Large Round Shot against Iron-Clad Ships.

The Ordnance Department and the public are very anxious to test the Rodman 15-inch gun by actual experiment. It is not doubted that the Union gun and the Floyd gun, at Fortress Monroe, will smash in the sides of any ship or battery that the rebels may have loaded down with armor up to the limits of flotation. Here is a fact for them:—Upward of five years ago, the Mersey Steel & Iron Company fired a 282 lb. shot with 25 lbs. of powder, at 120 yards range, from their 13-inch gun, at a plate made for one of the English iron-clad ships, by the Messrs. Horsfall. The plate was 3 feet 9 inches, by 2 feet 9 inches, by 4½ inches thick, and weighed 17 cwt. The plate was placed against the ends of nine bulks of timber, 6 feet long by 14 inches square, secured together by cross-plank, and bedded in sand. The ball struck the plate a little to the left of the centre, and drove the portion against which it struck, a distance of 300 yards, shattering the whole plate, and driving the timbers to some distance. The shot was also shattered. After this report, which is official, we need stand in no fear of any mailed fleets yet afloat, if we can get a shot at them with our 15 inch guns, of which the balls weigh 425 lbs., and are driven by 40 lbs. of powder. The shot of a 20-inch gun, which is deemed practicable by Rodman's process of casting, would weigh half a ton.

An Indian Romance.

Among the Sikh nobles who, at the outside of the mutiny staked their heads on the British side, was the Rajah of Kupoorthulla. He was not a very great man, but he had influence, and no Englishman could have risked his status, purse, and person, with more hearty and unquestioning loyalty. He helped to guard the Northern Delhi road, then the key of our position, and when order had been restored the Governor-General, casting aside the old policy of meagre rewards, raised him by a single gift of land to the wealth of a great English noble. The Rajah married an East Indian girl, became, under her influence, a Christian, and established a mission on his own estates. Sweeping away, at a stroke, the prejudices of a thousand years, he introduced his wife into society, and allowed her to appear in public, and the officials, for once heartily cordial to a native, threw aside prejudices as rooted as his own, and recommended that the Rajah should receive, officially, precedence in Oude. The Governor-General consented, and at the apex of the new social system of Oude stands a native Christian noble, and the only woman in India for whom the Guards turn out in the British Provinces, is the Christian "Lady of Kupoorthulla"—[London Paper.

A Pleasant Neighborhood for a Summer Residence.

The Washington correspondent of the N. Y. Post writes:

A Connecticut gentleman who owns a farm house and small estate near Fall's Church rented it the last Spring to a loyal Virginian. He went over a day or two since to look at his tenants. The family has remained in the dwelling through all the troubles of picket skirmishing, and scarce a day has passed for a month that they have not witnessed sanguinary scenes from their windows. The building lay between the pickets, neither party venturing to it. On one occasion a federal soldier ventured down to the well for some water, and was shot dead by a rebel bullet while drinking. There the body remained for a day or two. The house itself has been pierced with bullets, but none of the courageous family were harmed.

NOT AMISS.—Some days ago a pretty, bright little juvenile friend, some five years of age, named Ross, was teased a good deal by a gentleman who visits the family; he finally wound up by saying, "Ross, I don't love you." "Ah, but you've got to love me," said the child. "How so?" asked her tormentor. "Why," answered Ross, "the Bible says you must love them that hate you, and I am sure I hate you."

WHEN Hannibal with his army, beleaguered the Roman capital on one side, the confident people of that city sent reinforcements to their army in Spain, out of the gates on the other side. It might be of advantage were this historical fact to be repeated a little closer to home just now.—[Lou. Jour.

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:

GLASGOW.........Saturday, October 26.
ETNA.........Saturday, November 2.
KANGAROO.........Saturday, do 9.

RATES OF PASSAGE:
FIRST CABIN.........$75 | STEERAGE.........$30
do to London.........$80 | do to London.........$33
Steerage Return Tickets good for six Months.....$60
Passengers forwarded to Paris, Havre, Hamburgh, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.

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

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

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

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

GAS FIXTURES.—

LARGE ASSORTMENT

JUST RECEIVED

AND

For Sale by

BAILY, FARRELL & CO.,

NO. 129 FOURTH STREET,

my1y:md0

FRUIT TREES,

INDUCEMENT TO PURCHASERS.

A very large stock of choice Trees of selected varieties to choose from, with every possible care taken to keep 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.

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

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

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se12:d&wT JOHN MURDOCH, Jr.

CLOVE ANODYNE TOOTHACHE DROPS.—This simple and efficacious remedy acts instantly upon the nerve of the tooth, and immediate relief is given. It will not unpleasantly effect the breath like Kreosote, injure the gums or destroy the enamel of the teeth; the numerous cures it has accomplished are well attested, and it has only to become generally known to be as highly appreciated by the public as it has long been by Dentists.

Prepared and sold by A. B. & D. SANDS, Druggists, 100 Fulton street, New York.

Sold also by B. A. FAHNESTOCK & CO., Pittsburgh, Pa.

Sold also by Druggists generally. oc17:d1w:e1sT

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. se12:d&wT

COMMERCIAL RECORD

PITTSBURGH MARKETS.

[Reported especially for the Pittsburgh Gazette.]

TUESDAY, October 22, 1861.

FLOUR—There is a fair demand for flour, while rates as a general thing are steady but unchanged. The inquiry is almost entirely restricted to Extra Family, for which prices range from $4,90 to $5,25.—Sale of 60 bbls Extra Family at $5@5,12; 58 do do at $5,15@5,25; 75 do do at $5@5,25; 60 do do at $4,90, and 200 do from wharf on private terms. Rye Flour—Sale of 15 bbls at $3,10 ₩ bbl.

GROCERIES—steady but unchanged; sale of 5 hhds N O Sugar at 10c; 20 bbls Molasses at 50@52c; 15 bags prime Coffee at 17c; and 5 bbls New York Syrup at 55@60c.

BACON—is more active, without however, any change in prices; sale of 12,000 lbs at 6½c for Shoulders, and 6½@6¾c for Sides; 1,000 do Plain Hams at 7¾c.

CHEESE—There is a regular demand for this article at full rates; sale of 40 bxs W R at 6½c; 20 do do at 6¼c; 23 do Hamburg at 7c.

POULTRY—dull with a declining tendency in prices; sale of 100 pairs Spring Chickens at 21c ₩ pair.

GREEN APPLES—unchanged; sale in two lots of 100 bbls at $1,75, $2,00 and $2,25 ₩ bbl.

LARD—Sale of 9 kegs choice country at 7¾c ₩ lb.

CRANBERRIES—Sale of 20 bbls prime Western at $7,50@8,00 ₩ bbl.

CHESTNUTS—Sale of 12 bush at $2,50 ₩ bush.

BROOM CORN—Sale of 1 ton at $70.

FEED—Sale of 5,000 lbs Rye Shorts at 60c ₩ cwt.

CARBON OIL—Sale of 15 bbls Refined at 40c ₩ gall.

BUTTER AND EGGS—Butter is a shade lower, with a sale of 400 lbs choice Roll at 11c. Eggs unchanged, with small sales of fresh at 10c ₩ doz

FISH—Sale of 10 bbls No 3 Mackerel at $7,50 ₩ bbl.

POTATOES—Sale on wharf of 150 bush prime Neshannocks at 30c ₩ bush.

FLOUR BARRELS—Sale on wharf of 500 new flour barrels at 26½c each.

Receipts of Produce, &c.

Annexed will be found a statement of the receipts of flour, grain, etc., by River and Railroad for the 24 hours, ending last evening:

By Railroad.—16 bbls apples, 306 bdls trees, 2 bbls chestnuts, 20 bbls oil, 28 bbls pearls, 3 bdls leather, 164 empty oil bbls, 21 reels lead wire, 4 bbls cranberries, 40 dcz buckets, 66 do brooms, 15 ale kegs.

By River.—2541 bbls flour, 1185 sks wheat, 200 bags corn, 371 bbls whisky, 310 bbls green apples, 52 boxes soap, 43 bxs, 15 half boxes candles, 45 bbls oil, 20 sks onions, 100 bbls molasses, 44 sks dried peaches, 160 hhds bacon, 346 flour bbls, 52 tcs, 4 bbls, 25 kgs lard, 8 kgs shot, 29 sks wool, 20 do feathers, 103 do potatoes, 8 hhds tobacco, 4 bbls eggs, 2 do butter, 40 hides, 10 half bbls ale, 111 bdls paper, 2 sks ginseng, 4 bxs wine.

MONETARY AND COMMERCIAL.

MONEY MATTERS AT NEW YORK, Oct. 19.—The week has been marked by a steady increase in the demand for money, which is now readily placed on loan at 6 to 7 ₩ cent for call and short loans; there are, however, loans running at 5 ₩ cent, and balances are offered to the established stock commission firms at that rate in amounts exceeding their wants. First class business paper is scarce, and cannot be fairly quoted under the bank rate of seven ₩ cent, although exceptional transactions are reported at 6 to 6½ ₩ cent.—[World.

CINCINNATI MARKET, Oct. 19.—Flour—A further advance in the rate of freight to Baltimore on this article checked the demand, and the market closed dull but firm at $4,15@4,20 for superfine, $4,30@4,40 for extra and family, and $4,50@4,60 for Fancy.

Whisky—A good demand with sales of 700 bbls at 15½@15¾c:—the latter rate for wagon.

Provisions—The demand continues quite light, and the market dull and heavy, and prices, to a great extent nominal at $12,75@13 for Mess Pork, 4¾, 5½ and 6½c for Bacon, and 4 and 5½c for bulk pork. The stock on hand is quite exhausted. Prime would bring 8¼c.

Groceries—The market is firm without change.—Sugar 9½@10½c; Coffee, 15¼@17½c, and Molasses, 41@46c.

CHICAGO MARKET, Oct 19.—The Wheat market was perfectly panic stricken, and spring grades fell fully 3c ₩ bush, with light transactions at 71@75½c for No 1, and 70@71c for No 2 Spring—closing dull at the inside quotations. Winter wheat was entirely neglected. —The Flour market declined 5c ₩ bbl, with sales of about 3,200 bbls at $4 60@4,70 for good to choice white winter; $3,60@4,00 for common to very choice spring extras, $2,80@3,50 for superfine.—[T ib.

DRY GOODS IMPORTS.—The following is a comparative statement of the imports of Foreign Dry Goods and General Merchandise at New York for the week ending Oct. 18, and since January 1:

	1859.	1860.	1861.
Dry Goods.........	$1 011,370	$1,635,387	$581,172
Gen Mdse.........	1,311,996	2,311,531	1,615,951
Total for week...	2 322,366	3,976,898	2,197,129
Prev reported......	200,045,653	188,712 097	101,120,018
Since Jan 1.........	$202,368,019	$192,6 9,195	103,317,147

Included in the above are the following dry goods imports:

	1859.	1860.	1861.
Entered at the port...	$1,011,370	$1,135,387	$581,178
Thrown on market....	924,696	1,594,466	755,857
Since January 1.			
Entered at the port...	95,987,783	87,983,491	28,048,694
Thrown on market...	95,923,633	88,435,679	37,774,364

FOREIGN COMMERCE OF THE PORT OF NEW YORK.—The following is the comparative table of exports (exclusive of specie) from New York to foreign ports for the week ending Oct. 15 and since Jan 1:

	1859.	1860.	1861.
For the week.........	$1,480,092	$3,614,784	$2,277,997
Previously reported	51,064,430	71,819,510	99,058,119
Since Jan 1.........	$52,541,522	$75,434,294	101,336,116

Imports by River.

LOUISVILLE—per Jacob Poe—53 bbls apples Hitchcock, McCreery & co; 190 do do, 20 do onions, 44 sks dried peaches, 691 bgs wheat, McBane & Anderson; 11 pkgs h h goods, 49 tcs lard, 2199 bbls flour, 50 bbls whisky, Clarke & co; 50 do apples, Capt Wm Stoops; 7 bbls flour, owner on board.

CINCINNATI—per St Louis—172 bgs wheat, R T Kennedy & bro; 10 hf bxs, 15 bxs candles, W H Smith & co; 30 bxs soap, 5 do candles, 1 do crackers, John A Renshaw; 12 do soap, 3 do candles, A Glockner; 10 do soap, Haworth & bro; 25 do candles, McCullough, Smith & co; 5 kgs shot, Brown & Kirkpatrick; 50 bbls whisky, Miller & Ricketson; 100 do do, B McCrickart & co; 50 do do, Jas Boyd; 40 do do, Jos Lofink; 12 do do, H Dierker & bro; 200 bbls molasses, McDonald & Arbuckle; 40 bbls coal oil, Wm Carr & co; 10 do cannel coal, H W Seely; 100 bbls flour, S S Floyd; 10 hhds bacon, R Dalzell & co; 4 bxs wine, Geo Schmidt; 50 bbls whisky, 150 hhds bacon, 6 tcs 1 bbl lard, 21 tcs hams, 150 bbls flour, Clarke & co; 9 tcs lard, 3 bbls, 25 kgs do, F Sellers & co; 4 sks wool, 4 do feathers, 2 do ginseng, Mr Moser.

WHEELING—per Minerva—160 flour bbls, R T Kennedy & bro; 186 do do, 2:0 bgs corn, E Hornbrook; 185 bbls flour, 76 sks potatoes, 3 do bran, 4 do flour, Jas A Fetzer; 3 sks wool, Graham & Thomas; 15 sacks wool, 8 hhds tobacco, Jas Collins & co; 35 sks wheat, 50 flour bbls, Edgerton & Stewart; 101 iron, Zug & Painter; 111 bdls paper, R B Godfrey; 10 hf bbls ale, J Bryar; 6 bbls oil, I M Pennock; 40 hides, J B McCune; 1 case ware, J Brooks; 25 bgs, 4 baskets potatoes, D Duncan; 4 bbls eggs, 2 do butter, John Kerr; 1 bx B A Fahnestock & co; 26 sks feathers, Adams & Aston.

Imports by Railroad.

PITTSBURGH & CLEVELAND RAILROAD—October 19—2 bbls chestnuts, John Herbert; 8 empty bbls, Spencer & Garrard; 1 bx nuts, Miller & Ricketson; 14 bbls apples; John Grazier; 1 car iron ore, G & J H Shoenberger; 10 bxs polishers, O T Bissell; 3 pumps, W James; 306 bdls trees, N B Holden; 300 pcs iron, Zug & Painter

PITTSBURGH, FT WAYNE & CHICAGO RAILROAD.—Oct. 22—17 bbls oil, W P Woolridge; 20 empty car. boys, Jas Irwin; 28 bbls pearls, J B Canfield & co; 3 bdls leather, J N Hoffstot; 110 empty bbls, T H Nevin; 6 sks collars, McWhinney, Hare & co; 21 reels lead wire, Allegheny Arsenal; 4 bbls cranberries, James A Fetzer; lot scrap iron, Hallman, Rahm & co; 4 cks, 9 bxs rivets, R Townsend & co; 8 bbls oil, 4 empty bbls, Wm Mackeown; 40 dcz buckets, R Robinson & co; 54 empty oil bbls, Jas Dalzell & son; 66 dcz brooms, Myers & McDevitt; 2 bbls apples, 15 ale kgs, Rhodes & Verner

RIVER NEWS.

The river has undergone but little change during the past 24 hours, the pier marks last evening indicating 5 feet 8 inches. The weather was cloudy and unsettled with strong indications of rain.........The arrivals were the Minerva from Wheeling, St. Louis from Cincinnati and Jacob Poe from Louisville. The Emma Duncan for Cincinnati, Emma Graham for Zanesville, and Pacotah for St. Louis constitute the departures.........The Sunny Side from Cincinnati was due last night, and unless detained by fog, will be found at the wharf this morning.........The St. Louis, Capt. S. A. Reno, is announced for St. Louis on Saturday. Mr. H. W. Seeley, a gentleman long and favorably known on the river, has charge of the office......... The Hastings, one of the staunchest boats that comes to this port, is announced to leave for Cincinnati and Louisville this evening. Capt. Robinson is in command, with Messrs. Wherry and Russell associated in the office.........The Wheeling packet for to-day is the John T. McCombs, leaving at 12 o'clock.

Steamboats.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The steamer ST. LOUIS, Capt. S. A. Reno, will leave for the above and all intermediate ports, on SATURDAY. For freight or passage apply on board or to
oc23 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports on WEDNESDAY, 23d inst. For freight or passage apply on board or to D. H. LEWIS, Agent.
oc21 J. B. LIVINGSTON & CO., Agents.

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer UNDINE, Capt. M. A. Cox, 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
se20 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. B. PIERCE & CO., Agents, Zanesville. se14

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
sal JAMES COLLINS & CO.
No. 114 Water street.

Miscellaneous.

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 respectfully, 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 iron ties, 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.
se30:20t

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL LAMP CHIMNEYS,

PATENTED SEPTEMBER 18TH, 1861.

THE BEST THAT HAVE EVER yet been offered to the public. They are the best for the following reasons:

1. Because, being of an oval shape, the glass is everywhere equally distant from the flame, so that the draft is stronger and more regular.

2. The oval shape is better adapted to resist the effect of sudden expansion, so that it is impossible to crack them.

3. The glass is made largely of Lead and Pearlash, giving a great degree of strength and elasticity. The chimneys which housekeepers have found to be so brittle as to crack even when not in use, are invariably made of Lime Glass instead of the Flint Glass, of which ours are manufactured.

4. But the greatest advantage of these Chimneys is that when you have one it will last forever, and if any housekeeper breaks one by the heat of the lamp, let her call at the Manufactory and we will replace her cracked chimney by a dozen whole ones. This proffer does not include accidents or those cases of breakage where the chimney has, through inexperience, been screwed so closely to the lamp as to prevent its expansion when heated.

Manufacturers and consumers of Carbon Oil, who have felt the magnitude of the obstacle, which has existed to the great expense of chimneys, in the way of the universal use of the oil, have found a remedy in the Oval XX Flint Glass Chimneys, which have materially lessened the cost of Carbon Oil Light to those who use them, and increased the consumption of oil consequent upon the lessened expense for chimneys.

For sale by J. C. Kirkpatrick, L. Thumm & Co., Rogers & Nesbit, P. Hayden, Lucesco Oil Co., Welden & Reineke, W. Ogden & Co., W. P. Wooldridge, W. H. Murray, or at the Manufactory, Washington street near Pennsylvania avenue.
au10-tawm&tf R. D. DITHRIDGE.

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. au8

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

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,
oc28:dtf Freeport, Armstrong co., Pa.

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.

SUNDRY CONSIGNMENTS.—
50 sacks Middlings,
100 do Neshannock Potatoes,
100 do Prince Albert do
100 barrels Russett Apples,
15 do Marietta Sweet Potatoes,
15 bushels Shellbark Hickory Nuts,
5 barrels Cranberries.
Just received and for sale by
JAS. A. FETZER,
oc16 Corner Market and First streets.

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.

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VALLEY FOUNDRY,

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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. no12:6md

New-York Advertisements.

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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

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Works at Sharpsburg station Allegheny Valley Railroad.

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Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.

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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:lym No. 86 Wood st., Pittsburgh.

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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 OHERS, 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 is the best for our purposes we have ever used.

THE L. S. M. R. R. Co.,
oc23:tf By WM. KEPT, Pres't.

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

NO. 50 ST. CLAIR ST.,

Four Doors from Liberty st.

ap2:tf

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. B. fined 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
KEYMER & BROTHERS,
rc7 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 [se14] 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.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLE,
se6 No. 253 Liberty street, near head of Wood.

JUST RECEIVED AND FOR SALE,
4 bbls. Sweet Cider,
21 extra Cream Cheese.
se24 L. H. VOIGT & CO

MOLASSES.—350 bbls prime New Orleans Molasses in store and for sale by
LITTLE & TRIMBLE,
se14 112 second street.

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, 62 Water st.

LUBRICATING OIL—75 bbls. No. 1 Lubricating Oil for sale by
oc7 JAMES DALZELL & SON, 63 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
oc2 HENRY H. COLLINS.

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

INDIGO—ASSORTED QUALITIES—1000 lbs. for sale by
B. A. FAHNESTOCK & CO.,
oc8 corner of First and Wood streets.

APPLES—72 bbls. Green Apples to arrive and for sale by
oc7 HENRY H. COLLINS.

EMPTY BARRELS.—200 empty Black Barrels for sale low by
cc7 FEYMER & BROS.

FEATHERS—300 lbs. prime Feathers received and for sale by
oc4 HENRY H. COLLINS.

BUCKWHEAT FLOUR—In 25 pound sacks, in store and for sale by
oc2 L. H. VOIGT & CO.

TRIESTE VERMILLION.—5 kgs. for sale by B. A. FAHNESTOCK & CO.,
sa11 Corner of Wood and First streets.

LIQUORICE ROOT—2,500 lbs. for sale by B. A. FAHNESTOCK & CO.,
se2 Corner Wood and first sts.

BOWIE AND CAMP KNIVES for sale by BOWN & TETLEY, 136 Wood st.

STARCH—100 boxes for sale by
oc8 B. A. FAHNESTOCK & CO.

OIL—20 bbls. No. 1 Carbon Oil for sale by oc16 HENRY H. COLLINS.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

The Wagons must exactly conform to the following specifications, and to the established 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 lincupin 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 stands of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with 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 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 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 stands 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 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 end 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, 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, and 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,
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 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, 2¼ inches wide, stay pieces 2 feet long, 2¼ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 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, ½ inch wide; upper one 4 feet 6 inches long, ⅝ inch wide.

Two Bridles. Crown piece 2 feet long, 1½ 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, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 3 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 16 links to the foot, of No 3 iron, with T on one end, weight 7½ to 8 lbs per pair. Twisted or straight.

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

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

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

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 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 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 18½ 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. 2½—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, 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. 22 to 23 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

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

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

Two Bridles. Crown piece 2 feet 2 inches long, 1¾ 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; bits, tinned mullen, to weigh 8 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 5 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 18 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, 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 2½—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 8 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 informed 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,
500 dozen fresh Eggs,
75 do Fancy & Com. Brooms
50 bus. Timothy Seed,
Received and for sale by H. RIDDLE,
se23 No. 158 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,
s? 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,
a16 112 Second street.

ELEGANT GOLD AND VELVET PAPER HANGINGS for sale by
sa9 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, Pittsburgh, as follows:

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves Arrives at Arrives at Arrives at Arrives at
PITTSB'H COL'MB'S CIN'TI IND'APOLIS ST. LOUIS
12:35 a m 11:58 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 Arrives at Arrives at Arrives at Arrives at
PITTSB'G, ROCH'R, WELLS'R, STE'R, 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 9:19 a m 9:20 a m 10:28 a m
12:10 p m 1:18 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 CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

On and after MONDAY, April 15th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 3:30 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 30 A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 1:10 A. M.

THE FAST LINE leaves the Station daily (except Sunday) at 4:00 P. M., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, 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, 12:50 P. M.; Mail, 11:50 A. M.; Fast Line, 12:20 A. M.; Johnstown Accommodation, 10:20 A. M.; First Wall's Station Accommodation, 2:20 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, 4:10 P. M. Returning Trains from Pittsburgh & Connellsville Road, arrive at Pittsburgh, 10:30 A. M. and 6:15 P. M.

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

FARE.

To New York.........$13 60 | To Baltimore.........$9 91
Philadelphia.........10 00 | Lancaster.........
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. ap11

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.

ISHAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. se10:6m

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. Kelley, 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 Speer,
Peter H. Hunker, William E. Schmertz
Richard Hays, Isaac Whittier,
William S. Lavely, Christian Yeager.
Secretary and Treasurer—CHARLES A. COLTON.
mh2:d&wT

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.,
an&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;
300 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
200 bbls. Extra and Extra Family Flour,
In store and for sale by
je2d&f ATWELL, LEE & CO.

COFFEE, SUGARS AND MOLASSES.
100 bags prime to choice Rio Coffee;
160 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,
se25 No. 253 Liberty street, near Wood.

SYRUPS! SYRUPS!
45 bbls. Baltimore Sugar House Syrup;
12 do do Golden do
15 do do Pennsylvania do
6 hhds. do do do
All choice quality. For sale by
SCHOMAKER & LANG,
se17 305 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 kegs 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 street.