GEORGE MACDONALD. The "coming man" in the field of fiction is believed to be George MacDonald, and as his writings are beginning to largely engage the attention of the reading public, the following critical notice of his works by Samuel W. Duffield will be read with interest:-

In something less than three years we have become acquainted with a new name in literature. It has drifted to us across the Atlantic, and with it has come a vague hint of a personality whereof in future we may know more. The works of this hand and brain are mainly in a poetical prose, with an occasional relapse into verse. His books sell largely, and he is better known as "the author of "Annals of a Quiet Neighborhood" than as George MacDonald.

Lately he appears among us as the editor of Good Words for the Young, always, however, forgetting the prefix "Rev.," and carrying that balancing "LL.D." as "the draigon" of his own Robert Falconer carried the weight which steadied her in mid-air. We hear of him as a tall man, of earnest demeanor and shaggy beard, proclaiming now and then in clear and forcible speech his own peculiar doctrines of "righteousness, temperance, and judgment to come." He is reputed to have the ear of his audience on these rare occasions, and certainly, if the humanity of his books is a test, he deserves it.

As far back as "Phantastes, a Faery Romance," his imaginative style seems to have begun. "Within and Without," a poem of about the same date, shows more deliberate thought-perhaps more metaphysics than poetry. But these two books, which were at the beginning of his fame (if indeed he had no share in the composition of "The Green Hand, a Short Yarn"), have been entirely displaced to American readers by other and more mature productions.

First, we had as reprints "Alec Forbes of Howglen," and "Guild Court, a London

To these succeeded the importation of "The Disciple and Other Poems," another volume entitled "Unspoken Sermons," and the "Annals of a Quiet Neighborhood," with. its sequel, "The Seaboard Parish." Next came "David Elginbrod" and "Robert Falconer," both reprints; and current literature was at the same date refreshed by a series of articles on the "Miracles of Our Lord," in the Sunday Magazine, and by "Ranald Bannerman's Boyhood," and "At the Back of the North Wind," in Good Words for the Young.

In attendance upon these, Mr. MacDonald sent forth a volume of the Sunday Library, uniform with Charles Kingsley's "Hermits and Miss Yonge's "Pupils of St. John the Divine," which was styled "England's Anti-It is a most important contribution to our knowledge of the singers and songs of

the English Church.

In all these books there is a vein of consistent, fresh, original thought, often expressed in language extremely apt and powerful. It tends towards the religious at all times, and particularly it tends to that blunt plainness as to hypocrisy and cant and sham of every kind in which our dear departed masters Thackeray and Dickens took the lead. But to compare Mr. MacDonald with either, or with both, would be unfair. He has not the same elements in him. He cannot, if he would, write in their light, easy, man-of-the-world style, which, like Saladin's scimetar, cuts deep and to the quick.

As his is now a considerable place among us, I have thought that a resume of his method and writings might aid in a fuller appreciation of the man's actual talent-not to say his genius of a certain sort.

His novels are, with one exception, Scotch in scene, and with a great deal of the dialect about them. Their central figure is much the same—a boy, who, while a hearty, active lad, nevertheless has his fancies and his thoughts. This fine fellow's life possesses many points of humor-especially in "Alec Forbes"-and introduces scenes and pictures which are at times simply exquisite. This education of the hero evolves the resthetic from its lurking-place within him. A female presence casts a halo of protecting beauty and goodness over his path. He has stalwart male friends-adherents of the cast-iron theology of the North, or else scapegraces of a droll and facetious turn, in whom he detects the good beneath the bad. He generally befriends or finds in the horizon of his career some forsaken boy, of a curious devotedness. Relatives or near friends, of the pure Scottish type, are around him, who, like Falconer's grandmother, have warm hearts under bosoms calmly cold. And, as nearly as words can achieve it, we have a process of photography going on from the day we set eyes upon our principal actor until he goes off the stage, with the closing of the book.

For all this, Mr. MacDonald's abundant observation, fruitful fancy, and thorough sympathy fit him excellently well. Leaving out such eccentric persons as Count Halko, in "David Elginbrod," who practises meamerism and electrical bewilderments, his characters stick to common facts, and invest ordinary things with the charm of spicy conversation and a minuteness which never degenerates into tedious recapitulation. Wit sparkles in the speech of Cosmo Cupples as naturally as a brook laughs in the sun, and you may be profoundly sure that the talk will ripple freshly up whenever any obstruction appears

in the channel.

The books are of their own kind. They are professedly of high intention-the later ones, by which I do not mean our latest reprints, being the best. One cannot read them without being stimulated to something nobler and purer, for they may honestly be called both. They are a mine of original and quaint similitudes, and their deep perceptions of human nature are certainly remarkable. To have realized some of the scenes as he has, Mr. MacDonald must have known the student-life of Aberdeen, and the boy-life of a little Scotch town. Nature, from smallest to largest, must have been carefully under his notice. And in the world, so wide as it is to all of us, he has seen the little flower grow up in a life, or the great storm sweep over it. This is notably the ease in the "Aunals of a Quiet Neighborhood," and its sequel, the latter being by no means the best. Here he is shown as a close pathologist. Disease of mind and disease of body, as influencing or off-setting each other, he has acutely studied. As a matter of art, the London Spectator was right when it called this application of knowledge in this book "something wonderful." The sentences semetimes are like the soliloquy of one thinking aloud upon creation, chaos, and infinity. And of course, as this is from the clergyman's standpoint, Mr. Mac-Bonald is freer, more natural, and (except in "Alec Forbes") more successful here than

On the whole, Mr. George MacDondald is a power already, and will soon be a greater one. If we fully agree with him, we shall grow enthusiastic over his earnest defense of his ideas. If we differ from him, it will be skill and brains to meet. Let it stand to his field of their enterprise, had, however, dis-

like Scott and Dickens and Thackeray, pureminded. He writes better English (because more imaginative and loftier) than Charles Reade, or any of that ilk. And while Wilkie Collins outdoes him in plot, he outdoes Wil-kie Collins and the rest of the plotters in delicacy and sweetness of touch. But it is already too plain that (unless he gets more leisure) the work which he has done, and which the world has on its bookshelves, will be the best of his doing. Should George MacDonald rise hereafter above this present point, high and good as it is, he will merit and receive distinguished praise. And, as a man hardly at the entrance of middle-life, there is no reason why this should not be. His hand has not lost its cunning, and his eve is still undimmed.

DR. MACKENZIE'S "LIFE OF DICKENS." The "Life of Charles Dickens," by R. Shelton Mackenzie, LL.D., published by T. B. Peterson & Brothers, is the best biography of the deceased novelist that has yet appeared either in the United States or in England, and we are glad to be able to announce that it is meeting with an extensive sale. The November number of Harper's Magazine has the following appreciative notice of this work:-

There is no American author, we hardly know any English author, whom we would sooner select to write a biography of Charles Dickens than Dr. Shelton Mackenzie. For over half a century he has lived in familiar fellowship with the literati of his time. He has that peculiar cast of mind which seizes upon significant incidents, treasures them up, and, as needed, reproduces them. He is, too, a literary critic-professionally so-and although his criticisms are not and do not assume to be profound, they are pervaded by a personality, a sympathetic appreciation of the writer's aim and spirit, a knowledge, in short, of the man, which is, in some sense, the first condition of either accurate or interesting criticism. His critical writings, like his conversational, are always lively, entertaining, anecdotical. His "Life of Charles Dickens" (T. B. Peterson & Bros.) might almost be termed reminiscences. It contains, of course, a great deal we all knew before. The birth, the parentage, the first captivation of the public by "Pickwick," the order in which the subsequent stories followed each other, their literary qualities and characteris-tics; in all this there is nothing with which the newspapers have not already familiarized us. Of the great novelist's interior life and character, of what he was in his family and with his children, what in society and in religious conviction and association, what not merely as an author, but as a man, it tells us but little. Of that unfortunate but still inexplicable separation between himself and his wife it gives us really no information, except the scanty and unsatisfying information afforded long since by Charles Dickens' public card. But of the novelist as a novelist; of his habits of mind and methods of composition; of the current criticism of his day; of the praise and blame which his succeeding works provoked from the critics and the public; and especially of the sources from which Dickens obtained his power, Dr. Mackenzie tells us a good deal. One secret of Dickens' success lay, doubtless, in the fact that he made real characters sit for the portraits which he drew, albeit he idealized them in the drawing. This we knew before; but we did not know how to detect the originals beneath the disguise. This, in the most entertaining chapter of the book, Dr. Mackenzie explains to us. Tony Weller was a coachman who used to drive between London and Portsmouth. Tracy Tupman-a certain Mr. Winters-was a well-known habitue of Hyde Park. The "fat boy" existed in veritable flesh and blood, the servant of a gatekeeper in Essex, between London and Chelmsford. Mrs. Ann Ellis, who kept an eating-house in Doctors' Commons, sat for the portrait of Mrs. Bardell. Mr. Justice Stareleigh was hardly a caricature of Sir Stephen Gaselee. The publication of "Oliver Twist," with its sharply-cut portraiture of Mr. Fang, police magistrate, resulted in the removal of A. S. Laing, Esq., from the office which, by his brutality, he disgraced, and from which no previous pressure had sufficed to eject him. All the world knew that the Cheeryble Brothers were the shadows of the Brothers Grant, cotton spinners and calico printers near Manchester; but it is a new revelation that the characteristics of Mrs. John Dickens, Charles' mother, are unmistakable in good, poor, doting, foolish Mrs. Nickleby; while traits less amiyet that awaken the friendly able, feeling more akin to pity than contempt, in Micawber and Turveydrop, were borrowed from his father, who struggled throughout life in perpetual financial difficulty like the one, but, like the other, never failed to maintain the dignity of his deportment. Mr. Bucket, the detective, passes for Inspector Field, under whose protecting escort the

rate and thoroughly digested biography will supplant his work in the future, it is certain that for the present want there is no biogra-

great author made more than one tour of the

wretched regions he so graphically described.

The rascally but accomplished Mr. Julius

Slinkton, whose crimes in "Hunted Down'

surpass belief, is the exact fac simile of

Thomas Griffiths Wainwright, the story of

whose incredible crimes, penned by Mr.

Dickens himself, forms one of the papers

which help to swell Dr. Mackenzie's volume

to its goodly size of four hundred and eighty-

four pages. Dr. Mackenzie has not altogether

done himself justice. The public demand

a good book now, rather than a better book

by-and-by. And Dr. Mackenzie, writing to

supply the demand, has not permitted him-

self the necessary time to collect his material

or to arrange what he had collected. His

whole book, begun, it is said, on the 14th of

June, was finished on the 23d of July. But

though it is probable that some more elabo-

phy more entertaining, and probably none more accurate, than that which Dr. Shelton

Mackenzie has given to the American public.

EXPLORATION OF THE WHITE NILE. The distinguished African explorer, Sir Samuel Baker, has sent a letter to Sir Roderick Murchison describing his expedition up to the 15th June last, and giving an interesting account of the present condition of the

White Nile.

Previous to his departure from Khartum, he had been assured that the Great White Nile had ceased to be a navigable river. It appeared that the floating rafts of marsh vegetation which, in 1865, caused an obstruction in the river between the mouths of the Ghazal and Giraffe tributaries, having been neglected by the Khartum authorities, had increased so much as to form now an impenetrable barrier. The vast masses of floating islands continually brought down by the stream had produced a new district many miles in extent, beneath which flows the eurwith the respect due to an honorable opportent of the river. The slave traders, thus pent who hits hard, and whom it requires | shat out from direct communication with the

credit that in an age of loose literature he is | covered a passage to the river beyond the barrier by the Bahr-Giraffe, which proved therefore to be an arm of the Nile, instead of an independent stream like the Sobat. In leaving Khartum with his flotilla, Sir Samuel resolved to ascend by this newly-discovered passage.

He entered the lower mouth of the Giraffe

ORS TYON.

on the 17th February, in north latitude nine degrees twenty-six minutes. The water was ten feet deep, and the current about three and a half miles an hour, with a breadth, from bank to bank, of about sixty yards, At that time the river was about five feet below the high-water mark of the flood season. The stream was winding, and had a mean course from the southwest. Four small granitic hills formed good landmarks in the boundless flats within fifteen miles of the innetion, and fine forests bordered the river for about thirty miles, diversified by plains of extremely fertile soil. As the expedition proceeded the woods ccased altogether, and the steamers depended on the supply of fuel stored in the vessels in tow.

At a distance of about one hundred and eighty miles up the Giraffe the dry land disappeared, and they sailed through a boundless marsh; the river narrowed, the current diminished, and at length progress was stopped altogether by a dense growth of high grass. This was in latitude 7 degrees 47 minutes 46 seconds, and two hundred and seventy-two miles by dead reckoning from the mouth. As the guides assured him that a passage really existed through this to the main Nile, Sir Samuel set one thousand men to work to cut a channel through the obstruction; and, after thirty-two days' labor, a canal eight miles long was made, but only to find the stream beyond too shallow to float his steamers. He compared the marsh grass to sugar cane in thickness and toughness; and the tangled confusion of decaying vegetation beneath it, to a depth of five or six feet, resembled a mixture of fishing nets, ropes, mud sailors, swabs, sponges, and canes, all compressed together in a firm mass, beneath which the water was from ten to twelve feet deep; while grass, about nine feet high, covered the surface as far as the eye could reach from the mast-head. In the clear river, beyond the obstruction, dry land appeared on either bank, and forests within two miles. Herds of antelopes and buffaloes were on the plains, and the rifles secured a supply of meat, which

was much needed. From the point where the vessels grounded, Sir Samuel proceeded, with Lieutenant Baker, in a small rowing-boat, hoping to find deep water further ahead, but he found the river impassable, and concluded that the Giraffe was only practicable during the season of flood. The whole flotilla of thirty-four vessels turned back the way they had come, and as the rainy season had set in, putting an end to further progress, he established the equipment, from which he wrote, at Towfikeeya, near the junction of the Giraffe with the Nile. He intended to remain here till November, and then, with all his force of two thousand men, cut a passage through the obstruction in the main river, on his way to Gondokoro. He spoke cheerfully of his prospects; his stores were all safely warehoused, and all his men in fair health. Since his settlement at Towfikeeya he bad liberated three hundred and five slaves, who were being carried down the river by slave dealers; half of them the property of the Turkish Governor of one of the Nile settlements.

FIRE AND BURGLAR PROOF SAFE

MARVIN'S SAFES.

The Best Quality! The Lowest Prices! The Largest Assortment!

Fire-proof.

Burglar-proof.

MARVIN'S CHROME IRON

SPHERICAL Burglar Safe

Will resist all BURGLAR'S IMPLEMENTS for any

MARVIN & CO., No. 721 CHESNUT Street,

265 Broadway, N. Y. 108 Bank st., Cleveland, Ohio. A number of Second-hand Safes, of different makes and sizes, for sale VERY LOW. Safes, Machinery, etc., moved and hoisted promptly and carefully, at reasonable rates. 117 fmw6m

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 comm buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the highest

grade,
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 TENTH Street.

A Primary, Elementary, and Finishing School for ooys and young men. Persons interested in educa-tion are invited to call and witness the method of

teaching and discipline practised. Circulars at Mr. Warburten's, No. 430 Chesnut street, or at the Academy. Open for visitors from 9 A. M. to 4 Еревить всноог

MERCHANTVILLE, N. J., Four Miles from Philadelphia.

Next session begins MONDAY, October 3,

For circulars apply to B 21 1y Rev. T. W. CATTELL. CHEGARAY INSTITUTE, Nos. 1527 AND

1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 10. Erench is the language of the family, and is constantly spoken in the institute.

6 16 wfm 6m L. D'HERVILLY, Principal. HENRY 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 5t 2m J W. FAIRES, D. D., Principal.

OUTLERY, ETO.

beautiful finish; Rodgers', and Wade Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most ap-P. MADEIRA'S, No. 115 TENTH Street, below Chesnut.

PROPOSALS. PROPOSALS FOR ARMY TRANSPORTATION

HEADQUARTERS DEPARTMENT OF TEXAS,

CHIEF QUARTERMASTER'S OFFICE,
AUSTIN, Texas, Sept. 15, 1870.

Senied 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 Proposals will also state the rates at which bid ders propose to transport to or from each of the above named points, officers and enlisted men with

their sutherized allowance of baggage. ROUTE No. 3. From Ringgold Barracks, Texas, to Fort McIntosh, ROUTE No. 4.

From Indianola, Texas, or the terminus of the Mexican Guir Railroad to San Antonio, Texas. ROUTE No. 5.

From San Antonio, Texas, to— Fort McIntosh, Texas. Fort Puncan, Texas.

Fort Clark, Texas. Fort McKavett, Texas. Fort Couche, Texas. Fort Stockton, Texas. Fort Davis, Texas. Fort Griffin, Texas.

Fort Richardson, Texas.

And any posts that may be hereafter established in Northwest Texas, south of Red river. ernment teams.

ROUTE No. 6. From the Ship's Tackle at Galveston, Texas, to Bremond, Texas, or the terminus of the Texas Central Ra'lroad.

ROUTE No. 7. From Bremone, Texas, or the terminus of the Texas Central Ralirond, to-

Fort Griffin, Texas. Fort Richardson, Texas. And any posts that may be hereafter established south of ked hiver in Northwestern Texas.

The transportation to be furnished exclusively by

Except in cases of emergency, this service may be 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

empty, on the amount of stores to be transported, and full rates for the distance travelled after load-Bidders will state the rate per 100 pounds per 100

miles at which they will transport supplies, which will be clude the transportation of supplies accompanying the movement of troops.

Each bid must be accompanied by a guarantee of at least two responsible persons (whose responsibility 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 guaranter. 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 Quarter-master's office at Galveston, Indianola, San Antonio, Ringgold 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 bids 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 envelope:—
"Proposals for Army Transportation on Route and addressed to the undersigned.

By order of Brevet Major-General Reynolds, Commanding Department. JAMES A EKIN. Deputy Quartermaster-General, U. S. Army, Chief ENGINEER OFFICE FOR HARBOR DEFENSES.

UNION BANK BUILDING, BALTIMORE, Md. Oct. 20, 1870. SEALED PROPOSALS, in duplicate, will be re-ceived at this office until 12 o'clock moon of the 31st day of October next ensuing, for the removal of the following "OBSTRUCTIONS" from the Channel of James river, Virginia, below Richmond, viz.;—
At WARWICK BAR, about five miles below Richmond, wrecks of three schooners, 50, 60, and 80 tons.

At DRURY'S BLUFF, about seven miles below Richmond, wreck of Iron-clad ram Fredericksburg, sunk with armor, guns, etc. on board; iron gunboat Raleigh, 150 tons; steamer Jamestown (wooden), 1900 tons, sunk with guns on board: steamer Cartis Peck, 450 tons; schooners Wythe, Roach, 300 and 225 tons; brig, 175 tons; and a schooner of 80 or 100 tons, name unknown; also 18 or 20 cribs of timber and stone, each about 22 feet square, averaging 18 feet deep.
At TRENTS, or GRAVE-YARD REACH, ten

miles below Richmond, wreck of 'Gallego," 250 tons; wreck of pilot-boat "Plume," 87 tons.

Below Alkens, or Varina, about twenty niles from Richmond, 37 to 40 piles, remains of old

Proposals will be received for the removal of all the obstructions named above, or a portion-but single olds are preferred for entire removal of all obstructions at each point, as named above; or to give a channel at Drury's Bluf 250, wide and 18 feet deep at low water, near right bank of river, and entire removal as above at other points. Each proposal must state time within which the work will be finished, and the method or manner of

removal proposed, whether by blasting or other-Some of the wrecks may be of considerable value, and the bids will state what sum of money, if any, in addition to the material removed, will be demanded

The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned.

Proposals will be opened at 1 P. M. of the 31st day of October next ensuing, in presence of such bidders as may choose to attend.

Forms of proposals to be had at this office, SEALED SEPARATE PROPOSALS, in duplicate, will siso be received at the same time, for the excavation of earth required to reopen "Dutch Gap Canal," according to pians, etc., in this office, in-volving removal of about 57,000 cubic yards of earth, some above and some below water; none to be carried over one-quarter mile. Price per yard, measured either in cut or embankment, to be

Proposals must be in "Duplicate," endorsed "Pro-posals for removing obstructions in James River," and for opening Dutch Gap Canal," each accompa-nied by a printed copy of this advertisement, and

COL. WM. P. CRAIGHILL, Union Bank Building Baltimore, Md. UNITED STATES ENGINEER OFFICE, NO.

208 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, 1870, for materials and labor "for repairing the Stone Piers belonging to the United States in the harbor of New Castle, Dalaware," Separate proposals must be made for each class of material and labor. Materials will be required as follows:—

About 1800 lineal feet of hemblock timber for crib CLASS II. About 1500 pounds iron boits 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:—

LASS II.

CLASS L. Repairs to crib work and putting down a platform for stone superstructure.
CLASS II.
Cutting dovetail joints and dowel holes to the face

Cutting dovetall 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 boits, 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 stretcher; for setting face stones, for the lot; for putting rubble in place, per perch of 25 cubic feet.

All materials and labor to be of the best quality, subject to inspection, and rejection if not approved. A deduction of ten (16) per centum to be made on 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, fequire at this Office, where plans and drawpartial payments.

J. D. KURTZ, Lieutenant-Colonel of Engineers.

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, six cents, ten cents, fifteen cents, twenty cents, six cents, thirty cents, forty cents, fifty cents, sixty cents, seenty cents, one dollar, one dollar and thirty cents, one dollar and fifty cents, one dollar and sixty cents, one dollar and fifty cents, two dollars, and fifty cents, five dollars, ten dollars, three dollars, twenty dollars, twenty-five dollars, fifty dollars, and two hundred dollars.

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

OLASS II.

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

CLASS III. Stamps for distilled spirits, tax paid, 10 gallons, 20 gallons, 30 gallons, 40 gallons, 50 gallons, 50 gallons, 70 gallons, 80 gallons, 90 gallons, 100 gallons, 110 gallons, 120 gallons, and 130 gallons,

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

CLASS V. Tobacco stamps, 36 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, pre-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, each stamp and stub to be numbered in serial numbers, and bound in book form. Bach book to contain 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 above, 800 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 num-

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 study to prophere the stamps of the st

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 numbered. The 15-pound stamps to be as above, with the addition of nine coupons, attached to each

Bids are also asked for the % 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 printing in one and two colors. Stamps of Class i principal color 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. 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 engravings of the several kiads and denominations 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

plates to be the property 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 orepared and delivered of such kinds and denominations, and in such quantities, and at such times, as the Com-missioner of Internal Revenue for the time being may direct. A statement of the numbers of stamps issued dur-

ing the fiscal year ending 30th 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 no cessary to take in order to protect the Government against frand or negligence on the part of the contractor or his employes shall be taken at the proper charge and expense of the contractor. No bids will 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,

les, 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 there-

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 reserves the right to reject any or all proposals in ease it shall appear to be for the interest of the Govern-

Proposals should be carefully sealed and marked "Proposals for Revenue Stamps," and addressed to the Commissioner of Internal Revenue,

C. DELANO,

Commissioner of Internal Revenue, October 10, 1870. Approved—GEORGE S. BOUTWELL, 10 13 12t Secretary.

SHIPPING.

FOR LIVERPOOL AND QUEENS
TOWN.—Inman Line of Royal Mail
Steamers are appointed to sail as follows:—
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.
City of Paris, Saturday, Oct. 12, at 8 A. M.

and each succeeding Saturday and alternate Tues-day, from pier No. 45 North river. RATES OF PASSAGE.

Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's JOHN G. DALE, Agent. No. 15 Broadway, N. Y.!
Or to O'DONNELL & FAULK, Agents,
No. 409 CHESNUT Street, Philadelphia.

THILADELPHIA, RI CHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. FOR 1870, Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street. PHILADELPHIA, RI CHMOND KET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATUEDAYS.
No Bills of Lading signed after 12 o'clock on sailing

days. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Fortamouth, and to Lynchburg, Va., Teunessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danwille Railroad.

Freight HANDIED BUTONOE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of rge for commission, drayage, or any expense of

No charge for communication, drayage, transfer.
bteamships insure at lowest rates.
Breight received daily.
State Moom accommodations for passengers.
State Moom accommodations for passengers.
No. 18 S. WHARVES and Pier I N. WHARVES.
W. P. POBIER, Agent at Richmond and City Puint.
T. P. OROWELL & CO., Agents at Norfolk.
6 15

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—
Barges towed between Paliadelphia, itimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents. Onice, No. 12 South Wherves Philadelphia. 4 11; SHIPPING.

SPECIAL NOTICE TO SHIPPERS VIA SAVANNAH, GA.

FREIGHT WILL BE FORWARDED with our usual despatch to all points FREIGHT WILL BE FORWARDED on the WESTERN AND ATLANTA, MEMPHIS AND CHARLESTON, ALABAMA AND CHAT-TANOOGA, ROME, SELMA, ROME AND DAL-TON, SELMA AND MERIDIAN, VICKSBURG AND MERIBIAN, 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 PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West is connection with South Carolina Railroad Company, ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OBLEANS, I.E.
The VAZOO will sail for New Orleans direct, on Theoday, November I, at 8 A. M.
The JUNIATA will sail from New Orleans, via Havera, on —, October—, THROUGH BILLS OF LADING at as low rates as by ny other route given to Mobile, and to all points on the Mississippi rivel between New Orleans and St. Louis. Red River freights resnipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, October 22, at 8 A. M.
The WYOMING will sail from Savannah on Satur-

day, October 22.

The ROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkaness, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Saturday, October 29, at 6 A. M. Returning, will leave Wilming-ton Saturday, November 5. con Saturday, November 5.

Connects with the Cape Fear River Steamboat Com.

pany, the Wilmington and Weldon and North Carolina

Railroads, and the Wilmington and Manchester Railroad.

Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at an 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. JAMES, General Agent. No. 120 South THIRD Street. LORILLARD STEAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, THURSDAY, AND SATURDAY.

RATES TEN CENTS PER 100 POUNDS, FOUR CENTE 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 iron, metals, etc. No receipt or bill of lading signed for less than fifty cents.

Goods forwarded to all points free of commissions.

Goods forwarded to all points free of commissions. Through bilis of lading given to Wilmington, N. O., by the steamers of this line leaving New York tri-

weekly. For further particulars apply to
JOHN F. OHL,
PIER 19 NORTH WHARVES. N. B.—The regular shippers by this line will be charged the above rates all winter. Winter rates commence December 15. 28 §

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION 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. Goods forwarded to any point free of commission Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. The Steam Propelers of the line will commence to adding on the Sth instant, leaving daily as usual.

The Steam Propelers of the line will commence to adding on the Sth instant, leaving daily as usual.

The OUGH 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 45

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 rom the first wharf above Market street. Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M
ELDRIDGE & CO., Agents at Alexandria.

CORDAGE, ETO. WEAVER & CO., ROPE MANUFACTURERS

SHIP CHANDLERS,

No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK

CORDACE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO. Eactory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 M, WATER St. and 23 N DELAWARD PHILADELPHIA

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of MARCUS CAUFFMAN, deceased. Estate of MARCUS CAUFFMAN, deceased.
The Audit is appointed by the Court to audit, settle, and adjust the first account of ISABELLA CAUFFMAN, MEYER GANS, and WOLF STEPPACHER, Executors of the last will and testament of MARCUS CAUFFMAN, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment on THURSDAY, November 3, A. D. 1870, at 4 o'clock P. M., at his office, No. 33 South THIRD Street, in the city of Philadelphia.

SAMUEL WAGNER, JR.,

SAMUEL WAGNER, JR., ROOFING.

R E A D Y R O O F I N G.—
can be applied to
STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOPS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon; the best and cheapest in the
market.

No. 771 N. NINTH St., above Coates.

EASTON & MCMAHON. SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmit gton, and intermediate points with promptness and despatch. Locats and bloam-tugs furnished at the shortest