WEDNESDAY MORNING, NOV. 20, 1861.

The Cotton Kingdom.

In a recent work of Frederick Law Olmsted, styled "The Cotton Kingdom," he says:

Recently a banker, who is and always has been a loyal Union man, said, commenting upon certain experiences of mine narrated in this book, "The South can not be poor, sir. They, their last crop alone was worth two hundred millions. They must be rich," ergo, they (the conspirators, adopting the same careless conclusion) "they must be powerful, and the world must feel their power, and respect them and their institutions."

My own observation of the real condition of the people of our slave States, gave me, on the contrary, an impression that the cotton monopoly in some way did them more harm than good; and although the written narration of what I saw was not intended to set this forth, upon reviewing it for the present publication, I find the impression has become a conviction. * * * The following conclusions to which my mind tended strongly in the first month, though it did not then adopt them altogether with confidence, were established at length in my convictions:

I. The cash value of a slave's labor in Virginia is, practically, the cash value of the same labor, minus the cost of transportation, acclimatising, and breaking in to cotton culture in Mississippi.

II. The cost of production, or the development of natural wealth in Virginia, is regulated by the cost of slave labor, (that is to say), the competition of white labor does not materially reduce it; though it, doubtless has some effect, at least in certain districts, and with reference to certain productions or branches of industry.

III. Taking infants, aged, invalid, and vicious and knavish slaves into account, the ordinary and average cost of a certain kind of labor is more than double in Virginia what it is in the free States adjoining.

IV. The use of land and nearly all other resources of wealth in Virginia is much less valuable than the use of similar property in the adjoining free States, these resources having no real value until labor is applied to them. (The census returns of 1850 show that the sale value of farm lands by the acre in Virginia is less than one-third the value of farm lands in the adjoining free State of Pennsylvania, and less than one-fifth that of the farm lands of the neighboring free State of New Jersey.

V. Beyond the bare necessities of existence, poor shelter, poor clothing, and the crudest diet, the mass of the citizen class of Virginia earn very little and are very poor—immeasurably poorer than the mass of the people of the adjoining free States.

VI. So far as this poverty is to be attributed to personal constitution, character and choice, it is not the result of climate.

VII. What is true of Virginia is measurably true of all the border slave States, though in special cases the resistance of slavery to a competition of free labor is more easily overcome. In proportion as this is the case, the cost of production is less, the value of production greater, the comfort of the people is greater; they are advancing in wealth as they are in intelligence, which is the best form or result of wealth.

From Columbus—Prisoners from Guyandotte, &c., &c.

A special dispatch from Columbus to the Cincinnati *Gazette*, dated Nov. 17th, says:

Thirteen prisoners from Guyandotte, leading rebels, arrived here for Camp Chase, on Friday, and five came yesterday, from Gauley Bridge.

The whole number of prisoners sent to Camp Chase is 865, of which number 342 are still there. It is most likely that when the Sandusky Bay Depot, on Bull's Island, is constructed, the inmates of Camp Chase as a prison for "Secesh" will be transferred.

The Forty-first Regiment, Col. Hagen, sent to Gallipolis and a section of artillery from Barnett's regiment, with six companies of the Sixty-second, Col. Pond, sent from Zanesville to Marietta; and a gun, with eight men from Chillicothe, were ordered, upon the urgent petition of leading men, who were confident the rebels contemplated a raid in retaliation for the burning of "Guyan."

SEALED PROPOSALS.

SEALED PROPOSALS will be received at 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. D. SMITH,
JNO. HOPKINS,
JNO. HEATH,
LOUIS MOUL,
HARMAN ZEILES,
Committee.

no8:td:20

SUNDRIES.—12 hhds. prime N. O. Sugar;
10 bbls prime N. O. Molasses;
20 boxes 5s and 10s, best brands Tobacco,
80 half chests Young Hyson and Black Teas;
15 boxes ground spices, assorted;
10 kegs Bi Carbonate of Soda;
12 boxes Pearl Starch;
12 half bbls Lake Fish;
10 bbls Large No. 3 Mackerel;
6 quarter bbls Lake Fish;
100 boxes assorted sizes Window Glass;
20 bbls clean Carbon Oil,
With a full assortment of Groceries. In store and for sale by
H. RIDDLE,
no15 No. 183 Liberty street.

PRODUCE.—3,000 lbs. Fresh Roll Butter received;
1000 lbs choice packed received;
600 lbs Leaf Lard do
50 bush Dried Apples do
50 bush Flax Seed do
1000 lbs Buckwheat Flour do
100 lbs Feathers do
50 bush Small White Beans;
200 bxs prime cutting Cheese;
300 bxs English Dairy, to arrive;
200 bbls Extra Family Flour, to arrive;
and for sale by H. RIDDLE,
no18 No. 183 Liberty street.

TABLE SALT.—5 cases extra ground Table Salt, put up in boxes for family use; also a supply in small bags, for sale by
JOHN A. RENSHAW,
oc19 corner Liberty and Hand streets.

WATER PIPES.—2000 yards Stone Water Pipe for sale by
oc21 HENRY H. COLLINS.

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,
oc18 Corner Fourth and Smithfield streets.

REFINED CARBON OIL.—The subscribers are prepared to sell REFINED CARBON OIL AND BENZOLE in large and small quantities, from the Reserve, at our works, of the best quality, at fair market prices.
no8 ISAIAH DICKEY & CO.

375 BAGS FAIR TO PRIME RIO COFFEE arriving and for sale by
J. S. DILWORTH & CO,
no11 130 and 132 Second street.

INDIA RUBBER BLANKETS FOR SOLDIERS.—Another lot just received at the India Rubber Depot, 26 and 28 St. Clair street.
no8 J. & H. PHILLIPS.

PEACHES AND APPLES.—
100 bush. new Dry Peaches;
200 cans Fresh Peaches for family use;
100 bbls. choice Green Apples;
Just received and for sale by
FRANK VAN GORDER,
no18 No. 114 Second street.

SUNDRIES.—
50 barrels Dried Peaches—new crop.
10 do do Apples do
200 bushels White Pink-Eye Potatoes,
In store and for sale by CULP & SHEPARD,
no13 253 Liberty street.

BOWIE AND CAMP KNIVES for sale by BOWN & TETLEY, 136 Wood st.

Steamboats.

FOR CINCINNATI AND LOUISVILLE.—The ... will leave for the above and all intermediate ports on ... o'clock. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents.

FOR CAIRO AND ST. LOUIS.—The ... leave for the above and all intermediate ports on WEDNESDAY, 20th inst., at 4 o'clock p. m. For freight or passage apply on board, or to
J. B. LIVINGSTON & CO.,
no18 D. H. LEWIS. } Agents.

REGULAR MAIL PACKET.—The splendid passenger steamer DACOTAH, Capt. Hendrickson, will leave for Cincinnati, Louisville, New Albany, Evansville, Cairo, and ST. LOUIS, on WEDNESDAY, 20th inst., at four o'clock, p. m. For freight or passage apply on board or to [no18] D. H. LEWIS, Agent.

REGULAR PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburgh, Pomeroy, Gallipolis, Ironton and Portsmouth—The steamer OHARA, DEAN, Capt. A. J. Marillin, 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:md JNO. FLACK, Agent.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The steamer ROCKET, Capt. John Wolf, will leave for the above and all intermediate landings THIS MORNING, at 10 o'clock, a. m.—For freight or passage apply on board or to
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
se30 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 3 o'clock, p. m. Returning leaves Zanesville for Pittsburgh every FRIDAY at 8 A. M. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents, Pittsburgh.
H. B. PIERCE & CO., Agents, Zanesville 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

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, 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 $33.

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.

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.

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

NEW CONSIGNMENTS.—
25 sacks Flint Hominy,
75 bushels prime Chestnuts,
10 do Shellbark Hickorynuts,
40 do Walnuts,
18 barrels Minnesota Cranberries,
10 do cultivated bell-shape Cranberries,
10 do choice Apples,
40 do sold Winter Apples,
40 bushels prime halves Peaches,
150 dozen Cincinnati Brooms—assorted,
10 barrels pure Vinegar,
10 do Cut and Dry Tobacco,
10 gross superior Stove Polish,
8 barrels prime Sweet Cider,
40 do Ex. Family Flour—Trumpet brand,
100 do do do —Palmetto Mills,
10 boxes, 1 doz each, pure Catawba Wine,
10 do do do sweet do do
4 demijohns do do do
5 tierces Davis' Sugar Cured Hams,
for sale by no4 L. H. VOIGT & CO.

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,
100 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.,
Corner Smithfield and Water streets.

CONSIGNMENTS.—
12 barrels Cranberries,
12 do Onions,
100 doz. Fancy Brooms,
100 do Hurl do
100 do Carpet do
100 boxes Western Reserve Cheese,
150 do English Dairy do
8 barrels No 1 Lard,
5 kegs do do
10 sacks Dry Peaches—halves,
19 bbls. do do
40 do Selected Apples,
Just received and for sale by
FRANK VAN GORDER,
no14 114 Second street.

CORN MEAL.—100 bus. fresh ground Corn Meal just rec'd and for sale by
JAS. A. FETZER,
no9 Corner of Market and First sts.

FLOUR.—20 bbls. choice Family Flour in store and for sale by
JAS. A. FETZER,
no6 Corner of Market and First sts.

GRAIN AND SEED WANTED.—
5000 bushels Rye,
10,000 do Oats,
200 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.
J. & H. PHILLIPS.

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.

RECEIVING DAILY.—
GREEN APPLES—cooking and eating,
JERSEY SWEET POTATOES,
CHOICE PEARS.
se24 L. H. VOIGT & CO.

CRUDE OIL.—100 bbls., suitable for Refining, for sale by
JAMES DALZELL & SON,
no8 Nos. 68 and 70 Water street.

SHAKER SWEET CORN.—An excellent substitute for green corn; dried and put up carefully by the United Society of Shakers, and for sale, wholesale or retail by
JOHN A. RENSHAW,
no18 corner of Liberty and Hand sts.

VENISON.—4 saddles prime Venison just received and for sale by
JAS. A. FETZER,
no16 Corner of Market and First streets.

ONIONS.—6 bbls. Onions just received and for sale by JAS. A. FETZER,
no18 Corner of Market and First streets.

POTATOES.—188 bbls Neshannock and Pink Eye Potatoes, just received and for sale by JAS. A. FETZER, cor. Market and First sts.

BUCKWHEAT FLOUR.—3,000 lbs choice Buckwheat Flour received and for sale by JAS. A. FETZER, cor. Market and First sts.

DRIED APPLES.—50 bush prime Dry Apples just received and for sale by
JAS. A. FETZER, cor. Market and First sts.

CORN MEAL.—38 sacks fresh ground Corn Meal just received and for sale by
JAS. A. FETZER,
no16 Corner of Market and First streets

POTATOES.—
100 bushels Neshannock Potatoes,
25 barrels do do
Just received and for sale by JAS. A. FETZER,
oc21 Corner of Market and First streets.

OIL CLOTH BLANKETS FOR SOLDIERS' USE.—A good article—not affected by heat—for sale at 26 and 28 St. Clair street.
no8 J. & H. PHILLIPS.

HOPS.—9 bales prime Hops for sale by
HENRY H. COLLINS.

CHEESE.—300 boxes first quality Cutting Cheese for sale by HENRY H. COLLINS.

BUTTER.—13 kegs Butter for sale by
HENRY H. COLLINS.

PEARLS.—40 casks No. 1 received this day by no8 HENRY H. COLLINS.

LIME.—300 bbls. Lime for sale by
HENRY H. COLLINS.

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

Miscellaneous.

DAVIS & PHILLIPS,
(Successors to ...)
Brass Founders and Manufacturers.
... PLUMBERS,
GAS AND STEAM FITTERS
MANUFACTURERS AND DEALERS IN

GAS FIXTURES,

Pumps & Brass Work

OF EVERY DESCRIPTION

OIL WELL PUMPS

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

MANUFACTORY,
110 Water and 104 Front sts.
ly22-lyd&f PITTSBURGH

To Farmers and Others.

FOR SALE,

GLOWEY'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.
se8:ma&wtf W. W. WALLACE.

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL LAMP CHIMNEYS,

PATENTED SEPTEMBER 16th, 1861.

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

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

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

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

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

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

For sale by J. C. Kirkpatrick, L. Thrum & Co., Rogers & Nesbit, P. Hayden, Lucesco Oil Co., Welden & Reinecke, W. Ogden & Co., W. P. Woolridge, W. M. Murray, or at the Manufactory, Washington street near Pennsylvania avenue
au16-tawmast! E. D. DITHRIDGE.

SEA BATHING

NEAR

PHILADELPHIA.

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

Its bathing, sailing and fishing facilities are unsurpassed.

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

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

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

Trains of the Camden and Atlantic Railroad leave Vine Street Wharf, Philadelphia, at 7½ A. M. and 4 P. M. Leave Atlantic at 6:18 A. M. and 4:45 P. M. Distance sixty miles. Fare $1.80.

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

JACKSON & TOWNSEND,

PORK PACKERS

AND

DEALERS IN PROVISIONS,

No. 12 Fourth street,

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

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS.

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls, firkins and pails. Put up expressly for family use, and all of their own rendering.

GREASE, suitable for rolling mill purposes. au

FRESH CONSIGNMENT.—
10 bbls. Family Flour,
14 do Superfine Flour,
11 do prime Beans,
10 do Cranberries,
12 do Russett Apples,
20 do Potatoes,
45 bushels fresh ground Corn Meal,
200 do Potatoes,
3000 pounds Buckwheat Flour,
2 tubs fresh Roll Butter,
Just received and for sale by
JAS. A. FETZER,
no12 Corner Market and First street.

SPICED MINCE MEAT.—We are just in receipt of our first supply of Ne Plus Ultra Minced Meat, put up in 5 pound glass jars, or for sale by the pound or barrel, at the Family Grocery Store of JOHN A. RENSHAW,
no16 cor. Liberty and Hand streets.

FISH.—55 bbls. No. 3 Large Mackerel,
60 half bbls. do do do
35 kitts. No. 1 do do
19 do 2 do do
12 do 1 Salmon.
for sale by WATT & WILSON, 258 Liberty st.

PRUNES.—100 boxes Prunes,
50 kegs do
25 do Plums
In store and arriving and for sale by
REYMER & BROTHERS,
oc22 Nos. 124 and 126 Wood street.

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

CHOICE SUGAR CURED HAMS.—Best and cheapest in the market—22,000 lbs. received on consignment and for sale low by
oc12 LITTLE & TRIMBLE, 112 Second st.

CRANBERRIES.—50 bbls. Cultivated Western, in prime condition.
J. S. LIGGETT & CO.,
no12 No. 75 Water and 92 Front street.

FRESH GROCERIES.—60 bags fair to prime Rio Coffee arriving per Pa. R. R. and for sale by LITTLE & TRIMBLE,
no 112 Second street.

MINNESOTA CRANBERRIES.—27 bbls. Minnesota Cranberries just received from St. Paul and for sale by LITTLE & TRIMBLE,
no14 112 Second street.

CRANBERRIES.—50 bbls. choice Cranberries arriving from the west and for sale by SCHOMAKER & LANG,
no12 508 Liberty street.

CAMP BLANKETS!—A large supply of those superior Gum Blankets just received at the India Rubber Depot, No. 26 and 28 St. Clair street. oc13 J. & H. PHILLIPS.

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

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

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

BUTTER.—4 bbls. fresh Roll Butter just received and for sale by
JAS. A. FETZER,
no16 Corner of Market and First streets

50 BBLS NO. 1 REFINED CARBON OIL for sale by [oc18 W. A. McCLURG.

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.

Board Reduced to $2 per Day.

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

And whatever has seemed likely to administer to the comfort of its guests they have endeavored, without regard to cost, to provide, and to combine all the elements of individual and social enjoyment which modern art has invented, and modern taste approved; and the patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appreciated.

To meet the exigencies of the times, when all are required to practice the most rigid economy, the undersigned have

Reduced the Price of Board to Two Dollars per Day,

at the same time abating none of the luxuries with which their table has hitherto been supplied.
oc23md 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 Bill 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. E. YOUNG .... J. P. YOUNG.

YOUNG BROTHERS,

Duquesne Foundry,

Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, PA.

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

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

Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh23

ETNA STOVE WORKS.

A. BRADLEY

Manufactures every variety of

COOK, PARLOR AND HEATING

STOVES,

GRATE FRONTS, FENDERS
&c. &c. &c.

Sole Proprietor of the celebrated *PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS*

Office and Sales Room,
No. 4 Wood Street,
ja13y PITTSBURGH, PA.

ALLEN, McCORMICK & CO.,
VALLEY FOUNDRY,
PITTSBURGH, PA.
Warehouse, No. 301 Liberty St.

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

Petroleum & Carbon Oils.

PETRONA OIL WORKS

LONG, MILLER & CO.

works at Sharpsburg station Allegheny Valley Railroad.

Office and Warehouse 23 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE. No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oc12:lyd

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,
mh20:dly PITTSBURGH, PA.

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnaghan, A. Cameron, John Irwin, Jr.

PETROLEUM

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

Office at T. H. Nevin & Co.'s,
my31:ly No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,
REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed,) PITTSBURGH, PA.

Our Grease and Benzole constantly on hand. Orders received for the present at OHLER'S, Smyth & CO.'S, Water and First streets. se2:d6m

J. M. OXLEY, Treas. ... J. BEAVER, 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 Oils of all specific gravities. oc23

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 certificate:

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.,
By WM. EMPT, 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,
oc29: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 Apples 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. 50 ST. CLAIR ST.,

Four Doors from Liberty.

ap23f

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,
Corner Smithfield and Fourth streets.

CIDER.—10 bbls. Cider to arrive and for sale by o11 J. B. CANFIELD & CO.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

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

Proposals are invited for the furnishing of Army Baggage Wagons.

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

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

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

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

The front wheels to be three feet ten inch 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-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, four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

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

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

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

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

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

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

PROPOSALS FOR ARMY WAGON AND AMBULANCE HARNESS.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner Howard and Mercer streets,
NEW YORK, August 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, 3½ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 1 inches long, 2½ inches wide, stay pieces 2 feet long, 3½ 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, 3 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 ½ 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 5 inches long, ½ 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, 18 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 3 feet long, 1 inch wide, with 1 inch buckle; bits, tinned snaffles, to weigh 8 lbs to the dozen.

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

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

One Pair of Breast Chains, 23 inches long, 14 links to the foot, of No 3 iron. Twisted.

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

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

One Saddle, made on Attakapas tree, head, gullet and cantle, ironed, covered in the usual way with half-tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 8 inches long, 3½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1½ inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1½ inch wide, with 1½ inch buckles, stirrups, malleable iron, tinned, bolt eye pattern, to weigh 15½ 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, 8 feet 4 inches long, 3½ inches wide.

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

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

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

One Lead Line, 21 feet long, ¾ inch wide, with a buckle at one end, and an 8 inch loop at the other.

One Whip, heavy plaited horse hide, 6 feet 6 inches long

One Horse Brush, oval, of bristles, — by — inches.

One Curry Comb, No. 2½—8 bar.

The whole to be packed in a box about 16 inches wide, 17 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron as may be required.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors. Breech straps 5 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, 4 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 5 feet long, 1¼ inch wide; side straps 5 feet 6 inches long, 1¼ inch wide; tie straps 15 inches long, 1¼ inch wide tapering to a point.

Two Belly Bands. Long side 2 feet 4 inches long, 3 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 1¾ 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, ⅞ inch wide, of alum tanned leather.

Two Bridles. Crown piece 2 feet 2 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, 18 inches long, 1¼ inch wide; nose piece 12 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 3 feet long, 1 inch wide, with 1 inch buckle; bits, tinned snaffles, to weigh 8 lbs to the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 2½ inches wide.

Two pair Trace Chains, 7 feet long, 14 links to the foot, of No 2 iron, twisted or straight, with T on one end, weight 9 lbs per pair.

One pair of Breast Chains, 23 inches long, 14 links to the foot, of No. 2 iron, twisted.

Two neck straps, 3 feet 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 8 inches long, 3½ inches wide, with a 2½ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1½ inch wide; these straps are placed one on each side of the saddle-tree, one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, spanish saddle fashion; stirrup leathers 5 feet 7 inches long, 1½ inch wide, with 1½ inch buckles, stirrups, malleable iron, tinned, bolt eye pattern, to weigh 15½ 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 5 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 8 inches long, 1½ inch wide, with wrought hooks.

Two Back Bands, 8 feet 7 inches long, 3½ inches wide.

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

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

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

One Lead Line, 21 feet long, ¾ inch wide, with a buckle at one end, and an 8 inch loop at the other.

One Whip, heavy plaited horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inches.

One Curry Comb, No 2½—8 bar.

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

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

When 8 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 26 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,
au12tf 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 181 Second street.

SUNDRIES.—
75 bbls. choice Green Apples,
15 do Sweet Cider,
10 kegs prime Leaf Lard,
6 bbls. fresh Eggs,
8 do packed Butter,
In store and for sale by CULP & SHEPARD,
oc11 253 Liberty street.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by
McDONALD & ARBUCKLE,
no8 No. 253 Liberty street, near head of Wood.

JUST RECEIVED AND FOR SALE.
... Sweet Cider.
... Cheese.
se26 L. H. VOIGT & CO

Railroads.

Cleveland & Pittsburgh Railway.

CHANGE OF TIME—WINTER ARRANGEMENT.

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

Pittsburgh, Columbus and Cincinnati Short Line via Steubenville.

No change of cars between Pittsburgh and Cincinnati.

Leaves PITTSB'H	Arrives at COL'MB'S	Arrives at CIN'T	Arrives at IND'APOLIS	Arrives at ST. LOUIS
1:55 a m	11:38 a m	4:20 p m		
1:40 p m	8:45 p m	2:00 a m		

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

Pittsburgh and Wheeling Line.

Leaves PITTSB'G	Arrives at ROCH'R	Arrives at WELLS'E	Arrives at ST'B'E	Arrives at WHEEL'G
1:55 a m	3:10 a m	4.10 a m	5:23 a m	6:35 a m
1:40 p m	2:55 p m	3:50 p m	5:03 p m	6:25 p m
3:25 p m	4:50 p m	6:15 p m		

The 1.55 A. M. and 1:10 P. M. Trains connect with Trains of C. O. R. R. for Zanesville, Lancaster, &c.

The 3:25 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.
1:10 P. M.	8:10 P. M.

The 1:10 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 10:20 P. M.

THE THROUGH EXPRESS TRAIN leaves daily at 4.15 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 3.10 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 2:50 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, 1:20 A. M.; Johnstown Accommodation, 10:25 A. M.; First Wall's Station Accommodation, 6:30 A. M.; Second Wall's Station Accommodation, 8:30 A. M.; Third Wall's Station Accommodation, 1:05 P. M.; Fourth Wall's Station Accommodation, 3 05 P. M.

Trains for Blairsville and Indiana connect at Blairsville Intersection with Johnstown Accommodation and Express Trains East and West.

The traveling public will find it greatly to their interest, in going East or West, to travel by the Pennsylvania Railroad, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone and is entirely free from dust. We can promise safety, speed and comfort to all who may favor this Road with their patronage.

FARE:

To New York	$13 50	To Baltimore	$ 9 5
Philadelphia	10 00	Lancaster	
Harrisburg	7 45		

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

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

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

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

For Tickets apply to J. STEWART, Agent, at the P. R. R. Passenger Station, on Liberty and Grant st. no6

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

NORTH MISSOURI RAILROAD,

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

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

ISAAC H. STURGEON,
President and Gen'l Supt. of the North Missouri R. R.
HENRY H. SIMMONS, Agent. se10:tmd6m

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,
Hill Burgwin,	Isaac M. Pennock,
Benjamin L. Fahnestock	A. M. Pollock, M. D.
Hopewell Hepburn,	Robert Robb,
James Herdman,	James Shidle,
James B. Kelley,	Alexander Tindle,

TRUSTEES:

Alexander Bradley,	John D. McFadden,
John G. Backofen,	Peter A. Madeira,
George Black,	John H. Mellor,
John B. Canfield,	James McAuley,
Alonzo A. Carrier,	John Marshall,
Charles A. Colton,	Walter P. Marshall,
William Douglas,	John Orr,
John Evans,	Henry L. Ringwalt,
John Holmes,	John H. Shoenberger
William S. Haven,	Alexander Spear,
Peter H. Hunker,	William E. Schmertz
Richard Hays,	Isaac Whittier,
William S. Lavely,	Christian Yeager.

Secretary and Treasurer—CHARLES A. COLTON.
fe4: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;
20 cattys do do
150 half chests Young Hyson and Black Teas
80 catty boxes do do do do
60 boxes Rosin Soap;
25 " German Soap;
25 " Olean do
50 " Mould Candles;
25 " Starr do
300 bbls. Extra and Extra Family Flour,
In store and for sale by
je3:dtf ATWELL, LEE & CO.

SYRUPS AND SUGARS.—
65 bbls. Baltimore Golden and S. H. Syrup,
15 do Pennsylvania do
4 hhds. do do
20 bbls. Standard and A Crushed Sugars,
12 do Powdered and Granulated do
12 do Yellow and B Coffee do
20 do N. O. Molasses,
12 hhds. N. O. Sugar,
75 boxes prime Hamburg Cheese,
For sale by oc21 SCHOMAKER & LANG.

ALEXANDER SMITH'S NEW POEM EDWIN OF DEIRA.
The Silver Cord. By Shirley Brooks.
Great Expectations. Illustrated edition.
Tom Brown at Oxford. Two volumes.
Framley Parsonage. By Anthony Trollope.
The House on the Moor. By Mrs. Oliphant.
Recreations of a Country Parson. 1st and 2d series.
Trench on the Study of Words. New edition.
oc11 KAY & CO., 55 Wood street.

GROCERIES.—
225 bbls. prime N. O. Molasses,
70 do Golden and S. H. Syrups,
40 hhds. N. O. Sugar,
100 bags prime Rio Coffee,
75 halfchests Y. H. and Black Teas,
50 caddy bxs. do do do
45 boxes 5s Tobacco, assorted brands,
20 kegs L. G. Williams' six twist Tobacco,
for sale by WATT & WILSON, 258 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,
oc31 corner Liberty and Hand sts.

CHESTNUTS, CHESTNUTS

15 sacks choice new Chestnuts just received and for sale by FRANK VAN GORDER,
oc29 No. 114 Second street.

ROCK OIL.—

600 BBLS. FROM FUNK WELL,

For sale by

oc14 JAMES DALZELL & SON, 68 Water st.

N. O. MOLASSES.—250 bbls. received by steamer St. Louis, in store and for sale by McDONALD & ARBUCKLES,
oc26 No. 253 Liberty street.

LOVERING'S STEAM SYRUP.—100 bbls. J. S. Lovering's Extra Philadelphia Syrup, just received and for sale by the barrel or as retail by JOHN A. RENSHAW,
oc28 corner Liberty and Hand streets.