SATURDAY MORNING, NOV. 9, 1861.

RELIGIOUS INTELLIGENCE.

At a late meeting of the First Synod of the United Presbyterian Church, a deputation was appointed to present a memorial to the President of the United States and his Cabinet, containing the views of the Synod on the subject of Slavery, Sabbath desecration, drunkenness, covetousness and other national sins. Rev's Drs. J. T. Pressly, T. Hanna, and J. S. Easton, a portion of the Commissioners visited Washington City week before last, and waited on the President, who received the deputation with every mark of respect, and promised to lay the matter before his Cabinet. In the address of the Commissioners to the President it was stated, they were representatives of a portion of the Christian Church, comprising some 444 ministers of the Gospel, and 57,513 communicants, scattered over not less than eighteen States of the Union. The address was strongly patriotic and doubtless will receive that attention it deserves from so respectable a body of Christians.

——The Disciples, or Campbellites held their usual Missionary Anniversary in Cincinnati week before last. There was a large attendance of ministers and laymen. The venerable founder of the Church, Dr. Alexander Campbell, of Bethany, Va., preached an able discourse to a crowded house.

——Bishop Simpson reached the City on Saturday last, en route to New York, to attend the annual meeting of the General Mission Committee of the M. E. Church. He preached with great acceptance, on Sabbath morning, at the Liberty Street M. E. Church, and in the evening delivered an excellent missionary discourse in Christ M. E. Church, to a large audience. The Bishop left for New York, Tuesday night.

——A meeting of the Board of Trustees of the Western Theological Seminary, will be held in the Lecture Room of the First Presbyterian Church, Tuesday, the 19th inst.

——Mr. Wm. W. McKinney was ordained by the Presbytery of Allegheny, (Presbyterian) on the 29th of October, and installed in the Centre Church, Mercer County.

——According to the Boston "Congregationalist," a resolution is in practice to stop a man in prayer as well as in speech after three minutes have been consumed. The President of the meeting has a watch and a mallet in hand, and when the time expires, down comes the wooden hammer, and the exercises change. Truly a Yankee invention and quite business like.

——It is reported that the "Christians" have failed to obtain the requisite amount of funds to secure entire control of Antioch College, Yellow Springs, O., and the institution has virtually passed into the hands of the Unitarians.

——The Correspondent of the "New York Times," writing from Camp "Dick Robinson," a Union Camp in Kentucky, says:

Rev. Dr. Breckinridge preserves the ancient reputation of the honorable name, and is a frequent visitant to the camps, as well, it is said, as a frequent and valued counsellor at the tables of the generals and the military managers. The Doctor spoiled a splendid general, when, long ago, he abandoned the law, and studied theology.

——The Allegheny Presbytery (U. P. Church) meets in the First Church, Allegheny City, the last Tuesday of December.

——The funeral sermon of the late venerable James G. Sansom, some years ago Presiding Elder of the Pittsburgh District, will be preached in Christ, M. E. Church, by the Rev. Thomas M. Hudson, formerly a resident minister of this city, on Sunday, the 17th inst., at 10½ A. M.

——The Rev. J. Macnaught of Liverpool, who took so prominent a part in defense of Rationalism in England, has recently resigned his incumbency.

——Seventeen years ago, the Gospel was introduced to China. Now there are eighty Protestant missionaries, some fourteen hundred communicants, and three thousand Chinese Christians. It is supposed within thirty years that, 100,000 Karens have been brought to the light and liberty of the truth. Facts like these should encourage the Church to put forth greater efforts for the salvation of the heathen world.

——Christ M. E. Church congregation of this city, on the occasion of taking up the annual collection for the support of the Superannuated, or worn out ministers of the Pittsburgh (M. E.) Annual Conference, contributed in cash and pledges, two hundred and fifty dollars, being double the amount assessed by the Board of Conference Stewards.

——The Triennial Convention of the Congregationalists of the North West met in Chicago last month. There were about one hundred and fifty members present. Among the resolutions passed on the state of the country was the following:

"*Resolved*, That the present rebellion is in our view the direct and legitimate result of the system of American Slavery, which is at once the radical cause and the main strength of the whole evil; and that consequently the conflict can never be brought to a successful end and till that system shall also for ever terminate."

——We gather from the annual report of the Moravian Foreign Mission Board, the following interesting items: their are 14 provinces in the foreign mission-field; 78 regular stations; 312 missionaries; and 77,596 converts. An increase of 3,058 converts since the year 1858.

ICELAND MOSS PASTE.—This delicious preparation, composed of Iceland Moss, Gum Arabic, Sugar and Vanilla, is confidently recommended for the alleviation and cure of COUGHS, SORE THROAT, HOARSENESS, &c. Sold by SIMON JOHNSTON, Druggist, and dealer in Choice Family Medicines, no4 Corner Smithfield and Fourth streets.

UPHAM'S PILE ELECTUARY—A certain cure for PILES, either internal or external. For sale by SIMON JOHNSTON, Druggist, and dealer in Choice Family Medicines, no4 Corner Smithfield and Fourth streets.

FLOUR AND FEED—
400 bbls. choice Extra Family Flour,
75 do Extra do
47 do choice Rye do
4000 lbs. Rye Sborts.
For sale by SCHOMAKER & LANG.

COCOA NUTS—2000 fresh Cocoa Nuts just received and for sale by REYMER & BROS., Nos. 126 and 128 Wood street.

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

GREAT BATTLE AT COLUMBUS!

The Rebels Driven Across the River with Heavy Loss!

250 PRISONERS TAKEN!

Camp Burned and Cannon, Stores and Horses Captured!

THE ENEMY REINFORCED.

OUR TROOPS FORCED TO RETIRE!

SEVERE LOSS ON BOTH SIDES!

&c., &c., &c.

CAIRO, Nov. 7.—The expedition which left here last night, under command of Generals Grant and McClernand, landed at Belmont, Mo., three miles above Columbus, Ky., at 8 o'clock this morning. The federal troops, numbering 3,500, engaged the rebels, numbering about 7,000, at 11 o'clock. The battle lasted till sun-down. The rebels were driven from their intrenchments across the river with great loss, their camp burned, and their stores, with all the baggage, cannon, horses, mules and one hundred prisoners taken. The federal troops then retired, the rebels having received reinforcements from Columbus.

Both Generals had their horses shot from under them.

Col. Dougherty, of Illinois, was wounded and taken prisoner.

The rebel loss is not known. The federal loss is believed to be from 300 to 500.

CHICAGO, Nov. 8.—A special Cairo dispatch to-day gives the particulars of the fight at Belmont yesterday. Our force consisted of the following Illinois regiments: The 22d, Col. Dougherty, 27th, Col. Buford, 30th, Col. Fouke, 21st, Col. Logan, 7th Iowa regiment, Col. Lamon, Taylor's Chicago Artillery, Dollen's and Delano's Cavalry. They left Cairo on the steamers Alex. Scott, Chancellor, Memphis and Key Stone State, accompanied by gun boats Lexington and Tyler.

After landing, they were formed in line of battle, Gen. McClernand being in command of the Cairo troops, and Col. Dougherty in command of the Bird's Point troops. They were encountered by rebels, 7,000 strong, and fought every inch of the way to the enemy's camp, making sad havoc in the enemy's ranks.

Col. Buford was the first to plant the Stars and Stripes in the enemy's camp.

Col. Dougherty's regiment captured the rebel battery of twelve pieces, two of which were brought away.

Col. Fouke's men suffered greatly, as they were in front of the batteries before they were taken.

After taking possession of the rebels' camp, it was discovered that the rebels were crossing over from Kentucky, for the purpose of attacking us in the rear, and an order was given to return to the boats, when our men were attacked by a reinforcement of several thousand from Columbus. Another severe engagement then took place, in which our troops suffered severely. The losses, as far as ascertained at a late hour last night, are as follow: Thirtieth regiment, 160 missing; Major McClerken was wounded and taken prisoner; Twenty-First regiment, 140 missing. Col. Buford's regiment returned too late to obtain any particulars. Col. Dougherty, it is reported, was taken prisoner, and Col. Lamon dangerously wounded. Taylor's battery lost one gun.

We have taken two hundred and fifty prisoners, a number of whom are wounded. Three hundred rebels were killed. The ground was completely strewn with dead bodies. The rebel Col. Wright, of the Thirteenth Tennessee regiment, was killed.

Gen. Cheatham commanded the rebels, Polk being at Columbus. It is stated that Gen. Johnson was wounded.

The gun boats rendered efficient service, in covering our retreat, mowing down the rebels with grape shot, but killing some of our own men.

A flag of truce left Cairo this morning for Columbus with forty or fifty wounded rebels.

FROM THE NAVAL EXPEDITION.

BEAUFORT BOMBARDED!

Vessels Wrecked and Disabled.

The Result of the Attack Unknown.

&c., &c., &c.

FORTRESS MONROE, Nov. 7.—The steamer Spaulding left for Hatteras Inlet last evening with a cargo of commissary stores. It is more than probable that some of the troops will return in her. It is understood at Old Point that Hatteras Inlet is a place of too much importance to abandon. Should the Twentieth Indiana regiment return, its place will be immediately supplied by a larger force.

By a flag of truce, just from Norfolk, we have news of the fleet, but it is provokingly meagre. The only person who came down was bound by parole to reveal no particulars.

The steamer Union, with a cargo of horses and stores, and another transport, whose name is not given, were lost during the gale—one at Kill Devil Shoal and the other on Bogue's Beach, on the coast of North Carolina. The crews of both vessels, 73 in number, are now prisoners at Raleigh, N. C. It is not known whether any were lost, but fifteen horses were saved.

Officers of the Minnesota state, upon information received by the flag, that the fleet was bombarding Port Royal, and meeting a warm reception, the rebels having for some time been preparing for them. The above reached Norfolk by telegraph to-day.

The reported resignation of Gen. Wool is news at Old Point.

The United States gun boat Monticello will leave for the blockade of Wilmington in a couple of days.

Gen. Phelps states that the rebels are bolder and more numerous than ever near Newport News.

BALTIMORE, Nov. 8.—The following statements are made by passengers from Old Point. They say that the troops had landed at Beaufort, South Carolina, when the bombardment commenced by the fleet. The report also states that one of the war vessels was disabled by the rebel fire. What success attended the attack is not stated. One report says that three of the Federal transports were wrecked.

Commodore Tatnall is said to be in command of the rebel forces.

NEW CONSIGNMENTS—
25 sacks Flint Hominy,
75 bushels prime Chestnuts,
20 do Shellbark Hickorynuts,
40 do Walnuts,
25 barrels Minnesota Cranberries,
10 do cultivated bell-shape Cranberries,
70 do choice Apples,
40 do sweet Winter Apples,
50 bushels prime halves Peaches,
150 dozen Cincinnati Brooms—assorted,
10 barrels pure Vinegar,
10 do Cut and Dry Tobacco,
50 gross superior Stove Polish,
8 barrels prime Sweet Cider,
50 do XX Family Flour—Trumpet brand,
100 do do do —Palmetto Mills,
10 boxes, 1 doz. each, pure Catawba Wine,
6 do 1 do do Sweet do do
4 demijohns do do
6 tierces Davis' Sugar Cured Hams,
for sale by no6 L. H. VOIGT & CO.

CONSIGNMENTS,—
200 bus. choice Apples—selected fruit,
300 quart cans of fresh Peaches,
100 bus. Potatoes,
75 dozen Fancy Brooms,
100 boxes Starch,
110 do Western Reserve Cream Cheese,
25 barrels Refined Oil,
27 do Bounels,
10 bushels Chestnuts,
5 barrels Cranberries,
Just received and for sale by FRANK VAN GORDER, no6 114 Second street.

Steamboats.

FOR CINCINNATI AND LOUISVILLE.—The fine steamer EMMA, Capt. E. H. Maratta will leave for the above and all intermediate ports on THIS DAY, the 11th inst., at 4 o'clock P. M. For freight or passage apply on board or to no8 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports on SATURDAY, 9th inst. For freight or passage apply on board or to no8 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS—The fine passenger steamer ARIZONA, Capt. J. H. Conway, will leave as above, on TUESDAY, at 4 o'clock. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents. no8 JOHN FLACK, Agent.

FOR CINCINNATI AND ST. LOUIS.—The steamer IOWA, Capt Wm Moore, leaves on TUESDAY, at 4 p. m. For freight or passage apply on board or to no8 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI, LOUISVILLE AND SAINT LOUIS.—The steamer TYCOON, Capt. Sam'l Dean, leaves as above, on SATURDAY, at 4 o'clock. For freight or passage apply on board or to no8 JOHN FLACK, Agent.

REGULAR PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburgh, Pomeroy, Gallipolis, Ironton and Portsmouth.—The steamer CLARA POE, Capt. A. J. Hatfield, will leave for Portsmouth EVERY TUESDAY, at 3 o'clock p. m.—Leaves Portsmouth EVERY FRIDAY, at 12 o'clock m. For freight or passage apply on board or to no8:lmd JNO. FLACK, Agent.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine steamer W. I. MACLAY, Capt. Wm. Conway, leaves for the above and all intermediate ports, on SATURDAY, at 4 o'clock. For freight or passage apply on board. no7

FOR CINCINNATI, LOUISVILLE, EVANSVILLE, CAIRO AND ST LOUIS.—The favorite steamer MELNOTTE, Capt. McGowin, leaves as above, on WEDNESDAY, at 4 o'clock. For freight or passage apply on board or to no8 J. B. LIVINGSTON & CO., Agts.

FOR CINCINNATI AND ST. LOUIS.—The fine steamer ANGLO-SAXON, R. Dalzell, Master, will leave for the above and all intermediate ports, on THIS DAY, 9th inst. For freight or passage apply on board or to [no3] 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 THIS MORNING, at 10 o'clock, a. m.— For freight or passage apply on board or to fe10 D. H. LEWIS, Agent.

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. B. PIERCE & CO., Agents, Zanesville. se14

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

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 our surpassed.

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

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

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

Trains of the Camden and Atlantic Railroad leave Vine Street Wharf, Philadelphia, at 7½ a. m. and 4 p. m. Leave Atlantic at 6:15 a. m. and 4:45 P. M. Distance sixty miles. Fare $1,80.

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

To Farmers and Others.

FOR SALE,

GROWEY'S SUPERIOR PATENT GRAIN FAN AND SEPARATOR.

PATENTED JANUARY 10, 1860.

THE SUPERIORITY OF THIS FAN over all others to 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 318 Liberty street, Pittsburgh, Pa. se25:d&wtf W. W. WALLACE.

DAVIS & PHILLIPS,

Brass Founders and Manufacturers.

PLUMBERS,

GAS AND STEAM FITTERS

MANUFACTURERS AND DEALERS IN

GAS FIXTURES,

Pumps & Brass Work

OF EVERY DESCRIPTION.

OIL WELL PUMPS,

of Brass, Copper or Iron, with the most approved Chambers and Valves of all kinds, and warranted to give satisfaction.

MANUFACTORY,

110 Water and 104 Front sts. ly22-lyamf PITTSBURGH.

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. au6

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 14, 1861. se17:6m

NO. 1 LARD OIL—25 bbls. No 1 Lard Oil on hand and for sale by JAMES DALZELL & SON, no8 Nos. 69 & 70 Water street.

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.

oc23:3md

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

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, jy14ly PITTSBURGH, PA.

ALLEN, McCORMICK & CO.,

VALLEY FOUNDRY,

PITTSBURGH, PA.

Warehouse, No. 52 St. Clair st.

MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc.; Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and Artisan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. no12:6md

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 lyd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.

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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, my31ya No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,

REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed,) PITTSBURGH, PA.

Car Grease and Benzole constantly on hand.

Orders received for the present at OIKES, SMYTH & CO'S, Water and First streets. se2:16m

Lubricating Oil,

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

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

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

THE L. S. M. R. R. R. Co.,
By WM. ESPY, Pres't.

no28:tf

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.

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

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

RATES OF PASSAGE:

FIRST CABIN.........$75 00 STEERAGE.........$30 00
do to London.......$80 00 do to London.......$33 00
Steerage Return Tickets, good for six Months....$60 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, $75, $85 and $105. Steerage from Liverpool $40. From Queenstown $30.

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

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

JOHN G. DALE, agent, 15 Broadway, N. Y., or JOHN THOMPSON, Agent, oh15-tf 410 Liberty street, Pittsburgh.

RAYNOR'S

ENVELOPES.

THE SUBSCRIBER BEGS LEAVE to call the attention of Booksellers, Stationers, Dealers in Fancy Goods, and all others, to the

EXTENSIVE ASSORTMENT

AND

SUPERIOR QUALITY

OF

ENVELOPES

MANUFACTURED BY HIM.

The kinds embrace every variety of Letter, Note, Official, Wedding, Portfolio, Document and other varieties—Also, Parchment and Cloth-lined, all made and gummed in the most perfect manner upon the best folding Machines yet invented.

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

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

Dealers are invited to call and examine his stock, qualities, prices, styles, &c., &c.

SAMUEL RAYNOR,
oc1:lmd 118 William Street, N. Y.

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 5 feet, by the hundred, cheap; also, SHADE TREES AND SHRUBBERY wholesale and retail.

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se19:dawT JOHN MURDOCH Jr.

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

NO. 30 ST. CLAIR ST.,

Four Doors from Liberty st.

ap2tf

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

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellie of the best white oak, free from defects, each wheel to have a sand band and 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 and 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 doubletrees 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 three-quarters of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletrees and lead bar.

The fifth chain to be ten feet long to the fork; the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay and tongue chains, three eighths of an inch in diameter; the forked chain, seven-sixteenths inch in diameter; the fifth chain to be seven sixteenths inch diameter to the fork; the fork to be five-sixteenths 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-eighths 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 bed piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron round the box a half inch from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint hasp fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band iron on tail piece, across the body; two mortices in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equidistant between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails, between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod; an iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body one 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 one of the bows; one ridge pole twelve feet long, one and three quarters inches wide by five-eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

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

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the wood thoroughly seasoned, and the work in all its parts faithfully executed in the best workmanlike manner.

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.

M. C. MEIGS,
se12tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

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

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

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

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

Four-mule harness as follows, to wit:

WHEEL.

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

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

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ⅜ inch wide.

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

Two Pair of Hame straps. Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, ½ inch wide.

Two Bridles. Crown piece 2 feet long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 11½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 18 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 10 links to the foot, of No 3 iron, with T on one end, weight 7½ to 8 lbs per pair. Twisted or straight.

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

Two Neck Straps, 3 feet 1 inch long, 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, 3½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

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

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

Two Bridles, same as for wheel harness.

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

Two Belly Bands, " "

Two Pair Chain Pipes, " "

Two Pair Trace Chains, " "

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

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

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

One Coupling Strap, 5 feet 6 inches long, 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. 2—8 bar.

The whole to be packed in a box about 18 inches wide, 17 inches deep, 34 inches long, made of 1-inch stuff, coopered, wood hoops or iron as may be required.

Four Horse Harness, as follows, to wit:

WHEEL.

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

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

Two Hair Collars. 22 to 23 inches long, with double straps and safe leathers and buckles ⅜ inch wide.

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

Two Pair of Hame straps. Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, ½ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 inches long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; 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, 25 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 to the chain.

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 5 inches long, 3½ inches wide, with a 3½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two Bridles, same as for wheel harness.

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

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

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

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Pair Trace Chains, same as for wheel harness.

Two Cruppers and Hip Straps. Back strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 8 inches long, 1½ inch wide, with wrought hooks.

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

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

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

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

One Lead Line, 21 feet long, 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 2—8 bar.

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

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

When 6 horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chain, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 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 25 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.
40 bbls. Pennsylvania Syrup,
For sale by SHRIVER & DILWORTH,
oc3 133 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,
oc11 343 Liberty street.

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

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

Railroads.

Cleveland & Pittsburgh Railway.

CHANGE OF TIME—WINTER ARRANGEMENT.

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

Pittsburgh, Columbus and Cincinnati Short Line, via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'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 ST'B'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	4:40 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 5:50 A. M., stopping only at principal stations, connecting at Harrisburg with train direct for Baltimore, and arriving in Philadelphia at 10.50 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 4:45 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 10:20 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 3:08 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, 1:31 A. M.; Johnstown Accommodation, 10:05 A. M.; First Wall's Station Accommodation, 7:20 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, 5:05 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.........$13 50 To Baltimore........$ 9 51
Philadelphia........10 00 Lancaster............8 90
Harrisburg..........7 45

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

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

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

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

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

IMPORTANT.—All per[illegible] sons 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. se10:6m

DOLLAR SAVINGS BANK,

No. 65 Fourth Street.

CHARTERED IN 1855

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

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

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

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

President—GEORGE ALBREE.

VICE PRESIDENTS:

William J. Anderson, James B. D. Meeds,
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Hopewell Hepburn, Robert Robb,
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Richard Hays, Isaac Whittier,
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Secretary and Treasurer—CHARLES A. COLTON.
au6dawT

SUNDRIES—
150 hhds. N. O. Sugar,
50 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
50 boxes Rosin Soap,
25 " German Soap,
25 " Olean do
50 " Mould Candles,
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
je2dtf ATWELL, LEE & CO.

SYRUPS AND SUGARS—
65 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and A Crushed Sugars,
12 do Powdered and Granulated do
18 do Yellow and a Coffee do
50 do N. O. Molasses,
18 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.
oc31 KAY & CO., 55 Wood street.

GROCERIES—
275 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,
50 kegs I. C. Williams' six twist Tobacco,
for sale by WATT & WILSON, 262 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,
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.—
500 BBLS. FROM FUNK WELL,
For sale by
oc14 JAMES DALZELL & SON, 68 Water st.

N. O. MOLASSES—250 bbls. rec'd by steamer St. Louis, in store and for sale by McDONALD & ARBUCKLE,
oc25 No. 253 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.