A BALLAD OF NANTUCKET.

BY T. B. ALDRICH.

"Where go you, pretty Maggie, Where go you in the rain?"
I go to ask the sailors
Who saile I the Spanish main, If they have seen my Willie.

It he'll come back to me-It is so sad to have him A sailing on the sea." O. Maggie, pretty Maggie Turn back to yonder fown: Your Willie's in the ocean, A hundred tathoms down!

His eyes are changed to stones, And twice two years have knitted The coral round his bones! "The blossoms and the clover. shall bloom and bloom again,

'His hair is turned to sea-kelp,

But never shall your lover Come o'er the Spanish main!" But Maggie never heeded, For mournfully said she,

"It is so sad to have him A-sailing on the sea!" She left me in the darkness, heard the sea-gull screech, And burly winds were growling With breakers on the beach.

The bells of old Nantucket, What touching things they said, When Maggie lay a-sleeping, With lilles round her head

The Parson preached a sermon, And prayed and preached again— But she had gone to Willie Across the Spanish main!

INTERNATIONAL SCULLING MATCH.

Hamili vs. Kulley-I'wo Matches Made Up-The Agreement Signed-Purse is Five Thousand Dollars-Both Races to be on the Tyne-Time, First Week in July.

rom the Pittsburg Commercial. Newcastle-uron-Tyne, May 16.-At last, I am happy to say, it's all right, and the whole

thing has been arranged. The Chronicle of this will inform you that on Saturday last, John Hamill and Harry Clasper left here at 2 o'clock that morning, and by subsequent advices we un-derstand they arrived in the metropolis in the course of the same forenoon. In the afternoon of the same day they, accompanied by Mr. Bray, the editor of the New York Clipper, attended at the Sportsman office, where they were met by the aquatic editor of that journal (Mr. R. B. Wormald), together with Mr. Charles Bush, and some other of Kelley's backers. Matters were fairly and treely discussed, and eventually—with a little mutual concession on either side-finally nd satisfactorily adjusted. According to the terms agreed upon, it appears the two champions, through their representatives, agreed to contest for the supremacy by rowing two sculler matches for £250 a side each race, the time agreed upon being early in July. The first race is to be a straight away one of four miles; whilst the second one will be a five-mile race, viz.; -twoand-a-half miles, to turn coats, and back to the starting point. Both races to be rowed at Newcastle-on-the Tyne, and to be decided in the same week. The little difficulty that appears to be as to the stakeholder was also amicably settled. Hamill's friends agreeing that the editor of the Sportsman should act in that capacity— the referee to be appointed at the last deposit, which was arranged should be made one week before the first race. So far then as regards the preliminaries, these were subsequently ratified by the party taking a trip to Harry Kelley's, the Bells, at Putney, where on Saturday evening articles were signed and half the stakes were deposited, Hamill receiving £50 s half the expenses agreed to be allowed him. t was also further arranged that the race should ake place between the 2d and 6th of July, Kelley to have a month's notice of the precise day. Thus far everything seems of the most satisfacory character, and both parties are congratulated on the business-like way in which the pre-liminaries have been settled. Both men will loubtless now settle down to their training; neanwhile the day will be anxiously looked orward to when will be witnessed one of the exciting and interesting races ever rowed

THE INTERNATIONAL SCULLING BACK.

on the Tyne.

From the Newcastle Daily Chronicle, May 16. The terms of the proposed sculling match be tween Harry Keiley, the champion of England, and James Hamili, the American champion, having been definitely settled and concluded, more than usual interest now attaches to the went, and as may be readily expected, parties are anxiously on the qui vive to "take stock" of Hamil's style of rowing, so as to fairly calulate his chances of success or the contrary re they "get their money on." Their labor, lowever, we may remark, is but vain, as the most of the American's work is screened from the public gaze, his system of training being omewhat different from that of any of our spirants for aquatic fame. Yesterday afteroon he had a spin of nearly an hour in the Joseph Cowen, the skiff belonging to Harry Clasper, in which he made his debut on the Tyne. and in which he has so often rowed since. In the course of yesterday's trial he rowed from Harry's boathouse to the Chain Bridge, and back, including at the finish a little paddling about opposite Harry's place of busine s before eming ashore. His movements were eagerly vatched by a goodly crowd of spectators, and oth in the atternoon and evening-when he was down again, but did not go off—a good deal of harmless banter was intulged in by one or wo "gents," who, from their appearance, we heald judge, would know more about the qua-ities and capacities of a knife and fork than acse of a racing skiff. One in particular made himsels very promonent by the absurdity of his remarks, he offering to lay wagers, not only that Hamili could not row the first and second miles n the forthcoming race in an almost incredible me-which he admitted he had never seen accomplished by any other man—but, the strangest of all, would stake twenty shillings to one that Hamill was not Hamill; or, to use his own words, that the man who is now here is not the nan who is to row the races which are to decide the supremacy as between England and America; thereby implying, no doubt, that the real "Simon Pure" is to crop up the last moment, and contend for the championship! We confess we have heard-in fact English ears have been accustomed to hear—of many "Yankee notions," but this, in our opinion, bests them all for extravagance and absurdity. Apart from these dissentions, however, there is no mistake that Hamill is extremely popular in the west end of town, his gentlemanty bearing and amiable disposition winning him hosts of friends, and eyen the youngsters in the streets, as they along, raise their little voices and give "three cheers for Hamill!" His other new boat, which has been built expressly for him by Mr. Roberts of New York, is expected to arrive in Liverpoo out the middle of the week, per City of Lo teamer, and will doubtless be here by Friday or Saturday, at the latest. Hamill describes her as being rather larger and heavier than that built by Mr. McKay, and as, consequently, more suitable for the tidal waters of the Tyne. He intends giving her a fair trial, and if found wanting in the necessary requisites, he will then fall back pon one of our Tyneside builders—more than robably Harry Clasper—to build him a boat suitable for his purpose. As we were only able yesterday to give the substance of the terms entered into by Kelly and Hamill for their intended races, the supjoined articles of agreement may prove interesting to our readers, as they will explain fully and clearly the exact nature of the contest, or contest, upon which they are about to enter:-

Articles of agreement entered into this day, the 12th of May, between Harry Kelley, of Putney. England, and James Hamili, of Pittsburg, United states of America, who hereby agree to row two sculing races of five miles each in England. The place of the said races to be named by Hamili after his arrival in that country. Each race to be for the sum of two hundred and fifty pounds aside, Hamili

to receive one hundred pounds as an equivalent for coming to England to row the said races. The distance in each race to be five miles, or as near as it may be possible to arrive at, on a suitable course. The first race shall be a straight away scull er's race, as usually rowed in England. The distance in the second race to be two miles and a half round stake beats, returning to the place of starting, each man to turn his own stake boat from left to right. The stake beats to be moored to the satisfaction of the referree, and the stations to be tossed for by the men before starting. The men to be at the starting place in each race one hour before high water. The said races to be rowed on two days following each other, during the week ending. July 7, 1866, Kelley to have a clear calendar month's notice of the days and course selected by Hamil. A first deposit of two hundred and fifty pounds a side has been made good this the 12th day of May, and a sum of fifty pounds has been paid to Hame I, being half the sum allowed for expenses for coming to England. The second deposit of two hundred and fifty nounds a side to be reade good on the 25th of June, 1866, on which day the referce shall be chosen, and a further sum of fifty pounds paid over to Hamil for expenses. Both races to be rowed, if possible, on sum of fifty pounds paid over to Hamil for expenses. Both races to be rowed, if possible, on a smooth course, on which point both men shall agree; and, in the event of any dispute, that question shall be submitted to the referee, whose decision shall be final, but in any case both races shall be rowed during the week ending July 7, as above specified. The cutters to keep astern of the hinder-most man. The stakes to be deposited on the day above named with the proprietor of the Sportsman, who shall be final stakeholder. Either party failing to comply with these conditions to forfeit all the money down.

HENRY KELLEY, JAMES HAMILL WILLIAM H. BRAY, KOHERT R. WORMALD, Witnesses.

ICE COMPANIES.

TCE! ICE! ICE! ICE! ICE! INCORPORATED 1864. THOMAS E. CAHILL, President JOHN GOODYEAR, Secretary.

HENRY THOMAS, Superintendent COLD SPRING ICE AND COAL COMPANY

Dealers in and Shippers of Ice and Coal. We are now prepared to furnish BEST QUALITY Ice in large or small quantities, to hotels, steamboats, ice cream salcons, tamilles, offices, etc., and at the LOWEST MAKERT RATES. Ice served DAILY in all paved limits of the consolidated city, West Philadelphia, Mantua, Richmond, and Germantown. Your custom and influence is respectfully solicited You can rely on being served with a PURE article and PROMPTLY.

OFFICE, No. 435 WALNUT STREET. DEPOTS. S. W. corner TWELFTH and WILLOW Streets.

North Pennsylvania Ballroad and MASTER Street. LOMBARD and TWENTY-FIFTH Streets. PINE Street Wharf, Schuylkill,

REMOVAL! REMOVAL

OLD DRIVERS' ICE COMPANY, REMOVED FROM N. W. CORNER SIXTEENTH AND BACE, TO

Bread Street, Above Race, East Side Orders respectfully solicited, and promptly attended to at the lowest market rates. HESS, JOHNSON & DAVIS.

OLD DRIVERS' ICE COMPANY. OLD DRIVERS ICE COMPANY.
The unsersigned, seeling exceeding thankful to his many it ends and customers for their very liberal patronsge extended to him during the last seventeen years, and having so d his entire interest to
MESSAS, HESS, JOHNSON & DAVIS,
Takes pleasure in recommending them to his former parons as they are gentlemen of well-known integrity's and will undoubtedly maintain the recutation of the OLD DRIVERS ICE COMPANY, and in every way act so as to give entire satisfaction to all who may kindly favor them with their custom.

Respectively, arc.,
3.25m.

A. BROWN.

KEEP COOL!! KEEP COOL!!

BY ORDERING YOUR ICE OF CHARLES S. CARPENTER & CO.

WHOLESALE AND RETAIL

ICE DEALERS,

No. 717 WILLOW, Above Franklin St.

Families supplied satisfactorily and at reduced rates. Dealers and large consumers furnished on reasonable CHARLES S CARPENTER, JOHN GLENDENING. JOSEPH M. TRUMAN, Jr.,

Proprietors.

LIQUORS.

CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.
It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it There is no a coholic stimulant known commanding such econ mendation 1 om such high sources:— Philadelphia, September 9, 1858

We have carefully tested the sample of CHENUT GROVE WHISKY which you send us, and that the contains NONE OF THE POISONOUS SUBSTANCE known as FUSIL OIL which is the characteristic and injurious inrt sil oil, which is the characteristic gredient of the whiskies in general use BOOTH, GARRETT & CAMAC, BOOTH, GARRETT & CAMAC,

NEW YORK, September 3, 1858,
I have analyzed a sample of CHESNUT GLOVE
V HISKY received from Mr Charles Wharton, Jr., of
Phindelphia: and having carefully tested it, I am
ple sed to state that it is entrely PREFFROM POISONOUS
OR DELETIEIOUS Substances. It is an unusually pure on DELETERIOUS Substances. It is an office-flavored quality of whisky.

Analytical Chemist.

iloston, March 7, 1859. I have made a chemical analysis of commercial samples of CHESNUT GEOVE WHISKY, which proves to be free from the heavy Fusil Olis, and perfectly pure and unsculterated. The fine favor of this whisky is derived from the train used in manufacturing it.

Respectfully A. A. HAYES, M. D.,
State Assayer, No. 16 Boylston street.

For sale by barrel, demilohn, or bottle, at No. 226 North Tillab Street Philade, phia. 4 3

M. NATHANS & SONS. IMPORTERS

BRANDIES, WINES, GINS,

Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA.

MOSES NATHANS. HORACE A. NATHANS, ORLANDO D. NATHANS.

DYEING, SCOURING, ETC.

FRENCH STEAM SCOURING

ESTABLISHMENT, No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establishment the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladies, Gentlemen's, an Children's Garments to their original states without nipering them in the least, while great experience and the best machinery from France enable us to warrant perfect satisfaction to all who may favor us with their patronage. LADIES DECSET, of every description, with or without Trimmings, are cleaned and finished without being taken apart, whether the color is genuine or not.

or not.

Opera Cloaks and Mantinas Curtains. Table Covers, Carpets. Velvet. Ribbons, Kid Gloves, etc. cleaned and resultshed in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfection without injury to the stuff. Also Flags and Banners. All kinds of stains r moved without cleaning the whole. All orders are executed under our immediate supervision, and satisfaction guaranteed in every instance. A call and examination of our process is respectfully solicited.

ALBEDYLL & MARX. No. 50 RACE Street.

parallel and an allerta & denied buildings it all

DEAFNESS, BLINDNESS, AND CATARRH treated with the atmost success by J. ISAAUS, M. D., Ocu ist and Aurist, No. 5th PINE Street. Teatimonials from the most reliable sources in the city can be seen at his office. The Medical Faculty are givited to accompany their patients, as he has no secrets in his practice. Artificial eyes inserted without pain No charge made for examination.

INSURANCE COMPANIES

DELAWARE MUTUAL SAFETY INSURANCE
COMPANY,
INCORPORATED BY THE LEGISLATURE
PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WILNU
STREETS, PHILADELPHIA,
ON VESSELS,
CARGO,
FREIGHT
TO BIL PARTS OF the W

CARGO,
FREIGHT INLAND INSURANCES
On Goods by River Canal, Lake, and Land Carriage all parts of the Union.
FIRE INSURANCES On Merchandise seperally. On Stores, Dwe ling Houses, etc.

ASSETS OF THE COMFANY
November 1, 1885.

126 000 United States 5 per cent. loan. 71... 205,000-00
120 000
7 3-10 per cent. loan. 104 375 00
100 000 State of 1 ennsylvania Five Per Lent.
Loan... 90.55354,066 8 ate of Pennsylvania Six Per Cent.
Loan... 52 259.
125 000 City of Philadelphia Six Per Cent.
Loan. 112 812 80 125 000 City of Philadelphia Six Per Cent,
1.0an, 1

15,537.5 7,150 143 Shares Stock Pennsy va. is Ball-7,150 143 Shares Stock Pollasiva 5,580 4
5,500 100 Shares Stock North Pennsylvania Railroad Company 3,250 0
40,000 Deposit with United States Government subject to ten days' cal. 40,000 %
30,000 State of Tennesses Five Per Cent. 18 900 06

56,635 87

LIRECTORS.
Samuel E. Stokes,
J. F. Penistan.
Henry Sloan,
William G. Boulton, Thomas C. Fand, John C. Davis. Edmund A. Sonder, Theophilus Paulding, John R. Penrose,
James Traquair,
Henry C. Dallett, Jr.,
James C. Hand
William C. Ludwig,
Joseph R. Seal,
George C. Leiner,
Hugh Craig,
Robert Burton,
John D Taylor, Edward Darlington, H. Jones Brooks Henry C. Dallett, Jr.,
James C. Hand
William C. Ludwig,
Joseph H. Seal,
George C. Leiner,
Hugh Craig,
Robert Burton,
John D Taylor,
THOMA S C. HAND, President,
JOHN C. DAVIS, Vice President,
HENRY LYLBURN, Secretary.

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 415 W ALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, \$200,000. This company continues to write on Fire Rises only Its capital, with a good surplus, is sa ely invested. Losses by fire nave been promptly paid, and more than

8500,000 Disbursed on this account within the past few years. For the present the office of this company remain at

No. 415 WALNUT STREET, But within a few months will remove to its OWN N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety.

THOMAS CRAVEN,
FURMAN SHEPFARD,
THOS. MACKELLAR,
JOHN SUPPLE
SILAS YERKES, JR.

ALFRED S. GILLETT,
N. S. LAWRENCE,
CHARLES I. DUPONT,
HENRY F. KENNEY,
JOSEPH KLAPP, M. D.

ALFRED S. GILLETT V. President and Treasurer,
JAMES B. ALVORD, Secretary.

1195

1829—CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA Assets on January 1, 1866,

\$2,506,851'96.

LOSSES PAID SINCE 1829 OVER

85,000,000. Perpecual and Temporery Policies on Liberal Terms.

Charles N Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,
CHARLES N. BANCKER, President
EDWARD C DALE, Vice-President,
JAS. W. McALLISTER, Secretary protem. 2 2 123

PHENIX INSURANCE COMPANY OF PHI LADELPHIA.

INCORPORATED 1604—CHARTER PERPETUAL.

NO. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms on buildings, merchandise, carnitare, etc., for limited periods, and permanently on buildings, by deposit of premium deposit of premium

The Company has been in active operation for more
than SIXTY YEARS, during which all losses have bee

than SIXTY YEARS, during which all josses have bee promptly adjusted and gaid.

John L. Hodge.

M. B. Mahoney,
John T. Lewis,
William S. Grant
Robert W. Leausing,
D. Clark Wharton,
Samuel Wilcox,
JOHN R. WUCHERER, President
Samuel Wilcox, Secretary

A. R. Metlenry
Louis C. Norris
Louis

FIRE INSURANCE EXCLUSIVELY, THE PENNSYLVANIA FIRE INSURANCE COM FAN Y-Incorporated 1825—Charler Perpetual—No. #10 WALN UT Street, opionic Independence -quare. This Company, lavorably known to the community This Company, lavorably known to the community for over torty years, continue to Insure against less or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniure stocks of Goods and Merchandise generally, on liberal terms
Their Capital, together with a large Surplus Fund, is nvested in the most careful manner. Which enables them to offer to the insured an undoubted security in

Daniel Smith Jr.

Alexamer Benson, Thomas Smith, Henry Lewis, J Gillingham Fell, Daniel Haddock, Jr.

Daniel Smith Jr.

Alexamer Benson, Thomas Smith, Henry Lewis, Jr.

Daniel Smith Jr.

Daniel Haddock, Jr.

Daniel Smith, Henry Lewis, Jr.

Daniel Haddock, Jr.

THE HOME INSURANCE COMPANY
OF PHILIADELPHIA.
No. 150 S. FOURTH Street.
Charter Perpetual. Authorized Capital, \$500.000.
Paid-up Capital, \$10.000
Disures sgains: loss or damage by FIRE on buildings.
either permanently or for a LIMITED period. Also, or
MFRCHANDISE generally and Household Furniture,
eity or country.

Dinectors James Brown, James Brown,
Charles A. Duv.
William D. Lewis.
William B. But ock.
William N. Needles,
John D. Taylor,
JAMES BROWN, President.
CHAN. A. DUY, Vice-President.
3303

THE ARD TRUST COMPANY,
Incorporated by the State of Pennsylvania, Third
Months 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES. PROVIDEN

CAPITAL, \$150,000.

Brinectors

Richard Cadbury,
Henry Haines
T. Wiglar Brown,
William C. Longstreth, Charles F. Coffin. SAMUFL B. SHIPLEY, President. ROWLAND PARRY, Actuary, OFFICE No. 111 S. FOURTH STREET.

- At Lies & couldn't had the

the way to be a supply to the same of the

INSURANCE COMPANIES

NORTH AMERICAN TRANSIT

INSURANCE COMPANY,

No. 123 South FOURTH Street

PHILADELPHIA.

Annual Policies usued against General Accidents all descriptions at exceedingly low rates. Insurance effected for one year, in any sum from \$10 to \$10 000, at a premium of only encahalf per cent. securing the tull amount insured in case of death, and compensation each week equal to the whole pre-

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of \$3000, or giving \$16 per week it disabled to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Rallroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the

Company.

LEWIS L. HOUPT, President.

JAMES M. CONRAD, Treasurer.

HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor.

1 IRECTORS.

L. I. Houpt, late of Pennsylvania Raifroad Company,

M. Baird of M. Baidwin & Co. S.

Samuel C. Palmer Cashler of Commercial Bank.

Hichard Wood, No. 350 Market street.

James M. Cenrad, No. 523 Market street.

J. E. Kingsley, Continental Botel

H. G. Letsenring, Nos. 237 and 239 Dock street.

Samuel Work of Work, McCouch & Co.

George Martin, No. 322 Chesnut street.

PROPOSALS.

DROPOSALS FOR MATERIALS TO BE SUPTHED TO THE NAVY YARDS, UNDER
THE OUNIZAN E OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR

WASHINGTON, D. C., May 30, 1866

Sea'ed Proposals to furnish IT MBER and other
Materials for the Navy for the fiscal year ending
June 30, 1867, will be received at this Bureau until
10 o'clock A. M. of the 28'h of June next, at which
time the proposals will be opened.

The proposals must be addressed to the Chief of
the Bureau of Construction and Repair, Navy De-

the Bureau of Construction and Repair, Navy Departmert, Washington, and must be endorsed "Proposals for Timber, etc., for the Navy," that they may be destinguished from other business letters. I risted sche uses for any class, together with in-structions to bidders, plying the forms of proposal, of guaran ee, and of certificate of guaranters, will be cation to the commandants of the respective navy yards, and those of all the yards on application to the Boreau.

the Boreau.

The Commandant of each navy yard and the Purchasing I as master for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposal must be for the whole of a class; and all applications for in ormation, or for the examination of amples, must be made to the Commandants of the respective yards.

t the respective yards.

of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a ficense to deal in the articles for which he proposes; and he must further show that he is a manufacturer of, or a regular dealer in, the articles which he offers to supply The guarantors must be certified by the Assessor of Internal Revenue for the district in

Assersor of Internal Revenue for the district in which they reside.

The con ract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the captract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in tripicate by the Commandant of the respective yard, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Sovernment, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this bureau are numbered and de-The classes of this bureau are numbered and assignated as follows:—
C ass No. 1, white oak logs; No. 2, white oak keel or keelson plee s; No. 3, white oak curved timber; No. 4, white oak plank; No. 5, white oak boards; No. 6, yellow pine logs; No. 7, yellow pine beams; No. 8, yellow pine mast and spar timber; No. 9, white ime deck and stage plank; No. 10, white pine mast timber; No. 11, white pine logs plank, and boards; No. 12, i ackmatack timber; No. 13, ash logs, plank, and boards; No. 14, is askmatack timber; No. 15, hickory buts No. 12, sackmatack timber; No. 13, asn logs, plank, and boards; No. 14, ash oars; No. 15, hickory buts and bars; No. 16, bleck walnut, maple, cherry, nanogany, while wood, and veneers; No. 17, cedar and cypress boards; No. 18, locust timber, No. 19, white oak stayes and headings; No. 20, black white oak staves and headings; No 29, black spruce; \$6. 21, locust treenalls and wedges; No 13, lignumvite; No. 25, iron—round, flat, and square; No 26, steel; No. 27, iron spikes; No 28, iron balls—wrought and cut; No. 30, lead; No. 32, diygoods and uphost ry; No 38, hardware; No. 34 tools for stores; No. 36, white lead; No. 37, zinc pain's; No 38, colored paints, dryers, 6 c; No. 39, sanish steely No. 40 I beard oil. No. 41. pain's; No 38, colored paints, dryers, e.e.; No, 39, varinish, etc.; No 40, Inseed oil; No 41 glass; No 42, brushes; No 44, fish oil; No, 45 tal.ow, soap, and sweet oil; No 47, ship chandlery; No, 48, oakum; No 49, tank iron; No 50, ingot copper; No, 52, poles; No 55, bellows.

The following are the classes, by their numbers,

required at the respective navy yards:—
KiTlERY
Nes 4 6, 9 10, 13, 17, 19, 25, 27, 28, 32, 83, 36, 88,

Nos. 5, 6, 7, 8, 10, 11, 18, 14, 15, 16, 17, 19, 20, 23, 25, 26, 27, 28, 30, 61, 32, 33, 24, 26, 58, 40, 41, 44, 45, 47, 49, 50.

49, 50. PHII ADELPH'A

Nos 4 8, 10, 11, 12, 13, 20, 28, 25, 28, 31, 33, 24, 36, 87, 38, 59, 40, 41, 42, 45, 47, 48, 50.

WASHINGTON.

Nos. 1, 6, 11, 13, 15, 16, 18, 19, 29, 25, 26, 27, 28, 39, 31, 32, 23, 86, 87, 38, 3, 40, 41, 47, 50, 52, 55

Nos. 1, 4, 6, 11, 19, 531 th4t

ATIONAL MILITARY ASYLUM.—
The Mani gers of the National Asylum for discharged volunter soldiers, authorized by Act of
Congress, approved March 21, 1866, ask proposals
for sites for Asylums by donat on 6r sale. The preni es mu t be situate in one of the loyal States, con tain at least 200 acres of land and be in a healthy location, and easy of access by railroad or otherwise. It is the purpose of the managers to erect, without de my extensive and permanent bundings for said Arylums, and its establishment will be largely advantageous to any section or railroad in the vicinity of its location.

of its location Thins specifications, and estimates for Asylum buildings, including detached cottages, are also asked for its approval of the Board. Liberal compensation will be given for the successful plan.

Propo as thans, specifications and estimates—the first named to be in writing, containing plot and described to the containing plot and described on t scription or grounds and terms and conditions of transfer—must be sent to Major-General B. F. BUT. I.ER, at I owell, Mass, on or before the 20th day of June, 1866.

President Board of Managers.

LAWIS R. GENEVANT. Secretary.

Lewis B. Gunckel Secretary.

Fapers entitled to publish the laws of the United States are respectfully requested to publish this three (3) weeks prior to the 20th of June, 1866, and send their bill, with copy of notice, as above discrete.

OFFICE DEPOT COMMISSARY. FORTRESS MONROE, Va , May 25, 1896.
Scaled Proposals, in duplicate, are invited until 10 clock A. M., on THURSDAY, the 7th day of June,

1866, for the sale of about
9500 cALLONS OF MOLASSES
(Three bundred and ninety-five half-barrels, averaging about 24 gailons each) raging about 24 gallons each)

1 his article is branded "Syrup," from Howell,

Rarr & Co., was made from Muscovado Molasses in

December, 1864, and is in good order.

The pactages will be recoopered, and put in shipoing order; the quantity determined by a Govern-ment gauger.

Froposa's will not be received for less than five (5)

The Molasses will be delivered on board vessel, free or wharfage, dockage or labor, I urcha ers will be aboved ten (10) days to remove lerms Cash, in Government funds, of which fifty per cent will be required on the acceptance of the bid, the balance be ore delivery of nurchases. Bid cers are requested to be present, or represented, at the opening of he bids

at the opening of he bids
Proposals should be endorsed on the envelope,
"Proposals for Molasses," and addressed to
JAMES CURRY.
5 26 10t
Colonel and C. S. V.

PROPOSALS.

NAVI DETARIMENT, BUREAU OF CON-STRUCTION AND REPAIR.

WASHINGTON, D. C., May 23 1886.

Offers will be received by this Sureau until the
12th of June 1886, for the purchase of the followingtermed veners, which may be seen at the Navy

Yards it dicated ;-PHILADELPHIA NAVY YARD. Screw steamer 'SAGAMORE," of 507 tons, old Screw steamer "ALTHEA," of 72 tons, old mea-S cop-of-war "ST, LOUIS," of 700 tons, old mea-

Surement.

NEW YORK NAVY YASD.

Pacdle-wheel steamer "JAMES ADOER," of 1151
tons, old measurement.
I addic-whi el steamer "OCTORARA," of 829 tons,

old measurement.
Paddle-wheel steamer "THITONIA," of 202 tons. old mensurement Screw steamer "JASMINE," of 122 tons, old mea-Sciew steamer "KANAWHA," of 507 tons, old measurement Screw steamer "MARIGOLD," of 115 tons, old

Sciew steamer "MARIGOLD," of 115 tons, old measurement.

BOSTON NAVY YARD

Sloop-of-war "JOHN ADAMS," or 700 tons
There vessels will be soid with their spars, standing rigging, two boats, and such other articles as will be shown to apphearts by the Commanda, to the Yard where the vessels he, with the exception of their armaments, havy at chors and chains, nautical mistraments, and stores. These vessels can be seen and the inventories examined at any time, on application to the Commandants of the Yards.

Government reserves the right to withdraw any of the vessels from sale.

the vessels from sale.

Payments must be made within three days from the date of the reception of the notice of the acceptance of an offer and the vessels must be removed from the Navy Yard within ten days from the date Proposals will be indersed "Proposals for the Pur-chase of Vessels." 5 24thfm9:

GOVERNMENT SALE OF THE MILITARY RAILEOAD AT BRAZOS SANTIAGO, TEXAS.

QUARTERMASTER-GENERAL'S OFFICE. Washington D. . ., April 19, 1866 |
The attention of capitalists seeking a profitable investment is invited to this sale.
Sealed Proposals will be received at the office of the Quartermaster-General (Division of River and Rail Transportation), at WASHINGTON, D. C., until the first cay of June next, at 12 o'clock M for the purchase of all the right, the, and interest of the United States in and to the United States Military Rai road from Brazos Santiago to White's Ranche, texas Ranche, Iexas.
The sale will include the entire track and sid-

ngs, buildings, water stations, turn-lables, bridges, etc. the rai road ma erials and supples pertaining to the road, together with the rolling stock, cars, machinery, and other equipment.

The sale will not include the title to the land, which coes not belong to the United States. which coes not belong to the United States.

This road is about ten miles in length, and extends from Bizzos Santiago to White's Ranche, on the Rio Grance. From this point connection is made by steamer with Brownsville and Matamoras.

This route is the shortest and best for the immense traffic between the Gulf of Maxico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville.

The road aircady completed saves thirty miles of difficult and tortions having an expectation. Boats on the

d ficult and toriuous navigation. Boats on the river new charge, it is stated, for freight to Brownsvile, as high as 85 per barrel, and tor passengers 815 The road is five-feet guage, good ties, T rail, and hill-spiked.

Nore particular description of the property can be obtained at this office, or at that of the Chief Quartermaster Military Division of the Gulf, at New

A condition of the sale will be that transportation shall be turnished for all Government troops and supplies, whenever required, at the rates paid by Government at the time to the New York Central Rai road.
The terms of payment accepted will be those

considered the nost favorable to the Govern-

ment, Ten per cent cash, in Gevernment funds, to be paid on acceptance el proposal. The Government reserves the right to reject any or all proposars.

1 10 cosars should be endorsed, "Proposals for purchase of Brazos Santiago and Rio Grande Railroad," and audiessed to the Division of River and Rail Transportation, Quartermaster General's Office, Washington, D. C.

Washington, D. C.
By order of the Quartermaster General,
ALEXANDER BLISS,
Brevet Colonel and A. Q. M., in charge of Fourth
Division Q. M. G. O. 423 tM31

DROPOSALS FOR FUEL QUARTERMASTER'S OFFICE. U. S. MARINE CORPS.

WASHINGTON, May 18, 1868

Scaled Propora's will be received at the Office mtil Thursday, the 28th day of June, 1866, at

2 o'clock P. M., for supplying Wood and Coal to the United States & arines, at Philadelphia, Pa., during the fiscal year ending 30th of June, 1897, the Wood to be good merchantable oak, and to be delivered, piled, measured, and inspected at such points within the walls of the Marine Barracks as may be designed by the companion. designated by the commanding marine officer, free of expense to the United States.

The Coal to be best white ash anthracite Egg

Coal, free from dust, and to weigh 2240 pounds to the ton, to be weighed, inspected, and delivered at such points within the walls of the Marine Barracks as may be designated by the commanding marine when we designated by the community marine officer, free or expense to the United States and both wood and Coal to be formshed uson the quarterly requisition or the commanding officer, showing the quantities required, agreeably to regulations.

Payments will be made upon the receipt of accounts duly authenticated by said commanding

The right is reserved to reject all bids considered unreasonable.

A guarantee, to be signed by two responsible persons, whose responsibility must be certified to by District Attorney, or United States Collector, accompany each proposal, otherwise it will not be

To be endorsed "Proposals for Fuel," and addressed to the undersigned WILLIAM B. SLACK,
5 21 th4t Major and Quartermaster. PROFOSALS FOR HEATING FORD'S

CHIEF QUARTERMATTER'S OFFICE.) DEPOT OF WASHINGTON,
WASHINGTON, D. C., May 28, 1866. Sea'ed Proposais will be received at this office unto TUESDAY, June 12 1868 at 12 o'clock M, for h EATING by steam (direct radiation), the building in the city known as "Ford's Theatre," and the two mail buildings connected there with.

Bids should be accompanied by plans showing the manner in which it is proposed to do the work, and state the amount of radiatine surface proposed for, with a description of the boiler and its capacity.

The work must be completed by the arst day of

Settlember, 1866.
No bids will be entertained except those from persons who are known to be in this business, and can refer to similar work which has been executed by Half of the amount stipulated to be paid for the work will be paid on its completion, and the remaining one half will be retained until the heating on a-

cties of the apparatus shall have been thoroughly tested and found satisfactory.

Bidders can see the buildings and receive information in reference to the work by applying to Mr EDWARD CLARK, Government Architect, No. 528 Fourth street, opposite City Hall, Washington, Proposals should be addressed to the undersigned. painly endorsed, "iroposas for Heating Ford's Theatre."

Brevet Major-Gen, and Cmet Quartermaster, 29 11t Depot of Washington.

GOVERNMENT SALES.

ARGE'SALE OF GOVERNMENT

COEN.

CHIFF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., May 30, 1866

There will be sold at Public Auction, in and near
this city, under the direction or Brevet LieutenantColonel J G. C. Lee, A. Q. M., on THURSDAY,
June 14, 1886, about 20,000 bushels of Corn in sacks,
at the following-named points:—
At Sixth Street Wharf, 10,000 bushels.

At Gresboro Depot. 16,000 bushels. At Gresboro Depot, 16,000 bushels The Grain will be sold in lots of \$600 bushels, with

The Grain will be sold in lots of 100 bushels, with the privings of the purchaser taking any amount up to 5000 bushels.

The rate will commence at Sixth street wharf at 10 o'clock A. M. and immediately after the completion of the sale of the amount at that point it will be continued at Glesboro Depot.

A Government boat will be in readiness at Sixth street wharf to terry persons who wish to attend the sale to Glesboro and back.

The Grain must be removed within ten days from days of sale.

Care of sale,
Terms—Cash, in Government funds.
D. H. RUCKER,
Brevet Major-Gen, and Chief Quartermaster,
5 31 12t
Depot of Washington.

A side of a feet and a later

GOVERNMENT SALES.

A S ISTANT QUARTERMASTER'S OFFICE,
No. 1139 GINARD Street.
I HILADALPHIA, May 25, 1863.
Will be sold at Public Auction, on account or the
United States, on the ground at Nic-town. Phila
delphia, Pa. on SATURDAY, June 2 1899, sale
commencing at 11 6'clock A. M. precisely, the
Building cfc., heretoloce known as the

MCCLELLAN U. S. HOSPITAL.

84 Frame Bui dings.

2 Cedar Water : anks, espacity 15 000 gallons each.

2 do. do. do. ao. 4000 do. do.

1 do. do. do. do. 2500 do do.

2 Large Tubuar Boilers, 33 inches in diameter.

1 Guild & Garrison's Steam Pump

1 Worthington Steam Fump, No. I.

2 Cooking Ranges

19 Iron Soil Containers.

12 Iron Hoppers.

2 Iron Truck Cars.

2 Iron Truck Cars.

1 fee Box 4 Wash Troughs, 15 feet long. 37 Wooden Wash State 37 Wooden Wash Sinks, zine-lived. 24 Table Tops and 270 Trestles. 98 Wooden Benches. 64 Window Sash (assorted),

1 Flag-staff Counters, Drawers, Shelving, etc., in Dispensary. 2725 feet Oak Picket Fence.

2725 feet Cak Picket Fence,

56,000 feet loose Lumber.

110,200 Bricks in chimney, stacks ranges, etc.

The frame buildings contain about—

302,424 feet Hemicos and White Pine Scantling,

378,679 feet Flooring and Tongued Boards.

221,298 feet Rough Boards.

The buildings will be sold separately.

1-rms of Sa e—Cash, in Government funds.

A deposit of ten (10) per cent to be paid on every accepted ind; the balance to be paid immediately at er the sale.

accepted ind; the balance to be paid immediately at er the saile.

The Lion and Terra Cotta Pipes to be sold by the foot, more or less, as they lie buried in the ground, to be dug up and the ground filled in by the purchaser and by superficial measurement amount to 4150 feet of 3 inch Iron Water Pipe.

790; e to 3 inch Iron Gas Pipe.
180 feet of 12 inch Iron Gas Pipe.
2780 feet of 12 inch Iron Gas Pipe.
1475 feet of 8 inch Terra Cotta Pipe.
1475 feet of 8 inch Terra Cotta Pipe.
1 ians of the bur dunes: can be obtained and schedule of the lofs seen upon application at this office.

The Bur dings, etc., must be removed within twenty (29) days from date of sale, and will be at the risk of the purchasers. the risk of the purchasers.

The 8, 9, and 10 o'clock A. M. trains of the Philadelphia, Germantown, and Norristown Railroad Company will arrive at the McClellan Hospital in time for the sale, starting from Ninth and Green

By order of Brev. Brig. Gen. GEORGE H. CROSMAN, Asst. Q. M. Gen. U. S. A. GEORGE. R. ORME, Captain and Asst. Q. M.

A SSISTAN: QUARTERMASTER'S OFFICE, No. 19 SIAIE Street, hew York City.

May 28, 1896,
In pursuance of orders of the War Department, I will sell at Public Auction, at 12 o'clock M., on THURSDAY, the 7th day of June. 1896, at the premises, Trenton, New Jersey, the Buildings, Barracks, etc., constituting the "Depot Camp." viz.:—

Five Barracks, two stories high, and 80 by 30 feet each

Officers' Quarters, 120 by 80 feet. Quartermaster's and Commissary's Storehouse, 8) 50 feet. Storehouse, 150 by 24 feet.

Kitchen, 16 by 16 feet.
War house, 16 by 16 feet.
Shed, 10 by 18 feet.
Backsmith Shop, 16 by 10 feet.
Wagon-Master's Office, 12 by 12 feet. Wagon-Master's Office, 12 by 12 feet.
Stable, 200 by 26 feet.
Small Stable, 16 by 40 feet.
Watch-house, 6 by 7 feet.
2:50 feet of Fence, 9 feet high, and
4:50 feet of open Fence, 4 feet high.
The buildings were built of good merchantable lumber, and are in good condition.
The buildings will be sold separately.
Also, unless otherwise ordered, a quantity of Quartermaster's Stores, and Camp and Garrison.

Quartermaster's Stores, and Camp and Garrison Equipage, consisting in part of the following arti-

5 Horses.
4 Army Wagons.
1 Spring Wagon.
Cff.cers' Desks, Tables, Chairs. St. ves Stove-pipe, Ranges, Leather Water Buckets. Wooden Pails. Carpenters'/Tools Spades, Shovels. Coal Hods.

Harness.

Axes, Hatchels.
Whitewash Brushes, etc.
(Yans, Trowsers, Coats, Blouses, etc.
Vso, 35 cords of Pine Wood, and 10 000 feet assorted seasoned Lumber, in good order. order.

Terms of sale—Cash on rendition of accounts.

The buildings must be removed as soon as practicable, and at the risk of the purchasers.

For further information in reward to the nature

and kind of materials and articles, and their situa-tion and condition, application should be made at the Quartermaster's Office in Trenton, to HENRY FOLCOMB. Agent, or to the undersigned. The Government reserves the right of declining all bids offered, it they are considered unfair or dis-

By order of
Byt. Major-Gen. STEWART VAN VLIEF,
Chief Quartermister Department of the East.
B C MORGAN,
B CO St Brevet Major and A. Q. M.

LANCES, HARNESS, SCRAP IRON, ETC. CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON.

WASHINGTON, D. C., May 21, 1866

Will be sold at Public Auction, under the direction of Brevet Brigadier-General C. H. Tompsins, Querter master, at LINCOLN DEFOT, Washurion, D. C., on MONDAY, June 11, 1866, at 10 o'clock A.

D C., on MONDAY, June 11, 1886, at 10 o'clock A.

M., a large lot of Quartermaster's Stores, consisting of
4% Army Wagons,
250 Army Wagons with
Hay Kacks,
14 two-horse Wagons,
17 Spring Wagons,
17 Spring Wagons,
18 Watering Carts,
48 Li, bt Carts,
25 two horse Ambulances,
18 Biggy,
1034 single refer Hainess,
Blankets,

1 Buggy, Wheelbar 1024 single and Harness, Blankets, 472 Saddles, Buckets, 21,570 pounds Scrap Chain Chains. 5000 pounds old Wagon Ha ters,
Axles,
285 i ounds Coil Chain,
1692 pounds Lead Pipe,
165 pounds Scrap Iron,
2.77 pounds of Lead,
2.77 pounds of Lead,
2.78 pounds Scrap Step Planes,
2.700 pounds Scrap Step Barrels Wrenches, Anvils, Smiths' Bellows, Portable Forges,

2570 pounds of Lead, Planes, 2500 pounds Scrap Steel, Barrels, 17,000 pounds Scrap Kettles, Sloves, 6 11,000 pounds Scrap Brake Sloves, etc. This property has been worn, but a large portion of it is still serviceable.

The stores must be removed within five days from

cate of sale.

1 erms—Cash, in Government funds.
D. H. RUCKER,
Brevet Major-Gen, and Chief Quartermaster,
5 22 17t Depot of Washington.

SALE OF PUBLIC PROPERTY.

CFFICE OF ARMY CLOTHING AND EQUIPAGE,

NEW YORK, May 17, 1866.

Will be sold at Public Auction, at the Depot of
A my Clothing and Fquipage, corner or LAIGHT
and WASHINGTON Streets, New York city, on
FRIDAY, June 1st next, commencing at 10 o'clock
A. M., as follows:—

20,000 Spades, new.
1000 Shovels, new.
20,000 Pickaxes, new.
20,000 Pickaxes, new.
20,000 Pickaxes, new.
These goods are from the best manufacturers, and
are in the original packages.

Samples of the above articles can be seen at the
depot, and further information obtained.

Terms—Cash. in Government funds. Ten per
cent. down, and the balance before the soods are
taken from the depot, which must be within three
days of sale, under forfeiture of the goods and ten
per cent.

Brevet Brig.-General D. H. VINTON.

Brevet Brig.-General D. H. VINTON, D. Q. M. General U. S. A. 5 19 9t

MISHLER'S HERB BITTERS, WHOLESALE AND RETAIL.

J. GRIEL & BRO.

GENERAL AGENTS, 5 10 1m. No. 28 South SIXTEESTH St., Philads,