Brom Our Own Ourrespondent, WASHINGTON, March 9 .- The following is the report submitted to the House of Representatives by Messrs, Kelley, Stevens, and Ferry, the minority of the House Naval Committee on the purchase of tools at the Philadelphia Navy

In taking leave of the official reports of Engineers Wood, Henderson, and Inch, the under, signed invite attention to the following, one of the three conclusions submitted with their appl report, and to the extracts from their own evidence before the sub committee as a commentary thereon. The proposition of these gentlemen, which we propose to illustrate by the sworn testimony of two of its authors, is as

fellows:-"Finally, the Board adheres to the opinion expressed in their report of July 14, 1868, and are still of the opinion that the selection of these tools was proper and judicious, and that their purchase was the best economy for the Government."

Extracts from the testimony of Chief Engineer Wood taken by the sub-committee:-

THE BORING BAR.

The instrument is complete and strong, so far as I could judge, It will do no other work than bore cylinders of large diameter and length. I had occasion to supervise some of the work done upon that machine when cylinders were bored a hundred inches in diameter for the Dunderberg. It will cut off the flanges also; it will not do general facing work or the cutting of a modern boring mill.

Q. Is it an essential instrument in a small machine shop? A. Where cylinders above 45 or 60 inches are called for it is useful; it is not well adapted to boring cylinders of small diame THE DOUBLE HEADED LATER.

Q. Did you examine minutely the doubleheaded lathe? A. Yes, sir; I have a very good idea of it. I examined it sufficiently to see Q. Do you think it was originally a double-

headed tathe? A. That I am not prepared to ance of not being as strong as the other. made some inquiry as to where it was con-structed, and 1 learned that it was built in Nashua, New Hamoshire—when, 1 could not

Bay-by Warner & Whitney.
Q. Can you say whether all or only a part was built by them? A. I cannot.
Mr. Rosch testified that it was not built as a double-headed lathe, and that he had built the more modern half of it in 1864.

THE BREAK LATHE.

In answer to the question, "Did you examine the break isthe?" Mr. Wood said:— I did; it has the appearance of having been in use; how long I could not determine; it is a tool not generally introduced into modern

Q. Will not a modern boring mill and a screw-cutting lathe do all the work that can be done on a break lathe - any variety of work? A. Yes, if they have the capacity,

Q. Then a shop supplied with a modern boring mill and a good screw-cutting lathe does not require a break lathe? A. Not unless there might be a necessity to multiply your resources by increasing tools. THE THIRTY-SIX-INCH PLANER.

Q. Did you observe the wear of the cross-feed screw, near the middle? A. I did not measure I noticed there was some loose motion due Q. If the grooves in that screw were a quarter of an inch at the end where it is not worn, and

a quarter and a sixteenth at the middle, what amount of use would that wear indicate? A. If the machine were neglected it would not re-quire a great deal of use to produce that result. If properly taken care of, it would require con-siderable. In looking at the tool I formed the siderable. In looking at the tool I formed the opinion that it was comparatively a new tool and could not have been greatly used, and, onsequently, must have been abused to pro-Q. How new a tool do you mean? A. It is

not by any means an obsolete tool; some shops build them now. RATE OF DEPRECIATION.

Q. Have you any idea of the allowance made by manufacturers of machinery for the depreciation of tools aside from the repairs?

A. That depends upon the kind of tool very much, whether new or old; if the tools were new, there would be very little deterioration the first year. I should say that, in establishments like those in Philadelphia, they would probably make an allowance of seven per cent, for tools in constant use. Q. In your estimate you include the progress

of improvement and the possibility of looks be-coming obsolete? A. Yes, sir. THE SIYLE AND AGE OF THE TOOLS.

Q. Are the tools purchased for the yard at Philadelphia of John Roach & Son generally of the first class originally, equal to any in the country? A. Some of them were, and some would not be so called.

Q. In general, did they strike you as first-class tools in finish and structure? A. Perhaps not, taking into consideration the tools of tothem to the tools of to day. Some of them are of very strong design, and are capable of doing work rapidly, and, I think, efficiently.

Q. Do you find that finish and workmanship

which lead you to believe that any or them were constructed within the last five years? A. Some of them have been. The shears of that double headed latne are about as heavy as they are made now. There was a shaping machine that I think embodies all the improvements of to day. A break-lathe built to day would probably be the same as that, perhaps some of the lathes some of them. The gear cutter would be the same; the rollers are modern; the others are all older style. ECONOMY OF OLD OR NEW TOOLS.

Q. Which would be the better economy in stocking the shops of the new station, to buy cheap second-hand tools that might be capable of doing the work that is wanted or to buy new tools of the first class, looking to the life of the yard? A. I should say it would be better to buy the very best thing you could get; and new tools in preference to secont hand, worn ones. Q. In starting any machine shop that is to compete with another well appointed shop, and which is to make fine and large work, is not the best tool always the most economical? A. Yes, sir; a poor tool diminishes the accuracy and amount of work, and both are marred by any imperfection in the tool.

SECOND HAND TOOLS FOR THE BROOKLYN YARD, Q. Have you purchased any second-hand machinery? A. None, except one or two lathes; I purchased them from Mr. Roach, three or four months ago: I saw them in his shop but did not inspect them; they were purchased at my suggestion; we needed the machinery, and I learned that I could get it on favorable terms, and that it had been scarcely used; certainly, not more than two had been used any.

Q. Will you describe the lathes you bought of

Mr. Roach? A. They were very heavy, strong modern tools, among the heaviest he had, and of a very different style from these.
Q: In perfect condition? A. Yes, sir; un-

worn, and equal to any, in my opinion. THE CHARACTER OF THE TOOLS AGAIN.

Q. Taking the tools as a whole, are they firstclass tools with the latest improvements, equal to any in the country, and especially adapted to the construction of matine engines of the present day? A. These tools cannot be regarded as having the latest improvements; when put in thorough order they would be capable of doing first-class work; as to their being equal to any in the country, they would not be equal in some respects to the tools of to day by our best manufacturers; I should say they were adapted construction of marine engines of the

Q. But you are not prepared, are you, to give an anqualified affirmation to the question I

have just put to you? A. Not as they stan ! at

Q. Speaking again of the tools at large or in general, are they of the most improved design and in perfect working order? A. Many of them are of the most approved design, but they are not in perfect working order. Extracts from the testimony of Engineer Henderson:-

Engineer Henderson, in answer to the question, 'Have you ever had occasion to consider the question of the rate of depreciation of machinery from wear and tear in any well supplied

THE IMPOLICY OF BUYING OLD TOOLS.

shop," said:"All machinery must deteriorate by wear, but it can be put in order so as to fulfil its functions as well as new; but at the same time machinery that has been in wear for several years is not to be considered, in my opinion, equal to new."

O. Have you ever estima el the annual percentage of deterioration? A. I never nave, but I think five per cent, would not only cover the wear, but cost of repairs. Q. Is it not the universal custom of the navy

to procure new, first class tools? A. It has been my practice to purchase entirely new firstclass tools, without regard to cost, though I have made exceptions.
Q. Does not wise economy require the aloption of the course you have pursued? A. Yes,

Q. What principle governed you in the cases where you have made exceptions? A. I purchased a tool originally made by Bement & Dougherty that had been in use a short time. I considered it as good as new, and also had their orinion that it was, I purchased a second-hand planer, also, from the Atlantic Works, East Boston. It was a peculiar planer, and no other new tool could then have been purchased and made available without waiting too long. al-o purchased two small planers from Donald McKay, of Boston. They were almost new, and were in perfect and complete order. Also, a boring bar—a special tool for special work.

Q Before purchasing these tools did you see them in motion? A. No, sir; but I saw that they were in complete order before I paid for

Q. How did you learn that they were in complete order? A. By personal examination of them in the shops, and also by the report of

Q. Did you buy them below the market price for new toois? A. The planer from the Atlantic Works and the boring bar were special tools for special marine work, and had no market value, and were bought to meet emergencies; the two purchased of Donald McKay were pur chased at much less than new tools could have

been made for at that time.
O. Do you remember the rate at which you purchased the tool make by Bement & Dougherty? A. I do not; but it stands now as good as new, without a dollar for repairs.

Q. Is it not sometimes more economical to lay aside an old style tool, though in good repair, and to replace it by a new one having greater sacilities for doing the work? A. I think it is economy in all shops to use the latest improvements, especially in tools, though there are many things styled the latest im-provements which do not add to the efficiency of the tool, I have set aside old style tools in the Boston yard and purchased new ores. There were old fashioned and worn out tools in that yard which were sold at auction, and replaced by new ones. The work could have been done, probably, with the old tools, but to carry out my ideas of a first-class shop, I deemed it best to sell them and replace them by those of the latest partern, believing it to be for the best interest of the Government.

THE BORING BAR. Mr. Henderson having said of the boring bar that, for the purpose of boring large cylinders, it is of good design, is a large, substantial, and useful tool, was afterwards asked the question: -You have recently ordered a boring machine

but not of this pattern? He replied:-I have. It is much more expensive, costing \$15,500 and weighing about 70 tons. It can be used as a very large turning lathe. It is being built by the Lowell machine shop, of Lowell, Massachusetts, and is probably the largest in the country in weight and capacity.

Q. How small a diameter can you drill or bote with it? A. Three feet. As a turning lathe the largest and heaviest work can be put upon it.

Would it be better economy to purchase ch a boring bar as you saw at a low rate, or such a machine as you have ordered for your yard? A. Were I limited in an appropriation, I should deem it my duty to purchase such al machine as was purchased Philadelphia, but having in view the building up of a large and complete engine-manufactur ing shop. I deemed it best for the interests of the Government to purchase a more complete and more expensive tool.

Q. Then you would buy a boring rod of that kind as you have bought other special toois, if you required it for an emergency or were necessarily i mited by the amount of funds at your command? A. Yes, sir. I would buy special tools for special purposes at as low a rate as

Q. Would you have been likely to buy that kind of tool under such circumstances as those at Philadelphia? A. No; I would not have purchased the Philadelphia tool, because I was not limited to cost, but had a view solely to efficiency and the future need of the shop under

Q. Would you have bought such a tool? A. 1 could have bought that very tool, but preferred the other at the greater cost.

THE 66-INCH PLANER.

In relation to the 66 inch planer built by Bement & Dougherty in 1857, which all the witnesses agree is, notwithstanding its age, one of the best, if not the best, of the old tools bought from John Roach, Mr. Henderson was

Q. What would you allow for the deterioration of that tool by use and age, and its want of modern proportions? A. If in perfect order I would not consider it as valuable as a new tool by the same manufacturers by from 10 to 15 per cent. I make the estimate low, because I assume that this tool is to be in perfect order.

Q. What would it require to put it in such order as would justify your estimate? A. It needs a new pinion and the loose motion taken up in the screws, and I think fifteen or twenty dollars would repair it. I consider it one of the best machines I saw there. I do not mean to say that I would not prefer a new one, though, even when put in recair. I think it is economy in the end. in Government work, to pay the best prices for the best tools.

THE DOUBLE-HEADED LATRE. Did you examine the double-headed lathe?

A. I did. Did you examine it particularly enough to determine whe her it was originally constructed as a double-headed lathe? A. No. sir. My impression is it was originally made for a double-headed lathe. I am not conndent of

Would you expect a perfect double-headed e to be produced by the junction of two lather, one or which was much more worn than the other? A. No, sir.

Q. Are the heads of that lathe directly opposite each other? A. They are not.
Q. Can perfect work be done upon it in that condition? A. No. 311; but that lathe is suscept ble of adjustment so as to make them oppo-Q. Did you examine that lathe so as to beable to say whether the workman can work close up to both heads? A I did. It cannot be done without removing a screw between the thears and the lathe. On reflection, I am of the

pittion that this cannot have been originally built as a double-headed lathe; that did not occur to me before. Q. What prevents the free use of the tool its whole length? A. One of the large screws between the shears of the lathe and also several iron bolts extending across the shears and nutting them to stiffen and strengthen the toot, They would need to be taken out to allow the

would detract from the suffness of the tool. They could be replaced, however, when the head stock of the tool had been moved by them.

Q. Are these things necessary in a properly constructed tool? A. No. sir. Q. Would not their removal and restoration employ the time of the workmen? A. It would. Q. Would it not tend to increase the wear of the tool? A. It would in a slight degree,

Q. Would not these be regarded as serious imperfections by a machinist about to fit up a shop? A. Yes, ser; as a machinist I would regard them as imperfections in a machine. THE AGE OF THE TOOLS.

On this subject Engineer Henderson said:-I examined several of the tools, which found to be nearly new, the drills especially and in perfect order; some of the lathe, I found almost new machines; I consider the 36-inch planer and the double-headed lathe as old and worn machines." Q. How long do you think the latter has been

A. I should judge it was built before the war, and must have been in use through the war, These are two of the tools, Mr. Roach's testimony as to the age of which the undersigned are constrained to discredit. He states that this double headed lathe was built in the years 1863 and 1864. But to resume Mr. Heuderson's testimony:-

THE CHARACTER OF THE TOOLS. Q. Taking the whole of the John Roach tools, are they first-class tools with latest improvements, equal to any in the country and spe-cially adapted to the construction of marine engines of the present day? A. They are not first-class tools; they are not equal to any in the country; they are adapted to the construc A. Are they all, or generally, of the most im-

proved design and in perfect working order? A. The tools generally are in good order; three of them are not in perfect working order; they are of good design and have the improvement of quick return, vertical and cross-feeds, and

the general improvements upon them.

Q My question is, Are they, in your judgment, of the most improved design? A. They are not all, in my judgment, of the most improved design; some of them are. Q. Which would you include among those

that are not so? A. The doubte-headed lathe is

not of approved design.
Q. Are they in perfect working order, with all counter-shafting, sulleys, etc., complete?
A. They are not in period working order; all the counter-shafting of the tools is not in the Philadelphia Yard.

While discenting from the views presented by other members of the Naval Committee, the undersigned teel called upon to allude to some errors of fact into which their colleagues have fallen. After maturely considering all that has been said on the subject, and again making a careful comparison of all the official papers submitted by Mr. Zeller, they cannot escape the conclusion originally expressed, that the misstatements and omission of lower offers from the list of comparative prices were and designed to mislead whoever might attempt to investigate the subject. Yet the report to which we are reterring disposes of the question by saying the statement 'was not intended to be precise." How palpable a mistake this is, is proven by the fact that each copy of the statement was accompanied by an appended sheet with caption as follows: - "Comparison between the prices of J. Roach & Son, William Sellers & Co., and Bement & Dougherty." It contains a summary statement of the prices asked by each house, as set forth in the statement to which it is appended, and a comparison thereof, and presents as the result the followin ; precise averdents: -

"The bid of Bement & Dougherty was in all 324 per cent, higher than the one of J. Roach & "The bid of William Sellers & Co. was in all 384 per cent. higher than the one of J. Roach

The undersigned feel that it will not be considered remarkable that they decline to concur in a statement that these figures were not in-

tended to be precise.

Another point in the report of their colleagues from which the undersigned feel that they must expressly dissent is the following allega-

"The committee examined a boring mill, of similar construction (to that bought from Roach & Sou), at the Washington Navy Yard, and were a sured by the intelligent master macuinist, Mr. Wilson, that it had been found exceedingly useful and had recently bored out the larges class cylinders in the navy.

The undersigned, a majority of whom have personally examined both tools, find it impossible to concur in this allegation. The tools are unlike in structure and functions. That at Philadelphia may with equal accuracy be described as an elemental part of, or an appendage to, that at the Washington yard, which is a boring mill made from the patterns of I. P. Morris & Co. It is true that they can each used in boring out large cylinders, work but rarely required. But that at Philadelphia can It is simple, the other is do nothing else. complex; it has a fixed base, the other a revolving one; it will bore large cylinders only, the other will bore them whether large or small; it will not drill, the other will; it will not cut, or face, or turn, and the other will do them all and therefore saves the space of other tools in

a shop.

The difference in the value and functions of these very dissimilar tools is fully pointed out in the testimony of Engineer Henderson,

The undersigned must, before taking leave of the report referred to, also express their unqualified dissent from the manner in which the testimony of Mr. Bement is referred to in it.

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The value as nearly as may be of the Real Estate held by the Company.... None.

5.701-80

6,460 57 26,400 60 and mortgages, constituting the first lien on Real Estate, on which there is less than one year's interest MARCH.

pany, specifying the number of shares and their par and market 13,000 11,000 4,850 Ot lo State Bonds .. Cook County Bends... Hartford City Bonds. 10 000 2,000 9,800 Unicago City Bonds ... Toledo City Bonds.

100 shares American National
Bank, Hartford.
50 sh. Fourth National Br.N.Y.
50 shares Shoe and Leather
Bank, New York.
50 shares Merchanis' Exchange 6,100 5,600 50 shares Merchants' Exchange 2,800 5,100 Bank, New York. 50 shares Continental B's, N. Y. Cincinnati and Indianapolis 5,850 Railroad Bonds ...

-\$223,440.00 THIRD.

Amount of Stocks held by the Company as collateral security for Call Loans, with the amount loaned oneach kind of stock, at its par and market value: par and market value:— 77 sh, City Fire Insurance Stock. \$11,550 126 sh, Etna Fire Insurance Stock. 25,200 100 sh, Phoenix Fire Ins. Stock... 20 000 147 sb. Travelers' Life Ins. Stock 16,905 lo shares Hartford Life and An-650

Interest on investments due and un-Premium notes on Policies still in One burglar-proof Safe (stee!) and furniture and stamps ...

1.000 00 Stock notes approved by Directors and endorsed..... FOURTH. 26.849·82 3,143·11 Interest on premium notes... FIFTH. Amount of losses paid during the year 25,250 00 Amount paid for reinsurance pre-

Amount of return premiums paid or lapsed, surrendered or purchased amount of dividends declared during the year:

Amount of losses due and unpaid... 13,658 45 Amount of promissory notes origiming the capital of the Amount of said notes held by the .. 249,000 00 Company as part of the whole of the capital thereof.

Par and market value of the Com-100 00

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Statement of the condition of the Company, December 31, 1858,

ASSETS.

Capital Stock paid in cash

Market Valu \$518'4 14,106 6 Mission.
U. S. Gov't bonds, 5-20s. '67, par \$125,600.....
Accrued interest, not yet due......
Bils receivable..... Value of re naur-nee po leies.

Personal property at Home and Branch
Offices. 5.0 0.00 9.417'84 \$212,287 7 LIABILITIES. Amount required to safely reinsu e all out-tlanding risk. Amount of all the claims against the Co.... \$56,591 '87 3 282-28

Licome from all other sources . \$81,609 47 EXPENDITURES. \$1,469 00 16 617 38 2,329 28 15,160.44

Value of Company's stock, par \$100: market va.; \$100. This Company commenced business in April, 1869, and have already issued 1200 POLICIES, covering over \$2,000,000 of insurance.

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5,031 25 15,000.00 11,300 00 20,000 Phila and Southern Mail Steam.Co., Soshares Stock 207,900 Loans on Bond and Mort-gage, first liens on City Properties...... 15,000 00

\$1,109,900 Par. Market value, \$1,130,325-25 Cost, \$1,093,604-26. Real Estate.. 86,000 00 822,486 94 Bills receivable for insurance made Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the com-40,178.88 1,813.00

Cash in drawer....

116.563 78 \$1,647,367.80

Edmund A. Sonder, Eamuel E. Stokes, Henry Sloan, William C. Ludwig, Thomas C. Hand, John C. Davis, James C. Hand, Theophilus Paulding, Theophilus Paulding,
Joseph H. Seal,
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Edward Darlington,
H. Jones Brooke,
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George Fales.
Al FRED G. BAKER, President,
GFORGE FALS, Vice President,
WM. GREEN, Assistant Secretary. Alfred G Baker, Ban uel Grant, George W, Richards, Innau Lea, George Fales,

GOVERNMENT SALES.

ST. LOUIS ARSENAL, ST. LOUIS, MO., FEBRUARY 23 1869. PUBLIC SALE OF CONDEMNED ORD-NANCE AND ORDNANCE STORES.—WIII be offered for sale, at public auction, at the St.
Louis Arsenal, St. Louis, Mo., commenting on
MONDAY, the 12th day of April, 1861, at 10
o'clock A. M., a large amount of condemned
Ordnance and Ordnance Stores, stc., coasisting
in part of the following articles, viz.:

51 cast fron field guns, with carriages and

implements 199 cast iron guns, various, total weight about 530 tons.
480 tons cannon balls, 6 to 42 pounds. 80 artillery carriages, Various, 600 sets artillery wheel harness, for two

horses. 4,300 sporting rifles and shot guns, various. 10,233 carbines and rifles, various 14,411 sabres and s words, various. 23 000 cartridge boxes, various. 15.000 cavairy saddles, various, 3.000 artillery saddles, various, 23.190 curb bridles, various, 10.000 watering bridles, various. 15,000 halters, various. 14,480 leather traces, various, 401,985 pounds of cannon powder.

820 450 pounds of mortar powder. 777,680 pounds of musket powder. 777,680 pounds of musket powder.

18 200 pounds of rine powder.

159,840 pounds of damaged powder.

90,834,000 musket and pistol percussion caps.

Wrought and cast iron scrap, etc. etc.

Persons desiring catalogues of the storestobe sold can obtain them by application to the Chief of Ordnance, at Washington, D. C.; of Brevet Colonel S. Crispin, U. S. A., purchasing agent, corner of Houston and Greene streets, New York, or upon application at this arsenal.

F. D. CALLENDER,

Lieut.-Col. of Ord. and Bt. Brig.-Gen. U. S. A.,

Commanding.

OVERNMENT SALE Will be sold at Public Auction, by H. B. SMITHSON, Auctioneer, at Allegheny Arsenal, Pittsburg, Pa., commencing at 10,0 clock A. M., Wednesday, March 24, 1869, the following arti-

les, viz.:—
28 Cast Iron Cannon.
16.394 Solid Shot (round).
2,829 Stands of Grape and Carcasses.
3,827 Carbines, new, repaired, rusty, etc.
3,127 U. S. Rifles, Cal. 54 and 58, repaired,

rusty, etc.
4.377 Enfield Muskets, repaired,
4.319 Foreign Muskets and Rifles, rusty, etc.
3.130 U. S. Muskets, (al. 69, rusty, etc.
2,279 Pistols and Revolvers, new, repaired, and rusty. 4,000 Sets of Infantry Accourrements (old). 33,182 Pounds of Cannon, Musket, and Rifle

Powder. 190,000 Pistol Cartridges (Lefaucheux & Wesson's).

1,300,000 Maynard's and Sharp's Primers.
6,282 Musket Bayonets.
130,000 Pounds of Scrap Iron, Cast and Wrought.
A lot of Appendages and parts of Muskets.
A lot of Tools for Blacksmiths, Carpenters,

A lot of Packing Boxes, etc.

A lot of Packing Boxes, etc.

Catalogues of the above can be obtained on application to the undersigned.

Purchasers will be required to remove the property within ten days after the saie.

Terms—Cash.

R. H. K. WHITELEY, Byt. Brig.-Gen. U. S. A. DUBLIC SALE OF CONDEMNED ORD-DUBLIC SALE OF CONDEMNED ORDhance Stores.
A large quantity of Condemned Ordnance and Ordnance Stores will be offered for sare as Public Auction, at BOCK ISLAND ARSENAL, Hiladis, on
WEDNESDAY, April 7, 1869, at 10 o'clock A. M.
The following comprises some of the principal articles to be at id, viz:—
2s from Candon, various calibres,
1100 Field Carrisgrs and Limbers,
190 sets of a rillery Harness,
19,600 pounds shot and Shell,
45,100 sets of Infantry Accourtements,
2200 McClellan Saddles,
700 a rillery staddles,

2200 McClelinn Saddles,
700 a rillery Saddles,
700 a rillery Saddles,
700 Saddle Blankets,
600 Watering Bridles,
2200 Artillery 7 races and Hames,
Can obtain them by application to the Chief of Ordnance, at Washington, D. C., or Brevet Colonel 8,
CKIEPIN, United States Army, Purchasing Officer
corner of HOUSTON and GREEN Burets, New York
city, or upon application at this Arsenal,
Lieutenant Colonel Ordanack,
Brevet Brigadier-General U. S. A.,
Commanding,
Rock Island Arsenal, January 25, 1869, 1861A7

ENGINES, MACHINERY, ETC.

PENE STEAM ENGINE AND PRACTICAL BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS. BOILER-MAKERS, BLACK, SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, iron Boilern, Water Tanks, Propellers, etc., 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 execuse orders with quick despatch, livery description of pattern-making made at the shortest notice. High and Low-pressure Fine Tabular and Oy linder Bellers, of the best Pennsylvania charcoal iron, Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Boil Turning, Sorsw Gutting, and all other work consected with the above business.

Drawings and specifications for all work done as inconstabilishment free of charge, and work generalised.

The subscribers have ample Wharf-dock room for

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

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OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

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MANUSCUPE High and Low Pressure Steam Engines
for Land, Biver, and Marine Service.

Boliers, Gasomicters, Tanks, Iron Hoats, etc.
Chatings of all kinds, etther iron or brans.
Iron Frame Roofs for Gas Work, Workshops, and
Railroad Stations, etc.
Retorie and Gas Machinery, of the latest and most
improved construction. Improved construction.

Every description of Plantation Machinery, also
Engar, Saw, and Grist Mills, Vacuum Pans, On
Steam Trains, Defectors, Filters, Pumping, Eng

gines, etc.

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Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Wocher's Patent Centrifical Sugar
Draining Machines. LARZELERE & BUCHEY,

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