A FORMIDABLE INDICTMENT.

England a Nation of Thieves.

From the London Spectator, Dec. 14.

One of the ablest moralists we ever knew, a can much sterner to himself than to the world bround him, used to say that of all crimes thefe was the one which showed the basest heart. was absolutely selfish, it never excused itself by nomentary passion, and it required nine times but of ten the coolest calculation and foresight. There is no provocation to lorgery, as there may be to murder; no sadden, overmustering templation to swindle, as there may be to many other equally evil acts. If that is true, and it is at all events only an exaggerated truth, England is a bad one; for there cannot be a doubt that the master vice of the middle classes, we had almost written their master passion, is thisving. We written their master passion, is thieving. We doubt if a race ever existed among whom pecuniary dishonesty was so general or so deeply affected the structure of society. We consider ourselves a virtuous people, the sait of the earth, and it is not too much to say that at this moment the basis of half our laws, the cause of half or more than half our administrative weakness, the root of three-tourths of our commercial difficulties, is the well-founded belief that a middle-class Englishman, if he gets suything like a chance, will thieve, will expend his brain, his time, and his energies in able efforts to steal money which is not his. What is the dry rot which is destroying imprish administration, its directness, its simplicity, and its force, but the certainty of the simplicity, and its force, but the certainty of the nation that every official, if left to himself and unwatched, will steat? Our Departments are hampered and shackled with checks till they an hardly work, till individual power, and therefore, individual genius, are suppressed; and the object of all the checks is not to pre-vent inefficiency—that in England is not a crime, though elsewhere it is among the greatest—or to obviate the chance of oppression, but to pre-vent direct fraud, assaults of the vulgarest kind upon the national till. We cannot get a navy, because it is understood that in great establishments like docsyards everybody not spe-cially selected for honesty will thieve. Our army arrangements break down incessantly, because contractors, sub-contractors, and purveyors generally, are supposed to be steeped to the lips in fraud. There is not a contract given in a Government

office in which some one has not secured a "perquisite," or an "advantage," or a "prout," of which he would not, for the world, have his employers formally conscious; which has not, in fact, given some one, usually a gen-tieman, the opportunity of thieving. Our whole system of providing for State needs by "open tender," the stupidest of all conceivable sys-tems—for its theory is that Jones is Robinson's equal as a manufacturer, which Jones is not-is openly based on the assumption, an assumption periodis strue, that without open tender the depariment will sell the contract, will, in fact steal a large sum out of the National Treasury Our municipal difficulty is jobbery, that is, theft—the practice every municipality is certain unless watched to indulge in, of robbing the citizens to earich is own members or other layored individuals. Even Parliament, even the abinet, the flower, or supposed flower, of Par-iamentary life, is not beyond the same suspi-We dare not let the Chiefs of Departments of for themselves in a most important function that of making the great contracts, choosing, in fact, the agents they think in fact, the agents they think ablest, because we are certain that they will thieve, not indeed for themselves, but for their party. They, will give Jones £1,000,000 to do what Robinson would do for £750,000, because

Jones votes for them—that is, they will misap-propriate £250,000 of the money for which they are trustees. Look at our railway system. It is the greatest and most important business organization ever devised by a nation, and it is breaking down under habitual theft. Directors, animated by the hope of "high quotations for shares"-that is, of robbing buyers, by selling plated goods for silver-are declaring in all directions actitious dividends; shareholders, ani-mated by the same thirst for plunder, are winking at directors' ac's; contractors are sending in fleutious tenders at absurd prices; lawyers selling the companies, their own clients, to the vermin who eat their capital up; traffic managers making preferential, that is, fraudulent, bargains for carriage; every petty official taking bribes to grant privileges his employers have not sold. Look at our commerce, shattered at this moment by every variety of elaborate and carefully devised plunder; by companies whose prospectuses are drawn up with the intention of robbing the ignorant; by banks which make over shareholders' money to directors; by manufacturers who will sell shoody for cloth; by tradesmen who cannot be trusted to avoid actual stealing of pennies from out of a blind man's tray, by faise weights and measures. Is there a trade left in which half the tradesmen do not live by petty imposition that is, by theft, by selling goods as bargains, which are really dear, by enormous a fultera-tions—by, in fact, direct robberies of one kind or another? Agriculture is the most honest; and a k a really God-learing dealer of Mark lane what he thinks of the morals of his tradewhether be could remit his watchfulness for an instant-a watchfulness directed wholly against theft-without being rained. What is a "bear" combination to unduly depress the price of goods but an elaborate theft? We cannot, in London, send goods to auction without a cer-tainty of robbery, and we are bitter, all of us, against "knock-outs;" but who whips the worst form of "knock-outs," the circulation for the circulation fof form of rumors intended to make worthless shares seem valuable, so that their holders may plun-

The very dislike of theft, nuless committed by violence, seems to have died out of the national mind. City editors denounce search into rob-beries as a "viudictive proceeding," and advise compromise as the only mode by which anything can be saved. Transactions which are thefts of the most unblushing kind bring to their perpetrators no rebuke, to the sufferers no sympathy. It a man stands on London Bridge selling brass rings for gold, the police ultimately, and as an extreme measure, make him walk on; but if he robs a thousand widows successfully, by a prospectus deliberately framed to esceive, he gets at once into Parliamen'. That, we shall be told, has always been so; but the new evil is, that we see becoming conscious of such things and still permit them and waste half our national energy in endeavors not to put them down, but to prevent their occurring on too broad a scale. Every organization we contrive cumbrous to decrepitude, and the reason is that we dare trust no one; that we know if the workhouse-master is left absolute he will thieve; it he is only inspected, the inspector will be "made pleasant;" it the Department is left to look after the in pector, it will sell him immunity, not, indeed, for cash, but for political support. There is not a department in England in which one-third of the expense might not be saved if men could be assumed to be barely "law-honest," or in which, if we did assume it, the nation would not lose twice as much as it does. There is not a great shop in London whose proprietor is not paying a third of his gross aggregate of salaries to persons whose real work is to prevent plunder—a plunder now so dreaded from its universality that immense brish has been exerted, and is being exerted, to prevent salesmen ever touching cash at allenable children to do that part of the work, as they do in managing lotteries. Every public amusement is becoming an organized arrangement for plunder, every invention of science, from the telegraph to the parent office, is a device to aid the quiet carrotter, every need of humanity is a new help to the dishonest to grow rich. Apart altogether from the injury to the national morals, the waste of all this is becoming prodigious, and will ultimately become unbearable; will either produce a cure, or, by engaging balf society to watch the other half, will paralyze it for progress, and even for exertion. At this moment, the country, as a whole, is paying, or rather beginning to pay, a sum in one depart-ment of work alone which would ruin any other land. We do not he itate to say that the habitual dishonesty of the kughsh middle class. their habit of thieving whenever they get the chance without actualty taking after appoint, will cost England one-half of the foor or five

pundred millions it has expended on the railway

aystem; that the country is now paying millions

year in the mere effort-a resultless effort—to check official corruption; that it is losing sums to which even these are triffes, because great improvements cannot be made for fear of universal plander. If Parliament but knew where to find decently honest agents it could rebuild our cities, rearrange our agents it could rebuild our cities, rearrange our tenures, suppress pauperism by insurances, pay half the national debt by absorbing the nearly ruined railway system. What stops, to take a single example, a State management of the railways, which, by halving the gross cost of communication, might double the bational power? Simply the openly expressed conviction of men's minds that, if the State had the rallways, Mr. Gladstone is the only man who could be trusted not to "job" them, that is, to thieve; and the still frightfulier latent thought tool Mr. Glad-

stone shows weakness, "puerism," in being so absolutely beyond suspicion. The worst of all this is, that we see no cure The worst of all this is, that we see no cure for it. Every nation suffers from periods of violence, or of bigotry, or of apparent weakness, and after a time they pass a way, to reappear at more and more distant intervals, but the habit of theft is in its nature chronic. The desire for "comfort" without work, which is its root, is one which civilization every year intensities and there are no barbarians left to intensities, and there are no barbarians left to bid civilization halt for centuries, that its poisonous vap its may have time to blow off from the face of the world. Punishment does little, as we see, for we already punish offenses against property more than offenses against life, and property more than offenses against life, and the only effect is to enange burgiary for swinding, robbery for forgery, "dacoity" by professional ruffians for "dacoity" by smooth respectables, banded together to rob the ignorant by plausible prospectuses. If Claude Duval were alive now he would not be fool enough to rob coaches. He would get up a tea company. The single remedy, we fear, is national poverty, which, by making all men watchmen, prevents the very inception of crime; and, as retribution comes for all things evil, we may rely on it that sooner or later, if this utter demoralization lasts, poverty will be the na-tional pordon. One grand evil of our villages is larceny—an evil so widespread that it seems beyond the correction of those who suffer; but let a thief go in o a poor country—Bengal or Berne—and try to steal the husks of the rice or the fallen grapes, and he will learn once for all that there is one and a bitter preventive for habitual theft, the conversion of every man with a shilling into a savage watch-dog over his pennies. It is poverty through loss of trade and over-taxation, which, if this contemptible crime spreads further, will be upon us; and when it comes we warn officials, contractors directors, and the like they will have a bad quarter of an hour. When the Convention sent army contractors by the dozen to the guillotine, soldiers' shoes ceased to be made of brown paper.

OBITUARY.The Rev. Henry Harbaugh, D. D.

The Rev. Henry Harbaugh, D. D., a leading

divine in the German Reformed Church, and a professor in the Theological Seminary at Mercersburg, Pa., died at his home on Saturday evening. Dr. Herbaugh was born at Waynes-boro, Franklin county, Pa., October 28, 1817, and spent his early years on a larm. He com-menced the trade of a carpenter in his nineteenth year, but soon turned his attention to teaching, in the meantime pursuing his studies in an academy during the summer. In 1840 he entered Marshall College, at Mercersburg, and the same time studied divinity in the theological seminary at that place. The college and seminary were at that time presided over by Dr. Nevin, a man of profound attainments, and of some eminence as a theological thinker. The Tractarian movement in England was then attracting much attention, and Dr. Nevin became the apostle of a movement in this country with similar tendencies, but many dissimilar features, since known as the Mercersburg Philosophy. Mr. Harbaugh, in common with the many young men who listened to the teachings of Dr. Nevin, could not but be profoundly impressed with the peculiar views of his instructor. In 1843, when he was licensed to preach, his zeal was quickened by the famous "Anxious Bench" controversy of the teacher he had learned to love, and he became a zealous supporter of the Mercersburg philoso-phy. His first pastorale was at Lewisburg, Pa., where he remained from 1843 to 1850. The taste for literary pursuits which characterized his youth and early manhood never lorsook him, and ouring his pasionage at Lewisburg he continued his studies with unabated industry. In 1848 he published his first work, entitled "Heaven," which passed through many editions; and this was followed at intervals by other works of a similar character. In 1857 he published the "Life of Rey. Michael Schlater," the proneer preacher of the German Reformed Church in America, and shortly a terwards, "The Fathers of the German Reformed Church in Europe and America." Dr. Harbaugh was author of a number of other works and a volume of poems, and editor of The Guardian, a monthly magazine which he commenced in 1850, the publication of which is still continued. He served as pastor of the First German Reformed Church at Lancaster for a number of Bears, and afterwards at Lebanon, until chosen Professor of Church History in the Theological Seminary at Mercersburg, in 1865. He then removed to that place, where he continued his labors until his death. At the beginning of the present year he revived the Mercersburg Review, a publica-tion of considerable weight in the German Reformed Church, and well known among Protestants for its supposed Roman Catholic tendencies, Besides acting as the editor der the unwary? When "bears" run down shares there is indeed an outery; but when When "bears" run down of this publication, he contributed all the lives of German Reformed ministers in the Theologithey run them up, who cares for the plundered cal Cyclopedia of Dr. McClintock, the first volume of which was recently published, and wrote much for newspapers and other periodicals. Among the most noticeable of his poetical effu-

> Harbaugh deserves much credit for the photograph of the past he has bequeathed to the descendants of the "Pennsylvania Dutch."—N. Y. General Walter H. Stevens.
>
> The Iberville (La.) South, of the 7th inst., informs us of the death of Brigadier-General Walter H. Stevens. He was a native of New York, graduated at West Foint in 1849, and remained in the United States army, attached to he Engineers, until the war broke out. He had married a daughter of the fate Valery Herbert, of Iberville, in Louisiana and espoused the cause of his adopted State. During the war he was attached to General Beauregard's command as Engineer officer, with rank of Brigadier-General, and surrendered at Appoint tox Court-House at its c ose. After this he went to Mexico, where he was chief engineer on the railroad from Vera Cruz to Mexico. He leaves a widow

ions are his attempts to preserve the vernacular

of the Pennsylvania Germans, a dialect that is at passing away. Of these, a poem called

"Das Alt Schulhaus on Der Krick" enjoyed a wide popularity among those who understood the conglomerate dialect of the "Pennsylvania

Dutch." No one ever neture succeeded so well in this novel species of composition as Dr. Har-

baugh, and beside the reputation he acquired in this country, he became well known in Ger-

many for his remarkable specimens of one of the vulgar dialects of the German tongue. The

poem we have instanced is better known there than among English readers at home, but Dr.

and two children. Colonel Horatio Grooms. The Sale Gazette chronicles the death of clonel Horatio Grooms, an old citizen of Austin. He was found dead near his house on he morning of the 17th inst., and the couclution is that he was thrown from his horse, and, being advanced in years, the shock proved fatal.

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II, 1608, on Route No. 1, from Cheyenne, Darota, or
such other points as may be determined upon during
the year, on the Omaha branch of the Union Faorifo
Railroad, west of Cheyenne, to such posts or
depots as are now or may be erablished to the Territory of Montana, south of institude 47 degrees, in the
Territory of Dakots, west of longitude 10t degrees, in
the Territory of Idaho, east of longitude 11t degrees,
and in the Territories of Utah and Colorado, north of
latitude 40 degrees, including, if necessary, Denver

The weight to be transperted during the year on Roule No. 1 will not exceed twenty-five million (20,660,560) pounds.

Bidders will state the rate per 100 pounds per 100 miles at which they will transport the stores in each month of the year beginning April 1, 1858, and ending March 37, 1868. 210,070,000 March 37, 1889,
March 37, 1889,
Bidders should give their names in full, as well as
their piaces or residence, and each proposal should be
accompanied by a bond in the sum of ten thousand
(\$10 km) dollars, signed by two or more responsible
persons, legality executed and properly stamped guaranteeing that in case a centract is awarded for the
route monitoned in the proposal to the party proposing, the contract will be accepted and entered into,
and good and sufficient security furnished by said
party in accordance with the terms of this advertisement.

hach bidder must be present at the opening of the proposals in person or be represented by his at-The contractor will be required to give \$259,000 once. Satisfactory evidence of the loyalty and solvency of sch bidder and person offered as security will be re-

quired.

Proposals must be indomed "Proposals for Army Transportation on Boute No. I," and none will be entertained unless they fully comply with the requirements of this advertisement.

The party to whom the award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of the contract. the con-ract.

The right to reject any or all bids that may be offered is reserved.

The contractor must be in readiness for service by the lat day of April, 1888, and will be required to have a place of business or agency at which he may be communicated with promptly and readily, for Route No. I, at Cheyenne. Dakota, or at such other point as may be indicated as the starting point of the route.

Binks forms, showing the conditions of the contract to be entered into, can be had on application at this office, or at the office of the Quartero aster at New York, St. Louis, Fort Leavenworth, Santa Fe, and Fort Phelling, and must accompany and be a part of the proposals.

By order of the Quartermaster-General, MYERS,

Brevet Brig.-Gen., Chief Quartermaster, Department of the Platte. 1221m

PROPOSALS FOR ARMY TRANSPORTA

OFFICE CHIEF QUARTERMASTER,

DEPARTMENT OF DAKOTA,

ST. PAUL, Minnesota, Nov. 13, 1867.

Sealed proposals will be received at this office until 12 o'clock M., on the 20th day of, January, 1868. for the transportation of Military Supplies during the year commencing April 1, 1868, and ending March 31, 1869, on Route No. 4, from Saint Paul, Minn., or Saint Cloud, Minn., by the shortest road or line, to such Posts as are now or may be established in the State of Minnesota and in that portion of Dakota Territory lying east of the Missouri river and bounded by it, and from Fort stevenson, or other designated point on the Missouri river, eastward to present posts, or such as may be established east or north of that river, in Dakota Territory.

The wight to be transported on this Route No. 4 shall not exceed ten million pounds (10,000,000 pounds.)

Bidders will state the rate per one hundred (100) pounds per one hundred (100) miles for each mouth of the year beginning April 1, 1868, and ending March 31,

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars, signed by two or more responsible persons, guaranteeling that in case a contract is awarded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said party in accordance with the terms of this advertisement. ment.

The contractor will be required to give bonds in the sum of one hundred thousand dollars (\$10,000.)

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as accurity will be consider.

Proposals must be endorsed "Proposals for Army Transportation on Route No. 4." and none will be entertained unless they fully comply with the requirements of this advertisement.

The party to whom an award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of the contract.

required bonds for the fathful performance of the contract.

The right to reject any and all bids that may be offered is reserved.

The contractor must be in readiness for service by the lest day of April, 1888, and will be required to have a place of business or agency at which he may be communicated with promptly and readily for Route No. 4, at Saint Paul. Minnesots. Fort Stevenson, Dakota Territory, or at set of their point as may be indicated as the starting point of the route.

Blank forms, abowing the conditions of the contract to be entered into, can be had on application at this office, or at the office of the Quartermaster at New York, Chicago, St. Louis, Fort Leavenworth, Omaha, and Fort Snelling, and must accompany and be a part of the proposals.

Light Co. Depute O. M. Gen.

Lieut, Col., Deputy O. M. Co. Chief Q. M., Deputy Q. M. Gen., Chief Q. M., Department of Dakota, 11 30 tJ19

PROPOSALS FOR ARMY TRANSPORTA

TION.

OFFICE CHIEF QUARTERMA*TER,

FORT LEAVENWORTH, KARRAS, NOV. 15, 1857.

Sealed proposals will be received at this office until 12 o'clock M, the 11th of January, 1858, for the transportation of military supplies during the year commencing April 1, 1888, and ending March 31, 1889, on the following routes:—

persation of military supplies during the year commencing April 1, 1898, and ending March 31, 1899, on the following routes:

From Fort Harker, Kaussa, Fort Hays, Kausas, and any other point or points that may be designated by the Chief Quartermaster Department of the Missouri, on the Union Facilic Raliroad, E.D., to any places that may be designated by the shipping officer, in the Bate of Kansas and Territory of Colorado south of latitude 40 degrees North, and to Fort Union, New Mexico, or other depot that may be designated in that Territory, and to any other points on the route to that depot.

ROUTE NO. 8.

depot.

ROUTE NO. 3.

From Fort Union, or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in the territory of New Mexico, to any posts or stations that are or may be established in that 1 erritory, and to such posts or stations as may be designated in the Territory of Arixona, and in the State of Texas, west of longitude 105 degrees.

From such point as may be designated on the Missouri Pacific Railroad, southwest Branch of Missouri Pacific Railroad, or the Union Pacific Railroad. E. D., to Fort Gibson, Indian Territory, or such other point as may be established as the military depot in that Territory.

The weight to be transported during the year will not exceed on Route No. 2, 20,00,000 pounds; on Route No. 3, 5,000,000 pounds; and on Route No. 5, 2000,000 pounds.

Proposals will be made for each route sonerable.

No. 3. 5,060,000 pounds; and on Houte No. 5,2000,000 pounds.

Propusals will be made for each route separately. Bidders will state the rate per 100 pounds per 100 miles at which, they will transport the stores in each month of the year, beginning April 1, 1885, and ending March 31, 1869.

Bidders will give their names in full, as well as their places of residence, and each proposal must be accombanied by a bond in the sum of ten thousand (\$10,000) dollars, duly executed by two or more responsible persons, in legal form and properly stamped, guaranteeing that in case the cot tract is awarded for the route mentioned in the proposal to the party proposing, it will be accepted and entered into, and good and antificient security furnished by said party in accordance with the terms of this advertisement.

Each bidder must be present at the opening of the proposals, or be represented by his attorney.

Theleoutractor will be required to give bonds in the following amounts:—

On Route No. 2, \$200,000.

On Route No. 2, \$200,000.

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals will be indersed "Proposals for Army

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals will be indorsed "Proposals for Army Transportation on Route No. "2" "3," or "5," as the case may be, and none will be entertained unless they comply with the requirements of this advertisement.

The party to whom an award is made must be prepared to execute the contract without unnecessary delay, and to give the required bonds for the faithful performance of the contract.

The right to reject any and all bids that may be offered is reserved.

The contractor op sack route must be in readiness for service by the last day of April, 1888, and taust have a place of business of agency at which he may be communicated with readily. For Route No. 2 at Fort Harker, and such other points on the railread as may be designated as the starting point of the route, for Route No. 5 at Fort Union, New Mexico, or such other points as may be established as the depoi, and for house No. 5 at Leavenworth, Kansas.

Blunk forms showing the conditions at the contract to be entered into for each route can be had upon application at this office, or at the office of the Quartar master at New York, Chicago, St. Louis, St. Paul, Fort Leavenworth, Omaka, Denvey, G. T., and Santa Fe, and must accumpany and be a part of the proposals.

Deputy Quartermaster Goveral,

12 a tJ11 C. Q. M. Dep't of the Missouri.

FITLER, WEAVER & CO., MANUFACTURERS OF

MANILLA AND TARRED CORDAGE, CORDS, TWINES, ETC. No. 23 North WATER Street, and No. 22 North DELA WARE Avenue, PHILADELPHIA. WIN H. FITLER, MICHAE AVER, EDWIN H. FITLER, COURSE F. CLOTHIER.

AUCTION SALES.

M C C L B L L A N D & (-uccessors to Philip Ford & Co.), AUCTIONED HS. No. 106 MARKET Street.

J. M. GUMMEY & SONS, AUCTIONESPIS

Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT
THE PHILADELPHIA EXCHANGE,
Handbills of each property issued separately.
1000 estatiogues published and circulated, containing
full descriptions of property to be sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.
Estes advertised daily in all the daily newspapers, o M. THOMAS & SONS, NOS. 139 AND 141

VERY SUPERIOR HOUSEHOLD FURNITURE,
RUSEWOOD PLAND, FOUR FINE FRENCE
PLATE MIRRORS, FINE VELVET AND BRUSE
BALS CARPETS, IRON CHEETE, ETC.
At 9 o'clock, at the Auction Rooms, an extensive
assortment of superior furniture, e.c.
Superior bilitard table, balls and cues complete.
E'NE MIRRORS,
E'egant French plate mantel mirror, SIXS inches.
Elegant French plate mantel mirror, BEXS inches.
Two elegant French plate mantel mirror, BEXS inches.

Superior plate manter mirrors, Last as Superior and No. 508 S. Elghth street.

Superior Household Furniture, Carpetrs, Erc., Erc., E VERY SUPERIOR WALNUT FURNITURE OVAL MIRROR, FINE BRUSSELS CARPETS, ETC.
On Monoay Morning.
January 5, at 10 o'clock, at No. 1231 Pine street, b catalogue, the very superior furniture. [12 21 55]

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1186
CHESNUT Street, rear entrance No. 1167 Sansom ...

I PPINCOTT, SON & CO., AUCTIONERES
No. 280 MARKET Street Philadelphia. (Premises formerly occupied by Messrs. Pancoast & Wars
nock, Auctioneers.)

SALE OF 500 LOTS OF AMERICAN AND IMFORTED DRY GOODS, HUSIERY GOOD ROTIONS, STOCK OF GOODS, ETC., by Catalogue,
On Friday Mornisk.

January 3d, 1878, sale commencing at 10 o'clock. Included will be found a general assoriment of seasonable goods, suited to city jobbing and retail trade.

Particulars in future advertisements. 12 23 66

PROPOSALS.

OFFICE CHIEF QUARTERMASTER Sealed Proposals are invited and will be received at this office until 12 M., January 18, 1878, for the purchase of all the right, title and interest of the United States in and to the United States Military Railroad from Brazos Santiago to white's Ranche, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn tables, etc., the railroad inservations and together with the rolling stock, cars, inschinery, and other equipments, as follows:—

51; miles railroad track.

other equipments, as follows:—
51; miles railroad track.
4 claw bars, used.
2 pirch bars, used.
2 pirch bars, used.
2 pirch bars, used.
20,000 pounds railroad chairs, good.
30,000 pounds railroad iron, good.
1 locomotive, unserviceable.
1 locomotive and tender, serviceable.
1 locomotive and tender, serviceable.
1 locomotive and tender, serviceable.
12 coupling links, good.
886 pounds car springs, good.
12,000 pounds railroad spikes, good.
50s cases ties, good.
2 shackie bars, used.
2 square brases, good. 2 square brasses, good, 7 flat cars, worn but serviceable. 2 crows-feet, worn. 4 ral-road frogs and 3 switch stands, worn. 4 spike mauls, worn. 2 jack screws and levers, worn.

2 jack screws and levers, worn.
2 jack screws and levers, worn.
2 turn-tables, worn.
1 fire tongs, worn.
2 screw wrenches, worn.
1 hand car, worn.
2 push-car wheels, worn.
1 push-car wheels, worn.
1 push car, worn.
4 hand-car wheels, worn.
This sale will not locked the title to the land, which does not belong to the United states, nor to the bridge over the "Boca Chica."
This road is about ten miles in length, and extends from Braz's Santiago to White's Ranche, on the Rie Grande. From this point connect n is made by steamer with Brownsville and Maxamoras.
Of the ten miles a 189-160 are washed away by a late hurricane, 4 67-160 are in running order, although not continuous, and about 181-160 miles of the material are buried in sand.
The route is the shortest and best for the immense traffic between the Gulf of Mexico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville.
The rairoad to White's Banche saves thirty miles.

munication by rall alone can readily be extended to Brownwille.

The railroad to White's Ranche saves thirty milestof difficult and torthous navigation. The road is five fect gauge, good ties, T rail, and null spiked.

The property may be inspected on application to Capiain C. H. Hoyt, A. Q. M., Brownswille Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster Fitch Midtary District. New Orleans, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies, whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

Terms of payment cash, in United States Treasury notes.

The Government reserves the right to reject any or all bids. Process should be indersed "Propossis for Brazes Sartlage and Rio Grande Railroad," and addressed to the undersigned at this office.

Brevet Lieut-Col. and A. Q. M. U. S. A., in charge of office.

DROPOSALS FOR FORAGE.

DEPOT QUARTERMASTER OFFICE,

JEFFAISONVILLE, Ind., Dec. 16. 1867.

Sealed preposals will be received at this Office
until 12 M., January 2, 1868, for the delivery of a
three months' supply of OATS and HAY for this
Depot

The Oats must be of the best quality baled Hay.
The Hay must be of the best quality baled Hay.
Forage to be delivered, from time to time, as required by the efficer in charge.

Bids must be made in duplicate, with a copy of
this advertisement attached to each, and each bid
must be accompanied by the guarantee of two responsible parties that, in case the contract is
awarded to the bidder, good and sufficient bond
will be given for the faithful performance of the
contract.

Contract.

Bids will be endorsed "Proposals for Forage," and addressed to the undersigned.

The right is reserved to reject any or all bids.
By order of the Quartermaster-General.
122471

Brevet Lieut-Col. and Q. M., U. S. A., Depot Q. M.

GOVERNMENT SALES.

SALE OF QUARTERMASTERS' STORES. Assistant Quartermaster's Office, Philadelphia, Dec. 28, 1867.

Will be sold at Public Auction, on account of the United States, at Hanovek Street Wharf, Philadelphia, on Friday, Jan. 3, 1888, at 11 o'clock A. M., a quantity of second-hand QUARTERMASTERS STORICS, consisting of Adzes. Beds.cads (Iron), Blankets, Brooms (assorted), Chaina, Chisels, Cups and Salicers, Deska. Hatchets, Knives and Forks, Scales, Tables, Old Iron, etc. etc.

Also, at the same time, one good serviceable Horse. Terms—Cash, in Government funds.

F. J. CRILLY, 12 30 44 Byt. Colonel and A. Q. M. U. S Army.

INTERNAL REVENUE

DRINCIPAL DEPOT FOR THE SALE OF

UNITED STATES REVENUE STAMPS. No. 304 OHESNUT Street. CENTRAL DEPOT.

No. 103 South FIFTH Street! (One door below Chesnut street).

ESTABLISHED 1862. Our stock comprises all the denominations printed by the Government. ALL ORDERS FIGLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-

OEIPT, a matter of great importance.

Drafts on Philadelphia, Post Office Orders, GreenDacks, and National Bank Notes, received in payment. The following rates of commission are allowed On \$20TWO PER CENT
From \$20 to \$100.......FOUR! PER CENT
From \$100 upwards...FOUR AND A HALF PER UT

The Commission is payable in stamps. All orders, etc., should be addressed to No. 304 CHESNUT Street.

PHILADELPHIA. ORDERS RECEIVED FO STAMPED CHROKA BRAFIS, RECEIPTS, ETC.

At more than the makes them to be said.

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Harrison, Louis Mills