Official.

Proposals for Army Wagon and Ambulance Harness.

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

PROPOSALS WILL BE RECEIVED at this office for furnishing, by contract Army Wagon Harness.

The proposals should state the price at which they can be furnished, at the places of manufacture, and the price at which they can be delivered at this depot; the number which can be made by the bidder within one month after the 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, 3 feet 6 inches long, 2¼ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2¼ inches wide; stay pieces 2 feet long, 2¼ inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1½ inch wide; side straps 4 feet long, 1¼ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands—Long side, 2 feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 6 inches long and 2 inches wide.

Two Hair Collars, 18 to 19 inches long, with double straps and gale leathers and buckles ⅞ 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 Hem Straps—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, ½ inch wide.

Two Hridles—Crown piece 2 feet long, 1½ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 11½ inches long, 1½ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 11 inches long, 1 inch wide; blinds 6 inches long, 6½ inches wide; reins long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; butts, unned mullen, to weigh 5 pounds to the dozen.

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

Two pair Trace Chains, 7 feet long, 16 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, 24 inches long, 14 links to the foot, of No 3 iron. Twisted.

Two Neck Straps, 3 feet 6 inches long, 2½ inches wide, with 2¼ 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 horsehide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2¼ inches wide, with 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¼ 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, to other end to the extension of the bar behind the cantle. Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ lbs to a dozen pair.

LEAD.

Two Bridles, same as for wheel harness.

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

Two pair of Hames to suit, of the 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 Crippers and Hip Straps, Back Strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 5 inches long, 1¼ inch wide, with wrought hooks.

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

Two Martingales, 4 feet long, 1¼ 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 centre to receive the lead line.

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

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

One Horse Brush, oval, of bristles, — by — inche. One Curry Comb, No 222—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.

Four Horse Harness, as follows, to wit:

WHEEL.

Two Quilors—Breech straps, 5 feet 8 inches long, 3¼ inches wide, sewed in 4-inch rings of ⅝ iron; hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1½ inch buckles; cross straps to buckle into stay pieces 6 feet long, 1½ inch wide; side straps 4 feet long, 1¼ inch wide; tie straps 15 inches long, ½ inch wide, tapering to a point.

Two Belly Bands—Long side, 2 feet 3 inches long, 2 inches wide, with a two inch buckle; short side 1 foot 6 inches long and 2 inches wide.

Two Hair Collars, 18 to 19 inches long, with double straps and gale leathers and buckles ⅞ 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 Hame Straps—Lower one 5 feet 6 inches long, ½ inch wide; upper one 4 feet 6 inches long, ½ inch wide of slum tanned leather.

Two Bridles—Crown piece 2 feet 2 inches long, 1¼ inch wide; cheek pieces each 10 inches long, 1½ inch wide; front piece 12½ inches long, 1 inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1½ inch wide; nose piece 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, unned mullen, to weigh 5 lbs the dozen.

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

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

One pair Breast Chains, 28 inches long, 14 links to the foot, of No 2 iron, twisted.

Two Neck Straps, 3 feet 6 inches long, 2½ inches wide, with 2¼ inch buckle.

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

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half tanned horse hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 5 inches long, 2¼ inches wide, with a 2¼ inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps, 1¼ 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; surrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 13½ pounds to a dozen pair.

LEAD.

Two Bridles, same as for wheel harness.

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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 Crippers and Hip Straps, Back Strap 6 feet long, tapering from 3½ inches to 2½ inches wide. Hip Straps with buckles each 2 feet 5 inches long, 1¼ inch wide, with wrought hooks.

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

Two Martingales, 4 feet long, 1¼ 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 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 plated horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inche. One Curry Comb, No 222—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 six-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, 3 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 six-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, 3 feet long, 14 links to the foot, of No 4 iron, with a T on each end added; and lead line to be 28 feet long.

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

Forms of proposals and guarantee will be furnished upon application at 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 proposal that may be deemed extravagant.

Proposals will be endorsed on the envelope enclosing them: "Proposals for furnishing Army Wagon and Ambulance Harness," and addressed to Major L. B. VINTON, Quartermaster U. S. Army.

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TO OIL REFINERS.—We are prepared to fit up refiners with the necessary Pumps, Cocks, Pipes, &c., on the latest and most approved plans. Our experience in this branch is not equaled by any other establishment. For workmanship, &c., we refer to the following refiners in this city.

Rogers & Nesbitt, John B. Neil, Porters, Mathews & Co., John Copin, Johnston & Bros., Adams, Williams & Co., Roberts, Wilkinson & Co., Holsbip, M'Cormack & Co., Hackett & McFadden, Thos. Bell & Co., Roberts, Hill & Co.; S. M. Kier, WELDON & REINEKE, 164 Wood street.

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SUGAR.—

100 barrels Brown Sugar;
10 barrels Crushed Sugar;
10 barrels Powdered Sugar;

in store and for sale by REYMER & BROS., Nos. 126 and 128 Wood street.

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Railroads.

1861. SUMMER ARRANGEMENT. 1861.

EIGHT DAILY TRAINS.

Pennsylvania Central Railroad.

ON AND AFTER MONDAY, JUNE 10th.

THE THROUGH MAIL TRAIN leaves the Passenger Station every morning, (except Sunday,) at 5:30 a. m., stopping at all principal stations, and arriving in Philadelphia at 10.15 p. m.

THE THROUGH EXPRESS TRAIN leaves daily at 12:20 a. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore, and arriving in Philadelphia or Baltimore at 1:15 p. m.

THE FAST LINE leaves the station daily, (except Sunday,) at 4:00 p. m., stopping only at Greensburg, Latrobe, Johnstown, Wilmore, Cresson, Altoona, &c., connecting at Harrisburg for Baltimore, and arriving in Philadelphia at 9:10 a. m.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 2:50 p. m., stopping at stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 6:45 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 11:50 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 4:10 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 6:25 p. m.

RETURNING TRAINS arrive in Pittsburgh as follows:—Express, 1:30 a. m.; Mail, 11:50 p. m.; Fast Line, 11:20 a. m.; Johnstown Accommodation, 10:05 a. m.; First Wall's station Accommodation, 8:30 a. m.; second Wall's station Accommodation, 3:30 p. m.; third Wall's station Accommodation, 6:15 p. m.; fourth Wall's station Accommodation, 9:15 p. m.

Trains for Blairsville and intermediate connect at Blairsville Intersection with Johnstown Accommodation, and Express Trains East and West, and with Fast Freight East.

PITTSBURGH AND CONNELLSVILLE TRAIN stopping at all stations on the Pittsburgh and Connellsville Road leave daily, (Sunday excepted,) as follows:—Mail Train, 9:40 a. m.; Express 11:55 a. m.; Accommodation Train at 4:00 p. m. Returning Trains from Pittsburgh and Connellsville Road arrive at Pittsburgh 10:30 a. m. and 6:15 p. m.

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 leave and be surpassed on any 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 us. Road with their patronage.

FARE!

TO NEW YORK.....$12 50 | TO BALTIMORE.....$5 00
PHILADELPHIA 10 00 | HARRISBURG.....2 50

Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia and Baltimore New York.

Passengers purchasing tickets in cars will be charged an excess according to distance over the addition to the station rates, except those stations where conductor may have no stops.

NOTICE—In case of loss, the Company do not hold themselves responsible for personal baggage only and for an amount not exceeding $50.

N. B.—The Excelsior 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, At the Penna R. R. Passenger Station.

jn8 On Liberty and Grant streets.

1861. THE 1861.

PITTSBURGH, FT. WAYNE & CHICAGO RAILROAD,

TO ALL POINTS IN THE SOUTH, WEST, AND NORTH WEST.

SUMMER ARRANGEMENT.

TIME to Cincinnati as quick, and to Indianapolis, St. Louis and Chicago quicker than by any other route.

WESTWARD TRAINS.

FAST MAIL LINE—Leaves Pittsburgh 12:35 a. m. Arrives at Crestline..... 3:50 a. m. Making close connections with the Cleveland, Columbus, Cleveland and Cincinnati Roads. Arriving at Chicago at 7:30 p. m.

A Night Express Train to Chicago is run every night, carrying Through Sleeping Cars to Chicago and Cincinnati, and passengers will go to sleep in Pittsburgh and wake up in Chicago.

PACKET TRAIN—Leaves Pittsburgh 12:15 p. m. Arrives at Crestline..... 5:45 p. m. Making close connections as follows:

Arriving at Chicago at 6:45 p. m.

Making the time to Cincinnati the same as by Short Route. Trains on both lines are supplied with Sleeping Cars for the accommodation of passengers.

Sleeping Cars on all night trains between Pittsburgh and Chicago.

Trains through to Chicago without change.

EASTWARD TRAINS.

Leave Chicago, 7:30 a. m. and 8:00 p. m. Leave Crestline at 3:25 p. m. and 3:20 a. m. Arrive at Pittsburgh at 10:00 p. m. and 6:00 a. m.

Connecting with trains for Columbus, Cleveland, Toledo and the East. Also, at Crestline with trains for Mansfield, Upper Sandusky and intermediate points.

Connecting with Pennsylvania Central Road at Pittsburgh, Harrisburg and points East.

ACCOMMODATION TRAIN—Leaves Pittsburgh at 8:00 a. m. Arrives at Crestline..... 6:00 p. m. Leaves Crestline at 6:00 a. m. Arrives at Pittsburgh..... 4:00 p. m.

Allegheny and Kittanning Accommodation Trains leave Allegheny, 7:30 a. m. and 3:45 p. m. Leave Kittanning at 6:30 a. m. and 3:00 p. m. Connecting with Allegheny at Etna.

MARKET TRAIN—Leaves Pittsburgh at 4:00 a. m. Leaves Alliance at 6:15 a. m. and arrives at Pittsburgh at 11:00 a. m. Leaves Allegheny at 2:00 p. m. Leaves Alliance at 3:45 p. m. Stopping at all stations on the road. Connecting at Massillon with Cleveland, Akron and Cincinnati Road.

Tickets will be sold for these trains at Allegheny.

Through tickets can be obtained at the following places:

At Allegheny, at the office on the Diamond, and at the Depot, Liberty Railroad.

At Office, Corner of Wood and Fourth streets, Pittsburgh.

At Office, Corner of Liberty and Water streets, Pittsburgh.

At Manchester, Office, Foot of Market street.

At Allegheny, Office, Corner of Market and Diamond streets.

At Crestline, for Cleveland, Columbus, Toledo, Cincinnati, New Albany and Chicago.

At Leipsic, for Upper Sandusky, Tiffin, Fremont, etc.

At Lima, for Sandusky, Dayton, Xenia, Springfield, Urbana, Piqua, Troy, Dayton, Springfield, Urbana, Piqua, Troy, Dayton, Springfield, Urbana, Piqua, Troy, Dayton