RELIGIOUS INTELLIGENCE.

The London "Times" contains a letter from Naples giving an interesting account of the organization of a society under the name of the "Liberal Clerical Association of Southern Italy." Its principal objects are to assist in forming a united Italy, and in providing for the priests who have been suspended. The ultimate object is, however, church reform in matters of discipline. The bishops for instance they maintain, should be chosen by universal suffrage, as they do not believe that the Holy Spirit can be sent in a portmanteau by the hands of the Pope's messengers. The means by which it endeavors to carry out its programme are the press, books, and preaching in prisons and hospitals and wherever an opportunity presents itself. Branches have been established East, West, North and South. Petitions are in circulation for the signatures of priests memorializing the Pope to give up his Temporal power, as the only means of safety to the church.

—A Presbyterian minister writes from Waluku that the Presbyterians are much engaged to perpetuate the institutions of the gospel planted by their instrumentality in the Sandwich Islands. Several pastors residing at Maui and neighborhood met and organized themselves into a Presbytery, entitled, "The Presbytery of Maui and Molokai." They licensed two native candidates for the ministry and have others under their care preparing for the work. For the present their standard is the Book of Discipline of the Presbyterian Church in the United States, and are not to be connected with either the Old or the New School Assembly.

—Rev. M. B. Grier, late pastor of the First Presbyterian Church in Wilmington, North Carolina, has been appointed an assistant editor of that excellent paper, "The Presbyterian," published in Philadelphia. Mr. Grier is a strong advocate for the integrity of the Union, consequently he had to seek a Northern clime.

—From the tone of a recent article in the "Episcopal Recorder," serious apprehensions are felt that a "a separation between the advocates and rejectors of sacramental Episcopacy seems imminent." This is owing to the assumption by Bishops Lay, Polk, and others of "the absolute power of the Bishop as the divine representative, to govern his diocese, and alter its liturgy and government at his pleasure." This power has been assumed in all the seceding States, with the exception of the diocese of North Carolina. The Low-Church Episcopalians, it is expected, will wage a vigorous and persistent warfare.

—The proposition of the Free Presbyterian Church of the province of New Brunswick, lately made to the Synod of the Church of Scotland, in the same province, for a union of the two bodies, was declined. The union may be effected hereafter, as there are no differences in doctrine or polity of much importance. It is stated the two bodies, if united, would only contain thirty-four ministers.

—An English (Bulwark) paper says that nearly 145 Popish priests are now employed as officiating chaplains to the soldiers in Great Britain and Ireland, exclusive of the colonies and India, at a cost to the nation during the past year of $23,725. In addition to these twenty-one priests have been commissioned chaplains, and permanently ranked as officers. It is supposed not less than $90,000 a year are expended by the government in disseminating Popery, in connection with the British army.

—Mr. Dayton, our Minister to France, recently declined an invitation of the Prussian Ambassador to attend a festival because the celebration took place on the Sabbath.

—The fourth anniversary of the noon-day prayer meeting, inaugurated in the Fulton Street Church, New York, September 23, 1857, was properly observed Monday a week ago in that city, and also in the Sansom street Church Philadelphia.

—The First United Presbyterian Synod of the West, met in Dr. Presly's Church, Allegheny city, on Tuesday evening, and was opened with a sermon by the Rev. Dr. Kerr, of the United Presbyterian, Moderator of last year—text Titus 1. 5. Wednesday morning, Rev. Dr. J. S. Easton of Steubenville Presbytery was elected Moderator, and Revs. R. A. Browne and J. G. Brown, clerks.

—A beautiful monument has lately been erected in Mount Olivet Cemetery, near Baltimore, to the memory of Francis Asbury, the apostle of American Methodism, and also to Enoch George, John Emory and Beverly Waugh, who succeeded him in the Episcopal office.

—The Episcopalians are about establishing a Theological Seminary in Philadelphia.

—The "Examiner" says Rev. J. Graves, now chaplain of one of the rebel regiments, and formerly the slashing editor of the "Tennessee Baptist," has been preaching a sermon on the blockade and the Bible, in which he is reported to have said that "the Lincolnites had effectually blockaded us, by the blockade, from getting Bibles for our soldiers, and it was a matter of humiliation with the North that we were deprived of the means of the gospel, and must become heathens."

—The publishing establishment of the American Mission in Madras has printed more than three hundred million pages of missionary matter in several languages.

—The "Christian Intelligencer" (Reformed Dutch) quotes the following words, as bearing on receiving the Sacrament of the Lord's Supper, of any professed Christians [illegible] who defend or apologize for the Southern rebellion: "All those [illegible] to raise discord, sects, and [illegible] in Church or State."

—[illegible] Since the convention in June last, [illegible] Lutheran Synod, says the "Lutheran," a very encouraging [illegible] has been made in this body. Five [illegible] have taken charge of [illegible] in its bounds.

—Rev. J. C. Butler, pastor of the [illegible] Church in Washington [illegible] appointed Chaplain of [illegible]

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

[Reported specially for the Pittsburgh Gazette.]

FRIDAY, October 4, 1861.

FLOUR—There is a little more activity in the Flour market, without, however, any particular change in quotations. The demand although light, is improving, and the transactions are more liberal. Sale of 200 bbls Family at $4,30; 30 do do at $4,25; 60 do do at $4,40@4,50; 15 do do at $4,50 for Family and $5,50 for Fancy; 250 do Family on private terms.

GROCERIES—There is a good local demand for Groceries at full prices. Sale of 8 hhds Sugar at 10c; 7 do do at 10@10½c; 10 bbls Molasses, to country, at 45c; 25 do do at 50@52c; 20 bags prime Rio Coffee at 17c; 20 do do at 16½@17c.

BACON—dull but unchanged, sale of 3,000 lbs Shoulders at 5¾@6c; 4,000 do Plain Hams at 8c.

GRAIN—Oats unchanged; sale from store, in two lots, of 300 bush at 25c. Corn steady; sale on wharf of 70 bush prime at 41c.

CHEESE—in fair demand while prices are firm but unchanged; sale of 15 boxes W R at 6½c; 150 do do at same figure.

POTATOES—Sale of 100 bush prime Neshannocks at 35c ⅌ bush.

WHISKY—dull; sale of 15 bbls Common at 15c ⅌ gall—cash.

PEARLS—Sale of 13 casks at 5¼c ⅌ lb.

BROOMS—Sale of 15 doz at $1,50 for Common, and $2,50 for Fancy.

GREEN APPLES—plenty; sale of 25 bbls at $1,25@1,50 ⅌ bbl.

SEEDS—Sale of 24 bush Flax at $1 ⅌ bush. Clover and Timothy dull at previous rates.

EGGS—Sale of 200 doz at 8½c ⅌ doz.

DRIED APPLES—firm with a good demand; sale of 10 bbls at $1 ⅌ bush.

MONETARY AND COMMERCIAL.

CINCINNATI MARKET, October 3.—Flour—There was a better local demand, and this, with the favorable advices from New York, made the market firmer. The sales comprise 700 bbls $3,90 for superfine, $4,00@4,10 for extra, and $4,20@4,40 for fancy and family.

Whisky—The market is steady, with sales of 600 bbls at 14@14½ cents, the latter rate for wagon.

Provisions—Nothing done in Mess Pork; though holders are firm. In the absence of sales we must quote it nominal at $13. Lard is firm but quiet at 8½c. A good demand for clear Bacon Sides for army purposes, and there have been some considerable purchases made on Louisville and St. Louis accounts, but the terms were kept private. We understand that the army contract for Bacon at Louisville, was taken at $4,90@5,90 and $6,90 for Shoulders, Sides and clear Sides. 100 hhds bacon shoulders sold at 4¾c, and 140 hhds bacon sides at 6¼@6⅝c. Lard firm at 8c.

Groceries—The market firm at full prices. 250 bgs common Coffee sold at 15½c, and 27 hhds Sugar at 6¼@6½c. Coffee ranges from 15½ to 17c, and Molasses from 45 to 46c.

CHICAGO MARKET, October 2.—Under the influence of the Bohemia's news, the general markets for breadstuffs improved, but an upward tendency in freights, as well as a scarcity of currency checked the advance.

There was a fair demand for flour, but sellers were holding at an advance of 10@25c ⅌ bbl, which was beyond the limits of buyers, and the transactions were consequently light at a shade higher prices. About 3 200 bbls of all kinds changed hands at $3,80@4,87½ for fair to choice spring extras, and $3 for spring superfine.

The wheat market opened very firm, and prices advanced 1@2c on spring, and 3c on winter, but towards the close, owing to an advance in freights and less buoyant news by the Niagara, the advance was lost. About 90,000 bush of all kinds changed hands at 94½c for No 1 White; 86c for No 1 Red; 80c for No 2 Red; 74@75c for No 1 Spring; and 72@74c for No 2 Spring.—Trib.

NEW BEDFORD OIL MARKET, Week ending Sept. 30.—Sperm—The market remains unchanged. The transactions since our last include sales of parcels amounting to 2,535 bbls, [illegible] bbls for export, and the balance to trade at $1,25 ⅌ gall. Whale—The sales for the week embrace 1,200 bbls, for export, at a price not transpired, and for manufacturing 600 bbls in lots, at 50@52c ⅌ gall, according to quality. Whalebone—Nothing doing.

Imports of Sperm and Whale Oil and Whalebone into the United States:

	Bbls Sp.	Bbls Wh.	lbs Bone
From Jan 1 to Sept 30, 1861	54 067	120,259	880,200
Same time last year	63 253	182,595	1,019,500

—[Whalemen's Shipping List.

Imports by River.

ZANESVILLE—per Lizzie Martin—13 hhds tobacco, 120 bbls flour, 20 do apples, 1 do eggs, Clarke & co; 20 do oil, A Brown; 80 quarter sks flour, Voeghtley & Kopp; 1 do eggs, 4 do butter, 7 do sweet potatoes, J A Fetzer; 24 do do, 3 do pawpaws, Mr Beech; 43 bbls wheat, 121 sks oats, 53 empty bbls, Allen, McCormick & co; 280 sks bran, 107 do middlings, str Lizzie Martin 31 sks oats, 90 head hogs, owner on board.

CINCINNATI—per Capitola—203 bbls flour, J S Liggett & co; 200 do do, D Wallace; 800 bgs wheat, Clarke & co; 1 bx, Kegerton & Stewart.

WHEELING—per John T McCombs—225 bgs wheat 60 rolls leather, 13 kgs butter, 21 cks bacon, 268 bbls oil, Clarke & co; 253 do do, Fleming & bros; 6 sks timothy seed, Frank Van Gorder; 118 sks wheat, J L Noble; 1 bx g ware, Wm McCully & co; 69 bgs wheat, D Wallace; 99 do corn, W H Hagin; 3 cks scrap iron, Moorhead & co; 36 flour bbls, Edgerton & Stewart; 8 bbls sweet potatoes, Jas A Fetzer; 25 do potatoes, 38 flour, McManis; lot scrap iron, J Swaggin.

Imports by Railroad.

PITTSBURGH & CLEVELAND RAIL ROAD—October 2—1 bbl eggs, R Poeb; 40 sks wheat, Jas A Fetzer; 11 bbls eggs, J B Canfield & co; 21 bdls chairs, F Wolker; 18 bbls apples, L H Voigt & co; 31 do do, J B Sweather; 40 do do, J Grazier; 61 bbls flour, Brown & Kirkpatrick; 22 sks rags, R B Godfrey; 3 bbls eggs, R Glyde; 57 bales hops, Rhodes & Verner; 15 bbls apples, Bock & Lesser; 516 bush wheat, L Wilmarth.

PITTSBURGH, FT WAYNE & CHICAGO RAIL ROAD—October 2—2 bbls sauer kraut, J B Nichol; 2 bbls old copper, A Bradley; 5 bbls oil, Forsyth & bro; 2 bbls flour, Jarolowski & bro; 245 empty bbls, W P Woolridge; 5 bbls oil, C Thumm & co; 3 kgs lard, L H Voigt & co; 4 bbls apples, Graham & Thomas; 31 bxs tob, Kay & co; 100 bbls flour, Jones & Laughlin; 112 empty bbls, T H Nevin & co.

RIVER NEWS.

The river continues to fall steadily, with 7 feet 2 inches by the pier marks last evening. The weather was cloudy, warm and unsettled, with indications of rain......The arrivals were the John T. McCombs from Wheeling, Lizzie Martin from Zanesville, and Capitola from Cincinnati. The J. B. Ford, for Portsmouth, and Lavina Logan for Cincinnati, constitute the departures, beyond the local packets. The Sallie List from Cincinnati was due yesterday, but was probably detained by fog. She will doubtless be found at the wharf this morning......The Allegheny Belle and Echo arrived from Franklin with fair cargoes. The Venango from the same point was due last evening.—The Key West, Capt. W. S. Evans, clerk Jas. Mellon, will clear for Cincinnati this morning at 10 o'clock without fail......The Argonaut, Capt. J. W. Porter, is announced for Cincinnati and St. Louis this evening......The Gallipolis packet Undine, Capt. John Woodburn, will leave this evening as usual at four o'clock. Mr. James McVay still retains charge of the office, a sufficient guarantee that the business department will be attended to with promptness and dispatch......The Jacob Poe Capt. Wm. Stoops, will probably get off for Cincinnati and Louisville this evening. If not she will leave on Monday positively......The Sallie List, Capt. Russell, is announced for Cincinnati this evening......The Rocket, Capt. Wolfe, was due from Portsmouth last night. She returns to-day at noon.

Steamboats.

FOR CINCINNATI AND ST. LOUIS.—The fine steamer ARGONAUT, Capt. J. W. Porter, will leave for the above and all intermediate ports, on SATURDAY, at 4 o'clock. For freight or passage apply on board or to
oc4 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI.—The fine passenger steamer SALLIE LIST, Capt. J. T. Russell, will leave for the above and all intermediate ports, on SATURDAY, 5th inst., at 4 o'clock. For freight or passage apply on board.
oc4

FOR CINCINNATI AND LOUISVILLE.—The splendid passenger steamer JACOB POE, Captain Stoops, will leave for the above and all intermediate ports on SATURDAY, 5th inst., at 4 o'clock p. m. For freight or passage apply on board, or to
oc4 J. B. LIVINGSTON & CO., Agents.

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, 5th inst., at 4 o'clock. For freight or passage apply on board or to
se30 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
se30 J. B. 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
se30 J. B. LIVINGSTON & CO., Agents

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.
au18 No. 116 Water street.

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. au14

R[illegible]
IN POWDER.
AN AGREEABLE REFRIGERANT AND LAXATIVE.
[illegible]

Stoves, Ranges, Grates, &c.

STOVES. STOVES.

D. De HAVEN & SON, MANUFACTURERS OF STOVES.

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

We invite 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.

jy18:lyd D. De HAVEN & SON.

JAS. B. YOUNG. T. YOUNG.

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

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

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

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

ETNA STOVE WORKS.

A. BRADLEY, Manufactures every variety of COOK, PARLOR AND HEATING STOVES, GRATE FRONTS, FENDERS &c. &c. &c.

Sole Proprietor of the celebrated PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS.

Office and Sales Room, No. 4 Wood Street, PITTSBURGH, PA. ja6:ly

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., Sole Proprietors,
[Established in 1778.] No. 19 Broad street, N. Y. oc30:ly

Miscellaneous.

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.

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

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

RATES OF PASSAGE:
FIRST CABIN......$75 | STEERAGE......$30
do to London......$80 | do to London......$33
Steerage Return Tickets good for Six Months......$60

Passengers forwarded to Paris, Havre, Hamburgh, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.

Persons wishing to bring out their friends can buy tickets here at the following rates, to New York: From Liverpool or Queenstown; 1st Cabin, $75, $85 and $105. Steerage from Liverpool $40. From Queenstown $30.

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

These Steamers have superior accommodations for passengers, and carry experienced Surgeons. They are built in Water-tight Iron Sections, and have Patent Fire Annihilators on board.

JOHN G. DALE, agent, 15 Broadway, N. Y., or
JOHN THOMPSON, Agent,
mh15-tf 410 Liberty street, Pittsburgh.

JACKSON & TOWNSEND, PORK PACKERS AND DEALERS IN PROVISIONS, No. 12 Fourth street,

Have on hand a fine assortment of Bacon, Lard and Pork, most of which is of their own cure.

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS.

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls, firkins and pails. Put up expressly for family use, and all of their own rendering.

GREASE, suitable for rolling mill purposes. au3

THE CO-PARTNERSHIP OF JONES & LAUTH expired by limitation on the 1st day of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlins.

LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership under the firm of JONES & LAUGHLINS, in the business of manufacturing and dealing in iron, (in succession to the firm of Jones & Lauth,) in which firm the general partners are Benjamin F. Jones, Thomas M. Jones, George W. Jones, Henry A. Laughlin, and Irwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock of said partnership, which is to commence as of the 1st day of August, 1861, and to terminate on the 1st day of August, 1866.

B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.

September 16, 1861. se17.2m

SALE OF FORFEITED STOCK.

The following Stock in the Dacotah Mining Company, forfeited for non payment of assessment of 50 cts. per share, payable on the 1st of July last, will be sold at Public Auction, by J. G. DAVIS & CO., at their Auction Rooms, on Fifth street, in the City of Pittsburgh, Pa., on MONDAY, the 21st day of October, 1861, at 10 o'clock, a. m., viz:

300	shares	represented	by	certificate	No.	502
200	do	do	do	do	do	511
334	do	do	do	do	do	512
180	do	do	do	do	do	517
2000	do	do	do	do	do	36

200 do standing in name of Spang, Vila & Co. No certificate issued.

By order of the Board of Directors.
JAMES M. COOPER,
se30:1md Sec'y & Treas. Dacotah Mining Co.

VALUABLE IMPROVEMENT In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on Sept. 4th, 1860, to Thomas Beach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is obtained, no matter what be the thickness of the mass of iron to be hammered—thereby effecting a great increase of power where large pieces of metal are to be operated upon, and a corresponding saving of expense.

The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license sale, &c.

P. S. WEAVER,
THOMAS BEACH,
oc5:3tdlf Freeport, Armstrong co., Pa.

FRUIT TREES, INDUCEMENT TO PURCHASERS.

A very large stock of choice 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—30,000 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.

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

EVERGREENS from 1 to 8 feet, by the hundred, cheap; also, SHADE TREES AND SHRUBBERY wholesale and retail.

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. mh2:daws JOHN MURDOCH, Jr.

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, mylctm No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON, REFINERS AND DEALERS IN PURE CARBON OIL, (Quality Guaranteed.) PITTSBURGH, PA.
[illegible]

ILLINOIS CENTRAL

RAIL-ROAD.

Homes for the Industrious IN THE GARDEN STATE OF THE WEST!

THE ILLINOIS CENTRAL RAILROAD COMPANY HAVE FOR SALE 1,200,000 ACRES OF Rich Farming Lands! IN TRACTS OF FORTY ACRES AND UPWARDS ON LONG CREDITS AND AT LOW PRICES!

MECHANICS, FARMERS AND WORKING MEN!

The attention of the enterprising and industrious portion of the community is directed to the following statements and liberal inducements offered them by the *ILLINOIS CENTRAL RAILROAD COMPANY,* which, as they will perceive, will enable them, by proper energy, perseverance and industry, to provide

Comfortable and Permanent Homes

for themselves and families, with, comparatively speaking, very little capital:

LANDS OF ILLINOIS.

No State in the Valley of the Mississippi offers so great an inducement to the settler as the State of Illinois. There is no portion of the world where all the conditions of climate and soil so admirably combine to produce those two great staples, corn and wheat, as the Prairies of Illinois.

RICH ROLLING PRAIRIELANDS!

The deep rich loam of the prairies is cultivated with such wonderful facility that the Farmers of the Eastern and Middle States are

Moving to Illinois in great numbers.

The area of Illinois is about equal to that of England, and the soil is so rich that it will support twenty millions of people.

EASTERN AND SOUTHERN MARKETS!

These lands are contiguous to a railroad 700 miles in length, which connects with other roads and navigable lakes and rivers, thus affording

an unbroken communication

with the Eastern and Southern markets.

APPLICATION OF CAPITAL.

Thus far capital and labor have been applied to developing the soil; the great resources of the State in COAL and IRON are almost untouched; the invariable rule that the mechanic arts flourish best where food and fuel are cheapest, will follow at an early day in Illinois, and in the course of the next ten years the natural laws and necessities of the case warrant the belief that at least *FIVE HUNDRED THOUSAND PEOPLE* will be engaged in the State of Illinois in the various

Manufacturing Employments.

RAILROAD SYSTEM OF ILLINOIS.

Over 100,000,000 of private capital have been expended on the railroad system of Illinois. Inasmuch as part of the income from several of these works, with a valuable public fund in lands, goes to diminish the State expenses, the taxes are light, and must, consequently, every day decrease.

THE STATE DEBT.

The State Debt is only $10,106,398 14, and within the last three years has been reduced $2,959,746 80, and we may reasonably expect that, in ten years it will become extinct.

PRESENT POPULATION.

The State is rapidly filling up with population; 868,025 persons having been added since 1850, making the present population 1,719,496—a ratio of 102 per cent, in ten years.

AGRICULTURAL PRODUCTS.

The agricultural products of Illinois are greater than those of any other State. The products sent out during the past year exceeded 1,500,000 tons. The wheat crop of 1860 approaches 35,000,000 bushels, while the corn crop yields not less than 140,000,000 bushels.

FERTILITY OF SOIL.

Nowhere can the industrious farmer secure such immediate results for his labor as upon these prairie soils, they being composed of a deep, rich loam, the fertility of which is unsurpassed by any on the globe.

TO ACTUAL CULTIVATORS.

Since 1854, the Company have sold 1,300,000 acres. They sell only to actual cultivators, and every contract contains an agreement to cultivate. The road has been constructed through these lands at an expense of $30,000,000. In 1850 the population of forty-nine counties through which it passes was only 335,598, since which 479,293 have been added, making the whole population 814,491—a gain of 143 per cent.

EVIDENCES OF PROSPERITY.

As an evidence of the thrift of the people, it may be stated that 600,000 tons of freight, including 8,600,000 bushels of grain and 250,000 barrels of flour, were forwarded over the line last year.

EDUCATION.

Mechanics and Working Men will find the Free School system, encouraged by the State, and endowed with a large revenue for the support of schools. Their children can live in sight of the church and school house, and grow up with the prosperity of the leading State in the Great Western Empire.

PRICES AND TERMS OF PAYMENT.

The prices of these lands vary from $6 to $25 per acre, according to location, quality, &c. First-class farming lands sell for about $10 or $12 per acre, and the relative expense of subduing prairie land as compared with wood land is in the ratio of 1 to 10 in favor of the former. The terms of sale for the bulk of these lands will be

One Year's Interest in Advance,

at six per cent. per annum, and six interest notes at six per cent., payable respectively in one, two, three, four, five and six years from the date of sale; and four notes for principal, payable in four, five, six and seven years from date of sale, the contract stipulating that one-tenth of the tract purchased shall be fenced and cultivated each and every year, for five years from the date of sale, so that at the end of five years one-half shall be fenced and under cultivation.

Twenty Per Cent. will be deducted from the valuation for cash, except the same should be at six dollars per acre, when the cash price will be five dollars.

Pamphlets, descriptive of the lands, soil, climate, productions, prices and terms of payment, can be had on application to

J. W. FOSTER, LAND COMMISSIONER,
ILLINOIS CENTRAL RAILROAD,
Chicago, Illinois.

For the names of the Towns, Villages and Cities situated upon the Illinois Central Railroad, see pages 188, 189, 190, Appleton's Railway Guide.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellies of the best white oak, free from defects, each wheel to have a sand band and linchpin band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch, by one-quarter inch thick, inside band one inch by three sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six, and one eighth inches in a parallel line, and each axle to be three feet eleven and three 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 lift up, the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three 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 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 plate six inches long, three inches wide, and one eighth of an inch thick on the doubletree and tongue where they rub together, iron plate one 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 nail in each corner, and four countersunk 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, and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

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

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

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

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

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the work faithfully executed, 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 said 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 8 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 8 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 ⅜ 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, ⅜ 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 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 16 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, 3¼ inches wide, with a 3¼ 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 6 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to the dozen pair.

LEAD.

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

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

Two Bridles, same as for wheel harness.

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

Two Belly Bands, " "

Two Pair Chain Pipes, " "

Two Pair Trace Chains, " "

Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps each 2 feet 4 inches long, 1½ inch wide, each with a hook at one end.

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

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

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

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

One Lead Line, 21 feet long, ⅝ 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. 222—8 bar.

The whole to be packed in a box about 18 inches wide, 17 inches deep, 34 inches long, made of 1-inch stuff, coopered, wood hoops or iron as may be required.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors. Breech straps 3 feet 8 inches long, 3½ inches wide, sewed into 4-inch rings of ⅝ inch iron; hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1½ inch wide, side straps 4 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 2 inch buckle; short side 1 foot 5 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, ⅜ 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 11 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 3 inches long, 1 inch wide, short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 5 lbs to the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 3½ inches wide.

Two Pair Trace Chains, 7 feet long, 16 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, 22 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 5 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 6 inches long, 3½ inches wide, with a 3½ 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 6 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 2½ inches wide. Hip Straps with buckles, each 2 feet 6 inches long, 1½ inch wide, with wrought hooks.

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

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

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

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

One Lead Line, 21 feet long, ⅝ 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 222—8 bar.

The whole to be packed in a box about 21 inches wide, 15 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 chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 3 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 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 26 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 indicating 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,
50 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
25 do Opal do
150 dozen Brooms,
In store and for sale by
BROWN & KIRKPATRICK,
au6 Nos. 191 193 Liberty street.

FLOUR—100 bbls. Ex. Family Flour,
100 do do Superfine do
In store and for sale by
au5 BROWN & KIRKPATRICK.

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 [illegible] COLLINS.

Railroads.

IMPORTANT [illegible] persons [illegible] tickets to 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. se10m

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 3:00 A. M., stopping only at principal stations, connecting at Harrisburg with trains direct for Baltimore, and arriving in Philadelphia at 10:15 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 12:30 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 4:00 P. M., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, Gallitzin, Altoona, &c., and arriving in Philadelphia at 5.10 A. M.

ACCOMMODATION TRAINS.

The Johnstown Accommodation Train leaves daily (except Sunday) at 2:30 P. M., stopping at all stations, and running as far as Conemaugh.

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

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

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

Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 6:35 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 11:30 P. M.; Mail, 11:50 A. M.; Fast Line, 12:30 A. M.; Johnstown Accommodation, 10:20 A. M.; First Wall's Station Accommodation, 6:50 A. M.; Second Wall's Station Accommodation, 8:30 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, 6:40 A. M.; Express Train, 4:10 P. M. Returning Trains from Pittsburgh & Connellsville Road, arrive at Pittsburgh, 10:30 A. M. and 6:15 P. M.

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

FARE.

To New York	$12 50	To Baltimore	$9 00
Philadelphia	10 00	Lancester	8 00
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. [illegible]

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	Arrives at	Arrives at	Arrives at
PITTSB'H	COL'M'BS	CIN'TI	IND'APOLIS ST. LOUIS
1235 a m	11:35 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 ROCHES.	Arrives at WELLSV.	Arrives at STEUB.	Arrives at WHEEL'G
12:35 a m	1:20 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	2:15 p m	3:10 p m	4:20 p m
4:00 p m	5:15 p m	6:25 p m		

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

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

Pittsburgh and Cleveland Line.

Leaves PITTSBURGH	Arrives CLEVELAND
12:35 a. m.	6:10 a. m.
12:10 p. m.	5:50 p. m.

The 12:35 a. m. train connects at Bayard for New Philadelphia and stations on the Tuscarawas Branch.

Passengers desiring to go to Sandusky, Toledo, Chicago, or points West, via Cleveland, must be particular to ask for Tickets via Cleveland.

Through Tickets can be procured at the Liberty Street Depot, Pittsburgh.

JOHN STEWART, Ticket Agent

For further information apply to
WILLIAM STEWART, Agent,
At the Company's Office in Freight Station, Penn st.
F. R. MYERS, General Ticket Agent,
ja10-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 EIGHT AND ONE HALF PER CENT A YEAR.

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

President—GEORGE ALBREE.

VICE PRESIDENTS:

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Lubricating Oil, AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by S. C. & J. H. SAWYER.

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

Messrs. S. C. & J. H. SAWYER: Gents—The Lubricating Oil we are getting from you we find to be the best for our purpose we have ever used.

THE L. S. M. R. R. Co.,
no23:tf By WM. BERT, Pres't.

FRESH ARRIVAL OF FISH.—
200 bbls No 3 Large MACKEREL;
200 do No 2 do do
300 hf-bbls Large Mackerel;
100 bbls No 1 Herring;
25 do Baltimore do
10 do do Shad;
100 hf-bbls Lake Herring;
50 do White Fish—on consignment for sale at Eastern prices by
JOHN I. HOUSE & CO.,
no8:tf cor Smithfield and Water sts., Pittsburgh, Pa

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

SUNDRIES—
250 bbls. N. O. Molasses,
150 bags Rio Coffee,
40 half chests Young Hyson Tea,
10 do do Black do
10 do do Imperial do
25 caddies Y. H. Tea, 5 and 13 lbs. each,
40 bbls. Refined Sugar,
36 bbls. Golden and S. H. Syrup,
25 boxes M and B. Tobacco,
10 do Grant's 5's do
10 do Spencer's 5's do
10 do Baxter's 5's do
20 kegs J. C. William's 6 twist Tobacco,
20 caddy boxes ½ lb. lump do
100 boxes Rosin Soap,
25 do Variegated Soap,
25 kegs Bi Carb Soda,
45 boxes do do
In store and for sale by
au6 WATT & WILSON, 255 Liberty st.

FISH—50 bbls. No. 3 Large Mackerel,
25 do do 2 do
25 kitts do 1 do
165 hf-bbls. White Fish,
25 kitts do do
100 hf-bbls. Lake Herring,
for sale by au6 J. S. CANFIELD & CO.

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