"LIPPINCOTT'S." The contents of the November number of Lippincott's Magazine are as follows:-"Crackers," by J. H. Bradford; "Elk County," a poem; "The Victims of Dreams,"

a story, by Margaret Hosmer; "A Polyglot Empire," by Stephen Powers; "A Yaukee on the Throne of France," by Arthur Fleming;
"Irene," a tale, part ii; "Three Triumphs,"
by Schele de Vere; "The Stone Annals of the
Past," by Charles Morris; "In Love with a Shadow," a story, by T. A. Janvier; "The CalvertFamily," by Eugene L. Didier; "Violets in Autumn," a poem, by Howard Glyndon; "Sir Harry Hotspur of Humblethwaite," a novel, part vii, by Anthony Trollope; "Gossip;" 'Literature of the Day."

From the paper entitled "Crackers," by J. H. Bradford, which gives a very entertaining account of the "poor whites" of the Southern States who go under that designation, we take the following: -

The Cracker's language is of peculiar construction. He always "reckons;" calls the earth "the yeath," and ears "years;" utterly disregards the r in corn, and adds the letter h to the pronoun "it."
His father is his "dad," his mother his "mam." A friend is usually addressed as "hoss." A turkey is a "tuckey;" a hornet, a "ho'net." For our friend drops his r's as an Englishman his h's, and puts them in where, according to popular prejudice, they do not belong. A worm is a "wum;" a flask is a "tickler." To go over a hill is to go "over the top:" a stone, whether small or great, is a "rock;" and women are generally spoken of as "heifers." To these peculiarities of pronunciation and nomenclature add a sort of lazy drawl, and you may obtain some sort of a notion of the Cracker mode of speech.

The Cracker is independent in his ideas of dress or costume. A felt hat of a nondescript color, but once probably white; a cotton shirt, innocent of plaited bosom, starch, or washing; and a pair of homespun or "hickory" trousers stuck into his boots, or, more generally, rolled up about half a foot above low-quartered brogans, and show-ing an expanse of dirty ankle, complete the attire of the man. The woman wears a homespun gown: I cannot positively aver that she does not wear anything else, but, to the best of my knowledge and belief, she does not. Children wear anything or-

In fact, children among the Crackers have but a poor chance. Nature has her will with them in so far as a disregard of the appliances of art is concerned, but she does not, after all, seem to be so good a mother as some of our modern philosophers would have us suppose. Only the hardiest of the children survive. And no wonder. So soon as the infant has teeth to chew (if he does not die before they come), he is fed with fat pork and greasy, leaden biscuit. In truth, there is little else to feed him on, and often not enough of them. The poor baby is thus early familiar with the pangs of hunger. To be sure, hunger is a natural emotion, but one not easy to get accustomed to. As a consequence of this difficulty, the Cracker child eats dirt to satisfy the continual cravings of his stomach. This unsatisfactory diet gives him a whitewashy complexion, and a pleading, wistful look about the eyes (which seem to have lost whatever light they once had). Their irregularities of feeding make Cracker children almost uniformily pot-bellied. Thus, if they live to manhood, it is owing more to the original strength of their constitutions than to the effects of nature's nursing or any hygienic precautions taken by their parents. If they do live, they grow to be thin, wiry, strong and enduring men, with a strong appetite for loading, fighting, courting

the girls and drinking whisky. The best proof I can adduce that they make good fighting men is the fact that they composed the mass of the Confederate army in the late Rebellion. What kind of fighters they are let those say who met them on the Peninsula, at Antietam and Gettysburg, at Chantilly and Chattanooga.

The Cracker possesses the virtue of hospitality in a large degree. He will turn himself and his wife out of the single four-poster to give it to his transient guest with such genuine, whole-souled generosity, and will press him to accept it with such an air of deep anxiety, that doubts as to cleanliness of sheets and hesitation from fear of the cimex lectularius vanish at once; and one feels one's self obliged to sacrifice one's personal feelings on the great altar of true courtesy and genuine hospitality.

He is, above all things, fond of a dance, Let him get a nigger fiddler and plenty of baldface whisky, and give forth the news that he expects his friends, and men and girls will come from a circuit of twenty miles. And how he dances! I can give no idea of it unless some of my readers have seen a fisherman's hop on the coast of Maine. In that case they will be able to form some conception of the style and character of a Cracker dance. Such shuffling and double shuffling, such pigeon wings, such tortuous and devious windings, as are there executed, truly entitle the favorite measures to the Swivellerian appellation of "the mazy." In my opinion a man must get drunk in order to bear himself properly through such a performance. No sober man could muster it.

But what a contempt the Cracker has for the "rudimans!" When I was last a sojourner in the Land of Flowers a Cracker who could read and write was considered an extraordinary creature-a kind of woolly horse or two-headed calf. I once came across a plantation, near the centre of the peninsula of Florida, belonging to a man who was worth, at the lowest ealculation, thirty thousand dollars. He had twenty negross, made a good crop of cotton, dabbled in sugar and indigo, and was growing richer every year. He had four sons and two daugh-The family dressed exactly as when "dad" had first settled, lived in the same onestoried, one-roomed log hut, were "hail-fel-low-well-met" with their poorer neighbors, as they had always been, and not a soul of them could even read. The old man's accounts with his factors were managed by a Minorcan who dwelt hard by, and was considered to be a miracle of learning; and for once, I believe, the agent did full justice to his employer, When asked if he would not have preferred that his children should be acquainted with the useful arts of reading, writing, and arithmetical calculation, he would prougly point to his fruitful fields and his fat and docile ne-

groce, and say:-"I com hyar, stranger, wif a few hogs, some hoeing tools, an' the ole woman an' George; an' we've done pooty peart 'thout ery o' your readin' an' writin' an' cipheriu' When I'm gone the brats'll be so much ahead o'me; an' if they can't git along 'thout readin' an' writin', why, -- em! they ort to

This was by no means an isolated case. There were many Crackers as ignorant, though few so rich. But we may now hope

THE NOVEMBER MAGAZINES. | for better things. Although the poor Cracker was dragged into the war against his will, he yet fought so as to gain for his bravery the admiration of the civilized world. The victim of those political Ishmaelites who, with naught to lose but everything to gain in the struggle, thrust aside the counsel of the intelligent and sober-thinking men of the South, and plunged the country into a bloody war, the poor white man bore himself as bravely on the field as his aristocratic officers. How much of misery that war brought to him and his, who will ever know? How many a cabin in the lonely woods was the scene of patient waiting, long struggles with gaunt poverty and agonizing suspense-until the fatal news came, tardily, but all too soon, that told the suffering family that their former protector was to be theirs no more! Who can tell the agony of desolation that has been the lot of many a poor, friendless woman, widowed by the cruel hand of war, whose sole dependence for food for the hungry mouths around her was the labor of her own toil-hardened hands? The mounds that crowd the cemeteries North and South, under which sleep so many thousands of Confederate dead, could tell sad histories enough to

-The November number of The Transatlantic, which has been sent us by Turner & Co., presents an excellent series of stories, poems, and readable sketches on a variety of subjects, selected from the best foreign periodicals. The Transatlantic is edited with care and good taste, and it is one of the most attractive of our monthlies.

AN EXASPERATED DEAD-HEAD.

Failing to Get a Free Ride he Attempts to Throw a Train from the Track. The Quincy (Ill.) Herald has the following:—

On Thursday evening about S o'clock a colored man approached Conductor Mills, of the Hannibal and St. Joseph Railroad, at Palmyra Junction, and asked permission of him to come into Quincy on the train which would leave in ten minutes thereafter, stating that he had no money, and as a matter of introduction, offered him a letter to read. Mr. Mills informed his lordship that he had no use for the let-ter, and unless he had money to pay his fare he could not and would not carry him, and the negro could not and would not carry him, and the negro turned away, waiking in the direction of the rear of the train, which was then standing in readiness to start in a few mioutes. Mr. Mills thought no more of him, and the train proceeded to Quincy. Mr. Mills, as is his usual custom, after passing through the entire train collecting tickets, stepped out on the hind platform to see if there were any "hangers on," as they are termed, and his visit on this occasion was not a fruitless one by any means. He immediately discovered that and his visit on this occasion was not a fruitless one by any means. He immediately discovered that there was some one hanging on to the platform, with his feet resting on one of the brakes. The train had by this time reached North River bridge, about eight miles from this city. The signal bell to stop the train was sounded, and on the train stopping it was ascertained that the individual hanging on was no other than the same negrowho had but a few moments before asked permission to ride free to Quincy. He was let off with a slight reprimand, and the train again proceeded. An extra freight train came along shortly afterward, and when near Young's Crossing, probably about four miles east from where the negronal been put of of the first train, the engine struck had been put off of the first train, the engine struck a large tie which had been placed on the track, but fortunately sent it whirling into the air without doing any damage. At eleven o'clock the same night the Kansas City express, which should have left here at 9:30 P. M., came thundering along at a rapid rate in consequence of being behind time, and when in a few yards of where the freight train had knocked a tie off a few hours before, the engine struck another tie which became in some way entangled in the cow-catcher and was dragged along over the rails with such velocity that it produced sufficient friction to set the tie on fire. The engineer, discovering the light and not knowing what occasioned it, stopped his engine as soon as possible, when he discovered for the first time the presence of the tie, which caused him to shudder at the thought of his narrow escape from a fate too

horrible to contemplate.

The tie had become so thoroughly wedged under the cow-catcher that it became necessary to actually cut it out. Suspicion immediately rested on the aforesaid negro, and a vigilance party was organized to look after him. Conductor Mills, believing that he would come to Quincy, went in person to the ferry dock at an early hour yesterday morning to await the arrival of the first trip of the ferry-boat. The boat had no sooner landed than Mr. Negro stepped off, and on being recognized by Conduc-tor Mills, was taken in charge by a policeman when his name was ascertained to be Daniel Love, formerly employed as cook in the Sherman House, and lately figuring conspicuously in police circles as a common thief, and only a few days since he was released from the workhouse. He was sent to Palmyra on the first train and lodged in jail. While en route to that place he made an open confession to the officer in charge, stating that he placed both ties on the track, and for no other purpose than to throw Conductor Mills' train of because he would not allow him to ride to Quincy free

EDUCATIONAL.

HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been re-moved from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the

A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.
GEORGE EASTBURN, A. B., JOHN G. MOORE, M. S., Principals.

H. ACADEMY, ASSEMBLY BUILDINGS,
No. 108 South TRNTH Street.
A Primary, Elementary, and Finishing School for poys and young men. Persons interested in education are invited to call and witness the method of teaching and discipling any discipling and any discipling and any discipling and discipling any discipling and discipling any discipling any discipling and disc

teaching and discipline practised. Circulars at Mr. Warburton's, No. 480 Chesnut street, or at the Academy. Open for visitors from 9 A. M. to 4 Еревнігт всноог MERCHANTVILLE, N. J.,

Four Miles from Philadelphia. Next session begins MONDAY, October 3.

· Rev. T. W. CATTELL.

HINRY G. THUNDER'S MUSICAL ACADEmy, No. 1028 PINE Street, is now open for the reception of pupils. See circulars at Music Stores. Office hours 8 to 9 A. M. and 1 to 3 P. M. 10 11 1m THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will be re-opened September 5th

THE FINE ARTS. EW PICTURES.

"THE SPIRIT OF THE MIST," by T. Buchanan Read. THE GRAND WORK, White Mountain Notch,"

BY THOMAS HILL New Fegers Group, "Coming to the Parson."
Exquisive Swiss Carvings from Interlaken, at all prices. New Chrymos New Engravings.
"The Chacged Cross;" "The Wetternorn," 20x40, the

EARLES' CALLERIES. No. 816 OHESNUT STREET. MATS AND OAPS.

largest ever made.

AMERICAN SILK HAT COMPANY. NO. 721 MARKET STREET.

now ready, at manufacturer's prices. A ca'l is asked to satisfy and please all in quest of stylish Dress Hats, as to price and quality.

Remember the NAME and NUMBER. 9211m WARBURTON'S IMPROVED VENTILATED WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office,

CITY ORDINANCES.

A N ORDINANCE
To Authorize the Construction of Sewers on Garden, Mount Vernon, and Norris Streets.
Section 1. The Select and Common Councils of the city of Philadelphia do ordain. That the Department of Highways be and is hereby authorized to construct the following sewers, of the diameter of three feet in the clear, viz.:— On the line of Garden street, from Willow street to south line of Buttonwood street, on Mount ernon street, from Twenty-first street to the east line of Twenty-second street, and on Norris street eastward from Gunner's Run to depression west of Richmond street; said sewers to be built of brick, circular in shape, and in accordance with specifications prepared by the Chief

Engineer and Surveyor. Section 2. The Chief Commissioner of Highways shall advertise according to law, announcing that bids will be received for the sewers above designated, and he shall allot them to the lowest bidders, and it shall be a condition of said contract that the contractor shall accept the sums assessed upon and charged to the properties lying on the lines of said sewers in manner and form authorized by ordinance entitled "An ordinance regulating the assessment upon property for the construction of branch culverts or drains," approved May 12, 1866, and supplement thereto, approved February 16, 1869; any excess over and above said assessment to be charged to item (for branch sewers) of annual appropriations made to the Department of Highways for the year

LOUIS WAGNER, President of Common Council,

JOHN ECKSTEIN. Clerk of Common Council

SAMUEL W. CATTELL, President of Select Council Approved this eighteenth day of October, Anno Domini one thousand eight hundred and seventy

DANIEL M. FOX, Mayor of Philadelphia. 10 20 1t

R ESOLUTION
To Authorize the Paving of Warren
Street and Brown Street. Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways be and is hereby authorized and directed to enter into a contract with a competent paver or pavers who shall be selected by a majority of the owners of property fronting on Warren street, from Thirty-ninth street to Fortieth street, in the Twenty-fourth ward, the cost of paving inter-sections not to exceed nine hundred and twentyfive dollars; Brown street, from Taney street to Pennsylvania avenue, in the Fifteenth ward, no cost for intersections for the paving thereof, the condition of which contract shall be that the contractor or contractors shall collect the cost of said paving from the property owners fronting on each street respectively, and shall enter into an obligation with the city to keep the said streets in good order for three years after the paving is finished.

President of Common Council. Attest-ABRAHAM STEWART, Assistant Clerk of Common Council. SAMUEL W. CATTELL,
President of Select Council.
Approved this eighteenth day of October,
Anne Domini one thousand eight hundred and

LOUIS WAGNER,

seventy (A. D. 1870). DANIEL M. FOX, Mayor of Philadelphia. 10 20 1t

A N ORDINANCE Authorizing the Erection of a Drawbridge Over Frankford Creek at Orthodox Street. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Department of Highways be and is hereby authorized and directed to advertise for the at Orthodox street, and allot the same to the lowest bidder, and only to such person that has had experience in such work, as provided by

Section 2. The plans and specifications to be prepared by the Chief Engineer and Surveyor, and the work done in accordance therewith to his approval and acceptance: the cost thereof to be paid for out of appropriation to the Department of Highways, etc. etc., for the year 1871, from item therein specified.

Warrants to be drawn by the Mayor in conformity with existing ordinances.
LOUIS WAGNER,

President of Common Council. Attest-JOHN ECKSTRIN. Clerk of Common Council. SAMUEL W. CATTELL. President of Select Council.

Approved this eighteenth day of October, Anno Domini one thousand eight hundred and seventy (A. D. 1870). DANIEL M. FOX.

Mayor of Philadelphia. R ESOLUTION
To Authorize the Opening of Dickerson Street from Passyunk Avenue to Broad

Resolved. By the Select and Common Couneils of the city of Philadelphia, That the Chief Commissioner of Highways be and is hereby authorized and directed to notify the owners of property over and through which Dickerson street, from Passyunk avenue to Broad street, will pass, that at the expiration of three months from date of said notice said street will be taken for public use.

LOUIS WAGNER. President of Common Council.

Attest-ABRAHAM STEWART. Assistant Clerk of Common Council. SAMUEL W. CATTELL, President of Select Council. Approved this eighteenth day of October, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX. Mayor of Philadelphia.

R ESOLUTION
To Construct a Sewer across Bucklus

Street. Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways is hereby authorized and directed to construct a sewer across Buckius street, between Kensington avenue and Frankford avenue. Twenty-fifth ward, in accordance with plans and specifications to be prepared by the Chief Engineer and Surveyor. The cost of the same to be chargeable to item 8 of the annual appropriation to the Department of Highways for the year 1870.

LOUIS WAGNER, President of Common Council.

ABRAHAM STEWART. Assistant Clerk of Common Council, SAMUEL W. CATTELL.

President of Select Council. Approved this eighteenth day of October, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX, Mayor of Philadelphia. RESOLUTION

To authorize the Grading of Warren Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Highways be and is hereby authorized and directed to grade Warren street from Thirty-ninth street to Fortleth street to the established grade of the city, at a cost not exceeding three hundred dollars.

LOUIS WAGNER. President of Common Council, JOHN ECESTEIN, Clerk of Common Council. SAMUEL W. CATTELL,

President of Select Council.

Approved this eighteenth day of October, noo Domini one thousand eight hundred Anno Domini one and seventy (A. D. 1870). DANIEL M. FOX. Mayor of Philadelphia,

CITY ORDINANCES.

RESOLUTION

To Authorize the Grading, Curbing, and
Paving Footways on Edward, Franklin, and
Main Streets and Oxford Road, in the Twenty-

third Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and is hereby authorized and directed to notify the owners of property fronting on Edward street, from Pine to Adams street, Franklin street, from Oxford road to Wakeling street, Oxford road, from Franklin to Leiper street, Main street, Bustleton, from a point six hundred and thirty feet north of the Welsh road to a point nine hundred feet south of the Welsh road. leading to Holmesburg, in the Twentyroad, leading to Holmesburg, in the Twenty third ward, to grade, curb, and pave their foot-ways, and if they neglect or refuse to comply with the terms of said notice for thirty days from the date thereof, the Chief Commissioner of Highways is hereby directed to proceed and do the work and collect the cost from the property owners.

LOUIS WAGNER, President of Common Council.

ABRAHAM STEWART, Assistant Clerk of Select Council. SAMUEL W. CATTELL, President of Select Council. Approved this eighteenth day of October, Anno Domini one thousand eight hundred and seventy DANIEL M. FOX, (A. D. 1870).

Mayor of Philadelphia. 10 20 1t A N ORDINANCE To Make an Appropriation to the City Commissioners. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of five hundred and twenty-two dollars be

and the same is hereby appropriated to the following items in the appropriation to the City Commissioners for the expenses of the year 1870, viz.:-

To Item 45. To pay two messengers of the Board of Aldermen, two hundred dollars. To item 64. To pay aldermen for adminis tering affidavits to assessors on State Census books, three hundred and twenty-two dollars.

LOUIS WAGNER, President of Common Council. Attest-JOHN ECKSTEIN. Clerk of Common Council.

SAMUEL W. CATTELL. Approved this eighteenth day of October, Anno Domini one thousand and seventy (A. D. 1870).

DANIEL M. FOX, Anno Domini one thousand eight hundred

Mayor of Philadelphia. RESOLUTION To Authorize Payment for the Construction of a Sewer across Lancaster Avenue at

Forty-eighth Street. Resolved, By the Select and Common Councils of the City of Philadelphia, That the cost of constructing the sewer across Lancaster avenue. at Forty-eighth street, be paid out of Item 19 of the appropriation to the Department of High-

ways for the year 1870. LOUIS WAGNER, President of Common Council.

JOHN ECKSTEIN. Clerk of Common Council. SAMUEL. W. CATTELL, President of Select Council. Approved this eighteenth day of October, Anno Domini one thousand eight hundred and

seventy (A. D. 1870). DANIEL M. FOX, Mayor of Philadelphia.

PROPOSALS FOR ARMY TRANSPORTATION IN TEXAS. HEADQUARTERS DEPARTMENT OF TEXAS.

PROPOSALS.

CHIEF QUARTERNASTER'S OFFICE,

AUSTIN, Texas, Sept. 15, 1870.)

Sealed Proposals, in triplicate, will be received at this office until 12 M., on THURSDAY, the 1st day of December, 1870, for the

TRANSPORTATION OF ARMY SUPPLIES from the 1st day of January, 1871, to the 31st day of December, 1871, on the following routes, viz.:—
ROUTE NO. 2 (BY WATER).

From the wharf at Brazos Santiago, Texas, to Fort Brown, Texas, and
From Fort Brown, Texas, to Ringgold Barracks, Texas; per 100 pounds for whole distance between each Proposals will also state the rates at which bidders propose to transport to or from each of the above named points, officers and enlisted men with

their authorized allowance of baggage. ROUTE No. 3. From Ringgold Barracks, Texas, to Fort McIntosh

Texas.

ROUTE No. 4.
From Indianola, Texas, or the terminus of the Mexican Gulf Railroad to San Antonio, Texas.

ROUTE No. 5. From San Antonio, Texas, to-

Fort McIntosh, Texas. Fort Clark, Texas. Fort McKavett, Texas. Fort Concho, Texas. Fort Stockton, Texas. Fort Davis, Texas. Fort Griffin, Texas.

Fort Richardson, Texas.

And any posts that may be hereafter established Northwest Texas, south of Red river. Posts west of Fort Davis will be supplied by Gov-

From the Ship's Tackle at Galveston, Texas, to Bremond, Texas, or the terminus of the Texas Central Railroad. ROUTE No. 7.

From Bremond, Texas, or the terminus of the Texas Central Railroad, to-Fort Griffin, Texas. Fort Richardson, Texas.

And any posts that may be hereafter established south of Red River in Northwestern Texas.

The transportation to be furnished exclusively by horse or mule teams Except in cases of emergency, this service may be performed by one train per month.

Returning trains will transport supplies from point to point on the direct route of return towards the initial point, or to any point or points beyond the first point of destination, at contract rates; and should trains be sent from their original point of destination to another point empty, half the contract rates shall be allowed, for the distance travelled on the amount of stores to be transported

ing. Bidders will state the rate per 100 pounds per 100 miles at which they will transport supplies, which will include the transportation of supplies accom-panying the movement of troops. Each bld must be accompanied by a guarantee of

at least two responsible persons (whose responsi-bility must be certified by the cierk of a Court of Record) that the bidder is competent to carry out the contract if awarded to him; and the residence and post office address of each bidder and guarantor The amount of bond required from the contractor for each route will be thirty thousand (30,000) dol-

Forms of contract may be seen at the Quartermaster's office at Galveston, Indianola, San Antonio, Ringgo:d Barracks, Brownsville, Fort McIntosh, and at this office.

The Government reserves the right to use its own means of transportation for this service when deemed advisable to do so, and to reject any or all hids offered.

Any further information will be promptly fur-nished on application in person or by letter to this Proposals must be plainly endorsed on the en-"Proposals for Army Transportation on Route

By order of Brevet Major-General Reynolds, Com-manding Department. JAMES A EKIN,

Deputy Quartermaster-General, U. S. army, Chie Q. M. Dept. of Texas. PATENTS.

STATE RIGHTS FOR SALE STATE RIGHTS of a valuable invention just patented, and for the Si.ICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of notels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE Model can be seen at TELEGRAPH OFFICE COOPER'S POINT, N. J.

JET GOODS, NEWEST STYLES, DIXON'S, No. 10 16 swi

PROPOSALS.

DROPOSALS FOR REVENUE STAMPS. PROPOSALS will be received until TUESDAY, the

PROPOSALS will be received until TUESDAY, the first day of November next, at 12 e'clock at noon, for furnishing complete Revenue stamps, of the following classes, denominations, and sizes in present use, and as hereinafter specified, viz.:—

CLASS I.

Adhesive Stamps—General and Proprietary, viz:—General—One cents, two cents, three cents, four cents, five cents, six cents, ten cents, fifteen cents, twenty cents, sixty cents, seventy cents, forty cents, fifty cents, sixty cents, seventy cents, one dollar and fifty cents, one dollar and ninety cents, two dollars and sixty cents, one dollar and ninety cents, three dollars, and fifty cents, five dollars, three dollars, three dollars, two dollars and fifty cents, fifty dollars, and two hundred dollars.

Proprietary—One cent, two cents, three cents, four cents, and five cents.

CLASS II.

Beer stamps, hogsheads, barrels, half barrels, third barrels, quarter barrels, sixth barrels, and eighth barrels.

CLASS III.

Stamps for distilled spirits, tax paid, 10 gallons, 20 gallons, 30 gallons, 40 gallons, 50 gallons, 60 gallons, 100 gallons, 110 gallons, 50 gallons, 100 gallons, 110 gallons lons, 120 gallons, and 130 gallons, CLASS IV.

Stamps for distilled spirits, "other than tax-paid," distillery warehouse, rectified spirits, and wholesale liquor dealers. CLASS V.

CLASS V.

Tobacco stamps, 3/2 pound, 1 pound, 2 pounds, 3
pounds, 5 pounds, 10 pounds, 15 pounds, 20 pounds,
21 pounds, 22 pounds, 40 pounds, and 60 pounds,
Class 1, to be gummed, dried, and perforated, and
prepared for issue in sheets.

Class 2, without gumming and perforation, prepared for issue in sheets. 20 stamps on a sheet. pared for issue in sheets, 20 stamps on a sheet. Class 3, without gumming, to be engraved with nine coupons and one stub attached to each stamp,

tain 150 stamps, three on a page, and book to be appropriately lettered and numbered. Bidders will also make proposals for this class of stamps, as also make proposals for this class of stamps, as above, 300 stamps to the book.

Class 4, without gumming and perforation, each stamp to have an engraved stub attached, stamps and stubs to be numbered in serial numbers, and bound in book form. Each book to contain 400 stamps, 4 on a page, and bound, lettered, and numbered.

each stamp and stub to be numbered in serial numbers, and bound in book form. Each book to con-

Class 5, % pound to 5 pounds inclusive, without gumming and perforation, to be issued in sheets, 12 stamps on a sheet.

All the other denominations mentioned, excepting the 15 pounds, to be engraved with stub attached,

stamps and stubs to numbered in serial numbers and bound in book form, each book to contain 400 stamps, 5 stamps on a page, and bound, lettered, and numi ered. The 15-pound stamps to be as above, with the addition of nine coupons, attached to each Bids are also asked for the 1/2 to 5-pounds stamps

inclusive, to be prepared and bound in book form, as above described, with stubs, but without the cou-Specimens of the above-mentioned stamps may be seen at the office of the Commissioner of Internal Revenue, and sizes and descriptions taken there-

from.

Bidders will state the price per thousand stamps, separately, inclusive and exclusive of paper, deliverable at their place of business, and also at the office of the Commissioner of Internal Revenue in Washington. The cost of delivery should be given, both inclusive and exclusive of the cost of packing and boxing. Bids will be made separately for print-ing in one and two colors. Stamps of Class I, the principal coler to be permanent and the other fugi-tive. All the other classes mentioned to be printed in permanent colors. The additional cost of print-ing a tint upon the stamps printed in one color should also be stated.

should also be stated.

Bidders will state in their bids the mode of printing proposed by them, whether plate printing or surface printing.

Each bid to be accompanied with a specimen of the style of engraving and the quality of paper pro-posed to be furnished, and the accepted bidder, be-fore the final consummation of a contract, will be required to furnish proof impressions of the en-gravings of the several kinds and denominations of

stamps.

The contract will require all designs, dies, and plates to be prepared, and dies and plates to be kept bright and sharp, and that new and additional designs, dies, and plates shall be made either for the present kinds and denominations of stamps or others, without charge, at the pleasure of the Secre tary of the Treasury and the Commissioner of In ternal Revenue, and all such designs, dies, and of and delivered to the United States Treasury Department, at the termina-tion of the contract, or whenever demanded by said department. That the stamps shall be prepared and delivered of such kinds and denominations, and in such quantities, and at such times, as the Com-

ssioner of Internal Revenue for the time being A statement of the numbers of stamps issued during the fiscal year ending 37th June, 1870, may be seen at the office of the Commissioner. And that all measures and precautions which the Commissioner of Internal Revenue shall deem neessary to take in order to protect the Governmen against fraud or negligence on the part of the con-tractor or his employes shall be taken at the proper harge and expense of the contractor. No bids w be considered except from parties who have been or are, actually engaged in the business of steel engraving and printing, and provided with all the necessary facilities to execute the work promptly and give the requisite protection to the stamps,

dies, and plates in their possession. Parties not known to the Department will furnish proof as to these points. Bidders will state the time from the date of the contract, if awarded, when they will be ready to commence delivering the stamps, and their daily capacity for delivery theresers.

after.

Bids may be made for any one class of stamps mentioned in this notice, or for all.

Each bid must be accompanied by a guarantee of at least two responsible persons that, in case the bid is accepted and a contract entered into, they will become sureties in such reasonable sum as may be required by the Government for the faithful perform

The contract to be made for not less than one year nor more than three years, as may be agreed In awarding the contract the Commissioner re serves the right to reject any or all proposals in case it shall appear to be for the interest of the Govern-

ance of the contract.

ment to do so.

Proposals should be carefully sealed and marked "Proposals for Revenue Stamps," and addressed to the Commissioner of Internal Revenue. Commissioner of Internal Revenue. October 10, 1870, Approved—GEORGE S. BOUTWELL, 10 13 12t

UNITED STATES ENGINEER OFFICE, NO. 20s S. FIFTH Street.

PHILADELPHIA, Oct. 21, 1870. Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this Office until 12 o'clock M. of MONDAY, the 21st day of November, 1879, for materials and labor "for repairing the Stone Piers belonging to the United States in the harbor of New Castle, Delaware." Separate proposals must be made for each class of material and labor.

Materials will be required as follows:— CLASS I. About 1800 lineal feet of hemblock timber for crib CLASS II.

About 1500 pounds iron bolts and spikes for crib work, and 250 pounds cast iron dowels for securing face stone. CLASS III. Sufficient stone to do the repairs (both face stone and rubble) are on hand at the piers, except angle stone, which will be offered for by the cubic foot.

Labor is required as follows:-CLASS L Repairs to crib work and putting down a platform

Repairs to crib work and putting down a platform for stone superstructure.

CLASS II.

Cutting dovetail joints and dowel holes to the face stones on hand, and putting all the stone as required, both face stones and filling, in place.

Proposals for furnishing timber will be by the lineal foot; for bolts, spikes, and dowels by the pound; for labor on timber, by the lineal foot in place, including care of timber and from delivered; for cutting stone for each header and for each for cutting stone for each header and for each stretcher; for setting face stones, for the lot; for outting rubble in place, per perch of 25 cubic

All materials and labor to be of the best mailty, subject to inspection, and rejection if not A deduction of ten (10) per centum to be made on

A deduction of ten (to) per Cantain to be Endeduction partial payments.

Envelopes to be endorsed "Proposals for repairing the Stone Piers belonging to the United States in the harbor of New Castle, Delaware,"

For blank forms for proposals and further information, inquire at this Office, where plans and drawings of the work can be seen.

J. D. KURTZ, 10 18 6t

Lientenant-Colonel of Engineers.

SHIPPING. STEAM TOWBOAT COMPANY.—
Barges towed between Philadelphia,
saltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.

Captain JOHN LAUGBLIN, Superintendent.

Office, No. 12 South Wharves Philadelphia. 4 112 SHIPPING.

SPECIAL NOTICE TO SHIPPERS

VIA SAVANNAH, GA.

with our usual despatch to all points FREIGHT WILL BE FORWARDED on the WESTERN AND ATLANTA, MEMPHIS

AND CHARLESTON, ALABAMA AND CHAT-

TANOGGA, ROME, SELMA, ROME AND DAL-TON, SELMA AND MERIDIAN, VICKSBURG AND MERIDIAN, MOBILE AND OHIO, NEW ORLEANS, JACKSON AND GREAT NORTH-ERN RAILROADS, all Landings on the COOSA

Through Bills of Lading given, and rates guarantied to all points in the South and Southwest. WILLIAM L. JAMES,

No. 130 South THIRD Street. UNTIL FURTHER NOTICE THE PHILADEL PHIA AND SOUTHERN MAIL STEAMSHIP COMPANY will not receive freight for Texas ports.

WILLIAM L. JAMES, General Agent. THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through
bills of lading to interior points South and West in
connection with South Carolina Railroad Company,
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULATION OF LEANS, La.
The VAZOO will sail for New Orleans direct, on Tuesday, November 1, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havena, on October.

vana on —, October ... Iohn New Orleans, via Ha-THROUGH BILLS OF LADING at as low rates as by ny other route given to Mobile, and to all points on the Mississippi river between New Orleans and St. Lonis. Red River freights reshipped at New Orleans without charge of commissions. WEEKLY LINE TO SAVANNAH, GA.
EThe TONAWANDA will sail for Savannah on Saturday, October 22, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, October 33 day, October 22.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Guif Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. O.
The PIONEER will sail for Wilmington on Saturday,
October 28, at 6 A. M. Returning, will leave Wilmington Saturday, November 5.
Connects with the Cape Fear River Steamboat Com.
pany, the Wilmington and Weldon and North Carolina
Railroade, and the Wilmington and Manchester Railroad
to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken
via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills
of lading signed at Queen street wharf on er before day
of sailing.
WILLIAM L. JAMMES, General Agent.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street 6 15 LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
RATES TEN CENTS PER 100 POUNDS, FOUR CENTS PER CUBIC FOOT, ONE CENT PER GALLON, SHIP'S OPTION.

INSURANCE BY THIS LINE ONE-EIGHTH OF ONE PER CENT.

Extra rates on small packages fron, metals, etc.
No beceipt or bill of lading signed for less than fifty cents.

Goods forwarded to all points free of commissions.
Through bills of lading given to Wilmington, N. C., by the steamers of this line leaving New York tri-weekly. For further particulars apply to

PIER 19 NORTH WHARVES,
N. B.—The regular shippers by this line will be

N. B.—The regular shippers by this line will be charged the above rates all winter.
Winter rates commence December 15. 28 \$

FOR LIVERPOOL AND QUEENS.
TOWN.—Inman Line of Royal Mail
Steamers are appointed to sail as follows:—
City of Brooklyn, Saturday, Oct. 22, at 2 P. M. City of Brosslyn, Saturday, Oct. 22, at 2 P. M.
City of Brussels, Saturday, Oct. 29, at 10 A. M.
Etna (via Halifax), Tuesday, Nov. 1, at 12 noon.
City of Washington, Saturday, Nov. 5, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by

For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y. 1
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia. PHILADELPHIA, RI CHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every Wednesday and SATURDAY,
at 12 o'clock noon, from FIRST WHARF above MAR.
KET Street.
RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Fills of Lading, stendy after 18 ct.

No Bills of Lading signed after 12 o'clock on sailing THROUGH RATES to all points in North and South Carolins, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virainia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of

No. 12 S. WHARVES and Pier I N. WHARVES,
W. P. PORTER, Agent at Richmond and City Point.
T. P. OROWELL & CO., Agents at Norfolk.
618 FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.

Through in twenty-four hours. Goods forwarded to any point free of commission Freights taken on accommodating terms. WILLIAM M. BAIRD & CO., Agents, No. 182 South DELAWARE Avenue.

F O R N E W Y O R K, The Steam Propellers of the line will commence to adding on the 5th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S, DELAWARE Avenue.

JAMES HAND, Agent,
No. 119 WALL Street, New York.

3 46 New EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon room the first wharf above Market street.

Ereight received daily.

Freight received daily.

WILLIAM P. CLYDE & CO.,

NO. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M.

ELDRIDGE & CO., Agents at Alexandria.

WEAVER & CO.,

ROPE MANUFACTURERS AND

SHIP CHANDLERS, No. 29 North WATER Street and No 28 North WHARVES, Philadelphia.

RUPE AT LOWEST BOSTON AND NEW YORK CONDACE.

Mantila, Sival and Tarred Cordage 41 Lowest Non York Prices and Freights.

EDWIN B. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 M. WATER St. aud 22 N DELAWARD

Avenue