THE RESIDENCE OF THE PARTY OF T

Lippincott's new number we have already noticed. But

the following extracts from its leading articles will prove of interest. Under the caption of "Smoking," Mr. J. Vaughan Darling reviews the arguments against the use of tobacco, extracting from the most of them their whole pith and strength. He soncludes as follows:-

"It would be un'air to represent the article we have thus briefly reviewed as the exponent of the tchoic argument against smoking, although it is a good fustance of the usua: treatment of the subject by those who oppose the lance seems indepentiole. To others the danger of excessive indulgence presents liself as a sufficient reason for total abstinence. We have endeavored to show that what we know of the that while it is too ish to declare its milits established, it is premature to assert that its perpicious influence is a determined conclusion. Our individual experience of its effects is the best guide for our personal conduct in the present absence of scientific information. To some car-ful student of nature, whose legalty to Truth, the pure and abstract—that crowning plory of scientific men—will not suffer him to anosistate any personal opinion, however ear-nest and seemingly well founded, for a conclusion of science, we mu-t look for the final decision of the question. Even should that decision be faral to our present in-hion of k sping our 'mascularity in a state of partial torpor,' there is some danger that the smoking part of mankind will apply to their reformative brethren the philosophy of our old friend, Sir Toby Beich':- Dost thou think, because thou art virtuous, there shall be no more cakes and ale? But until such a determination shall give groundwork for a legitimate attack, let us desist from passionate denunctation and the calling by hard names those who do not agree with us."

Professor Schele de Vere's article on "Our Globe, in 1868," is exceedingly interesting, embracing a clear review of the state of the world and the progress which has recently been made in its development. Concerning Australia, the writer says:-

"Australia, the last of the continents, bids fair to outstrip her older sisters in the ratio of progress. The colonies are growing at a rapid rate, especially Victoria and South Australia, but nore particularly Queensland, the youngest of all, which nevertueless boasts already of her nine millions of sheep. West Australia alone lags behind, mainly necause the home Government still uses it as a penal colony, and the presence of searly ten thousand criminals is not inviting to new settlers. Gold has been lisco-vered in Tasmania and elsewhere, so as to cause an export of over five millions of pounds sterling in a single year; silver and lear also seem to abound; and in 1866 a very fine collection of preons stones, cound to Australia, formed one the great attractions of the Exhibition at Melbourne. The most interesting leadure in the progress of the colonies is the careful acclimati-zation of European animals; salmon and trout have been no windized in many rivers; the flora and fauna of the settled regions have been enthely changed; ginger and arrowroot are now exported, and the cultivation of quintine has been successfully introduced. New expeditions for the exploration of the interior of Australa continue to be made, for as yet large por goas of the continent are entersly unknown. The sad fate of early explorers—and even of such experienced travellers as Leichhardt—most of whom have been lost without leaving even a trace of their in e behind, has not discouraged others."

The Hon, Amasa Walker contributes a valuable article on the "Claims of the Bondholders," in which he presents the arguments against the Pendletonian theory of repudiation in a strong light. In concluding, he

"Not to dwell lorger on the subject, we briefly recapitalate the general results of repas ation by inunuating the country with paper

The national banks would receive for their for their loans six handred millions more; in all, one thousand sufficient. After redeeming their own notes (three hundred millions) and settling their balances with each other, they would have a net palance of five bungred mil lions, representing the amount of their capital. surplus fund and undivided profits. What would they do with this? What would it be good for? Who would want to borrow it it its actual value were only five or len cents on the dollar, or even, perhaps, only so mach per pound as paper stock? The directors would have nothing to do but divide the notes among the charenolders, and wind up their affairs; they would no lorger possess either capital or

tenders for all their public securities and private loans, would have nothing lett with which to pay off their depositors but the dishonored prom ses of a dish pored government. "insurance companies of every kind would share the fate of the batks, for their entire capital con-ists of bonds and other securities,

"Savings banks, compelled to receive legal-

that would be paid off in worthless paper. Literary and charitable funds would exist only in name. And-what would be a greater outrage than all these put together-the waole Indebtedness of the nation as between man and man, all mortgages and promises to pay money, would be discharged in the legal tenders. Everything in the shape of credit, public and private, would be obliterated, and nothing left but the aforesaid nineteen hundred millions of notes, whose value would be determined by their weight upon the scales.

'If that be a consummation devoutly to be wished. Congress has only to authorize the issue of the necessary amount of irredeemable

In addition to these articles there are several stories and sketches of interest, and two or three very good poems.

Eau de Cologne.

A correspondent of the Boston Journal writes from Cologne:-"There is a strange contras; between the natural and the artificial periume of cologne, The delicate toilet article produced here and for which the city is so fa hous, seems to have

absorbed all the pleasant features of the town through the centuries sinse it has been manufactured. The lady who wets her face and handwerchief with it imagines that the city from whence it came must needs be a de ightful place; t at it must have been distilled in a land where flowers continually bloom, and where the air is filled with little short of incense. She forgets that good may sometimes come of evil. "Originally there was but one manufacturer of this article here—one Johann Maria Farina, who was the original is ventor, in 1709. It soon became famous throughout Europe, and en-

riched the lucky Patian. He died, leaving the riceip; and business to his sons, who have kept up the manufacture to the pre-entiture, through their descendants. The old house is still lo cated in its original place, the front of the shop being decorated with numberless medals from different fairs toronghout the world, dating back a century and a balt.

"But the Farinas have of lete years met with many obstacles in the prosecution of their tride. Sharp and unscrupulous persons have located in Cologne, and commenced the manufacture of 'eau'de,' until to-day there are thirty-rour concerns engaged in the same traffic. In order to more closely imitate the genuine article, the province of Italy was tansacked and persons found bearing the name of 'Farina,' a very common one there, who readly lent their name to the cause of the interlopers. Thus every bottle of cologue made for exportation be an the same signature, although three-diths of it is a bogus article. The descendants of the original Farina long since instituted lawsuits against the other concerns, and in several of them got favorable verdicts, but could sever succeed in driving the spurious article out of market,

amount of this preparation yearly shipped from

THE AUGUST MAGAZINES. | Colorne is astouishing; it forms a large part of the commerce of the city. The old house seems to have got rich out of its manufacture, notw thstanding the flooding of the market by the new establishments, which are themselves on the high road to forture. Purchasers of the 'Eau de Cologne' should examine the article carefully to see that they are not swindled. Probably the more respectable druggists know whether the bottles they sell are the real manufacture or not. It of course bears the signature of the inventor, Johann Maria Farina, as they all do. 'Be sure and buy only the genuine.'"

Accidents on Railroads.

HOW THEY ARE GUARDED AGAINST IN GREMANY. The foreign correspondent of the lown stare Register writes from Heidetberg on the reception

of the news of the Eric disaster:
Nearly all the railroads in Germany have double tracks, thus avoiding one very fruitful source of accidents—collisions. The traveller miels many trains daily, passing them at all And the most rigid regulations are en orced relative to the passing of slow freight or accommodation trains by express trains. A marked deviation from the time-table is quite sufficient to deprive the engineer or con-ductor of his situation. The velocity of frame is considerably less than in the United States. This arrangement makes it much easter to run on time than is the case with a faster time-table In case the train is a very tew moments behind time-a very rare occurrence-it is an easy matter to increase the speed a little, and with out danger. The moverate time-table also avoids all those accidents that so frequently occur on account of our break-neck rate of motion.

Another striking feature is the care with which railroads are constructed. The roads are graded with the greatest care. Upon the sides of embankments grass is cultivated, and thus the wasning away of the track is prevented, and its solicity completely preserved. Trees are also planted upon such places for the some purpose. The same precautions are obin the case of deep cuts to prevent the rolling down of soil or rocks. In many places embankments are made of stone. Bridges are almost universally made of the same substantial material. I do not re-ollect seeing a railroad bridge constructed of the timber frame-

work so common in our land.

Large rivers are spanned by stone arches, with foundations deeply laid, and which look as if they would stand the wear of ages. The rails are firmly fastened together at the ends by means of side pieces and screws, thus making the points of junction near'y as strong as the rail itself. The utmost care is taken in the selection of the ties and rails. No article of an inferior quality is admitted, and when a tie begins to show signs of decay, or a rail becomes a little worn, it is immediately removed, and its place supplied by a new one. I have seen ties and rails removed here that would be considered good for several years' service at home, at least

in too many cases.

A great number of hands are constantly employed to keep the road in order. At the dis-tance of about every half mile one sees a neat but small brick or stone house, in which lives the employe. He always stands in front or his door upon the approach of the train, and signals to the engineer that all is right. He must walk his half mile immediately after the passage of a train, and must at once repair the slightest damage which the track may have suffered. The small extent of his beat makes it easy for him to do this very thoroughly. Every mile of a Garman railroad is watched with nearly as much care as our drawbridges,

nd in mony cases with even more, Great care is taken to prevent accidents at depots, in the entrance and exit of passengers. No passenger is permitted to open the door of the car during the progress of the train, or even upon its arrival at the depot. He must want unt I the door is thrown open by the conductor, With all these and many other precautions it is not surprising that accidents occur so soldom

CITY INTELLIGENCE.

FOR ADDITIONAL LOCAL ITEMS SER OUTSIDE PAGES.]

RECAPTURED .- George Black, who four or five months ago escaped from the Eastern Penitentiary, where he had just entered upon a erm of imprisonment of five years, was vesterday captured by Policeman Andrew Fieck, First District. Black had gone into a stable under circumstances which led to the belief of an intention to steal a horse, and the owner of the place had a quarrel with him, which led to police in terference. He escaped twice from the Eastern Pentientiary. When last sentenced to be impriseded there, he had been convicted of

Accidents. - James Naughton, aged 27 years, residing at Twenty fourth and Walnut streets, was admitted to the Hospital yesterday, uffering from injuries in one of his caused by coming in contact with a wurch, while rowing a boar on the Delaware.

James J. McCoy, 19 years of age, residing at No. 1820 Christian street, was caught between two cars yesterday, at the Baltimore depot, and had one of his hands badly injured. He was dmitted to the Hospital.

La-t evening, about 6 o'clock, James Manany, 30 years of age, residing at Nicetown, had his t badly crashed by a cog-wheel at the steam brick-yard, at Germantown road and Broad street. He was taken to St. Joseph's Hospital.

DROWNED .- A boy named Percy Bates, aged nine years, was drowned yesterday, while oath-ing in the Delaware, near the Point House. His

body was not recovered.

An unknown boy was drowned in the Delaware at Green wich Point yesterday.

A young man named James Ciark, formerly of the Children's Home in this city, was drowned on Wednesday evening, at Church street wharf, on the Brandywine, Wilmington, Delaware. The citizens of Wilmington contributed liberally to delray the expenses of interring the body.

REPUBLICAN EXECUTIVE COMMITTEE .- A meeting of the Republican City Executive Committee was held yesterday. A re-olution was adopted providing for the reas-embling of the Convenion to nominate a District Attorney on Thurs-

day morning next, at Concert Hall, OUT OF A WINDOW .- A woman supposed to be partially deranged, jumped from one of the third stary windows of the Almshause, yes-

terday, and was seriously injured. She was not expected to recover. MISCELLANEOUS CITY JOTTINGS.

-The Typographical Union, No. 2, will hold a meeting this evening, at 8 o'clock, at the Northeast corner of Tenth and Chesnut streets, to

-The Second Grand Annual Excursion of Morning Star, Amity, Teutonia, Decatur, Friendship, and knietprise Lodges, of L. O. O. F., will take place on Thorsday next. Last boat leaving Market -treet whart at 6 A. M. -The gas men are still on a strike. It is hoped the affair will be settled soon.

MILLINERY.

MRS. R. DILLUM

Has | jarge assortment of MILCINERY.

Ladies', Misses', and Condren's Blik, Velvet, Fah Straw and Pancy Bonnets and Hats of the latest tyles, Also, Sike, Velvets, Ribbons, Grapes eathers, Flowers, Frances, etc., wholesale and



MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THI . D Y

CLEARED YESTERDAY. CLEARED YESTERDAY.

Brig Isabel Beurman, Brown, Beltast, M. rohant & CoSchr A. Myrick, Sievens, Provincetow . G. S. Ke100t & Co.
Schr U. A. Paige, Doughty, Boston, Well, Nag'e & Co.
Schr U. ale, Mason, Buston,
Schr H. James, Phillips Dorchester, Cantain.
Schr H. James, Phillips Dorchester, Cantain.
Schr H. James, Phillips Dorchester, Cantain.
Schr H. James, Robinson, New York, W.P. Clyde & Co.
St'r Diamond State, Webb, Baltimore, A. Groves, Jr.
St'r R. Willing, Candiff, Baltimore, A. Groves, Jr.

SUT R. Willing, Cundiff, Battamore, A. Groves, Jr.

ARRIVED YESTERDAY.

Br. barque Eteanor. Loggie & days from Ivigitat Greeniasu, with kyrolite to Pennsylvania sait Company; vessel to E. Baziey & Co.

Schr M. E. Stapies Dimmore, 13 days from St. John, N. B., with lumber to J. W. Gazkii & Sons.

Schr Ocean Bird, Keiley, Irom Aew York, with sait to A. Kerr & Bro.

Schr S. A. Hammond, Payne, 4 days from Boston, with mass. to Growell & Collins,

Schr A. Byrick, Sievens 5 days from Province-town, with mass. to Growell & Collins,

Schr James Aliderdice, Jackaway from Boston, Schr James Aliderdice, Jackaway from Boston,

Schr E. Stanickson Wismore, from 8 stom,

schr E. Stanickson Wismore, from Boston,

Str. Stanz and Sripes, Heimes, 4); days from Havana.

Str. Stanz and Sripes, Heimes, 4); days from Havana.

vana. Si'r Black Diamond, Meredith. 24 hours from New York with mose, to M. W. Baird & Co. St'r Chester, Jones, 24 hours from New York, with mose, to W. F. Ciyde & Co.

Ehip Golden Hind, Davis from New York for San Francisco, which put into Rio Janeiro in distress, ex-ected to proceed on her voyage about June 15. Stramer Ploreer, Catherine, cleared at Wilmington, S. C. yesterday, for Polladelanta. C yesterday, for Polisdelphta. Steamer Frometheus, Gray, hence, at Coarleston,

Steamer Utility, Fargo, for Philadelphia, salled from Providence 18th inst. Steamer Sax D. Boggs, hence, at Boston 16th inst. Brig Harp, hence, for Bangor, at Holmes' Hole 15th inst,
Brig Canima, Church, bence, at Bath 15th inst.
Brig Mechanic, Dyer, hence, at Portland 15th inst.
Brig Mechanic, Dyer, hence, at Portland 15th inst.
Brig Seima, Hapenny, hence, at Savannan 13th inst.
Whi load for Saiem, Mass.
Brig G. T. Ward, Willoughby, hence, remained at
Cardenas loth inst., for Boston.
Brig George H. Mails, Corson, hence, at Portsmeuth, 14th inst.
Schr Saratoga, Weeks, hence, at Providence 16th
linst.
Schr Melbourne, Dunton, hence, at Gardiner, Me.,
10th inst.
Schr M. J. T. Alburger, Corson, and Rachael Seaman.

10th inst.
Schrs J. T. Alburger, Corson, and Rachael Seaman,
Seaman, hence, at Boston 10th Inst.
Schr Restess, Baxter, for Philadelphia, cleared at
Boston 16th inst.
Schr Truman, Glbbs, for Philadelphia, sailed from Setr Truman, Gibbs, for Philadelphia, sailed from New Bedford 16th inst. Sebr Transit. Endicett, for Philadelphia, from lighten, sailed from Newport 16th inst. Sehr D. Talbot, Packard, for Philadelphia, sailed from Charleston yesterday. from Charleston yesterday.
Schr Daniel Baccock, Getchell, for Philadelphia, was leading at hatanzas join fest.
Schr Island Belle, Pierce, hence, at Portamouth 1th last.

inst.

- chr M. W. Griffing, Griffing, from Haddam for Phi adelphia at New York oth last.
schr R. A. Ford, Carpenter, hence, for St. John, N. B. was spoken 15th 15th 15th 1ath; lat 19 48, long, 74 08. Echr Maggle Weaver, Weaver, hence, at Boston 16th Schr J. J. Spencer, Fleming, hence, remained at Schemas 12th inst.
Schr Atlantic Stubbs, salled from Fall River 14th
bis, for Fulladelphia or Bangor
Schr Elba m. Pennell, Mittenell, hence, at Machias Schr Wand, at New Haven 15th last., from Trenton,

Shra J. H. Perry, Kelley, and Sarah Cobb, hence, at New Bedford linh host.
Schr Hoje hence at Richmond 15th inst.
Schr C. E. Jackson, Biackman, hence, at Salem 14 h Schr Daniel Pierson, Pierson, and Kate E. Rich, Miller, hence, at Salem 15th inst. Schr Westmoreland, Rice, hence at Providence 15th Schra Isabella Thompson. Endicett: Asa Eldridge, Schra Isabella Thompson. Endicett: Asa Eldridge, It net n.an. ter Philadelphia, and Wm. M. Wilson, Brown for Philadelphia or Georgetown, sailed from Providence 18th Inst. Schra Sedoma. Philadelphia for Newburgport, Mary C. Farr. Norris, do, for B. ston; Visita Rice, do for P. riand; James L. Maloy, do for Lyint; Helena E. Russel, Co'n n. do for Boston; James S. Vauce from Boston for Philadelphia, at Holmes' Hole 16th Inst.

SPECIAL NOTICES.

OFFICE PENNSYLVANIA RAILROAD COMPANY. PHILADELPHIA, May 13, 1868.

NOTICE TO STOCKHOLDERS,-In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five Per Cent, of additional stock at Par, in proportion to their respective inteests as they stand registered on the books of the Company, May 20, 1868,

Holders of less than four Shares will be entitled to obscribe for a full share, and those holding more Shares than a multiple of four Shares will be entitled to an additional Share.

Subscriptions to the new Stock will be received on and after May 30, 1868, and the privilege of subscribing will cease on the sain day of July, 1868.

The instalments on account of the new Shares shall be paid in cash, as fellows;lat. Twenty-five Per Cent. at the time of subscrip tion, on or before the 30th day of July, 1868,

2d. Twenty-five Per Cent, on or before the 15th day of December, 1868. 8d. Twenty-five Per Cent. on or before the 15th day of June, 1869.

4th, Twenty-five Per Cent. on or before the 15th day of December, 1869, or If Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid up in full at the time of the payment of the second or third instalment, and each instalment paid up, shall be entitled to a pro rata dividend that may be declared on full THOMAS M. FIRTH, Treasurer.

PHILADELPHIA AND READING BAILROAD COMPANY, Office No. 227 S. FOURTH Street, PHILADELPHIA, May 27, 1868.
NOTICE—To the holders of bonds of the PHILA. DELPHIA AND READING RAILROAD COM-PANY due April 1, 1870. The Company offer to exchange any of these bonds,

of \$1000 each, at any time before the (lat) first day of October next at par for a new mortgage bond of equal amount bearing seven per cent, intere t, clear of United States and State taxes, having twenty-five vears to run.

The bonds not surrendered on or before the lat of October next will be paid at maturity, in accordance with their tenor, S. BEADFORD,

PHILADELPHIA AND READING RAILRUAD COMPANY.
PHILADELPHIA, June 25, 1868.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on TUESDAY, June 30, and be reopened on THURSDAY, June 30, and be reopened on THURSDAY, June 30 and on Fick, clear of had and State hax s; payable on Common Stock, clear of had and site in the to the holders thereof, as they shall stand registered on the beoks of the Company on the 30 it instant. All payab e at this office.

8. BRADFORD, Treasurer.

FLAGS, BANNERS, ETC.

1868.

PRESIDENTIAL CONTEST.

FLAGS, BANNERS, TRANSPARENCIES, AND LANTERNS,

Campaign Badges, Medals, and Pins, OF BOTH CANDIDATES.

Ten different styles sent on receipt of One Dollar and Fifty Cents. Agents wanted everywhere. Flags in Muslin, Bunting, and Silk, all sizes, wholesale and retall.

Political Clubs fitted out with everything they may CALL ON OR ADDRESS

W. F. SCHEIBLE,

No. 49 SOUTH THIRD STREET, £18 tfrp

PHILADELPHIA.

PROPOSALS.

PROPOSAL FOR COAL Ecaled Processis are invited at the sollice units. M. on MONDAY, 20th of July, tron resoonable parties, she will keep on bead and deliver at twarious Barricks and offices in Washing on an invited and twenty-ave toos of merchan able white as t, authracite coal, egg size, free from that and dus and to weigh 2240 pounds to the ton, as follows:—

At Seegwick Barracks, on N street, between 17th and 18th

him,

Fach bidder will farnish with his bid a guarantee signed by two responsible persons, in an amount equal to two-thirds the amount of his bid that he will, wi his ten days after its acceptance execute a contract for the same in accordance with above re-

contract for the same in accordance with above requirements.
Crai will be inspected on delivery, and none will be peld fer until accepted by the inspector.
Bigs are invited for the delivery of the entire 3124 tons, in ded on Sixih street wharf, on or before the 15th of October next.
Pay best is will be made monthly for quantity of coal received, if in lunds, or as soon thereafter as they are involved for the purpose.
All bids will be submitted to the Quartermaster-General before awarding contract.
Bidders will address proposals for Coal and are invited to be present at the opening of bids.
By order of the Quartermaster-General.
Peputy Quartermaster-General.
To C. MCCERRAN.
Bervet Brigadier-General U. S. Army.

A SSISTANT QUARTERMASTER'S OFFICE.

SSISTANT QUARTERMASTER'S OFFICE,

"Lincoln Deport,"

Washington D. C., Jaiv II, 1988 }
ealed Proposals will be received at this office till
oclock M., of the 22d lostant, for the delivery at
a depot of the following sticles, viz :—
10 (ne hundred) Horse Brushes, each,
10 (ne hundred) Horse Brushes, each,
10 (ni ty) pounds Block Tin, per pound,
10 (hirty-six) thest Locks, per d Zen,
10 (the hundred) Door Locks and Knobi.
11 (weive) sickles, each,
12 (weive) sickles, each,
13 (twenty-five) gallons Alcohol per pound,
14 (ii) prunds Borax, per gallon,
15 (twenty-five) gallons Castile Soap, per pound,
16 (five) hindred) Hand Saw Files, assorted, per
10 (cost matter) Carrenter's Pancils, per decem-

12 (twelve) Carpenter's Peacils, per dozen, 12 (twelve) Carpenter's Peacils, per dozen, 14 twenty-fan.) Scythe Stones, each, 20 (fifty) Stable Brooms, each, 100 (one hundred) Corn Brooms per dozen, 100 (one hundred) W W Brosnes, each, 24 (wenty-in Dr. Palot Brushes, e. co., 26 (fifty) 7 amp Chimneys, No. 2, 1 er dozen, 44 thus, Grindt ton, and sixtures each. 4 (feur) Grind: toner and * ixtures, each, 12 (twe-ve) Garden Hoes, each. 6 (81x) rey hes, each. 6 (81x) Sheather, each. 50 (firty) lbs. Chreme Yellow, per lb.

to rhity) lbs throme Green, be (fity) bs Pa est Dryer, 800 (three hubbred lbs, axle Greass, per fb, 50 (fitts) lbs. (sue (Irish). 6 (SIX) Sides Bridle Les her, per side, 200 (two tune red) in . Harness Leather, per ib. 2000 (two thousand) ibs. White Lead, (Lewis) (two thousand) the Cut Nalls, 1ed., per keg.

24. (two thousand) ibs. Cut Nalls, led., per ke 140. (fitteen nundreet) lbs. "85."," 110. (fitteen nundreet) lbs. "85."," 2 (wo) lbb.s. Coal Off. per gallon. 3 (three) lbus. Linseed Off. Raw, per gallon. 2 (two) bols Linseed Off. Raw, per gallon. 1 (one) barrel Sperm Off. per gallon. 1 (one) barrel Sperm Off. per gallon. 30: (three hundred, ibs. Putty, per lp. 100 (one hundred, lbs. Black Palot, per lb. 25 (twenty-five) lbs. Hemp (wine (heavy), per lb.

75 (twenty-live) has Hemp twine toway), per ib,
2 (twe) earries lurgentine, per gallon.
16 (ten) gallons Cepal Varuten, per gallon.
5 (five) has, B ack Wax, per ib.
16 (ten) libs, back Wax, per ib.
Prop sa s from dealers in the different articles specified are invited. The articles must be of the best quality, auti-ct to a rigid inspection, and must be delivered within six days of the acceptance of the proposal. Proposals to be made in duplicate, and addressed to the undersigned.

By order of Brevet Brigadier General J. C. McFerran, Deputy Quartermaster-General U.S.A. Chier Quartermaster Depot o Washington
A. P. BLUNT,
7 15 6t

Byt. Col. and A. Q. M., U. S. A.

IMPROVEMENT OF OGDENSBURG HAR MPROVEMENT OF CODENSBURGE HARBORN NEW YORK.
Ecaled Pr porats in duplicate, will be received at
this office until 12 M. MONDAY, August 10, 1868 for
deepering by dreagling the barbor of Ogdensburg.
N. W York as as to give twelve feel of waser at the
lowest stage, in the following places, viz.—
rection 1. On the outer bar across the channel into he upper harbor, nor, heasterly from the lighthouse, where about 13,000 cubic yards of hard sand is estimated to require removal.

Section 11. Between the bridge, the Jerry wharf and the Rome Railroad depok where, it is estimated, about 25,000 cubic yards of very hard "hardpan," with gravel and small boulders, must be taken out.

out.
All the material (which will be messured in the scow) must be dumped at least half a mile below the outer bar. In deep water, as a point to be marked.

The work must be commenced as soon as possible, and no later than tept. 15 1868, continued as long as 1 oseible this reason, and completed by the 30th of November, 1869.

oseble this reason, and completed by the 30th of November, 1839
Bidders must propose for each section separately, and separate contracts will be made for each.
Bits neat be made upon prin ed blanks, which can be procured at this office, for similar written ones, which must be properly filled up and sigued as indicated. As it he information p saessed at this office will be given to bidders, but all wishing to contract are particularly requested to examine at Opdensburg before particularly requested to examine at Ogdensburg beforesending in their olds.

C. E. BLUNT,
Licut.- ol. Engineers and Brevet-Col. U. S. A. U. S. ENGINEER OFFICE, OFWEGO, N. Y., July 14, 1868. 716 205

DEPARTMENT OF PUBLIC HIGHWAYS

DEPARTMENT OF PUBLIC HIGHWAYS—
Office No. 104 S. FIFTH Street.
PHILADELPHIA. July 15, 1868.

NOTICE TO CONTRACTORS.

Sealed propo-als will be received as the office of the Chief Commissioner of Highways until 100% clock A.
M., on MONDAY, the 27th hast, for the construction of a Seweron the line of Chesnut street from Second to Front streets, to be constructed of bricks, circular in form with a clear inside diameter of three feet, in accordance with plans and specifications to be prepared by the Department of Surveys, with such man-holes as may be directed by the Chief Engineer and Surveyor. The understanking to be that the Contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and twenty-five cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by Ordina, ce to be paid by the City.

When the street is occupied by a City Passenger Ralifead track the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the sare passage of the Cars thereon; and no claim for remuneration shall be paid the Contractor by the Company using said track, as specified in Act of Assembly, approved May 8, 1886.

All bidders are lavited to be present at the time and place of opening the said Proposals. Each proposal will be accompanied by a certificate that a bond has occur field in the Law Department as directed by ordinance of May 23, 1869. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the text highest bid. Specifications may be had at the Department of Surveys, which will be strictly adhered to.

MABLION H. DICKINSON,

Tirst Cheff Commissioner of Highways.

MAHLON H. DICKINSON,
TITS

Chief Commissioner of Highways.

DEPARTMENT OF PUBLIC HIGHWAYS,
OFFICE No. 104 S. FIFTH Street.
Particle No. 104 S. FIFTH Street.

NOTICE TO CONTRACTORS

Sealed Proposals will be received at the Office of the Chief Commissioner of Highways until 16 o'clock A.
M. on MONDAY Buth limitant for the Construction of a newer on the line of Male street from Cotton street to shurr's lane (Twenty-first Ward) to be constructed of Spick, circular in form, which a clear inside did meter of three is the accordance with pians and specifications to be prepared by the Department of surveys. Each bid must distinctly stare the price mer lineal foot including excavations, with such manholes as many be circeted by the Chief Engineer and Surveyer. The understanding to be that the Contract shall take buts prepared against the property mention on said sewer to the amount of one-dollar and twenty-five ceeds for each lineal foot of front on each side of the street as complet by a City Passenger Pai road rack the Sewer shall be constructed allog side of said tracts it such manuer as not to obstruct on it refers with the safe passage of the cars hereon; a dino d'alm for removera ion shall be paid the Contractor by the company using said track, as specified in Act of a sembly approved Mays, 1868.

Allo defers are inviter to be present at the time and place of of enlog the said Proposals. Each proposal will be accompanied by a certificate that a Bond has been filed in the faw Department as directed by Ordinance of May 25, 1890. If the town to defining, and will be held l'able on his bond for the difference between his bid and the next highest bid, specifications may be hed at the Department of Surveys, which will be sticity adnessed to Highways.

Chief Commissioner of Highways.

INSURANCE COMPANIES.

FIRE INSURANCE.

Liverpoo L and LondoN and Glob E InsurancE CompanY. ASSETS

SEVENTEEN MILLIONS. Short Term, Perpetual, Floating, and Rent Policies issued on favorable terms. Office, No. 6 MERCHANTS' EXCHANGE. ATWOOD SMITH.

GENERAL AGENT. DELAWARE MUTUAL SAFETY INSUR-ANCE COMPANY: Incorporated by the Legis-

Office, Southeast corner THIRD and WALNUT Streets, Philadelphia, MARINE INSURANCES On Vessels, Cargo, a. d. Freight, to all parts of the World. IN LAND INSURANCES
On Goods, by river, canal, lake, and land carriages to all parts of the Urion; INSURANCES

On merchandise generally.
On Stores Dwelling Houses, etc. ASSETS OF THE COMPANY Novemosi I, 1967.

200,000 United States Five Per Cent.

Loan 10-408...

Loan 10-408...

Loan 1881...

Loan Treasury Notes...

200,000 State of Pennsylvania Six Per Cent. Loan

Loan Loan (exemps (for tax)). \$201,000*00 184,400 00 52 562 5 210 070 00 Loan (exempt from tax)....... 50 000 State of New Jersey Six Per Cent 125,625 00 50 000 State of New Jersey Six Per Cent
Loan

20 000 Pennsylvavia Rairoad First
Motgage Six Per Cent, Bonds,
25,000 Pennsylvania Rairoad, Se ond
Mortgage Six Per Cent, Bonds,
25,000 Western Pennsylvania Railroad
Six Per Cent, Bonds (Pennsylvania Railroad
Six Per Cent, Bonds (Pennsylvania Railroad
Six Per Cent, Bonds (Pennsylvania Railroad guaranteed)...
80,000 State of Tennessee Five Per
Cent, Loans.

7000 State of Tennessee Six Per Cent,
Loan 51,000°W 19,800 06 23.375 00

20,000 00 18,000 00 4270'00 15,000 oc

6,000,300 shares stock of feer man low a
Gas Company (principal and
interest guaranteed by the
city of Philadel shia).
7,500 160 Shares Stock of Pennsylvania Raliroad Company.
5,000 160 Shares Stock of North Pennsylvania Raliroad Company.
20,000 80 Shares Stock Philadelphia
and Southern Mail Steamship
Company.
201,900 Loans on Bonds and Mortgage,
first liens on City Property. 7,800:00 3,900.00 15,000 0 201,90r 900

Oar, Market value, \$1,102,802'50

Real Ratat. \$1059,675 20. \$6,000'00

Bills Fece vable for insurance \$1,101,400 par. Bal n es due at Agenc es-Premiums on Marine PoliciesAccrued interest and other
Gebts due the Corr pany
Stock and crip of anndry Insurance and other tompanies
Cash in Bank. \$105.017.10 219,135 63

each in Drawer 298 52 Thomas C. Hand,
James C. Hand,
Sampei E. Stokes,
James Traquer,
William C. Ludwig,
Jacob P. Jones,
John R. Ferrose,
John R. Ferrose,
Henry Chan,
George G Leiper,
William G. Boniton,
Edward Darlington
Jacob Riegel,
THOMAS C. HAND, President,
JOHN C. DAVIS, Vice President,
HENRY BALL, Assistant Secretary.

12 30

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE NOS. 435 AND 437 CHESNUT STREET ASSETS ON JANUARY 1, 1863,

\$2,603,740:09. CAPITAL \$00,009*90 ACCRUED SURPLUS..... 1,018,893-89 PREM UMS 1,184,846-20 UNBETTLED CLAIMS, INCOME FOR 1868 883.593.93. \$350,000-00.

LOSSES PAID SINCE 1829 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms DIRECTORS. George Fales,
George Fales,
Aifred Fitler,
Francis W. Lewis, M. D.,,
Thomas Sparka,
William S, Grant, Charles N. Bancker, Toblas Wagner, samuel Grant, Seorge W. Richards, Janac Lea. GHARLES N. BANCKER, President, GEORGE FALLES, Vice-President, JAS. W. MCALLISTER, Secretary pro tem, Except at Lexington. Kentucky, this Company has no Agencies West of Pittsburg.

INSURE AT HOME.

Penn Mutual Life Insurance COMPANY,

No. 921 CHESNUT ST., PHILADELPHIA. ASSETS. \$3,000,000.

CHARTERED BY OUR OWN STATE. MANAGED BY OUR OWN CITIZENS. LOSSES PROMPTLY PAID.

POLICIES ISSUED ON VARIOUS PLANS. Applications may be made at the Home Office, and a the Agencies throughout the State. [218]

JAMES TRAQUAIR ... HOBATIO S. STEPHESS.....SECRETARY PROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA.
No. 11 S. F. URTH Street,
INCORPORATED 3D MONTH, 22, 1865.

CAPITAL \$150,000 FAID IN.
Insurance on Lives, by Yearly Premiums; or on 5, 10, or 20 year 1 remiums, Non-forticiture.
At notities granted on avocrable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divice the entire profits of the Life business among the policy holders.
Moneys received at interest and paid on demand.
Authorized by the charter to execute Tross, and to act as Executor or Administrator, Assignee, or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any persons or possess, or bodies politic or corporate.
SAMUEL R. SHIPLEY, HENRY HAINES, IOSHUA H. MORRIS, T. WISTAR BROWN,
RICHARD CADBERY, WILLIAM HACKER,
CHARLES F. COFFIN.

SAMUEL P. SHIPLEY, ROWLAND PARRY,
WILLIAM C. LONGSTRETH, Vice-President,
THOMAS WISTAR, M. D., J. B. TOWNSEND,
727 Medical Examiner, Legal Advisor,
DHEENIX INSURANCE COMPANY OF

DHEINIX INSURANCE COMPANY OF

PHENIX INSURANCE COMPANY OF
PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 w ALNUT Street, opposite the Exchange.
This Company insures from loss or damage by
FIRE,
on liberal terms on buildungs, merchandiae, furniture
etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more
than SIXTY VE. RS, during which all losses have
been promptly adjusted and paid.
DIRECTORS.
John L. Hodge,
M. B. Mabory,
John T. Lewis,
William B. Grant,
Robert W. Leaming,
D. Clark Wharten,
D. Clark Wharten,
Lawrence Lewis Jr.
Lewis C. Norris.
Lewis C. Norris. John L. Hodge,
M. B. Mahony,
John T. Lewis,
William B. Grant,
Robert W. Leaming,
D. Clark Wharton,
Lawrence Lewis,
JOHN R. WUCHERER, President

SAMUEL WILCOX. Secretary,

INSURANA TILLINGHAS

INSURANCE A

No. 409 WALNUT St.

AGENTS AND ATTORNEYS FOR Home Fire Insurance Company, NEW HAVEN, CONN. Springfield Fire and Marine Ins. Co., SPRINGFIELD, MASS. Yonkers and New York Insurance Co., NEW YORK Peoples' Fire Insurance Company, WORCESTER, MASS.

PROVIDENCE, R. I. Guardian Fire Insurance Company, NEW YORK Lumberman's Fire Insurance Co. CHICAGO, ILI Insurance effected at LOWEST BATES. All losses premptly and liberally adjusted at their

Atlantic Fire and Marine Insurance Co.,

Office, No. 409 WALNUT Street, PHILADELPHIA INSURE AT HOME.

GUARDIAN FIRE AND MARINE INSURANCE COMPANY,

No. 426 WALNUT Street. PHILADELPHIA, CHARTERED CAPITAL, . . \$500,000

PAID IN CAPITAL, . . . \$100,000 NO LOSSES OR DEBTS. Insure against loss or damage by Fire on Buildings, Merchandise, Household Furniture, and all other Insurable property, and also take Marine, Canal, and Inland Navigation Risks at the lowest rates con-

sistent with security. W. E. OWENS, President, NATHAN HAINES Secretary. BENJ. F. O BRYON, Survey . DIRECTORS.

Wm. E. Gwens;
Hon Geo, V. Lawrence,
Hon Stephen T. Wilson,
James V. Kirk,
R. C. Worthington,
Wm. R. Cressan,
Howard A. Mickle Jas K. McDonald.

INSURANCE COMPANY

NORTH AMERICA, No. 232 WALNUT STREET, PHILADA.

INCORPORATED 1994. CHARTER PERPETUAL. Marine, Inland, and Fire Insurance. ASSETS JANUARY 1, 1868, . \$2,001,266-72. \$20,000,000 Losses Paid in Cash Since its

Organization. DIRECTORS.

Arthur G. Comn,
Bamuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
William Welsh,
Richard D. Wood,
S. Morris Waln,
John Mason,
CHARLES PLATT, Secretary,
WILLIAM BUEHLER, Harrisburg, Pa., Centra
Agent for the State of Pennsylvania.

DIRECTORS.
George L. Harrison,
Francis R. Cope,
Edward S. Clarke,
T. Chariton Heary,
John P. White,
Eouls C. Madeira,
1252 FIRE INSURANCE EXCLUSIVELY.—THE
PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No.
510 WALNUT Street, opposite Independence Square,
This Company, favorably known to the community
for over forty years, continues to insure against loss
or damage by fire on Public or Private Buildings,
either permanent y or for a limited time. Also on
Furniture, Stocks of Goods, and Merchandine generaily, on liberal terms.

either permanent either with a large Surplus Fund, raily, on liberal terms, raily, on liberal terms, raily, on liberal terms, raily on liberal terms, raily on liberal terms, is invested in the most careful manner, which ensibles them to offer to the insured an undoubled security in the case of loss, rity in the case of loss, Daniel Smith, Jr., Alexander Benson, Inomas Smith, Isaac Haziehurst, Henry Lewis, Thomas Robbins, J. Gillingham Fell, Daniel Haddock, Jr.

Alexander Benson,
Insac Haziehurst,
Thomas Robbins,
Daniel Haddock, Jr.
DANIEL SWITH, Jr., President,
WELLIAM G. CROWELL, Secretary.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, I ALL IT. ALL AND THEORETICAL ENGINEERS, MACHINIST.—BOILER. MAKERS, BLACK, SMITHS, and FOUNDERS having for many years been in successful operation, and been exclusively engaged is building and repairing Marine and River Engines, high and low-pressure, Iron Bollers, Water Tanks. Propeliers, etc., clc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch, Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder B. liers, or the best Pennsylvanis charcos) iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning Screw Cutting, and allother work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for PENN STEAM ENGINE AND

teed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc. for raising heavy or, light weights.

JACOB C. NEAFIE,

JUHN P. LEVY.

BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK COUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

MASHINGTON Streets.

FHILADELPHIA,
MERRICK & SONS,

[ENGINEERS AND MACHINISTS]

manufacture High and Low Pressure Steam Engines

for Land, River, and Marine Service.

Boilers, Gasometers. Tanks, Iton Boals, etc.
Casings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Work, Workshops, and

Raliroad Stations etc.

Reforts and Gas Machinery, of the latest and most
improved construction. improved construction.

Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills. Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping, Engines, etc.

gines, etc. Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Appinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. GAS FIXTURES.

A S F I X T U R E S.—

MISKEY, MERRILL & THACKARA,

No. 716 CHESNUT Street,

manufacturers of Gas Fixtures. Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assortment of Gas Chandellers, Pendanta,
Brackets, etc. They also introduce gas-pipes into
dwellings and public buildings, and attend to extending, altering, and repairing gas-pipes.

All work warranted.

COAL.

B. MIDDLETON & CO., DEALERS IN COAL, Rept dry under cover. Prepared expression family use. Yard, No. 1225 WARHINGTON AYERIS. Office No. 514 WALNUT Street.