Official.

Proposals for Army Wagon and Ambulance Harness.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer streets,
New York, August 5, 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, 3¼ inches wide, sewed into 14 inch rings of ⅝ inch iron; hip straps 3 feet 11 inches long, 2½ inches wide; stay pieces 2 feet long, 2¼ inches wide, with 1¼ 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, ¾ 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 8 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 Harness 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, ¼ inch wide; upper one 4 feet 6 inches long, ¾ inch wide; clevis pieces each 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 12 inches long, 1¼ inch wide; blinds 6 inches long, 6 inches wide; Winns, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned 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, with T on one end, weight 7¼ to 8 lbs per pair Twisted or straight

One pair of Breast Chains, 22 inches long, 14 links to the foot, of No 3 iron Twisted

Two Neck Straps, 2 feet 1 inch long, 2¼ inches wide, with 2½ inch buckle

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

One saddle, made on Attakapas tree, head, gullets 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 2½ 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; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 1¾ pounds 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 Cruppers and Hip Straps, Back Strap 6 feet long, tapering from 3½ inches to 2½ inches wide Hip Straps with buckle-ends 2 feet 6 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, 6 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, ⅝ inches wide, with a buckle at one end and an S inch loop at the other

One Whip, heavy plated horsehide, 6 feet 6 inches long

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

One Curry Combe, 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, 3 feet 6 inches long, 3¼ inches wide, sewed in 4-inch rings of ⅝ inch 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, 1¼ inch wide; side straps 5 feet 6 inches long, 1½ inch wide; tie straps 15 inches long, ¾ 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 8 inches long and 2 inches wide

Two pair of strong Harness 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, ¼ inch wide; upper one 4 feet 6 inches long, ¾ inch wide; clevis pieces 10 inches long, 1¼ inch wide; front piece 11½ inches long, 1¼ inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1¼ inch wide; nose piece 12 inches long, 1¼ inch wide; blinds 6 inches long, 6 inches wide; Winns, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned 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 8 lbs per pair

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

Two Neck Straps, 2 feet 5 inches long, 2¼ inches wide, with 2½ inch buckle

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

One Saddle, made on Attakapas tree, head, gullet and cantle ironed, covered in the usual way with half tanned horse hide; flaps 20 inches long, 16 inches wide, surcingle 7 feet 6 inches long, 2½ inches wide, with a 2½ 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; stirrup leathers 4 feet 7 inches long, 1¼ inch wide, with 1¼ inch buckle; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 1¾ pounds 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 Cruppers and Hip Straps, Back Strap 6 feet long, tapering from 3½ inches to 2½ inches wide Hip Straps with buckle-ends 2 feet 6 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, 6 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, ⅝ inch wide, with a buckle at one end and an S 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-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 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 23 feet long

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

Forms of 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 D. H. 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., in 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. Seil, Porters, Mathews & Co., John Copits, Johnston & Bros., Adams, Williams & Co., Roberts, Wilkinson & Co., Holship, M'Cormack & Co., Hackett & McFadden, Thos. Bell & Co., Roberts, Hill & Co., S. M. Kier.

WHEDON & 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. WINTER ARRANGEMENT. 1861.
ON AND AFTER MONDAY, NOVEMBER 25th,
Pennsylvania Central Railroad.
EIGHT DAILY TRAINS.

THE THROUGH MAIL TRAIN leaves the Passenger Station every morning, (except Sunday,) at 2 50 a. m., stopping only at principal stations, and making direct connections at Harrisburg for Baltimore and Washington, and for New York via the Allentown route.

THE THROUGH EXPRESS TRAIN leaves daily at 4 40 p. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore and Washington, and for New York via the Allentown route

THE FAST LINE leaves the station daily, (except Sunday) at 10 30 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington.

WAY FREIGHT TRAIN WITH PASSENGER CAR ATTACHED, leaves the Pa senger Station every morning (Sunday excepted) at 8 40 a m running as far as Conemaugh and stopping at all stations.

ACCOMMODATION TRAINS.

THE JOHNSTOWN ACCOMMODATION TRAIN leaves daily, (except Sunday,) at 3 00 p. m., stopping at stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 11 00 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday,) at 4 30 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6 15 p. m.

RETURNING TRAINS arrive in Pittsburgh as follows:—Express, 1 15 p m; Mail, 8 35 p. m; Fast Line, 1 30 a. m; Johnstown Accommodation, 10 55 a. m; First Wall's station Accommodation, 6 30 a. m; second Wall's station Accommodation, 9 50 a. m; third Wall's station Accommodation, 1 05 p. m; fourth Wall's station Accommodation, 6 45 p. m.

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

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

FARE
TO NEW YORK.....$12 00 | TO BALTIMORE $5 50
PHILADELPHIA 10 00 | LANCASTER 8 50
HARRISBURG, $7 65.

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

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

NOTICE—For the sake of those, the Company will hold themselves responsible for personal as gage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line is 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, Agt.,
At the Penn's R. R. Passenger Station
no23 On Liberty and Grant streets.

1861. THE 1862.
PITTSBURGH, FT. WAYNE & CHICAGO RAILWAY.
TO ALL POINTS IN THE SOUTH WEST, WEST AND NORTH WEST
WINTER 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 at 1 30 a. m.
Arrives at Crestline..... 5 45 a. m.
Making close connections with Pennsylvania and Cleveland, Columbus & Cincinnati Roads; arriving at Fort Wayne at 4 30 p. m.

EXPRESS TRAIN—Leaves Pittsburgh at 12 00 m.
Arriving at Chicago at 11 00 p. m.

EXPRESS TRAIN—Leaves Pittsburgh at 4 40 p. m., stopping only at principal stations, making direct connection at Harrisburg for Baltimore and Washington, and for New York via the Allentown route.

THE FAST LINE leaves the station daily, (except Sunday) at 10 30 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington.

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