [se16:1ydT

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.
fy17-6m

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.
oc27:1yd 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,
my31ys No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.
WIGHTMAN & ANDERSON,
REFINERS AND DEALERS IN
PURE CARBON OIL,
(Quality Guaranteed,) PITTSBURGH, PA.
Car Grease and Benzole constantly on hand. Orders received for the present at CHESS, SMYTH & CO'S, Water and First streets. se2:d6m

PATENT SHOES
FOR
SMOOTHING IRONS.

No more trouble cleaning Flat Irons.
No more trouble over red hot stoves on roasting days.
No more grumbling about soiled shirts or dresses.
No more troublesome Box Irons.
But the good old FLAT IRON fitted with this BRASS SLIPPER, at
NO. 56 FIFTH STREET,
Opposite the Post-Office.
fe13-1ydawT

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.

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 fellie 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 eighths inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. 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 tilt 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-eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron 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 one and 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 five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half inch screw bolts, and one 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 one inch, and from the centre of king-bolt hole to the centre of the mortice in the hind end of the coupling pole seven inches; king bolt one and a quarter inch diameter, of best refined iron, drawn 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 coulisters and tongue where they rub together, iron plate one and a half, by one quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a tail in each corner, and four countersunk nails on the top; two rands on the hind hounds, two and two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and three-quarter inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; 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 double tree 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 sixteenths inch in diameter; the fifth chain to be seven-sixteenths 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 from inside, 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-eighths iron around the box 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 rail; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the underside, 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 burr; 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 bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward 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 screw at the bottom, and 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 two and eleven inches, the other two feet six inches long, to be of three-eighths inch chain, with a trough to be four feet six inches long from out to out, two 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 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 single-trees 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, (cooperated,) 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 inspected and approved by said officer or agent authorized to inspect it. When finished, painted and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for. M. C. MEIGS,
se12:tf 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 3, 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 1¼ 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, ⅝ 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 5 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, 1½ inch wide; front piece 11½ inches long, 1½ 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 8 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, 2½ inches wide, with 2½ inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, No 4 iron, T and loop to be 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, 2½ inches wide, with a 2½ 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, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a 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 3½ inches wide. Hip Straps each 2 feet 6 inches long, 1½ inch wide, each with a hook at one end.

Two Back Bands, 5 feet 4 inches long, 3½ inches wide.

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

One Coupling Strap, 5 feet 6 inches long, ¾ inch wide.

One Check Rein, 4 feet long, 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive the lead line.

One Lead Line, 21 feet long, 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. 2½—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 6-inch rings of ⅝ inch iron; hip straps 6 feet long, 2 inches wide; stay pieces 2 feet 3 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, 1½ 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 2 inches long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 3 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 8 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, 28 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 2 inches long, 2½ inches wide, with 2½ 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, 2½ inches wide, with a 2½ 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, 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 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 3½ inches wide. Hip Straps with buckles, each 2 feet 8 inches long, 1½ inch wide, with wrought hooks.

Two Back Bands, 5 feet 7 inches long, 3½ inches wide.

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

One Coupling Strap, 5 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, 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 2½—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 25 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,
250 bags Coffee,
80 boxes assorted brands Tobacco,
40 catties do 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
30 do Opal 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
se2 BROWN & KIRKPATRICKS.

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

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

Official

ALLEGHENY AVENUE.—Resolved by the Select and Common Councils of the City of Allegheny, That the statement of the viewers appointed to view Allegheny Avenue and assess damages and benefits, in pursuance of the resolution of July 11, 1861, as presented and read to Councils, 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, A. D., 1861. ROBT. ASHWORTH,
President pro tem of Select Council.
Attest: D. MACPHERSON,
Clerk of the Select Council.
ANDREW D. SMITH,
President of Common Council.
Attest: M. McGONNIGLE,
Clerk of the Common Council.

TO ALL CONCERNED—Take notice that in accordance with the above resolution, I have this day filed the Report of viewers of Allegheny Avenue in the District Court of this county for confirmation, and all parties aggrieved may appeal to said court within six weeks from the date of filing. S. SCHOYER, JR.
September 19th, 1861.—se20:2wd

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 aggrieved may appeal within six weeks from the date of filing.
S. SCHOYER, JR.,
Solicitor for Allegheny.
September 9th, 1861. se10:2w

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. se10:2w

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. se10:2w

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 tens of thousands using them. And the moderate prices at which they are now sold place 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.

STOVES. STOVES.

D. DE HAVEN & SON,
MANUFACTURERS OF
STOVES.

Warehouse, Federal Street, near New Suspension bridge, ALLEGHENY CITY.

We ask the attention of dealers to our large assortment of Cooking and Heating Stoves, for Wood and Coal, which we are selling at the lowest prices. Those visiting our city will find it to their advantage to give us a call and examine our stock before purchasing elsewhere.

Cast Iron House Fronts, Iron Railing, Scales, Hollow Ware, Wagon Boxes,
Plain and Fancy Grate Fronts, Fenders,
etc, Castings of all kinds made to order.
jyl6:lyd D. DE HAVEN & SON.

JAS. B. YOUNG. .... J. F. YOUNG.

YOUNG BROTHERS,
Duquesne Foundry,
Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, PA.

Manufacture MACHINES, 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. 53 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. no12:3md

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,
oc30:ly No. 19 Broad street, N. Y.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 38 Fifth street to

NO. 50 ST. CLAIR ST.,

Four Doors from Liberty st.
sp5tf

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:tf

1861. Summer Arrangement. 1861
THE 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 2:50 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 12:20 A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 1:10 A. M.

THE FAST LINE leaves the Station daily (except Sunday) at 4:30 P. M., stopping only at Greensburg, Latrobe, Johnstown, Willmore, Gallitzin, Altoona, &c., and arriving in Philadelphia at 4.10 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 6:30 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 6:25 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 11:50 P. M.; Mail, 11:50 A. M.; Fast Line, 12:30 A. M.; Johnstown Accommodation, 10:20 A. M.; First Wall's Station Accommodation, 5:50 A. M.; Second Wall's Station Accommodation, 8:20 A. M.; Third Wall's Station Accommodation, 1:15 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 (Sunday excepted) as follows:—Mail Train, 6:30 A. M.; Express Train, 4:30 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:

To New York.........	$13 50	To Baltimore.........	$9 45
Philadelphia.........	10 00	Lancaster............	8 45
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 P. R. R. Passenger Station, on Liberty and Grant sts. se11

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.

Leaves PITTSB'G	Arrives at COL'MB'S	Arrives at CIN'T	Arrives at IND'APOLIS	Arrives at ST. LOUIS
12:35 a m	11:28 a m	4:20 p m		
12:10 p m	8:45 p m	2:00 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.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'E	Arrives at STE'E	Arrives at WHEEL'G
12:35 a m	1:50 a m	2:57 a m	4:03 a m	5:07 a m
6:05 a m	7:25 a m	8:19 a m	9:20 a m	10:25 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. & K. R. for Zanesville, Lancaster, &c. The 4:00 p. m. Train stops at all stations between Rochester and Wellsville.

Pittsburgh and Cleveland Line.

Leaves PITTSBURGH	Arrives CLEVELAND
12:35 a. m.	9:10 a. m.
12:10 p. m.	6:30 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,
je10-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, from 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 more than SEVEN AND A 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 D. D. Meads,
Hill Burgwin,	Isaac M. Pennock,
Benjamin L. Fahnestock	A. M. Pollock, M. D.,
Hopewell Hepburn,	Robert Robb,
James Herdman,	James Shidle,
James D. Kelly,	Alexander Tindle,

TRUSTEES:

Alexander Bradley,	John R. McFadden,
John G. Backofen,	Peter A. Madeira,
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 Speer,
Peter H. Hunker,	William E. Schmertz,
Richard Hays,	Isaac Whittier,
William S. Lavely	Christian Yeager,

Secretary and Treasurer—CHARLES A. COLTON.
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Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by B. C. & J. H. SAWYER.
As to the quality, we refer to annexed certificate:
PITTSBURGH, Nov. 27, 1860.
MESSRS. B. 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. & M. R. R. Co.,
no28:tf By WM. KERR, Pres't.

FRESH ARRIVAL OF FISH.—
200 bbls No 3 Large MACKEREL;
300 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;
300 bags Rio Coffee;
20 pockets 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
50 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
je6:tf ATWELL, LEE & CO.

SUNDRIES—
250 bbls. N. O. Molasses,
100 bags Rio Coffee,
40 half chests Young Hyson Tea,
20 do do Black do
10 do do Imperial do
25 caddies Y. H. Tea, 6 and 13 lbs. each,
40 bbls. Refined Sugar,
30 bbls. Golden and S. H. Syrup,
25 boxes S. and R. Tobacco,
10 do Grant's 5's do
10 do Spencer's 5's do
10 do Baxter's 5's do
60 kegs J. G. 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
se4 WATT & WILSON, 252 Liberty st.

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.

INDIA RUBBER BELTING, of a superior quality, of all the different sizes, always on hand at 26 and 28 St. Clair street.
au1 J. & H. PHILLIPS.