## The Miseries of Paris.

The Paris correspondent of the London *Review* gives the following picture of what a paternal government has done for Paris:

The most terrible feature of the present condition of things in Paris is the poverty. Since 1848 nothing has been seen like it. If you take long walks in Paris now, you will most likely be several times accosted by decently dressed people of both sexes, but principally by elderly ladies, actually begging. I have been this phenomenon perpetually within the last three weeks. It is since the change in the weather that it is most to be noticed; for with bread, meat and wine at the price they stand at now, it is impossible for people with narrow means to live. In each of the sad cases I mention the individuals belonged evidently to the better class of society. Ten years ago 3000f. per annum enabled a man and his wife to live with some small comforts, employing a *femme de menage* to do the housework, and even from time to time indulging in some very modest pleasure, such as a day's excursion to Versailles on a Sunday or fete-day, or (once or twice in the year) perhaps a third or fourth rate place at one of the theatres. Now the matter stands thus:

The apartment for which was paid 200f. now costs 500f., or 600f.; the taxes are nearly doubled; the boots—of which the man necessarily uses plenty, because they are made of bad leather, and, if he has any employment, he has long walks to take—the boots run away, at the least, with another 100f.; his clothing costs him £15 at the lowest, for every article of it is dear and bad, and his linen is worn out quickly, because soap being too dear, washing establishments resort to the most destructive processes for cleansing it. Here, then, we have 250 or 260 gone before a man in the position we state can stir out of his house or be capable of moving about to gain his livelihood. Out of his £180 a year there remains to him 260 or 270 upon which to find food and firing, when bread is at 1f. the 4lb. loaf; wine, formerly at 8 to 10 sous, is at 15 and 16, and meat, for the small consumer, at 10f. and 1s. a pound, and more; and when the potatos that used to cost him two sous, now cost five, and the quantity of soup vegetables he used to get for three sous, cost him seven or eight! And, be it noted, here we have a yearly sum of income which is by no means a low or common one, and we have not taken into account one single article of expenditure for a woman; whereas, men with £120 a year, one may almost say, are invariably married men. If from this relatively high income we revert to the common run of the incomes of men of this stamp, we find them range from £50 to £70 or £80. How are they to live? One expression of mine requires explanation. I speak of the dearness of meat for a "small consumer." For a household that can afford to buy, per week, three or four joints, and three or four breasts of mutton or veal, with two or three pieces of soup beef, a butcher will make an arrangement by which all meat shall have the average price of, say, 9d a pound, but this only touches the large consumer. The small one, who purchases each day the pound or so of meat requisite for his food and that of his wife, if he has one, pay for that small quantity at the highest price. He will pay for veal, for instance, (or the better sort of beef or mutton,) from 10d to 14d per pound. If the class of man I have described has (as is often the case) any writing to take away from his bureau and finish at home, he must have light, and lamp oil is 15 sous a pound; besides which, after his insufficient food throughout the day, this night labor in the cold, when his meagre fire is burnt out, and when he dare not afford himself the luxury of a bit of cold meat or a glass of wine to prevent him from retiring for a broken sleep, which does not refresh, his shivering, worn-out frame, this night labor tells upon his health, and the first slight illness prostrates him. Then after ruin stares him in the face, for one doctor's bill exhausts his means of bare existence for three months. In these households there is nothing over for joy or grief. The child that is born or the parent who dies is equally a misfortune which cannot be met, and the employe or the poor gentleman in France has not wherewithal to pay for one hour's healthy relaxation from exhausting toil, or for the indulgence of one natural sentiment."

## Railway Across the English Channel.

A railway across the English Channel has long been the darling project of our great engineering theorist, though people have hitherto looked upon it as little more feasible than building castles in the air. The French appear to have entertained very positive views as to the possibility of the scheme, for several Parisian engineers have published designs showing the facility with which it could be carried out. All the schemes, however, that have hitherto been broached are apparently far less practical than that just brought forth by Mr. James Chalmers, who proposes to connect the two Empires by a tube reposing on the bed of the English Channel from the South Foreland to near Calais; the soundings along the line ranging from seven to twenty-nine fathoms. Easy gradients on either side are to lead down the level, so that passengers and freight may proceed from London to Paris, and vice versa, without change of carriage. The tube is to be thirty feet in diameter, and its natural buoyancy is to be counteracted by iron boxes attached to and surrounding it at intervals of eighty feet, and filled with rough heavy stone. There will be three ventilators, one in mid-channel and one about a mile from either shore, the central ventilator being erected in twenty-eight fathoms of water, and weighing over 1000 tons. Mr. Chalmers gives a very elaborate estimate of the probable cost of the work, the grand total being £12,000,000. He also anticipates that the annual working expenses will be £82,000, and the gross revenue £1,300,000, leaving a net return of £1,215,000. To be able to make the journey to France in half an hour, and without suffering from the truly undignified malady of sickness, would be a consummation most devoutly to be wished, though the notion of traveling for that length of time at a depth of more than one hundred feet below the sea would not be calculated to set the minds of passengers at rest.—*London Colliery Guardian, Oct. 5.*


## EDUCATIONAL.

NORMAL SCHOOL.—H. WILLIAMS has opened a NORMAL SCHOOL at No. 27 St. Clair street, Third story.

*Testimony of Teachers:*

He is the counsellor of the Teachers, the man to whom all of us look for advice and instruction.
JOHN J. WOLCOTT.

I concur most heartily with the above.
LEONARD H. EATON.

I cheerfully concur in the opinion expressed above.
W. B. FREW.

I take pleasure in giving it as my opinion that the foregoing recommendation is fully merited.
A. BURTT.

I know of no one who deserves higher testimony in his favor.
E. N. AVERY.

I fully concur in the above recommendation.
A. T. DENNISON.

He can prepare pupils for the High School quicker than any other teacher in this city.
A. T. DOUTHETT.

TERMS—$1 per week, in advance. aug3:3tawd

PENN INSTITUTE, HANCOCK STREET, NEAR PENN, is now open for the reception of pupils.

TERMS—$25 per session of five months.
aug8:1yd J. M. SMITH, Principal.

FARMERS' DEPOSIT BANKING CO., No. 69 FOURTH STREET.
BANK OF DEPOSIT AND DISCOUNT.
INTEREST PAID ON DEPOSITS.
*PAR and CURRENT FUNDS received on Deposit.*

The undersigned Stockholders are individually responsible to depositors to the whole extent of their private means.

| | |
|---|---|
| James Marshall, | R. R. Robison, |
| Samuel George, | D. A. Stewart, |
| John M'Devitt, | W. W. M'Gregor, |
| Ray Walker, | William Walker, |
| Joseph Long, | Robert Bell, |
| Joseph Love, | Richard Floyd, |
| William Gray | Jacob Painter, |
| John Scott, | Thomas Scott, |
| Thomas Mellon, | D. H. Galvin, |
| John Floyd, | James A. Knox. |
| William Young, | |

JAMES MARSHALL, *President.*
R. A. GEORGE, *Cashier.* apr11:1yrT


## Arrivals at the Principal Hotels,

UP TO 8 O'CLOCK LAST NIGHT.

ST. CHARLES—Corner of Third and Wood Streets.
HARRY SHIELS, PROPRIETOR.

J Shouse, Steubenville
H Allen, New York
E Van Sickles, do
J D Treadwell, Va.
C Hoy, Greensburg
J C Hankin,
W Searles, Cincinnati
L P Hitchcock, Wash. co
M Thompson,
W F Jones, Oil Creek
J B Kerr,
A A Bean, Boston
J Ingram, Waynesburg
A G Shepherd, Ohio
J S Francis, Phila.
W Francis, N Y
T Cudbirth, Ohio
H M Francis, Phila
J Lindsay,
C Gibson, St Louis
J Scott, Lebanon, O
S Ackley, Ohio
S A Clark, Wash. Pa
J B Wilson, do
Capt J Hall, Wash. D C
D Albright do
W Beck & lady, Cin.
H Vankrant & lady, Phila
J B Indermilen, Balti
W W Armstrong,
C H Jones,
G W Ingram, Waynesb'g
W Thompson, Potters Mill
A T Schnell,
W E Post, Pa
F Moratta, str. Sunny Side
W Blockburn, Phila.
Y B Hutmanll, Harrisb'g
S Weakland, Altoona
H F Pfiffer, Chambersb'g
A McKinzo, str. Sunny S
J C Bradford,
B H Smith,
J A Ambler, Salem, O
C B Rogers, Conn.
A C Thompson, Ohio
R S McCormick, Pa
J K Miller, Beaver co
J Large, Elizabeth
E Lieghly, W. Newton
J Rosenberg, Phila.
Mrs Clair, Ohio
A C Day, Wash. D C
Mrs Richie, Chambersburg
W A Mago,
A Prichard & lady,

MANSION HOUSE—Liberty st., near R. R. Depot.
GEORGE AURENTZ, PROPRIETOR.

J Scott, Hayeville, O
S Anderson, W. Lebanon
J Bobbet, Somerset
J H Wilson, Blairsville
J R Curry, Connellsville
T Y Hatcher,
W H Morris, Circleville
Z Walker, Condellsville
J Geis, Johnstown
G H Pilts, do
R Watts, Mt Pleasant
J A Blair, do
R W Marshall, Phila.
J C Bennett, Wash. city
Mrs. Luck, Indiana
W R Gillett, Winchester
C Edwards, Alliance
S Cavis, lady & 2 children
Westport
E E Platt, Harrisburg
J Tatts,
N Wolfgang, York, Pa
Y W Hamdel, do
D M Clymer, Phila.
W R Taber, Stevens' Pt
S Evans, New Brighton
Mrs Wood & J. Greenab'g
H Hunter, Phila.
S Moorhead & lady, Ligonier Valley
S Steels, Circleville
J Geist, do
W B West, Geneva, Ill
J Taylor, Xenia

GIRARD HOUSE—Corner Third and Smithfield sts.
S. L. HOCKETT, PROPRIETOR.

J Wampler, McKeesport
J C Rischer, do
E Jenkins, Coal Bluffs
John Mellon,
F L Thompson,
T Farron, Elizabeth
J Williams, Atwood
J B Knauer, do
D Terrell, do
Goodwin Beeze,
H F Robinson, Mon. city
J C Robinson, do
R G Williams,
L Masters, Brownsville
F Boyle, Jr. Anderson Twp
J Hall, Franklin
W C Gaffey, Gaffey's Sta
W J Ghrist, Perrysville
J H McDonald, do
G W Chambers, do

HARE'S HOTEL—Liberty street, foot of Fifth.
SAMUEL HARE, PROPRIETOR.

John Keown, Perrysville
J Reiber, W. Greensville
J E McAllister, Elenah'y
J H Hannah, West. co
M R Haymaker, do
W P Brinton, Green Oak
E P Beall, Phila
J Moore, Porter's Land'g
W Fiedler, Harmony
J C Rogers, Mansfield
Jos Eardman, Wooster
R C Fulton, Latrobe
J M Atkinson, N Cumb'rd
A Craighead, Elizabeth
J R Hutton, do
R R Abraham, do
J N McDonald, Wash. co
Geo Dickson, Oil City
W A Carothers, Frankfort
J B Hendaks, New Castle
R McKeown, West. co
J G Humes, do
J McClelland, Canonsburg
D McClelland, do
P Ross, Thompsonville
C W Wells, Carlisle
J R Jones, do
J A Lashell, do
J T Benner, do
W J Kram, do
O H Webb, do
O H Wall, do
W McClain, Noblestown
J Hickman, Miller's Run
J Layre, Mansfield
C Fenimore, Hickory
G R Porter, Porter's Land'g
W Gladden, Cannonsburg
S H Cook, do
E Anderson, do
A G McPherson, Canonsb'g
L Arnold, Canonsburg
F J Enlow do

EAGLE HOTEL—Liberty street, below Seventh.
JOHN MISH, PROPRIETOR.

Robt Cornell,
J Leech,
John McGaffick,
J Mihles, East Liverpool
J McLaughlin, Arm's co
J D Clark,
E Townsey, Mt Wash'ton
P Taylor, Brookville
R Musselman, Harmony
H D Ogden,
G C Belay, Cleveland
W Hunker, Armstrong co
M Cypher, Indiana
R J Taylor,
J R North,
J R McKeever, West. co
Judge Warner, Sewickley

RED LION HOTEL—No. 5 St. Clair street.
R. F. GORDON, PROPRIETOR.

J C Hartzell, Smithfield, O
S Swanks, Washington
A Pearce, Harmony
David Hepler,
Joe Patterson,
G S Louden, Red Bank
Jno Morrow, Kittanning
S Strecker, York co
A Strucker, do
Jno Fitzsimmons, U S A
M Burnham,
John E Zeigler, Indiana
W L Barris, N Brighton
Jas Potts, Butler co
D Cunningham, Kittan'g
W R Gillett, Ohio
J Russell, Armstrong co
J Montgomery, do
H J Caton, Wash. co
M Masters, do
E Curnes, do
T McNary, do
S Johnston, Wash. co
J Patterson, do
D Patterson, do
J Dollin,
L Fitzwilliams, Wash'ton
F R Martin, do
B Emery,
Alex Addison, Noblestown
John Cup, Jefferson co
J Barkley, Punxsutawney
P Corbett, N Bethlehem
Levi Culley, Florence
H Shields, do

NATIONAL HOTEL—No. 137 Water street.
F. SHEPLAR, PROPRIETOR.

J Siegler,
E Moothouse, Brownsv'le
S Way, Elizabeth
W Martin, do
T Chalfant, do
W Morris, Mt Morris
J Phillips, Mon. city
J R Gray, Fray's Landing
S McAllister, Mon. city
H M Clark,
W Way,


## STEAMBOATS.

FOR CINCINNATI & LOUISVILLE.—The fine steamer HASTINGS, Capt. R. Robinson, will leave for the above and all intermediate ports, on WEDNESDAY, at 4 o'clock. For freight or passage apply on board or to
no29 J. B. LIVINGSTON & CO., Agents.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The splendid steamer BOSTON, Capt. John Wolf, will leave for the above and all intermediate ports EVERY MONDAY, at 10 o'clock.—For freight or passage apply on board or to
fel9 B. H. LEWIS, Agent.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine steamer SUNNY SIDE, Capt. F. Maratta, leaves as above and all intermediate ports, on WEDNESDAY, at 5 p. m. For freight or passage apply on board or to
de2 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI & LOUISVILLE.—The beautiful steamer JACOB POE, Capt. Wm. Stoops, will leave as above on WEDNESDAY, at 4 p. m. For freight or passage apply on board or to
de2 JOHN FLACK, Agent.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine steamboat ST. CLOUD, Capt. C. A. Dravo, will leave as above on THIS DAY, at 5 p. m. For freight or passage apply on board or to
no25 J. B. LIVINGSTON & CO., Agents.

PITTSBURGH AND PORTSMOUTH PACKET.—For Wheeling, Marietta, Parkersburg, Pomeroy, Gallipolis, Ironton and Portsmouth.—The steamer CLARA DEAN, Capt. A. J. Masillion, 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
no26tfm JNO. FLACK, Agent.

PITTSBURGH AND GALLIPOLIS PACKET.—The beautiful and new passenger steamer UNDINE, Capt. R. A. Cox, will leave Pittsburgh for Gallipolis EVERY SATURDAY, at 4 o'clock p. m. Returning, leaves Gallipolis EVERY TUESDAY, at 10 a. m. For freight or passage apply on board or to
se28 J. B. LIVINGSTON & CO., Agents.

REGULAR WEEKLY PACKET.—The new and beautiful passenger steamer EMMA GRAHAM, Capt. Monroe Ayers, leaves Pittsburgh for Zanesville EVERY TUESDAY, at 4 o'clock p. m.—Returning, leaves Zanesville 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. se14

REGULAR WHEELING PACKET.—The splendid passenger steamer MINERVA, Capt. John Gaskins, leaves for Wheeling and all intermediate ports EVERY TUESDAY, THURSDAY and SATURDAY, at 11 o'clock a. m., making close connections with the regular packets for Parkersburgh and Cincinnati. Returning, leaves Wheeling EVERY MONDAY, WEDNESDAY and FRIDAY, at 6 o'clock a. m. Passengers receipted through to Cincinnati. For freight or passage apply on board or to JAS. COLLINS & CO.,
au1 114 Water street.

## MERCHANT TAILORS.

NEW GOODS! NEW GOODS!
FALL AND WINTER!
LATEST STYLES! LATEST STYLES!

At the old stand of JAMES C. WATT, corner Penn and St. Clair streets.

The heirs of JAMES C. WATT, deceased, respectfully invite public attention to the new stock of FALL AND WINTER GOODS, comprising all the newest styles of fashionable material adapted to GENTLEMEN'S WEAR,
Soliciting an early call. The business will be conducted on the same approved manner as heretofore. The stock of new goods is equal to any in this city.
oct8:1yd

LATE STYLES OF FALL GOODS
*JUST RECEIVED.*

We are now opening a choice stock of FALL GOODS, consisting in all of the latest importations of CLOTHS, CASSIMERES and VESTINGS, which we flatter ourselves will be equal to any assortment to be found in the east or west. They will be made up to order, in a superior style, and at prices to suit the times. We would respectfully solicit an early call from our patrons and the public.
SAMUEL GRAY & SON,
MERCHANT TAILORS, No. 19 Fifth street.


## MISCELLANEOUS.


STEAM WEEKLY BETWEEN NEW YORK AND LIVERPOOL, land-ing 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:
EXMOUTH.....Saturday, November 30.
CITY OF MANCHESTER...Saturday, December 7.
CITY OF BALTIMORE....Saturday, December 14.
and every Saturday, at NOON, from Pier 44, North River.

RATES OF PASSAGE:

| | | | |
|---|---|---|---|
| FIRST CABIN | $75,00 | STEERAGE | $30,00 |
| do to London | 80,00 | do to London | 33,00 |
| do to Paris | 85,00 | do to Paris | 38,00 |
| do to Hamburg | 85,00 | do to Hamburg | 35,00 |

Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
☞ 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 $40,00. From Queenstown $30,00.
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, New York.
JOHN THOMPSON, Agent,
nbt16ddf No. 410 Liberty street, Pittsburgh.

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 strongest 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 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 in consequent upon the lessened expense for chimneys.
For sale by J. C. Kirkpatrick, L. Thumm & Co., Rogers & Nesbitt, T. Hayden, Lorenzo Oil Co., Weldon & Schmucke, W. Ogden & Co., W. P. Wooldridge, W. M. Murray, or at the Manufactory, Washington st., near Pennsylvania avenue.
E. D. DITHRIDGE.
au1tfdawtapr1

R. M. W. TAYLOR..... S. LESTER TAYLOR.
TAYLOR & BROTHER, COMMISSION MERCHANTS,
No. 45 WALNUT STREET,
CINCINNATI, OHIO.
☞ Personal attention given to the purchase and sale of PRODUCE and MERCHANDIZE generally. Moderate advances made on consignments of staple articles.
REFERENCES:
Messrs. THOMAS ARBUCKLE & CO., Pittsburgh.
KING, PENNOCK & CO., do.
JOSEPH G. BUTLER, Esq., Cincinnati,
And Cincinnati merchants generally. no22:3md

R. L. ALLEN, AGENT,
*PRODUCE AND COMMISSION* MERCHANT,
And Wholesale and Retail Dealer in
WINES, BRANDIES, LIQUORS AND CIGARS;
*ALSO,*
*RECTIFYING DISTILLER,*
No. 6 Wood Street, Pittsburgh, Penn'a.
no23:mtsapl

ALLEGHENY COUNTY, ss.—In the Court of Common Pleas, No. 229, October term, 1861. In the matter of the voluntary assignment of Zerah H. Coston vs. C. O. Loomis.
And now to wit, November 16th, 1861, the report of E. B. Todd, Esq., the Auditor heretofore appointed in this case, exhibiting a statement and final settlement of the account of C. O. Loomis, as assignee aforesaid, being filed, it is confirmed *nisi.* And it is ordered that notice be published in the Pittsburgh *Weekly Gazette* for three weeks of the filing of said account. And that it will be confirmed absolutely, and the said assignee discharged from the said trust on the 14th day of December next, if no sufficient cause be shown to the contrary. From the Record.
no22:3tWF Attest: D. ARMSTRONG, Proth'y.

NOTICE.—An Election for President, Treasurer and six Directors of the Monongahela and Coal Hill Turnpike Company will be held at the house of —— TRIMBLE, South Pittsburgh, on SATURDAY, the 30th inst., between the hours of 10 a. m. and 1 p. m.
no12:3tWF W. C. ROBINSON, Treasurer.

WALL PAPERS AND BORDERS of foreign and domestic manufacture, for sale at wholesale and retail by [W. P. MARSHALL,
no30 No. 87 Wood street.


## LEGAL.

REGISTER'S OFFICE,
PITTSBURGH, November 23d, 1861.

NOTICE IS HEREBY GIVEN, that the following Accounts of Executors, Administrators, Guardians, &c., have been duly passed in said Register's Office, and will be presented to the Orphans' Court for confirmation and allowance, on MONDAY, December 23d, 1861:
Account of James Stafford, administrator of Henry M'Kee, dec'd. Filed Sept. 7, A. D., 1861.
Account of J. A. Gibson and Catharine Brown, executor of Henry Brown, dec'd. Filed Sept. 28, 1861.
Account of James Leech, administrator of Mary Dritch, dec'd. Filed Sept. 21, 1861.
Account of James Fife guardian of Daniel Weller. Filed Sept. 23, 1861.
Final account of John Irwin, acting executor of Margaret Irwin, dec'd. Filed Sept. 25, 1861.
Account of David Beaumore, acting executor of Henry Beaumore, dec'd. Filed Oct. 2, 1861.
Account of Leonard Walters, administrator of Francis Hengle, dec'd. Filed Oct. 4, 1861.
Account of Benjamin Lutton, administrator of George Parcels, dec'd. Filed Oct. 9, 1861.
Final account of William Wilson, executor of John Craig, dec'd. Filed Nov. 1, 1861.
Account of John Adams, administrator of John Patterson, dec'd. Filed Nov. 2, 1861.
Final account of Hezekiah Willett, executor of William Willett, dec'd. Filed Nov. 5, 1861.
Account of D. Gilleland, administrator of J. B. Irwin. Filed Nov. 7, 1861.
Account of Flemming Morrow and A. Hollands, executors of John Morrow, dec'd. Filed Oct. 29, 1861.
Account of Joseph Barton, administrator of Mary Thompson, deceased. Filed Nov. 11, 1861.
Account of John Carr, Administrator of James Carr, dec'd. Filed Nov. 13, 1861.
Account of J. R. Welden, administrator of Washington Mason, dec'd. Filed Nov. 19, 1861.
Account of John McKinney, guardian of Mary Jane Swords. Filed Nov. 15, 1861.
Account of John Sword, administrator of Jane Swords, dec'd. Filed Nov. 19, 1861.
Final account of Drusilla Wood and Joel T. Wood, executors of George Wood, dec'd. Filed Nov. 19, 1861.
Final account of John V. Scott, guardian of James A. Shields. Filed Nov. 20, 1861.
Account of Joseph McConnell and Francis B. McConnell, guardians of John J. McConnell. Filed Nov. 21, 1861.
Account of Richard Danver and Hugh Danver, administrators of John Danver, dec'd. Filed Nov. 21, 1861.
Account of John J. Mitchel and John M. Fass, administrators of H. H. Ryan, dec'd. Filed Nov. 21, 1861.
Partial account of James Blackmore, John C. Davis and Walter Foster, executors of Thomas Blackmore, dec'd. Filed Nov. 22, 1861.
Account of Henry Hays and J. Adams Getty, administrators *cum testamento annexo* of George B. Massey, dec'd. Filed Nov. 22, 1861.
Final account of Peter Portman, administrator of Peter Portman, dec'd. Filed Nov. 22, 1861.
WM. J. RICHARDSON, *Register.*
no23:1td&3tWF

ADMINISTRATOR'S NOTICE.—Letters of Administration upon the estate of Thomas McIrvan, late of Wilkins township, Allegheny county, Pa., deceased, have been granted by the Register of Wills to the undersigned. All persons having claims or demands against the estate of said decedent are requested to make them known without delay, and those indebted to him are required to make payment to WM. B. M'UREA, Adm'r,
oct31:6tWF Wilkins Tp., Allegheny Co., Pa.

ADMINISTRATOR'S NOTICE.—Letters of Administration upon the estate of Mrs. Lavina T. Austin, late of Collins township, Allegheny county, have this day been granted to the undersigned. All persons indebted to the estate will make immediate payment, and those having claims will present them, properly authenticated, for settlement.
HENRIETTA B. MARKS, Adm'r,
oct29:6twF East Liberty.

ESTATE OF ANDREW LEHMAN, DECEASED.—Letters of Administration on the estate of Andrew Lehman, late of Shaler township, deceased, having been granted to the undersigned, all persons indebted to the said estate will please make payment, and those having claims will please present the same without delay to
JACOB SMITH, Administrator,
oct23:6twF Shaler Tp., Allegheny Co., Pa.

NOTICE.—Whereas Letters of Administration on the estate of Thomas Gardner, late of the city of Pittsburgh, deceased, have been granted to the subscriber. All persons indebted to the said estate are requested to make immediate payment, and those having claims or demands against the estate of the said decedent will make known the same without delay to SARAH GARDNER, Adm'x,
no27:6twF No. 29 St. Clair street.

NOTICE IS HEREBY GIVEN TO all persons interested, that the Court has fixed SATURDAY, January 4th, 1862, at 10 o'clock a. m., for the hearing of the application of the undersigned for his final discharge under the Insolvent Laws, at the Court House, in the city of Pittsburgh, when and where you can attend if you think proper.
no29:3twF PHILIP STEPHENS.

ADMINISTRATRIX'S NOTICE.—Notice is hereby given that Letters of Administration on the estate of Jacob Stottlart, late of Penn township, Allegheny county, deceased, have been granted to the undersigned. All persons indebted to said estate will please make immediate payment, and those having claims to present them, properly authenticated, for settlement.
no29:1td&6twF ANNA STOTTLART, Adm'x.

## PROPOSALS.

PROPOSALS WILL BE RECEIVED at the office of the Deputy quartermaster General, United States Army, No. 1128 GIRARD STREET, Philadelphia, until 12 o'clock M., on the 5TH OF DECEMBER NEXT, for furnishing ONE HUNDRED FOUR WHEEL AMBULANCES, known as the Tripler patterns, to be endorsed "Proposals for furnishing Tripler Ambulances."

AMBULANCE (BODY.)

Sills 11 feet long, out to out, including foot-board, 3½ inches wide by 2½ inches deep. The foot-board is 11½ inches wide, made of 1 inch stuff, and fastened on the sills by 3/8 inch bolts at each end. The sills are made at front end so as to incline the foot-board upwards. There are eight studs on each side 1¼ inch square; sides are solid panels of 2/8 inch boards, 30 inches high (with middle rail) from top of sill to top of rail on panels. There is a top rail about 4½ inches above; this rail is fastened to the studs. The body is 8 feet 9½ inches in length in the clear, from outside of tail piece to box in front, and 4 feet wide in the clear, front or head-board, 15 inches high, 5 feet high in centre from floor to ridge pole, and top made oval, 6 feet × 2 2/8 inches, fastened to rails and studs with screws outside.

In second lower panel or 2 feet from front, on each side, there is a wicket door 8½ inches wide and 14½ inches long. This door is made to slide in a groove on the inside. The seat for driver is made of the lid of box, with cushion. The box is 18 inches wide, 11¼ inches in the clear, with partition in the middle; the lazy back is fastened to the lid of the box, plain hand lock on side, to which is attached an iron rod or lever alongside of body; to the lever is a strap by which the driver locks the wicket.

A middle bar 3½×2½ inches is bolted on sills, for the hinistide spring. 2 braces on tail end of body running from tail piece to top rail.

Frame work of body to be of best white oak timber thoroughly seasoned, the bows to be of white ash; panels to be of poplar, thoroughly seasoned.

Curtains to be strapped, straps to be sewed on with harness thread, well waxed.

SPRINGS OF AMBULANCE.

Springs to be of best quality spring steel. Back springs 4 feet two inches long from centre to centre; side springs back 3 feet 10 inches centre to centre; front back spring 4 feet 2 inches centre to centre; the cross springs are 2½ inches wide, 7 plates. The side springs 2¾ inches wide, by 6 plates; the side springs front 3 feet 10 inches long centre to centre.

Axles of iron, to be case-hardened, 1¼ square, turned octagonal, with nuts on ends. Boxes 8½ long, 1¾ by 1½ inches.

Hubs of gum or locust, thoroughly seasoned; the spokes and felloes to be made of white oak, thoroughly seasoned.

Hind wheels 4 feet 8 inches high, without the tire, hubs 7½×10 inches, spokes 1¾×2 inches at the shoulders, tire 2 inches wide ¾ inch thick, felloes 2½ inches deep.

Front wheels 3 feet 8 inches high without the tire; hubs 7½×10 inches, spokes 2×1¾ inches at the shoulder, felloes 2½ inches deep.

Hounds and half hounds to be of white oak, of best quality and without defects. Half hounds 2 feet long, 5th wheel, 2 feet diameter, 1½ inches by 1½ inch.

Whole hounds 4 feet 4 inches long, 3 cross bars on 5th wheel, 2 inches square, cross bar on front hounds 4 feet 8 inches long, the steps on each side are fastened to this cross bar.

Double irons 4 feet long, ironed same as omnibuses, as is also the whole running gear, the double irons, and head tree to be of white hickory, without defects and thoroughly seasoned.

Tongue, 10 feet 6 inches long, 4 inch 2 2/8 inch at front of jaws of hounds, and taper to 2½ inch square at back end; at front end it tapers to 1½ inches round; a hook with eye in it goes on top of tongue to attach lead bar for lead horses; lead bar 8 feet 6 inches length as double tree, made light; tongue to be made of white oak, of best quality and tree from defects.

LITTER OF AMBULANCE.

Six feet 7½ inches long, 2 feet 10 inches wide; panels 6½ inches wide, 1½ inches deep; the bottom of panels has a solid bottom; inside to be made of heavy oil cloth, stuffed with best quality of horse hair; the cover of litters is fastened to the litter by a leather binding and tacked all round; in frame of litter there are to be 16 mattress springs; cross strips to be made of best quality oak.

The frame work for upper litters is composed of 3 cross strips, one on each end and one in the middle; one cross piece on top, on each side, and two in the middle for tracks to run the litter in on; the tracks are made in the bottom as well as the upper, 1½ inch 2½ inch iron, and extend the whole length of body from inside of tail piece; there are three rollers on each side of litter frame, with flange, same as regular railroad car wheels.

There are 4 litters for each wagon; 4 small pillows and two cushions, one for driver and one for back seat; on each side of litter frame there is an iron handle, made to slip in and out; these handles are let in level with the litter frame, 21 inches long, made to come out, say 15 inches, without being checked.

There is also a hook in each end of the frame to keep it in place, when in the body, and fastened to a staple in the floor, let in so as to be nearly level, upper litters the same; the staple is put in the front and back cross bar.

Tail board to be made of ash, 15 inches wide, by full 1 inch stuff, and, when down, rest on joint hinges, forming a foot board, supported, when down, by a leather strap 2 inches wide, which goes around the tail piece at each end, between the panel and the braces; when it is up it forms the tail board.

A movable seat goes in body, back of litters, made of 1 inch boards, and end pieces; the bottom is 18 inches wide, and board to form lazy back, 15 inches high; this has a cushion; the seat board is fastened, when up, by hooks secured to middle rail.

Each side of the body of the ambulance to be marked U. S.; all other parts to be lettered U. S.

It is agreed and distinctly understood that the ambulances are to be so constructed that the several parts of any one ambulance will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together; and all the materials 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 an 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 inspected by an officer of the Quartermaster's Department, and delivered as herein agreed, they shall be paid for.

The ambulances are to be delivered in Philadelphia, if desired by the Quartermaster's Department.
G. H. CROSMAN,
Deputy Quartermaster General.

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*ADVICE GRATIS!*

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Sworn and subscribed before me, the 23d day of November, 1854.
WM. P. HIBBERD, *Alderman.*
Ninth street, above Race, Philadelphia.

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