How the Pacific Telegraph Works.
[From the N. Y. Journal of Commerce.]

The business men of New York appreciate the commercial advantages of a telegraph line to the Pacific. On the first day after communication between this city and San Francisco was established, over forty purely business dispatches were sent through, besides many of a congratulatory character. The rates now in use are $5,95 for ten words, and 48 cents for each additional word—which are regarded as moderate for the distance, and are not likely to be reduced at present. In the Act of Congress giving authority to build the line, it was expressly forbidden to fix the through rates above $4,25 for ten words, and 36 cents for each additional word; but no definite rates were mentioned for the way business. Mr. J. H. Wade, President of the line, has telegraphed to this city that a meeting of the Directors will soon be held, and a tariff of rates made for all the intermediate points. Until then, the through rates will be paid for telegrams to Salt Lake City, Carson City, Nevada Territory, and every other station on the route. In estimating the cost of telegraphing from New York city, or other points to San Francisco, the regular rates to St. Louis are simply added to those which now are, or may be, fixed for the Pacific line beyond.

There is a difference of about 48½ degrees of longitude between New York city, and San Francisco. If a telegram were instantaneously sent over the whole line, it would reach San Francisco, at a time, according to the clocks of that city, about three hours and fifteen minutes before the time at which it left New York, according to the clocks here. Thus a dispatch sent from this city, at the high business hour of 10½ A. M., would arrive at San Francisco before the man to whom it was addressed was out of bed; while a dispatch started from this city in the edge of evening, would find the same man up to his neck in business. Though these astonishing things are theoretically possible, yet, practically, it takes appreciable space of time to get a dispatch from New York to the Pacific. The weather is rarely favorable for the telegraphic fast of working so long a distance without repeating; and, even if it were, the various divisions of the line would be scarcely ever unoccupied with business which could be suspended to let a dispatch clean through. Under the present arrangement, the New York telegram is copied four or five times before it reaches San Francisco, and has to take its turn with other despatches at every repetition. Messages may be sent and answers received in the same day; but, if the wires are crowded with business, communication back and forth will probably take part of two days. For all practical purposes this is almost as good, though not near so amazing, as the instant telegraphic flash. On specially important occasions, like the arrivals of European steamers, when the atmosphere along the whole line is just right, the wires will be worked from New York, and even from Halifax to San Francisco, without interruption.

Secession in Missouri.

A letter to the Cincinnati Gazette, says:

Every night but one since we left Kansas City, I have lodged in a Secession house, and in each of them I found that all the white men had gone to the rebel army. At several towns through which we passed, the most affecting scenes occurred. The men were all absent in Price's army, while the women, at the sound of favorite national airs played by our Brass Bands, and the thoughts of what was awaiting their husbands and sons, often gathered around us in groups, and would weep and sob aloud as though their hearts would break! Strange as it would seem, women have if possible, almost everywhere in the regions infected with Secession, taken the lead in this cursed rebellion, so far as it was in their power. Poor, miserable short-sighted creatures! little did they think of the dreadful penalty which must sooner or later react upon them! These women, who have seen our armies on their way South in pursuit of their traitorous husbands and friends—whom they perhaps encouraged in their wicked course—now begin to see their awful mistake, and the sad calamity which is soon to overtake them! It will be so in other regions than this, ere long; and woe will come to many a fair daughter and proud mother who urged on their sons, brothers and husbands in this unholy rebellion!

Lane, with his "Kansas Brigade," was just in advance of us on our way out here, and consequently he got all the "contrabands." He captured thirty-two kegs and two barrels of Price's powder, which he found hid at Pleasant Hill. He also confiscated Secession property all along the road, wherever he could find it, often taken from rebels and giving it to poor Union families who had been previously robbed by rebels.

There is no mistake about it, Lane has done more to put down this rebellion, in a way that it will stay down, than all the other armies together in this State. He conquers as he goes.

Gosh, But It's Nice.

While sauntering through the Maryland Institute last night, we were greatly amused at the perplexity of a couple whose conversation and exterior plainly indicated that they had not been many days out of the woods. After viewing the thousand and one articles in the fair, our country friends halted in front of the perfumery stand of Mr. Saelby, and from the surprise depicted in their faces, the rich perfumes must have stolen upon their senses, like the fabled stories of old. After viewing the different articles, the male escort enquired of Mr. Shelby, "What on airth smelled so nice?"

The polite attendant upon the stand explained matters satisfactorily, and prevailed upon his interrogator to purchase a bottle of cologne. Greeny applied a portion of the liquid to his bandana, and placing it to his nasal organ, exclaimed, "Gosh! aint it nice?" His companion being desirous of possessing a bottle of the nice stuff, selected a small phial labelled "Kiss me quick." Greeny enquired the name, and upon receiving the proper reply, looked as bashful as possible, and in a low tone remarked to his sweetheart, "Not here, Jane; there are too many people looking." It appears that the poor fellow had understood his sweetheart to ask for a kiss, instead of a bottle of "Kiss me quick." Matters were quickly explained, and the happy couple, in possession of the nice stuff, wandered arm in arm through the hall.

BYRON TAMPERING WITH THE BIBLE.—An eminent publisher has in his possession a curious relic of Lord Byron. It is a handsomely bound Bible, which the noble poet presented to the gentleman's father also a publisher, having first written on the fly-leaf his name, with the text. "Search the scriptures, for they are they which testify of me." Mr.——was a little surprised at receiving such a present from the author of "Don Juan;" but the mystery was cleared up when he found that in the sentence, "Now Barabbas was a robber," Lord Byron had carefully erased the last word, and substituted in its place the word "publisher." The joke was elaborate, but not the less characteristic on that account.

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

From Washington.

WASHINGTON, Nov. 4—At one o'clock this morning a fire broke out in the lower story of the general hospital, on Judiciary Square, originating from a furnace. The combustible parts of the main building and of the right wing, together with the roofs, were destroyed. When the flames were first discovered, hurried preparations were made for the removal of the sick and wounded soldiers—about fifty in number. This was effected in good order and with safety to the patients, who are now comfortably cared for in the neighboring City Hall, and other buildings in the immediate vicinity. Most of the chamber furniture was saved. The antiquated and insufficient city fire apparatus prevented the entire destruction of the hospital.

The employment of a steam apparatus has become a public necessity.

Fortunately thirty of the patients were, on Thursday, removed to Annapolis.

The President has recognized Camila Martin as vice consul of Spain at San Francisco, and Godfrey Suydacker as consul of the municipality of Schaumburg Lippe for the United States, to reside at Chicago.

WASHINGTON, Nov. 3.—The Common Council of Philadelphia has presented Gen. McClellan with a magnificent sword.

On Friday Gen. Stone sent a flag of truce to Gen. Evans, at Leesburg, to inquire into the disposition of the prisoners taken at Ball's Bluff. Evans replied that they were confined at Richmond and he would communicate with the government relative to the exchange of prisoners.

The news from Europe, per last steamer, shows that the rebel emissaries in London and Paris were very confident and noisy, in the belief that the necessities of the manufacturing interests will lead to an interference in the American contest, for the purpose of breaking the blockade to purchase a supply of cotton. It is, nevertheless, evident their cause is losing ground both with the people and the press.

The London *Post*, Palmerston's organ, has a strong article against any interference, and exposing the fallacy of the notion that the recognition of the Rebel states would re-open the Cotton trade, that, on the contrary, recognition would only increase the rigor of the blockade, and any interference would be an act of war.

The *Shipping Gazette* continues to denounce the conduct of the blockade, and the wrongs done British ships, and says that some action on the part of the British Government is indispensible.

The *Times* thinks it not unlikely that the moment the drain of specie commences, the financial community of America will have its Bull Run.

Count De Sayere, a lineal descendant of Count Rochambeau, of American Revolution fame, has tendered his military services to the President, and has been assured that they will be accepted. The same answer has been given to the Baron Deschonen, a descendant of Gen. Lafayette. It is expected that they will soon reach the United States.

Chased by a Pirate--Vessel Wrecked.

NEW YORK, November 4—The bark Rapid, which arrived at this port this morning from Vera Cruz, reports that she was chased by a pirate schooner off Cape Carnaveral. The bark Edward, Capt. Wm. McIntyre, of New Bedford, three days from Matanzas, in ballast, came ashore north of the Highlands at 2 o'clock this morning. The passengers, numbering sixty-eight persons, and the crew ten, were all saved. The chances of getting the vessel off are poor, as she has lost her rudder, and is thumping severely.

Disaster by the Storm.

BOSTON, Nov. 4.—Several long stretches of the Eastern Railroad over the Hampton, New Hampshire, marshes were swept away by the storm, and travel on the road will be interrupted for some days.

Considerable damage to the bridges and wharves at Portland has also been occasioned by the flood.

The bark Mary C. Porter is ashore at Gloucester, and will have to discharge to get off. The brig Tyro, of Rastport, cut away her masts, in Gloucester harbor, to prevent going ashore.

From Fortress Monroe.

FORTRESS MONROE, NOV. 3—*Via Baltimore Nov. 4.*—On account of the late arrival of the Baltimore boat, no flag of truce went to Norfolk to-day.

No intelligence whatever, concerning the fleet, has been received here. This has been the most quiet day of the season at Old Point.

The Persia and Arabia.

ST. JOHNS, N. F., Nov. 4.—There have been no signs at Cape Race of the passage of the steamer Persia, from Liverpool on the 26th, or of the steamer Arabia, outward bound. The Persia must have passed to the southward.

Steamboats.

FOR CINCINNATI AND ST. LOUIS—The fine steamer ANGLO-SAXON, R. Dalzell, Master, will leave for the above and all intermediate ports, on WEDNESDAY, 6th inst. For freight or passage apply on board or to [no2] D. H. LEWIS, Agent.

FOR ST. LOUIS & KEOKUK—The fine passenger steamer SUNNYSIDE, Capt. F. Maratta, will leave for the above and all intermediate ports, on TUESDAY, 6th inst., at 4 o'clock. For freight or passage apply on board or to J. H. LIVINGSTON & CO., JOHN KINCH, } Agents. no2 D. H. LEWIS,

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH—The steamer ROCKET, Capt. John Wolf, will leave for the above and all intermediate landings EVERY TUESDAY at 10 o'clock, a. m.—For freight or passage apply on board or to D. H. LEWIS, Agent. feb19

PITTSBURGH AND GALLIPOLIS PACKET—The fine new passenger steamer UNINE, Capt. M. A. Ulz, will leave Pittsburgh for Gallipolis EVERY SATURDAY at 4 p. m. Returning, leaves Gallipolis EVERY TUESDAY at 10 a. m. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents. se20

REGULAR WEEKLY ZANESVILLE PACKET—The fine new and splendid passenger steamer MAGGIE GRAHAM, Capt. Ayers, leaves Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, p. m. Returning leaves Zanesville for Pittsburgh every FRIDAY at 8 a. m. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents, Pittsburgh. H. S. PIERCE & CO., Agents, Zanesville. se14

REGULAR WHEELING PACKET—The fine steamer MINNEHA, Captain John Gordon, leaves for wheeling and intermediate ports every TUESDAY, THURSDAY and SATURDAY, at 11 o'clock, A. M., making close connections with the regular packets for Parkersburg and Cincinnati. Returning, leaves Wheeling every MONDAY, WEDNESDAY and FRIDAY, at 8 o'clock a. m. Passengers receipted through to Cincinnati. For Freight or passage apply on board or to JAMES COLLINS & CO. [au1 No. 114 Water street.

NEW YORK & LIVERPOOL, NEW YORK AND LIVERPOOL—Leading and embarking Passengers at QUEENSTOWN, (Ireland.) The Liverpool, New York and Philadelphia Steamship Company intend despatching their unrivalled iron steamships as follows:

GLASGOW.....Saturday, November 9
CITY OF NEW YORK.....Saturday, " 16
EDINBURGH.....Saturday, " 23

RATES OF PASSAGE:
FIRST CABIN.....$100 | STEERAGE.....$30 00
do to London.....$90 00 | do to London.....$35 00
Steerage Return Tickets, good for six months.....$65 00
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, $35, $40 and $50. Steerage from Liverpool $30. From Queenstown $32.

☞ Sight drafts for sale on England, Ireland, Germany 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, 616 Liberty street, Pittsburgh.

FLOUR AND FEED—
600 bbls. choice brands Family Flour,
70 do Extra do
47 do choice Rye do
6000 lbs. Rye chopped.
For sale by SCHOMAKER & LANG.

TABLE SALT.—5 cases extra ground Table Salt, put up in boxes for family use; also a supply in small bags, for sale by JOHN A. BENSHAW, oc19 corner Liberty and Hand streets.

JERSEY SWEET POTATOES—10 bbls. choice Jersey Potatoes received this day and for sale by the barrel or at retail, by J. H. A. BENSHAW, oc22 corner of Liberty and Hand sts.

BERNARD'S EDINBURG ALE—A supply of this choice brand, so highly recommended as a superior tonic for the use of debilitated constitutions. SIMON JOHNSTON, Druggist, oc15 Corner Fourth and Smithfield streets.

THE EQUITY DRAFTSMAN, being a selection of forms of pleading in suits of Equity. Revised and enlarged edition, with copious notes and references to American cases. For sale by KAY & CO., 66 Wood st. [oc23

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.
RATES Reduced to $2 per Day.
SINCE THE OPENING of this vast and magnificent Hotel, in 1854 it has been the delightful resort of the proprietors to make it the most attractive, comfortable and comfortable home for the citizen and stranger on this side of the Atlantic.
And whatever has seemed likely to a minister to the comfort of its guests they have endeavored, without regard to cost, to provide, and to combine all the elements of institutional 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.
Out of the exigencies of the times, when all are compelled to practice the most rigid economy, the undersigned has
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.
THADDEUS, WHITING & CO. oct23md

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 HOUSE. *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. [y11-6m

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 Hack men who say we are full.
oct27:1yd B. 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 BOX ES, &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,
jy4: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 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. [oct15:6md

Petroleum & Carbon Oils.

PETRONA OIL STORES.
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 BENZOLINE.
☞ No 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand.— oct12 1yd

CORNPLANTER OIL COMPANY.
R. B. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnegie, 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, Wylie's Row, No. 85 Wood st., Pittsburgh.
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 OLDSS, SMITH & CO'S, Water and First streets. se2:6dm

Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by B. A. FAHNESTOCK & CO.
As to the quality, we refer to annexed certificate:
PITTSBURGH, Nov. 27, 1860.
MESSRS. B. A. & J. H. FAHNESTOCK 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. R. & CO.,
By WM. KEYT, 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 them healthy and 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.
REMARKS—The trees in the nursery. Call and see them.
EVERGREENS from 1 to 8 feet, by the hundred, cheap also, SHADE TREES AND SHRUBBERY unbounded and retail.
Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. oct9:dawf JOHN MURDOCH, Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 33 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.
ap2:tf

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

FRESH GROUND CORN MEAL—Just received, a prime article of sifted Corn Meal, put up in 24 pound bags or for sale by the bushel, at the Family Grocery store of JOHN A. BENSHAW, oc19 cor. Liberty and Hand streets.

BELTING! BELTING!!—India Rubber and Leather Belting of all sizes; also, Lace Leather of a superior quality, for sale at 93 and 95 St Clair street. oc22 J. & H. PHILLIPS.

CRUDE OIL—1000 bbls. Oil Creek Petroleum, suitable for refining, just received and for sale by JAMES DALZELL & SON, 65 Wood st. oc23

TOBACCO—
125 boxes approved brands Virginia Tobacco,
30 kegs No. 1 Six Twist do
50 bbls. Cut and Dry do
For sale by JOHN FLOYD & CO. oc26

BUCKWHEAT FLOUR—In 25 pound sacks, in store and for sale by L. H. VOIGT & CO. oc3

BEANS—30 bags White Beans for sale by HENRY H. COLLINS. oc7

PEARLASH—20 casks No. 1 received and for sale by HENRY H. COLLINS.

FEATHERS—25 sacks Feathers for sale by JOHN FLOYD & CO. oc26

Miscellaneous.

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL LAMP CHIMNEYS,
PATENTED SEPTEMBER 16TH, 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 every where 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.
Many actual and consumers of Carbon Oil, who have felt the magnitude of the obstacle, which has existed in 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. Thomas & Co., Rogers & Nesbit, P. Hayden, Lenoxo Oil Co., Weldon & Reinoke, W. Ogden & Co., W. P. Woodbridge, W. M. Murray, or at the Manufactory, Washington street near Pennsylvania avenue
and 9:tawf3m E. D. DITHRIDGE.

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 unsurpassed.
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.
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 $1,25.
GORRIBIN'S (United States) HOTEL and other houses now open. [se19:tf

VALUABLE IMPROVEMENT
In Steam and Atmospheric Hammers.
LETTERS PATENT were granted on 3d 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 is the thickness of the piece 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 & Onahing, 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. B. WEAVER, THOMAS BEACH, oc28:tf Brosport, Armstrong co., Pa.

THE CO-PARTNERSHIP OF JONES & LAUGHLIN 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 & Laughlin,) 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

SYRUPS AND SUGARS—
50 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard an A Crushed Sugars,
12 do Powdered and Granulated do
18 do Yellow and A Coffee do
30 do N. O. Molasses,
13 hhds. N. O Sugar,
15 boxes prime Hamburg Cheese,
For sale by SCHOMAKER & LANG. oc31

ALEXANDERSMITH'S NEW POEM EDWIN OF DEIRA.
The Silver Cord. By Shirley Brooks.
Great Expectations. Illustrated edition.
Tom Brown at Oxford. Two volumes.
Franley 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., 65 Wood street.

GROCERIES—
275 bbls. prime N. O. Molasses,
70 do Golden and S. H. Syrups,
50 hhds. N. O. Sugar,
100 bags prime Rio Coffee,
75 half chests V. H. and Black Teas,
50 do dly brls do do
55 boxes Tobacco, assorted brands,
50 kegs J. G. Williams' six twist Tobacco,
for sale by WATT & WILSON, 168 Liberty st.

CONSIGNMENTS—
25 bbls. Refined Oil,
25 do Stocks Lubricating Oil,
60 boxes prime W. R. Cheese,
50 dozen Common Brooms,
100 do Fancy do
75 bbls. Green Apples,
50 boxes Woods' Herb,
300 cases choice assorted Peaches, for family use.
Received, to arrive and for sale by FRANK VAN GORDER, oc23 No. 114 Second street.

NEW BUCKWHEAT FLOUR—Just received a fresh supply of prime new Buckwheat Flour, in 50 and 25 lbs sacks, for family use, for sale by JOHN A. BENSHAW, oc21 corner Liberty and Hand sts.

CHESTNUTS, CHESTNUTS.
15 sacks choice new Chestnuts just received and for sale by FRANK VAN GORDER, oc29 No. 114 Second street.

ROCK OIL.—
600 BBLS. FROM FUNK WELL,
For sale by
oc14 JAMES DALZELL & SON, 65 Water st.

N. O. MOLASSES.—250 bbls. rec'd and for sale by steamer St. Louis, in store and for sale by McDONALD & ARBUCKLE, No. 238 Liberty street.

LOVERING'S STEAM SYRUP—6 bbls. J. S. Lovering's Extra Philadelphia Syrup just received and for sale by the barrel or retail by JOHN A. BENSHAW, oc22 corner Liberty and Hand streets.

TO ARRIVE ON CONSIGNMENT.—
20 bbls Cranberries;
10 bbls Green Apples;
10 bbls Sweet Cider,
oc18 L. H. VOIGT & CO.

INDIA RUBBER CLOTHING of all kinds always on hand at the India Rubber Depot of J. & H. PHILLIPS, oc22 26 and 28 St. Clair street.

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—
100 bushels Neshannock Potatoes,
25 barrels do do
Just received and for sale by JAS. A. FETTER, oc31 Corner of Market and First sts.

SPICED SALMON—A fresh supply, in five pound cans, just up by Wm. Underwood & Co., just received and for sale by JOHN A. BENSHAW, oc1 corner of Liberty and Hand sts.

100 BBLS. FRESH APPLES just received and for sale by FRANK VAN GORDER, oc12 114 Second street.

BALSAM COPAIVA—500 lbs for sale by B. A. FAHNESTOCK & CO., oc5 Corner of Wood and First streets.

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

GREEN APPLES—50 bbls. choice Apples just received and for sale by HENRY H. COLLINS. oc12

APPLES, APPLES—50 bbls. just received and will be sold at $1.00 per barrel, at No 114 Second st. FRANK VAN GORDER.

OAK TANNED LEATHER BELTING, of the best quality, for sale at 93 and 95 St Clair street. [se15] J. & H. PHILLIPS.

UMBER—BURNT AND POWDERED—1000 pounds for sale by B. A. FAHNESTOCK & CO., oc1 corner of Wood and First streets.

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 two inch 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, to be fitted to a nine inches wide and two and three quarter inches (outside) 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 to each felloe; hubs made of gum, the spokes and felloe 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, with one eighth inches in a parallel line, and each axle to be three feet eleven and three eighths 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; sixteen 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 bounds and tongue, (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 bounds, 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 bounds 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 bounds.

The hounds to be six feet two inches long, 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 clasp the front bounds together, and fastened on the under side, and at front end of bounds, with half inch screw bolt through each bound, a screw bolt through the tongue and hounds in the centre of jaws, to secure the tongue to 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 the manner, a brace of seven-eighths of an inch round iron to extend from under the front axletree, to 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 bind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide, jaws one foot long where they join the tongue, and 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 bind 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 inch and a half thick, on the under side of the bolster 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 screw bolts through the bounds; 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 connecting bolts on the top; two bands on the hind bounds, two and three 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 less bar and singletree to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The main 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 forward chain, seven sixteenth inch diameter; the fifth chain to be seven sixteenth inch diameter; to the fork; the fork to be five-sixteenth inch diameter; the links at the end 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 six deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end, all in the clear or inside; the box plates 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; a pole plate 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 six inches; the outside rail to be three feet four inches long, the bottom five inches wide front side, three and a half inches deep, and eight inches at the top in parallel line to the body rail in the cover, 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 iron rail by a rivet in each end of it passing through them, the iron 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 hay; to have a joint hasp fastened to the middle of the lid, with a good wooden chest 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 stake 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 bolt 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 bind 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 of the body, and two through the front stake, to secure the lining boards, to be of the best quality iron, and riveted on a good but; one rivet through each end of the rails, of five-eighths of an inch; oak boarding sides five