WEDNESDAY MORNING, NOV. 6, 1861.

George B. McClellan.

The resignation of General Scott, has placed the responsibility of the Union armies upon the shoulders of a remarkable man. This is true not only in the common but the original acceptation of the word. McClellan has always been a remarkable man. And now especially, when

"All tongues speak of him
And the bleared sights are spectacled to see him."

a brief review of his past life and services is as much a duty as a pleasure to every citizen who helps him carry the weights of our threatened commonwealth.

George B. McClellan was born in Philadelphia on the 3d of December, 1826, his father being an eminent physician of that city. At the age of sixteen, or in 1842, he entered the West Point Academy and in 1846, at the age of twenty, was graduated second in his class. On the 1st of July of that year he was brevetted second lieutenant of engineers. By an act of Congress passed during the May previous, a company of sappers, miners, and pontoniers was added to the engineer corps, and in this company McClellan was commissioned.

Brevet Brigadier-General Totten, Chief Engineer of the army commanded by General Scott before Vera Cruz, speaks of McClellan's genius and energy in that company in the highest terms. His exertions in drilling the recruits who came into his company to be prepared for the arduous labors of the Mexican war, were indefatigable. With the aid of but two other officers he succeeded so perfectly in drilling the seventy-one raw men who had come into his hands only two months before, that on the 24th of September they sailed from West Point, reported by General Totten "as in a state of admirable discipline."

During the war this company was reduced to forty-five effective men and two officers—one of whom was McClellan. He is repeatedly mentioned in connection with the corps as exhibiting consummate patience and ability. His company never once lost its discipline, and performed some of the most toilsome duties of the war under very trying circumstances. General Totten makes especial mention of the labors performed by McClellan before Vera Cruz. He speaks of him as "animating his corps by his own devotion and zeal," of "the unsurpassed intelligence and zeal with which he took his share in the direction of the siege."

At Contreras, McClellan was selected with another engineer to reconnoitre the strong breastworks of the enemy. They had their horses shot under them, and barely escaped capture by the Mexican pickets. When the action commenced McClellan was with Magruder's battery. While it was still doing splendid service, its commander, Callender, was wounded. McClellan immediately took command of it, and managed it until it was entirely disabled, with such success as to sustain all its previous reputation. General Twiggs immediately presented his name for promotion to General Scott, and after showing consummate bravery in the action of Churubusco, which took place next day, he was brevetted first lieutenant. In the next battle, Molino del Rey, his behavior was so gallant that he was elevated to a captaincy. He declined to receive it, and continued lieutenant on the day of Chapultepec, when General Scott mentions him as "winning the admiration of all about him." He was the first to enter the Alameda with a company which he commanded during the day of the assault repulsed a body of Mexicans greatly outnumbering his own corps, with a loss of twenty to the enemy.

He continued in active service from the commencement of his company's organization until General Scott occupied the city of Mexico. He returned from the war with the rank of captain and the command of the company, now greatly augmented, of sappers, miners, and pontoniers. Between 1848 and 1851 he translated from the French a manual of bayonet exercise which has become the text book of the army.

In 1851 he superintended the construction of Fort Delaware. In 1852 he explored the Red River, under Captain Marcy, and surveyed the harbors and rivers of Texas as senior engineer on the staff of General Persifer F. Smith.

In 1853 McClellan was employed on the survey to ascertain the best route for a railroad between the Mississippi and the Pacific—also in the exploration of the forty-seventh and forty-ninth parallels of north latitude. His report gained the commendation of Jeff. Davis, then Secretary of War.

For three years more McClellan was very variously employed. After executing a secret service commission in the West Indies, and receiving a commission in the United States Cavalry, he was appointed one of a military commission of three officers to proceed to the Crimea and Northern Russia, for observation on the conflict then existing, and his report on "The Organization of European Armies, and the Operations of the War" is thought by army officers a most valuable work.

In 1857 he resigned his position in the army, the peaceful condition of the country seeming to demand his services no longer, to take a place in the management of the Illinois Central Railroad as its vice-president and chief-engineer. After three years of work upon that road he became general superintendent of the Ohio and Mississippi line. He was acting on that post when the rebellion broke out. Governor Curtin, of Pennsylvania, applied to him to undertake the organization of the volunteer forces of that state! but he had previously accepted a similar offer from Ohio. In the assembling of the forces of the latter state, and in placing them upon an efficient war footing, he exhibited so much of that determination and originality which had characterized his former services in Mexico, that he was appointed Major-General in the United States army, with the command of a department, which included Ohio and Western Virginia. Since that time his record is not history—it is the present.

General McClellan married within the last two or three years, a daughter of Captain Marcy, under whom he made his Red River exploration.—[N. Y. Post.

Great Depreciation in Negroes.

The Louisville Journal says:

We see it stated that the average cash value of male slaves at present in South Carolina, as shown by the auction sales, &c., is $315—female $400. Thus it appears, that, for the first time in the history of that State or any State, male slaves are much less valuable than female. The reason no doubt is, that men don't like to buy male slaves, knowing the strong probability if not the certainty of their being seized for military service. This strongly indicates the condition of things there.

The average value of male and female slaves in South Carolina hitherto has been a thousand dollars. So the depreciation upon the hundred and eighty-five thousand slaves of the State, allowing the number of males and females to be equal, is about two hundred and sixty four millions of dollars. What a monstrous loss for a single State, especially a State no richer than South Carolina. She has suffered fearfully from this war, and, if it come not to a speedy close, her suffering will be tenfold what they have yet been. Terrible was her crime, and terrible has been, and more terrible will be her punishment.

If the depreciation in the value of slaves has already been so great in South Carolina, remote from the scene of war, what has it probably been in Virginia and Tennessee?

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

THE GREAT EXPEDITION!

RETURN OF A DISABLED SHIP.

THE FLEET SAFE ON SATURDAY.

EXPECTED LANDING AT BULL BAY, NEAR CHARLESTON!

RESIGNATION OF GEN. BEAUREGARD!

WITHDRAWING REBEL TROOPS.

&c., &c., &c.

FORTRESS MONROE, Nov. 4—*Via Baltimore, Nov. 5.*—The steamer Belvidere, one of the expedition, laden with horses and stores, returned to Old Point on Monday noon, reported that she was separated from the fleet in the storm of Friday, and a portion of her upper works were stove in, and so roughly handled that she was compelled to return. Twelve of the horses were killed. Nothing was known of the balance of the fleet.

About 5 o'clock in the afternoon the steamer Monticello, from the blockading fleet off Savannah, arrived, and reported that she passed the whole fleet, which was moving along finely on Saturday, within thirty miles of Bull Bay. The storm had nearly abated, and the officers have no doubt that they entered Bull Bay early on Sunday morning, and landed within twenty-five miles of Charleston. This point of the coast was but slightly fortified.

A Norfolk paper of Monday says the destination of the fleet is known to be Port Royal entrance, which is sixty miles south of Bull's Bay.

No less than sixty contrabands came to the Fortress and fleet on Monday. They report that many troops have been withdrawn from Norfolk, Great Bethel, Yorktown and vicinity, but they do not know where they have gone. The contrabands were picked up in boats and canoes. One boat had twenty-four in it.

Passengers by flag of truce say that no information had been received there relative to the fleet at 10 o'clock Monday morning.

The *Day Book* mentions rumors that Beauregard had resigned, and also published a dispatch from Richmond mentioning a similar rumor there.

Important from Europe.

NEW YORK, Nov. 5.—The steamer Persia has arrived off Sandy Hook. Her news is unimportant.

GREAT BRITAIN.—Complaint is made of the system of espionage by the Southern merchants in Liverpool.

Sir James Graham died on the 25th ult., at Netherby.

Dr. Russell's last letter to the London *Times* is dated October 10th. He says that persons of weight and influence were again urging on the President the necessity of an advance, for political reasons.

The Liverpool *Post* says that Capt. Semmes, of the pirate Sumter, arrived at Liverpool in the steamer Edinburgh, having shipped at New York as Capt. Sumuster, of the Royal Navy.

The London *Shipping Gazette* thinks that the defeat by the Confederates of the squadron blockading New Orleans, will render it scarcely a blockade at some of the principal Southern cities.

The dignity of Knighthood has been offered to Mr. Fairbaine for scientific services, but declined.

FRANCE.—The Paris papers announce that England, France and Spain have arrived at a complete understanding relative to Mexico. The convention will be signed in eight days, and the expedition will start at the beginning of November.

The French financial accounts are rather more satisfactory. The strain on the banks has subsided. Rentes had advanced to 68f. 20c. Rates of interest on treasury bills had been farther augmented.

It is reported that the French Senate will be convoked early in December to consider a reform in the Constitution, in order to relieve the government from a responsibility in financial matters.

A vague rumor prevails that France has notified Italy to have a military organization ready for any eventuality by the 1st of March next.

The Paris *Siecle* urges the adoption of measures to get cotton from Algeria.

It is confirmed that the Greenock ship builders, Messrs. Scott & Co., have signed a contract for the construction of three large iron plate steamers for the French Trans-Atlantic Company.

POLAND.—Affairs in Poland are unchanged. The churches continue closed.

LIVERPOOL, Friday, Oct. 25.—Flour, mixed 32s 9d@33s. Beef dull and unchanged. Pork quiet, but steady. Bacon steady and unchanged. Tallow active and 1s@1s 6d higher. Ashes quiet: pots 35, and pearls 37. Rosin steady: common 12s 6d. Spirits of Turpentine have a downward tendency; sales at 62@63s. Sugar dull and 6d@1s lower. Coffee firm. Rice firm. Linseed Oil firmer.

LONDON, Friday.—Breadstuffs firm. Iron dull. Coffee firm. Sugar easier. Rice active. Spirits of Turpentine dull at 63. Linseed Oil scarce at 35s. Tea is firm, common Congou 12½d.

Steamboats.

FOR CINCINNATI, LOUISVILLE, EVANSVILLE, CAIRO AND ST. LOUIS.—The favorite steamer ... Capt. McGowin, leaves as above, on THURSDAY, at 4 o'clock. For freight or passage apply on board or to no5 J. B. LIVINGSTON & CO., Agts.

FOR CINCINNATI AND LOUISVILLE.—The fine steamer BAY CITY, Capt. J. W. Anawalt, leaves as above and all intermediate ports WEDNESDAY at 4 o'clock. For freight or passage apply on board or to no5 J. B. LIVINGSTON & CO., Agents.

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 [oc3] D. H. LEWIS, Agent.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The steamer ROCKET, Capt. John Wolf, will leave for the above and all intermediate landings EVERY TUESDAY at 10 o'clock, a. m. For freight or passage apply on board or to fe10 D. H. LEWIS, Agent.

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

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

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer EMMA GRAHAM, Capt. Ayers, leaves Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, P. M. Returning leaves Zanesville for Pittsburgh every FRIDAY at 8 A. M. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents, Pittsburgh. H. S. PIERCE & CO., Agents, Zanesville. au16

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

NOTICE.—The Warehouse lately occupied by us having been destroyed by fire, we have removed to No. 283 LIBERTY STREET, a few doors below our former location.

We are now receiving a choice lot of BACON SHOULDERS, SIDES and HAMS direct from the Smoke House, and shall be pleased to see our customers. WM. H. HAYS & CO.

S. SEVERANCE, NO. 80, WATER ST. PITTSBURGH. Manufacturer of BOILER RIVETS, WROUGHT SPIKES, COMMON and RAILROAD, of every description.

Particular sized or shaped SPIKES AND RIVETS, large or small, made to order at short notice. A good assortment constantly on hand.

JERSEY SWEET POTATOES—10 bbls. choice Jersey Potatoes received this day and for sale by the barrel or at retail, by J. HN A. RENSHAW, oc21 corner of Liberty and Hand sts.

SHOT GUNS, DOUBLE AND SINGLE BARREL, for sale at reduced prices. oc12 BOWN & TETLEY, 136 Wood st.

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 practice 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.

TREADWELL, WHITCOMB & CO. oc3:3md

ST. LOUIS HOTEL, CHESTNUT ST., ABOVE THIRD, PHILADELPHIA,

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

Board per Day, $1 50.

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

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

English, French, German and Spanish spoken. jy17-6m

FRENCH'S HOTEL, ON THE EUROPEAN PLAN. CITY OF NEW YORK.

Single Rooms, Fifty Cents Per Day.

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

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

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

oc27:1yd R. FRENCH, Proprietor.

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. mh23

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, ja6:ly PITTSBURGH, PA.

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

Petroleum & Carbon Oils.

PETRONA OIL WORKS.

LONG, MILLER & CO.

Works at Sharpsburg Station Allegheny Valley Railroad.

Office and Warehouse 23 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE. No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oc12-1yd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.

JOHN IRWIN, Jr., Secretary and Treasurer.

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

PETROLEUM

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

Office at T. H. Nevin & Co.'s, my31:1y No. 36 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 CHESS, SMYTH & CO.'S, Water and First streets. sr2:6m

Lubricating Oil,

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

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

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

THE L. S. M. B. R. R. Co., By WM. KAPT, Pres't. no23:tf

FRUIT TREES;

INDUCEMENT TO PURCHASERS.

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

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

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

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

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se12: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. ap2:tf

PHOTOGRAPH ALBUMS.

Portraits of distinguished MEN AND WOMEN.

Just received a large and beautiful assortment of PHOTOGRAPH ALBUMS & CARD PHOTOGRAPHS. col R. S. DAVIS, 93 Wood street.

FRESH GROUND CORN MEAL—Just received, a prime article of sifted Corn Meal, put up in 54 pound bags or for sale by the bushel, at the Family Grocery Store of JOHN A. RENSHAW, 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 26 and 28 St. Clair street. oc23 J. & H. PHILLIPS.

CRUDE OIL—1000 bbls. Oil Creek Petroleum, suitable for refining; just received and for sale by oc24 JAMES DALZELL & SON, 69 Wood st.

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

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

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

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

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

Miscellaneous.

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, which is 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 4:16 P. M. Distance sixty miles. Fare $1,80.

HORTICULTURE (United States) HOTEL and other houses now open. je12:tf

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. jy22-1ymaT PITTSBURGH.

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:mdawtf W. W. WALLACE.

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. au1

VALUABLE IMPROVEMENT In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on Sept. 4th, 1860, to Thomas Beach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is obtained, no matter what be the thickness of the mass of iron to be hammered—thereby effecting a great increase of power where large pieces of metal are to be operated upon, and a corresponding saving of expense.

The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license sale, &c.

P. S. WEAVER,
THOMAS BEACH,
oc3:dtf Freeport, Armstrong co., Pa.

THE CO-PARTNERSHIP OF JONES & LAUTH expired by limitation on the 1st day of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlins.

LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership under the firm of JONES & LAUGHLINS, in the business of manufacturing and dealing in iron, (in succession to the firm of Jones & Lauth,) in which firm the general partners are Benjamin F. Jones, Thomas M. Jones, George W. Jones, Henry A. Laughlin, and Irwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock of said partnership, which is to commence as of the 1st day of August, 1861, and to terminate on the 1st day of August, 1866.

B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.

September 16, 1861. se17:2m

SYRUPS AND SUGARS—
65 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and Crushed Sugars,
18 do Powdered and Granulated do
13 do Yellow and A Coffee do
30 do N. O. Molasses,
13 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 halfchests Y. H. and Black Teas,
50 caddy bxs. do do do
55 boxes 5s Tobacco, assorted brands,
80 kegs I. O. Williams' six twist Tobacco,
for sale by WATT & WILSON, 258 Liberty st

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. RENSHAW, oc24 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 by steamer St. Louis, in store and for sale by McDONALD & ARBUCKLES, oc25 No. 258 Liberty street.

LOVERING'S STEAM SYRUP—6 bbls. J. S. Lovering's Extra Philadelphia Syrup just received and for sale by the barrel or at retail by JOHN A. RENSHAW, oc28 corner Liberty and Hand streets.

TO ARRIVE ON CONSIGNMENT.—
20 bbls Cranberries;
100 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 J. & H. PHILLIPS, oc23 26 and 28 St. Clair street.

RECEIVED THIS DAY—100 bbls. fresh ground Palmetto brand Extra Family Flour, and for sale by oc18 L. H. VOIGT & CO.

PEARL HOMINY just received and for sale at the Family Grocery Store of JOHN A. RENSHAW, oc23 Corner of Liberty and Hand streets.

CRANBERRIES—25 bbls. prime western Cranberries for sale by REYMER & BROTHERS, oc24 Nos. 126 and 128 Wood street.

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

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

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue, jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one-quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner, a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened, with two bolts, one near the back end of the hounds, and one through the slider and hounds, a brace over front bolster one and a half inch wide, one quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide, jaws one foot long where they clasp the coupling pole; the bolster four feet five inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets, the bolster stocks and hounds to be secured with four half inch screw bolts, and one half inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king-bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree, iron plate six inches long, three inches wide, and one eighth of an inch thick on the doubletree and tongue where they rub together, iron plate one and a half, by one-quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a nail in each corner, and four countersunk nails on the top; two bands on the hind hounds, two and two and a half inches wide, of No. 10 band iron, the rub plate on the coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

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

The body to be straight, three feet 6 inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven eighth inch wide, lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front rail with two good strap hinges, a strap of iron seven-eighth inch 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 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 stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equidistant between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body one and eleven inches, the other two feet six inches long, to be of three-eighths of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop iron around the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; one ridge pole twelve feet long, one and three-quarter 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 to a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

Each side of the body of the wagon to be marked U. S., and numbered as directed; all other parts to be lettered U. S.; the cover, feed box, bolts, linchpins, tar-pot, and harness bearers for each wagon to be put in a strong box, (cooperad,) 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, sel2:tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

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

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

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

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

Four mule harness as follows, to wit:

WHEEL.

Two Collars.—Breech straps 8 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 8 feet 11 inches long, 3½ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 16 inches long, ½ inch wide, tapering to a point.

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

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ¾ inch wide.

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

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

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 11¾ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 5 lbs to the dozen.

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

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

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

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

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

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 8 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to the dozen pair.

LEAD.

Two Collars, 17½ to 18 inches long, made the same as for wheel harness.

Two Pair of Hames to suit, of the same material as for wheel harness, ironed, with hooks; breast rings and line rings, with straps as in wheel harness.

Two Bridles, same as for wheel harness.

Two Neck Straps and Chains, same as for wheel harness.

Two Belly Bands, " "

Two Pair Chain Pipes, " "

Two Pair Trace Chains, " "

Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps each 2 feet 4 inches long, 1½ inch wide, each with a hook at one end.

Two Back Bands, 3 feet 4 inches long, 3½ inches wide.

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

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

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

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

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

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

One Curry Comb, No. 2½—8 bar.

The whole to be packed in a box about 18 inches wide, 17 inches deep, 54 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 Collars. Breech straps 8 feet 8 inches long, 3½ inches wide, sewed into 4-inch rings of ⅝ inch iron, hip straps 4 feet long, 3 inches wide, stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1½ inch wide, side straps 5 feet 6 inches long, 1½ inch wide; tie straps 15 inches long, 1½ inch wide tapering to a point.

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

Two Hair Collars. 21 to 23 inches long, with double straps and safe leathers and buckles ¾ inch wide.

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

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

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

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

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

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

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

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

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

LEAD.

Two Bridles, same as for wheel harness.

Two Collars, 20 to 22 inches long, made the same as for wheel harness.

Two Pair of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast rings and line rings, with straps as in wheel harness.

Two Neck Straps and Chains, same as for wheel harness.

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Pair Trace Chains, same as for wheel harness.

Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 8 inches long, 1½ inch wide, with wrought hooks.

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

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

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

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

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

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

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

One Curry Comb, No 2½—8 bar.

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

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

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chain, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 8 feet long, 14 links to the foot, of No 4 iron, with a T on each end added, and lead line to be 30 feet long.

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

When 6 mule harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 9 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 28 feet long.

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

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

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

Proposals will be 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.
450 bags Rio Coffee.
60 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,
8 do packed Butter,
In store and for sale by CULP & SHEPARD,
ce11 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—WINTER ARRANGEMENT.

ON and after MONDAY, Nov. the 4th, 1861, Trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'H	Arrives at COL'MB'S	Arrives at CIN'TI	Arrives at IND'APOLIS	Arrives at ST. LOUIS
1:55 a m	11:38 a m	4:20 p m		
1:40 p m	8:45 p m	2:00 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'E	Arrives at STE'E	Arrives at WHEEL'G
1:55 a m	3:10 a m	4:10 a m	5:23 a m	6:35 a m
1:40 p m	2:55 p m	3:50 p m	5:03 p m	6:25 p m
3:20 p m	4:50 p m	6:15 p m		

The 1.55 A. M. and 1:40 P. M. Trains connect with Trains of C. O. R. R. for Zanesville, Lancaster, &c.

The 3:20 p. m. Train stops at all stations between Rochester and Wellsville.

Pittsburgh and Cleveland Line.

Leaves PITTSBURGH	Arrives CLEVELAND
1.55 A. M.	9:45 A. M.
1:40 P. M.	8:10 P. M.

The 1:40 p. 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,
no4 Cleveland, Ohio

1861. Winter Arrangement. 1861.

THE PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

On and after MONDAY, Nov. 4th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 5:10 A. M., stopping only at principal stations, connecting at Harrisburg with train direct for Baltimore, and arriving in Philadelphia at 10 30 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 4.4 A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 7:40 A. M.

THE FAST LINE leaves the Station daily (except Sunday) at 5:40 P. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia at 12 50 P. M.

ACCOMMODATION TRAINS.

The Johnstown Accommodation Train leaves daily (except Sunday) at 3:00 P. M., stopping at all stations, and running as far as Conemaugh.

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

Second Accommodation Train for Wall's Station leaves daily (except Sunday) at 11:00 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 6:15 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 1:15 P. M.; Mail, 8:05 A. M.; Fast Line, 1:30 A. M.; Johnstown Accommodation, 10:05 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, 1:05 P. M.; Fourth Wall's Station Accommodation, 6:05 P. M.

Trains for Blairsville and Indiana connect at Blairsville intersection with Johnstown Accommodation and Express Trains East and West.

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

FARE:

To New York .... $13 60 | To Baltimore 9 51
Philadelphia .... 10 50 | Lancaster 8
Harrisburg .... 7 45 |

Baggage Checked to all Stations on the Penna. Railroad and to Philadelphia, Baltimore and New York.

Passengers purchasing tickets in cars will be charged an excess according to distance traveled in addition to the station rates, except from Stations where the Company has no Agent.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey Passengers and Baggage to and from the Depot, at a charge not to exceed 25 cents for each passenger and baggage.

For Tickets apply to J. STEWART, Agent, At the P. R. R. Passenger Station, on Liberty and Grant sts. no5

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

NORTH MISSOURI RAILROAD.

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

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

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

DOLLAR SAVINGS BANK, No. 65 Fourth Street.

CHARTERED IN 1855

OPEN DAILY FROM 9 TO 2 O'CLOCK, also on Wednesday and Saturday evenings, from May first to November first, from 7 to 9 o'clock; and from November first to May first, from 6 to 8 o'clock.

Deposits received of all sums not less than one Dollar, and a dividend of the profits declared twice a year, in June and December. Interest has been declared semi-annually, in June and December, since the Bank was organised, at the rate of six per cent. a year.

Interest, if not drawn out, is placed to the credit of the depositor as principal, and bears the same interest from the first days of June and December, compounding twice a year without troubling the depositor to call or even to present his pass book. At this rate, money will double in less than 12 years, making in the aggregate EIGHT AND ONE HALF PER CENT. A YEAR.

Books containing the Charter, By-Laws, Rules and Regulations furnished gratis, on application at the office.

President—GEORGE ALBREE.

VICE PRESIDENTS:

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

TRUSTEES:

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

Secretary and Treasurer—CHARLES A. COLTON, te:dawT

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

BUTTER—3000 lbs. strictly fresh Roll,
35 kgs choice sweet, for family,
250 dozen fresh Eggs,
200 lbs. Leaf Lard,
30 bus. Chestnuts,
75 boxes Cream Cheese,
500 bbls. extra No. 1 Salt,
Fresh received and for sale by H. RIDDLE,
oc30 No. 183 Liberty Street.

NOTICE—Free storage can be had at No. 83 Water street, for any packages donated to any Volunteer Soldier in the army of the United States, north or east. We will also forward by rail, river or otherwise, free of charge, except drayage and postage. oc29 ISAIAH DICKEY & CO.

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
oc22 REYMER & BROS.

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 do
100 qr do do do
100 do Layer do
Just received and for sale by REYMER & BROS.

CORN MEAL—75 bus. fresh ground Corn Meal just received and for sale by JAS. A. FETZER, oc5 Corner Market and First street.

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

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

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

FLOOR OIL CLOTHS of all styles and widths, suitable for rooms and halls, which will be sold at the lowest prices, at the Oil Cloth Warerooms, Nos. 26 and 28 St. Clair street. oc10 J. & H. PHILLIPS.

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