Arrivals at the Principal Hotels.

MASON HOUSE—Liberty st., cor. B. R. Depot.

[Table: arrivals at the Mason House]

ST. CLAIR HOTEL—Liberty st., cor. St. Clair.

[Table: arrivals at the St. Clair Hotel]

COMMERCIAL RECORD.

Weekly Review of the Pittsburgh Markets.

(Reported specially for the Pittsburgh Gazette.)

PITTSBURGH, Saturday, Feb. 22, 1862.

The week just closed has been one of unusual activity in our business circles, and the amount of transactions in all departments of trade has been very large. The weather has been favorable for the movement of produce, and the receipts of all articles of country production have been liberal. The river has been open for the passage of boats, and the arrivals and departures have been numerous. The Ohio is now high enough for the largest class of boats, and the Monongahela is rising rapidly. The Allegheny is also high, and will soon be navigable. The Wheeling Bridge has been removed, and the channel is now clear. The Cincinnati Bridge will be removed in a few days, and the river will then be open to the mouth of the Kanawha. The Louisville Bridge will be removed in March, and the river will then be open to the Falls. The Cumberland River is open to Nashville, and the Tennessee to Florence. The Mississippi is open to Memphis, and the Red River to Shreveport. The Arkansas River is open to Little Rock, and the White River to Batesville. The Yazoo River is open to Yazoo City, and the Big Black to Canton. The Tombigbee River is open to Columbus, and the Alabama to Montgomery. The Chattahoochee River is open to Columbus, and the Flint to Albany. The Apalachicola River is open to Columbia, and the Ocklockonee to Tallahassee. The Suwannee River is open to Ellaville, and the St. Johns to Jacksonville. The Savannah River is open to Augusta, and the Ogeechee to Louisville. The Altamaha River is open to Doctortown, and the Satilla to Waynesville. The Santee River is open to Columbia, and the Pedee to Cheraw. The Cape Fear River is open to Fayetteville, and the Roanoke to Weldon. The James River is open to Lynchburg, and the Appomattox to Petersburg. The Potomac River is open to Harper's Ferry, and the Rappahannock to Fredericksburg. The Susquehanna River is open to Harrisburg, and the Delaware to Trenton. The Hudson River is open to Albany, and the Mohawk to Utica. The two latter boats will commence running in March.

The Steamboat Journal of the 21st says: A steamer will leave this port every day for Cincinnati, and every night for Wheeling, at which time the per rounds instead of per pound. Business in the river remains dull. Little Kanawha from Parkersburg, 0.6 feet in channel, and falling. Ohio from Cincinnati, 3 feet in channel, and falling. Monongahela from Brownsville, 4 feet in channel, and falling. Allegheny from Freeport, 3 feet in channel, and falling. Cumberland River from Nashville, 3 feet in channel, and falling. Tennessee River from Florence, 3 feet in channel, and falling. Arkansas River from Little Rock, 3 feet in channel, and falling. Red River from Shreveport, 3 feet in channel, and falling. Yazoo River from Yazoo City, 3 feet in channel, and falling. Big Black from Canton, 3 feet in channel, and falling. Tombigbee River from Columbus, 3 feet in channel, and falling. Alabama River from Montgomery, 3 feet in channel, and falling. Chattahoochee River from Columbus, 3 feet in channel, and falling. Flint River from Albany, 3 feet in channel, and falling. Apalachicola River from Columbia, 3 feet in channel, and falling. Ocklockonee River from Tallahassee, 3 feet in channel, and falling. Suwannee River from Ellaville, 3 feet in channel, and falling. St. Johns River from Jacksonville, 3 feet in channel, and falling. Savannah River from Augusta, 3 feet in channel, and falling. Ogeechee River from Louisville, 3 feet in channel, and falling. Altamaha River from Doctortown, 3 feet in channel, and falling. Satilla River from Waynesville, 3 feet in channel, and falling. Santee River from Columbia, 3 feet in channel, and falling. Pedee River from Cheraw, 3 feet in channel, and falling. Cape Fear River from Fayetteville, 3 feet in channel, and falling. Roanoke River from Weldon, 3 feet in channel, and falling. James River from Lynchburg, 3 feet in channel, and falling. Appomattox River from Petersburg, 3 feet in channel, and falling. Potomac River from Harper's Ferry, 3 feet in channel, and falling. Rappahannock River from Fredericksburg, 3 feet in channel, and falling. Susquehanna River from Harrisburg, 3 feet in channel, and falling. Delaware River from Trenton, 3 feet in channel, and falling. Hudson River from Albany, 3 feet in channel, and falling. Mohawk River from Utica, 3 feet in channel, and falling.

COMMISSION, &c.

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Cotton, Pork and Commission Co., Baltimore,
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PROPOSALS.

PROPOSALS FOR TRANSPORTATION.
QUARTERMASTER'S OFFICE, U. S. A.,
Pittsburgh, Pa., February 26th, 1862.
SEALED PROPOSALS will be received at this office until 12 M., on SATURDAY, March 1st, 1862, for the transportation of Troops and Supplies from Pittsburgh to Parkersburg, Va., by Steamboat, during the months of March, April and May, 1862.
Bidders will state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Parkersburg to Gallipolis, Ohio, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Gallipolis to Cincinnati, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Cincinnati to Louisville, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Louisville to Nashville, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Nashville to Decatur, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Decatur to Florence, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Florence to Eastport, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Eastport to Pittsburgh, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Pittsburgh to Wheeling, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Wheeling to Parkersburg, during the months of March, April and May, 1862.
Bidders will also state the number of boats they will furnish, their capacity, and the rate per ton per mile at which they will transport Troops and Supplies from Parkersburg to Gallipolis