Confessions of a Murderess.

We abridge the following from the Empire of Sydney: Most people whose memory carries them back for a quarter of a century, will remember the leading features of an extraordinary crime which took place in London, about the commencement of the year 1837, and which probably excited in the public mind as great a degree of horror as any deed of guilt ever committed in the metropolis. I allude to the murder by Greenacre of Mrs. Brown, a woman to whom he was to have been married on the day following that on which he perpetrated the atrocious offence for which he justly paid the penalty of his worthless life. Some of the circumstances were so horribly grotesque, that no lapse of years can efface them from the memory of those who then became acquainted with them. Greenacre, it was proved at the trial, completely dismembered the body of the unfortunate Mrs. Brown, and, after disposing of the trunk and limbs in various places, actually rode about London in cabs and omnibuses, for two or three days, with the head under his arm, wrapped in a silk handkerchief—telling those friends and acquaintances who happened to inquire as to the contents of a bundle he was so careful of, that it was only a cabbage!

Of the murderer himself, and of the particulars of his trial and execution, I shall here say nothing. The circumstance which I am about to relate has no further connection with him, and his history, than that it refers to the ultimate fate of the wretched woman who was his paramour and accomplice, who assisted him, if not in the actual murder, at least to conceal the evidence of it, and who was to have shared the proceeds of his guilt. Sarah Gale, the woman alluded to, became, if possible, an object of greater execration than the murderer himself. She was admitted on the trial to give evidence against him, and by this means to preserve her worthless life for the fate which belel her many years afterwards in the far interior of this country. It will perhaps be necessary to explain that at the time of the murder of Mrs. Brown I was almost a child; that it was the first crime of horror with the details of which I had ever been made acquainted; and that the impression left on my youthful mind was of a vivid and painful nature. In the year 1838 I was residing in a remote part of this colony. I did not regularly follow my profession as a means of livelihood; indeed, the population was much too scattered, and far too healthy, to induce a medical man to remain there. When, however, accident or the usual accompaniments of domestic life threw anything in my way, I took advantage of it to help out an otherwise not very liberal income, and by this means became acquainted with facts connected with the dreadful crime alluded to twenty years after it was committed.

One morning before daybreak I was aroused from sleep by a heavy knocking at my bedroom window, which looked out into the verandah of my residence. In inquiry, I found I was required, at a distance of some sixty miles, to attend a woman who had been thrown from her horse against a tree. The messenger informed me that if I made haste and could save the patient, I should be handsomely rewarded, as she was very rich, having some thousands of cattle and stations half as big as England itself; that fresh horses would meet us, and that if I rode well, we could do the distance in something like five hours. This gratuitous information he gave me while harrying on my clothes. In twenty minutes I was on my way to the Big River, across long arid plains, with not a tree or a shrub in sight.

After a ride of six hours and ten minutes we arrived at the homestead or head station. After running the guantlet through a dozen hungry kangaroo dogs, I reached the patient's bedroom. On approaching the door I saw the bed directly opposite; it seemed to contain a huge pile of something in the centre. On going close to the bedside I found my patient to be a woman of vast size and weight—certainly not less than sixteen stone, and the heap I had noticed on my entrance was her very extensive and respectable corporation. On examination I found she had suffered both from external and internal injuries to such an extent that I feared the case was hopeless. She turned to look at me. I begged she would not disturb herself. "Not disturb myself," she interrupted. "It is easy to say so, but why do you not give me something to relieve this dreadful pain? Give me something, I pray, or I must go mad."

At noon next day, a marked change for the worse had taken place. The period had arrived for me to perform an unpleasant duty. I broke the news to the unfortunate woman with as much caution as possible, telling her to prepare for the worst, and to arrange any affairs she might wish to have settled before her final departure from this world. She told me the whole cause of the accident, in a calm, collected manner, and begged I would be kind enough to draw up a will for her, as she informed me the whole of the property was hers, and that she was living with G——, but not legally married to him, therefore she could dispose of the property as she liked, which she did. The will being finished, I wished her to sign it in my presence, and in that of other witnesses; she had a marked repugnance to do this, which appeared dreadful to her as a last act. I showed her the necessity of doing so while in possession of all her faculties or before any derangement took place. She refused to sign it but in the presence of two persons whom she named, her husband and myself. I ordered the room to be cleared, and gave her the pen, putting at the same time the usual questions. She hesitated a long time—there was a stillness that was fearful to me for some ten minutes; at last, she summoned sufficient resolution to commence, but "stopped at the first letter, S. "Oh, wait a little," she said, "I am thinking, thinking, thinking of times long past;" and as she seemed to be talking more to herself, as it is called, than addressing us, I made no reply. Her husband, who was now sober, witnessed this death-bed scene with evident emotion. "James," said the woman, "I should like to be alone with the doctor a little while. I have some thing to tell him, but nothing I have to confess that you do not know." The husband then left. She then told me what I was never, never to tell again. I was at first absolutely paralyzed. There in that remote solitude, did that dying woman reveal facts so dreadful, and so connected with my painfully distinct recollection of bygone days, that I absolutely shook with agitation. It seemed more like a horrible dream than a waking reality. She recalled me to my senses by her despairing appeal to heaven for forgiveness. She seemed completely hopeless of pardon. I tried at length to comfort her, and bade her not despair. "How glad I am that you are there, doctor; you shall be paid for this. Do you know I feel happier now since I told you all. Oh, if I could have seen a clergyman, but there is none nearer than 150 miles. Too late, too late! I shall soon be elsewhere. Ah, where! I begged of her to sincerely repent of her faults, and seek hope for the future; she clasped her hands together, sighed deeply as though her heart were too oppressed, and she was at a loss for words. She spoke at last with effort and evident fatigue. "Call him in," she said. I did her bidding; in the presence of her husband I gave her the pen; she gave one look of despair and anguish, signed the will, and I witnessed at once the death and signature of "Sarah Gale."

As it was too late to start for home the same day on which Mrs. G—— died, and to sleep was impossible, I made a memorandum of the circumstances an hour or so after her death took place.

I have said all that I feel at liberty to divulge of a story which will ever haunt my memory.

LATE NEWS BY TELEGRAPH.

From Our Evening Edition.

The North Briton Wrecked.

MONTREAL, Nov. 11.—The brig Dreshler passed Farther Point at 11 o'clock yesterday morning. She signalled for a pilot, and sent the following message ashore:

November 7.—We picked up the North Briton's boat No. 2, with seventeen of the crew and one passenger aboard. The North Briton is ashore on Gamungan Island. These are all the particulars yet received, but full details will be obtained on the arrival of the brig at Quebec.

The Remains of Gen. Baker.

NEW YORK, Nov. 11.—The remains of Gen. Baker under escort of the 71st Regiment, City authorities, &c., passed down Broadway to Battery, where they were placed on board the steamer for California. All flags were at half mast during the obsequies.

Public Notices.

I. O. O. F.—A General Meeting of ALL THE LODGES I. O. O. F. of Allegheny county will be held on WEDNESDAY EVENING, November 13th, at 7 o'clock, at ODD FELLOWS' HALL, Fifth street, for the purpose of meeting the R. W. Grand Officers of the Grand Lodge of Pennsylvania. All members are invited to attend.
ISAAC WHITNER, D. D. G. M.
no9:2d PITTSBURGH, November 8, 1861.

THE MERCHANTS' AND MANUFACTURERS' BANK OF PITTSBURGH has this day declared a dividend of THREE PER CENT on the Capital Stock, out of the profits for the last six months, payable on or after the 11th inst.
W. H. DENNY, Cashier.
nr8:3t3

MECHANICS' BANK, Pittsburgh, November 5, 1861.
THE PRESIDENT AND DIRECTORS of this Bank have this day declared a dividend of FOUR PER CENT on the Capital Stock, out of the profits of the last six months, payable to the holders or their legal representatives, on or after the 15th inst.
GEO. D. McGREW, Cash'r.
no8:td

CITIZENS' BANK, Pittsburgh, November 5, 1861.
THE PRESIDENT AND DIRECTORS of this Bank have this day declared a dividend of FOUR PER CENT. on the Capital Stock, out of the profits of the last six months, payable to the holders, or their legal representatives, on and after the 15th inst.
GEO. T. VAN LORN, Cashier.
no8:td

ALLEGHENY BANK, Pittsburgh, November 5th, 1861.
THE PRESIDENT AND DIRECTORS of this Bank have this day declared a dividend of FOUR PER CENT. on the Capital Stock, out of the profits of the last six months, payable to stockholders, or their legal representatives, on or after the 15th inst.
J. W. COOK, Cash'r.
no8:td

EXCHANGE BANK OF PITTSBURGH, November 5th, 1861.
THE DIRECTORS OF THIS BANK have declared a dividend of FOUR PER CENTUM, out of the earnings of the last six months, stockholders, or their legal representatives, will be paid on or after the 15th inst.
H. M. MURRAY, Cashier.
no8:3td

BANK OF PITTSBURGH, November 5th, 1861.
THE PRESIDENT AND DIRECTORS of this Bank have this day declared a dividend of FOUR PER CENT on its Capital Stock, out of the profits of the last six months, which will be paid to stockholders, or their legal representatives, on or after the 5th instant.
JOHN HARPER, Cashier.
no8:5t&1twF

IRON CITY BANK OF PITTSBURGH, Pittsburgh, November 5, 1861.
THE DIRECTORS OF THIS BANK have this day declared a dividend of THREE PER CENT. on the Capital Stock, out of the profits of the last six months, payable to stockholders, or their legal representatives, after the 15th inst.
JOHN MAGOFFIN, Cashier.
no6:3 datawF NOVEMBER 5TH, 1861.

DIVIDEND.—The President and Directors of the WESTERN INSURANCE COMPANY, of Pittsburgh, have this day declared a dividend of TWO DOLLARS PER SHARE, payable to stockholders on or after the 15th inst.
F. M. GORDON, Secretary.
no6:td

PITTSBURGH TRUST COMPANY, November 1st, 1861.
AN ELECTION FOR THREE DIRECTORS, to serve for the ensuing three years, will be held at the Bank, on MONDAY, the 11th inst., between 11 o'clock a. m. and 2 o'clock p. m.
no2:td

OFFICE WESTERN INSURANCE COMPANY, Pittsburgh, Nov. 1st 1861.
AN ELECTION FOR THIRTEEN DIRECTORS of this Company, to serve for the ensuing year, will be held at the Office, No. 92 Water street, on TUESDAY, the 12th inst., between the hours of 11 a. m. and 2 p. m.
F. M. GORDON, Secretary.
no2:td

EXCHANGE BANK OF PITTSBURGH, October 18th, 1861.
AN ELECTION for Directors of this Bank will be held at the Banking House on MONDAY, November 18, 1861, between the hours of 11 a. m. and 2 p. m. The annual meeting of Stockholders will be held on TUESDAY, November 5, at 11 o'clock a. m.
H. M. MURRAY, Cashier.
oct19

MECHANIC'S BANK, Pittsburgh, Oct 18, 1861.
AN ELECTION for Thirteen Directors of this Bank, will be held at the Banking House on MONDAY, 18th day of November, proximo, between the hours of 10 a. m. and 2 p. m.
The annual meeting of stockholders will be held on TUESDAY, Nov. 5th at 10½ o'clock a. m.
GEO. T. VAN HORN, Cashier.
oct19:1m

MECHANICS' BANK, Oct. 17, 1861.
AN ELECTION for Thirteen Directors of this Bank, to serve during the ensuing year, will be held at the Banking House, on MONDAY, Nov. 18th, between the hours of 11 a. m. and 2 p. m.
The annual meeting of the stockholders will be held at the Banking House on TUESDAY, Nov. 5th, at 11 o'clock a. m.
J. MAGOFFIN, Cashier.

ALLEGHENY BANK, Oct. 17, 1861.
AN ELECTION for Directors of this Bank to serve for the ensuing year, will be held at the Banking House, on the 18th day of November, between the hours of 10 o'clock a. m. and 2 o'clock p. m.
The Annual Meeting of the Stockholders will be held at the Banking House, on TUESDAY, the 5th day of Nov. at 10 o'clock a. m.
J. W. COOK, Cashier.
oct18 dtnov5

MECHANICS' BANK, Pittsburgh, October 17, 1861.
AN ELECTION OF DIRECTORS of this Bank, to serve for the ensuing year, will be held at the Banking House, on MONDAY, November 18th, between the hours of 10 o'clock a. m. and 2 o'clock P. M.
A general meeting of the Stockholders will be held on TUESDAY, Nov. 5th, at 10 o'clock a. m.
GEO. D. McGREW, Cashier.
oct17:30d

Steamboats.

FOR CINCINNATI AND ST. LOUIS.—The steamer IOWA, Capt. Wm. Moore, leaves on TUESDAY, at 5 p. m. for freight or passage apply on board or to
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 THIS DAY, 12th inst. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents.
no8

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer EMMA GRAHAM, 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
J. B. LIVINGSTON & CO., Agents.
no8

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine passenger steamer ARIZONA, Capt. J. B. Conway, will leave as above, on THURSDAY, at 5 o'clock. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents.
JOHN FLACK, Agent.
no8

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

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The steamer ROCK ST. 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
D. H. LEWIS, Agent.
nov12

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
J. B. LIVINGSTON & CO., Agents.
no10

REGULAR PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburg, Pomeroy, Gallipolis, Ironton and Portsmouth.—The steamer CLARA DEAN, Capt. A. J. McClellan, 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
JNO. FLACK, Agent.
oct12

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer EMMA GRAHAM, Capt. Ayres, 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. FIERCE & CO., Agents, Zanesville. sel4

REGULAR WHEELING PACKET.—The fine steamer MINNEHA, Captain John Gordon, leaves for Wheeling and intermediate ports every TUESDAY, THURSDAY and SATURDAY, at 11 o'clock A. M., making close connections with the regular packets for Parkersburg and Cincinnati. Returning, leaves Wheeling every MONDAY, WEDNESDAY and FRIDAY, at 8 o'clock a. m. Passengers receipted through to Cincinnati. For Freight or passage apply on board or to
JAMES COLLINS & CO.
oct1 No 114 Water street.

Miscellaneous.

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL
LAMP CHIMNEYS,
PATENTED SEPTEMBER 16TH, 1861.
THE BEST THAT HAVE EVER yet been offered to the public. They are the best for the following reasons:
1. Because, being of an oval shape, the glass is 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 housekepers 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 profile does not include accidents or those cases of breakage where the chimney has, through inexperience, been placed 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 Chimney, 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. Thumm & Co., Rogers & Nesbit, P. Hayden, Lacosse Oil Co., Walden & Reinecke, W. Eggers & Co., W. P. Goldridge, W. M. Lamb, Office at the Manufactory, Washington street near Pennsylvania avenue
sel0:tawtnsat1 R. 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.
The bathing, sailing and fishing facilities are unsurpassed.
The 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 6:10 a. m. and 4:45 P. M. Distance sixty miles. Fare $1.50.
McKINSTRY (United States) HOTEL and other houses now open. jel9:2tf

To Farmers and Others.
FOR SALE,
GEOWEY'S SUPERIOR PATENT
GRAIN FAN AND SEPARATOR.
PATENTED JANUARY 10, 1860.
THE SUPERIORITY OF THIS FAN over all others in use consists in its cheapness, simplicity and durability. Second, in cleaning Grain faster, better and more thoroughly, with less labor than any other mill. The patentee of the above Fan has been long engaged in manufacturing and selling agricultural implements, convinced of the great want of a good Fan for cleaning the different kinds of Grain and Seeds, presents this to the public with full confidence that it will meet their wants.
The undersigned, having purchased the sole right to manufacture and sell the above Grain Fan and Separator in Western Pennsylvania, Western Virginia and all Ohio, and the right to sell in Indiana and Illinois, is now prepared to fill all orders, wholesale or retail, at 319 Liberty street, Pittsburgh, Pa.
W. W. WALLACE.
oct.24:tawtf

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.
1y22:1yMay1

NEAT WEEKLY BETWEEN NEW YORK AND LIVERPOOL.
Leaving and embarking Passengers at QUEENSTOWN. (Cork Harbor) 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.....$70 or $75 STEERAGE.....$30 or $35
Go to London.....$80 or $85 to London.....$35 or $40
Steerage Return Tickets, good for six Months, $60 or $65
Passengers forwarded to Paris, Havre, Hamburg, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.
NOTE: Persons wishing to bring out their friends can be tickets here at the following rates, to New York: From Liverpool or Queenstown, $30; Glasgow, $35; Steerage, from Liverpool $25. From Queenstown $18.
NOTE: 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 Watertight Iron Sections, and have Patent Fire Annihilators on board.
JOHN G. DALE, Agent, 15 Broadway, N. Y., or
JOHN THOMPSON, Agent, 416 Liberty street, Pittsburgh.
ob15:y

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. ap11

THE CO-PARTNERSHIP OF JONES & LAUGHLIN expired by limitation on the 1st day of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlins.
LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership under the firm of JONES & LAUGHLINS, in the business of manufacturing and dealing in iron, (in succession to the firm of Jones & Laugh,) in which firm the general partners are Benjamin F. Jones, Thomas M. Jones, George W. Jones, Henry A. Laughlin, and Irwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock of said partnership, which is to commence as of the 1st day of August, 1861, and to terminate on the 1st day of August, 1866.
B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.
September 16, 1861. se17:2m

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—22,000 lbs. received on consignment and for sale low by
oc14 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,
oc22 No. 253 Liberty street, near head of Wood.

BUCKWHEAT FLOUR—In 25 pound sacks, in store and for sale by
oc2 L. H. VOIGT & CO.

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.
Board Reduced to $2 per Day.
SINCE THE OPENING of this vast and magnificent Hotel, in 1854 it has been the single endeavor of the proprietors to make it the most complete, convenient and comfort-this 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 exercise 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
1y17-dm

Stoves, Ranges, Grates, &c.

JAS. S. 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 T IRONS, GRATES AND FIRE 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.
Solo Proprietor of the celebrated
PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS
Office and Sales Room,
No. 4 Wood Street,
PITTSBURGH, PA.
jel4:y
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 Mantles, 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. oct26:6md

Petroleum & Carbon Oils.

PETRONA OIL WORKS.
LONG, MILLER & CO.
Works at Sharpsburg Station Allegheny Valley Railroad.
Office and Warehouse 22 MARKET STREET, PITTSBURGH.
Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.
☞No 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oc12 1yd

CORNPLANTER OIL COMPANY.
R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnaghan, A. Cameron, John Irwin, Jr.
PETROLEUM
Of light gravity, from the wells of the company, on Oil Creek, in Venango county, constantly on hand and for sale.
Office at T. H. Nevin & Co.'s.
my6:1yr No. 88 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 CHASE, BLETTY & CO's, Water and First street. se2:6m

J. M. UERLY, Treas. J. WEAVER, 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. 2; Solar Burning Oil, No. 1, Solar Burning Oil, No. 2.
Advances made on consignment's. Special attention given to filling orders for Crude Oil of all specific gravities. oc22

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. S. R. R. R. CO.,
By WM. EPPT, Prest.
no23:tf

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 is the thickness of the mass of iron to be hammered—thereby effecting a great increase of power where large pieces of metal are to be operated upon, and a corresponding saving of expense.
The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Quinby, 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,
oct30:3tif Westport, 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.
REFERENCE—The trees in the nursery. Call and see them.
EVERGREENS from 1 to 8 feet, by the hundred, chea; also, SHADE TREES AND SHRUBBERY wholesale and retail.
Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se14:6mT JOHN MUNDOCH Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 88 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st
ap2:tf

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

COCOA NUTS—2000 fresh Cocoa Nuts just received and for sale by
BRYMER & BROS.,
no7 Nos. 116 and 118 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 inch a high, tubs 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; felloes 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 to each felloe; hubs made of gum, the spokes and felloes of the best white oak, tire from directly 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 bored 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. A skein 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 kingbolt 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 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 track.
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 front hounds together, and bolted on the outside of each 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 outside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in the manner, a brace of seven-eighths of an inch round iron to extend from under the front axletree, 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 end of the hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.
The bind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide, jaws one foot long where they 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 must be eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end, distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king-bolt hole to the centre of the mortice in the bind end of the pole eight feet; size of king bolt one and a quarter inches diamet. r, or best round iron, drawn down to seven-eighths of an inch where it passes through the iron plate six inches long, three inches wide, and one eighth of an inch thick on the cumberlese and tongue where they run 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 bind hounds, two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron clip 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 half 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 fore one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, tug and tongue chains, three eighths of an inch in diameter; the forked chain, seven-sixteenth inch diameter; the fifth chain to be seven sixteenth inch diameter; 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, flat at bottom, and inch feet 12 inches at the top, sloping equally at each end all in the clear of the bed, piece to be two and a half inches wide, and three inches deep, front piece 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; to have an iron strap passing round each end, and extending up eight inch wide; lower rails one inch thick by one and seven-eighth inch wide; three stands and one rail in front, with a strap hinged 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