WEDNESDAY MORNING, NOV. 13, 1861.

Bald Heads.

It was not long ago that a French writer announced and proved the dominion of the "bald-headed men" in France, and showed them to be really the ruling spirit in every department of life—in politics, finance, poetry, art, science, and even in gallantry! In all of these there was a bald-headed man at "the head of the head," and the young fellows with flowing locks and "Hyperion curls" were quite thrown in the shade by the middle-aged gentlemen, whose nobs were as bare and smooth as billiard balls. Quilp, who, by the bye, is getting a little bald himself, says the same thing is true in all civilized countries, whatever the fact may be among savages; and the reason lies not certainly in the superior beauty of the bare poll—though a bald head may still be a very handsome one—but in the fact that a man rarely comes into the perfection of his manhood before the period at which baldness ordinarily begins. Accordingly, as a general rule, the less hair the more brains—and vice versa. "Kit North"—a competent judge of the case—wrote in Blackwood, that "No strongbodied, strong-minded, strong-hearted man reaches his true prime until he is turned of forty; and he keeps on till he is sixty; being probably at seventy threatened with a small family by a second or a third wife."

A Good Story about Mr. Seward.—The Philadelphia "North American" of this morning tells this story of Secretary Seward:

"Hon. William H. Seward, Secretary of State, passed through the city yesterday morning, at 11 o'clock, on his way from New York to Washington. Mr. Seward has a weakness whenever possible for traveling incog. He is an inveterate smoker. When he enters a passenger train he seeks out the smoking car, and finds beatitude in puffing La Normas until the end of his ride. Between New York and this city he occupied a seat with a pleasant looking genius, who talked about that d—d fool Seward during the whole trip. The stranger supposed his fellow traveller to be a sutler's bookkeeper. Mr. Seward pitched into himself in a most scandalous manner, seconding every objurgation of the stranger with hearty emphasis. When the latter observed Mr. Seward identified and saluted by gentlemen upon the boat, his feelings can be better imagined than described. The last seen of him by our informant he was hiding behind the steamer's smoke-stack."

Farmers should give attention to the production of flax and wool, both of which will be in great requisition, and those who first go into producing them will make the most money. Wool is in great demand, and farmers will find sheep the most profitable stock they can keep. Agricultural pursuits are destined to command more attention in this country for the next several years than they have ever done. Almost all other kinds of business have suffered so that men naturally turn to the more safe and less annoying occupation of farming. If the thousands of young men who go to war, will settle down on Western lands, when the war is over, it will be an offset to evils which war begets. The tillers of soil, if they cultivate intelligence, patriotism and public spirit along their soil, occupy the position of real independence, and are a nation's bulwark and glory. It would be well for farmers not to sell sheep or lambs for slaughter, but to raise them for the wool crop. There is no doubt that a good market can be had for all the wool that can be raised for years hence.

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.
no9:1td ISAAC WHITTIER, D. D. G. M.

Pittsburgh, November 4, 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 15th inst.
no5:d3t W. H. DENNY, Cashier.

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 stockholders or their legal representatives, on or after the 15th inst. no6:2td GEO. D. McGREW, Cashier.

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 stockholders, or their legal representatives, on and after the 15th inst. GEO. T. VAN DOREN, Cashier.

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. no6:2td J. W. COOK, Cash'r.

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, to stockholders, or their legal representatives, will be paid on or after the 15th inst.
no6:2td H. M. MURRAY, Cashier.

BANK OF 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, which will be paid to stockholders, or their legal representatives, on or after the 15th instant.
no6:2td:1twF JOHN HARPER, Cashier.

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.
no6:2td:1twF JOHN MAGOFFIN, Cashier.

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.
no6:dtd F. M. GORDON, Secretary.

CITIZENS' BANK, Pittsburgh, Oct 15, 1861.
AN ELECTION for Thirteen Directors of this Bank will be held at the Banking House on MONDAY, 18th day of November, next, 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.
oc16:td GEO. T. VAN DOREN, Cashier.

IRON CITY BANK, Oct. 15, 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. oc16:td J. MAGOFFIN, Cashier.

[illegible] BANK, Oct. 15, 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 a. m. and 2 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.
oc16:dtno18 J. W. COOK, Cashier.

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.
oc17:2td GEO. D. McGREW, Cashier.

PERUVIAN FEBRIFUGE—For the prevention or cure of Fever and Ague. In all bilious and miasmal districts where bilious and remittent fevers prevail, this sterling remedy will be found invaluable. It effectually stops the chills and subdues the fever, reinvigorates the appetite, allays irritation, gives elasticity to the spirits and infuses a vigor and vitality, which soon restores the patient to perfect health.—In no case has it failed to cure, and where it has effectually succeeded in [illegible]. Others have been cured by it after failure of Quinine and every other known remedy.
Prepared and sold by A. B. & D. SANDS, Druggists, 100 Fulton street, New York.
Sold also by B. A. FAHNESTOCK & CO., Pittsburgh, Pa.
Sold also by Druggists generally. oc31:dtwtf

Steamboats.

REGULAR PACKET FOR EVANSVILLE—FOR CINCINNATI, LOUISVILLE AND CINCINNATI.—The fine steamer COLUMBIA, Capt. R. Calhoun, leaves as above on THURSDAY, the 14th inst. For freight or passage apply on board or to
no13 JNO. FLACK, Agent.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine passenger steamer, IOLETA, Captain Windsor, leaves for the above and all intermediate ports, on THIS DAY, at 4 o'clock. For freight or passage apply on board or to
no13 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine steamer ST. LOUIS, Capt. S. A. Reno, will leave for the above and all intermediate ports, on SATURDAY. For freight or passage apply on board or to
no12 J. B. LIVINGSTON & CO., Agts.

FOR CINCINNATI, LOUISVILLE, ST. LOUIS & KEOKUK.—The steamer DIADEM, Capt. Thos. Gogata, leaves as above, on SATURDAY, at 4 o'clock. For freight or passage apply on board or to
no12 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND ST. LOUIS.—The steamer IOWA, Capt. Wm. Moore, leaves on THIS DAY, at [illegible] 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. Macatee, will leave for the above and all intermediate ports on THIS DAY, the 13th 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. S. Conway, will leave as above, on THIS DAY, 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 MAGNOLIA, Capt. McGowin, leaves as above, on WEDNESDAY, at 4 o'clock. For freight or passage apply on board or to
no8 J. B. LIVINGSTON & CO., Agts.

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. S. LEWIS, Agent.

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer UNDINE, Capt. M. A. Cox, will leave Pittsburgh for Gallipolis EVERY SATURDAY at 4 p. m. Returning, leaves Gallipolis EVERY TUESDAY at 10 a. m. For freight or passage apply on board or to
se30 J. B. LIVINGSTON & CO., Agents.

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

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. A. FISHER & CO., Agents, Zanesville. au14

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

SEALED PROPOSALS.

SEALED PROPOSALS will be received by the undersigned, until 12 o'clock noon of THURSDAY, the 21st day of November, inst., for the erection of a MARKET HOUSE, CITY HALL, WEIGH SCALES, &c., in accordance with plans approved by Councils, which may be examined at the office of Messrs. Barr & Moser, Architects, No. 47 Diamond, Allegheny City.

Specifications will be ready for the use of bidders on MONDAY, 11th inst., and can be had from the Committee or from the Architects.

All bids must specify the lowest price if paid in cash as the work progresses, and also the price if paid by the revenue arising from the rents accruing to the city from the stalls in Market House,—said revenue to be satisfactorily secured to the contractor.

Councils reserve the right of choosing the manner of payment. All bids to be subject to the approval of Councils.

Bidders will address their Proposals to the Chairman of the "Special Committee on Diamond Improvement," marked "*Proposals for Allegheny City Diamond Improvement.*"

Councils will require all bidders to furnish a guarantee of their responsibility, before considering bids.

SAM'L RIDDLE, Chairman.
JAMES MARSHALL,
A. B. SMITH,
JNO. HOPKINS,
JNO. HEATH,
LOUIS MOULTON,
HARMAN SKILES,
Committee.
no6:dtno20

NEW CONSIGNMENTS—
25 sacks Flint Hominy,
75 bushels prime Chestnuts,
50 do Shellbark Hickorynuts,
40 do Walnuts,
18 barrels Minnesota Cranberries,
10 do cultivated bell-shape Cranberries,
50 do choice Apples,
40 do sold Winter Apples,
[illegible] bushels prime halves Peaches,
150 dozen Cincinnati Brooms—assorted,
10 barrels pure Vinegar,
18 do Cut and Dry Tobacco,
50 gross superior Stove Polish,
5 barrels prime Sweet Cider,
100 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
6 demijohns do do do
6 tierces Davis' Sugar Cured Hams.
For sale by L. H. VOIGT & CO.
no6

FRESH ARRIVAL OF GROCERIES.
1000 bags prime Coffee,
100 do roasting do
300 barrels prime N. O. Molasses,
100 do Golden Syrup,
100 hhds prime N. O. Sugar,
100 do Porto Rico and Cuba Sugars,
50 barrels Crushed do
25 do B Coffee do
4000 sacks Extra Salt,
1000 barrels do do
1000 boxes assorted sizes Window Glass,
1000 kegs do Nails,
50 boxes German Clay,
50 barrels Missouri Clay,
In store and for sale by JOHN I. HOUSE & CO.,
no6 Corner Smithfield and Water streets.

CONSIGNMENTS—
10 barrels choice Dry Peaches,
3 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.

CONSIGNMENTS.—
200 bs. choice Apples—selected fruit,
200 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,
3 do Bonnets,
10 bushels Chestnuts,
8 barrels Cranberries,
Just received and for sale by
FRANK VAN GORDER,
no8 114 Second street.

FRESH GROCERIES—60 bags fair to prime Rio Coffee arriving per Pa. R. R. and for sale by LITTLE & TRIMBLE,
no8 112 Second street.

300 BBLS N. O. MOLASSES,
100 bbls. Syrup,
50 hhds. N. O. Sugars,
On hand and for sale by LITTLE & TRIMBLE.

CORN MEAL—100 bus. fresh ground Corn Meal just rec'd and for sale by
JAS. A. FETZER,
no8 Corner of Market and First sts.

FLOUR—20 bbls. choice Family Flour in store and for sale by
JAS. A. FETZER,
no8 Corner of Market and First sts.

GRAIN AND SEED WANTED.—
5000 bushels Rye,
10,000 do Oats,
100 barrels Clover Seed,
100 do Timothy Seed,
For which cash will be paid at a fair market price by
ISAIAH DICKEY & CO.,
no1 No. 80 Water street.

INDIA RUBBER BLANKETS FOR SOLDIERS' USE—A superior article—not affected by heat or cold—for sale at the India Rubber Depot, No. 26 and 28 St. Clair street.
no8 J. & H. PHILLIPS.

CRUDE OIL—100 bbls., suitable for Refining, for sale by
JAMES DALZELL & SON,
no8 Nos. 69 and 70 Water st.

OIL CLOTH BLANKETS FOR SOLDIERS' USE.—A good article—not affected by heat—for sale at 26 and 28 St. Clair street
J. & H. PHILLIPS.

CHEESE—200 boxes English Dairy Cheese received and for sale by
oc31 HENRY H. COLLINS.

OIL CLOTH COATS, PANTS, JACKETS AND HATS, just received at 26 and 28 St. Clair street. J. & H. PHILLIPS.

100 BBLS. YELLOW SUGAR to arrive and for sale by
no8 LITTLE & TRIMBLE.

Miscellaneous.

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. O. Kirkpatrick, L. Thumm & Co., Rogers & Nesbit, P. Hayden, Lucesco Oil Co., Weldon & Reineke, W. Ogden & Co., W. P. Wooldridge, W. M. Murray, or at the Manufactory, Washington street near Pennsylvania avenue.
au10-tawzautf R. D. DITHRIDGE.

PASSENGERS FOR EUROPE.—By order of the Secretary of State, all passengers leaving the United States are required to procure Passports before going on board the Steamer.

STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL.

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

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

RATES OF PASSAGE:

FIRST CABIN.........$75 | STEERAGE.........$30
do to London......$80 | do to London......$33
Steerage Return Tickets, good for Six Months....$60
Passengers forwarded to Paris, Havre, Hamburgh, Bremen, Rotterdam, Antwerp, &c., at reduced through fares.

Persons wishing to bring out their friends can buy tickets here at the following rates, to New York: From Liverpool or Queenstown; 1st Cabin, $75, $85 and $105. Steerage from Liverpool $40. From Queenstown $30.

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

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

JOHN G. DALE, Agent, 15 Broadway, N. Y., or
JOHN THOMPSON, Agent,
mh14 410 Liberty street, Pittsburgh.

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 6:18 a. m. and 4:45 p. m. Distance sixty miles. Fare $1.80.

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

DAVIS & PHILLIPS,

Brass Founders and Manufacturers.

PLUMBERS.

GAS AND STEAM FITTERS

MANUFACTURERS AND DEALERS IN

GAS FIXTURES,

Pumps & Brass Work

OF EVERY DESCRIPTION.

OIL WELL PUMPS,

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

MANUFACTORY,
110 Water and 104 Front sts. PITTSBURGH.
1y22-lyeod

To Farmers and Others.

FOR SALE,

GROWEY'S SUPERIOR PATENT

GRAIN FAN AND SEPARATOR,

PATENTED JANUARY 10, 1860.

THE SUPERIORITY OF THIS FAN over all others in use consists in its cheapness, simplicity and durability. Second, in cleaning Grain faster, better and more thoroughly, with less labor than any other Fan. 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.
se6:3md&wtf W. W. WALLACE.

JACKSON & TOWNSEND,

PORK PACKERS

AND

DEALERS IN PROVISIONS,

No. 12 Fourth street,

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

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS.

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls., firkins and pails. Put up expressly for family use, and all of their own rendering. GREASE, suitable for rolling-mill purposes. au7

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

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

B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN,
September 16, 1861. se17:2m

FLOUR AND FEED—
400 bbls. choice brands Family Flour,
70 do Extra, do
27 do choice Rye do
6400 lbs. Rye Shorts.
For sale by SCHOMAKER & LANG.

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,
se14 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—23,000 lbs. received on consignment and for sale low by
oc18 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,
oc18 No. 253 Liberty street, near head of Wood.

BUCKWHEAT FLOUR—In 25 pound sacks, in store and for sale by
oc8 L. H. VOIGT & CO.

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.

Board Reduced to $2 per Day.

SINCE THE OPENING of this vast and [illegible] Hotel, in 1854 it has been the single [illegible] of the proprietors to make it the most sumptuous, convenient and comfortable home for the citizen and stranger on this side the Atlantic.

And whatever has seemed likely to minister 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.
oc3:3md TREADWELL, WHITCOMB & CO.

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 COOK 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,
ja6: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 Artizan 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. nol2:2md

Petroleum & Carbon Oils.

PETRONA OIL WORKS

LONG, MILLER & CO.

Works at Sharpsburg station Allegheny Valley Railroad.

Office and Warehouse 23 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.

No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oc12:1yd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.

JOHN IRWIN, Jr., Secretary and Treasurer.

Directors—R. H. Davis, T. H. Nevin, J. L. Carnaguey, A. Cameron, John Irwin, Jr.

PETROLEUM

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

Office at T. H. Nevin & Co's,
my31:ly No. 86 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,

REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed,) PITTSBURGH, PA.

Car Grease and Benzole constantly on hand.

Orders received for the present at GILLESS, SMITH & CO.'S, Water and First streets. se2:d6m

J. P. [illegible], Treas. WAVERS, 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 Mark.—Solar Machine Oil, No. 1; Solar Machine Oil, No. 2; 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. oc22

Lubricating Oil,

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

As to the quality, we refer to annexed certificates.

PITTSBURGH, Nov. 27, 1860.

MESSRS. S. 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. Co.,
no26:tf By WM. KEPT, 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 affecting 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,
oc24: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.

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

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

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se19:d&wT JOHN MURDOCH, Jr.

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

NO. 30 ST. CLAIR ST.,

Four Doors from Liberty st.
ap8:tf

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.
no8 ISAIAH DICKEY & CO.

CLOVE ANODYNE—Recommended for the cure of Toothache without injury to the teeth or gums. Sold by
SIMON JOHNSTON, Druggist,
and dealer in Choice Family Medicines,
no8 Corner Smithfield and Fourth streets.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

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

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

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

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

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

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

The body to be straight, three feet 6 inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel line to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front rail with two good strap hinges, a strap of 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 burr; 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 at the bottom ten inches from the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body one and eleven inches, the other two feet six inches long, to be of three-eighths of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop iron around the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each one of the bows; one ridge pole twelve feet long, one and three-quarters inches wide by five eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

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

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

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for. M. C. MEIGS,
se12:tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

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

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

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

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

Four-mule harness as follows, to wit:

WHEEL.

Two Quilors.—Breech straps 5 feet 6 inches long, 8½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 5 feet 11 inches long, 3½ inches wide; stay pieces 2 feet long, 1½ inches wide, with 1¼ inch buckles; cross straps to buckle into stay pieces, 6 feet long, 1¼ inch wide; side straps 4 feet long, 1¼ inch wide, tie straps 16 inches long, ¾ 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 3 inches long and 2 inches wide.

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

Two Pair of Strong Hames to suit, made of white oak roots, ironed with hooks, breast rings 1¼ inch square, staples and line rings.

Two Pair of Hame straps. Lower one 5 feet 8 inches long, ⅝ inch wide; upper one 4 feet 6 inches long, ⅝ inch wide.

Two Bridles. Crown piece 2 feet long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 5½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

Two Pair Chain Pipes, 2 feet long, 2¼ inches wide.

Two Pair Trace Chains, 7 feet long, 16 links to the foot, of No 3 iron, with T on one end, weight 7¼ 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, 2¼ inches wide, with 2¼ 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, 2¼ inches wide, with a 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bow eye pattern, to weigh 13½ lbs the dozen pair.

LEAD.

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

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

Two Bridles, same as for wheel harness.

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

Two Belly Bands, " "

Two Pair Chain Pipes, " "

Two Pair Trace Chains, " "

Two Cruppers and Hip Straps. Back strap 5 feet long, tapering from 3½ inches to 2¼ inches wide. Hip Straps each 2 feet 4 inches long, 1¼ inch wide, each with a hook at one end.

Two Back Bands, 3 feet 4 inches long, 3¼ inches wide.

Two Martingales, 4 feet long, 1¼ inch wide, to buckle into the bit.

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

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

One Lead Line, 21 feet long, ⅜ 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. 222—8 bar.

The whole to be packed in a box about 18 inches wide, 7 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 5 feet 8 inches long, 8½ 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, 3 inches wide, with a 3 inch buckle; short side 1 foot 6 inches long and 3 inches wide.

Two Hair Collars. 21 to 23 inches long, with double straps and sale leathers and buckles ⅞ inch wide.

Two Pair of Strong Hames to suit, made of white oak root, ironed with hooks, breast rings 1¼ 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 3 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1¼ inch wide; front piece 12½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 13 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 9 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 6 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 3 iron, twisted or straight, with T on one end, weight 9 lbs per pair.

One pair of Breast Chains, 22 inches long, 14 links to the foot, of No 3 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 6 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1½ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bow 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 6 inches long, 1½ inch wide, with wrought hooks.

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

Two Martingales, 4 feet long, 1¼ inch wide, to buckle into the bit.

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

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

One Lead Line, 21 feet long, ⅜ 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 222—8 bar.

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

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

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

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

When 6 mule harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 9 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 30 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 indicating 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,
oc9 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 243 Liberty street.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLES,
oc8 No. 253 Liberty street, near head of Wood.

JUST RECEIVED AND FOR SALE,
4 bbls. Sweet Cider,
21 extra Green Cheese.
oc24 L. H. VOIGT & CO.

Railroads.

Cleveland & Pittsburgh Railroad.

CHANGE OF TIME—WINTER ARRANGEMENT.

ON and after MONDAY, [illegible] 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'R	Arrives at COL'MB'S	Arrives at CIN'T	Arrives at IND'A'POLIS	Arrives at ST. LOUIS
1.55 a m	11.38 a m	4.20 p m		
1.40 p m	8.45 p m	2.09 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'E	Arrives at ST'B'E	Arrives at WHEEL'G
1.55 a m	3.10 a m	4.10 a m	5.23 a m	6.35 a m
1.40 p m	2.55 p m	3.50 p m	5.00 p m	6.35 p m
3.30 p m	4.50 p m	6.15 p m		

The 1.55 a. m. and 1.40 p. m. Trains connect with Trains of C. O. R. R. for Zanesville, Lancaster, &c.

The 3.30 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 2.50 A. M., stopping only at principal stations, connecting at Harrisburg with train direct for Baltimore, and arriving in Philadelphia at 10.20 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 4.4. A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 7.40 A. M.

THE FAST LINE leaves the Station daily (except Sunday) at 3.00 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 6.35 P. M.

Returning Trains arrive in Pittsburgh as follows:—Express, 1.15 P. M.; Mail, 8.05 A. M.; Fast Line, 1.20 A. M.; Johnstown Accommodation, 10.05 A. M.; First Wall's Station Accommodation, 5.50 A. M.; Second Wall's Station Accommodation, 8.30 A. M.; Third Wall's Station Accommodation, 1.25 P. M.; Fourth Wall's Station Accommodation, 6.01 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.........$12 50 | To Baltimore.........$9 51
Philadelphia.........10 00 | Lancaster.........8 [illegible]
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. no6

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

NORTH MISSOURI RAILROAD.

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

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

ISAAC H. STURGEON,
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HENRY H. SIMMONS, Agent. se18:3md

DOLLAR SAVINGS BANK,

No. 65 Fourth Street.

CHARTERED IN 1855

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

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

Interest, if not drawn out, is placed to the credit of the depositor as principal, and bears the same interest from the first days of June and December, compounding twice a year without troubling the depositor to call or even to present his pass book. At this rate, money will double in less than 12 years, making in the aggregate [illegible] per cent. a year.

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

President—GEORGE ALBREE.

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fe3:dawT

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

SYRUPS AND SUGARS—
85 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
15 do Yellow and A Coffee do
50 do N. O. Molasses,
12 hhds. N. O. Sugar,
75 boxes prime Hamburg Cheese,
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GROCERIES—
275 bbls. prime N. O. Molasses,
70 do Golden and S. H. Syrups,
40 hhds. N. O. Sugar,
100 bags prime Rio Coffee,
75 half chests Y. H. and Black Teas,
300 cdy bxs. do do do
65 boxes 5s Tobacco, assorted brands,
30 kegs I. O. Williams' six twist Tobacco,
For sale by WATT & WILSON, 252 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,
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CHESTNUTS.
CHESTNUTS.
15 sacks choice new Chestnuts just received and for sale by FRANK VAN GORDER,
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ROCK OIL.—
600 BBLS. FROM FUNK WELL,
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oc14 JAMES DALZELL & SON, 68 Water st.

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

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