**The Situation in Kentucky.**

We are beginning to get awake here in Kentucky, writes a correspondent of the N. Y. Tribune, from Louisville. From the ashes of burned Neutrality, a bird has risen which, if not eagle-eyed in every respect, keeps one eye open. Buckner's bold expedition has aroused a sleeping lion in the people of Kentucky. Invading their soil, in the teeth of legislative action and the Governor's Proclamation, is an argument of "Southern rights" which they cannot comprehend. Young men in Louisville, whose mouths, but a few days since, were full of rebellious cant, declare now they are done with Secession. Oh, what a pity it is we had not watched more closely our military necessities while praying to God and the Legislature for moral effect. Then Bowling Green might have been ours. Then our pickets might have been in Tennessee. But late is better than never. What forethought could have held, prowess must take. Can the Government now see that the railroad through Tennessee to Virginia is the spinal column of rebellion? Will it, even at this late moment, make a mighty effort to break that column?

While every other channel of speedy communication is closed, the great rivers being all in our possession, Rebel regiments are being poured into Kentucky by rail from every point which spare a regiment. Had the road been broken up, by a sudden, unexpected movement, the forces at either end must have given battle, whether prepared or unprepared. Neither horn of their dilemma could have relieved the other, while our innumerable railways would have borne our soldiers across the continent to the points of greatest need. Now, we are upon the defensive. They are menacing one of our greatest thoroughfares, the Ohio River. They are devastating Kentucky, whereas we might have been capturing armories, military depots, and powder mills in Tennessee. Having consumed the States under the iron heel of their usurpation, they are making a desperate effort to quarter their soldiers in the plentiful regions of Kentucky, Illinois, Indiana, and Ohio. And they have the railroad on which to transfer them at pleasure. Where there is something to steal, thither they can throw their starved and naked regiments.

Already it has been widely rumored that two regiments reached Bowling Green from Virginia. The report has been discredited; still it may be true. On the heels of this comes the report that 5,000 Mississippians have joined Buckner's army. What is there incredible in either statement? The one may come in the direction of Memphis, by rail; the other through Knoxville by the same means of conveyance. The transfer is rapid; and a regiment here and there can be spared, without materially weakening the aggregate force at the several points. Why did not this occur to us? Simply because we deal in moral suasion; while they consider military necessity. Let us thank them for that word, and begin to act like men dealing with an enemy.

**Astounding Discovery in France.**

The following sounds very much like the stories of the Arabian Nights, or Sinbad the sailor, but as it comes from a respectable source, we give it for what it is worth:

It has been a great mystery to English bankers, and to the Directors of the Bank of England, how the Bullion of the Bank of France could be so greatly increased within the last three years, while the institution has been constantly sending gold to England, to Germany and to America. Not long since the Bank of France drew some fifteen million francs in silver from the Bank of England, which it paid for in gold bars with the French Mint stamp on them. At its last report it showed a balance of one hundred and seventeen million francs in gold, while the amount one year ago was under eighty million—nearly one-third increase. It is whispered that this abundance of gold is the result of a scientific discovery, which the Emperor Napoleon has secured the monopoly of. Gold is at the present moment manufactured at Paris in a secret manner. The principal articles used are not lead and arsenic; and though it is not known how extensively the precious metal is produced, yet several hundred weight of the material are taken to a certain place on the first of each month. Everything is conducted with the utmost secrecy. None of the workmen are allowed to leave, and nothing definite can be known; but the fact that gold is produced is beyond paradventure. How long Napoleon III will be able to keep this wonderful secret remains to be seen.—[Banker's Reporter.

A NEW COSTUME FOR BOYS.—We see no reason why much good may not result from the absurd fashion of dressing boys in the gorgeous vestments of the Zouaves. In one of his letters to the London Times, Mr. Russell, who saw the same practice in vogue at the South, calls the dress tom-fool costume." Fault, however, is to be found with the colors and not than the cut of the clothes, for in this latter respect, the loose trousers, jaunty jacket and gaiters are infinitely superior to the dress ordinarily worn. In London, Nicoll, the great tailor for boys, successfully introduced a suit something like this a few years ago. If the baggy trousers are made of some stout sober-colored cloth, they are appropriate for all seasons, and economical for boys of all ages up to fourteen, as they will not tear at the knees or rip at the seams, and in their capacious depths, pockets can be made which will hold even the bulky stores of tops, marbles, balls, apples, and strings which boys are so prone to collect. The loose-fitting jacket is graceful in shape and leaves the chest free to expand. The gaiters keep the legs warm from instep to knee, and there is no pantaloon to soak in the mud, or wet the shoe about the ankle. It would be a real public service if some of our leading clothiers would take this reform in hand, and introduce a custom for boys so graceful, economical, and conductive to health and comfort.

**Speculations in Coffee, Sugar and Tea.**

The New York speculators are again at work. A letter from that city says:

A very active speculative movement in coffee, sugar and tea has been in progress here for some time past, the effect of which has been to run up the prices of these almost necessaries of life to figures which places them quite beyond the reach of those who have the most need of them—the poor. In anticipation of the increased duty to which these commodities will soon be subject, the speculators have bought or are buying up and placing in store the surplus stock on hand, in the expectation of commanding their own prices for them. Even now the commonest qualities of brown sugar cannot be purchased at retail at less than 12½ cents per pound, which is an increase of one hundred per cent. upon prices current for the same quality a month ago. The advance on coffee and tea is not so enormous, but it is sufficient to limit consumption to a very perceptible extent, and to make the working classes realize the necessity of abandoning their use. The moderate tax imposed by the government upon these articles will be borne in the same patriotic spirit of self sacrifice which has characterized our people from the beginning of the war, but it is questionable whether as much can be said in regard to the speculators who are thus taking advantage of the necessities of government to add to the burthens of the public for the purpose of enriching themselves.

**A Northern Cotton Tree.**

The N. Y. "Commercial Advertiser" announces an alleged valuable development of the Gossypium Aboreum, or Peruvian cotton tree effected by Mr. R. O. Kendall on his farm in Northern Maryland. It is stated that in its general qualities the fibre of the plant cultivated by Mr. Kendall has been pronounced by cotton brokers equal to the best Sea Island variety.

It seems that Mr. Kendall spent several years in South America, and while exploring the country in the region of the Andes, and not far from the fortieth parallel of latitude, he came upon a magnificent cotton tree, differing in appearance from any plant of the kind that had ever before come under his notice. It was found in the month of May (our November) when the ground was covered with several inches of snow. The elevation of the locality was such that snow usually lay on the ground for three months in the year. At that time the tree had shed its foliage, but the cotton pods remained, having fully burst, and covering the tree with a rich growth of the glossy fibre. Subsequently Mr. K. lighted upon large numbers of the same plant, learned its habits and undertook its culture.

The tree is said by the native to attain the age of nearly a century in some cases. About the third year it begins to yield a crop of bolls without seeds, which grow at its extremity only after the plant has reached maturity. The ginning process is thus effectually dispensed with. Its size is found to average that of the peach in this country the bushy portion forming a beautiful cone resting on a stem which is sometimes six or eight feet high and as many inches in diameter. Mr. Kendall claims that in certain favorable soils and situation two thousand pounds of cotton can be produced from this tree on a single acre, and that half that amount can be depended upon as an average. Five hundred pounds per acre is held to be a good yield from the ordinary plant. Another remarkable statement is that it developes a finer fibre and a longer staple, as it approaches the colder regions. Mr. K. is confident that it can be successfully cultivated on suitable soils in any part of the belt where Indian corn now grows. Mr. Kendall proposes to bring the subject before our business community, in a public lecture.

ONE TO NEGRO LIBERTY.—The pastor of the church in Dayton, Ohio, where Vallandigham attends, the other day gave out the beautiful hymn:

My country, 'tis of thee,
Sweet land of liberty;
Of thee I sing.

Whereupon, Vallandigham wrote the pastor a most scurrilous letter, roundly abusing him for introducing an "ode to negro liberty" into religious exercises.

## Official.

AN ORDINANCE to Authorize the Pennsylvania Railroad Company to erect a temporary Building on the lot where the Duquesne Depot recently stood.

SECTION 1. Be it ordained and enacted by the Mayor, Aldermen and Citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted and ordained by the authority of the same, That full authority is hereby given to the Pennsylvania Railroad Company to erect a temporary frame building, for the receipt and shipment of freight, on the lot of ground in the city of Pittsburgh upon which the Duquesne Depot recently stood.

SECTION 2. That said building shall be constructed upon a plan to be submitted for approval by a joint committee of five from the Common and four from the Select Council, and shall not be used for a longer period than five years, and at the expiration of that time shall be taken down and removed by said Company.

SECTION 3. That it shall be the duty of said Company to employ two or more night watchmen, to remain in and about said building, to guard against fire, and otherwise carefully to conduct themselves in the use of said building. They shall also have two fire-plugs—one at each end of said building—with hose constantly attached.

Ordained and enacted into a law in Councils this 30th day of September, A. D. 1861.

JAMES I. BENNETT,
President pro tem of Select Council.

Attest: R. MORROW,
Clerk of Select Council.

A. G. MCCANDLESS,
President of Common Council.

Attest: H. M'MASTER,
Clerk of Common Council.

In accordance with section two of the above ordinance, the following committee has been appointed to carry its provisions into effect, viz: Messrs. M'Carthy, M'Gorge, Berger and Brown of Select Council, and Messrs. Little, Wilson, Kearns, Fryer and Hill of Common Council.

ROBERT MORROW, Clerk S. C.
HUGH MCMASTER, Clerk C. C.

oct3:td

AN ORDINANCE Authorizing the Grading, Paving and Setting with Curb Stone, Morris Street, from Penn street to Liberty street.

SECTION 1. Be it ordained and enacted by the Mayor, Aldermen and Citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted and ordained by the authority of the same, That the Recording Regulator be and he is hereby authorized and directed to advertise for proposals for the grading, Paving and Setting with Curb stone, Morris Street, from Penn street to Liberty street, in the manner prescribed by the laws and ordinances of the City of the same, and to let the same in the manner directed by an ordinance concerning streets, passed August 31st, 1857.

Ordained and enacted into a law in Councils this 30th day of September, A. D. 1861.

JAMES I. BENNETT,
President pro tem of Select Council.

Attest: R. MORROW,
Clerk of Select Council.

A. G. MCCANDLESS,
President of Common Council.

Attest: HUGH M'MASTER,
Clerk of Common Council. oc4:3td


## 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 AVERAGING 50 CTS. *Prices according to the Bills of Fare.*

**The City Cars take Passengers from any Station THE YOUNG MEN'S Hotel.**

☞ English, French, German and Spanish spoken. 1917-6m

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

**Single Rooms, Fifty Cents Per Day.**

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

Meals, as they may be ordered, in the spacious Restatory. 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.

oct7:1yd R. FRENCH, Proprietor.

**500 BBLS. PRIME N. O. MOLASSES.**

125 bbls. fair good, fair and prime Sugar.
150 boxes 8s, 9s and 10s Lynchburg, Va., Tobacco.
100 bbls. R-fined Sugar.
440 bags 1-5 Coffee.
50 bbls. Pennsylvania Syrup.
for sale by SHRIVER & DILWORTH,
oct3 123 Second street.

**NO. 1 FAT MACKEREL.**—Just received from Boston a lot of prime No. 1 Mackerel, in barrels and kits, for family use, for sale wholesale and retail, at the Family Grocery Store of
P. HAY A. RENSHAW,
sel corner of Liberty and Hand sts.

**SYRUPS! SYRUPS!**

45 bbls. Baltimore Sugar House Syrup;
15 do do Golden do
75 do do Pennsylvania do
6 hhds. do do do
All choice quality. For sale by
SCHOMAKER & LANE,
sel7 105 Liberty street.

**COFFEE, SUGARS AND MOLASSES.**

100 bags prime to choice Rio Coffee,
100 hhds. do do N. O. Sugar,
375 bbls. choice Plantation Molasses,
250 do do Refined Syrup,
200 do do do Sugar,
In store and for sale by
M'DONALD & ARBUCKLE,
sel26 No. 253 Liberty street, near Wood.

**RECEIVING DAILY—**
GREEN APPLES—cooking and eating,
JERSEY SWEET POTATOES,
CHOICE PEARS.
L. H. VOIGT & CO.
se24

**OIL REFINERS**—5 casks cheap Paint for oil barrels, making them perfectly tight. For sale by [sel4] HENRY H. COLLINS.

**NEW ORLEANS CHOICE SUGARS,**—250 hhds. fair to choice, in store and arriving per Packet; 100 bbls. Refined, for sale by
MCDONALD & ARBUCKLE,
sel8 No. 253 Liberty street, near head of Wood.

**Stoves, Ranges, Grates, &c.**

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
Manufacturer of 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,
jel4:1 PITTSBURGH, PA.

ALLEN, MCCORMICK & CO.,
**VALLEY FOUNDRY,**
PITTSBURGH, PA.
Warehouse, No. 53 St. Clair st.
MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc.; Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and Artizan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. no18:tmd

## 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," "Cordials," "Medicated," "Schnapps," is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those *intrinsic* medical qualities (tonic and diuretic) which belong to an article of pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.

Dr. GEO. H. KEYSER, 140 Wood st., Agent.
A. M. SLINGERLAND & CO.,
[Established in 1778.] Sole Proprietors,
oct30:1y No. 19 Broad street, N. Y.

## Petroleum & Carbon Oils.

**CORNPLANTER OIL COMPANY.**
R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnegan, 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,
sep27:1yr No. 82 Wood st., Pittsburgh.

**EAGLE OIL WORKS.**

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

☞ Car Grease and Smoke constantly on hand.

Orders received for the present at GRESS, SMITH & CO'S. Water and First streets. o-2:3m

## Miscellaneous.

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. aug

THE CO-PARTNERSHIP OF JONES & LAUGHLIN, expired by limitation on the first of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlin.

LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership under the firm of Jones & Laughlin, in the business of manufacturing and selling Iron and Nails, at the place of business of said firm, in which firm the general partners are Benjamin F. Jones, Thomas M. Jones, George W. Jones, Henry Laughlin, and Irwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock, 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 F. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.

September 16, 1861. se17:2m

SALE OF FORFEITED STOCK.

The following Stock in the Decotah Mining Company, forfeited for non payment of assessment of 50 cts. per share, payable 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:

500 shares represented by certificate No 542
200 do do do do do 511
144 do do do do do 512
100 do do do do do 517
2000 do do do do do 35
No. 35 standing in name of Spencer, Vila & Co.

No certificate issued.

By order of the Board of Directors.

JAMES M. COOPER,
oc10:1md Sec'y & Treas. Decotah Mining Co.

VALUABLE IMPROVEMENT

In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on the 3rd of July, 1860, to Thomas Bell, for a simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is imparted to the blow, whether at 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 for territory under said patent, A model of said improvement is left at the office of Messrs Bakewell & Ombing, 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 BELL,
Freemont, Armstrong co., Pa.

oct8:6t

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—50,000 if which are three year olds, 10,000 four year old. Pear, 10,000 two to three year old. Peach, Plum, &c., a fine stock.

REMARKS—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. sep16:4mw JOHN MURDOCH, Jr.

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

**NO. 80 ST. CLAIR ST.,**

Four Doors from Liberty st.

sep26:tf

DRIED APPLES, PEACHES, &c.—
2000 bus. bright Apples,
150 " choice Peaches—halves,
200 boxes Cream Cheese,
50 bags packed Butter,
And a general stock of Teas, Tobacco, &c., in store and to arrive, and for sale by
MCDONALD & ARBUCKLE,
se23 Wholesale Grocers, 253 Liberty street.

NEW ORLEANS SUGAR.—110 hhds. fully fair, prime and choice New Orleans Sugar in store and for sale by LITTLE & TRIMBLE,
se14 112 Second street.

LARD OIL.—30 bbls. for sale by
B. A. FAHNESTOCK & CO.,
se16 Corner of Wood and First streets.

INDIA RUBBER COATS, PANTS, Hats, Overalls, Leggings, Gloves, Caps, Cloth coats, Rubbing Mats, &c., for sale at 99 and 53 St. Clair street. [sel1] J. H. PHILLIPS.

SUGAR LEAD—700 lbs. for sale by
B. A. FAHNESTOCK & CO.

PROPOSALS.

SEALED PROPOSALS, till the 21st of October, 1861, at 12 o'clock, M., are invited for supplying the army with Beef Cattle on the hoof, to be delivered at Chambersburg, Harrisburg, or York, in the State of Pennsylvania, as the Government may designate.

Bidders are requested to comply in all particulars with the form of bid published herewith.

Government reserves to itself the right to pay in Treasury notes or other funds it has for disbursement, and to reject any bid and for any cause. No bid will be entertained unless the bidder is present to respond to his bid.

The Government will require 4,000 head under the contract, and will reserve the right to require any additional number up to 16,000 head.

Deliveries to be made weekly in such quantities as may be required.

The Cattle must average 1,200 pounds gross weight and no animal will be received which weighs less than 1,000 pounds gross.

No conditional bid will be received.

The bids to be directed to Capt. A. BECKWITH, U. S. U. S. A., Washington, D. C., and endorsed "Proposals for Beef Cattle."

FORM OF BID.

I, A B, do hereby propose to deliver to the Government good Beef Cattle on the hoof for per hundred pounds gross weight. The Cattle to be delivered at Chambersburg, Harrisburg, or York, in the State of Pennsylvania, as the Government may designate, according to the terms of the enclosed advertisement. The Cattle to be weighed on the scales, and the weight so determined to be the purchase weight. I hereby agree to give a good and sufficient bond for the fulfillment of the contract, and to receive Treasury notes or other Government funds in payment for the Cattle.

Two first delivery of the Cattle will be required to be made about the 10th of November, 1861. oc8:td

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

SEALED PROPOSALS for each class separately, endorsed "Proposals for Class No. (name the class) for the navy yard at (name the yard)," will be received at this office until noon on the 21d day of October next, for furnishing and delivering at the several navy yards named the materials and articles embraced in printed schedules, which will be furnished on application, and sent by mail, if requested, to persons desiring to contract for any or all of the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the navy agent nearest thereto, or by the bureau for any or all of the yards.

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

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

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

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

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

*Form of Offer.*

I, (here insert the name or names composing the firm,) of (name the town,) in the State of (name the State,) hereby offer to furnish under your advertisement dated (date of advertisement,) and sub] ct to all requirements of the same, and of the printed schedule to which it refers, all the articles embraced in Class No. (name the class,) for the navy yard at (name the yard,) according to said schedule, viz: (here paste on the printed class of the schedule, and opposite each article set the price and carry out the amount in the column marked bid for the class,) amounting to (here write the amount in words.)

I propose as my agent (here name the agent if one is required by the schedule,) for the supply under the class mentioned, by a non-resident of the place of delivery; and should my offer be accepted, I request the contract may be prepared and sent to the navy agent at (name the agency,) for signatures and certificate.

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

*Form of Guarantee.*

The undersigned (name of guarantor) of (name the town) and State of (name the State,) and (name of second guarantor, &c.,) hereby undertake that the above named (name the bidder or bidders) will if his (or their) offer be accepted, enter into contract with the United States within fifteen days after the date of notice through the post office of the acceptance of his (or their) offer before mentioned.

Witness: (Signatures of guarantors.)

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

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

PORTSMOUTH, N. H.

Class No 6. White pine, spruce juniper and cypress; class No 9. Gravel and sand; class No 11. Iron, iron nails and spikes. class No 12. Steel; class No 14 Files; class No 16. Ship chandlery; class No 17. Hardware; class No 18. Spars; class No 19. Ship building, packing and hose; class No 20. Iron work, &c.

PHILADELPHIA.

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

WASHINGTON.

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

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

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

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

As proved articles in the full amount of the contract will be required, and twenty per centum as additional security deducted from each payment until the contract shall shall have been completed or concluded, unless otherwise authorized by the Department. On classes of articles headed "Miscellaneous," to be delivered as required during the fiscal year, the twenty per centum retained may, at the discretion of the commandant be paid quarterly on the first of January, April, July and October, when the deliveries have been satisfactory, and the balance (eighty per cent.) will be paid by the respective navy agents within thirty days after the presentation of bills, in triplicate, duly vouched and approved.

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

It will be stipulated in the contract, that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above provided, then and in that case the said parties will forfeit and pay to the United States a sum of money not to exceed twice the amount of such class; which may be recovered from time to time, according to the act of Congress in that case provided, approved March 3, 1842.

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

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

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

All offers not made *in strict conformity* with this advertisement will, at the option of the bureau, be rejected.

Those only whose offers may be accepted will be notified, and contracts will be ready for execution as soon thereafter as may be practicable. sep7:4tw

CEMENT—100 bbls. fresh ground for sale by
sel1 HENRY H. COLLINS.

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 pattern:

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 nine and a quarter inches in diameter, and fourteen and a quarter inches long; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felloe, hubs made of gum, the spokes and felloes of the best white oak, free from defects; each wheel to have a sand band and Hoopless band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six; and one eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. 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 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 bottom and tenter, (the bolster to be four feet five inches long, five inches wide, and three and a half deep,) with four hatchet 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 fit up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue, jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three-sixteenths of an inch thick, fastened on top of the hounds over the front 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 six 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 under sand bands; 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 end 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, distant 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 mortise 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 coupletree and tongue where they run 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 concave nail rails 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-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 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, stretcher, and singletree for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hitch to the second 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, sing and lead 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, to be made of two half pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by one and a half inches wide; tail piece two and a half inches wide and three inches deep; side pieces inside full length of the bed on the coupling pole; kirb 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 lids to be fastened to the front rail with two good strap hinges, to a rap of five-eighth iron round the box a half inch from the top edge, and two straps same size on the lid near the front rail of the box, to keep the lid from eating the boxes; to have a joint hasp fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and set 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 mortises in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive plates three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front end, to secure the lining boards, to be of the best qu