Quarrel Between Floyd and the Officers of the Wise Legion.

It appears that the officers of the Wise Legion have disapproved of General Floyd's conduct and published their opinion in the Richmond Enquirer, at which Floyd is greatly grieved, and sends a letter to the Enquirer, of which the following is an extract:

"In the Enquirer of October 1st, you have published certain letters dated in Camp Defiance, purporting to be written by officers in the 'Wise Legion,' under my command. These persons pretend to narrate my conduct in this campaign, particularly in the late actions on the Gauley and retreat to Meadow Bluff. Their statements are calumniatory falsehoods, having no shadow of truth for their foundation, but their intention, and not less their malignity, is too obvious to permit me to believe that they can be injurious, either to my own reputation or that of the army which I then commanded." He then proposes to leave his reputation to history, and to his 'living countrymen who love justice.' In conclusion, he demands the names of the officers who invented and published the libels against their general, that they may be tried by the military tribunals, and punished according the laws of the army."

To this letter the proprietors and editors of the Enquirer thus reply:

"Enquirer Office, Oct. 10, 1861.

"John B. Floyd, Esq.—Sir: Your letter of Oct. 6 is before us. Not recognizing any authority yourself, either individually or as commander of the army of Kanawha, to demand the names of our correspondents, we decline to comply with your request. "TYLER, WISE & ALLEGRE."

"We decline to furnish the names of our correspondents to Gen. Floyd, because of his purpose to seek his vindication through a court-martial, instead of the usual mode among gentlemen. Whenever General Floyd proposes a personal vindication, the names of our correspondents shall be furnished.

"We shall dismiss the letter with the statement that the characters of our correspondents have never been stained by the suspicion of a crime, and that the charge of falsehood against them is much easier made than proved. They are gentlemen, the equals of Gen. Floyd in every respect, and what they have averred in their communications we believe to be true in letter and spirit."

An Incident in Baltimore.

A letter from Baltimore says: "An officer who came up from Annapolis was walking in the street, when he met a lady who gathered up her skirts close to her and said, "Don't touch me, you vile wretch,' and passed on. The gentleman made no reply, but, turning round followed her to a handsome house on a fashionable street, and, as soon as she entered he ascended the steps and rang the bell. A servant answered the summons, and the officer asked the name of the gentleman residing there, and said that he wished to see him. When he appeared the officer said to him: 'Sir a woman has just entered this house who grossly insulted me on the street a few moments since, and I wish to know if you are responsible for her behavior?' The gentleman turned to the lady, who was standing behind him, and said, 'Anne, come here and apologize to this gentleman. I will not be drawn into scrapes by your insolence. I have told you all along that you would get yourself into trouble by your unbridled tongue, and you wouldn't listen to me; now you may take the consequences.' The lady then came forward and made a full apology, and the officer left the house."

A CONTRABAND.—A stout, hearty negro recently made his appearance at the Collector's office on the Delaware Division, at Easton, on a canal boat, bound for Canada. In reply to several questions put by Mr. Illing he stated that he had made his escape from Virginia, where he had been employed on the entrenchments in General Johnston's division of the Southern army. He was asked if he had worked hard. "You better believe I did," and as evidence of the truth of what he said, he held out his black paws and showed the hard skin in the palm of his hands. One of the hands about the office asked him if he "had a pass." "Oh yes," replied the darkie. "I got a pass—I'se going to New York on my way to Canada." Pulling an old piece of paper out of his pocket he handed it to the collector, saying "dat's de man I want to see." On the paper was written the name of Henry Ward Beecher, New York.

THE seizure of all the pork in New Orleans by the Governor of Louisiana will strike some of the rebel sympathizers and speculators along the Mississippi and Ohio rivers very heavy. Before the close of the Mississippi thousands of barrels of pork were shipped off South in the hope of getting good prices after the embargo was laid, and large quantities were held in New Orleans to take advantage of the advance. It is said that some of the speculators in Louisville, who had intended to assist the rebellion and make money at the same time, will be reduced to beggary by this movement of the Governor of Louisiana.

Steamboats.

FOR CINCINNATI AND LOUISVILLE.—The fine steamer ANGLO-SAXON, E. Dalzell, Master, will leave for the above and all intermediate ports, on SATURDAY. For freight or passage apply on board or to
oc18 D. H. LEWIS, Agent.

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
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
J. B. LIVINGSTON & CO., Agents.

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

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.
No. 114 Water street.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 33 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.

10,000 PEAR TREES.—If persons wishing to plant this Fall, will call at MURDOCH'S OAKLAND NURSERY, they will see some extra Pear Trees. Fourth street cars run out to the Garden every fifteen minutes.

RAISINS—300 boxes Bunch Raisins,
100 hf do do do
100 qr do do do
100 do Layer do do
Just received and for sale by REYMER & BROS.

CORN MEAL—75 bus. fresh ground Corn Meal just received and for sale by
JAS. A. FETZER,
Corner Market and First street.

SUGARS.—Standard, Crushed, Powdered, Granulated, A and B Coffee, Refined Sugars, in store and for sale by
REYMER & BROTHERS,
Nos. 126 and 128 Wood street.

COMMERCIAL RECORD

Weekly Review of the Pittsburgh Markets

(Reported specially for the Pittsburgh Gazette.)

PITTSBURGH, THURSDAY, OCTOBER 17, 1861.

[NOTE.—The quotations given in the following review, it must be understood, are the wholesale prices, except where otherwise noticed; and that in all cases in the filling of small orders to the city and country trade, an advance of three to five ₩ cent will be charged over these quotations.]

APPLES—The receipts continue large, while the demand is fair and prices are steady although unchanged. We note large sales at prices ranging from $1,50 to $2,25 ₩ bbl—mostly at $1,50@2 00.

ASHES—quiet and dull. Sales Pearls 6¼; Soda Ash 3@3¼; Pots range from 4@4¼.

ALE—There is but little demand and shipments are limited. The established rates at present are:

	bbls.	half bbls.
Kennett	$8	$4,00
X	6	3,00
XX	7	3,50
Porter	6	3,00

BACON—The market for Bacon has undergone no particular change; with the exception that it is, if anything, duller and more depressed. The demand is light, and the transactions as a general thing, are restricted to small lots. Shoulders command 6¼c; Sides, 8¼c; Plain Hams 7¾ and Sugar Cured, 9@9½c.

BUTTER AND EGGS—There is a good inquiry for Prime Roll Butter, with but little in market; we note small sales at 12@12½c. Eggs nominal at 9@10c per dozen.

BEANS—There is a good shipping demand for prime small White, with sales at $1@1,25 ₩ bush, according to quality.

BUCKWHEAT FLOUR—We note a sale of 400 lbs (new crop), first of the season, at $2 ₩ cwt.

BROOMS—The following are the rates obtained in the regular way from store: Common $1,25@1,50; Fancy $2,00@2,25; Extra do $2,50@2,75.

BUCKETS AND TUBS—The factory prices (cash, par funds) at Fallston and New Brighton are for Buckets $1,50 @$1,75, and Tubs $4,75@$6,75 ₩ doz. From store, buckets sell in the retail way at $1,75@$2.

CHEESE—The demand for this article is moderate, while prices are steady. We note several large sales of W R at 6¼@ ₩ lb—which may be considered the ruling figure.

CORDAGE—

Manilla Rope, coil 10c ₩ lb	Manilla Rope, cut, 10c ₩ lb
Hemp Rope, coil, 12c ₩ lb	Hemp Rope, cut, 14c ₩ lb
Tarred Rope, coil, 11c ₩ lb	Tarred Rope, cut, 12c ₩ lb
Packing Yarn, fine, 12c ₩ lb	Packing Yarn, com 12½c

BED CORDS—Manilla, $1,50, $2,25@$3,00 ₩ doz.
Hemp, $1,37, $2,00@$2,75 ₩ doz.
Hemp coil, 11 cts ₩ lb.

PLOUGH LINES—Manilla, 87 cts ₩ doz. Hemp, 10c ₩ doz.
No 1 ... 8¾c ₩ yd
No 2 ... 8¼c ₩ yd

CANDLES & SOAP—The following quotations can be relied on as being strictly correct:—Mould and dip candles, 10c; No 1 Rosin soap, 4½c; No 2 do do, 4c; German do, 7c; Chemical Olive do, 4½c; No 1 Toilet (Sawyer's make), 10c; No 2 do do, 7c; Friend to Woman's soap, 7c; Barber's soap, 25c.

COTTON YARNS—The market is firm and an advance has been established. The following are the quotations which are corrected to date:

POUND YARN.			
Nos. 5 to 10 inc've	28 c ₩ lb	No. 16	33 c ₩ lb
Nos. 11 & 12	29 c ₩ lb	No. 17	34 c ₩ lb
No. 13	30 c ₩ lb	No. 18	35 c ₩ lb
No. 14	31 c ₩ lb	No. 19	36 c ₩ lb
No. 15	32 c ₩ lb	No. 20	37 c ₩ lb
DOZEN YARN.			
No. 400	15 c ₩ doz	No. 800	12 c ₩ doz
No. 500	14 c ₩ doz	No. 900	12 c ₩ doz
No. 600	13 c ₩ doz	No. 1000	12 c ₩ doz
No. 700	12 c ₩ doz		
Carpet chain, assorted colors	29c ₩ lb	Twine	27c ₩ lb
Do white, 25 to 35 cuts	27c "	Caulking	18c "
Do 35 to 44c	28c "	Family Batting	22c "
Coverlet Yarn	38c "	Batting, No. 1	20c "
Candlewick	28c "	Do No. 2	18c "
		Do Common	15c "

SHEETINGS.

Eagle ... 11 c ₩ yd
Niagara ... 10½c ₩ yd

CRACKERS—The following are the wholesale prices: water crackers, 5½c ₩ lb; butter, 6¼; sugar 7¼; Boston, 6¼; wine 12½c; pilot bread, $4,50 ₩ bbl.

CORN MEAL—We note a sale from store of 75 bush prime sifted 45c ₩ bush.

CRANBERRIES—have declined, and prime Western bring $7 ₩ bbl.

DRIED BEEF—quiet, with occasional sales of sugar cured at 10¼@10½c ₩ lb.

DRIED FRUIT—Peaches are scarce and prices are steady at $2,50@$2 75 ₩ bush. Apples in fair request, to go East, at 90c@$1 ₩ bush.

FEATHERS—are very dull. Prime are held at 45 @50c; mixed 30@40; Pigeon 25, and Chicken 10.

GAS PIPE—the following are the quotations for wrought iron tubing:

	Per Foot.		Per Foot.
¼ Inch Gas Pipe	7 cts.	1¼ Inch Gas Pipe	32 cts
⅜ " "	8 "	2 " "	50 "
½ " "	9½ "	2½ " "	90 "
¾ " "	10½ "	3 " "	1,20 "
1 " "	13 "	3½ " "	1,50 "
1 " "	17½ "	4 " "	1,90 "
1½ " "	26 "		

Subject to the customary discount.

FLOUR—The demand has been fair, while prices, although steady, have undergone no change. We quote Extra at $4,40@4,55; Extra Family at $4,75@5,25—mostly at $5@5,12, and Fancy at $5,50@5,75. The inquiry is principally confined to Extra Family. The receipts continue heavy, the bulk of which, however, are consigned to the Eastern markets. Rye Flour is dull at $2,75@2,87 ₩ bbl from store.

GRAIN—There is a good inquiry for Oats at 22@23c from first hands, and 25c from store. Wheat is steady with a moderate inquiry at 95c for prime Red from first hands, and $1@1,05 from store. Barley is quiet, with occasional sales from wagon at 40c. Corn is in moderate local inquiry at from 42 to 45c—the latter figure for prime. Rye is dull at 40c.

GROCERIES—The only new feature to notice in the Grocery market is a slight improvement in the demand. Prices although firm have undergone no change. Sugar is held at from 9½ to 10½c inhhds—mostly at 10c; Molasses, 50@52c; Coffee, 16½@17½cts and Rice 5½@5¾c.

HOPS—sales of Eastern were reported at 17@18.

HIDES—Green salted steady with a regular demand at 7@7½c. Dry flint firm at 13@14c.

HAY—The demand for Hay is fair and the market has ruled steady; sales from city scales at prices ranging from $7 to $8 ₩ ton. We could hear of no sales of baled.

LARD—unchanged and dull. Holders ask 9c for prime leaf in bbls and tcs and 9½c in kegs.

LIME—unchanged. Sales of Louisville at $1,25 ₩ bbl. There is no Maryland lime in market.

LEATHER—There is considerable activity in this article, while prices are rather unsettled. Rough country leather is firm at 22@23. Dressed Leather is quoted as follows:

Red Spanish Sole ₩ lb	21@24
Slaughter	24@26
Upper Leather ₩ doz	22@40
Bridle	40@45
Skirting Leather ₩ lb	27@29
Harness	25@27

LUMBER—The recent freshets have carried off and destroyed a vast quantity of lumber, and the result will probably be an advance in prices. The stock in market is light, but the same can be said of the demand.

MESS PORK—dull and neglected, with an occasional small sale at $14,50@15 ₩ bbl.

OILS—The large receipts of Crude Oil from the Allegheny Wells had a depressing influence on prices during the early part of the week, and buyers asked and obtained a reduction of 1@2c ₩ gall. For the past two days, however, the market has improved and prices advanced 1c ₩ gall., with a sale on Wednesday of 200 bbls from wharf at 9c ₩ gall—one-half cash, balance 4 mos. There is nothing doing in Lard Oil and prices remain as before.

POTATOES—The receipts are unusually light for this season of the year. We note sales on wharf of prime Neshannocks at 30c. Marietta Sweet Potatoes command $1,50 ₩ bbl, and Jersey $2@3.

SALT—in good inquiry at $1,50@1,75 ₩ bbl for No 1 and No 1 Extra.

STEARINE—dull and has declined. We quote at 9¼@9½c ₩ lb.

SEEDS—There is but little inquiry for any description of Seeds. Clover is held at $4,00@4,25, Timothy at $1,50@1,75 and Flax at $1.

WOOL—The market is nearly cleared of common Wool, and the trade continues in the same condition recorded for some time past—common and medium grades realizing higher figures than fine fleeces. Prices remain firm with an upward tendency, and good clips of clean washed coarse wools command 45 and 48c ₩ lb. The finer grades, however, are attracting more attention.

TALLOW—dull and lower. Rough may be quoted at 5c. and Rendered at 8c ₩ lb.

WHITE LEAD—firm and in steady demand at $2,50 ₩ keg for pure in oil, and dry 9c ₩ lb; subject to the usual discount. Red Lead 8¼@9, net, and Litharge 8¼.

WINDOW GLASS—prices are firm, and we repeat our quotations for the small sizes, city make:—6x8 and 7x9, $2,00; 8x10, $2,25; 9x12 and 10x12, $2,50; 8x12, 8x14 and 10x14, $2,75; 9x15 and 10x16, $3 ₩ box of 50 feet—15 ₩ cent discount off.

WHISKY—is quiet but firm at 14@15c for Raw, 17 @18c for Rectified, and 75c to $2 for Old Rye.

Imports by River.

WHEELING—per Minerva—4 hhds tobacco, 47 bxs glassware, 16 bbls, 1 ck do, 47 bbls dried apples, Clarke & co; 114 bbls flour, 58 bgs wheat, Jas A. Fetzer; 102 sks barley, Spencer & Garrard; 49 oil bbls, Hutchinson & co; 380 sks corn, John Hunter; 50 bdls paper, P N W A C & B; 10 carboys, Jas Irwin; 3 cider mills, 1 hay press, F B Williams; 1 bx, W J Gilmore; 41 bgs, 12 bbls potatoes, 1 bx, 1 bbl butter, owners.

CINCINNATI—per Neptune—100 bbls flour, L H Voigt & co; 50 bbls whisky, M O'Hara; 1000 do do, 450 bbls flour, 93 do pork, 116 hhds bacon, Clarke & co; 1 bbl varnish, B A Fahnestock & co; lot sundries, Wm McElroy; 100 bbls flour, Culp & Shepard; 150 do do, Jas Gardiner.

CINCINNATI—per Clara Dean—50 bbls whisky, 100 do flour, Black & Woods; 12 bbls whisky, A Gackenheimer; 32 bbls lard, F Sellers & co; 100 bbls flour, S Lindsay; 420 bgs wheat, R T Kennedy & bro; 60 tons metal, Geo S Bryan; 50 bbls oil, Clarke & co.

RIVER NEWS.

The river was receding slowly yesterday, with scant 6 feet by the pier marks at evening. The weather continues cloudy, warm and unsettled, with a drizzling rain at times. There was but little activity at the wharf, which was attributable in some degree to the inclement condition of the weather. The arrivals were the Neptune, Clara Dean and Aurora from Cincinnati, and the Emma as for the same point was the only departure. The Neptune was to have cleared for Louisville last evening, but as it would be late before her cargo could be discharged, it is probable that she would hold over until this morning. Capt. Dean is in command, with Mr. J. D. Parker in the office.

The fine passenger steamer Arizonia, Capt. J. B. Conway, is announced to leave for Cincinnati this evening positively. Mr. [illegible] has charge of the office. The Anglo-Saxon, Capt. R. Dalzell, is announced for Cincinnati and Louisville on Saturday evening. The Emma [illegible] Duncan from Cincinnati is due today. She returns [illegible] Saturday. The Moses McLellan from the [illegible] point, and Hastings from Louisville are also due [illegible] day. The Kenton, Melnotte, Decotah and St. L[ouis] left Cincinnati for Pittsburgh on Tuesday. The Prima Donna, Linden and Florence were advertised to leave on Thursday. The Castle Garden, Dr. Kane and Nashville are on route from St. Louis for this city.

BROOM CORN BRUSH—3 tons of a superior article of Ohio Brush for sale by
HENRY H. COLLINS.

Stoves, Ranges, Grates, &c.

JAS. B. YOUNG ... J. P. YOUNG.

YOUNG BROTHERS.

Duquesne Foundry,

Liberty st., near Outer Depot P. 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. mh28

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.

ja8:ly

ALLEN, McCORMICK & CO., VALLEY FOUNDRY, PITTSBURGH, PA.

Warehouse, No. 52 St. Clair st.

MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc.; Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and 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. no12:dmo

New-York Advertisements.

BININGER'S

OLD LONDON DOCK GIN,

Gin as a Remedial Agent.

THIS DELICIOUS TONIC STIMULANT,

ESPECIALLY designed for the use of the Medical Profession and the Family, having superseded the so-called "Gins," "Aromatic," "Cordial," "Medicated," "Schnapps," etc., is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those intrinsic medicinal qualities (tonic and diuretic) which belong to an old and pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.

Dr. GEO. H. KEYSER, 140 Wood st., Agent.
A. M. BININGER & CO.,
[Established in 1778.] Sole Proprietors,
oc20:ly No. 19 Broad street, N. Y.

Petroleum & Carbon Oils.

PETRONA OIL WORKS

LONG, MILLER & CO.

Works at Sharpsburg Station Allegheny Valley Railroad.

Office and Warehouse 23 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.

No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oc12-lyd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.

JOHN IRWIN, Jr., Secretary and Treasurer.

DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnaghan, A. Cameron, John Irwin, Jr.

PETROLEUM

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

Office at T. H. Nevin & Co.'s,
my4:lyn No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,

REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed.) PITTSBURGH, PA.

Car Grease and Benzole constantly on hand.

Orders received for the present at CHESS, SMYTH & CO.'S, Water and First streets. se2:d6m

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.

THE CO-PARTNERSHIP OF HOLDSHIP, ADAIR & CO. was dissolved by mutual consent on the 25th ultimo. The business of the old firm will be settled by the new firm of HOLDSHIP, BRYAN & CO.

The undersigned have this day formed a co-partnership, under the firm of HOLDSHIP, BRYAN & CO., with increased facilities for the manufacture of CARBON OIL, and are prepared to furnish customers with the best quality of BURNING AND LUBRICATING OIL; also, BENZOLE AND CAR GREASE.

GEO. W. HOLDSHIP.
SAMUEL BRYAN.
GEO. T. McCORMICK.

PITTSBURGH, Oct. 4, 1861.—oc5:2wdm

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 Decotah 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:

500 shares represented by certificate No 502
300 do do do do do 511
584 do do do do do 512
100 do do do do do 517
200 do standing in name of Spencer, Vila & Co.

No certificate issued.

By order of the Board of Directors.

JAMES M. COOPER,
se10:1md Sec'y & Treas. Decotah 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,
oc9:dtf 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—50,000 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.

REFERENCE—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. se2:d&wT JOHN MURDOCH, Jr.

ON CONSIGNMENT.—
9 kegs prime Country Lard,
25 bbls. Trumpet Brand Family Flour.
In store and for sale by L. H. VOIGT & 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 receive 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, C. 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.

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

Hotels.

ST. LOUIS HOTEL,

CHESTNUT ST., ABOVE THIRD,

PHILADELPHIA,

In the immediate neighborhood of the Jobbing Houses on Market, Third and Chestnut streets, the Banks, Post Office, Merchants' Exchange, &c., &c.

Board per Day, $1 50.

Accommodation, when required on the EUROPEAN PLAN. Rooms from 50 cents and upwards, per day, and Meals at a FIRST CLASS RESTAURANT ATTACHED TO THE HOTEL. Prices according to the Bills of Fare.

The City Cars take Passengers from any Station TO or CLOSE TO the Hotel.

English, French, German and Spanish spoken.

jy17-6m

FRENCH'S HOTEL,

ON THE EUROPEAN PLAN.

CITY OF NEW YORK.

Single Rooms, Fifty Cents Per Day.

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

Meals, as they may be ordered, in the spacious Refectory. There is a Barber's Shop and Bath Rooms attached to the Hotel.

N. B.—Beware of Runners and Hackmen, who say we are full.

oc27:lyd R. FRENCH, Proprietor.

500 BBLS. PRIME N. O. MOLASSES.

125 hhds, fair good, fair and prime Sugar.
150 boxes 5s, 8s and 10s Lynchburg, Va., Tobacco.
100 bbls. Refined Sugar.
450 bags Rio Coffee.
50 bbls. Pennsylvania Syrup.

for sale by SHRIVER & DILWORTH,
oc2 132 Second street.

OIL REFINERS—5 casks cheap Paint for oil barrels, making them perfectly tight. For sale by [se14] HENRY H. COLLINS.

Ayer's Sarsaparilla

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

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

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

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

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

PREPARED BY

DR. J. C. AYER & CO.

LOWELL, MASS.

Price, $1 per Bottle; Six Bottles for $5.

Ayer's Cherry Pectoral

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

Ayer's Cathartic Pills,

FOR THE CURE OF

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

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

Price 25 cents per Box; Five boxes for $1.00.

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

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

All our remedies are for sale by

B. A. FAHNESTOCK & CO., Pittsburgh, Agents, and by all Druggists and Dealers everywhere. [oc1:d&lyT

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

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

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

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

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

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

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

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

ac12tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

OFFICE OF ARMY CLOTHING AND EQUIPAGE, Corner Howard and Mercer streets, New York, August 8, 1861.

PROPOSALS will be received at this office for furnishing, by contract, Army Wagon Harness:

The proposals should state the price at which they can be furnished at the places of manufacture and the price at which they can be delivered at this depot, the number which can be made by the bidder within one month after receipt of the order; also the number which he can deliver within one week.

The harness must exactly conform to the following specifications and to the established patterns:

Four mule harness as follows, to wit:

WHEEL.

Two Quilors.—Breech straps 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ¾ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 5 inches long and 2 inches wide.

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

Two Pair of Strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1½ inch square, staples and line rings.

Two Pair of Hame Straps. Lower one 5 feet 6 inches long, ¾ inch wide; upper one 4 feet 6 inches long, ¾ 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, 6¼ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 15 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 2¼ inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, No 4 iron, T end, loop to be riveted on to the neck strap. Twisted.

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2½ inches wide, with a 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1¼ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two 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, ¾ inch wide.

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

One Lead Line, 21 feet long, ¾ inch wide, with a buckle at one end, and an 8 inch loop at the other.

One Whip, heavy plaited horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inches.

One Curry Comb, No. 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 5 feet 6 inches long, 1¾ inch wide; tie straps 15 inches long, 1½ inch wide, tapering to a point.

Two Belly Bands. Long side 2 feet 4 inches long, 2 inches wide, with a 2 inch buckle; short side 1 feet 8 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, ¾ inch wide; upper one 4 feet 6 inches long, ¾ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 inches long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 6 lbs to the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 2¼ inches wide.

Two Pair Trace Chains, 7 feet long, 14 links to the foot, of No 2 iron, twisted or straight, with T on one end, weight 9 lbs per pair.

One pair of Breast Chains, 23 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 6 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 8 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¼ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 18½ 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 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles, each 2 feet 8 inches long, 1½ inch wide, with wrought hooks.

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

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

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

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

One Lead Line, 21 feet long, ⅞ 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 chain, 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 9 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 28 feet long.

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

Forms of proposal and guarantee will be furnished upon application to this office, and none will be considered that do not conform thereto.

The privilege is reserved by and for the United States of rejecting any proposals that may be deemed extravagant.

Proposals will be indorsed on the envelope inclosing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to

Major D. H. VINTON,
au12:tf Quartermaster U. S. Army.

SUNDRIES—500 lbs. fresh Roll Butter,
300 do do Leaf Lard,
600 dozen fresh Eggs,
75 do Fancy & Com. Brooms
50 bus. Timothy Seed,
Received and for sale by H. RIDDLE,
se23 No. 183 Liberty street.

FOR PICKLING.—Pure ground and whole Spices, of every description—black and white Mustard Seed, white Jamaica Ginger, Mustard, &c., on hand and for sale at the Family Grocery Store of JOHN A. RENSHAW,
corner Liberty and Hand sts.

HICKORY SPLIT BROOMS—Just received a fresh supply of Eastern made extra quality Scrubbing Brooms; also, Nos. 1 and 2 Carpet Brooms for sale by the dozen or at retail, at the Family Grocery Store of JOHN A. RENSHAW,
se21 Corner Liberty and Hand streets.

COFFEE.—150 bags strictly prime Rio Coffee in store and for sale by
LITTLE & TRIMBLE,
112 Second street.

ELEGANT GOLD AND VELVET PAPER HANGINGS for sale by
se28 W. P. MARSHALL,

Railroads.

Cleveland & Pittsburgh Railway.

CHANGE OF TIME—SUMMER ARRANGEMENT.

ON and after MONDAY, [redacted] June the 10th, 1861, Trains [redacted] will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'G	Arrives at COL'MB'S	Arrives at CIN'T	Arrives at IND'APOLIS	Arrives at ST. LOUIS
12:35 a m	11:38 a m	6:20 p m		
12:10 p m	8:45 p m	2:00 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'E	Arrives at ST'B'N	Arrives at WHEEL'G
12:35 a m	1:50 a m	2:57 a m	4:03 a m	5:07 a m
6:05 a m	7:25 a m	8:19 a m	9:20 a m	10:26 a m
12:10 p m	1:15 p m	2:13 p m	3:10 p m	4:20 p m
4:00 p m	5:15 p m	6:25 p m		

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

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

Pittsburgh and Cleveland Line.

Leaves PITTSBURGH	Arrives CLEVELAND
12:35 A. M.	9:10 A. M.
12:10 P. M.	6:50 P. M.

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

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

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

JOHN STEWART, Ticket Agent

For further information apply to
WILLIAM STEWART, Agent,
At the Company's Office in Freight Station, Penn st
F. R. MYERS, General Ticket Agent,
fe10-tf Cleveland, Ohio

1861. Summer Arrangement. 1861

THE PENNSYLVANIA [redacted]
CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

On and after MONDAY, April 15th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 6:30 A. M., stopping only at principal stations, connecting at Harrisburg with train direct for Baltimore, and arriving in Philadelphia at 10.15 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 12 50 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, Willmore, Gallitzen, Altoona, &c., and arriving in Philadelphia at 5:10 A. M.

ACCOMMODATION TRAINS.

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

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

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

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

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

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

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

FARE—

To New York ... $13 50 | To Baltimore ... $9 —
Philadelphia ... 10 00 | Lancaster ... 7 —
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 st. [oc1]

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

NORTH MISSOURI RAILROAD.

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

Buy your tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.

ISAAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. se10:3mdm

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.

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

TRUSTEES.

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

Secretary and Treasurer—CHARLES A. COLTON,
febdawT

Lubricating Oil,

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

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

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

THE L. S. M. R. R. Co.,
no28:tf By WM. BURT, 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.,
au8:tf cor. Smithfield and Water sts., Pittsburgh, Pa

SUNDRIES—
150 hhds. N. O. Sugar;
50 bbls. Refined Sugar;
500 " prime Plantation Molasses
100 " assorted brands Syrups;
200 bags Rio Coffee;
20 pocket Java Coffee;
100 boxes assorted brands Tobacco;
25 caddys do do
150 half chests Young Hyson and Black Teas
60 catty boxes do do do do
50 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
60 " Mould Candles;
25 " Starr do
200 bbls. Extra and Extra Family Flour,
In store and for sale by
je2:dtf ATWELL, LEE & CO.

COFFEE, SUGARS AND MOLASSES.
500 bags prime to choice Rio Coffee,
150 hhds. do do N. O. Sugar,
375 bbls. choice Plantation Molasses,
150 do do Refined Syrups,
200 do do do Sugars,
In store and for sale by
M'DONALD & ARBUCKLE,
se25 No. 253 Liberty street, near Wood.

SYRUPS! SYRUPS!
45 bbls. Balt'more Sugar House Syrup;
15 do do Golden do
15 do do Pennsylvania do
6 bbls. do do do
All choice quality. For sale by
SCHOMAKER & LANG,
se17 303 Liberty street.

INDIA RUBBER CLOTHING.—Just received a large supply of Coats, Pants, Boots and Leggings, which will be sold at prices to suit the times, at the India Rubber Depot of
J. & H. PHILLIPS,
oc5 Nos. 26 and 28 St. Clair street.

HULL'S OLD PALM SOAP—12 bxs. just received, assorted bars and cakes pure Palm Soap; also, a great variety Toilet Soaps, received and for sale by JOHN A. RENSHAW,
oc4 Corner of Liberty and Hand streets.

CRANBERRIES—17 bbls. to arrive and for sale by oc7 L. H. VOIGT & CO.