A Compliment to Whittier.

The London Athenæum cannot say anything but praise of Mr. Whittier's last volume, "Home Ballads and Poems." The English critic, usually so surly, says:

Here is poetry worth waiting for, a poet worth listening to. Mr. Whittier may not ascend any lofty hill of vision, but he is clearly a seer according to his range. His song is simple and sound, sweet and strong. We take up his book as Lord Bacon liked to take up the bit of fresh earth, wet with morning and fragrant with wine. It has the healthy smell of Yankee soil with the wine of fancy poured over it. We get a gush of the prairie breeze, weird whispers from the dark and dense belts of pine, wafts of salt sea winds wandering in and suburb scents of the starred magnolias and box-tree blossoming white. We hear the low of cattle, the humming bees, the lusty song of the husker, brown and ruddy, and drunken laughter of the jolly bob-o-link.

Here are green memorials of the New World's spring of promise, golden memories of her abundance when the horn of autumn is poured into the overflowing lap of man, we see the white horns tossing over the farm-yard wall, the cock crowing in the sun, with his comb glowing a most vital red, the brown gable of the old barn, roses running up to the eaves of the swallow haunted homestead, the June sun tangling his wings of fire in the network of green leaves, the aronia by the river lighting the swarming shad, the river full of sunshine, with the bonny blue above the blithe blink of sea in the distance, and many a sight and sound of vernal life country cheer. No American poet has more of the home-made and home-brewed than Mr. Whittier. His poetry is not filtered from the German Helicon; it is a spring fresh from New World nature, and we gladly welcome its "sprightly runnings."

Our Yankee bard is among poets what Mr. Bright is amongst the peace men. He has the soul of some old Norseman buttoned up under the Quaker's coat, and the great burst of heart will often peril the hole of the buttons, whilst the speaker, with all his native energy and a manly mouth "preaching brotherly love and driving it in." With him, too, the Norse blood is found fighting for freedom, and he has done good service in making the heart of the north beat quicker for the day when black slavery shall be no more, and in bringing about the present movement, which the hopeful look upon as preparatory to the gathering up of the slave forces for a final fight.

From South Western Kentucky.

"Agate," the well known correspondent of the Cincinnati "Gazette" writes as follows in a recent letter:

The destruction of the railroad bridge over Green River by the rebels, still remains an unexplained mystery. The late alarm about Buckner's intention to advance is known to have been not unfounded, and yet if he intended to advance, why should Buckner break up an important bridge, over which he had to pass? It seems to be now the general supposition that the destruction of the bridge arose from a misapprehension of Buckner's orders. A party had been engaged for a week or two in drilling holes in the stone piers, so that charges of powder could be put in, and the piers blown up whenever necessary. In case of an advance on his position, Buckner could prevent the bridge, or should he advance and then find it necessary to retreat, he could thus delay pursuit. But the workmen seem to have supposed that the sooner the work was done the better, and so, as soon as they got their drills ready, they went ahead and destroyed the bridge. For several days afterward, it was impossible for our Generals to ascertain definitely whether the bridge had been destroyed or not. Finally an adventurous scout was sent there, who got inside the enemy's pickets, crawled under the bridge and saw that the two southern piers had been partially blown up, and that that portion of the iron bridge had fallen into the river. The rest is standing.

Since the recent rise in the Green river, the rebel pickets have been taken to the other side. Roger Hanson, who has been threatening an attack on Wade's force at Greensburg, has been kept back by the same rise, as it is now impossible for him to ford the river. When he does get across, he may open his eyes to discover that he hasn't caught Wade yet.

Mean time, the people of Greensburg, and of the whole country now infested by the rebel cavalry, are deserting their homes and taking to the woods, or coming up to camp for protection, and exclaiming, as many more are doing, "How long, how long?"

British Acquisition in Africa.

Lagos, a port and island with a small strip of territory near the Bight of Benin, on the Guinea coast, has been made over in sovereignty to Great Britain. Docemo, its "King," recognizes Queen Victoria as his liege, in return for which he will receive from the British treasury an annual sum equal to the net revenue of his dominions. In 1851 Lagos was bombarded by the English, and its ruler (Kosoto) compelled to abolish the slave trade and human sacrifices. The place now contains some six thousand inhabitants, with facilities for an extensive legitimate commerce. The kingdom of Dahomey, lying immediately back of Lagos, may expect an early visit, unless its too famous chief takes to mending his ways. The peaceable possession of the place has been hastened, doubtless, with an eye to the cotton culture, for which that region is well adapted.

A New Mountain Howitzer.

Some practical mechanics of Cincinnati (one of Cleveland being also interested,) have projected a new and very destructive gun, which promises to be an important war implement. It is of steel, with a rifled bore about one inch in diameter, and is calculated for effective service at one mile distance. The gun weighs about fifty pounds, and is mounted upon a light carriage, the whole being easily drawn by two men, wherever they can go themselves. It is designed especially for outposts and flank companies. From experiments which have been already made, the gun is expected to be shortly in complete working order, and constituting a mountain howitzer of great value. The gun is being rifled at Miles Greenwood's works.—[Cin. Gazette.

A REMARKABLE discovery of fine paintings has taken place during the alterations and repairs being made in Marlborough House, the future residence of the Prince of Wales. These paintings, covering about five hundred square yards, had been entirely hidden beneath coatings of common wall paper and paint. They are now being restored, and the progress of restoration has revealed several masterly portraits of Marlborough and the chief men of the allied army, together with views of battles, seiges and cities.

THE PRESIDENT ATTENDS TO BUSINESS.—President Lincoln is constantly on the qui vive in most every department, both civil and military; and when some of the inactive subordinates do not keep him posted he does not hesitate to let them know it. The news of the Leesburg battle was kept from him for several hours, his first intimation of it being in the evening papers. This official neglect was promptly noted by [illegible]

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

Interesting from Washington.

WASHINGTON, Oct. 29.—Two advertisements are published this morning, the first one being at the instance of the President of the United States, commanding the U. S. Marshal to attach certain real and personal property of Wm. Shields, and to give notice to all persons claiming the same, or having anything to say why the same should not be condemned to the use of the United States, to appear before the District Court, on the 28th of November next, to interpose their claims and to make their allegations in that behalf.

The second advertisement, published by order of the Court, is in accordance with the first, and sets forth that William Shields, formerly of Washington, some months ago removed with his family to Richmond, where he has been residing ever since, and where he is now engaged in the insurrection and resistance to the laws of the United States of America, now existing in the said State, and in secret correspondence with the enemies of the United States residing in the city of Washington and elsewhere, transmitting to them money and other valuables, and receiving the same from them in return, which has been applied in part to aid and abet and promote the said insurrection and resistance to the laws, and those who are engaged therein; and the said William Shields has knowingly used and employed and consented to the use and employment of the property hereinafter more particularly described, to aid, abet and promote the said insurrection, and the parties therein engaged.

Quartermaster Howe, of the 15th Massachusetts, has brought hither J. Owens Berry, First Lieut. of the 5th Virginia regiment, Samuel E. Vaden, private of the Chesterfield cavalry company, and Wm. Davis, private of the 18th Mississippi, who were captured at the battle of Ball's Bluff, and delivered them over to the custody of Provost Marshal Porter.

The steamer Pusey came up from the flotilla last night.

The rebel steamer Geo. Page is now cooped up in Quantico Creek, as our batteries on the Maryland shore beat directly on the mouth of the creek, rendering it a matter of considerable risk for her to attempt an exodus.

Several pungies have run the blockade and come up the river.

At noon to-day, the Navy Department had the best reason for disbelieving the rumor that the private Secretary of Captain Dupont has absconded with all the maps and charts, and sealed orders of the Naval Department.

Important from Missouri.

ST. LOUIS, Oct. 29.—Correspondents of the St. Louis papers say:

Camp Morrissey, 36 miles South of Warsaw, Oct. 25.—General Lane captured the transportation train of the enemy, near Butler, in Bates county, and took the escort prisoners, a few days since. Among the latter were Captain Whiting and Lieut. Vaughn. General Lane also reports that he found a large number of sick and wounded rebels at Rose Hill, Johnson county, in a starving condition, to whose wants he administered.

Nine contrabands arrived in camp a day or two ago. They were sent in by one of Lane's officers. Their case has been investigated, and it is understood that Gen. Fremont will deliver them to their masters.

Gen. Lane also captured a large amount of lead in one of the western counties and sent it to Fort Scott, Kansas.

There is no definite news of the whereabouts of Price or McCulloch.

From Fortress Monroe—Destination of the Fleet Divulged.

FORTRESS MONROE, Oct. 28.—*Via Baltimore.*—One hundred thousand rations have been distributed among the regiments this afternoon preparatory to departure. The captains of the transports received their sealed orders to-day. It is reported that one of them has opened his orders, and divulged the destination of the fleet.

The men and animals on board the transports have suffered greatly during the gale of the last two days.

A detachment of the Sixteenth Massachusetts Regiment to-day followed the line of the telegraph to Newport News without encountering any opposition.

Two recent deserters from the rebels state that the troops at Yorktown are suffering greatly from want and sickness.

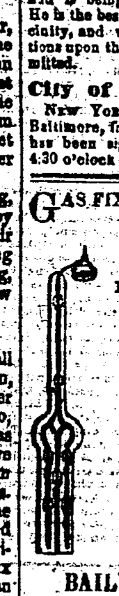
Visit of the Chief of the Snake Indians.

GREAT SALT LAKE CITY, Oct. 27.—Washkee, Chief of the Snake Indians, arrived here to-day with a band of Indians, and returned to Mr. Bromley, the agent of the Overland Mail Company, a number of horses and mules stolen from the Bear River Station by the Bannock Indians, he having captured them from that tribe. This is the old chief's first visit to this place. He received suitable presents for his exploit, and is being well entertained during his stay. He is the best friend the whites have in this vicinity, and were it not for him, great depredations upon the whites would constantly be committed.

City of Baltimore Signaled.

NEW YORK, Oct. 29.—The steamer City of Baltimore, from Liverpool on the 16th instant, has been signaled below. She will be up at 4:30 o'clock this afternoon.

GAS FIXTURES.—



LARGE ASSORTMENT JUST RECEIVED AND For Sale by

BAILY, FARRELL & CO., NO. 139 FOURTH STREET. se20:lyrm30

SYRUPS AND SUGARS—
65 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and A Crushed Sugars,
12 do Powdered and Granulated do
18 do Yellow and B Coffee do
20 do N. O. Molasses,
12 hhds. N. O. Sugar,
75 boxes prime Hamburg Cheese,
For sale by oc21 SCHOMAKER & LANG.

ALEXANDER SMITH'S NEW POEM EDWIN OF DEIRA.
The Silver Cord. By Shirley Brooks.
Great Expectations; illustrated edition.
Tom Brown at Oxford. Two volumes.
Framley Parsonage. By Anthony Trollope.
The House on the Moor. By Mrs. Oliphant.
Recreations of a Country Parson. 1st and 2d series.
Trench on the Study of Words. New edition.
oc21 KAY & CO., 55 Wood street.

GROCERIES—
225 bbls. prime N. O. Molasses,
70 do Golden and S. H. Syrups,
40 hhds. N. O. Sugar,
100 bags prime Rio Coffee,
75 half chests Y. H. and Black Teas,
50 caddy boxes do do do
50 boxes of Tobacco, assorted brands,
30 kegs I. C. Williams' six twist Tobacco,
for sale by WATT & WILSON, 258 Liberty st.

RAISINS—200 boxes Bunch Raisins,
100 do Layer do
100 do Valencia do
20 do Sultana do
In store and to arrive and for sale by
oc23 REYMER & BROS.

JERSEY SWEET POTATOES—10 bbls choice Jersey Potatoes received this day and for sale by the barrel or at retail, by
oc23 WM. A. RENSHAW, corner of Liberty and Hand sts.

FLOUR AND FEED—
450 bbls. choice brands Family Flour,
70 do Extra do
47 do choice Rye do
6100 lbs. Rye Shorts,
For sale by SCHOMAKER & LANG.

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.

POTATOES—
110 bushels Neshannock Potatoes,
25 barrels do do
Just received and for sale by JAS. A. FETZER,
oc21 Corner of Market and First streets.

Miscellaneous.

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 has 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. G. Kirkpatrick, L. Thumm & Co., Rogers & Nesbit, F. Hayden, Lacone Oil Co.; Weldon & Reinecke, W. Ogden & Co., W. P. Wooldridge, W. H. Murray, or at the Manufactory, Washington street near Pennsylvania avenue.
au10 lawsd&tf R. D. DITHRIDGE.

RAYNOR'S
ENVELOPES.

THE SUBSCRIBER BEGS LEAVE to call the attention of Booksellers, Stationers, Dealers in Fancy Goods, and all others, to the EXTENSIVE ASSORTMENT AND SUPERIOR QUALITY OF ENVELOPES MANUFACTURED BY HIM.

The kinds embrace every style of Letter, Note, Official, Wedding, Portfolio, Drug, and other varieties—Also, Parchment and Cloth Lined, all made and gummed in the most perfect manner, on the best folding Machines yet invented.

Also, the Irving Mills Writing Papers, manufactured expressly for the subscriber, and no better papers can be found in this country.

Samples, with trade list of prices, sent by mail when requested.

Dealers are invited to call and examine his stock, qualities, prices, styles, &c., &c.
oc7:1md SAMUEL RAYNOR, 118 William Street, N. Y.

To Farmers and Others.

FOR SALE,
GEOWEY'S SUPERIOR PATENT
GRAIN FAN AND SEPARATOR.
PATENTED JANUARY 10, 1860.

THE SUPERIORITY OF THIS FAN over all others in use consists in its cheapness, simplicity and durability. Second, in cleaning Grain faster, better and more thoroughly, with less labor than any other mill. The patentee of the above Fan has been long engaged in manufacturing and selling Agricultural Implements, convinced of the great want of a good Fan for cleaning the different kinds of Grain and Seeds, presents this to the public with full confidence that it will meet their wants.

The undersigned, having purchased the sole right to manufacture and sell the above Grain Fan and Separator in Western Pennsylvania, Western Virginia, and all Ohio, and the right to sell in Indiana and Illinois, is now prepared to fill all orders, wholesale or retail, at 319 Liberty street, Pittsburgh, Pa.
se3:ind&wtf W. W. WALLACE.

DAVIS & PHILLIPS,
Brass Founders and Manufacturers.
PLUMBERS,
GAS AND STEAM FITTERS
MANUFACTURERS AND DEALERS IN
GAS FIXTURES,
Pumps & Brass Work
OF EVERY DESCRIPTION
OIL WELL PUMPS,
of Brass, Copper or Iron, with the most approved Chambers and Valves of all kinds, and warranted to give satisfaction.
MANUFACTORY,
110 Water and 104 Front sts. PITTSBURGH.
ly23-lyms?

SEA BATHING NEAR PHILADELPHIA.

FOR SEA BATHING, Atlantic City, N. J. (two and a half hours ride from Philadelphia) is more frequented than any other place in the United States.

Its bathing, sailing and fishing facilities are unsur passed.

Its Hotels and Boarding Houses, which will accommodate about Seven Thousand persons, are as well kept as those of Saratoga and Newport.

Its Beach is nine miles in length, affording a magnificent drive, while the atmosphere of the place is remarkable for its dryness.

The Mails are carried twice daily two and from Philadelphia, and a telegraph extends the whole length of the road.

Trains of the Camden and Atlantic Railroad leave Vine Street Wharf, Philadelphia, at 7½ A. M. and 4 P. M. Leave Atlantic at 6:15 A. M. and 4:45 P. M. Distance sixty miles. Fare $1.80.

McKIBBIN'S (United States) HOTEL and other houses now open. jel9:dtf

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. ... [illegible]

THE CO-PARTNERSHIP OF JONES & LAUCH 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 on the 1st day of August, 1861, and to terminate on the last day of August, 1866.
B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN,
September 18, 1861. sel7:3m

VALUABLE IMPROVEMENT
In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on Sept. 6th, 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 is 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 & Dushing, 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.

CORROSIVE SUBLIMATE—100 lbs. for sale by
oc4 B. A. FAHNESTOCK & CO.

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.

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.
Board Reduced to $2 per Day.

SINCE THE OPENING of this vast and commodious Hotel, in 1854, it has been the single endeavor of the proprietors to make it the most sumptuous, convenient and comfortable home for the citizen and stranger on this side of the Atlantic.

And whatever has seemed likely to administer to the comfort of its guests they have endeavored, without regard to cost, to provide, and to combine all the elements of individual and social enjoyment which modern art has invented, and modern taste approved; and the patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appreciated.

To meet the exigencies of the times, when all are required to practise the most rigid economy, the undersigned have

Reduced the Price of Board to Two Dollars per Day,

at the same time abating none of the luxuries with which their table has hitherto been supplied.
oc3:3md TREADWELL, WHITCOMB & CO.

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.
1y17-6m

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.

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. nol2:6md

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. ocl2:lyd

CORNPLANTER OIL COMPANY.
B. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—B. 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, No. 35 Wood st., Pittsburgh.
my6:lym

EAGLE OIL WORKS.
WIGHTMAN & ANDERSON,
REFINERS AND DEALERS IN
PURE CARBON OIL,
(Quality Guaranteed,) PITTSBURGH, PA.
Our Grease and Benzole constantly on hand. Orders received for the present at CHAS. SMITH & 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 E. 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 purpose we have ever used.
THE L. S. & R. R. R. Co.,
no28:tf By WM. REPT, Pres't.

FRUIT TREES,
INDUCEMENT TO PURCHASERS.

A very large stock of choice Trees of selected varieties to choose from, with every possible care taken to have every variety true to name.

Of Apple alone we have 175,000—50,000 of which are three year olds, 10,000 four year old. Pear, 10,000 two to three year old. Peach, Plum, &c., a fine stock.

REFERENCES—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. sel9:dawT JOHN MURDOCH, Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No 38 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.
ap2tf

CONSIGNMENTS—
150 bbls. choice selected Green Apples,
100 doz. assorted Fancy Brooms,
100 boxes Western Reserve Cheese,
16 do Woods' Pearl Starch,
15 sacks Timothy Seed,
10 bbls. heavy, clear Mess Pork,
200 cases fresh two lbs. for family use,
5 sacks Geese Feathers,
5 kegs fresh No. 1 Lard, for family use,
Just received and for sale by FRANK VAN GORDER,
oc11 114 Second street.

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

PHOTOGRAPH ALBUMS.
Portraits of distinguished
MEN AND WOMEN.
Just received a large and beautiful assortment of PHOTOGRAPH ALBUMS & CARD PHOTOGRAPHS.
oc1 R. S. DAVIS, 93 Wood street.

FRESH GROUND CORN MEAL.—Just received, a prime article of sifted Corn meal, put up in ¼ pound bags, or for sale by the bushel, at the Family Grocery store of
oc19 JOHN A. RENSHAW, cor. Liberty and Hand streets.

BEANS—30 bags White Beans for sale by oc4 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 fellies of the best white oak, free from defects, each wheel to have a sand band and linchpin band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one eighth inches in a parallel line, and each axle to be three feet eleven and three eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; size of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and four inches deep fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and bolster, (the bolster to be four feet five inches long five inches wide, and three and a half deep,) with four half-inch bolts.

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

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue, jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one-quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner, a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and hounds; a brace over front bolster one and a half inch wide, one quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, 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 coupling pole and tongue where they rub together, iron plate one and a half by one-quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a nail in each corner, and four countersunk nails on the top; two bands on the hind hounds, two and two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. 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, and two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; two the 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 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 burr; 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; the feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop iron around the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each one of the bows; one ridge pole twelve feet long, one and three-quarters inches wide by five eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

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

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the 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,
se12tf 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 1¾ inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1¼ inch wide, side straps 4 feet long, 1¼ inch wide, tie straps 15 inches long, ¾ inch wide, tapering to a point.

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

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ⅞ inch wide.

Two Pair of Strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1¾ inch square, staples and line rings.

Two Pair of Hame Straps. Lower one 5 feet 6 inches long, ¾ inch wide; upper one 4 feet 6 inches long, ¾ inch wide.

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; check 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, 6¼ 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, 2¼ inches wide.

Two Pair Trace Chains, 7 feet long, 10 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, 2¼ inches wide, with 2¼ 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, 3¼ inches wide, with a 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1¾ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13¼ 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, 1¼ 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, 1¼ 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, 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. 22—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 1¾ 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 6 feet long, 1¼ inch wide, side straps 5 feet 6 inches long, 1¼ inch wide, tie straps 15 inches long, 1¼ 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 5 inches long and 2 inches wide.

Two Hair Collars. 21 to 23 inches long, with double straps and safe leathers and buckles ⅞ inch wide.

Two Pair of Strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1¾ inch square; staples and line rings.

Two Pair of Hame Straps. Lower one 5 feet 6 inches long, ¾ inch wide; upper one 4 feet 6 inches long, ¾ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 inches long, 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 11 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, 2¼ inches wide.

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

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

Two Neck Straps, 3 feet 5 inches long, 2¼ 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, 3¼ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¾ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two 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, 1¼ 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 22—8 bar.

The whole to be packed in a box about 21 inches wide, 15 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as may be required.

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

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chain, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 30 feet long.

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

When 6 mule harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 28 feet long.

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

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

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

Proposals will be indorsed on the envelope inclosing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to
Major D. H. VINTON,
au12:tf Quartermaster U. S. Army.

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.
650 bags Rio Coffee.
50 bbls. Pennsylvania Syrup,
for sale by SHRIVER & DILWORTH,
oc2 132 Second street.

SUNDRIES—
75 bbls. choice Green Apples,
15 do Sweet Cider,
10 kegs prime Leaf Lard,
4 bbls. fresh Eggs,
3 do packed Butter,
In store and for sale by CULP & SHEPARD,
oc11 343 Liberty street.

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.

Railroads.

Cleveland & Pittsburgh Railway.
CHANGE OF TIME—SUMMER ARRANGEMENT.

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

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'G	Arrives at COL'MB'S	Arrives at CIN'T	Arrives at IND'APOLIS	Arrives at ST. LOUIS
12:35 a m	11:35 a m	4:30 p m		
12:10 p m	8:15 p m	2:00 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'R	Arrives at STB'E	Arrives at WHEEL'G
12:35 a m	1:50 a m	2:57 a m	4:03 a m	5:07 a m
6:05 a m	7:25 a m	8:19 a m	9:20 a m	10:30 a m
12:10 p m	1:15 p m	2:18 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,
fel0-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 12:20 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 at (except Sunday) at 11:20 A. M.

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

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

Returning Trains arrive in Pittsburgh as follows:—Express, 11:50 P. M.; Mail, 11:50 A. M.; Fast Line, 12:30 A. M.; Johnstown Accommodation, 10:20 A. M.; First Wall's Station Accommodation, 5:50 A. M.; Second Wall's Station Accommodation, 8:30 A. M.; Third Wall's Station Accommodation, 1:25 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 ... $12 50 To Baltimore ... $9 [illegible]
Philadelphia ... 10 00 Lancaster ... 8 [illegible]
Harrisburg ... 7 [illegible]

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. sel0:3m&n

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 more than one 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. Meads,
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 Timble,

TRUSTEES.
Alexander Bradley, John B. McFadden,
John G. Backofen, Peter A. Madeira,
George Black, John H. Mellor,
John S. 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.
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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.,
sn&tf cor. Smithfield and Water sts., Pittsburgh, Pa.

SUNDRIES—
150 hhds. N. O. Sugar;
50 bbls. Refined Sugar;
500 " prime Plantation Molasses
100 " assorted brands Syrups;
200 bags Rio Coffee;
22 pocket Java Coffee;
100 boxes assorted brands Tobacco;
25 caddys do do
140 half chests Young Hyson and Black Teas
50 catty boxes do do do
50 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
50 " Mould Candles;
25 " Starch do
300 bbls. Extra and Extra Family Flour,
In store and for sale by ATWELL, LEE & CO.
jo2:dtf

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.

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
100 qr do do
10 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.

BROOM CORN BRUSH—3 tons of a superior article of Ohio Brush for sale by
oc1 HENRY H. COLLINS.

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

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.

LIME.—150 bbls. fresh just received and for sale by (se3) HENRY H. COLLINS.