LYON.

[The following, from the Philadelphia "Saturday Post" is one of the beautiful tributes that the heroic death of General Lyon has called forth :]

Sing, bird, on green Missouri's plain,
The saddest song of sorrow;
Drop tears, O clouds, in gentlest rain
Ye from the winds can borrow;
Breath out, ye winds, your softest sigh,
Weep, flowers, in dewy splendor,
For him who knew well how to die,
But never to surrender.

Up rose serene the August sun,
Upon that day of glory;
Up curled from musket and from gun
The war cloud gray and hoary;
It gathered like a funeral pall,
Now broken and now blended,
Where rang the bugle's angry call,
And rank with rank contended.

Four thousand men, as brave and true
As e'er went forth in daring,
Upon the foe that morning threw
The strength of their despairing.
They feared not death—men bless the field
That patriot soldiers die on—
Fair Freedom's cause was sword and shield,
And at their head was Lyon!

Their leader's troubled soul looked forth
From eyes of troubled brightness;
Sad soul! the burden of the North
Had pressed out all its lightness.
He gazed upon the unequal fight,
His ranks all rent and gory,
And felt the shadows close like night
Round his career of glory.

"General, come lead us!" loud the cry
From a brave band was ringing—
"Lead us, and we will stop, or die,
That battle's awful singing."
He spurred to where his heroes stood,
Twice wounded—no wound knowing—
The fire of battle in his blood
And on his forehead glowing.

Oh, cursed for aye that traitor's hand,
And cursed that aim so deadly,
Which smote the bravest of the land,
And dyed his bosom redly!
Serene he lay while past him pressed
The battle's furious billow,
As calmly as a babe may rest
Upon its mother's pillow.

So Lyon died! and well may flowers
His place of burial cover,
For never had this land of ours
A more devoted lover.
Living, his country was his bride,
His life he gave her dying.
Life, fortune, love—he naught denied
To her and to her sighing.

Rest, Patriot, in thy hillside grave,
Beside her form who bore thee!
Long may the land thou died'st to save
Her bannered stars wave o'er thee!
Upon her history's brightest page,
And on Fame's glowing portal,
She'll write thy grand, heroic page,
And grave thy name immortal!

H. P.

A Half Hour at the President's.

Our friend, just returned from Washington, says decidedly that he has no ambition to be President. The salary is sufficient, the White House is well enough, and the distinction enjoyed by the Chief Magistrate is rather taking. But still he saw enough in half an hour in the President's reclining room, to satisfy him that he worked harder for his money than any lumper on the wharf in August. As our friend sat awaiting his turn to give Abraham's hand an unselfish shake, two ladies were petitioning this father of the faithful with terrible importunity. At length, said the President, "Ladies, I may as well settle this matter at once; I shall grant you no passes to go beyond our lines with information to the enemy." Whereupon the two women sailed out of the room with most ferocious figured heads. Next came a man with a package of letters for the President's perusal. Then an applicant for a lieutenancy in the navy urged his suit, to whom the President remarked comfortingly, "There are now about one thousand applicants ahead of you, all perhaps with equal claims; if you think it worth while, your name may be entered on the list, and you can wait your turn." Instead of waiting his turn, he turned at once, and left the presence. Another with a bulky manuscript appeared. The President took the manuscript, gave it a look, and said, "I understand this case thoroughly; I know its merits, and I can do nothing for you. You have probably been told you could worry me into granting your suit. You have been misinformed. The case is settled." And so for the full half hour was the President bored by these human augers, until our friend approached and gave the Chief Magistrate the comfort of looking on a face that did not beg. —[New Bedford Mercury.

Rebel Barbarities.

The Lexington Observer and Reporter gives the following extract from a letter written by a highly estimable lady living near Hopkinsville to a friend in its vicinity. The writer is well known to the editor, and her statements may be implicitly relied upon. The information previously received of the barbarous conduct of Buckner and his followers towards the loyal citizens of that portion of the State is fully corroborated by this extract:

Rev. Enos Campbell and his family have been driven from their home. Mrs. Campbell, exhibiting distress at being ordered to leave her own residence, was told by the traitors that the kitchen was good enough for her, and they were ruthlessly turned out of house and home in order to make way for the rebel soldiers.

Mr. Campbell is a Christian minister, a nephew of the distinguished Alexander Campbell, and had charge not only of the Christian church at Hopkinsville, but of a large and most prosperous female college there. The building occupied by him was a very capacious one, completely adapted to the purposes of a collegiate institute, and his school was most extensively patronized by the people of Green River. But neither his clerical character nor his educational charge offered the slightest exemption for him and his dependant family from the fiendish designs of the unprincipled marauders. He was a loyal citizen, and that was crime enough to bring him under the ban of the Confedrate army. Buckner, when he invaded the State, issued a proclamation in which he promised protection to all the citizens of the Commonwealth; the treatment Mr. Campbell received at his hands is a fair sample of the kind of protection loyal people may expect from him.—[Louisville Journal.

In Cleveland, Ohio, a white girl was recently married to a negro. The girl afterwards returned to her father's house. The man who claimed her as his wife, sued out a writ of "habeas corpus," but it appearing that she was not restrained in any way of her liberty, the writ was dismissed. The father of the girl then obtained a warrant for the arrest of the Justice who performed the marriage ceremony. This proceeding was under an act passed last winter by the Ohio Legislature, entitled, "an act to prevent the amalgamation of the white and colored races." The law, besides making it illegal for any person possessing a visible admixture of African blood to intermarry with any person of pure white blood, subjects any person convicted of solemnizing such a marriage to a fine of not more than one hundred dollars, or imprisonment for a term not to exceed three months, at the discretion of the Court. The case was held under advisement.

How Jim Lane would have Saved Lexington.—The St. Louis *Central Christian Advocate*, edited by the venerable Dr. Elliott, formerly of this city, has an editorial article on General J. H. Lane, of Kansas. It is by no means an unqualified eulogy, but the reverend author is constrained to bear the following testimony to Lane's activity:

"We have it from a source that is closely allied to the confidence of Lane, that he telegraphed to Fremont to head Price before the latter attacked Lexington. After Price got to Lexington, Lane again telegraphed, asking permission to attack him. Both applications were declined. It is probable, had Lane been permitted to make the attack, Lexington had not been taken."

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

From Fortress Monroe.

Fortress Monroe, Nov. 8.—*Via Baltimore.*—A flag of truce was sent to Norfolk this morning, but brought back no passengers and no news whatever of the fleet.

Yesterday the United States gun boat Rescue went up the Rappahannock river as far as Urbanna creek, and off the mouth of this creek she captured a large schooner. She took off all her stores and movable property, and then burnt the vessel to the water's edge. The Rescue was fired upon from a masked battery on shore. The fire was returned, and the rebels completely shelled out.

The commander of the Rescue was occupied the entire day in shelling every spot where there were indications of the presence of rebel troops. Subsequently a small boat was seen crossing the river with three men. The Rescue's boat was sent in pursuit, and captured the boat with two of the men, but the third managed to escape by wading ashore with a bag of letters. The gun-boats Rescue and Baineridge were to make another visit to the Rappahannock to-day, and shell the woods where the rebel force is supposed to be.

The Maryland Election.

Baltimore, Nov. 9.—Returns have been received from three-fourths of the State. The Legislature stands, as far as heard from, about sixty-five Union and not one secessionists. For the Senate ten Union men have been elected and not a single secessionist. Seven secession Senators hold over, but they are principally boarding in Fort Warren. The Union cause has already secured, with the three Union Senators holding over, a clear working majority in that branch.

The majority for A. W. Bradford, the Union candidate for Governor, will not be less than 32,000, and the vote in all the counties is the largest ever cast in the State. Hurrah for our Union-loving State.

Position of Price's Forces.

Springfield, Mo. Nov. 6.—Major Clark Wright, who has just returned from an extensive scouting expedition, reports that the main body of the enemy are now stationed on the north fork of Crane Creek, about forty miles south of here. He thinks the force is about 25,000 strong. McColloch is on Flat Creek, with 7,000 to 8,000, and there are numerous bands, varying from 100 to 1,000, scattered about the country. Price's position on Crane Creek is favorable for defense, and he has planted batteries on the cliffs overlooking the approaches to the place.

The Remains of Gen. Baker.

New York, Nov. 9.—The remains of General Baker have arrived, and the funeral procession passed up Broadway at noon—the escort being a company of the 71st Regiment, detailed as a guard of honor during their stay here. The hearse was drawn by four white horses. The remains will lay in state, at the City Hall, till Monday, when they will be escorted by the 71st Regiment to the steamer Northern Light, on which they will be embarked for California. A detachment of the California Regiment accompanied the body to this city.

From Key West.

New York, Nov. 9.—The U. S. steam frigate Powhattan has arrived from Key West, after a run of six days. She comes for repairs and new boilers. The store-ship Nightingale has also arrived from the Southwest Pass, which place she left ten days since. The steamers Niagara and Huntsville and the store-ships Pampero and J. C. Kuhn were there when she left. The Nightingale is the store-ship that went ashore on the bar during the attack made by the rebel fleet under Commodore Hollins.

The French gun-boat Catinet has arrived.

Steamboats.

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 THIS DAY, at 4 o'clock. For freight or passage apply on board or to JOHN FLACK, Agent.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports on THIS DAY, 11th inst. For freight or passage apply on board or to no8 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND LOUISVILLE.—The fine steamer EMMA, Capt. J. H. Maratta, will leave for the above and all intermediate ports on TUESDAY, 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, LOUISVILLE AND ST. LOUIS.—The fine passenger steamer ARIZONA, Capt. J. Conway, will leave as above, on TUESDAY, at 5 o'clock. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents. no8 JOHN FLACK, Agent.

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

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 UNIONE, Capt. M. A. Dax, 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 PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburgh, Pomeroy, Gallipolis, Ironton and Portsmouth.—The steamer CLARA DEAN, Capt. A. J. Maillilot, 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 no8:1md JNO. FLACK, Agent.

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. ad14

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 JAMES COLLINS & CO. ad1 No. 114 Water street

NEW CONSIGNMENTS—
25 sacks Flint Hominy,
75 bushels prime Chestnuts,
50 do Shellbark Hickorynuts,
40 do Walnuts,
25 barrels Minnesota Cranberries,
10 do cultivated bell-shape Cranberries,
50 do choice Apples,
40 do small 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,
40 do Ex. 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
5 tierces Davis' Sugar Cured Hams,
for sale by no4 L. H. VOIGT & CO.

CONSIGNMENTS.—
200 bbls. choice Apples—selected fruit,
300 quart cans of fresh Peaches,
100 bus. Potatoes,
75 dozen Fancy Brooms,
100 boxes Starch,
150 do Western Reserve Cream Cheese,
25 barrels Refined Oil,
2 do Benzole,
10 bushels Chestnuts,
8 barrels Cranberries,
Just received and for sale by FRANK VAN GORDER, no2 114 Second street.

CONSIGNMENTS—
10 barrels choice Dry Peaches,
8 do Cranberries,
25 do Green Apples,
75 boxes Western Reserve Cheese,
74 half barrels N. O. Molasses,
100 boxes Starch,
12 barrels Refined Oil,
50 dozen Fancy Brooms,
Just received and for sale by FRANK VAN GORDER, no8 No. 114 Second street

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

Miscellaneous.

TWENTY-NINTH LIST OF APPLICATIONS for selling Liquors, filed in the Clerk's Office up to November 8th, 1861:

Cummins Owen,	other goods,	3d ward, Pittsburgh.
Callaghan Hugh,	tavern,	1st do Allegheny.
Gilha Andrew,	do	Scott Township.
Gilg Adam,	other goods,	Manchester.
Hessen Charles,	eating house,	4th ward, Allegheny.
Young Campbell,	tavern,	West Deer Township.
Kernan Pancall,	eating house,	Peebles do
Miller John,	other goods,	3d ward, Pittsburgh
Ostermaier John,	tavern,	5th do do
Phillips R. L.,	eating house,	3d do Allegheny.
Watson John,	other goods,	6th do Pittsburgh.

The Court will be in session on MONDAY November 18th, at 10½ o'clock a. m., to act on the above cases, when applicants must be ready.
no8 Attest: W. A. HERRON, Clerk.

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL LAMP CHIMNEYS, PATENTED SEPTEMBER 18th, 1861.

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

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

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

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

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

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

For sale by J. C. Kirkpatrick, L. Thaum & Co., Rogers & Nesbit, P. Hayden, Lucesco Oil Co., Weldon & Kelneke, W. Ogden & Co, W. P. Wooldridge, W. M. Murray, or at the Manufactory, Washington street near Pennsylvania avenue.
au10-lawm&stf E. D. DITHRIDGE.

SEA BATHING NEAR PHILADELPHIA.

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

Its bathing, sailing and fishing facilities are unsurpassed.

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

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

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. je19:dtf

JACKSON & TOWNSEND, PORK PACKERS AND DEALERS IN PROVISIONS, No. 12 Fourth street,

Have on hand a fine assortment of Bacon, Lard and Pork, most of which is of their own cure.

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS.

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls., firkins and pails. Put up expressly for family use, and all of their own rendering. GREASE, suitable for rolling mill purposes. au1

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. se17:3m

DAVIS & PHILLIPS, Brass Founders and Manufacturers, PLUMBERS, GAS AND STEAM FITTERS MANUFACTURERS AND DEALERS IN GAS FIXTURES, Pumps & Brass Work OF EVERY DESCRIPTION. OIL WELL PUMPS, of Brass, Copper or Iron, with the most approved Chambers and Valves of all kinds, and warranted to give satisfaction.

MANUFACTORY, 110 Water and 104 Front sts. PITTSBURGH. jy22-lyms&f

To Farmers and Others. FOR SALE, OKOWEY'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.
oc3.mxawtf W. W. WALLACE.

J. A. BROWN, MANUFACTURER OF PORTABLE VENETIAN BLINDS. Having been burnt out removed to 128 Smithfield street, Corner of Virgin alley, about six doors above the Post Office, Pittsburgh, where I will keep on hand a large assortment of Venetian Blinds of the latest styles, straight and circular Cornices of the different styles, Plain, Fancy and Silk Trimmings of the different styles. Old blinds repaired, repainted and trimmed at reduced prices, also Window Shades of different styles. Please call. These war times, I will fit you out with little money. au18

S. SEVERANCE, NO. 50, 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. my30-ly

BERNARD'S EDINBURG ALE—A supply of this choice brand, so highly recommended as a superior tonic for the use of debilitated constitutions. SIMON JOHNSTON, Druggist, oc14 Corner Fourth and Smithfield streets.

OIL CLOTH COVERS—Of the different sizes and styles, as good as can be made, just from the factory and for sale, wholesale and retail, at 26 and 28 St. Clair street. J. & H. PHILLIPS.

CHOICE SUGAR CURED HAMS—Best and cheapest in the market—12,000 lbs. received on consignment and for sale low by oc13 LITTLE & TRIMBLE, 112 Second st.

PRIME AND CHOICE RIO COFFEE—550 bags in store and arriving per Pennsylvania Railroad and for sale by McDONALD & ARBUCKLES, oc23 No. 253 Liberty street, near head of Wood.

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

Stoves, Ranges, Grates, &c.

JAS. B. YOUNG.......................J. P. YOUNG.

YOUNG BROTHERS, Duquesne Foundry, Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, Pa.

Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description.

OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND DOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c., always on hand and for sale low.

Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh28

ETNA STOVE WORKS. A. BRADLEY Manufactures every variety of COOK, PARLOR AND HEATING STOVES, GRATE FRONTS, FENDERS &c. &c. &c. Sole Proprietor of the celebrated *PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS.* Office and Sales Room, No. 4 Wood Street, ja4:ly PITTSBURGH, PA.

ALLEN, McCORMICK & CO., VALLEY FOUNDRY, PITTSBURGH, PA. Warehouse, No. 301 Liberty 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. no1:dwd

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-EXPLOSIVA, always on hand. oc12 lyd

CORNPLANTER OIL COMPANY. R. H. DAVIS, President. JOHN IRWIN, Jr., Secretary and Treasurer. Directors—R. H. Davis, T. H. Nevin, J. L. Carnaguan, 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, my11:ly No. 26 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 OLIVER, SMYTH & CO'S, Water and First streets. se2:dSm

J. M. OKELY, Treas......J. WALTER, Jr., Sec'y

SOLAR OIL WORKS COMPANY OF PENNSYLVANIA, Manufacturers and Wholesale Dealers in LUBRICATING AND REFINED OILS, *St. Clair St., near the Bridge, Pittsburgh.* Trade Marks:—Solar Machine Oil, No. 1; Solar Machine Oil, No. 1; Solar Burning Oil, No. 1, Solar Burning Oil, No. 2. Advances made on consignments. Special attention given to filling orders for Crude Oil of all specific gravities. oc23

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. R. R. R. Co., no28:tf By Wm. Embt, Pres't.

VALUABLE IMPROVEMENT In Steam and Atmospheric Hammers.

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

The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license sale, &c.
P. S. WEAVER,
THOMAS BEACH,
oc28:dtf Freeport, Armstrong co., Pa.

FRUIT TREES, INDUCEMENT TO PURCHASERS.

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

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

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

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

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se19:d&wT 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. sp8tf

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

COCOA NUTS—3000 fresh Cocoa Nuts just received and for sale by REYMER & BROS., no7 Nos. 126 and 128 Wood street.

PARLOR COAL VASES—Japanned Coal Vases of a variety of patterns, handsomely illuminated and gilt, for sale at the Family Grocery Store of JOHN A. RENSHAW, oc10 Corner of Liberty and Hand streets.

REFINED CARBON OIL.—The subscribers are prepared to sell REFINED CARBON OIL AND BENZOLE in large and small quantities, from the Reserve Oil Co's Works, of the best quality, at fair market prices. no6 ISAIAH DICKEY & 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 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 tilt 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 inches; king bolt one and a quarter inches diameter, of the 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 thick 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 bolt 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, and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, and one 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, all inside, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron round the box a half inch from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the boxes; to have a joint hasp fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on lower end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band iron on tail piece, across the body; two mortices in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equidistant between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body one 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 single-trees 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 2, 1861.

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

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

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

Four-mule harness as follows, to wit:

WHEEL.

Two Quilors.—Breech straps 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2¼ inches wide, stay pieces 2 feet long, 2¼ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands. Long side two feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 6 inches long and 2 inches wide.

Two Hair Collars. 18 to 19 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

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

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

Two Bridles. Crown piece 2 feet long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 11½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 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; 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 3 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 and 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, ⅝ 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 5 inches long, 3½ inches wide, sewed into 4-inch rings of ⅝ inch iron, hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1½ inch wide, side straps 5 feet 6 inches long, 1½ inch wide; tie straps 15 inches long, 1½ inch wide, tapering to a point.

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

Two Hair Collars. 22 to 23 inches long, with double straps and safe leathers and buckles ⅝ inch wide.

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

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

Two Bridles. Crown piece 2 feet 2 inches long, 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, 15 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 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, 23 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 6 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 3 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 and 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, ⅝ 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 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.
50 bbls. Pennsylvania Syrup,
for sale by SHRIVER & DILWORTH, oc2 132 Second street.

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

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

JUST RECEIVED AND FOR SALE, 4 bbls. Sweet Cider, 21 extra Cream Cheese. oc24 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 COL'MB'S	Arrives CIN'T	Arrives IND'APOLIS	Arrives ST. LOUIS
1:55 a m	11:33 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.

Leave PITTSB'G	Arrives ROCH'R	Arrives WELLS'E	Arrives STB'E	Arrives 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	5.00 p m	6.25 p m
8:20 p m	4:30 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 3.50 A. M., stopping only at principal stations, connecting at Harrisburg with trains direct for Baltimore, and arriving in Philadelphia at 10.20 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 4.47 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 10:50 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, 5.05 A. M.; Fast Line, 1:35 A. M.; Johnstown Accommodation, 10:55 A. M.; First Wall's Station Accommodation, 8:30 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.........$13 50 | To Baltimore.........$ 9 51
Philadelphia.......10 00 | Lancaster.........8 3?
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. no4

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.

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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.

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SUNDRIES—
150 hhds. N. O. Sugar;
50 bbls. Refined Sugar;
500 " prime Plantation Molasses
100 " assorted brands Syrups;
300 bags Rio Coffee;
20 pocket Java Coffee;
100 boxes assorted brands Tobaccos;
25 cattys do do
150 half chests Young Hyson and Black Teas
50 catty boxes do do do do
50 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
50 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
ja24tf ATWELL, LEE & CO.

SYRUPS AND SUGARS—
63 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and A Crushed Sugars,
12 do Powdered and Granulated do
18 do Yellow and B Coffee do
30 do N. O. Molasses,
13 hhds. N. O. Sugar,
75 boxes prime Hamburg Cheese,
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ALEXANDER SMITH'S NEW POEM EDWIN OF DEIRA.
The Silver Cord. By Shirley Brooks.
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Recreations of a Country Parson. 1st and 2d series.
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GROCERIES—
225 bbls. prime N. O. Molasses,
70 do Golden and S. H. Syrups,
40 hhds. N. O. Sugar,
100 bags prime Rio Coffee,
75 half chests Y. H. and Black Teas,
50 c ddy bxs. do do do
55 boxes 5s Tobacco, assorted brands,
50 kegs T. C. Williams' six twist Tobacco,
for sale by WATT & WILSON, 253 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, oc23 No. 114 Second street.

ROCK OIL.— 500 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. 253 Liberty street.

LOVERING'S STEAM SYRUP—5 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.