SATURDAY MORNING, NOV. 16, 1861.

RELIGIOUS INTELLIGENCE.

The "Central Advocate" published at St. Louis, and edited by the veteran editor, Dr. Elliott, says pastors and people of the M. E. Church in Missouri, are so scattered that they hardly know each others condition; the mails are deranged, all is confusion. There have been no quarterly meetings held since May. Three presiding elders are driven from the state and three others are chaplains in the army. Several of the stationed preachers are chaplains, and are in the army, officers in some branch of the service. The Methodist preachers of the M. E. Church North, to a man, we learn, are for the Union. The doctor closes his article, saying "some of the preachers are suffering the extremeties of hostility, sickness, and want, being generally persecuted, afflicted, tormented." Although the M. E. Church, South, is mostly for secession; yet it has several ministers in the Federal army, one of them a chaplain in Col. Wright's Missouri volunteers. The "Central" sometime ago gave a list of eighty three Methodist chaplains in the Federal army, not including any Conference in New York or New Jersey. It is supposed there are over one hundred chaplains of this denomination in the field.

——The "American Presbyterian" contains the substance of an article which appeared in the Protestant Churchman presenting the difference between the High and Low Church parties. The article represents the two parties in the Episcopal Church at variance in their respective theories of the Church, of Justification, and Regeneration; and that they differ in practice as well as in doctrine. The High Church overlooks the distinction between the church visible, and the church invisible, and falls into much error by confounding these two as identical, and as to other churches, whom they love to style the "sects," how wide the difference between us! They refuse to acknowledge them as churches, perfect or imperfect, but hand them over to 'God's uncovenant mercies—to be saved so as by fire." We quote from the article the following:

In regard to justification by faith, the above writer calls it the fundamental doctrine, *stantis vel cadentis ecclesiæ*, and implies that the High Church party "teach in effect, not necessarily of intention, the doctrince of justification by works."

The difference is no less important on the subject of Regeneration: "The one side construe the baptismal office literally; we, hypothetically. They make regeneration, in the case of the baptized, universal; we, contingent. They make it a federal; we, a moral change. They teach men to stir up the grace given them in baptism; we, to repent and be converted, that iniquity be not their ruin." Also, in practice there is a difference: "I have known brethren who would not suffer a layman to offer prayer in their presence, and this has led to a fatal and very prevalent error—viz: that the Episcopal Church is opposed in spirit, if not in the letter, to social, unpremeditated prayer-meetings.

——Monsignor Liverani, in a letter to Cardinal Marini, avows himself as one who has "every reason to reverence and love the Pope, but none to fear him;" and therefore, "as an old and faithful servant of the Church," he charges the Jesuits, and the Pope himself, for having recently put to death, an innocent man, a Republican of 1848, falsely accused of murdering a gen' darme. We clip from the letter of the London correspondent to the "Presbyterian" the following portrait of Pio Nono—and this by a priestly hand!

"The Christian world has a right to seek and require in its sublime Father and Pastor, the wise clemency of a Gregory, the patient fortitude of a Leo, the clear political wisdom of an Adrian, the industry of an Urban, the invincible firmness of a Sextus, the influence and and tact of a Zacharias. It rightly then mourns and is sad whenever it finds the angelic patriarch thinking with the mind of a De Merode, willing with the animus, and speaking with the tongue of a Jesuit—feeling with the passions of a Legitimist, working with the hands of an Antonelli."

——D. Aubigne writes from Geneva that the influence of the recent meeting of the Evangelical Alliance there has been, and is most important. The evangelical pastors have resolved to give a series of lectures during the winter, on the Divine authority, and perpetual obligation of the Lord's day.

——A London Correspondent writes, never were there, not only so many really converted persons in London at present, but also active evangelists.

——A "religious house" is about to be opened for young men who are members of the Church of England, having for its foundation the three-fold promise of obedience, poverty and celibacy.

——The Polish Bishops in a body have demanded of government the former right enjoyed by the Roman Catholic Church in Poland. On the refusal of their demand, the Archbishop of Warsaw addressed the assembled Bishops in these words: "Let us always stand by the people, and defend the cause of the Fatherland, and not forget that we are Poles."

——The Dutch Reformed Church has twenty-five churches, says the "South African Advertser," in South Africa, and about as many parsonages, besides, several schools that have been built.

——The United Presbyterian Church of Scotland is making vigorous efforts to extend its borders in London, and not without some show of success, judging from the number of preaching places opened within the last few years, in different parts of the metropolis. It is thought probable that the Presbyteries of this body in England, and the English Synod, will unite.

——The Austrian Minister of State, at a recent sitting of the Chamber of Deputies in Vienna, stated in a speech that the exceptional favors awarded to the colleges of the Jesuits would be abolished, and that they would be subjected to the rules applied to other religious corporations.

——The Protestant Episcopal Convention composed of delegates from the Seceded States at its recent session in Columbia, S. C., after considerable discussion finally settled upon the name of the "Protestant Episcopal Church of the Confederate States," instead of the Protestant Episcopal Church of the United States.

——At the annual meeting of the General Missionary Committee of the M. E. Church, held in New York last week, the appropriations for 1862 for Foreign and Domestic Missions, etc., was fixed at $295,147. The estimate of the Committee was afterwards confirmed by the Board of Managers and the bishops. All the bishops were present, except the senior bishop, Morris. The meeting was very harmonious.

——The Lord Bishop of Oxford accompanied by the Earl and Countess of Harrington and several Dissenting ministers, recently preached an extempore sermon to the whole body of mechanics and hands of the Midland Railroad at Derby.

——A meeting was held last Sunday before by the American Tract Society in New York, in reference to supplying the Army and Navy with religious reading. Addresses were delivered by Rev. Drs. Adams, Hitchcock and others. From the report presented, it appears that 250,000 copies of the Citizen's Soldier had been distributed, and also 1,000 sets Soldier's Camp Library, (25 volumes each) 700 Soldier's Pocket Library, and 5,000,000 pages of tracts; etc. The whole at a cost of $9,000. Large editions of Cromwell's Soldier's Pocket Bible, Confessions of a Gambler, Gambler's Ballance Sheet, and on the observance of the Sabbath and against profane swearing, have been issued.

——The Boston Tract Society, up to Oct. 1st, has distributed nearly 8,000,000 pages of tracts to the soldiers, and sold 3,000,000 millions for the same purpose.

——The installation of Rev. A. O. McClelland, as pastor of the Fourth Presbyterian Church of this city, will take place, Thursday evening, the 21st.

——The new Central Presbyterian Church, Allegheny City, Rev. Dr. Plumer pastor, will be dedicated on Sunday, the 17th inst. Rev. Drs. Schenck and Plumer officiating on the occasion.

Characteristics.

The Rev. Mr. Raffensperger, chaplain of the 14th Ohio regiment, writes from Camp Calvert, (which is at London, Laurel Co., Ky.,) to the "Toledo Blade:"

The Sabbath night before the battle at Wild Cat, I could not accompany the boys in the night march on account of the condition of my horse. At the suggestion of our officers, I tarried one night at the hospitable mansion of Dr. Joplin, and rejoined the Regiment next morning just before the battle. Many of the Mountaineers who had heard so much of the Ohio 14th; waited anxiously in front of the Doctor's house to see it pass. I was in the crowd and felt anxious to know how the boys would act away from home. I could see and hear, but they suspected not my presence. They made many playful remarks about Zollicoffer, but not one word was uttered in my hearing, of which I was ashamed. There was an entire absence of profanity and obscenity. The Kentucky Mountaineers expressed surprise, and one asked whether we are all religious.

Here profanity and loyalty seem to be identical. It is hard for these simple-hearted and ignorant Union men to understand how a man can be opposed to the rebels and not swear at them. A few days since an old Union man actually called my loyalty to the government in question, because I reproved him for swearing at Zollicoffer.

BEAUTIES OF AN ELECTIVE JUDICIARY.—The New York Tribune gives the following statement of a most remarkable and withal successful game played by Mayor Wood to defeat the re-election of two Judges who were obnoxious to him:

"The worst features of this result is the defeat and displacement of Judges Hoffman and Woodruff of the Superior Court, for which Fernando Wood is alone responsible. He had a perfect right to oppose those Judges, or any one else, in a fair, open, manly manner; he had no right to stab them in the dark as he did. By nominating them in his convention, he threw their friends off their guard, leading them to suppose their re-election a matter of course; then, by secretly substituting the names of their Tammany competitors, Messrs. Monell and Barbour, on his printed ballots, he sealed the doom of two of the most upright, capable, and popular judges our city ever had Had it been seasonably known that the judges were struck at, thousands of votes could have been rallied in their favor; as it is, they are foully beaten. We blame not the successful competitors but the engineer of their proscription."

Strange, Indeed.

In a letter from Cairo to the St. Louis "Republican," we find the following:—

A singular circumstance took place yesterday. At the last session of Congress, Colonel Fouke parted with Colonel Wright a member from Tennessee, and used this expression: "Phil, I expect the next time we meet it will be on the battle field, and I want to ask one favor of you; if you get me or any of my men, I want you to use us well, and if I get you or any of your men, I will do the same" Yesterday they met in battle, and the very first prisoners, sixty in all, that were taken, belonged to Colonel Wright's command, and his old friend, Colonel F., took them. One of the men informed me that Col. W. was mortally wounded.

Public Notices.

NOVEMBER 6th, 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 16th inst.
no6:dtd F. M. GORDON, Secretary.

CITIZEN'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.
oc19:lm GEO. F. VAN DOREN, Cashier.

IRON CITY 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 3 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. [oc18:lm] 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 9 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.
oc18: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.
oc17:20t GEO. D. McGREW, Cashier.

FLOUR AND FEED—
400 bbls. choice brands Family Flour,
70 do Extra do
47 do choice Rye do
5000 lbs. Rye chorts.
For sale by SCHOMAKER & LANG.

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

Steamboats.

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

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

FOR CINCINNATI, LOUISVILLE, EVANSVILLE, CAIRO AND ST. LOUIS.—The favorite steamer EMILY ... Capt. McGowin, leaves as above, on THIS DAY, at 4 o'clock. For freight or passage apply on board or to no ... J. B. LIVINGSTON & CO., Agts.

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

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
fel0 D. H. LEWIS, Agent.

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

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer EMMA GRAHAM, Capt Ayers, leaves Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, P. M. Returning leaves Zanesville for Pittsburgh every FRIDAY at 8 a. m. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents, Pittsburgh.
H. S. PIERCE & CO., Agents, Zanesville. sel4

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

☞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:
CITY OF NEW YORK.........Saturday, November 16
EDINBURGH.......................Saturday, " 23
CITY OF WASHINGTON....Saturday, " 30
RATES OF PASSAGE:
FIRST CABIN......$75 00 STEERAGE.......$30 00
do to London.....$80 00 do to London......$33 00
Steerage Return Tickets, good for six Months...$60 00
Passengers forwarded to Paris, Havre, Hamburg, 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,
mh15-y 410 Liberty street, Pittsburgh.

Miscellaneous.

SEA BATHING NEAR PHILADELPHIA.

FOR SEA BATHING, Atlantic City, N. J., (two and a half hours ride from Philadelphia) is more frequented than any other place in the United States.
Its bathing, sailing and fishing facilities are unsurpassed.
Its Hotels and Boarding Houses, which will accommodate about Seven Thousand persons, are as well kept as those of Saratoga and Newport.
Its Beach is nine miles in length, affording a magnificent drive, while the atmosphere of the place is remarkable for its dryness.
The Mails are carried twice daily two and from Philadelphia, and a telegraph extends the whole length of the road.
Trains of the Camden and Atlantic Railroad leave Vine Street Wharf, Philadelphia, at 7½ a. m. and 4 p. m. Leave Atlantic at 6:15 a. m. and 4:15 p. m. Distance sixty miles. Fare $1.80.
McKIBBIN'S (United States) HOTEL and other houses now open. jel9:tf

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. au

DAVIS & PHILLIPS,
Brass Founders and Manufacturers.
PLUMBERS,
GAS AND STEAM FITTERS
MANUFACTURERS AND DEALERS IN
GAS FIXTURES,
Pumps & Brass Work
OF EVERY DESCRIPTION
OIL WELL PUMPS,
of Brass, Copper or Iron, with the most approved Chambers and Valves of all kinds, and warranted to give satisfaction.
MANUFACTORY,
110 Water and 104 Front sts.
jy22-lymsaT PITTSBURGH.

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. sel7:2m

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.
mSuma&wtf W. W. WALLACE.

OILCLOTH COATS, PANTS, JACKETS AND HATS just received at 26 and 28 St. Clair street. no9 J. & H. PHILLIPS.

ST. NICHOLAS HOTEL, Broadway, New York.
Reduced to $2 per Day.
... THE OPENING of this vast and ... Hotel, in 18.. it has been the single ... of the proprietors to make it the most sumptuous, convenient and comfortable home for the citizen and stranger on this side of the Atlantic.
And whatever has seemed likely to 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.
... the exigencies of the times, when all are required to practice the most rigid economy, the undersigned ...
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.
oc8:3md

ST. LOUIS HOTEL,
CHESTNUT ST., ABOVE THIRD,
PHILADELPHIA,
In the immediate neighborhood of the Jobbing Houses on Market, Third and Chestnut streets, the Banks, Post Office, Merchants' Exchange, &c., &c.
Board per Day, $1 50.
Accommodation, when required on the EUROPEAN PLAN. Rooms from 50 cents and upwards, per day, and Meals at a FIRST CLASS RESTAURANT ATTACHED TO THE HOTEL. Prices according to the Bills of Fare.
The City Cars take Passengers from any Station TO or CLOSE TO the Hotel.
☞English, French, German and Spanish spoken.
jy17-6m

Stoves, Ranges, Grates, &c.

JAS. B. YOUNG.................................J. F. YOUNG.
YOUNG BROTHERS,
Duquesne Foundry,
Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, PA.
Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description.
OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND DOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c., always on hand and for sale low.
Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh23

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

ALLEN, McCORMICK & CO,
VALLEY FOUNDRY,
PITTSBURGH, PA.
Warehouse, No. 301 Liberty St.
MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc; Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and 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. no13:lmd

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:ld

Lucifer Oil Works.
WILLIAM P. WOOLRIDGE,
MANUFACTURER OF
COAL AND CARBON OILS
AND DEALER IN
LAMPS, CHIMNEYS, &c., &c.,
No. 39 Market street,
Between Second and Third.
mh80:dly PITTSBURGH, PA.

CORNPLANTER OIL COMPANY.
B. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—B. H. Davis T. H. Nevin J. ... Caruthers, 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.
my4:lyn 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 OLIVER, SMYTH & CO'S, Water and First streets. s:2dem

J. B. OKELY, 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 consignments. Special attention given to filling orders for Crude Oils of all specific gravities. oc23

Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by B. C. & J. H. SAWYER.
As to the quality, we refer to annexed certificate:
PITTSBURGH, Nov. 27, 1860.
MESSRS. B. C. & J. H. SAWYER: Gents—The Lubricating Oil we are getting from you we find to be the best for our purposes we have ever used.
THE L. S. & M. R. R. R. Co.,
no28:tf By WM. ESPY, Pres't.

VALUABLE IMPROVEMENT
In Steam and Atmospheric Hammers.
LETTERS PATENT were granted on Sept. 4th, 1860, to Thomas Beach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is obtained, no matter what be the thickness of the mass of iron to be hammered—thereby effecting a great increase of power where large pieces of metal are to be operated upon, and a corresponding saving of expense.
The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license, sale, &c.
P. S. WEAVER,
THOMAS BEACH,
no8:lmdtf 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. sel9.dawT JOHN MURDOCH, Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 35 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.
ap2tf

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, no4 corner Smithfield and Fourth streets.

CIDER.—10 bbls. Cider to arrive and for sale by o 11 J. B. CANFIELD & CO.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE, Washington, Aug. 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; fellies two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each fellie; hubs made of gum, the spokes and fellies 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-sixteen hs 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 each axle to be three feet 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 fall 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 two inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half inch screw bolts, and one half inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king-bolt hole to the centre of the mortice in the hind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and three-eighths of an inch thick on the double tree 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 ½ inch 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 double trees 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 bur; one rivet through each end of the rails; floor five-eighths of an inch oak boards; sides five eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats riveted at each end through the tail board; an iron plate three feet eight inches long, two and a quarter inches wide, and three-eighths of an inch thick on the under side of the bed piece, to extend from the hind end of the body to eight inches in front of the hind bolsters, to be fastened by the rod at the end of the body, by the lateral rod and two three-eighths of an inch screw bolts, one at the forward end of the plate, and the other about equidistant between it and the lateral rod. A half-inch round iron rod or bolt to pass diagonally through the rails between the two hind studs to and through the bed piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one quarter of an inch thick around the bed piece, the centre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top and bottom to be secured by two three-eighth inch screw bolts, the middle bar at the ends to be flush with the bed piece on the lower side. Two lock chains secured to the centre bolt of the body, one two feet long and eleven inches, the other two feet six inches long, to be of three-eighths of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop iron around the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. Six bows of good ash, two inches wide and one half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each end of the bows; the ridge pole twelve feet long, one and three quarters inches wide by five eighths of an inch thick; the cover to be of the first quality cotton duck No. —, fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to close and secure the ends of the cover; a staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

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

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

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

The work may be inspected from time to time as it progresses by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted and accepted by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for. M. C. MEIGS,
se12tf Quartermaster General U. S.

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

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

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

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

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

Four-mule harness as follows, to wit:

WHEEL.

Two Collars.—Breech straps 3 feet 6 inches long, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide, stay pieces 2 feet long, 2½ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1½ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

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

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

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

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

Two Bridles. Crown piece 2 feet long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 11½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 18 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 6½ inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, tinned mullen, to weigh 5 lbs to the dozen.

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

Two Pair Trace Chains, 7 feet long, 15 links to the foot, of No 3 iron, with T on one end, weight 7½ to 8 lbs per pair. Twisted or straight.

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

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

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

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide, these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

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

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

Two Bridles, same as for wheel harness.

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

Two Belly Bands, " "

Two Pair Chain Pipes, " "

Two Pair Trace Chains, " "

Two Cruppers and Hip straps. Back strap 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps each 3 feet 4 inches long, 1½ inch wide, each with a hook at one end.

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

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

One Coupling Strap, 5 feet 6 inches long, ⅝ inch wide.

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

One Lead Line, 21 feet long, ⅝ 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. 272—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 Collars. Breech straps 3 feet 8 inches long, 3½ inches wide, sewed into 4-inch rings of ⅝ inch iron; hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 5 feet long, 1½ inch wide, side straps 6 feet 6 inches long, 1½ inch wide; tie straps 15 inches long, 1½ inch wide, tapering to a point.

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

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

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

Two Pair of Hame straps. Lower one 5 feet 6 inches long, ⅝ inch wide; upper one 4 feet 6 inches long, ½ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 inches long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bitts, tinned mullen, to weigh 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 2 iron, twisted or straight, with T on one end, weight 9 lbs per pair.

One pair of Breast Chains, 26 inches long, 14 links to the foot, of No 2 iron, twisted.

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

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

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 5 inches long, 2½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1½ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair,

LEAD.

Two Bridles, same as for wheel harness.

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

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

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

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Pair Trace Chains, same as for wheel harness.

Two Cruppers and Hip Straps. Back strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 3 feet 8 inches long, 1½ inch wide, with wrought hooks.

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

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

One Coupling Strap, 5 feet 6 inches long, ⅝ inch wide.

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

One Lead Line, 21 feet long, ⅝ 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 272—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 23 feet long.

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

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

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

Proposals will be indorsed on the envelope inclosing them, "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to

Major D. H. VINTON,
au12:tf Quartermaster U. S. Army.

500 BBLS. PRIME N. O. MOLASSES.
125 hhds. fair good, fair and prime Sugar.
150 boxes 5s, 8s and 10s Lynchburg, Va., Tobacco.
100 bbls. Refined Sugar.
450 bags Rio Coffee.
50 bbls. Pennsylvania Syrup,
for sale by SHRIVER & DILWORTH,
oc2 132 Second street.

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

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

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

Railroads.

Cleveland & Pittsburgh Railway.
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 Arrives at Arrives at Arrives at Arrives at PITTSB'H COL'MB'S CIN'I IND'APOLIS ST. LOUIS
1:55 a m 11:53 a m 4:20 p m
1:40 p m 8:45 p m 2:00 a m
This route is shorter to Cincinnati, Louisville, Columbus and all points South, than any other route. Splendid Sleeping Cars attached to all Night Trains.
Pittsburgh and Wheeling Line.
Leaves Arrives at Arrives at Arrives at Arrives at PITTSB'G, ROCH'R, WELLS'E, STE'E, WHEEL'G
1:55 a m 3.10 a m 4.10 a m 6:23 a m 6:35 a m
1:40 p m 2:55 p m 3:50 p m 5.03 p m 6:25 p m
3:20 p m 4:00 p m 6:15 p m
The 1.55 A. M. and 1:40 P. M. Trains connect with Trains of C. O. R. R. for Zanesville, Lancaster, &c.
The 3:20 p. m. Train stops at all stations between Rochester and Wellsville.
Pittsburgh and Cleveland Line.
Leaves PITTSBURGH Arrives CLEVELAND
1:55 A. M. 9:45 A. M.
1:40 P. M. 8.10 P. M.
The 1:40 p. m. train connects at Bayard for New Philadelphia and stations on the Tuscarawas Branch.
Passengers desiring to go to Sandusky, Toledo, Chicago, or points West, via Cleveland, must be particular to ask for Tickets via Cleveland.
Through Tickets can be procured at the Liberty Street Depot, Pittsburgh.
JOHN STEWART, Ticket Agent
For further information apply to
WILLIAM STEWART, Agent,
At the Company's Office in Freight Station, Penn st
F. R. MYERS, General Ticket Agent,
no4 Cleveland, Ohio

1861. Winter Arrangement. 1861
THE PENNSYLVANIA CENTRAL RAILROAD.
EIGHT DAILY TRAINS.
On and after MONDAY, Nov. 4th, the THROUGH MAIL TRAIN leaves the Passenger Station every morning (except Sunday) at 5:50 A. M., stopping only at principal stations, and arriving in Philadelphia at 10:30 P. M.
THE THROUGH EXPRESS TRAIN leaves daily at 4.4 A. M., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 7:40 A. M.
THE FAST LINE leaves the Station daily (except Sunday) at 3:20 P. M., stopping only at principal stations making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia at 12 50 P. M.
ACCOMMODATION TRAINS.
The Johnstown Accommodation Train leaves daily (except Sunday) at 3:00 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 3 59 P. M.
Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 6.15 P. M.
Returning Trains arrive in Pittsburgh as follows:—Express, 1:15 P. M.; Mail, 8.05 P. M.; Fast Line, 1:30 A. M.; Johnstown Accommodation, 10:15 A. M.; First Wall's Station Accommodation, 5:20 A. M.; Second Wall's Station Accommodation, 8:30 A. M.; Third Wall's Station Accommodation, 1:05 P. M.; Fourth Wall's Station Accommodation, 6.05 P. M.
Trains for Blairsville and Indiana connect at Blairsville intersection with Johnstown Accommodation and Express Trains East and West.
The traveling public will find it greatly to their interest in going East or West, to travel by the Pennsylvania Railroad, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone and is entirely free from dust. We can promise safety, speed and comfort to all who may favor this Road with their patronage.
FARE:
To New York...........$11 50 | To Baltimore..........$9 51
Philadelphia.......10 00 | Lancaster.............8 ...
Harrisburg.........7 45 |
Baggage Checked to all stations on the Penna. Railroad and to Philadelphia, Baltimore and New York.
Passengers purchasing tickets in cars will be charged an excess according to distance traveled in addition to the station rates, except from Stations where the Company has no Agent.
NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.
N. B.—An Omnibus Line has been employed to convey passengers and Baggage to and from the Depot, at a charge not to exceed 25 cents for each passenger and baggage.
For Tickets apply to J. STEWART, Agent;
at the Pa. R. R. Passenger Station, on Liberty and Grant sts. no5

IMPORTANT.—All persons purchasing tickets for St. [illegible] Joseph and other points in Northern Missouri, the State of Kansas, or the Territories, should insist on having tickets that read by the
NORTH MISSOURI RAILROAD.
The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line, by thirteen hours, to the remotest point reached by rail, and is always as cheap as any other.
Buy your tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.
ISAAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. sol0:3mdm

DOLLAR SAVINGS BANK,
No. 65 Fourth Street.
CHARTERED IN 1855
OPEN DAILY FROM 9 TO 2 O'CLOCK, also on Wednesday and Saturday evenings, from May first to November first, from 7 to 9 o'clock; and from November first to May first, from 6 to 8 o'clock.
Deposits received of all sums not less than one dollar, and a dividend of the profits declared twice a year, in June and December. Interest has been declared semi-annually, in June and December, since the Bank was organized, at the rate of six per cent. a year.
Interest, if not drawn out, is placed to the credit of the depositor as principal, and bears the same interest from the first days of June and December, compounding twice a year without troubling the depositor to call or even to present his pass book. At this rate, money will double in less than 12 years, making in the aggregate EIGHT AND ONE HALF PER CENT A YEAR.
Books containing the Charter, By-Laws, Rules and Regulations furnished gratis, on application at the office.
President—GEORGE ALBREE.
VICE PRESIDENTS
William J. Anderson, James B. D. Meeds,
Bill Burgwin, Isaac M. Pennock,
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SUNDRIES—
150 hhds. N. O. Sugar,
80 bbls. Refined sugar;
500 " prime Plantation Molasses
100 " assorted brands Syrups;
300 bags Rio Coffee;
30 pocket Java Coffee;
100 boxes assorted brands Tobaccos;
20 cattys do do
150 half chests Young Hyson and Black Teas
40 catty boxes do do do do
50 boxes Rosin Soap;
25 " German Soap,
25 " Olean do
60 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
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SYRUPS AND SUGARS—
65 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and A Crushed Sugars,
14 do Powdered and Granulated do
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225 bbls. prime N. O. Molasses,
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100 bags prime Rio Coffee,
75 halfchests Y. H. and Black Teas,
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40 kegs L. G. Williams' ex. twist Tobacco,
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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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25 sacks choice new Chestnuts just received and for sale by FRANK VAN GORDER,
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500 BBLS. FROM FUNK WELL,
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