How it Happened that the Secessionists did not take Louisville.

The fact that Gen. Buckner did not take possession of Louisville instead of stopping at Green river, where he invaded Kentucky on the line of the Louisville and Nashville Railroad, is due not to any foresight or force of the United States authorities or of the Union men of Kentucky, but to the loyalty, courage and tact of one obscure individual. The Secessionists had laid their plans to appear suddenly in Louisville with a powerful force. They had provided for transportation four hundred cars and fifteen locomotives, and had eight thousand men, with artillery and camp equipage, on board. They had secured the services of the telegraph operators, one of whom forwarded to Louisville a dispatch explaining the detention of trains on the road, and were moving forward at a grand rate. Everything was going well with them, and Louisville, with perhaps the exception of a few Secessionists, was unsuspecting and unguarded, Gen. Anderson being innocent of any knowledge of the movement, James Guthrie, President of the road, totally in the dark, and Gen. Sonnesan lingering in camp on the Indiana shore. But at a station just beyond Green river, there was a young man in the service of the road, who was a warm friend of the Union, and who, comprehending the meaning of the monster train, when it came up, seized a crow-bar used for taking up rails to make repairs, and while the locomotive was being goaded and watered, ran across a curve, and in a deep narrow cut, wrenched the spikes from four rails. The train came along at good speed, the rails spread, the locomotive plunged into the ground, the cars crashed on top of it, and it was twenty-four hours before the train could go ahead. In the mean time Louisville was saved. The hero of the occasion had not had time to get out of the cut before the crash came, and was taken, but in the confusion and excitement got away, and is safe.

These facts are related by Dr. R. S. Newton, who was in Nashville when the Secession army advanced, was detained there several days subsequently, heard the circumstances narrated there, and was told of them afterward by Gen. Buckner and other officers of the Confederate army.—*Cincinnati Commercial.*

Shoddy and Shoddy Mills.—The New York Daily Advertiser says:—There are now no less than six shoddy mills in operation in this State, four or five of which are located on the Hudson river. They are doing a large and handsome paying business. Woollen rags are worth $5 and $10 per ton for making shoddy cloth. Fine scraps are worth $100 to $150 per ton. The shoddy manufacturer passes them through a rag machine, which tears the rag to wool and cleanses it of dust. When reduced to soft wool, the shoddy is saturated with oil or milk and Mixed with new wool in as large proportion as possible. White shoddy is used in blankets and light colored goods, and the dark descriptions for coarse cloth, carpets, &c. This shoddy is the product of soft woollens, but the hard or black cloths, when treated in similar manner, produce mungo, which is used extensively in superfine cloths which have a finish that may deceive a good judge. It is used largely in felted fabrics. Shoddy in the cloth of a coat will soon rub out of the cloth and accumulate between it and the lining.

An Alabama Political Anecdote.—The Mobile Tribune relates the following good un:—

"Some years ago, at a time when there was a triangular contest in progress between the white old line democrats, and "fire-eaters," it was announced that the late John Morrisett, of Monroe, would address the people of that county in behalf of the whigs. Chancellor Lessene was sent up from Mobile to meet him, a representative, of the Southern rights party. The Chancellor wore straps to his pantaloons (then not a prevalent fashion in Monroe,) and having a habit of putting his hands behind him, when speaking, and lifting the skirts of his coat, he displayed a large new brass buckle, that fastened his waistband.

Mr. Morrisett replying, remarked, in his own peculiar and inimitable vein, that the people of Monroe did not "need to receive political instruction from Mobile—least of all from a gentleman who wore gallowses under his boots and a breastpin on the seat of his breeches."

Disguised as a Bell-Wether.—The Louisville Journal gives the following account of a noted character:

"Among the Tennessians now in camp in Kentucky is a little fellow of about five feet four inches, with gray and grizzled beard, dilapidated nose, and an eye as keen as a fish-hawk's. The manner of his escape was remarkable and highly ingenious. He headed a large squad of his neighbors, and eluded the rebel pickets by wearing a big sheep's bell on his head, and bleating away over the mountains, followed by a herd of men who did likewise. By this strategem he deceived the rebel scouts, and passed within a few feet of them through one of the most important mountain passes. Old Macfarland (for that was the name of the hero of the bells) thus won the sobriquet of the bell wether, by which name he passes all through the camps. He is a rough and good humored old man, with a full supply of mother wit, and speaks of himself as under size and over age for a soldier, which he literally is."

It was one of the Maxims of Napoleon that the first duty of a soldier is to know how to make soup.

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.

Landing and embarking Passengers at QUEENSTOWN, (Ireland.) The Arrowsmith, New York and Philadelphia Steamship Company, intend despatching their full-powered Clyde-built Iron Steamships as follows:

CITY OF NEW YORK, Saturday, October 5
EDINBURGH, Saturday, October 12.
HUMBOLDT, Saturday, October 19.
CITY OF MANCHESTER, Saturday, October 26.

RATES OF PASSAGE:

FIRST CABIN.....$75 to $80 STEERAGE.....$35 to $40
do to London.....$85 $91 do to London.....$10 $5
Passage Return Tickets, good for six months.....$140 $80
Steerage Passage prepaid to Paris, Havre, Hamburgh, Bremen, Rotterdam, Antwerp, &c., at reduced through rates.

☞ Persons wishing to bring out their friends can procure them here at the following rates, to New York: From Liverpool or Queenstown: 1st Cabin, $25, $30 and $35. Steerage from Liverpool $16. From Queenstown $17.

☞ Sight drafts for sale on England, Ireland, Scotland and Wales.

These Steamers have superior accommodations for cabin, second and only a selected number of steerage passengers. For freight or passage apply at the office of the Company, No. 61 Broadway, N. Y.

JOHN G. DALE, Agent.

sept 7 ... 4 Broadway, N. Y.

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JOHN G. DALE, Agent.

sept 7 ... 4 Broadway, N. Y.

FRUIT TREES,

INDUCEMENT TO PURCHASERS.

A very large stock of Apple Trees of selected varieties to choose from, with every possible care taken to have every variety true to name.

Of Apple alone we have 175,000—65,000 of which are three year olds, 10,000 four year old Pear, 10,000 two to three year old. Peach, Plum, &c., a fine stock.

Evergreens—The trees in the nursery. Call and see them.

Evergreens from 1 to 8 feet, by the hundred, thousand also, SHADE TREES AND SHRUBBERY wholesale and retail.

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. sept 24:d&w6 JOHN MURDOCH, Jr.

SUNDRIES—500 lbs. fresh Roll Butter, 300 do do do Leaf Lard, 600 dozen fresh Eggs, 75 do Fancy & Gen. Brooms, 50 bbls. Timothy Seed.

Received and for sale by H. BIDDLE, sept 28 ... No. 138 Liberty street.

MCALLISTER'S OINTMENT—Five cases for sale by B. A. FAHNESTOCK & CO., sept 28 ... Corner of Wood and First streets.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

(*Reported expressly for the Pittsburgh Gazette.*)

TUESDAY, October 1, 1861.

FLOUR—There is no change in the flour market. The demand is only moderate, while prices, although steady, remain as before. Sale of 50 bbls Family at $4; 50 do do at $4@4,12½; 50 do do at $4,62 for Extra, and $4@4,25 for Family; 50 do do at $4,60 for Extra, and $4 75@4,50 for Family; 25 do Family at $4,25.

GROCERIES—The demand for Groceries is hardly to brisk, buyers as a general thing restricting their purchases to small lots. In prices, however, there is no change. Sale of 8 hhds Sugar at 9¾c; 5 do do at 10c; 10 do do at 10c; 9 bbls Molasses at 40@41c; 15 do do at 50c; 15 do do at 50c; 8 do do, to country, at 52c; 26 bags Coffee, in lots, at 16½@17c.

BACON—The demand for Bacon is improving slightly, while prices, although unchanged are a shade firmer; sale of 4,000 lbs Shoulders at 5¾@5c; 2,000 do at 6; for Shoulders and 8c for Plain Hams; 8 for Sugar Cured Hams at 9½c.

WHISKY—unchanged, with small sales of Common at 17@18c ⅌ gall. Old Rye is held at from 25c to $2 ⅌ gal, according to age and quality.

CORN—unchanged; sale from store of 470 bush bush Shelled at 40c ⅌ bush; 100 do prime as 41c.

GREEN APPLES—in good supply and prices drooping; sale of 20 bbls inferior at 75c ⅌ bbl; and $3 do choice at $4.

HAY—lower; sale from scales of 23 loads at $16 ⅌ ton.

EGGS—steady with a good inquiry; sale of 5 bbls at 8c, and 6 do at 8½c ⅌ doz.

CHEESE—unchanged; sale of 20 boxes W R at 6½c, and 10 do prime at 7c.

SWEET POTATOES—Sale of 15 bbls Jersey Sweet Potatoes at $3,75 ⅌ bbl.

DRIED APPLES—Sale of 210 bush, to go East, at $1 ⅌ bush.

HOOP POLES—Sale of 3,000 slacks at $7 ⅌ 1,000.

CRUDE OIL—We note a small sales of Crude Oil, from Allegheny Wells at 10c ⅌ gall—bbls to be returned.

MONETARY AND COMMERCIAL.

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

	Sept 23.	Sept. 30.	
Capital Stock.....	$11,511,050	$11,511,050...	
Loans.....	27,455,512	25,718,917...	Dec 745,555
Specie.....	4,097,264	3,414,673...	Dec 82,591
Due to other banks.	1,320,324	1,316,780...	Inc 118,503
Due to other banks.	3,080,463	3,104,172...	Inc 48,431
Deposits.....	15,499,768	14,344,112...	Dec 134,074
Circulation.....	2,202,178	2,194,491...	Dec 3,268

The Weekly Bank Statement, as was expected, shows a large decrease in loans and deposits and an increase in specie. The specie average is still a little one, and is likely to reach, if not exceed, $40,000,000 on the next statement

The following changes from last week are as follows:

Sept 23.—Loans.....	$130,192,268
Sept 30 — do	129,446,293
Decrease this week.....	$4,063,931
Sept. 23.—Specie.....	$36,805,177
Sept 30 — do	36,722,582
Increase this week.....	$1,818,376
Sept 23.—Circulation.....	$8,707,682
Sept 30 — do	8,638,750
Decrease this week.....	$68,932
Sept 23.—Net deposits.....	$99,816,831
Sept 30 — do	96,551,895
Decrease this week.....	2,764,936

—[N. Y. Post.

COMMERCE OF NEW YORK.—The following is the comparative table of exports (exclusive of specie) from New York to foreign ports for the week and since Jan 1:

	1859.	1860.	1861.
For the week.....	$907,849	$2,179,902	$2,295,552
Previously reported	67,841,007	54,981,783	90,719,365
Since Jan 1.....	$68,418,676	$56,961,685	$93,014,905

The following is a comparative statement of the imports of Foreign Dry Goods and Grocery Produce at New York for the week and since January 1:

	1859.	1860.	1861.
Dry Goods.....	$1,896,649	$1,909,215	$3,020,755
Gen Mdse.....	3,246,314	2,278,265	845,106
Total for week.....	5,062,963	4,067,566	847,081
Prev reported.....	137,918,125	117,446,622	97,473,759
Since Jan 1.....	$142,981,088	$121,413,187	$97,920,840

Included in the above are the following dry goods imports:

	1859.	1860.	1861.
Entered at the port.....	$1,856,649	$1,909,205	$503,925
Thrown on market.....	1,883,413	1,981,676	622,063
Entered at the port.....	91,627,595	$2,429,297	$6,616,954
Thrown on market.....	91,449,589	$3,969,995	$5,619,208

Imports by River.

WHEELING—per Minerva—15 hhds tobacco, 93 bbls oil, 90 do flour, 1 do apples, 4 bales rags, Clarke & co; 1178 hoop poles, Jas A Fox; 29 oil cloths, Jas Quinchinan; 8 pigs spelter and mds Isaac Jones; 41 bbls apples, A Gale; 8 bales wadding, Jerolaman & Bros; 8 do do, Wilson, McKirgy & co; 26 rolls paper, F Fl W & D R; 83 chimney tops, H Phillips; 1 bbls eggs, John Harbert; 3 empty pkgs, J Trimble; 1 bbl eggs, 1 kg butter, 1 coop chickens, 2 calves, W H Harrison; 2 rolls leather, G Little; 1 skiff and oars, J Morrison; 39 six pointed, Jas Bruce; 19 do do, Mr Johnston; 39 do do, Mr Warnick.

VIRGINIA—per Pike—70 No 2—2 hhds, 1 bx tobacco, Jas A Wasdin; 50 box tobacco, Frank Wagner; 19 empty bbls, A Ballou; 105 empty bbls, Spencer & Gantz; 15 kgs lard, 100 bbls mess pork, 85 do rump pork 39 hhds bacon, 1,000 bbls whisky, 254 sks wheat, Clarke & co.

Imports by Railroad.

PITTSBURGH & CLEVELAND RAILROAD—Sept. 28—10 bbls apples, Mcconnals & Arcuckle; 1 bbl sundries, Lewis; 41 bbls apples, Jas Caldwell & co; 8 do do, J Harbert; 10 bbls alum, H M Sellers & co; 100 sundries, R W Poindexter; 10 kgs cheese, Jos Rose; 1 mill saw, Lippincott & co; 1 bbl tobacco, John shearer; 1 pkg corks, John D Miles; 70 bbls go ds, G L Dawson.

PITTSBURGH, FT WAYNE & CHICAGO—MAIL ROAD—Oct. 1—4 box wine, John H Mellor; 8 kgs butter brand, A Glockner; 5 cks, 1 for citizens, 4 for, 3 bbls wine, R Townsend & co; 1 bg flour, Jackson & Townsend; 2 bales sacks, 1 bbl eggs, Watt & Wilson; 8 do do, Mellor & co; 6 bbls mango, Hays & Stewart; 1 bbl oil, W P Woolridge; 3 bbls eggs, 1 sk feathers, R M Yeakel; 1 bbl leather, G H Hopkins; 5 bbls apples, W G Hampson; 16 bbls rags, 1 do pelts, A Bradley; 1 kg varnish, B A Fahnestock.

RIVER NEWS.

The river continues to recede steadily with full 18 feet by the pier mark in last evening. The weather was clear and pleasant and apparently settled.

Business continues to wholly brisk at the landing. The freights are heavy and the demand for transportation. The only arrival from below were the Minerva from Wheeling, and Ohio No. 2 from Cincinnati. The latter boat had an excellent trip, fetching 1,000 bbls whisky, 153 bbls. mess pork, and 254 sks. wheat. The departures were the Emma Graham for Zanesville, Keno City, Stevenson and Ida May for Cincinnati, Venango, Echo and Allegheny Belle for Oil Creek. The Melnotte and Consore from Cincinnati were due last night.....The steamer Goody Friends was sold at Cincinnati, on Saturday, by the United States Marshal for the sum of $4,025.....The fine side wheel steamer B A Fahnestock, Capt. J. P. Jack, will leave for Cincinnati and Louisville today at noon. Passengers will find her an excellent craft, with splendid accommodations, and experienced and courteous officers. Mr. Barnet still retains charge of the office.....The favorite steamer Key West, Capt. Evans, is announced for Cincinnati this evening. The clerk is Mr James Mellon, a gentlemanly and popular officer on the Western waters.....The S. O. Baker, Capt. Laughlin, will be found at the landing this morning ready to receive freight and passengers for Oil Creek and points between here and Parkersburg.....The John A McCullough, the Wheeling packet for today, leaving at 12 o'clock

Steamboats.

FOR CINCINNATI AND LOUISVILLE.—The splendid steamer BEN BRANDIS, Capt. J. P. Jack, will leave for the above and all intermediate ports, on WEDNESDAY, 24 inst., at 12 o'clock. For freight or passage apply on board, at the foot of Market street. oct2

FOR WHEELING & PARKERSBURG.—The splendid steamer B. O. BAKER, Capt. Laughlin, will leave for the above ports, on THIS DAY, the 26 inst. For freight or passage apply on board.

FOR CINCINNATI AND LOUISVILLE.—The fine steamer KEY WEST NO 2, Capt. W. S. Evans, will leave for the above and all intermediate ports on THIS DAY, 26 inst., at 4 o'clock. For freight or passage apply on board or to

sep30 ... J. D. LIVINGSTON & CO., Agents.

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer UNCLINE, Capt. John Woodward, 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

sep30 ... J. D. LIVINGSTON & CO., Agents.

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

fe20 ... J. E. LIVINGSTON & CO., Agents.

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer GRAHAM, Capt. Ayres, 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. PIERSON & CO., Agents, Zanesville. se14

REGULAR WHEELING PACKET.—The fine steamer MINNEHA, Capt. 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.
an19 ... No. 114 Water street.

STORAGE IN CELLAR AND ON FOUR STORIES in one of the safest and best Warehouses in the city, at 80 and 81 Water street.

se28 ... ISAIAH DICKEY & CO.

ELEGANT GOLD AND VELVET PAPER HANGINGS for sale by

se28 ... W. P. MARSHALL.

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, at thy 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.

octl5yd ... E. FRENCH, Proprietor.

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnahan, A. Cameron, John Irwin, Jr.

PETROLEUM

Of light gravity, from the wells of the company, Oil Creek, in Venango county, constantly on hand and for sale.

Office at T. H. Nevin & Co's, mytl3yr ... No. 86 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 OHKES, 84 FTH & 00 St. Water and First streets. m2:6m

PATENT SHOES
FOR
SMOOTHING IRONS.

No more trouble cleaning Flat Irons.
No more trouble over red hot stoves on rainy da
No more grumbling about soiled shirts or dre
No more troublesome Sad Irons.
But the good old FLAT IRON fitted with the BRASS SLIPPER, at

NO. 55 FIFTH STREET,
Opposite the Post-Office.

feb13-1yd&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 free 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, for sale by

JOHN W. CANFIELD & CO.

Ayer's Sarsaparilla

A compound remedy, designed to be the most effectual *Alterative* that can be made. It is so concentrated extract of Para Sarsaparilla, so combined with other substances of still greater alterative power as to afford an effective antidote for the diseases Sarsaparilla is reputed to cure. It is believed that such a remedy is wanted by those who suffer from Strumous complaints, and that one which will accomplish their cure must prove of immense service to this large class of our afflicted fellow-citizens. How completely this compound will do it has been proven by experiment on many of the worst cases to be found of the following complaints:—

SCROFULA AND SCROFULOUS COMPLAINTS, ERUPTIONS AND ERUPTIVE DISEASES, ULCERS, PIMPLES, BLOTCHES, TUMORS, SALT RHEUM, SCALD HEAD, SYPHILIS AND SYPHILITIC AFFECTIONS, MERCURIAL DISEASE, DROPSY, NEURALGIA OR TIC DOULOUREUX, DEBILITY, DYSPEPSIA AND INDIGESTION, ERYSIPELAS, ROSE OR ST. ANTHONY'S FIRE, and indeed the whole class of complaints arising from IMPURITY OF THE BLOOD.

This compound will be found a great promoter of health, when taken in the spring, to expel the foul humors which fester in the blood at that season of the year. By the timely expulsion of them many rankling disorders are nipped in the bud. Multitudes can, by the aid of this remedy, spare themselves from the endurance of fetid eruptions and ulcerous sores, through which the system will strive to rid itself of corruptions, if not assisted to do this through the natural channels of the body by an alterative medicine. Cleanse out the vitiated blood whenever you find its impurities bursting through the skin in pimples, eruptions, or sores; cleanse it when you find it is obstructed and sluggish in the veins; cleanse it whenever it is foul, and your feelings will tell you when. Even where no particular disorder is felt, people enjoy better health, and live longer, for cleansing the blood. Keep the blood healthy, and all is well; but with this pabulum of life disordered, there can be no lasting health. Sooner or later something must go wrong, and the great machinery of life is disordered or overthrown.

Sarsaparilla has, and deserves much, the reputation of accomplishing these ends. But the world has been egregiously deceived by preparations of it, partly because the drug alone has not all the virtue that is claimed for it, but more because many preparations, pretending to be concentrated extracts of it, contain but little of the virtue of Sarsaparilla or any thing else.

During late years the public have been misled by large bottles, pretending to give a quart of Extract of Sarsaparilla for one dollar. Most of these have been frauds upon the sick, for they not only contain little, if any, Sarsaparilla, but often no curative properties whatever. Hence, bitter and painful disappointment has followed the use of the various extracts of Sarsaparilla which flood the market, until the name itself is justly despised, and has become a synonyous with imposition and chest. Still we call this compound Sarsaparilla, and intend to supply such a remedy as shall redeem the name from the load of obloquy which rests upon it. And we think we have ground for believing it has virtues which are irresistible by the ordinary run of the diseases it is intended to cure. In order to secure their complete eradication from the system, the remedy should be judiciously taken according to directions on the bottle.

PREPARED BY
DR. J. C. AYER & CO.
LOWELL, MASS.
Price, $1 per Bottle; Six Bottles for $5.

Ayer's Cherry Pectoral

has won for itself such a renown for the cure of every variety of Throat and Lung Complaint, that it is entirely unnecessary for us to recount the evidence of its virtues, wherever it has been employed. As it has long been in constant use throughout this section, we need not do more than assure the people this quality is kept up to the best it ever has been, and that it may be relied on to do for their relief all it has ever been found to do.

Ayer's Cathartic Pills,

FOR THE CURE OF

Costiveness, Jaundice, Dyspepsia, Indigestion, Dysentery, Foul Stomach, Erysipelas, Headache, Piles, Rheumatism, Eruptions and Skin Diseases, Liver Complaint, Dropsy, Tetter, Tumors and Salt Rheum, Worms, Gout, Neuralgia, as a Dinner Pill, and for Purifying the Blood.

They are sugar-coated, so that the most sensitive can take them pleasantly, and they are the best aperient in the world for all the purposes of a family physic.

Price 25 cents per Box; Five boxes for $1 00.

Great numbers of Clergymen, Physicians, Statesmen, and eminent personages, have lent their names to certify the unparalleled usefulness of these remedies, but our space here will not permit the insertion of them. The Agents below named furnish gratis our AMERICAN ALMANAC in which they are given; with also full descriptions of the above complaints, and the treatment that should be followed for their cure.

Do not be put off by unprincipled dealers with other preparations they make more profit on. Demand AYER'S, and take no others. The sick want the best aid there is for them, and they should have it.

All our remedies are for sale by

B. A. FAHNESTOCK & CO., Pittsburgh, Agents, and sold by all Druggists and Dealers everywhere. [sel4,1y

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; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire one and a half inches wide by five eighths of an inch thick, fastened with one screw bolt and nut in each felloe; hubs made of gum, the spokes and felloe of the best white oak, free from defects; each wheel to have a hand and band of hickory 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 blind 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-fourths of an inch diameter; the front axle to have a 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; axletree 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 screw 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 tolster, (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 this width to the back end of the tongue, jaws at the hounds one foot eight inches long and three inches square at the irons 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 and a half inch long 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 the 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 under side of the 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 four feet long from under the front axletree, and take two bolts through the tongue, 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 slides 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 pin; the bolster four feet five inches long, and five inches wide, by three inches deep, with strap 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 sticks 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 six inches, and from the centre of king-bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; 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 iron axletree; iron plates six inches long, three inches wide, and one eighth of an inch thick on the coupletree and forgeed 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 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 nail in each corner, and four counterunk nails on the top; two bands 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 stapples and line rings.

Two pair of Hames to suit, made of white oak rods, bound with hooks, breast rings 1¼ inch square, staples and line rings.

Two pair of Hame Straps. Lower one 5 feet 6 inches long, 2½ inch wide; upper one 4 feet 6 inches long, 2½ inch wide; upper one 4 feet 6 inches long, ⅝ inch wide.

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; check pieces each 10 inches long, 1¼ inch wide; front piece 1½ inches long, 1¼ inch wide; stay pieces, 13½ inches long, 1¼ inch wide; stay pieces, iron blinds to crown piece, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 6¼ inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 8 lbs to the dozen.

Two Pair Chain Pipes, 2 feet long, 2¼ inches wide.

Two Pair Trace Chains, 7 feet long, 14 links to the foot, of No 8 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, 8 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 8 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 strips; stirrup leathers 6 feet 1 inch long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 18¼ 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, " " "

Two Pair Chain Pipes, " " "

Two Pair Trace Chains, " " "

Two Crappers and Hip Straps. Back strap 6 feet long, tapering from 3¼ inches to 2½ inches wide. Hip Straps each 2 feet 6 inches long, 1½ inch wide, each with a hook at one end.

Two Back Bands, 3 feet 4 inches long, 3¼ inches wide.

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

One Coupling Strap, 5 feet 6 inches long, 3¼ 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, 31 feet long, ⅝ inch wide, with a buckle at one end, and an S hook 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—3 bar.

The whole to be packed in a box about 21 inches wide, 14 inches deep, 32 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 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 38 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 inclosed on the envelope indorsing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to:

Major D. H. VINTON,
Quartermaster U. S. Army.

SUNDRIES—
500 bbls. prime Plankinton Molasses,
100 do assorted brands Syrup,
250 bags Coffee,
80 boxes assorted brands Tobacco,
40 cattles do do do
100 half chests Young Hyson and Black Teas,
80 cattles do do do do
100 boxes Rosin Soap,
50 do Glass do
50 do German Soap,
25 do Mould Candles,
25 do Star do
20 do Oval do
140 dozen Brooms,
In store and for sale by

BROWN & KIRKPATRICK,
se5 ... Nos. 191, 193 Liberty street.

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

BROWN & KIRKPATRICKS.
se7

INDIA RUBBER BLANKETS, for soldiers' use, for sale at the India Rubber Depot, no and 23 St. Clair street. J. A. H. PHILLIPS.

BROOMS.—50 doz. for sale by

se7 ... HENRY H. COLLINS.

PROPOSALS.

Sealed and the work in all its parts faithfully executed in the best workmanlike manner.

The work may be st