MONDAY MORNING, OCT. 21, 1861.

Paper Duties in England.

The bill abolishing the Paper Duty in Great Britain went into effect on the first of October. The manufacture of news and book paper is now free of duty, the same as in the United States. The cost has been reduced something like four cents on the pound, and publishers of newspapers are reducing their subscription terms to something like the American standard. Penny daily papers are starting up in all the large towns—the penny being nearly equal to two cents of our currency. The weekly sheets are reducing their price. The Weekly Times (no relation of the Thunderer) announces that its circulation, since the reduction of price on Sept. 1, to a penny, has reached the enormous amount of 350,000 copies. The Weekly Times is a radical paper, strongly Republican in its sentiments, and opposed to the union of Church and State and the system of primogeniture and landed aristocracy. It advocates "Manhood Suffrage," vote by ballot, and equal Parliamentary districts. Its immense circulation, which is double that of the New York Weekly Tribune, shows how wide spread must be Republican ideas among the masses of the English people.

Newspapers will multiply enormously in England, in consequence of their future cheapness, and the more they circulate the more will liberal and Democratic ideas be diffused among the people. R. Hoe & Co., of New York, the builders of the lightning rotary presses, will reap a fortune from the repeal of the paper duties, as it will quadruple their orders for fast presses. They now supply all the leading British newspaper establishments.

Origin of the Hat.

We owe the hat, as we owe most of our manufactures, to Asia. It was in Asia that men first learned the art of felting wool, so as to compose the substratum of the fabric. Wool, so long as it contains the natural yolk or animal grease, refuses to felt; that is, its fibres will not mat together into a compact and close grained mass, such as constitutes felt. When the yolk has been extracted by a chemical process, the wool has a tendency to interlace its fibres, and to adhere firmly to the union thus formed; and from a very remote period this secret was possessed by the Orientals. The hats which are constantly alluded to in Scripture—those, for instance, which were bound upon the heads of Shadrach, Meshach and Abednego, when they were cast into the Assyrian furnace—were genuine hats, but probably adorned by turban cloths wound about them. I have seen the self same hats—tall, narrow cylinders of grey felt, surrounded by a handkerchief or cloth, on the heads of the Jews of Asia. Nor was the use of the hat a Hebrew monopoly. The Kurds, Persians, Armenians and some tribes of Turks and Tartars wear the hat, as their fathers did in Saladin's day. The high lambs-wool bonnet of the Persian is but a brimless hat, with a nap of exaggerated roughness. The Nestorian Christians of Kurdistan wear hats almost exactly similiar to a battered Irish caubeen only of a brown or dirty white color. Throughout the East, the dervishes and wandering fakirs may be known by the tall, narrow hat of light hued felt, adorned by a greasy rag, and towering upwards like a chimney pot.—[Chambers' Journal.

Paper Made from Corn Leaves.

The London Mechanics Magazine states that excellent paper is now made in Europe from the leaves of Indian corn. There is one paper mill in operation in Switzerland, and another in Austria, in which paper is made from such leaves exclusively. The husks, which envelope the ear of corn, make the best quality. As we are dependent upon Europe, in a great measure, for our supply of rags to make paper, if we can obtain as good qualities from Indian corn leaves, we may yet become the manufacturers of paper for the whole world, as the greatest supply of cheap raw material is found in America. This is a subject worthy of deep attention, as we import rags to the value of about $1,000,000 annually, and paper manufactures to the value of about $1,000,000.

The same paper says that a man in England has made a discovery that paper pulp can be manufactured at less cost, by using green, instead of dry grasses, for its production. He has taken out a patent for the improvement, and he states that when grass becomes dry its silica becomes hard and difficult of solution, whereas, when it is taken green, the silica and other unfibrous substances in it are more easily separated. He takes any green plants, such as sea grasses, which are abundant and cheap, and first mashes, then steeps them in warm water, and after this he boils them in weak alkaline solution. They are now easily reduced to pulp by passing them between crushing rollers, or through the common beating engines used in paper mills. The pulp is bleached in the usual manner with chlorine.

A Novel Magnetic Tack Hammer.

The triumphs of invention have been written and sung so often that the subject has almost become threadbare, nevertheless the theme is prolific, and new schemes are developing every day; therefore let us write a little more, and sing another song to the worthy sons of genius, who are doing so much for the progress of the world in material things. The last thing out is a Patent Magnetic Tack Hammer. No more pounded fingers; no more curses on the hammer. Tack-driving is at length reduced to a science, and hereafter the world will go smoothly and free from friction so far as this important branch of domestic industry is concerned. An ingenious German has invented and patented a tack hammer that lifts its own tacks, heads up, and there they hang until driven home to their appointed duty. What a convenient thing this will be, and how many trying nibbles of the fingers and how many poundings will thus be saved to man and woman-kind by the introduction of this humane and convenient tool.—[Scientific American.

Change of Sentiment.

On the 13th of June, Captain Hollins, who was then in command of the Susquehanna, told the New York pilot who sailed with him to Boston that he was obliged to resign from the federal service, but that he "never could fight against the old stars and stripes." Hollins was in tears when he made the remark.

On the 12th of October the same Captain Hollins, in speaking of the federal fleet at the Southwest Pass, says: "After they were fast on the sand I peppered them well." Hollins was in ectacies over this exploit.

It is presumed that "peppering" United States vessels does not mean "fighting against the old stars and stripes."

Nothing like the Southern rebellion was ever seen in Europe which did not succeed. A case cannot be recalled, within the memory of man, where an European throne kept its standing before a rebellion which had once acquired such a compass.

The Illinois Central Railroad Company are about constructing, at their shops, five hundred additional grain cars, which is a very good indication of the increase of their business.

A writer called at his printer's and accused the compositor of not having punctuated his poem, when the typo earnestly replied, "I'm not a pointer—I'm a setter."

Great Distress in Texas—The German Unionists Troubling the Rebels.

An English merchant, who has just arrived from Texas, states that great distress exists throughout all portions of that State. At Galveston when he left provisions of every description commanded the most exorbitant prices. Great alarm existed there respecting the safety of the place, the inhabitants having heard that expeditions were fitting out to operate on the Southern coast. Several prominent gentlemen had subscribed sufficient funds, and had dispatched Col. John Sydnor and Gen. Sherman to New Orleans to purchase rifled cannon of sufficient calibre to defend the island. As it is now, he says, the fleet can bombard the town, their cannon being of too short a range to keep the vessels off the proper distance.

The German element in San Antonio is very troublesome to the rebel government, and they are compelled to keep a pretty large force stationed there to keep them from rising and taking up arms against the usurpations of the rebel oligarchy. The Germans had frequently raised the American flag, but were forced at the point of the bayonet to put it down.

Joseph Osterman, one of the wealthiest men in Texas, had committed suicide. The present political troubles is the cause assigned.

At Galveston, when he left, the gas works had been compelled to stop for want of coal, and there was but one box of candles in the town. The people were absolutely suffering for the common necessaries of life.—*N. Y. Herald*

NOTICE.—SALE OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.—By virtue of a decree of the Circuit Court of the United States for the Northern District of Ohio, in a cause in Chancery therein depending, wherein Charles Moran and others are complainants, and the Pittsburgh, Fort Wayne and Chicago Railroad Company and others are defendants; and pursuant to auxiliary decrees of the Circuit Courts of the United States for the Western District of Pennsylvania, the District of Indiana, and the Northern District of Illinois respectively, in causes depending in Chancery in said Courts respectively, wherein the same parties are complainants and defendants respectively, as in said cause first above mentioned, the undersigned, John Ferguson and Thomas E. Walker, as Grantees in Trust and Trustees in one of the several Deeds of Trust or Mortgage upon which said decrees are founded, and also as Special Master Commissioners of said Courts respectively, duly appointed by said Courts respectively for that purpose, will sell at public auction, to the highest bidder, for cash, but for not less than the sum of $500,000, at the United States Court House, in the City of Cleveland, in the State of Ohio, on the 24th day of October, A. D. 1861, between the hours of ten o'clock A. M. and four o'clock P. M. of said day, the following described property, to wit:

The Railroad of the Pittsburgh, Fort Wayne and Chicago Railroad Company, including the right of way therefor, the road-bed thereof, the superstructure of all sorts thereon, its water and other station houses and shops, and the lands and grounds connected therewith, and all tools and implements used or provided to be used therein, and in constructing and repairing cars and machinery for said road, or the tract and superstructures aforesaid; all turn tables; all depots and buildings and fixtures and structures of whatever name or nature, and the lands and grounds connected therewith, used or provided to be used in operating said road and belonging thereto, and wherever situate; and all cars, engines and rolling stock belonging to said Company; and all supplies of timber, lumber, iron, fuel, and every other thing provided by said Companies, or by the several original Companies which were consolidated into said Pittsburgh, Fort Wayne and Chicago Railroad, to be used in operating said road, wherever situate, by the same title by which the same are holden by said Company, or by said original Companies, severally together, with all corporate franchises of said Company, and of the said original Companies severally, including the right and franchise of said several Companies to be and act as a Corporation, to be sold as an entirety.

Said decrees provide that the purchaser, upon the confirmation of the sale and full compliance with the conditions thereof, shall hold all the property, rights, franchises, and the appurtenances thereof so sold, by the same title by which they are held by said Pittsburgh, Fort Wayne and Chicago Railroad Company, and each and all of said original Companies, free from the lien of all said mortgages, and free from all liability for any debts against said original or consolidated Companies, or either of them, and from all claims on account of capital stock; but subject, nevertheless, to the liens, if any such exist, upon any real estate included in the sale, for purchase money thereof not provided by said decrees to be paid out of the proceeds of the sale, or by former orders or decrees to be paid otherwise. The right of way, depot grounds and lots, and lands in the City and vicinity of Chicago, purchased by said Company since the pendency of said suits, and the bridge property and other real estate of the Company at the City of Pittsburgh, are subject to mortgage liens. The same will be included in the sale, but subject to said incumbrances, no provision having been made for the payment thereof.

JOHN FERGUSON,
THOMAS E. WALKER,
Trustees, and Master Commissioners, as aforesaid.
se30:2td

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.

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

CITY OF WASHINGTON ....Saturday, October 19.
GLASGOW ....Saturday, October 26.
ETNA ....Saturday, November 2.

RATES OF PASSAGE:
FIRST CABIN ......$75 | STEERAGE $30
do to London ......$80 | do to London $35
do to Paris ......$85 | do to Paris $38
Steerage Return Tickets, good for six Months ......$[illegible]
Passengers forwarded to Paris, Havre, Hamburg, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.

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

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

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

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

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.
oc27:1yd 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.

SUGARS.—Standard, Crushed, Powdered, Granulated, A and B Coffee, Refined Sugars, in store and for sale by
REYMER & BROTHERS,
oc7 Nos 126 and 128 Wood street.

BROOM CORN BRUSH—3 tons of a superior article of Ohio Brush for sale by
oc7 HENRY H. COLLINS.

OIL REFINERS—5 casks cheap Paint for oil barrels, making them perfectly tight. For sale by [oc14] HENRY H. COLLINS.

FRESH LOBSTERS AND SALMON; put up in one and two pound cans, hermetically sealed, and warranted fresh, just received from Boston and for sale by JNO. A. RENSHAW,
oc1 cor. Liberty and Hand streets.

SWEET POTATOES—60 bbls. Marietta Sweet Potatoes just received and for sale by JAS. A. FETZER,
oc8 Corner Market and First streets.

PAINTING AND GLAZING in all its branches done at short notice, by
oc10 J. & H. PHILLIPS.

CORROSIVE SUBLIMATE—100 lbs. for sale by
oc5 B. A. FAHNESTOCK & CO.

CRUDE OIL—500 bbls. just received from Oil Creek, suitable for refining, for sale by
oc7 JAMES DALZELL & SON, 69 Water st.

LUBRICATING OIL—75 bbls. No. 1 Lubricating Oil for sale by
oc7 JAMES DALZELL & SON, 69 Wood st.

APPLES! APPLES!—72 bbls. choice Green Apples received and for sale by
oc10 HENRY H. COLLINS.

CRANBERRIES—10 bbls. nice Berries to arrive and for sale by
oc11 J. B. CANFIELD & CO.

GREEN APPLES—50 bbls. this day arrived and for sale by
HENRY H. COLLINS.

WINDOW SHADES of all descriptions, also, Buff Holland, all widths, at low prices, by J. & H. PHILLIPS,
oc10 Nos. 26 and 28 St. Clair street.

LIME.—150 bbls. fresh just received and for sale by [oc1] HENRY H. COLLINS.

BEANS—30 bags White Beans for sale by oc3 HENRY H. COLLINS.

Stoves, Ranges, Grates, &c.

JAS. B. YOUNG. J. P. YOUNG.
YOUNG BROTHERS,
Duquesne Foundry,
Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, PA.

Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description.
OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND DOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c., always on hand and for sale low.
Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. 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,
ja4:ly PITTSBURGH, PA.

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 Artisan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. no12:6md

New-York Advertisements.

BININGER'S
OLD LONDON DOCK GIN.
Gin as a Remedial Agent.
THIS DELICIOUS TONIC STIMULANT,

ESPECIALLY designed for the use of the *Medical Profession* and the *Family*, having superseded the so-called "Gins," "Aromatic," "Cordial," "Medicated," "Schnapps," etc., is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those *intrinsic* medicinal qualities (tonic and diuretic) which belong to an old and pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.
Dr. GEO. H. KEYSER, 140 Wood st., Agent.
A. M. BININGER & CO.,
[Established in 1778.] Sole Proprietors,
oc30:ly No. 19 Broad street, N. Y.

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 1yd

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:lyis 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 CHASS, SMYTH & CO'S, Water and First streets. se2:6m

Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by B. C. & J. H. SAWYER.
As to the quality, we refer to annexed certificate:
PITTSBURGH, Nov 27, 1860.
MESSRS. B. C. & J. H. SAWYER: Gents—The Lubricating Oil we are getting from you we find to be the best for our purposes we have ever used.
THE L. S. M. R. R. R. Co.,
no28:tf By Wm Sapt, Pres't.

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 OILS; 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 60 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 512
300 do do do do 511
584 do do do do 513
100 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,
se20:1md 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,
Freeport, Armstrong co., Pa.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 38 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.

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 1,300 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.

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 24th 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 so 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 of a firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form hereinafter prescribed, and be mailed 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 failures 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.

(Here date the 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 subject 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 columns 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 classes miscellaneous, 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 as above 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: (Signature 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. (Signature.)

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. Stationery; class No 23. Belting, packing and hose; class No 26. Augers.

BOSTON.

Class No 1. Bricks; class No 2. Stone; class No 3. Yellow pine timber; class No 5 Oak and hard wood timber and lumber; class No 6 White pine, spruce, juniper and cypress; class No 7. Lime, hair and plaster; class No 8. Cement; class No 9. Gravel and sand; class No 11 Iron, iron spikes and nails; class No 12. Steel, class No 13. Pig iron; class No 15. Paints, oils and glass; class No 17. Hardware.

NEW YORK.

Class No 1. Bricks; class No 3. Yellow pine timber; class No 4. Yellow pine lumber; class No 5. Oak and hard wood; class No 6. White pine, spruce, cypress and juniper; class No 7. Lime, hair and plaster; class No 8. Cement, class No 9. Gravel and sand; class No 10. Slate; class No 11. Iron, iron spikes and nails; class No 13 Pig iron; class No 15. Paints, oils and glass; class No 16, Ship chandlery; class No 17. Hardware; class No 23. Belting, packing and hose; class No 25. 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. Sperm and lubricating oils; 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 manufacture. No article will be received after the expiration of the period specified in the schedules for the completion of deliveries, unless specially authorized by the Department. In computing the classes, the prices stated in the column 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 all and 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 named in the schedule, they will apply to the commanding officer of the navy yard and *not to employees* 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.

Approved sureties 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 cancelled, 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, 1843.

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. se7:4tw

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

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie, hubs made of gum, the spokes and fellie of the best white oak, free from defects, each wheel to have a sand band and linchpin band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one eighth inches in a parallel line, and each axle to be three feet eleven and three 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 five 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 in 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 stands on the hind hounds, two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, two and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletrees two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

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

The body to be straight, three feet 6 inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front rail with two good strap hinges, a strap 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 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 bar; 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 end 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 single-trees 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,
se12:tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner Howard and Mercer streets,
NEW YORK, August 3, 1861.

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

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

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

Four-mule harness as follows, to wit:

WHEEL.

Two Quilors.—Breech straps 8 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2¼ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1¼ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

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

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

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

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

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide, reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 18 links to the foot, of No 3 iron, with T on one end, weight 7½ to 8 lbs per pair. Twisted or straight.

One Pair of Breast Chains, 22 inches long, 14 links to the foot, of No 3 iron. Twisted.

Two Neck Straps, 3 feet 1 inch long, 2½ inches wide, with 2½ inch buckle.

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

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two Collars, 17½ to 18 inches long, made the same as for wheel harness.
Two Pair of Hames to suit, of the same material as for wheel harness, ironed, with hooks; breast rings and line rings, with straps as in wheel harness.
Two Bridles, same as for wheel harness.
Two Neck Straps and Chains, same as for wheel harness.
Two Belly Bands, " "
Two Pair Chain Pipes, " "
Two Pair Trace Chains, " "
Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps each 2 feet 4 inches long, 1½ inch wide, each with a hook at one end.
Two Back Bands, 3 feet 4 inches long, 3½ inches wide.
Two Martingales, 4 feet long, 1½ inch wide, to buckle into the bit.
One Coupling strap, 5 feet 6 inches long, ⅝ inch wide.
One Check Rein, 4 feet long, 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive the lead line.
One Lead Line, 21 feet long, ⅝ inch wide, with a buckle at one end, and an 8 inch loop at the other.
One Whip, heavy plaited horse hide, 6 feet 6 inches long.
One Horse Brush, oval, of bristles, — by — inches.
One Curry Comb, No. 2[illegible]—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 8 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 1¼ inch buckles; cross straps to buckle into stay pieces on the 6 feet long, 1½ inch wide, side straps 5 feet 6 inches long, 1½ inch wide; tie straps 15 inches long, 1½ inch wide tapering to a point.

Two Belly Bands. Long side 2 feet 4 inches long, 2 inches wide, with a 2 inch buckle; short side 1 foot 6 inches long and 2 inches wide.

Two Hair Collars. 21 to 22 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

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

Two Pair of Hame Straps. Lower one 5 feet 6 inches long, ⅝ inch wide, upper one 4 feet 6 inches long, ⅝ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 12½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 6 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 5 lbs the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 2½ inches wide.

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

One pair of Breast Chains, 28 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 5 inches long, 2½ inches wide, with 2½ inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, twisted No 4 iron, T and loop to be riveted on to the neck strap, swivel in the chain.

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 6 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1½ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two Bridles, same as for wheel harness.
Two Collars, 20 to 22 inches long, made the same as for wheel harness.
Two Pair of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast rings and line rings, with straps as in wheel harness.
Two Neck Straps and Chains, same as for wheel harness.
Two Belly Bands, same as for wheel harness.
Two Pair Chain Pipes, same as for wheel harness.
Two Pair Trace Chains, same as for wheel harness.
Two Cruppers and Hip Straps. Back strap 6 feet long, tapering from 3½ inches to 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, ⅝ inch wide, with a buckle at one end, and an 8 inch loop at the other.
One Whip, heavy plaited horse hide, 6 feet 6 inches long.
One Horse Brush, oval, of bristles, — by — inches.
One Curry Comb, No 222—8 bar.

The whole to be packed in a box about 21 inches wide, 18 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as may be required.

The whole to be made of the best material, sewing to be made with good waxed thread, and subject to inspection during the process of manufacture and also when finished.

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chain, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 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 inclosed 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
60 bus. Timothy Seed,
Received and for sale by H. RIDDLE,
se23 No. 153 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,
se11 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
W. P. MARSHALL.

Railroads.

Cleveland & Pittsburgh Railway.

CHANGE OF TIME—SUMMER ARRANGEMENT.

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

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'H	Arrives at COL'M'S	Arrives at CIN'TI	Arrives at IND'APOLIS	Arrives at ST. LOUIS
12:35 a m	11:33 a m	4:20 p m		
12:10 p m	8:45 p m	2:00 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLSV'E	Arrives at STE'E	Arrives at WHEEL'G
12:35 a m	1:50 a m	2:57 a m	4:03 a m	5:57 a m
6:05 a m	7:25 a m	8:19 a m	9:20 a m	10:55 a m
12:10 p m	1:15 p m	2:13 p m	2:19 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.	8:10 A. M.
12:10 P. M.	8:50 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,
je10-tf Cleveland, Ohio

1861. Summer Arrangement. 1861

THE PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS

On and after MONDAY, April 15th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 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 M. A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 1:10 A. M.

THE FAST LINE leaves the Station daily (except Sunday) at 4:00 P. M., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, Gallitzin, Altoona, &c., and arriving in Philadelphia at 6:10 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 6:25 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 11:50 P. M.; Mail, 11:50 A. M.; Fast Line, 12:20 A. M.; Johnstown Accommodation, 10:20 A. M.; First Wall's Station Accommodation, 7:20 A. M.; Second Wall's Station Accommodation, 8:20 A. M.; Third Wall's Station Accommodation, 1:15 P. M.; Fourth Wall's Station Accommodation, 6:15 P. M.

Trains for Blairsville and Indiana connect at Blairsville Intersection with Johnstown Accommodation and Express Trains East and West, and with Fast Freight East.

Pittsburgh & Connellsville Trains, stopping at all stations on the Pittsburgh & Connellsville Road, leave daily (Sunday excepted) as follows:—Mail Train, 6:30 A. M.; Express Train, 2:10 P. M. Returning Trains from Pittsburgh & Connellsville Road, arrive at Pittsburgh, 10:53 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.

New York	$17 00	Baltimore	$9 [illegible]
Philadelphia	10 00	Lancaster	8 [illegible]
Harrisburg	7 15		

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.

IMPORTANT.—All persons purchasing tickets for St. Joseph and other points in Northern Missouri, the State of Kansas, or the Territories, should insist on having tickets that read by the
NORTH MISSOURI RAILROAD.
The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line, by thirteen hours, to the remotest point reached by rail, and is always as cheap as any other.
Buy your tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.
ISAAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. se10:6md

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.,
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James Herdman, James Shidle,
James P. Kelly, Alexander Tindle.
TRUSTEES:
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George Black, John H. Mellor,
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Alonzo A. Carrier, John Marshall,
Charles A. Colton, Walter P. Marshall,
William Douglas, John Orr,
John Evans, Henry L. Ringwalt,
John Holmes, John H. Shoenberger,
William S. Haven, Alexander Speer,
Peter H. Hunker, William E. Schmertz,
Richard Hays, Isaac Whittier,
William S. Lavely, Christian Yeager.
Secretary and Treasurer—CHARLES A. COLTON.
fe3:dawT

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.
au6: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;
800 bags Rio Coffee;
20 pocket Java Coffee;
100 boxes assorted brands Tobaccos;
25 cattys do do
150 half chests Young Hyson and Black Teas
50 catty boxes do do do do
50 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
50 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
je2:dtf ATWELL, LEE & CO,

COFFEE, SUGARS AND MOLASSES.
400 bags prime to choice Rio Coffee,
150 hhds. do do N. O. Sugar,
375 bbls. choice Plantation Molasses,
250 do do Refined Syrups,
200 do do do Sugars,
In store and for sale by
M'DONALD & ARBUCKLE,
se26 No. 253 Liberty street, near Wood.

SYRUPS! SYRUPS!
45 bbls. Baltimore Sugar House Syrup;
15 do do Golden do
15 do do Pennsylvania do
6 hhds. 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.

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

RAISINS—300 boxes Bunch Raisins,
100 hf do do do
100 qr do do do
100 do Layer 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,
oc8 Corner Market and First streets.