SOMETHING ABOUT CONTRABANDS.

BITS OF CONCURRENT TESTIMONY.

The recent order of the government in relation to the contraband negroes have set the newspaper correspondents on the track of investigation, and the testimony that they give is quite curious. Their accounts of the condition and sentiments of the blacks in the rebellious regions into which our armies have penetrated confirm the statements recently made by Mr. Pierce in the "Atlantic Monthly." The negroes at the South, so far from being degraded animals, are shown to be as keenly alive to the events going on about them as the majority of their masters, and quite ready to take their freedom in any way that is presented to them.

Here are some specimens of the evidence:

[From a Maryland letter in the Boston Journal.]

In a former letter I spoke of the opinions of "my host," that he considered this to be an abolition war. He is not alone in the opinion; for the negroes also look upon it as such. The question arises: how did the negroes form this opinion in regard to it? It is plain that they do not read the papers; neither have they been informed of it by abolition emissaries. They have formed their opinions either by hearing it discussed by their masters, or by that instinctive feeling which all men have that they are entitled to freedom. Not a few have availed themselves of the commotion of the times, and as riches take to themselves wings, so they have taken to themselves legs, and run away. Some masters, seeing the storm approaching, sold their slaves last spring. Some who loved secession more than Union, emigrated to Dixie, leaving their negroes behind, who in turn have emigrated to parts unknown. It is evident that through all this region the people consider that their hold upon human flesh as property is very much weakened, and the negroes are accordingly treated with great kindness. In reality it is weakened. Every negro has heard, of the North, but now, with soldiers all over the country, it is certain that they will obtain a definite knowledge of geography. They are becoming restless; and though the soldiers pass on, the influence of their advent will not be lost. The negroes will remember it especially the young ones, who on some future morning, quite likely, will not answer when the master calls. I do not think that the soldiers encourage the slaves to run away, but it is an inevitable consequence from the occupation of the country by the troops that they should learn more of freedom than they knew before, and it would be strange indeed, if knowing more they did not feel the kindling desire to make the most of their knowledge.

[Letter from Hall's Hill, Va., to the Boston Traveller.]

When I have been on picket guard I have sometimes had opportunities to visit houses, and have talked with a number of slaves. They all talk in the same way, with slight variations. The following conversation with one that came into our camp a few days since will serve as a specimen of the whole:

"How were you treated, Robert?"

"Pretty well, sar."

"Did your master give you enough to eat and clothes you comfortably?"

"Pretty well, till dis year. Massa hab no money to spend dis year. Don't get many clothes dis year."

"If you had a good-master, I suppose you were contented?"

"No, sar."

"Why not, if you had enough to eat and clothes to wear?"

"Cause I want to be free."

"You say you have a wife and children owned by another man; that they are treated well, and you had a chance to see them once a fortnight. If you were all free how would you manage to support your wife and children?"

His eyes sparkle as he answered, "I'd hire a little cabin with a little garden, and keep a pig and a cow. I'd work out by day and I could save money. I've got eight dollars now that I laid up dis summer. But if I didn't save a cent I should feel better to be free."

"Can you read and write?"

"No, sar. Massa know we can't read a word; but dis summer he's kept a man to use a paper."

"What do the slaves say about this war?"

"Dey think Lincoln is gwine to free us."

"Where did they hear that?"

"Massa said so, last fall, afore he was President."

"Did you ever hear of John Brown?"

"I did so, sar. Ebery body hear 'bout him. Dar was great time when he come to Harper's Ferry. Folks was all skeered to death. Dey went up from all round here to see him hung."

"Do you think he was a good man?"

"Yes, sar, a mighty fine man."

[Letter from Nolin, Ky., in the Cincinnati Gazette.]

A batch of eight slaves arrived in camp yesterday from the Green River country or beyond. The party, with one or two who had been here before, were all taken over to the Provost Marshal, who is as yet sorely puzzled to know what to do with them. If our administration were not sometimes in the habit of having two or three different policies on the same subject, in operation in different parts of the country at the same time, there could be no hesitating. Secretary Cameron's instructions to General Sherman would seem to leave no doubt that the negroes are to be set to work whenever they come into camp.

It is interesting to notice the terror the arrival of these slaves strikes into the consciences and semi-secessionists of the country. So long as the army was occupied half the time in defending itself against the rebels, the other half in guarding and returning the rebels' property to them, treason was rather a safe and pleasant game to play at. Now, when the idea begins to be dinned that while rebels are doing their utmost to destroy the government, they need not in the meantime expect the government to keep zealous watch over their property for them, they are horror-struck at the audacity of this abolition administration, and at the mortal danger which it threatens. Hitherto the rebellion has been a pastime; a common social amusement of this contraband question will soon teach the lesson that rebellion is but a synonym for beggary; and the number of "aristocratic sons of the South who are eager to battle for their rights" will be wonderfully diminished.

(Letter from Cattoosh, Ky. to the Chicago Tribune.)

A few days ago there was a "scene" at General Paine's headquarters worth describing. Some time previous a black woman, accompanied by a child came to the General's quarters desiring protection; and in reply to the question "If she were a slave," stated that she was not, and that her free papers were at Clarksville, Tenn. She was employed to assist in the hospitals, which she continued to do up to the time we mention, when a lady who lived a few miles from town, came to the headquarters and requested to see Mrs. F——, and asked him "Did she had the nigger" there. The General, supposing that she meant a negro man for whom unprocured search had just been made, replied that he had not. "Why," said the lady, "Parson's gone, got my nigger too, and I thought she had come here." Negro women, it seems, are with the General "perhaps as

come and see." The woman was called and came to the door. "That's the one; she's mine. She left me [at such a time] and stole a horse and a lot of other things, the mean thing," &c., &c., with divers epithets more emphatic than refined. "Stole a horse!" said the General, in a tone of utter amazement, "I don't see how that can be. One piece of property steal another. I've heard of a horse running away with a wagon, and pigs getting into the garden and eating up the potatoes, but I never heard that called stealing." The hit was so palpable that at a room full every one laughed outright even to the lady's father; but she did not seem to see the joke, and maintained a sour gravity.

A venerable looking gentleman, the lady's father, who was sitting here, spoke up and said: "Daughter, take the oath and be a good loyal woman." But still she hesitated, and thought as she was a woman she ought to have her nigger without taking the oath, when the General assured her that she not only couldn't get the negro without taking the oath, but that if she violated the oath, after taking it that he would be sure to know it, and that she would in that case not only lose her negro, but whatever property she had beside.

This last correspondent also tells this story:

"The Colonel of the Illinois Ninth has a healthy way of dealing with such cases. He has a hearty contempt for the whole generation of 'nigger catchers,' as he terms them; and on being accosted by a couple of that stripe who showed him a description of his colonel, he cursed them most heartily, and assured them that if they were inside the camp after he had counted three (by which he meant three minutes) that he would make his men kick them out, and that if he ever caught them there again he would make his men duck them. A few days afterwards one of his own men came to him and asked for a file of men to arrest two runaway negroes who belonged to his uncle in Missouri, and also for the privilege of keeping them in camp until he could send his uncle word. The Colonel boiled over. He asked him if he thought that he commanded a regiment of nigger catchers. 'Begone to your quarters,' said the Colonel 'and let your uncle do his own nigger catching.'"

Steamboats.

PITTSBURGH AND ST. LOUIS PACKET.—The new and splendid side-wheel passenger steamer ARABIA, Captain Thomas H. Golding, will leave for St. Louis and all intermediate ports on SATURDAY, 23d inst. For freight or passage apply on board or to
no20 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI, LOUISVILLE, ST. LOUIS & KNOXVILLE.—The splendid steamer DIADEM, Capt. Thos. Rogers, leaves as above, on THIS DAY, at 4 o'clock. For freight or passage apply on board or to
J. B. LIVINGSTON & CO., Agents.

REGULAR MAIL PACKET.—The splendid passenger steamer DACOTAH, Capt. Hughes, 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
D. H. LEWIS, Agent.

REGULAR PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburg, Pomeroy, Gallipolis, Preston and Portsmouth.—The elegant packet CHARLES BALDWIN, Capt. A. J. Medlicott, will leave for Portsmouth EVERY TUESDAY, at 8 o'clock, p. m.—Leaves Portsmouth EVERY FRIDAY, at 12 o'clock m. For freight or passage apply on board or to
JNO. FLACK, Agent.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The fine steamer ALPS, Capt. John Wolf, will leave for the above and all intermediate landings THIS MORNING, at 10 o'clock, a. m.—For freight or passage apply on board or to
D. H. LEWIS, Agent.

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

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

REGULAR WHEELING PACKET.—The fine steamer BIDDLE, Capt. Caplain John Gordon, leaves for Wheeling and intermediate ports, every TUESDAY, THURSDAY and SATURDAY, at 11 o'clock, A. M. This line connects with the regular packets for Parkersburg and Cincinnati. Returning, leaves Wheeling every MONDAY, WEDNESDAY, and FRIDAY, at 3 o'clock, a. m. Passengers remarkably strong to the Ohio. For freight or passage apply on board or to
JAMES COLLINS & CO.
no21 No. 114 Water street.

NEW CONSIGNMENTS—
25 sacks Flint Hominy,
72 bushels prime Chestnuts,
10 do. Smallnose Hickorynuts,
40 do. Walnuts,
25 barrels Minnesota Cranberries,
10 do. cultivated Bethany Cranberries,
60 do. choice Apples,
40 do. sound Winter Apples,
100 bushels prime Butter Pumpkins,
100 dozen Cincinnati Brooms—assorted,
10 barrels pure Vinegar,
18 do. Cut and Dry Tobacco,
80 gross Connecticut Brass Polish,
5 barrels prime Sweet Cider,
50 do. Ex family Flour—Trumpet brand,
100 do. do. do. —Palmetto Mills,
10 boxes, 1 doz. each, pure Catawba Wine,
4 do. 1 do. do. sweet do do
4 demijohns do do
5 dozen Dark Sugar Cured Hams,
for sale by
no4 L. H. VOIGT & CO.

FRESH ARRIVAL OF GROCERIES.
1000 bags prime Coffee,
200 do. Sugar,
200 barrels prime N. O. Molasses,
100 do. Golden Syrup,
100 kegs prime N. O. Sugar,
100 do. Porto Rico and Cuba Sugars,
50 barrels Crushed do
20 do. B Coffee,
4000 sacks Liverpool Salt,
1000 barrels Ale do
1000 boxes assorted size Window Glass,
1000 kegs do. do. Nails,
50 boxes German Clay,
50 barrels Missouri Clay,
In store and for sale by JOHN I. HOUSE & CO.,
no2 Corner Smithfield and Water streets.

CONSIGNMENTS—
25 barrels Cranberries,
12 do. Onions,
100 dozen Fancy Brooms,
100 do. Sash do.
200 lbs. Sugar Candy,
100 kegs Western Reserve Cheese,
100 do. English Dairy do
4 barrels Rp. Leaf,
5 kegs do. do.
10 sacks Dry Peaches—halves,
10 bbls. Cranberries,
50 do. Selected Apples,
received and for sale by
FRANK VAN GORDEN,
no14 116 Second street.

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

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

GRAIN AND SEED WANTED.—
[illegible] bushels Rye
20,000 do. Oats
[illegible] barrels Clover Seed,
100 do. Timothy Seed,
For which cash will be paid at the market price by
ISAIAH DICKEY & CO.,
no2 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. RESHAW,
Corner of Liberty and Hand streets.

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

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

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

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

CORN MEAL.—36 sacks fresh ground Corn Meal just received and for sale by
JAS. A. FETZER,
Corner of Market and First streets.

Miscellaneous.

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.
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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, and knows of the great want of a good Fan for cleaning the different kinds of Grain and seeds, precisely this by the public with full confidence that it will meet their wishes.
The undersigned have purchased the sole right of manufacture and sell the above Grain Fan and Separator in Western Pennsylvania, Western Virginia, and all Ohio, and the right to use and sell in Indiana and Illinois, is now prepared to fill all orders, wholesale or retail, at 810 Liberty street, Pittsburgh, Pa.
W. M. WALLACE.
octbrs3 wtf

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL
LAMP CHIMNEYS,
PATENTED SEPTEMBER 18TH, 1861.
THE BEST THAT HAVE EVER yet been offered to the public. They are the best for the following reasons:
1. Because, being of an oval shape, the glass is every where 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 knows of one by the heat of the lamp, let her call at the Manufactory and we will replace her wicked chimney by a dozen of this ones. This proller 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 ungratitude of the chimneys, which has so long existed in the great success of Carbon Oil, will be of the universal use of the oil, have found a remedy in the Oval XX Flint Glass Chimney, which has materially increased the power of Carbon Oil Light to those who use them, and decreased the consumption of oil consequent upon the lessened expense for chimneys.
For sale by J. G. Hildebrand, L. Thumm & Co., Rogers & Nesbit, P. Hayden, Lucasso Oil Co., Weidenbach & Co., W. P. Wooldridge, W. M. Gaston, Ogden & Co., W. P. Wooldridge, W. M. Murray, or at the Manufactory, Washington street near Pennsylvania avenue.
R. D. DITHRIDGE.

SEA BATHING
NEAR
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FOR SEA BATHING, Atlantic City, N. J., (only a half hours ride from Philadelphia) is more frequented than any other place in the United States.
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 firm and hard, 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 Philadelphia, foot of Market, at 7½ a. m. and 4 p. m. Leave Atlantic at 6:15 a. m. and 2:45 p. m. Distance sixty miles. Fare $1.50.
McKIBBIN'S (United States) HOTEL and other hotels now open.
JACKSON & TOWNSEND,

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

FRESH CONSIGNMENT—
10 bbls. Superfine Flour,
11 do. Superfine Flour,
6 do. Cranberries,
26 do. Peeled Apples,
60 do. Potatoes,
65 bushels fresh ground Corn Meal,
500 do. Buckwheat Flour,
2000 pounds Buckwheat Flour,
2 tubs fresh Roll Butter,
Just received and for sale by
JAS. A. FETZER,
Corner Market and First street.

SPICED MINCE MEAT.—We are just in receipt of our first supply of the Rice Citron Minced Meat, put up in 2 pound glass jars, or for sale by the pound or barrel, at the Family Grocery Store of
JOHN A. RESHAW,
cor. Liberty and Hand streets.

FISH—55 bbls. No. 3 Large Mackerel,
[illegible] bbls. do do do
85 kits. No. 1 do do
22 do 2 do do
18 do 3 do Salmon,
for sale by WATT & WILSON, 265 Liberty st.

PRUNES—100 boxes Prunes,
50 kegs do
25 do Picnic.
In store and arriving, and for sale by
REYNER & BROTHERS,
Nos. 194 and 196 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 56 and 58 St. Clair street.
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CHOICE SUGAR CURED HAMS—Just received on consignment in the market—22,000 lbs. for sale low by
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CRANBERRIES—50 bbls. Cultivated Western, in prime condition.
J. E. LIGGETT & CO.,
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FRESH GROCERIES.—60 bags fair to prime Rio Coffee, arriving per Pa. R. R. and for sale by
LITTLE & TRIMBLE,
no2 119 Second street.

MINNESOTA CRANBERRIES.—27 bbls. Minnesota Cranberries just received from St. Paul and for sale by
LITTLE & TRIMBLE,
no2 119 Second street.

CRANBERRIES.—50 bbls. choice Cranberries arriving from the west, and for sale by
SCHOMAKER & LANG,
no2 [illegible] Liberty street.

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

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

FLOUR AND FEED—
[illegible] bbls. choice brands Family Flour,
[illegible] do Rye Flour do
[illegible] do Choice Rye do
6000 lbs. Rye Flour.
For sale by SCHOMAKER & LANG.

300 BBLS. N. O. MOLASSES,
100 bbls. Syrup,
[illegible] bbls. N. O. Sugar,
for sale by LITTLE & TRIMBLE.

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

50 BBLS. REFINED CORSON OIL for sale by [illegible]

Hotels.

ST. NICHOLAS HOTEL,
Broadway, New York.
Board Reduced to $2 per Day.
SINCE THE OPENING of this vast and [illegible] Hotel, in 1854 it has been the single [illegible] of the proprietors to make it the most comfortable, 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 exercise the most rigid economy, the undersigned have
Reduced the Price of Board to Two Dollars per Day,
at the same time abating none of the luxuries with which their table has hitherto been supplied.
THRADWELL, WHITCOMB & CO.
oct2:3md

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. Meals at a reduced rate. Attached to the Hotel is the 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.
[illegible]-6m

Stoves, Ranges, Grates, &c.
JAS. S. YOUNG.....J. P. YOUNG.
YOUNG BROTHERS,
Duquesne Foundry,
Liberty st., near Outer Depot P. 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.
ETNA STOVE WORKS.
A. BRADLEY
Manufactures a very 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,
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ALLEN, McCORMICK & CO.,
VALLEY FOUNDRY,
PITTSBURGH, Pa.
Warehouse, No. 301 Liberty St.
MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc., Steel and Glass Mantles, Rolling Mill Castings, Mill Gearing, Gas, Water and Artisan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. nd-Bmd

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PETRONA OIL WORKS.
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Works at Sharpsburg station Allegheny Valley Railroad.
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Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.
No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. [illegible]

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WILLIAM P. WOOLRIDGE,
MANUFACTURER OF
COAL AND CARBON OILS
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LAMPS, CHIMNEYS, &c., &c.,
No. 39 Market street,
Between Second and Third.
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R. H. DAVIS, President.
JOHN IRWIN, Jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Gardner, 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.
oct19:ly Office No. 86 Wood st., Pittsburgh.

EAGLE OIL WORKS.
WIGHTMAN & ANDERSON,
REFINERS AND DEALERS IN
PURE CARBON OIL,
(Quality Guaranteed.)
☞ Car Grease and Benzole constantly on hand.
Orders received for the present at OHESS, SMITH & CO.'S, Water and First streets. [illegible]
J. M. CHESS, Treas. ..... J. WEAVER, Jr., Secy
SOLAR OIL WORKS COMPANY
OF PENNSYLVANIA,
Manufacturers and Wholesale Dealers in
LUBRICATING AND REFINED OILS,
St. Clair St., near the Bridge, Pittsburgh.
Fresh Herbs—Solar Machine Oil, No. 1; Solar Machine Oil, No. 2; Solar Burning Oil, No. 1, Solar Burning Oil, No. 2.
Advance made on consignments. Special attention given to filling orders for Crude Oil or all specific gravities.

Lubricating Oil,
AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by E. G. & J. H. RAWER.
As to the quality, we refer to annexed certificates.
FREEPORT, Nov. 27, 1861.
MESSRS. E. G. & J. H. RAWER: Gents—The Lubricating Oil we are getting from you we find to be the best for our purposes we have used.
Yrs. L. S. M. R. R. R. Co.,
By WM. REY, Pres't.
VALUABLE IMPROVEMENT
IN STEAM AND ATMOSPHERIC HAMMERS.
LETTERS PATENT were granted on Friday, 4th, 1860, to Thomas Beach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the blow of the hammer is obtained by the weight of the hammer, instead 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 Baldwin & 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 BRADLEY,
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 are 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. [illegible] JOHN MURDOCH, Jr.
REMOVAL.—THE PEKIN TEA STORE has been removed from No. 88 Fifth street to
NO. 50 ST. CLAIR ST.,
Four Doors from Liberty st.
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,
[illegible] Corner Smithfield and Fourth streets.
CIDER—10 bbls. Cider to arrive and for sale by
J. A. FETZER & CO.
[illegible]

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.
QUARTERMASTER GENERAL'S OFFICE, Washington, June 21, 1861.
Proposals are invited for the furnishing of Army Baggage Wagons.
Proposals should state the prices at which they can be furnished at the place of manufacture, or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.
The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.
The Wagons must exactly conform to the following specifications, and to the established patterns:
Six mule (covered) wagons, of the size and description as follows, to wit:
The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches long; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felloe; hubs made of gum, the spokes and felloe of the best white oak, free from defects; spokes sized to hubs and mortised; hounds of best two and three quarter inches thick, of No. 3 band iron, the 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 use axes from the inside of the tire to the large end of the hub six and a half inches, and front wheels six, and one-eighth inches in a parallel line, and each axle to be three-sixteenths 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; sized of linchpin hole inch wide, three-eighths of an inch thick, with a hole in each end, a wooden block four and three-quarter inches in its 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 the front wheels when hung 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 tie 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 under and seven eighth inch wide, lower rails one inch thick by one and seven-eighth inch wide, three stands set on edge in front, with a seat on strap hinges to close it up as high as the slides; a box three feet four inches long, the bottom five inches wide front side, and one and a half inches deep, and eight and a half inches at the top in parallel lines to the body; all in the chest, to be substantially fastened to the front end of the body, to hold 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 ends 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 tearing 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 lid 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, from 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 to the hounds, and to be fastened with two bolts, one near the neck end of the hounds, and one through the slider and hounds; a brace one quarter inch one inch wide, 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 a half inches in diameter, 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 irons two and two and a half inches and fastened on each end with three rivets; the bolster stocks and bolts to be so bolted with four half inch screw bolts, and one half inch screw bolt through the coupling pole.
The coupling pole must be eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the bolster, sixteen six feet one inch, and iron 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, to be turned down to seven-eighths of an inch where it passes through the iron. An iron plate six inches long, three inches wide, and one quarter of an inch thick on the coupling pole, where they rub together, iron plate one and a half inches long, 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 sixteen 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. 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 stretcher to be four feet six inches long, with a hole in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.
The fifth chain to be ten feet long to the fork; the fork one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay and traces one inch 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 forks to be five-eighth 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 four inches wide, two feet deep, two 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 best 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; end 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 stands set on edge in front, with a seat on strap hinges to close it up as high as the slides; a box three feet four inches long, the bottom five inches wide front side, and one and a half inches deep, and eight and a half inches at the top in parallel lines to the body; all in the chest, to be substantially fastened to the front end of the body, to hold 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 ends 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 tearing 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 lid 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, from 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 to the hounds, and to be fastened with two bolts, one near the neck end of the hounds, and one through the slider and hounds; a brace one quarter inch one inch wide, 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.
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